

TRAFFIC IMPACT STUDY FOR

DRI #4321 680 SPRING STREET

DATE:

January 8, 2025

LOCATION:

Atlanta, Georgia

PREPARED FOR:

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EXECUTIVE SUMMARY

The 680 Spring Street mixed-use development (DRI #4321) is proposed for construction along Spring Street NW in Atlanta, Georgia. The proposed development will consist of 626 high-rise multifamily units and 8,616 square feet of retail space. The development will have two access points consisting of one existing full-access driveway on Spring Street NW (The Varsity driveway) aligned with Ponce de Leon Avenue NE and one right-in/right-out (RIRO) driveway on Spring Street NW north of The Varsity driveway and Ponce de Leon Avenue NE.

Traffic operations are satisfactory at each of the six study intersections during Existing conditions and 2027 No-Build conditions.

The addition of project traffic is expected to have an impact on the traffic operations at the study intersections; however, for 2027 Build conditions, study intersections are expected to continue to operate at adequate LOS when compared to 2027 No-Build conditions.

Private Road A along Spring Street NW warrants a right-turn deceleration lane; however, it is not recommended to install a right-turn lane at this location due to the bike lane transformation from the existing fourth travel lane along Spring Street NW.

Single-lane approaches are sufficient at each of the site driveways.

From the analysis, no mitigation is required at the existing study intersections.

Table A summarizes the capacity analysis results in each of the Existing, No-Build, and Build scenarios. Table B summarizes the queue lengths, 50th percentile and 95th percentile, respectively, across each of the Existing, No-Build, and Build scenarios for the movement in Existing Conditions where LOS is inadequate, and project trips are added.

Table A: Capacity Analysis Results Summary

ID	Intersection	Control	Movement	2024 Existing				2027 No-Build				2027 Build			
				AM		PM		AM		PM		AM		PM	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Spring St NW & Ponce de Leon Ave NW/ The Varsity dwy/Private Road B	Traffic Signal	Overall	B	19.6	C	27.6	B	19.7	C	27.8	C	22.4	C	30.9
			EB	E	55.0	D	43.7	E	55.0	D	43.7	D	52.1	D	45.2
			WB	D	45.1	D	45.4	D	45.1	D	45.7	D	43.6	D	43.7
			SB	B	13.9	C	23.0	B	14.0	C	23.2	B	16.2	C	27.0
2	Spring St NW & SR 8/US 29/78/278/North Ave NW	Traffic Signal	Overall	C	29.1	C	31.5	C	29.4	C	32.5	C	29.6	C	32.7
			EB	C	33.1	C	30.8	C	33.4	C	31.2	C	33.4	C	31.2
			WB	B	19.2	A	6.4	B	19.3	A	6.7	B	19.4	A	6.8
			SB	C	33.8	D	48.7	C	34.3	D	50.5	B	34.6	D	50.9
3	W Peachtree St NW & Ponce de Leon Ave NW	Traffic Signal	Overall	C	20.3	C	21.7	C	20.4	C	21.8	C	20.6	C	22.1
			EB	D	35.2	D	38.1	D	35.1	D	38.1	D	36.1	D	40.0
			WB	D	37.2	D	35.8	D	37.2	D	35.8	D	37.2	D	35.5
			NB	B	14.3	B	15.0	B	14.4	B	15.1	B	14.5	B	15.4
4	W Peachtree St NW & SR 8/US 29/78/278/North Ave NW	Traffic Signal	Overall	B	12.3	B	12.4	B	12.6	B	12.3	B	12.9	B	12.1
			EB	A	4.8	A	4.9	A	5.5	A	4.6	A	6.2	A	4.1
			WB	A	8.8	B	17.0	A	8.9	B	16.7	A	8.9	B	16.2
			NB	C	28.5	B	17.6	C	28.6	B	18.0	C	28.6	B	18.6
5	Spring St NW & Linden Ave NW/I-75-85 NB ramps	Traffic Signal	Overall	C	27.8	C	32.0	C	27.9	C	32.2	C	28.0	C	32.2
			EB	D	39.6	C	25.6	D	39.5	C	25.3	D	39.5	C	25.3
			WB	D	35.3	C	34.2	D	35.3	C	34.3	D	35.2	C	34.3
			SB	C	21.8	C	31.4	C	22.0	C	31.8	C	22.1	C	31.8
6	Spring St NW & 3rd St NW	Traffic Signal	Overall	A	5.2	A	6.6	A	5.2	A	6.7	A	5.2	A	6.7
			EB	D	40.9	D	36.9	D	40.8	D	36.7	D	40.8	D	36.7
			WB	D	44.0	D	41.8	D	43.9	D	41.6	D	43.9	D	41.6
			SB	A	2.0	A	3.7	A	2.0	A	3.8	A	2.0	A	3.8
7	Spring St NW & Private Road A	Side Street Stop Control										B	11.7	C	17.9

Table B: Queuing Analysis Summary

ID	Intersection	Control	Movement	Storage Length	2024 Existing				2027 No-Build				2027 Build			
					50th %ile		95th %ile		50th %ile		95th %ile		50th %ile		95th %ile	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Spring St NW & Ponce de Leon Ave NW/ The Varsity dwy/Private Road B	Traffic Signal	EBT+R	235	2	5	12	26	2	5	12	26	6	10	32	43

TABLE OF CONTENTS

Executive Summary.....	i
Introduction	1
Existing Conditions.....	4
A.1. Pedestrian, Bicycle, and Multi-Use Facilities.....	4
A.2. Transit Facilities	4
A.3. Transportation Facilities	4
A.4. Traffic Counts	5
Future Conditions.....	11
B.1. Background Data Collection	11
B.2. Programmed Improvements.....	11
B.3. Planned Improvements.....	11
B.4. Project Trip Generation	14
B.5. Trip Distribution and Assignment.....	16
Traffic Impact Analyses.....	23
C.1. 2024 Existing Capacity Analysis.....	23
C.2. 2027 No-Build Conditions Capacity Analysis	24
C.3. 2027 Build Conditions Capacity Analysis	25
C.4. Queue Length Analysis.....	27
C.5. Turn Lane Warrant Analysis.....	29
Conclusions	30
Recommendations.....	31
APPENDIX A: Site Plan	A
APPENDIX B: Traffic Count Data	B
APPENDIX C: Growth Factor(s) Calculations & Analysis	C
APPENDIX D: Trip Generation.....	D
APPENDIX E: Capacity Analyses Reports.....	E

LIST OF TABLES

Table 1: Programmed Projects	13
Table 2: Planned Improvements	13
Table 3: Project Trip Generation	15
Table 4: 2024 Existing Capacity Analysis.....	24
Table 5: 2027 No-Build Capacity Analysis	25
Table 6: 2027 Build Capacity Analysis	26
Table 7: 50 th and 95 th Percentile Queue Length Analysis	28
Table 8: GDOT Turn Lane Warrants	29

LIST OF FIGURES

Figure 1. Vicinity Map	2
Figure 2. Site Location Aerial	3
Figure 3: Alternative Transportation Map – Special Pedestrian Infrastructure.....	6
Figure 4: Alternative Transportation Map – Bicycle and Trail Infrastructure.....	7
Figure 5: Alternative Transportation Map – Area Public Transit (MARTA)	8
Figure 6: Alternative Transportation Map – Georgia Tech Stinger Shuttle	9
Figure 7: Existing Traffic Volumes.....	10
Figure 8: 2027 No-Build Traffic Volumes.....	12
Figure 9: New Trip Distribution	17
Figure 10: New Project Volumes.....	18
Figure 11: Pass-By Trip Distribution	19
Figure 12: Pass-By Project Volumes	20
Figure 13: Net Project Volumes	21
Figure 14: 2027 Build Traffic Volumes	22
Figure 15: Existing, Programmed, and Proposed Project Lane Geometries.....	32

Introduction

The 680 Spring Street mixed-use development (DRI #4321) is proposed for construction along Spring Street NW in Atlanta, Georgia. The proposed development will consist of 626 high-rise multifamily units and 8,616 square feet of retail space. The development will have two access points consisting of one existing full-access driveway on Spring Street NW (The Varsity driveway) aligned with Ponce de Leon Avenue NE and one right-in/right-out (RIRO) driveway on Spring Street NW north of The Varsity driveway and Ponce de Leon Avenue NE. This traffic study analyzes the impact of new traffic added to the local roadways upon the occupancy of the mixed-use development. This study includes analysis of the following scenarios:

- 2024 Existing Conditions
- 2027 (Opening Year) No-Build Conditions (including background growth and expected traffic from adjacent/nearby developments)
- 2027 (Opening Year) Build Conditions

The following are the intersections proposed for study:

1. Spring Street NW & Ponce de Leon Avenue NW/The Varsity driveway/Private Road B
2. Spring Street NW and North Avenue NW
3. West Peachtree Street NW and Ponce de Leon Avenue NW
4. West Peachtree Street NW and North Avenue NW
5. Spring Street NW and Linden Avenue NW/I-75-85 northbound ramps
6. Spring Street NW and 3rd Street NW
7. Spring Street NW and Private Road A

The report summarizes background and projected traffic at the study locations, analysis of traffic impacts including level of service (LOS) and queues, and conclusions and recommendations from the analysis.

The site location aerial is depicted in Figure 1. Figure 2 depicts the site location in Atlanta, and the study intersections. A copy of the development concept plan is included in Appendix A.

Figure 1. Vicinity Map

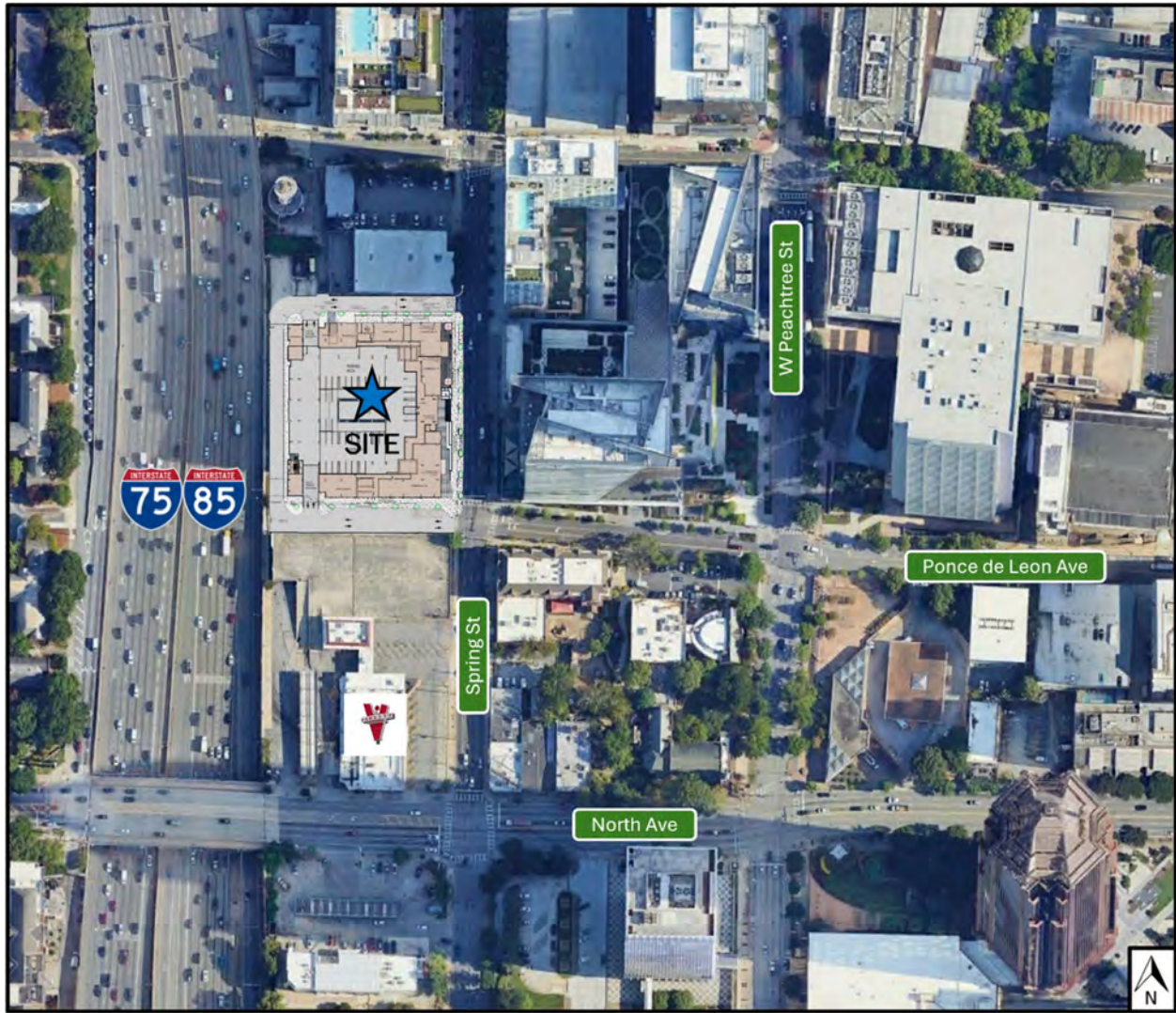


Figure 2. Site Location Aerial



Existing Conditions

A.1. Pedestrian, Bicycle, and Multi-Use Facilities

Sidewalks are provided along both sides of most roads in the area. All sections of sidewalk are at least five feet wide and provide access to nearby commercial, offices, schools, and public transit. Dedicated bike lanes are not available in the immediate area around the site, but the city has plans to construct dedicated lanes on most streets in the area. Currently, the city is working on extending bike lanes to the north of the site, along Spring Street between 3rd Street NW and North Avenue NW, and Georgia Tech is working on dedicated bike lanes on its campus. Special pedestrian infrastructure and bike lanes in the area are shown in Figures 3 and 4, respectively. It is noted that the 3rd Street Tunnel is only open during Georgia Tech football games.

A.2. Transit Facilities

MARTA Route 51 is the closest bus route to the proposed site and runs along North Avenue NW and heads west, away from the North Avenue MARTA station. There is a stop for this route located at the corner of North Avenue NW and Spring Street NW. Pedestrians can walk south one block to the nearest bus stop at the corner of North Avenue and Spring Street. The North Avenue MARTA station is located just one block further east of the nearest bus stop. Other bus routes are available at the North Avenue MARTA station and include routes 2, 50, 102, and 899. CobbLINC, Gwinnett County Transit, the Xpress Bus system, and the Georgia Tech Stinger Shuttle Tech Square/Clough Route also has stops at the North Avenue MARTA station for longer distance travel. MARTA transit stops and routes and the Georgia Tech Stinger Shuttle routes in the area are shown in Figures 5 and 6, respectively.

A.3. Transportation Facilities

Spring Street NW is a three- and four-lane southbound-only Urban Minor Arterial that runs along the east side of I-75/85 and parallel to West Peachtree Street NW. The speed limit along Spring Street NW is 35 miles per hour (MPH) and provides access to several high-rise commercial, residential and office buildings. Spring Street NW provides interstate access approximately 1,000 feet south of the proposed site. As new high-rise developments are constructed, the right-most lane is being converted to a dedicated bike lane. Spring Street NW will provide access to and from the proposed development.

West Peachtree Street NW is a four-lane northbound-only Urban Minor Arterial that runs parallel to Spring Street NW. West Peachtree Street NW runs north into midtown Atlanta, eventually splitting into Peachtree Street and SR 13/Buford Highway Connector. The speed limit along the roadway is 35 MPH.

Ponce de Leon Avenue NW begins as a two-lane undivided local roadway that runs east from its western terminus at Spring Street NW towards Decatur. Ponce de Leon Avenue NW widens to four lanes after its intersection with Juniper Street, picking up the SR 8/US 78/278 designation and reclassifying to an Urban Principal Arterial. Ponce de Leon Avenue NW has a posted speed limit of 35 MPH and provides connection between one-way north/south roads and destinations such as The Fox Theatre, North Avenue MARTA station, and Ponce City Market.

North Avenue NW is a six-lane undivided Urban Principal Arterial with east-west orientation. East of Juniper Street NE and Piedmont Avenue NE, when the SR 8/US 78/278 designation shifts onto Ponce de Leon Avenue NW, North Avenue NW reclassifies to an Urban Minor Arterial. North Avenue NW runs parallel to Ponce de Leon Avenue west across I-75/85 towards Georgia Tech and Northside Drive and east towards the Old Fourth Ward neighborhood. North Avenue NW has a posted speed limit of 35 MPH.

3rd Street is a two-lane undivided local roadway that runs east-west and has continuous sections between the I-75/85 tunnel and Myrtle Street, and between Argonne Avenue NE and Durant Place NE. There is no posted speed limit on 3rd Street; therefore, the speed limit was taken as 35 MPH for this study.

Linden Avenue NW is a two-lane undivided local roadway that runs east-west and has continuous sections between Spring Street NW and Piedmont Avenue NE, and between Central Park Place NE and Parkway Drive NE. There is no posted speed limit on Linden Avenue NW; therefore, the speed limit was taken as 35 MPH for this study.

A.4. Traffic Counts

Intersection turning movement counts (TMCs) at study intersections 1-4 were collected on Thursday, October 17, 2024, while schools were in session. In addition to the turning movement counts, one (1) 24-hour traffic classification count was taken on Thursday, October 17, 2024, along Spring Street NW north of Ponce de Leon Avenue NE. The AM peak hour was determined to be 8:00-9:00AM, and the PM peak hour was determined to be 5:00-6:00PM. At the Methodology Meeting on December 9th, 2024, at 10:00 AM, it was proposed to add the two additional intersections of Spring Street NW and Linden Avenue NW/I-75-85 northbound ramps and Spring Street NW and 3rd Street NW. Data for these two additional intersections was obtained from the City of Atlanta in the form of ©2024 StreetLight inSight data. The resultant Existing traffic volumes are shown in Figure 7.

Figure 3: Alternative Transportation Map – Special Pedestrian Infrastructure

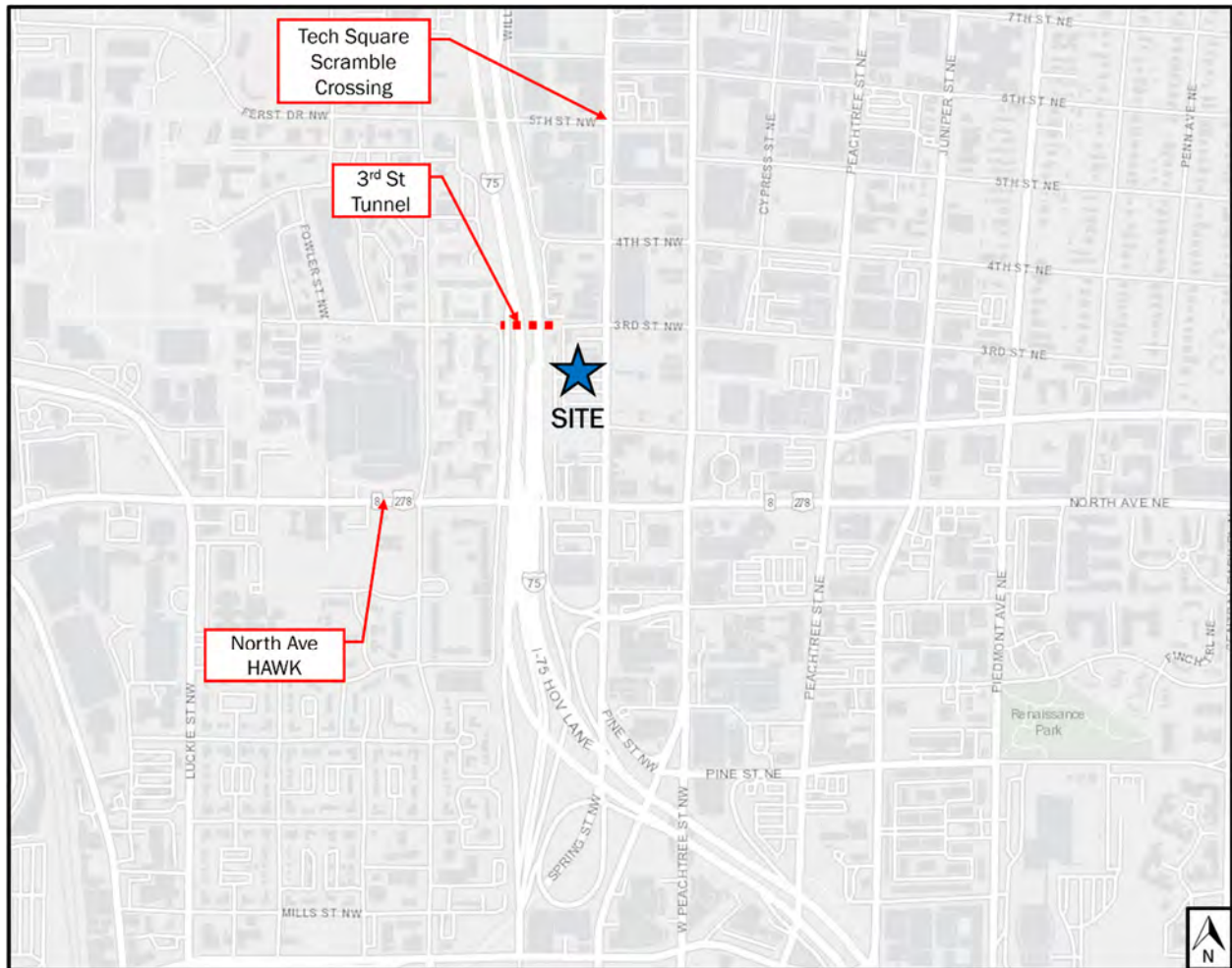


Figure 4: Alternative Transportation Map – Bicycle and Trail Infrastructure

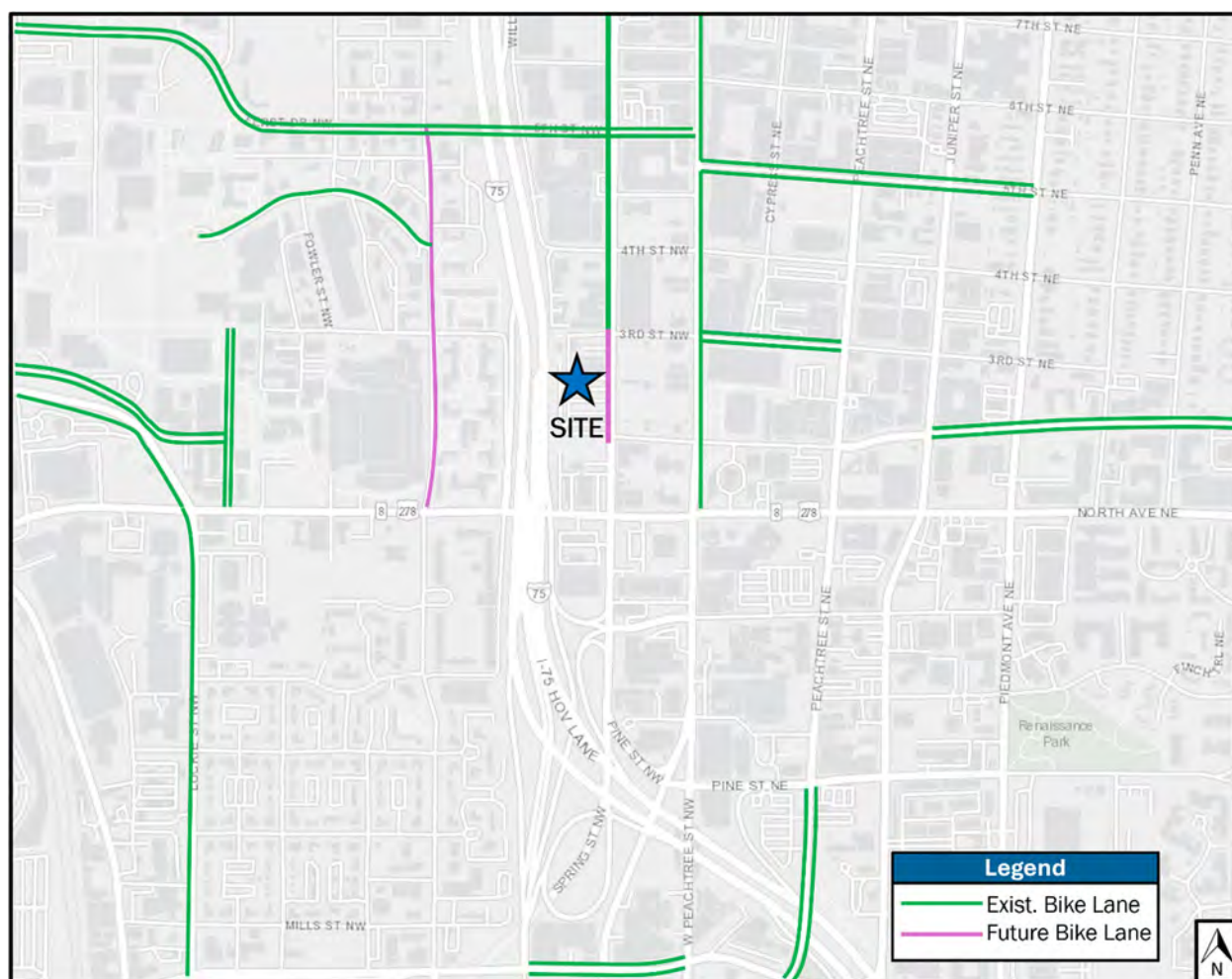


Figure 5: Alternative Transportation Map – Area Public Transit (MARTA)

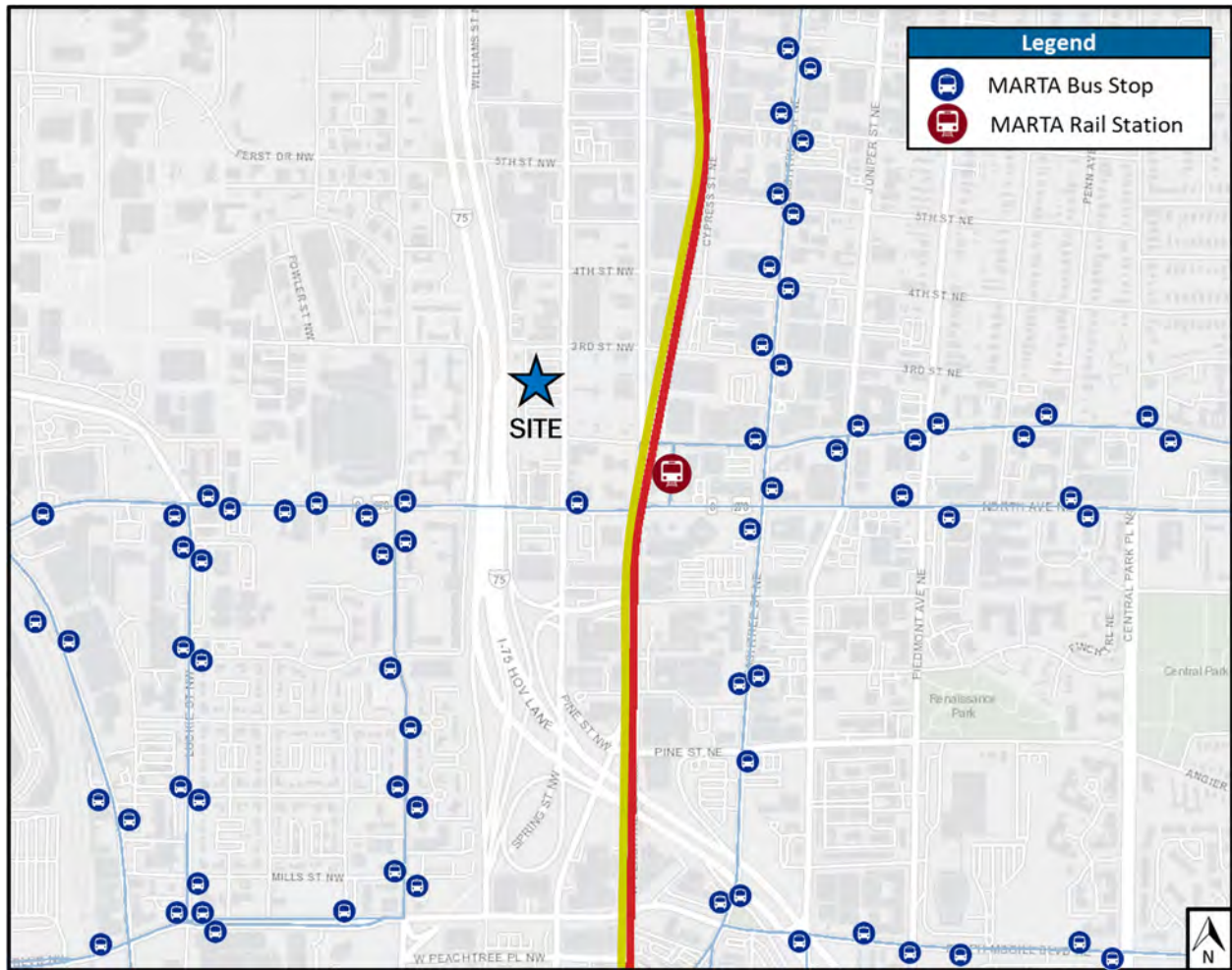


Figure 6: Alternative Transportation Map – Georgia Tech Stinger Shuttle

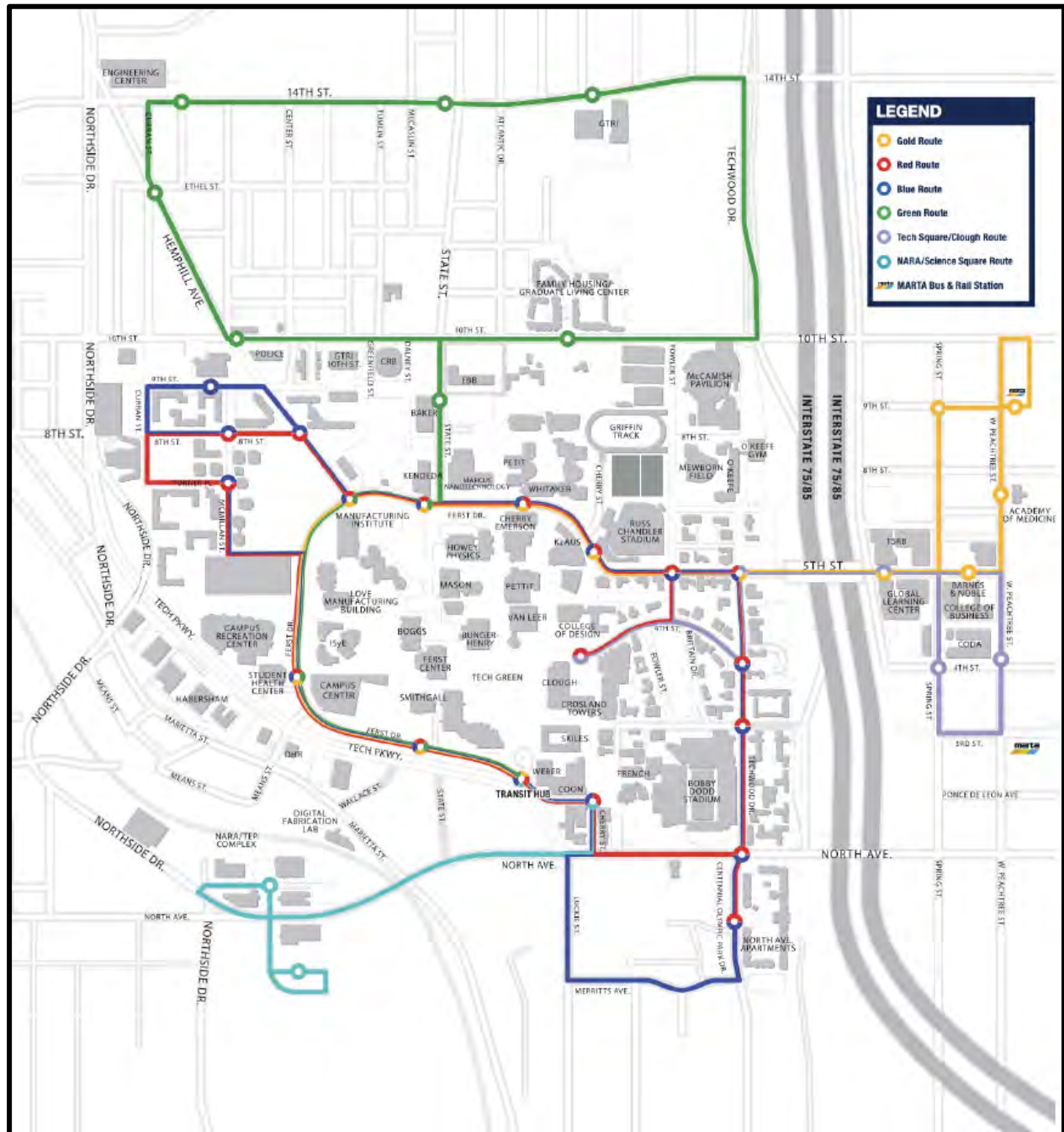


Figure 7: Existing Traffic Volumes



Future Conditions

B.1. Background Data Collection

The study applied a growth rate of 0.5% per year from 2024 to 2027. The growth rate was derived from the counts collected from 2009 to 2024 at the nearest count stations to the project and reported by GDOT's Traffic Analysis and Data Application (TADA). The historical traffic counts collected are contained in Appendix B, and the growth rate calculations are included in Appendix C. Figure 8 depicts the 2027 No-Build volumes with the growth rate applied to the Existing volumes seen in Figure 7.

B.2. Programmed Improvements

There are several programmed improvements scheduled by or before the project's anticipated opening year of 2027; however, none of these will impact the proposed project's site area, except for the Spring Street NW bike lane. Table 1 shows the programmed improvements within the vicinity of the proposed project site.

B.3. Planned Improvements

There are two planned improvements, both Bus Rapid Transit (BRT), that will take place after the proposed project site is built out – one between MARTA North Avenue Station and Atlanta Beltline East, and one between MARTA North Avenue Station and MARTA Bankhead Station. Table 2 shows the planned improvements within the vicinity of the proposed project site.

Figure 8: 2027 No-Build Traffic Volumes



Table 1: Programmed Projects

Project Name	From/To	Sponsor	Project ID	ARC ID (TIP)	Design FY	ROW/Utility FY	Construct FY
5th Street Complete Street	Williams Street to Myrtle Street	ATL DOT	1000	N/A	2018	2024	2024
Piedmont Ave Complete Street	Ponce de Leon Ave to 15th Street	ATL DOT	1015	N/A	2017	2026	2026
W Peachtree Street and Spring Street QB Complete Streets	Ponce De Leon Ave to 16th St and 3rd St to 16th St	ATL DOT	1017	N/A	2018	2026	2026
North Ave Smart Corridor	Northside Dr NW to SR 42/US 23/Moreland Ave	ATL DOT	1057	N/A	2016	2024	2024
Peachtree St TCC	Memorial Dr to Spring St	ATL DOT	1059	N/A	2016	2027	2027
Piedmont Ave Pedestrian Safety	MLK Jr Dr to North Ave	ATL DOT	1061	N/A	2023	N/A	N/A
Citywide ITS/Signal	Various	ATL DOT	1071	N/A	2016	2024	2024
Juniper Street	14th St to Ponce De Leon Ave	ATL DOT	3001	N/A	2016	2024	2024
Midtown Atlanta Regional Activity Center	MARTA Bus Stops and Stations Midtown CID	ATL DOT	3011	N/A	2016	N/A	N/A
Cycle Atlanta 1.0 Bicycle Mobility Imps	Various	ATL DOT	3021	N/A	2017	N/A	N/A
ATL Traffic Signal Enhancement Program Phase 1	Greenbriar Pkwy, Sylvan Rd, 10th St, State St, & North Ave	City of Atlanta	GDOT P.I. No. 0017802	AT-320	2021	2029	2029

Table 2: Planned Improvements

Project Name	From/To	Potential Sponsor	Project ID	ARC ID (TIP)	Design FY	ROW/Utility FY	Construct FY
North Ave Corridor BRT	MARTA North Ave Station to Atlanta Beltline East/ Ponce City Market	MARTA	AR-457	AR-457	2050	N/A	N/A
North Ave Corridor BRT	MARTA North Ave Station to MARTA Bankhead Station	MARTA	AR-491B	AR-491B	2050	N/A	N/A

B.4. Project Trip Generation

The mixed-use development consists of the following: 626 high-rise multifamily units and 8,616 square feet of retail space. The anticipated trips generated by the development were estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021.

The trip generation considers mixed-use internal capture trips. Internal capture trips are excluded from the external vehicle trips since they are not contributing to the ingress and egress of traffic at the site to and from the public road network. Percentages of 3% daily, 2% during the AM peak hour, and 8% during the PM peak hour were established to account for internal capture trips.

The trip generation considers pass-by trips. Pass-by trips are trips that are already part of the existing traffic pattern that are already "passing by" on their way to another destination and utilize the site before continuing their way. The pass-by trip volume was checked to ensure that it did not exceed 15% of the roadway's current traffic volume.

The trip generation considers alternative mode trips, particularly non-vehicular/motorized trips and transit trips. Due to the dense urban environment surrounding the site, a 30% reduction was taken for transit trips, and a separate 30% reduction was taken for non-vehicular/motorized trips.

Table 3 summarizes the project trip generation calculated using the ITE Trip Generation rates. The detailed trip generation is included in Appendix D.

Table 3: Project Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Multifamily Housing (High-Rise) LUC 222 626 Dwelling Units (Close to Rail Transit)	Daily	2,478	1,239	1,239
	AM Peak Hour	144	48	96
	PM Peak Hour	163	93	70
Strip Retail Plaza (<40k) LUC 822 8,616 Square Feet	Daily	594	297	297
	AM Peak Hour	26	16	10
	PM Peak Hour	70	35	35
Total Gross Trips	Daily	3,072	1,536	1,536
	AM Peak Hour	170	64	106
	PM Peak Hour	233	128	105
Pass-By	Daily	-178	-89	-89
	AM Peak Hour	0	0	0
	PM Peak Hour	-21	-11	-10
Internal Capture	Daily	-74	-37	-37
	AM Peak Hour	-4	-2	-2
	PM Peak Hour	-18	-9	-9
Transit	Daily	-848	-424	-424
	AM Peak Hour	-51	-19	-32
	PM Peak Hour	-58	-33	-25
Alternative Mode	Daily	-848	-424	-424
	AM Peak Hour	-51	-19	-32
	PM Peak Hour	-58	-33	-25
Total Net Trips – Cars	Daily	1,124	562	562
	AM Peak Hour	64	24	40
	PM Peak Hour	78	42	36

B.5. Trip Distribution and Assignment

The trips for the project were distributed based upon travel patterns evidenced in the existing traffic counts and historical GDOT AADT counts in the area, along with adherence to the GRTA 7% table, which determines the impact of site trips based upon a roadway's available capacity. The trip distribution is as follows:

- Approximately 20% of the traffic is expected to travel to/from the west on North Avenue NW,
- Approximately 10% of the traffic is expected to travel to/from the east on Ponce de Leon Avenue NW,
- Approximately 10% of the traffic is expected to travel to/from the east on North Avenue NW,
- Approximately 15% of the traffic is expected to travel to/from the south on West Peachtree Street NW,
- Approximately 10% of the traffic is expected to travel to/from the south on I-75/85,
- Approximately 20% of the traffic is expected to travel to/from the north on I-75/85, and
- Approximately 15% of the traffic is expected to travel to/from the north on Spring Street NW/West Peachtree Street NW.

New trip distribution percentages are shown in Figure 9 and the new trip volumes based on the new trip distribution are depicted in Figure 10. Pass-by trip distribution percentages are shown in Figure 11 and the pass-by trips expected from the pass-by trip distribution are shown in Figure 12. The net project volumes (New Trips in Figure 10 + Pass-By Trips in Figure 12) are shown in Figure 13. The 2027 Build Volumes (2027 No-Build + Net Project Volumes) are depicted in Figure 14.

Figure 9: New Trip Distribution

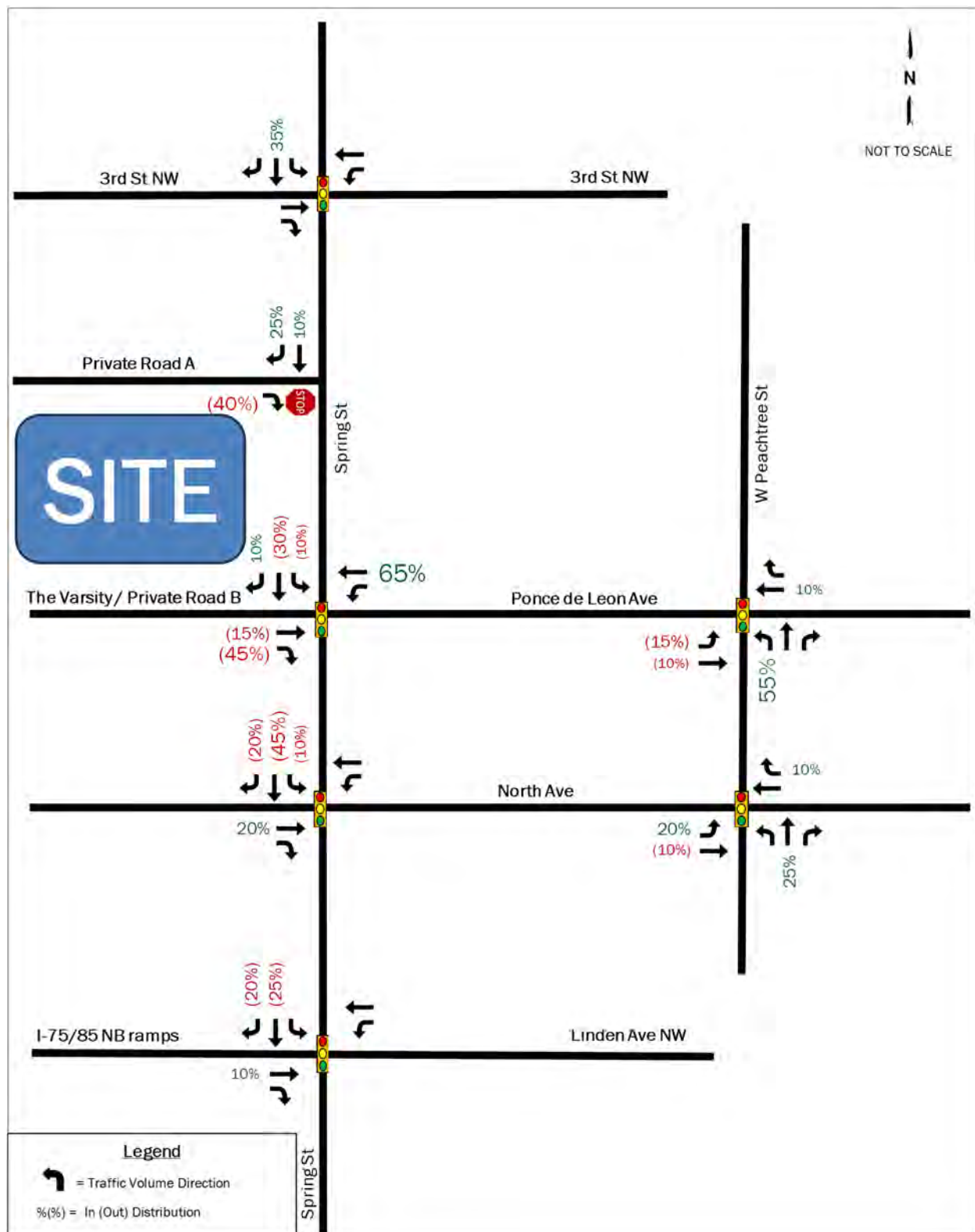


Figure 10: New Project Volumes



Figure 11: Pass-By Trip Distribution



Figure 12: Pass-By Project Volumes



Figure 13: Net Project Volumes



Figure 14: 2027 Build Traffic Volumes



Traffic Impact Analyses

The capacity analysis and queuing analysis 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, 7th Edition (HCM 7), where LOS A is best, and LOS F is worst. For the purposes of this study LOS D is the acceptable standard, unless a LOS in Existing conditions is F, in which case the acceptable LOS for that movement would be E. The queue lengths are reported as 50th and 95th percentile queues. Signal timings established in Existing conditions prevail throughout all scenarios not involving mitigation. All capacity analysis worksheets are included in Appendix E.

C.1. 2024 Existing Capacity Analysis

The results of the 2024 Existing capacity analyses are shown in Table 4 and include the analysis of the volumes shown in Figure 7.

Table 4: 2024 Existing Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Spring St NW & Ponce de Leon Ave NW/ The Varsity dwy/Private Road B	Traffic Signal	Overall	B	19.6	C	27.6
			EB	E	55.0	D	43.7
			WB	D	45.1	D	45.4
			SB	B	13.9	C	23.0
2	Spring St NW & SR 8/US 29/78/278/North Ave NW	Traffic Signal	Overall	C	29.1	C	31.5
			EB	C	33.1	C	30.8
			WB	B	19.2	A	6.4
			SB	C	33.8	D	48.7
3	W Peachtree St NW & Ponce de Leon Ave NW	Traffic Signal	Overall	C	20.3	C	21.7
			EB	D	35.2	D	38.1
			WB	D	37.2	D	35.8
			NB	B	14.3	B	15.0
4	W Peachtree St NW & SR 8/US 29/78/278/North Ave NW	Traffic Signal	Overall	B	12.3	B	12.4
			EB	A	4.8	A	4.9
			WB	A	8.8	B	17.0
			NB	C	28.5	B	17.6
5	Spring St NW & Linden Ave NW/I-75-85 NB ramps	Traffic Signal	Overall	C	27.8	C	32.0
			EB	D	39.6	C	25.6
			WB	D	35.3	C	34.2
			SB	C	21.8	C	31.4
6	Spring St NW & 3rd St NW	Traffic Signal	Overall	A	5.2	A	6.6
			EB	D	40.9	D	36.9
			WB	D	44.0	D	41.8
			SB	A	2.0	A	3.7

As shown in Table 4, there is one instance of inadequate LOS during Existing conditions at the study intersections that is detailed below:

Spring Street NW and Ponce De Leon Avenue NW/The Varsity driveway/Private Road B

- The eastbound approach during the AM peak hour (LOS E)

C.2. 2027 No-Build Conditions Capacity Analysis

The results of the 2027 No-Build conditions intersection capacity analysis are shown in Table 5 and include the volumes shown in Figure 8.

Table 5: 2027 No-Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Spring St NW & Ponce de Leon Ave NW/ The Varsity dwy/Private Road B	Traffic Signal	Overall	B	19.7	C	27.8
			EB	E	55.0	D	43.7
			WB	D	45.1	D	45.7
			SB	B	14.0	C	23.2
2	Spring St NW & SR 8/US 29/78/278/North Ave NW	Traffic Signal	Overall	C	29.4	C	32.5
			EB	C	33.4	C	31.2
			WB	B	19.3	A	6.7
			SB	C	34.3	D	50.5
3	W Peachtree St NW & Ponce de Leon Ave NW	Traffic Signal	Overall	C	20.4	C	21.8
			EB	D	35.1	D	38.1
			WB	D	37.2	D	35.8
			NB	B	14.4	B	15.1
4	W Peachtree St NW & SR 8/US 29/78/278/North Ave NW	Traffic Signal	Overall	B	12.6	B	12.3
			EB	A	5.5	A	4.6
			WB	A	8.9	B	16.7
			NB	C	28.6	B	18.0
5	Spring St NW & Linden Ave NW/I-75-85 NB ramps	Traffic Signal	Overall	C	27.9	C	32.2
			EB	D	39.5	C	25.3
			WB	D	35.3	C	34.3
			SB	C	22.0	C	31.8
6	Spring St NW & 3rd St NW	Traffic Signal	Overall	A	5.2	A	6.7
			EB	D	40.8	D	36.7
			WB	D	43.9	D	41.6
			SB	A	2.0	A	3.8

As shown in Table 5, there are no additional instances of inadequate LOS and degrading LOS during 2027 No-Build conditions at the study intersections.

C.3. 2027 Build Conditions Capacity Analysis

The results of the 2027 Build conditions intersection capacity analysis are shown in Table 6 and include the volumes shown in Figure 14.

Table 6: 2027 Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Spring St NW & Ponce de Leon Ave NW/ The Varsity dwy/Private Road B	Traffic Signal	Overall	C	22.4	C	30.9
			EB	D	52.1	D	45.2
			WB	D	43.6	D	43.7
			SB	B	16.2	C	27.0
2	Spring St NW & SR 8/US 29/78/278/North Ave NW	Traffic Signal	Overall	C	29.6	C	32.7
			EB	C	33.4	C	31.2
			WB	B	19.4	A	6.8
			SB	B	34.6	D	50.9
3	W Peachtree St NW & Ponce de Leon Ave NW	Traffic Signal	Overall	C	20.6	C	22.1
			EB	D	36.1	D	40.0
			WB	D	37.2	D	35.5
			SB	B	14.5	B	15.4
4	W Peachtree St NW & SR 8/US 29/78/278/North Ave NW	Traffic Signal	Overall	B	12.9	B	12.1
			EB	A	6.2	A	4.1
			WB	A	8.9	B	16.2
			SB	C	28.6	B	18.6
5	Spring St NW & Linden Ave NW/I-75-85 NB ramps	Traffic Signal	Overall	C	28.0	C	32.2
			EB	D	39.5	C	25.3
			WB	D	35.2	C	34.3
			SB	C	22.1	C	31.8
6	Spring St NW & 3rd St NW	Traffic Signal	Overall	A	5.2	A	6.7
			EB	D	40.8	D	36.7
			WB	D	43.9	D	41.6
			SB	A	2.0	A	3.8
7	Spring St NW & Private Road A	Side Street Stop Control	EB R	B	11.7	C	17.9

As shown in Table 6, there are no instances of inadequate LOS during 2027 Build conditions at the study intersections. The Build analysis considers the intersection control and lane geometry at the proposed site driveway. It should be noted that the eastbound approach at the intersection of Spring Street NW and Ponce de Leon Avenue NW/The Varsity driveway/Private Road B is expected to operate adequately in 2027 Build conditions due to the addition of right turning vehicles, which is an easier and more favorable movement, thus improving delay and operations.

C.4. Queue Length Analysis

Queue length analysis was conducted for the intersection approach with LOS E in 2024 Existing conditions where the project is adding additional trips to that approach. Queue length analysis results are modeled according to Highway Capacity Manual procedures, using the traffic analysis software Synchro® 12. Queue lengths reported include 50th percentile (average) queues, 95th percentile queues, existing storage lengths, and existing taper lengths to intersection approaches.

Queueing analysis indicates that the project-related queue is contained in the available full-width storage capacity in Existing conditions and is expected to still be contained in No-Build conditions. In Build conditions, the additional site traffic generated by the proposed development minimally contributes to the queue; however, the full-width storage capacity is not expected to be breached in Build conditions.

Table 7 shows the queue length comparisons across all study scenarios for Existing geometric conditions.

Table 7: 50th and 95th Percentile Queue Length Analysis

ID	Intersection	Control	Movement	Storage Length	2024 Existing				2027 No-Build				2027 Build			
					50th %ile		95th %ile		50th %ile		95th %ile		50th %ile		95th %ile	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Spring St NW & Ponce de Leon Ave NW/ The Varsity dwy/Private Road B	Traffic Signal	EBT+R	235	2	5	12	26	2	5	12	26	6	10	32	43

C.5. Turn Lane Warrant Analysis

Turn lane analysis was conducted for the proposed development driveways along Spring Street NW using the GDOT Regulations for Driveway and Encroachment Control Manual (Regulations), dated June 20, 2024. The results of the evaluation are summarized in Table 8.

The ADT data collected on Thursday, October 17, 2024, shows the average weekday traffic to be 14,831 vehicles per day along Spring Street NW, south of 3rd Street NW. The speed limit on Spring Street NW is 35 miles per hour.

The southbound right-turn traffic is expected to exceed the threshold of 100 right-turn vehicles per day for Private Road A, but not The Varsity driveway/Private Road B.

Table 8: GDOT Turn Lane Warrants

ID	Intersection	Movement/ Turn Lane	Turn Volume	GDOT Volume Criteria	GDOT Criteria met?
1	Spring St NW & Ponce de Leon Ave NW/ The Varsity dwy/Private Road B	SB R	78 RT/Day	100 RT/Day	NO
7	Spring St NW & Private Road A	SB R	163 RT/Day	100 LT/Day	YES

As shown in Table 8, a right-turn deceleration lane is warranted at Private Road A along Spring Street NW.

Based on GDOT criteria for a 35 MPH roadway, the minimum right-turn deceleration lane length is 100 feet with a taper of 50 feet.

The turn lane evaluations are included in Appendix F.

Conclusions

The 680 Spring Street mixed-use development (DRI #4321) is proposed for construction along Spring Street NW in Atlanta, Georgia. The proposed development will consist of 626 high-rise multifamily units and 8,616 square feet of retail space. The development will have two access points consisting of one existing full-access driveway on Spring Street NW (The Varsity driveway) aligned with Ponce de Leon Avenue NE and one right-in/right-out (RIRO) driveway on Spring Street NW north of The Varsity driveway and Ponce de Leon Avenue NE.

Traffic operations are satisfactory at each of the six study intersections during Existing conditions and 2027 No-Build conditions.

The addition of project traffic is expected to have an impact on the traffic operations at the study intersections; however, for 2027 Build conditions, study intersections are expected to continue to operate at adequate LOS when compared to 2027 No-Build conditions.

Private Road A along Spring Street NW warrants a right-turn deceleration lane; however, it is not recommended to install a right-turn lane at this location due to the bike lane transformation from the existing fourth travel lane along Spring Street NW.

Single-lane approaches are sufficient at each of the site driveways.

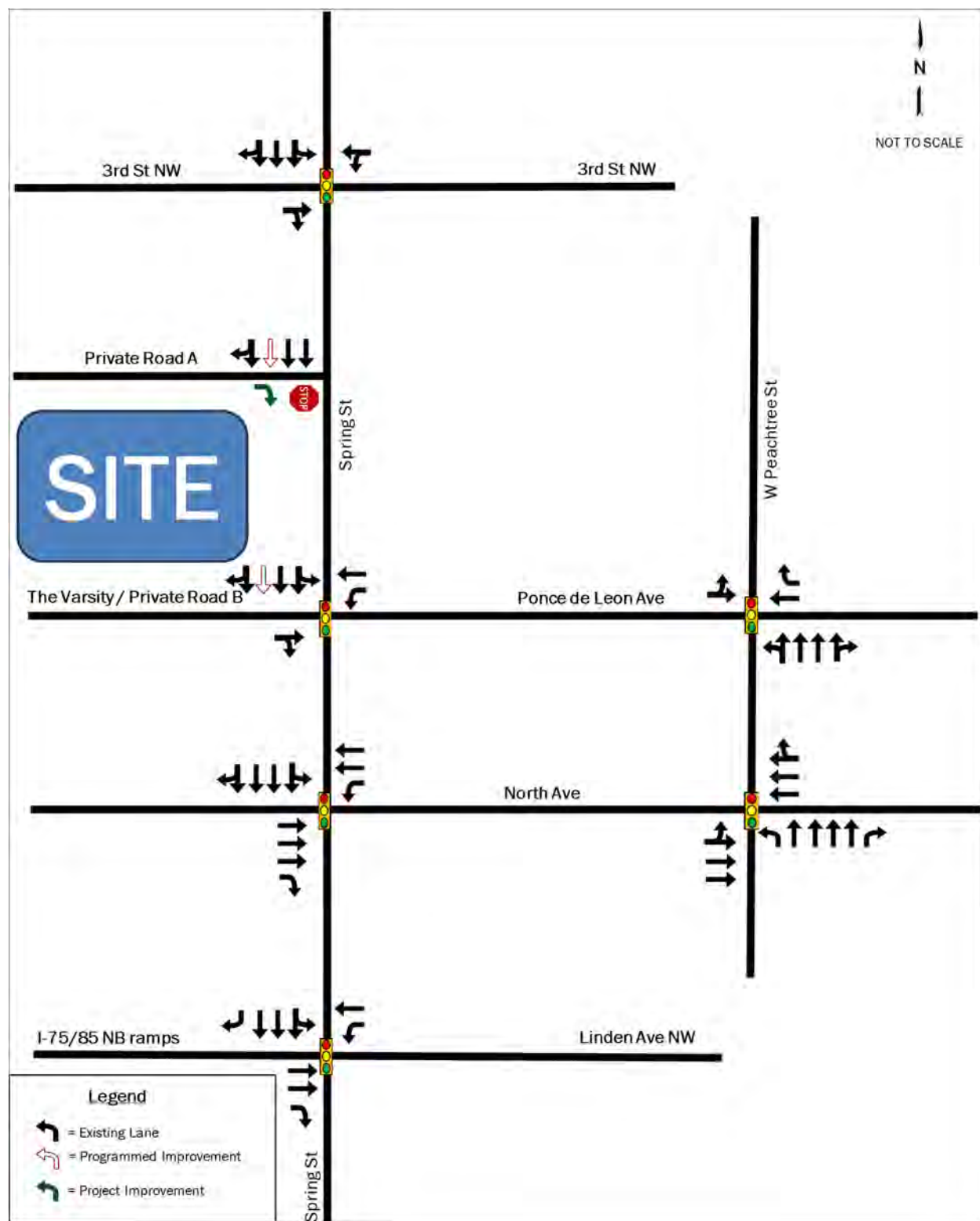
From the analysis, no mitigation is required at the existing study intersections.

Recommendations

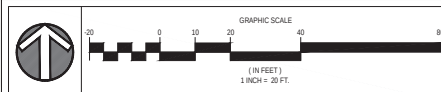
All improvements related to site driveways are recommended, except for a right-turn deceleration lane along Spring Street NW at Private Road A due to the installation of the Spring Street NW bike lane.

Figure 15 below shows existing lane geometry alongside all the programmed improvements for No-Build conditions and proposed project lane configurations for Build conditions to preserve adequate LOS on approaches and at overall intersections.

Figure 15: Existing, Programmed, and Proposed Project Lane Geometries



APPENDIX A: Site Plan



GEORGIA 811
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Know what's below.
Call before you dig.

CALL 811

1. THE PROJECT INTENT IS TO BURY EXISTING OVERHEAD UTILITY LINES. APPROVAL FROM UTILITY SERVICE PROVIDERS REQUIRED.

1. ALL BUILDING AND STRUCTURAL ROOFS SHALL BE CONSTRUCTED OF A HEAT-REFLECTIVE MATERIAL TO ACHIEVE A MINIMUM INITIAL SOLAR SRI OF 78 FOR A LOW-SLOPED ROOF (LESS THAN OR EQUAL TO 2:12) AND A MINIMUM INITIAL SRI OF 29 FOR A STEEP-SLOPED ROOF (MORE THAN 2:12) EXCEPT FOR THOSE PORTIONS OF ROOFING DESIGNATED FOR VEGETATION.

1. ALL BUILDING AND STRUCTURAL ROOFS SHALL BE CONSTRUCTED OF A HEAT-REFLECTIVE MATERIAL TO ACHIEVE A MINIMUM INITIAL SOLAR SRI OF 78 FOR A LOW-SLOPED ROOF (LESS THAN OR EQUAL TO 2:12) AND A MINIMUM INITIAL SRI OF 29 FOR A STEEP-SLOPED ROOF (MORE THAN 2:12) EXCEPT FOR THOSE PORTIONS OF ROOFING DESIGNATED FOR VEGETATION.

FULTON COUNTY, GA
LAND LOT: 80
DISTRICT: 14TH
PARCEL ID(S): 14 008000090112

<u>ALLOWABLE FLOOR AREA RATIO CALCULATIONS</u>	
RESIDENTIAL MAX:	3.2 (310,006 sf)
NON-RESIDENTIAL MAX:	5.0 (484,385 sf)
RETAIL BONUS:	2.0 (193,754 sf)
TRANSIT AREA BONUS:	3.2 (310,006 sf)
PARKING REDUCE BONUS:	0.8 (77,501 sf)
TOTAL RESIDENTIAL FAR:	9.20 (891,267 sf)

OPEN SPACE REQUIRED:	20%
OPEN SPACE PROVIDED:	
INTERIOR AMENITY:	26,947 sf
LANDSCAPE/HARDSCAPE ON PROPERTY:	27,634 sf
LANDSCAPE IN RIGHT OF WAY:	450 sf
<u>TOTAL OPEN SPACE CALCULATION:</u>	<u>SF. (56.81%)</u>

BUILDING HEIGHT: 39 STORIES

RETAIL/RESTAURANT SPACES:	
RETAIL A: 4,340 SF	
RETAIL B: 4,276 SF	
TOTAL: 8,616 SF (8616/240 RATIO)	36 SPACES

PROVIDED PARKING	
STANDARD ADA SPACES:	15 SPACES
STANDARD COMPACT SPACES:	159 SPACES
STANDARD LOADING SPACES:	1
STANDARD SPACES:	167 SPACES
ELECTRIC ADA SPACES:	7 SPACES
ELECTRIC COMPACT SPACES:	2 SPACES
FUTURE STANDARD SPACES:	13 SPACES
FUTURE ELECTRIC COMPACT SPACES:	18 SPACES
FUTURE ELECTRIC STANDARD SPACES:	49 SPACES
TOTAL PARKING PROVIDED:	431 SPACES (35.6%)

OFFSTREET LOADING REQUIREMENT (12'X35')	
REQUIRED:	
RESIDENTIAL:	2 SPACES
NON-RESIDENTIAL USE:	0 SPACE
TOTAL REQUIRED:	2 SPACES

TOTAL PROVIDED: 2 SPACES

TEL 770.452.7849 FAX 770.452.0086
2951 FLOWERS ROAD SOUTH, STE
119 ATLANTA, GEORGIA 30341
WWW.EBERLY.NET

LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

LANDMARK
680 SPRING STREET DEVELOPMENT

LAND LOT 80
14TH DISTRICT
FULTON COUNTY, GEORGIA
680 SPRING STREET

REVISION

[illegible]SPECIAL ADMINISTRATIVE
PERMIT SITE PLAN

SCALE	1" = 20'
DATE	10/2/2024
DRAWN BY:	MICHAEL WRIGHT
PROJECT ENGINEER:	JEREMIAH PHILLIPS
QA/QC REVIEWER:	QA/QC REVIEWER

EBERLY PROJECT NUMBER

24-120

SHEET NUMBER:

SAP1.0

ISSUED FOR
CONSTRUCTION

APPENDIX B: Traffic Count Data

Bi-Directional Class Count || SB WB 15min

Atlanta, GA



Site 1
Spring St NW,
south of 3rd St NW

Date
Thursday, October 17, 2024

Weather
Fair
54°F

Lat/Long
33.773368°, -84.388836°

[Click here for Detailed Weather](#)



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (10-17-2024)
SB WB 15min

Time	Southbound (Movement 1.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	74	7	0	0	0	0	0	0	0	0	0	0	81	238
0015 - 0030	0	54	2	0	0	0	0	0	0	0	0	0	0	56	
0030 - 0045	0	40	5	0	1	1	0	0	0	0	0	0	0	47	
0045 - 0100	0	50	4	0	0	0	0	0	0	0	0	0	0	54	
0100 - 0115	0	42	1	0	0	0	0	0	0	0	0	0	0	43	159
0115 - 0130	0	34	1	0	0	0	0	0	0	0	0	0	0	35	
0130 - 0145	0	36	2	0	0	0	0	0	0	0	0	0	0	38	
0145 - 0200	0	38	5	0	0	0	0	0	0	0	0	0	0	43	
0200 - 0215	1	35	2	0	0	0	0	0	0	0	0	0	0	38	120
0215 - 0230	0	36	0	0	0	1	0	0	1	0	0	0	0	38	
0230 - 0245	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
0245 - 0300	0	23	2	0	0	0	0	0	0	0	0	0	0	25	
0300 - 0315	0	35	3	0	1	0	0	1	0	0	0	0	0	40	98
0315 - 0330	1	27	1	0	0	0	0	0	1	0	0	0	0	30	
0330 - 0345	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
0345 - 0400	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0400 - 0415	0	16	0	0	1	0	0	0	0	0	0	0	0	17	79
0415 - 0430	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
0430 - 0445	0	13	6	0	0	0	0	0	0	0	0	0	0	19	
0445 - 0500	0	19	5	0	0	0	0	0	0	0	0	0	0	24	
0500 - 0515	0	15	0	0	0	0	0	0	0	0	0	0	0	15	111
0515 - 0530	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
0530 - 0545	0	20	0	0	1	0	0	0	1	0	0	0	0	22	
0545 - 0600	0	46	5	0	4	0	0	0	0	0	0	0	0	55	
0600 - 0615	0	35	11	2	2	0	0	0	0	0	0	0	0	50	255
0615 - 0630	0	44	7	1	0	0	0	0	0	0	0	0	0	52	
0630 - 0645	0	54	16	1	0	0	0	0	1	0	0	0	0	72	
0645 - 0700	0	61	18	2	0	0	0	0	0	0	0	0	0	81	
0700 - 0715	0	54	19	0	1	0	0	0	0	0	0	0	0	74	447
0715 - 0730	0	83	15	4	1	0	0	0	0	0	0	0	0	103	
0730 - 0745	0	104	13	2	1	0	0	0	0	0	0	0	0	120	
0745 - 0800	1	131	14	1	3	0	0	0	0	0	0	0	0	150	
0800 - 0815	0	127	15	3	0	1	0	0	1	0	0	0	0	147	649
0815 - 0830	0	129	9	2	1	1	0	1	0	0	0	0	0	143	
0830 - 0845	1	165	12	0	2	0	0	1	0	0	0	0	0	181	
0845 - 0900	1	161	13	2	1	0	0	0	0	0	0	0	0	178	
0900 - 0915	0	139	10	5	0	0	0	1	0	0	0	0	0	155	591
0915 - 0930	0	122	13	2	2	0	0	0	2	0	0	0	0	141	
0930 - 0945	0	131	18	1	1	0	0	1	0	0	0	0	0	152	
0945 - 1000	0	132	9	0	1	0	0	0	1	0	0	0	0	143	
1000 - 1015	0	123	21	2	5	3	0	0	0	0	0	0	0	154	585
1015 - 1030	0	115	24	0	3	2	0	0	0	0	0	0	0	144	
1030 - 1045	0	118	18	1	4	0	0	0	0	1	0	0	0	142	
1045 - 1100	0	119	14	3	7	0	0	0	2	0	0	0	0	145	
1100 - 1115	0	145	19	3	4	0	0	0	0	0	0	0	0	171	654
1115 - 1130	0	121	20	1	2	1	0	0	1	0	0	0	0	146	
1130 - 1145	1	133	20	0	2	1	0	1	0	0	0	0	0	158	
1145 - 1200	2	154	19	0	4	0	0	0	0	0	0	0	0	179	
1200 - 1215	0	170	14	1	5	0	0	0	0	0	0	0	0	190	813
1215 - 1230	0	156	18	1	7	0	0	0	0	0	0	0	0	182	
1230 - 1245	1	185	20	2	5	1	0	2	0	0	0	0	0	216	
1245 - 1300	1	190	27	6	1	0	0	0	0	0	0	0	0	225	
1300 - 1315	1	188	29	0	4	0	0	0	0	0	0	0	0	222	889
1315 - 1330	1	201	21	1	1	0	0	0	0	0	0	0	0	225	
1330 - 1345	0	182	35	0	0	0	0	0	0	0	0	0	0	217	
1345 - 1400	0	204	18	0	3	0	0	0	0	0	0	0	0	225	
1400 - 1415	0	238	35	1	3	1	0	0	1	0	0	0	0	279	1050
1415 - 1430	1	228	18	1	3	1	0	0	1	0	0	0	0	253	
1430 - 1445	0	238	33	3	3	0	0	0	0	0	0	0	0	277	
1445 - 1500	0	211	27	0	3	0	0	0	0	0	0	0	0	241	
1500 - 1515	0	217	25	1	2	1	0	0	0	0	0	0	0	246	984
1515 - 1530	0	150	17	2	1	0	0	0	2	0	0	0	0	172	
1530 - 1545	0	256	22	5	2	0	0	0	0	0	0	0	0	285	
1545 - 1600	1	243	29	1	5	2	0	0	0	0	0	0	0	281	
1600 - 1615	0	207	24	2	5	0	0	0	1	0	0	0	0	239	1054
1615 - 1630	2	195	21	2	3	0	0	0	0	0	0	0	0	223	
1630 - 1645	0	251	25	3	1	0	0	0	0	0	0	0	0	280	
1645 - 1700	2	287	19	1	2	1	0	0	0	0	0	0	0	312	
1700 - 1715	6	279	18	5	2	0	0	0	0	0	0	0	0	310	1263
1715 - 1730	0	275	26	7	2	0	0	0	0	0	0	0	0	310	
1730 - 1745	2	294	27	1	0	0	0	0	0	0	0	0	0	324	
1745 - 1800	0	298	17	1	2	0	0	0	1	0	0	0	0	319	
1800 - 1815	2	304	18	2	1	0	0	0	1	0	0	0	0	328	1256
1815 - 1830	1	293	14	3	1	0	0	1	0	0	0	0	0	313	
1830 - 1845	2	298	0	16	2	0	0	0	0	0	0	0	0	318	
1845 - 1900	2	276	15	0	4	0	0	0	0	0	0	0	0	297	
1900 - 1915	0	242	10	2	0	0	0	0	0	0	0	0	0	254	1054
1915 - 1930	3	280	20	1	1	0	0	0	1	0	0	0	0	306	
1930 - 1945	0	226	13	1	1	0	0	0	0	0	0	0	0	241	
1945 - 2000	2	236	12	0	3	0	0	0	0	0	0	0	0	253	
2000 - 2015	4	223	17	0	3	0	0	0	0	0	0	0	0	247	751
2015 - 2030	3	188	16	0	2	0	0	0	0	0	0	0	0	209	
2030 - 2045	0	162	9	0	2	0	0	0	0	0	0	0	0	173	
2045 - 2100	1	114	7	0	0	0	0	0	0	0	0	0	0	122	
2100 - 2115	1	166	7	0	0	0	0	1	0	0	0	0	0	175	598
2115 - 2130	1	136	10	0	1	0	0	0	0	0	0	0	0	148	
2130 - 2145	0	133	12	0	1	0	0	0	0	0	0	0	0	146	
2145 - 2200	2	118	9	0	0	0	0	0	0	0	0	0	0	129	
2200 - 2215	2	120	5	0	2	1	0	0	0	0	0	0	0	130	753
2215 - 2230	1	206	11	0	0	0	0	0	0	0	0	0	0	218	
2230 - 2245	0	226	13	0	0	0	0	0	0	0	0	0	0	239	
2245 - 2300	0	160	6	0	0	0	0	0	0	0	0	0	0	166	
2300 - 2315	1	106	4	1	0	0	0	0	0	0	0	0	0	112	380
2315 - 2330	1	79	5	0	0	0	0	0	0	0	0	0	0	85	
2330 - 2345	0	96	4	0	1	0	0	0	0	0	0	0	0	101	
2345 - 0000	0	79	3	0	0	0	0	0	0	0	0	0	0	82	

Session Total	55	13242	1229	111	145	19	0	10	19	1	0	0	0	14831
Session Average	0.57	137.94	12.80	1.16	1.51	0.20	0.00	0.10	0.20	0.01	0.00	0.00	0.00	154.49
Session Percentage	0.37	89.29	8.29	0.75	0.98	0.13	0.00	0.07	0.13	0.01	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Atlanta, GA

Site 1
Spring St NW,
south of 3rd St NW

Date
Thursday, October 17, 2024

Weather
Fair
54°F

Lat/Long
33.773368°, -84.388836°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (10-17-2024)
Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	0	81	81	238
0015 - 0030	0	56	56	
0030 - 0045	0	47	47	
0045 - 0100	0	54	54	
0100 - 0115	0	43	43	159
0115 - 0130	0	35	35	
0130 - 0145	0	38	38	
0145 - 0200	0	43	43	
0200 - 0215	0	38	38	120
0215 - 0230	0	38	38	
0230 - 0245	0	19	19	
0245 - 0300	0	25	25	
0300 - 0315	0	40	40	98
0315 - 0330	0	30	30	
0330 - 0345	0	17	17	
0345 - 0400	0	11	11	
0400 - 0415	0	17	17	79
0415 - 0430	0	19	19	
0430 - 0445	0	19	19	
0445 - 0500	0	24	24	
0500 - 0515	0	15	15	111
0515 - 0530	0	19	19	
0530 - 0545	0	22	22	
0545 - 0600	0	55	55	
0600 - 0615	0	50	50	255
0615 - 0630	0	52	52	
0630 - 0645	0	72	72	
0645 - 0700	0	81	81	
0700 - 0715	0	74	74	447
0715 - 0730	0	103	103	
0730 - 0745	0	120	120	
0745 - 0800	0	150	150	
0800 - 0815	0	147	147	649
0815 - 0830	0	143	143	
0830 - 0845	0	181	181	
0845 - 0900	0	178	178	
0900 - 0915	0	155	155	591
0915 - 0930	0	141	141	
0930 - 0945	0	152	152	
0945 - 1000	0	143	143	
1000 - 1015	0	154	154	585
1015 - 1030	0	144	144	
1030 - 1045	0	142	142	
1045 - 1100	0	145	145	
1100 - 1115	0	171	171	654
1115 - 1130	0	146	146	
1130 - 1145	0	158	158	
1145 - 1200	0	179	179	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	0	190	190	813
1215 - 1230	0	182	182	
1230 - 1245	0	216	216	
1245 - 1300	0	225	225	
1300 - 1315	0	222	222	889
1315 - 1330	0	225	225	
1330 - 1345	0	217	217	
1345 - 1400	0	225	225	
1400 - 1415	0	279	279	1050
1415 - 1430	0	253	253	
1430 - 1445	0	277	277	
1445 - 1500	0	241	241	
1500 - 1515	0	246	246	984
1515 - 1530	0	172	172	
1530 - 1545	0	285	285	
1545 - 1600	0	281	281	
1600 - 1615	0	239	239	1054
1615 - 1630	0	223	223	
1630 - 1645	0	280	280	
1645 - 1700	0	312	312	
1700 - 1715	0	310	310	1263
1715 - 1730	0	310	310	
1730 - 1745	0	324	324	
1745 - 1800	0	319	319	
1800 - 1815	0	328	328	1256
1815 - 1830	0	313	313	
1830 - 1845	0	318	318	
1845 - 1900	0	297	297	
1900 - 1915	0	254	254	1054
1915 - 1930	0	306	306	
1930 - 1945	0	241	241	
1945 - 2000	0	253	253	
2000 - 2015	0	247	247	751
2015 - 2030	0	209	209	
2030 - 2045	0	173	173	
2045 - 2100	0	122	122	
2100 - 2115	0	175	175	598
2115 - 2130	0	148	148	
2130 - 2145	0	146	146	
2145 - 2200	0	129	129	
2200 - 2215	0	130	130	753
2215 - 2230	0	218	218	
2230 - 2245	0	239	239	
2245 - 2300	0	166	166	
2300 - 2315	0	112	112	380
2315 - 2330	0	85	85	
2330 - 2345	0	101	101	
2345 - 0000	0	82	82	

Session Total	0	14831	14831
Session Average	0.00	154.49	154.49
Session Percentage	0.00	100.00	

Bi-Directional Class Count | | SB WB 60min

Atlanta, GA



Site 1
Spring St NW,
south of 3rd St NW

Date
Thursday, October 17, 2024

Lat/Long
33.773368°, -84.388836°

Weather
Fair
54°F

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (10-17-2024)
SB WB 60min

	Southbound (Movement 1.1)													Total
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	218	18	0	1	1	0	0	0	0	0	0	0	238
0100 - 0200	0	150	9	0	0	0	0	0	0	0	0	0	0	159
0200 - 0300	1	111	6	0	0	1	0	0	1	0	0	0	0	120
0300 - 0400	1	88	6	0	1	0	0	1	1	0	0	0	0	98
0400 - 0500	0	66	12	0	1	0	0	0	0	0	0	0	0	79
0500 - 0600	0	99	6	0	5	0	0	0	1	0	0	0	0	111
0600 - 0700	0	194	52	6	2	0	0	0	1	0	0	0	0	255
0700 - 0800	1	372	61	7	6	0	0	0	0	0	0	0	0	447
0800 - 0900	2	582	49	7	4	2	0	2	1	0	0	0	0	649
0900 - 1000	0	524	50	8	4	0	0	2	3	0	0	0	0	591
1000 - 1100	0	475	77	6	19	5	0	0	2	1	0	0	0	585
1100 - 1200	3	553	78	4	12	2	0	1	1	0	0	0	0	654
1200 - 1300	2	701	79	10	18	1	0	2	0	0	0	0	0	813
1300 - 1400	2	775	103	1	8	0	0	0	0	0	0	0	0	889
1400 - 1500	1	915	113	5	12	2	0	0	2	0	0	0	0	1050
1500 - 1600	1	866	93	9	10	3	0	0	2	0	0	0	0	984
1600 - 1700	4	940	89	8	11	1	0	0	1	0	0	0	0	1054
1700 - 1800	8	1146	88	14	6	0	0	0	1	0	0	0	0	1263
1800 - 1900	7	1171	47	21	8	0	0	1	1	0	0	0	0	1256
1900 - 2000	5	984	55	4	5	0	0	0	1	0	0	0	0	1054
2000 - 2100	8	687	49	0	7	0	0	0	0	0	0	0	0	751
2100 - 2200	4	553	38	0	2	0	0	1	0	0	0	0	0	598
2200 - 2300	3	712	35	0	2	1	0	0	0	0	0	0	0	753
2300 - 2400	2	360	16	1	1	0	0	0	0	0	0	0	0	380

Session Total	55	13242	1229	111	145	19	0	10	19	1	0	0	0	14831
Session Average	2.29	551.75	51.21	4.63	6.04	0.79	0.00	0.42	0.79	0.04	0.00	0.00	0.00	617.96
Session Percentage	0.37	89.29	8.29	0.75	0.98	0.13	0.00	0.07	0.13	0.01	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0800 - 0900	0700 - 0800	0900 - 1000	0700 - 0800	0800 - 0900	-	0800 - 0900	0900 - 1000	-	-	-	-	0800 - 0900
AM Peak Volume	2	582	61	8	6	2	0	2	3	0	0	0	0	649

Noon Peak Hour	1100 - 1200	1400 - 1500	1400 - 1500	1200 - 1300	1000 - 1100	1000 - 1100	-	1200 - 1300	1000 - 1100	1000 - 1100	-	-	-	1400 - 1500
Noon Peak Volume	3	915	113	10	19	5	0	2	2	1	0	0	0	1050

PM Peak Hour	1700 - 1800	1800 - 1900	1500 - 1600	1800 - 1900	1600 - 1700	1500 - 1600	-	1800 - 1900	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	8	1171	93	21	11	3	0	1	2	0	0	0	0	1263

Bi-Directional Class Count || Volume Summary 60min

Atlanta, GA



Site 1
Spring St NW,
south of 3rd St NW

Date
Thursday, October 17, 2024

Weather
Fair
54°F

Lat/Long
33.773368°, -84.388836°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (10-17-2024)

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	0	238	238
0100 - 0200	0	159	159
0200 - 0300	0	120	120
0300 - 0400	0	98	98
0400 - 0500	0	79	79
0500 - 0600	0	111	111
0600 - 0700	0	255	255
0700 - 0800	0	447	447
0800 - 0900	0	649	649
0900 - 1000	0	591	591
1000 - 1100	0	585	585
1100 - 1200	0	654	654

Session Total	0	14831	14831
Session Average	0.00	617.96	617.96
Session Percentage	0.00	100.00	

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	0	813	813
1300 - 1400	0	889	889
1400 - 1500	0	1050	1050
1500 - 1600	0	984	984
1600 - 1700	0	1054	1054
1700 - 1800	0	1263	1263
1800 - 1900	0	1256	1256
1900 - 2000	0	1054	1054
2000 - 2100	0	751	751
2100 - 2200	0	598	598
2200 - 2300	0	753	753
2300 - 2400	0	380	380

Bi-Directional Class Count | | Graphical Analysis SB WB

Atlanta, GA

Site 1

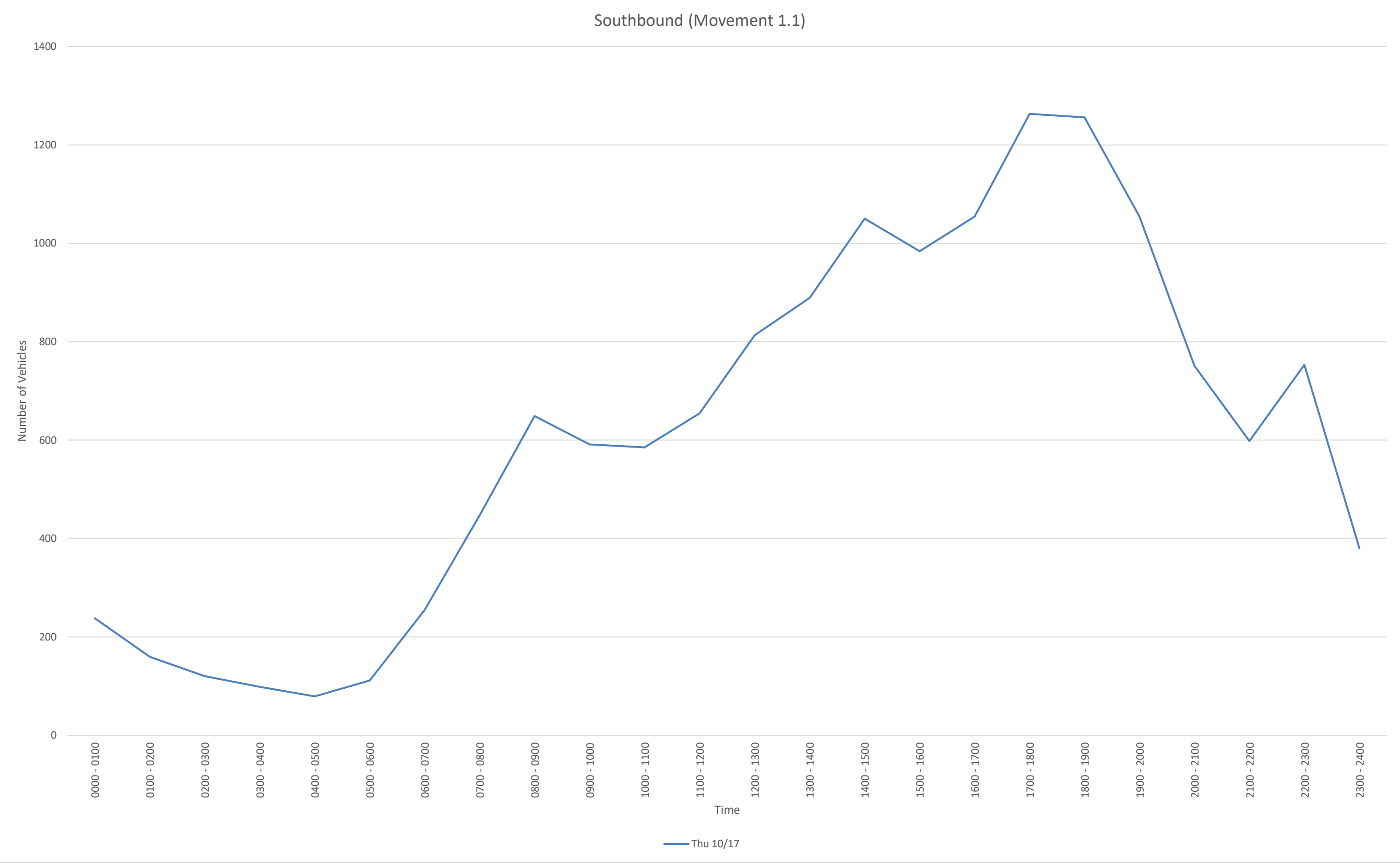
Spring St NW,
south of 3rd St NW

Lat/Long

33.773368°, -84.388836°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Thu 10/17						
0000 - 0100	238						
0100 - 0200	159						
0200 - 0300	120						
0300 - 0400	98						
0400 - 0500	79						
0500 - 0600	111						
0600 - 0700	255						
0700 - 0800	447						
0800 - 0900	649						
0900 - 1000	591						
1000 - 1100	585						
1100 - 1200	654						
1200 - 1300	813						
1300 - 1400	889						
1400 - 1500	1050						
1500 - 1600	984						
1600 - 1700	1054						
1700 - 1800	1263						
1800 - 1900	1256						
1900 - 2000	1054						
2000 - 2100	751						
2100 - 2200	598						
2200 - 2300	753						
2300 - 2400	380						
Daily Total	14831						

File Name:

Start Time: 0

Site Code: 1
Station ID: 1

Location 1: S
Location 2:

Date _____ Time _____

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/17/2024	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: Spring St NW, south of 3rd St NW

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/17/2024	12:00 AM	0	74	7	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:15 AM	0	54	2	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:30 AM	0	40	5	0	1	1	0	0	0	0	0	0	0
10/17/2024	12:45 AM	0	50	4	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:00 AM	0	42	1	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:15 AM	0	34	1	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:30 AM	0	36	2	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:45 AM	0	38	5	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:00 AM	1	35	2	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:15 AM	0	36	0	0	0	1	0	0	1	0	0	0	0
10/17/2024	2:30 AM	0	17	2	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:45 AM	0	23	2	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:00 AM	0	35	3	0	1	0	0	1	0	0	0	0	0
10/17/2024	3:15 AM	1	27	1	0	0	0	0	0	1	0	0	0	0
10/17/2024	3:30 AM	0	15	2	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:00 AM	0	16	0	0	1	0	0	0	0	0	0	0	0
10/17/2024	4:15 AM	0	18	1	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:30 AM	0	13	6	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:45 AM	0	19	5	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:15 AM	0	18	1	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:30 AM	0	20	0	0	1	0	0	0	1	0	0	0	0
10/17/2024	5:45 AM	0	46	5	0	4	0	0	0	0	0	0	0	0
10/17/2024	6:00 AM	0	35	11	2	2	0	0	0	0	0	0	0	0
10/17/2024	6:15 AM	0	44	7	1	0	0	0	0	0	0	0	0	0
10/17/2024	6:30 AM	0	54	16	1	0	0	0	0	1	0	0	0	0
10/17/2024	6:45 AM	0	61	18	2	0	0	0	0	0	0	0	0	0
10/17/2024	7:00 AM	0	54	19	0	1	0	0	0	0	0	0	0	0
10/17/2024	7:15 AM	0	83	15	4	1	0	0	0	0	0	0	0	0
10/17/2024	7:30 AM	0	104	13	2	1	0	0	0	0	0	0	0	0
10/17/2024	7:45 AM	1	131	14	1	3	0	0	0	0	0	0	0	0
10/17/2024	8:00 AM	0	127	15	3	0	1	0	0	1	0	0	0	0
10/17/2024	8:15 AM	0	129	9	2	1	1	0	1	0	0	0	0	0
10/17/2024	8:30 AM	1	165	12	0	2	0	0	1	0	0	0	0	0
10/17/2024	8:45 AM	1	161	13	2	1	0	0	0	0	0	0	0	0
10/17/2024	9:00 AM	0	139	10	5	0	0	0	1	0	0	0	0	0
10/17/2024	9:15 AM	0	122	13	2	2	0	0	0	2	0	0	0	0
10/17/2024	9:30 AM	0	131	18	1	1	0	0	1	0	0	0	0	0
10/17/2024	9:45 AM	0	132	9	0	1	0	0	0	1	0	0	0	0
10/17/2024	10:00 AM	0	123	21	2	5	3	0	0	0	0	0	0	0
10/17/2024	10:15 AM	0	115	24	0	3	2	0	0	0	0	0	0	0
10/17/2024	10:30 AM	0	118	18	1	4	0	0	0	0	1	0	0	0
10/17/2024	10:45 AM	0	119	14	3	7	0	0	0	2	0	0	0	0
10/17/2024	11:00 AM	0	145	19	3	4	0	0	0	0	0	0	0	0
10/17/2024	11:15 AM	0	121	20	1	2	1	0	0	1	0	0	0	0
10/17/2024	11:30 AM	1	133	20	0	2	1	0	1	0	0	0	0	0
10/17/2024	11:45 AM	2	154	19	0	4	0	0	0	0	0	0	0	0
10/17/2024	12:00 PM	0	170	14	1	5	0	0	0	0	0	0	0	0
10/17/2024	12:15 PM	0	156	18	1	7	0	0	0	0	0	0	0	0
10/17/2024	12:30 PM	1	185	20	2	5	1	0	2	0	0	0	0	0
10/17/2024	12:45 PM	1	190	27	6	1	0	0	0	0	0	0	0	0
10/17/2024	1:00 PM	1	188	29	0	4	0	0	0	0	0	0	0	0
10/17/2024	1:15 PM	1	201	21	1	1	0	0	0	0	0	0	0	0
10/17/2024	1:30 PM	0	182	35	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:45 PM	0	204	18	0	3	0	0	0	0	0	0	0	0
10/17/2024	2:00 PM	0	238	35	1	3	1	0	0	1	0	0	0	0
10/17/2024	2:15 PM	1	228	18	1	3	1	0	0	1	0	0	0	0
10/17/2024	2:30 PM	0	238	33	3	3	0	0	0	0	0	0	0	0
10/17/2024	2:45 PM	0	211	27	0	3	0	0	0	0	0	0	0	0
10/17/2024	3:00 PM	0	217	25	1	2	1	0	0	0	0	0	0	0
10/17/2024	3:15 PM	0	150	17	2	1	0	0	0	2	0	0	0	0
10/17/2024	3:30 PM	0	256	22	5	2	0	0	0	0	0	0	0	0
10/17/2024	3:45 PM	1	243	29	1	5	2	0	0	0	0	0	0	0
10/17/2024	4:00 PM	0	207	24	2	5	0	0	0	1	0	0	0	0
10/17/2024	4:15 PM	2	195	21	2	3	0	0	0	0	0	0	0	0
10/17/2024	4:30 PM	0	251	25	3	1	0	0	0	0	0	0	0	0
10/17/2024	4:45 PM	2	287	19	1	2	1	0	0	0	0	0	0	0
10/17/2024	5:00 PM	6	279	18	5	2	0	0	0	0	0	0	0	0
10/17/2024	5:15 PM	0	275	26	7	2	0	0	0	0	0	0	0	0
10/17/2024	5:30 PM	2	294	27	1	0	0	0	0	0	0	0	0	0
10/17/2024	5:45 PM	0	298	17	1	2	0	0	0	1	0	0	0	0
10/17/2024	6:00 PM	2	304	18	2	1	0	0	0	1	0	0	0	0
10/17/2024	6:15 PM	1	293	14	3	1	0	0	1	0	0	0	0	0
10/17/2024	6:30 PM	2	298	0	16	2	0	0	0	0	0	0	0	0
10/17/2024	6:45 PM	2	276	15	0	4	0	0	0	0	0	0	0	0
10/17/2024	7:00 PM	0	242	10	2	0	0	0	0	0	0	0	0	0
10/17/2024	7:15 PM	3	280	20	1	1	0	0	0	1	0	0	0	0
10/17/2024	7:30 PM	0	226	13	1	1	0	0	0	0	0	0	0	0
10/17/2024	7:45 PM	2	236	12	0	3	0	0	0	0	0	0	0	0
10/17/2024	8:00 PM	4	223	17	0	3	0	0	0	0	0	0	0	0
10/17/2024	8:15 PM	3	188	16	0	2	0	0	0	0	0	0	0	0
10/17/2024	8:30 PM	0	162	9	0	2	0	0	0	0	0	0	0	0
10/17/2024	8:45 PM	1	114	7	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:00 PM	1	166	7	0	0	0	0	1	0	0	0	0	0
10/17/2024	9:15 PM	1	136	10	0	1	0	0	0	0	0	0	0	0
10/17/2024	9:30 PM	0	133	12	0	1	0	0	0	0	0	0	0	0
10/17/2024	9:45 PM	2	118	9	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:00 PM	2	120	5	0	2	1	0	0	0	0	0	0	0
10/17/2024	10:15 PM	1	206	11	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:30 PM	0	226	13	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:45 PM	0	160	6	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:00 PM	1	106	4	1	0	0	0	0	0	0	0	0	0
10/17/2024	11:15 PM	1	79	5	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:30 PM	0	96	4	0	1	0	0	0	0	0	0	0	0
10/17/2024	11:45 PM	0	79	3	0	0	0	0	0	0	0	0	0	0

File Name:

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: Spring St NW, south of 3rd St NW

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/17/2024	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/17/2024	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:

Start Date: 10/17/2024

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: Spring St NW, south of 3rd St NW

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/17/2024	12:00 AM	0	218	18	0	1	1	0	0	0	0	0	0	0
10/17/2024	12:15 AM	0	186	12	0	1	1	0	0	0	0	0	0	0
10/17/2024	12:30 AM	0	166	11	0	1	1	0	0	0	0	0	0	0
10/17/2024	12:45 AM	0	162	8	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:00 AM	0	150	9	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:15 AM	1	143	10	0	0	0	0	0	0	0	0	0	0
10/17/2024	1:30 AM	1	145	9	0	0	1	0	0	1	0	0	0	0
10/17/2024	1:45 AM	1	126	9	0	0	1	0	0	1	0	0	0	0
10/17/2024	2:00 AM	1	111	6	0	0	1	0	0	1	0	0	0	0
10/17/2024	2:15 AM	0	111	7	0	1	1	0	1	1	0	0	0	0
10/17/2024	2:30 AM	1	102	8	0	1	0	0	1	1	0	0	0	0
10/17/2024	2:45 AM	1	100	8	0	1	0	0	1	1	0	0	0	0
10/17/2024	3:00 AM	1	88	6	0	1	0	0	1	1	0	0	0	0
10/17/2024	3:15 AM	1	69	3	0	1	0	0	0	1	0	0	0	0
10/17/2024	3:30 AM	0	60	3	0	1	0	0	0	0	0	0	0	0
10/17/2024	3:45 AM	0	58	7	0	1	0	0	0	0	0	0	0	0
10/17/2024	4:00 AM	0	66	12	0	1	0	0	0	0	0	0	0	0
10/17/2024	4:15 AM	0	65	12	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:30 AM	0	65	12	0	0	0	0	0	0	0	0	0	0
10/17/2024	4:45 AM	0	72	6	0	1	0	0	0	1	0	0	0	0
10/17/2024	5:00 AM	0	99	6	0	5	0	0	0	1	0	0	0	0
10/17/2024	5:15 AM	0	119	17	2	7	0	0	0	1	0	0	0	0
10/17/2024	5:30 AM	0	145	23	3	7	0	0	0	1	0	0	0	0
10/17/2024	5:45 AM	0	179	39	4	6	0	0	0	1	0	0	0	0
10/17/2024	6:00 AM	0	194	52	6	2	0	0	0	1	0	0	0	0
10/17/2024	6:15 AM	0	213	60	4	1	0	0	0	1	0	0	0	0
10/17/2024	6:30 AM	0	252	68	7	2	0	0	0	1	0	0	0	0
10/17/2024	6:45 AM	0	302	65	8	3	0	0	0	0	0	0	0	0
10/17/2024	7:00 AM	1	372	61	7	6	0	0	0	0	0	0	0	0
10/17/2024	7:15 AM	1	445	57	10	5	1	0	0	1	0	0	0	0
10/17/2024	7:30 AM	1	491	51	8	5	2	0	1	1	0	0	0	0
10/17/2024	7:45 AM	2	552	50	6	6	2	0	2	1	0	0	0	0
10/17/2024	8:00 AM	2	582	49	7	4	2	0	2	1	0	0	0	0
10/17/2024	8:15 AM	2	594	44	9	4	1	0	3	0	0	0	0	0
10/17/2024	8:30 AM	2	587	48	9	5	0	0	2	2	0	0	0	0
10/17/2024	8:45 AM	1	553	54	10	4	0	0	2	2	0	0	0	0
10/17/2024	9:00 AM	0	524	50	8	4	0	0	2	3	0	0	0	0
10/17/2024	9:15 AM	0	508	61	5	9	3	0	1	3	0	0	0	0
10/17/2024	9:30 AM	0	501	72	3	10	5	0	1	1	0	0	0	0
10/17/2024	9:45 AM	0	488	72	3	13	5	0	0	1	1	0	0	0
10/17/2024	10:00 AM	0	475	77	6	19	5	0	0	2	1	0	0	0
10/17/2024	10:15 AM	0	497	75	7	18	2	0	0	2	1	0	0	0
10/17/2024	10:30 AM	0	503	71	8	17	1	0	0	3	1	0	0	0
10/17/2024	10:45 AM	1	518	73	7	15	2	0	1	3	0	0	0	0
10/17/2024	11:00 AM	3	553	78	4	12	2	0	1	1	0	0	0	0
10/17/2024	11:15 AM	3	578	73	2	13	2	0	1	1	0	0	0	0
10/17/2024	11:30 AM	3	613	71	2	18	1	0	1	0	0	0	0	0
10/17/2024	11:45 AM	3	665	71	4	21	1	0	2	0	0	0	0	0
10/17/2024	12:00 PM	2	701	79	10	18	1	0	2	0	0	0	0	0
10/17/2024	12:15 PM	3	719	94	9	17	1	0	2	0	0	0	0	0
10/17/2024	12:30 PM	4	764	97	9	11	1	0	2	0	0	0	0	0
10/17/2024	12:45 PM	3	761	112	7	6	0	0	0	0	0	0	0	0
10/17/2024	1:00 PM	2	775	103	1	8	0	0	0	0	0	0	0	0
10/17/2024	1:15 PM	1	825	109	2	7	1	0	0	1	0	0	0	0
10/17/2024	1:30 PM	1	852	106	2	9	2	0	0	2	0	0	0	0
10/17/2024	1:45 PM	1	908	104	5	12	2	0	0	2	0	0	0	0
10/17/2024	2:00 PM	1	915	113	5	12	2	0	0	2	0	0	0	0
10/17/2024	2:15 PM	1	894	103	5	11	2	0	0	1	0	0	0	0
10/17/2024	2:30 PM	0	816	102	6	9	1	0	0	2	0	0	0	0
10/17/2024	2:45 PM	0	834	91	8	8	1	0	0	2	0	0	0	0
10/17/2024	3:00 PM	1	866	93	9	10	3	0	0	2	0	0	0	0
10/17/2024	3:15 PM	1	856	92	10	13	2	0	0	3	0	0	0	0
10/17/2024	3:30 PM	3	901	96	10	15	2	0	0	1	0	0	0	0
10/17/2024	3:45 PM	3	896	99	8	14	2	0	0	1	0	0	0	0
10/17/2024	4:00 PM	4	940	89	8	11	1	0	0	1	0	0	0	0
10/17/2024	4:15 PM	10	1012	83	11	8	1	0	0	0	0	0	0	0
10/17/2024	4:30 PM	8	1092	88	16	7	1	0	0	0	0	0	0	0
10/17/2024	4:45 PM	10	1135	90	14	6	1	0	0	0	0	0	0	0
10/17/2024	5:00 PM	8	1146	88	14	6	0	0	0	1	0	0	0	0
10/17/2024	5:15 PM	4	1171	88	11	5	0	0	0	2	0	0	0	0
10/17/2024	5:30 PM	5	1189	76	7	4	0	0	1	2	0	0	0	0
10/17/2024	5:45 PM	5	1193	49	22	6	0	0	1	2	0	0	0	0
10/17/2024	6:00 PM	7	1171	47	21	8	0	0	1	1	0	0	0	0
10/17/2024	6:15 PM	5	1109	39	21	7	0	0	1	0	0	0	0	0
10/17/2024	6:30 PM	7	1096	45	19	7	0	0	0	1	0	0	0	0
10/17/2024	6:45 PM	5	1024	58	4	6	0	0	0	1	0	0	0	0
10/17/2024	7:00 PM	5	984	55	4	5	0	0	0	1	0	0	0	0
10/17/2024	7:15 PM	9	965	62	2	8	0	0	0	1	0	0	0	0
10/17/2024	7:30 PM	9	873	58	1	9	0	0	0	0	0	0	0	0
10/17/2024	7:45 PM	9	809	54	0	10	0	0	0	0	0	0	0	0
10/17/2024	8:00 PM	8	687	49	0	7	0	0	0	0	0	0	0	0
10/17/2024	8:15 PM	5	630	39	0	4	0	0	1	0	0	0	0	0
10/17/2024	8:30 PM	3	578	33	0	3	0	0	1	0	0	0	0	0
10/17/2024	8:45 PM	3	549	36	0	2	0	0	1	0	0	0	0	0
10/17/2024	9:00 PM	4	553	38	0	2	0	0	1	0	0	0	0	0
10/17/2024	9:15 PM	5	507	36	0	4	1	0	0	0	0	0	0	0
10/17/2024	9:30 PM	5	577	37	0	3	1	0	0	0	0	0	0	0
10/17/2024	9:45 PM	5	670	38	0	2	1	0	0	0	0	0	0	0
10/17/2024	10:00 PM	3	712	35	0	2	1	0	0	0	0	0	0	0
10/17/2024	10:15 PM	2	698	34	1	0	0	0	0	0	0	0	0	0
10/17/2024	10:30 PM	2	571	28	1	0	0	0	0	0	0	0	0	0
10/17/2024	10:45 PM	2	441	19	1	1	0	0	0	0	0	0	0	0
10/17/2024	11:00 PM	2	360	16	1	1	0	0	0	0	0	0	0	0
10/17/2024	11:15 PM	1	254	12	0	1	0	0	0	0	0	0	0	0
10/17/2024	11:30 PM	0	175	7	0	1	0	0	0	0	0	0	0	0
10/17/2024	11:45 PM	0	79	3	0	0	0	0	0	0	0	0	0	0



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Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Thursday, October 17, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

All Vehicles	Northbound						Southbound						Eastbound						Westbound						Int Total
	Spring St NW (South)						Spring St NW (North)						Driveway						Ponce De Leon Ave NW						
						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	
Time	-	-	-	-	-	0	8	128	140	0	-	-	148	-	0	0	-	0	0	30	0	-	-	0	30
0800 - 0815	-	-	-	-	-	0	9	128	0	-	-	137	-	3	0	-	0	3	43	0	-	-	0	43	183
0815 - 0830	-	-	-	-	-	0	14	165	0	-	-	179	-	0	0	-	0	0	30	0	-	-	0	30	209
0830 - 0845	-	-	-	-	-	0	16	160	1	-	-	177	-	0	1	-	0	1	33	1	-	-	0	34	212
0845 - 0900	-	-	-	-	-	0																			
Total	0	0	0	0	0	0	47	593	1	0	0	641	0	3	1	0	0	4	136	1	0	0	0	137	782
Approach %	0.00	0.00	0.00	0.00	0.00	-	7.33	92.51	0.16	0.00	0.00	-	0.00	75.00	25.00	0.00	0.00	-	99.27	0.73	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.73	0.90	0.25	0.00	0.00	0.90	0.00	0.25	0.25	0.00	0.00	0.33	0.79	0.25	0.00	0.00	0.00	0.80	0.92

Passenger Vehicles (1-3)

Northbound							Southbound						Eastbound						Westbound						Int Total
Spring St NW (South)							Spring St NW (North)						Driveway						Ponce De Leon Ave NW						
Time						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	
0800 - 0815	-	-	-	-	-	0	7	136	0	-	-	143	-	0	0	-	0	0	30	0	-	-	0	30	173
0815 - 0830	-	-	-	-	-	0	9	123	0	-	-	132	-	3	0	-	0	3	43	0	-	-	0	43	178
0830 - 0845	-	-	-	-	-	0	14	162	0	-	-	176	-	0	0	-	0	0	30	0	-	-	0	30	206
0845 - 0900	-	-	-	-	-	0	16	156	0	-	-	172	-	0	1	-	0	1	31	1	-	-	0	32	205
Total	0	0	0	0	0	0	46	577	0	0	0	623	0	3	1	0	0	4	134	1	0	0	0	135	762
Approach %	0.00	0.00	0.00	0.00	0.00	-	7.38	92.62	0.00	0.00	0.00	-	0.00	75.00	25.00	0.00	0.00	-	99.26	0.74	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.89	0.00	0.00	0.00	0.88	0.00	0.25	0.25	0.00	0.00	0.33	0.78	0.25	0.00	0.00	0.00	0.78	0.92

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Spring St NW (South)						Spring St NW (North)						Driveway						Ponce De Leon Ave NW						
						App Total	Left 1.1	Thru 1.2	Right 1.3			App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	
0800 - 0815	-	-	-	-	-	0	0	4	0	-	-	4	-	0	0	-	0	0	0	0	-	-	0	0	4
0815 - 0830	-	-	-	-	-	0	0	4	0	-	-	4	-	0	0	-	0	0	0	0	-	-	0	0	4
0830 - 0845	-	-	-	-	-	0	0	2	0	-	-	2	-	0	0	-	0	0	0	0	-	-	0	0	2
0845 - 0900	-	-	-	-	-	0	0	3	0	-	-	3	-	0	0	-	0	0	2	0	-	-	0	2	5
Total	0	0	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	0	2	0	0	0	0	2	15
Approach %	0.00	0.00	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	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.75

Combination Trucks (8-13)

[illegible]

Bikes

[illegible]



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Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Thursday, October 17, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count | | All vehicles

Atlanta, GA

Site 1
Spring St NW (South)
Spring St NW (North)
Driveway
Ponce De Leon Ave NW



Date
Thursday, October 17, 2024

Lat/Long
33.772427°, -84.388838°
[Click here for Map](#)

Weather
Fair
54°F
[Click here for Detailed Weather](#)

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

	Northbound	Southbound				Eastbound					Westbound							
	Spring St NW (South)	Spring St NW (North)				Driveway					Ponce De Leon Ave NW							
TIME		Left 1.1	Thru 1.2	Right 1.3		App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
0700 - 0715		4	74	0		78		0	0		0	0	28	0		0	28	106
0715 - 0730		6	95	0		101		0	0		0	0	24	0		0	24	125
0730 - 0745		4	109	1		114		0	1		0	1	24	2		0	26	141
0745 - 0800		9	149	0		158		0	1		0	1	24	0		0	24	183
Hourly Total		23	427	1		451		0	2		0	2	100	2		0	102	555
0800 - 0815		8	140	0		148		0	0		0	0	30	0		0	30	178
0815 - 0830		9	128	0		137		3	0		0	3	43	0		0	43	183
0830 - 0845		14	165	0		179		0	0		0	0	30	0		0	30	209
0845 - 0900		16	160	1		177		0	1		0	1	33	1		0	34	212
Hourly Total		47	593	1		641		3	1		0	4	136	1		0	137	782
Grand Total		70	1020	2		1092		3	3		0	6	236	3		0	239	1337
Approach %		6.41	93.41	0.18		-		50.00	50.00		0.00	-	98.74	1.26		0.00	-	
Intersection %		5.24	76.29	0.15		81.68		0.22	0.22		0.00	0.45	17.65	0.22		0.00	17.88	
Heavy Vehicle %		1	3	0		3		0	33		-	17	2	33		-	3	3
PHF		0.73	0.90	0.25		0.90		0.25	0.25		0.00	0.33	0.79	0.25		0.00	0.80	0.92

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

	Northbound	Southbound					Eastbound					Westbound						
	Spring St NW (South)	Spring St NW (North)					Driveway					Ponce De Leon Ave NW						
TIME		Left 1.1	Thru 1.2	Right 1.3		App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
1600 - 1615		17	225	3		245		4	7		0	11	74	6		0	80	336
1615 - 1630		10	206	2		218		3	3		0	6	94	3		0	97	321
1630 - 1645		12	271	6		289		4	0		0	4	53	5		0	58	351
1645 - 1700		11	296	2		309		2	3		0	5	73	3		0	76	390
Hourly Total		50	998	13		1061		13	13		0	26	294	17		0	311	1398
1700 - 1715		20	278	4		302		1	2		0	3	72	5		0	77	382
1715 - 1730		11	303	2		316		2	1		0	3	56	2		0	58	377
1730 - 1745		9	299	0		308		4	3		0	7	101	5		0	106	421
1745 - 1800		23	315	1		339		2	2		0	4	64	1		0	65	408
Hourly Total		63	1195	7		1265		9	8		0	17	293	13		0	306	1588
Grand Total		113	2193	20		2326		22	21		0	43	587	30		0	617	2986
Approach %		4.86	94.28	0.86		-		51.16	48.84		0.00	-	95.14	4.86		0.00	-	
Intersection %		3.78	73.44	0.67		77.90		0.74	0.70		0.00	1.44	19.66	1.00		0.00	20.66	
Heavy Vehicle %		1	2	5		2		9	38		-	23	3	7		-	3	2
PHF		0.68	0.95	0.44		0.93		0.56	0.67		0.00	0.61	0.73	0.65		0.00	0.72	0.94

Classified Turn Movement Count || Passenger Vehicles (1-3)

Atlanta, GA

Site 1



Spring St NW (South)
Spring St NW (North)
Driveway
Ponce De Leon Ave NW

Date

Thursday, October 17, 2024

Lat/Long

33.772427°, -84.388838°

[Click here for Map](#)

Weather

Fair
54°F

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

Passenger Vehicles (1-3)

	Northbound	Southbound				Eastbound					Westbound							
	Spring St NW (South)	Spring St NW (North)				Driveway					Ponce De Leon Ave NW							
TIME		Left 1.1	Thru 1.2	Right 1.3		App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
0700 - 0715		4	73	0		77		0	0		0	0	27	0		0	27	104
0715 - 0730		6	90	0		96		0	0		0	0	24	0		0	24	120
0730 - 0745		4	106	1		111		0	1		0	1	22	1		0	23	135
0745 - 0800		9	143	0		152		0	0		0	0	24	0		0	24	176
Hourly Total		23	412	1		436		0	1		0	1	97	1		0	98	535
0800 - 0815		7	136	0		143		0	0		0	0	30	0		0	30	173
0815 - 0830		9	123	0		132		3	0		0	3	43	0		0	43	178
0830 - 0845		14	162	0		176		0	0		0	0	30	0		0	30	206
0845 - 0900		16	156	0		172		0	1		0	1	31	1		0	32	205
Hourly Total		46	577	0		623		3	1		0	4	134	1		0	135	762
Grand Total		69	989	1		1059		3	2		0	5	231	2		0	233	1297
Approach %		6.52	93.39	0.09		-		60.00	40.00		0.00	-	99.14	0.86		0.00	-	
Intersection %		5.32	76.25	0.08		81.65		0.23	0.15		0.00	0.39	17.81	0.15		0.00	17.96	

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

Passenger Vehicles (1-3)

	Northbound	Southbound				Eastbound					Westbound							
	Spring St NW (South)	Spring St NW (North)				Driveway					Ponce De Leon Ave NW							
TIME		Left 1.1	Thru 1.2	Right 1.3		App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
1600 - 1615		17	217	3		237		2	4		0	6	72	6		0	78	321
1615 - 1630		10	201	2		213		3	1		0	4	89	3		0	92	309
1630 - 1645		12	267	6		285		4	0		0	4	46	5		0	51	340
1645 - 1700		11	293	1		305		2	1		0	3	72	2		0	74	382
Hourly Total		50	978	12		1040		11	6		0	17	279	16		0	295	1352
1700 - 1715		19	272	4		295		1	2		0	3	70	4		0	74	372
1715 - 1730		11	294	2		307		2	0		0	2	56	2		0	58	367
1730 - 1745		9	298	0		307		4	3		0	7	101	5		0	106	420
1745 - 1800		23	311	1		335		1	2		0	3	64	1		0	65	403
Hourly Total		62	1175	7		1244		8	7		0	15	291	12		0	303	1562
Grand Total		112	2153	19		2284		19	13		0	32	570	28		0	598	2914
Approach %		4.90	94.26	0.83		-		59.38	40.63		0.00	-	95.32	4.68		0.00	-	
Intersection %		3.84	73.88	0.65		78.38		0.65	0.45		0.00	1.10	19.56	0.96		0.00	20.52	

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

Atlanta, GA

Site 1



Spring St NW (South)
Spring St NW (North)
Driveway
Ponce De Leon Ave NW

Date

Thursday, October 17, 2024

Lat/Long

33.772427°, -84.388838°
[Click here for Map](#)

Weather

Fair
54°F
[Click here for Detailed Weather](#)

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

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound					Westbound				
	Spring St NW (South)				Spring St NW (North)				Driveway					Ponce De Leon Ave NW				
TIME		Left 1.1	Thru 1.2	Right 1.3		App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
0700 - 0715		0	1	0		1		0	0		0	0	1	0		0	1	2
0715 - 0730		0	5	0		5		0	0		0	0	0	0		0	0	5
0730 - 0745		0	3	0		3		0	0		0	0	1	1		0	2	5
0745 - 0800		0	4	0		4		0	1		0	1	0	0		0	0	5
Hourly Total		0	13	0		13		0	1		0	1	2	1		0	3	17
0800 - 0815		0	4	0		4		0	0		0	0	0	0		0	0	4
0815 - 0830		0	4	0		4		0	0		0	0	0	0		0	0	4
0830 - 0845		0	2	0		2		0	0		0	0	0	0		0	0	2
0845 - 0900		0	3	0		3		0	0		0	0	2	0		0	2	5
Hourly Total		0	13	0		13		0	0		0	0	2	0		0	2	15
Grand Total		0	26	0		26		0	1		0	1	4	1		0	5	32
Approach %		0.00	100.00	0.00		-		0.00	100.00		0.00	-	80.00	20.00		0.00	-	
Intersection %		0.00	81.25	0.00		81.25		0.00	3.13		0.00	3.13	12.50	3.13		0.00	15.63	

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

Single Unit Trucks (4-7)

	Northbound	Southbound				Eastbound					Westbound							
	Spring St NW (South)	Spring St NW (North)				Driveway					Ponce De Leon Ave NW							
TIME		Left 1.1	Thru 1.2	Right 1.3		App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
1600 - 1615		0	7	0		7		2	3		0	5	2	0		0	2	14
1615 - 1630		0	5	0		5		0	2		0	2	5	0		0	5	12
1630 - 1645		0	4	0		4		0	0		0	0	7	0		0	7	11
1645 - 1700		0	3	1		4		0	2		0	2	1	1		0	2	8
Hourly Total		0	19	1		20		2	7		0	9	15	1		0	16	45
1700 - 1715		1	6	0		7		0	0		0	0	2	1		0	3	10
1715 - 1730		0	9	0		9		0	1		0	1	0	0		0	0	10
1730 - 1745		0	1	0		1		0	0		0	0	0	0		0	0	1
1745 - 1800		0	3	0		3		0	0		0	0	0	0		0	0	3
Hourly Total		1	19	0		20		0	1		0	1	2	1		0	3	24
Grand Total		1	38	1		40		2	8		0	10	17	2		0	19	69
Approach %		2.50	95.00	2.50		-		20.00	80.00		0.00	-	89.47	10.53		0.00	-	
Intersection %		1.45	55.07	1.45		57.97		2.90	11.59		0.00	14.49	24.64	2.90		0.00	27.54	

Classified Turn Movement Count | | Combination Trucks (8-13)

Atlanta, GA

Site 1

Spring St NW (South)
Spring St NW (North)
Driveway
Ponce De Leon Ave NW

Date

Thursday, October 17, 2024

Lat/Long

33.772427°, -84.388838°
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0700 - 0900 (Weekday 2h Session) (10-17-2024)
Combination Trucks (8-13)

	Northbound	Southbound				Eastbound					Westbound							
	Spring St NW (South)	Spring St NW (North)				Driveway					Ponce De Leon Ave NW							
TIME		Left 1.1	Thru 1.2	Right 1.3		App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int 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	1	0		0	1	1
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	1	0		0	1	1
0800 - 0815		1	0	0		1		0	0		0	0	0	0		0	0	1
0815 - 0830		0	1	0		1		0	0		0	0	0	0		0	0	1
0830 - 0845		0	1	0		1		0	0		0	0	0	0		0	0	1
0845 - 0900		0	0	0		0		0	0		0	0	0	0		0	0	0
Hourly Total		1	2	0		3		0	0		0	0	0	0		0	0	3
Grand Total		1	2	0		3		0	0		0	0	1	0		0	1	4
Approach %		33.33	66.67	0.00		-		0.00	0.00		0.00	-	100.00	0.00		0.00	-	
Intersection %		25.00	50.00	0.00		75.00		0.00	0.00		0.00	0.00	25.00	0.00		0.00	25.00	

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

	Northbound	Southbound				Eastbound					Westbound							
	Spring St NW (South)	Spring St NW (North)				Driveway					Ponce De Leon Ave NW							
TIME		Left 1.1	Thru 1.2	Right 1.3		App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
1600 - 1615		0	1	0		1		0	0		0	0	0	0		0	0	1
1615 - 1630		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
1645 - 1700		0	0	0		0		0	0		0	0	0	0		0	0	0
Hourly Total		0	1	0		1		0	0		0	0	0	0		0	0	1
1700 - 1715		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
1730 - 1745		0	0	0		0		0	0		0	0	0	0		0	0	0
1745 - 1800		0	1	0		1		0	0		0	0	0	0		0	0	1
Hourly Total		0	1	0		1		0	0		0	0	0	0		0	0	1
Grand Total		0	2	0		2		0	0		0	0	0	0		0	0	2
Approach %		0.00	100.00	0.00		-		0.00	0.00		0.00	-	0.00	0.00		0.00	-	
Intersection %		0.00	100.00	0.00		100.00		0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	

Classified Turn Movement Count || Bikes

Atlanta, GA

Site 1



Spring St NW (South)
Spring St NW (North)
Driveway
Ponce De Leon Ave NW

Date

Thursday, October 17, 2024

Lat/Long

33.772427°, -84.388838°

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

Bikes

	Northbound	Southbound				Eastbound					Westbound						
	Spring St NW (South)	Spring St NW (North)				Driveway					Ponce De Leon Ave NW						
TIME		Left 1.1	Thru 1.2	Right 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int 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	2	0	2		0	0		0	0	0	0		0	0	2
Hourly Total		0	2	0	2		0	0		0	0	0	0		0	0	2
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	1	1	2		0	0		0	0	0	0		0	0	2
Hourly Total		0	1	1	2		0	0		0	0	0	0		0	0	2
Grand Total		0	3	1	4		0	0		0	0	0	0		0	0	4
Approach %		0.00	75.00	25.00	-		0.00	0.00		0.00	-	0.00	0.00		0.00	-	
Intersection %		0.00	75.00	25.00	100.00		0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	

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

Bikes

	Northbound	Southbound				Eastbound					Westbound							
	Spring St NW (South)	Spring St NW (North)				Driveway					Ponce De Leon Ave NW							
TIME		Left 1.1	Thru 1.2	Right 1.3		App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
1600 - 1615		0	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	0
1630 - 1645		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
Hourly Total		0	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	0
1715 - 1730		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	0	0
1745 - 1800		0	0	0		0		1	0		0	1	0	0		0	0	1
Hourly Total		0	0	0		0		1	0		0	1	0	0		0	0	1
Grand Total		0	0	0		0		1	0		0	1	0	0		0	0	1
Approach %		0.00	0.00	0.00		-		100.00	0.00		0.00	-	0.00	0.00		0.00	-	
Intersection %		0.00	0.00	0.00		0.00		100.00	0.00		0.00	100.00	0.00	0.00		0.00	0.00	

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

Atlanta, GA

Site 1



Spring St NW (South)
Spring St NW (North)
Driveway
Ponce De Leon Ave NW

Date

Thursday, October 17, 2024

Lat/Long

33.772427°, -84.388838°

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

All Trucks (4-13)

	Northbound				Southbound				Eastbound						Westbound					
	Spring St NW (South)				Spring St NW (North)				Driveway						Ponce De Leon Ave NW					
TIME		Left 1.1	Thru 1.2	Right 1.3		App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total		
0700 - 0715		0	1	0		1		0	0		0	0	1	0		0	1	2		
0715 - 0730		0	5	0		5		0	0		0	0	0	0		0	0	5		
0730 - 0745		0	3	0		3		0	0		0	0	2	1		0	3	6		
0745 - 0800		0	4	0		4		0	1		0	1	0	0		0	0	5		
Hourly Total		0	13	0		13		0	1		0	1	3	1		0	4	18		
0800 - 0815		1	4	0		5		0	0		0	0	0	0		0	0	5		
0815 - 0830		0	5	0		5		0	0		0	0	0	0		0	0	5		
0830 - 0845		0	3	0		3		0	0		0	0	0	0		0	0	3		
0845 - 0900		0	3	0		3		0	0		0	0	2	0		0	2	5		
Hourly Total		1	15	0		16		0	0		0	0	2	0		0	2	18		
Grand Total		1	28	0		29		0	1		0	1	5	1		0	6	36		
Approach %		3.45	96.55	0.00		-		0.00	100.00		0.00	-	83.33	16.67		0.00	-			
Intersection %		2.78	77.78	0.00		80.56		0.00	2.78		0.00	2.78	13.89	2.78		0.00	16.67			

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

All Trucks (4-13)

	Northbound	Southbound				Eastbound					Westbound							
	Spring St NW (South)	Spring St NW (North)				Driveway					Ponce De Leon Ave NW							
TIME		Left 1.1	Thru 1.2	Right 1.3		App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
1600 - 1615		0	8	0		8		2	3		0	5	2	0		0	2	15
1615 - 1630		0	5	0		5		0	2		0	2	5	0		0	5	12
1630 - 1645		0	4	0		4		0	0		0	0	7	0		0	7	11
1645 - 1700		0	3	1		4		0	2		0	2	1	1		0	2	8
Hourly Total		0	20	1		21		2	7		0	9	15	1		0	16	46
1700 - 1715		1	6	0		7		0	0		0	0	2	1		0	3	10
1715 - 1730		0	9	0		9		0	1		0	1	0	0		0	0	10
1730 - 1745		0	1	0		1		0	0		0	0	0	0		0	0	1
1745 - 1800		0	4	0		4		0	0		0	0	0	0		0	0	4
Hourly Total		1	20	0		21		0	1		0	1	2	1		0	3	25
Grand Total		1	40	1		42		2	8		0	10	17	2		0	19	71
Approach %		2.38	95.24	2.38		-		20.00	80.00		0.00	-	89.47	10.53		0.00	-	
Intersection %		1.41	56.34	1.41		59.15		2.82	11.27		0.00	14.08	23.94	2.82		0.00	26.76	

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Pedestrians

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Pedestrians

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Crosswalk Counts | | Bikes

Atlanta, GA

Site 1
Spring St NW (South)
Spring St NW (North)
Driveway
Ponce De Leon Ave NW

Date
Thursday, October 17, 2024

Lat/Long
33.772427°, -84.388838°
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0700 - 0900 (Weekday 2h Session) (10-17-2024)

Bikes

TIME	Northbound				Southbound				Eastbound				Westbound				
	Spring St NW (South)				Spring St NW (North)				Driveway				Ponce De Leon Ave NW				
	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int 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)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	Spring St NW (South)				Spring St NW (North)				Driveway				Ponce De Leon Ave NW				
TIME	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	1		1	0	1		1	0	0		0	2
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	2	1		3	1	0		1	0	0		0	4
Hourly Total	0	0		0	2	2		4	1	1		2	0	0		0	6
1700 - 1715	0	0		0	0	1		1	0	0		0	0	0		0	1
1715 - 1730	0	0		0	0	0		0	0	1		1	0	0		0	1
1730 - 1745	0	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	0
Hourly Total	0	0		0	0	1		1	0	1		1	0	0		0	2
Grand Total	0	0		0	2	3		5	1	2		3	0	0		0	8
Approach %	0.00	0.00		-	40.00	60.00		-	33.33	66.67		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	25.00	37.50		62.50	12.50	25.00		37.50	0.00	0.00		0.00	

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Motorized Vehicles

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Motorized Vehicles

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Start Date: 10/17/2024					Ponce De Leon Ave NW			Spring St NW (South)			Spring St NW (North)			
		Driveway			Westbound			Northbound			Southbound			
		Eastbound												
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals														
12:00 AM - 12:15 AM		0	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	0	0	0	0	0	0	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
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM		0	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		0	0	0	0	0	0	0	0	0	0	0	0	0
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
03:30 AM - 03:45 AM		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	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
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM		0	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
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM		0	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
07:00 AM - 07:15 AM		0	0	0	28	0	0	0	0	0	4	74	0	106
07:15 AM - 07:30 AM		0	0	0	24	0	0	0	0	0	6	95	0	125
07:30 AM - 07:45 AM		0	0	1	24	2	0	0	0	0	4	109	1	141
07:45 AM - 08:00 AM		0	0	1	24	0	0	0	0	0	9	149	0	183
08:00 AM - 08:15 AM		0	0	0	30	0	0	0	0	0	8	140	0	178
08:15 AM - 08:30 AM		0	3	0	43	0	0	0	0	0	9	128	0	183
08:30 AM - 08:45 AM		0	0	0	30	0	0	0	0	0	14	165	0	209
08:45 AM - 09:00 AM		0	0	1	33	1	0	0	0	0	16	160	1	212
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		0	0	0	0	0	0	0	0	0	0	0	0	0
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
10:15 AM - 10:30 AM		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
10:45 AM - 11:00 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		0	11	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
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
12:45 PM - 01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM		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
01:45 PM - 02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM		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		0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0
04:00 PM - 04:15 PM		0	4	7	74	6	0	0	0	0	17	225	3	336
04:15 PM - 04:30 PM		0	3	3	94	3	0	0	0	0	10	206	2	321
04:30 PM - 04:45 PM		0	4	0	53	5	0	0	0	0	12	271	6	351
04:45 PM - 05:00 PM		0	2	3	73	3	0	0	0	0	11	296	2	390
05:00 PM - 05:15 PM		0	1	2	72	5	0	0	0	0	20	278	4	382
05:15 PM - 05:30 PM		0	2	1	56	2	0	0	0	0	11	303	2	377
05:30 PM - 05:45 PM		0	4	3	101	5	0	0	0	0	9	299	0	421
05:45 PM - 06:00 PM		0	2	2	64	1	0	0	0	0	23	315	1	408
06:00 PM - 06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM		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
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
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
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
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		0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM		0	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		0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM		0	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	0	0
11:45 PM - 12:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Thursday, October 17, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

0800 - 0900

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Spring St NW (South)						Spring St NW (North)						GA-8 North Avenue NW						North Avenue NW						
						App Total	Left 2.1	Thru 2.2	Right 2.3			App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	
0745 - 0800	-	-	-	-	-	0	20	129	25	-	-	174	-	227	110	-	0	337	114	133	-	-	0	247	758
0800 - 0815	-	-	-	-	-	0	16	108	23	-	-	147	-	257	132	-	0	389	109	109	-	-	0	218	754
0815 - 0830	-	-	-	-	-	0	19	140	23	-	-	182	-	242	92	-	0	334	95	109	-	-	0	204	720
0830 - 0845	-	-	-	-	-	0	18	143	19	-	-	180	-	272	93	-	0	365	98	134	-	-	0	232	777
Total	0	0	0	0	0	0	73	520	90	0	0	683	0	998	427	0	0	1425	416	485	0	0	0	901	3009
Approach %	0.00	0.00	0.00	0.00	0.00	-	10.69	76.13	13.18	0.00	0.00	-	0.00	70.04	29.96	0.00	0.00	-	46.17	53.83	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.91	0.90	0.00	0.00	0.94	0.00	0.92	0.81	0.00	0.00	0.92	0.91	0.90	0.00	0.00	0.00	0.91	0.97

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Spring St NW (South)						Spring St NW (North)						GA-8 North Avenue NW						North Avenue NW						
						App Total	Left 2.1	Thru 2.2	Right 2.3			App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	
0745 - 0800	-	-	-	-	-	0	20	125	23	-	-	168	-	221	109	-	0	330	110	126	-	-	0	236	734
0800 - 0815	-	-	-	-	-	0	16	105	23	-	-	144	-	247	130	-	0	377	108	105	-	-	0	213	734
0815 - 0830	-	-	-	-	-	0	19	135	23	-	-	177	-	231	89	-	0	320	90	106	-	-	0	196	693
0830 - 0845	-	-	-	-	-	0	18	140	19	-	-	177	-	263	90	-	0	353	94	127	-	-	0	221	751
Total	0	0	0	0	0	0	73	505	88	0	0	666	0	962	418	0	0	1380	402	464	0	0	0	866	2912
Approach %	0.00	0.00	0.00	0.00	0.00	-	10.96	75.83	13.21	0.00	0.00	-	0.00	69.71	30.29	0.00	0.00	-	46.42	53.58	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.90	0.96	0.00	0.00	0.94	0.00	0.91	0.80	0.00	0.00	0.92	0.91	0.91	0.00	0.00	0.00	0.92	0.97

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Spring St NW (South)						Spring St NW (North)						GA-8 North Avenue NW						North Avenue NW						
						App Total	Left 2.1	Thru 2.2	Right 2.3			App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	
0745 - 0800	-	-	-	-	-	0	0	3	2	-	-	5	-	5	1	-	0	6	4	7	-	-	0	11	22
0800 - 0815	-	-	-	-	-	0	0	3	0	-	-	3	-	9	2	-	0	11	1	4	-	-	0	5	19
0815 - 0830	-	-	-	-	-	0	0	4	0	-	-	4	-	11	1	-	0	12	4	2	-	-	0	6	22
0830 - 0845	-	-	-	-	-	0	0	2	0	-	-	2	-	7	2	-	0	9	3	5	-	-	0	8	19
Total	0	0	0	0	0	0	0	12	2	0	0	14	0	32	6	0	0	38	12	18	0	0	0	30	82
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	85.71	14.29	0.00	0.00	-	0.00	84.21	15.79	0.00	0.00	-	40.00	60.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.25	0.00	0.00	0.70	0.00	0.73	0.75	0.00	0.00	0.79	0.75	0.64	0.00	0.00	0.00	0.68	0.93

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Spring St NW (South)						Spring St NW (North)						GA-8 North Avenue NW						North Avenue NW						
						App Total	Left 2.1	Thru 2.2	Right 2.3			App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	
0745 - 0800	-	-	-	-	-	0	0	0	0	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
0800 - 0815	-	-	-	-	-	0	0	0	0	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
0815 - 0830	-	-	-	-	-	0	0	1	0	-	-	1	-	0	2	-	0	2	1	1	-	-	0	2	5
0830 - 0845	-	-	-	-	-	0	0	1	0	-	-	1	-	2	1	-	0	3	1	1	-	-	0	2	6
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	4	3	0	0	7	2	2	0	0	0	4	13
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	57.14	42.86	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.50	0.38	0.00	0.00	0.58	0.50	0.50	0.00	0.00	0.00	0.50	0.54

Bikes

Time	Northbound						Southbound						Eastbound						Westbound							
	Spring St NW (South)						Spring St NW (North)						GA-8 North Avenue NW						North Avenue NW							
						App Total	Left 2.1	Thru 2.2	Right 2.3			App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total	
0745 - 0800	-	-	-	-	-	0	0	1	0	-	-	1	-	0	0	-	0	0	0	0	0	-	-	0	0	1
0800 - 0815	-	-	-	-	-	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
0830 - 0845	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	1	-	-	0	1	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Approach %	0.00	0.00	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	100.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	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	0.25	0.00	0.00	0.00	0.25	0.50	



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Spring St NW (South)						Spring St NW (North)						GA-8 North Avenue NW						North Avenue NW						
						App Total	Left 2.1	Thru 2.2	Right 2.3			App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	
1645 - 1700	-	-	-	-	-	0	23	329	30	-	-	382	-	246	127	-	0	373	71	150	-	-	0	221	976
1700 - 1715	-	-	-	-	-	0	29	275	19	-	-	323	-	233	141	-	0	374	72	172	-	-	0	244	941
1715 - 1730	-	-	-	-	-	0	29	334	22	-	-	385	-	188	123	-	0	311	68	159	-	-	0	227	923
1730 - 1745	-	-	-	-	-	0	34	310	31	-	-	375	-	207	146	-	0	353	85	173	-	-	0	258	986
Total	0	0	0	0	0	0	115	1248	102	0	0	1465	0	874	537	0	0	1411	296	654	0	0	0	950	3826
Approach %	0.00	0.00	0.00	0.00	0.00	-	7.85	85.19	6.96	0.00	0.00	-	0.00	61.94	38.06	0.00	0.00	-	31.16	68.84	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.93	0.82	0.00	0.00	0.95	0.00	0.89	0.92	0.00	0.00	0.94	0.87	0.95	0.00	0.00	0.00	0.92	0.97

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Spring St NW (South)						Spring St NW (North)						GA-8 North Avenue NW						North Avenue NW						
						App Total	Left 2.1	Thru 2.2	Right 2.3			App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	
1645 - 1700	-	-	-	-	-	0	23	325	28	-	-	376	-	240	126	-	0	366	68	144	-	-	0	212	954
1700 - 1715	-	-	-	-	-	0	29	267	19	-	-	315	-	228	139	-	0	367	70	166	-	-	0	236	918
1715 - 1730	-	-	-	-	-	0	29	325	21	-	-	375	-	187	121	-	0	308	66	154	-	-	0	220	903
1730 - 1745	-	-	-	-	-	0	34	309	31	-	-	374	-	206	146	-	0	352	85	170	-	-	0	255	981
Total	0	0	0	0	0	0	115	1226	99	0	0	1440	0	861	532	0	0	1393	289	634	0	0	0	923	3756
Approach %	0.00	0.00	0.00	0.00	0.00	-	7.99	85.14	6.88	0.00	0.00	-	0.00	61.81	38.19	0.00	0.00	-	31.31	68.69	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.94	0.80	0.00	0.00	0.96	0.00	0.90	0.91	0.00	0.00	0.95	0.85	0.93	0.00	0.00	0.00	0.90	0.96

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Spring St NW (South)						Spring St NW (North)						GA-8 North Avenue NW						North Avenue NW						
						App Total	Left 2.1	Thru 2.2	Right 2.3			App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	
1645 - 1700	-	-	-	-	-	0	0	4	2	-	-	6	-	5	1	-	0	6	3	5	-	-	0	8	20
1700 - 1715	-	-	-	-	-	0	0	8	0	-	-	8	-	5	1	-	0	6	2	6	-	-	0	8	22
1715 - 1730	-	-	-	-	-	0	0	9	1	-	-	10	-	0	2	-	0	2	2	4	-	-	0	6	18
1730 - 1745	-	-	-	-	-	0	0	1	0	-	-	1	-	1	0	-	0	1	0	2	-	-	0	2	4
Total	0	0	0	0	0	0	0	22	3	0	0	25	0	11	4	0	0	15	7	17	0	0	0	24	64
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	88.00	12.00	0.00	0.00	-	0.00	73.33	26.67	0.00	0.00	-	29.17	70.83	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.38	0.00	0.00	0.63	0.00	0.55	0.50	0.00	0.00	0.63	0.58	0.71	0.00	0.00	0.00	0.75	0.73

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Spring St NW (South)						Spring St NW (North)						GA-8 North Avenue NW						North Avenue NW							
						App Total	Left 2.1	Thru 2.2	Right 2.3			App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total		
1645 - 1700	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	0	-	-	0	0	0
1700 - 1715	-	-	-	-	-	0	0	0	0	-	-	0	-	0	1	-	0	1	0	0	-	-	0	0	0	1
1715 - 1730	-	-	-	-	-	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	1	-	-	0	1	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	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	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-		
PHF	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	0.25	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.50	

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Spring St NW (South)						Spring St NW (North)						GA-8 North Avenue NW						North Avenue NW						
						App Total	Left 2.1	Thru 2.2	Right 2.3			App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	
1645 - 1700	-	-	-	-	-	0	0	0	0	-	-	0	-	1	0	-	0	1	0	1	-	-	0	1	2
1700 - 1715	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	-	-	-	-	-	0	0	0	0	-	-	0	-	1	0	-	0	1	0	1	-	-	0	1	2
1730 - 1745	-	-	-	-	-	0	0	0	0	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2	4
Approach %	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	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	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	0.50	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.50	0.50

Classified Turn Movement Count | | All vehicles

Atlanta, GA

Site 2



Spring St NW (South)
Spring St NW (North)
GA-8 North Avenue NW
North Avenue NW

Date

Thursday, October 17, 2024

Lat/Long

33.771232°, -84.388860°

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Weather

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

All vehicles

	Northbound	Southbound				Eastbound					Westbound							
	Spring St NW (South)	Spring St NW (North)				GA-8 North Avenue NW					North Avenue NW							
TIME		Left 2.1	Thru 2.2	Right 2.3		App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
0700 - 0715		9	75	12		96		200	123		0	323	85	68		0	153	572
0715 - 0730		14	100	11		125		172	105		0	277	116	78		0	194	596
0730 - 0745		12	100	15		127		205	135		0	340	113	86		0	199	666
0745 - 0800		20	129	25		174		227	110		0	337	114	133		0	247	758
Hourly Total		55	404	63		522		804	473		0	1277	428	365		0	793	2592
0800 - 0815		16	108	23		147		257	132		0	389	109	109		0	218	754
0815 - 0830		19	140	23		182		242	92		0	334	95	109		0	204	720
0830 - 0845		18	143	19		180		272	93		0	365	98	134		0	232	777
0845 - 0900		22	132	21		175		226	82		0	308	95	135		0	230	713
Hourly Total		75	523	86		684		997	399		0	1396	397	487		0	884	2964
Grand Total		130	927	149		1206		1801	872		0	2673	825	852		0	1677	5556
Approach %		10.78	76.87	12.35		-		67.38	32.62		0.00	-	49.19	50.81		0.00	-	
Intersection %		2.34	16.68	2.68		21.71		32.42	15.69		0.00	48.11	14.85	15.33		0.00	30.18	
Heavy Vehicle %		2	3	3		3		3	2		-	3	3	4		-	4	3
PHF		0.91	0.91	0.90		0.94		0.92	0.81		0.00	0.92	0.91	0.90		0.00	0.91	0.97

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

All vehicles

	Northbound	Southbound				Eastbound					Westbound							
	Spring St NW (South)	Spring St NW (North)				GA-8 North Avenue NW					North Avenue NW							
TIME		Left 2.1	Thru 2.2	Right 2.3		App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
1600 - 1615		27	226	17		270		218	149		0	367	63	172		0	235	872
1615 - 1630		19	277	16		312		181	142		0	323	39	134		0	173	808
1630 - 1645		27	245	22		294		245	144		0	389	49	129		0	178	861
1645 - 1700		23	329	30		382		246	127		0	373	71	150		0	221	976
Hourly Total		96	1077	85		1258		890	562		0	1452	222	585		0	807	3517
1700 - 1715		29	275	19		323		233	141		0	374	72	172		0	244	941
1715 - 1730		29	334	22		385		188	123		0	311	68	159		0	227	923
1730 - 1745		34	310	31		375		207	146		0	353	85	173		0	258	986
1745 - 1800		53	315	29		397		173	118		0	291	86	156		0	242	930
Hourly Total		145	1234	101		1480		801	528		0	1329	311	660		0	971	3780
Grand Total		241	2311	186		2738		1691	1090		0	2781	533	1245		0	1778	7297
Approach %		8.80	84.40	6.79		-		60.81	39.19		0.00	-	29.98	70.02		0.00	-	
Intersection %		3.30	31.67	2.55		37.52		23.17	14.94		0.00	38.11	7.30	17.06		0.00	24.37	
Heavy Vehicle %		1	3	2		2		1	1		-	1	4	3		-	3	2
PHF		0.85	0.93	0.82		0.95		0.89	0.92		0.00	0.94	0.87	0.95		0.00	0.92	0.97

Classified Turn Movement Count || Passenger Vehicles (1-3)

Atlanta, GA

Site 2

Spring St NW (South)
Spring St NW (North)
GA-8 North Avenue NW
North Avenue NW

Date

Thursday, October 17, 2024

Lat/Long

33.771232°, -84.388860°
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Weather

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

	Northbound	Southbound				Eastbound					Westbound							
	Spring St NW (South)	Spring St NW (North)				GA-8 North Avenue NW					North Avenue NW							
TIME		Left 2.1	Thru 2.2	Right 2.3		App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
0700 - 0715		8	75	11		94		191	123		0	314	85	66		0	151	559
0715 - 0730		14	96	10		120		167	104		0	271	112	75		0	187	578
0730 - 0745		12	96	14		122		199	133		0	332	113	82		0	195	649
0745 - 0800		20	125	23		168		221	109		0	330	110	126		0	236	734
Hourly Total		54	392	58		504		778	469		0	1247	420	349		0	769	2520
0800 - 0815		16	105	23		144		247	130		0	377	108	105		0	213	734
0815 - 0830		19	135	23		177		231	89		0	320	90	106		0	196	693
0830 - 0845		18	140	19		177		263	90		0	353	94	127		0	221	751
0845 - 0900		21	127	21		169		220	79		0	299	90	126		0	216	684
Hourly Total		74	507	86		667		961	388		0	1349	382	464		0	846	2862
Grand Total		128	899	144		1171		1739	857		0	2596	802	813		0	1615	5382
Approach %		10.93	76.77	12.30		-		66.99	33.01		0.00	-	49.66	50.34		0.00	-	
Intersection %		2.38	16.70	2.68		21.76		32.31	15.92		0.00	48.23	14.90	15.11		0.00	30.01	

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

	Northbound	Southbound				Eastbound					Westbound							
	Spring St NW (South)	Spring St NW (North)				GA-8 North Avenue NW					North Avenue NW							
TIME		Left 2.1	Thru 2.2	Right 2.3		App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
1600 - 1615		25	215	17		257		216	148		0	364	60	162		0	222	843
1615 - 1630		19	265	16		300		177	139		0	316	38	130		0	168	784
1630 - 1645		27	235	22		284		239	144		0	383	42	124		0	166	833
1645 - 1700		23	325	28		376		240	126		0	366	68	144		0	212	954
Hourly Total		94	1040	83		1217		872	557		0	1429	208	560		0	768	3414
1700 - 1715		29	267	19		315		228	139		0	367	70	166		0	236	918
1715 - 1730		29	325	21		375		187	121		0	308	66	154		0	220	903
1730 - 1745		34	309	31		374		206	146		0	352	85	170		0	255	981
1745 - 1800		53	311	29		393		172	117		0	289	84	155		0	239	921
Hourly Total		145	1212	100		1457		793	523		0	1316	305	645		0	950	3723
Grand Total		239	2252	183		2674		1665	1080		0	2745	513	1205		0	1718	7137
Approach %		8.94	84.22	6.84		-		60.66	39.34		0.00	-	29.86	70.14		0.00	-	
Intersection %		3.35	31.55	2.56		37.47		23.33	15.13		0.00	38.46	7.19	16.88		0.00	24.07	

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

Atlanta, GA

Site 2



Spring St NW (South)
Spring St NW (North)
GA-8 North Avenue NW
North Avenue NW

Date

Thursday, October 17, 2024

Lat/Long

33.771232°, -84.388860°

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

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound						Westbound						
	Spring St NW (South)				Spring St NW (North)				GA-8 North Avenue NW						North Avenue NW						
TIME		Left 2.1	Thru 2.2	Right 2.3		App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total			
0700 - 0715		1	0	1		2		7	0		0	7	0	2		0	2	11			
0715 - 0730		0	4	1		5		2	1		0	3	3	3		0	6	14			
0730 - 0745		0	4	0		4		5	2		0	7	0	2		0	2	13			
0745 - 0800		0	3	2		5		5	1		0	6	4	7		0	11	22			
Hourly Total		1	11	4		16		19	4		0	23	7	14		0	21	60			
0800 - 0815		0	3	0		3		9	2		0	11	1	4		0	5	19			
0815 - 0830		0	4	0		4		11	1		0	12	4	2		0	6	22			
0830 - 0845		0	2	0		2		7	2		0	9	3	5		0	8	19			
0845 - 0900		1	4	0		5		6	1		0	7	5	6		0	11	23			
Hourly Total		1	13	0		14		33	6		0	39	13	17		0	30	83			
Grand Total		2	24	4		30		52	10		0	62	20	31		0	51	143			
Approach %		6.67	80.00	13.33		-		83.87	16.13		0.00	-	39.22	60.78		0.00	-				
Intersection %		1.40	16.78	2.80		20.98		36.36	6.99		0.00	43.36	13.99	21.68		0.00	35.66				

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

Single Unit Trucks (4-7)

	Northbound	Southbound				Eastbound					Westbound							
	Spring St NW (South)	Spring St NW (North)				GA-8 North Avenue NW					North Avenue NW							
TIME		Left 2.1	Thru 2.2	Right 2.3		App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
1600 - 1615		2	10	0		12		2	1		0	3	3	7		0	10	25
1615 - 1630		0	12	0		12		4	3		0	7	1	4		0	5	24
1630 - 1645		0	10	0		10		3	0		0	3	7	4		0	11	24
1645 - 1700		0	4	2		6		5	1		0	6	3	5		0	8	20
Hourly Total		2	36	2		40		14	5		0	19	14	20		0	34	93
1700 - 1715		0	8	0		8		5	1		0	6	2	6		0	8	22
1715 - 1730		0	9	1		10		0	2		0	2	2	4		0	6	18
1730 - 1745		0	1	0		1		1	0		0	1	0	2		0	2	4
1745 - 1800		0	3	0		3		1	1		0	2	2	1		0	3	8
Hourly Total		0	21	1		22		7	4		0	11	6	13		0	19	52
Grand Total		2	57	3		62		21	9		0	30	20	33		0	53	145
Approach %		3.23	91.94	4.84		-		70.00	30.00		0.00	-	37.74	62.26		0.00	-	
Intersection %		1.38	39.31	2.07		42.76		14.48	6.21		0.00	20.69	13.79	22.76		0.00	36.55	

Classified Turn Movement Count | | Combination Trucks (8-13)

Atlanta, GA

Site 2

Spring St NW (South)
Spring St NW (North)
GA-8 North Avenue NW
North Avenue NW

Date

Thursday, October 17, 2024

Lat/Long

33.771232°, -84.388860°
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Weather

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

	Northbound	Southbound				Eastbound				Westbound							
	Spring St NW (South)	Spring St NW (North)				GA-8 North Avenue NW				North Avenue NW							
TIME		Left 2.1	Thru 2.2	Right 2.3	App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
0700 - 0715		0	0	0	0		2	0		0	2	0	0		0	0	2
0715 - 0730		0	0	0	0		3	0		0	3	1	0		0	1	4
0730 - 0745		0	0	1	1		1	0		0	1	0	2		0	2	4
0745 - 0800		0	0	0	0		1	0		0	1	0	0		0	0	1
Hourly Total		0	0	1	1		7	0		0	7	1	2		0	3	11
0800 - 0815		0	0	0	0		1	0		0	1	0	0		0	0	1
0815 - 0830		0	1	0	1		0	2		0	2	1	1		0	2	5
0830 - 0845		0	1	0	1		2	1		0	3	1	1		0	2	6
0845 - 0900		0	0	0	0		0	2		0	2	0	3		0	3	5
Hourly Total		0	2	0	2		3	5		0	8	2	5		0	7	17
Grand Total		0	2	1	3		10	5		0	15	3	7		0	10	28
Approach %		0.00	66.67	33.33	-		66.67	33.33		0.00	-	30.00	70.00		0.00	-	
Intersection %		0.00	7.14	3.57	10.71		35.71	17.86		0.00	53.57	10.71	25.00		0.00	35.71	

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

	Northbound	Southbound				Eastbound						Westbound						
	Spring St NW (South)	Spring St NW (North)				GA-8 North Avenue NW						North Avenue NW						
TIME		Left 2.1	Thru 2.2	Right 2.3		App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
1600 - 1615		0	1	0		1		0	0		0	0	0	1		0	1	2
1615 - 1630		0	0	0		0		0	0		0	0	0	0		0	0	0
1630 - 1645		0	0	0		0		1	0		0	1	0	1		0	1	2
1645 - 1700		0	0	0		0		0	0		0	0	0	0		0	0	0
Hourly Total		0	1	0		1		1	0		0	1	0	2		0	2	4
1700 - 1715		0	0	0		0		0	1		0	1	0	0		0	0	1
1715 - 1730		0	0	0		0		0	0		0	0	0	0		0	0	0
1730 - 1745		0	0	0		0		0	0		0	0	0	1		0	1	1
1745 - 1800		0	1	0		1		0	0		0	0	0	0		0	0	1
Hourly Total		0	1	0		1		0	1		0	1	0	1		0	1	3
Grand Total		0	2	0		2		1	1		0	2	0	3		0	3	7
Approach %		0.00	100.00	0.00		-		50.00	50.00		0.00	-	0.00	100.00		0.00	-	
Intersection %		0.00	28.57	0.00		28.57		14.29	14.29		0.00	28.57	0.00	42.86		0.00	42.86	

Classified Turn Movement Count || Bikes

Atlanta, GA

Site 2



Spring St NW (South)
Spring St NW (North)
GA-8 North Avenue NW
North Avenue NW

Date

Thursday, October 17, 2024

Lat/Long

33.771232°, -84.388860°

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

Bikes

TIME	Northbound	Southbound				Eastbound				Westbound				Int Total
	Spring St NW (South)	Left 2.1	Thru 2.2	Right 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App 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	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total		0	1	0	1	0	0	0	0	0	0	0	0	1
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	1	0	1	1
0845 - 0900		0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total		0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total		0	2	0	2	0	0	0	0	0	1	0	1	3
Approach %		0.00	100.00	0.00	-	0.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %		0.00	66.67	0.00	66.67	0.00	0.00	0.00	0.00	0.00	33.33	0.00	33.33	

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

Bikes

TIME	Northbound	Southbound				Eastbound				Westbound				Int Total
	Spring St NW (South)	Left 2.1	Thru 2.2	Right 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	
1600 - 1615		0	0	0	0	0	0	0	0	0	2	0	2	2
1615 - 1630		0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645		0	0	0	0	2	0	0	2	0	0	0	0	2
1645 - 1700		0	0	0	0	1	0	0	1	0	1	0	1	2
Hourly Total		0	0	0	0	3	0	0	3	0	3	0	3	6
1700 - 1715		0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730		0	0	0	0	1	0	0	1	0	1	0	1	2
1730 - 1745		0	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	0
Hourly Total		0	0	0	0	1	0	0	1	0	1	0	1	2
Grand Total		0	0	0	0	4	0	0	4	0	4	0	4	8
Approach %		0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %		0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	50.00	0.00	50.00	

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

Atlanta, GA

Site 2



Spring St NW (South)
Spring St NW (North)
GA-8 North Avenue NW
North Avenue NW

Date

Thursday, October 17, 2024

Lat/Long

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Weather

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

All Trucks (4-13)

	Northbound	Southbound				Eastbound				Westbound							
	Spring St NW (South)	Spring St NW (North)				GA-8 North Avenue NW				North Avenue NW							
TIME		Left 2.1	Thru 2.2	Right 2.3	App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
0700 - 0715		1	0	1	2		9	0		0	9	0	2		0	2	13
0715 - 0730		0	4	1	5		5	1		0	6	4	3		0	7	18
0730 - 0745		0	4	1	5		6	2		0	8	0	4		0	4	17
0745 - 0800		0	3	2	5		6	1		0	7	4	7		0	11	23
Hourly Total		1	11	5	17		26	4		0	30	8	16		0	24	71
0800 - 0815		0	3	0	3		10	2		0	12	1	4		0	5	20
0815 - 0830		0	5	0	5		11	3		0	14	5	3		0	8	27
0830 - 0845		0	3	0	3		9	3		0	12	4	6		0	10	25
0845 - 0900		1	4	0	5		6	3		0	9	5	9		0	14	28
Hourly Total		1	15	0	16		36	11		0	47	15	22		0	37	100
Grand Total		2	26	5	33		62	15		0	77	23	38		0	61	171
Approach %		6.06	78.79	15.15	-		80.52	19.48		0.00	-	37.70	62.30		0.00	-	
Intersection %		1.17	15.20	2.92	19.30		36.26	8.77		0.00	45.03	13.45	22.22		0.00	35.67	

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

All Trucks (4-13)

	Northbound	Southbound				Eastbound					Westbound						
	Spring St NW (South)	Spring St NW (North)				GA-8 North Avenue NW					North Avenue NW						
TIME		Left 2.1	Thru 2.2	Right 2.3	App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
1600 - 1615		2	11	0	13		2	1		0	3	3	8		0	11	27
1615 - 1630		0	12	0	12		4	3		0	7	1	4		0	5	24
1630 - 1645		0	10	0	10		4	0		0	4	7	5		0	12	26
1645 - 1700		0	4	2	6		5	1		0	6	3	5		0	8	20
Hourly Total		2	37	2	41		15	5		0	20	14	22		0	36	97
1700 - 1715		0	8	0	8		5	2		0	7	2	6		0	8	23
1715 - 1730		0	9	1	10		0	2		0	2	2	4		0	6	18
1730 - 1745		0	1	0	1		1	0		0	1	0	3		0	3	5
1745 - 1800		0	4	0	4		1	1		0	2	2	1		0	3	9
Hourly Total		0	22	1	23		7	5		0	12	6	14		0	20	55
Grand Total		2	59	3	64		22	10		0	32	20	36		0	56	152
Approach %		3.13	92.19	4.69	-		68.75	31.25		0.00	-	35.71	64.29		0.00	-	
Intersection %		1.32	38.82	1.97	42.11		14.47	6.58		0.00	21.05	13.16	23.68		0.00	36.84	

 Marr Traffic
DATA COLLECTION

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Atlanta, GA

Spring St NW (South)
Spring St NW (North)
GA-8 North Avenue NW
North Avenue NW

Thursday, October 17, 2024

33.771232°, -84.388860°

[Click here for Map](#)

Fair

54°F

[Click here for Detailed Weather](#)

Pedestrians

[illegible]

Pedestrians

[illegible]

Crosswalk Counts | | Bikes

Atlanta, GA

Site 2
Spring St NW (South)
Spring St NW (North)
GA-8 North Avenue NW
North Avenue NW

Date
Thursday, October 17, 2024

Lat/Long
33.771232°, -84.388860°
[Click here for Map](#)

Weather
Fair
54°F
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0700 - 0900 (Weekday 2h Session) (10-17-2024)

Bikes

TIME	Northbound				Southbound				Eastbound				Westbound				
	Spring St NW (South)				Spring St NW (North)				GA-8 North Avenue NW				North Avenue NW				
	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	Int 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	1		1	0	0		0	0	0		0	1
0745 - 0800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	1		1	0	0		0	0	0		0	1
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	1		1	0	0		0	0	0		0	1
Hourly Total	0	0		0	0	1		1	0	0		0	0	0		0	1
Grand Total	0	0		0	0	2		2	0	0		0	0	0		0	2
Approach %	0.00	0.00		-	0.00	100.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	100.00		100.00	0.00	0.00		0.00	0.00	0.00		0.00	

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

Bikes

	Northbound				Southbound				Eastbound				Westbound				Int Total
	Spring St NW (South)				Spring St NW (North)				GA-8 North Avenue NW				North Avenue NW				
TIME	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	
1600 - 1615	0	1		1	0	0		0	0	0		0	0	0		0	1
1615 - 1630	0	0		0	2	0		2	0	0		0	0	0		0	2
1630 - 1645	0	0		0	4	0		4	0	0		0	0	0		0	4
1645 - 1700	0	0		0	0	1		1	0	0		0	0	0		0	1
Hourly Total	0	1		1	6	1		7	0	0		0	0	0		0	8
1700 - 1715	0	0		0	2	0		2	0	0		0	0	0		0	2
1715 - 1730	0	1		1	3	2		5	0	0		0	0	0		0	6
1730 - 1745	0	0		0	1	0		1	0	0		0	0	0		0	1
1745 - 1800	0	0		0	0	1		1	0	0		0	0	0		0	1
Hourly Total	0	1		1	6	3		9	0	0		0	0	0		0	10
Grand Total	0	2		2	12	4		16	0	0		0	0	0		0	18
Approach %	0.00	100.00		-	75.00	25.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	11.11		11.11	66.67	22.22		88.89	0.00	0.00		0.00	0.00	0.00		0.00	

Crosswalk Counts | | Motorized Vehicles

Atlanta, GA

Site 2
Spring St NW (South)
Spring St NW (North)
GA-8 North Avenue NW
North Avenue NW

Date
Thursday, October 17, 2024

Lat/Long
33.771232°, -84.388860°
[Click here for Map](#)

Weather
Fair
54°F
[Click here for Detailed Weather](#)



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

	Northbound				Southbound				Eastbound				Westbound				
	Spring St NW (South)				Spring St NW (North)				GA-8 North Avenue NW				North Avenue NW				
TIME	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	Int 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

	Northbound				Southbound				Eastbound				Westbound				Int Total
	Spring St NW (South)				Spring St NW (North)				GA-8 North Avenue NW				North Avenue NW				
TIME	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App 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	1	1		2	0	1		1	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	1	1		2	0	1		1	0	0		0	
Grand Total	0	0		0	1	1		2	0	1		1	0	0		0	
Approach %	0.00	0.00		-	50.00	50.00		-	0.00	100.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	33.33	33.33		66.67	0.00	33.33		33.33	0.00	0.00		0.00	

Start Date: 10/17/2024		GA-8 North Avenue NW			North Avenue NW			Spring St NW (South)			Spring St NW (North)			Total
Eastbound			Westbound			Northbound			Southbound					
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
<u>15 Minute Totals</u>														
12:00 AM - 12:15 AM		0	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	0	0	0	0	0	0	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
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM		0	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		0	0	0	0	0	0	0	0	0	0	0	0	0
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
03:30 AM - 03:45 AM		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	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
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM		0	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
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM		0	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
07:00 AM - 07:15 AM		0	200	123	85	68	0	0	0	0	9	75	12	572
07:15 AM - 07:30 AM		0	172	105	116	78	0	0	0	0	14	100	11	596
07:30 AM - 07:45 AM		0	205	135	113	86	0	0	0	0	12	100	15	666
07:45 AM - 08:00 AM		0	227	110	114	133	0	0	0	0	20	129	25	758
08:00 AM - 08:15 AM		0	257	132	109	109	0	0	0	0	16	108	23	754
08:15 AM - 08:30 AM		0	242	92	95	109	0	0	0	0	19	140	23	720
08:30 AM - 08:45 AM		0	272	93	98	134	0	0	0	0	18	143	19	777
08:45 AM - 09:00 AM		0	226	82	95	135	0	0	0	0	22	132	21	713
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		0	0	0	0	0	0	0	0	0	0	0	0	0
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
10:15 AM - 10:30 AM		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
10:45 AM - 11:00 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		0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
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
12:45 PM - 01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM		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
01:45 PM - 02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM		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		0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0
04:00 PM - 04:15 PM		0	218	149	63	172	0	0	0	0	27	226	17	872
04:15 PM - 04:30 PM		0	181	142	39	134	0	0	0	0	19	277	16	808
04:30 PM - 04:45 PM		0	245	144	49	129	0	0	0	0	27	245	22	861
04:45 PM - 05:00 PM		0	246	127	71	150	0	0	0	0	23	329	30	976
05:00 PM - 05:15 PM		0	233	141	72	172	0	0	0	0	29	275	19	941
05:15 PM - 05:30 PM		0	188	123	68	159	0	0	0	0	29	334	22	923
05:30 PM - 05:45 PM		0	207	146	85	173	0	0	0	0	34	310	31	986
05:45 PM - 06:00 PM		0	173	118	86	156	0	0	0	0	53	315	29	930
06:00 PM - 06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM		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
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
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
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
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		0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM		0	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		0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM		0	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	0	0
11:45 PM - 12:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com



Thursday, October 17, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



	Northbound						Southbound						Eastbound						Westbound						
	W Peachtree St NW						W Peachtree St NE						Ponce De Leon Ave NW						Ponce De Leon Ave NE						
Time	Left 3.1	Thru 3.2	Right 3.3			App Total						App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total		Thru 3.7	Right 3.8		U-Turn 3.9	App Total	Int Total
0800 - 0815	14	195	6	-	-	215	-	-	-	-	-	0	8	10	-	-	0	18	-	26	28	-	0	54	287
0815 - 0830	11	219	14	-	-	244	-	-	-	-	-	0	9	9	-	-	0	18	-	45	34	-	0	79	341
0830 - 0845	11	224	7	-	-	242	-	-	-	-	-	0	9	13	-	-	0	22	-	22	38	-	0	60	324
0845 - 0900	8	224	15	-	-	247	-	-	-	-	-	0	6	14	-	-	0	20	-	34	44	-	0	78	345
Total	44	862	42	0	0	948	0	0	0	0	0	0	32	46	0	0	0	78	0	127	144	0	0	271	1297
Approach %	4.64	90.93	4.43	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	41.03	58.97	0.00	0.00	0.00	-	0.00	46.86	53.14	0.00	0.00	-	
PHF	0.79	0.96	0.70	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.82	0.00	0.00	0.00	0.89	0.00	0.71	0.82	0.00	0.00	0.86	0.94

	Northbound						Southbound						Eastbound						Westbound						
	W Peachtree St NW						W Peachtree St NE						Ponce De Leon Ave NW						Ponce De Leon Ave NE						
Time	Left 3.1	Thru 3.2	Right 3.3			App Total						App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total		Thru 3.7	Right 3.8		U-Turn 3.9	App Total	Int Total
0800 - 0815	14	186	4	-	-	204	-	-	-	-	-	0	8	9	-	-	0	17	-	26	28	-	0	54	275
0815 - 0830	11	214	8	-	-	233	-	-	-	-	-	0	9	9	-	-	0	18	-	44	34	-	0	78	329
0830 - 0845	11	213	1	-	-	225	-	-	-	-	-	0	9	13	-	-	0	22	-	22	38	-	0	60	307
0845 - 0900	8	219	10	-	-	237	-	-	-	-	-	0	6	13	-	-	0	19	-	32	42	-	0	74	330
Total	44	832	23	0	0	899	0	0	0	0	0	0	32	44	0	0	0	76	0	124	142	0	0	266	1241
Approach %	4.89	92.55	2.56	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	42.11	57.89	0.00	0.00	0.00	-	0.00	46.62	53.38	0.00	0.00	-	
PHF	0.79	0.95	0.58	0.00	0.00	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.85	0.00	0.00	0.00	0.86	0.00	0.70	0.85	0.00	0.00	0.85	0.94

	Northbound						Southbound						Eastbound						Westbound					
	W Peachtree St NW						W Peachtree St NE						Ponce De Leon Ave NW						Ponce De Leon Ave NE					
Time	Left 3.1	Thru 3.2	Right 3.3			App Total					App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total		Thru 3.7	Right 3.8		U-Turn 3.9	App Total	Int Total
0800 - 0815	0	8	2	-	-	10	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	10
0815 - 0830	0	5	6	-	-	11	-	-	-	-	0	0	0	-	-	0	0	-	1	0	-	0	1	12
0830 - 0845	0	10	6	-	-	16	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	16
0845 - 0900	0	5	5	-	-	10	-	-	-	-	0	0	1	-	-	0	1	-	2	2	-	0	4	15
Total	0	28	19	0	0	47	0	0	0	0	0	0	1	0	0	0	1	0	3	2	0	0	5	53
Approach %	0.00	59.57	40.43	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	-	0.00	60.00	40.00	0.00	0.00	-	
PHF	0.00	0.70	0.79	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.38	0.25	0.00	0.00	0.31	0.83

	Northbound						Southbound						Eastbound						Westbound						
	W Peachtree St NW						W Peachtree St NE						Ponce De Leon Ave NW						Ponce De Leon Ave NE						
Time	Left 3.1	Thru 3.2	Right 3.3			App Total						App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total		Thru 3.7	Right 3.8		U-Turn 3.9	App Total	Int Total
0800 - 0815	0	1	0	-	-	1	-	-	-	-	-	0	0	1	-	-	0	1	-	0	0	-	0	0	2
0815 - 0830	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0830 - 0845	0	1	0	-	-	1	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	1
0845 - 0900	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.38

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Peak Hour Turning Movement Count

Atlanta, GA



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Thursday, October 17, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

1700 - 1800

Volume



All vehicles

Passenger Vehicles (1-3)

Single Unit Trucks (4-7)

Combination Trucks (8-13)

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	W Peachtree St NW						W Peachtree St NE						Ponce De Leon Ave NW						Ponce De Leon Ave NE						
	Left 3.1	Thru 3.2	Right 3.3			App Total						App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total		Thru 3.7	Right 3.8		U-Turn 3.9	App Total	
1645 - 1700	0	0	0	-	-	0	-	-	-	-	-	0	0	1	-	-	0	1	-	0	0	-	0	0	1
1700 - 1715	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1715 - 1730	0	2	0	-	-	2	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	2
1730 - 1745	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	1	-	0	1	1
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	4
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	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	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.25	0.50

Classified Turn Movement Count | | All vehicles

Atlanta, GA

Site 3



W Peachtree St NW
W Peachtree St NE
Ponce De Leon Ave NW
Ponce De Leon Ave NE

Date

Thursday, October 17, 2024

Lat/Long

33.772315°, -84.387365°
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Weather

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

	Northbound					Southbound					Eastbound					Westbound					
	W Peachtree St NW					W Peachtree St NE					Ponce De Leon Ave NW					Ponce De Leon Ave NE					
TIME	Left 3.1	Thru 3.2	Right 3.3		App Total					Left 3.4	Thru 3.5		U-Turn 3.6	App Total		Thru 3.7	Right 3.8		U-Turn 3.9	App Total	Int Total
0700 - 0715	37	113	7		157					0	2		0	2		28	21		0	49	208
0715 - 0730	19	111	10		140					1	5		0	6		20	24		0	44	190
0730 - 0745	27	132	12		171					1	6		0	7		23	34		0	57	235
0745 - 0800	16	177	12		205					3	6		0	9		33	36		0	69	283
Hourly Total	99	533	41		673					5	19		0	24		104	115		0	219	916
0800 - 0815	14	195	6		215					8	10		0	18		26	28		0	54	287
0815 - 0830	11	219	14		244					9	9		0	18		45	34		0	79	341
0830 - 0845	11	224	7		242					9	13		0	22		22	38		0	60	324
0845 - 0900	8	224	15		247					6	14		0	20		34	44		0	78	345
Hourly Total	44	862	42		948					32	46		0	78		127	144		0	271	1297
Grand Total	143	1395	83		1621					37	65		0	102		231	259		0	490	2213
Approach %	8.82	86.06	5.12		-					36.27	63.73		0.00	-		47.14	52.86		0.00	-	
Intersection %	6.46	63.04	3.75		73.25					1.67	2.94		0.00	4.61		10.44	11.70		0.00	22.14	
Heavy Vehicle %	1	5	42		6					0	3		-	2		3	2		-	2	5
PHF	0.79	0.96	0.70		0.96					0.89	0.82		0.00	0.89		0.71	0.82		0.00	0.86	0.94

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

	Northbound					Southbound					Eastbound					Westbound					
	W Peachtree St NW					W Peachtree St NE					Ponce De Leon Ave NW					Ponce De Leon Ave NE					
TIME	Left 3.1	Thru 3.2	Right 3.3		App Total					Left 3.4	Thru 3.5		U-Turn 3.6	App Total		Thru 3.7	Right 3.8		U-Turn 3.9	App Total	Int Total
1600 - 1615	11	147	17		175					9	27		0	36		44	43		0	87	298
1615 - 1630	14	229	23		266					6	15		0	21		44	20		0	64	351
1630 - 1645	6	191	14		211					7	17		0	24		33	19		0	52	287
1645 - 1700	16	217	25		258					9	21		0	30		39	23		0	62	350
Hourly Total	47	784	79		910					31	80		0	111		160	105		0	265	1286
1700 - 1715	13	189	24		226					5	24		0	29		58	27		0	85	340
1715 - 1730	8	215	25		248					3	16		0	19		38	26		0	64	331
1730 - 1745	9	189	15		213					8	18		0	26		79	26		0	105	344
1745 - 1800	8	199	25		232					10	16		0	26		39	27		0	66	324
Hourly Total	38	792	89		919					26	74		0	100		214	106		0	320	1339
Grand Total	85	1576	168		1829					57	154		0	211		374	211		0	585	2625
Approach %	4.65	86.17	9.19		-					27.01	72.99		0.00	-		63.93	36.07		0.00	-	
Intersection %	3.24	60.04	6.40		69.68					2.17	5.87		0.00	8.04		14.25	8.04		0.00	22.29	
Heavy Vehicle %	2	4	14		5					5	1		-	2		4	3		-	3	4
PHF	0.72	0.93	0.89		0.92					0.69	0.82		0.00	0.87		0.68	0.94		0.00	0.75	0.98

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Site 3

W Peachtree St NW
W Peachtree St NE
Ponce De Leon Ave NW
Ponce De Leon Ave NE



Lat/Long
33.772315°, -84.387365°
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Passenger Vehicles (1-3)

[illegible]

Passenger Vehicles (1-3)

[illegible]

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

Atlanta, GA

Site 3
W Peachtree St NW
W Peachtree St NE
Ponce De Leon Ave NW
Ponce De Leon Ave NE



Date
Thursday, October 17, 2024

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

TIME	Northbound					Southbound					Eastbound					Westbound						
	W Peachtree St NW					W Peachtree St NE					Ponce De Leon Ave NW					Ponce De Leon Ave NE						
	Left 3.1	Thru 3.2	Right 3.3		App Total						Left 3.4	Thru 3.5		U-Turn 3.6	App Total		Thru 3.7	Right 3.8		U-Turn 3.9	App Total	Int Total
0700 - 0715	1	11	2		14						0	0		0	0		1	0		0	1	15
0715 - 0730	0	4	4		8						0	0		0	0		0	0		0	0	8
0730 - 0745	1	9	5		15						0	0		0	0		1	1		0	2	17
0745 - 0800	0	7	5		12						0	0		0	0		1	1		0	2	14
Hourly Total	2	31	16		49						0	0		0	0		3	2		0	5	54
0800 - 0815	0	8	2		10						0	0		0	0		0	0		0	0	10
0815 - 0830	0	5	6		11						0	0		0	0		1	0		0	1	12
0830 - 0845	0	10	6		16						0	0		0	0		0	0		0	0	16
0845 - 0900	0	5	5		10						0	1		0	1		2	2		0	4	15
Hourly Total	0	28	19		47						0	1		0	1		3	2		0	5	53
Grand Total	2	59	35		96						0	1		0	1		6	4		0	10	107
Approach %	2.08	61.46	36.46		-						0.00	100.00		0.00	-		60.00	40.00		0.00	-	
Intersection %	1.87	55.14	32.71		89.72						0.00	0.93		0.00	0.93		5.61	3.74		0.00	9.35	

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

	Northbound					Southbound					Eastbound					Westbound						
	W Peachtree St NW					W Peachtree St NE					Ponce De Leon Ave NW					Ponce De Leon Ave NE						
TIME	Left 3.1	Thru 3.2	Right 3.3		App Total						Left 3.4	Thru 3.5		U-Turn 3.6	App Total		Thru 3.7	Right 3.8		U-Turn 3.9	App Total	Int Total
1600 - 1615	0	10	2		12						2	0		0	2		2	3		0	5	19
1615 - 1630	0	5	4		9						0	1		0	1		4	2		0	6	16
1630 - 1645	0	11	2		13						0	0		0	0		6	0		0	6	19
1645 - 1700	1	11	5		17						0	0		0	0		1	0		0	1	18
Hourly Total	1	37	13		51						2	1		0	3		13	5		0	18	72
1700 - 1715	1	11	5		17						1	1		0	2		1	1		0	2	21
1715 - 1730	0	4	2		6						0	0		0	0		0	0		0	0	6
1730 - 1745	0	4	3		7						0	0		0	0		0	0		0	0	7
1745 - 1800	0	3	1		4						0	0		0	0		0	0		0	0	4
Hourly Total	1	22	11		34						1	1		0	2		1	1		0	2	38
Grand Total	2	59	24		85						3	2		0	5		14	6		0	20	110
Approach %	2.35	69.41	28.24		-						60.00	40.00		0.00	-		70.00	30.00		0.00	-	
Intersection %	1.82	53.64	21.82		77.27						2.73	1.82		0.00	4.55		12.73	5.45		0.00	18.18	

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W Peachtree St NW
W Peachtree St NE
Ponce De Leon Ave NW
Ponce De Leon Ave NE



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Combination Trucks (8-13)

[illegible]

Combination Trucks (8-13)

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W Peachtree St NE
Ponce De Leon Ave NW
Ponce De Leon Ave NE



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Bikes

[illegible]

Bikes

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W Peachtree St NE
Ponce De Leon Ave NW
Ponce De Leon Ave NE



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All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound						
	W Peachtree St NW				W Peachtree St NE				Ponce De Leon Ave NW				Ponce De Leon Ave NE						
TIME	Left 3.1	Thru 3.2	Right 3.3	App Total				Left 3.4	Thru 3.5		U-Turn 3.6	App Total		Thru 3.7	Right 3.8		U-Turn 3.9	App Total	Int Total
0700 - 0715	1	11	2	14				0	0		0	0		1	0		0	1	15
0715 - 0730	0	5	4	9				0	0		0	0		0	0		0	0	9
0730 - 0745	1	10	5	16				0	0		0	0		2	1		0	3	19
0745 - 0800	0	8	5	13				0	0		0	0		1	1		0	2	15
Hourly Total	2	34	16	52				0	0		0	0		4	2		0	6	58
0800 - 0815	0	9	2	11				0	1		0	1		0	0		0	0	12
0815 - 0830	0	5	6	11				0	0		0	0		1	0		0	1	12
0830 - 0845	0	11	6	17				0	0		0	0		0	0		0	0	17
0845 - 0900	0	5	5	10				0	1		0	1		2	2		0	4	15
Hourly Total	0	30	19	49				0	2		0	2		3	2		0	5	56
Grand Total	2	64	35	101				0	2		0	2		7	4		0	11	114
Approach %	1.98	63.37	34.65	-				0.00	100.00		0.00	-		63.64	36.36		0.00	-	
Intersection %	1.75	56.14	30.70	88.60				0.00	1.75		0.00	1.75		6.14	3.51		0.00	9.65	

All Trucks (4-13)

[illegible]

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Atlanta, GA

Site 3

W Peachtree St NW
W Peachtree St NE
Ponce De Leon Ave NW
Ponce De Leon Ave NE

Date _____

Thursday, October 17, 2024

Lat/Long

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Weather

Fair

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

Pedestrians

[illegible]

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

Pedestrians

[illegible]

Crosswalk Counts | | Bikes

Atlanta, GA

Site 3
W Peachtree St NW
W Peachtree St NE
Ponce De Leon Ave NW
Ponce De Leon Ave NE

Date
Thursday, October 17, 2024

Lat/Long
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0700 - 0900 (Weekday 2h Session) (10-17-2024)

Bikes

TIME	Northbound				Southbound				Eastbound				Westbound				
	W Peachtree St NW				W Peachtree St NE				Ponce De Leon Ave NW				Ponce De Leon Ave NE				
	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	NB 3g	SB 3h		App Total	Int 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)

Bikes

	Northbound			Southbound			Eastbound			Westbound							
	W Peachtree St NW			W Peachtree St NE			Ponce De Leon Ave NW			Ponce De Leon Ave NE							
	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total		NB 3g	SB 3h		App Total
TIME	0	0		0	0	0		0	0	0		0	1	0		1	1
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	1	0		1	1	0		1	2
1630 - 1645	0	0		0	0	0		0	0	0		0	1	1		2	2
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	1	0		1	3	1		4	5
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	1	0		1	0	1		1	0	0		0	2
1730 - 1745	0	0		0	0	1		1	0	1		1	0	0		0	2
1745 - 1800	0	0		0	0	1		1	0	2		2	0	0		0	3
Hourly Total	0	0		0	1	2		3	0	4		4	0	0		0	7
Grand Total	0	0		0	1	2		3	1	4		5	3	1		4	12
Approach %	0.00	0.00		-	33.33	66.67		-	20.00	80.00		-	75.00	25.00		-	
Intersection %	0.00	0.00		0.00	8.33	16.67		25.00	8.33	33.33		41.67	25.00	8.33		33.33	

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Motorized Vehicles

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Motorized Vehicles

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Start Date: 10/17/2024		Ponce De Leon Ave NW			Ponce De Leon Ave NE			W Peachtree St NW			W Peachtree St NE			Total
		Eastbound			Westbound			Northbound			Southbound			
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
15 Minute Totals														
12:00 AM - 12:15 AM	0	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	0	0	0	0	0	0	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	
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 AM - 01:45 AM	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
03:30 AM - 03:45 AM	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	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	
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 AM - 05:15 AM	0	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	
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM - 06:45 AM	0	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	
07:00 AM - 07:15 AM	0	2	0	0	28	21	37	113	7	0	0	0	208	
07:15 AM - 07:30 AM	1	5	0	0	20	24	19	111	10	0	0	0	190	
07:30 AM - 07:45 AM	1	6	0	0	23	34	27	132	12	0	0	0	235	
07:45 AM - 08:00 AM	3	6	0	0	33	36	16	177	12	0	0	0	283	
08:00 AM - 08:15 AM	8	10	0	0	26	28	14	195	6	0	0	0	287	
08:15 AM - 08:30 AM	9	9	0	0	45	34	11	219	14	0	0	0	341	
08:30 AM - 08:45 AM	9	13	0	0	22	38	11	224	7	0	0	0	324	
08:45 AM - 09:00 AM	6	14	0	0	34	44	8	224	15	0	0	0	345	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
10:15 AM - 10:30 AM	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	
10:45 AM - 11:00 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	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 PM - 01:15 PM	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	
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 PM - 02:15 PM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	
04:00 PM - 04:15 PM	9	27	0	0	44	43	11	147	17	0	0	0	298	
04:15 PM - 04:30 PM	6	15	0	0	44	20	14	229	23	0	0	0	351	
04:30 PM - 04:45 PM	7	17	0	0	33	19	6	191	14	0	0	0	287	
04:45 PM - 05:00 PM	9	21	0	0	39	23	16	217	25	0	0	0	350	
05:00 PM - 05:15 PM	5	24	0	0	58	27	13	189	24	0	0	0	340	
05:15 PM - 05:30 PM	3	16	0	0	38	26	8	215	25	0	0	0	331	
05:30 PM - 05:45 PM	8	18	0	0	79	26	9	189	15	0	0	0	344	
05:45 PM - 06:00 PM	10	16	0	0	39	27	8	199	25	0	0	0	324	
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM - 06:30 PM	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	
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 PM - 10:00 PM	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM - 11:30 PM	0	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	0	0	
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	



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Peak Hour Turning Movement Count

Atlanta, GA



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Wednesday, October 23, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	W Peachtree St NW (South)						W Peachtree St NW (North)						North Avenue NW						GA-8 North Avenue NE						
	Left 4.1	Thru 4.2	Right 4.3			App Total						App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total		Thru 4.7	Right 4.8		U-Turn 4.9	App Total	
0800 - 0815	18	107	35	-	-	160	-	-	-	-	-	0	70	219	-	-	0	289	-	208	63	-	0	271	720
0815 - 0830	20	122	32	-	-	174	-	-	-	-	-	0	81	222	-	-	0	303	-	183	64	-	0	247	724
0830 - 0845	25	137	32	-	-	194	-	-	-	-	-	0	68	248	-	-	0	316	-	197	70	-	0	267	777
0845 - 0900	32	187	28	-	-	247	-	-	-	-	-	0	65	231	-	-	0	296	-	153	69	-	0	222	765
Total	95	553	127	0	0	775	0	0	0	0	0	0	284	920	0	0	0	1204	0	741	266	0	0	1007	2986
Approach %	12.26	71.35	16.39	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	23.59	76.41	0.00	0.00	0.00	-	0.00	73.58	26.42	0.00	0.00	-	
PHF	0.74	0.74	0.91	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.93	0.00	0.00	0.00	0.95	0.00	0.89	0.95	0.00	0.00	0.93	0.96

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	W Peachtree St NW (South)						W Peachtree St NW (North)						North Avenue NW						GA-8 North Avenue NE						
	Left 4.1	Thru 4.2	Right 4.3			App Total						App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total		Thru 4.7	Right 4.8		U-Turn 4.9	App Total	
0800 - 0815	17	101	35	-	-	153	-	-	-	-	-	0	67	212	-	-	0	279	-	203	61	-	0	264	696
0815 - 0830	18	113	31	-	-	162	-	-	-	-	-	0	80	217	-	-	0	297	-	176	59	-	0	235	694
0830 - 0845	25	126	30	-	-	181	-	-	-	-	-	0	66	240	-	-	0	306	-	186	66	-	0	252	739
0845 - 0900	29	180	27	-	-	236	-	-	-	-	-	0	61	223	-	-	0	284	-	141	67	-	0	208	728
Total	89	520	123	0	0	732	0	0	0	0	0	0	274	892	0	0	0	1166	0	706	253	0	0	959	2857
Approach %	12.16	71.04	16.80	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	23.50	76.50	0.00	0.00	0.00	-	0.00	73.62	26.38	0.00	0.00	-	
PHF	0.77	0.72	0.88	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.93	0.00	0.00	0.00	0.95	0.00	0.87	0.94	0.00	0.00	0.91	0.97

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	W Peachtree St NW (South)						W Peachtree St NW (North)						North Avenue NW						GA-8 North Avenue NE						
	Left 4.1	Thru 4.2	Right 4.3			App Total						App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total		Thru 4.7	Right 4.8		U-Turn 4.9	App Total	
0800 - 0815	1	6	0	-	-	7	-	-	-	-	-	0	3	6	-	-	0	9	-	4	2	-	0	6	22
0815 - 0830	2	8	1	-	-	11	-	-	-	-	-	0	1	4	-	-	0	5	-	6	4	-	0	10	26
0830 - 0845	0	10	2	-	-	12	-	-	-	-	-	0	2	8	-	-	0	10	-	6	4	-	0	10	32
0845 - 0900	3	7	0	-	-	10	-	-	-	-	-	0	4	8	-	-	0	12	-	10	2	-	0	12	34
Total	6	31	3	0	0	40	0	0	0	0	0	0	10	26	0	0	0	36	0	26	12	0	0	38	114
Approach %	15.00	77.50	7.50	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	27.78	72.22	0.00	0.00	0.00	-	0.00	68.42	31.58	0.00	0.00	-	
PHF	0.50	0.78	0.38	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.81	0.00	0.00	0.00	0.75	0.00	0.65	0.75	0.00	0.00	0.79	0.84

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	W Peachtree St NW (South)						W Peachtree St NW (North)						North Avenue NW						GA-8 North Avenue NE						
	Left 4.1	Thru 4.2	Right 4.3			App Total					App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total		Thru 4.7	Right 4.8		U-Turn 4.9	App Total		
0800 - 0815	0	0	0	-	-	0	-	-	-	-	0	0	1	-	-	0	1	-	1	0	-	0	1	2	
0815 - 0830	0	1	0	-	-	1	-	-	-	-	0	0	1	1	-	0	1	-	1	1	-	0	2	4	
0830 - 0845	0	1	0	-	-	1	-	-	-	-	0	0	0	-	-	0	0	-	5	0	-	0	5	6	
0845 - 0900	0	0	1	-	-	1	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	1	
Total	0	2	1	0	0	3	0	0	0	0	0	0	2	0	0	0	2	0	7	1	0	0	8	13	
Approach %	0.00	66.67	33.33	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	87.50	12.50	0.00	0.00	-		
PHF	0.00	0.50	0.25	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.35	0.25	0.00	0.00	0.40	0.54	

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	W Peachtree St NW (South)						W Peachtree St NW (North)						North Avenue NW						GA-8 North Avenue NE						
	Left 4.1	Thru 4.2	Right 4.3			App Total						App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total		Thru 4.7	Right 4.8		U-Turn 4.9	App Total	
0800 - 0815	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
0830 - 0845	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0845 - 0900	0	0	0	-	-	0	-	-	-	-	-	0	0	0	-	-	0	0	-	2	0	-	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	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	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	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	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25



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Peak Hour Turning Movement Count

Atlanta, GA



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Wednesday, October 23, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Total	144	537	216	0	0	897	0	0	0	0	0	0	154	1049	0	0	0	1203	0	763	147	0	0	910	3010
Approach %	16.05	59.87	24.08	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	12.80	87.20	0.00	0.00	0.00	-	0.00	83.85	16.15	0.00	0.00	-	
PHF	0.78	0.90	0.84	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.89	0.00	0.00	0.00	0.93	0.00	0.87	0.85	0.00	0.00	0.87	0.98

Passenger Vehicles (1-3)

[illegible]

Single Unit Trucks (4-7)

Total	4	17	3	0	0	24	0	0	0	0	0	0	5	8	0	0	0	13	0	14	8	0	0	22	59
Approach %	16.67	70.83	12.50	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	38.46	61.54	0.00	0.00	0.00	-	0.00	63.64	36.36	0.00	0.00	-	
PHF	0.33	0.71	0.75	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.67	0.00	0.00	0.00	0.65	0.00	0.58	0.67	0.00	0.00	0.69	0.78

Combination Trucks (8-13)

Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	3
Approach %	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	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	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	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.25

Bikes

[illegible]

Classified Turn Movement Count || All vehicles

Atlanta, GA

Site 4



W Peachtree St NW (South)
W Peachtree St NW (North)
North Avenue NW
GA-8 North Avenue NE

Date

Wednesday, October 23, 2024

Lat/Long

33.771258°, -84.387443°

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Weather

Fair
52°F

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0700 - 0900 (Weekday 2h Session) (10-23-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound						
	W Peachtree St NW (South)					W Peachtree St NW (North)					North Avenue NW					GA-8 North Avenue NE						
TIME	Left 4.1	Thru 4.2	Right 4.3		App Total						Left 4.4	Thru 4.5		U-Turn 4.6	App Total		Thru 4.7	Right 4.8		U-Turn 4.9	App Total	Int Total
0700 - 0715	26	68	14		108						83	158		0	241		153	20		0	173	522
0715 - 0730	14	71	23		108						63	162		1	226		176	30		0	206	540
0730 - 0745	13	70	18		101						66	211		0	277		198	44		0	242	620
0745 - 0800	15	136	28		179						77	203		0	280		177	45		0	222	681
Hourly Total	68	345	83		496						289	734		1	1024		704	139		0	843	2363
0800 - 0815	18	107	35		160						70	219		0	289		208	63		0	271	720
0815 - 0830	20	122	32		174						81	222		0	303		183	64		0	247	724
0830 - 0845	25	137	32		194						68	248		0	316		197	70		0	267	777
0845 - 0900	32	187	28		247						65	231		0	296		153	69		0	222	765
Hourly Total	95	553	127		775						284	920		0	1204		741	266		0	1007	2986
Grand Total	163	898	210		1271						573	1654		1	2228		1445	405		0	1850	5349
Approach %	12.82	70.65	16.52		-						25.72	74.24		0.04	-		78.11	21.89		0.00	-	
Intersection %	3.05	16.79	3.93		23.76						10.71	30.92		0.02	41.65		27.01	7.57		0.00	34.59	
Heavy Vehicle %	5	7	2		6						3	3		0	3		4	6		-	4	4
PHF	0.74	0.74	0.91		0.78						0.88	0.93		0.00	0.95		0.89	0.95		0.00	0.93	0.96

1600 - 1800 (Weekday 2h Session) (10-23-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound						
	W Peachtree St NW (South)					W Peachtree St NW (North)					North Avenue NW					GA-8 North Avenue NE						
TIME	Left 4.1	Thru 4.2	Right 4.3		App Total						Left 4.4	Thru 4.5		U-Turn 4.6	App Total		Thru 4.7	Right 4.8		U-Turn 4.9	App Total	Int Total
1600 - 1615	40	93	45		178						40	241		0	281		176	30		0	206	665
1615 - 1630	41	101	47		189						35	240		0	275		166	41		0	207	671
1630 - 1645	33	112	52		197						46	253		0	299		192	31		0	223	719
1645 - 1700	28	127	47		202						38	254		0	292		130	34		0	164	658
Hourly Total	142	433	191		766						159	988		0	1147		664	136		0	800	2713
1700 - 1715	38	130	55		223						38	268		0	306		199	27		0	226	755
1715 - 1730	46	144	64		254						43	241		0	284		183	43		0	226	764
1730 - 1745	35	113	51		199						42	246		0	288		219	42		0	261	748
1745 - 1800	25	150	46		221						31	294		0	325		162	35		0	197	743
Hourly Total	144	537	216		897						154	1049		0	1203		763	147		0	910	3010
Grand Total	286	970	407		1663						313	2037		0	2350		1427	283		0	1710	5723
Approach %	17.20	58.33	24.47		-						13.32	86.68		0.00	-		83.45	16.55		0.00	-	
Intersection %	5.00	16.95	7.11		29.06						5.47	35.59		0.00	41.06		24.93	4.94		0.00	29.88	
Heavy Vehicle %	2	5	1		3						3	1		-	2		3	6		-	3	3
PHF	0.78	0.90	0.84		0.88						0.90	0.89		0.00	0.93		0.87	0.85		0.00	0.87	0.98

Marr Traffic
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Atlanta, GA

Date

Wednesday, October 23, 2024

Lat/Long

33.771258°, -84.387443°

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Weather

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**0700 - 0900 (Weekday 2h Session) (10-23-2024)**

Passenger Vehicles (1-3)

[illegible]**1600 - 1800 (Weekday 2h Session) (10-23-2024)**

Passenger Vehicles (1-3)

[illegible]

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Atlanta, GA

W Peachtree St NW (South)
W Peachtree St NW (North)
North Avenue NW
GA-8 North Avenue NE

Wednesday, October 23, 2024

33.771258°, -84.387443°

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Single Unit Trucks (4-7)

[illegible]

Single Unit Trucks (4-7)

[illegible]

Classified Turn Movement Count | | Combination Trucks (8-13)

Atlanta, GA

Site 4
W Peachtree St NW (South)
W Peachtree St NW (North)
North Avenue NW
GA-8 North Avenue NE



Date
Wednesday, October 23, 2024

Lat/Long
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0700 - 0900 (Weekday 2h Session) (10-23-2024)
Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound						
	W Peachtree St NW (South)					W Peachtree St NW (North)					North Avenue NW					GA-8 North Avenue NE						
	Left 4.1	Thru 4.2	Right 4.3		App Total						Left 4.4	Thru 4.5		U-Turn 4.6	App Total		Thru 4.7	Right 4.8		U-Turn 4.9	App Total	Int Total
0700 - 0715	0	0	0		0						0	0		0	0		2	1		0	3	3
0715 - 0730	0	1	0		1						0	1		0	1		1	0		0	1	3
0730 - 0745	0	1	0		1						0	1		0	1		0	0		0	0	2
0745 - 0800	0	1	0		1						0	1		0	1		0	0		0	0	2
Hourly Total	0	3	0		3						0	3		0	3		3	1		0	4	10
0800 - 0815	0	0	0		0						0	1		0	1		1	0		0	1	2
0815 - 0830	0	1	0		1						0	1		0	1		1	1		0	2	4
0830 - 0845	0	1	0		1						0	0		0	0		5	0		0	5	6
0845 - 0900	0	0	1		1						0	0		0	0		0	0		0	0	1
Hourly Total	0	2	1		3						0	2		0	2		7	1		0	8	13
Grand Total	0	5	1		6						0	5		0	5		10	2		0	12	23
Approach %	0.00	83.33	16.67		-						0.00	100.00		0.00	-		83.33	16.67		0.00	-	
Intersection %	0.00	21.74	4.35		26.09						0.00	21.74		0.00	21.74		43.48	8.70		0.00	52.17	

1600 - 1800 (Weekday 2h Session) (10-23-2024)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound						
	W Peachtree St NW (South)					W Peachtree St NW (North)					North Avenue NW					GA-8 North Avenue NE						
TIME	Left 4.1	Thru 4.2	Right 4.3		App Total						Left 4.4	Thru 4.5		U-Turn 4.6	App Total		Thru 4.7	Right 4.8		U-Turn 4.9	App Total	Int Total
1600 - 1615	0	1	0		1						0	0		0	0		2	0		0	2	3
1615 - 1630	0	0	0		0						0	0		0	0		0	0		0	0	0
1630 - 1645	0	0	0		0						0	0		0	0		2	0		0	2	2
1645 - 1700	0	0	0		0						0	1		0	1		0	0		0	0	1
Hourly Total	0	1	0		1						0	1		0	1		4	0		0	4	6
1700 - 1715	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
1730 - 1745	0	0	0		0						0	1		0	1		2	0		0	2	3
1745 - 1800	0	0	0		0						0	0		0	0		0	0		0	0	0
Hourly Total	0	0	0		0						0	1		0	1		2	0		0	2	3
Grand Total	0	1	0		1						0	2		0	2		6	0		0	6	9
Approach %	0.00	100.00	0.00		-						0.00	100.00		0.00	-		100.00	0.00		0.00	-	
Intersection %	0.00	11.11	0.00		11.11						0.00	22.22		0.00	22.22		66.67	0.00		0.00	66.67	

Classified Turn Movement Count || Bikes

Atlanta, GA

Site 4



W Peachtree St NW (South)
W Peachtree St NW (North)
North Avenue NW
GA-8 North Avenue NE

Date

Wednesday, October 23, 2024

Lat/Long

33.771258°, -84.387443°

[Click here for Map](#)

Weather

Fair
52°F

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0700 - 0900 (Weekday 2h Session) (10-23-2024)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound						
	W Peachtree St NW (South)					W Peachtree St NW (North)					North Avenue NW					GA-8 North Avenue NE						
	Left 4.1	Thru 4.2	Right 4.3		App Total						Left 4.4	Thru 4.5		U-Turn 4.6	App Total		Thru 4.7	Right 4.8		U-Turn 4.9	App Total	Int 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		1	0		0	1	1
Hourly Total	0	0	0		0						0	0		0	0		1	0		0	1	1
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		2	0		0	2	2
Hourly Total	0	0	0		0						0	0		0	0		2	0		0	2	2
Grand Total	0	0	0		0						0	0		0	0		3	0		0	3	3
Approach %	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		100.00	0.00		0.00	100.00	

1600 - 1800 (Weekday 2h Session) (10-23-2024)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	W Peachtree St NW (South)					W Peachtree St NW (North)					North Avenue NW					GA-8 North Avenue NE					
	Left 4.1	Thru 4.2	Right 4.3		App Total						Left 4.4	Thru 4.5		U-Turn 4.6	App Total		Thru 4.7	Right 4.8		U-Turn 4.9	
1600 - 1615	0	0	0		0						0	0		0	0		0	0		0	0
1615 - 1630	0	2	0		2						0	0		0	0		0	0		0	0
1630 - 1645	0	1	0		1						0	0		0	0		1	0		0	1
1645 - 1700	0	0	0		0						0	0		0	0		0	0		0	0
Hourly Total	0	3	0		3						0	0		0	0		1	0		0	1
1700 - 1715	0	0	0		0						0	2		0	2		0	0		0	0
1715 - 1730	0	0	0		0						0	1		0	1		0	0		0	0
1730 - 1745	0	1	0		1						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	1	0		1						0	3		0	3		0	0		0	0
Grand Total	0	4	0		4						0	3		0	3		1	0		0	1
Approach %	0.00	100.00	0.00		-						0.00	100.00		0.00	-		100.00	0.00		0.00	-
Intersection %	0.00	50.00	0.00		50.00						0.00	37.50		0.00	37.50		12.50	0.00		0.00	12.50

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Site 4



Date

Weather

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33.771258°, -84.387443°

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All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound						
	W Peachtree St NW (South)				W Peachtree St NW (North)				North Avenue NW				GA-8 North Avenue NE						
TIME	Left 4.1	Thru 4.2	Right 4.3		App Total			Left 4.4	Thru 4.5		U-Turn 4.6	App Total		Thru 4.7	Right 4.8		U-Turn 4.9	App Total	Int Total
0700 - 0715	0	7	0		7			2	3		0	5		7	2		0	9	21
0715 - 0730	1	4	0		5			2	5		0	7		6	4		0	10	22
0730 - 0745	0	8	0		8			3	1		0	4		4	2		0	6	18
0745 - 0800	1	7	1		9			1	5		0	6		3	4		0	7	22
Hourly Total	2	26	1		29			8	14		0	22		20	12		0	32	83
0800 - 0815	1	6	0		7			3	7		0	10		5	2		0	7	24
0815 - 0830	2	9	1		12			1	5		0	6		7	5		0	12	30
0830 - 0845	0	11	2		13			2	8		0	10		11	4		0	15	38
0845 - 0900	3	7	1		11			4	8		0	12		10	2		0	12	35
Hourly Total	6	33	4		43			10	28		0	38		33	13		0	46	127
Grand Total	8	59	5		72			18	42		0	60		53	25		0	78	210
Approach %	11.11	81.94	6.94		-			30.00	70.00		0.00	-		67.95	32.05		0.00	-	
Intersection %	3.81	28.10	2.38		34.29			8.57	20.00		0.00	28.57		25.24	11.90		0.00	37.14	

All Trucks (4-13)

[illegible]

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Weather

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Pedestrians

[illegible]

Pedestrians

[illegible]

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Atlanta, GA

Weather

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Bikes

[illegible]

Bikes

[illegible]

Crosswalk Counts | | Motorized Vehicles

Atlanta, GA

Site 4
W Peachtree St NW (South)
W Peachtree St NW (North)
North Avenue NW
GA-8 North Avenue NE

Date
Wednesday, October 23, 2024

Lat/Long
33.771258°, -84.387443°
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Weather
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0700 - 0900 (Weekday 2h Session) (10-23-2024)
Motorized Vehicles

TIME	Northbound				Southbound				Eastbound				Westbound				
	W Peachtree St NW (South)				W Peachtree St NW (North)				North Avenue NW				GA-8 North Avenue NE				
	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total	NB 4e	SB 4f		App Total	NB 4g	SB 4h		App Total	Int 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	1		1	0	0		0	0	0		0	0	0		0	1
0745 - 0800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	1		1	0	0		0	0	0		0	0	0		0	1
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	1		1	0	0		0	0	0		0	0	0		0	1
Approach %	0.00	100.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	100.00		100.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-23-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound							
	W Peachtree St NW (South)			W Peachtree St NW (North)			North Avenue NW			GA-8 North Avenue NE							
TIME	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total	NB 4e	SB 4f		App Total	NB 4g	SB 4h		App Total	Int Total
1600 - 1615	0	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	0
1630 - 1645	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
Hourly Total	0	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	0
1715 - 1730	0	0		0	0	0		0	1	0		1	0	0		0	1
1730 - 1745	0	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	0
Hourly Total	0	0		0	0	0		0	1	0		1	0	0		0	1
Grand Total	0	0		0	0	0		0	1	0		1	0	0		0	1
Approach %	0.00	0.00		-	0.00	0.00		-	100.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	100.00	0.00		100.00	0.00	0.00		0.00	

Start Date: 10/23/2024				North Avenue NW Eastbound			GA-8 North Avenue NE Westbound			W Peachtree St NW (South) Northbound			W Peachtree St NW (North) Southbound			
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total		
15 Minute Totals																
12:00 AM - 12:15 AM		0	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	0	0	0	0	0	0	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		
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
01:30 AM - 01:45 AM		0	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		0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
03:30 AM - 03:45 AM		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	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		
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 AM - 05:15 AM		0	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		
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 AM - 06:45 AM		0	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		
07:00 AM - 07:15 AM		83	158	0	0	153	20	26	68	14	0	0	0	522		
07:15 AM - 07:30 AM		63	162	0	0	176	30	14	71	23	0	0	0	539		
07:30 AM - 07:45 AM		66	211	0	0	198	44	13	70	18	0	0	0	620		
07:45 AM - 08:00 AM		77	203	0	0	177	45	15	136	28	0	0	0	681		
08:00 AM - 08:15 AM		70	219	0	0	208	63	18	107	35	0	0	0	720		
08:15 AM - 08:30 AM		81	222	0	0	183	64	20	122	32	0	0	0	724		
08:30 AM - 08:45 AM		68	248	0	0	197	70	25	137	32	0	0	0	777		
08:45 AM - 09:00 AM		65	231	0	0	153	69	32	187	28	0	0	0	765		
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		0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
10:15 AM - 10:30 AM		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		
10:45 AM - 11:00 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		0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM - 12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM - 12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
12:45 PM - 01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00 PM - 01:15 PM		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		
01:45 PM - 02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00 PM - 02:15 PM		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		0	0	0	0	0	0	0	0	0	0	0	0	0		
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	0	0	0	0	0	0		
04:00 PM - 04:15 PM		40	241	0	0	176	30	40	93	45	0	0	0	665		
04:15 PM - 04:30 PM		35	240	0	0	166	41	41	101	47	0	0	0	671		
04:30 PM - 04:45 PM		46	253	0	0	192	31	33	112	52	0	0	0	719		
04:45 PM - 05:00 PM		38	254	0	0	130	34	28	127	47	0	0	0	658		
05:00 PM - 05:15 PM		38	268	0	0	199	27	38	130	55	0	0	0	755		
05:15 PM - 05:30 PM		43	241	0	0	183	43	46	144	64	0	0	0	764		
05:30 PM - 05:45 PM		42	246	0	0	219	42	35	113	51	0	0	0	748		
05:45 PM - 06:00 PM		31	294	0	0	162	35	25	150	46	0	0	0	743		
06:00 PM - 06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 PM - 06:30 PM		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		
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
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		0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 PM - 10:00 PM		0	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		0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 PM - 11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 PM - 11:30 PM		0	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	0	0		
11:45 PM - 12:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		

Spring St NW & 3rd St NW Traffic Flow

Spring St NW & 3rd St NW Traffic Flow						Spring St NW North (Southbound											
NW West (Eastbo	In	0	Left	0	↗	In	Total	Out	↖	0	Right	102	In	3rd St NW East (Westbo			
	Total	2	Through	0	→	1252	1252	0	←	1	Through	191	Total				
	Out	2	Right	0	↘	Right	Through	Left	↙	101	Left	89	Out				
						1	1162	89									
						↙	↓	↘									
						↖	↑	↗									
						0	0	0									
						Left	Through	Right									
						0	1263	1263									
						Spring St NW South (Northbound											
						In	Total	Out									

Spring St NW & 3rd St NW Traffic Flow

Spring St NW & 3rd St NW Traffic Flow						Spring St NW North (Southbound)											
NW West (Eastbo	In	0	Left	0	↗	In	Total	Out	↖	0	Right	54	In	3rd St NW East (Westbo			
	Total	4	Through	0	→	701	701	0	←	1	Through	114	Total				
	Out	4	Right	0	↘	Right	Through	Left	↙	53	Left	58	Out				
						↖	↑	↗									
						0	0	0									
						Left	Through	Right									
						0	693	693									
						In	Total	Out									
						Spring St NW South (Northbound)											

Spring St NW & Linden Ave NW/I-75-85 NB ramps Traffic Flow						Spring St NW North (Southbound)											
NB ramps (Eastbo						In	Total	Out									
						1567	1567	0									
						Right	Through	Left									
						388	982	197									
						↙	↓	↘									
	In	0	Left	0	↗				↖	0	Right	431	In	Linden Ave NW (Westbo	)		
	Total	710	Through	0	→				←	322	Through	628	Total				
	Out	710	Right	0	↘				↙	109	Left	197	Out				
						↖	↑	↗									
					0	0	0										
					Left	Through	Right										
					0	1091	1091										
					In	Total	Out										
						Spring St NW South (Northbound)											

Spring St NW & Linden Ave NW/I-75-85 NB ramps Traffic Flow					Spring St NW North (Southbound)									
NB ramps (Eastbo	In	0	Left	0	↗	In	Total	Out						
	Total	968	Through	0	→	1881	1881	0						
	Out	968	Right	0	↘	Right	Through	Left						
						338	1466	77						
						↙	↓	↘						
										0	Right	768	In	
										630	Through	848	Total	Linden
										138	Left	77	Out	Ave NW
														(Westbo
						↖	↑	↗						)
						0	0	0						
						Left	Through	Right						
						0	1604	1604						
						In	Total	Out						
						Spring St NW South (Northbound)								

Spring St NW & Linden Ave NW/I-75-85 NB ramps Traffic Flow					Spring St NW North (Southbound)										
EB in (Eastbound)						In	Total	Out							
						1220	1220	0							
						Right	Through	Left							
						0	1166	54							
						↙	↓	↘							
	In	350	Left	0	↗				↖	0	Right	223	In	Linden Ave NW (Westbound)	
	Total	350	Through	331	→				←	0	Through	608	Total		
	Out	0	Right	19	↘				↙	223	Left	385	Out		
						↖	↑	↗							
						0	0	0							
					Left	Through	Right								
					0	1408	1408								
					In	Total	Out								
					Spring St NW South (Northbound)										

Spring St NW & Linden Ave NW/I-75-85 NB ramps Traffic Flow					Spring St NW North (Southbound)										
EB in (Eastbound)						In	Total	Out							
						1760	1760	0							
						Right	Through	Left							
						0	1737	23							
						↙	↓	↘							
	In	140	Left	0	↗				↖	0	Right	286	In	Linden Ave NW (Westbound)	
	Total	140	Through	132	→				←	0	Through	442	Total		
	Out	0	Right	8	↘				↙	286	Left	155	Out		
						↖	↑	↗							
						0	0	0							
					Left	Through	Right								
					0	2031	2031								
					In	Total	Out								
					Spring St NW South (Northbound)										

0000121_5009 - 121-5009 - SRX 000800

County: Fulton

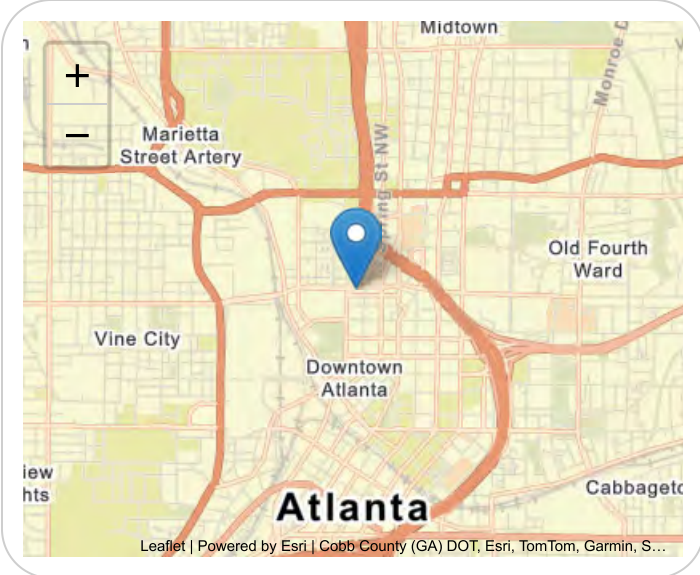
Route number: 00347903

LRS section: 1213347903

Functional class: 4U - Minor Arterial (Urban)

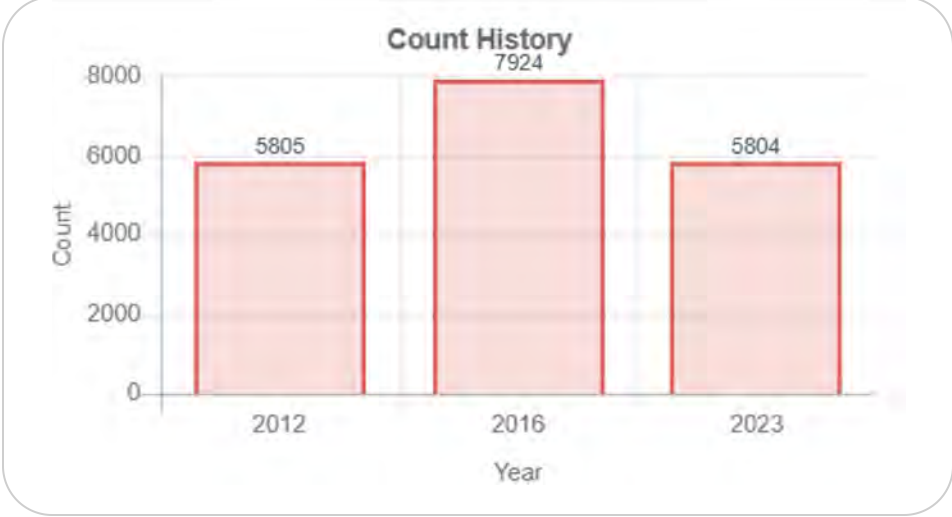
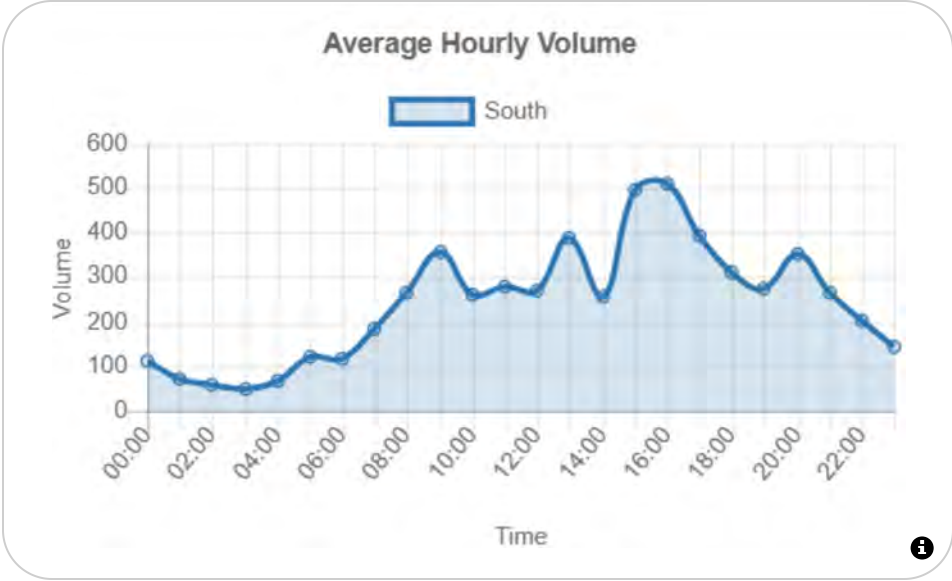
Coordinates: 33.7644528620294, -84.3913612895169

Site Data



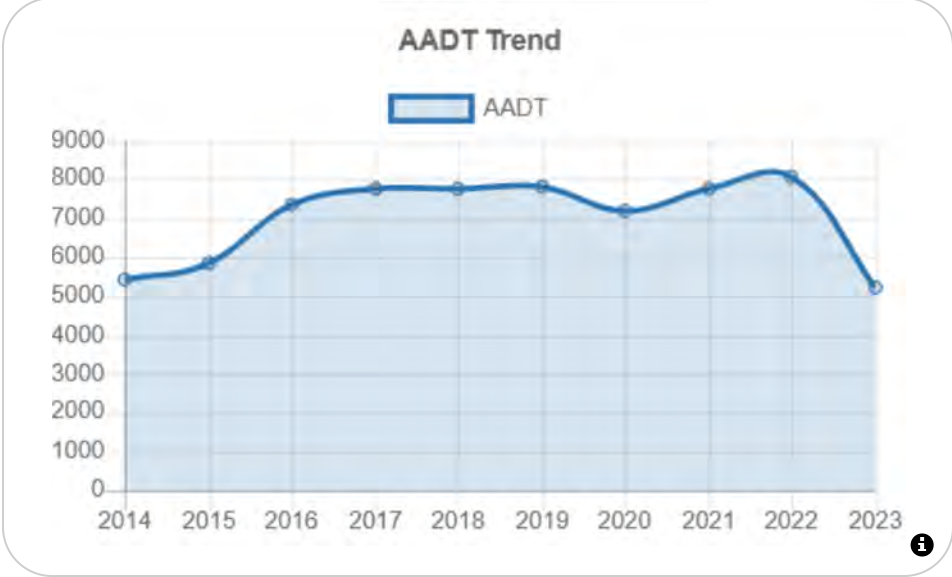
Count History

Year	Month	Count type	Duration	Count
2023	September	Volume	48 hours	5,804
2016	February	Class	48 hours	7,924
2012	February	Volume	48 hours	5,805



Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Actual
AADT	5,450	5,860	7,320	7,750	7,740	7,790	7,180	7,760	8,080	5,240
K-Factor	-	-	0.093	-	-	-	-	-	-	0.099
D-Factor	-	-	1.00	-	-	-	-	-	-	1.00
Future AADT	-	-	8,780	9,770	9,750	10,900	10,900	17,600	15,600	8,480



0000121_5012 - 121-5012 - CSX

170403LCS3461R

County: Fulton

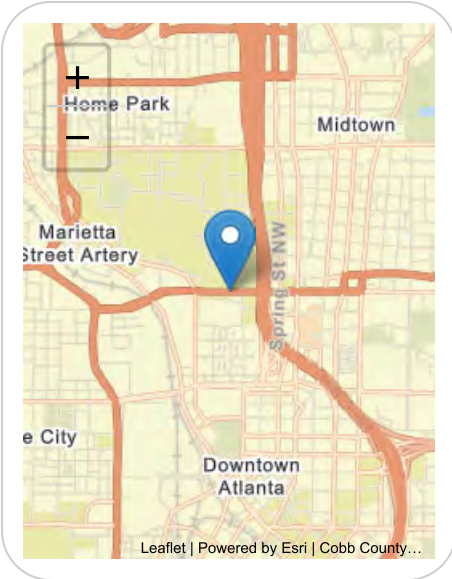
Route number: 00000800

LRS section: 1211000800

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.771299699056.

Site Data

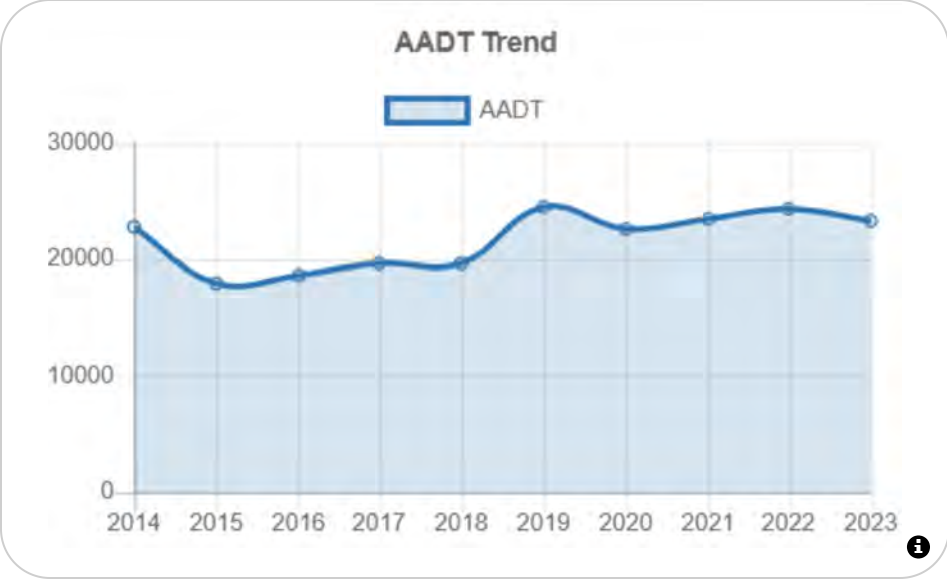
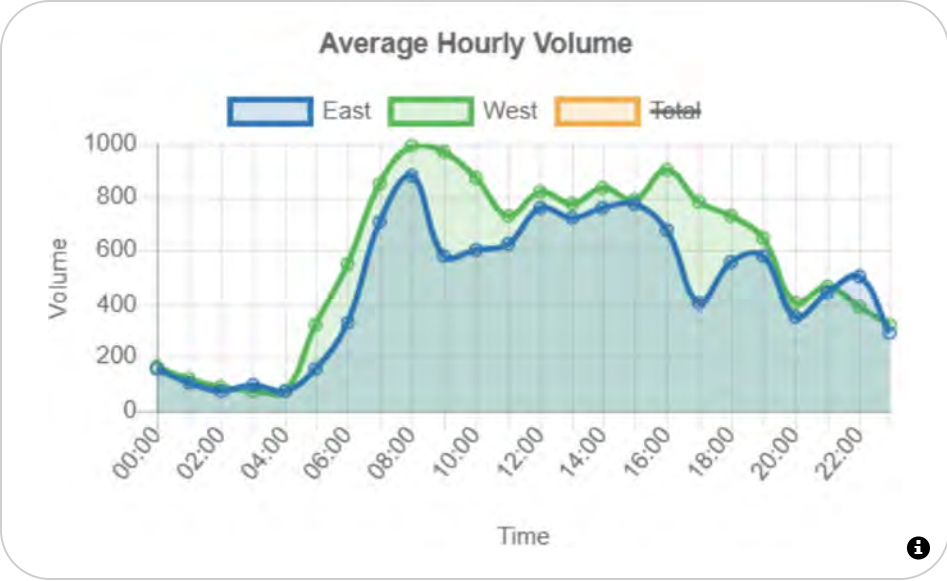


Count History

Year	Month	Count type	Duration	Count
2023	September	Class	48 hours	25,254
2021	September	Class	48 hours	25,836
2019	October	Class	48 hours	27,036
2015	March	Class	48 hours	26,596
2013	November	Class	48 hours	24,039
2011	March	Class	48 hours	21,362
2009	July	Class	48 hours	20,416

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Actual	Estimated
AADT	22,700	18,000	18,600	19,700	19,700	24,500	22,600	23,400	24,300
K-Factor	0.070	0.102	0.102	-	-	0.080	0.080	0.075	0.075
D-Factor	0.600	0.500	0.500	-	-	0.520	0.520	0.570	0.570
Future AADT	-	-	22,800	24,800	24,800	30,900	30,900	29,500	30,600



Vehicle Classification 2023

1. Motorcycles		0.55%
2 axes, 2 or 3 wheels.		
2. Passenger cars		89.23%
2 axes. Can have 1- or 2- axle trailers.		
3. Pickups, panels, vans		7.71%
2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		
4. Buses		0.49%
2- or 3-axle, full length.		
5. Single-unit trucks		1.34%
2-axle, 6-tire, (dual rear tires), single-unit trucks.		
6. Single-unit trucks		0.36%
3-axle, single-unit trucks.		
7. Single-unit trucks		0.07%
4 or more axle, single-unit trucks.		
8. Single-trailer trucks		0.14%
3- or 4-axle, single-trailer trucks.		
9. Single-trailer trucks		0.06%
5-axle, single-trailer trucks.		
10. Single-trailer trucks		0.01%
6 or more axle, single-trailer trucks.		
11. Multi-trailer trucks		0%
5 or less axle, multi-trailer trucks.		
12. Multi-trailer trucks		0%
6-axle, multi-trailer trucks.		
13. Multi-trailer trucks		0.04%
7 or more axle, multi-trailer trucks.		

0000121_5080 - 121-5080 - RPY 401395 L

County: Fulton

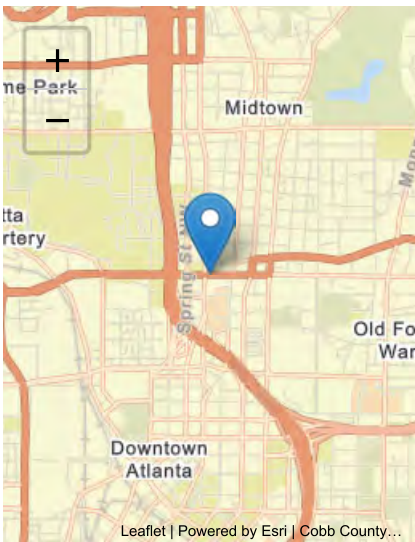
Route number: 00000800

LRS section: 1211000800

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.77130496, -84.38696088

Site Data

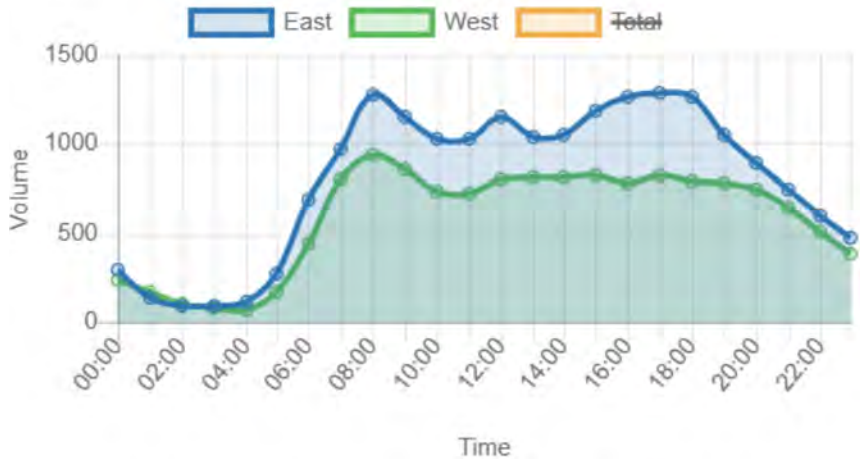


Year	Month	Type	Duration	Count
2022	August	Class	48 hours	33,142
2020	October	Class	48 hours	29,928
2018	June	Class	48 hours	31,714
2017	June	Volume	48 hours	33,448
2017	May	Volume	48 hours	30,004
2017	April	Volume	48 hours	30,510
2016	August	Class	48 hours	31,402
2014	June	Volume	48 hours	35,022
2012	February	Volume	48 hours	29,769
2010	June	Class	48 hours	29,562

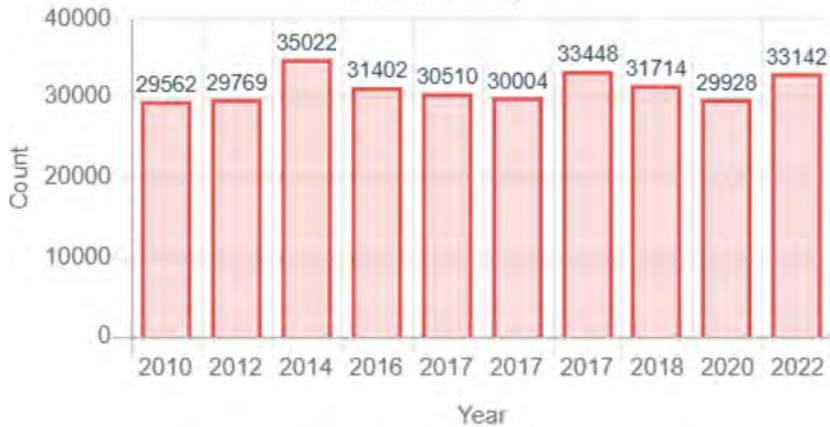
Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	33,300	34,400	28,900	30,600	28,900	29,100	27,300	29,500	29,800	30,000
K-Factor	0.084	0.084	0.084	-	0.077	0.077	0.080	0.080	0.075	0.075
D-Factor	0.600	0.600	0.600	-	0.610	0.610	0.610	0.610	0.570	0.570
Future AADT	-	-	36,800	35,100	37,900	37,000	37,000	37,200	37,500	37,500

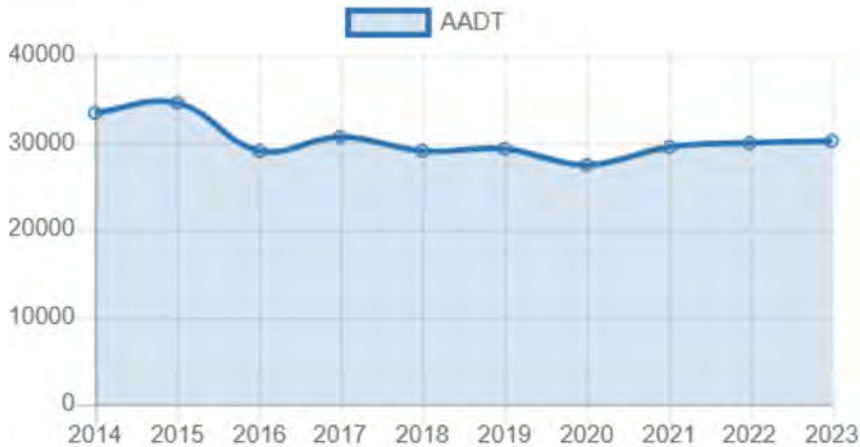
Average Hourly Volume



Count History



AADT Trend



Vehicle Classification 2022

1. Motorcycles		0.48%
2 axes, 2 or 3 wheels.		
2. Passenger cars		90.79%
2 axes. Can have 1- or 2-axle trailers.		
3. Pickups, panels, vans		6.93%
2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		
4. Buses		0.16%
2- or 3-axle, full length.		
5. Single-unit trucks		1.16%
2-axle, 6-tire, (dual rear tires), single-unit trucks.		
6. Single-unit trucks		0.26%
3-axle, single-unit trucks.		
7. Single-unit trucks		0.08%
4 or more axle, single-unit trucks.		
8. Single-trailer trucks		0.10%
3- or 4-axle, single-trailer trucks.		
9. Single-trailer trucks		0.03%
5-axle, single-trailer trucks.		
10. Single-trailer trucks		0.01%
6 or more axle, single-trailer trucks.		
11. Multi-trailer trucks		0%
5 or less axle, multi-trailer trucks.		
12. Multi-trailer trucks		0%
6-axle, multi-trailer trucks.		
13. Multi-trailer trucks		0%
7 or more axle, multi-trailer trucks.		

0000121_5098 - 121-5098 - CSX 065403

County: Fulton

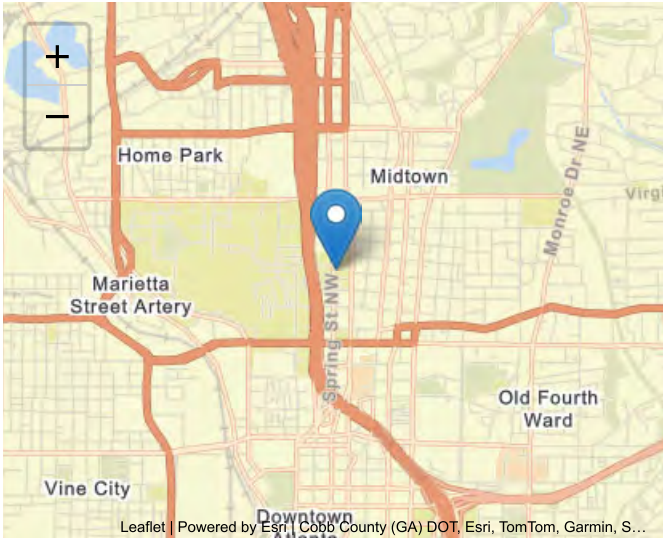
Route number: 00347903

LRS section: 1213347903

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 33.77648038, -84.38879809

Site Data



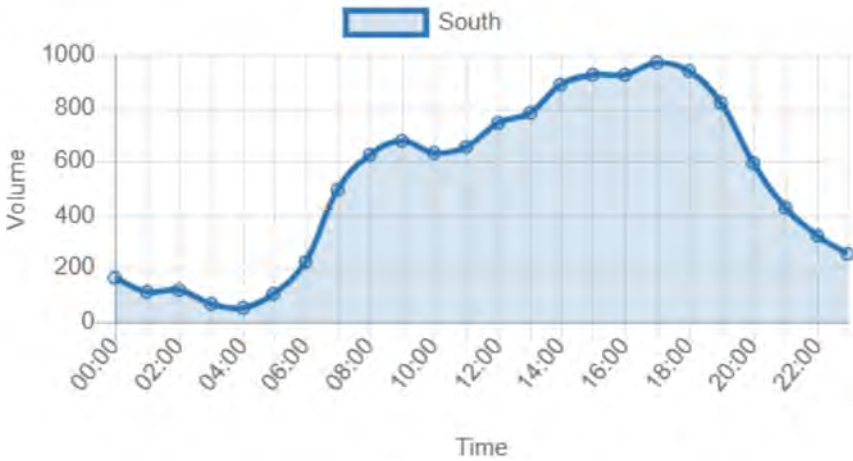
Count History

Year	Month	Count type	Duration	Count
2022	August	Volume	48 hours	12,537
2018	June	Volume	48 hours	17,789
2017	June	Volume	48 hours	16,354
2017	May	Volume	48 hours	15,134
2017	April	Volume	48 hours	13,490
2014	March	Volume	48 hours	17,776

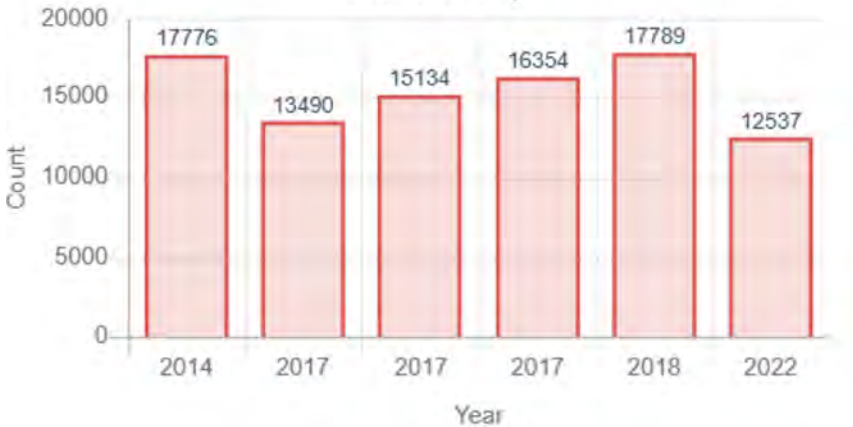
Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated
AADT	16,000	17,200	17,800	18,800	15,900	16,000	14,800	16,000	11,100	11,200
K-Factor	0.104	0.104	0.104	-	0.102	0.102	0.102	0.102	0.088	0.088
D-Factor	0.500	0.500	0.500	-	1.00	1.00	1.00	1.00	1.00	1.00
Future AADT	-	-	22,600	23,700	20,100	20,200	20,200	20,200	14,000	14,100

Average Hourly Volume



Count History

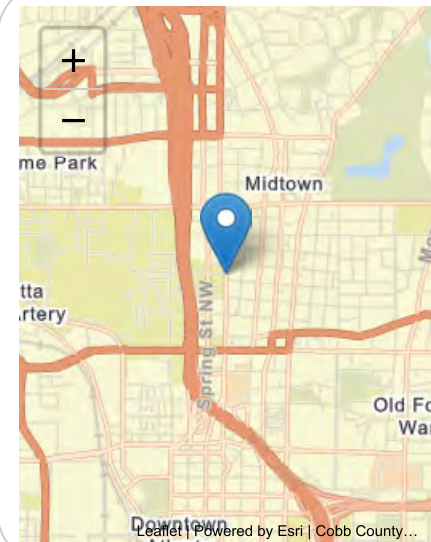


AADT Trend



0000121_5105 - 121-5105 - W Peachtree St S of 10th St
County: Fulton
Route number: 00358603
LRS section: 1213358603
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.77672, -84.3873

Site Data

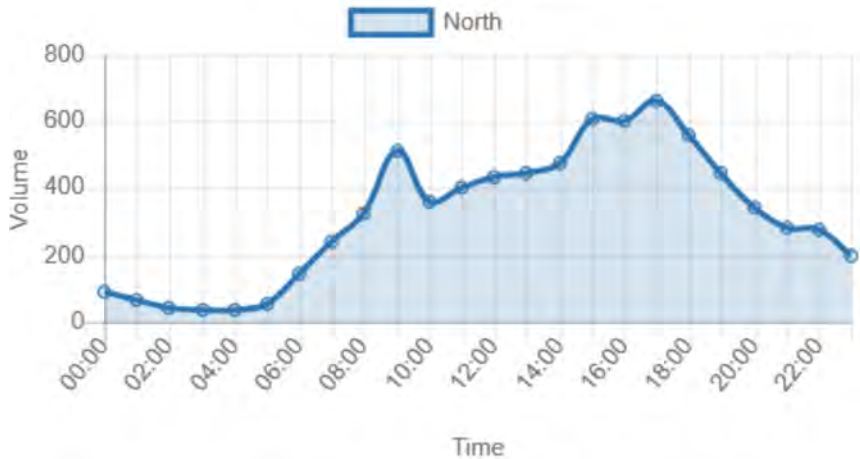


Year	Month	Count type	Duration	Count
2021	April	Class	48 hours	7,638
2018	August	Class	48 hours	13,887
2018	June	Volume	48 hours	14,646
2017	June	Volume	48 hours	15,530
2017	May	Class	48 hours	13,614
2017	May	Volume	48 hours	16,330
2017	April	Volume	48 hours	14,822
2014	March	Volume	48 hours	18,872
2010	Februarv	Volume	48 hours	14.083

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated
AADT	17,000	18,300	18,900	19,300	19,300	19,400	17,900	6,930	7,210
K-Factor	0.115	0.115	0.115	0.076	0.076	0.076	0.076	0.099	0.099
D-Factor	0.600	0.600	0.600	0.600	0.600	0.600	1.00	1.00	1.00
Future AADT	-	-	22,700	20,400	32,400	39,400	39,400	20,800	9,080

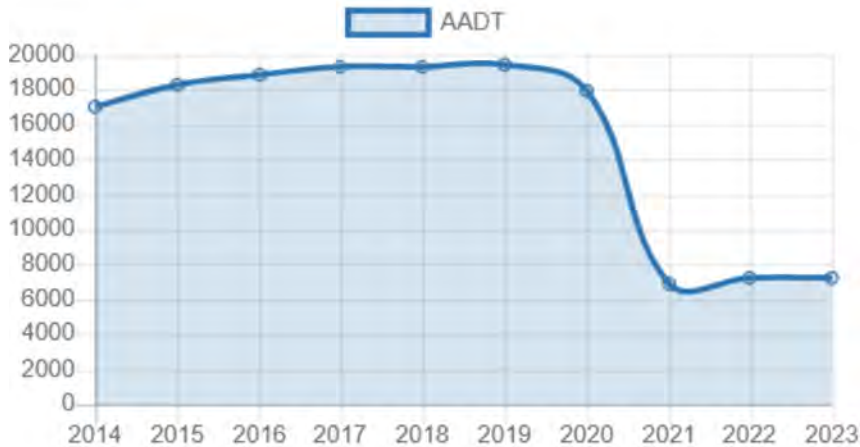
Average Hourly Volume



Count History



AADT Trend

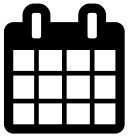


Vehicle Classification 2021

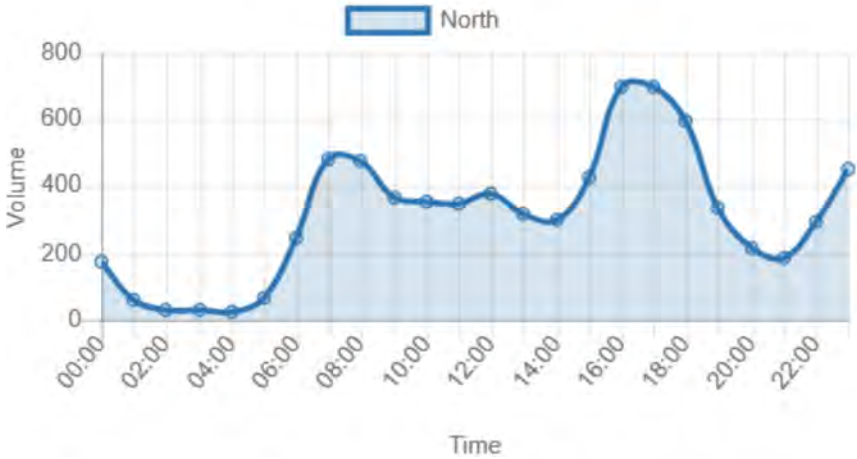
1. Motorcycles 2 axles, 2 or 3 wheels.		1.40%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		85.98%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		9.51%
4. Buses 2- or 3-axle, full length.		1.02%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		1.63%
6. Single-unit trucks 3-axle, single-unit trucks.		0.33%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.03%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.06%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.05%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0%
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%

0000121_5107 - 121-5107 - Ted Turner Dr NW
County: Fulton
Route number: 00358603
LRS section: 1213358603
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.76784, -84.38766

Site Data



Average Hourly Volume



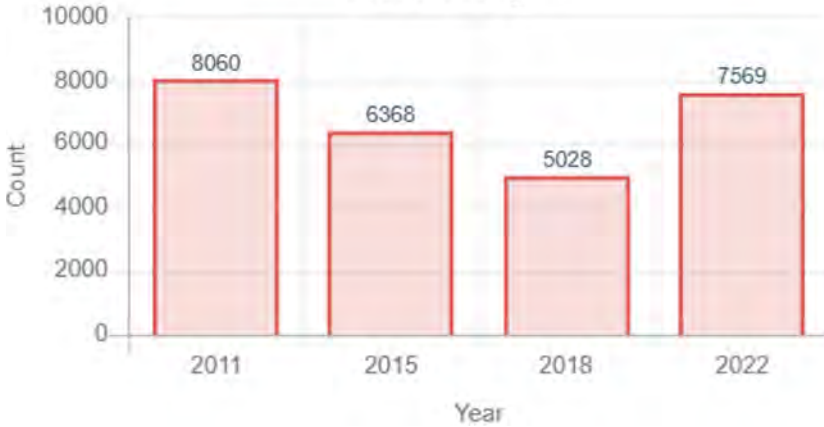
Vehicle Classification 2022

1. Motorcycles 2 axes, 2 or 3 wheels.		0.34%
2. Passenger cars 2 axes. Can have 1- or 2- axle trailers.		91.23%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		6.84%
4. Buses 2- or 3-axle, full length.		0.24%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		1.10%
6. Single-unit trucks 3-axle, single-unit trucks.		0.15%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.04%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.03%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.03%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0%
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%

Count History

Year	Month	Count type	Duration	Count
2022	August	Class	48 hours	7,569
2018	October	Class	48 hours	5,028
2015	March	Volume	48 hours	6,368
2011	March	Class	48 hours	8,060

Count History



Annual Statistics

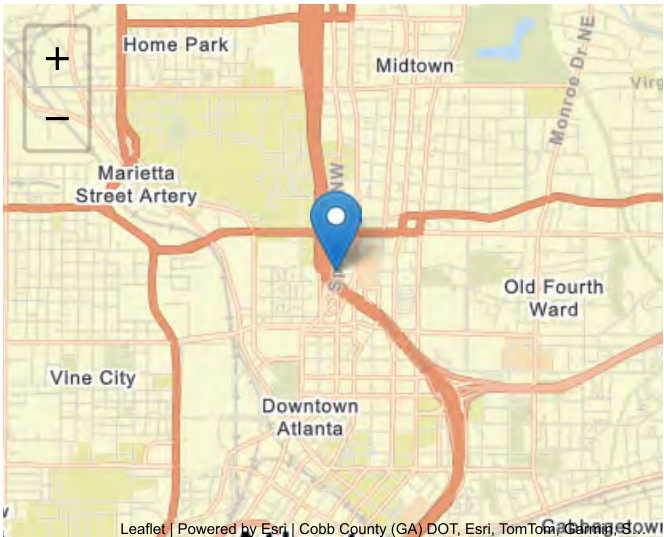
Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics - type	-	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual
AADT	7,330	7,890	8,150	8,630	4,720	4,760	4,380	4,740	6,810
K-Factor	-	-	-	-	0.239	0.111	0.111	0.111	0.105
D-Factor	-	-	-	-	0.790	0.790	1.00	1.00	1.00
Future AADT	-	-	8,210	10,900	5,950	5,990	5,990	5,970	8,580

AADT Trend



0000121_R035 - 121-r035 - I-75 NB To W Peachtree St
County: Fulton
LRS section: 1216401387
Functional class: 1U - Interstate (Urban)
Coordinates: 33.768443, -84.389269

Site Data



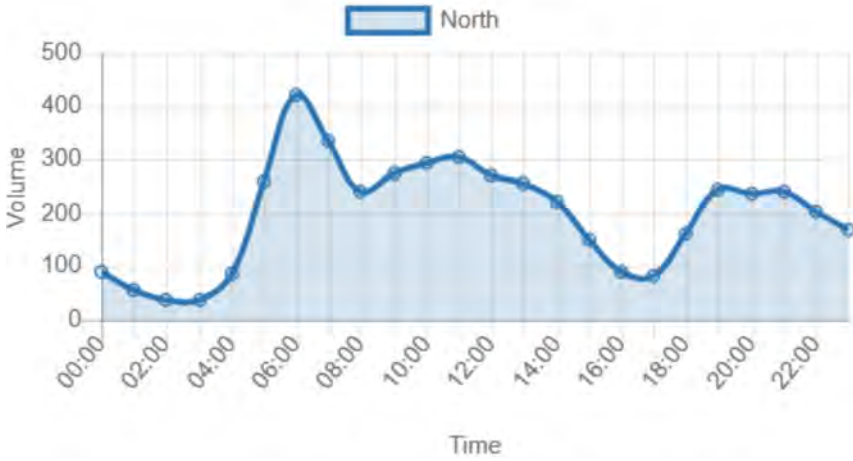
Count History

Year	Month	Count type	Duration	Count
2022	August	Volume	48 hours	4,762
2020	January	Volume	48 hours	7,092
2018	October	Volume	48 hours	7,320
2016	February	Volume	48 hours	9,388
2014	May	Volume	48 hours	2,586
2012	March	Volume	48 hours	4,040

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	6,780	7,050	8,350	8,520	6,570	6,710	5,970	6,340	4,230	4,290
K-Factor	0.098	0.098	0.095	-	0.098	0.098	0.087	0.087	0.101	0.101
D-Factor	0.700	0.700	-	-	1.00	1.00	1.00	1.00	1.00	1.00
Future AADT	-	-	8,960	-	8,280	8,450	8,450	8,050	5,330	5,410

Average Hourly Volume



Count History



AADT Trend



0000121_R038 - 121-r038 - Spring St/William St To I-75/I-85 NB

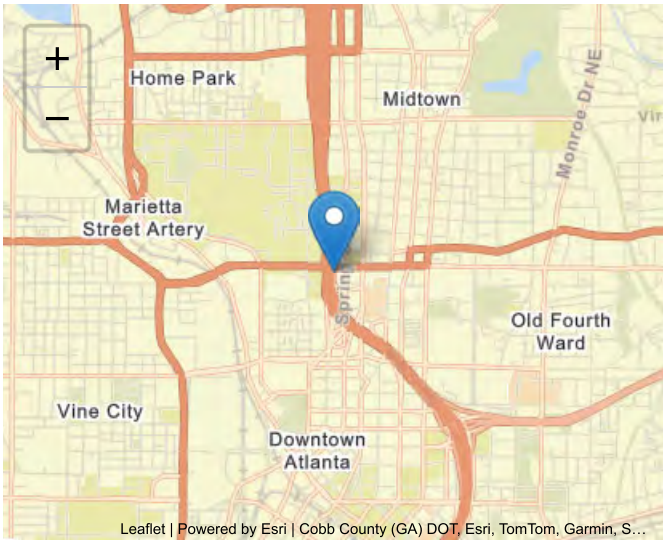
County: Fulton

LRS section: 12168401SE

Functional class: 1U - Interstate (Urban)

Coordinates: 33.770828, -84.38988

Site Data



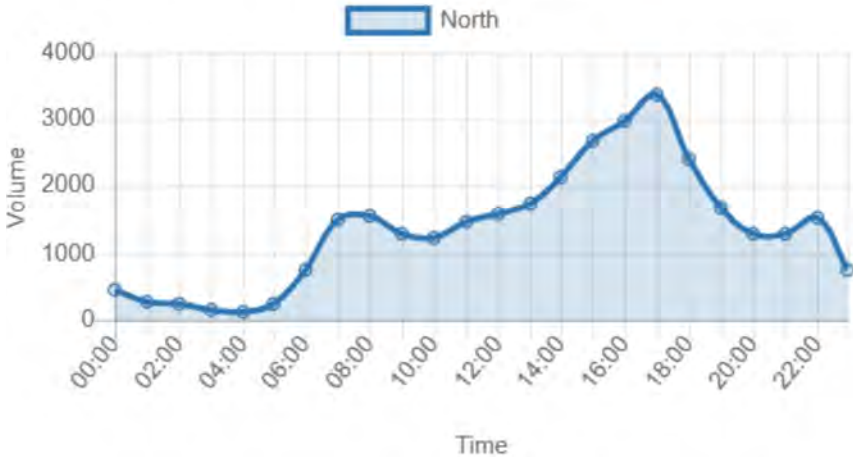
Count History

Year	Month	Count type	Duration	Count
2023	February	Volume	48 hours	32,788
2022	August	Volume	48 hours	31,129
2019	September	Volume	48 hours	33,354
2018	October	Volume	48 hours	32,424
2016	February	Volume	48 hours	33,463
2014	April	Volume	48 hours	16,544
2012	March	Volume	48 hours	30,705

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Actual	Estimated	Estimated	Actual	Actual
AADT	29,400	30,600	29,800	30,400	29,600	30,500	28,300	30,100	27,600	29,000
K-Factor	0.095	0.095	0.099	-	0.088	0.088	0.088	0.088	0.094	0.108
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00
Future AADT	-	-	36,400	-	37,300	40,800	40,800	41,400	34,800	36,500

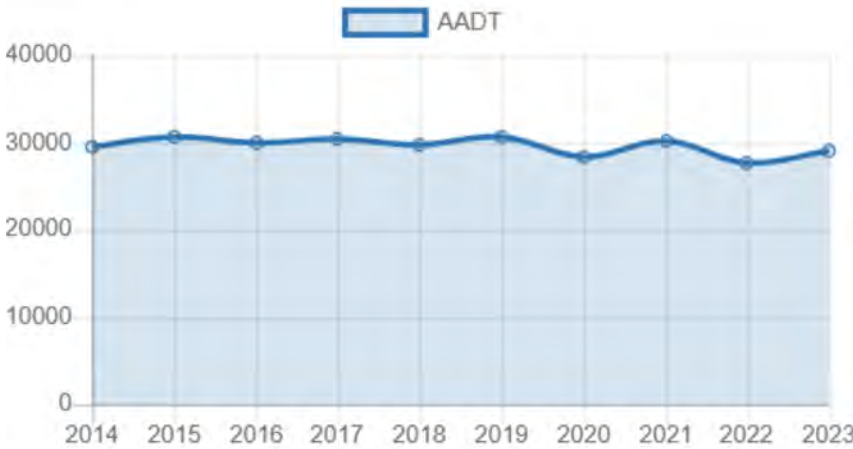
Average Hourly Volume



Count History

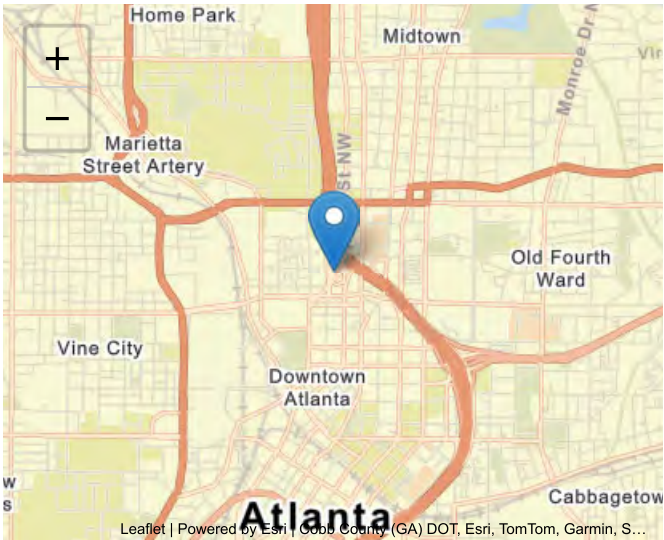


AADT Trend



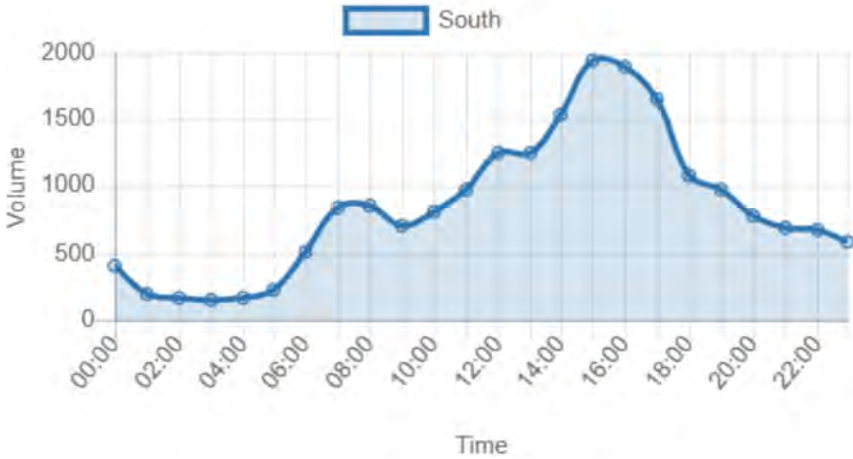
0000121_R634 - 121-r634 - Ivan Allen Jr/Spring St To I-75/I-85 SB
County: Fulton
LRS section: 1216401394
Functional class: 1U - Interstate (Urban)
Coordinates: 33.766329, -84.389879

Site Data



Year	Month	Count type	Duration	Count
2024	July	Volume	48 hours	20,325
2023	September	Volume	48 hours	22,952
2022	August	Volume	48 hours	18,885
2019	June	Volume	48 hours	19,506
2018	August	Volume	48 hours	9,508
2016	May	Volume	40 hours	13,660
2014	April	Volume	48 hours	18,617
2012	March	Volume	48 hours	9,814
2011	August	Volume	48 hours	14,536

Average Hourly Volume



Count History



Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Actual
AADT	16,600	17,300	11,500	11,700	11,900	18,200	16,900	18,000	16,600	19,900
K-Factor	0.101	0.101	0.133	-	-	0.074	0.074	0.074	0.094	0.106
D-Factor	-	-	-	-	-	1.00	1.00	1.00	1.00	1.00
Future AADT	-	-	15,300	-	15,000	23,000	23,000	26,900	20,900	26,300

AADT Trend



APPENDIX C: Growth Factor(s) Calculations & Analysis

HISTORICAL TRAFFIC COUNTS
The Metropolitan Atlanta DRI 4321
Atlanta, Georgia

Location	Counter ID (Fulton Co.)	Georgia DOT AADT																Forecast		Compounded Growth Rate	
		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2024	2027	2024-2027	Percent
Spring St NW S/O Ivan Allen Jr Blvd NW	121-5009				5805				7924							5804		6,271	6,168	-0.55%	3.75%
North Ave NW W/O Centennial Olympic Park Dr NW	121-5012	20,416		21,362		24,039		26,596				27,036				25,254		27,701	28,895	1.42%	17.59%
North Ave NW E/O W Peachtree St NW	121-5080		29,562		29,769		35,022		31,402	31,321	31,714				33,142			33,661	34,358	0.69%	20.91%
Spring St NW S/O 5th St NW	121-5098						17,776			14,993	17,789				12,537			11,923	10,075	-5.46%	6.13%
W Peachtree St NW S/O 5th St NW	121-5105		14,083				18,872			15,074	14,267							15,391	15,332	-0.13%	9.33%
Ted Turner Dr NW S/O W Peachtree St NW	121-5107			8,060				6,368			5,028				7,569			6,213	5,995	-1.18%	3.65%
I-75/85 NB off-ramp to W Peachtree St	121-R035				4,040		2,586		9,388		7,320		7,092		4,762			7,371	8,016	2.84%	4.88%
Ivan Allen Jr/Spring St NW SB on-ramp to I-75/85	121-R634			14,536	9,814		18,617		13,660		9,508	19,506			18,885	22,952	20,325	20,550	22,505	3.08%	13.70%
Spring St NW/I-75/85 NB on-ramp	121-R038				30,705				33,463		32,424	33,354			31,129	32,788		32,731	32,953	0.23%	20.06%
																		161,812	164,297	0.5%	100.00%

APPENDIX D: Trip Generation

Multifamily Housing (High-Rise) (222)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Close to Rail Transit Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Multifamily Housing (High-Rise)	626 DU				222	Dwelling Units				
General Urban/Suburban	Daily	2,478	1,239	1,239			T = 3.96 * X	50%	50%	3.96
Adjacent Street Traffic 7-9 AM	AM Peak Hour	144	48	96			T = 0.23 * X	33%	67%	0.23
Adjacent Street Traffic 4-6 PM	PM Peak Hour	163	93	70			T = 0.26 * X	57%	43%	0.26
Reductions for Pass-By Trips										
	Daily	0	0	0						
	AM Peak Hour	0	0	0						
	PM Peak Hour	0	0	0						
TOTAL PROJECT TRIPS										
	Daily	2,478	1,239	1,239						
	AM Peak Hour	144	48	96						
	PM Peak Hour	163	93	70						

Note:

¹ Where: T = Trips; X = Density by Variable

Strip Retail Plaza (<40K) (822)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out		Average
		Total	Inbound	Outbound				Distribution		
Strip Retail Plaza (<40K)	8,616 SF				822	1,000 SF				
	Daily	594	297	297			$T = 42.2 * X/1000 + 229.68$	50%	50%	54.45
	AM Peak Hour	26	16	10			$LN(T) = 0.66 * LN(X/1000) + 1.84$	60%	40%	2.36
	PM Peak Hour	70	35	35			$LN(T) = 0.71 * LN(X/1000) + 2.72$	50%	50%	6.59
Reductions for Pass-By Trips										
	Daily	30%	178	89	89					
	AM Peak Hour		0	0	0					
	PM Peak Hour	30%	21	11	10					
TOTAL PROJECT TRIPS										
	Daily		416	208	208					
	AM Peak Hour		26	16	10					
	PM Peak Hour		49	24	25					

Note:

¹ Where: T = Trips; X = Density by Variable; % = Pass-By Percentage

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Atlanta Met			Organization:	NV5
Project Location:	Atlanta, GA			Performed By:	JP
Scenario Description:	Build			Date:	12/12/2024
Analysis Year:	2027			Checked By:	EB
Analysis Period:	Daily			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office						
Retail	822	8,616	SF	416	208	208
Restaurant						
Cinema/Entertainment						
Residential	222	626	DU	2,478	1,239	1,239
Hotel						
All Other Land Uses ²				0		
				2,894	1,447	1,447

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	30%	30%	1.00	30%	30%
Retail	1.00	30%	30%	1.00	30%	30%
Restaurant	1.00	30%	30%	1.00	30%	30%
Cinema/Entertainment	1.00	30%	30%	1.00	30%	30%
Residential	1.00	30%	30%	1.00	30%	30%
Hotel	1.00	30%	30%	1.00	30%	30%
All Other Land Uses ²	1.00	30%	30%	1.00	30%	30%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	25	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	12	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	2,894	1,447	1,447
Internal Capture Percentage	3%	3%	3%
External Vehicle-Trips ⁵	1,128	564	564
External Transit-Trips ⁶	846	423	423
External Non-Motorized Trips ⁶	846	423	423

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	6%	12%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Atlanta Met
Analysis Period:	Daily

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	208	208	1.00	208	208
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	1239	1239	1.00	1239	1239
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	60		27	0	29	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	25	12	248	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		67	0	0	0	0
Retail	0		0	0	25	0
Restaurant	0	17		0	62	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	35	0	0		0
Hotel	0	8	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	12	196	208	78	59	59
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	25	1214	1239	486	364	364
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	25	183	208	73	55	55
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	12	1227	1239	491	368	368
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Atlanta Met			Organization:	NV5
Project Location:	Atlanta, GA			Performed By:	JP
Scenario Description:	Build			Date:	12/12/2024
Analysis Year:	2027			Checked By:	EB
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office						
Retail	822	8,616	SF	26	16	10
Restaurant						
Cinema/Entertainment						
Residential	222	626	DU	144	48	96
Hotel						
All Other Land Uses ²				0		
				170	64	106

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	30%	30%	1.00	30%	30%
Retail	1.00	30%	30%	1.00	30%	30%
Restaurant	1.00	30%	30%	1.00	30%	30%
Cinema/Entertainment	1.00	30%	30%	1.00	30%	30%
Residential	1.00	30%	30%	1.00	30%	30%
Hotel	1.00	30%	30%	1.00	30%	30%
All Other Land Uses ²	1.00	30%	30%	1.00	30%	30%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	170	64	106
Internal Capture Percentage	2%	3%	2%
External Vehicle-Trips ⁵	64	24	40
External Transit-Trips ⁶	51	19	32
External Non-Motorized Trips ⁶	51	19	32

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	6%	10%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Atlanta Met
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	16	16	1.00	10	10
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	48	48	1.00	96	96
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	3		1	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	19	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	0	0		0
Hotel	0	1	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	1	15	16	5	5	5
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	47	48	19	14	14
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	1	9	10	3	3	3
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	95	96	37	29	29
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Atlanta Met			Organization:	NV5
Project Location:	Atlanta, GA			Performed By:	JP
Scenario Description:	Build			Date:	45638
Analysis Year:	2027			Checked By:	EB
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office						
Retail	822	8,616	SF	49	24	25
Restaurant						
Cinema/Entertainment						
Residential	222	626	DU	163	93	70
Hotel						
All Other Land Uses ²				0		
				212	117	95

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	30%	30%	1.00	30%	30%
Retail	1.00	30%	30%	1.00	30%	30%
Restaurant	1.00	30%	30%	1.00	30%	30%
Cinema/Entertainment	1.00	30%	30%	1.00	30%	30%
Residential	1.00	30%	30%	1.00	30%	30%
Hotel	1.00	30%	30%	1.00	30%	30%
All Other Land Uses ²	1.00	30%	30%	1.00	30%	30%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	7	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	212	117	95
Internal Capture Percentage	8%	8%	9%
External Vehicle-Trips ⁵	78	42	36
External Transit-Trips ⁶	58	33	25
External Non-Motorized Trips ⁶	58	33	25

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	8%	28%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	8%	3%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Atlanta Met
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	24	24	1.00	25	25
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	93	93	1.00	70	70
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		7	1	7	1
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	29	15	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	0	0	4	0
Retail	0		0	0	43	0
Restaurant	0	12		0	15	0
Cinema/Entertainment	0	1	0		4	0
Residential	0	2	0	0		0
Hotel	0	0	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	2	22	24	8	7	7
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	7	86	93	34	26	26
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	7	18	25	8	5	5
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	68	70	28	20	20
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

APPENDIX E: Capacity Analyses Reports

1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW



Lane Group	EBT	WBL	WBT	SBT
Lane Configurations	→	↵	↵	↵↵↵
Traffic Volume (vph)	3	136	1	592
Future Volume (vph)	3	136	1	592
Turn Type	NA	Split	NA	NA
Protected Phases	4	8	8	6
Permitted Phases				
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0
Total Split (s)	25.0	30.0	30.0	35.0
Total Split (%)	27.8%	33.3%	33.3%	38.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effect Green (s)	5.8	12.8	12.8	62.8
Actuated g/C Ratio	0.06	0.14	0.14	0.70
v/c Ratio	0.03	0.58	0.00	0.16
Control Delay (s/veh)	36.5	38.8	29.0	4.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.5	38.8	29.0	4.8
LOS	D	D	C	A
Approach Delay (s/veh)	36.5		38.7	4.8
Approach LOS	D		D	A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 24 (27%), Referenced to phase 2: and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay (s/veh): 10.9

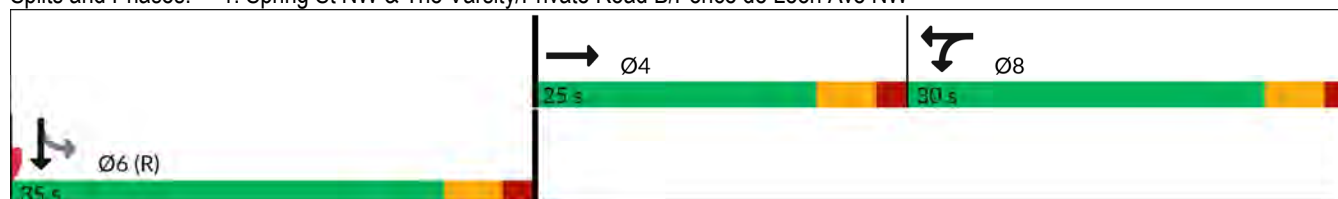
Intersection LOS: B

Intersection Capacity Utilization 39.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW



1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3	1	136	1	0	0	0	0	47	592	0
Future Volume (veh/h)	0	3	1	136	1	0	0	0	0	47	592	0
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach	No			No						No		
Adj Sat Flow, veh/h/ln	0	1900	1900	1885	1900	0				1870	1856	1900
Adj Flow Rate, veh/h	0	3	1	148	1	0				51	643	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	1	0	0				2	3	0
Cap, veh/h	0	11	4	188	199	0				333	4217	0
Arrive On Green	0.00	0.01	0.01	0.10	0.10	0.00				0.23	0.23	0.00
Sat Flow, veh/h	0	1362	454	1795	1900	0				484	6394	0
Grp Volume(v), veh/h	0	0	4	148	1	0				193	501	0
Grp Sat Flow(s),veh/h/ln	0	0	1815	1795	1900	0				1831	1596	0
Q Serve(g_s), s	0.0	0.0	0.2	7.2	0.0	0.0				7.6	7.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	7.2	0.0	0.0				7.6	7.5	0.0
Prop In Lane	0.00		0.25	1.00		0.00				0.26		0.00
Lane Grp Cap(c), veh/h	0	0	14	188	199	0				1259	3291	0
V/C Ratio(X)	0.00	0.00	0.28	0.79	0.01	0.00				0.15	0.15	0.00
Avail Cap(c_a), veh/h	0	0	383	479	507	0				1259	3291	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	0.82	0.82	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	44.4	39.3	36.1	0.0				13.8	13.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	10.6	5.9	0.0	0.0				0.3	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	3.4	0.0	0.0				3.1	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	55.0	45.2	36.1	0.0				14.1	13.9	0.0
LnGrp LOS	E			D	D					B	B	
Approach Vol, veh/h	4			149			694			694		
Approach Delay, s/veh	55.0			45.1			13.9			13.9		
Approach LOS	E			D			B			B		
Timer - Assigned Phs	4			6			8					
Phs Duration (G+Y+Rc), s	6.7			67.9			15.4					
Change Period (Y+Rc), s	6.0			6.0			6.0					
Max Green Setting (Gmax), s	19.0			29.0			24.0					
Max Q Clear Time (g_c+I1), s	2.2			9.6			9.2					
Green Ext Time (p_c), s	0.0			4.3			0.3					
Intersection Summary												
HCM 7th Control Delay, s/veh	19.6											
HCM 7th LOS	B											

DRI 4321 680 Spring Street
2: Spring St NW & SR 8/US 29/78/278/North Ave NW

2024 Existing AM

	→	↘	↙	←	↓
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑↑	↑	↘	↑↑	↑↑↑
Traffic Volume (vph)	997	399	397	486	522
Future Volume (vph)	997	399	397	486	522
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	4		3	8	6
Permitted Phases		4	8		
Detector Phase	4	4	3	8	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0
Total Split (s)	35.0	35.0	30.0	65.0	25.0
Total Split (%)	38.9%	38.9%	33.3%	72.2%	27.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max
Act Effect Green (s)	27.5	27.5	52.8	52.8	25.2
Actuated g/C Ratio	0.31	0.31	0.59	0.59	0.28
v/c Ratio	0.69	0.77	0.85	0.25	0.41
Control Delay (s/veh)	30.0	29.3	37.3	3.6	20.6
Queue Delay	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	30.0	29.3	37.3	3.6	20.6
LOS	C	C	D	A	C
Approach Delay (s/veh)	29.8			18.8	20.6
Approach LOS	C			B	C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 12 (13%), Referenced to phase 2: and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 24.4

Intersection LOS: C

Intersection Capacity Utilization 78.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: Spring St NW & SR 8/US 29/78/278/North Ave NW



DRI 4321 680 Spring Street
2: Spring St NW & SR 8/US 29/78/278/North Ave NW

2024 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑↑↑	
Traffic Volume (veh/h)	0	997	399	397	486	0	0	0	0	75	522	86
Future Volume (veh/h)	0	997	399	397	486	0	0	0	0	75	522	86
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1841	1856	1841	1826	0				1885	1856	1900
Adj Flow Rate, veh/h	0	1049	420	418	512	0				79	549	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	4	3	4	5	0				1	3	0
Cap, veh/h	0	1560	477	447	1960	0				223	1547	249
Arrive On Green	0.00	0.31	0.31	0.38	1.00	0.00				0.10	0.10	0.10
Sat Flow, veh/h	0	5191	1538	1753	3561	0				738	5127	825
Grp Volume(v), veh/h	0	1049	420	418	512	0				195	339	185
Grp Sat Flow(s),veh/h/ln	0	1675	1538	1753	1735	0				1819	1596	1680
Q Serve(g_s), s	0.0	16.4	23.3	14.0	0.0	0.0				9.0	8.9	9.3
Cycle Q Clear(g_c), s	0.0	16.4	23.3	14.0	0.0	0.0				9.0	8.9	9.3
Prop In Lane	0.00		1.00	1.00		0.00				0.41		0.49
Lane Grp Cap(c), veh/h	0	1560	477	447	1960	0				549	963	507
V/C Ratio(X)	0.00	0.67	0.88	0.93	0.26	0.00				0.35	0.35	0.37
Avail Cap(c_a), veh/h	0	1619	495	585	2274	0				549	963	507
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	1.00	0.91	0.91	0.00				0.98	0.98	0.98
Uniform Delay (d), s/veh	0.0	27.0	29.4	24.8	0.0	0.0				32.3	32.3	32.5
Incr Delay (d2), s/veh	0.0	1.1	16.2	18.0	0.1	0.0				1.8	1.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.4	10.3	8.3	0.0	0.0				4.4	3.8	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	28.1	45.7	42.7	0.1	0.0				34.1	33.3	34.5
LnGrp LOS		C	D	D	A					C	C	C
Approach Vol, veh/h		1469			930						719	
Approach Delay, s/veh		33.1			19.2						33.8	
Approach LOS		C			B						C	
Timer - Assigned Phs			3	4		6			8			
Phs Duration (G+Y+Rc), s			22.9	33.9		33.1			56.9			
Change Period (Y+Rc), s			6.0	6.0		6.0			6.0			
Max Green Setting (Gmax), s			24.0	29.0		19.0			59.0			
Max Q Clear Time (g_c+I1), s			16.0	25.3		11.3			2.0			
Green Ext Time (p_c), s			0.9	2.6		2.7			3.8			
Intersection Summary												
HCM 7th Control Delay, s/veh			29.1									
HCM 7th LOS			C									

DRI 4321 680 Spring Street
3: W Peachtree St NW & Ponce de Leon Ave NW

2024 Existing AM



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations		↰	↰	↰	↰
Traffic Volume (vph)	32	46	127	144	862
Future Volume (vph)	32	46	127	144	862
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		2
Permitted Phases	4			8	
Detector Phase	4	4	8	8	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0
Total Split (s)	42.0	42.0	42.0	42.0	48.0
Total Split (%)	46.7%	46.7%	46.7%	46.7%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	C-Max
Act Effect Green (s)		12.0	12.0	12.0	66.0
Actuated g/C Ratio		0.13	0.13	0.13	0.73
v/c Ratio		0.43	0.54	0.58	0.22
Control Delay (s/veh)		37.1	44.0	29.4	2.0
Queue Delay		0.0	0.0	0.0	0.0
Total Delay (s/veh)		37.1	44.0	29.4	2.0
LOS		D	D	C	A
Approach Delay (s/veh)		37.1	36.2		2.0
Approach LOS		D	D		A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 70 (78%), Referenced to phase 2:NBTL and 6:, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay (s/veh): 11.2

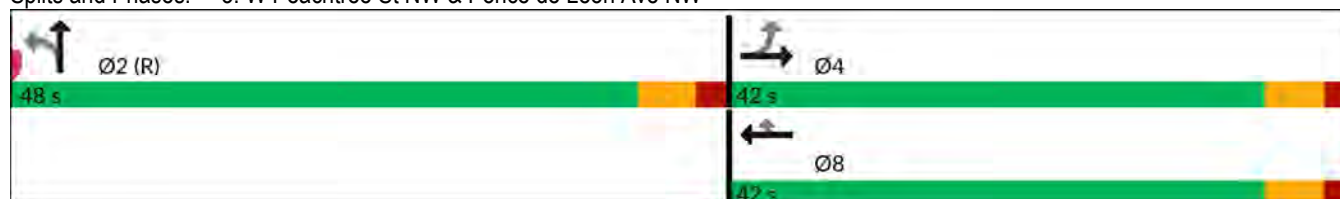
Intersection LOS: B

Intersection Capacity Utilization 49.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: W Peachtree St NW & Ponce de Leon Ave NW



DRI 4321 680 Spring Street
3: W Peachtree St NW & Ponce de Leon Ave NW

2024 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	46	0	0	127	144	44	862	42	0	0	0
Future Volume (veh/h)	32	46	0	0	127	144	44	862	42	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1841	0	0	1870	1885	1900	1856	1233			
Adj Flow Rate, veh/h	34	49	0	0	135	153	47	917	45			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	4	0	0	2	1	0	3	45			
Cap, veh/h	108	132	0	0	290	239	226	4414	215			
Arrive On Green	0.16	0.16	0.00	0.00	0.16	0.16	0.23	0.23	0.23			
Sat Flow, veh/h	333	850	0	0	1870	1542	318	6203	303			
Grp Volume(v), veh/h	83	0	0	0	135	153	272	471	266			
Grp Sat Flow(s),veh/h/ln	1183	0	0	0	1870	1542	1840	1596	1793			
Q Serve(g_s), s	1.2	0.0	0.0	0.0	5.9	8.4	10.7	10.7	10.8			
Cycle Q Clear(g_c), s	7.1	0.0	0.0	0.0	5.9	8.4	10.7	10.7	10.8			
Prop In Lane	0.41		0.00	0.00		1.00	0.17		0.17			
Lane Grp Cap(c), veh/h	240	0	0	0	290	239	1309	2271	1276			
V/C Ratio(X)	0.35	0.00	0.00	0.00	0.47	0.64	0.21	0.21	0.21			
Avail Cap(c_a), veh/h	585	0	0	0	748	617	1309	2271	1276			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	34.3	0.0	0.0	0.0	34.6	35.7	14.0	14.0	14.1			
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	1.2	2.8	0.3	0.2	0.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.0	2.7	3.2	5.0	4.3	4.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.2	0.0	0.0	0.0	35.8	38.5	14.4	14.2	14.4			
LnGrp LOS	D				D	D	B	B	B			
Approach Vol, veh/h	83				288				1009			
Approach Delay, s/veh	35.2				37.2				14.3			
Approach LOS	D				D				B			
Timer - Assigned Phs	2		4				8					
Phs Duration (G+Y+Rc), s	70.0		20.0				20.0					
Change Period (Y+Rc), s	6.0		6.0				6.0					
Max Green Setting (Gmax), s	42.0		36.0				36.0					
Max Q Clear Time (g_c+I1), s	12.8		9.1				10.4					
Green Ext Time (p_c), s	7.1		0.4				1.2					
Intersection Summary												
HCM 7th Control Delay, s/veh			20.3									
HCM 7th LOS			C									

DRI 4321 680 Spring Street
4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW

2024 Existing AM

						
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	284	920	739	95	553	127
Future Volume (vph)	284	920	739	95	553	127
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			2		2
Detector Phase	4	4	8	2	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	61.0	61.0	61.0	29.0	29.0	29.0
Total Split (%)	67.8%	67.8%	67.8%	32.2%	32.2%	32.2%
Yellow Time (s)	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
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)		47.0	47.0	31.0	31.0	31.0
Actuated g/C Ratio		0.52	0.52	0.34	0.34	0.34
v/c Ratio		1.36dl	0.44	0.18	0.27	0.25
Control Delay (s/veh)		9.0	13.3	24.5	23.0	8.3
Queue Delay		0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)		9.3	13.3	24.5	23.0	8.3
LOS		A	B	C	C	A
Approach Delay (s/veh)		9.3	13.3		20.8	
Approach LOS		A	B		C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 4 (4%), Referenced to phase 2:NBTL and 6:, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 13.6

Intersection LOS: B

Intersection Capacity Utilization 75.4%

ICU Level of Service D

Analysis Period (min) 15

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW



Timings

Synchro 12 Report
NV5

4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			  				
Traffic Volume (veh/h)	284	920	0	0	739	266	95	553	127	0	0	0
Future Volume (veh/h)	284	920	0	0	739	266	95	553	127	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	1.00		0.87			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1841	1856	0	0	1841	1826	1811	1811	1856			
Adj Flow Rate, veh/h	296	958	0	0	770	277	99	576	132			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	4	3	0	0	4	5	6	6	3			
Cap, veh/h	348	1878	0	0	2192	778	441	1592	348			
Arrive On Green	1.00	1.00	0.00	0.00	0.61	0.61	0.26	0.26	0.26			
Sat Flow, veh/h	438	3225	0	0	3752	1273	1725	6230	1362			
Grp Volume(v), veh/h	296	958	0	0	719	328	99	576	132			
Grp Sat Flow(s),veh/h/ln	438	1537	0	0	1675	1509	1725	1558	1362			
Q Serve(g_s), s	45.3	0.0	0.0	0.0	9.6	9.7	4.1	6.8	7.2			
Cycle Q Clear(g_c), s	55.0	0.0	0.0	0.0	9.6	9.7	4.1	6.8	7.2			
Prop In Lane	1.00		0.00	0.00		0.84	1.00		1.00			
Lane Grp Cap(c), veh/h	348	1878	0	0	2047	922	441	1592	348			
V/C Ratio(X)	0.85	0.51	0.00	0.00	0.35	0.36	0.22	0.36	0.38			
Avail Cap(c_a), veh/h	348	1878	0	0	2047	922	441	1592	348			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.66	0.66	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.0	0.0	0.0	0.0	8.7	8.7	26.5	27.5	27.6			
Incr Delay (d2), s/veh	12.7	0.2	0.0	0.0	0.1	0.2	1.2	0.6	3.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.0	3.0	2.8	1.8	2.5	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.7	0.2	0.0	0.0	8.8	8.9	27.6	28.1	30.7			
LnGrp LOS	B	A			A	A	C	C	C			
Approach Vol, veh/h		1254			1047			807				
Approach Delay, s/veh		4.8			8.8			28.5				
Approach LOS		A			A			C				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		29.0		61.0				61.0				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		23.0		55.0				55.0				
Max Q Clear Time (g_c+I1), s		9.2		57.0				11.7				
Green Ext Time (p_c), s		4.0		0.0				8.9				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.3								
HCM 7th LOS				B								

DRI 4321 680 Spring Street
5: Spring St NW & I-75-85 NB ramps/Linden Ave NW

2024 Existing AM

	→	↘	↙	←	↓	↗
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↘	↑	↙↑↑	↘
Traffic Volume (vph)	331	19	109	322	982	388
Future Volume (vph)	331	19	109	322	982	388
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	28.0	28.0	14.0	42.0	48.0	48.0
Total Split (%)	31.1%	31.1%	15.6%	46.7%	53.3%	53.3%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effect Green (s)	14.9	14.9	25.2	24.1	53.9	53.9
Actuated g/C Ratio	0.17	0.17	0.28	0.27	0.60	0.60
v/c Ratio	0.58	0.06	0.37	0.67	0.41	0.38
Control Delay (s/veh)	38.7	0.3	29.7	35.4	7.7	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.7	0.3	29.7	35.4	7.7	2.2
LOS	D	A	C	D	A	A
Approach Delay (s/veh)	36.6			34.0	6.3	
Approach LOS	D			C	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 85 (94%), Referenced to phase 2: and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 15.9

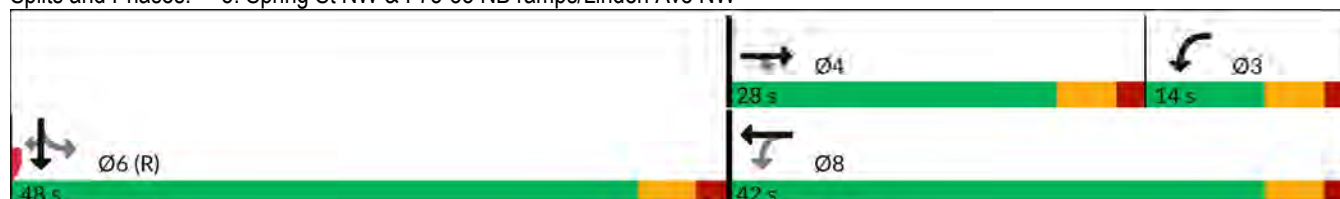
Intersection LOS: B

Intersection Capacity Utilization 55.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Spring St NW & I-75-85 NB ramps/Linden Ave NW



DRI 4321 680 Spring Street
5: Spring St NW & I-75-85 NB ramps/Linden Ave NW

2024 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑						↑↑↑	↑
Traffic Volume (veh/h)	0	331	19	109	322	0	0	0	0	197	982	388
Future Volume (veh/h)	0	331	19	109	322	0	0	0	0	197	982	388
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1856	1900
Adj Flow Rate, veh/h	0	348	0	115	339	0				207	1034	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	3	0
Cap, veh/h	0	479		194	478	0				532	2659	
Arrive On Green	0.00	0.13	0.00	0.05	0.25	0.00				0.20	0.20	0.00
Sat Flow, veh/h	0	3705	1610	1810	1900	0				865	4324	1610
Grp Volume(v), veh/h	0	348	0	115	339	0				434	807	0
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1812	1689	1610
Q Serve(g_s), s	0.0	8.3	0.0	0.5	14.6	0.0				18.6	18.6	0.0
Cycle Q Clear(g_c), s	0.0	8.3	0.0	0.5	14.6	0.0				18.6	18.6	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.48		1.00
Lane Grp Cap(c), veh/h	0	479		194	478	0				1114	2076	
V/C Ratio(X)	0.00	0.73		0.59	0.71	0.00				0.39	0.39	
Avail Cap(c_a), veh/h	0	882		260	760	0				1114	2076	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				0.74	0.74	0.00
Uniform Delay (d), s/veh	0.0	37.5	0.0	40.3	30.7	0.0				21.2	21.2	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	2.9	1.9	0.0				0.8	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	0.0	2.5	6.7	0.0				9.1	8.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	39.6	0.0	43.2	32.6	0.0				22.0	21.6	0.0
LnGrp LOS		D		D	C					C	C	
Approach Vol, veh/h		348			454						1241	
Approach Delay, s/veh		39.6			35.3						21.8	
Approach LOS		D			D						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			10.7	17.9		61.3		28.7				
Change Period (Y+Rc), s			6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s			8.0	22.0		42.0		36.0				
Max Q Clear Time (g_c+I1), s			2.5	10.3		20.6		16.6				
Green Ext Time (p_c), s			0.1	1.6		8.6		1.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			27.8									
HCM 7th LOS			C									
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

	→	↗	←	↓
Lane Group	EBT	WBL	WBT	SBT
Lane Configurations	↶		↷	↶↶↶
Traffic Volume (vph)	0	53	1	640
Future Volume (vph)	0	53	1	640
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		8		
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0
Total Split (s)	36.0	36.0	36.0	54.0
Total Split (%)	40.0%	40.0%	40.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	8.9		8.9	72.6
Actuated g/C Ratio	0.10		0.10	0.81
v/c Ratio	0.01		0.41	0.18
Control Delay (s/veh)	0.0		46.1	2.9
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	0.0		46.1	2.9
LOS	A		D	A
Approach Delay (s/veh)			46.1	2.9
Approach LOS			D	A
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 18 (20%), Referenced to phase 2: and 6:SBTL, Start of Green				
Natural Cycle: 50				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.41				
Intersection Signal Delay (s/veh): 6.0			Intersection LOS: A	
Intersection Capacity Utilization 35.5%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 6: Spring St NW & 3rd St NW



DRI 4321 680 Spring Street
6: Spring St NW & 3rd St NW

2024 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	53	1	0	0	0	0	58	640	3
Future Volume (veh/h)	0	0	4	53	1	0	0	0	0	58	640	3
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1856	1900
Adj Flow Rate, veh/h	0	0	4	55	1	0				60	660	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	3	0
Cap, veh/h	0	0	82	148	1	0				363	4002	18
Arrive On Green	0.00	0.00	0.05	0.05	0.05	0.00				0.82	0.82	0.82
Sat Flow, veh/h	0	0	1610	1349	25	0				445	4905	22
Grp Volume(v), veh/h	0	0	4	56	0	0				247	227	249
Grp Sat Flow(s),veh/h/ln	0	0	1610	1374	0	0				1833	1689	1851
Q Serve(g_s), s	0.0	0.0	0.2	3.5	0.0	0.0				2.6	2.6	2.6
Cycle Q Clear(g_c), s	0.0	0.0	0.2	3.7	0.0	0.0				2.6	2.6	2.6
Prop In Lane	0.00		1.00	0.98		0.00				0.24		0.01
Lane Grp Cap(c), veh/h	0	0	82	149	0	0				1496	1378	1510
V/C Ratio(X)	0.00	0.00	0.05	0.38	0.00	0.00				0.17	0.16	0.16
Avail Cap(c_a), veh/h	0	0	537	556	0	0				1496	1378	1510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	40.6	42.4	0.0	0.0				1.8	1.8	1.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.6	0.0	0.0				0.2	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	1.3	0.0	0.0				0.5	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	40.9	44.0	0.0	0.0				2.0	2.0	2.0
LnGrp LOS			D	D						A	A	A
Approach Vol, veh/h		4			56						723	
Approach Delay, s/veh		40.9			44.0						2.0	
Approach LOS		D			D						A	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				10.6		79.4		10.6				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				30.0		48.0		30.0				
Max Q Clear Time (g_c+I1), s				2.2		4.6		5.7				
Green Ext Time (p_c), s				0.0		4.7		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			5.2									
HCM 7th LOS			A									

	→	↘	←	↓
Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	4	148	1	694
v/c Ratio	0.03	0.58	0.00	0.16
Control Delay (s/veh)	36.5	38.7	29.0	4.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.5	38.7	29.0	4.8
Queue Length 50th (ft)	2	90	0	27
Queue Length 95th (ft)	12	151	m3	51
Internal Link Dist (ft)	237		359	252
Turn Bay Length (ft)				
Base Capacity (vph)	386	476	506	4402
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.01	0.31	0.00	0.16
Intersection Summary				
m Volume for 95th percentile queue is metered by upstream signal.				

1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW



Lane Group	EBT	WBL	WBT	SBT
Lane Configurations	↩	↩	↩	↩↩↩
Traffic Volume (vph)	8	293	13	1195
Future Volume (vph)	8	293	13	1195
Turn Type	NA	Split	NA	NA
Protected Phases	4	8	8	6
Permitted Phases				
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0
Total Split (s)	24.0	29.0	29.0	37.0
Total Split (%)	26.7%	32.2%	32.2%	41.1%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effect Green (s)	6.3	20.6	20.6	52.1
Actuated g/C Ratio	0.07	0.23	0.23	0.58
v/c Ratio	0.15	0.76	0.03	0.36
Control Delay (s/veh)	30.0	30.8	12.5	10.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.0	30.8	12.5	10.2
LOS	C	C	B	B
Approach Delay (s/veh)	30.0		30.0	10.2
Approach LOS	C		C	B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 84 (93%), Referenced to phase 2: and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay (s/veh): 14.3

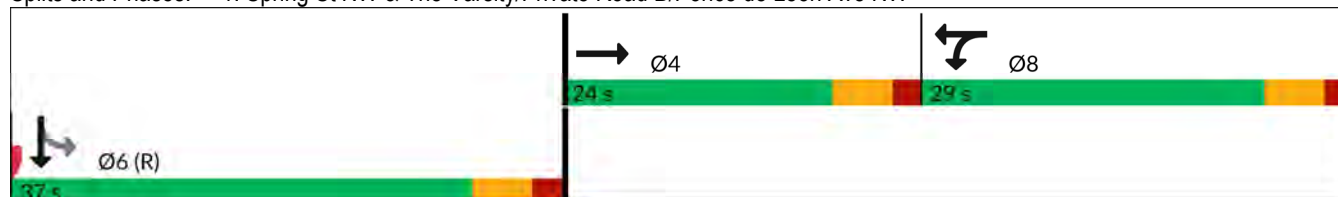
Intersection LOS: B

Intersection Capacity Utilization 52.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW



1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	8	8	293	13	0	0	0	0	63	1195	0
Future Volume (veh/h)	0	8	8	293	13	0	0	0	0	63	1195	0
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1707	1885	1781	0				1870	1870	1900
Adj Flow Rate, veh/h	0	9	9	312	14	0				67	1271	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	13	1	8	0				2	2	0
Cap, veh/h	0	35	35	354	351	0				188	3560	0
Arrive On Green	0.00	0.04	0.04	0.20	0.20	0.00				0.19	0.19	0.00
Sat Flow, veh/h	0	838	838	1795	1781	0				334	6607	0
Grp Volume(v), veh/h	0	0	18	312	14	0				372	966	0
Grp Sat Flow(s),veh/h/ln	0	0	1676	1795	1781	0				1854	1609	0
Q Serve(g_s), s	0.0	0.0	0.9	15.2	0.6	0.0				15.7	15.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.9	15.2	0.6	0.0				15.7	15.7	0.0
Prop In Lane	0.00		0.50	1.00		0.00				0.18		0.00
Lane Grp Cap(c), veh/h	0	0	70	354	351	0				1040	2708	0
V/C Ratio(X)	0.00	0.00	0.26	0.88	0.04	0.00				0.36	0.36	0.00
Avail Cap(c_a), veh/h	0	0	335	459	455	0				1040	2708	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	0.71	0.71	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	41.8	35.1	29.2	0.0				22.5	22.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.9	11.1	0.0	0.0				1.0	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	7.5	0.2	0.0				8.0	6.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	43.7	46.2	29.3	0.0				23.5	22.9	0.0
LnGrp LOS			D	D	C					C	C	
Approach Vol, veh/h		18			326						1338	
Approach Delay, s/veh		43.7			45.4						23.0	
Approach LOS		D			D						C	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				9.7		56.5		23.7				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				18.0		31.0		23.0				
Max Q Clear Time (g_c+I1), s				2.9		17.7		17.2				
Green Ext Time (p_c), s				0.0		7.1		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			27.6									
HCM 7th LOS			C									

DRI 4321 680 Spring Street
2: Spring St NW & SR 8/US 29/78/278/North Ave NW

2024 Existing PM

	→	↘	↙	←	↓
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑↑	↑	↘	↑↑	↑↑↑↑
Traffic Volume (vph)	800	528	311	659	1234
Future Volume (vph)	800	528	311	659	1234
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	4		3	8	6
Permitted Phases		4	8		
Detector Phase	4	4	3	8	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0
Total Split (s)	42.0	42.0	18.0	60.0	30.0
Total Split (%)	46.7%	46.7%	20.0%	66.7%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max
Act Effect Green (s)	33.8	33.8	51.7	51.7	26.3
Actuated g/C Ratio	0.38	0.38	0.57	0.57	0.29
v/c Ratio	0.43	0.89	0.77	0.34	0.83
Control Delay (s/veh)	21.4	39.4	25.7	5.5	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.4	39.4	25.7	5.5	27.2
LOS	C	D	C	A	C
Approach Delay (s/veh)	28.6			11.9	27.2
Approach LOS	C			B	C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay (s/veh): 23.8

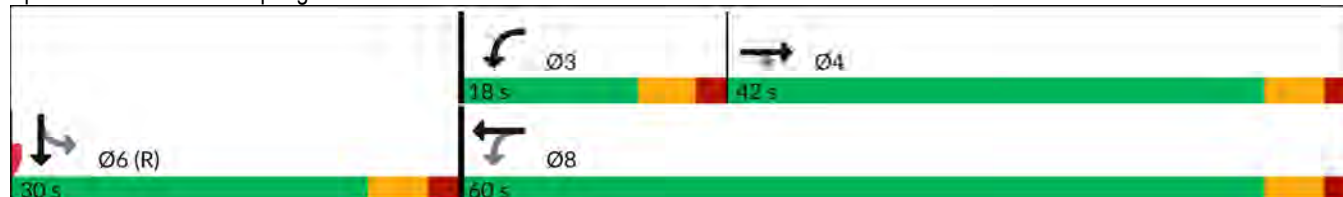
Intersection LOS: C

Intersection Capacity Utilization 90.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 2: Spring St NW & SR 8/US 29/78/278/North Ave NW



DRI 4321 680 Spring Street
2: Spring St NW & SR 8/US 29/78/278/North Ave NW

2024 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑↑↑	
Traffic Volume (veh/h)	0	800	528	311	659	0	0	0	0	145	1234	101
Future Volume (veh/h)	0	800	528	311	659	0	0	0	0	145	1234	101
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1885	1870	1870	0				1900	1870	1885
Adj Flow Rate, veh/h	0	833	550	324	686	0				151	1285	105
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	1	1	2	2	0				0	2	1
Cap, veh/h	0	2009	592	423	2095	0				185	1577	129
Arrive On Green	0.00	0.39	0.39	0.26	1.00	0.00				0.09	0.09	0.09
Sat Flow, veh/h	0	5316	1516	1781	3647	0				669	5692	464
Grp Volume(v), veh/h	0	833	550	324	686	0				415	726	400
Grp Sat Flow(s),veh/h/ln	0	1716	1516	1781	1777	0				1837	1609	1771
Q Serve(g_s), s	0.0	10.6	31.2	9.9	0.0	0.0				19.9	19.9	20.0
Cycle Q Clear(g_c), s	0.0	10.6	31.2	9.9	0.0	0.0				19.9	19.9	20.0
Prop In Lane	0.00		1.00	1.00		0.00				0.36		0.26
Lane Grp Cap(c), veh/h	0	2009	592	423	2095	0				509	891	491
V/C Ratio(X)	0.00	0.41	0.93	0.77	0.33	0.00				0.81	0.81	0.82
Avail Cap(c_a), veh/h	0	2059	606	424	2132	0				509	891	491
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	1.00	0.93	0.93	0.00				0.90	0.90	0.90
Uniform Delay (d), s/veh	0.0	20.0	26.2	12.3	0.0	0.0				38.6	38.6	38.6
Incr Delay (d2), s/veh	0.0	0.1	20.7	7.6	0.1	0.0				12.2	7.3	12.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.0	13.9	3.6	0.0	0.0				11.4	9.4	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	20.1	46.9	19.9	0.1	0.0				50.8	45.9	51.3
LnGrp LOS		C	D	B	A					D	D	D
Approach Vol, veh/h		1383			1010						1541	
Approach Delay, s/veh		30.8			6.4						48.7	
Approach LOS		C			A						D	
Timer - Assigned Phs			3	4		6			8			
Phs Duration (G+Y+Rc), s			17.9	41.1		30.9			59.1			
Change Period (Y+Rc), s			6.0	6.0		6.0			6.0			
Max Green Setting (Gmax), s			12.0	36.0		24.0			54.0			
Max Q Clear Time (g_c+I1), s			11.9	33.2		22.0			2.0			
Green Ext Time (p_c), s			0.0	1.9		1.6			5.3			
Intersection Summary												
HCM 7th Control Delay, s/veh			31.5									
HCM 7th LOS			C									

DRI 4321 680 Spring Street
3: W Peachtree St NW & Ponce de Leon Ave NW

2024 Existing PM



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations		↰	↰	↰	↰
Traffic Volume (vph)	26	74	214	105	790
Future Volume (vph)	26	74	214	105	790
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		2
Permitted Phases	4			8	
Detector Phase	4	4	8	8	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0
Total Split (s)	43.0	43.0	43.0	43.0	47.0
Total Split (%)	47.8%	47.8%	47.8%	47.8%	52.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	C-Max
Act Effect Green (s)		16.1	16.1	16.1	61.9
Actuated g/C Ratio		0.18	0.18	0.18	0.69
v/c Ratio		0.42	0.65	0.33	0.23
Control Delay (s/veh)		29.4	42.7	15.6	3.5
Queue Delay		0.0	0.0	0.0	0.0
Total Delay (s/veh)		29.4	42.7	15.6	3.5
LOS		C	D	B	A
Approach Delay (s/veh)		29.4	33.8		3.5
Approach LOS		C	C		A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 64 (71%), Referenced to phase 2:NBTL and 6:, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay (s/veh): 12.7

Intersection LOS: B

Intersection Capacity Utilization 53.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: W Peachtree St NW & Ponce de Leon Ave NW



DRI 4321 680 Spring Street
3: W Peachtree St NW & Ponce de Leon Ave NW

2024 Existing PM

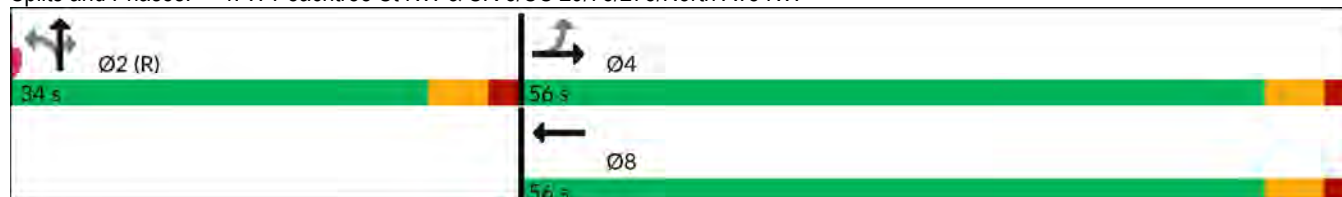
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	74	0	0	214	105	38	790	89	0	0	0
Future Volume (veh/h)	26	74	0	0	214	105	38	790	89	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.94	1.00		0.93			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1841	1885	0	0	1900	1885	1856	1856	1722			
Adj Flow Rate, veh/h	27	76	0	0	221	108	39	814	92			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	4	1	0	0	0	1	3	3	12			
Cap, veh/h	78	185	0	0	335	264	192	4001	443			
Arrive On Green	0.06	0.06	0.00	0.00	0.18	0.18	0.23	0.23	0.23			
Sat Flow, veh/h	157	1050	0	0	1900	1494	279	5798	643			
Grp Volume(v), veh/h	103	0	0	0	221	108	258	446	241			
Grp Sat Flow(s),veh/h/ln	1207	0	0	0	1900	1494	1842	1596	1686			
Q Serve(g_s), s	0.1	0.0	0.0	0.0	9.8	5.8	10.2	10.2	10.4			
Cycle Q Clear(g_c), s	9.9	0.0	0.0	0.0	9.8	5.8	10.2	10.2	10.4			
Prop In Lane	0.26		0.00	0.00		1.00	0.15		0.38			
Lane Grp Cap(c), veh/h	264	0	0	0	335	264	1271	2202	1163			
V/C Ratio(X)	0.39	0.00	0.00	0.00	0.66	0.41	0.20	0.20	0.21			
Avail Cap(c_a), veh/h	627	0	0	0	781	614	1271	2202	1163			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.99	0.00	0.00	0.00	1.00	1.00	0.99	0.99	0.99			
Uniform Delay (d), s/veh	37.2	0.0	0.0	0.0	34.5	32.9	14.7	14.7	14.8			
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	2.2	1.0	0.4	0.2	0.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.0	4.6	2.1	4.7	4.0	4.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.1	0.0	0.0	0.0	36.7	33.9	15.1	14.9	15.2			
LnGrp LOS	D				D	C	B	B	B			
Approach Vol, veh/h	103			329			945					
Approach Delay, s/veh	38.1			35.8			15.0					
Approach LOS	D			D			B					
Timer - Assigned Phs	2			4			8					
Phs Duration (G+Y+Rc), s	68.1			21.9			21.9					
Change Period (Y+Rc), s	6.0			6.0			6.0					
Max Green Setting (Gmax), s	41.0			37.0			37.0					
Max Q Clear Time (g_c+I1), s	12.4			11.9			11.8					
Green Ext Time (p_c), s	6.6			0.5			1.6					
Intersection Summary												
HCM 7th Control Delay, s/veh	21.7											
HCM 7th LOS	C											

DRI 4321 680 Spring Street
4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW

2024 Existing PM

						
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	154	1046	763	144	536	216
Future Volume (vph)	154	1046	763	144	536	216
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			2		2
Detector Phase	4	4	8	2	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	56.0	56.0	56.0	34.0	34.0	34.0
Total Split (%)	62.2%	62.2%	62.2%	37.8%	37.8%	37.8%
Yellow Time (s)	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
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)		42.0	42.0	36.0	36.0	36.0
Actuated g/C Ratio		0.47	0.47	0.40	0.40	0.40
v/c Ratio		0.75	0.41	0.22	0.22	0.39
Control Delay (s/veh)		22.7	15.2	20.9	19.1	17.5
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		22.7	15.2	20.9	19.1	17.5
LOS		C	B	C	B	B
Approach Delay (s/veh)		22.7	15.2		19.0	
Approach LOS		C	B		B	
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 88 (98%), Referenced to phase 2:NBT and 6:, Start of Green						
Natural Cycle: 50						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.75						
Intersection Signal Delay (s/veh): 19.3				Intersection LOS: B		
Intersection Capacity Utilization 72.3%				ICU Level of Service C		
Analysis Period (min) 15						

Splits and Phases: 4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW



4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	1046	0	0	763	147	144	536	216	0	0	0
Future Volume (veh/h)	154	1046	0	0	763	147	144	536	216	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.92	1.00		0.91			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1885	0	0	1870	1826	1856	1856	1885			
Adj Flow Rate, veh/h	157	1067	0	0	779	150	147	547	220			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	3	1	0	0	2	5	3	3	1			
Cap, veh/h	239	1493	0	0	1904	362	738	2665	608			
Arrive On Green	0.90	0.90	0.00	0.00	0.45	0.45	0.42	0.42	0.42			
Sat Flow, veh/h	382	3479	0	0	4407	806	1767	6383	1455			
Grp Volume(v), veh/h	224	1000	0	0	624	305	147	547	220			
Grp Sat Flow(s),veh/h/ln	584	1561	0	0	1702	1641	1767	1596	1455			
Q Serve(g_s), s	17.9	8.2	0.0	0.0	11.1	11.3	4.8	4.9	9.3			
Cycle Q Clear(g_c), s	29.2	8.2	0.0	0.0	11.1	11.3	4.8	4.9	9.3			
Prop In Lane	0.70		0.00	0.00		0.49	1.00		1.00			
Lane Grp Cap(c), veh/h	330	1402	0	0	1529	737	738	2665	608			
V/C Ratio(X)	0.68	0.71	0.00	0.00	0.41	0.41	0.20	0.21	0.36			
Avail Cap(c_a), veh/h	411	1735	0	0	1891	911	738	2665	608			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.90	0.90	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.7	2.9	0.0	0.0	16.7	16.8	16.6	16.7	18.0			
Incr Delay (d2), s/veh	2.9	1.0	0.0	0.0	0.2	0.4	0.6	0.2	1.7			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	1.2	0.0	0.0	4.1	4.1	2.0	1.7	3.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.6	3.9	0.0	0.0	16.9	17.2	17.3	16.9	19.7			
LnGrp LOS	A	A			B	B	B	B	B			
Approach Vol, veh/h		1224			929			914				
Approach Delay, s/veh		4.9			17.0			17.6				
Approach LOS		A			B			B				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		43.6		46.4				46.4				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		28.0		50.0				50.0				
Max Q Clear Time (g_c+I1), s		11.3		31.2				13.3				
Green Ext Time (p_c), s		4.6		9.2				7.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.4								
HCM 7th LOS				B								

DRI 4321 680 Spring Street
5: Spring St NW & I-75-85 NB ramps/Linden Ave NW

2024 Existing PM

	→	↘	↙	←	↓	↗
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↘	↑	↑↑↑	↘
Traffic Volume (vph)	132	8	138	630	1466	338
Future Volume (vph)	132	8	138	630	1466	338
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	37.0	37.0	11.0	48.0	42.0	42.0
Total Split (%)	41.1%	41.1%	12.2%	53.3%	46.7%	46.7%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effect Green (s)	25.5	25.5	36.5	36.5	41.5	41.5
Actuated g/C Ratio	0.28	0.28	0.41	0.41	0.46	0.46
v/c Ratio	0.13	0.01	0.31	0.85	0.69	0.45
Control Delay (s/veh)	22.8	0.0	18.0	35.3	9.8	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.8	0.0	18.0	35.3	9.8	3.3
LOS	C	A	B	D	A	A
Approach Delay (s/veh)	21.5			32.2	8.7	
Approach LOS	C			C	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 15.8

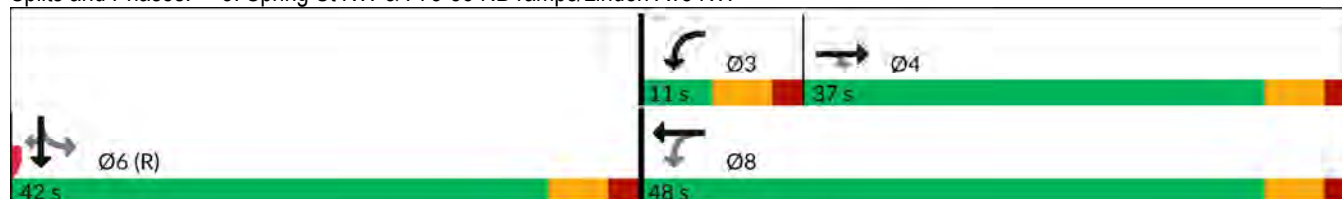
Intersection LOS: B

Intersection Capacity Utilization 75.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 5: Spring St NW & I-75-85 NB ramps/Linden Ave NW



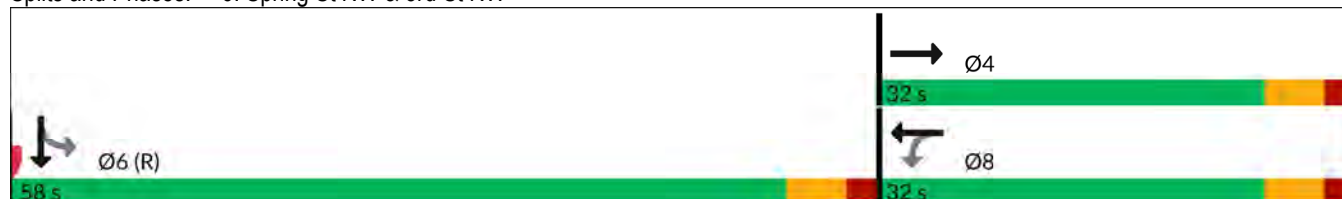
DRI 4321 680 Spring Street
5: Spring St NW & I-75-85 NB ramps/Linden Ave NW

2024 Existing PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑						↑↑↑	↑
Traffic Volume (veh/h)	0	132	8	138	630	0	0	0	0	77	1466	338
Future Volume (veh/h)	0	132	8	138	630	0	0	0	0	77	1466	338
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1870	1900
Adj Flow Rate, veh/h	0	138	0	144	656	0				80	1527	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	2	0
Cap, veh/h	0	942		475	728	0				127	2418	
Arrive On Green	0.00	0.26	0.00	0.06	0.38	0.00				0.16	0.16	0.00
Sat Flow, veh/h	0	3705	1610	1810	1900	0				262	4999	1610
Grp Volume(v), veh/h	0	138	0	144	656	0				567	1040	0
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1857	1702	1610
Q Serve(g_s), s	0.0	2.6	0.0	5.0	29.3	0.0				25.7	25.7	0.0
Cycle Q Clear(g_c), s	0.0	2.6	0.0	5.0	29.3	0.0				25.7	25.7	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.14		1.00
Lane Grp Cap(c), veh/h	0	942		475	728	0				898	1646	
V/C Ratio(X)	0.00	0.15		0.30	0.90	0.00				0.63	0.63	
Avail Cap(c_a), veh/h	0	1243		475	887	0				898	1646	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				0.43	0.43	0.00
Uniform Delay (d), s/veh	0.0	25.6	0.0	21.6	26.2	0.0				30.3	30.3	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.4	10.8	0.0				1.5	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.0	2.1	14.5	0.0				13.0	11.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	25.6	0.0	22.0	36.9	0.0				31.8	31.1	0.0
LnGrp LOS		C		C	D					C	C	
Approach Vol, veh/h		138			800						1607	
Approach Delay, s/veh		25.6			34.2						31.4	
Approach LOS		C			C						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			11.0	29.5		49.5		40.5				
Change Period (Y+Rc), s			6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s			5.0	31.0		36.0		42.0				
Max Q Clear Time (g_c+I1), s			7.0	4.6		27.7		31.3				
Green Ext Time (p_c), s			0.0	0.8		5.9		3.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			32.0									
HCM 7th LOS			C									
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

	→	↗	←	↓
Lane Group	EBT	WBL	WBT	SBT
Lane Configurations	↵		↵	↵↵↵
Traffic Volume (vph)	0	101	1	1162
Future Volume (vph)	0	101	1	1162
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		8		
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0
Total Split (s)	32.0	32.0	32.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	12.1		12.4	69.4
Actuated g/C Ratio	0.13		0.14	0.77
v/c Ratio	0.01		0.57	0.34
Control Delay (s/veh)	0.0		47.2	4.8
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	0.0		47.2	4.8
LOS	A		D	A
Approach Delay (s/veh)			47.2	4.8
Approach LOS			D	A
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 1 (1%), Referenced to phase 2: and 6:SBTL, Start of Green				
Natural Cycle: 50				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.57				
Intersection Signal Delay (s/veh): 7.9			Intersection LOS: A	
Intersection Capacity Utilization 48.8%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 6: Spring St NW & 3rd St NW



DRI 4321 680 Spring Street
6: Spring St NW & 3rd St NW

2024 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										  		
Traffic Volume (veh/h)	0	0	2	101	1	0	0	0	0	89	1162	1
Future Volume (veh/h)	0	0	2	101	1	0	0	0	0	89	1162	1
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1870	1900
Adj Flow Rate, veh/h	0	0	2	107	1	0				95	1236	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	2	0
Cap, veh/h	0	0	153	213	1	0				298	3883	3
Arrive On Green	0.00	0.00	0.09	0.09	0.09	0.00				0.77	0.77	0.77
Sat Flow, veh/h	0	0	1610	1410	13	0				387	5032	4
Grp Volume(v), veh/h	0	0	2	108	0	0				455	418	459
Grp Sat Flow(s),veh/h/ln	0	0	1610	1424	0	0				1851	1702	1870
Q Serve(g_s), s	0.0	0.0	0.1	6.6	0.0	0.0				6.7	6.7	6.7
Cycle Q Clear(g_c), s	0.0	0.0	0.1	6.7	0.0	0.0				6.7	6.7	6.7
Prop In Lane	0.00		1.00	0.99		0.00				0.21		0.00
Lane Grp Cap(c), veh/h	0	0	153	215	0	0				1429	1314	1443
V/C Ratio(X)	0.00	0.00	0.01	0.50	0.00	0.00				0.32	0.32	0.32
Avail Cap(c_a), veh/h	0	0	465	494	0	0				1429	1314	1443
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.9	40.0	0.0	0.0				3.1	3.1	3.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.0				0.6	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.4	0.0	0.0				1.8	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	36.9	41.8	0.0	0.0				3.7	3.7	3.7
LnGrp LOS			D	D						A	A	A
Approach Vol, veh/h	2				108						1332	
Approach Delay, s/veh	36.9				41.8						3.7	
Approach LOS	D				D						A	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				14.5		75.5		14.5				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				26.0		52.0		26.0				
Max Q Clear Time (g_c+I1), s				2.1		8.7		8.7				
Green Ext Time (p_c), s				0.0		10.8		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	6.6											
HCM 7th LOS	A											

1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW



Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	18	312	14	1338
v/c Ratio	0.15	0.76	0.03	0.36
Control Delay (s/veh)	30.0	30.8	12.5	10.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.0	30.8	12.5	10.2
Queue Length 50th (ft)	5	180	2	82
Queue Length 95th (ft)	26	263	21	134
Internal Link Dist (ft)	237		359	252
Turn Bay Length (ft)				
Base Capacity (vph)	335	474	467	3696
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.05	0.66	0.03	0.36
Intersection Summary				

1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW



Lane Group	EBT	WBL	WBT	SBT
Lane Configurations	↩	↩	↩	↩↩↩
Traffic Volume (vph)	3	138	1	601
Future Volume (vph)	3	138	1	601
Turn Type	NA	Split	NA	NA
Protected Phases	4	8	8	6
Permitted Phases				
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0
Total Split (s)	25.0	30.0	30.0	35.0
Total Split (%)	27.8%	33.3%	33.3%	38.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effect Green (s)	5.8	12.9	12.9	62.7
Actuated g/C Ratio	0.06	0.14	0.14	0.70
v/c Ratio	0.03	0.59	0.00	0.16
Control Delay (s/veh)	36.5	38.8	29.0	4.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.5	38.8	29.0	4.9
LOS	D	D	C	A
Approach Delay (s/veh)	36.5		38.7	4.9
Approach LOS	D		D	A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 24 (27%), Referenced to phase 2: and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 10.9

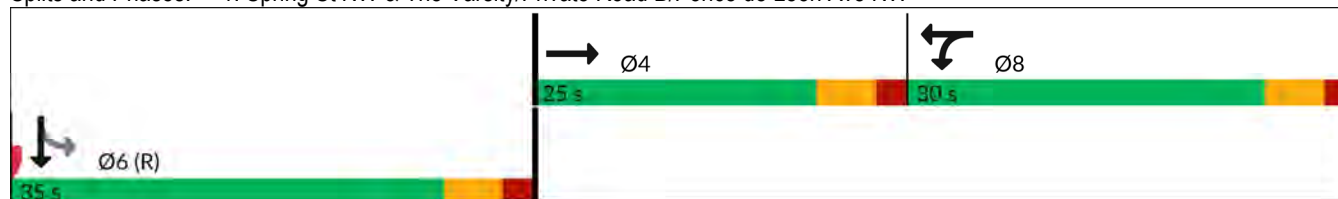
Intersection LOS: B

Intersection Capacity Utilization 39.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW



1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3	1	138	1	0	0	0	0	48	601	0
Future Volume (veh/h)	0	3	1	138	1	0	0	0	0	48	601	0
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1885	1900	0				1870	1856	1900
Adj Flow Rate, veh/h	0	3	1	150	1	0				52	653	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	1	0	0				2	3	0
Cap, veh/h	0	11	4	190	201	0				334	4208	0
Arrive On Green	0.00	0.01	0.01	0.11	0.11	0.00				0.23	0.23	0.00
Sat Flow, veh/h	0	1362	454	1795	1900	0				486	6392	0
Grp Volume(v), veh/h	0	0	4	150	1	0				196	509	0
Grp Sat Flow(s), veh/h/ln	0	0	1815	1795	1900	0				1831	1596	0
Q Serve(g_s), s	0.0	0.0	0.2	7.3	0.0	0.0				7.7	7.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	7.3	0.0	0.0				7.7	7.7	0.0
Prop In Lane	0.00		0.25	1.00		0.00				0.27		0.00
Lane Grp Cap(c), veh/h	0	0	14	190	201	0				1257	3285	0
V/C Ratio(X)	0.00	0.00	0.28	0.79	0.00	0.00				0.16	0.15	0.00
Avail Cap(c_a), veh/h	0	0	383	479	507	0				1257	3285	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	0.82	0.82	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	44.4	39.2	36.0	0.0				13.9	13.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	10.6	5.9	0.0	0.0				0.3	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	3.5	0.0	0.0				3.2	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	55.0	45.1	36.0	0.0				14.2	14.0	0.0
LnGrp LOS			E	D	D					B	B	
Approach Vol, veh/h		4			151						705	
Approach Delay, s/veh		55.0			45.1						14.0	
Approach LOS		E			D						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				6.7		67.8		15.5				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				19.0		29.0		24.0				
Max Q Clear Time (g_c+I1), s				2.2		9.7		9.3				
Green Ext Time (p_c), s				0.0		4.4		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			19.7									
HCM 7th LOS			B									

DRI 4321 680 Spring Street
2: Spring St NW & SR 8/US 29/78/278/North Ave NW

2027 No-Build AM

	→	↘	↙	←	↓
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑↑	↑	↘	↑↑	↑↑↑
Traffic Volume (vph)	1012	405	403	493	530
Future Volume (vph)	1012	405	403	493	530
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	4		3	8	6
Permitted Phases		4	8		
Detector Phase	4	4	3	8	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0
Total Split (s)	35.0	35.0	30.0	65.0	25.0
Total Split (%)	38.9%	38.9%	33.3%	72.2%	27.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max
Act Effect Green (s)	27.6	27.6	53.2	53.2	24.8
Actuated g/C Ratio	0.31	0.31	0.59	0.59	0.28
v/c Ratio	0.70	0.78	0.86	0.26	0.42
Control Delay (s/veh)	30.1	30.5	38.0	3.6	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.1	30.5	38.0	3.6	21.0
LOS	C	C	D	A	C
Approach Delay (s/veh)	30.2			19.1	21.0
Approach LOS	C			B	C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 12 (13%), Referenced to phase 2: and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 24.8

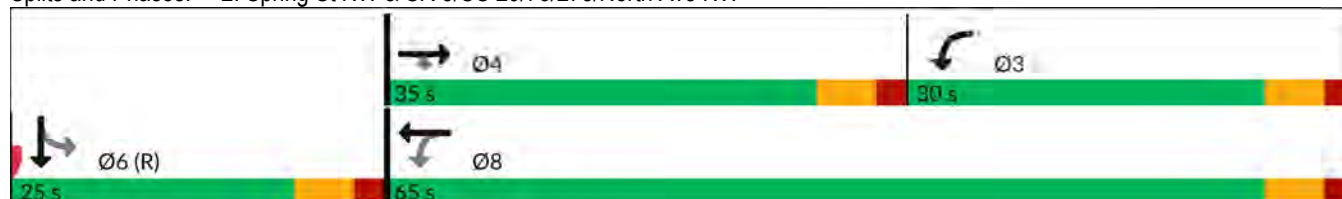
Intersection LOS: C

Intersection Capacity Utilization 79.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: Spring St NW & SR 8/US 29/78/278/North Ave NW



DRI 4321 680 Spring Street
2: Spring St NW & SR 8/US 29/78/278/North Ave NW

2027 No-Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑↑↑	
Traffic Volume (veh/h)	0	1012	405	403	493	0	0	0	0	76	530	87
Future Volume (veh/h)	0	1012	405	403	493	0	0	0	0	76	530	87
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1841	1856	1841	1826	0				1885	1856	1900
Adj Flow Rate, veh/h	0	1065	426	424	519	0				80	558	92
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	4	3	4	5	0				1	3	0
Cap, veh/h	0	1569	480	453	1980	0				218	1519	243
Arrive On Green	0.00	0.31	0.31	0.38	1.00	0.00				0.10	0.10	0.10
Sat Flow, veh/h	0	5191	1538	1753	3561	0				736	5133	822
Grp Volume(v), veh/h	0	1065	426	424	519	0				198	344	188
Grp Sat Flow(s),veh/h/ln	0	1675	1538	1753	1735	0				1819	1596	1680
Q Serve(g_s), s	0.0	16.6	23.7	14.4	0.0	0.0				9.2	9.1	9.4
Cycle Q Clear(g_c), s	0.0	16.6	23.7	14.4	0.0	0.0				9.2	9.1	9.4
Prop In Lane	0.00		1.00	1.00		0.00				0.40		0.49
Lane Grp Cap(c), veh/h	0	1569	480	453	1980	0				538	945	497
V/C Ratio(X)	0.00	0.68	0.89	0.94	0.26	0.00				0.37	0.36	0.38
Avail Cap(c_a), veh/h	0	1619	495	584	2274	0				538	945	497
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	1.00	0.91	0.91	0.00				0.98	0.98	0.98
Uniform Delay (d), s/veh	0.0	27.0	29.4	24.5	0.0	0.0				32.7	32.7	32.8
Incr Delay (d2), s/veh	0.0	1.1	17.2	18.5	0.1	0.0				1.9	1.1	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.5	10.6	8.4	0.0	0.0				4.5	3.8	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	28.1	46.6	42.9	0.1	0.0				34.6	33.8	35.0
LnGrp LOS		C	D	D	A					C	C	C
Approach Vol, veh/h		1491			943						730	
Approach Delay, s/veh		33.4			19.3						34.3	
Approach LOS		C			B						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			23.3	34.1		32.6		57.4				
Change Period (Y+Rc), s			6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s			24.0	29.0		19.0		59.0				
Max Q Clear Time (g_c+I1), s			16.4	25.7		11.4		2.0				
Green Ext Time (p_c), s			0.9	2.4		2.7		3.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			29.4									
HCM 7th LOS			C									

DRI 4321 680 Spring Street
3: W Peachtree St NW & Ponce de Leon Ave NW

2027 No-Build AM



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations		↰	↰	↰	↰
Traffic Volume (vph)	32	47	129	146	875
Future Volume (vph)	32	47	129	146	875
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		2
Permitted Phases	4			8	
Detector Phase	4	4	8	8	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0
Total Split (s)	42.0	42.0	42.0	42.0	48.0
Total Split (%)	46.7%	46.7%	46.7%	46.7%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	C-Max
Act Effect Green (s)		12.1	12.1	12.1	65.9
Actuated g/C Ratio		0.13	0.13	0.13	0.73
v/c Ratio		0.44	0.55	0.59	0.23
Control Delay (s/veh)		36.9	43.9	30.5	2.0
Queue Delay		0.0	0.0	0.0	0.0
Total Delay (s/veh)		36.9	43.9	30.5	2.0
LOS		D	D	C	A
Approach Delay (s/veh)		36.9	36.7		2.0
Approach LOS		D	D		A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 70 (78%), Referenced to phase 2:NBTL and 6:, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 11.3

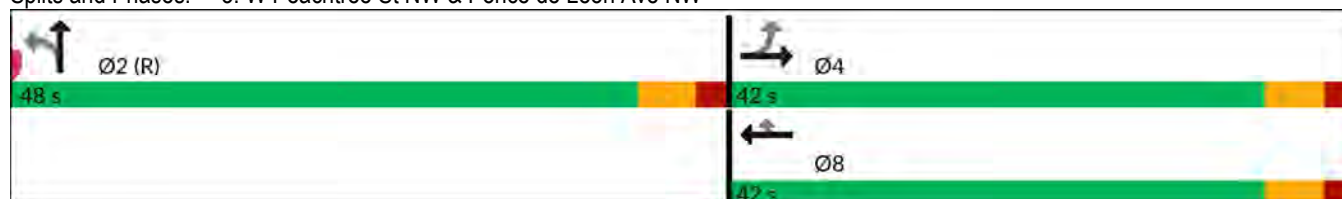
Intersection LOS: B

Intersection Capacity Utilization 49.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: W Peachtree St NW & Ponce de Leon Ave NW



DRI 4321 680 Spring Street
3: W Peachtree St NW & Ponce de Leon Ave NW

2027 No-Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	47	0	0	129	146	45	875	43	0	0	0
Future Volume (veh/h)	32	47	0	0	129	146	45	875	43	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1900	1841	0	0	1870	1885	1900	1856	1233			
Adj Flow Rate, veh/h	34	50	0	0	137	155	48	931	46			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	4	0	0	2	1	0	3	45			
Cap, veh/h	107	134	0	0	292	241	227	4405	216			
Arrive On Green	0.16	0.16	0.00	0.00	0.16	0.16	0.23	0.23	0.23			
Sat Flow, veh/h	327	856	0	0	1870	1542	320	6199	305			
Grp Volume(v), veh/h	84	0	0	0	137	155	276	478	271			
Grp Sat Flow(s),veh/h/ln	1183	0	0	0	1870	1542	1840	1596	1792			
Q Serve(g_s), s	1.2	0.0	0.0	0.0	6.0	8.5	10.9	10.9	10.9			
Cycle Q Clear(g_c), s	7.2	0.0	0.0	0.0	6.0	8.5	10.9	10.9	10.9			
Prop In Lane	0.40		0.00	0.00		1.00	0.17		0.17			
Lane Grp Cap(c), veh/h	241	0	0	0	292	241	1307	2268	1274			
V/C Ratio(X)	0.35	0.00	0.00	0.00	0.47	0.64	0.21	0.21	0.21			
Avail Cap(c_a), veh/h	585	0	0	0	748	617	1307	2268	1274			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	34.3	0.0	0.0	0.0	34.6	35.6	14.1	14.1	14.2			
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	1.2	2.9	0.4	0.2	0.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.0	2.8	3.3	5.1	4.4	5.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.1	0.0	0.0	0.0	35.8	38.5	14.5	14.3	14.5			
LnGrp LOS	D				D	D	B	B	B			
Approach Vol, veh/h	84			292			1025					
Approach Delay, s/veh	35.1			37.2			14.4					
Approach LOS	D			D			B					
Timer - Assigned Phs	2			4			8					
Phs Duration (G+Y+Rc), s	70.0			20.0			20.0					
Change Period (Y+Rc), s	6.0			6.0			6.0					
Max Green Setting (Gmax), s	42.0			36.0			36.0					
Max Q Clear Time (g_c+l1), s	12.9			9.2			10.5					
Green Ext Time (p_c), s	7.2			0.4			1.2					
Intersection Summary												
HCM 7th Control Delay, s/veh	20.4											
HCM 7th LOS	C											

DRI 4321 680 Spring Street
4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW

2027 No-Build AM

						
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	288	934	750	96	561	129
Future Volume (vph)	288	934	750	96	561	129
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			2		2
Detector Phase	4	4	8	2	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	61.0	61.0	61.0	29.0	29.0	29.0
Total Split (%)	67.8%	67.8%	67.8%	32.2%	32.2%	32.2%
Yellow Time (s)	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
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)		47.5	47.5	30.5	30.5	30.5
Actuated g/C Ratio		0.53	0.53	0.34	0.34	0.34
v/c Ratio		1.39dl	0.44	0.19	0.28	0.26
Control Delay (s/veh)		9.0	13.0	24.8	23.4	9.1
Queue Delay		0.4	0.0	0.0	0.0	0.0
Total Delay (s/veh)		9.4	13.0	24.8	23.4	9.1
LOS		A	B	C	C	A
Approach Delay (s/veh)		9.4	13.0		21.2	
Approach LOS		A	B		C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 4 (4%), Referenced to phase 2:NBTL and 6:, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 13.7

Intersection LOS: B

Intersection Capacity Utilization 76.0%

ICU Level of Service D

Analysis Period (min) 15

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW



4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↱	↑↑↑	↱			
Traffic Volume (veh/h)	288	934	0	0	750	270	96	561	129	0	0	0
Future Volume (veh/h)	288	934	0	0	750	270	96	561	129	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	1.00		0.87			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1841	1856	0	0	1841	1826	1811	1811	1856			
Adj Flow Rate, veh/h	300	973	0	0	781	281	100	584	134			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	4	3	0	0	4	5	6	6	3			
Cap, veh/h	343	1878	0	0	2191	778	441	1592	348			
Arrive On Green	1.00	1.00	0.00	0.00	0.61	0.61	0.26	0.26	0.26			
Sat Flow, veh/h	430	3225	0	0	3751	1274	1725	6230	1362			
Grp Volume(v), veh/h	300	973	0	0	729	333	100	584	134			
Grp Sat Flow(s),veh/h/ln	430	1537	0	0	1675	1509	1725	1558	1362			
Q Serve(g_s), s	45.1	0.0	0.0	0.0	9.7	9.9	4.1	6.9	7.3			
Cycle Q Clear(g_c), s	55.0	0.0	0.0	0.0	9.7	9.9	4.1	6.9	7.3			
Prop In Lane	1.00		0.00	0.00		0.84	1.00		1.00			
Lane Grp Cap(c), veh/h	343	1878	0	0	2047	922	441	1592	348			
V/C Ratio(X)	0.88	0.52	0.00	0.00	0.36	0.36	0.23	0.37	0.38			
Avail Cap(c_a), veh/h	343	1878	0	0	2047	922	441	1592	348			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.65	0.65	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.7	0.0	0.0	0.0	8.7	8.7	26.5	27.5	27.7			
Incr Delay (d2), s/veh	15.1	0.2	0.0	0.0	0.1	0.2	1.2	0.7	3.2			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.0	3.1	2.9	1.8	2.6	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.9	0.2	0.0	0.0	8.8	9.0	27.7	28.2	30.9			
LnGrp LOS	C	A			A	A	C	C	C			
Approach Vol, veh/h		1273			1062			818				
Approach Delay, s/veh		5.5			8.9			28.6				
Approach LOS		A			A			C				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		29.0		61.0				61.0				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		23.0		55.0				55.0				
Max Q Clear Time (g_c+I1), s		9.3		57.0				11.9				
Green Ext Time (p_c), s		4.0		0.0				9.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.6								
HCM 7th LOS				B								

DRI 4321 680 Spring Street
5: Spring St NW & I-75-85 NB ramps/Linden Ave NW

2027 No-Build AM

	→	↘	↙	←	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↘	↑	↙↑↑	↘
Traffic Volume (vph)	336	19	111	327	997	394
Future Volume (vph)	336	19	111	327	997	394
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	28.0	28.0	14.0	42.0	48.0	48.0
Total Split (%)	31.1%	31.1%	15.6%	46.7%	53.3%	53.3%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effect Green (s)	15.1	15.1	25.4	24.3	53.7	53.7
Actuated g/C Ratio	0.17	0.17	0.28	0.27	0.60	0.60
v/c Ratio	0.59	0.06	0.38	0.67	0.42	0.39
Control Delay (s/veh)	38.6	0.3	29.8	35.4	7.8	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.6	0.3	29.8	35.4	7.8	2.3
LOS	D	A	C	D	A	A
Approach Delay (s/veh)	36.5			34.0	6.4	
Approach LOS	D			C	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 85 (94%), Referenced to phase 2: and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 16.0

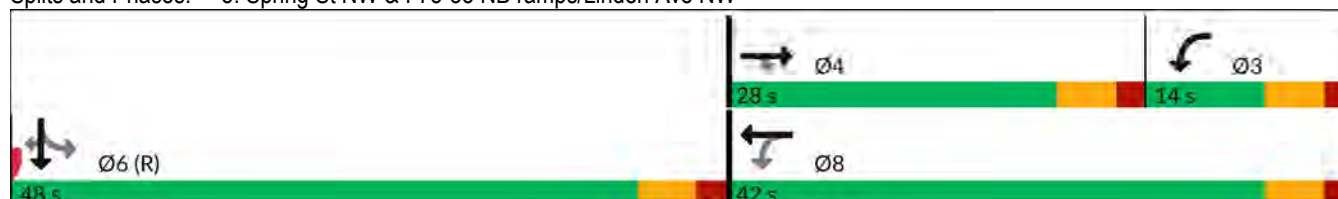
Intersection LOS: B

Intersection Capacity Utilization 55.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Spring St NW & I-75-85 NB ramps/Linden Ave NW



DRI 4321 680 Spring Street
5: Spring St NW & I-75-85 NB ramps/Linden Ave NW

2027 No-Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑						↑↑↑	↑
Traffic Volume (veh/h)	0	336	19	111	327	0	0	0	0	200	997	394
Future Volume (veh/h)	0	336	19	111	327	0	0	0	0	200	997	394
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1856	1900
Adj Flow Rate, veh/h	0	354	0	117	344	0				211	1049	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	3	0
Cap, veh/h	0	486		194	482	0				532	2648	
Arrive On Green	0.00	0.13	0.00	0.05	0.25	0.00				0.20	0.20	0.00
Sat Flow, veh/h	0	3705	1610	1810	1900	0				869	4320	1610
Grp Volume(v), veh/h	0	354	0	117	344	0				440	820	0
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1812	1689	1610
Q Serve(g_s), s	0.0	8.5	0.0	0.6	14.8	0.0				19.0	18.9	0.0
Cycle Q Clear(g_c), s	0.0	8.5	0.0	0.6	14.8	0.0				19.0	18.9	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.48		1.00
Lane Grp Cap(c), veh/h	0	486		194	482	0				1111	2070	
V/C Ratio(X)	0.00	0.73		0.60	0.71	0.00				0.40	0.40	
Avail Cap(c_a), veh/h	0	882		260	760	0				1111	2070	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				0.73	0.73	0.00
Uniform Delay (d), s/veh	0.0	37.4	0.0	40.3	30.6	0.0				21.5	21.5	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	3.0	2.0	0.0				0.8	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	0.0	2.6	6.8	0.0				9.3	8.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	39.5	0.0	43.3	32.6	0.0				22.2	21.9	0.0
LnGrp LOS		D		D	C					C	C	
Approach Vol, veh/h		354			461						1260	
Approach Delay, s/veh		39.5			35.3						22.0	
Approach LOS		D			D						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			10.7	18.1		61.2		28.8				
Change Period (Y+Rc), s			6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s			8.0	22.0		42.0		36.0				
Max Q Clear Time (g_c+I1), s			2.6	10.5		21.0		16.8				
Green Ext Time (p_c), s			0.1	1.6		8.7		1.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			27.9									
HCM 7th LOS			C									
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

	→	↗	←	↓
Lane Group	EBT	WBL	WBT	SBT
Lane Configurations	↵		↵	↵↵↵
Traffic Volume (vph)	0	54	1	650
Future Volume (vph)	0	54	1	650
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		8		
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0
Total Split (s)	36.0	36.0	36.0	54.0
Total Split (%)	40.0%	40.0%	40.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	9.0		9.0	72.5
Actuated g/C Ratio	0.10		0.10	0.81
v/c Ratio	0.01		0.42	0.18
Control Delay (s/veh)	0.0		46.3	2.9
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	0.0		46.3	2.9
LOS	A		D	A
Approach Delay (s/veh)			46.3	2.9
Approach LOS			D	A
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 18 (20%), Referenced to phase 2: and 6:SBTL, Start of Green				
Natural Cycle: 50				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.42				
Intersection Signal Delay (s/veh): 6.0			Intersection LOS: A	
Intersection Capacity Utilization 35.7%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 6: Spring St NW & 3rd St NW



DRI 4321 680 Spring Street
6: Spring St NW & 3rd St NW

2027 No-Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	54	1	0	0	0	0	59	650	3
Future Volume (veh/h)	0	0	4	54	1	0	0	0	0	59	650	3
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1856	1900
Adj Flow Rate, veh/h	0	0	4	56	1	0				61	670	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	3	0
Cap, veh/h	0	0	83	149	1	0				363	3997	18
Arrive On Green	0.00	0.00	0.05	0.05	0.05	0.00				0.81	0.81	0.81
Sat Flow, veh/h	0	0	1610	1351	24	0				446	4905	22
Grp Volume(v), veh/h	0	0	4	57	0	0				251	230	253
Grp Sat Flow(s),veh/h/ln	0	0	1610	1375	0	0				1833	1689	1851
Q Serve(g_s), s	0.0	0.0	0.2	3.5	0.0	0.0				2.6	2.6	2.6
Cycle Q Clear(g_c), s	0.0	0.0	0.2	3.7	0.0	0.0				2.6	2.6	2.6
Prop In Lane	0.00		1.00	0.98		0.00				0.24		0.01
Lane Grp Cap(c), veh/h	0	0	83	150	0	0				1494	1376	1508
V/C Ratio(X)	0.00	0.00	0.05	0.38	0.00	0.00				0.17	0.17	0.17
Avail Cap(c_a), veh/h	0	0	537	556	0	0				1494	1376	1508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	40.6	42.3	0.0	0.0				1.8	1.8	1.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.6	0.0	0.0				0.2	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	1.3	0.0	0.0				0.5	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	40.8	43.9	0.0	0.0				2.0	2.0	2.0
LnGrp LOS			D	D						A	A	A
Approach Vol, veh/h		4			57						734	
Approach Delay, s/veh		40.8			43.9						2.0	
Approach LOS		D			D						A	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				10.7		79.3		10.7				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				30.0		48.0		30.0				
Max Q Clear Time (g_c+I1), s				2.2		4.6		5.7				
Green Ext Time (p_c), s				0.0		4.8		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			5.2									
HCM 7th LOS			A									

1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW



Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	4	150	1	705
v/c Ratio	0.03	0.59	0.00	0.16
Control Delay (s/veh)	36.5	38.8	29.0	4.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.5	38.8	29.0	4.9
Queue Length 50th (ft)	2	91	0	27
Queue Length 95th (ft)	12	152	m3	52
Internal Link Dist (ft)	237		359	252
Turn Bay Length (ft)				
Base Capacity (vph)	386	476	506	4395
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.01	0.32	0.00	0.16

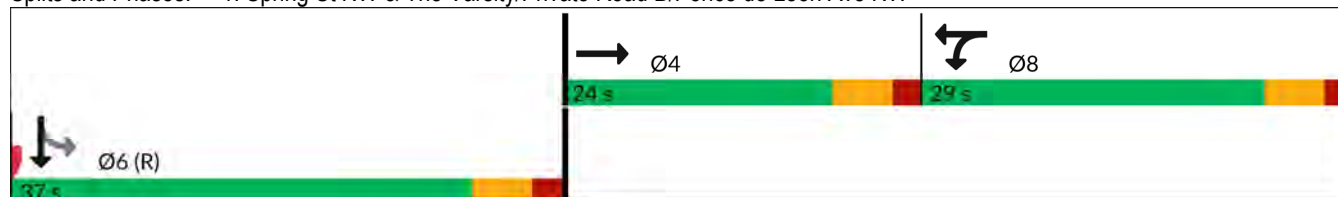
Intersection Summary

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

1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW

	→	↗	←	↓
Lane Group	EBT	WBL	WBT	SBT
Lane Configurations	↶	↷	↶	↶↶↶
Traffic Volume (vph)	8	297	13	1213
Future Volume (vph)	8	297	13	1213
Turn Type	NA	Split	NA	NA
Protected Phases	4	8	8	6
Permitted Phases				
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0
Total Split (s)	24.0	29.0	29.0	37.0
Total Split (%)	26.7%	32.2%	32.2%	41.1%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	6.3	20.8	20.8	51.9
Actuated g/C Ratio	0.07	0.23	0.23	0.58
v/c Ratio	0.15	0.77	0.03	0.37
Control Delay (s/veh)	30.0	30.7	12.5	10.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.0	30.7	12.5	10.4
LOS	C	C	B	B
Approach Delay (s/veh)	30.0		30.0	10.4
Approach LOS	C		C	B
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 84 (93%), Referenced to phase 2: and 6:SBTL, Start of Green				
Natural Cycle: 75				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.77				
Intersection Signal Delay (s/veh): 14.4			Intersection LOS: B	
Intersection Capacity Utilization 53.3%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW



1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	8	8	297	13	0	0	0	0	64	1213	0
Future Volume (veh/h)	0	8	8	297	13	0	0	0	0	64	1213	0
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1707	1885	1781	0				1870	1870	1900
Adj Flow Rate, veh/h	0	9	9	316	14	0				68	1290	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	13	1	8	0				2	2	0
Cap, veh/h	0	35	35	357	355	0				187	3548	0
Arrive On Green	0.00	0.04	0.04	0.20	0.20	0.00				0.18	0.18	0.00
Sat Flow, veh/h	0	838	838	1795	1781	0				334	6607	0
Grp Volume(v), veh/h	0	0	18	316	14	0				377	981	0
Grp Sat Flow(s),veh/h/ln	0	0	1676	1795	1781	0				1854	1609	0
Q Serve(g_s), s	0.0	0.0	0.9	15.4	0.6	0.0				16.0	16.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.9	15.4	0.6	0.0				16.0	16.0	0.0
Prop In Lane	0.00		0.50	1.00		0.00				0.18		0.00
Lane Grp Cap(c), veh/h	0	0	70	357	355	0				1037	2699	0
V/C Ratio(X)	0.00	0.00	0.26	0.88	0.04	0.00				0.36	0.36	0.00
Avail Cap(c_a), veh/h	0	0	335	459	455	0				1037	2699	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	0.71	0.71	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	41.8	35.0	29.1	0.0				22.7	22.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.9	11.4	0.0	0.0				1.0	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	7.6	0.2	0.0				8.1	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	43.7	46.5	29.1	0.0				23.7	23.1	0.0
LnGrp LOS			D	D	C					C	C	
Approach Vol, veh/h	18			330			1358					
Approach Delay, s/veh	43.7			45.7			23.2					
Approach LOS	D			D			C					
Timer - Assigned Phs				4			6			8		
Phs Duration (G+Y+Rc), s				9.7			56.3			23.9		
Change Period (Y+Rc), s				6.0			6.0			6.0		
Max Green Setting (Gmax), s				18.0			31.0			23.0		
Max Q Clear Time (g_c+I1), s				2.9			18.0			17.4		
Green Ext Time (p_c), s				0.0			7.1			0.5		
Intersection Summary												
HCM 7th Control Delay, s/veh	27.8											
HCM 7th LOS	C											

DRI 4321 680 Spring Street
2: Spring St NW & SR 8/US 29/78/278/North Ave NW

2027 No-Build PM

	→	↘	↙	←	↓
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑↑	↑	↘	↑↑	↑↑↑↑
Traffic Volume (vph)	812	536	316	669	1253
Future Volume (vph)	812	536	316	669	1253
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	4		3	8	6
Permitted Phases		4	8		
Detector Phase	4	4	3	8	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0
Total Split (s)	42.0	42.0	18.0	60.0	30.0
Total Split (%)	46.7%	46.7%	20.0%	66.7%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max
Act Effct Green (s)	34.3	34.3	52.2	52.2	25.8
Actuated g/C Ratio	0.38	0.38	0.58	0.58	0.29
v/c Ratio	0.43	0.90	0.78	0.34	0.86
Control Delay (s/veh)	21.2	39.7	26.8	5.3	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.2	39.7	26.8	5.3	28.6
LOS	C	D	C	A	C
Approach Delay (s/veh)	28.5			12.2	28.6
Approach LOS	C			B	C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay (s/veh): 24.4

Intersection LOS: C

Intersection Capacity Utilization 92.0%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 2: Spring St NW & SR 8/US 29/78/278/North Ave NW



DRI 4321 680 Spring Street
2: Spring St NW & SR 8/US 29/78/278/North Ave NW

2027 No-Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑						↑↑↑	
Traffic Volume (veh/h)	0	812	536	316	669	0	0	0	0	147	1253	103
Future Volume (veh/h)	0	812	536	316	669	0	0	0	0	147	1253	103
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1885	1870	1870	0				1900	1870	1885
Adj Flow Rate, veh/h	0	846	558	329	697	0				153	1305	107
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	1	1	2	2	0				0	2	1
Cap, veh/h	0	2022	596	422	2107	0				183	1558	128
Arrive On Green	0.00	0.39	0.39	0.27	1.00	0.00				0.09	0.09	0.09
Sat Flow, veh/h	0	5316	1517	1781	3647	0				667	5691	466
Grp Volume(v), veh/h	0	846	558	329	697	0				421	737	407
Grp Sat Flow(s),veh/h/ln	0	1716	1517	1781	1777	0				1837	1609	1770
Q Serve(g_s), s	0.0	10.7	31.8	10.1	0.0	0.0				20.3	20.3	20.3
Cycle Q Clear(g_c), s	0.0	10.7	31.8	10.1	0.0	0.0				20.3	20.3	20.3
Prop In Lane	0.00		1.00	1.00		0.00				0.36		0.26
Lane Grp Cap(c), veh/h	0	2022	596	422	2107	0				503	881	485
V/C Ratio(X)	0.00	0.42	0.94	0.78	0.33	0.00				0.84	0.84	0.84
Avail Cap(c_a), veh/h	0	2059	607	422	2132	0				503	881	485
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	1.00	0.93	0.93	0.00				0.90	0.90	0.90
Uniform Delay (d), s/veh	0.0	19.8	26.2	12.3	0.0	0.0				39.0	39.0	39.0
Incr Delay (d2), s/veh	0.0	0.1	22.0	8.4	0.1	0.0				14.0	8.5	14.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.1	14.3	3.7	0.0	0.0				11.9	9.7	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	20.0	48.2	20.8	0.1	0.0				52.9	47.4	53.5
LnGrp LOS		B	D	C	A					D	D	D
Approach Vol, veh/h		1404			1026						1565	
Approach Delay, s/veh		31.2			6.7						50.5	
Approach LOS		C			A						D	
Timer - Assigned Phs			3	4		6			8			
Phs Duration (G+Y+Rc), s			18.0	41.4		30.6			59.4			
Change Period (Y+Rc), s			6.0	6.0		6.0			6.0			
Max Green Setting (Gmax), s			12.0	36.0		24.0			54.0			
Max Q Clear Time (g_c+I1), s			12.1	33.8		22.3			2.0			
Green Ext Time (p_c), s			0.0	1.6		1.3			5.5			
Intersection Summary												
HCM 7th Control Delay, s/veh			32.5									
HCM 7th LOS			C									

DRI 4321 680 Spring Street
3: W Peachtree St NW & Ponce de Leon Ave NW

2027 No-Build PM



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations		↶	↶	↶	↶↶↶
Traffic Volume (vph)	26	75	217	107	802
Future Volume (vph)	26	75	217	107	802
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		2
Permitted Phases	4			8	
Detector Phase	4	4	8	8	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0
Total Split (s)	43.0	43.0	43.0	43.0	47.0
Total Split (%)	47.8%	47.8%	47.8%	47.8%	52.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	C-Max
Act Effect Green (s)		16.3	16.3	16.3	61.7
Actuated g/C Ratio		0.18	0.18	0.18	0.69
v/c Ratio		0.41	0.65	0.34	0.23
Control Delay (s/veh)		29.1	42.7	16.6	3.5
Queue Delay		0.0	0.0	0.0	0.0
Total Delay (s/veh)		29.1	42.7	16.6	3.5
LOS		C	D	B	A
Approach Delay (s/veh)		29.1	34.1		3.5
Approach LOS		C	C		A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 64 (71%), Referenced to phase 2:NBTL and 6:, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay (s/veh): 12.7

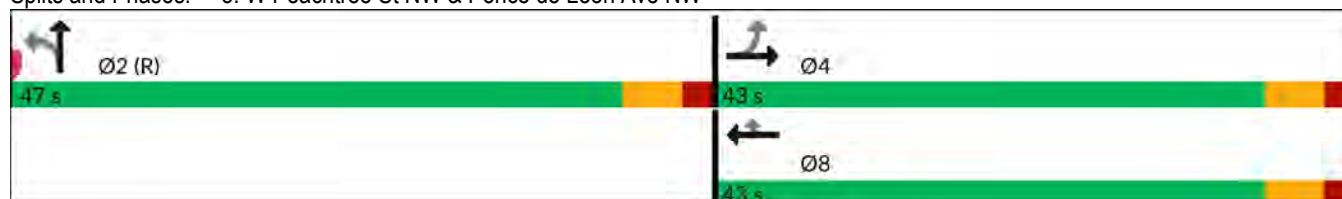
Intersection LOS: B

Intersection Capacity Utilization 53.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: W Peachtree St NW & Ponce de Leon Ave NW



DRI 4321 680 Spring Street
3: W Peachtree St NW & Ponce de Leon Ave NW

2027 No-Build PM

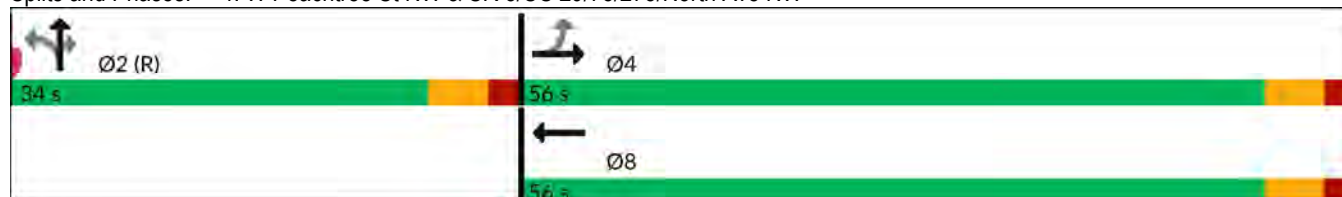
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	75	0	0	217	107	39	802	90	0	0	0
Future Volume (veh/h)	26	75	0	0	217	107	39	802	90	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.94	1.00		0.93			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1841	1885	0	0	1900	1885	1856	1856	1722			
Adj Flow Rate, veh/h	27	77	0	0	224	110	40	827	93			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	4	1	0	0	0	1	3	3	12			
Cap, veh/h	78	186	0	0	337	265	194	3997	441			
Arrive On Green	0.06	0.06	0.00	0.00	0.18	0.18	0.23	0.23	0.23			
Sat Flow, veh/h	153	1049	0	0	1900	1495	281	5798	640			
Grp Volume(v), veh/h	104	0	0	0	224	110	262	453	245			
Grp Sat Flow(s),veh/h/ln	1202	0	0	0	1900	1495	1841	1596	1687			
Q Serve(g_s), s	0.1	0.0	0.0	0.0	9.9	5.9	10.4	10.4	10.6			
Cycle Q Clear(g_c), s	10.0	0.0	0.0	0.0	9.9	5.9	10.4	10.4	10.6			
Prop In Lane	0.26		0.00	0.00		1.00	0.15		0.38			
Lane Grp Cap(c), veh/h	264	0	0	0	337	265	1269	2200	1162			
V/C Ratio(X)	0.39	0.00	0.00	0.00	0.66	0.41	0.21	0.21	0.21			
Avail Cap(c_a), veh/h	626	0	0	0	781	614	1269	2200	1162			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.99	0.00	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	37.1	0.0	0.0	0.0	34.5	32.9	14.8	14.8	14.9			
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	2.3	1.0	0.4	0.2	0.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.0	4.6	2.1	4.8	4.1	4.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.1	0.0	0.0	0.0	36.8	33.9	15.2	15.0	15.3			
LnGrp LOS	D				D	C	B	B	B			
Approach Vol, veh/h	104			334			960					
Approach Delay, s/veh	38.1			35.8			15.1					
Approach LOS	D			D			B					
Timer - Assigned Phs	2			4			8					
Phs Duration (G+Y+Rc), s	68.0			22.0			22.0					
Change Period (Y+Rc), s	6.0			6.0			6.0					
Max Green Setting (Gmax), s	41.0			37.0			37.0					
Max Q Clear Time (g_c+I1), s	12.6			12.0			11.9					
Green Ext Time (p_c), s	6.7			0.5			1.6					
Intersection Summary												
HCM 7th Control Delay, s/veh	21.8											
HCM 7th LOS	C											

DRI 4321 680 Spring Street
4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW

2027 No-Build PM

						
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	156	1062	775	146	544	219
Future Volume (vph)	156	1062	775	146	544	219
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			2		2
Detector Phase	4	4	8	2	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	56.0	56.0	56.0	34.0	34.0	34.0
Total Split (%)	62.2%	62.2%	62.2%	37.8%	37.8%	37.8%
Yellow Time (s)	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
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)		42.4	42.4	35.6	35.6	35.6
Actuated g/C Ratio		0.47	0.47	0.40	0.40	0.40
v/c Ratio		0.75	0.41	0.23	0.22	0.40
Control Delay (s/veh)		22.4	15.0	21.3	19.4	18.2
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		22.4	15.0	21.3	19.4	18.2
LOS		C	B	C	B	B
Approach Delay (s/veh)		22.4	15.0		19.4	
Approach LOS		C	B		B	
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 88 (98%), Referenced to phase 2:NBTL and 6:, Start of Green						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.75						
Intersection Signal Delay (s/veh): 19.3				Intersection LOS: B		
Intersection Capacity Utilization 73.0%				ICU Level of Service C		
Analysis Period (min) 15						

Splits and Phases: 4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW



4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↱	↑↑↑	↲			
Traffic Volume (veh/h)	156	1062	0	0	775	149	146	544	219	0	0	0
Future Volume (veh/h)	156	1062	0	0	775	149	146	544	219	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.92	1.00		0.91			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1885	0	0	1870	1826	1856	1856	1885			
Adj Flow Rate, veh/h	159	1084	0	0	791	152	149	555	223			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	3	1	0	0	2	5	3	3	1			
Cap, veh/h	241	1509	0	0	1929	366	728	2628	598			
Arrive On Green	0.91	0.91	0.00	0.00	0.45	0.45	0.41	0.41	0.41			
Sat Flow, veh/h	380	3471	0	0	4409	805	1767	6383	1453			
Grp Volume(v), veh/h	224	1019	0	0	633	310	149	555	223			
Grp Sat Flow(s),veh/h/ln	574	1561	0	0	1702	1642	1767	1596	1453			
Q Serve(g_s), s	18.3	7.6	0.0	0.0	11.2	11.4	4.9	5.0	9.6			
Cycle Q Clear(g_c), s	29.7	7.6	0.0	0.0	11.2	11.4	4.9	5.0	9.6			
Prop In Lane	0.71		0.00	0.00		0.49	1.00		1.00			
Lane Grp Cap(c), veh/h	329	1420	0	0	1549	747	728	2628	598			
V/C Ratio(X)	0.68	0.72	0.00	0.00	0.41	0.42	0.20	0.21	0.37			
Avail Cap(c_a), veh/h	404	1735	0	0	1891	912	728	2628	598			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.90	0.90	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.3	2.6	0.0	0.0	16.4	16.5	17.0	17.1	18.4			
Incr Delay (d2), s/veh	3.1	1.0	0.0	0.0	0.2	0.4	0.6	0.2	1.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	1.1	0.0	0.0	4.1	4.1	2.0	1.8	3.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	3.6	0.0	0.0	16.6	16.9	17.6	17.2	20.2			
LnGrp LOS	A	A			B	B	B	B	C			
Approach Vol, veh/h		1243			943			927				
Approach Delay, s/veh		4.6			16.7			18.0				
Approach LOS		A			B			B				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		43.1		46.9				46.9				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		28.0		50.0				50.0				
Max Q Clear Time (g_c+I1), s		11.6		31.7				13.4				
Green Ext Time (p_c), s		4.6		9.2				7.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.3									
HCM 7th LOS			B									

DRI 4321 680 Spring Street
5: Spring St NW & I-75-85 NB ramps/Linden Ave NW

2027 No-Build PM

	→	↘	↙	←	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↘	↑	↑↑↑	↘
Traffic Volume (vph)	134	8	140	639	1488	343
Future Volume (vph)	134	8	140	639	1488	343
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	37.0	37.0	11.0	48.0	42.0	42.0
Total Split (%)	41.1%	41.1%	12.2%	53.3%	46.7%	46.7%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effect Green (s)	25.8	25.8	36.8	36.8	41.2	41.2
Actuated g/C Ratio	0.29	0.29	0.41	0.41	0.46	0.46
v/c Ratio	0.14	0.01	0.32	0.86	0.71	0.46
Control Delay (s/veh)	22.6	0.0	17.9	35.6	10.0	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.6	0.0	17.9	35.6	10.0	3.5
LOS	C	A	B	D	B	A
Approach Delay (s/veh)	21.4			32.4	8.9	
Approach LOS	C			C	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 16.0

Intersection LOS: B

Intersection Capacity Utilization 76.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 5: Spring St NW & I-75-85 NB ramps/Linden Ave NW



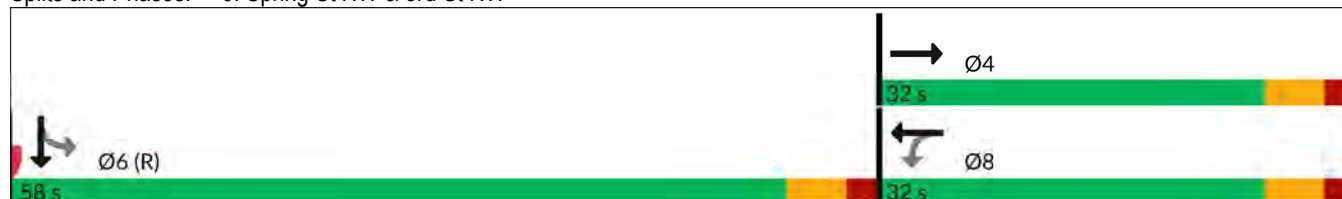
DRI 4321 680 Spring Street
5: Spring St NW & I-75-85 NB ramps/Linden Ave NW

2027 No-Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑						↑↑↑	↑
Traffic Volume (veh/h)	0	134	8	140	639	0	0	0	0	78	1488	343
Future Volume (veh/h)	0	134	8	140	639	0	0	0	0	78	1488	343
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1870	1900
Adj Flow Rate, veh/h	0	140	0	146	666	0				81	1550	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	2	0
Cap, veh/h	0	959		480	737	0				125	2394	
Arrive On Green	0.00	0.27	0.00	0.06	0.39	0.00				0.16	0.16	0.00
Sat Flow, veh/h	0	3705	1610	1810	1900	0				261	5000	1610
Grp Volume(v), veh/h	0	140	0	146	666	0				576	1055	0
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1857	1702	1610
Q Serve(g_s), s	0.0	2.7	0.0	5.0	29.7	0.0				26.2	26.2	0.0
Cycle Q Clear(g_c), s	0.0	2.7	0.0	5.0	29.7	0.0				26.2	26.2	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.14		1.00
Lane Grp Cap(c), veh/h	0	959		480	737	0				889	1630	
V/C Ratio(X)	0.00	0.15		0.30	0.90	0.00				0.65	0.65	
Avail Cap(c_a), veh/h	0	1243		480	887	0				889	1630	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				0.40	0.40	0.00
Uniform Delay (d), s/veh	0.0	25.2	0.0	21.4	26.0	0.0				30.8	30.8	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.4	11.1	0.0				1.5	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.0	2.1	14.8	0.0				13.2	12.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	25.3	0.0	21.7	37.1	0.0				32.2	31.6	0.0
LnGrp LOS		C		C	D					C	C	
Approach Vol, veh/h		140			812						1631	
Approach Delay, s/veh		25.3			34.3						31.8	
Approach LOS		C			C						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			11.0	29.9		49.1		40.9				
Change Period (Y+Rc), s			6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s			5.0	31.0		36.0		42.0				
Max Q Clear Time (g_c+I1), s			7.0	4.7		28.2		31.7				
Green Ext Time (p_c), s			0.0	0.8		5.7		3.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			32.2									
HCM 7th LOS			C									
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

	→	↗	←	↓
Lane Group	EBT	WBL	WBT	SBT
Lane Configurations	↰		↱	↱↱↱
Traffic Volume (vph)	0	103	1	1180
Future Volume (vph)	0	103	1	1180
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		8		
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0
Total Split (s)	32.0	32.0	32.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	12.2		12.5	69.3
Actuated g/C Ratio	0.14		0.14	0.77
v/c Ratio	0.01		0.58	0.35
Control Delay (s/veh)	0.0		47.3	4.9
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	0.0		47.3	4.9
LOS	A		D	A
Approach Delay (s/veh)			47.3	4.9
Approach LOS			D	A
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 1 (1%), Referenced to phase 2: and 6:SBTL, Start of Green				
Natural Cycle: 50				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.58				
Intersection Signal Delay (s/veh): 8.1			Intersection LOS: A	
Intersection Capacity Utilization 49.3%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 6: Spring St NW & 3rd St NW



DRI 4321 680 Spring Street
6: Spring St NW & 3rd St NW

2027 No-Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										  		
Traffic Volume (veh/h)	0	0	2	103	1	0	0	0	0	90	1180	1
Future Volume (veh/h)	0	0	2	103	1	0	0	0	0	90	1180	1
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1870	1900
Adj Flow Rate, veh/h	0	0	2	110	1	0				96	1255	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	2	0
Cap, veh/h	0	0	157	217	1	0				296	3872	3
Arrive On Green	0.00	0.00	0.10	0.10	0.10	0.00				0.77	0.77	0.77
Sat Flow, veh/h	0	0	1610	1411	13	0				385	5034	4
Grp Volume(v), veh/h	0	0	2	111	0	0				462	424	466
Grp Sat Flow(s),veh/h/ln	0	0	1610	1424	0	0				1851	1702	1870
Q Serve(g_s), s	0.0	0.0	0.1	6.8	0.0	0.0				6.9	6.9	6.9
Cycle Q Clear(g_c), s	0.0	0.0	0.1	6.9	0.0	0.0				6.9	6.9	6.9
Prop In Lane	0.00		1.00	0.99		0.00				0.21		0.00
Lane Grp Cap(c), veh/h	0	0	157	218	0	0				1424	1309	1438
V/C Ratio(X)	0.00	0.00	0.01	0.51	0.00	0.00				0.32	0.32	0.32
Avail Cap(c_a), veh/h	0	0	465	494	0	0				1424	1309	1438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.7	39.8	0.0	0.0				3.2	3.2	3.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.0				0.6	0.7	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.5	0.0	0.0				1.9	1.7	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	36.7	41.6	0.0	0.0				3.8	3.8	3.8
LnGrp LOS			D	D						A	A	A
Approach Vol, veh/h	2				111						1352	
Approach Delay, s/veh	36.7				41.6						3.8	
Approach LOS	D				D						A	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				14.8		75.2		14.8				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				26.0		52.0		26.0				
Max Q Clear Time (g_c+I1), s				2.1		8.9		8.9				
Green Ext Time (p_c), s				0.0		11.1		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	6.7											
HCM 7th LOS	A											

1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW

	→	↙	←	↓
Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	18	316	14	1358
v/c Ratio	0.15	0.77	0.03	0.37
Control Delay (s/veh)	30.0	30.7	12.5	10.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.0	30.7	12.5	10.4
Queue Length 50th (ft)	5	183	2	85
Queue Length 95th (ft)	26	267	20	136
Internal Link Dist (ft)	237		359	252
Turn Bay Length (ft)				
Base Capacity (vph)	335	476	469	3679
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.05	0.66	0.03	0.37
Intersection Summary				

1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW



Lane Group	EBT	WBL	WBT	SBT
Lane Configurations	→	↵	→	↵↵↵
Traffic Volume (vph)	9	138	17	613
Future Volume (vph)	9	138	17	613
Turn Type	NA	Split	NA	NA
Protected Phases	4	8	8	6
Permitted Phases				
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0
Total Split (s)	25.0	30.0	30.0	35.0
Total Split (%)	27.8%	33.3%	33.3%	38.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effect Green (s)	6.4	12.9	12.9	57.3
Actuated g/C Ratio	0.07	0.14	0.14	0.64
v/c Ratio	0.22	0.59	0.07	0.23
Control Delay (s/veh)	24.8	43.8	32.9	7.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.8	43.8	32.9	7.0
LOS	C	D	C	A
Approach Delay (s/veh)	24.8		42.6	7.0
Approach LOS	C		D	A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 24 (27%), Referenced to phase 2: and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 14.1

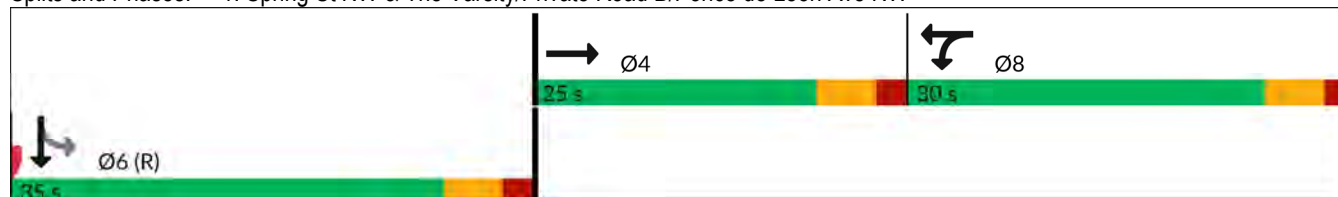
Intersection LOS: B

Intersection Capacity Utilization 39.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW



1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										  		
Traffic Volume (veh/h)	0	9	19	138	17	0	0	0	0	52	613	2
Future Volume (veh/h)	0	9	19	138	17	0	0	0	0	52	613	2
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1885	1900	0				1870	1870	1900
Adj Flow Rate, veh/h	0	10	21	150	18	0				57	666	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	1	0	0				2	2	0
Cap, veh/h	0	17	37	193	204	0				281	3288	10
Arrive On Green	0.00	0.03	0.03	0.11	0.11	0.00				0.22	0.22	0.22
Sat Flow, veh/h	0	544	1143	1795	1900	0				425	4978	15
Grp Volume(v), veh/h	0	0	31	150	18	0				248	227	250
Grp Sat Flow(s),veh/h/ln	0	0	1687	1795	1900	0				1849	1702	1867
Q Serve(g_s), s	0.0	0.0	1.6	7.3	0.8	0.0				9.9	9.8	9.8
Cycle Q Clear(g_c), s	0.0	0.0	1.6	7.3	0.8	0.0				9.9	9.8	9.8
Prop In Lane	0.00		0.68	1.00		0.00				0.23		0.01
Lane Grp Cap(c), veh/h	0	0	54	193	204	0				1221	1124	1233
V/C Ratio(X)	0.00	0.00	0.57	0.78	0.09	0.00				0.20	0.20	0.20
Avail Cap(c_a), veh/h	0	0	356	479	507	0				1221	1124	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	0.81	0.81	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	42.9	39.1	36.2	0.0				15.8	15.8	15.8
Incr Delay (d2), s/veh	0.0	0.0	9.2	5.4	0.1	0.0				0.4	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.8	3.4	0.4	0.0				4.6	4.2	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	52.1	44.5	36.3	0.0				16.2	16.2	16.2
LnGrp LOS			D	D	D					B	B	B
Approach Vol, veh/h	31				168						725	
Approach Delay, s/veh	52.1				43.6						16.2	
Approach LOS	D				D						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				8.9		65.4		15.7				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				19.0		29.0		24.0				
Max Q Clear Time (g_c+I1), s				3.6		11.9		9.3				
Green Ext Time (p_c), s				0.1		3.9		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	22.4											
HCM 7th LOS	C											

DRI 4321 680 Spring Street
2: Spring St NW & SR 8/US 29/78/278/North Ave NW

2027 Build AM

	→	↘	↙	←	↓
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑↑	↑	↘	↑↑	↑↑↑
Traffic Volume (vph)	1017	405	403	493	548
Future Volume (vph)	1017	405	403	493	548
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	4		3	8	6
Permitted Phases		4	8		
Detector Phase	4	4	3	8	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0
Total Split (s)	35.0	35.0	30.0	65.0	25.0
Total Split (%)	38.9%	38.9%	33.3%	72.2%	27.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max
Act Effect Green (s)	27.6	27.6	53.3	53.3	24.7
Actuated g/C Ratio	0.31	0.31	0.59	0.59	0.27
v/c Ratio	0.70	0.78	0.86	0.26	0.44
Control Delay (s/veh)	30.2	30.7	38.1	3.6	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.2	30.7	38.1	3.6	18.9
LOS	C	C	D	A	B
Approach Delay (s/veh)	30.3			19.1	18.9
Approach LOS	C			B	B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 12 (13%), Referenced to phase 2: and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 24.3

Intersection LOS: C

Intersection Capacity Utilization 79.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: Spring St NW & SR 8/US 29/78/278/North Ave NW



DRI 4321 680 Spring Street
2: Spring St NW & SR 8/US 29/78/278/North Ave NW

2027 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑↑↑	
Traffic Volume (veh/h)	0	1017	405	403	493	0	0	0	0	80	548	95
Future Volume (veh/h)	0	1017	405	403	493	0	0	0	0	80	548	95
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1841	1856	1841	1826	0				1885	1856	1900
Adj Flow Rate, veh/h	0	1071	426	424	519	0				84	577	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	4	3	4	5	0				1	3	0
Cap, veh/h	0	1569	480	453	1981	0				219	1503	253
Arrive On Green	0.00	0.31	0.31	0.38	1.00	0.00				0.10	0.10	0.10
Sat Flow, veh/h	0	5191	1538	1753	3561	0				741	5086	856
Grp Volume(v), veh/h	0	1071	426	424	519	0				206	359	195
Grp Sat Flow(s),veh/h/ln	0	1675	1538	1753	1735	0				1819	1596	1673
Q Serve(g_s), s	0.0	16.8	23.7	14.4	0.0	0.0				9.6	9.5	9.9
Cycle Q Clear(g_c), s	0.0	16.8	23.7	14.4	0.0	0.0				9.6	9.5	9.9
Prop In Lane	0.00		1.00	1.00		0.00				0.41		0.51
Lane Grp Cap(c), veh/h	0	1569	480	453	1981	0				537	943	494
V/C Ratio(X)	0.00	0.68	0.89	0.94	0.26	0.00				0.38	0.38	0.40
Avail Cap(c_a), veh/h	0	1619	495	583	2274	0				537	943	494
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	1.00	0.91	0.91	0.00				0.97	0.97	0.97
Uniform Delay (d), s/veh	0.0	27.0	29.4	24.5	0.0	0.0				32.9	32.9	33.1
Incr Delay (d2), s/veh	0.0	1.1	17.2	18.5	0.1	0.0				2.0	1.1	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.6	10.6	8.4	0.0	0.0				4.8	4.1	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	28.2	46.6	43.0	0.1	0.0				34.9	34.0	35.4
LnGrp LOS		C	D	D	A					C	C	D
Approach Vol, veh/h		1497			943						761	
Approach Delay, s/veh		33.4			19.4						34.6	
Approach LOS		C			B						C	
Timer - Assigned Phs			3	4		6			8			
Phs Duration (G+Y+Rc), s			23.3	34.1		32.6			57.4			
Change Period (Y+Rc), s			6.0	6.0		6.0			6.0			
Max Green Setting (Gmax), s			24.0	29.0		19.0			59.0			
Max Q Clear Time (g_c+I1), s			16.4	25.7		11.9			2.0			
Green Ext Time (p_c), s			0.9	2.4		2.7			3.8			
Intersection Summary												
HCM 7th Control Delay, s/veh			29.6									
HCM 7th LOS			C									

DRI 4321 680 Spring Street
3: W Peachtree St NW & Ponce de Leon Ave NW

2027 Build AM



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations		↶	↶	↶	↶↶↶
Traffic Volume (vph)	38	51	132	146	875
Future Volume (vph)	38	51	132	146	875
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		2
Permitted Phases	4			8	
Detector Phase	4	4	8	8	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0
Total Split (s)	42.0	42.0	42.0	42.0	48.0
Total Split (%)	46.7%	46.7%	46.7%	46.7%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	C-Max
Act Effect Green (s)		12.3	12.3	12.3	65.7
Actuated g/C Ratio		0.14	0.14	0.14	0.73
v/c Ratio		0.49	0.55	0.59	0.23
Control Delay (s/veh)		38.3	43.9	30.2	2.0
Queue Delay		0.0	0.0	0.0	0.0
Total Delay (s/veh)		38.3	43.9	30.2	2.0
LOS		D	D	C	A
Approach Delay (s/veh)		38.3	36.7		2.0
Approach LOS		D	D		A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 70 (78%), Referenced to phase 2:NBTL and 6:, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 11.6

Intersection LOS: B

Intersection Capacity Utilization 49.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: W Peachtree St NW & Ponce de Leon Ave NW



DRI 4321 680 Spring Street
3: W Peachtree St NW & Ponce de Leon Ave NW

2027 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	51	0	0	132	146	58	875	43	0	0	0
Future Volume (veh/h)	38	51	0	0	132	146	58	875	43	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1841	0	0	1870	1885	1900	1856	1233			
Adj Flow Rate, veh/h	40	54	0	0	140	155	62	931	46			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	4	0	0	2	1	0	3	45			
Cap, veh/h	109	124	0	0	292	241	289	4343	214			
Arrive On Green	0.16	0.16	0.00	0.00	0.16	0.16	0.23	0.23	0.23			
Sat Flow, veh/h	333	797	0	0	1870	1542	407	6112	300			
Grp Volume(v), veh/h	94	0	0	0	140	155	280	485	274			
Grp Sat Flow(s),veh/h/ln	1130	0	0	0	1870	1542	1835	1596	1793			
Q Serve(g_s), s	2.2	0.0	0.0	0.0	6.1	8.5	11.1	11.0	11.1			
Cycle Q Clear(g_c), s	8.3	0.0	0.0	0.0	6.1	8.5	11.1	11.0	11.1			
Prop In Lane	0.43		0.00	0.00		1.00	0.22		0.17			
Lane Grp Cap(c), veh/h	233	0	0	0	292	241	1304	2268	1274			
V/C Ratio(X)	0.40	0.00	0.00	0.00	0.48	0.64	0.21	0.21	0.22			
Avail Cap(c_a), veh/h	573	0	0	0	748	617	1304	2268	1274			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.98	0.00	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	35.0	0.0	0.0	0.0	34.6	35.6	14.2	14.2	14.2			
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	1.2	2.9	0.4	0.2	0.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.0	2.8	3.3	5.2	4.5	5.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.1	0.0	0.0	0.0	35.9	38.5	14.6	14.4	14.6			
LnGrp LOS	D				D	D	B	B	B			
Approach Vol, veh/h	94			295			1039					
Approach Delay, s/veh	36.1			37.2			14.5					
Approach LOS	D			D			B					
Timer - Assigned Phs	2			4			8					
Phs Duration (G+Y+Rc), s	69.9			20.1			20.1					
Change Period (Y+Rc), s	6.0			6.0			6.0					
Max Green Setting (Gmax), s	42.0			36.0			36.0					
Max Q Clear Time (g_c+I1), s	13.1			10.3			10.5					
Green Ext Time (p_c), s	7.3			0.5			1.3					
Intersection Summary												
HCM 7th Control Delay, s/veh	20.6											
HCM 7th LOS	C											

DRI 4321 680 Spring Street
4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW

2027 Build AM

						
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	293	938	750	96	567	129
Future Volume (vph)	293	938	750	96	567	129
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			2		2
Detector Phase	4	4	8	2	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	61.0	61.0	61.0	29.0	29.0	29.0
Total Split (%)	67.8%	67.8%	67.8%	32.2%	32.2%	32.2%
Yellow Time (s)	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
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)		47.8	47.8	30.2	30.2	30.2
Actuated g/C Ratio		0.53	0.53	0.34	0.34	0.34
v/c Ratio		1.39dl	0.44	0.19	0.29	0.27
Control Delay (s/veh)		9.0	12.9	25.0	23.6	9.2
Queue Delay		0.4	0.0	0.0	0.0	0.0
Total Delay (s/veh)		9.4	12.9	25.0	23.6	9.2
LOS		A	B	C	C	A
Approach Delay (s/veh)		9.4	12.9		21.4	
Approach LOS		A	B		C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 4 (4%), Referenced to phase 2:NBTL and 6:, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 13.7

Intersection LOS: B

Intersection Capacity Utilization 76.3%

ICU Level of Service D

Analysis Period (min) 15

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW



4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			  				
Traffic Volume (veh/h)	293	938	0	0	750	272	96	567	129	0	0	0
Future Volume (veh/h)	293	938	0	0	750	272	96	567	129	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	1.00		0.87			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1841	1826	1811	1811	1856			
Adj Flow Rate, veh/h	305	977	0	0	781	283	100	591	134			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	4	5	6	6	3			
Cap, veh/h	342	1878	0	0	2186	782	441	1592	348			
Arrive On Green	1.00	1.00	0.00	0.00	0.61	0.61	0.26	0.26	0.26			
Sat Flow, veh/h	429	3225	0	0	3743	1280	1725	6230	1362			
Grp Volume(v), veh/h	305	977	0	0	731	333	100	591	134			
Grp Sat Flow(s),veh/h/ln	429	1537	0	0	1675	1507	1725	1558	1362			
Q Serve(g_s), s	45.1	0.0	0.0	0.0	9.8	9.9	4.1	7.0	7.3			
Cycle Q Clear(g_c), s	55.0	0.0	0.0	0.0	9.8	9.9	4.1	7.0	7.3			
Prop In Lane	1.00		0.00	0.00		0.85	1.00		1.00			
Lane Grp Cap(c), veh/h	342	1878	0	0	2047	921	441	1592	348			
V/C Ratio(X)	0.89	0.52	0.00	0.00	0.36	0.36	0.23	0.37	0.38			
Avail Cap(c_a), veh/h	342	1878	0	0	2047	921	441	1592	348			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.65	0.65	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.1	0.0	0.0	0.0	8.7	8.7	26.5	27.6	27.7			
Incr Delay (d2), s/veh	17.2	0.2	0.0	0.0	0.1	0.2	1.2	0.7	3.2			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	0.0	3.1	2.9	1.8	2.6	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.3	0.2	0.0	0.0	8.8	9.0	27.7	28.2	30.9			
LnGrp LOS	C	A			A	A	C	C	C			
Approach Vol, veh/h		1282			1064			825				
Approach Delay, s/veh		6.2			8.9			28.6				
Approach LOS		A			A			C				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		29.0		61.0				61.0				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		23.0		55.0				55.0				
Max Q Clear Time (g_c+I1), s		9.3		57.0				11.9				
Green Ext Time (p_c), s		4.0		0.0				9.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.9									
HCM 7th LOS			B									

DRI 4321 680 Spring Street
5: Spring St NW & I-75-85 NB ramps/Linden Ave NW

2027 Build AM

	→	↘	↙	←	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↘	↑	↙↑↑	↘
Traffic Volume (vph)	338	19	111	327	1007	402
Future Volume (vph)	338	19	111	327	1007	402
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	28.0	28.0	14.0	42.0	48.0	48.0
Total Split (%)	31.1%	31.1%	15.6%	46.7%	53.3%	53.3%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effect Green (s)	15.1	15.1	25.4	24.3	53.7	53.7
Actuated g/C Ratio	0.17	0.17	0.28	0.27	0.60	0.60
v/c Ratio	0.59	0.06	0.38	0.67	0.43	0.39
Control Delay (s/veh)	38.6	0.3	29.8	35.3	7.8	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.6	0.3	29.8	35.3	7.8	2.3
LOS	D	A	C	D	A	A
Approach Delay (s/veh)	36.5			33.9	6.4	
Approach LOS	D			C	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 85 (94%), Referenced to phase 2: and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 15.9

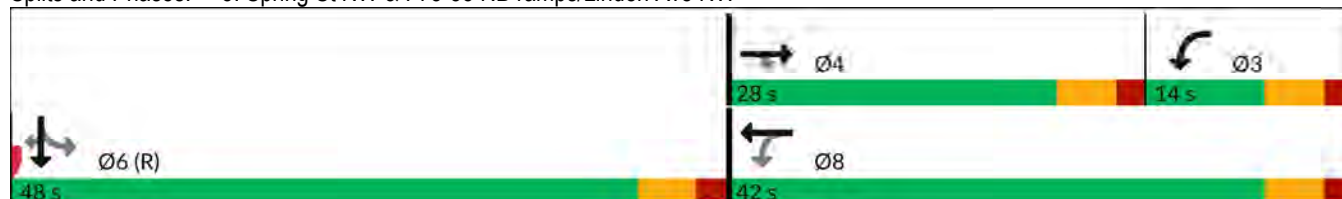
Intersection LOS: B

Intersection Capacity Utilization 56.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Spring St NW & I-75-85 NB ramps/Linden Ave NW



DRI 4321 680 Spring Street
5: Spring St NW & I-75-85 NB ramps/Linden Ave NW

2027 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑						↑↑↑	↗
Traffic Volume (veh/h)	0	338	19	111	327	0	0	0	0	200	1007	402
Future Volume (veh/h)	0	338	19	111	327	0	0	0	0	200	1007	402
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1856	1900
Adj Flow Rate, veh/h	0	356	0	117	344	0				211	1060	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	3	0
Cap, veh/h	0	488		194	483	0				527	2650	
Arrive On Green	0.00	0.14	0.00	0.05	0.25	0.00				0.20	0.20	0.00
Sat Flow, veh/h	0	3705	1610	1810	1900	0				861	4328	1610
Grp Volume(v), veh/h	0	356	0	117	344	0				444	827	0
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1812	1689	1610
Q Serve(g_s), s	0.0	8.5	0.0	0.6	14.8	0.0				19.1	19.1	0.0
Cycle Q Clear(g_c), s	0.0	8.5	0.0	0.6	14.8	0.0				19.1	19.1	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.48		1.00
Lane Grp Cap(c), veh/h	0	488		194	483	0				1110	2068	
V/C Ratio(X)	0.00	0.73		0.60	0.71	0.00				0.40	0.40	
Avail Cap(c_a), veh/h	0	882		260	760	0				1110	2068	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				0.72	0.72	0.00
Uniform Delay (d), s/veh	0.0	37.3	0.0	40.3	30.5	0.0				21.6	21.6	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	3.0	2.0	0.0				0.8	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	0.0	2.6	6.8	0.0				9.4	8.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	39.5	0.0	43.3	32.5	0.0				22.3	22.0	0.0
LnGrp LOS		D		D	C					C	C	
Approach Vol, veh/h		356			461						1271	
Approach Delay, s/veh		39.5			35.2						22.1	
Approach LOS		D			D						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			10.7	18.2		61.1		28.9				
Change Period (Y+Rc), s			6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s			8.0	22.0		42.0		36.0				
Max Q Clear Time (g_c+l1), s			2.6	10.5		21.1		16.8				
Green Ext Time (p_c), s			0.1	1.6		8.8		1.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			28.0									
HCM 7th LOS			C									
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

	→	↙	←	↓
Lane Group	EBT	WBL	WBT	SBT
Lane Configurations	↶		↷	↶↷↶↷
Traffic Volume (vph)	0	54	1	658
Future Volume (vph)	0	54	1	658
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		8		
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0
Total Split (s)	36.0	36.0	36.0	54.0
Total Split (%)	40.0%	40.0%	40.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	9.0		9.0	72.5
Actuated g/C Ratio	0.10		0.10	0.81
v/c Ratio	0.01		0.42	0.18
Control Delay (s/veh)	0.0		46.3	2.9
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	0.0		46.3	2.9
LOS	A		D	A
Approach Delay (s/veh)			46.3	2.9
Approach LOS			D	A
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 18 (20%), Referenced to phase 2: and 6:SBTL, Start of Green				
Natural Cycle: 50				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.42				
Intersection Signal Delay (s/veh): 6.0			Intersection LOS: A	
Intersection Capacity Utilization 35.9%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 6: Spring St NW & 3rd St NW



DRI 4321 680 Spring Street
6: Spring St NW & 3rd St NW

2027 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										  		
Traffic Volume (veh/h)	0	0	4	54	1	0	0	0	0	59	658	3
Future Volume (veh/h)	0	0	4	54	1	0	0	0	0	59	658	3
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1870	1900
Adj Flow Rate, veh/h	0	0	4	56	1	0				61	678	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	2	0
Cap, veh/h	0	0	83	149	1	0				362	4034	18
Arrive On Green	0.00	0.00	0.05	0.05	0.05	0.00				0.81	0.81	0.81
Sat Flow, veh/h	0	0	1610	1351	24	0				444	4949	22
Grp Volume(v), veh/h	0	0	4	57	0	0				254	233	255
Grp Sat Flow(s),veh/h/ln	0	0	1610	1375	0	0				1848	1702	1866
Q Serve(g_s), s	0.0	0.0	0.2	3.5	0.0	0.0				2.6	2.6	2.6
Cycle Q Clear(g_c), s	0.0	0.0	0.2	3.7	0.0	0.0				2.6	2.6	2.6
Prop In Lane	0.00		1.00	0.98		0.00				0.24		0.01
Lane Grp Cap(c), veh/h	0	0	83	150	0	0				1506	1387	1520
V/C Ratio(X)	0.00	0.00	0.05	0.38	0.00	0.00				0.17	0.17	0.17
Avail Cap(c_a), veh/h	0	0	537	556	0	0				1506	1387	1520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	40.6	42.3	0.0	0.0				1.8	1.8	1.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.6	0.0	0.0				0.2	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	1.3	0.0	0.0				0.5	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	40.8	43.9	0.0	0.0				2.0	2.0	2.0
LnGrp LOS			D	D						A	A	A
Approach Vol, veh/h	4				57						742	
Approach Delay, s/veh	40.8				43.9						2.0	
Approach LOS	D				D						A	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				10.7		79.3		10.7				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				30.0		48.0		30.0				
Max Q Clear Time (g_c+I1), s				2.2		4.6		5.7				
Green Ext Time (p_c), s				0.0		4.9		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				5.2								
HCM 7th LOS				A								

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↑↑↑	
Traffic Vol, veh/h	0	16	0	0	651	6
Future Vol, veh/h	0	16	0	0	651	6
Conflicting Peds, #/hr	0	0	10	0	0	10
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	0	16	0	0	671	6

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	349	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	7.1	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.9	-	-
Pot Cap-1 Maneuver	0	557	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	552	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s/v11.72		0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	552	-	-
HCM Lane V/C Ratio	0.03	-	-
HCM Control Delay (s/veh)	11.7	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW



Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	31	150	18	725
v/c Ratio	0.22	0.59	0.07	0.23
Control Delay (s/veh)	24.8	43.8	32.9	7.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.8	43.8	32.9	7.0
Queue Length 50th (ft)	6	91	11	54
Queue Length 95th (ft)	32	151	33	69
Internal Link Dist (ft)	237		359	252
Turn Bay Length (ft)				
Base Capacity (vph)	377	476	506	3219
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.08	0.32	0.04	0.23
Intersection Summary				

1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW



Lane Group	EBT	WBL	WBT	SBT
Lane Configurations	↩	↩	↩	↩↩↩
Traffic Volume (vph)	18	297	46	1221
Future Volume (vph)	18	297	46	1221
Turn Type	NA	Split	NA	NA
Protected Phases	4	8	8	6
Permitted Phases				
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0
Total Split (s)	24.0	29.0	29.0	37.0
Total Split (%)	26.7%	32.2%	32.2%	41.1%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effect Green (s)	6.9	21.0	21.0	48.7
Actuated g/C Ratio	0.08	0.23	0.23	0.54
v/c Ratio	0.31	0.76	0.11	0.50
Control Delay (s/veh)	26.1	33.2	15.8	12.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.1	33.2	15.8	12.8
LOS	C	C	B	B
Approach Delay (s/veh)	26.1		30.9	12.8
Approach LOS	C		C	B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 84 (93%), Referenced to phase 2: and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay (s/veh): 16.9

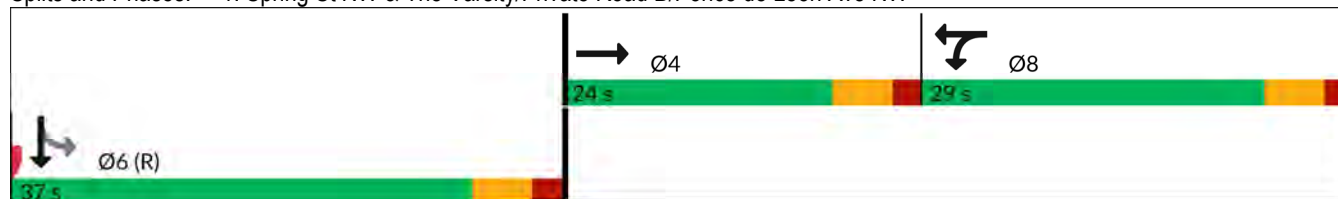
Intersection LOS: B

Intersection Capacity Utilization 60.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW



1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	18	27	297	46	0	0	0	0	68	1221	7
Future Volume (veh/h)	0	18	27	297	46	0	0	0	0	68	1221	7
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1841	1885	1870	0				1885	1870	1900
Adj Flow Rate, veh/h	0	19	29	316	49	0				72	1299	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	1	2	0				1	2	0
Cap, veh/h	0	38	58	359	374	0				154	2770	15
Arrive On Green	0.00	0.06	0.06	0.20	0.20	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	649	990	1795	1870	0				283	5112	28
Grp Volume(v), veh/h	0	0	48	316	49	0				472	433	474
Grp Sat Flow(s),veh/h/ln	0	0	1639	1795	1870	0				1856	1702	1864
Q Serve(g_s), s	0.0	0.0	2.6	15.4	1.9	0.0				20.5	20.5	20.5
Cycle Q Clear(g_c), s	0.0	0.0	2.6	15.4	1.9	0.0				20.5	20.5	20.5
Prop In Lane	0.00		0.60	1.00		0.00				0.15		0.01
Lane Grp Cap(c), veh/h	0	0	95	359	374	0				1006	922	1010
V/C Ratio(X)	0.00	0.00	0.50	0.88	0.13	0.00				0.47	0.47	0.47
Avail Cap(c_a), veh/h	0	0	328	459	478	0				1006	922	1010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	0.70	0.70	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	41.1	35.0	29.6	0.0				25.3	25.3	25.3
Incr Delay (d2), s/veh	0.0	0.0	4.1	11.0	0.1	0.0				1.6	1.7	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.1	7.6	0.9	0.0				10.5	9.7	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	45.2	45.9	29.7	0.0				26.9	27.1	26.9
LnGrp LOS			D	D	C					C	C	C
Approach Vol, veh/h		48			365						1378	
Approach Delay, s/veh		45.2			43.7						27.0	
Approach LOS		D			D						C	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				11.2		54.8		24.0				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				18.0		31.0		23.0				
Max Q Clear Time (g_c+I1), s				4.6		22.5		17.4				
Green Ext Time (p_c), s				0.1		5.1		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			30.9									
HCM 7th LOS			C									

DRI 4321 680 Spring Street
2: Spring St NW & SR 8/US 29/78/278/North Ave NW

2027 Build PM

	→	↘	↙	←	↓
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑↑	↑	↘	↑↑	↑↑↑↑
Traffic Volume (vph)	820	536	316	669	1269
Future Volume (vph)	820	536	316	669	1269
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	4		3	8	6
Permitted Phases		4	8		
Detector Phase	4	4	3	8	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0
Total Split (s)	42.0	42.0	18.0	60.0	30.0
Total Split (%)	46.7%	46.7%	20.0%	66.7%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	None	C-Max
Act Effect Green (s)	34.3	34.3	52.2	52.2	25.8
Actuated g/C Ratio	0.38	0.38	0.58	0.58	0.29
v/c Ratio	0.44	0.90	0.79	0.34	0.88
Control Delay (s/veh)	21.2	39.7	27.5	5.4	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.2	39.7	27.5	5.4	27.5
LOS	C	D	C	A	C
Approach Delay (s/veh)	28.5			12.5	27.5
Approach LOS	C			B	C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay (s/veh): 24.0

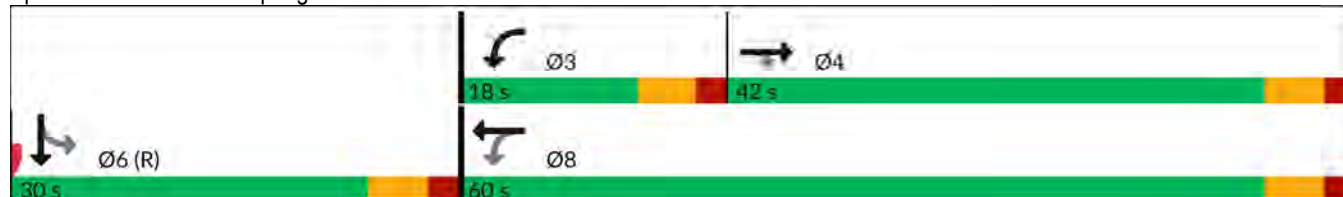
Intersection LOS: C

Intersection Capacity Utilization 92.4%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 2: Spring St NW & SR 8/US 29/78/278/North Ave NW



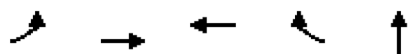
DRI 4321 680 Spring Street
2: Spring St NW & SR 8/US 29/78/278/North Ave NW

2027 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↖	↑↑						↑↑↑	
Traffic Volume (veh/h)	0	820	536	316	669	0	0	0	0	151	1269	110
Future Volume (veh/h)	0	820	536	316	669	0	0	0	0	151	1269	110
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1885	1870	1870	0				1900	1870	1885
Adj Flow Rate, veh/h	0	854	558	329	697	0				157	1322	115
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	1	1	2	2	0				0	2	1
Cap, veh/h	0	2022	596	421	2107	0				184	1548	134
Arrive On Green	0.00	0.39	0.39	0.27	1.00	0.00				0.09	0.09	0.09
Sat Flow, veh/h	0	5316	1517	1781	3647	0				672	5656	491
Grp Volume(v), veh/h	0	854	558	329	697	0				429	752	413
Grp Sat Flow(s),veh/h/ln	0	1716	1517	1781	1777	0				1837	1609	1765
Q Serve(g_s), s	0.0	10.9	31.8	10.1	0.0	0.0				20.7	20.7	20.8
Cycle Q Clear(g_c), s	0.0	10.9	31.8	10.1	0.0	0.0				20.7	20.7	20.8
Prop In Lane	0.00		1.00	1.00		0.00				0.37		0.28
Lane Grp Cap(c), veh/h	0	2022	596	421	2107	0				503	881	483
V/C Ratio(X)	0.00	0.42	0.94	0.78	0.33	0.00				0.85	0.85	0.86
Avail Cap(c_a), veh/h	0	2059	607	421	2132	0				503	881	483
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	1.00	0.93	0.93	0.00				0.82	0.82	0.82
Uniform Delay (d), s/veh	0.0	19.9	26.2	12.4	0.0	0.0				39.2	39.2	39.2
Incr Delay (d2), s/veh	0.0	0.1	22.0	8.6	0.1	0.0				14.1	8.6	14.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.1	14.3	3.7	0.0	0.0				12.1	9.9	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	20.0	48.2	21.0	0.1	0.0				53.3	47.8	53.9
LnGrp LOS		C	D	C	A					D	D	D
Approach Vol, veh/h		1412			1026						1594	
Approach Delay, s/veh		31.2			6.8						50.9	
Approach LOS		C			A						D	
Timer - Assigned Phs			3	4		6			8			
Phs Duration (G+Y+Rc), s			18.0	41.4		30.6			59.4			
Change Period (Y+Rc), s			6.0	6.0		6.0			6.0			
Max Green Setting (Gmax), s			12.0	36.0		24.0			54.0			
Max Q Clear Time (g_c+I1), s			12.1	33.8		22.8			2.0			
Green Ext Time (p_c), s			0.0	1.6		1.0			5.5			
Intersection Summary												
HCM 7th Control Delay, s/veh			32.7									
HCM 7th LOS			C									

DRI 4321 680 Spring Street
3: W Peachtree St NW & Ponce de Leon Ave NW

2027 Build PM



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations		↰	↰	↰	↰
Traffic Volume (vph)	36	79	221	107	796
Future Volume (vph)	36	79	221	107	796
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		2
Permitted Phases	4			8	
Detector Phase	4	4	8	8	2
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0
Total Split (s)	43.0	43.0	43.0	43.0	47.0
Total Split (%)	47.8%	47.8%	47.8%	47.8%	52.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	C-Max
Act Effect Green (s)		16.5	16.5	16.5	61.5
Actuated g/C Ratio		0.18	0.18	0.18	0.68
v/c Ratio		0.53	0.66	0.33	0.24
Control Delay (s/veh)		32.8	42.7	16.0	3.6
Queue Delay		0.0	0.0	0.0	0.0
Total Delay (s/veh)		32.8	42.7	16.0	3.6
LOS		C	D	B	A
Approach Delay (s/veh)		32.8	34.0		3.6
Approach LOS		C	C		A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 64 (71%), Referenced to phase 2:NBTL and 6:, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 13.1

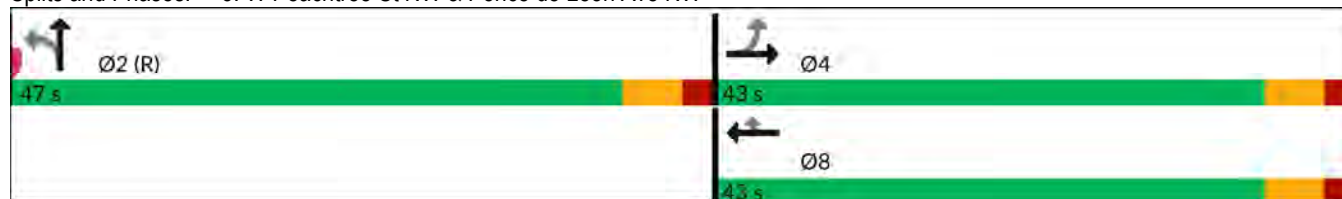
Intersection LOS: B

Intersection Capacity Utilization 56.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: W Peachtree St NW & Ponce de Leon Ave NW



DRI 4321 680 Spring Street
3: W Peachtree St NW & Ponce de Leon Ave NW

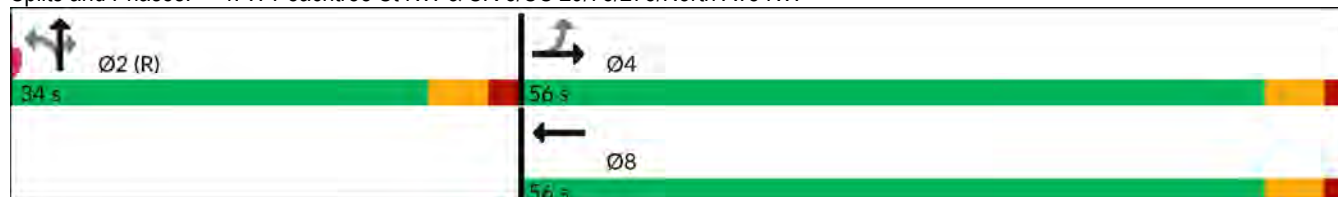
2027 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	79	0	0	221	107	68	796	90	0	0	0
Future Volume (veh/h)	36	79	0	0	221	107	68	796	90	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.94	1.00		0.93			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1856	1885	0	0	1900	1885	1870	1856	1722			
Adj Flow Rate, veh/h	37	81	0	0	228	110	70	821	93			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	3	1	0	0	0	1	2	3	12			
Cap, veh/h	85	159	0	0	345	272	328	3842	428			
Arrive On Green	0.06	0.06	0.00	0.00	0.18	0.18	0.23	0.23	0.23			
Sat Flow, veh/h	181	877	0	0	1900	1497	479	5610	625			
Grp Volume(v), veh/h	118	0	0	0	228	110	268	465	252			
Grp Sat Flow(s),veh/h/ln	1058	0	0	0	1900	1497	1832	1596	1690			
Q Serve(g_s), s	1.7	0.0	0.0	0.0	10.0	5.8	10.7	10.7	10.9			
Cycle Q Clear(g_c), s	11.8	0.0	0.0	0.0	10.0	5.8	10.7	10.7	10.9			
Prop In Lane	0.31		0.00	0.00		1.00	0.26		0.37			
Lane Grp Cap(c), veh/h	245	0	0	0	345	272	1255	2186	1158			
V/C Ratio(X)	0.48	0.00	0.00	0.00	0.66	0.40	0.21	0.21	0.22			
Avail Cap(c_a), veh/h	588	0	0	0	781	615	1255	2186	1158			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.96	0.00	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	38.5	0.0	0.0	0.0	34.2	32.5	15.1	15.1	15.2			
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.0	2.2	1.0	0.4	0.2	0.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	0.0	4.7	2.1	5.0	4.3	4.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.0	0.0	0.0	0.0	36.4	33.5	15.5	15.3	15.6			
LnGrp LOS	D				D	C	B	B	B			
Approach Vol, veh/h	118			338			984					
Approach Delay, s/veh	40.0			35.5			15.4					
Approach LOS	D			D			B					
Timer - Assigned Phs	2			4			8					
Phs Duration (G+Y+Rc), s	67.6			22.4			22.4					
Change Period (Y+Rc), s	6.0			6.0			6.0					
Max Green Setting (Gmax), s	41.0			37.0			37.0					
Max Q Clear Time (g_c+I1), s	12.9			13.8			12.0					
Green Ext Time (p_c), s	6.9			0.6			1.6					
Intersection Summary												
HCM 7th Control Delay, s/veh	22.1											
HCM 7th LOS	C											

4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW

						
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	164	1066	775	146	555	219
Future Volume (vph)	164	1066	775	146	555	219
Turn Type	Perm	NA	NA	Perm	NA	Perm
Protected Phases		4	8		2	
Permitted Phases	4			2		2
Detector Phase	4	4	8	2	2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	56.0	56.0	56.0	34.0	34.0	34.0
Total Split (%)	62.2%	62.2%	62.2%	37.8%	37.8%	37.8%
Yellow Time (s)	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
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)		42.8	42.8	35.2	35.2	35.2
Actuated g/C Ratio		0.48	0.48	0.39	0.39	0.39
v/c Ratio		0.76	0.41	0.23	0.23	0.40
Control Delay (s/veh)		22.0	14.8	21.6	19.7	18.5
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		22.0	14.8	21.6	19.7	18.5
LOS		C	B	C	B	B
Approach Delay (s/veh)		22.0	14.8		19.7	
Approach LOS		C	B		B	
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 88 (98%), Referenced to phase 2:NBT and 6:, Start of Green						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.76						
Intersection Signal Delay (s/veh): 19.2				Intersection LOS: B		
Intersection Capacity Utilization 73.3%				ICU Level of Service D		
Analysis Period (min) 15						

Splits and Phases: 4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW



4: W Peachtree St NW & SR 8/US 29/78/278/North Ave NW

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↱	↑↑↑	↱			
Traffic Volume (veh/h)	164	1066	0	0	775	153	146	555	219	0	0	0
Future Volume (veh/h)	164	1066	0	0	775	153	146	555	219	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.92	1.00		0.91			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1885	0	0	1870	1826	1856	1856	1885			
Adj Flow Rate, veh/h	167	1088	0	0	791	156	149	566	223			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	3	1	0	0	2	5	3	3	1			
Cap, veh/h	252	1521	0	0	1957	381	712	2573	585			
Arrive On Green	0.93	0.93	0.00	0.00	0.46	0.46	0.40	0.40	0.40			
Sat Flow, veh/h	392	3435	0	0	4389	822	1767	6383	1451			
Grp Volume(v), veh/h	222	1033	0	0	636	311	149	566	223			
Grp Sat Flow(s),veh/h/ln	550	1561	0	0	1702	1638	1767	1596	1451			
Q Serve(g_s), s	19.3	6.4	0.0	0.0	11.1	11.3	4.9	5.2	9.8			
Cycle Q Clear(g_c), s	30.6	6.4	0.0	0.0	11.1	11.3	4.9	5.2	9.8			
Prop In Lane	0.75		0.00	0.00		0.50	1.00		1.00			
Lane Grp Cap(c), veh/h	325	1448	0	0	1578	760	712	2573	585			
V/C Ratio(X)	0.68	0.71	0.00	0.00	0.40	0.41	0.21	0.22	0.38			
Avail Cap(c_a), veh/h	391	1735	0	0	1891	910	712	2573	585			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.90	0.90	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	5.8	2.0	0.0	0.0	15.9	16.0	17.5	17.6	19.0			
Incr Delay (d2), s/veh	3.4	1.0	0.0	0.0	0.2	0.4	0.7	0.2	1.9			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.6	1.0	0.0	0.0	4.1	4.0	2.1	1.9	3.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.2	3.0	0.0	0.0	16.1	16.3	18.2	17.8	20.8			
LnGrp LOS	A	A			B	B	B	B	C			
Approach Vol, veh/h		1255			947			938				
Approach Delay, s/veh		4.1			16.2			18.6				
Approach LOS		A			B			B				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		42.3		47.7				47.7				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		28.0		50.0				50.0				
Max Q Clear Time (g_c+I1), s		11.8		32.6				13.3				
Green Ext Time (p_c), s		4.7		9.1				7.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.1									
HCM 7th LOS			B									

DRI 4321 680 Spring Street
5: Spring St NW & I-75-85 NB ramps/Linden Ave NW

2027 Build PM

	→	↘	↙	←	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↘	↑	↙↑↑	↘
Traffic Volume (vph)	138	8	140	639	1497	350
Future Volume (vph)	138	8	140	639	1497	350
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	6	
Permitted Phases		4	8			6
Detector Phase	4	4	3	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	37.0	37.0	11.0	48.0	42.0	42.0
Total Split (%)	41.1%	41.1%	12.2%	53.3%	46.7%	46.7%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effect Green (s)	25.8	25.8	36.8	36.8	41.2	41.2
Actuated g/C Ratio	0.29	0.29	0.41	0.41	0.46	0.46
v/c Ratio	0.14	0.01	0.32	0.86	0.71	0.47
Control Delay (s/veh)	22.7	0.0	17.9	35.6	9.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.7	0.0	17.9	35.6	9.9	3.5
LOS	C	A	B	D	A	A
Approach Delay (s/veh)	21.5			32.4	8.7	
Approach LOS	C			C	A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 15.9

Intersection LOS: B

Intersection Capacity Utilization 76.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 5: Spring St NW & I-75-85 NB ramps/Linden Ave NW



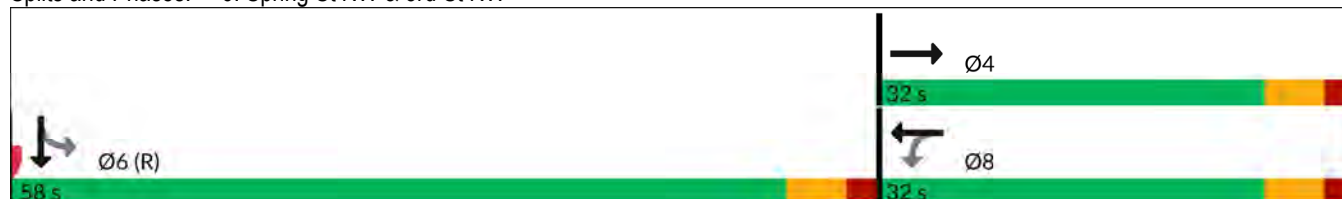
DRI 4321 680 Spring Street
5: Spring St NW & I-75-85 NB ramps/Linden Ave NW

2027 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑						↑↑↑	↗
Traffic Volume (veh/h)	0	138	8	140	639	0	0	0	0	78	1497	350
Future Volume (veh/h)	0	138	8	140	639	0	0	0	0	78	1497	350
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1870	1900
Adj Flow Rate, veh/h	0	144	0	146	666	0				81	1559	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	2	0
Cap, veh/h	0	959		478	737	0				124	2395	
Arrive On Green	0.00	0.27	0.00	0.06	0.39	0.00				0.16	0.16	0.00
Sat Flow, veh/h	0	3705	1610	1810	1900	0				260	5002	1610
Grp Volume(v), veh/h	0	144	0	146	666	0				579	1061	0
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1857	1702	1610
Q Serve(g_s), s	0.0	2.7	0.0	5.0	29.7	0.0				26.3	26.3	0.0
Cycle Q Clear(g_c), s	0.0	2.7	0.0	5.0	29.7	0.0				26.3	26.3	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.14		1.00
Lane Grp Cap(c), veh/h	0	959		478	737	0				889	1630	
V/C Ratio(X)	0.00	0.15		0.31	0.90	0.00				0.65	0.65	
Avail Cap(c_a), veh/h	0	1243		478	887	0				889	1630	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				0.37	0.37	0.00
Uniform Delay (d), s/veh	0.0	25.3	0.0	21.4	26.0	0.0				30.8	30.8	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.4	11.1	0.0				1.4	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.0	2.1	14.8	0.0				13.3	12.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	25.3	0.0	21.7	37.1	0.0				32.2	31.6	0.0
LnGrp LOS		C		C	D					C	C	
Approach Vol, veh/h		144			812						1640	
Approach Delay, s/veh		25.3			34.3						31.8	
Approach LOS		C			C						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			11.0	29.9		49.1		40.9				
Change Period (Y+Rc), s			6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s			5.0	31.0		36.0		42.0				
Max Q Clear Time (g_c+l1), s			7.0	4.7		28.3		31.7				
Green Ext Time (p_c), s			0.0	0.8		5.6		3.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			32.2									
HCM 7th LOS			C									
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

	→	↗	←	↓
Lane Group	EBT	WBL	WBT	SBT
Lane Configurations	↰		↱	↱↱↱
Traffic Volume (vph)	0	103	1	1195
Future Volume (vph)	0	103	1	1195
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		8		
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0
Total Split (s)	32.0	32.0	32.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	12.2		12.5	69.3
Actuated g/C Ratio	0.14		0.14	0.77
v/c Ratio	0.01		0.58	0.35
Control Delay (s/veh)	0.0		47.3	4.9
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	0.0		47.3	4.9
LOS	A		D	A
Approach Delay (s/veh)			47.3	4.9
Approach LOS			D	A
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 1 (1%), Referenced to phase 2: and 6:SBTL, Start of Green				
Natural Cycle: 50				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.58				
Intersection Signal Delay (s/veh): 8.0			Intersection LOS: A	
Intersection Capacity Utilization 49.6%			ICU Level of Service A	
Analysis Period (min) 15				

Splits and Phases: 6: Spring St NW & 3rd St NW



DRI 4321 680 Spring Street
6: Spring St NW & 3rd St NW

2027 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										  		
Traffic Volume (veh/h)	0	0	2	103	1	0	0	0	0	90	1195	1
Future Volume (veh/h)	0	0	2	103	1	0	0	0	0	90	1195	1
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1870	1900
Adj Flow Rate, veh/h	0	0	2	110	1	0				96	1271	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	2	0
Cap, veh/h	0	0	157	217	1	0				293	3876	3
Arrive On Green	0.00	0.00	0.10	0.10	0.10	0.00				0.77	0.77	0.77
Sat Flow, veh/h	0	0	1610	1411	13	0				381	5038	4
Grp Volume(v), veh/h	0	0	2	111	0	0				467	429	472
Grp Sat Flow(s),veh/h/ln	0	0	1610	1424	0	0				1851	1702	1870
Q Serve(g_s), s	0.0	0.0	0.1	6.8	0.0	0.0				7.0	7.0	7.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	6.9	0.0	0.0				7.0	7.0	7.0
Prop In Lane	0.00		1.00	0.99		0.00				0.21		0.00
Lane Grp Cap(c), veh/h	0	0	157	218	0	0				1424	1309	1438
V/C Ratio(X)	0.00	0.00	0.01	0.51	0.00	0.00				0.33	0.33	0.33
Avail Cap(c_a), veh/h	0	0	465	494	0	0				1424	1309	1438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.7	39.8	0.0	0.0				3.2	3.2	3.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.0				0.6	0.7	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.5	0.0	0.0				1.9	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	36.7	41.6	0.0	0.0				3.8	3.9	3.8
LnGrp LOS			D	D						A	A	A
Approach Vol, veh/h	2				111						1368	
Approach Delay, s/veh	36.7				41.6						3.8	
Approach LOS	D				D						A	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				14.8		75.2		14.8				
Change Period (Y+Rc), s				6.0		6.0		6.0				
Max Green Setting (Gmax), s				26.0		52.0		26.0				
Max Q Clear Time (g_c+l1), s				2.1		9.0		8.9				
Green Ext Time (p_c), s				0.0		11.3		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	6.7											
HCM 7th LOS	A											

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖↖↖	
Traffic Vol, veh/h	0	17	0	0	1286	13
Future Vol, veh/h	0	17	0	0	1286	13
Conflicting Peds, #/hr	0	0	31	0	0	31
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	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	0	19	0	0	1429	14
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	753	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	306	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	297	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s/v17.95			0			
HCM LOS	C					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	297	-	-			
HCM Lane V/C Ratio	0.064	-	-			
HCM Control Delay (s/veh)	17.9	-	-			
HCM Lane LOS	C	-	-			
HCM 95th %tile Q(veh)	0.2	-	-			

1: Spring St NW & The Varsity/Private Road B/Ponce de Leon Ave NW



Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	48	316	49	1378
v/c Ratio	0.31	0.76	0.11	0.50
Control Delay (s/veh)	26.1	33.2	15.8	12.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.1	33.2	15.8	12.8
Queue Length 50th (ft)	10	180	26	149
Queue Length 95th (ft)	43	266	56	177
Internal Link Dist (ft)	237		359	252
Turn Bay Length (ft)				
Base Capacity (vph)	358	478	499	2737
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.66	0.10	0.50
Intersection Summary				

APPENDIX F: Turn Lane Evaluations

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

562 Daily Expected IN * 10% Expected RTV on Spring Street NW = 56 RTV a day +
89 Daily Pass-By IN * 25% Expected RTV on Spring Street NW = 22 RTV a day
78 TOTAL RTV a day – NOT WARRANTED on The Varsity/Private Road B

562 Daily Expected IN * 25% Expected RTV on Spring Street NW = 141 RTV a day +
89 Daily Pass-By IN * 25% Expected RTV on Spring Street NW = 22 RTV a day
163 TOTAL RTV a day – WARRANTED on Private Road A

SPEED (MPH)	FULL WIDTH STORAGE, FT.	TAPER, FT.
25	50	50
30	75	50
35	100	50
40	150	50
45	175	100
50	225	100
55	250	100
60	300	100
65	350	100

Table 4-8 Minimum Right Turn Deceleration Lengths