

Appendix C:

Traffic Study and Data

C-1: Raw Traffic Counts

C-2: Traffic Analysis Volumes

C-3: SYNCHRO Outputs

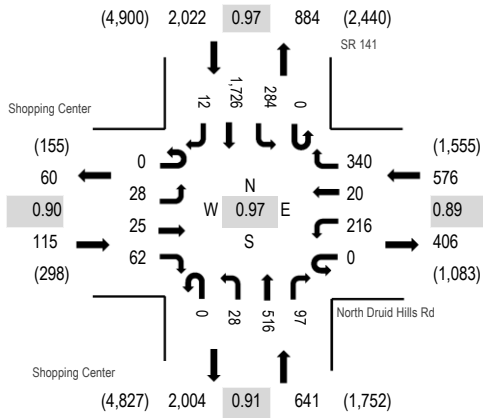
C-4: Roundabout Analysis



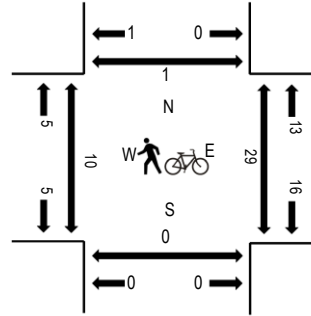
(303) 216-2439
www.alltrafficdata.net

Location: 11 SR 141 & North Druid Hills Rd AM
Date and Start Time: Thursday, November 10, 2016
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Shopping Center Eastbound				North Druid Hills Rd Westbound				SR 141 Northbound				SR 141 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM																						
6:45 AM	0	6	4	15	0	34	2	63	0	6	79	22	0	62	211	2	506	2,745	6	7	1	0
7:00 AM	0	8	2	7	0	42	1	79	0	3	109	21	0	56	273	1	602	3,055	5	3	0	1
7:15 AM	0	6	3	16	0	41	8	82	0	6	143	23	0	67	395	0	790	3,300	5	6	1	0
7:30 AM	0	11	0	20	0	61	5	110	0	6	119	30	0	70	412	3	847	3,334	3	8	0	1
7:45 AM	0	5	9	14	0	47	5	89	0	7	113	32	0	66	428	1	816	3,354	7	7	0	0
8:00 AM	0	7	4	9	0	57	9	89	0	2	141	21	0	75	432	1	847	3,350	1	2	0	0
8:15 AM	0	12	7	14	0	69	4	79	0	10	108	23	0	67	427	4	824	3,273	2	9	0	1
8:30 AM	0	4	5	25	0	43	2	83	0	9	154	21	0	76	439	6	867	3,273	0	10	0	0
8:45 AM	0	3	10	14	0	58	2	120	0	3	136	26	0	65	373	2	812		3	5	0	1
9:00 AM	0	11	5	12	0	53	5	81	1	13	134	32	0	78	343	2	770		2	4	0	0
9:15 AM	0	13	7	10	0	46	5	81	0	15	162	22	0	72	386	5	824		0	7	0	0

Peak Rolling Hour Flow Rates

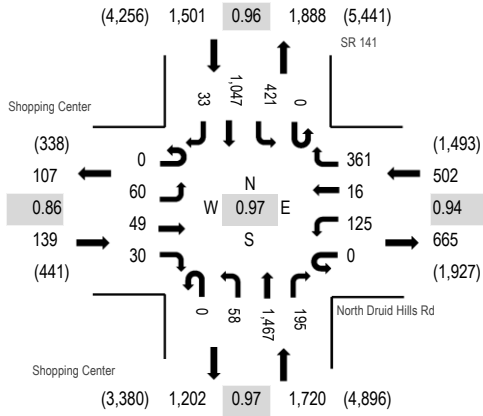
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	2	0	0	1	3	0	7
Lights	0	27	24	62	0	209	20	326	0	28	502	95	0	282	1,691	12	3,278
Mediums	0	1	1	0	0	6	0	14	0	0	12	2	0	1	32	0	69
Total	0	28	25	62	0	216	20	340	0	28	516	97	0	284	1,726	12	3,354



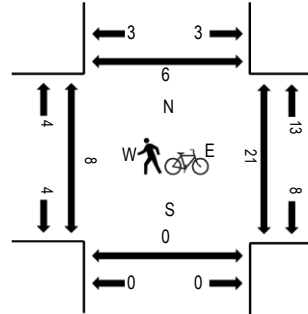
(303) 216-2439
www.alltrafficdata.net

Location: 11 SR 141 & North Druid Hills Rd PM
Date and Start Time: Thursday, November 10, 2016
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Shopping Center Eastbound				North Druid Hills Rd Westbound				SR 141 Northbound			SR 141 Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
3:30 PM	0	17	5	16	0	27	3	90	0	14	289	57	0	75	242	12	847	3,551	1	13	0	2
3:45 PM	0	16	13	13	0	27	14	89	0	15	281	52	0	95	253	6	874	3,611	7	3	4	0
4:00 PM	0	18	10	16	0	15	7	104	0	11	350	52	0	99	236	19	937	3,677	2	5	1	3
4:15 PM	0	12	7	9	0	33	6	86	0	12	384	48	0	95	194	7	893	3,704	0	6	0	1
4:30 PM	0	14	12	8	0	18	6	76	0	9	373	47	0	90	248	6	907	3,807	1	10	0	2
4:45 PM	0	11	15	7	0	33	6	93	0	11	394	44	0	83	236	7	940	3,862	1	1	0	3
5:00 PM	0	16	11	7	0	35	3	88	0	13	338	52	0	119	273	9	964	3,815	3	3	0	1
5:15 PM	0	18	11	8	0	25	0	95	0	10	388	47	0	111	274	9	996	3,803	2	8	0	1
5:30 PM	0	15	12	8	0	32	7	85	0	24	347	52	0	108	264	8	962	3,728	2	7	0	1
5:45 PM	0	18	13	11	0	29	5	89	0	10	305	54	0	95	252	12	893		2	7	0	1
6:00 PM	0	17	10	5	0	26	6	104	0	11	350	49	0	111	248	15	952		3	11	1	4
6:15 PM	0	24	10	8	0	23	4	104	0	11	343	49	0	114	221	10	921		4	2	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	60	49	29	0	123	16	353	0	58	1,436	195	0	417	1,040	33	3,809
Mediums	0	0	0	1	0	2	0	8	0	0	30	0	0	4	7	0	52
Total	0	60	49	30	0	125	16	361	0	58	1,467	195	0	421	1,047	33	3,862

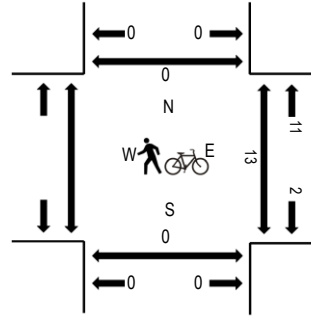
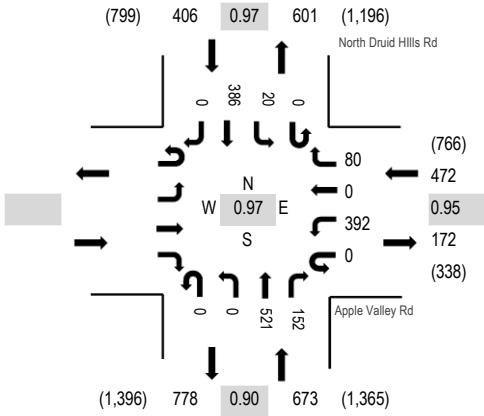


(303) 216-2439
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Location: 4 North Druid Hills Rd & Apple Valley Rd AM
Date and Start Time: Thursday, November 10, 2016
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Apple Valley Rd				North Druid Hills Rd				North Druid Hills Rd				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Southbound				West	East	South	North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right									
7:00 AM					0	44	0	11	0	0	128	35	0	2	86	0	306	1,419	1	0	0
7:15 AM					0	55	0	10	0	0	131	47	0	2	91	0	336	1,493	0	0	0
7:30 AM					0	85	0	25	0	0	130	32	0	5	99	0	376	1,539	3	0	0
7:45 AM					0	93	0	23	0	0	135	44	0	5	101	0	401	1,551	1	0	0
8:00 AM					0	99	0	23	0	0	122	37	0	5	94	0	380	1,511	4	0	0
8:15 AM					0	104	0	21	0	0	118	36	0	6	97	0	382		5	0	0
8:30 AM					0	96	0	13	0	0	146	35	0	4	94	0	388		2	0	0
8:45 AM					0	55	0	9	0	0	151	38	0	5	103	0	361		3	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	1	0	1
Lights					0	386	0	80	0	0	504	149	0	20	380	0	1,519
Mediums					0	6	0	0	0	0	17	3	0	0	5	0	31
Total					0	392	0	80	0	0	521	152	0	20	386	0	1,551

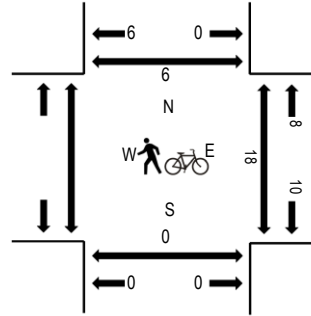
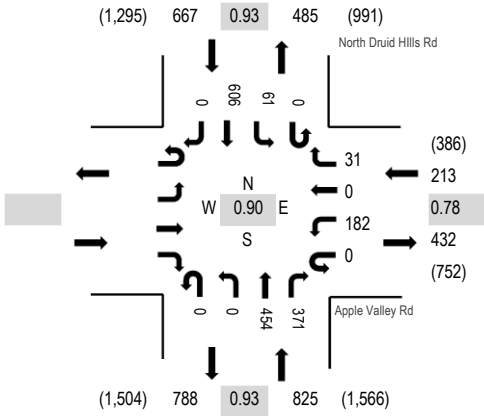


(303) 216-2439
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Location: 4 North Druid Hills Rd & Apple Valley Rd PM
Date and Start Time: Thursday, November 10, 2016
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Apple Valley Rd				North Druid Hills Rd				North Druid Hills Rd				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Southbound				West	East	South	North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right									
4:00 PM					0	35	0	6	0	0	126	63	0	9	158	0	397	1,547	3	0	1
4:15 PM					0	29	0	5	0	0	125	66	0	12	140	0	377	1,624	3	0	0
4:30 PM					0	35	0	14	0	0	104	73	0	14	138	0	378	1,661	5	1	1
4:45 PM					0	36	0	11	0	0	97	111	0	11	129	0	395	1,705	8	0	3
5:00 PM					0	61	0	8	0	0	125	96	0	15	169	0	474	1,700	5	0	0
5:15 PM					0	37	0	4	0	0	115	90	0	15	153	0	414		0	0	1
5:30 PM					0	48	0	8	0	0	117	74	0	20	155	0	422		5	0	2
5:45 PM					0	40	0	9	0	0	117	67	0	16	141	0	390		3	1	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	176	0	31	0	0	450	371	0	61	602	0	1,691
Mediums					0	6	0	0	0	0	4	0	0	0	4	0	14
Total					0	182	0	31	0	0	454	371	0	61	606	0	1,705

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Druid Hills Rd & Sylvan Cir/Standard Dr
 City: Atlanta
 Control: 1-Way Stop(EB)

Project ID: 18-09483-001
 Date: 9/11/2018

Total

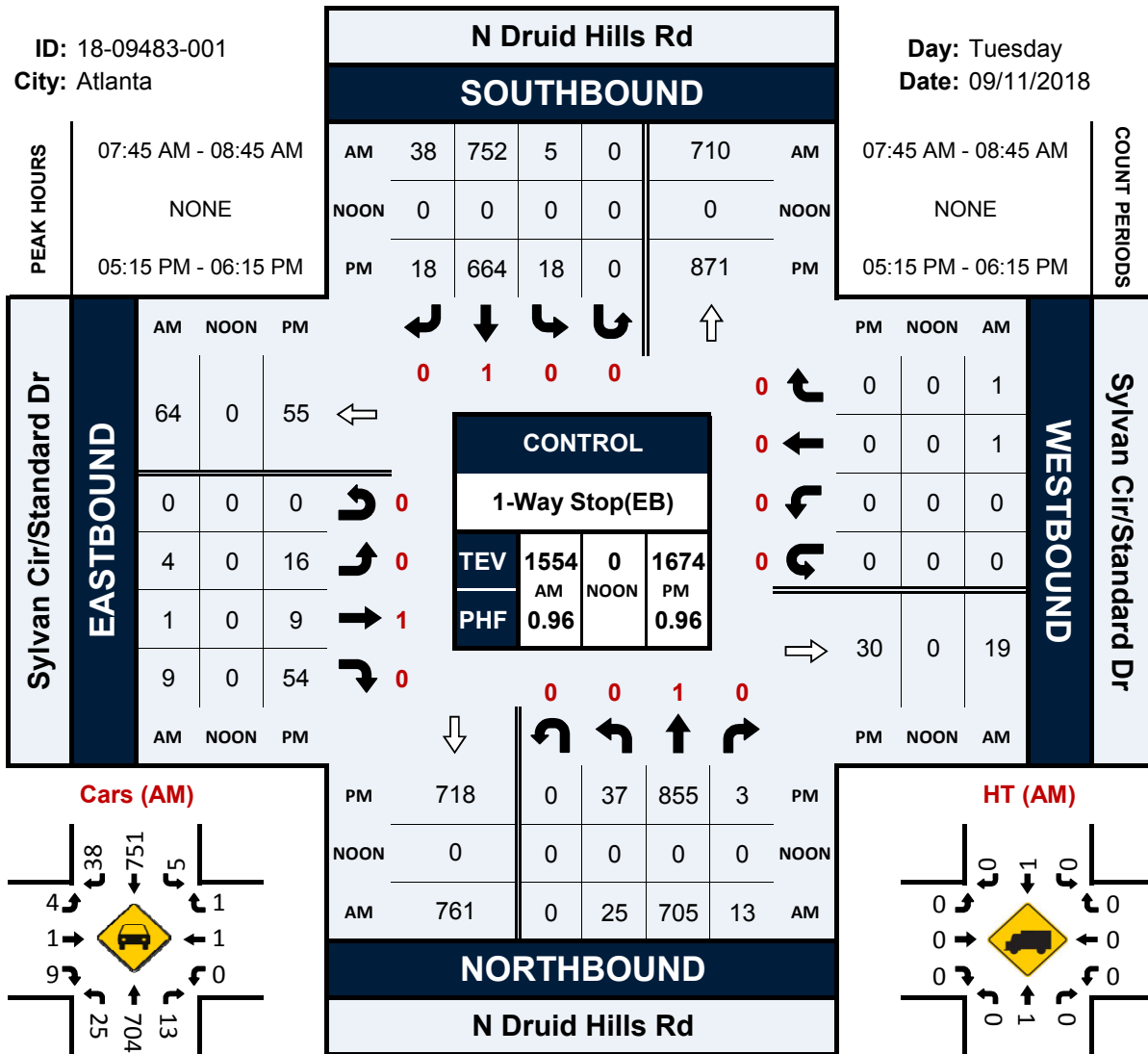
NS/EW Streets:	N Druid Hills Rd				N Druid Hills Rd				Sylvan Cir/Standard Dr				Sylvan Cir/Standard Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:45 AM	7	175	4	0	1	181	7	0	1	1	2	0	0	0	0	0	379
8:00 AM	8	191	6	0	0	181	13	0	1	0	4	0	0	0	0	0	404
8:15 AM	4	173	2	0	3	192	10	0	1	0	2	0	0	1	1	0	389
8:30 AM	6	166	1	0	1	198	8	0	1	0	1	0	0	0	0	0	382
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	25	705	13	0	5	752	38	0	4	1	9	0	0	1	1	0	1554
APPROACH %'s :	3.36%	94.89%	1.75%	0.00%	0.63%	94.59%	4.78%	0.00%	28.57%	7.14%	64.29%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	25	705	13	0	5	752	38	0	4	1	9	0	0	1	1	0	1554
PEAK HR FACTOR :	0.781	0.923	0.542	0.000	0.417	0.949	0.731	0.000	1.000	0.250	0.563	0.000	0.000	0.250	0.250	0.000	0.962
	0.906				0.960				0.700				0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
5:15 PM	7	208	2	0	1	164	7	0	4	6	14	0	0	0	0	0	413
5:30 PM	10	215	1	0	5	180	3	0	7	0	15	0	0	0	0	0	436
5:45 PM	13	231	0	0	6	152	3	0	2	3	7	0	0	0	0	0	417
6:00 PM	7	201	0	0	6	168	5	0	3	0	18	0	0	0	0	0	408
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	37	855	3	0	18	664	18	0	16	9	54	0	0	0	0	0	1674
APPROACH %'s :	4.13%	95.53%	0.34%	0.00%	2.57%	94.86%	2.57%	0.00%	20.25%	11.39%	68.35%	0.00%					
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	37	855	3	0	18	664	18	0	16	9	54	0	0	0	0	0	1674
PEAK HR FACTOR :	0.712	0.925	0.375	0.000	0.750	0.922	0.643	0.000	0.571	0.375	0.750	0.000	0.000	0.000	0.000	0.000	0.960
	0.917				0.931				0.823								

N Druid Hills Rd & Sylvan Cir/Standard Dr

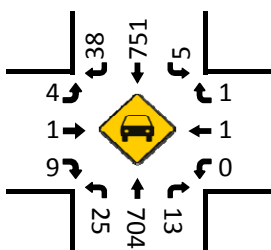
Peak Hour Turning Movement Count

ID: 18-09483-001
City: Atlanta

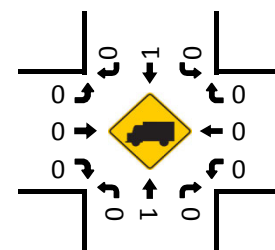
Day: Tuesday
Date: 09/11/2018



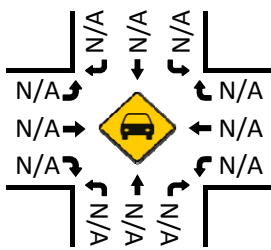
Cars (AM)



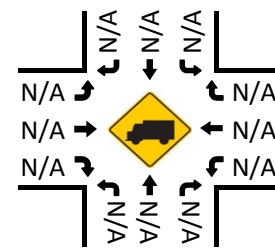
HT (AM)



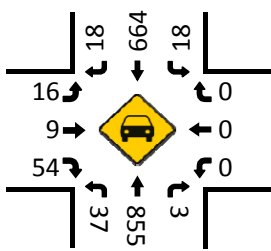
Cars (NOON)



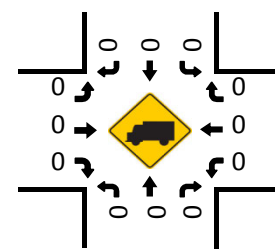
HT (NOON)



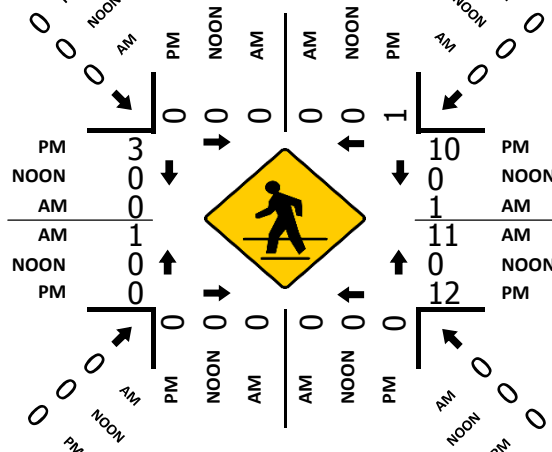
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Druid Hills Rd & Sylvan Cir
City: Atlanta
Control: 1-Way Stop(WB)

Project ID: 18-09483-002
Date: 9/11/2018

Total

NS/EW Streets:	N Druid Hills Rd				N Druid Hills Rd				Sylvan Cir				Sylvan Cir				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:45 AM	0	180	1	0	0	187	0	0	0	0	0	0	8	0	2	0	378
8:00 AM	0	189	0	0	1	177	0	0	0	0	0	0	3	0	2	0	372
8:15 AM	0	179	2	0	0	202	0	0	0	0	0	0	8	0	2	0	393
8:30 AM	0	174	0	0	0	195	0	0	0	0	0	0	4	0	0	0	373
TOTAL VOLUMES :	0	722	3	0	1	761	0	0	0	0	0	0	23	0	6	0	TOTAL 1516
APPROACH %'s :	0.00%	99.59%	0.41%	0.00%	0.13%	99.87%	0.00%	0.00%					79.31%	0.00%	20.69%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL 1516
PEAK HR VOL :	0	722	3	0	1	761	0	0	0	0	0	0	23	0	6	0	1516
PEAK HR FACTOR :	0.000	0.955	0.375	0.000	0.250	0.942	0.000	0.000	0.000	0.000	0.000	0.000	0.719	0.000	0.750	0.000	0.964
			0.959				0.943								0.725		

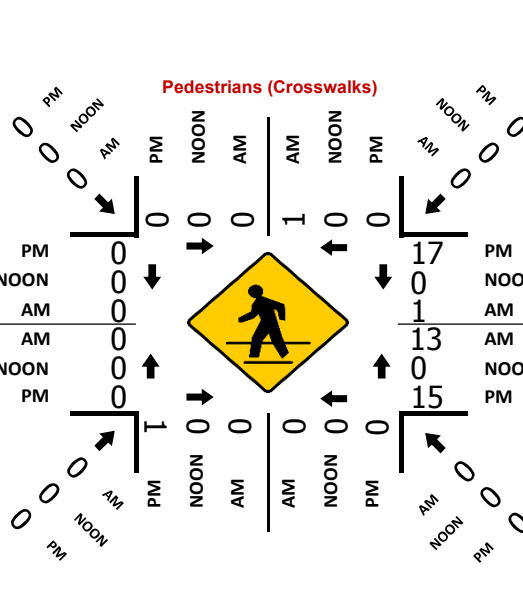
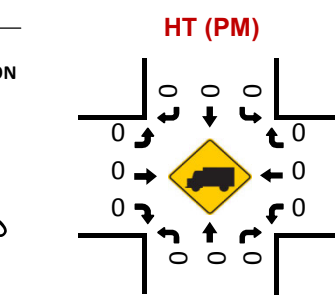
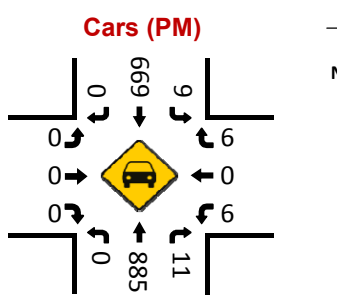
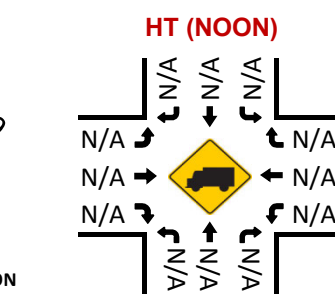
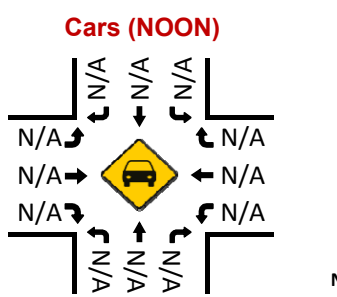
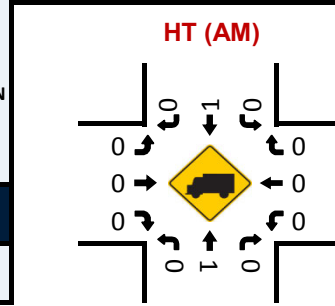
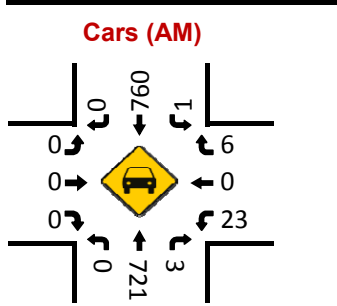
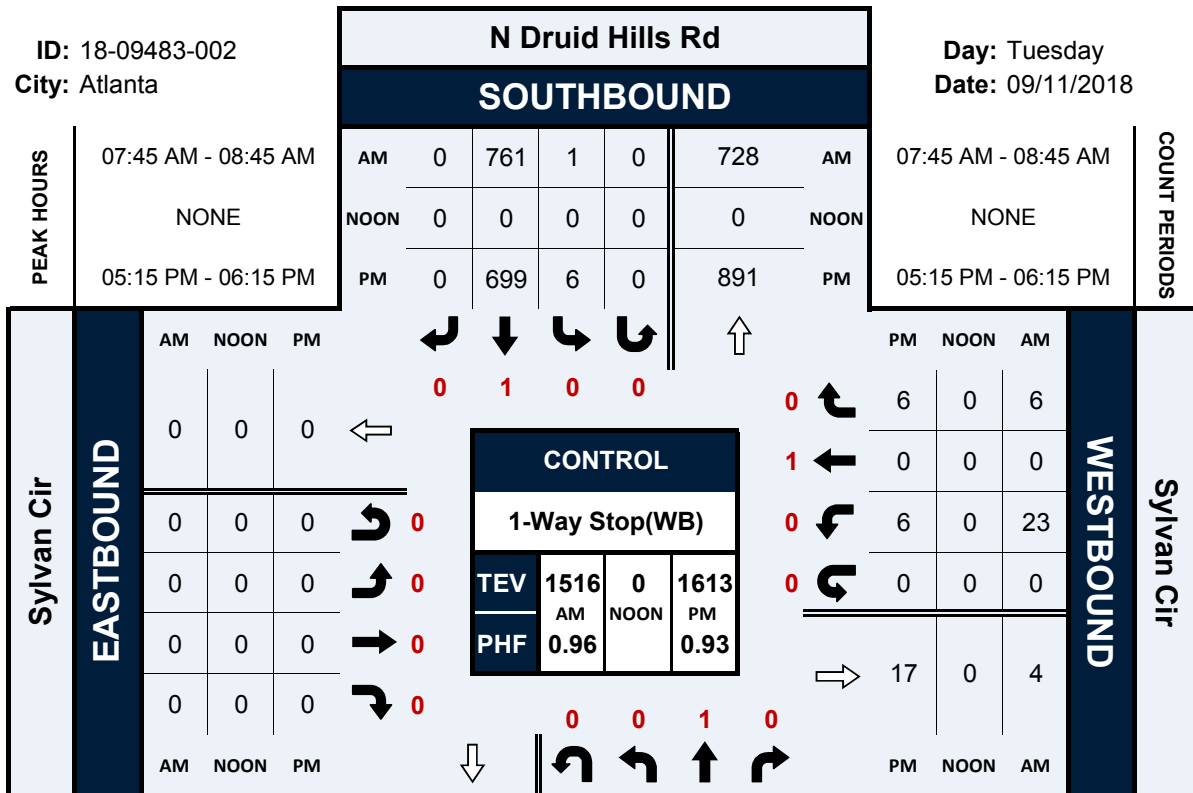
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
5:15 PM	0	208	3	0	1	174	0	0	0	0	0	0	3	0	0	0	389
5:30 PM	0	231	4	0	2	192	0	0	0	0	0	0	2	0	1	0	432
5:45 PM	0	233	1	0	1	158	0	0	0	0	0	0	1	0	3	0	397
6:00 PM	0	213	3	0	2	175	0	0	0	0	0	0	0	0	2	0	395
TOTAL VOLUMES :	0	885	11	0	6	699	0	0	0	0	0	0	6	0	6	0	TOTAL 1613
APPROACH %'s :	0.00%	98.77%	1.23%	0.00%	0.85%	99.15%	0.00%	0.00%					50.00%	0.00%	50.00%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL 1613
PEAK HR VOL :	0	885	11	0	6	699	0	0	0	0	0	0	6	0	6	0	1613
PEAK HR FACTOR :	0.000	0.950	0.688	0.000	0.750	0.910	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.933
			0.953				0.909								0.750		

N Druid Hills Rd & Sylvan Cir

Peak Hour Turning Movement Count

ID: 18-09483-002
City: Atlanta

Day: Tuesday
Date: 09/11/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Druid Hills Rd & Thornwell Dr
City: Atlanta
Control: 1-Way Stop(EB)

Project ID: 18-09483-003
Date: 9/11/2018

Total

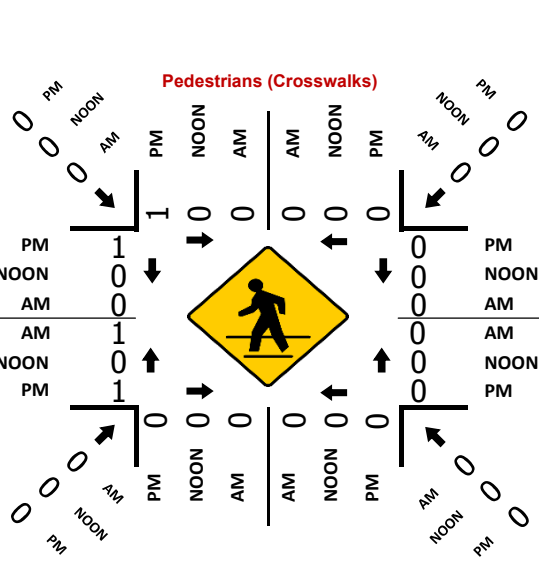
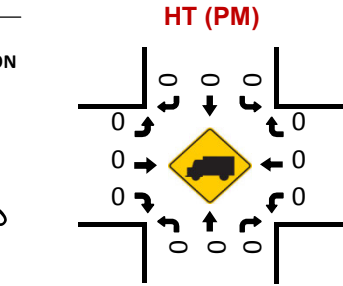
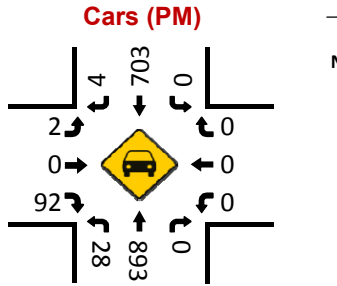
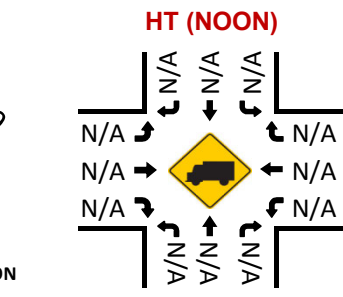
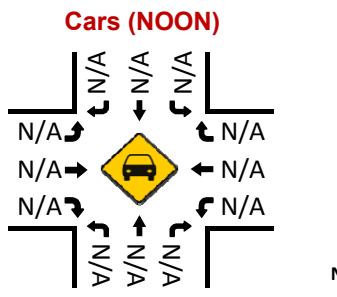
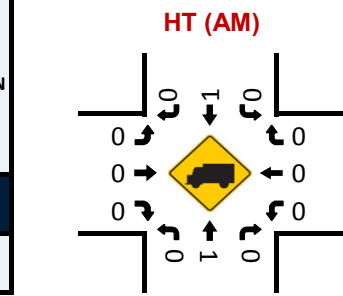
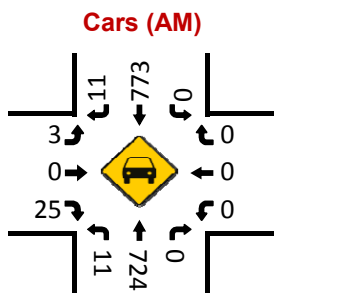
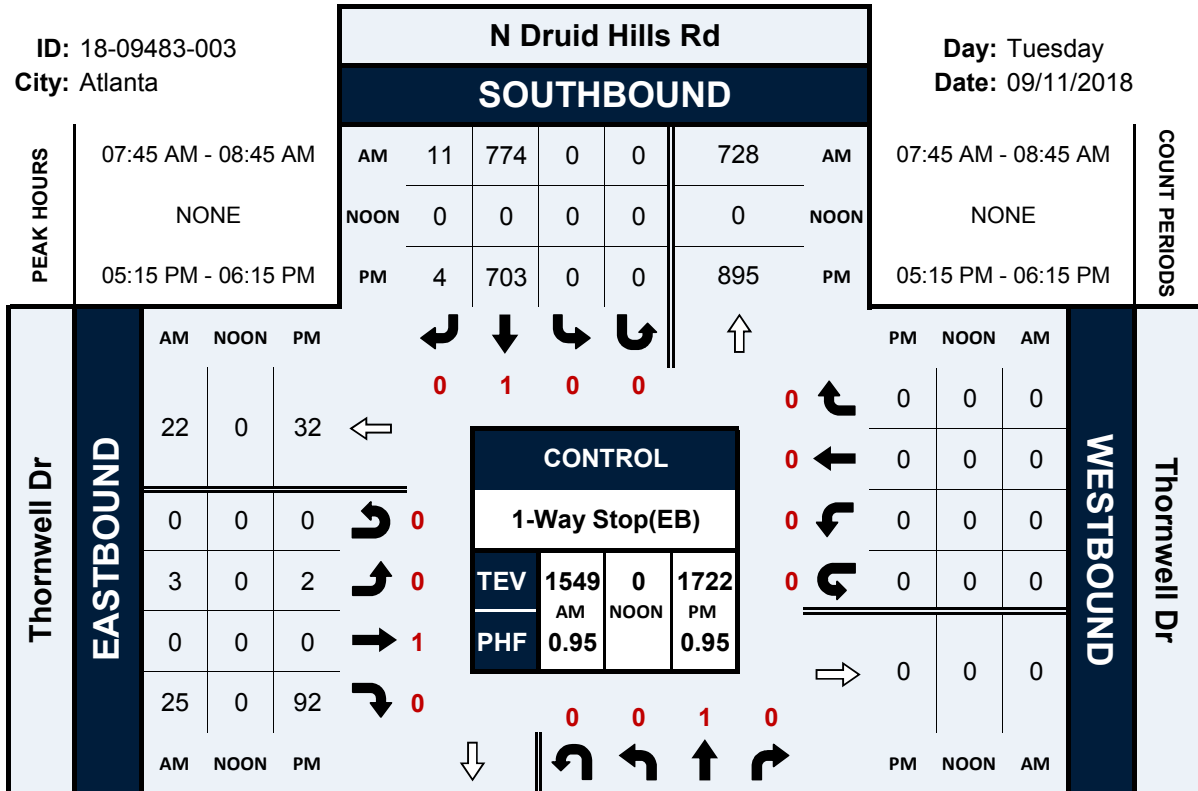
NS/EW Streets:	N Druid Hills Rd				N Druid Hills Rd				Thornwell Dr				Thornwell Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:45 AM	3	181	0	0	0	187	3	0	1	0	6	0	0	0	0	0	381
8:00 AM	4	188	0	0	0	182	4	0	1	0	5	0	0	0	0	0	384
8:15 AM	3	181	0	0	0	213	2	0	1	0	8	0	0	0	0	0	408
8:30 AM	1	175	0	0	0	192	2	0	0	0	6	0	0	0	0	0	376
TOTAL VOLUMES :	11	725	0	0	0	774	11	0	3	0	25	0	0	0	0	0	1549
APPROACH %'s :	1.49%	98.51%	0.00%	0.00%	0.00%	98.60%	1.40%	0.00%	10.71%	0.00%	89.29%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	11	725	0	0	0	774	11	0	3	0	25	0	0	0	0	0	1549
PEAK HR FACTOR :	0.688	0.964	0.000	0.000	0.000	0.908	0.688	0.000	0.750	0.000	0.781	0.000	0.000	0.000	0.000	0.000	0.949
			0.958				0.913				0.778						
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:15 PM	4	216	0	0	0	182	2	0	1	0	25	0	0	0	0	0	430
5:30 PM	5	228	0	0	0	189	1	0	0	0	31	0	0	0	0	0	454
5:45 PM	10	238	0	0	0	154	0	0	1	0	19	0	0	0	0	0	422
6:00 PM	9	211	0	0	0	178	1	0	0	0	17	0	0	0	0	0	416
TOTAL VOLUMES :	28	893	0	0	0	703	4	0	2	0	92	0	0	0	0	0	1722
APPROACH %'s :	3.04%	96.96%	0.00%	0.00%	0.00%	99.43%	0.57%	0.00%	2.13%	0.00%	97.87%	0.00%					
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	28	893	0	0	0	703	4	0	2	0	92	0	0	0	0	0	1722
PEAK HR FACTOR :	0.700	0.938	0.000	0.000	0.000	0.930	0.500	0.000	0.500	0.000	0.742	0.000	0.000	0.000	0.000	0.000	0.948
			0.928				0.930				0.758						

N Druid Hills Rd & Thornwell Dr

Peak Hour Turning Movement Count

ID: 18-09483-003
City: Atlanta

Day: Tuesday
Date: 09/11/2018

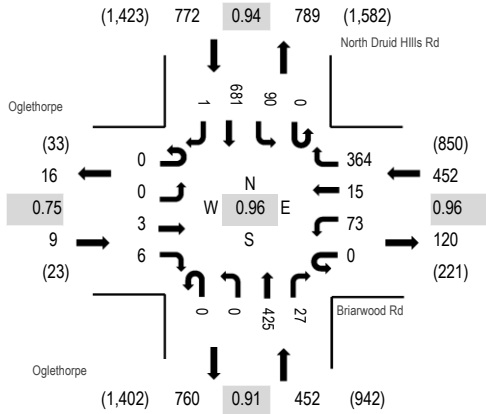




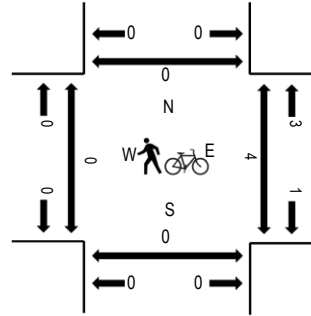
(303) 216-2439
www.alltrafficdata.net

Location: 5 North Druid Hills Rd & Briarwood Rd AM
Date and Start Time: Thursday, November 10, 2016
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Oglethorpe Eastbound				Briarwood Rd Westbound				North Druid Hills Rd Northbound				North Druid Hills Rd Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	1	2	0	9	2	68	0	1	117	1	0	17	121	0	339	1,554	0	0	0	0
7:15 AM	0	0	1	1	0	22	2	75	0	3	125	4	0	24	140	0	397	1,653	0	0	1	0
7:30 AM	0	0	1	2	0	15	8	80	0	0	106	9	0	24	157	0	402	1,681	0	0	0	0
7:45 AM	0	0	1	3	0	17	3	89	0	0	111	6	0	29	157	0	416	1,685	0	0	0	0
8:00 AM	0	0	1	1	0	16	4	93	0	0	106	10	0	26	180	1	438	1,684	0	1	0	0
8:15 AM	0	0	0	1	0	18	4	98	0	0	99	4	0	21	180	0	425		0	1	0	0
8:30 AM	0	0	1	1	0	22	4	84	0	0	109	7	0	14	164	0	406		0	2	0	0
8:45 AM	0	0	1	5	0	18	0	99	0	0	123	1	0	17	150	1	415		0	3	1	0

Peak Rolling Hour Flow Rates

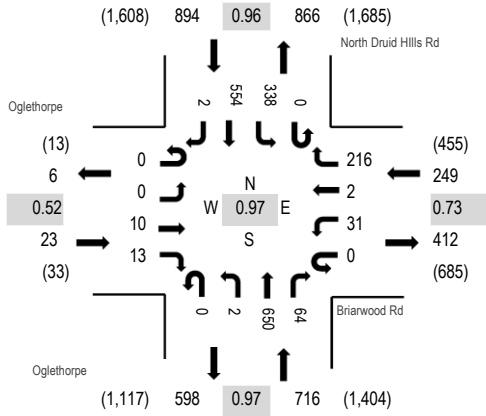
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	3	6	0	72	15	353	0	0	411	25	0	87	676	1	1,649
Mediums	0	0	0	0	0	1	0	11	0	0	14	2	0	3	4	0	35
Total	0	0	3	6	0	73	15	364	0	0	425	27	0	90	681	1	1,685



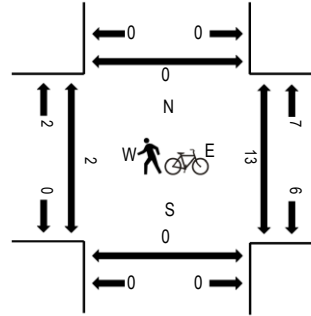
(303) 216-2439
www.alltrafficdata.net

Location: 5 North Druid Hills Rd & Briarwood Rd PM
Date and Start Time: Thursday, November 10, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Oglethorpe Eastbound				Briarwood Rd Westbound				North Druid Hills Rd Northbound				North Druid Hills Rd Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	4	0	1	2	39	0	1	149	5	1	59	121	1	383	1,618	0	0	0	0
4:15 PM	0	0	0	3	0	10	0	48	0	0	156	16	0	54	120	1	408	1,707	0	1	0	0
4:30 PM	0	0	1	1	0	8	0	44	0	0	168	16	0	62	122	0	422	1,756	0	1	0	0
4:45 PM	0	0	0	1	0	9	2	43	0	0	171	6	0	54	119	0	405	1,802	0	2	0	0
5:00 PM	0	0	0	2	0	5	0	54	0	0	169	16	0	86	140	0	472	1,882	0	3	0	0
5:15 PM	0	0	1	3	0	6	1	47	0	1	167	21	0	66	142	2	457		2	1	0	0
5:30 PM	0	0	3	3	0	5	1	45	0	1	163	14	0	91	142	0	468		0	6	0	0
5:45 PM	0	0	6	5	0	15	0	70	0	0	151	13	0	95	130	0	485		0	2	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	10	13	0	31	2	215	0	2	647	64	0	335	550	2	1,871
Mediums	0	0	0	0	0	0	0	1	0	0	3	0	0	3	4	0	11
Total	0	0	10	13	0	31	2	216	0	2	650	64	0	338	554	2	1,882

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Druid Hills Rd & Pine Grove Ave
 City: Atlanta
 Control: 1-Way Stop(EB)

Project ID: 18-09483-004
 Date: 9/11/2018

Total

NS/EW Streets:	N Druid Hills Rd				N Druid Hills Rd				Pine Grove Ave				Pine Grove Ave				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:45 AM	7	111	0	0	0	189	13	0	2	0	5	0	0	0	0	0	327
8:00 AM	9	114	0	0	0	195	3	1	3	0	6	0	0	0	0	0	331
8:15 AM	8	82	0	0	0	231	13	0	3	0	5	0	0	0	0	0	342
8:30 AM	3	89	0	0	0	187	9	0	0	0	5	0	0	0	0	0	293
TOTAL VOLUMES :	27	396	0	0	0	802	38	1	8	0	21	0	0	0	0	0	TOTAL 1293
APPROACH %'s :	6.38%	93.62%	0.00%	0.00%	0.00%	95.36%	4.52%	0.12%	27.59%	0.00%	72.41%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL 1293
PEAK HR VOL :	27	396	0	0	0	802	38	1	8	0	21	0	0	0	0	0	TOTAL 1293
PEAK HR FACTOR :	0.750	0.868	0.000	0.000	0.000	0.868	0.731	0.250	0.667	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.945
			0.860				0.862				0.806						
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:15 PM	3	192	0	0	0	138	0	0	1	0	2	0	0	0	0	0	336
5:30 PM	2	203	0	0	0	145	0	0	2	0	3	0	0	0	0	0	355
5:45 PM	3	196	0	0	0	105	1	0	0	0	2	0	0	0	0	0	307
6:00 PM	0	202	0	0	0	132	3	0	0	0	4	0	0	0	0	0	341
TOTAL VOLUMES :	8	793	0	0	0	520	4	0	3	0	11	0	0	0	0	0	TOTAL 1339
APPROACH %'s :	1.00%	99.00%	0.00%	0.00%	0.00%	99.24%	0.76%	0.00%	21.43%	0.00%	78.57%	0.00%					
PEAK HR :	05:15 PM - 06:15 PM																TOTAL 1339
PEAK HR VOL :	8	793	0	0	0	520	4	0	3	0	11	0	0	0	0	0	TOTAL 1339
PEAK HR FACTOR :	0.667	0.977	0.000	0.000	0.000	0.897	0.333	0.000	0.375	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.943
			0.977				0.903				0.700						

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Druid Hills Rd & Lindenwood Ln
City: Atlanta
Control: 1-Way Stop(WB)

Project ID: 18-09483-005
Date: 9/11/2018

Total

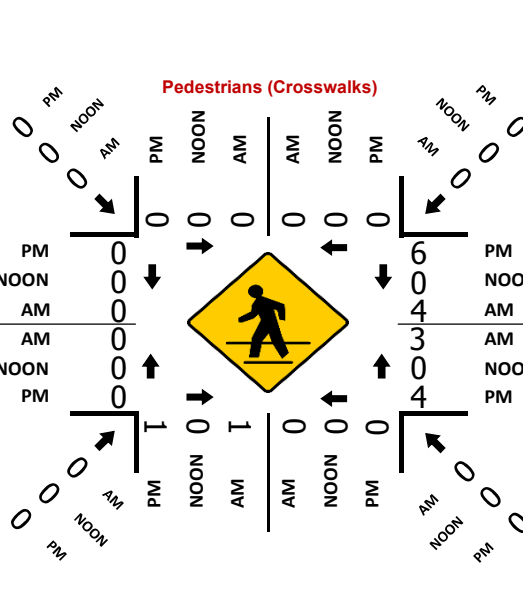
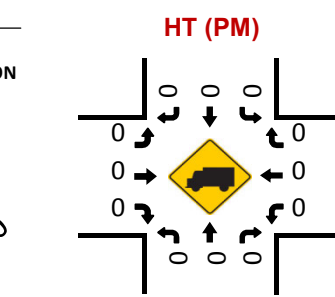
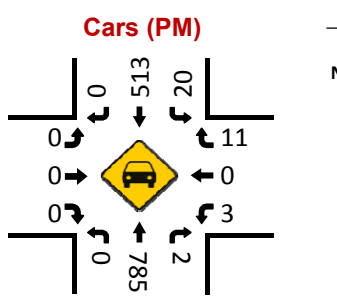
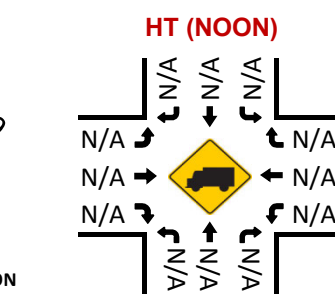
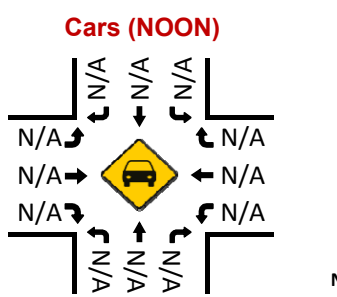
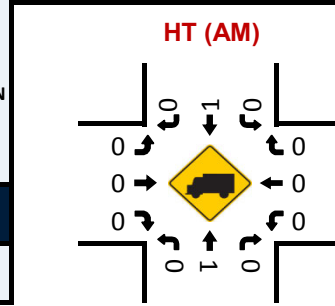
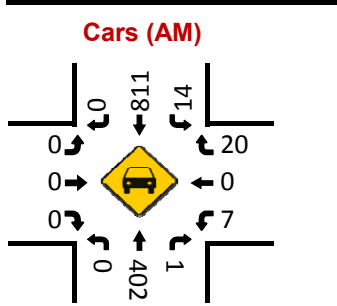
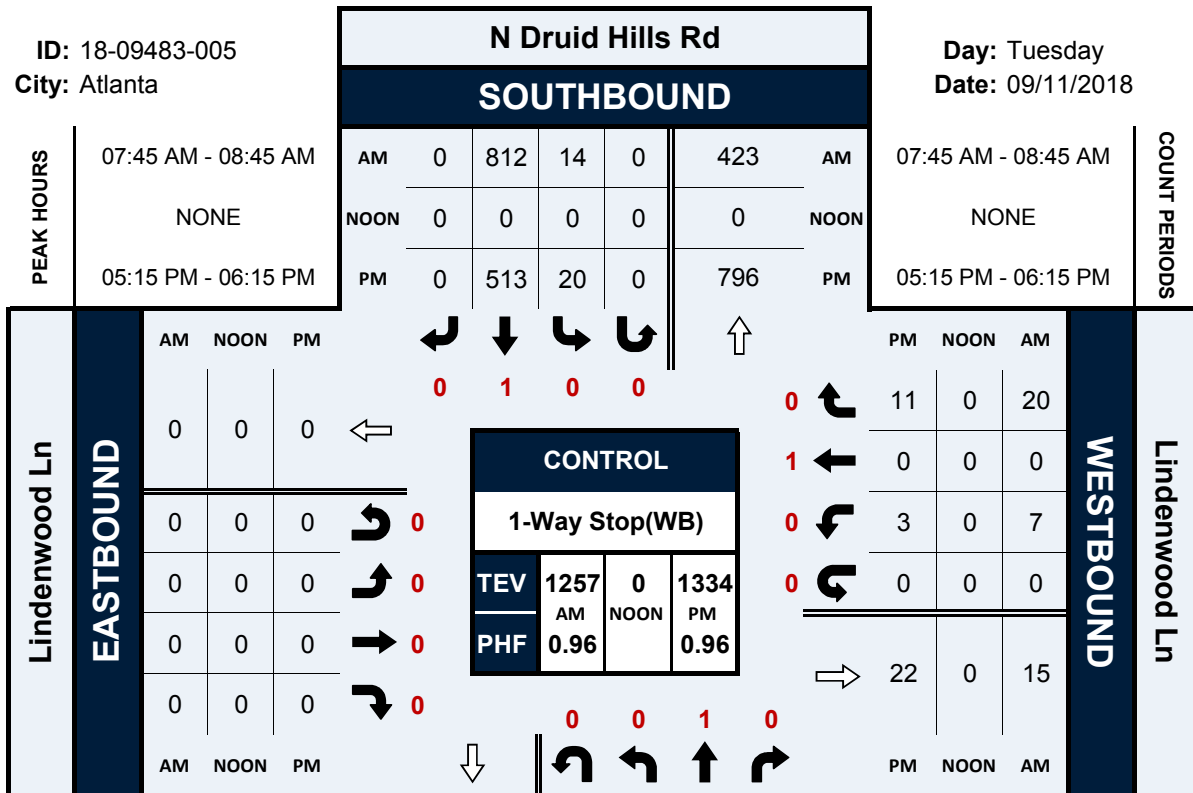
NS/EW Streets:	N Druid Hills Rd				N Druid Hills Rd				Lindenwood Ln				Lindenwood Ln				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:45 AM	0	114	0	0	1	201	0	0	0	0	0	0	1	0	8	0	325
8:00 AM	0	111	0	0	3	190	0	0	0	0	0	0	1	0	6	0	311
8:15 AM	0	91	0	0	5	228	0	0	0	0	0	0	0	0	4	0	328
8:30 AM	0	87	1	0	5	193	0	0	0	0	0	0	5	0	2	0	293
TOTAL VOLUMES :	0	403	1	0	14	812	0	0	0	0	0	0	7	0	20	0	TOTAL 1257
APPROACH %'s :	0.00%	99.75%	0.25%	0.00%	1.69%	98.31%	0.00%	0.00%					25.93%	0.00%	74.07%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL 1257
PEAK HR VOL :	0	403	1	0	14	812	0	0	0	0	0	0	7	0	20	0	TOTAL 1257
PEAK HR FACTOR :	0.000	0.884	0.250	0.000	0.700	0.890	0.000	0.000	0.000	0.000	0.000	0.000	0.350	0.000	0.625	0.000	0.958
			0.886				0.886								0.750		
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:15 PM	0	192	1	0	4	142	0	0	0	0	0	0	1	0	3	0	343
5:30 PM	0	200	0	0	4	140	0	0	0	0	0	0	1	0	3	0	348
5:45 PM	0	198	0	0	7	104	0	0	0	0	0	0	0	0	5	0	314
6:00 PM	0	195	1	0	5	127	0	0	0	0	0	0	1	0	0	0	329
TOTAL VOLUMES :	0	785	2	0	20	513	0	0	0	0	0	0	3	0	11	0	TOTAL 1334
APPROACH %'s :	0.00%	99.75%	0.25%	0.00%	3.75%	96.25%	0.00%	0.00%					21.43%	0.00%	78.57%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL 1334
PEAK HR VOL :	0	785	2	0	20	513	0	0	0	0	0	0	3	0	11	0	TOTAL 1334
PEAK HR FACTOR :	0.000	0.981	0.500	0.000	0.714	0.903	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.550	0.000	0.958
			0.984				0.913								0.700		

N Druid Hills Rd & Lindenwood Ln

Peak Hour Turning Movement Count

ID: 18-09483-005
City: Atlanta

Day: Tuesday
Date: 09/11/2018

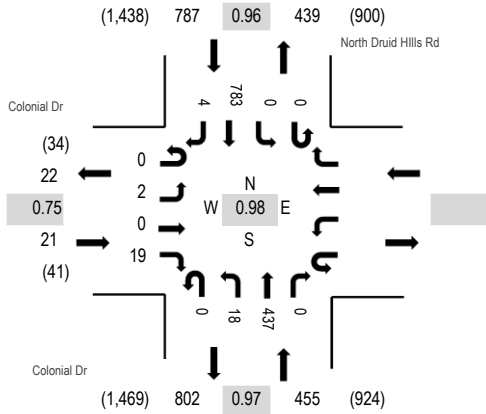




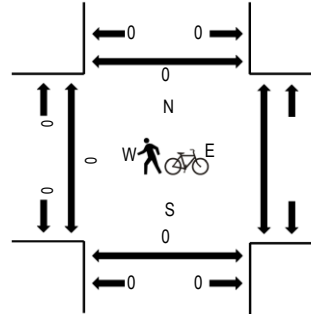
(303) 216-2439
www.alltrafficdata.net

Location: 6 North Druid Hills Rd & Colonial Dr AM
Date and Start Time: Thursday, November 10, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Colonial Dr Eastbound				Westbound			North Druid Hills Rd Northbound				North Druid Hills Rd Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	0	0	4					0	1	118	0	0	0	0	127	1	251	1,140	0	0	0
7:15 AM	0	0	0	4					0	3	118	0	0	0	0	160	1	286	1,211	0	0	0
7:30 AM	0	1	0	7					0	0	110	0	0	0	0	179	0	297	1,237	0	0	1
7:45 AM	0	0	0	4					0	5	114	0	0	0	0	182	1	306	1,253	0	0	0
8:00 AM	0	1	0	4					0	3	114	0	0	0	0	199	1	322	1,263	0	0	0
8:15 AM	0	0	0	7					0	3	96	0	0	0	0	204	2	312		0	0	0
8:30 AM	0	1	0	2					0	7	109	0	0	0	0	193	1	313		0	0	0
8:45 AM	0	0	0	6					0	5	118	0	0	0	0	187	0	316		0	0	0

Peak Rolling Hour Flow Rates

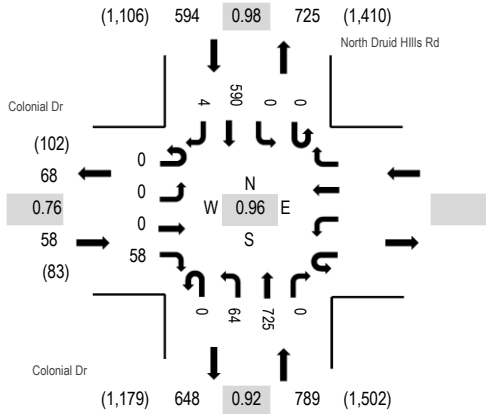
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0	0				
Lights	0	2	0	19					0	18	425	0	0	0	0	775	4	1,243				
Mediums	0	0	0	0					0	0	12	0	0	0	0	8	0	20				
Total	0	2	0	19					0	18	437	0	0	0	0	783	4	1,263				



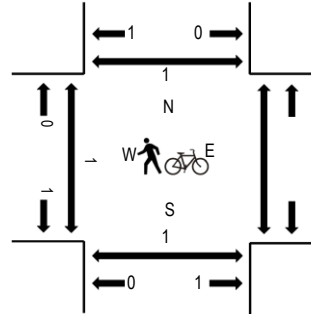
(303) 216-2439
www.alltrafficdata.net

Location: 6 North Druid Hills Rd & Colonial Dr PM
Date and Start Time: Thursday, November 10, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Colonial Dr Eastbound				Westbound			North Druid Hills Rd Northbound				North Druid Hills Rd Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South
4:00 PM	0	0	0	10					0	8	150	0	0	0	113	4	285	1,250	0	0	0
4:15 PM	0	0	0	5					0	4	175	0	0	0	138	1	323	1,340	1	0	0
4:30 PM	0	0	0	6					0	10	192	0	0	0	117	0	325	1,374	0	0	0
4:45 PM	0	1	0	3					0	7	167	0	0	0	139	0	317	1,404	0	0	0
5:00 PM	0	0	0	14					0	13	201	0	0	0	147	0	375	1,441	0	1	0
5:15 PM	0	0	0	11					0	12	186	0	0	0	148	0	357		0	0	0
5:30 PM	0	0	0	19					0	19	170	0	0	0	145	2	355		1	0	1
5:45 PM	0	0	0	14					0	20	168	0	0	0	150	2	354		0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	0	0	58					0	64	722	0	0	0	584	4	1,432
Mediums	0	0	0	0					0	0	3	0	0	0	6	0	9
Total	0	0	0	58					0	64	725	0	0	0	590	4	1,441

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Druid Hills Rd & Brookshire Ln
City: Atlanta
Control: 1-Way Stop(WB)

Project ID: 18-09483-006
Date: 9/11/2018

Total

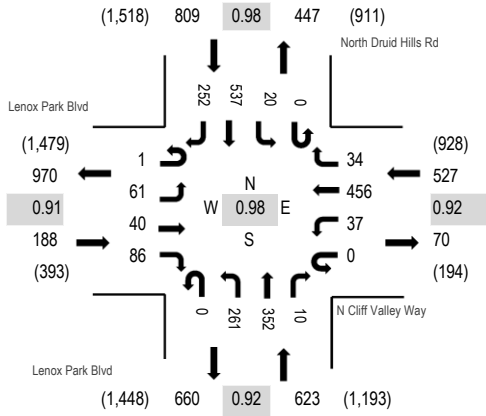
NS/EW Streets:	N Druid Hills Rd				N Druid Hills Rd				Brookshire Ln				Brookshire Ln				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:45 AM	0	109	0	0	1	208	0	0	0	0	0	0	11	0	2	0	331
8:00 AM	0	116	3	0	0	200	0	0	0	0	0	0	10	0	4	0	333
8:15 AM	0	92	3	0	0	239	0	0	0	0	0	0	7	0	1	0	342
8:30 AM	0	87	3	0	1	197	0	0	0	0	0	0	8	0	1	0	297
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	404	9	0	2	844	0	0	0	0	0	0	36	0	8	0	1303
APPROACH %'s :	0.00%	97.82%	2.18%	0.00%	0.24%	99.76%	0.00%	0.00%					81.82%	0.00%	18.18%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	404	9	0	2	844	0	0	0	0	0	0	36	0	8	0	1303
PEAK HR FACTOR :	0.000	0.871	0.750	0.000	0.500	0.883	0.000	0.000	0.000	0.000	0.000	0.000	0.818	0.000	0.500	0.000	0.952
	0.868				0.885								0.786				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
5:15 PM	0	201	11	0	3	148	0	0	0	0	0	0	5	0	3	0	371
5:30 PM	0	206	10	0	2	154	0	0	0	0	0	0	1	0	1	0	374
5:45 PM	0	232	9	0	3	105	0	0	0	0	0	0	2	0	4	0	355
6:00 PM	0	199	11	0	6	136	0	0	0	0	0	0	3	0	2	0	357
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	838	41	0	14	543	0	0	0	0	0	0	11	0	10	0	1457
APPROACH %'s :	0.00%	95.34%	4.66%	0.00%	2.51%	97.49%	0.00%	0.00%					52.38%	0.00%	47.62%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	838	41	0	14	543	0	0	0	0	0	0	11	0	10	0	1457
PEAK HR FACTOR :	0.000	0.903	0.932	0.000	0.583	0.881	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.000	0.625	0.000	0.974
	0.912				0.893								0.656				



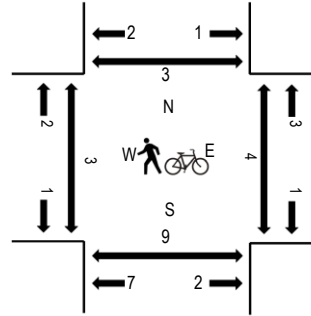
(303) 216-2439
www.alltrafficdata.net

Location: 7 North Druid Hills Rd & N Cliff Valley Way AM
Date and Start Time: Thursday, November 10, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Lenox Park Blvd Eastbound				N Cliff Valley Way Westbound				North Druid Hills Rd Northbound				North Druid Hills Rd Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	17	10	23	0	58	30	8	0	26	94	16	0	3	115	19	419	1,885	0	0	2	0
7:15 AM	0	14	11	20	0	44	44	11	0	29	98	19	0	7	139	29	465	2,011	0	0	0	2
7:30 AM	0	16	10	26	0	19	71	5	0	45	92	17	0	4	146	41	492	2,083	0	0	2	0
7:45 AM	0	18	15	25	0	17	89	5	0	41	86	7	0	5	156	45	509	2,111	0	2	0	0
8:00 AM	0	19	10	28	0	16	106	11	0	61	82	5	0	5	146	56	545	2,147	1	0	1	0
8:15 AM	0	10	13	20	0	8	114	12	0	67	79	3	0	8	131	72	537		1	0	3	1
8:30 AM	1	20	8	18	0	5	107	5	0	62	94	1	0	4	140	55	520		0	4	4	2
8:45 AM	0	12	9	20	0	8	129	6	0	71	97	1	0	3	120	69	545		1	0	1	0

Peak Rolling Hour Flow Rates

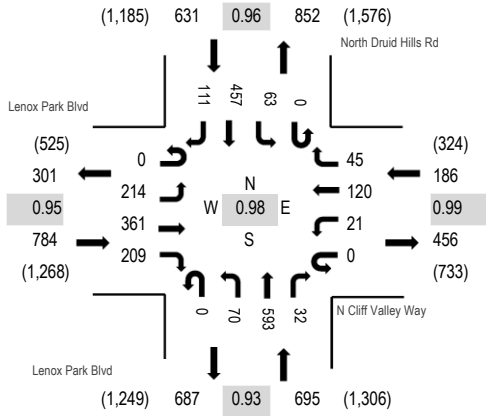
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	1	61	40	85	0	35	454	28	0	260	345	10	0	18	530	252	2,119
Mediums	0	0	0	1	0	2	2	6	0	1	7	0	0	2	6	0	27
Total	1	61	40	86	0	37	456	34	0	261	352	10	0	20	537	252	2,147



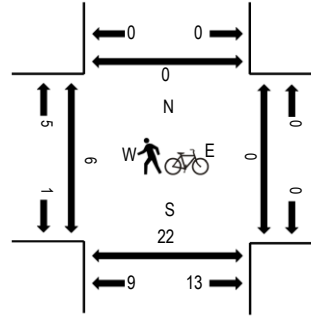
(303) 216-2439
www.alltrafficdata.net

Location: 7 North Druid Hills Rd & N Cliff Valley Way PM
Date and Start Time: Thursday, November 10, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Lenox Park Blvd Eastbound				N Cliff Valley Way Westbound				North Druid Hills Rd Northbound				North Druid Hills Rd Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	26	39	26	0	6	11	10	0	16	121	1	0	10	118	18	402	1,787	0	0	3	0
4:15 PM	1	44	57	17	0	12	23	4	0	19	130	1	0	8	103	24	443	1,943	0	0	1	0
4:30 PM	1	49	71	31	0	6	26	6	0	15	141	3	0	14	96	20	479	2,072	0	0	2	1
4:45 PM	0	33	60	29	0	5	20	9	0	11	151	2	0	11	113	19	463	2,180	1	1	1	0
5:00 PM	0	64	77	52	0	9	29	8	0	14	143	4	0	18	108	32	558	2,296	0	0	6	0
5:15 PM	0	65	103	38	0	3	31	13	0	17	152	2	0	13	122	13	572		2	0	6	0
5:30 PM	0	50	95	55	0	3	32	11	0	24	143	10	0	15	112	37	587		2	0	9	0
5:45 PM	0	35	86	64	0	6	28	13	0	15	155	16	0	17	115	29	579		2	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	214	361	209	0	21	120	44	0	70	590	31	0	63	451	111	2,285
Mediums	0	0	0	0	0	0	0	1	0	0	3	1	0	0	6	0	11
Total	0	214	361	209	0	21	120	45	0	70	593	32	0	63	457	111	2,296

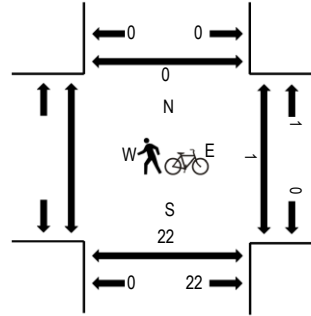
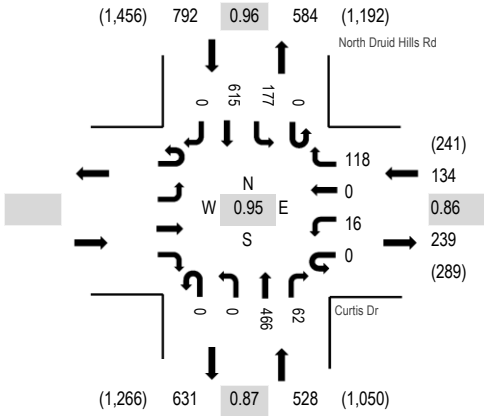


(303) 216-2439
www.alltrafficdata.net

Location: 8 North Druid Hills Rd & Curtis Dr AM
Date and Start Time: Thursday, November 10, 2016
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Eastbound				Curtis Dr Westbound				North Druid Hills Rd Northbound				North Druid Hills Rd Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM					0	2	0	31	0	0	104	13	0	69	127	0	346	1,454	0	1	0	
7:15 AM					0	4	0	35	0	0	110	12	0	59	148	0	368	1,441	1	1	0	
7:30 AM					0	5	0	31	0	0	127	27	0	22	169	0	381	1,388	0	4	0	
7:45 AM					0	5	0	21	0	0	125	10	0	27	171	0	359	1,330	0	16	0	
8:00 AM					0	4	0	24	0	0	114	1	0	17	173	0	333	1,293	0	8	0	
8:15 AM					0	3	0	20	0	0	131	0	0	10	151	0	315		0	1	0	
8:30 AM					0	4	0	32	0	0	121	2	0	7	157	0	323		0	1	0	
8:45 AM					0	3	0	17	0	0	149	4	0	9	140	0	322		0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	1	0	1
Lights					0	16	0	117	0	0	454	57	0	165	610	0	1,419
Mediums					0	0	0	1	0	0	12	5	0	12	4	0	34
Total					0	16	0	118	0	0	466	62	0	177	615	0	1,454

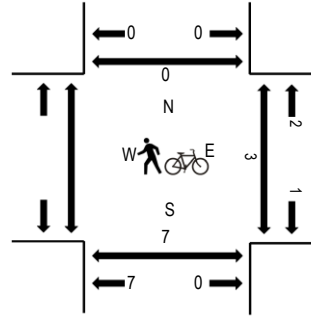
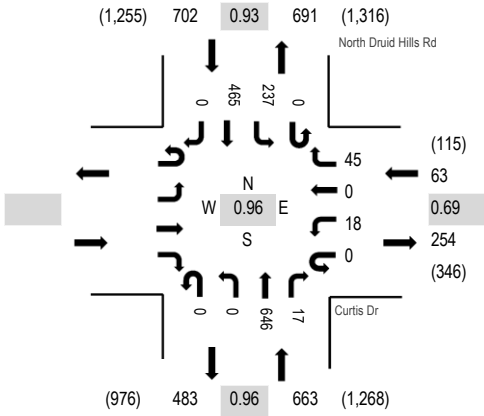


(303) 216-2439
www.alltrafficdata.net

Location: 8 North Druid Hills Rd & Curtis Dr PM
Date and Start Time: Thursday, November 10, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Eastbound				Curtis Dr Westbound				North Druid Hills Rd Northbound				North Druid Hills Rd Southbound				Total	Rolling Hour	Pedestrian Crossings		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South
4:00 PM					0	1	0	8	0	0	131	2	0	13	136	0	291	1,210	0	1	0
4:15 PM					0	1	0	10	0	0	153	8	0	15	114	0	301	1,266	0	0	0
4:30 PM					0	6	0	10	0	0	149	6	0	26	107	0	304	1,322	0	0	0
4:45 PM					0	4	0	12	0	0	152	4	0	18	124	0	314	1,370	1	0	0
5:00 PM					0	2	0	8	0	0	156	0	0	43	138	0	347	1,428	0	0	0
5:15 PM					0	5	0	19	0	0	158	6	0	49	120	0	357		2	0	0
5:30 PM					0	6	0	9	0	0	168	5	0	55	109	0	352		0	4	0
5:45 PM					0	5	0	9	0	0	164	6	0	90	98	0	372		1	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	18	0	45	0	0	642	17	0	237	458	0	1,417
Mediums					0	0	0	0	0	0	4	0	0	0	7	0	11
Total					0	18	0	45	0	0	646	17	0	237	465	0	1,428

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Druid Hills Rd & Wright Ave/Druid Knoll Dr
 City: Atlanta
 Control: 2-Way Stop(EB/WB)

Project ID: 18-09483-007
 Date: 9/11/2018

Total

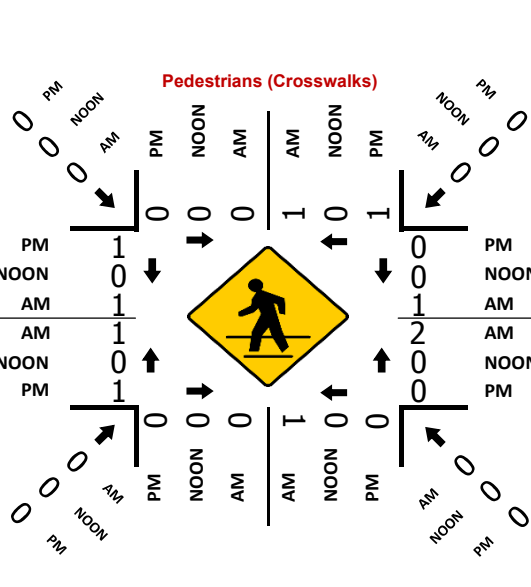
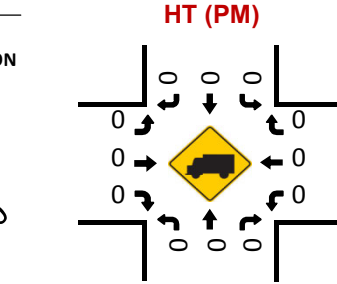
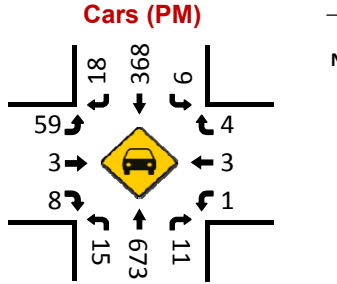
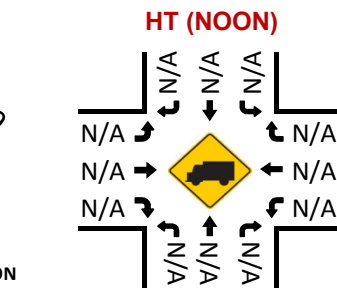
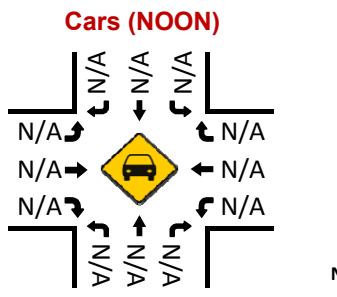
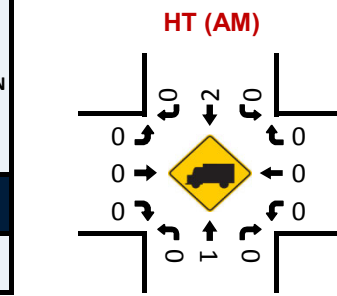
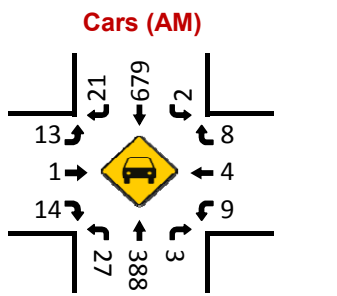
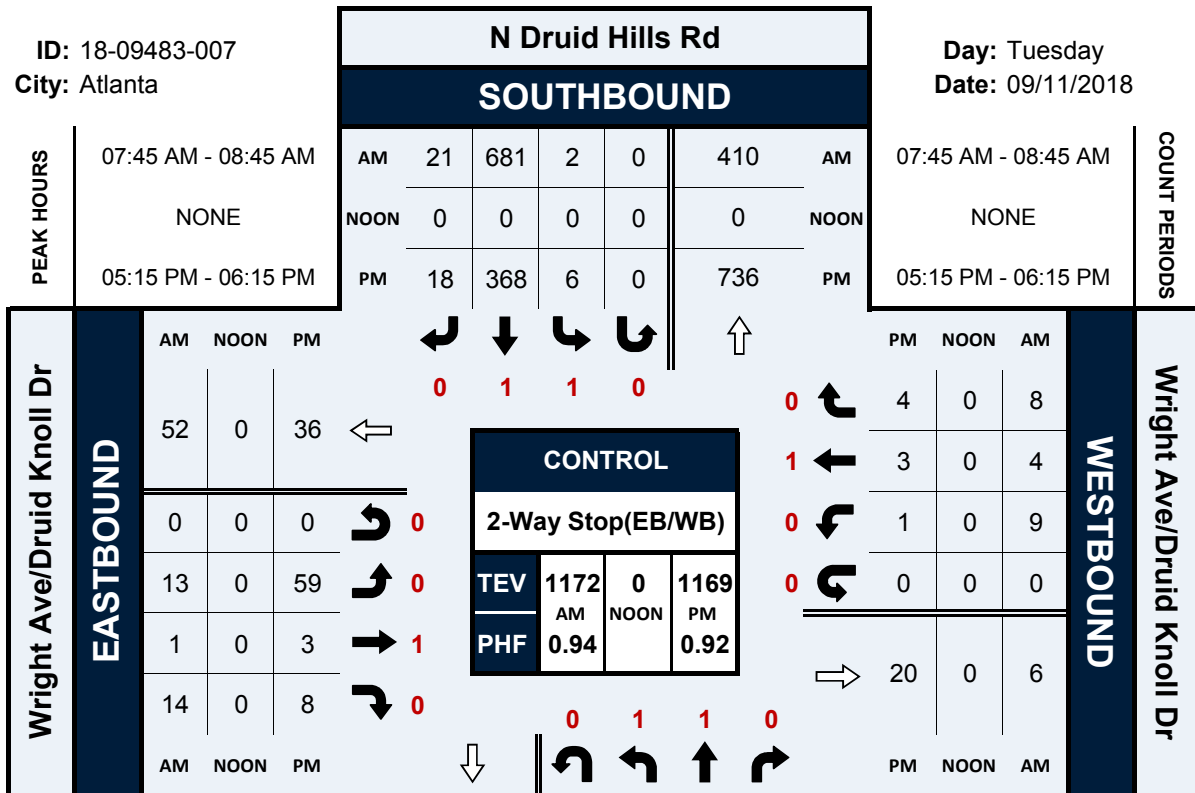
NS/EW Streets:	N Druid Hills Rd				N Druid Hills Rd				Wright Ave/Druid Knoll Dr				Wright Ave/Druid Knoll Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:45 AM	1	1	0	0	0	170	8	0	4	0	4	0	1	0	6	0	283
8:00 AM	4	89	1	0	0	168	2	0	4	0	3	0	4	1	0	0	276
8:15 AM	9	101	2	0	1	172	4	0	3	1	4	0	1	3	0	0	301
8:30 AM	12	111	0	0	1	171	7	0	2	0	3	0	3	0	2	0	312
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	27	389	3	0	2	681	21	0	13	1	14	0	9	4	8	0	1172
APPROACH %'s :	6.44%	92.84%	0.72%	0.00%	0.28%	96.73%	2.98%	0.00%	46.43%	3.57%	50.00%	0.00%	42.86%	19.05%	38.10%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	27	389	3	0	2	681	21	0	13	1	14	0	9	4	8	0	1172
PEAK HR FACTOR :	0.563	0.876	0.375	0.000	0.500	0.990	0.656	0.000	0.813	0.250	0.875	0.000	0.563	0.333	0.333	0.000	0.939
	0.852				0.983				0.875				0.750				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
5:15 PM	1	145	1	0	1	99	2	0	11	0	2	0	0	1	0	0	263
5:30 PM	7	188	4	0	3	90	8	0	15	1	0	0	0	1	0	0	317
5:45 PM	3	166	2	0	0	86	2	0	25	0	5	0	0	1	1	0	291
6:00 PM	4	174	4	0	2	93	6	0	8	2	1	0	1	0	3	0	298
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	15	673	11	0	6	368	18	0	59	3	8	0	1	3	4	0	1169
APPROACH %'s :	2.15%	96.28%	1.57%	0.00%	1.53%	93.88%	4.59%	0.00%	84.29%	4.29%	11.43%	0.00%	12.50%	37.50%	50.00%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	15	673	11	0	6	368	18	0	59	3	8	0	1	3	4	0	1169
PEAK HR FACTOR :	0.536	0.895	0.688	0.000	0.500	0.929	0.563	0.000	0.590	0.375	0.400	0.000	0.250	0.750	0.333	0.000	0.922
	0.878				0.961				0.583				0.500				

N Druid Hills Rd & Wright Ave/Druid Knoll Dr

Peak Hour Turning Movement Count

ID: 18-09483-007
City: Atlanta

Day: Tuesday
Date: 09/11/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Druid Hills Rd & Goodwin Rd/Goodwin Pl
 City: Atlanta
 Control: Signalized

Project ID: 18-09483-008
 Date: 9/11/2018

Total

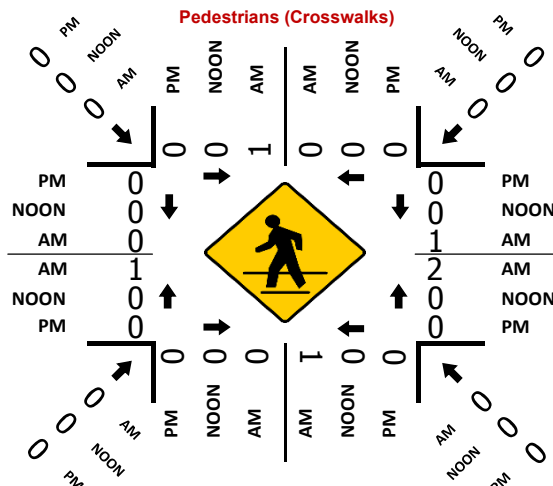
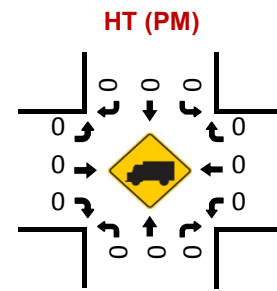
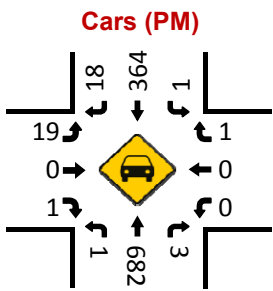
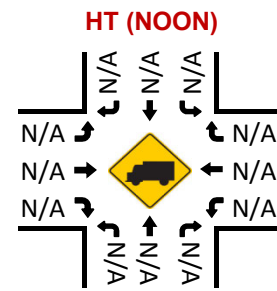
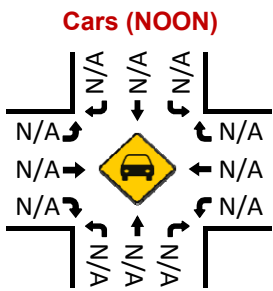
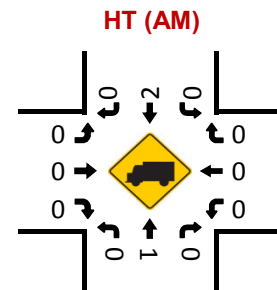
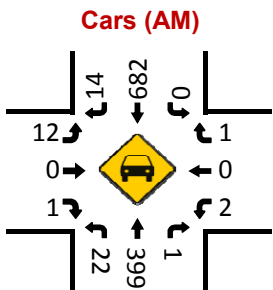
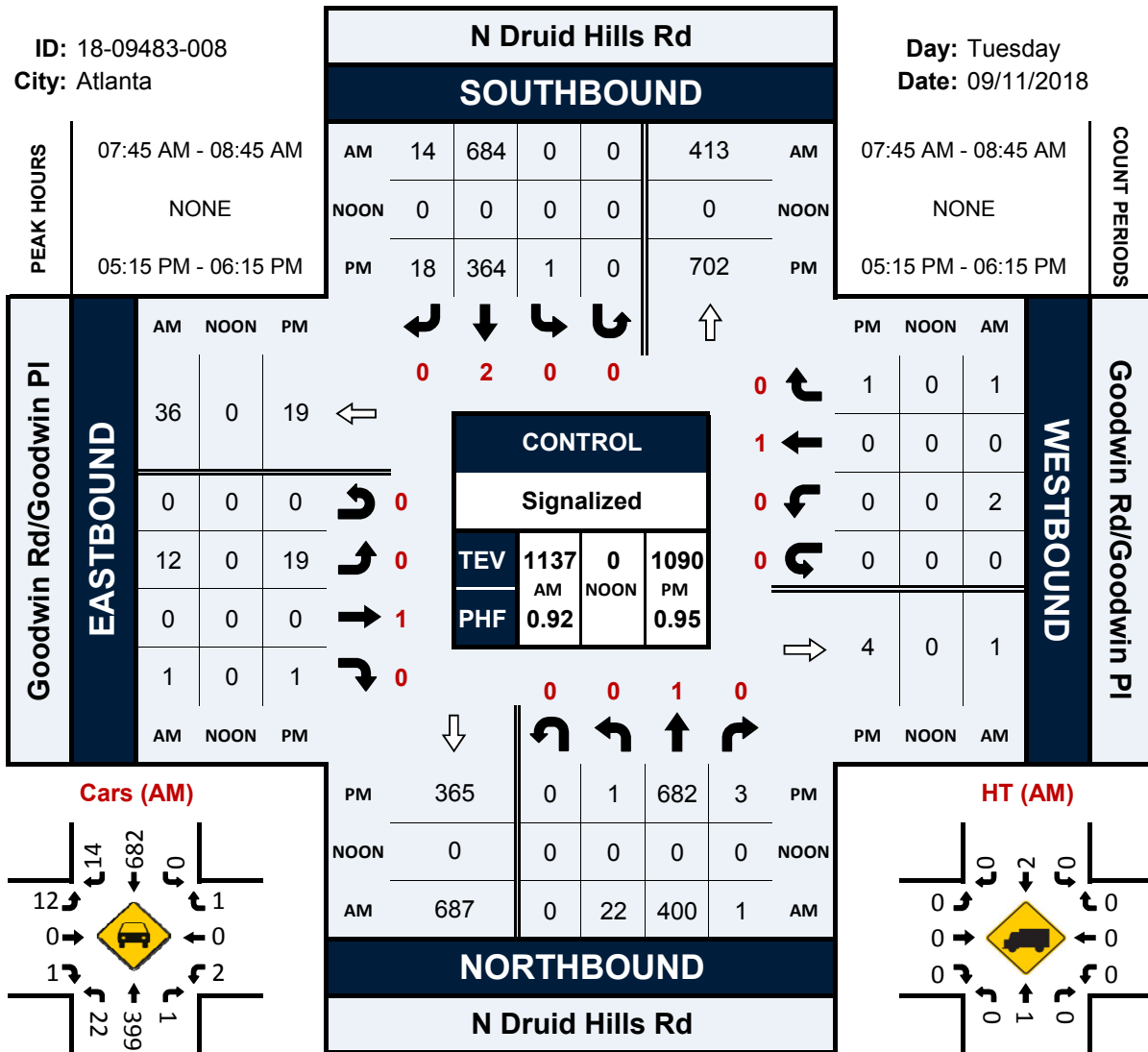
NS/EW Streets:	N Druid Hills Rd				N Druid Hills Rd				Goodwin Rd/Goodwin Pl				Goodwin Rd/Goodwin Pl				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	1	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
7:45 AM	1	86	0	0	0	169	3	0	2	0	1	0	1	0	1	0	264
8:00 AM	4	91	1	0	0	175	2	0	2	0	0	0	0	0	0	0	275
8:15 AM	6	105	0	0	0	171	3	0	4	0	0	0	1	0	0	0	290
8:30 AM	11	118	0	0	0	169	6	0	4	0	0	0	0	0	0	0	308
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	22	400	1	0	0	684	14	0	12	0	1	0	2	0	1	0	1137
APPROACH %'s :	5.20%	94.56%	0.24%	0.00%	0.00%	97.99%	2.01%	0.00%	92.31%	0.00%	7.69%	0.00%	66.67%	0.00%	33.33%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	22	400	1	0	0	684	14	0	12	0	1	0	2	0	1	0	1137
PEAK HR FACTOR :	0.500	0.847	0.250	0.000	0.000	0.977	0.583	0.000	0.750	0.000	0.250	0.000	0.500	0.000	0.250	0.000	0.923
	0.820				0.986				0.813				0.375				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
5:15 PM	0	148	0	0	1	105	5	0	2	0	0	0	0	0	0	0	261
5:30 PM	1	185	1	0	0	89	3	0	7	0	0	0	0	0	0	0	286
5:45 PM	0	175	0	0	0	78	6	0	5	0	1	0	0	0	0	0	265
6:00 PM	0	174	2	0	0	92	4	0	5	0	0	0	0	0	1	0	278
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	1	682	3	0	1	364	18	0	19	0	1	0	0	0	1	0	1090
APPROACH %'s :	0.15%	99.42%	0.44%	0.00%	0.26%	95.04%	4.70%	0.00%	95.00%	0.00%	5.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	1	682	3	0	1	364	18	0	19	0	1	0	0	0	1	0	1090
PEAK HR FACTOR :	0.250	0.922	0.375	0.000	0.250	0.867	0.750	0.000	0.679	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.953
	0.917				0.863				0.714				0.250				

N Druid Hills Rd & Goodwin Rd/Goodwin Pl

Peak Hour Turning Movement Count

ID: 18-09483-008
City: Atlanta

Day: Tuesday
Date: 09/11/2018

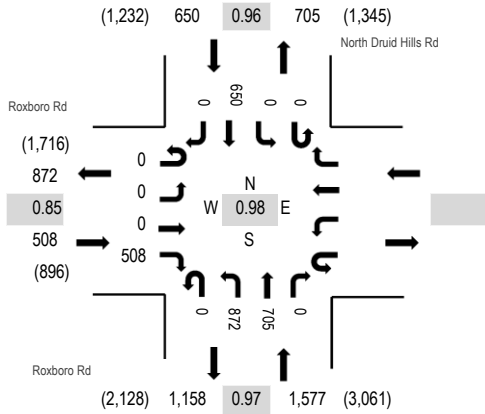




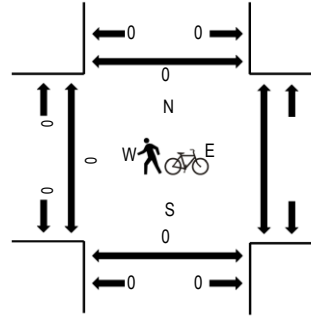
(303) 216-2439
www.alltrafficdata.net

Location: 9 North Druid Hills Rd & Roxboro Rd AM
Date and Start Time: Thursday, November 10, 2016
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Roxboro Rd Eastbound				Westbound			North Druid Hills Rd Northbound				North Druid Hills Rd Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	0	0	87					0	201	130	0	0	0	0	121	0	539	2,499	0	0	0
7:15 AM	0	0	0	100					0	219	133	0	0	0	0	158	0	610	2,646	0	0	0
7:30 AM	0	0	0	103					0	214	181	0	0	0	0	167	0	665	2,735	0	0	0
7:45 AM	0	0	0	120					0	224	172	0	0	0	0	169	0	685	2,717	0	0	0
8:00 AM	0	0	0	149					0	207	172	0	0	0	0	158	0	686	2,690	0	0	0
8:15 AM	0	0	0	136					0	227	180	0	0	0	0	156	0	699	2,735	0	0	0
8:30 AM	0	0	0	96					0	215	175	0	0	0	0	161	0	647	2,646	0	0	0
8:45 AM	0	0	0	105					0	209	202	0	0	0	0	142	0	658	2,690	0	0	0

Peak Rolling Hour Flow Rates

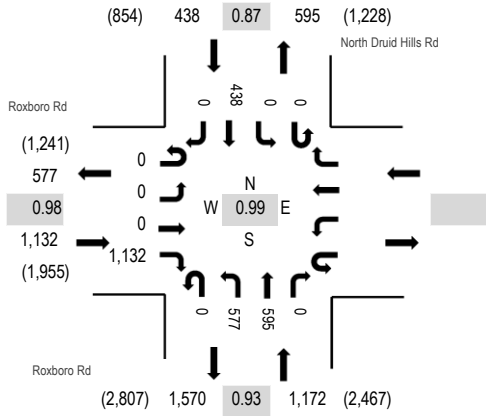
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1					0	0	0	0	0	0	2	0	3
Lights	0	0	0	501					0	860	690	0	0	0	643	0	2,694
Mediums	0	0	0	6					0	12	15	0	0	0	5	0	38
Total	0	0	0	508					0	872	705	0	0	0	650	0	2,735



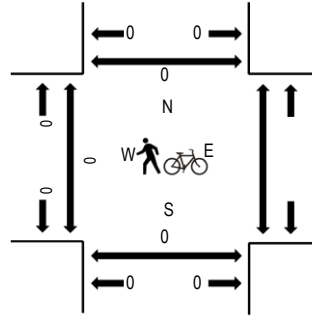
(303) 216-2439
www.alltrafficdata.net

Location: 9 North Druid Hills Rd & Roxboro Rd PM
Date and Start Time: Thursday, November 10, 2016
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Roxboro Rd Eastbound				Westbound			North Druid Hills Rd Northbound				North Druid Hills Rd Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	0	0	290					0	146	129	0	0	0	126	0	691	2,742	0	0	0	0
4:15 PM	0	0	0	281					0	130	148	0	0	0	113	0	672	2,712	0	0	0	0
4:30 PM	0	0	0	279					0	154	156	0	0	0	97	0	686	2,669	0	0	0	0
4:45 PM	0	0	0	282					0	147	162	0	0	0	102	0	693	2,655	0	0	0	0
5:00 PM	0	0	0	246					0	154	148	0	0	0	113	0	661	2,534	0	0	0	0
5:15 PM	0	0	0	214					0	172	158	0	2	0	83	0	629		0	0	0	0
5:30 PM	0	0	0	197					0	172	177	0	0	0	126	0	672		0	0	0	0
5:45 PM	0	0	0	166					0	166	148	0	0	0	92	0	572		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1					0	0	0	0	0	0	2	0	3
Lights	0	0	0	1,123					0	569	589	0	0	0	428	0	2,709
Mediums	0	0	0	8					0	8	6	0	0	0	8	0	30
Total	0	0	0	1,132					0	577	595	0	0	0	438	0	2,742

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Druid Hills Rd & Childers Rd
City: Atlanta
Control: 1-Way Stop(EB)

Project ID: 18-09483-009
Date: 9/11/2018

Total

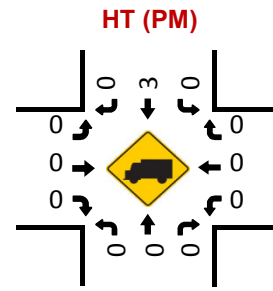
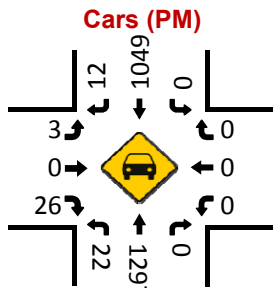
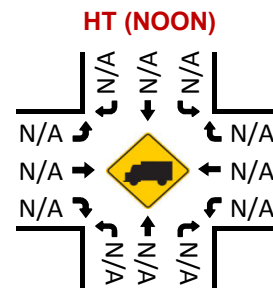
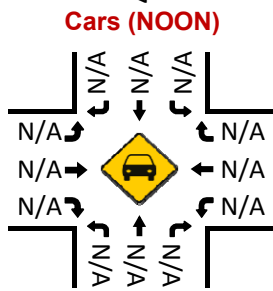
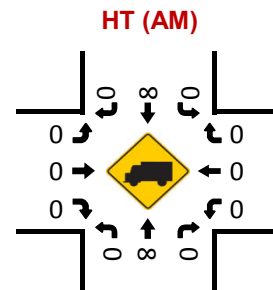
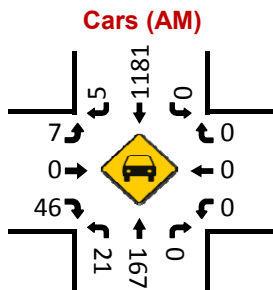
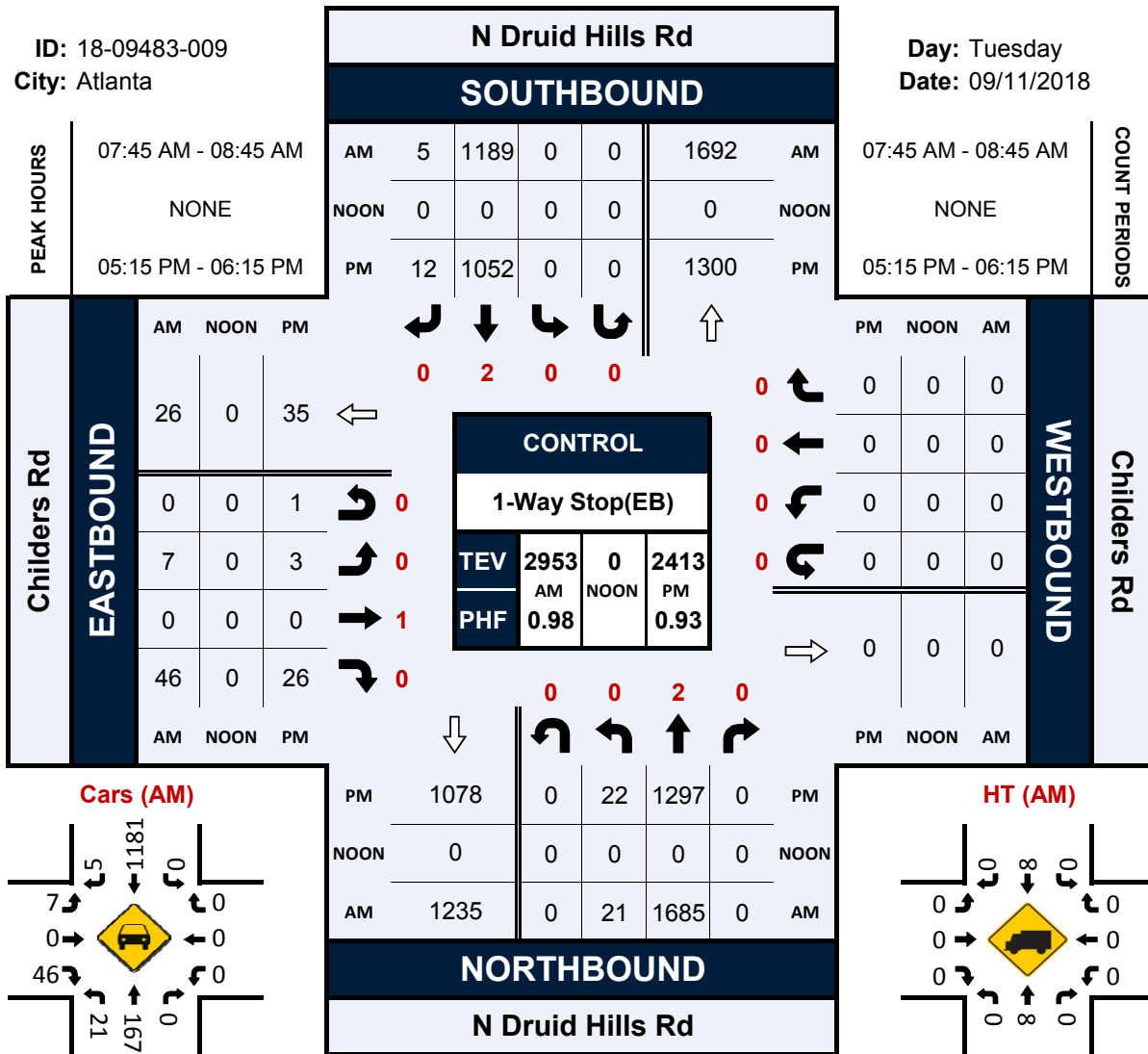
NS/EW Streets:	N Druid Hills Rd				N Druid Hills Rd				Childers Rd				Childers Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:45 AM	4	401	0	0	0	305	2	0	3	0	15	0	0	0	0	0	730
8:00 AM	8	422	0	0	0	311	0	0	0	0	13	0	0	0	0	0	754
8:15 AM	4	430	0	0	0	305	1	0	3	0	7	0	0	0	0	0	750
8:30 AM	5	432	0	0	0	268	2	0	1	0	11	0	0	0	0	0	719
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	21	1685	0	0	0	1189	5	0	7	0	46	0	0	0	0	0	2953
APPROACH %'s :	1.23%	98.77%	0.00%	0.00%	0.00%	99.58%	0.42%	0.00%	13.21%	0.00%	86.79%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	21	1685	0	0	0	1189	5	0	7	0	46	0	0	0	0	0	2953
PEAK HR FACTOR :	0.656	0.975	0.000	0.000	0.000	0.956	0.625	0.000	0.583	0.000	0.767	0.000	0.000	0.000	0.000	0.000	0.979
	0.976				0.960				0.736								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
5:15 PM	8	346	0	0	0	281	6	0	1	0	3	1	0	0	0	0	646
5:30 PM	5	329	0	0	0	280	3	0	0	0	9	0	0	0	0	0	626
5:45 PM	4	310	0	0	0	257	1	0	1	0	8	0	0	0	0	0	581
6:00 PM	5	312	0	0	0	234	2	0	1	0	6	0	0	0	0	0	560
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	22	1297	0	0	0	1052	12	0	3	0	26	1	0	0	0	0	2413
APPROACH %'s :	1.67%	98.33%	0.00%	0.00%	0.00%	98.87%	1.13%	0.00%	10.00%	0.00%	86.67%	3.33%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	22	1297	0	0	0	1052	12	0	3	0	26	1	0	0	0	0	2413
PEAK HR FACTOR :	0.688	0.937	0.000	0.000	0.000	0.936	0.500	0.000	0.750	0.000	0.722	0.250	0.000	0.000	0.000	0.000	0.934
	0.931				0.927				0.833								

N Druid Hills Rd & Childers Rd

Peak Hour Turning Movement Count

ID: 18-09483-009
City: Atlanta

Day: Tuesday
Date: 09/11/2018



Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
 info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
 Buford Hwy @ N Druid Hills Rd

File Name : 42350207
 Site Code : 42350207
 Start Date : 9/13/2018
 Page No : 1

7-10am | 4-7pm

Groups Printed- Cars, Buses - Trucks

Start Time	Buford Hwy Northbound					Buford Hwy Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	
07:00 AM	19	38	15	1	73	76	104	14	2	196	3	156	50	4	213	155	317	29	0	501	983
07:15 AM	25	52	12	0	89	63	139	11	1	214	4	174	40	1	219	90	376	27	0	493	1015
07:30 AM	36	44	14	0	94	63	207	16	3	289	10	207	34	4	255	113	340	31	4	488	1126
07:45 AM	49	51	19	0	119	76	211	18	1	306	11	213	36	6	266	123	344	25	0	492	1183
Total	129	185	60	1	375	278	661	59	7	1005	28	750	160	15	953	481	1377	112	4	1974	4307
08:00 AM	50	75	27	0	152	66	194	21	1	282	15	255	58	2	330	135	327	32	3	497	1261
08:15 AM	63	77	28	1	169	86	197	33	1	317	13	255	47	3	318	99	333	28	0	460	1264
08:30 AM	54	64	24	0	142	69	181	49	1	300	14	201	50	2	267	81	364	30	0	475	1184
08:45 AM	68	66	22	0	156	64	164	37	0	265	15	168	39	1	223	110	358	25	0	493	1137
Total	235	282	101	1	619	285	736	140	3	1164	57	879	194	8	1138	425	1382	115	3	1925	4846
09:00 AM	48	65	9	0	122	51	134	15	1	201	13	176	48	2	239	101	318	26	0	445	1007
09:15 AM	34	67	23	0	124	50	149	17	2	218	7	157	35	0	199	115	322	35	1	473	1014
09:30 AM	33	64	20	3	120	31	100	7	5	143	9	165	62	1	237	79	309	30	1	419	919
09:45 AM	31	70	21	0	122	38	100	11	3	152	13	179	42	2	236	68	284	35	0	387	897
Total	146	266	73	3	488	170	483	50	11	714	42	677	187	5	911	363	1233	126	2	1724	3837
*** BREAK ***																					
04:00 PM	55	126	37	0	218	65	96	17	2	180	10	268	21	0	299	41	213	51	2	307	1004
04:15 PM	43	129	42	2	216	43	108	14	1	166	14	299	28	1	342	53	229	55	0	337	1061
04:30 PM	48	159	36	0	243	46	78	10	1	135	18	286	25	1	330	42	221	70	0	333	1041
04:45 PM	90	141	40	0	271	66	78	12	1	157	20	254	26	0	300	42	232	74	0	348	1076
Total	236	555	155	2	948	220	360	53	5	638	62	1107	100	2	1271	178	895	250	2	1325	4182
05:00 PM	60	194	45	0	299	48	108	20	0	176	18	222	18	1	259	41	219	58	0	318	1052
05:15 PM	81	167	34	0	282	45	109	21	0	175	22	249	33	3	307	48	238	81	0	367	1131
05:30 PM	80	164	27	0	271	44	93	22	2	161	15	269	26	2	312	46	247	78	0	371	1115
05:45 PM	75	193	37	0	305	59	111	10	1	181	23	236	16	10	285	48	191	64	0	303	1074
Total	296	718	143	0	1157	196	421	73	3	693	78	976	93	16	1163	183	895	281	0	1359	4372
06:00 PM	77	188	27	0	292	52	101	13	0	166	12	258	24	3	297	42	190	52	0	284	1039
06:15 PM	66	147	26	0	239	47	93	15	0	155	24	273	21	3	321	42	198	63	1	304	1019
06:30 PM	68	156	27	0	251	56	105	17	0	178	12	201	21	3	237	32	190	74	1	297	963
06:45 PM	52	119	26	0	197	49	78	23	1	151	27	190	17	2	236	63	204	50	0	317	901
Total	263	610	106	0	979	204	377	68	1	650	75	922	83	11	1091	179	782	239	2	1202	3922
Grand Total	1305	2616	638	7	4566	1353	3038	443	30	4864	342	5311	817	57	6527	1809	6564	1123	13	9509	25466
Apprch %	28.6	57.3	14	0.2		27.8	62.5	9.1	0.6		5.2	81.4	12.5	0.9		19	69	11.8	0.1		
Total %	5.1	10.3	2.5	0	17.9	5.3	11.9	1.7	0.1	19.1	1.3	20.9	3.2	0.2	25.6	7.1	25.8	4.4	0.1	37.3	
Cars, Buses	1235	2485	609	7	4336	1287	2887	420	30	4624	321	5063	775	57	6216	1719	6223	1057	13	9012	24188
% Cars, Buses	94.6	95	95.5	100	95	95.1	95	94.8	100	95.1	93.9	95.3	94.9	100	95.2	95	94.8	94.1	100	94.8	95
Trucks	70	131	29	0	230	66	151	23	0	240	21	248	42	0	311	90	341	66	0	497	1278
% Trucks	5.4	5	4.5	0	5	4.9	5	5.2	0	4.9	6.1	4.7	5.1	0	4.8	5	5.2	5.9	0	5.2	5

Reliable Traffic Data Services

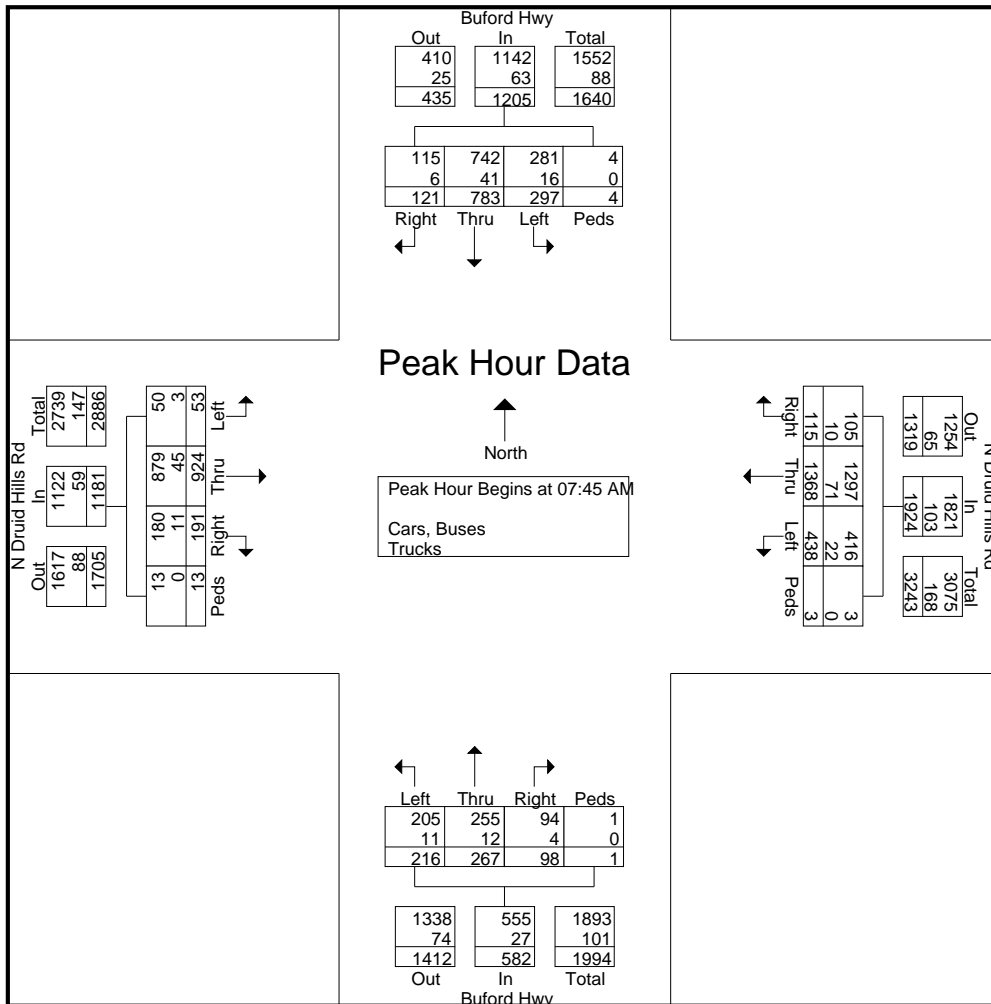
Tel: (770) 578-8158 | Fax: (770) 578-8159
 info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
 Buford Hwy @ N Druid Hills Rd

File Name : 42350207
 Site Code : 42350207
 Start Date : 9/13/2018
 Page No : 2

7-10am | 4-7pm

Start Time	Buford Hwy Northbound					Buford Hwy Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	49	51	19	0	119	76	211	18	1	306	11	213	36	6	266	123	344	25	0	492	1183
08:00 AM	50	75	27	0	152	66	194	21	1	282	15	255	58	2	330	135	327	32	3	497	1261
08:15 AM	63	77	28	1	169	86	197	33	1	317	13	255	47	3	318	99	333	28	0	460	1264
08:30 AM	54	64	24	0	142	69	181	49	1	300	14	201	50	2	267	81	364	30	0	475	1184
Total Volume	216	267	98	1	582	297	783	121	4	1205	53	924	191	13	1181	438	1368	115	3	1924	4892
% App. Total	37.1	45.9	16.8	0.2		24.6	65	10	0.3		4.5	78.2	16.2	1.1		22.8	71.1	6	0.2		
PHF	.857	.867	.875	.250	.861	.863	.928	.617	1.00	.950	.883	.906	.823	.542	.895	.811	.940	.898	.250	.968	.968
Cars, Buses	205	255	94	1	555	281	742	115	4	1142	50	879	180	13	1122	416	1297	105	3	1821	4640
% Cars, Buses	94.9	95.5	95.9	100	95.4	94.6	94.8	95.0	100	94.8	94.3	95.1	94.2	100	95.0	95.0	94.8	91.3	100	94.6	94.8
Trucks	11	12	4	0	27	16	41	6	0	63	3	45	11	0	59	22	71	10	0	103	252
% Trucks	5.1	4.5	4.1	0	4.6	5.4	5.2	5.0	0	5.2	5.7	4.9	5.8	0	5.0	5.0	5.2	8.7	0	5.4	5.2



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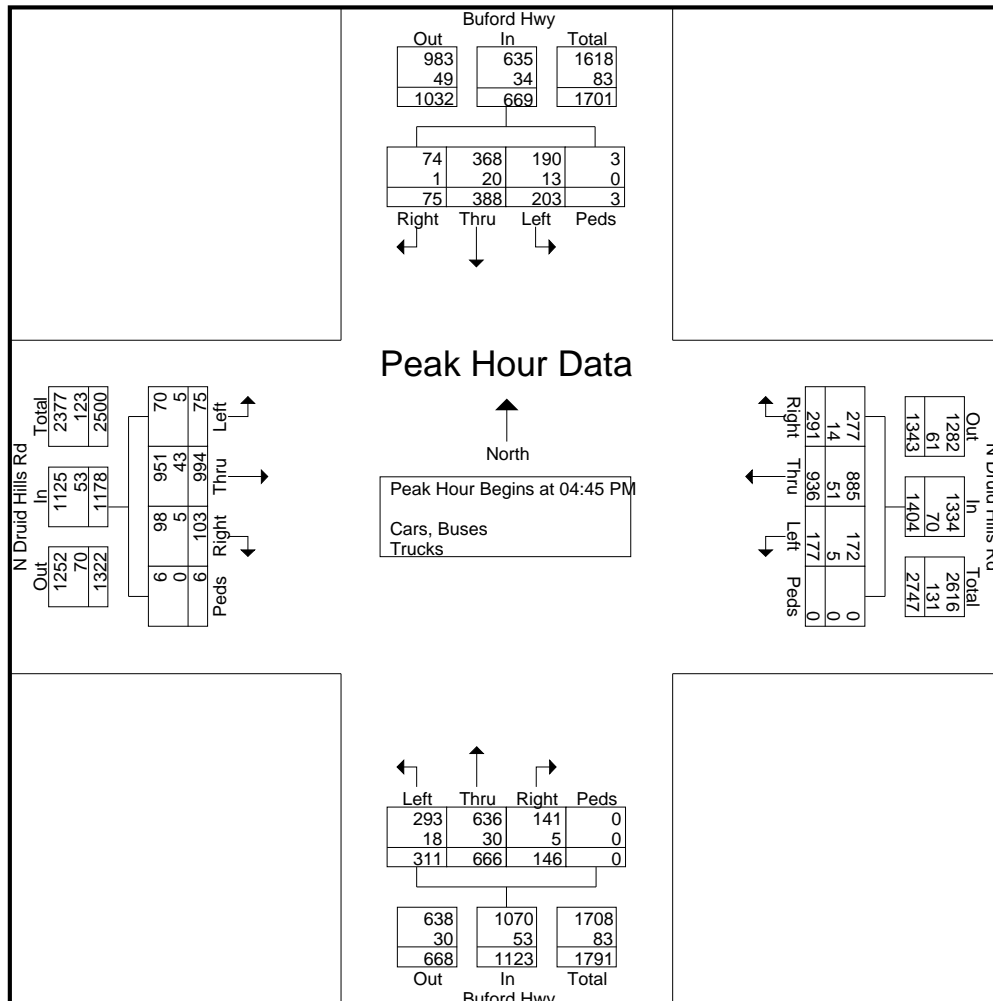
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TMC Data
 Buford Hwy @ N Druid Hills Rd

File Name : 42350207
 Site Code : 42350207
 Start Date : 9/13/2018
 Page No : 3

7-10am | 4-7pm

Start Time	Buford Hwy Northbound					Buford Hwy Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	90	141	40	0	271	66	78	12	1	157	20	254	26	0	300	42	232	74	0	348	1076
05:00 PM	60	194	45	0	299	48	108	20	0	176	18	222	18	1	259	41	219	58	0	318	1052
05:15 PM	81	167	34	0	282	45	109	21	0	175	22	249	33	3	307	48	238	81	0	367	1131
05:30 PM	80	164	27	0	271	44	93	22	2	161	15	269	26	2	312	46	247	78	0	371	1115
Total Volume	311	666	146	0	1123	203	388	75	3	669	75	994	103	6	1178	177	936	291	0	1404	4374
% App. Total	27.7	59.3				30.3		11.2				84.4				12.6	66.7	20.7			
PHF	.864	.858	.811	.000	.939	.769	.890	.852	.375	.950	.852	.924	.780	.500	.944	.922	.947	.898	.000	.946	.967
Cars, Buses	293	636	141	0	1070	190	368	74	3	635	70	951	98	6	1125	172	885	277	0	1334	4164
% Cars, Buses	94.2	95.5	96.6	0	95.3	93.6	94.8	98.7	100	94.9	93.3	95.7	95.1	100	95.5	97.2	94.6	95.2	0	95.0	95.2
Trucks	18	30	5	0	53	13	20	1	0	34	5	43	5	0	53	5	51	14	0	70	210
% Trucks	5.8	4.5	3.4	0	4.7	6.4	5.2	1.3	0	5.1	6.7	4.3	4.9	0	4.5	2.8	5.4	4.8	0	5.0	4.8



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TMC Data
 N Druid Hills Rd @ Salvation Army Drwy/
 N Druid Hills Dr
 7-10am | 4-7pm

File Name : 42350208
 Site Code : 42350208
 Start Date : 9/13/2018
 Page No : 1

Groups Printed- Cars, Buses - Trucks

Start Time	N Druid Hills Dr Northbound					Salvation Army Exit Drwy Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	
07:00 AM	8	0	11	3	22	0	0	0	3	3	0	229	5	1	235	17	488	0	0	505	765
07:15 AM	12	0	9	1	22	0	0	0	4	4	0	276	5	1	282	8	499	0	0	507	815
07:30 AM	6	0	9	3	18	0	0	0	1	1	0	278	14	2	294	14	503	0	0	517	830
07:45 AM	5	0	9	0	14	0	0	0	0	0	0	325	6	1	332	16	509	0	0	525	871
Total	31	0	38	7	76	0	0	0	8	8	0	1108	30	5	1143	55	1999	0	0	2054	3281
08:00 AM	13	0	10	0	23	0	0	0	2	2	0	286	12	0	298	9	510	1	1	521	844
08:15 AM	10	0	12	2	24	0	0	0	1	1	0	350	7	0	357	16	472	0	0	488	870
08:30 AM	9	1	12	2	24	0	0	0	1	1	0	328	9	1	338	19	523	0	0	542	905
08:45 AM	11	0	11	0	22	0	0	0	0	0	0	232	7	1	240	18	458	0	0	476	738
Total	43	1	45	4	93	0	0	0	4	4	0	1196	35	2	1233	62	1963	1	1	2027	3357
09:00 AM	9	0	9	1	19	0	0	0	1	1	0	232	3	1	236	18	439	0	0	457	713
09:15 AM	7	0	10	1	18	0	0	0	3	3	0	225	7	0	232	17	492	0	0	509	762
09:30 AM	10	0	9	1	20	0	1	1	0	2	0	217	8	0	225	19	382	0	0	401	648
09:45 AM	11	0	14	4	29	1	0	0	4	5	0	186	7	3	196	29	387	0	0	416	646
Total	37	0	42	7	86	1	1	1	8	11	0	860	25	4	889	83	1700	0	0	1783	2769
*** BREAK ***																					
04:00 PM	8	0	24	1	33	1	0	0	2	3	0	314	2	0	316	16	281	0	0	297	649
04:15 PM	6	0	16	0	22	1	0	0	3	4	0	368	3	0	371	10	375	0	0	385	782
04:30 PM	4	0	15	0	19	5	0	0	1	6	0	329	5	0	334	10	344	0	0	354	713
04:45 PM	8	0	10	0	18	4	0	2	0	6	0	369	8	1	378	9	374	0	0	383	785
Total	26	0	65	1	92	11	0	2	6	19	0	1380	18	1	1399	45	1374	0	0	1419	2929
05:00 PM	4	1	32	1	38	3	0	0	1	4	0	316	1	0	317	18	388	0	0	406	765
05:15 PM	3	0	25	0	28	0	0	0	1	1	0	295	5	1	301	12	370	0	0	382	712
05:30 PM	2	0	24	0	26	1	0	0	5	6	0	296	9	1	306	10	357	0	0	367	705
05:45 PM	3	0	22	0	25	0	0	0	0	0	0	303	6	0	309	10	315	0	0	325	659
Total	12	1	103	1	117	4	0	0	7	11	0	1210	21	2	1233	50	1430	0	0	1480	2841
06:00 PM	10	0	19	0	29	0	0	0	0	0	0	305	8	0	313	11	352	0	0	363	705
06:15 PM	3	0	10	0	13	0	0	0	0	0	0	317	6	0	323	15	308	0	0	323	659
06:30 PM	4	0	12	0	16	0	0	0	1	1	0	287	4	2	293	9	285	0	0	294	604
06:45 PM	9	0	12	1	22	0	0	0	1	1	0	275	2	2	279	8	295	0	0	303	605
Total	26	0	53	1	80	0	0	0	2	2	0	1184	20	4	1208	43	1240	0	0	1283	2573
Grand Total	175	2	346	21	544	16	1	3	35	55	0	6938	149	18	7105	338	9706	1	1	10046	17750
Apprch %	32.2	0.4	63.6	3.9		29.1	1.8	5.5	63.6		0	97.6	2.1	0.3		3.4	96.6	0	0		
Total %	1	0	1.9	0.1	3.1	0.1	0	0	0.2	0.3	0	39.1	0.8	0.1	40	1.9	54.7	0	0	56.6	
Cars, Buses	170	2	327	21	520	16	1	3	35	55	0	6576	149	18	6743	320	9207	1	1	9529	16847
% Cars, Buses	97.1	100	94.5	100	95.6	100	100	100	100	100	0	94.8	100	100	94.9	94.7	94.9	100	100	94.9	94.9
Trucks	5	0	19	0	24	0	0	0	0	0	0	362	0	0	362	18	499	0	0	517	903
% Trucks	2.9	0	5.5	0	4.4	0	0	0	0	0	0	5.2	0	0	5.1	5.3	5.1	0	0	5.1	5.1

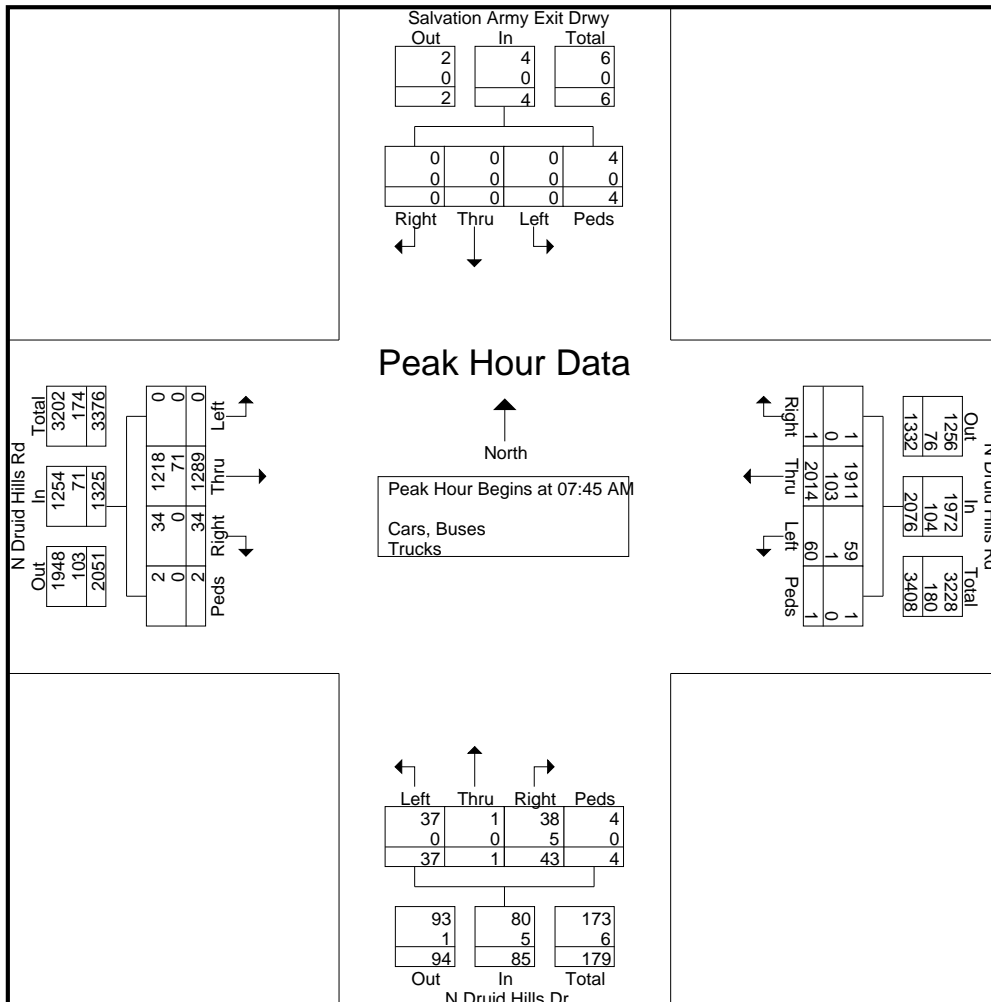
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TMC Data
 N Druid Hills Rd @ Salvation Army Drwy/
 N Druid Hills Dr
 7-10am | 4-7pm

File Name : 42350208
 Site Code : 42350208
 Start Date : 9/13/2018
 Page No : 2

Start Time	N Druid Hills Dr Northbound					Salvation Army Exit Drwy Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	5	0	9	0	14	0	0	0	0	0	0	325	6	1	332	16	509	0	0	525	871
08:00 AM	13	0	10	0	23	0	0	0	2	2	0	286	12	0	298	9	510	1	1	521	844
08:15 AM	10	0	12	2	24	0	0	0	1	1	0	350	7	0	357	16	472	0	0	488	870
08:30 AM	9	1	12	2	24	0	0	0	1	1	0	328	9	1	338	19	523	0	0	542	905
Total Volume	37	1	43	4	85	0	0	0	4	4	0	1289	34	2	1325	60	2014	1	1	2076	3490
% App. Total	43.5	1.2	50.6	4.7		0	0	0	100	100	0	97.3	2.6	0.2		2.9	97	0	0		
PHF	.712	.250	.896	.500	.885	.000	.000	.000	.500	.500	.000	.921	.708	.500	.928	.789	.963	.250	.250	.958	.964
Cars, Buses	37	1	38	4	80	0	0	0	4	4	0	1218	34	2	1254	59	1911	1	1	1972	3310
% Cars, Buses	100	100	88.4	100	94.1	0	0	0	100	100	0	94.5	100	100	94.6	98.3	94.9	100	100	95.0	94.8
Trucks	0	0	5	0	5	0	0	0	0	0	0	71	0	0	71	1	103	0	0	104	180
% Trucks	0	0	11.6	0	5.9	0	0	0	0	0	0	5.5	0	0	5.4	1.7	5.1	0	0	5.0	5.2



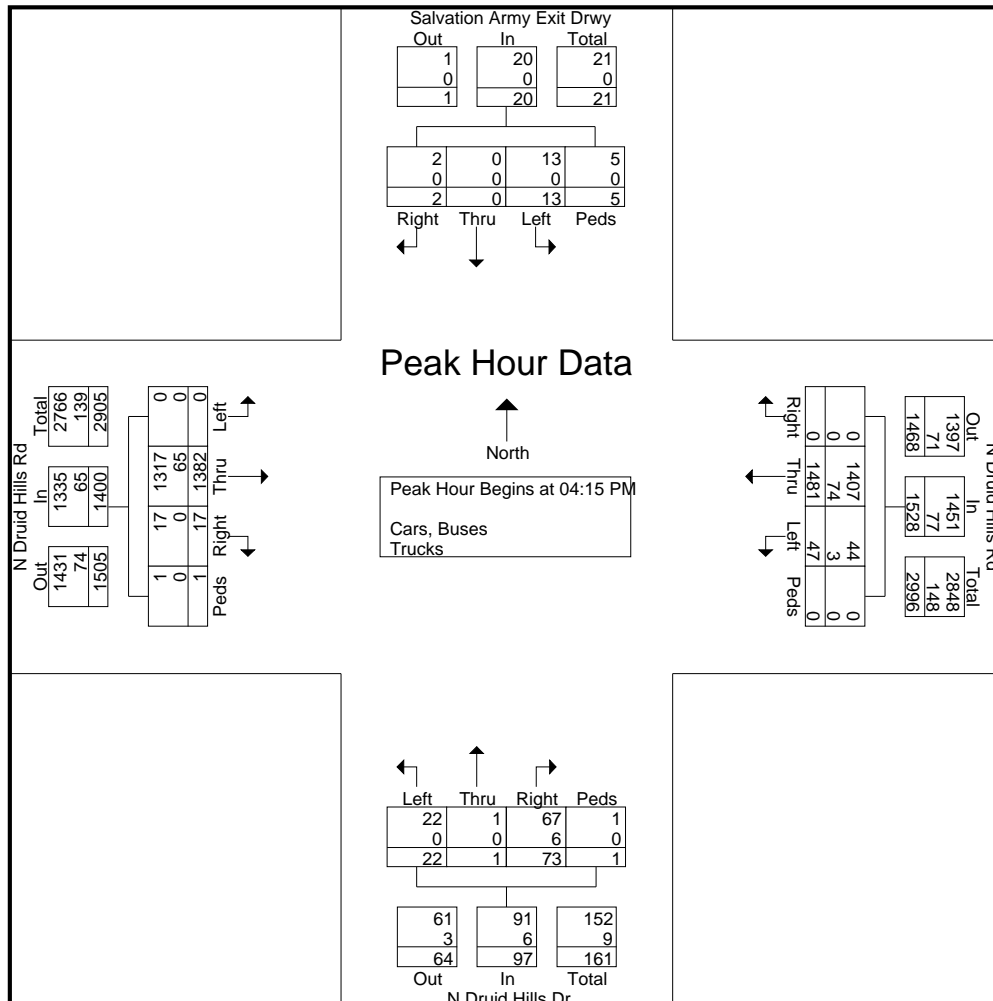
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TMC Data
 N Druid Hills Rd @ Salvation Army Drwy/
 N Druid Hills Dr
 7-10am | 4-7pm

File Name : 42350208
 Site Code : 42350208
 Start Date : 9/13/2018
 Page No : 3

Start Time	N Druid Hills Dr Northbound					Salvation Army Exit Drwy Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	6	0	16	0	22	1	0	0	3	4	0	368	3	0	371	10	375	0	0	385	782
04:30 PM	4	0	15	0	19	5	0	0	1	6	0	329	5	0	334	10	344	0	0	354	713
04:45 PM	8	0	10	0	18	4	0	2	0	6	0	369	8	1	378	9	374	0	0	383	785
05:00 PM	4	1	32	1	38	3	0	0	1	4	0	316	1	0	317	18	388	0	0	406	765
Total Volume	22	1	73	1	97	13	0	2	5	20	0	1382	17	1	1400	47	1481	0	0	1528	3045
% App. Total	22.7	1	75.3	1		65	0	10	25		0	98.7	1.2	0.1		3.1	96.9	0	0		
PHF	.688	.250	.570	.250	.638	.650	.000	.250	.417	.833	.000	.936	.531	.250	.926	.653	.954	.000	.000	.941	.970
Cars, Buses	22	1	67	1	91	13	0	2	5	20	0	1317	17	1	1335	44	1407	0	0	1451	2897
% Cars, Buses	100	100	91.8	100	93.8	100	0	100	100	100	0	95.3	100	100	95.4	93.6	95.0	0	0	95.0	95.1
Trucks	0	0	6	0	6	0	0	0	0	0	0	65	0	0	65	3	74	0	0	77	148
% Trucks	0	0	8.2	0	6.2	0	0	0	0	0	0	4.7	0	0	4.6	6.4	5.0	0	0	5.0	4.9



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TMC Data
 N Druid Hills Rd @ I-85 SB On Ramp/
 I-85 SB Frontage Rd
 7-10am | 4-7pm

File Name : 42350209
 Site Code : 42350209
 Start Date : 9/13/2018
 Page No : 1

Groups Printed- Cars, Buses - Trucks

Start Time	I-85 SB On Ramp Northbound					I-85 SB Frontage Rd Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	
07:00 AM	0	0	0	1	1	146	40	193	2	381	0	201	49	0	250	198	314	0	0	512	1144
07:15 AM	0	0	0	0	0	169	61	131	1	362	0	234	67	0	301	148	386	0	0	534	1197
07:30 AM	0	0	0	0	0	169	69	88	1	327	0	249	57	0	306	152	427	0	0	579	1212
07:45 AM	0	0	0	0	0	170	69	117	0	356	0	260	51	0	311	182	401	0	0	583	1250
Total	0	0	0	1	1	654	239	529	4	1426	0	944	224	0	1168	680	1528	0	0	2208	4803
08:00 AM	0	0	0	1	1	143	97	146	1	387	0	233	67	0	300	204	381	0	0	585	1273
08:15 AM	0	0	0	0	0	127	120	111	0	358	0	255	59	0	314	235	370	0	0	605	1277
08:30 AM	0	0	0	0	0	127	98	72	0	297	0	234	59	0	293	208	475	0	0	683	1273
08:45 AM	0	0	0	0	0	127	82	103	0	312	0	191	59	0	250	232	367	0	0	599	1161
Total	0	0	0	1	1	524	397	432	1	1354	0	913	244	0	1157	879	1593	0	0	2472	4984
09:00 AM	0	0	0	0	0	132	49	148	0	329	0	179	52	0	231	203	309	0	0	512	1072
09:15 AM	0	0	0	1	1	114	37	143	3	297	0	184	44	0	228	184	373	0	0	557	1083
09:30 AM	0	0	0	5	5	149	27	109	1	286	0	165	61	1	227	205	277	0	0	482	1000
09:45 AM	0	0	0	5	5	125	36	99	1	261	0	140	61	1	202	220	321	0	0	541	1009
Total	0	0	0	11	11	520	149	499	5	1173	0	668	218	2	888	812	1280	0	0	2092	4164
*** BREAK ***																					
04:00 PM	0	0	0	2	2	186	115	62	1	364	0	270	51	0	321	186	228	0	0	414	1101
04:15 PM	0	0	0	0	0	124	65	53	0	242	0	352	31	0	383	215	322	0	0	537	1162
04:30 PM	0	0	0	0	0	166	95	42	1	304	0	295	27	0	322	185	307	0	0	492	1118
04:45 PM	0	0	0	0	0	199	73	67	0	339	0	337	28	0	365	154	309	0	0	463	1167
Total	0	0	0	2	2	675	348	224	2	1249	0	1254	137	0	1391	740	1166	0	0	1906	4548
05:00 PM	0	0	0	0	0	193	81	41	0	315	0	297	40	0	337	193	347	0	0	540	1192
05:15 PM	0	0	0	0	0	168	80	47	1	296	0	274	38	0	312	179	316	0	0	495	1103
05:30 PM	0	0	0	1	1	192	70	70	4	336	0	274	41	1	316	170	305	0	0	475	1128
05:45 PM	0	0	0	0	0	178	66	100	3	347	0	271	55	0	326	135	232	0	0	367	1040
Total	0	0	0	1	1	731	297	258	8	1294	0	1116	174	1	1291	677	1200	0	0	1877	4463
06:00 PM	0	0	0	0	0	184	61	96	3	344	0	283	65	0	348	145	274	0	0	419	1111
06:15 PM	0	0	0	0	0	157	66	63	1	287	0	296	42	0	338	209	252	0	0	461	1086
06:30 PM	0	0	0	0	0	143	53	50	1	247	0	264	41	0	305	165	233	0	0	398	950
06:45 PM	0	0	0	0	0	107	52	46	1	206	0	237	43	0	280	178	263	0	0	441	927
Total	0	0	0	0	0	591	232	255	6	1084	0	1080	191	0	1271	697	1022	0	0	1719	4074
Grand Total	0	0	0	16	16	3695	1662	2197	26	7580	0	5975	1188	3	7166	4485	7789	0	0	12274	27036
Apprch %	0	0	0	100		48.7	21.9	29	0.3		0	83.4	16.6	0		36.5	63.5	0	0		
Total %	0	0	0	0.1	0.1	13.7	6.1	8.1	0.1	28	0	22.1	4.4	0	26.5	16.6	28.8	0	0	45.4	
Cars, Buses	0	0	0	16	16	3511	1587	2085	26	7209	0	5674	1133	3	6810	4258	7396	0	0	11654	25689
% Cars, Buses	0	0	0	100	100	95	95.5	94.9	100	95.1	0	95	95.4	100	95	94.9	95	0	0	94.9	95
Trucks	0	0	0	0	0	184	75	112	0	371	0	301	55	0	356	227	393	0	0	620	1347
% Trucks	0	0	0	0	0	5	4.5	5.1	0	4.9	0	5	4.6	0	5	5.1	5	0	0	5.1	5

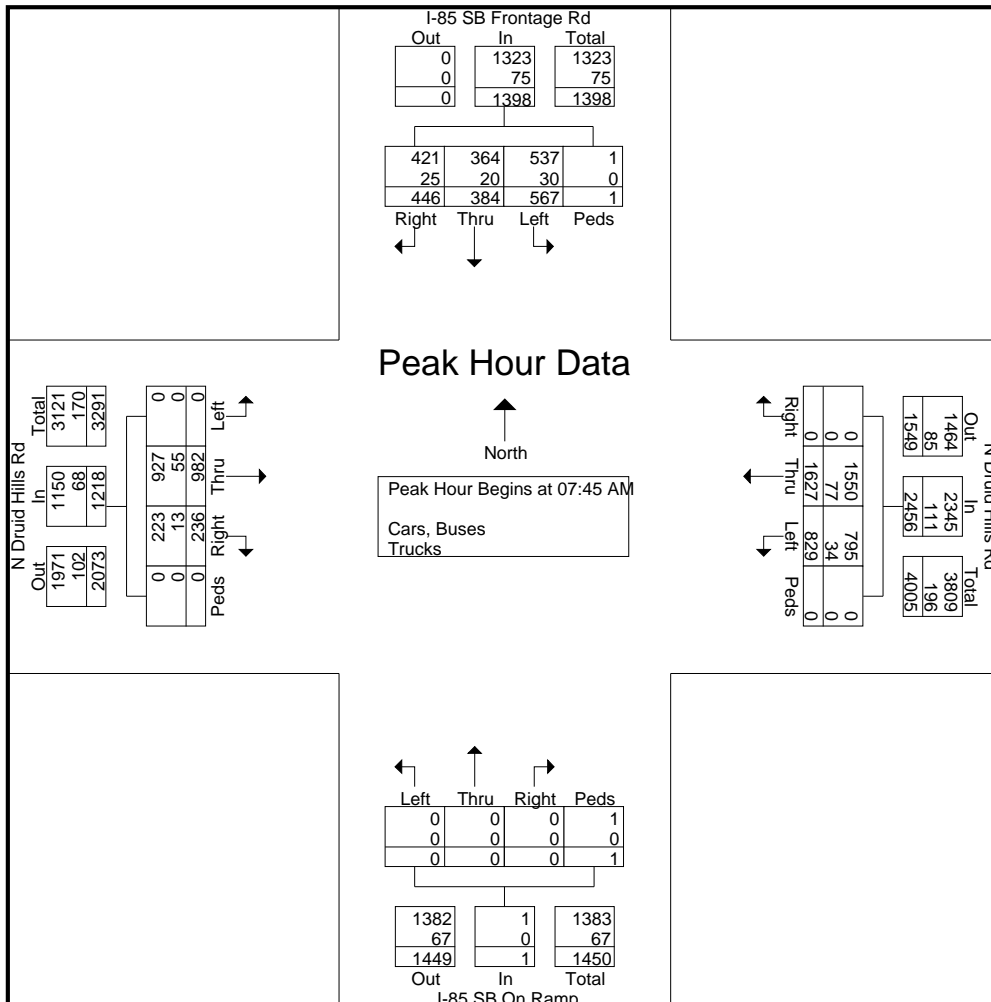
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TMC Data
 N Druid Hills Rd @ I-85 SB On Ramp/
 I-85 SB Frontage Rd
 7-10am | 4-7pm

File Name : 42350209
 Site Code : 42350209
 Start Date : 9/13/2018
 Page No : 2

Start Time	I-85 SB On Ramp Northbound					I-85 SB Frontage Rd Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	170	69	117	0	356	0	260	51	0	311	182	401	0	0	583	1250
08:00 AM	0	0	0	1	1	143	97	146	1	387	0	233	67	0	300	204	381	0	0	585	1273
08:15 AM	0	0	0	0	0	127	120	111	0	358	0	255	59	0	314	235	370	0	0	605	1277
08:30 AM	0	0	0	0	0	127	98	72	0	297	0	234	59	0	293	208	475	0	0	683	1273
Total Volume	0	0	0	1	1	567	384	446	1	1398	0	982	236	0	1218	829	1627	0	0	2456	5073
% App. Total	0	0	0	100		40.6	27.5	31.9	0.1		0	80.6	19.4	0		33.8	66.2	0	0		
PHF	.000	.000	.000	.250	.250	.834	.800	.764	.250	.903	.000	.944	.881	.000	.970	.882	.856	.000	.000	.899	.993
Cars, Buses	0	0	0	1	1	537	364	421	1	1323	0	927	223	0	1150	795	1550	0	0	2345	4819
% Cars, Buses	0	0	0	100	100	94.7	94.8	94.4	100	94.6	0	94.4	94.5	0	94.4	95.9	95.3	0	0	95.5	95.0
Trucks	0	0	0	0	0	30	20	25	0	75	0	55	13	0	68	34	77	0	0	111	254
% Trucks	0	0	0	0	0	5.3	5.2	5.6	0	5.4	0	5.6	5.5	0	5.6	4.1	4.7	0	0	4.5	5.0



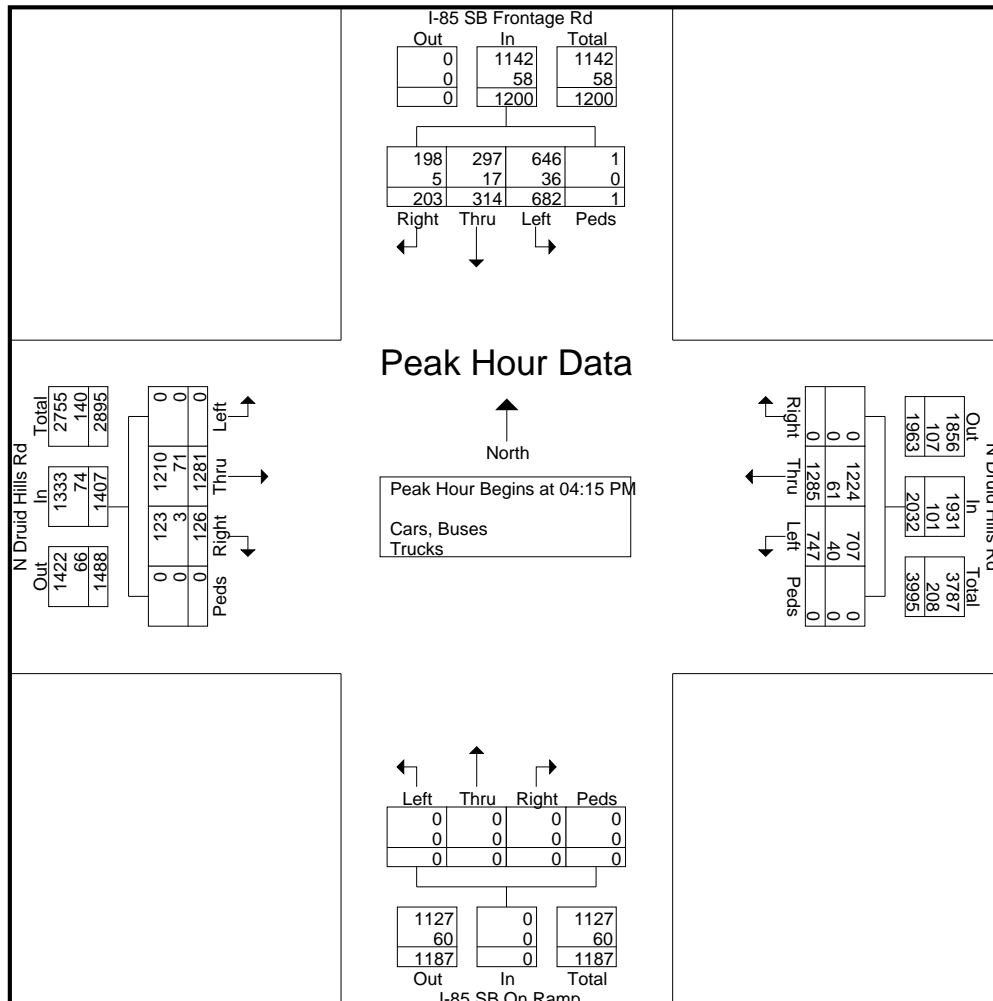
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TMC Data
 N Druid Hills Rd @ I-85 SB On Ramp/
 I-85 SB Frontage Rd
 7-10am | 4-7pm

File Name : 42350209
 Site Code : 42350209
 Start Date : 9/13/2018
 Page No : 3

Start Time	I-85 SB On Ramp Northbound					I-85 SB Frontage Rd Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	124	65	53	0	242	0	352	31	0	383	215	322	0	0	537	1162
04:30 PM	0	0	0	0	0	166	95	42	1	304	0	295	27	0	322	185	307	0	0	492	1118
04:45 PM	0	0	0	0	0	199	73	67	0	339	0	337	28	0	365	154	309	0	0	463	1167
05:00 PM	0	0	0	0	0	193	81	41	0	315	0	297	40	0	337	193	347	0	0	540	1192
Total Volume	0	0	0	0	0	682	314	203	1	1200	0	1281	126	0	1407	747	1285	0	0	2032	4639
% App. Total	0	0	0	0	0	56.8	26.2	16.9	0.1		0	91	9	0		36.8	63.2	0	0		
PHF	.000	.000	.000	.000	.000	.857	.826	.757	.250	.885	.000	.910	.788	.000	.918	.869	.926	.000	.000	.941	.973
Cars, Buses	0	0	0	0	0	646	297	198	1	1142	0	1210	123	0	1333	707	1224	0	0	1931	4406
% Cars, Buses	0	0	0	0	0	94.7	94.6	97.5	100	95.2	0	94.5	97.6	0	94.7	94.6	95.3	0	0	95.0	95.0
Trucks	0	0	0	0	0	36	17	5	0	58	0	71	3	0	74	40	61	0	0	101	233
% Trucks	0	0	0	0	0	5.3	5.4	2.5	0	4.8	0	5.5	2.4	0	5.3	5.4	4.7	0	0	5.0	5.0



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TMC Data
 N Druid Hills Rd @ I-85 NB Off Ramp/
 I-85 NB Frontage Rd
 7-10am | 4-7pm

File Name : 42350210
 Site Code : 42350210
 Start Date : 9/13/2018
 Page No : 1

Groups Printed- Cars, Buses - Trucks

Start Time	I-85 NB Off Ramp Northbound					I-85 NB Frontage Rd Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	
07:00 AM	1	57	241	0	299	0	0	0	2	2	55	209	0	0	264	0	428	105	0	533	1098
07:15 AM	0	67	213	0	280	0	0	0	2	2	94	282	0	0	376	0	441	116	0	557	1215
07:30 AM	2	81	244	0	327	0	0	0	5	5	107	282	0	0	389	0	421	141	0	562	1283
07:45 AM	0	91	245	0	336	0	0	0	0	0	133	342	0	0	475	0	427	145	0	572	1383
Total	3	296	943	0	1242	0	0	0	9	9	389	1115	0	0	1504	0	1717	507	0	2224	4979
08:00 AM	3	135	254	1	393	0	0	0	0	0	93	276	0	0	369	0	422	143	0	565	1327
08:15 AM	0	113	258	0	371	0	0	0	0	0	79	248	0	0	327	0	429	142	0	571	1269
08:30 AM	1	121	224	0	346	0	0	0	0	0	83	213	0	0	296	0	419	121	0	540	1182
08:45 AM	0	90	231	0	321	0	0	0	1	1	96	257	0	0	353	0	428	94	0	522	1197
Total	4	459	967	1	1431	0	0	0	1	1	351	994	0	0	1345	0	1698	500	0	2198	4975
09:00 AM	0	84	194	0	278	0	0	0	0	0	80	210	0	0	290	0	411	100	0	511	1079
09:15 AM	3	82	222	3	310	0	0	0	3	3	70	214	0	0	284	0	413	112	0	525	1122
09:30 AM	0	66	205	5	276	0	0	0	0	0	72	205	0	0	277	0	367	85	0	452	1005
09:45 AM	1	57	178	0	236	0	0	0	3	3	67	181	0	1	249	0	387	90	1	478	966
Total	4	289	799	8	1100	0	0	0	6	6	289	810	0	1	1100	0	1578	387	1	1966	4172
*** BREAK ***																					
04:00 PM	0	69	152	3	224	0	0	0	3	3	220	229	0	0	449	0	354	156	0	510	1186
04:15 PM	0	89	175	0	264	0	0	0	0	0	207	303	0	0	510	0	396	153	0	549	1323
04:30 PM	0	110	223	0	333	0	0	0	1	1	203	272	0	0	475	0	317	196	0	513	1322
04:45 PM	2	82	193	0	277	0	0	0	0	0	230	349	0	0	579	0	326	138	0	464	1320
Total	2	350	743	3	1098	0	0	0	4	4	860	1153	0	0	2013	0	1393	643	0	2036	5151
05:00 PM	1	68	170	2	241	0	0	0	0	0	120	355	0	0	475	0	392	196	0	588	1304
05:15 PM	0	110	204	0	314	0	0	0	4	4	118	289	0	0	407	0	374	150	0	524	1249
05:30 PM	0	104	191	0	295	0	0	0	2	2	132	363	0	0	495	0	327	130	0	457	1249
05:45 PM	0	81	172	0	253	0	0	0	2	2	124	363	0	1	488	0	338	130	0	468	1211
Total	1	363	737	2	1103	0	0	0	8	8	494	1370	0	1	1865	0	1431	606	0	2037	5013
06:00 PM	0	95	199	0	294	0	0	0	0	0	122	364	0	0	486	0	287	137	0	424	1204
06:15 PM	0	93	190	0	283	0	0	0	0	0	184	319	0	0	503	0	303	92	0	395	1181
06:30 PM	1	60	196	2	259	0	0	0	1	1	111	270	0	0	381	0	323	101	0	424	1065
06:45 PM	0	53	206	0	259	0	0	0	2	2	94	217	0	0	311	0	289	123	0	412	984
Total	1	301	791	2	1095	0	0	0	3	3	511	1170	0	0	1681	0	1202	453	0	1655	4434
Grand Total	15	2058	4980	16	7069	0	0	0	31	31	2894	6612	0	2	9508	0	9019	3096	1	12116	28724
Apprch %	0.2	29.1	70.4	0.2		0	0	0	100		30.4	69.5	0	0		0	74.4	25.6	0		
Total %	0.1	7.2	17.3	0.1	24.6	0	0	0	0.1	0.1	10.1	23	0	0	33.1	0	31.4	10.8	0	42.2	
Cars, Buses	15	1956	4707	16	6694	0	0	0	31	31	2753	6266	0	2	9021	0	8567	2930	1	11498	27244
% Cars, Buses	100	95	94.5	100	94.7	0	0	0	100	100	95.1	94.8	0	100	94.9	0	95	94.6	100	94.9	94.8
Trucks	0	102	273	0	375	0	0	0	0	0	141	346	0	0	487	0	452	166	0	618	1480
% Trucks	0	5	5.5	0	5.3	0	0	0	0	0	4.9	5.2	0	0	5.1	0	5	5.4	0	5.1	5.2

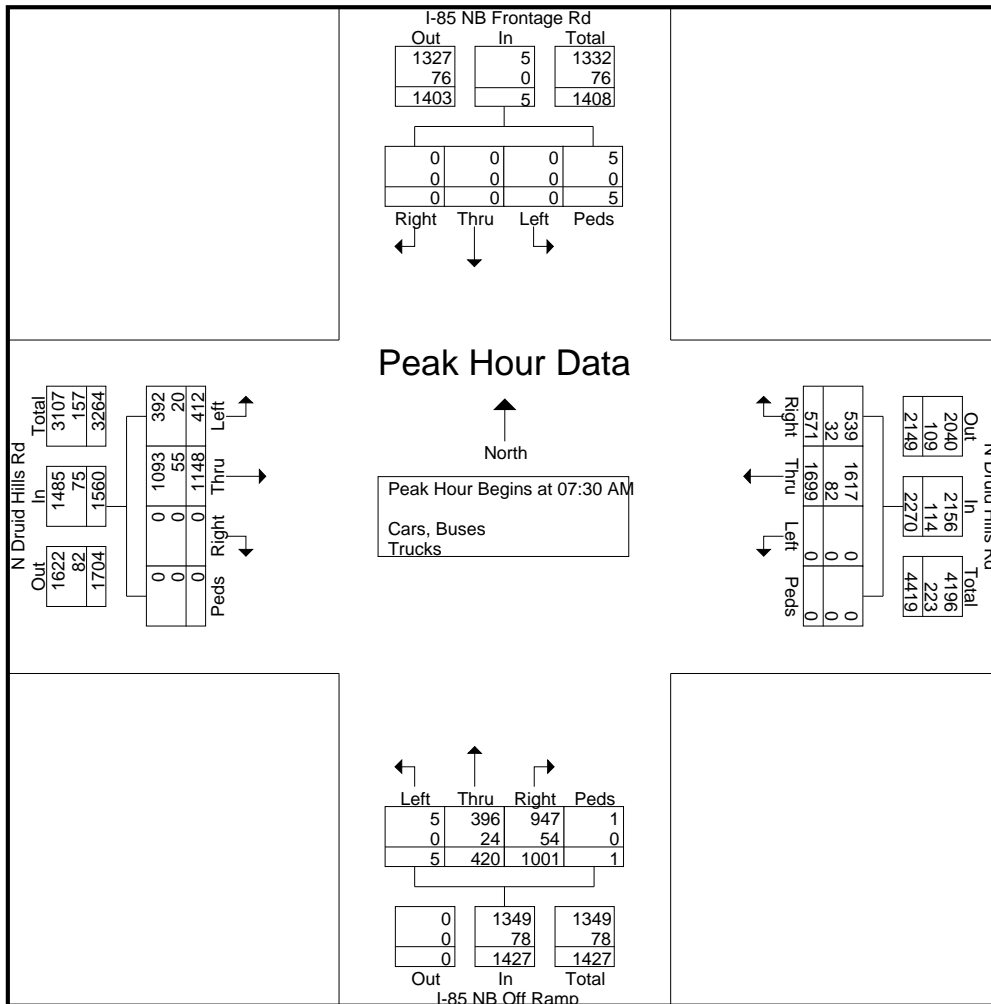
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TMC Data
 N Druid Hills Rd @ I-85 NB Off Ramp/
 I-85 NB Frontage Rd
 7-10am | 4-7pm

File Name : 42350210
 Site Code : 42350210
 Start Date : 9/13/2018
 Page No : 2

Start Time	I-85 NB Off Ramp Northbound					I-85 NB Frontage Rd Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	81	244	0	327	0	0	0	5	5	107	282	0	0	389	0	421	141	0	562	1283
07:45 AM	0	91	245	0	336	0	0	0	0	0	133	342	0	0	475	0	427	145	0	572	1383
08:00 AM	3	135	254	1	393	0	0	0	0	0	93	276	0	0	369	0	422	143	0	565	1327
08:15 AM	0	113	258	0	371	0	0	0	0	0	79	248	0	0	327	0	429	142	0	571	1269
Total Volume	5	420	1001	1	1427	0	0	0	5	5	412	1148	0	0	1560	0	1699	571	0	2270	5262
% App. Total	0.4	29.4	70.1	0.1		0	0	0	100	100	26.4	73.6	0	0		0	74.8	25.2	0		
PHF	.417	.778	.970	.250	.908	.000	.000	.000	.250	.250	.774	.839	.000	.000	.821	.000	.990	.984	.000	.992	.951
Cars, Buses	5	396	947	1	1349	0	0	0	5	5	392	1093	0	0	1485	0	1617	539	0	2156	4995
% Cars, Buses	100	94.3	94.6	100	94.5	0	0	0	100	100	95.1	95.2	0	0	95.2	0	95.2	94.4	0	95.0	94.9
Trucks	0	24	54	0	78	0	0	0	0	0	20	55	0	0	75	0	82	32	0	114	267
% Trucks	0	5.7	5.4	0	5.5	0	0	0	0	0	4.9	4.8	0	0	4.8	0	4.8	5.6	0	5.0	5.1



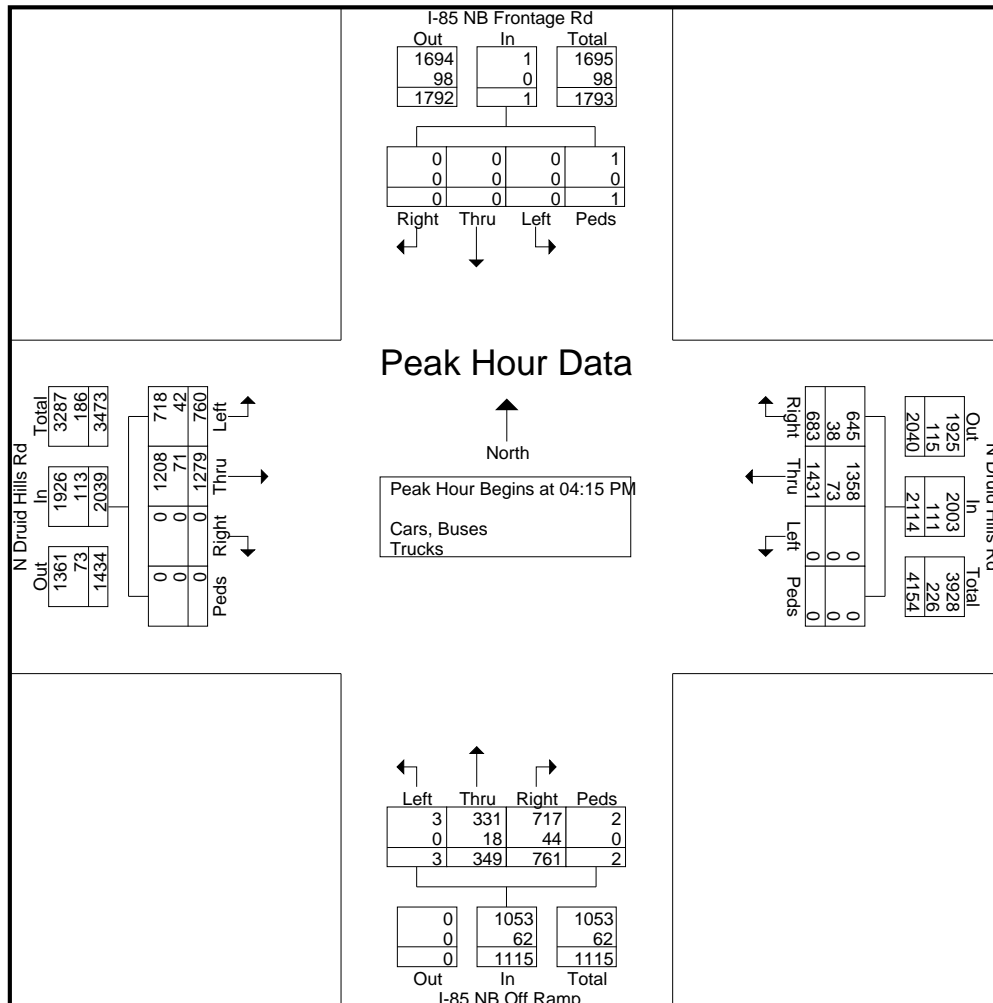
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TMC Data
 N Druid Hills Rd @ I-85 NB Off Ramp/
 I-85 NB Frontage Rd
 7-10am | 4-7pm

File Name : 42350210
 Site Code : 42350210
 Start Date : 9/13/2018
 Page No : 3

Start Time	I-85 NB Off Ramp Northbound					I-85 NB Frontage Rd Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	89	175	0	264	0	0	0	0	0	207	303	0	0	510	0	396	153	0	549	1323
04:30 PM	0	110	223	0	333	0	0	0	1	1	203	272	0	0	475	0	317	196	0	513	1322
04:45 PM	2	82	193	0	277	0	0	0	0	0	230	349	0	0	579	0	326	138	0	464	1320
05:00 PM	1	68	170	2	241	0	0	0	0	0	120	355	0	0	475	0	392	196	0	588	1304
Total Volume	3	349	761	2	1115	0	0	0	1	1	760	1279	0	0	2039	0	1431	683	0	2114	5269
% App. Total	0.3	31.3	68.3	0.2		0	0	0	100	100	37.3	62.7	0	0		0	67.7	32.3	0		
PHF	.375	.793	.853	.250	.837	.000	.000	.000	.250	.250	.826	.901	.000	.000	.880	.000	.903	.871	.000	.899	.996
Cars, Buses	3	331	717	2	1053	0	0	0	1	1	718	1208	0	0	1926	0	1358	645	0	2003	4983
% Cars, Buses	100	94.8	94.2	100	94.4	0	0	0	100	100	94.5	94.4	0	0	94.5	0	94.9	94.4	0	94.7	94.6
Trucks	0	18	44	0	62	0	0	0	0	0	42	71	0	0	113	0	73	38	0	111	286
% Trucks	0	5.2	5.8	0	5.6	0	0	0	0	0	5.5	5.6	0	0	5.5	0	5.1	5.6	0	5.3	5.4



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TMC Data
 N Druid Hills Rd @ Tullie Rd/
 Executive Park Dr
 7-10am | 4-7pm

File Name : 42350211
 Site Code : 42350211
 Start Date : 8/30/2018
 Page No : 1

Groups Printed- Cars, Buses - Trucks

Start Time	Executive Park Dr Northbound					Tullie Rd Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	
07:00 AM	72	11	14	0	97	7	9	10	0	26	41	336	61	0	438	27	444	14	0	485	1046
07:15 AM	71	11	13	0	95	8	7	7	0	22	50	359	65	0	474	39	465	21	0	525	1116
07:30 AM	64	5	14	0	83	6	8	26	0	40	40	397	59	0	496	39	460	25	1	525	1144
07:45 AM	64	15	18	1	98	8	5	12	2	27	52	463	61	0	576	71	510	20	0	601	1302
Total	271	42	59	1	373	29	29	55	2	115	183	1555	246	0	1984	176	1879	80	1	2136	4608
08:00 AM	93	16	16	0	125	11	7	20	1	39	63	362	96	0	521	49	466	21	2	538	1223
08:15 AM	86	7	19	0	112	11	10	12	1	34	55	327	109	0	491	26	481	15	0	522	1159
08:30 AM	91	13	36	0	140	14	10	25	4	53	44	261	115	0	420	29	439	18	3	489	1102
08:45 AM	62	15	26	0	103	10	6	16	1	33	31	350	83	0	464	68	439	13	0	520	1120
Total	332	51	97	0	480	46	33	73	7	159	193	1300	403	0	1896	172	1825	67	5	2069	4604
09:00 AM	64	9	26	0	99	13	5	12	1	31	43	308	56	0	407	61	439	17	1	518	1055
09:15 AM	65	6	24	2	97	8	5	17	4	34	27	360	29	0	416	28	430	10	3	471	1018
09:30 AM	71	7	24	0	102	16	6	19	0	41	31	331	20	0	382	30	364	16	0	410	935
09:45 AM	81	5	30	0	116	8	2	26	1	37	26	298	28	0	352	34	361	16	0	411	916
Total	281	27	104	2	414	45	18	74	6	143	127	1297	133	0	1557	153	1594	59	4	1810	3924
*** BREAK ***																					
04:00 PM	112	5	47	1	165	24	9	60	4	97	11	274	97	0	382	22	328	19	1	370	1014
04:15 PM	83	5	56	0	144	17	13	51	0	81	9	386	88	0	483	20	403	18	0	441	1149
04:30 PM	92	2	56	4	154	26	14	55	2	97	8	409	87	0	504	17	355	18	1	391	1146
04:45 PM	61	10	29	1	101	17	15	48	1	81	13	441	98	0	552	34	352	18	0	404	1138
Total	348	22	188	6	564	84	51	214	7	356	41	1510	370	0	1921	93	1438	73	2	1606	4447
05:00 PM	83	10	46	1	140	20	14	38	1	73	8	431	54	0	493	17	479	22	1	519	1225
05:15 PM	77	8	44	2	131	22	11	40	4	77	10	430	58	0	498	20	406	19	0	445	1151
05:30 PM	87	5	59	1	152	15	18	26	0	59	10	461	52	0	523	16	335	18	1	370	1104
05:45 PM	60	5	42	5	112	12	13	30	0	55	6	458	51	0	515	25	363	18	0	406	1088
Total	307	28	191	9	535	69	56	134	5	264	34	1780	215	0	2029	78	1583	77	2	1740	4568
06:00 PM	71	4	40	4	119	14	7	30	1	52	8	526	46	0	580	14	325	16	0	355	1106
06:15 PM	83	6	34	0	123	14	5	27	0	46	9	452	53	0	514	28	299	19	2	348	1031
06:30 PM	51	3	26	2	82	6	3	10	1	20	4	429	44	0	477	21	355	17	0	393	972
06:45 PM	44	3	33	3	83	5	3	6	0	14	2	373	52	0	427	23	372	19	0	414	938
Total	249	16	133	9	407	39	18	73	2	132	23	1780	195	0	1998	86	1351	71	2	1510	4047
Grand Total	1788	186	772	27	2773	312	205	623	29	1169	601	9222	1562	0	11385	758	9670	427	16	10871	26198
Apprch %	64.5	6.7	27.8	1		26.7	17.5	53.3	2.5		5.3	81	13.7	0		7	89	3.9	0.1		
Total %	6.8	0.7	2.9	0.1	10.6	1.2	0.8	2.4	0.1	4.5	2.3	35.2	6	0	43.5	2.9	36.9	1.6	0.1	41.5	
Cars, Buses	1699	177	727	27	2630	292	192	577	29	1090	565	8766	1486	0	10817	716	9196	400	16	10328	24865
% Cars, Buses	95	95.2	94.2	100	94.8	93.6	93.7	92.6	100	93.2	94	95.1	95.1	0	95	94.5	95.1	93.7	100	95	94.9
Trucks	89	9	45	0	143	20	13	46	0	79	36	456	76	0	568	42	474	27	0	543	1333
% Trucks	5	4.8	5.8	0	5.2	6.4	6.3	7.4	0	6.8	6	4.9	4.9	0	5	5.5	4.9	6.3	0	5	5.1

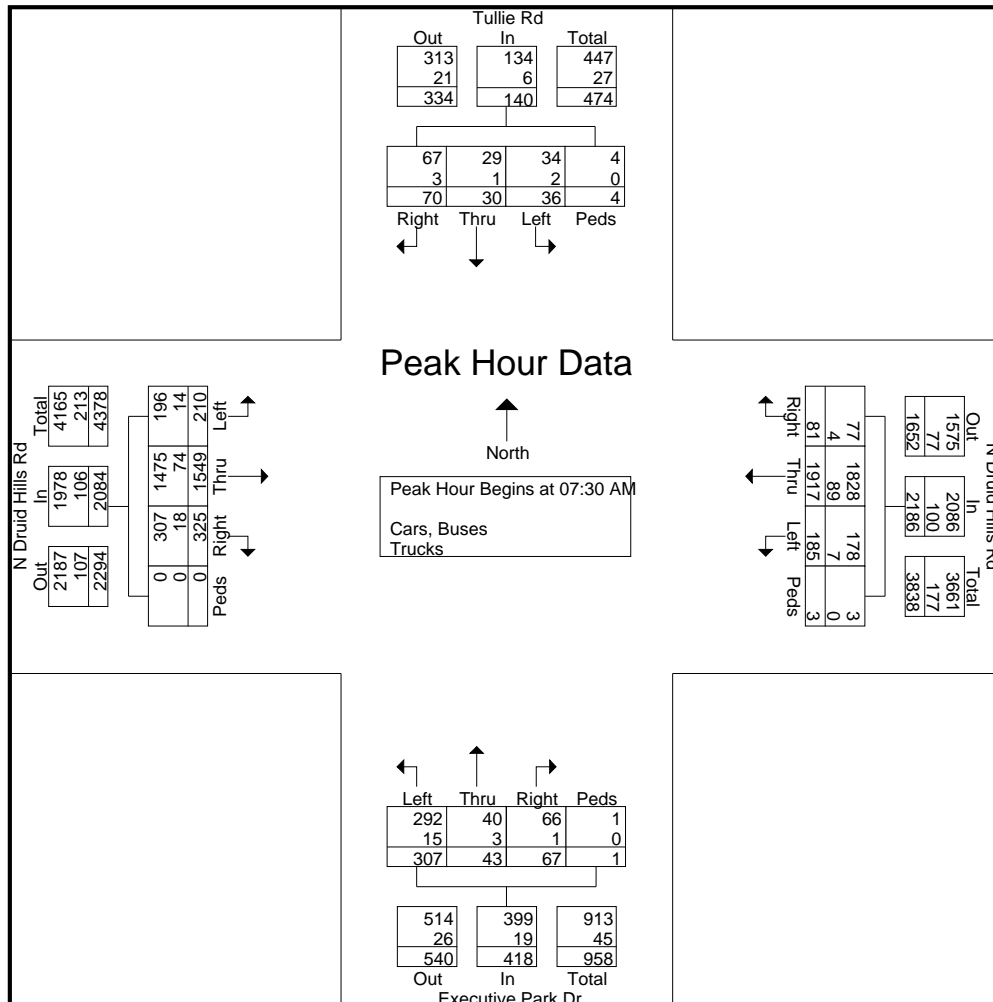
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TMC Data
 N Druid Hills Rd @ Tullie Rd/
 Executive Park Dr
 7-10am | 4-7pm

File Name : 42350211
 Site Code : 42350211
 Start Date : 8/30/2018
 Page No : 2

Start Time	Executive Park Dr Northbound					Tullie Rd Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	64	5	14	0	83	6	8	26	0	40	40	397	59	0	496	39	460	25	1	525	1144
07:45 AM	64	15	18	1	98	8	5	12	2	27	52	463	61	0	576	71	510	20	0	601	1302
08:00 AM	93	16	16	0	125	11	7	20	1	39	63	362	96	0	521	49	466	21	2	538	1223
08:15 AM	86	7	19	0	112	11	10	12	1	34	55	327	109	0	491	26	481	15	0	522	1159
Total Volume	307	43	67	1	418	36	30	70	4	140	210	1549	325	0	2084	185	1917	81	3	2186	4828
% App. Total	73.4	10.3	16	0.2		25.7	21.4	50	2.9		10.1	74.3	15.6	0		8.5	87.7	3.7	0.1		
PHF	.825	.672	.882	.250	.836	.818	.750	.673	.500	.875	.833	.836	.745	.000	.905	.651	.940	.810	.375	.909	.927
Cars, Buses	292	40	66	1	399	34	29	67	4	134	196	1475	307	0	1978	178	1828	77	3	2086	4597
% Cars, Buses	95.1	93.0	98.5	100	95.5	94.4	96.7	95.7	100	95.7	93.3	95.2	94.5	0	94.9	96.2	95.4	95.1	100	95.4	95.2
Trucks	15	3	1	0	19	2	1	3	0	6	14	74	18	0	106	7	89	4	0	100	231
% Trucks	4.9	7.0	1.5	0	4.5	5.6	3.3	4.3	0	4.3	6.7	4.8	5.5	0	5.1	3.8	4.6	4.9	0	4.6	4.8



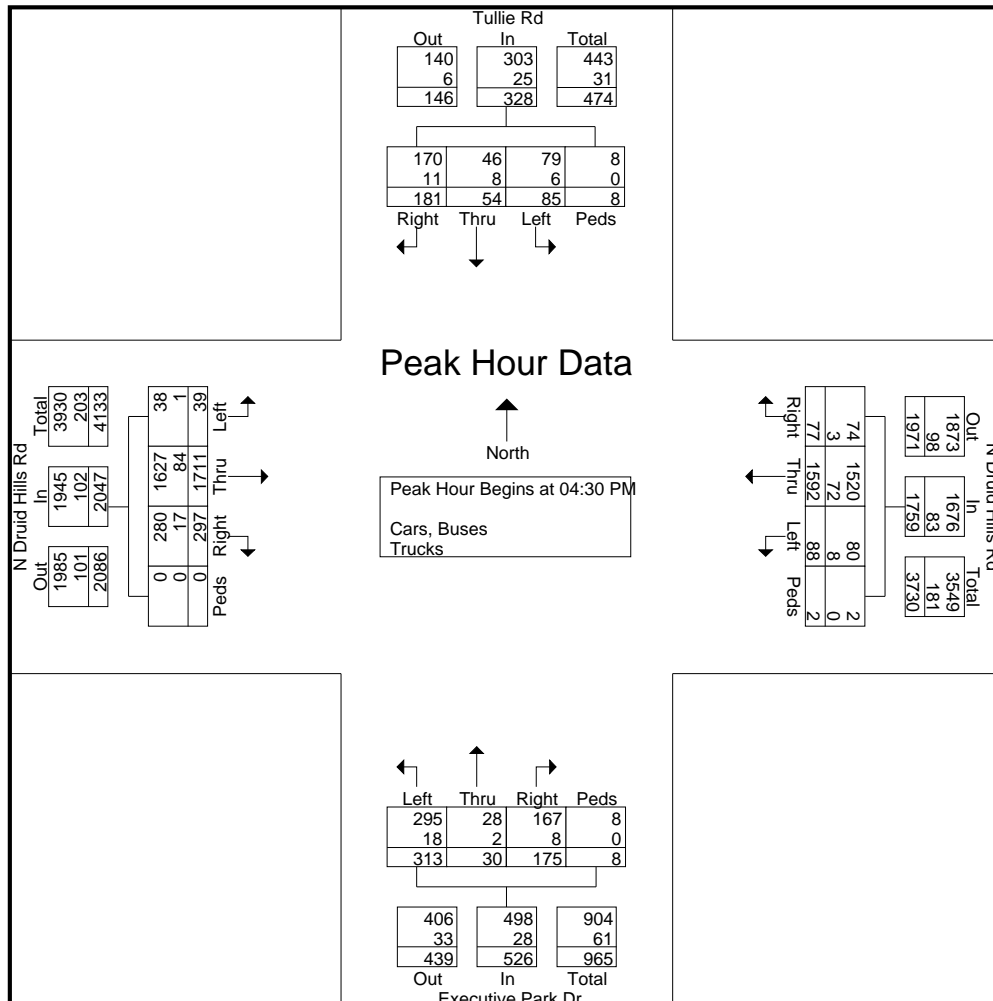
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TMC Data
 N Druid Hills Rd @ Tullie Rd/
 Executive Park Dr
 7-10am | 4-7pm

File Name : 42350211
 Site Code : 42350211
 Start Date : 8/30/2018
 Page No : 3

Start Time	Executive Park Dr Northbound					Tullie Rd Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	92	2	56	4	154	26	14	55	2	97	8	409	87	0	504	17	355	18	1	391	1146
04:45 PM	61	10	29	1	101	17	15	48	1	81	13	441	98	0	552	34	352	18	0	404	1138
05:00 PM	83	10	46	1	140	20	14	38	1	73	8	431	54	0	493	17	479	22	1	519	1225
05:15 PM	77	8	44	2	131	22	11	40	4	77	10	430	58	0	498	20	406	19	0	445	1151
Total Volume	313	30	175	8	526	85	54	181	8	328	39	1711	297	0	2047	88	1592	77	2	1759	4660
% App. Total	59.5	5.7	33.3	1.5		25.9	16.5	55.2	2.4		1.9	83.6	14.5	0		5	90.5	4.4	0.1		
PHF	.851	.750	.781	.500	.854	.817	.900	.823	.500	.845	.750	.970	.758	.000	.927	.647	.831	.875	.500	.847	.951
Cars, Buses	295	28	167	8	498	79	46	170	8	303	38	1627	280	0	1945	80	1520	74	2	1676	4422
% Cars, Buses	94.2	93.3	95.4	100	94.7	92.9	85.2	93.9	100	92.4	97.4	95.1	94.3	0	95.0	90.9	95.5	96.1	100	95.3	94.9
Trucks	18	2	8	0	28	6	8	11	0	25	1	84	17	0	102	8	72	3	0	83	238
% Trucks	5.8	6.7	4.6	0	5.3	7.1	14.8	6.1	0	7.6	2.6	4.9	5.7	0	5.0	9.1	4.5	3.9	0	4.7	5.1



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TMC Data
 N Druid Hills Rd @ Briarcliff Rd

File Name : 42350212
 Site Code : 42350212
 Start Date : 8/30/2018
 Page No : 1

7-10am | 4-7pm

Groups Printed- Cars, Buses - Trucks

Start Time	Briarcliff Rd Northbound					Briarcliff Rd Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	Left	Thru	Right	Peds	App.Total	
07:00 AM	84	33	11	0	128	27	102	58	0	187	25	188	107	0	320	36	401	1	0	438	1073
07:15 AM	94	46	17	0	157	34	145	88	0	267	25	226	123	0	374	30	246	4	0	280	1078
07:30 AM	125	55	26	0	206	28	107	139	0	274	33	251	114	0	398	21	207	4	0	232	1110
07:45 AM	129	48	23	0	200	39	115	111	0	265	24	247	95	0	366	41	265	0	0	306	1137
Total	432	182	77	0	691	128	469	396	0	993	107	912	439	0	1458	128	1119	9	0	1256	4398
08:00 AM	101	45	25	0	171	31	99	71	0	201	23	261	114	0	398	39	313	1	0	353	1123
08:15 AM	125	64	23	0	212	31	84	60	0	175	26	217	92	0	335	40	351	2	0	393	1115
08:30 AM	91	40	27	0	158	27	92	66	1	186	32	207	90	0	329	38	363	4	0	405	1078
08:45 AM	96	60	23	1	180	26	89	62	0	177	27	223	83	0	333	40	377	3	0	420	1110
Total	413	209	98	1	721	115	364	259	1	739	108	908	379	0	1395	157	1404	10	0	1571	4426
09:00 AM	102	42	14	0	158	14	66	59	0	139	32	206	82	0	320	50	355	7	0	412	1029
09:15 AM	115	34	13	1	163	18	65	34	1	118	34	184	84	0	302	47	349	5	0	401	984
09:30 AM	102	43	24	2	171	18	54	36	1	109	42	195	111	3	351	54	276	9	1	340	971
09:45 AM	92	42	29	1	164	25	60	42	0	127	26	199	92	0	317	46	302	8	0	356	964
Total	411	161	80	4	656	75	245	171	2	493	134	784	369	3	1290	197	1282	29	1	1509	3948
*** BREAK ***																					
04:00 PM	117	82	37	3	239	29	72	26	0	127	59	315	96	4	474	48	189	7	4	248	1088
04:15 PM	101	80	23	2	206	26	56	24	6	112	52	363	81	3	499	43	285	6	0	334	1151
04:30 PM	144	70	43	2	259	34	64	30	0	128	58	261	100	5	424	41	245	8	0	294	1105
04:45 PM	184	88	35	7	314	34	60	24	2	120	54	334	71	1	460	29	291	14	0	334	1228
Total	546	320	138	14	1018	123	252	104	8	487	223	1273	348	13	1857	161	1010	35	4	1210	4572
05:00 PM	113	65	33	4	215	30	47	45	1	123	68	339	81	1	489	38	256	10	0	304	1131
05:15 PM	107	60	17	0	184	30	52	35	0	117	63	346	74	0	483	27	268	14	0	309	1093
05:30 PM	150	87	22	2	261	30	58	36	1	125	54	305	120	1	480	32	243	9	0	284	1150
05:45 PM	127	87	24	3	241	32	52	36	0	120	60	361	95	0	516	32	224	18	0	274	1151
Total	497	299	96	9	901	122	209	152	2	485	245	1351	370	2	1968	129	991	51	0	1171	4525
06:00 PM	120	79	30	3	232	36	57	25	0	118	43	345	80	1	469	34	216	9	0	259	1078
06:15 PM	105	68	24	3	200	33	60	24	0	117	45	371	107	5	528	28	225	9	0	262	1107
06:30 PM	125	75	48	2	250	37	67	33	0	137	62	331	105	3	501	42	182	15	0	239	1127
06:45 PM	123	51	26	2	202	33	49	22	0	104	54	349	113	2	518	31	161	20	0	212	1036
Total	473	273	128	10	884	139	233	104	0	476	204	1396	405	11	2016	135	784	53	0	972	4348
Grand Total	2772	1444	617	38	4871	702	1772	1186	13	3673	1021	6624	2310	29	9984	907	6590	187	5	7689	26217
Apprch %	56.9	29.6	12.7	0.8		19.1	48.2	32.3	0.4		10.2	66.3	23.1	0.3		11.8	85.7	2.4	0.1		
Total %	10.6	5.5	2.4	0.1	18.6	2.7	6.8	4.5	0	14	3.9	25.3	8.8	0.1	38.1	3.5	25.1	0.7	0	29.3	
Cars, Buses	2635	1367	579	38	4619	668	1680	1138	13	3499	976	6288	2193	29	9486	852	6242	184	5	7283	24887
% Cars, Buses	95.1	94.7	93.8	100	94.8	95.2	94.8	96	100	95.3	95.6	94.9	94.9	100	95	93.9	94.7	98.4	100	94.7	94.9
Trucks	137	77	38	0	252	34	92	48	0	174	45	336	117	0	498	55	348	3	0	406	1330
% Trucks	4.9	5.3	6.2	0	5.2	4.8	5.2	4	0	4.7	4.4	5.1	5.1	0	5	6.1	5.3	1.6	0	5.3	5.1

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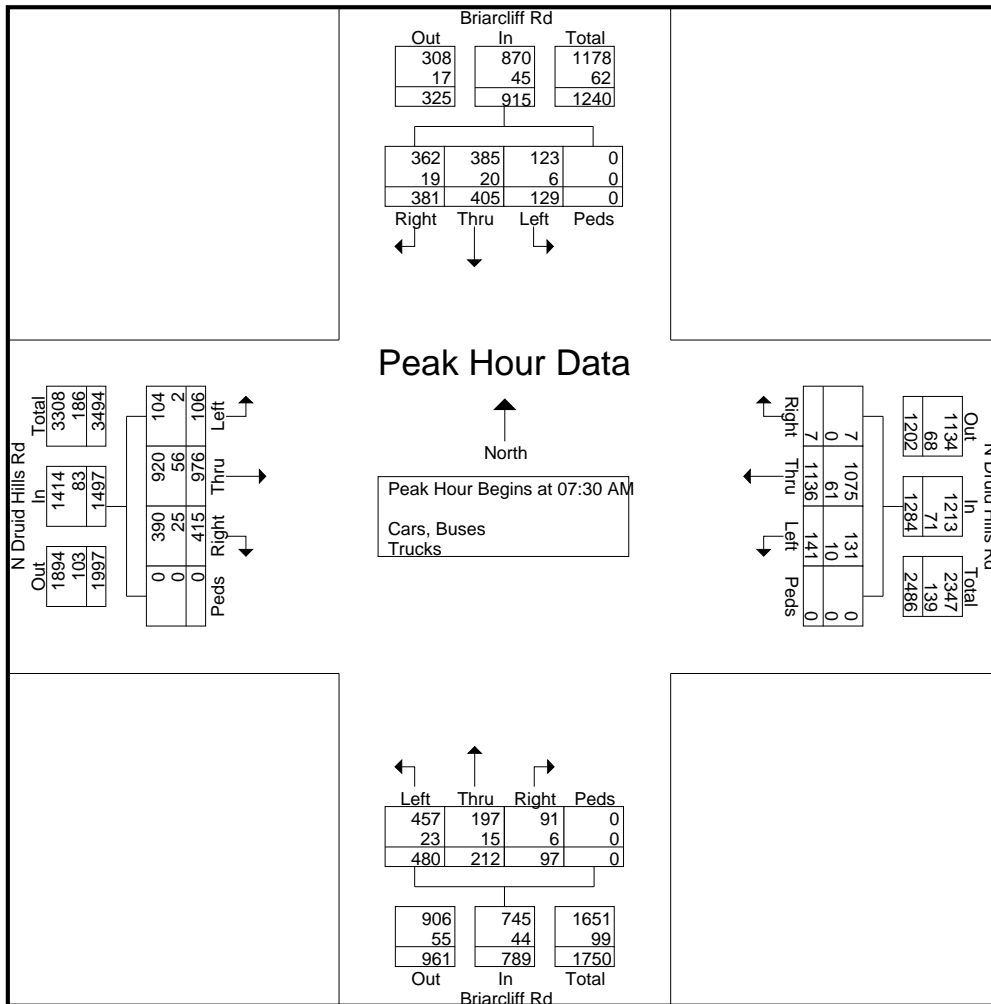
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TMC Data
 N Druid Hills Rd @ Briarcliff Rd

File Name : 42350212
 Site Code : 42350212
 Start Date : 8/30/2018
 Page No : 2

7-10am | 4-7pm

Start Time	Briarcliff Rd Northbound					Briarcliff Rd Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	125	55	26	0	206	28	107	139	0	274	33	251	114	0	398	21	207	4	0	232	1110
07:45 AM	129	48	23	0	200	39	115	111	0	265	24	247	95	0	366	41	265	0	0	306	1137
08:00 AM	101	45	25	0	171	31	99	71	0	201	23	261	114	0	398	39	313	1	0	353	1123
08:15 AM	125	64	23	0	212	31	84	60	0	175	26	217	92	0	335	40	351	2	0	393	1115
Total Volume	480	212	97	0	789	129	405	381	0	915	106	976	415	0	1497	141	1136	7	0	1284	4485
% App. Total	60.8	26.9	12.3	0		14.1	44.3	41.6	0		7.1	65.2	27.7	0		11	88.5	0.5	0		
PHF	.930	.828	.933	.000	.930	.827	.880	.685	.000	.835	.803	.935	.910	.000	.940	.860	.809	.438	.000	.817	.986
Cars, Buses	457	197	91	0	745	123	385	362	0	870	104	920	390	0	1414	131	1075	7	0	1213	4242
% Cars, Buses	95.2	92.9	93.8	0	94.4	95.3	95.1	95.0	0	95.1	98.1	94.3	94.0	0	94.5	92.9	94.6	100	0	94.5	94.6
Trucks	23	15	6	0	44	6	20	19	0	45	2	56	25	0	83	10	61	0	0	71	243
% Trucks	4.8	7.1	6.2	0	5.6	4.7	4.9	5.0	0	4.9	1.9	5.7	6.0	0	5.5	7.1	5.4	0	0	5.5	5.4



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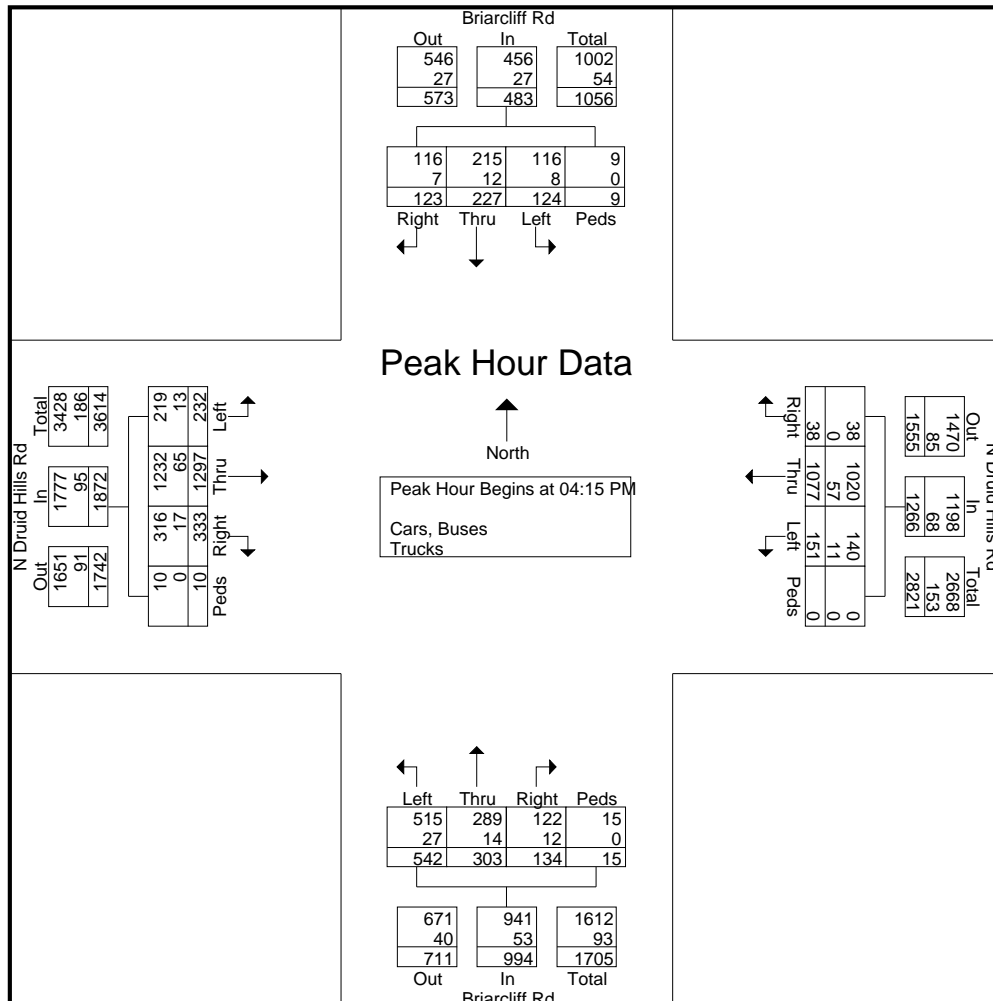
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TMC Data
 N Druid Hills Rd @ Briarcliff Rd

File Name : 42350212
 Site Code : 42350212
 Start Date : 8/30/2018
 Page No : 3

7-10am | 4-7pm

Start Time	Briarcliff Rd Northbound					Briarcliff Rd Southbound					N Druid Hills Rd Eastbound					N Druid Hills Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	101	80	23	2	206	26	56	24	6	112	52	363	81	3	499	43	285	6	0	334	1151
04:30 PM	144	70	43	2	259	34	64	30	0	128	58	261	100	5	424	41	245	8	0	294	1105
04:45 PM	184	88	35	7	314	34	60	24	2	120	54	334	71	1	460	29	291	14	0	334	1228
05:00 PM	113	65	33	4	215	30	47	45	1	123	68	339	81	1	489	38	256	10	0	304	1131
Total Volume	542	303	134	15	994	124	227	123	9	483	232	1297	333	10	1872	151	1077	38	0	1266	4615
% App. Total	54.5	30.5	13.5	1.5		25.7	47	25.5	1.9		12.4	69.3	17.8	0.5		11.9	85.1	3	0		
PHF	.736	.861	.779	.536	.791	.912	.887	.683	.375	.943	.853	.893	.833	.500	.938	.878	.925	.679	.000	.948	.940
Cars, Buses	515	289	122	15	941	116	215	116	9	456	219	1232	316	10	1777	140	1020	38	0	1198	4372
% Cars, Buses	95.0	95.4	91.0	100	94.7	93.5	94.7	94.3	100	94.4	94.4	95.0	94.9	100	94.9	92.7	94.7	100	0	94.6	94.7
Trucks	27	14	12	0	53	8	12	7	0	27	13	65	17	0	95	11	57	0	0	68	243
% Trucks	5.0	4.6	9.0	0	5.3	6.5	5.3	5.7	0	5.6	5.6	5.0	5.1	0	5.1	7.3	5.3	0	0	5.4	5.3



National Data & Surveying Services

Intersection Turning Movement Count

Location: E Roxboro Rd & Goodwin Rd
City: Brookhaven
Control: Singalized

Project ID: 19-09032-001
Date: 1/17/2019

Total

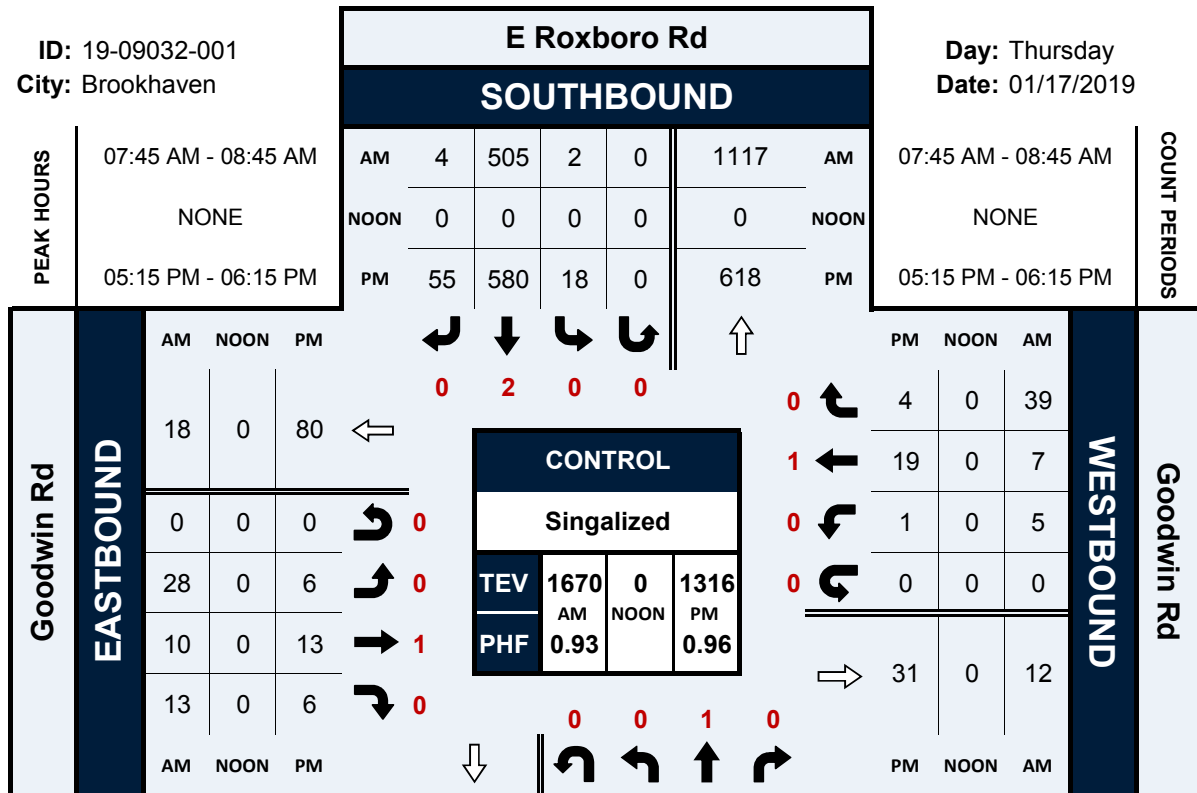
NS/EW Streets:	E Roxboro Rd				E Roxboro Rd				Goodwin Rd				Goodwin Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:45 AM	1	278	0	0	0	133	2	0	3	2	1	0	0	3	4	0	427
8:00 AM	1	281	0	0	1	143	1	0	6	3	3	0	1	1	8	0	449
8:15 AM	1	230	0	0	0	133	1	0	12	3	4	0	3	2	12	0	401
8:30 AM	4	261	0	0	1	96	0	0	7	2	5	0	1	1	15	0	393
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	7	1050	0	0	2	505	4	0	28	10	13	0	5	7	39	0	1670
APPROACH %'s :	0.66% 99.34% 0.00% 0.00%				0.39% 98.83% 0.78% 0.00%				54.90% 19.61% 25.49% 0.00%				9.80% 13.73% 76.47% 0.00%				
PEAK HR :	07:45 AM - 08:45 AM																
PEAK HR VOL :	7	1050	0	0	2	505	4	0	28	10	13	0	5	7	39	0	1670
PEAK HR FACTOR :	0.438	0.934	0.000	0.000	0.500	0.883	0.500	0.000	0.583	0.833	0.650	0.000	0.417	0.583	0.650	0.000	0.930
	0.937				0.881				0.671				0.750				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
5:15 PM	1	138	0	0	5	134	13	0	2	2	1	0	0	3	0	0	299
5:30 PM	1	148	0	0	8	150	13	0	2	6	3	0	1	6	1	0	339
5:45 PM	1	172	0	0	3	137	11	0	0	4	1	0	0	5	2	0	336
6:00 PM	3	150	0	0	2	159	18	0	2	1	1	0	0	5	1	0	342
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	6	608	0	0	18	580	55	0	6	13	6	0	1	19	4	0	1316
APPROACH %'s :	0.98% 99.02% 0.00% 0.00%				2.76% 88.82% 8.42% 0.00%				24.00% 52.00% 24.00% 0.00%				4.17% 79.17% 16.67% 0.00%				
PEAK HR :	05:15 PM - 06:15 PM																
PEAK HR VOL :	6	608	0	0	18	580	55	0	6	13	6	0	1	19	4	0	1316
PEAK HR FACTOR :	0.500	0.884	0.000	0.000	0.563	0.912	0.764	0.000	0.750	0.542	0.500	0.000	0.250	0.792	0.500	0.000	0.962
	0.887				0.912				0.568				0.750				

E Roxboro Rd & Goodwin Rd

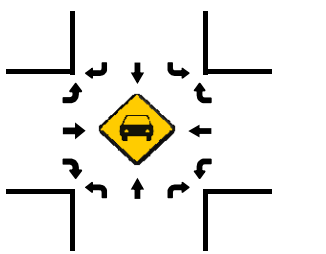
Peak Hour Turning Movement Count

ID: 19-09032-001
City: Brookhaven

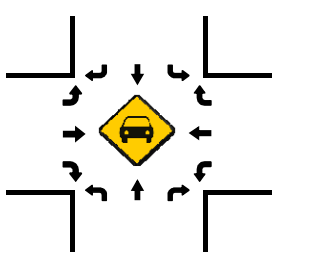
Day: Thursday
Date: 01/17/2019



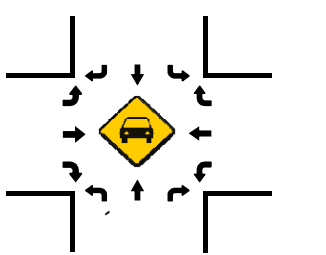
Total Vehicles (AM)



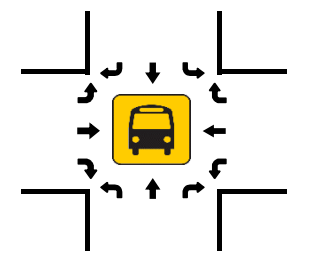
Total Vehicles (NOON)



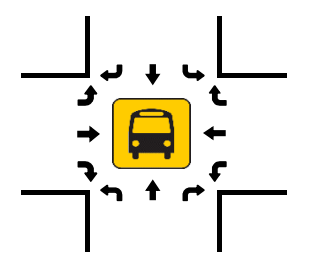
Total Vehicles (PM)



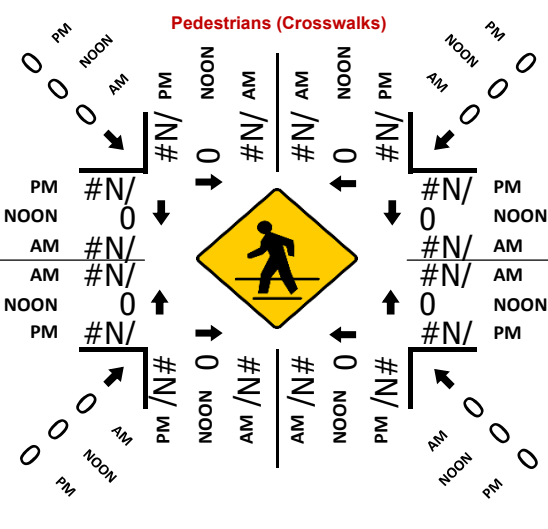
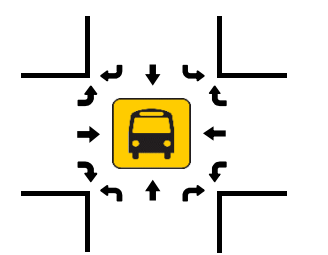
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



Appendix C:

Traffic Study and Data

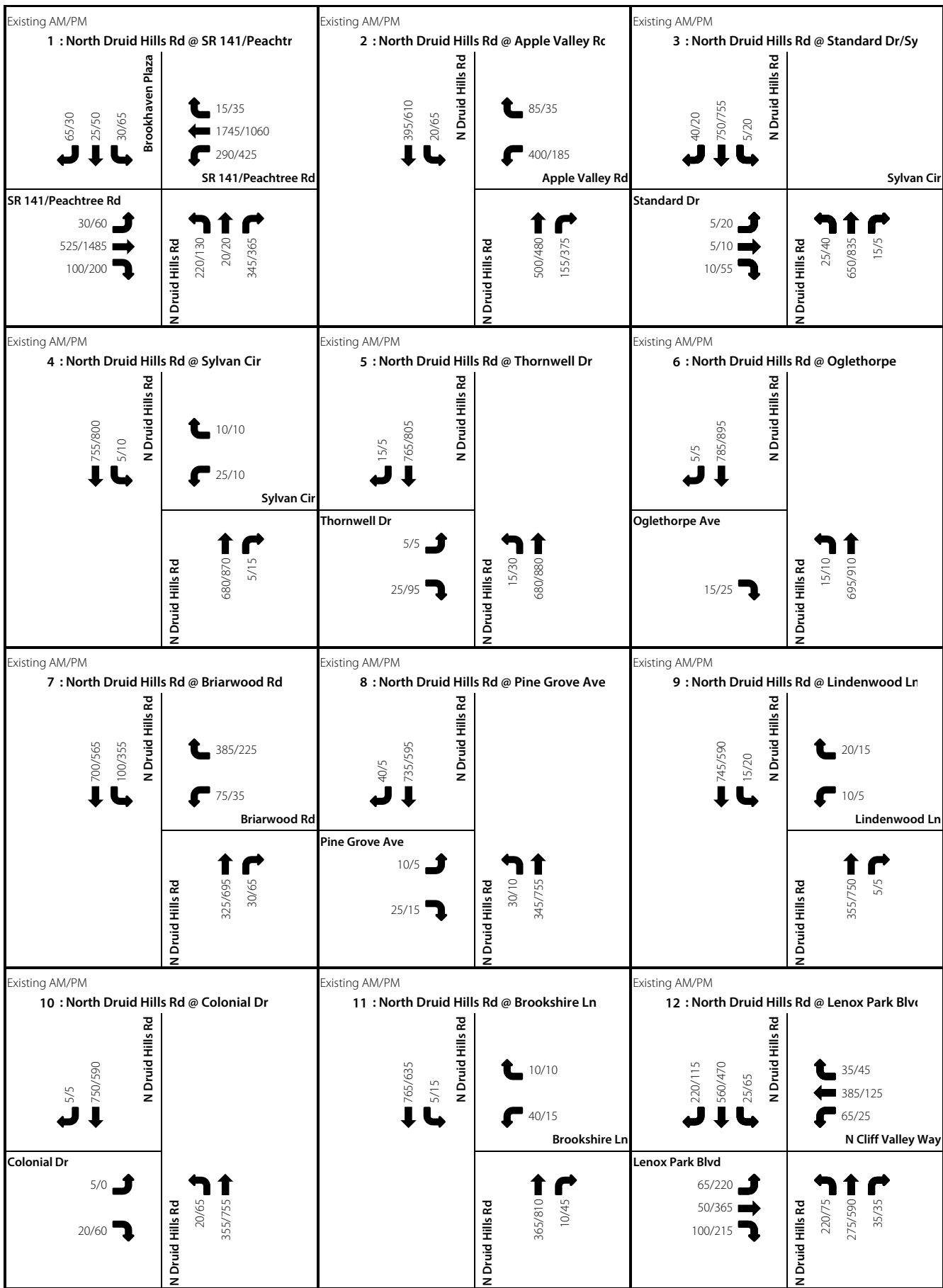
C-1: Raw Traffic Counts

C-2: Traffic Analysis Volumes

C-3: SYNCHRO Outputs

C-4: Roundabout Analysis

Existing Volumes



<p>Existing AM/PM</p> <p>13 : North Druid Hills Rd @ Curtis Dr</p> <p>645/470 80/240 100/45 20/20</p> <p>N Druid Hills Rd</p> <p>Curtis Dr</p> <p>430/655 40/20</p> <p>N Druid Hills Rd</p>	<p>Existing AM/PM</p> <p>14 : North Druid Hills Rd @ Wright Ave/Dr</p> <p>25/20 635/460 5/10 10/5 5/5 10/5</p> <p>N Druid Hills Rd</p> <p>Wright Ave</p> <p>15/60 5/5 15/10</p> <p>N Druid Hills Rd</p> <p>30/15 445/610 5/15</p> <p>N Druid Hills Rd</p> <p>Druid Knoll Dr</p>	<p>Existing AM/PM</p> <p>15 : North Druid Hills Rd @ Goodwin Rd</p> <p>15/20 645/455</p> <p>N Druid Hills Rd</p> <p>Goodwin Rd</p> <p>15/20 5/5</p> <p>N Druid Hills Rd</p> <p>25/5 465/620</p> <p>N Druid Hills Rd</p>
<p>Existing AM/PM</p> <p>16 : North Druid Hills Rd @ E Roxboro Rd</p> <p>655/455</p> <p>N Druid Hills Rd</p> <p>E Roxboro Rd</p> <p>515/1145</p> <p>N Druid Hills Rd</p> <p>885/585 490/625</p> <p>N Druid Hills Rd</p>	<p>Existing AM/PM</p> <p>17 : North Druid Hills Rd @ Childers Rd</p> <p>5/15 1165/1585</p> <p>N Druid Hills Rd</p> <p>Childers Rd</p> <p>10/5 50/30</p> <p>N Druid Hills Rd</p> <p>25/25 1365/1205</p> <p>N Druid Hills Rd</p>	<p>Existing AM/PM</p> <p>18 : North Druid Hills Rd @ SR 13/Buford H</p> <p>125/75 785/390 300/205</p> <p>N Druid Hills Rd</p> <p>SR 13/Buford Hwy</p> <p>220/315 270/670 100/150</p> <p>N Druid Hills Rd</p> <p>440/180 1045/840 115/295</p> <p>N Druid Hills Rd</p>
<p>Existing AM/PM</p> <p>19 : North Druid Hills Rd @ W Druid Hills D</p> <p>35/20 1330/1770 0/0 0/5 0/0 0/15</p> <p>N Druid Hills Rd</p> <p>Salvation Army Dwy</p> <p>40/25 5/5 45/75</p> <p>N Druid Hills Rd</p> <p>60/50 1560/1285 5/0</p> <p>N Druid Hills Rd</p>	<p>Existing AM/PM</p> <p>20 : North Druid Hills Rd @ I-85 Frontage R</p> <p>240/130 1135/1730 450/205 385/315 570/685</p> <p>N Druid Hills Rd</p> <p>I-85 Frontage Rd</p> <p>830/750 1175/1130</p> <p>N Druid Hills Rd</p>	<p>Existing AM/PM</p> <p>21 : North Druid Hills Rd @ I-85 Frontage R</p> <p>1290/1655 415/760 270/475</p> <p>N Druid Hills Rd</p> <p>I-85 Frontage Rd</p> <p>5/5 420/350 1005/765</p> <p>N Druid Hills Rd</p> <p>1730/1400 575/685</p> <p>N Druid Hills Rd</p>
<p>Existing AM/PM</p> <p>22 : North Druid Hills Rd @ Executive Park</p> <p>325/330 1760/2050 210/40 70/195 30/60 40/80</p> <p>N Druid Hills Rd</p> <p>Tullie Rd</p> <p>310/320 45/30 70/190</p> <p>N Druid Hills Rd</p> <p>185/90 1925/1570 85/80</p> <p>N Druid Hills Rd</p>	<p>Existing AM/PM</p> <p>23 : North Druid Hills Rd @ Briarcliff Rd</p> <p>415/350 1345/1730 110/240 385/140 405/220 130/125</p> <p>N Druid Hills Rd</p> <p>Briarcliff Rd</p> <p>480/555 215/300 100/110</p> <p>N Druid Hills Rd</p> <p>145/130 1330/1045 10/50</p> <p>N Druid Hills Rd</p>	<p>Existing AM/PM</p> <p>24 : E Roxboro Rd @ Goodwin Rd</p> <p>5/55 495/1135 5/15 30/5 5/20 5/0 30/10 15/10 15/10 10/10 875/575 0/0</p> <p>N Druid Hills Rd</p> <p>Goodwin Rd</p> <p>N Druid Hills Rd</p>

2025 No Build Volumes

<p>2025 No Build AM/PM</p> <p>1 : North Druid Hills Rd @ SR 141/Peachtr</p> <p>Brookhaven Plaza</p> <p>SR 141/Peachtree Rd</p>	<p>2025 No Build AM/PM</p> <p>2 : North Druid Hills Rd @ Apple Valley Rc</p> <p>Apple Valley Rd</p>	<p>2025 No Build AM/PM</p> <p>3 : North Druid Hills Rd @ Standard Dr/Sy</p> <p>Standard Dr</p> <p>Sylvan Cir</p>
<p>SR 141/Peachtree Rd</p> <p>N Druid Hills Rd</p>	<p>N Druid Hills Rd</p> <p>N Druid Hills Rd</p>	<p>N Druid Hills Rd</p> <p>N Druid Hills Rd</p>
<p>2025 No Build AM/PM</p> <p>4 : North Druid Hills Rd @ Sylvan Cir</p> <p>Sylvan Cir</p>	<p>2025 No Build AM/PM</p> <p>5 : North Druid Hills Rd @ Thornwell Dr</p> <p>Thornwell Dr</p>	<p>2025 No Build AM/PM</p> <p>6 : North Druid Hills Rd @ Oglethorpe</p> <p>Oglethorpe Ave</p>
<p>2025 No Build AM/PM</p> <p>7 : North Druid Hills Rd @ Briarwood Rd</p> <p>Briarwood Rd</p>	<p>2025 No Build AM/PM</p> <p>8 : North Druid Hills Rd @ Pine Grove Ave</p> <p>Pine Grove Ave</p>	<p>2025 No Build AM/PM</p> <p>9 : North Druid Hills Rd @ Lindenwood Ln</p> <p>Lindenwood Ln</p>
<p>2025 No Build AM/PM</p> <p>10 : North Druid Hills Rd @ Colonial Dr</p> <p>Colonial Dr</p>	<p>2025 No Build AM/PM</p> <p>11 : North Druid Hills Rd @ Brookshire Ln</p> <p>Brookshire Ln</p>	<p>2025 No Build AM/PM</p> <p>12 : North Druid Hills Rd @ Lenox Park Blv</p> <p>Lenox Park Blvd</p>
<p>N Druid Hills Rd</p> <p>N Druid Hills Rd</p>	<p>N Druid Hills Rd</p> <p>N Druid Hills Rd</p>	<p>N Druid Hills Rd</p> <p>N Druid Hills Rd</p>

<p>2025 No Build AM/PM</p> <p>13 : North Druid Hills Rd @ Curtis Dr</p> <p>N Druid Hills Rd</p> <p>Curtis Dr</p>	<p>2025 No Build AM/PM</p> <p>14 : North Druid Hills Rd @ Wright Ave/Dr</p> <p>N Druid Hills Rd</p> <p>Wright Ave</p> <p>Druid Knoll Dr</p>	<p>2025 No Build AM/PM</p> <p>15 : North Druid Hills Rd @ Goodwin Rd</p> <p>N Druid Hills Rd</p> <p>Goodwin Rd</p>
<p>2025 No Build AM/PM</p> <p>16 : North Druid Hills Rd @ E Roxboro Rd</p> <p>N Druid Hills Rd</p> <p>E Roxboro Rd</p>	<p>2025 No Build AM/PM</p> <p>17 : North Druid Hills Rd @ Childers Rd</p> <p>N Druid Hills Rd</p> <p>Childers Rd</p>	<p>2025 No Build AM/PM</p> <p>18 : North Druid Hills Rd @ SR 13/Buford H</p> <p>N Druid Hills Rd</p> <p>SR 13/Buford Hwy</p>
<p>2025 No Build AM/PM</p> <p>19 : North Druid Hills Rd @ W Druid Hills D</p> <p>N Druid Hills Rd</p> <p>Salvation Army Dwy</p>	<p>2025 No Build AM/PM</p> <p>20 : North Druid Hills Rd @ I-85 Frontage R</p> <p>N Druid Hills Rd</p> <p>I-85 Frontage Rd</p>	<p>2025 No Build AM/PM</p> <p>21 : North Druid Hills Rd @ I-85 Frontage R</p> <p>N Druid Hills Rd</p> <p>I-85 Frontage Rd</p>
<p>2025 No Build AM/PM</p> <p>22 : North Druid Hills Rd @ Executive Park</p> <p>N Druid Hills Rd</p> <p>Executive Park Dr</p> <p>Tullie Rd</p>	<p>2025 No Build AM/PM</p> <p>23 : North Druid Hills Rd @ Briarcliff Rd</p> <p>N Druid Hills Rd</p> <p>Briarcliff Rd</p>	<p>2025 No Build AM/PM</p> <p>24 : E Roxboro Rd @ Goodwin Rd</p> <p>E Roxboro Rd</p> <p>Goodwin Rd</p>

2035 No Build Volumes

<p>2035 No Build AM/PM</p> <p>1 : North Druid Hills Rd @ SR 141/Peachtr</p> <p>Brookhaven Plaza</p> <p>SR 141/Peachtree Rd</p>	<p>2035 No Build AM/PM</p> <p>2 : North Druid Hills Rd @ Apple Valley Rc</p> <p>Apple Valley Rd</p>	<p>2035 No Build AM/PM</p> <p>3 : North Druid Hills Rd @ Standard Dr/Sy</p> <p>Standard Dr</p> <p>Sylvan Cir</p>
<p>SR 141/Peachtree Rd</p> <p>N Druid Hills Rd</p>	<p>N Druid Hills Rd</p> <p>N Druid Hills Rd</p>	<p>N Druid Hills Rd</p> <p>N Druid Hills Rd</p>
<p>2035 No Build AM/PM</p> <p>4 : North Druid Hills Rd @ Sylvan Cir</p> <p>Sylvan Cir</p>	<p>2035 No Build AM/PM</p> <p>5 : North Druid Hills Rd @ Thornwell Dr</p> <p>Thornwell Dr</p>	<p>2035 No Build AM/PM</p> <p>6 : North Druid Hills Rd @ Oglethorpe</p> <p>Oglethorpe Ave</p>
<p>2035 No Build AM/PM</p> <p>7 : North Druid Hills Rd @ Briarwood Rd</p> <p>Briarwood Rd</p>	<p>2035 No Build AM/PM</p> <p>8 : North Druid Hills Rd @ Pine Grove Ave</p> <p>Pine Grove Ave</p>	<p>2035 No Build AM/PM</p> <p>9 : North Druid Hills Rd @ Lindenwood Ln</p> <p>Lindenwood Ln</p>
<p>2035 No Build AM/PM</p> <p>10 : North Druid Hills Rd @ Colonial Dr</p> <p>Colonial Dr</p>	<p>2035 No Build AM/PM</p> <p>11 : North Druid Hills Rd @ Brookshire Ln</p> <p>Brookshire Ln</p>	<p>2035 No Build AM/PM</p> <p>12 : North Druid Hills Rd @ Lenox Park Blv</p> <p>Lenox Park Blvd</p>

<p>2035 No Build AM/PM</p> <p>13 : North Druid Hills Rd @ Curtis Dr</p> <p>800/595 85/260 110/50 20/20</p> <p>Curtis Dr</p> <p>515/830 45/20</p>	<p>2035 No Build AM/PM</p> <p>14 : North Druid Hills Rd @ Wright Ave/Dr</p> <p>25/25 790/580 5/10 10/5 5/5 10/5</p> <p>Wright Ave</p> <p>20/70 5/5 25/20</p> <p>35/30 530/775 5/15</p>	<p>2035 No Build AM/PM</p> <p>15 : North Druid Hills Rd @ Goodwin Rd</p> <p>15/20 810/585 15/25 5/5 25/5 555/795</p> <p>Goodwin Rd</p>
<p>2035 No Build AM/PM</p> <p>16 : North Druid Hills Rd @ E Roxboro Rd</p> <p>820/585 570/1250 965/650 580/800</p> <p>E Roxboro Rd</p>	<p>2035 No Build AM/PM</p> <p>17 : North Druid Hills Rd @ Childers Rd</p> <p>5/15 1385/1820 10/5 50/30 25/25 1535/1445</p> <p>Childers Rd</p>	<p>2035 No Build AM/PM</p> <p>18 : North Druid Hills Rd @ SR 13/Buford H</p> <p>220/120 1150/1640 65/90 140/90 855/425 375/255 240/350 295/725 175/205 500/300 1180/1030 145/400</p> <p>SR 13/Buford Hwy</p>
<p>2035 No Build AM/PM</p> <p>19 : North Druid Hills Rd @ W Druid Hills D</p> <p>40/20 1660/2080 0/0 0/5 0/0 0/15</p> <p>Salvation Army Dwy</p> <p>40/25 5/5 50/80 65/55 1785/1700 5/0</p>	<p>2035 No Build AM/PM</p> <p>20 : North Druid Hills Rd @ I-85 Frontage R</p> <p>275/155 1435/2020 515/340 545/995 1055/1005 965/1070 1340/1415</p> <p>I-85 Frontage Rd</p>	<p>2035 No Build AM/PM</p> <p>21 : North Druid Hills Rd @ I-85 Frontage R</p> <p>1575/1910 915/1115 305/535 5/5 810/595 1230/915 1995/1945 750/1300</p> <p>I-85 Frontage Rd</p>
<p>2035 No Build AM/PM</p> <p>22 : North Druid Hills Rd @ Executive Park</p> <p>355/360 1935/2245 515/220 220/825 50/115 105/400</p> <p>Tullie Rd</p> <p>335/350 90/55 75/205 205/100 2190/2070 190/150</p>	<p>2035 No Build AM/PM</p> <p>23 : North Druid Hills Rd @ Briarcliff Rd</p> <p>485/490 1515/2100 115/260 420/155 455/300 160/225 600/655 275/355 110/120 155/140 1585/1220 70/90</p> <p>Briarcliff Rd</p>	<p>2035 No Build AM/PM</p> <p>24 : E Roxboro Rd @ Goodwin Rd</p> <p>5/60 550/1240 5/20 30/5 5/20 5/0 30/10 15/10 15/10 10/10 955/640 0/0</p>

2045 No Build Volumes

<p>2045 No Build AM/PM</p> <p>1 : North Druid Hills Rd @ SR 141/Peachtr</p> <p>Brookhaven Plaza</p> <p>SR 141/Peachtree Rd</p>	<p>2045 No Build AM/PM</p> <p>2 : North Druid Hills Rd @ Apple Valley Rc</p> <p>N Druid Hills Rd</p> <p>Apple Valley Rd</p>	<p>2045 No Build AM/PM</p> <p>3 : North Druid Hills Rd @ Standard Dr/Sy</p> <p>N Druid Hills Rd</p> <p>Standard Dr</p> <p>Sylvan Cir</p>
<p>SR 141/Peachtree Rd</p> <p>N Druid Hills Rd</p>	<p>N Druid Hills Rd</p> <p>N Druid Hills Rd</p>	<p>Standard Dr</p> <p>N Druid Hills Rd</p>
<p>2045 No Build AM/PM</p> <p>4 : North Druid Hills Rd @ Sylvan Cir</p> <p>N Druid Hills Rd</p> <p>Sylvan Cir</p>	<p>2045 No Build AM/PM</p> <p>5 : North Druid Hills Rd @ Thornwell Dr</p> <p>N Druid Hills Rd</p> <p>Thornwell Dr</p>	<p>2045 No Build AM/PM</p> <p>6 : North Druid Hills Rd @ Oglethorpe</p> <p>N Druid Hills Rd</p> <p>Oglethorpe Ave</p>
<p>2045 No Build AM/PM</p> <p>7 : North Druid Hills Rd @ Briarwood Rd</p> <p>N Druid Hills Rd</p> <p>Briarwood Rd</p>	<p>2045 No Build AM/PM</p> <p>8 : North Druid Hills Rd @ Pine Grove Ave</p> <p>N Druid Hills Rd</p> <p>Pine Grove Ave</p>	<p>2045 No Build AM/PM</p> <p>9 : North Druid Hills Rd @ Lindenwood Ln</p> <p>N Druid Hills Rd</p> <p>Lindenwood Ln</p>
<p>2045 No Build AM/PM</p> <p>10 : North Druid Hills Rd @ Colonial Dr</p> <p>N Druid Hills Rd</p> <p>Colonial Dr</p>	<p>2045 No Build AM/PM</p> <p>11 : North Druid Hills Rd @ Brookshire Ln</p> <p>N Druid Hills Rd</p> <p>Brookshire Ln</p>	<p>2045 No Build AM/PM</p> <p>12 : North Druid Hills Rd @ Lenox Park Blv</p> <p>N Druid Hills Rd</p> <p>Lenox Park Blvd</p>

<p>2045 No Build AM/PM</p> <p>13 : North Druid Hills Rd @ Curtis Dr</p> <p>N Druid Hills Rd</p> <p>Curtis Dr</p>	<p>2045 No Build AM/PM</p> <p>14 : North Druid Hills Rd @ Wright Ave/Dr</p> <p>N Druid Hills Rd</p> <p>Wright Ave</p> <p>Druid Knoll Dr</p>	<p>2045 No Build AM/PM</p> <p>15 : North Druid Hills Rd @ Goodwin Rd</p> <p>N Druid Hills Rd</p> <p>Goodwin Rd</p>
<p>2045 No Build AM/PM</p> <p>16 : North Druid Hills Rd @ E Roxboro Rd</p> <p>N Druid Hills Rd</p> <p>E Roxboro Rd</p>	<p>2045 No Build AM/PM</p> <p>17 : North Druid Hills Rd @ Childers Rd</p> <p>N Druid Hills Rd</p> <p>Childers Rd</p>	<p>2045 No Build AM/PM</p> <p>18 : North Druid Hills Rd @ SR 13/Buford H</p> <p>N Druid Hills Rd</p> <p>SR 13/Buford Hwy</p>
<p>2045 No Build AM/PM</p> <p>19 : North Druid Hills Rd @ W Druid Hills D</p> <p>N Druid Hills Rd</p> <p>W Druid Hills Dr</p> <p>Salvation Army Dwy</p>	<p>2045 No Build AM/PM</p> <p>20 : North Druid Hills Rd @ I-85 Frontage R</p> <p>N Druid Hills Rd</p> <p>I-85 Frontage Rd</p> <p>I-85 SB Entrance Ramp</p>	<p>2045 No Build AM/PM</p> <p>21 : North Druid Hills Rd @ I-85 Frontage R</p> <p>N Druid Hills Rd</p> <p>I-85 Frontage Rd</p> <p>I-85 NB Exit Ramp</p>
<p>2045 No Build AM/PM</p> <p>22 : North Druid Hills Rd @ Executive Park</p> <p>N Druid Hills Rd</p> <p>Executive Park Dr</p> <p>Tullie Rd</p>	<p>2045 No Build AM/PM</p> <p>23 : North Druid Hills Rd @ Briarcliff Rd</p> <p>N Druid Hills Rd</p> <p>Briarcliff Rd</p>	<p>2045 No Build AM/PM</p> <p>24 : E Roxboro Rd @ Goodwin Rd</p> <p>E Roxboro Rd</p> <p>Goodwin Rd</p>

Appendix C:

Traffic Study and Data

C-1: Raw Traffic Counts

C-2: Traffic Analysis Volumes

C-3: SYNCHRO Outputs

C-4: Roundabout Analysis






















Synchro Output

Existing

AM Peak

HCM 2010 Signalized Intersection Summary
 1: N Druid Hills Rd & SR 141/Peachtree Rd

Existing 2018
 Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	525	100	290	1745	15	220	20	345	30	25	65
Future Volume (veh/h)	30	525	100	290	1745	15	220	20	345	30	25	65
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	31	541	0	299	1799	15	227	21	356	31	26	67
Adj No. of Lanes	1	3	0	1	2	1	0	1	2	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	2824	0	639	2187	978	277	26	727	61	51	98
Arrive On Green	0.03	0.56	0.00	0.09	0.62	0.62	0.17	0.17	0.17	0.06	0.06	0.06
Sat Flow, veh/h	1774	5253	0	1774	3539	1583	1630	151	2787	986	827	1583
Grp Volume(v), veh/h	31	541	0	299	1799	15	248	0	356	57	0	67
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1770	1583	1781	0	1393	1813	0	1583
Q Serve(g_s), s	1.2	8.5	0.0	11.1	63.2	0.6	21.5	0.0	17.3	4.9	0.0	6.6
Cycle Q Clear(g_c), s	1.2	8.5	0.0	11.1	63.2	0.6	21.5	0.0	17.3	4.9	0.0	6.6
Prop In Lane	1.00		0.00	1.00		1.00	0.92		1.00	0.54		1.00
Lane Grp Cap(c), veh/h	155	2824	0	639	2187	978	303	0	727	112	0	98
V/C Ratio(X)	0.20	0.19	0.00	0.47	0.82	0.02	0.82	0.00	0.49	0.51	0.00	0.68
Avail Cap(c_a), veh/h	213	2824	0	697	2187	978	473	0	993	461	0	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.95	0.00	0.95	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.1	17.7	0.0	11.7	23.8	11.8	64.0	0.0	50.1	72.7	0.0	73.5
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.5	3.7	0.0	6.0	0.0	0.5	1.3	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.0	0.0	5.5	31.8	0.3	11.1	0.0	6.7	2.5	0.0	3.0
LnGrp Delay(d),s/veh	24.7	17.8	0.0	12.3	27.4	11.8	70.1	0.0	50.6	74.0	0.0	76.6
LnGrp LOS	C	B		B	C	B	E		D	E		E
Approach Vol, veh/h		572			2113			604			124	
Approach Delay, s/veh		18.2			25.2			58.6			75.4	
Approach LOS		B			C			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	103.3		31.7	19.7	93.4		15.2				
Change Period (Y+Rc), s	6.0	5.5		5.5	* 6.2	5.5		6.3				
Max Green Setting (Gmax), s	9.0	46.5		41.5	* 19	36.5		39.7				
Max Q Clear Time (g_c+1), s	3.2	65.2		23.5	13.1	10.5		8.6				
Green Ext Time (p_c), s	0.0	0.0		2.7	0.4	24.5		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay				31.7								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary
2: N Druid Hills Rd & Apple Valley Rd

Existing 2018
Timing Plan: AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	400	85	500	155	20	395		
Future Volume (veh/h)	400	85	500	155	20	395		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	412	88	515	160	21	407		
Adj No. of Lanes	1	1	2	0	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	455	406	1398	432	482	1169		
Arrive On Green	0.26	0.26	0.52	0.52	0.01	0.21		
Sat Flow, veh/h	1774	1583	2757	823	1774	1863		
Grp Volume(v), veh/h	412	88	341	334	21	407		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1717	1774	1863		
Q Serve(g_s), s	18.0	3.5	9.1	9.2	0.4	14.9		
Cycle Q Clear(g_c), s	18.0	3.5	9.1	9.2	0.4	14.9		
Prop In Lane	1.00	1.00		0.48	1.00			
Lane Grp Cap(c), veh/h	455	406	929	901	482	1169		
V/C Ratio(X)	0.91	0.22	0.37	0.37	0.04	0.35		
Avail Cap(c_a), veh/h	455	406	929	901	633	1169		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.84	0.84		
Uniform Delay (d), s/veh	28.8	23.4	11.2	11.2	7.7	17.7		
Incr Delay (d2), s/veh	21.9	0.4	1.1	1.2	0.1	0.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.6	3.4	4.7	4.6	0.2	7.9		
LnGrp Delay(d),s/veh	50.7	23.8	12.3	12.4	7.7	18.4		
LnGrp LOS	D	C	B	B	A	B		
Approach Vol, veh/h	500		675			428		
Approach Delay, s/veh	46.0		12.3			17.9		
Approach LOS	D		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		55.0		25.0	8.2	46.8		
Change Period (Y+Rc), s		* 5.8		5.5	5.6	* 5.8		
Max Green Setting (Gmax), s		* 49		19.5	9.4	* 34		
Max Q Clear Time (g_c+I1), s		16.9		20.0	2.4	11.2		
Green Ext Time (p_c), s		15.1		0.0	0.0	12.5		
Intersection Summary								
HCM 2010 Ctrl Delay			24.3					
HCM 2010 LOS			C					
Notes								

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	5	5	10	0	0	0	25	650	15	5	750	40
Future Vol, veh/h	5	5	10	0	0	0	25	650	15	5	750	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	10	0	0	0	26	677	16	5	781	42

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1550	1558	802	823	0	0	693	0	0
Stage 1	813	813	-	-	-	-	-	-	-
Stage 2	737	745	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	125	112	384	807	-	-	902	-	-
Stage 1	436	392	-	-	-	-	-	-	-
Stage 2	473	421	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	117	0	384	807	-	-	902	-	-
Mov Cap-2 Maneuver	117	0	-	-	-	-	-	-	-
Stage 1	432	0	-	-	-	-	-	-	-
Stage 2	448	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.3	0.3	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	807	-	-	218	902	-	-
HCM Lane V/C Ratio	0.032	-	-	0.096	0.006	-	-
HCM Control Delay (s)	9.6	0	-	23.3	9	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	10	680	5	5	755
Future Vol, veh/h	25	10	680	5	5	755
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	10	708	5	5	786

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1508	711	0	0	714
Stage 1	711	-	-	-	-
Stage 2	797	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	133	433	-	-	886
Stage 1	487	-	-	-	-
Stage 2	444	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	132	433	-	-	886
Mov Cap-2 Maneuver	132	-	-	-	-
Stage 1	487	-	-	-	-
Stage 2	440	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.9	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	165	886
HCM Lane V/C Ratio	-	-	0.221	0.006
HCM Control Delay (s)	-	-	32.9	9.1
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.8	0

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	25	15	680	765	15
Future Vol, veh/h	5	25	15	680	765	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	26	16	716	805	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1560	813	821	0	-	0
Stage 1	813	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	123	378	808	-	-	-
Stage 1	436	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	119	378	808	-	-	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	436	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.7	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	808	-	277	-	-
HCM Lane V/C Ratio	0.02	-	0.114	-	-
HCM Control Delay (s)	9.5	0	19.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	15	15	695	785	5
Future Vol, veh/h	0	15	15	695	785	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	16	755	853	5











Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	856	859	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-
Pot Cap-1 Maneuver	0	357	782	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	357	782	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.6	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	782	-	357	-	-
HCM Lane V/C Ratio	0.021	-	0.046	-	-
HCM Control Delay (s)	9.7	-	15.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM 2010 Signalized Intersection Summary
7: N Druid Hills Rd & Briarwood Rd

Existing 2018
Timing Plan: AM Peak

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	75	385	325	30	100	700		
Future Volume (veh/h)	75	385	325	30	100	700		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863		
Adj Flow Rate, veh/h	78	401	339	31	104	729		
Adj No. of Lanes	0	0	1	0	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	72	370	816	75	582	1128		
Arrive On Green	0.27	0.27	0.48	0.48	0.07	0.61		
Sat Flow, veh/h	262	1347	1682	154	1774	1863		
Grp Volume(v), veh/h	480	0	0	370	104	729		
Grp Sat Flow(s),veh/h/ln	1612	0	0	1836	1774	1863		
Q Serve(g_s), s	20.6	0.0	0.0	9.8	1.9	19.0		
Cycle Q Clear(g_c), s	20.6	0.0	0.0	9.8	1.9	19.0		
Prop In Lane	0.16	0.84		0.08	1.00			
Lane Grp Cap(c), veh/h	443	0	0	890	582	1128		
V/C Ratio(X)	1.08	0.00	0.00	0.42	0.18	0.65		
Avail Cap(c_a), veh/h	443	0	0	890	700	1128		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	27.2	0.0	0.0	12.5	7.9	9.6		
Incr Delay (d2), s/veh	67.3	0.0	0.0	1.4	0.1	2.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	17.4	0.0	0.0	5.3	0.9	10.4		
LnGrp Delay(d),s/veh	94.5	0.0	0.0	13.9	8.0	12.5		
LnGrp LOS	F			B	A	B		
Approach Vol, veh/h	480		370			833		
Approach Delay, s/veh	94.5		13.9			11.9		
Approach LOS	F		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		50.0		25.0	9.0	41.0		
Change Period (Y+Rc), s		5.6		* 5.4	* 4.6	5.6		
Max Green Setting (Gmax), s		44.4		* 20	* 9.4	30.4		
Max Q Clear Time (g_c+I1), s		21.0		22.6	3.9	11.8		
Green Ext Time (p_c), s		14.0		0.0	0.1	11.9		
Intersection Summary								
HCM 2010 Ctrl Delay			35.9					
HCM 2010 LOS			D					
Notes								

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	10	25	30	345	735	40
Future Vol, veh/h	10	25	30	345	735	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	27	32	367	782	43

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1234	803	824	0	-	0
Stage 1	803	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	195	383	806	-	-	-
Stage 1	441	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	185	383	806	-	-	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	441	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	0.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	806	-	293	-	-
HCM Lane V/C Ratio	0.04	-	0.127	-	-
HCM Control Delay (s)	9.7	0	19.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	20	355	5	15	745
Future Vol, veh/h	10	20	355	5	15	745
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	21	370	5	16	776

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1179	372	0	0	375
Stage 1	372	-	-	-	-
Stage 2	807	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	211	674	-	-	1183
Stage 1	697	-	-	-	-
Stage 2	439	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	206	674	-	-	1183
Mov Cap-2 Maneuver	206	-	-	-	-
Stage 1	697	-	-	-	-
Stage 2	428	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	384	1183
HCM Lane V/C Ratio	-	-	0.081	0.013
HCM Control Delay (s)	-	-	15.2	8.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	20	20	355	750	5
Future Vol, veh/h	5	20	20	355	750	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	20	20	362	765	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1171	768	770	0	-	0
Stage 1	768	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	213	402	844	-	-	-
Stage 1	458	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	207	402	844	-	-	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	458	-	-	-	-	-
Stage 2	655	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.5	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	844	-	338	-	-
HCM Lane V/C Ratio	0.024	-	0.075	-	-
HCM Control Delay (s)	9.4	0	16.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↔		↔↔↔	
Traffic Vol, veh/h	40	10	365	10	5	765
Future Vol, veh/h	40	10	365	10	5	765
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	11	384	11	5	805























Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	722	389	0	0	395
Stage 1	389	-	-	-	-
Stage 2	333	-	-	-	-
Critical Hdwy	6.08	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	6.03	-	-	-	-
Follow-up Hdwy	3.669	3.319	-	-	2.219
Pot Cap-1 Maneuver	409	658	-	-	1162
Stage 1	661	-	-	-	-
Stage 2	662	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	406	658	-	-	1162
Mov Cap-2 Maneuver	406	-	-	-	-
Stage 1	661	-	-	-	-
Stage 2	657	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	440	1162
HCM Lane V/C Ratio	-	-	0.12	0.005
HCM Control Delay (s)	-	-	14.3	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM 2010 Signalized Intersection Summary
 12: N Druid Hills Rd & Lenox Park Blvd/N Cliff Valley Way

Existing 2018
 Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	50	100	65	385	35	220	275	35	25	560	220
Future Volume (veh/h)	65	50	100	65	385	35	220	275	35	25	560	220
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	68	52	104	68	401	36	229	286	36	26	583	229
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	496	422	429	449	40	357	858	108	594	876	745
Arrive On Green	0.05	0.27	0.27	0.05	0.27	0.27	0.18	1.00	1.00	0.03	0.47	0.47
Sat Flow, veh/h	1774	1863	1583	1774	1685	151	1774	1622	204	1774	1863	1583
Grp Volume(v), veh/h	68	52	104	68	0	437	229	0	322	26	583	229
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1836	1774	0	1827	1774	1863	1583
Q Serve(g_s), s	4.1	3.2	7.7	4.1	0.0	34.4	10.1	0.0	0.0	1.1	36.2	13.4
Cycle Q Clear(g_c), s	4.1	3.2	7.7	4.1	0.0	34.4	10.1	0.0	0.0	1.1	36.2	13.4
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	163	496	422	429	0	489	357	0	967	594	876	745
V/C Ratio(X)	0.42	0.10	0.25	0.16	0.00	0.89	0.64	0.00	0.33	0.04	0.67	0.31
Avail Cap(c_a), veh/h	199	546	464	464	0	539	360	0	967	666	876	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.95	0.00	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	41.5	43.2	37.0	0.0	53.0	20.8	0.0	0.0	19.1	30.6	24.6
Incr Delay (d2), s/veh	1.8	0.1	0.4	0.2	0.0	17.0	3.7	0.0	0.9	0.0	4.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.7	3.4	2.0	0.0	19.8	5.2	0.0	0.2	0.5	19.6	6.1
LnGrp Delay(d),s/veh	43.0	41.7	43.7	37.2	0.0	70.0	24.5	0.0	0.9	19.1	34.6	25.7
LnGrp LOS	D	D	D	D		E	C		A	B	C	C
Approach Vol, veh/h		224			505			551			838	
Approach Delay, s/veh		43.0			65.6			10.7			31.7	
Approach LOS		D			E			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.7	75.3	12.0	44.9	8.9	84.2	12.0	44.9				
Change Period (Y+Rc), s	5.6	* 5.8	* 6.2	* 6	5.6	* 5.8	* 6.2	* 6				
Max Green Setting (Gmax), s	12.4	* 62	* 8.8	* 43	9.4	* 65	* 8.8	* 43				
Max Q Clear Time (g_c+I1), s	12.1	38.2	6.1	36.4	3.1	2.0	6.1	9.7				
Green Ext Time (p_c), s	0.0	13.9	0.0	2.6	0.0	22.0	0.0	5.9				
Intersection Summary												
HCM 2010 Ctrl Delay			35.5									
HCM 2010 LOS			D									
Notes												

HCM Signalized Intersection Capacity Analysis
 13: N Druid Hills Rd & Curtis Dr

Existing 2018
 Timing Plan: AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	100	430	40	80	645
Future Volume (vph)	20	100	430	40	80	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.7		4.5	5.7
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.89		0.99		1.00	1.00
Flt Protected	0.99		1.00		0.95	1.00
Satd. Flow (prot)	1640		1841		1770	1863
Flt Permitted	0.99		1.00		0.44	1.00
Satd. Flow (perm)	1640		1841		816	1863
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	21	104	448	42	83	672
RTOR Reduction (vph)	97	0	1	0	0	0
Lane Group Flow (vph)	28	0	489	0	83	672
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	3		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	9.8		114.9		127.1	127.1
Effective Green, g (s)	10.8		115.9		128.1	128.1
Actuated g/C Ratio	0.07		0.77		0.85	0.85
Clearance Time (s)	6.4		6.7		5.5	6.7
Vehicle Extension (s)	4.1		5.1		3.1	5.1
Lane Grp Cap (vph)	118		1422		745	1591
v/s Ratio Prot	c0.02		0.27		0.01	c0.36
v/s Ratio Perm					0.09	
v/c Ratio	0.24		0.34		0.11	0.42
Uniform Delay, d1	65.7		5.3		2.2	2.5
Progression Factor	1.00		1.73		2.20	3.30
Incremental Delay, d2	1.5		0.6		0.1	0.7
Delay (s)	67.3		9.8		4.8	8.9
Level of Service	E		A		A	A
Approach Delay (s)	67.3		9.8			8.5
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	15	5	15	10	5	10	30	445	5	5	635	25
Future Vol, veh/h	15	5	15	10	5	10	30	445	5	5	635	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	16	11	5	11	32	473	5	5	676	27











Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1247	1242	689	1250	1253	476	702	0	0	479	0	0
Stage 1	699	699	-	540	540	-	-	-	-	-	-	-
Stage 2	548	543	-	710	713	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	150	175	446	150	172	589	895	-	-	1083	-	-
Stage 1	430	442	-	526	521	-	-	-	-	-	-	-
Stage 2	521	520	-	424	435	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	137	165	446	135	162	589	895	-	-	1083	-	-
Mov Cap-2 Maneuver	137	165	-	135	162	-	-	-	-	-	-	-
Stage 1	409	438	-	500	495	-	-	-	-	-	-	-
Stage 2	481	495	-	401	432	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	26.8		25.2		0.6		0.1	
HCM LOS	D		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	895	-	-	202	205	1083	-
HCM Lane V/C Ratio	0.036	-	-	0.184	0.13	0.005	-
HCM Control Delay (s)	9.2	0	-	26.8	25.2	8.3	0
HCM Lane LOS	A	A	-	D	D	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.4	0	-













HCM 2010 Signalized Intersection Summary
 15: N Druid Hills Rd & Goodwin Rd

Existing 2018
 Timing Plan: AM Peak

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	15	5	25	465	645	15		
Future Volume (veh/h)	15	5	25	465	645	15		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	16	5	27	505	701	16		
Adj No. of Lanes	0	0	0	1	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	44	14	82	1515	3153	72		
Arrive On Green	0.03	0.03	0.89	0.89	1.00	1.00		
Sat Flow, veh/h	1258	393	64	1700	3631	81		
Grp Volume(v), veh/h	22	0	532	0	351	366		
Grp Sat Flow(s),veh/h/ln	1730	0	1764	0	1770	1849		
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	1.9	0.0	6.5	0.0	0.0	0.0		
Prop In Lane	0.73	0.23	0.05			0.04		
Lane Grp Cap(c), veh/h	60	0	1597	0	1577	1648		
V/C Ratio(X)	0.37	0.00	0.33	0.00	0.22	0.22		
Avail Cap(c_a), veh/h	227	0	1597	0	1577	1648		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	0.86	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	70.8	0.0	1.2	0.0	0.0	0.0		
Incr Delay (d2), s/veh	3.2	0.0	0.6	0.0	0.3	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.9	0.0	3.5	0.0	0.1	0.1		
LnGrp Delay(d),s/veh	74.0	0.0	1.8	0.0	0.3	0.3		
LnGrp LOS	E		A		A	A		
Approach Vol, veh/h	22			532	717			
Approach Delay, s/veh	74.0			1.8	0.3			
Approach LOS	E			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		139.5		10.5		139.5		
Change Period (Y+Rc), s		* 6.8		* 6.3		* 6.8		
Max Green Setting (Gmax), s		* 1.2E2		* 19		* 1.2E2		
Max Q Clear Time (g_c+I1), s		2.0		3.9		8.5		
Green Ext Time (p_c), s		64.8		0.0		62.5		
Intersection Summary								
HCM 2010 Ctrl Delay			2.2					
HCM 2010 LOS			A					
Notes								

HCM Signalized Intersection Capacity Analysis
 16: N Druid Hills Rd & E Roxboro Rd

Existing 2018
 Timing Plan: AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 					 
Traffic Volume (vph)	655	0	885	490	0	515
Future Volume (vph)	655	0	885	490	0	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.3		5.8	3.0		5.8
Lane Util. Factor	0.97		1.00	1.00		0.95
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		1863	1583		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		1863	1583		3539
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	668	0	903	500	0	526
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	668	0	903	500	0	526
Turn Type	Prot		NA	Free		NA
Protected Phases	2		4			8
Permitted Phases				Free		
Actuated Green, G (s)	34.7		103.2	150.0		103.2
Effective Green, g (s)	35.7		104.2	150.0		104.2
Actuated g/C Ratio	0.24		0.69	1.00		0.69
Clearance Time (s)	5.3		6.8			6.8
Vehicle Extension (s)	4.1		3.1			3.1
Lane Grp Cap (vph)	817		1294	1583		2458
v/s Ratio Prot	c0.19		c0.48			0.15
v/s Ratio Perm				0.32		
v/c Ratio	0.82		0.70	0.32		0.21
Uniform Delay, d1	54.1		13.6	0.0		8.2
Progression Factor	1.08		0.38	1.00		1.00
Incremental Delay, d2	8.8		2.0	0.3		0.2
Delay (s)	67.1		7.1	0.3		8.4
Level of Service	E		A	A		A
Approach Delay (s)	67.1		4.7			8.4
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	10.1
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	10	50	25	1365	1165	5
Future Vol, veh/h	10	50	25	1365	1165	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	51	26	1393	1189	5






















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1938	597	1194	0	-	0
Stage 1	1191	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	57	446	580	-	-	-
Stage 1	251	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	54	446	580	-	-	-
Mov Cap-2 Maneuver	165	-	-	-	-	-
Stage 1	251	-	-	-	-	-
Stage 2	410	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.6	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	580	-	347	-	-
HCM Lane V/C Ratio	0.044	-	0.176	-	-
HCM Control Delay (s)	11.5	-	17.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

HCM 2010 Signalized Intersection Summary
 18: N Druid Hills Rd & SR 13/Buford Hwy

Existing 2018
 Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	270	100	300	785	125	440	1045	115	55	965	195
Future Volume (veh/h)	220	270	100	300	785	125	440	1045	115	55	965	195
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	227	278	38	309	809	92	454	1077	0	57	995	0
Adj No. of Lanes	1	3	0	1	3	0	2	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	1271	169	432	1137	129	528	1587	0	290	1705	0
Arrive On Green	0.11	0.28	0.28	0.08	0.25	0.25	0.31	0.90	0.00	0.08	0.67	0.00
Sat Flow, veh/h	1774	4540	604	1774	4634	524	3442	3632	0	1774	5253	0
Grp Volume(v), veh/h	227	206	110	309	591	310	454	1077	0	57	995	0
Grp Sat Flow(s),veh/h/ln	1774	1695	1754	1774	1695	1768	1721	1770	0	1774	1695	0
Q Serve(g_s), s	13.8	7.0	7.3	11.8	23.9	24.1	18.6	12.0	0.0	3.1	15.9	0.0
Cycle Q Clear(g_c), s	13.8	7.0	7.3	11.8	23.9	24.1	18.6	12.0	0.0	3.1	15.9	0.0
Prop In Lane	1.00		0.34	1.00		0.30	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	301	949	491	432	832	434	528	1587	0	290	1705	0
V/C Ratio(X)	0.75	0.22	0.22	0.71	0.71	0.72	0.86	0.68	0.00	0.20	0.58	0.00
Avail Cap(c_a), veh/h	334	949	491	432	832	434	796	1587	0	333	1705	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.5	41.4	41.5	43.8	51.7	51.8	50.5	4.9	0.0	29.3	19.0	0.0
Incr Delay (d2), s/veh	8.4	0.5	1.1	6.4	5.1	9.7	5.1	1.9	0.0	0.3	1.5	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	3.3	3.7	6.5	11.7	13.0	9.2	5.8	0.0	1.5	7.6	0.0
LnGrp Delay(d),s/veh	45.9	41.9	42.5	50.2	56.8	61.5	55.6	6.8	0.0	29.6	20.5	0.0
LnGrp LOS	D	D	D	D	E	E	E	A		C	C	
Approach Vol, veh/h		543			1210			1531			1052	
Approach Delay, s/veh		43.7			56.3			21.3			21.0	
Approach LOS		D			E			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.2	42.8	28.3	56.7	17.0	48.0	11.3	73.7				
Change Period (Y+Rc), s	* 6.2	7.0	* 6.3	7.4	* 6.2	7.0	* 6.7	7.4				
Max Green Setting (Gmax), s	* 19	33.0	* 34	37.6	* 11	41.0	* 8.3	62.6				
Max Q Clear Time (g_c+1), s	15.8	26.1	20.6	17.9	13.8	9.3	5.1	14.0				
Green Ext Time (p_c), s	0.2	5.8	1.4	18.7	0.0	20.5	0.0	43.1				
Intersection Summary												
HCM 2010 Ctrl Delay				33.8								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary
 19: N Druid Hills Rd & W Druid Hills Dr/Salvation Army Dwy

Existing 2018
 Timing Plan: AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	5	45	0	0	0	60	1560	5	0	1330	35
Future Volume (veh/h)	40	5	45	0	0	0	60	1560	5	0	1330	35
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1900	1863	1863	1900	0	1863	1900
Adj Flow Rate, veh/h	41	5	46	0	0	0	62	1608	5	0	1371	36
Adj No. of Lanes	1	0	1	0	1	0	1	2	0	0	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	141	0	83	0	97	0	89	3135	10	0	4009	105
Arrive On Green	0.05	0.05	0.05	0.00	0.00	0.00	0.10	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	1774	0	1583	0	1863	0	1774	3619	11	0	5263	134
Grp Volume(v), veh/h	41	0	46	0	0	0	62	786	827	0	912	495
Grp Sat Flow(s),veh/h/ln	1774	0	1583	0	1863	0	1774	1770	1861	0	1695	1839
Q Serve(g_s), s	3.4	0.0	4.3	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	4.3	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.01	0.00		0.07
Lane Grp Cap(c), veh/h	141	0	83	0	97	0	89	1533	1612	0	2667	1447
V/C Ratio(X)	0.29	0.00	0.56	0.00	0.00	0.00	0.70	0.51	0.51	0.00	0.34	0.34
Avail Cap(c_a), veh/h	413	0	326	0	384	0	90	1533	1612	0	2667	1447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.81	0.81	0.81	0.00	0.54	0.54
Uniform Delay (d), s/veh	69.0	0.0	69.4	0.0	0.0	0.0	66.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.1	0.0	0.0	0.0	14.6	1.0	1.0	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.9	0.0	0.0	0.0	2.8	0.4	0.4	0.0	0.1	0.1
LnGrp Delay(d),s/veh	69.4	0.0	71.5	0.0	0.0	0.0	80.9	1.0	1.0	0.0	0.2	0.4
LnGrp LOS	E		E				F	A	A		A	A
Approach Vol, veh/h		87			0			1675			1407	
Approach Delay, s/veh		70.5			0.0			3.9			0.2	
Approach LOS		E						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.9	125.1		12.9		137.1		12.9				
Change Period (Y+Rc), s	5.4	* 8.1		6.1		* 8.1		6.1				
Max Green Setting (Gmax), s	94	* 94		29.9		* 1.1E2		29.9				
Max Q Clear Time (g_c+1), s	17	2.0		6.3		2.0		0.0				
Green Ext Time (p_c), s	0.0	85.8		0.1		97.5		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			4.1									
HCM 2010 LOS			A									
Notes												

HCM 2010 Signalized Intersection Summary
 20: N Druid Hills Rd & I-85 SB Entrance Ramp/I-85 Frontage Rd

Existing 2018
 Timing Plan: AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↔	↗	↖	↔			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	570	385	450	830	1175	0	0	1135	240
Future Volume (veh/h)	0	0	0	570	385	450	830	1175	0	0	1135	240
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				384	885	303	838	1187	0	0	1146	242
Adj No. of Lanes				1	2	1	2	2	0	0	4	1
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				476	999	424	1228	2326	0	0	1649	406
Arrive On Green				0.27	0.27	0.27	0.71	1.00	0.00	0.00	0.34	0.34
Sat Flow, veh/h				1774	3725	1583	3442	3632	0	0	6669	1578
Grp Volume(v), veh/h				384	885	303	838	1187	0	0	1146	242
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1721	1770	0	0	1602	1578
Q Serve(g_s), s				30.3	34.2	26.0	20.4	0.0	0.0	0.0	23.2	19.0
Cycle Q Clear(g_c), s				30.3	34.2	26.0	20.4	0.0	0.0	0.0	23.2	19.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				476	999	424	1228	2326	0	0	1649	406
V/C Ratio(X)				0.81	0.89	0.71	0.68	0.51	0.00	0.00	0.70	0.60
Avail Cap(c_a), veh/h				492	1033	439	1228	2326	0	0	1649	406
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	0.77	0.77	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				51.3	52.7	49.7	16.8	0.0	0.0	0.0	44.3	42.9
Incr Delay (d2), s/veh				9.4	9.2	5.2	2.4	0.6	0.0	0.0	2.3	5.9
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				16.1	18.9	12.0	9.7	0.2	0.0	0.0	10.5	9.0
LnGrp Delay(d),s/veh				60.7	61.9	54.9	19.2	0.6	0.0	0.0	46.5	48.8
LnGrp LOS				E	E	D	B	A			D	D
Approach Vol, veh/h					1572			2025			1388	
Approach Delay, s/veh					60.3			8.3			46.9	
Approach LOS					E			A			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	60.0	43.4		46.6		103.4						
Change Period (Y+Rc), s	7.5	* 5.8		7.4		* 5.8						
Max Green Setting (Gmax), s	52.5	* 36		40.6		* 96						
Max Q Clear Time (g_c+2.4), s	20.4	25.2		36.2		2.0						
Green Ext Time (p_c), s	6.8	10.7		3.0		78.0						
Intersection Summary												
HCM 2010 Ctrl Delay				35.4								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary
 21: N Druid Hills Rd & I-85 NB Exit Ramp/I-85 Frontage Rd

Existing 2018
 Timing Plan: AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗		↑↑↑	↗	↖	↑↑	
Traffic Volume (veh/h)	5	420	1005	0	0	270	0	1730	575	415	1290	0
Future Volume (veh/h)	5	420	1005	0	0	270	0	1730	575	415	1290	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	0	1863	1863	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	5	442	1058	0	0	284	0	1821	605	437	1358	0
Adj No. of Lanes	0	1	2	0	1	1	0	4	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	0	2	2	2	2	0
Cap, veh/h	26	488	734	0	491	649	0	3066	756	505	2343	0
Arrive On Green	0.26	0.26	0.26	0.00	0.00	0.26	0.00	0.96	0.96	0.29	1.00	0.00
Sat Flow, veh/h	7	1851	2787	0	1863	1583	0	6669	1580	3442	3632	0
Grp Volume(v), veh/h	447	0	1058	0	0	284	0	1821	605	437	1358	0
Grp Sat Flow(s),veh/h/ln1858	0	1393	0	1863	1583	0	1602	1580	1721	1770	0	0
Q Serve(g_s), s	8.1	0.0	39.5	0.0	0.0	19.3	0.0	4.2	10.5	18.0	0.0	0.0
Cycle Q Clear(g_c), s	35.0	0.0	39.5	0.0	0.0	19.3	0.0	4.2	10.5	18.0	0.0	0.0
Prop In Lane	0.01		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	514	0	734	0	491	649	0	3066	756	505	2343	0
V/C Ratio(X)	0.87	0.00	1.44	0.00	0.00	0.44	0.00	0.59	0.80	0.86	0.58	0.00
Avail Cap(c_a), veh/h	514	0	734	0	491	649	0	3066	756	585	2343	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.51	0.51	0.58	0.58	0.00
Uniform Delay (d), s/veh	53.6	0.0	55.3	0.0	0.0	31.8	0.0	1.8	1.9	51.6	0.0	0.0
Incr Delay (d2), s/veh	14.9	0.0	206.5	0.0	0.0	0.5	0.0	0.4	4.7	7.7	0.6	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.1	0.0	36.2	0.0	0.0	18.8	0.0	1.6	4.3	9.0	0.2	0.0
LnGrp Delay(d),s/veh	68.5	0.0	261.8	0.0	0.0	32.3	0.0	2.2	6.6	59.2	0.6	0.0
LnGrp LOS	E		F			C		A	A	E	A	
Approach Vol, veh/h		1505			284			2426			1795	
Approach Delay, s/veh		204.4			32.3			3.3			14.9	
Approach LOS		F			C			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	27.5	77.5		45.0		105.0		45.0				
Change Period (Y+Rc), s	6.5	* 6.7		6.5		* 6.7		6.5				
Max Green Setting (Gmax), s	24.5	* 67		38.5		* 98		38.5				
Max Q Clear Time (g_c+20), s	20.0	12.5		41.5		2.0		21.3				
Green Ext Time (p_c), s	1.0	54.1		0.0		94.2		8.4				
Intersection Summary												
HCM 2010 Ctrl Delay			58.5									
HCM 2010 LOS			E									
Notes												

HCM 2010 Signalized Intersection Summary
 22: N Druid Hills Rd & Executive Park Dr/Tullie Rd

Existing 2018
 Timing Plan: AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↑	↔	↔	↑↑↑		↔	↑↑↑	↔
Traffic Volume (veh/h)	310	45	70	40	30	70	185	1925	85	210	1760	325
Future Volume (veh/h)	310	45	70	40	30	70	185	1925	85	210	1760	325
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	333	48	75	43	32	75	199	2070	91	226	1892	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	431	233	196	121	127	106	307	2902	127	287	2974	926
Arrive On Green	0.13	0.13	0.13	0.07	0.07	0.07	0.14	1.00	1.00	0.15	1.00	0.00
Sat Flow, veh/h	3442	1863	1568	1774	1863	1555	1774	4995	219	1774	5085	1583
Grp Volume(v), veh/h	333	48	75	43	32	75	199	1403	758	226	1892	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1568	1774	1863	1555	1774	1695	1823	1774	1695	1583
Q Serve(g_s), s	14.1	3.5	6.6	3.5	2.4	7.1	7.1	0.0	0.0	8.1	0.0	0.0
Cycle Q Clear(g_c), s	14.1	3.5	6.6	3.5	2.4	7.1	7.1	0.0	0.0	8.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	431	233	196	121	127	106	307	1970	1060	287	2974	926
V/C Ratio(X)	0.77	0.21	0.38	0.36	0.25	0.71	0.65	0.71	0.72	0.79	0.64	0.00
Avail Cap(c_a), veh/h	585	317	267	157	165	138	377	1970	1060	351	2974	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.36	0.37	0.37	0.00
Uniform Delay (d), s/veh	63.5	58.9	60.3	66.8	66.3	68.5	9.7	0.0	0.0	12.2	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.4	1.2	1.8	1.0	10.9	0.5	0.8	1.5	2.8	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	1.8	2.9	1.8	1.3	3.4	3.4	0.2	0.4	4.8	0.1	0.0
LnGrp Delay(d),s/veh	67.9	59.3	61.5	68.6	67.3	79.4	10.2	0.8	1.5	15.0	0.4	0.0
LnGrp LOS	E	E	E	E	E	E	B	A	A	B	A	
Approach Vol, veh/h		456			150			2360			2118	
Approach Delay, s/veh		66.0			73.7			1.8			2.0	
Approach LOS		E			E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	66.1	93.7		24.3	16.7	93.2		15.9				
Change Period (Y+Rc), s	6.9	* 7		6.5	6.4	* 7		6.7				
Max Green Setting (Gmax), s	15.1	* 71		24.5	15.6	* 71		12.3				
Max Q Clear Time (g_c+1), s	19.1	2.0		16.1	10.1	2.0		9.1				
Green Ext Time (p_c), s	0.1	68.5		1.1	0.2	68.5		0.1				

Intersection Summary

HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Notes

HCM 2010 Signalized Intersection Summary
 23: N Druid Hills Rd & Briarcliff Rd

















Existing 2018
 Timing Plan: AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔	↕↕	↔	↔	↕↔		↔	↕↕	↔
Traffic Volume (veh/h)	480	215	100	130	405	385	145	1330	10	110	1345	415
Future Volume (veh/h)	480	215	100	130	405	385	145	1330	10	110	1345	415
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	485	217	70	131	409	319	146	1343	9	111	1359	0
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	548	638	200	367	580	255	216	1727	12	208	1695	758
Arrive On Green	0.16	0.24	0.24	0.08	0.16	0.16	0.05	0.48	0.48	0.07	0.64	0.00
Sat Flow, veh/h	3442	2646	829	1774	3539	1557	1774	3604	24	1774	3539	1583
Grp Volume(v), veh/h	485	143	144	131	409	319	146	659	693	111	1359	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1705	1774	1770	1557	1774	1770	1858	1774	1770	1583
Q Serve(g_s), s	20.7	10.0	10.5	9.0	16.4	24.6	6.3	46.4	46.4	4.7	42.8	0.0
Cycle Q Clear(g_c), s	20.7	10.0	10.5	9.0	16.4	24.6	6.3	46.4	46.4	4.7	42.8	0.0
Prop In Lane	1.00		0.49	1.00		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	548	427	412	367	580	255	216	848	891	208	1695	758
V/C Ratio(X)	0.89	0.34	0.35	0.36	0.70	1.25	0.67	0.78	0.78	0.53	0.80	0.00
Avail Cap(c_a), veh/h	576	427	412	460	580	255	216	848	891	209	1695	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.00
Uniform Delay (d), s/veh	61.7	47.0	47.1	46.2	59.3	62.7	27.7	32.4	32.4	27.0	22.0	0.0
Incr Delay (d2), s/veh	14.1	0.5	0.5	0.2	3.9	140.3	6.6	6.9	6.6	0.9	2.8	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	4.9	5.0	4.4	8.3	20.6	3.5	24.3	25.5	2.3	21.2	0.0
LnGrp Delay(d),s/veh	75.8	47.4	47.7	46.4	63.1	203.0	34.3	39.3	39.0	27.9	24.8	0.0
LnGrp LOS	E	D	D	D	E	F	C	D	D	C	C	
Approach Vol, veh/h		772			859			1498			1470	
Approach Delay, s/veh		65.3			112.5			38.7			25.0	
Approach LOS		E			F			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	63.9	77.3	28.8	30.0	14.0	77.2	17.2	41.6				
Change Period (Y+Rc), s	7.2	6.4	5.9	* 6.4	7.3	6.4	6.1	* 6.4				
Max Green Setting (Gmax), s	69.6	69.6	24.1	* 24	6.7	69.6	18.9	* 29				
Max Q Clear Time (g_c+1), s	48.4	48.4	22.7	26.6	8.3	44.8	11.0	12.5				
Green Ext Time (p_c), s	0.0	20.5	0.2	0.0	0.0	24.0	0.1	5.0				
Intersection Summary												
HCM 2010 Ctrl Delay			52.6									
HCM 2010 LOS			D									
Notes												

HCM 2010 Signalized Intersection Summary
 24: E Roxboro Rd & Goodwin Rd

Existing 2018
 Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	15	15	5	5	30	10	875	0	5	495	5
Future Volume (veh/h)	30	15	15	5	5	30	10	875	0	5	495	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	33	16	16	5	5	33	11	951	0	5	538	5
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	28	24	33	16	75	32	1612	0	36	3043	28
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.87	0.87	0.00	0.87	0.87	0.87
Sat Flow, veh/h	759	479	404	114	273	1277	9	1843	0	13	3479	32
Grp Volume(v), veh/h	65	0	0	43	0	0	962	0	0	286	0	262
Grp Sat Flow(s),veh/h/ln	1642	0	0	1665	0	0	1852	0	0	1835	0	1689
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5
Cycle Q Clear(g_c), s	5.6	0.0	0.0	3.8	0.0	0.0	20.1	0.0	0.0	3.4	0.0	3.5
Prop In Lane	0.51		0.25	0.12		0.77	0.01		0.00	0.02		0.02
Lane Grp Cap(c), veh/h	133	0	0	125	0	0	1644	0	0	1629	0	1478
V/C Ratio(X)	0.49	0.00	0.00	0.35	0.00	0.00	0.59	0.00	0.00	0.18	0.00	0.18
Avail Cap(c_a), veh/h	246	0	0	243	0	0	1644	0	0	1629	0	1478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.65	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.0	0.0	0.0	68.2	0.0	0.0	2.4	0.0	0.0	1.4	0.0	1.4
Incr Delay (d2), s/veh	2.8	0.0	0.0	1.6	0.0	0.0	1.0	0.0	0.0	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	1.8	0.0	0.0	10.6	0.0	0.0	1.9	0.0	1.7
LnGrp Delay(d),s/veh	71.8	0.0	0.0	69.9	0.0	0.0	3.4	0.0	0.0	1.6	0.0	1.7
LnGrp LOS	E			E			A			A		A
Approach Vol, veh/h		65			43			962			548	
Approach Delay, s/veh		71.8			69.9			3.4			1.6	
Approach LOS		E			E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		136.2		13.8		136.2		13.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		119.0		19.0		119.0		19.0				
Max Q Clear Time (g_c+I1), s		22.1		7.6		5.5		5.8				
Green Ext Time (p_c), s		17.6		0.3		17.7		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				7.3								
HCM 2010 LOS				A								






















Synchro Output

Existing

PM Peak

HCM 2010 Signalized Intersection Summary
 1: N Druid Hills Rd & SR 141/Peachtree Rd

Existing 2018
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1485	200	425	1060	35	130	20	365	65	50	30
Future Volume (veh/h)	60	1485	200	425	1060	35	130	20	365	65	50	30
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	62	1531	0	438	1093	36	134	21	376	67	52	31
Adj No. of Lanes	1	3	0	1	2	1	0	1	2	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2567	0	432	2262	1012	213	33	845	85	66	132
Arrive On Green	0.03	0.50	0.00	0.17	0.64	0.64	0.14	0.14	0.14	0.08	0.08	0.08
Sat Flow, veh/h	1774	5253	0	1774	3539	1583	1544	242	2787	1020	792	1583
Grp Volume(v), veh/h	62	1531	0	438	1093	36	155	0	376	119	0	31
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1770	1583	1786	0	1393	1812	0	1583
Q Serve(g_s), s	3.0	38.4	0.0	29.8	29.0	1.5	14.8	0.0	19.6	11.6	0.0	3.3
Cycle Q Clear(g_c), s	3.0	38.4	0.0	29.8	29.0	1.5	14.8	0.0	19.6	11.6	0.0	3.3
Prop In Lane	1.00		0.00	1.00		1.00	0.86		1.00	0.56		1.00
Lane Grp Cap(c), veh/h	335	2567	0	432	2262	1012	246	0	845	152	0	132
V/C Ratio(X)	0.19	0.60	0.00	1.01	0.48	0.04	0.63	0.00	0.44	0.79	0.00	0.23
Avail Cap(c_a), veh/h	356	2567	0	432	2262	1012	397	0	1081	382	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.90	0.00	0.90	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.1	31.6	0.0	46.0	17.0	12.0	73.3	0.0	50.5	80.9	0.0	77.1
Incr Delay (d2), s/veh	0.3	1.0	0.0	46.6	0.7	0.1	2.4	0.0	0.3	3.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	18.2	0.0	27.1	14.4	0.7	7.4	0.0	7.6	6.0	0.0	1.5
LnGrp Delay(d),s/veh	20.3	32.6	0.0	92.6	17.7	12.1	75.7	0.0	50.8	84.3	0.0	77.4
LnGrp LOS	C	C		F	B	B	E		D	F		E
Approach Vol, veh/h		1593			1567			531			150	
Approach Delay, s/veh		32.1			38.5			58.1			82.8	
Approach LOS		C			D			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	119.6		29.3	35.0	95.4		20.4				
Change Period (Y+Rc), s	6.0	5.5		5.5	* 6.2	5.5		6.3				
Max Green Setting (Gmax), s	7.0	73.7		39.0	* 29	51.7		37.0				
Max Q Clear Time (g_c+I1), s	5.0	31.0		21.6	31.8	40.4		13.6				
Green Ext Time (p_c), s	0.0	39.8		2.2	0.0	11.0		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				40.3								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary
2: N Druid Hills Rd & Apple Valley Rd

Existing 2018
Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	185	35	480	375	65	610		
Future Volume (veh/h)	185	35	480	375	65	610		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	206	39	533	417	72	678		
Adj No. of Lanes	1	1	2	0	1	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	268	239	1170	915	490	1389		
Arrive On Green	0.15	0.15	0.62	0.62	0.15	1.00		
Sat Flow, veh/h	1774	1583	1985	1480	1774	1863		
Grp Volume(v), veh/h	206	39	499	451	72	678		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1602	1774	1863		
Q Serve(g_s), s	10.0	1.9	13.5	13.5	1.0	0.0		
Cycle Q Clear(g_c), s	10.0	1.9	13.5	13.5	1.0	0.0		
Prop In Lane	1.00	1.00		0.92	1.00			
Lane Grp Cap(c), veh/h	268	239	1094	990	490	1389		
V/C Ratio(X)	0.77	0.16	0.46	0.46	0.15	0.49		
Avail Cap(c_a), veh/h	522	466	1094	990	541	1389		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.68	0.68		
Uniform Delay (d), s/veh	36.7	33.2	9.1	9.1	4.8	0.0		
Incr Delay (d2), s/veh	4.6	0.3	1.4	1.5	0.1	0.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.3	1.8	6.9	6.3	0.5	0.3		
LnGrp Delay(d),s/veh	41.3	33.6	10.5	10.6	4.9	0.8		
LnGrp LOS	D	C	B	B	A	A		
Approach Vol, veh/h	245		950		750			
Approach Delay, s/veh	40.1		10.6		1.2			
Approach LOS	D		B		A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		71.9		18.1	11.4	60.5		
Change Period (Y+Rc), s		* 5.8		5.5	5.6	* 5.8		
Max Green Setting (Gmax), s		* 53		25.5	8.4	* 39		
Max Q Clear Time (g_c+I1), s		2.0		12.0	3.0	15.5		
Green Ext Time (p_c), s		16.4		0.6	0.1	12.2		
Intersection Summary								
HCM 2010 Ctrl Delay			10.7					
HCM 2010 LOS			B					
Notes								

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	20	10	55	0	0	0	40	835	5	20	755	20
Future Vol, veh/h	20	10	55	0	0	0	40	835	5	20	755	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	10	57	0	0	0	42	870	5	21	786	21

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1795	1797	797	807	0	0	875	0	0
Stage 1	839	839	-	-	-	-	-	-	-
Stage 2	956	958	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	88	80	387	818	-	-	771	-	-
Stage 1	424	381	-	-	-	-	-	-	-
Stage 2	373	336	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	75	0	387	818	-	-	771	-	-
Mov Cap-2 Maneuver	75	0	-	-	-	-	-	-	-
Stage 1	403	0	-	-	-	-	-	-	-
Stage 2	336	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.8	0.4	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	183	771	-	-
HCM Lane V/C Ratio	0.051	-	-	0.484	0.027	-	-
HCM Control Delay (s)	9.6	0	-	41.8	9.8	0	-
HCM Lane LOS	A	A	-	E	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	2.3	0.1	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	10	10	870	15	10	800
Future Vol, veh/h	10	10	870	15	10	800
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	11	935	16	11	860

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1826	944	0	0	952
Stage 1	944	-	-	-	-
Stage 2	882	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	85	318	-	-	722
Stage 1	378	-	-	-	-
Stage 2	405	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	83	318	-	-	722
Mov Cap-2 Maneuver	83	-	-	-	-
Stage 1	378	-	-	-	-
Stage 2	393	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	37.5	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	132	722
HCM Lane V/C Ratio	-	-	0.163	0.015
HCM Control Delay (s)	-	-	37.5	10.1
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	0.6	0

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	5	95	30	880	805	5
Future Vol, veh/h	5	95	30	880	805	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	100	32	926	847	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1839	850	853	0	-	0
Stage 1	850	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	83	360	786	-	-	-
Stage 1	419	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	76	360	786	-	-	-
Mov Cap-2 Maneuver	76	-	-	-	-	-
Stage 1	419	-	-	-	-	-
Stage 2	330	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.1	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	786	-	303	-	-
HCM Lane V/C Ratio	0.04	-	0.347	-	-
HCM Control Delay (s)	9.8	0	23.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.5	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	25	10	910	895	5
Future Vol, veh/h	0	25	10	910	895	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	11	989	973	5











Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	976	978	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-
Pot Cap-1 Maneuver	0	305	706	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	305	706	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	706	-	305	-	-
HCM Lane V/C Ratio	0.015	-	0.089	-	-
HCM Control Delay (s)	10.2	-	18	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 2010 Signalized Intersection Summary
7: N Druid Hills Rd & Briarwood Rd

Existing 2018
Timing Plan: PM Peak

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	35	225	695	65	355	565		
Future Volume (veh/h)	35	225	695	65	355	565		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863		
Adj Flow Rate, veh/h	36	232	716	67	366	582		
Adj No. of Lanes	0	0	1	0	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	28	183	1028	96	498	1420		
Arrive On Green	0.13	0.13	0.61	0.61	0.11	0.76		
Sat Flow, veh/h	215	1386	1678	157	1774	1863		
Grp Volume(v), veh/h	269	0	0	783	366	582		
Grp Sat Flow(s),veh/h/ln	1607	0	0	1835	1774	1863		
Q Serve(g_s), s	11.2	0.0	0.0	24.5	5.7	9.2		
Cycle Q Clear(g_c), s	11.2	0.0	0.0	24.5	5.7	9.2		
Prop In Lane	0.13	0.86		0.09	1.00			
Lane Grp Cap(c), veh/h	212	0	0	1125	498	1420		
V/C Ratio(X)	1.27	0.00	0.00	0.70	0.73	0.41		
Avail Cap(c_a), veh/h	212	0	0	1125	684	1420		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	36.9	0.0	0.0	11.1	12.3	3.5		
Incr Delay (d2), s/veh	153.2	0.0	0.0	3.6	1.6	0.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	14.0	0.0	0.0	13.3	5.7	5.0		
LnGrp Delay(d),s/veh	190.1	0.0	0.0	14.7	13.9	4.4		
LnGrp LOS	F			B	B	A		
Approach Vol, veh/h	269		783			948		
Approach Delay, s/veh	190.1		14.7			8.1		
Approach LOS	F		B			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		69.4		15.6	12.7	56.7		
Change Period (Y+Rc), s		5.6		* 5.4	* 4.6	5.6		
Max Green Setting (Gmax), s		63.8		* 10	* 17	42.2		
Max Q Clear Time (g_c+I1), s		11.2		13.2	7.7	26.5		
Green Ext Time (p_c), s		29.3		0.0	0.4	12.3		
Intersection Summary								
HCM 2010 Ctrl Delay			35.1					
HCM 2010 LOS			D					
Notes								

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	15	10	755	595	5
Future Vol, veh/h	5	15	10	755	595	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	16	11	803	633	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1460	636	638	0	-	0
Stage 1	636	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	142	478	946	-	-	-
Stage 1	527	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	139	478	946	-	-	-
Mov Cap-2 Maneuver	139	-	-	-	-	-
Stage 1	527	-	-	-	-	-
Stage 2	422	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	946	-	297	-	-
HCM Lane V/C Ratio	0.011	-	0.072	-	-
HCM Control Delay (s)	8.8	0	18.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		TT	TT
Traffic Vol, veh/h	5	15	750	5	20	590
Future Vol, veh/h	5	15	750	5	20	590
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	16	781	5	21	615

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1440	784	0	0	786
Stage 1	784	-	-	-	-
Stage 2	656	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	146	393	-	-	833
Stage 1	450	-	-	-	-
Stage 2	516	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	140	393	-	-	833
Mov Cap-2 Maneuver	140	-	-	-	-
Stage 1	450	-	-	-	-
Stage 2	496	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.4	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	271	833
HCM Lane V/C Ratio	-	-	0.077	0.025
HCM Control Delay (s)	-	-	19.4	9.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	60	65	755	590	5
Future Vol, veh/h	0	60	65	755	590	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	63	68	786	615	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1539	617	620	0	-	0
Stage 1	617	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	127	490	960	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	111	490	960	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	960	-	490	-	-
HCM Lane V/C Ratio	0.071	-	0.128	-	-
HCM Control Delay (s)	9	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↔		↔↔↔	
Traffic Vol, veh/h	15	10	810	45	15	635
Future Vol, veh/h	15	10	810	45	15	635
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	10	835	46	15	655























Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1151	858	0	0	881
Stage 1	858	-	-	-	-
Stage 2	293	-	-	-	-
Critical Hdwy	6.08	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	6.03	-	-	-	-
Follow-up Hdwy	3.669	3.319	-	-	2.219
Pot Cap-1 Maneuver	239	356	-	-	765
Stage 1	404	-	-	-	-
Stage 2	695	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	232	356	-	-	765
Mov Cap-2 Maneuver	232	-	-	-	-
Stage 1	404	-	-	-	-
Stage 2	673	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	270	765
HCM Lane V/C Ratio	-	-	0.095	0.02
HCM Control Delay (s)	-	-	19.7	9.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

HCM 2010 Signalized Intersection Summary
 12: N Druid Hills Rd & Lenox Park Blvd/N Cliff Valley Way

Existing 2018
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	365	215	25	125	45	75	590	35	65	470	115
Future Volume (veh/h)	220	365	215	25	125	45	75	590	35	65	470	115
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	224	372	219	26	128	46	77	602	36	66	480	117
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	446	379	131	189	68	463	1017	61	562	1088	924
Arrive On Green	0.12	0.24	0.24	0.03	0.14	0.14	0.07	1.00	1.00	0.03	0.58	0.58
Sat Flow, veh/h	1774	1863	1583	1774	1309	470	1774	1740	104	1774	1863	1583
Grp Volume(v), veh/h	224	372	219	26	0	174	77	0	638	66	480	117
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1780	1774	0	1844	1774	1863	1583
Q Serve(g_s), s	17.7	32.3	20.7	2.1	0.0	15.8	3.0	0.0	0.0	2.5	24.6	5.6
Cycle Q Clear(g_c), s	17.7	32.3	20.7	2.1	0.0	15.8	3.0	0.0	0.0	2.5	24.6	5.6
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	321	446	379	131	0	257	463	0	1078	562	1088	924
V/C Ratio(X)	0.70	0.83	0.58	0.20	0.00	0.68	0.17	0.00	0.59	0.12	0.44	0.13
Avail Cap(c_a), veh/h	322	570	484	147	0	390	472	0	1078	569	1088	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.87	0.00	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	61.4	57.0	60.1	0.0	69.0	14.4	0.0	0.0	12.9	19.8	15.9
Incr Delay (d2), s/veh	6.5	9.4	2.0	0.8	0.0	4.5	0.2	0.0	2.1	0.1	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	17.8	9.3	1.1	0.0	8.1	1.5	0.0	0.6	1.2	13.1	2.5
LnGrp Delay(d),s/veh	58.4	70.8	59.1	60.8	0.0	73.5	14.5	0.0	2.1	13.0	21.1	16.2
LnGrp LOS	E	E	E	E		E	B		A	B	C	B
Approach Vol, veh/h		815			200			715			663	
Approach Delay, s/veh		64.3			71.9			3.4			19.4	
Approach LOS		E			E			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	104.1	25.9	29.5	10.4	104.1	9.7	45.7				
Change Period (Y+Rc), s	5.6	* 5.8	* 6.2	* 6	5.6	* 5.8	* 6.2	* 6				
Max Green Setting (Gmax), s	5.7	* 85	* 20	* 36	5.4	* 85	* 5.1	* 51				
Max Q Clear Time (g_c+I1), s	5.0	26.6	19.7	17.8	4.5	2.0	4.1	34.3				
Green Ext Time (p_c), s	0.0	26.1	0.0	5.8	0.0	29.5	0.0	5.5				
Intersection Summary												
HCM 2010 Ctrl Delay			34.3									
HCM 2010 LOS			C									
Notes												

HCM Signalized Intersection Capacity Analysis
 13: N Druid Hills Rd & Curtis Dr

Existing 2018
 Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	45	655	20	240	470
Future Volume (vph)	20	45	655	20	240	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.7		4.5	5.7
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.91		1.00		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1663		1855		1770	1863
Flt Permitted	0.98		1.00		0.33	1.00
Satd. Flow (perm)	1663		1855		624	1863
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	21	47	682	21	250	490
RTOR Reduction (vph)	44	0	0	0	0	0
Lane Group Flow (vph)	24	0	703	0	250	490
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	3		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	9.4		132.9		147.5	147.5
Effective Green, g (s)	10.4		133.9		148.5	148.5
Actuated g/C Ratio	0.06		0.79		0.87	0.87
Clearance Time (s)	6.4		6.7		5.5	6.7
Vehicle Extension (s)	4.1		5.1		3.1	5.1
Lane Grp Cap (vph)	101		1461		613	1627
v/s Ratio Prot	c0.01		c0.38		c0.02	0.26
v/s Ratio Perm					0.33	
v/c Ratio	0.24		0.48		0.41	0.30
Uniform Delay, d1	76.0		6.2		3.7	1.8
Progression Factor	1.00		1.00		1.54	0.65
Incremental Delay, d2	1.7		1.1		0.4	0.4
Delay (s)	77.8		7.3		6.2	1.6
Level of Service	E		A		A	A
Approach Delay (s)	77.8		7.3			3.2
Approach LOS	E		A			A

Intersection Summary

HCM 2000 Control Delay	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	5	10	5	5	5	15	610	15	10	460	20
Future Vol, veh/h	60	5	10	5	5	5	15	610	15	10	460	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	5	11	5	5	5	16	663	16	11	500	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1242	1245	511	1245	1247	671	522	0	0	679	0	0
Stage 1	533	533	-	704	704	-	-	-	-	-	-	-
Stage 2	709	712	-	541	543	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	152	174	563	151	173	456	1044	-	-	913	-	-
Stage 1	531	525	-	428	440	-	-	-	-	-	-	-
Stage 2	425	436	-	525	520	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	142	167	563	140	166	456	1044	-	-	913	-	-
Mov Cap-2 Maneuver	142	167	-	140	166	-	-	-	-	-	-	-
Stage 1	518	516	-	417	429	-	-	-	-	-	-	-
Stage 2	404	425	-	501	511	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	49.3		25.1		0.2		0.2	
HCM LOS	E		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1044	-	-	159	195	913	-	-
HCM Lane V/C Ratio	0.016	-	-	0.513	0.084	0.012	-	-
HCM Control Delay (s)	8.5	0	-	49.3	25.1	9	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.5	0.3	0	-	-

HCM 2010 Signalized Intersection Summary
 15: N Druid Hills Rd & Goodwin Rd













Existing 2018
 Timing Plan: PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	20	5	5	620	455	20		
Future Volume (veh/h)	20	5	5	620	455	20		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	21	5	5	653	479	21		
Adj No. of Lanes	0	0	0	1	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	48	11	25	1667	3106	136		
Arrive On Green	0.04	0.04	0.90	0.90	1.00	1.00		
Sat Flow, veh/h	1352	322	4	1854	3548	151		
Grp Volume(v), veh/h	27	0	658	0	245	255		
Grp Sat Flow(s),veh/h/ln	1738	0	1858	0	1770	1836		
Q Serve(g_s), s	2.6	0.0	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	2.6	0.0	9.4	0.0	0.0	0.0		
Prop In Lane	0.78	0.19	0.01			0.08		
Lane Grp Cap(c), veh/h	62	0	1692	0	1591	1651		
V/C Ratio(X)	0.44	0.00	0.39	0.00	0.15	0.15		
Avail Cap(c_a), veh/h	161	0	1692	0	1591	1651		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	0.94	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	80.3	0.0	1.3	0.0	0.0	0.0		
Incr Delay (d2), s/veh	4.7	0.0	0.7	0.0	0.2	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.3	0.0	5.1	0.0	0.1	0.1		
LnGrp Delay(d),s/veh	85.0	0.0	2.0	0.0	0.2	0.2		
LnGrp LOS	F		A		A	A		
Approach Vol, veh/h	27			658	500			
Approach Delay, s/veh	85.0			2.0	0.2			
Approach LOS	F			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		158.7		11.3		158.7		
Change Period (Y+Rc), s		* 6.8		* 6.3		* 6.8		
Max Green Setting (Gmax), s		* 1.4E2		* 15		* 1.4E2		
Max Q Clear Time (g_c+I1), s		2.0		4.6		11.4		
Green Ext Time (p_c), s		95.9		0.0		91.0		
Intersection Summary								
HCM 2010 Ctrl Delay			3.1					
HCM 2010 LOS			A					
Notes								

HCM Signalized Intersection Capacity Analysis
 16: N Druid Hills Rd & E Roxboro Rd

Existing 2018
 Timing Plan: PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 					 
Traffic Volume (vph)	455	0	585	625	0	1145
Future Volume (vph)	455	0	585	625	0	1145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.3		5.8	3.0		5.8
Lane Util. Factor	0.97		1.00	1.00		0.95
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		1863	1583		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		1863	1583		3539
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	460	0	591	631	0	1157
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	460	0	591	631	0	1157
Turn Type	Prot		NA	Free		NA
Protected Phases	2		4			8
Permitted Phases				Free		
Actuated Green, G (s)	49.7		108.2	170.0		108.2
Effective Green, g (s)	50.7		109.2	170.0		109.2
Actuated g/C Ratio	0.30		0.64	1.00		0.64
Clearance Time (s)	5.3		6.8			6.8
Vehicle Extension (s)	4.1		3.1			3.1
Lane Grp Cap (vph)	1023		1196	1583		2273
v/s Ratio Prot	c0.13		0.32			c0.33
v/s Ratio Perm				0.40		
v/c Ratio	0.45		0.49	0.40		0.51
Uniform Delay, d1	48.3		15.9	0.0		16.2
Progression Factor	0.76		0.49	1.00		1.00
Incremental Delay, d2	1.4		1.0	0.5		0.8
Delay (s)	38.2		8.8	0.5		17.0
Level of Service	D		A	A		B
Approach Delay (s)	38.2		4.5			17.0
Approach LOS	D		A			B

Intersection Summary			
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	10.1
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	5	30	25	1205	1585	15
Future Vol, veh/h	5	30	25	1205	1585	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	32	27	1296	1704	16






















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2414	860	1720	0	-	0
Stage 1	1712	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	27	299	364	-	-	-
Stage 1	131	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	25	299	364	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	131	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.5	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	364	-	232	-	-
HCM Lane V/C Ratio	0.074	-	0.162	-	-
HCM Control Delay (s)	15.7	-	23.5	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

HCM 2010 Signalized Intersection Summary
 18: N Druid Hills Rd & SR 13/Buford Hwy

Existing 2018
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	670	150	205	390	75	180	840	295	75	1435	105
Future Volume (veh/h)	315	670	150	205	390	75	180	840	295	75	1435	105
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	325	691	90	211	402	40	186	866	0	77	1479	0
Adj No. of Lanes	1	3	0	1	3	0	2	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	445	1128	146	321	942	92	246	1631	0	297	2199	0
Arrive On Green	0.16	0.25	0.25	0.11	0.20	0.20	0.07	0.46	0.00	0.01	0.14	0.00
Sat Flow, veh/h	1774	4558	588	1774	4708	461	3442	3632	0	1774	5253	0
Grp Volume(v), veh/h	325	512	269	211	288	154	186	866	0	77	1479	0
Grp Sat Flow(s),veh/h/ln	1774	1695	1756	1774	1695	1779	1721	1770	0	1774	1695	0
Q Serve(g_s), s	23.9	22.8	23.1	15.7	12.6	12.9	9.0	29.7	0.0	4.1	46.9	0.0
Cycle Q Clear(g_c), s	23.9	22.8	23.1	15.7	12.6	12.9	9.0	29.7	0.0	4.1	46.9	0.0
Prop In Lane	1.00		0.33	1.00		0.26	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	445	839	435	321	678	356	246	1631	0	297	2199	0
V/C Ratio(X)	0.73	0.61	0.62	0.66	0.42	0.43	0.76	0.53	0.00	0.26	0.67	0.00
Avail Cap(c_a), veh/h	501	839	435	385	678	356	298	1631	0	322	2199	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.9	56.7	56.8	46.4	59.4	59.6	77.5	32.7	0.0	27.5	61.5	0.0
Incr Delay (d2), s/veh	4.7	3.3	6.5	4.5	1.9	3.8	7.5	1.1	0.0	0.5	1.7	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	11.1	12.0	8.1	6.1	6.7	4.5	14.8	0.0	2.0	22.4	0.0
LnGrp Delay(d),s/veh	46.6	60.0	63.3	50.9	61.4	63.4	85.0	33.8	0.0	28.0	63.1	0.0
LnGrp LOS	D	E	E	D	E	E	F	C		C	E	
Approach Vol, veh/h		1106			653			1052			1556	
Approach Delay, s/veh		56.9			58.5			42.8			61.4	
Approach LOS		E			E			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.6	40.0	17.5	79.9	24.5	48.1	12.6	84.8				
Change Period (Y+Rc), s	* 6.2	7.0	* 6.3	7.4	* 6.2	7.0	* 6.7	7.4				
Max Green Setting (Gmax), s	* 32	33.0	* 14	64.6	* 25	40.3	* 8.3	69.6				
Max Q Clear Time (g_c+I1), s	25.9	14.9	11.0	48.9	17.7	25.1	6.1	31.7				
Green Ext Time (p_c), s	0.5	13.4	0.1	15.3	0.6	11.6	0.0	35.9				
Intersection Summary												
HCM 2010 Ctrl Delay			55.3									
HCM 2010 LOS			E									
Notes												

HCM 2010 Signalized Intersection Summary
 19: N Druid Hills Rd & W Druid Hills Dr/Salvation Army Dwy

Existing 2018
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗		↕		↖	↗		↖	↗	↕
Traffic Volume (veh/h)	25	5	75	15	0	5	50	1285	0	0	1770	20
Future Volume (veh/h)	25	5	75	15	0	5	50	1285	0	0	1770	20
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1900	1863	1863	0	0	1863	1900
Adj Flow Rate, veh/h	26	5	77	15	0	5	52	1325	0	0	1825	21
Adj No. of Lanes	1	0	1	0	1	0	1	2	0	0	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	139	0	104	101	5	23	76	3052	0	0	4114	47
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.09	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h	1405	0	1583	966	80	349	1774	3632	0	0	5350	60
Grp Volume(v), veh/h	26	0	77	20	0	0	52	1325	0	0	1194	652
Grp Sat Flow(s),veh/h/ln	1405	0	1583	1394	0	0	1774	1770	0	0	1695	1852
Q Serve(g_s), s	0.3	0.0	8.1	1.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	8.1	2.1	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.75		0.25	1.00		0.00	0.00		0.03
Lane Grp Cap(c), veh/h	139	0	104	129	0	0	76	3052	0	0	2691	1470
V/C Ratio(X)	0.19	0.00	0.74	0.16	0.00	0.00	0.69	0.43	0.00	0.00	0.44	0.44
Avail Cap(c_a), veh/h	327	0	316	312	0	0	163	3052	0	0	2691	1470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.87	0.87	0.00	0.00	0.51	0.51
Uniform Delay (d), s/veh	75.3	0.0	78.0	75.1	0.0	0.0	76.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.8	0.2	0.0	0.0	3.5	0.4	0.0	0.0	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	3.7	0.9	0.0	0.0	2.4	0.2	0.0	0.0	0.1	0.2
LnGrp Delay(d),s/veh	75.5	0.0	81.8	75.3	0.0	0.0	80.1	0.4	0.0	0.0	0.3	0.5
LnGrp LOS	E		F	E			F	A			A	A
Approach Vol, veh/h		103			20			1377			1846	
Approach Delay, s/veh		80.2			75.3			3.4			0.4	
Approach LOS		F			E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.7	142.0		16.3		153.7		16.3				
Change Period (Y+Rc), s	5.4	* 8.1		6.1		* 8.1		6.1				
Max Green Setting (Gmax), s	11.6	* 1E2		32.9		* 1.2E2		32.9				
Max Q Clear Time (g_c+1), s	10.8	2.0		10.1		2.0		4.1				
Green Ext Time (p_c), s	0.0	95.2		0.1		114.3		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			4.5									
HCM 2010 LOS			A									
Notes												

HCM 2010 Signalized Intersection Summary
 20: N Druid Hills Rd & I-85 SB Entrance Ramp/I-85 Frontage Rd

Existing 2018
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↗	↗	↖↗	↗↖			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	685	315	205	750	1130	0	0	1730	130
Future Volume (veh/h)	0	0	0	685	315	205	750	1130	0	0	1730	130
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				763	350	141	773	1165	0	0	1784	134
Adj No. of Lanes				2	1	1	2	2	0	0	4	1
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				885	465	395	941	2423	0	0	2389	589
Arrive On Green				0.25	0.25	0.25	0.55	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3548	1863	1583	3442	3632	0	0	6669	1580
Grp Volume(v), veh/h				763	350	141	773	1165	0	0	1784	134
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1721	1770	0	0	1602	1580
Q Serve(g_s), s				35.0	29.5	12.5	31.4	0.0	0.0	0.0	37.9	8.2
Cycle Q Clear(g_c), s				35.0	29.5	12.5	31.4	0.0	0.0	0.0	37.9	8.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				885	465	395	941	2423	0	0	2389	589
V/C Ratio(X)				0.86	0.75	0.36	0.82	0.48	0.00	0.00	0.75	0.23
Avail Cap(c_a), veh/h				1035	543	462	941	2423	0	0	2389	589
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	0.81	0.81	0.00	0.00	0.83	0.83
Uniform Delay (d), s/veh				61.0	59.0	52.6	35.1	0.0	0.0	0.0	36.4	28.9
Incr Delay (d2), s/veh				6.7	5.0	0.5	6.6	0.6	0.0	0.0	1.8	0.7
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				18.0	15.8	5.5	15.7	0.2	0.0	0.0	17.1	3.7
LnGrp Delay(d),s/veh				67.7	64.0	53.1	41.7	0.6	0.0	0.0	38.2	29.7
LnGrp LOS				E	E	D	D	A			D	C
Approach Vol, veh/h					1254			1938			1918	
Approach Delay, s/veh					65.0			17.0			37.6	
Approach LOS					E			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	53.0	68.2		48.8		121.2						
Change Period (Y+Rc), s	7.5	* 5.8		7.4		* 5.8						
Max Green Setting (Gmax), s	45.5	* 55		48.6		* 1.1E2						
Max Q Clear Time (g_c+D), s	30.4	39.9		37.0		2.0						
Green Ext Time (p_c), s	4.3	15.1		4.5		98.4						
Intersection Summary												
HCM 2010 Ctrl Delay				36.5								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary
 21: N Druid Hills Rd & I-85 NB Exit Ramp/I-85 Frontage Rd

Existing 2018
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗		↑↑↑	↗	↖	↑↑	
Traffic Volume (veh/h)	5	350	765	0	0	475	0	1400	685	760	1655	0
Future Volume (veh/h)	5	350	765	0	0	475	0	1400	685	760	1655	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	0	1863	1863	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	5	354	773	0	0	480	0	1414	692	768	1672	0
Adj No. of Lanes	0	1	2	0	1	1	0	4	1	2	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	0	2	2	0	2	2	2	2	0
Cap, veh/h	24	494	746	0	499	792	0	2574	635	800	2359	0
Arrive On Green	0.27	0.27	0.27	0.00	0.00	0.27	0.00	0.80	0.80	0.46	1.00	0.00
Sat Flow, veh/h	8	1846	2787	0	1863	1583	0	6669	1580	3442	3632	0
Grp Volume(v), veh/h	359	0	773	0	0	480	0	1414	692	768	1672	0
Grp Sat Flow(s),veh/h/ln1854	0	1393	0	1863	1583	0	1602	1580	1721	1770	0	0
Q Serve(g_s), s	0.0	0.0	45.5	0.0	0.0	37.0	0.0	13.2	68.3	36.7	0.0	0.0
Cycle Q Clear(g_c), s	29.7	0.0	45.5	0.0	0.0	37.0	0.0	13.2	68.3	36.7	0.0	0.0
Prop In Lane	0.01		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	518	0	746	0	499	792	0	2574	635	800	2359	0
V/C Ratio(X)	0.69	0.00	1.04	0.00	0.00	0.61	0.00	0.55	1.09	0.96	0.71	0.00
Avail Cap(c_a), veh/h	518	0	746	0	499	792	0	2574	635	800	2359	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.76	0.76	0.44	0.44	0.00
Uniform Delay (d), s/veh	56.5	0.0	62.3	0.0	0.0	30.5	0.0	11.3	16.7	44.7	0.0	0.0
Incr Delay (d2), s/veh	4.0	0.0	42.7	0.0	0.0	1.3	0.0	0.6	58.6	13.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	0.0	21.9	0.0	0.0	34.2	0.0	5.8	38.5	18.7	0.3	0.0
LnGrp Delay(d),s/veh	60.4	0.0	105.0	0.0	0.0	31.8	0.0	11.9	75.3	57.7	0.8	0.0
LnGrp LOS	E		F			C		B	F	E	A	
Approach Vol, veh/h		1132			480			2106			2440	
Approach Delay, s/veh		90.9			31.8			32.7			18.7	
Approach LOS		F			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	45.0	74.0		51.0		119.0		51.0				
Change Period (Y+Rc), s		* 6.7		6.5		* 6.7		6.5				
Max Green Setting (Gmax), s	30.5	* 67		44.5		* 1.1E2		44.5				
Max Q Clear Time (g_c+Rc), s	30.7	70.3		47.5		2.0		39.0				
Green Ext Time (p_c), s	0.0	0.0		0.0		107.7		3.4				
Intersection Summary												
HCM 2010 Ctrl Delay			37.8									
HCM 2010 LOS			D									
Notes												

HCM 2010 Signalized Intersection Summary
 22: N Druid Hills Rd & Executive Park Dr/Tullie Rd

Existing 2018
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↖	↑	↗	↖	↑↑↑		↖	↑↑↑	↗
Traffic Volume (veh/h)	320	30	190	80	60	195	90	1570	80	40	2050	330
Future Volume (veh/h)	320	30	190	80	60	195	90	1570	80	40	2050	330
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	337	32	200	84	63	205	95	1653	84	42	2158	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	545	295	249	191	201	169	216	2824	143	252	2836	883
Arrive On Green	0.16	0.16	0.16	0.11	0.11	0.11	0.08	1.00	1.00	0.06	1.00	0.00
Sat Flow, veh/h	3442	1863	1571	1774	1863	1566	1774	4956	252	1774	5085	1583
Grp Volume(v), veh/h	337	32	200	84	63	205	95	1130	607	42	2158	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1571	1774	1863	1566	1774	1695	1818	1774	1695	1583
Q Serve(g_s), s	15.5	2.5	20.9	7.5	5.3	18.3	3.9	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	15.5	2.5	20.9	7.5	5.3	18.3	3.9	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	545	295	249	191	201	169	216	1932	1036	252	2836	883
V/C Ratio(X)	0.62	0.11	0.80	0.44	0.31	1.22	0.44	0.59	0.59	0.17	0.76	0.00
Avail Cap(c_a), veh/h	790	427	360	191	201	169	242	1932	1036	264	2836	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.48	0.48	0.48	0.51	0.51	0.00
Uniform Delay (d), s/veh	66.7	61.3	69.0	71.0	70.1	75.8	13.9	0.0	0.0	14.2	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.2	8.2	1.6	0.9	139.3	0.2	0.6	1.2	0.1	1.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	1.3	9.6	3.8	2.8	14.5	1.9	0.2	0.3	0.8	0.3	0.0
LnGrp Delay(d),s/veh	67.9	61.4	77.2	72.6	70.9	215.2	14.2	0.6	1.2	14.3	1.0	0.0
LnGrp LOS	E	E	E	E	E	F	B	A	A	B	A	
Approach Vol, veh/h		569			352			1832			2200	
Approach Delay, s/veh		70.8			155.3			1.5			1.3	
Approach LOS		E			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	62.8	100.8		32.4	10.7	102.9		24.0				
Change Period (Y+Rc), s	6.9	* 7		6.5	6.4	* 7		6.7				
Max Green Setting (Gmax), s	30.3	* 79		38.0	5.4	* 83		17.3				
Max Q Clear Time (g_c+1/3), s	11.9	2.0		22.9	3.7	2.0		20.3				
Green Ext Time (p_c), s	0.0	76.5		1.8	0.0	79.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			20.3									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary
 23: N Druid Hills Rd & Briarcliff Rd

















Existing 2018
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↔		↔	↑↑	↔	↔	↑↔		↔	↑↑	↔
Traffic Volume (veh/h)	555	300	110	125	220	140	130	1045	50	240	1730	350
Future Volume (veh/h)	555	300	110	125	220	140	130	1045	50	240	1730	350
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	590	319	84	133	234	76	138	1112	52	255	1840	0
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	553	608	157	279	461	202	255	1678	78	324	1871	837
Arrive On Green	0.16	0.22	0.22	0.07	0.13	0.13	0.05	0.49	0.49	0.19	1.00	0.00
Sat Flow, veh/h	3442	2776	719	1774	3539	1550	1774	3442	161	1774	3539	1583
Grp Volume(v), veh/h	590	201	202	133	234	76	138	572	592	255	1840	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1725	1774	1770	1550	1774	1770	1833	1774	1770	1583
Q Serve(g_s), s	27.3	17.1	17.6	11.0	10.5	7.6	6.6	41.6	41.6	12.6	0.0	0.0
Cycle Q Clear(g_c), s	27.3	17.1	17.6	11.0	10.5	7.6	6.6	41.6	41.6	12.6	0.0	0.0
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	553	387	378	279	461	202	255	863	894	324	1871	837
V/C Ratio(X)	1.07	0.52	0.53	0.48	0.51	0.38	0.54	0.66	0.66	0.79	0.98	0.00
Avail Cap(c_a), veh/h	553	480	468	279	645	283	255	863	894	422	1871	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.61	0.00
Uniform Delay (d), s/veh	71.3	58.5	58.7	58.7	68.9	67.6	19.6	33.0	33.0	24.6	0.0	0.0
Incr Delay (d2), s/veh	57.6	1.1	1.2	0.5	0.9	1.2	1.3	4.0	3.9	3.3	12.8	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.4	8.5	8.5	5.4	5.2	3.3	3.3	21.3	22.0	6.4	3.3	0.0
LnGrp Delay(d),s/veh	128.9	59.6	59.9	59.2	69.7	68.8	20.9	37.0	36.9	27.9	12.8	0.0
LnGrp LOS	F	E	E	E	E	E	C	D	D	C	B	
Approach Vol, veh/h		993			443			1302			2095	
Approach Delay, s/veh		100.8			66.4			35.2			14.7	
Approach LOS		F			E			D			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	88.3	32.2	27.5	15.0	95.3	17.1	42.6				
Change Period (Y+Rc), s	7.2	6.4	5.9	* 6.4	7.3	6.4	6.1	* 6.4				
Max Green Setting (Gmax), s	24.2	63.6	26.3	* 30	7.7	80.0	11.0	* 45				
Max Q Clear Time (g_c+1), s	14.6	43.6	29.3	12.5	8.6	2.0	13.0	19.6				
Green Ext Time (p_c), s	0.3	19.7	0.0	3.8	0.0	74.1	0.0	4.3				
Intersection Summary												
HCM 2010 Ctrl Delay			42.6									
HCM 2010 LOS			D									
Notes												

HCM 2010 Signalized Intersection Summary
 24: E Roxboro Rd & Goodwin Rd

Existing 2018
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	0	20	5	10	575	0	15	1135	55
Future Volume (veh/h)	10	10	10	0	20	5	10	575	0	15	1135	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	11	11	11	0	22	5	11	625	0	16	1234	60
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	25	19	0	62	14	34	1621	0	42	2982	144
Arrive On Green	0.04	0.04	0.04	0.00	0.04	0.04	0.90	0.90	0.00	0.90	0.90	0.90
Sat Flow, veh/h	344	585	465	0	1470	334	14	1802	0	23	3316	160
Grp Volume(v), veh/h	33	0	0	0	0	27	636	0	0	686	0	624
Grp Sat Flow(s),veh/h/ln	1395	0	0	0	0	1804	1816	0	0	1832	0	1667
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	10.2
Cycle Q Clear(g_c), s	4.3	0.0	0.0	0.0	0.0	2.5	8.9	0.0	0.0	10.0	0.0	10.2
Prop In Lane	0.33		0.33	0.00		0.19	0.02		0.00	0.02		0.10
Lane Grp Cap(c), veh/h	87	0	0	0	0	76	1655	0	0	1669	0	1499
V/C Ratio(X)	0.38	0.00	0.00	0.00	0.00	0.36	0.38	0.00	0.00	0.41	0.00	0.42
Avail Cap(c_a), veh/h	225	0	0	0	0	233	1655	0	0	1669	0	1499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.86	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	80.1	0.0	0.0	0.0	0.0	79.2	1.3	0.0	0.0	1.4	0.0	1.4
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.0	0.0	2.8	0.6	0.0	0.0	0.8	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	0.0	0.0	1.3	4.7	0.0	0.0	5.3	0.0	4.9
LnGrp Delay(d),s/veh	82.8	0.0	0.0	0.0	0.0	82.0	1.9	0.0	0.0	2.1	0.0	2.2
LnGrp LOS	F					F	A			A		A
Approach Vol, veh/h		33			27			636			1310	
Approach Delay, s/veh		82.8			82.0			1.9			2.2	
Approach LOS		F			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		157.9		12.1		157.9		12.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		137.0		21.0		137.0		21.0				
Max Q Clear Time (g_c+I1), s		10.9		6.3		12.2		4.5				
Green Ext Time (p_c), s		26.5		0.2		26.5		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			4.5									
HCM 2010 LOS			A									

Synchro Output

2025 No Build

AM Peak

HCM 2010 Signalized Intersection Summary
 1: N Druid Hills Rd & SR 141/Peachtree Rd

No Build 2025
 Timing Plan: AM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	580	185	325	1805	15	300	25	395	30	30	65
Future Volume (veh/h)	30	580	185	325	1805	15	300	25	395	30	30	65
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	31	598	0	335	1861	15	309	26	407	31	31	67
Adj No. of Lanes	1	3	0	1	2	1	0	1	2	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	2482	0	588	2026	906	354	30	914	56	56	98
Arrive On Green	0.03	0.49	0.00	0.11	0.57	0.57	0.22	0.22	0.22	0.06	0.06	0.06
Sat Flow, veh/h	1774	5253	0	1774	3539	1583	1642	138	2787	909	909	1583
Grp Volume(v), veh/h	31	598	0	335	1861	15	335	0	407	62	0	67
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1770	1583	1781	0	1393	1817	0	1583
Q Serve(g_s), s	1.4	10.9	0.0	14.4	75.9	0.7	29.1	0.0	18.4	5.3	0.0	6.6
Cycle Q Clear(g_c), s	1.4	10.9	0.0	14.4	75.9	0.7	29.1	0.0	18.4	5.3	0.0	6.6
Prop In Lane	1.00		0.00	1.00		1.00	0.92		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	121	2482	0	588	2026	906	383	0	914	113	0	98
V/C Ratio(X)	0.26	0.24	0.00	0.57	0.92	0.02	0.87	0.00	0.45	0.55	0.00	0.68
Avail Cap(c_a), veh/h	135	2482	0	663	2026	906	445	0	1011	432	0	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.86	0.00	0.86	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.9	23.8	0.0	15.6	30.9	14.8	60.7	0.0	42.3	72.9	0.0	73.5
Incr Delay (d2), s/veh	1.1	0.2	0.0	0.9	8.2	0.0	13.7	0.0	0.3	1.6	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	8.9	0.0	11.5	49.5	0.5	21.8	0.0	11.2	4.9	0.0	5.4
LnGrp Delay(d),s/veh	34.0	24.0	0.0	16.5	39.1	14.8	74.4	0.0	42.6	74.4	0.0	76.6
LnGrp LOS	C	C		B	D	B	E		D	E		E
Approach Vol, veh/h		629			2211			742			129	
Approach Delay, s/veh		24.5			35.5			56.9			75.5	
Approach LOS		C			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	96.1		39.0	23.2	82.6		15.2				
Change Period (Y+Rc), s	6.0	5.5		5.5	* 6.2	5.5		6.3				
Max Green Setting (Gmax), s	5.0	55.7		39.0	* 24	36.7		37.0				
Max Q Clear Time (g_c+I1), s	3.4	77.9		31.1	16.4	12.9		8.6				
Green Ext Time (p_c), s	0.0	0.0		2.4	0.6	22.8		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay				39.3								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary
2: N Druid Hills Rd & Apple Valley Rd

No Build 2025
Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	445	165	555	205	95	445		
Future Volume (veh/h)	445	165	555	205	95	445		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	459	170	572	211	98	459		
Adj No. of Lanes	1	1	2	0	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	549	490	1081	398	428	1069		
Arrive On Green	0.31	0.31	0.43	0.43	0.06	0.38		
Sat Flow, veh/h	1774	1583	2628	933	1774	1863		
Grp Volume(v), veh/h	459	170	399	384	98	459		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1698	1774	1863		
Q Serve(g_s), s	19.3	6.6	13.4	13.4	2.2	14.5		
Cycle Q Clear(g_c), s	19.3	6.6	13.4	13.4	2.2	14.5		
Prop In Lane	1.00	1.00		0.55	1.00			
Lane Grp Cap(c), veh/h	549	490	755	724	428	1069		
V/C Ratio(X)	0.84	0.35	0.53	0.53	0.23	0.43		
Avail Cap(c_a), veh/h	712	635	755	724	445	1069		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.74	0.74		
Uniform Delay (d), s/veh	25.7	21.4	17.0	17.0	11.0	15.0		
Incr Delay (d2), s/veh	7.7	0.6	2.6	2.8	0.4	0.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	15.9	10.6	11.3	11.1	1.9	11.7		
LnGrp Delay(d),s/veh	33.4	22.0	19.6	19.8	11.4	15.9		
LnGrp LOS	C	C	B	B	B	B		
Approach Vol, veh/h	629		783			557		
Approach Delay, s/veh	30.3		19.7			15.1		
Approach LOS	C		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		50.7		29.3	11.8	38.9		
Change Period (Y+Rc), s		* 5.8		5.5	5.6	* 5.8		
Max Green Setting (Gmax), s		* 38		31.1	7.0	* 25		
Max Q Clear Time (g_c+I1), s		16.5		21.3	4.2	15.4		
Green Ext Time (p_c), s		13.5		2.5	0.1	7.2		
Intersection Summary								
HCM 2010 Ctrl Delay			21.8					
HCM 2010 LOS			C					
Notes								

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	5	5	10	0	0	0	30	755	15	5	845	40
Future Vol, veh/h	5	5	10	0	0	0	30	755	15	5	845	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	10	0	0	0	31	786	16	5	880	42

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	1768	1776	901				922	0	0	802	0	0
Stage 1	911	911	-				-	-	-	-	-	-
Stage 2	857	865	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	92	83	337				741	-	-	822	-	-
Stage 1	392	353	-				-	-	-	-	-	-
Stage 2	416	371	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	84	0	337				741	-	-	822	-	-
Mov Cap-2 Maneuver	84	0	-				-	-	-	-	-	-
Stage 1	387	0	-				-	-	-	-	-	-
Stage 2	384	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.4	0.4	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	741	-	-	168	822	-	-
HCM Lane V/C Ratio	0.042	-	-	0.124	0.006	-	-
HCM Control Delay (s)	10.1	0	-	29.4	9.4	0	-
HCM Lane LOS	B	A	-	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	-	-

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	25	10	790	5	5	850
Future Vol, veh/h	25	10	790	5	5	850
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	10	823	5	5	885

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1722	826	0	0	828
Stage 1	826	-	-	-	-
Stage 2	896	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	98	372	-	-	803
Stage 1	430	-	-	-	-
Stage 2	399	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	97	372	-	-	803
Mov Cap-2 Maneuver	97	-	-	-	-
Stage 1	430	-	-	-	-
Stage 2	394	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	46.2	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	123	803
HCM Lane V/C Ratio	-	-	0.296	0.006
HCM Control Delay (s)	-	-	46.2	9.5
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	1.1	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	30	15	790	860	15
Future Vol, veh/h	5	30	15	790	860	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	32	16	832	905	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1776	913	921	0	-	0
Stage 1	913	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	91	331	741	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	87	331	741	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	396	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.1	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	741	-	236	-	-
HCM Lane V/C Ratio	0.021	-	0.156	-	-
HCM Control Delay (s)	10	0	23.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	15	20	805	885	5
Future Vol, veh/h	0	15	20	805	885	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	22	875	962	5












Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	965	967	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	309	712	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	309	712	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.3	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	712	-	309	-	-
HCM Lane V/C Ratio	0.031	-	0.053	-	-
HCM Control Delay (s)	10.2	-	17.3	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

HCM 2010 Signalized Intersection Summary
7: N Druid Hills Rd & Briarwood Rd

No Build 2025
Timing Plan: AM PEAK

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	90	415	410	35	105	795		
Future Volume (veh/h)	90	415	410	35	105	795		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	94	432	427	36	109	828		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	449	517	857	72	539	1167		
Arrive On Green	0.25	0.25	0.51	0.51	0.07	0.63		
Sat Flow, veh/h	1774	1583	1695	143	1774	1863		
Grp Volume(v), veh/h	94	432	0	463	109	828		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1838	1774	1863		
Q Serve(g_s), s	3.1	19.0	0.0	12.5	1.9	22.4		
Cycle Q Clear(g_c), s	3.1	19.0	0.0	12.5	1.9	22.4		
Prop In Lane	1.00	1.00		0.08	1.00			
Lane Grp Cap(c), veh/h	449	517	0	929	539	1167		
V/C Ratio(X)	0.21	0.84	0.00	0.50	0.20	0.71		
Avail Cap(c_a), veh/h	449	517	0	929	552	1167		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	22.1	23.4	0.0	12.3	7.8	9.4		
Incr Delay (d2), s/veh	0.2	11.4	0.0	1.9	0.1	3.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.8	23.3	0.0	11.1	1.7	18.2		
LnGrp Delay(d),s/veh	22.3	34.8	0.0	14.2	7.9	13.1		
LnGrp LOS	C	C		B	A	B		
Approach Vol, veh/h	526		463			937		
Approach Delay, s/veh	32.6		14.2			12.5		
Approach LOS	C		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		51.6		23.4	9.1	42.5		
Change Period (Y+Rc), s		5.6		* 5.4	* 4.6	5.6		
Max Green Setting (Gmax), s		46.0		* 18	* 5	36.4		
Max Q Clear Time (g_c+I1), s		24.4		21.0	3.9	14.5		
Green Ext Time (p_c), s		15.4		0.0	0.0	15.6		
Intersection Summary								
HCM 2010 Ctrl Delay			18.4					
HCM 2010 LOS			B					
Notes								

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	10	25	30	435	845	40
Future Vol, veh/h	10	25	30	435	845	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	27	32	463	899	43

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1447	920	941	0	0
Stage 1	920	-	-	-	-
Stage 2	527	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	145	328	729	-	-
Stage 1	388	-	-	-	-
Stage 2	592	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	136	328	729	-	-
Mov Cap-2 Maneuver	136	-	-	-	-
Stage 1	388	-	-	-	-
Stage 2	557	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.3	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	729	-	234	-	-
HCM Lane V/C Ratio	0.044	-	0.159	-	-
HCM Control Delay (s)	10.2	0	23.3	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	10	25	440	5	15	855
Future Vol, veh/h	10	25	440	5	15	855
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	26	458	5	16	891

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1383	461	0	0	464
Stage 1	461	-	-	-	-
Stage 2	922	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	158	600	-	-	1097
Stage 1	635	-	-	-	-
Stage 2	387	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	153	600	-	-	1097
Mov Cap-2 Maneuver	153	-	-	-	-
Stage 1	635	-	-	-	-
Stage 2	376	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.4	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	327	1097
HCM Lane V/C Ratio	-	-	0.111	0.014
HCM Control Delay (s)	-	-	17.4	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	20	20	440	860	5
Future Vol, veh/h	5	20	20	440	860	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	20	20	449	878	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1370	880	883	0	-	0
Stage 1	880	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	161	346	766	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	155	346	766	-	-	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	594	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	766	-	278	-	-
HCM Lane V/C Ratio	0.027	-	0.092	-	-
HCM Control Delay (s)	9.8	0	19.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↔		↔↔↔	
Traffic Vol, veh/h	40	10	450	10	5	885
Future Vol, veh/h	40	10	450	10	5	885
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	11	474	11	5	932























Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	862	479	0	0	484
Stage 1	479	-	-	-	-
Stage 2	383	-	-	-	-
Critical Hdwy	6.08	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	6.03	-	-	-	-
Follow-up Hdwy	3.669	3.319	-	-	2.219
Pot Cap-1 Maneuver	344	586	-	-	1077
Stage 1	602	-	-	-	-
Stage 2	624	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	341	586	-	-	1077
Mov Cap-2 Maneuver	341	-	-	-	-
Stage 1	602	-	-	-	-
Stage 2	618	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	372	1077
HCM Lane V/C Ratio	-	-	0.141	0.005
HCM Control Delay (s)	-	-	16.3	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0

HCM 2010 Signalized Intersection Summary
 12: N Druid Hills Rd & Lenox Park Blvd/N Cliff Valley Way

No Build 2025
 Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	50	105	65	400	35	225	355	35	25	675	225
Future Volume (veh/h)	70	50	105	65	400	35	225	355	35	25	675	225
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	73	52	109	68	417	36	234	370	36	26	703	234
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	504	428	424	450	39	295	885	86	555	871	740
Arrive On Green	0.04	0.27	0.27	0.04	0.27	0.27	0.18	1.00	1.00	0.03	0.47	0.47
Sat Flow, veh/h	1774	1863	1583	1774	1691	146	1774	1671	163	1774	1863	1583
Grp Volume(v), veh/h	73	52	109	68	0	453	234	0	406	26	703	234
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1837	1774	0	1834	1774	1863	1583
Q Serve(g_s), s	4.4	3.1	8.1	4.1	0.0	36.0	10.4	0.0	0.0	1.1	48.4	13.9
Cycle Q Clear(g_c), s	4.4	3.1	8.1	4.1	0.0	36.0	10.4	0.0	0.0	1.1	48.4	13.9
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	152	504	428	424	0	489	295	0	971	555	871	740
V/C Ratio(X)	0.48	0.10	0.25	0.16	0.00	0.93	0.79	0.00	0.42	0.05	0.81	0.32
Avail Cap(c_a), veh/h	152	517	439	424	0	502	336	0	971	575	871	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.90	0.00	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	41.1	42.9	37.5	0.0	53.6	26.0	0.0	0.0	19.3	34.2	25.0
Incr Delay (d2), s/veh	2.5	0.1	0.5	0.2	0.0	23.4	10.0	0.0	1.2	0.0	7.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	2.9	6.5	3.6	0.0	29.0	9.5	0.0	0.6	1.0	35.2	10.4
LnGrp Delay(d),s/veh	44.3	41.2	43.3	37.7	0.0	77.0	36.0	0.0	1.2	19.4	42.1	26.1
LnGrp LOS	D	D	D	D		E	D		A	B	D	C
Approach Vol, veh/h		234			521			640			963	
Approach Delay, s/veh		43.2			71.8			13.9			37.6	
Approach LOS		D			E			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.2	74.9	11.9	45.0	8.9	84.2	11.3	45.6				
Change Period (Y+Rc), s	5.6	* 5.8	* 6.2	* 6	5.6	* 5.8	* 6.2	* 6				
Max Green Setting (Gmax), s	16.1	* 65	* 5.7	* 40	5.0	* 76	* 5.1	* 41				
Max Q Clear Time (g_c+I1), s	12.4	50.4	6.4	38.0	3.1	2.0	6.1	10.1				
Green Ext Time (p_c), s	0.3	10.9	0.0	0.9	0.0	31.4	0.0	6.1				
Intersection Summary												
HCM 2010 Ctrl Delay			39.3									
HCM 2010 LOS			D									
Notes												

HCM Signalized Intersection Capacity Analysis
 13: N Druid Hills Rd & Curtis Dr

No Build 2025
 Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T	R	L	T
Traffic Volume (vph)	20	100	515	40	80	765
Future Volume (vph)	20	100	515	40	80	765
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.7		4.5	5.7
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.89		0.99		1.00	1.00
Flt Protected	0.99		1.00		0.95	1.00
Satd. Flow (prot)	1640		1844		1770	1863
Flt Permitted	0.99		1.00		0.37	1.00
Satd. Flow (perm)	1640		1844		692	1863
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	21	104	536	42	83	797
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	125	0	578	0	83	797
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	3		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	17.7		106.6		119.2	119.2
Effective Green, g (s)	18.7		107.6		120.2	120.2
Actuated g/C Ratio	0.12		0.72		0.80	0.80
Clearance Time (s)	6.4		6.7		5.5	6.7
Vehicle Extension (s)	4.1		5.1		3.1	5.1
Lane Grp Cap (vph)	204		1322		612	1492
v/s Ratio Prot	c0.08		0.31		0.01	c0.43
v/s Ratio Perm					0.10	
v/c Ratio	0.61		0.44		0.14	0.53
Uniform Delay, d1	62.2		8.7		4.4	5.2
Progression Factor	1.00		1.27		2.21	3.21
Incremental Delay, d2	6.3		1.0		0.1	1.0
Delay (s)	68.5		12.1		9.8	17.6
Level of Service	E		B		A	B
Approach Delay (s)	68.5		12.1			16.8
Approach LOS	E		B			B

Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	5	25	10	5	10	35	525	5	5	755	25
Future Vol, veh/h	20	5	25	10	5	10	35	525	5	5	755	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	5	27	11	5	11	37	559	5	5	803	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1471	1465	816	1479	1476	561	830	0	0	564	0	0
Stage 1	827	827	-	636	636	-	-	-	-	-	-	-
Stage 2	644	638	-	843	840	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	105	128	377	104	126	527	802	-	-	1008	-	-
Stage 1	366	386	-	466	472	-	-	-	-	-	-	-
Stage 2	461	471	-	358	381	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	94	118	377	88	116	527	802	-	-	1008	-	-
Mov Cap-2 Maneuver	94	118	-	88	116	-	-	-	-	-	-	-
Stage 1	341	383	-	435	440	-	-	-	-	-	-	-
Stage 2	416	439	-	325	378	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	39.6		36.1		0.6		0.1	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	802	-	-	156	142	1008	-
HCM Lane V/C Ratio	0.046	-	-	0.341	0.187	0.005	-
HCM Control Delay (s)	9.7	0	-	39.6	36.1	8.6	0
HCM Lane LOS	A	A	-	E	E	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.7	0	-

HCM 2010 Signalized Intersection Summary
 15: N Druid Hills Rd & Goodwin Rd













No Build 2025
 Timing Plan: AM PEAK



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	15	5	25	550	775	15		
Future Volume (veh/h)	15	5	25	550	775	15		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	16	5	27	598	842	16		
Adj No. of Lanes	0	0	0	1	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	44	14	70	1528	3167	60		
Arrive On Green	0.03	0.03	0.89	0.89	1.00	1.00		
Sat Flow, veh/h	1258	393	51	1715	3646	68		
Grp Volume(v), veh/h	22	0	625	0	419	439		
Grp Sat Flow(s),veh/h/ln	1730	0	1766	0	1770	1851		
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	1.9	0.0	8.2	0.0	0.0	0.0		
Prop In Lane	0.73	0.23	0.04			0.04		
Lane Grp Cap(c), veh/h	60	0	1599	0	1577	1650		
V/C Ratio(X)	0.37	0.00	0.39	0.00	0.27	0.27		
Avail Cap(c_a), veh/h	158	0	1599	0	1577	1650		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	0.86	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	70.8	0.0	1.3	0.0	0.0	0.0		
Incr Delay (d2), s/veh	3.3	0.0	0.7	0.0	0.4	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	1.7	0.0	8.0	0.0	0.3	0.3		
LnGrp Delay(d),s/veh	74.1	0.0	2.1	0.0	0.4	0.4		
LnGrp LOS	E		A		A	A		
Approach Vol, veh/h	22			625	858			
Approach Delay, s/veh	74.1			2.1	0.4			
Approach LOS	E			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		139.5		10.5		139.5		
Change Period (Y+Rc), s		* 6.8		* 6.3		* 6.8		
Max Green Setting (Gmax), s		* 1.3E2		* 13		* 1.2E2		
Max Q Clear Time (g_c+I1), s		2.0		3.9		10.2		
Green Ext Time (p_c), s		32.0		0.0		31.7		
Intersection Summary								
HCM 2010 Ctrl Delay			2.2					
HCM 2010 LOS			A					
Notes								

HCM Signalized Intersection Capacity Analysis
 16: N Druid Hills Rd & E Roxboro Rd

No Build 2025
 Timing Plan: AM PEAK

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 					 
Traffic Volume (vph)	785	0	915	575	0	540
Future Volume (vph)	785	0	915	575	0	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.3		5.8	3.0		5.8
Lane Util. Factor	0.97		1.00	1.00		0.95
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		1863	1583		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		1863	1583		3539
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	801	0	934	587	0	551
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	801	0	934	587	0	551
Turn Type	Prot		NA	Free		NA
Protected Phases	2		4			8
Permitted Phases				Free		
Actuated Green, G (s)	44.7		93.2	150.0		93.2
Effective Green, g (s)	45.7		94.2	150.0		94.2
Actuated g/C Ratio	0.30		0.63	1.00		0.63
Clearance Time (s)	5.3		6.8			6.8
Vehicle Extension (s)	4.1		3.1			3.1
Lane Grp Cap (vph)	1045		1169	1583		2222
v/s Ratio Prot	c0.23		c0.50			0.16
v/s Ratio Perm				0.37		
v/c Ratio	0.77		0.80	0.37		0.25
Uniform Delay, d1	47.3		20.8	0.0		12.3
Progression Factor	1.20		0.44	1.00		0.93
Incremental Delay, d2	5.3		3.0	0.3		0.3
Delay (s)	62.2		12.0	0.3		11.7
Level of Service	E		B	A		B
Approach Delay (s)	62.2		7.5			11.7
Approach LOS	E		A			B

Intersection Summary			
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	10.1
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	50	25	1480	1320	5
Future Vol, veh/h	10	50	25	1480	1320	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	51	26	1510	1347	5






















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2155	676	1352	0	-	0
Stage 1	1349	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	41	396	505	-	-	-
Stage 1	206	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	39	396	505	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	206	-	-	-	-	-
Stage 2	379	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.9	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	505	-	302	-	-
HCM Lane V/C Ratio	0.051	-	0.203	-	-
HCM Control Delay (s)	12.5	-	19.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

HCM 2010 Signalized Intersection Summary
 18: N Druid Hills Rd & SR 13/Buford Hwy

No Build 2025
 Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	280	165	360	815	130	475	1145	135	65	1095	210
Future Volume (veh/h)	230	280	165	360	815	130	475	1145	135	65	1095	210
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	237	289	105	371	840	97	490	1180	0	67	1129	0
Adj No. of Lanes	1	3	0	1	3	0	2	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	948	324	478	1268	146	540	1458	0	232	1518	0
Arrive On Green	0.12	0.25	0.25	0.14	0.27	0.27	0.31	0.82	0.00	0.05	0.40	0.00
Sat Flow, veh/h	1774	3743	1279	1774	4626	532	3442	3632	0	1774	5253	0
Grp Volume(v), veh/h	237	260	134	371	615	322	490	1180	0	67	1129	0
Grp Sat Flow(s),veh/h/ln	1774	1695	1632	1774	1695	1767	1721	1770	0	1774	1695	0
Q Serve(g_s), s	14.5	9.3	10.0	20.8	24.1	24.3	20.5	26.4	0.0	3.9	28.5	0.0
Cycle Q Clear(g_c), s	14.5	9.3	10.0	20.8	24.1	24.3	20.5	26.4	0.0	3.9	28.5	0.0
Prop In Lane	1.00		0.78	1.00		0.30	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	324	859	413	478	930	485	540	1458	0	232	1518	0
V/C Ratio(X)	0.73	0.30	0.32	0.78	0.66	0.67	0.91	0.81	0.00	0.29	0.74	0.00
Avail Cap(c_a), veh/h	343	859	413	478	930	485	544	1458	0	232	1518	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.7	45.3	45.6	37.1	48.3	48.3	50.4	10.1	0.0	33.9	40.3	0.0
Incr Delay (d2), s/veh	7.4	0.9	2.1	8.7	3.7	7.1	16.1	4.0	0.0	0.7	3.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.3	7.9	8.3	8.4	17.4	18.6	15.7	18.2	0.0	3.5	19.9	0.0
LnGrp Delay(d),s/veh	44.1	46.2	47.6	45.8	51.9	55.4	66.5	14.1	0.0	34.6	43.7	0.0
LnGrp LOS	D	D	D	D	D	E	E	B		C	D	
Approach Vol, veh/h		631			1308			1670			1196	
Approach Delay, s/veh		45.7			51.0			29.5			43.2	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.9	47.1	28.8	51.2	26.0	44.0	11.8	68.2				
Change Period (Y+Rc), s	* 6.2	7.0	* 6.3	7.4	* 6.2	7.0	* 6.7	7.4				
Max Green Setting (Gmax), s	* 18	38.5	* 23	43.6	* 20	37.0	* 5.1	60.8				
Max Q Clear Time (g_c+1), s	16.5	26.3	22.5	30.5	22.8	12.0	5.9	28.4				
Green Ext Time (p_c), s	0.1	10.1	0.0	12.8	0.0	18.4	0.0	30.8				
Intersection Summary												
HCM 2010 Ctrl Delay			40.9									
HCM 2010 LOS			D									
Notes												

HCM 2010 Signalized Intersection Summary
 19: N Druid Hills Rd & W Druid Hills Dr/Salvation Army Dwy

No Build 2025
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	40	5	45	0	0	0	65	1715	5	0	1585	35
Future Volume (veh/h)	40	5	45	0	0	0	65	1715	5	0	1585	35
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	41	5	46	0	0	0	67	1768	5	0	1634	36
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	8	76	48	97	0	95	3136	9	48	4011	88
Arrive On Green	0.05	0.05	0.05	0.00	0.00	0.00	0.11	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	1774	158	1449	1348	1863	0	1774	3620	10	268	5120	113
Grp Volume(v), veh/h	41	0	51	0	0	0	67	864	909	0	1082	588
Grp Sat Flow(s),veh/h/ln	1774	0	1607	1348	1863	0	1774	1770	1861	268	1695	1843
Q Serve(g_s), s	3.4	0.0	4.7	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	4.7	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.90	1.00		0.00	1.00		0.01	1.00		0.06
Lane Grp Cap(c), veh/h	141	0	84	48	97	0	95	1533	1612	48	2656	1444
V/C Ratio(X)	0.29	0.00	0.61	0.00	0.00	0.00	0.70	0.56	0.56	0.00	0.41	0.41
Avail Cap(c_a), veh/h	413	0	331	255	384	0	173	1533	1612	48	2656	1444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	0.00	0.00	0.67	0.67	0.67	0.00	0.34	0.34
Uniform Delay (d), s/veh	69.0	0.0	69.6	0.0	0.0	0.0	65.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.6	0.0	0.0	0.0	2.4	1.0	1.0	0.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	3.8	0.0	0.0	0.0	4.9	0.8	0.8	0.0	0.1	0.2
LnGrp Delay(d),s/veh	69.4	0.0	72.2	0.0	0.0	0.0	68.2	1.0	1.0	0.0	0.2	0.3
LnGrp LOS	E		E				E	A	A		A	A
Approach Vol, veh/h		92			0			1840			1670	
Approach Delay, s/veh		70.9			0.0			3.4			0.2	
Approach LOS		E						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.4	124.6		12.9		137.1		12.9				
Change Period (Y+Rc), s	5.4	* 8.1		6.1		* 8.1		6.1				
Max Green Setting (Gmax), s	13.6	* 87		29.9		* 1.1E2		29.9				
Max Q Clear Time (g_c+1), s	17.5	2.0		6.7		2.0		0.0				
Green Ext Time (p_c), s	0.0	82.8		0.1		102.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			3.7									
HCM 2010 LOS			A									
Notes												

HCM 2010 Signalized Intersection Summary
 20: N Druid Hills Rd & I-85 SB Entrance Ramp/I-85 Frontage Rd

No Build 2025
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↵	↵↵	↵	↵↵	↵↵			↵↵↵	↵
Traffic Volume (veh/h)	0	0	0	1025	525	490	920	1295	0	0	1370	260
Future Volume (veh/h)	0	0	0	1025	525	490	920	1295	0	0	1370	260
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				1160	602	330	929	1308	0	0	1384	263
Adj No. of Lanes				2	1	1	2	2	0	0	4	1
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1251	657	558	975	2027	0	0	1577	388
Arrive On Green				0.35	0.35	0.35	0.57	1.00	0.00	0.00	0.33	0.33
Sat Flow, veh/h				3548	1863	1583	3442	3632	0	0	6669	1578
Grp Volume(v), veh/h				1160	602	330	929	1308	0	0	1384	263
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1721	1770	0	0	1602	1578
Q Serve(g_s), s				47.2	46.4	25.6	38.1	0.0	0.0	0.0	30.6	21.6
Cycle Q Clear(g_c), s				47.2	46.4	25.6	38.1	0.0	0.0	0.0	30.6	21.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1251	657	558	975	2027	0	0	1577	388
V/C Ratio(X)				0.93	0.92	0.59	0.95	0.65	0.00	0.00	0.88	0.68
Avail Cap(c_a), veh/h				1268	666	566	975	2027	0	0	1577	388
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	0.30	0.30	0.00	0.00	0.91	0.91
Uniform Delay (d), s/veh				46.7	46.4	39.7	31.6	0.0	0.0	0.0	48.3	45.3
Incr Delay (d2), s/veh				11.7	17.5	1.6	8.2	0.5	0.0	0.0	6.7	8.4
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(95%),veh/ln				33.3	35.6	17.0	22.9	0.2	0.0	0.0	20.2	15.3
LnGrp Delay(d),s/veh				58.4	63.9	41.3	39.7	0.5	0.0	0.0	55.0	53.7
LnGrp LOS				E	E	D	D	A			D	D
Approach Vol, veh/h					2092			2237			1647	
Approach Delay, s/veh					57.3			16.8			54.8	
Approach LOS					E			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	49.0	41.7		59.3		90.7						
Change Period (Y+Rc), s	7.5	* 5.8		7.4		* 5.8						
Max Green Setting (Gmax), s	41.5	* 35		52.6		* 84						
Max Q Clear Time (g_c+Rc), s	41.5	32.6		49.2		2.0						
Green Ext Time (p_c), s	0.8	2.6		2.7		75.7						
Intersection Summary												
HCM 2010 Ctrl Delay				41.4								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary
 21: N Druid Hills Rd & I-85 NB Exit Ramp/I-85 Frontage Rd

No Build 2025
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗		↑↑↑	↗	↖	↑↑	
Traffic Volume (veh/h)	5	790	1180	0	0	290	0	1920	715	895	1500	0
Future Volume (veh/h)	5	790	1180	0	0	290	0	1920	715	895	1500	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	0	1863	1863	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	5	832	1242	0	0	305	0	2021	753	942	1579	0
Adj No. of Lanes	0	1	2	0	1	1	0	4	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	0	2	2	2	2	0
Cap, veh/h	25	662	994	0	664	844	0	2277	561	608	2013	0
Arrive On Green	0.36	0.36	0.36	0.00	0.00	0.36	0.00	0.71	0.71	0.35	1.00	0.00
Sat Flow, veh/h	3	1857	2787	0	1863	1583	0	6669	1579	3442	3632	0
Grp Volume(v), veh/h	837	0	1242	0	0	305	0	2021	753	942	1579	0
Grp Sat Flow(s),veh/h/ln	1860	0	1393	0	1863	1583	0	1602	1579	1721	1770	0
Q Serve(g_s), s	16.1	0.0	53.5	0.0	0.0	16.7	0.0	37.1	53.3	26.5	0.0	0.0
Cycle Q Clear(g_c), s	53.5	0.0	53.5	0.0	0.0	16.7	0.0	37.1	53.3	26.5	0.0	0.0
Prop In Lane	0.01		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	688	0	994	0	664	844	0	2277	561	608	2013	0
V/C Ratio(X)	1.22	0.00	1.25	0.00	0.00	0.36	0.00	0.89	1.34	1.55	0.78	0.00
Avail Cap(c_a), veh/h	688	0	994	0	664	844	0	2277	561	608	2013	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.09	0.09	0.31	0.31	0.00
Uniform Delay (d), s/veh	49.2	0.0	48.3	0.0	0.0	20.2	0.0	19.4	21.7	48.5	0.0	0.0
Incr Delay (d2), s/veh	110.7	0.0	120.8	0.0	0.0	0.3	0.0	0.6	154.9	249.7	1.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh	89.3	0.0	67.0	0.0	0.0	25.7	0.0	18.1	80.9	60.5	0.5	0.0
LnGrp Delay(d),s/veh	159.9	0.0	169.0	0.0	0.0	20.5	0.0	19.9	176.6	298.2	1.0	0.0
LnGrp LOS	F		F			C		B	F	F	A	
Approach Vol, veh/h		2079			305			2774			2521	
Approach Delay, s/veh		165.3			20.5			62.5			112.1	
Approach LOS		F			C			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	32.0	59.0		59.0		91.0		59.0				
Change Period (Y+Rc), s	6.5	* 6.7		6.5		* 6.7		6.5				
Max Green Setting (Gmax), s	25.5	* 52		52.5		* 84		52.5				
Max Q Clear Time (g_c+20), s	20.5	55.3		55.5		2.0		18.7				
Green Ext Time (p_c), s	0.0	0.0		0.0		81.8		18.5				
Intersection Summary												
HCM 2010 Ctrl Delay			104.9									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 22: N Druid Hills Rd & Executive Park Dr/Tullie Rd

No Build 2025
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↖	↑	↗	↖	↑↑↑		↖	↑↑↑	↗
Traffic Volume (veh/h)	320	90	70	105	50	215	195	2100	185	500	1840	340
Future Volume (veh/h)	320	90	70	105	50	215	195	2100	185	500	1840	340
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	344	97	75	113	54	231	210	2258	199	538	1978	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	480	260	219	122	128	107	296	2305	200	328	2836	883
Arrive On Green	0.14	0.14	0.14	0.07	0.07	0.07	0.11	0.64	0.64	0.31	1.00	0.00
Sat Flow, veh/h	3442	1863	1570	1774	1863	1556	1774	4764	414	1774	5085	1583
Grp Volume(v), veh/h	344	97	75	113	54	231	210	1598	859	538	1978	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1570	1774	1863	1556	1774	1695	1788	1774	1695	1583
Q Serve(g_s), s	14.3	7.1	6.5	9.5	4.2	10.3	8.9	67.6	71.1	23.6	0.0	0.0
Cycle Q Clear(g_c), s	14.3	7.1	6.5	9.5	4.2	10.3	8.9	67.6	71.1	23.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	480	260	219	122	128	107	296	1640	865	328	2836	883
V/C Ratio(X)	0.72	0.37	0.34	0.93	0.42	2.16	0.71	0.97	0.99	1.64	0.70	0.00
Avail Cap(c_a), veh/h	952	515	434	122	128	107	333	1640	865	328	2836	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.17	0.17	0.00
Uniform Delay (d), s/veh	61.7	58.6	58.3	69.5	67.0	69.8	15.7	25.8	26.5	41.8	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.9	0.9	59.4	2.2	552.8	0.4	3.0	7.7	289.5	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	6.7	5.2	10.9	4.0	37.5	5.4	34.7	39.3	70.1	0.1	0.0
LnGrp Delay(d),s/veh	63.7	59.5	59.2	128.9	69.2	622.6	16.2	28.8	34.1	331.4	0.3	0.0
LnGrp LOS	E	E	E	F	E	F	B	C	C	F	A	
Approach Vol, veh/h		516			398			2667			2516	
Approach Delay, s/veh		62.3			407.4			29.5			71.1	
Approach LOS		E			F			C			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	89.7		26.4	29.0	78.6		16.0				
Change Period (Y+Rc), s	6.9	* 7		6.5	6.4	* 7		6.7				
Max Green Setting (Gmax), s	14.1	* 59		40.5	22.6	* 51		9.3				
Max Q Clear Time (g_c+10), s	11.0	2.0		16.3	25.6	73.1		12.3				
Green Ext Time (p_c), s	0.1	56.8		2.0	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				74.1								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary
 23: N Druid Hills Rd & Briarcliff Rd

















No Build 2025
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔	↕↕	↔	↔	↕↔		↔	↕↕	↔
Traffic Volume (veh/h)	575	260	100	155	435	400	150	1525	70	110	1440	465
Future Volume (veh/h)	575	260	100	155	435	400	150	1525	70	110	1440	465
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	581	263	70	157	439	334	152	1540	70	111	1455	0
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	553	793	207	404	731	323	162	1526	69	126	1505	673
Arrive On Green	0.16	0.29	0.29	0.08	0.21	0.21	0.06	0.44	0.44	0.01	0.14	0.00
Sat Flow, veh/h	3442	2773	723	1774	3539	1563	1774	3448	156	1774	3539	1583
Grp Volume(v), veh/h	581	166	167	157	439	334	152	788	822	111	1455	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1727	1774	1770	1563	1774	1770	1834	1774	1770	1583
Q Serve(g_s), s	24.1	11.1	11.5	10.4	16.9	31.0	8.2	66.4	66.4	5.3	61.3	0.0
Cycle Q Clear(g_c), s	24.1	11.1	11.5	10.4	16.9	31.0	8.2	66.4	66.4	5.3	61.3	0.0
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	553	506	494	404	731	323	162	783	812	126	1505	673
V/C Ratio(X)	1.05	0.33	0.34	0.39	0.60	1.03	0.94	1.01	1.01	0.88	0.97	0.00
Avail Cap(c_a), veh/h	553	506	494	404	731	323	162	783	812	126	1505	673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.53	0.53	0.00
Uniform Delay (d), s/veh	63.0	42.2	42.3	41.9	53.9	59.5	41.1	41.8	41.8	37.7	63.4	0.0
Incr Delay (d2), s/veh	52.3	0.4	0.4	0.2	1.4	59.2	52.8	33.6	34.7	28.6	10.8	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	27.8	9.3	9.4	8.8	13.1	33.6	13.5	71.5	74.6	8.5	39.2	0.0
LnGrp Delay(d),s/veh	115.2	42.6	42.7	42.1	55.3	118.7	93.9	75.4	76.5	66.3	74.2	0.0
LnGrp LOS	F	D	D	D	E	F	F	F	F	E	E	
Approach Vol, veh/h		914			930			1762			1566	
Approach Delay, s/veh		88.8			75.8			77.5			73.6	
Approach LOS		F			E			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.8	71.8	29.0	36.4	15.4	69.2	17.1	48.3				
Change Period (Y+Rc), s	7.2	6.4	5.9	* 6.4	7.3	6.4	6.1	* 6.4				
Max Green Setting (Gmax), s	5.6	65.4	23.1	* 30	8.1	62.8	11.0	* 42				
Max Q Clear Time (g_c+1), s	17.3	68.4	26.1	33.0	10.2	63.3	12.4	13.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7				
Intersection Summary												
HCM 2010 Ctrl Delay					78.0							
HCM 2010 LOS					E							
Notes												

HCM 2010 Signalized Intersection Summary
24: E Roxboro Rd & Goodwin Rd

No Build 2025
Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	15	15	5	5	30	10	905	0	5	520	5
Future Volume (veh/h)	30	15	15	5	5	30	10	905	0	5	520	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	32	16	16	5	5	32	11	973	0	5	559	5
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	28	24	34	16	74	32	1613	0	35	3048	27
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.88	0.88	0.00	0.88	0.88	0.88
Sat Flow, veh/h	744	488	411	118	279	1269	9	1843	0	12	3482	31
Grp Volume(v), veh/h	64	0	0	42	0	0	984	0	0	297	0	272
Grp Sat Flow(s),veh/h/ln	1643	0	0	1665	0	0	1852	0	0	1835	0	1690
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
Cycle Q Clear(g_c), s	5.5	0.0	0.0	3.7	0.0	0.0	21.0	0.0	0.0	3.5	0.0	3.6
Prop In Lane	0.50		0.25	0.12		0.76	0.01		0.00	0.02		0.02
Lane Grp Cap(c), veh/h	131	0	0	124	0	0	1645	0	0	1631	0	1479
V/C Ratio(X)	0.49	0.00	0.00	0.34	0.00	0.00	0.60	0.00	0.00	0.18	0.00	0.18
Avail Cap(c_a), veh/h	246	0	0	243	0	0	1645	0	0	1631	0	1479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.50	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.0	0.0	0.0	68.3	0.0	0.0	2.5	0.0	0.0	1.4	0.0	1.4
Incr Delay (d2), s/veh	2.8	0.0	0.0	1.6	0.0	0.0	0.8	0.0	0.0	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	0.0	3.1	0.0	0.0	14.6	0.0	0.0	3.5	0.0	3.2
LnGrp Delay(d),s/veh	71.8	0.0	0.0	69.9	0.0	0.0	3.3	0.0	0.0	1.6	0.0	1.7
LnGrp LOS	E			E			A			A		A
Approach Vol, veh/h		64			42			984			569	
Approach Delay, s/veh		71.8			69.9			3.3			1.6	
Approach LOS		E			E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		136.3		13.7		136.3		13.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		119.0		19.0		119.0		19.0				
Max Q Clear Time (g_c+I1), s		23.0		7.5		5.6		5.7				
Green Ext Time (p_c), s		18.8		0.3		18.9		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				7.1								
HCM 2010 LOS				A								

Synchro Output

2025 No Build

PM Peak

HCM 2010 Signalized Intersection Summary
 1: N Druid Hills Rd & SR 141/Peachtree Rd

No Build 2025
 Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1570	275	475	1095	35	285	20	440	65	55	35
Future Volume (veh/h)	65	1570	275	475	1095	35	285	20	440	65	55	35
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	67	1619	0	490	1129	36	294	21	454	67	57	36
Adj No. of Lanes	1	3	0	1	2	1	0	1	2	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	2265	0	382	2019	903	332	24	1003	85	72	137
Arrive On Green	0.04	0.45	0.00	0.16	0.57	0.57	0.20	0.20	0.20	0.09	0.09	0.09
Sat Flow, veh/h	1774	5253	0	1774	3539	1583	1661	119	2787	980	834	1583
Grp Volume(v), veh/h	67	1619	0	490	1129	36	315	0	454	124	0	36
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1770	1583	1780	0	1393	1814	0	1583
Q Serve(g_s), s	3.7	46.6	0.0	28.8	36.2	1.8	31.0	0.0	22.4	12.1	0.0	3.8
Cycle Q Clear(g_c), s	3.7	46.6	0.0	28.8	36.2	1.8	31.0	0.0	22.4	12.1	0.0	3.8
Prop In Lane	1.00		0.00	1.00		1.00	0.93		1.00	0.54		1.00
Lane Grp Cap(c), veh/h	281	2265	0	382	2019	903	356	0	1003	157	0	137
V/C Ratio(X)	0.24	0.71	0.00	1.28	0.56	0.04	0.89	0.00	0.45	0.79	0.00	0.26
Avail Cap(c_a), veh/h	296	2265	0	382	2019	903	395	0	1065	383	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.79	0.00	0.79	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.8	40.6	0.0	51.7	24.4	17.0	70.0	0.0	44.0	80.6	0.0	76.9
Incr Delay (d2), s/veh	0.4	2.0	0.0	146.3	1.1	0.1	16.0	0.0	0.3	3.4	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	30.0	0.0	62.1	25.0	1.5	22.8	0.0	13.0	10.3	0.0	3.0
LnGrp Delay(d),s/veh	26.2	42.6	0.0	198.0	25.5	17.1	86.0	0.0	44.3	84.0	0.0	77.2
LnGrp LOS	C	D		F	C	B	F		D	F		E
Approach Vol, veh/h		1686			1655			769			160	
Approach Delay, s/veh		41.9			76.4			61.4			82.5	
Approach LOS		D			E			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	107.2		40.5	34.0	84.7		20.9				
Change Period (Y+Rc), s	6.0	5.5		5.5	* 6.2	5.5		6.3				
Max Green Setting (Gmax), s	7.0	73.7		39.0	* 28	52.7		37.0				
Max Q Clear Time (g_c+1), s	5.7	38.2		33.0	30.8	48.6		14.1				
Green Ext Time (p_c), s	0.0	33.9		2.0	0.0	4.0		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				60.3								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary
2: N Druid Hills Rd & Apple Valley Rd

No Build 2025
Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	250	160	570	430	135	670		
Future Volume (veh/h)	250	160	570	430	135	670		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	278	178	633	478	150	744		
Adj No. of Lanes	1	1	2	0	1	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	353	315	1077	812	408	1300		
Arrive On Green	0.20	0.20	0.56	0.56	0.17	1.00		
Sat Flow, veh/h	1774	1583	2019	1451	1774	1863		
Grp Volume(v), veh/h	278	178	582	529	150	744		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1607	1774	1863		
Q Serve(g_s), s	13.4	9.1	19.4	19.5	2.7	0.0		
Cycle Q Clear(g_c), s	13.4	9.1	19.4	19.5	2.7	0.0		
Prop In Lane	1.00	1.00		0.90	1.00			
Lane Grp Cap(c), veh/h	353	315	990	899	408	1300		
V/C Ratio(X)	0.79	0.56	0.59	0.59	0.37	0.57		
Avail Cap(c_a), veh/h	483	431	990	899	458	1300		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.34	0.34		
Uniform Delay (d), s/veh	34.2	32.5	13.0	13.0	8.1	0.0		
Incr Delay (d2), s/veh	7.2	2.3	2.6	2.8	0.4	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	1.7	12.8	15.3	14.2	2.3	0.4		
LnGrp Delay(d),s/veh	41.5	34.8	15.6	15.9	8.5	0.6		
LnGrp LOS	D	C	B	B	A	A		
Approach Vol, veh/h	456		1111			894		
Approach Delay, s/veh	38.9		15.7			1.9		
Approach LOS	D		B			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		67.6		22.4	12.4	55.2		
Change Period (Y+Rc), s		* 5.8		5.5	5.6	* 5.8		
Max Green Setting (Gmax), s		* 55		23.5	9.4	* 40		
Max Q Clear Time (g_c+I1), s		2.0		15.4	4.7	21.5		
Green Ext Time (p_c), s		39.2		1.5	0.3	16.4		
Intersection Summary								
HCM 2010 Ctrl Delay			15.0					
HCM 2010 LOS			B					
Notes								

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	20	10	60	0	0	0	40	980	5	20	880	20
Future Vol, veh/h	20	10	60	0	0	0	40	980	5	20	880	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	10	63	0	0	0	42	1021	5	21	917	21

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	2076	2078	927	938	0	0	1026	0	0
Stage 1	969	969	-	-	-	-	-	-	-
Stage 2	1107	1109	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	59	53	325	730	-	-	677	-	-
Stage 1	368	332	-	-	-	-	-	-	-
Stage 2	316	285	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	48	0	325	730	-	-	677	-	-
Mov Cap-2 Maneuver	48	0	-	-	-	-	-	-	-
Stage 1	344	0	-	-	-	-	-	-	-
Stage 2	274	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	79.7	0.4	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	730	-	-	133	677	-	-
HCM Lane V/C Ratio	0.057	-	-	0.705	0.031	-	-
HCM Control Delay (s)	10.2	0	-	79.7	10.5	0	-
HCM Lane LOS	B	A	-	F	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	4	0.1	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	S	S
Traffic Vol, veh/h	10	10	1015	15	10	930
Future Vol, veh/h	10	10	1015	15	10	930
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	11	1091	16	11	1000

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2121	1099	0	0	1108
Stage 1	1099	-	-	-	-
Stage 2	1022	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	55	258	-	-	630
Stage 1	319	-	-	-	-
Stage 2	347	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	53	258	-	-	630
Mov Cap-2 Maneuver	53	-	-	-	-
Stage 1	319	-	-	-	-
Stage 2	333	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	58.7	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	88	630
HCM Lane V/C Ratio	-	-	0.244	0.017
HCM Control Delay (s)	-	-	58.7	10.8
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	0.9	0.1

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	95	30	1025	935	5
Future Vol, veh/h	5	95	30	1025	935	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	100	32	1079	984	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2129	987	989	0	-	0
Stage 1	987	-	-	-	-	-
Stage 2	1142	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	300	699	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	300	699	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	269	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.4	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	699	-	239	-	-
HCM Lane V/C Ratio	0.045	-	0.44	-	-
HCM Control Delay (s)	10.4	0	31.4	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2.1	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	25	10	1055	1025	5
Future Vol, veh/h	0	25	10	1055	1025	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	11	1147	1114	5












Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	1117	1120	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	252	624	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	252	624	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	624	-	252	-	-
HCM Lane V/C Ratio	0.017	-	0.108	-	-
HCM Control Delay (s)	10.9	-	21	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

HCM 2010 Signalized Intersection Summary
7: N Druid Hills Rd & Briarwood Rd

No Build 2025
Timing Plan: PM Peak

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	40	240	825	80	375	675		
Future Volume (veh/h)	40	240	825	80	375	675		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	41	247	851	82	387	696		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	292	521	874	84	394	1359		
Arrive On Green	0.16	0.16	0.52	0.52	0.16	0.73		
Sat Flow, veh/h	1774	1583	1673	161	1774	1863		
Grp Volume(v), veh/h	41	247	0	933	387	696		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1834	1774	1863		
Q Serve(g_s), s	1.7	10.5	0.0	42.0	13.6	13.7		
Cycle Q Clear(g_c), s	1.7	10.5	0.0	42.0	13.6	13.7		
Prop In Lane	1.00	1.00		0.09	1.00			
Lane Grp Cap(c), veh/h	292	521	0	958	394	1359		
V/C Ratio(X)	0.14	0.47	0.00	0.97	0.98	0.51		
Avail Cap(c_a), veh/h	397	615	0	958	394	1359		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	30.4	22.6	0.0	19.7	27.0	5.0		
Incr Delay (d2), s/veh	0.2	0.7	0.0	23.4	40.6	1.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	1.5	14.9	0.0	35.8	19.5	12.0		
LnGrp Delay(d),s/veh	30.6	23.3	0.0	43.1	67.7	6.3		
LnGrp LOS	C	C		D	E	A		
Approach Vol, veh/h	288		933			1083		
Approach Delay, s/veh	24.4		43.1			28.3		
Approach LOS	C		D			C		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		66.6		18.4	17.6	49.0		
Change Period (Y+Rc), s		5.6		* 5.4	* 4.6	5.6		
Max Green Setting (Gmax), s		56.0		* 18	* 13	38.4		
Max Q Clear Time (g_c+I1), s		15.7		12.5	15.6	44.0		
Green Ext Time (p_c), s		30.7		0.5	0.0	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay			33.8					
HCM 2010 LOS			C					
Notes								

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	15	10	900	710	5
Future Vol, veh/h	5	15	10	900	710	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	16	11	957	755	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1737	758	761	0	-	0
Stage 1	758	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	96	407	851	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	93	407	851	-	-	-
Mov Cap-2 Maneuver	93	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	851	-	221	-	-
HCM Lane V/C Ratio	0.013	-	0.096	-	-
HCM Control Delay (s)	9.3	0	23	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	15	895	5	25	700
Future Vol, veh/h	5	15	895	5	25	700
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	16	932	5	26	729

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1716	935	0	0	938
Stage 1	935	-	-	-	-
Stage 2	781	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	99	322	-	-	730
Stage 1	382	-	-	-	-
Stage 2	451	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	93	322	-	-	730
Mov Cap-2 Maneuver	93	-	-	-	-
Stage 1	382	-	-	-	-
Stage 2	424	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.2	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	199	730
HCM Lane V/C Ratio	-	-	0.105	0.036
HCM Control Delay (s)	-	-	25.2	10.1
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	65	70	900	700	5
Future Vol, veh/h	0	65	70	900	700	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	68	73	938	729	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1815	732	734	0	0
Stage 1	732	-	-	-	-
Stage 2	1083	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	86	421	871	-	-
Stage 1	476	-	-	-	-
Stage 2	325	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	71	421	871	-	-
Mov Cap-2 Maneuver	71	-	-	-	-
Stage 1	476	-	-	-	-
Stage 2	268	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	871	-	421	-	-
HCM Lane V/C Ratio	0.084	-	0.161	-	-
HCM Control Delay (s)	9.5	0	15.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↔		↔↔↔	
Traffic Vol, veh/h	15	10	965	45	15	750
Future Vol, veh/h	15	10	965	45	15	750
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	10	995	46	15	773

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1358	1018	0	0	1041
Stage 1	1018	-	-	-	-
Stage 2	340	-	-	-	-
Critical Hdwy	6.08	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	6.03	-	-	-	-
Follow-up Hdwy	3.669	3.319	-	-	2.219
Pot Cap-1 Maneuver	183	287	-	-	666
Stage 1	340	-	-	-	-
Stage 2	657	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	176	287	-	-	666
Mov Cap-2 Maneuver	176	-	-	-	-
Stage 1	340	-	-	-	-
Stage 2	631	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	208	666
HCM Lane V/C Ratio	-	-	0.124	0.023
HCM Control Delay (s)	-	-	24.7	10.5
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.4	0.1

HCM 2010 Signalized Intersection Summary
 12: N Druid Hills Rd & Lenox Park Blvd/N Cliff Valley Way

No Build 2025
 Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	380	220	25	125	50	75	735	35	70	575	120
Future Volume (veh/h)	225	380	220	25	125	50	75	735	35	70	575	120
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	230	388	224	26	128	51	77	750	36	71	587	122
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	451	383	124	184	73	390	1026	49	502	1083	921
Arrive On Green	0.12	0.24	0.24	0.03	0.15	0.15	0.07	1.00	1.00	0.03	0.58	0.58
Sat Flow, veh/h	1774	1863	1583	1774	1268	505	1774	1763	85	1774	1863	1583
Grp Volume(v), veh/h	230	388	224	26	0	179	77	0	786	71	587	122
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1774	1774	0	1848	1774	1863	1583
Q Serve(g_s), s	18.2	33.9	21.2	2.1	0.0	16.3	3.0	0.0	0.0	2.7	32.7	5.9
Cycle Q Clear(g_c), s	18.2	33.9	21.2	2.1	0.0	16.3	3.0	0.0	0.0	2.7	32.7	5.9
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	321	451	383	124	0	257	390	0	1075	502	1083	921
V/C Ratio(X)	0.72	0.86	0.58	0.21	0.00	0.70	0.20	0.00	0.73	0.14	0.54	0.13
Avail Cap(c_a), veh/h	321	515	438	139	0	334	396	0	1075	508	1083	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.75	0.00	0.75	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	61.7	56.9	60.1	0.0	69.1	16.0	0.0	0.0	13.1	21.7	16.1
Incr Delay (d2), s/veh	7.6	13.5	2.2	0.9	0.0	5.6	0.2	0.0	3.3	0.1	1.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.7	26.3	14.6	1.9	0.0	13.2	2.7	0.0	1.8	2.4	24.2	4.8
LnGrp Delay(d),s/veh	59.4	75.2	59.1	61.0	0.0	74.7	16.2	0.0	3.3	13.2	23.7	16.4
LnGrp LOS	E	E	E	E		E	B		A	B	C	B
Approach Vol, veh/h		842			205			863			780	
Approach Delay, s/veh		66.6			73.0			4.5			21.6	
Approach LOS		E			E			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	103.7	26.2	29.7	10.4	103.7	9.7	46.1				
Change Period (Y+Rc), s	5.6	* 5.8	* 6.2	* 6	5.6	* 5.8	* 6.2	* 6				
Max Green Setting (Gmax), s	5.4	* 90	* 20	* 31	5.4	* 90	* 5	* 46				
Max Q Clear Time (g_c+I1), s	5.0	34.7	20.2	18.3	4.7	2.0	4.1	35.9				
Green Ext Time (p_c), s	0.0	34.2	0.0	4.9	0.0	43.9	0.0	4.2				
Intersection Summary												
HCM 2010 Ctrl Delay			34.1									
HCM 2010 LOS			C									
Notes												

HCM Signalized Intersection Capacity Analysis
 13: N Druid Hills Rd & Curtis Dr

No Build 2025
 Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	50	795	20	250	570
Future Volume (vph)	20	50	795	20	250	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.7		4.5	5.7
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.90		1.00		1.00	1.00
Flt Protected	0.99		1.00		0.95	1.00
Satd. Flow (prot)	1660		1857		1770	1863
Flt Permitted	0.99		1.00		0.24	1.00
Satd. Flow (perm)	1660		1857		456	1863
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	21	52	828	21	260	594
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	73	0	849	0	260	594
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	3		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	13.9		124.6		143.0	143.0
Effective Green, g (s)	14.9		125.6		144.0	144.0
Actuated g/C Ratio	0.09		0.74		0.85	0.85
Clearance Time (s)	6.4		6.7		5.5	6.7
Vehicle Extension (s)	4.1		5.1		3.1	5.1
Lane Grp Cap (vph)	145		1371		493	1578
v/s Ratio Prot	c0.04		c0.46		c0.04	0.32
v/s Ratio Perm					0.40	
v/c Ratio	0.50		0.62		0.53	0.38
Uniform Delay, d1	74.0		10.7		9.6	2.9
Progression Factor	1.00		1.03		3.32	0.57
Incremental Delay, d2	3.9		2.0		0.9	0.6
Delay (s)	77.9		12.9		32.8	2.3
Level of Service	E		B		C	A
Approach Delay (s)	77.9		12.9			11.5
Approach LOS	E		B			B

Intersection Summary

HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	5	15	5	5	5	30	745	15	10	555	25
Future Vol, veh/h	65	5	15	5	5	5	30	745	15	10	555	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	5	16	5	5	5	33	810	16	11	603	27











Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1528	1530	617	1532	1535	818	630	0	0	826	0	0
Stage 1	639	639	-	883	883	-	-	-	-	-	-	-
Stage 2	889	891	-	649	652	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	96	117	490	95	116	376	952	-	-	805	-	-
Stage 1	464	470	-	340	364	-	-	-	-	-	-	-
Stage 2	338	361	-	458	464	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	85	107	490	83	106	376	952	-	-	805	-	-
Mov Cap-2 Maneuver	85	107	-	83	106	-	-	-	-	-	-	-
Stage 1	434	460	-	318	341	-	-	-	-	-	-	-
Stage 2	307	338	-	428	454	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	144.1		38.4		0.3		0.2	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	952	-	-	101	124	805	-
HCM Lane V/C Ratio	0.034	-	-	0.915	0.131	0.014	-
HCM Control Delay (s)	8.9	0	-	144.1	38.4	9.5	0
HCM Lane LOS	A	A	-	F	E	A	A
HCM 95th %tile Q(veh)	0.1	-	-	5.4	0.4	0	-













HCM 2010 Signalized Intersection Summary
 15: N Druid Hills Rd & Goodwin Rd

No Build 2025
 Timing Plan: PM Peak

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	20	5	5	770	555	20		
Future Volume (veh/h)	20	5	5	770	555	20		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	21	5	5	811	584	21		
Adj No. of Lanes	0	0	0	1	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	48	11	24	1668	3134	113		
Arrive On Green	0.04	0.04	0.90	0.90	1.00	1.00		
Sat Flow, veh/h	1352	322	4	1855	3578	125		
Grp Volume(v), veh/h	27	0	816	0	296	309		
Grp Sat Flow(s),veh/h/ln	1738	0	1858	0	1770	1841		
Q Serve(g_s), s	2.6	0.0	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	2.6	0.0	13.4	0.0	0.0	0.0		
Prop In Lane	0.78	0.19	0.01			0.07		
Lane Grp Cap(c), veh/h	62	0	1692	0	1591	1655		
V/C Ratio(X)	0.44	0.00	0.48	0.00	0.19	0.19		
Avail Cap(c_a), veh/h	130	0	1692	0	1591	1655		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	0.95	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	80.3	0.0	1.5	0.0	0.0	0.0		
Incr Delay (d2), s/veh	4.8	0.0	1.0	0.0	0.3	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.4	0.0	11.4	0.0	0.2	0.2		
LnGrp Delay(d),s/veh	85.1	0.0	2.5	0.0	0.3	0.2		
LnGrp LOS	F		A		A	A		
Approach Vol, veh/h	27			816	605			
Approach Delay, s/veh	85.1			2.5	0.3			
Approach LOS	F			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		158.7		11.3		158.7		
Change Period (Y+Rc), s		* 6.8		* 6.3		* 6.8		
Max Green Setting (Gmax), s		* 1.5E2		* 12		* 1.5E2		
Max Q Clear Time (g_c+I1), s		2.0		4.6		15.4		
Green Ext Time (p_c), s		123.9		0.0		112.9		
Intersection Summary								
HCM 2010 Ctrl Delay			3.1					
HCM 2010 LOS			A					
Notes								

HCM Signalized Intersection Capacity Analysis
 16: N Druid Hills Rd & E Roxboro Rd

No Build 2025
 Timing Plan: PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 					 
Traffic Volume (vph)	555	0	620	775	0	1190
Future Volume (vph)	555	0	620	775	0	1190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.3		5.8	3.0		5.8
Lane Util. Factor	0.97		1.00	1.00		0.95
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		1863	1583		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		1863	1583		3539
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	561	0	626	783	0	1202
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	561	0	626	783	0	1202
Turn Type	Prot		NA	Free		NA
Protected Phases	2		4			8
Permitted Phases				Free		
Actuated Green, G (s)	52.7		105.2	170.0		105.2
Effective Green, g (s)	53.7		106.2	170.0		106.2
Actuated g/C Ratio	0.32		0.62	1.00		0.62
Clearance Time (s)	5.3		6.8			6.8
Vehicle Extension (s)	4.1		3.1			3.1
Lane Grp Cap (vph)	1084		1163	1583		2210
v/s Ratio Prot	0.16		0.34			c0.34
v/s Ratio Perm				c0.49		
v/c Ratio	0.52		0.54	0.49		0.54
Uniform Delay, d1	47.6		18.0	0.0		18.1
Progression Factor	0.78		0.55	1.00		0.91
Incremental Delay, d2	1.8		0.9	0.6		0.9
Delay (s)	38.7		10.9	0.6		17.4
Level of Service	D		B	A		B
Approach Delay (s)	38.7		5.2			17.4
Approach LOS	D		A			B

Intersection Summary			
HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	10.1
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	30	25	1390	1730	15
Future Vol, veh/h	5	30	25	1390	1730	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	32	27	1495	1860	16






















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2669	938	1876	0	-	0
Stage 1	1868	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	18	266	316	-	-	-
Stage 1	108	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	16	266	316	-	-	-
Mov Cap-2 Maneuver	81	-	-	-	-	-
Stage 1	108	-	-	-	-	-
Stage 2	368	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	316	-	201	-	-
HCM Lane V/C Ratio	0.085	-	0.187	-	-
HCM Control Delay (s)	17.4	-	27	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-

HCM 2010 Signalized Intersection Summary
 18: N Druid Hills Rd & SR 13/Buford Hwy

No Build 2025
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	335	690	195	245	405	85	290	995	385	85	1560	115
Future Volume (veh/h)	335	690	195	245	405	85	290	995	385	85	1560	115
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	345	711	136	253	418	51	299	1026	0	88	1608	0
Adj No. of Lanes	1	3	0	1	3	0	2	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	437	1004	190	324	947	113	355	1605	0	270	2027	0
Arrive On Green	0.16	0.23	0.23	0.13	0.21	0.21	0.14	0.60	0.00	0.02	0.13	0.00
Sat Flow, veh/h	1774	4294	812	1774	4602	551	3442	3632	0	1774	5253	0
Grp Volume(v), veh/h	345	560	287	253	306	163	299	1026	0	88	1608	0
Grp Sat Flow(s),veh/h/ln	1774	1695	1716	1774	1695	1763	1721	1770	0	1774	1695	0
Q Serve(g_s), s	25.7	25.8	26.2	18.8	13.4	13.8	14.4	31.8	0.0	4.9	52.1	0.0
Cycle Q Clear(g_c), s	25.7	25.8	26.2	18.8	13.4	13.8	14.4	31.8	0.0	4.9	52.1	0.0
Prop In Lane	1.00		0.47	1.00		0.31	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	437	793	401	324	698	363	355	1605	0	270	2027	0
V/C Ratio(X)	0.79	0.71	0.72	0.78	0.44	0.45	0.84	0.64	0.00	0.33	0.79	0.00
Avail Cap(c_a), veh/h	437	793	401	342	698	363	379	1605	0	275	2027	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.6	59.8	59.9	46.0	58.9	59.1	72.0	24.8	0.0	30.3	67.0	0.0
Incr Delay (d2), s/veh	9.4	5.3	10.5	11.9	2.0	4.0	12.7	1.6	0.0	0.7	3.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.8	18.5	19.7	15.4	10.7	11.5	11.5	21.8	0.0	4.4	33.4	0.0
LnGrp Delay(d),s/veh	52.1	65.0	70.4	57.8	60.9	63.1	84.6	26.4	0.0	31.0	70.3	0.0
LnGrp LOS	D	E	E	E	E	E	F	C		C	E	
Approach Vol, veh/h		1192			722			1325			1696	
Approach Delay, s/veh		62.6			60.3			39.5			68.3	
Approach LOS		E			E			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.0	41.0	22.9	74.1	27.3	45.7	13.5	83.5				
Change Period (Y+Rc), s	* 6.2	7.0	* 6.3	7.4	* 6.2	7.0	* 6.7	7.4				
Max Green Setting (Gmax), s	* 26	34.0	* 18	65.6	* 23	37.0	* 7.3	75.6				
Max Q Clear Time (g_c+1), s	27.7	15.8	16.4	54.1	20.8	28.2	6.9	33.8				
Green Ext Time (p_c), s	0.0	14.2	0.1	11.4	0.3	7.5	0.0	40.5				
Intersection Summary												
HCM 2010 Ctrl Delay			58.0									
HCM 2010 LOS			E									
Notes												

HCM 2010 Signalized Intersection Summary
 19: N Druid Hills Rd & W Druid Hills Dr/Salvation Army Dwy

No Build 2025
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↘
Traffic Volume (veh/h)	25	5	80	15	0	5	50	1640	0	0	1980	20
Future Volume (veh/h)	25	5	80	15	0	5	50	1640	0	0	1980	20
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	26	5	82	15	0	5	52	1691	0	0	2041	21
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	7	109	67	0	114	76	3030	0	42	4087	42
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.09	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h	1405	92	1505	1305	0	1583	1774	3632	0	290	5190	53
Grp Volume(v), veh/h	26	0	87	15	0	5	52	1691	0	0	1333	729
Grp Sat Flow(s),veh/h/ln	1405	0	1597	1305	0	1583	1774	1770	0	290	1695	1853
Q Serve(g_s), s	3.0	0.0	9.1	1.9	0.0	0.5	4.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	9.1	11.0	0.0	0.5	4.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.94	1.00		1.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	140	0	115	67	0	114	76	3030	0	42	2669	1459
V/C Ratio(X)	0.19	0.00	0.75	0.22	0.00	0.04	0.69	0.56	0.00	0.00	0.50	0.50
Avail Cap(c_a), veh/h	302	0	300	217	0	297	142	3030	0	42	2669	1459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.69	0.69	0.00	0.00	0.38	0.38
Uniform Delay (d), s/veh	75.0	0.0	77.4	82.8	0.0	73.4	76.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.7	0.6	0.0	0.1	2.8	0.5	0.0	0.0	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	7.4	1.3	0.0	0.4	4.4	0.4	0.0	0.0	0.2	0.3
LnGrp Delay(d),s/veh	75.3	0.0	81.1	83.4	0.0	73.5	79.4	0.5	0.0	0.0	0.3	0.5
LnGrp LOS	E		F	F		E	E	A			A	A
Approach Vol, veh/h		113			20			1743			2062	
Approach Delay, s/veh		79.7			80.9			2.9			0.3	
Approach LOS		E			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.7	141.0		17.4		152.6		17.4				
Change Period (Y+Rc), s	5.4	* 8.1		6.1		* 8.1		6.1				
Max Green Setting (Gmax), s	12.6	1.1E2		30.9		1.3E2		30.9				
Max Q Clear Time (g_c+1), s	10.8	2.0		11.1		2.0		13.0				
Green Ext Time (p_c), s	0.0	103.1		0.2		122.0		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			4.1									
HCM 2010 LOS			A									
Notes												

HCM 2010 Signalized Intersection Summary
 20: N Druid Hills Rd & I-85 SB Entrance Ramp/I-85 Frontage Rd

No Build 2025
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↗	↗	↖↗	↗			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	970	980	330	1030	1360	0	0	1930	145
Future Volume (veh/h)	0	0	0	970	980	330	1030	1360	0	0	1930	145
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				667	1477	340	1062	1402	0	0	1990	149
Adj No. of Lanes				1	2	1	2	2	0	0	4	1
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				653	1372	583	860	2003	0	0	1779	438
Arrive On Green				0.37	0.37	0.37	0.50	1.00	0.00	0.00	0.09	0.09
Sat Flow, veh/h				1774	3725	1583	3442	3632	0	0	6669	1578
Grp Volume(v), veh/h				667	1477	340	1062	1402	0	0	1990	149
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1721	1770	0	0	1602	1578
Q Serve(g_s), s				62.6	62.6	29.4	42.5	0.0	0.0	0.0	47.2	15.0
Cycle Q Clear(g_c), s				62.6	62.6	29.4	42.5	0.0	0.0	0.0	47.2	15.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				653	1372	583	860	2003	0	0	1779	438
V/C Ratio(X)				1.02	1.08	0.58	1.23	0.70	0.00	0.00	1.12	0.34
Avail Cap(c_a), veh/h				653	1372	583	860	2003	0	0	1779	438
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	1.00	0.36	0.36	0.00	0.00	0.85	0.85
Uniform Delay (d), s/veh				53.7	53.7	43.2	42.5	0.0	0.0	0.0	77.2	62.6
Incr Delay (d2), s/veh				40.6	47.8	1.5	109.2	0.7	0.0	0.0	60.5	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(95%),veh/ln				68.5	74.4	19.0	59.6	0.4	0.0	0.0	51.2	10.8
LnGrp Delay(d),s/veh				94.3	101.5	44.7	151.7	0.7	0.0	0.0	137.7	64.4
LnGrp LOS				F	F	D	F	A			F	E
Approach Vol, veh/h					2484			2464			2139	
Approach Delay, s/veh					91.8			65.8			132.6	
Approach LOS					F			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	49.0	52.0		69.0		101.0						
Change Period (Y+Rc), s	7.5	* 5.8		7.4		* 5.8						
Max Green Setting (Gmax), s	41.5	* 46		61.6		* 95						
Max Q Clear Time (g_c+Rc), s	44.5	49.2		64.6		2.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		90.8						
Intersection Summary												
HCM 2010 Ctrl Delay				95.1								
HCM 2010 LOS				F								
Notes												

HCM 2010 Signalized Intersection Summary
 21: N Druid Hills Rd & I-85 NB Exit Ramp/I-85 Frontage Rd

No Build 2025
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗		↑↑↑	↗	↖	↑↑	
Traffic Volume (veh/h)	5	575	875	0	0	510	0	1875	1260	1075	1825	0
Future Volume (veh/h)	5	575	875	0	0	510	0	1875	1260	1075	1825	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	0	1863	1863	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	5	581	884	0	0	515	0	1894	1273	1086	1843	0
Adj No. of Lanes	0	1	2	0	1	1	0	4	1	2	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	0	2	2	0	2	2	2	2	0
Cap, veh/h	23	485	729	0	488	680	0	3027	746	577	2380	0
Arrive On Green	0.26	0.26	0.26	0.00	0.00	0.26	0.00	0.47	0.47	0.34	1.00	0.00
Sat Flow, veh/h	5	1852	2787	0	1863	1583	0	6669	1580	3442	3632	0
Grp Volume(v), veh/h	586	0	884	0	0	515	0	1894	1273	1086	1843	0
Grp Sat Flow(s),veh/h/ln1857	0	1393	0	1863	1583	0	1602	1580	1721	1770	0	0
Q Serve(g_s), s	14.7	0.0	44.5	0.0	0.0	44.5	0.0	37.6	80.3	28.5	0.0	0.0
Cycle Q Clear(g_c), s	44.5	0.0	44.5	0.0	0.0	44.5	0.0	37.6	80.3	28.5	0.0	0.0
Prop In Lane	0.01		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	507	0	729	0	488	680	0	3027	746	577	2380	0
V/C Ratio(X)	1.15	0.00	1.21	0.00	0.00	0.76	0.00	0.63	1.71	1.88	0.77	0.00
Avail Cap(c_a), veh/h	507	0	729	0	488	680	0	3027	746	577	2380	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.09	0.09	0.09	0.09	0.00
Uniform Delay (d), s/veh	63.6	0.0	62.7	0.0	0.0	41.0	0.0	33.6	44.8	56.5	0.0	0.0
Incr Delay (d2), s/veh	90.1	0.0	107.8	0.0	0.0	4.9	0.0	0.1	317.9	397.6	0.2	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh	65.7	0.0	50.5	0.0	0.0	49.2	0.0	18.6	172.8	77.9	0.1	0.0
LnGrp Delay(d),s/veh	153.8	0.0	170.6	0.0	0.0	45.9	0.0	33.7	362.8	454.1	0.2	0.0
LnGrp LOS	F		F			D		C	F	F	A	
Approach Vol, veh/h		1470			515			3167			2929	
Approach Delay, s/veh		163.9			45.9			166.0			168.5	
Approach LOS		F			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	34.0	86.0		50.0		120.0		50.0				
Change Period (Y+Rc), s	6.5	* 6.7		6.5		* 6.7		6.5				
Max Green Setting (Gmax), s	27.5	* 79		43.5		* 1.1E2		43.5				
Max Q Clear Time (g_c+BO), s	30.5	82.3		46.5		2.0		46.5				
Green Ext Time (p_c), s	0.0	0.0		0.0		110.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			158.9									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 22: N Druid Hills Rd & Executive Park Dr/Tullie Rd

No Build 2025
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↑↑↑		↖	↑↑↑	↖
Traffic Volume (veh/h)	330	50	195	395	110	815	95	1990	145	215	2145	340
Future Volume (veh/h)	330	50	195	395	110	815	95	1990	145	215	2145	340
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	347	53	205	416	116	858	100	2095	153	226	2258	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	558	302	255	400	420	355	116	1991	144	163	2212	689
Arrive On Green	0.16	0.16	0.16	0.23	0.23	0.23	0.08	0.82	0.82	0.05	0.29	0.00
Sat Flow, veh/h	3442	1863	1572	1774	1863	1575	1774	4839	351	1774	5085	1583
Grp Volume(v), veh/h	347	53	205	416	116	858	100	1463	785	226	2258	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1572	1774	1863	1575	1774	1695	1799	1774	1695	1583
Q Serve(g_s), s	16.0	4.2	21.4	38.3	8.7	38.3	5.6	70.0	70.0	11.6	74.0	0.0
Cycle Q Clear(g_c), s	16.0	4.2	21.4	38.3	8.7	38.3	5.6	70.0	70.0	11.6	74.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	558	302	255	400	420	355	116	1395	740	163	2212	689
V/C Ratio(X)	0.62	0.18	0.80	1.04	0.28	2.42	0.86	1.05	1.06	1.38	1.02	0.00
Avail Cap(c_a), veh/h	810	438	370	400	420	355	116	1395	740	163	2212	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.14	0.14	0.14	0.33	0.33	0.00
Uniform Delay (d), s/veh	66.4	61.4	68.6	65.9	54.4	65.8	39.5	15.0	15.0	56.8	60.2	0.0
Incr Delay (d2), s/veh	1.1	0.3	8.1	56.0	0.4	646.7	8.4	25.4	31.8	184.6	16.7	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.3	3.9	15.0	45.0	8.1	144.8	4.0	63.7	69.8	28.9	68.6	0.0
LnGrp Delay(d),s/veh	67.5	61.7	76.7	121.9	54.8	712.6	47.9	40.4	46.8	241.5	76.9	0.0
LnGrp LOS	E	E	E	F	D	F	D	F	F	F	F	F
Approach Vol, veh/h		605			1390			2348			2484	
Approach Delay, s/veh		70.1			480.9			42.9			91.9	
Approach LOS		E			F			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	80.0		33.0	17.0	76.0		44.0				
Change Period (Y+Rc), s	6.9	*7		6.5	6.4	*7		6.7				
Max Green Setting (Gmax), s	60	*61		39.0	10.6	*57		37.3				
Max Q Clear Time (g_c+1), s	17	76.0		23.4	13.6	72.0		40.3				
Green Ext Time (p_c), s	0.0	0.0		2.0	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			152.3									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
23: N Druid Hills Rd & Briarcliff Rd

No Build 2025
Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↔		↔	↑↑	↔	↔	↑↔		↔	↑↑	↔
Traffic Volume (veh/h)	625	340	115	220	290	150	130	1165	90	250	2010	475
Future Volume (veh/h)	625	340	115	220	290	150	130	1165	90	250	2010	475
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	665	362	89	234	309	87	138	1239	95	266	2138	0
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	508	547	133	283	512	225	112	1580	121	294	1907	853
Arrive On Green	0.15	0.19	0.19	0.10	0.14	0.14	0.04	0.47	0.47	0.10	0.54	0.00
Sat Flow, veh/h	3442	2817	684	1774	3539	1554	1774	3331	255	1774	3539	1583
Grp Volume(v), veh/h	665	226	225	234	309	87	138	657	677	266	2138	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1731	1774	1770	1554	1774	1770	1816	1774	1770	1583
Q Serve(g_s), s	25.1	20.0	20.5	16.5	13.9	8.6	6.7	52.8	53.1	14.6	91.6	0.0
Cycle Q Clear(g_c), s	25.1	20.0	20.5	16.5	13.9	8.6	6.7	52.8	53.1	14.6	91.6	0.0
Prop In Lane	1.00		0.39	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	508	344	336	283	512	225	112	839	861	294	1907	853
V/C Ratio(X)	1.31	0.66	0.67	0.83	0.60	0.39	1.23	0.78	0.79	0.90	1.12	0.00
Avail Cap(c_a), veh/h	508	410	401	283	645	283	112	839	861	332	1907	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	72.4	63.3	63.5	59.0	68.1	65.9	49.2	37.4	37.5	39.9	39.2	0.0
Incr Delay (d2), s/veh	152.6	2.9	3.3	17.1	1.1	1.1	158.9	7.2	7.1	3.1	55.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	40.9	15.3	15.4	7.4	11.2	6.8	18.4	36.0	36.9	14.3	103.1	0.0
LnGrp Delay(d),s/veh	225.0	66.2	66.8	76.1	69.3	66.9	208.1	44.6	44.6	43.0	94.5	0.0
LnGrp LOS	F	E	E	E	E	E	F	D	D	D	F	
Approach Vol, veh/h		1116			630			1472			2404	
Approach Delay, s/veh		161.0			71.5			59.9			88.8	
Approach LOS		F			E			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	86.0	30.0	30.0	13.0	97.0	21.6	38.4				
Change Period (Y+Rc), s	7.2	6.4	5.9	* 6.4	7.3	6.4	6.1	* 6.4				
Max Green Setting (Gmax), s	20.4	69.6	24.1	* 30	5.7	84.2	15.5	* 38				
Max Q Clear Time (g_c+10), s	110.6	55.1	27.1	15.9	8.7	93.6	18.5	22.5				
Green Ext Time (p_c), s	0.2	14.5	0.0	4.2	0.0	0.0	0.0	4.5				

















Intersection Summary

HCM 2010 Ctrl Delay	93.6
HCM 2010 LOS	F

Notes

HCM 2010 Signalized Intersection Summary
 24: E Roxboro Rd & Goodwin Rd

No Build 2025
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	0	20	5	10	610	0	15	1180	60
Future Volume (veh/h)	10	10	10	0	20	5	10	610	0	15	1180	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	10	10	10	0	21	5	10	635	0	16	1229	62
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	23	18	0	58	14	32	1632	0	42	2982	150
Arrive On Green	0.04	0.04	0.04	0.00	0.04	0.04	0.90	0.90	0.00	0.90	0.90	0.90
Sat Flow, veh/h	341	578	460	0	1455	346	12	1811	0	23	3308	166
Grp Volume(v), veh/h	30	0	0	0	0	26	645	0	0	685	0	622
Grp Sat Flow(s),veh/h/ln	1379	0	0	0	0	1802	1823	0	0	1832	0	1666
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	10.0
Cycle Q Clear(g_c), s	4.0	0.0	0.0	0.0	0.0	2.4	8.9	0.0	0.0	9.7	0.0	10.0
Prop In Lane	0.33		0.33	0.00		0.19	0.02		0.00	0.02		0.10
Lane Grp Cap(c), veh/h	83	0	0	0	0	72	1665	0	0	1673	0	1502
V/C Ratio(X)	0.36	0.00	0.00	0.00	0.00	0.36	0.39	0.00	0.00	0.41	0.00	0.41
Avail Cap(c_a), veh/h	225	0	0	0	0	233	1665	0	0	1673	0	1502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.83	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	80.3	0.0	0.0	0.0	0.0	79.5	1.3	0.0	0.0	1.3	0.0	1.3
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.0	0.0	3.1	0.6	0.0	0.0	0.7	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.0	0.0	0.0	0.0	2.3	8.0	0.0	0.0	8.8	0.0	8.5
LnGrp Delay(d),s/veh	82.9	0.0	0.0	0.0	0.0	82.6	1.8	0.0	0.0	2.0	0.0	2.2
LnGrp LOS	F					F	A			A		A
Approach Vol, veh/h		30			26			645			1307	
Approach Delay, s/veh		82.9			82.6			1.8			2.1	
Approach LOS		F			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		158.2		11.8		158.2		11.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		137.0		21.0		137.0		21.0				
Max Q Clear Time (g_c+I1), s		10.9		6.0		12.0		4.4				
Green Ext Time (p_c), s		26.7		0.2		26.7		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			4.3									
HCM 2010 LOS			A									






















Synchro Output

2025 Build

AM Peak

HCM 2010 Signalized Intersection Summary
 1: N Druid Hills Rd & SR 141/Peachtree Rd

Build 2025
 Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	580	185	325	1805	15	300	25	395	30	30	65
Future Volume (veh/h)	30	580	185	325	1805	15	300	25	395	30	30	65
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	31	598	0	335	1861	15	309	26	407	31	31	67
Adj No. of Lanes	1	3	0	1	2	1	0	1	2	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	2482	0	588	2026	906	354	30	914	56	56	98
Arrive On Green	0.03	0.49	0.00	0.11	0.57	0.57	0.22	0.22	0.22	0.06	0.06	0.06
Sat Flow, veh/h	1774	5253	0	1774	3539	1583	1642	138	2787	909	909	1583
Grp Volume(v), veh/h	31	598	0	335	1861	15	335	0	407	62	0	67
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1770	1583	1781	0	1393	1817	0	1583
Q Serve(g_s), s	1.4	10.9	0.0	14.4	75.9	0.7	29.1	0.0	18.4	5.3	0.0	6.6
Cycle Q Clear(g_c), s	1.4	10.9	0.0	14.4	75.9	0.7	29.1	0.0	18.4	5.3	0.0	6.6
Prop In Lane	1.00		0.00	1.00		1.00	0.92		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	121	2482	0	588	2026	906	383	0	914	113	0	98
V/C Ratio(X)	0.26	0.24	0.00	0.57	0.92	0.02	0.87	0.00	0.45	0.55	0.00	0.68
Avail Cap(c_a), veh/h	135	2482	0	663	2026	906	445	0	1011	432	0	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.86	0.00	0.86	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.9	23.8	0.0	15.6	30.9	14.8	60.7	0.0	42.3	72.9	0.0	73.5
Incr Delay (d2), s/veh	1.1	0.2	0.0	0.9	8.2	0.0	13.7	0.0	0.3	1.6	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	8.9	0.0	11.5	49.5	0.5	21.8	0.0	11.2	4.9	0.0	5.4
LnGrp Delay(d),s/veh	34.0	24.0	0.0	16.5	39.1	14.8	74.4	0.0	42.6	74.4	0.0	76.6
LnGrp LOS	C	C		B	D	B	E		D	E		E
Approach Vol, veh/h		629			2211			742			129	
Approach Delay, s/veh		24.5			35.5			56.9			75.5	
Approach LOS		C			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	96.1		39.0	23.2	82.6		15.2				
Change Period (Y+Rc), s	6.0	5.5		5.5	* 6.2	5.5		6.3				
Max Green Setting (Gmax), s	5.0	55.7		39.0	* 24	36.7		37.0				
Max Q Clear Time (g_c+1), s	3.4	77.9		31.1	16.4	12.9		8.6				
Green Ext Time (p_c), s	0.0	0.0		2.4	0.6	22.8		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay				39.3								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary
2: N Druid Hills Rd & Apple Valley Rd

Build 2025
Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	445	165	555	205	95	445		
Future Volume (veh/h)	445	165	555	205	95	445		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	459	170	572	0	98	459		
Adj No. of Lanes	1	1	2	0	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	549	490	1510	0	514	1069		
Arrive On Green	0.31	0.31	0.43	0.00	0.06	0.38		
Sat Flow, veh/h	1774	1583	3725	0	1774	1863		
Grp Volume(v), veh/h	459	170	572	0	98	459		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	0	1774	1863		
Q Serve(g_s), s	19.3	6.6	8.8	0.0	2.2	14.5		
Cycle Q Clear(g_c), s	19.3	6.6	8.8	0.0	2.2	14.5		
Prop In Lane	1.00	1.00		0.00	1.00			
Lane Grp Cap(c), veh/h	549	490	1510	0	514	1069		
V/C Ratio(X)	0.84	0.35	0.38	0.00	0.19	0.43		
Avail Cap(c_a), veh/h	712	635	1510	0	532	1069		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.74	0.74		
Uniform Delay (d), s/veh	25.7	21.4	15.7	0.0	10.1	15.0		
Incr Delay (d2), s/veh	7.7	0.6	0.7	0.0	0.3	0.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	15.9	10.6	7.9	0.0	1.9	11.7		
LnGrp Delay(d),s/veh	33.4	22.0	16.4	0.0	10.3	15.9		
LnGrp LOS	C	C	B		B	B		
Approach Vol, veh/h	629		572			557		
Approach Delay, s/veh	30.3		16.4			14.9		
Approach LOS	C		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		50.7		29.3	11.8	38.9		
Change Period (Y+Rc), s		* 5.8		5.5	5.6	* 5.8		
Max Green Setting (Gmax), s		* 38		31.1	7.0	* 25		
Max Q Clear Time (g_c+I1), s		16.5		21.3	4.2	10.8		
Green Ext Time (p_c), s		11.6		2.5	0.1	8.8		
Intersection Summary								
HCM 2010 Ctrl Delay			20.9					
HCM 2010 LOS			C					
Notes								

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	5	5	10	0	0	0	30	755	15	5	845	40
Future Vol, veh/h	5	5	10	0	0	0	30	755	15	5	845	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	10	0	0	0	31	786	16	5	880	42

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	1768	1776	901				922	0	0	802	0	0
Stage 1	911	911	-				-	-	-	-	-	-
Stage 2	857	865	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	92	83	337				741	-	-	822	-	-
Stage 1	392	353	-				-	-	-	-	-	-
Stage 2	416	371	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	84	0	337				741	-	-	822	-	-
Mov Cap-2 Maneuver	84	0	-				-	-	-	-	-	-
Stage 1	387	0	-				-	-	-	-	-	-
Stage 2	384	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.4	0.4	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	741	-	-	168	822	-	-
HCM Lane V/C Ratio	0.042	-	-	0.124	0.006	-	-
HCM Control Delay (s)	10.1	0	-	29.4	9.4	0	-
HCM Lane LOS	B	A	-	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	-	-

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	10	790	5	5	850
Future Vol, veh/h	25	10	790	5	5	850
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	10	823	5	5	885

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1722	826	0	0	828
Stage 1	826	-	-	-	-
Stage 2	896	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	98	372	-	-	803
Stage 1	430	-	-	-	-
Stage 2	399	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	97	372	-	-	803
Mov Cap-2 Maneuver	97	-	-	-	-
Stage 1	430	-	-	-	-
Stage 2	394	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	46.2	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	123	803
HCM Lane V/C Ratio	-	-	0.296	0.006
HCM Control Delay (s)	-	-	46.2	9.5
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	1.1	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	5	30	15	790	860	15
Future Vol, veh/h	5	30	15	790	860	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	32	16	832	905	16













Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1776	913	921	0	-	0
Stage 1	913	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	91	331	741	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	87	331	741	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	396	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.1	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	741	-	236	-	-
HCM Lane V/C Ratio	0.021	-	0.156	-	-
HCM Control Delay (s)	10	0	23.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

HCM 2010 Signalized Intersection Summary
7: N Druid Hills Rd & Briarwood Rd

Build 2025
Timing Plan: AM PEAK

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	90	415	390	35	105	780		
Future Volume (veh/h)	90	415	390	35	105	780		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	94	432	406	0	109	812		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	516	598	768	653	516	1041		
Arrive On Green	0.29	0.29	0.41	0.00	0.09	0.56		
Sat Flow, veh/h	1774	1583	1863	1583	1774	1863		
Grp Volume(v), veh/h	94	432	406	0	109	812		
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	1774	1863		
Q Serve(g_s), s	2.4	14.0	9.8	0.0	1.8	20.5		
Cycle Q Clear(g_c), s	2.4	14.0	9.8	0.0	1.8	20.5		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	516	598	768	653	516	1041		
V/C Ratio(X)	0.18	0.72	0.53	0.00	0.21	0.78		
Avail Cap(c_a), veh/h	562	638	768	653	540	1041		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	15.9	16.0	13.2	0.0	8.3	10.3		
Incr Delay (d2), s/veh	0.2	3.8	2.6	0.0	0.1	5.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.1	17.9	9.4	0.0	1.6	17.7		
LnGrp Delay(d),s/veh	16.1	19.8	15.8	0.0	8.4	16.1		
LnGrp LOS	B	B	B		A	B		
Approach Vol, veh/h	526		406			921		
Approach Delay, s/veh	19.1		15.8			15.2		
Approach LOS	B		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		38.1		21.9	8.8	29.3		
Change Period (Y+Rc), s		5.6		* 5.4	* 4.6	5.6		
Max Green Setting (Gmax), s		31.0		* 18	* 5	21.4		
Max Q Clear Time (g_c+I1), s		22.5		16.0	3.8	11.8		
Green Ext Time (p_c), s		6.8		0.5	0.0	7.5		
Intersection Summary								
HCM 2010 Ctrl Delay			16.5					
HCM 2010 LOS			B					
Notes								

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	40	50	415	830	40
Future Vol, veh/h	10	40	50	415	830	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	43	53	441	883	43

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1452	904	926	0	-	0
Stage 1	904	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	144	335	738	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	335	738	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	524	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.8	1.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	738	-	255	-	-
HCM Lane V/C Ratio	0.072	-	0.209	-	-
HCM Control Delay (s)	10.3	0	22.8	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	10	25	440	5	15	855
Future Vol, veh/h	10	25	440	5	15	855
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	26	458	5	16	891

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1383	461	0	0	464
Stage 1	461	-	-	-	-
Stage 2	922	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	158	600	-	-	1097
Stage 1	635	-	-	-	-
Stage 2	387	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	153	600	-	-	1097
Mov Cap-2 Maneuver	153	-	-	-	-
Stage 1	635	-	-	-	-
Stage 2	376	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.4	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	327	1097
HCM Lane V/C Ratio	-	-	0.111	0.014
HCM Control Delay (s)	-	-	17.4	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	20	20	440	860	5
Future Vol, veh/h	5	20	20	440	860	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	20	20	449	878	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1370	880	883	0	-	0
Stage 1	880	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	161	346	766	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	155	346	766	-	-	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	594	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	766	-	278	-	-
HCM Lane V/C Ratio	0.027	-	0.092	-	-
HCM Control Delay (s)	9.8	0	19.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↔		↔↔↔	
Traffic Vol, veh/h	40	10	450	10	5	885
Future Vol, veh/h	40	10	450	10	5	885
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	11	474	11	5	932























Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	862	479	0	0	484
Stage 1	479	-	-	-	-
Stage 2	383	-	-	-	-
Critical Hdwy	6.08	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	6.03	-	-	-	-
Follow-up Hdwy	3.669	3.319	-	-	2.219
Pot Cap-1 Maneuver	344	586	-	-	1077
Stage 1	602	-	-	-	-
Stage 2	624	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	341	586	-	-	1077
Mov Cap-2 Maneuver	341	-	-	-	-
Stage 1	602	-	-	-	-
Stage 2	618	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	372	1077
HCM Lane V/C Ratio	-	-	0.141	0.005
HCM Control Delay (s)	-	-	16.3	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0

HCM 2010 Signalized Intersection Summary
 12: N Druid Hills Rd & Lenox Park Blvd/N Cliff Valley Way

Build 2025
 Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	50	105	65	400	35	225	355	35	25	675	225
Future Volume (veh/h)	70	50	105	65	400	35	225	355	35	25	675	225
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	73	52	109	68	417	36	234	370	36	26	703	234
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	504	428	424	450	39	295	885	86	555	871	740
Arrive On Green	0.04	0.27	0.27	0.04	0.27	0.27	0.18	1.00	1.00	0.03	0.47	0.47
Sat Flow, veh/h	1774	1863	1583	1774	1691	146	1774	1671	163	1774	1863	1583
Grp Volume(v), veh/h	73	52	109	68	0	453	234	0	406	26	703	234
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1837	1774	0	1834	1774	1863	1583
Q Serve(g_s), s	4.4	3.1	8.1	4.1	0.0	36.0	10.4	0.0	0.0	1.1	48.4	13.9
Cycle Q Clear(g_c), s	4.4	3.1	8.1	4.1	0.0	36.0	10.4	0.0	0.0	1.1	48.4	13.9
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	152	504	428	424	0	489	295	0	971	555	871	740
V/C Ratio(X)	0.48	0.10	0.25	0.16	0.00	0.93	0.79	0.00	0.42	0.05	0.81	0.32
Avail Cap(c_a), veh/h	152	517	439	424	0	502	336	0	971	575	871	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.90	0.00	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	41.1	42.9	37.5	0.0	53.6	26.0	0.0	0.0	19.3	34.2	25.0
Incr Delay (d2), s/veh	2.5	0.1	0.5	0.2	0.0	23.4	10.0	0.0	1.2	0.0	7.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	2.9	6.5	3.6	0.0	29.0	9.5	0.0	0.6	1.0	35.2	10.4
LnGrp Delay(d),s/veh	44.3	41.2	43.3	37.7	0.0	77.0	36.0	0.0	1.2	19.4	42.1	26.1
LnGrp LOS	D	D	D	D		E	D		A	B	D	C
Approach Vol, veh/h		234			521			640			963	
Approach Delay, s/veh		43.2			71.8			13.9			37.6	
Approach LOS		D			E			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.2	74.9	11.9	45.0	8.9	84.2	11.3	45.6				
Change Period (Y+Rc), s	5.6	* 5.8	* 6.2	* 6	5.6	* 5.8	* 6.2	* 6				
Max Green Setting (Gmax), s	16.1	* 65	* 5.7	* 40	5.0	* 76	* 5.1	* 41				
Max Q Clear Time (g_c+I1), s	12.4	50.4	6.4	38.0	3.1	2.0	6.1	10.1				
Green Ext Time (p_c), s	0.3	10.9	0.0	0.9	0.0	31.4	0.0	6.1				
Intersection Summary												
HCM 2010 Ctrl Delay			39.3									
HCM 2010 LOS			D									
Notes												

HCM Signalized Intersection Capacity Analysis
 13: N Druid Hills Rd & Curtis Dr

Build 2025
 Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	100	515	40	80	765
Future Volume (vph)	20	100	515	40	80	765
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.7		4.5	5.7
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.89		0.99		1.00	1.00
Flt Protected	0.99		1.00		0.95	1.00
Satd. Flow (prot)	1640		1844		1770	1863
Flt Permitted	0.99		1.00		0.37	1.00
Satd. Flow (perm)	1640		1844		692	1863
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	21	104	536	42	83	797
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	125	0	578	0	83	797
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	3		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	17.7		106.6		119.2	119.2
Effective Green, g (s)	18.7		107.6		120.2	120.2
Actuated g/C Ratio	0.12		0.72		0.80	0.80
Clearance Time (s)	6.4		6.7		5.5	6.7
Vehicle Extension (s)	4.1		5.1		3.1	5.1
Lane Grp Cap (vph)	204		1322		612	1492
v/s Ratio Prot	c0.08		0.31		0.01	c0.43
v/s Ratio Perm					0.10	
v/c Ratio	0.61		0.44		0.14	0.53
Uniform Delay, d1	62.2		8.7		4.4	5.2
Progression Factor	1.00		1.27		2.22	3.22
Incremental Delay, d2	6.3		1.0		0.1	1.0
Delay (s)	68.5		12.1		9.9	17.6
Level of Service	E		B		A	B
Approach Delay (s)	68.5		12.1			16.9
Approach LOS	E		B			B

Intersection Summary

HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	5	25	10	5	10	35	525	5	5	755	25
Future Vol, veh/h	20	5	25	10	5	10	35	525	5	5	755	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	5	27	11	5	11	37	559	5	5	803	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1471	1465	816	1479	1476	561	830	0	0	564	0	0
Stage 1	827	827	-	636	636	-	-	-	-	-	-	-
Stage 2	644	638	-	843	840	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	105	128	377	104	126	527	802	-	-	1008	-	-
Stage 1	366	386	-	466	472	-	-	-	-	-	-	-
Stage 2	461	471	-	358	381	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	94	118	377	88	116	527	802	-	-	1008	-	-
Mov Cap-2 Maneuver	94	118	-	88	116	-	-	-	-	-	-	-
Stage 1	341	383	-	435	440	-	-	-	-	-	-	-
Stage 2	416	439	-	325	378	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	39.6		36.1		0.6		0.1	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	802	-	-	156	142	1008	-
HCM Lane V/C Ratio	0.046	-	-	0.341	0.187	0.005	-
HCM Control Delay (s)	9.7	0	-	39.6	36.1	8.6	0
HCM Lane LOS	A	A	-	E	E	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.7	0	-

HCM 2010 Signalized Intersection Summary
 15: N Druid Hills Rd & Goodwin Rd

Build 2025
 Timing Plan: AM PEAK



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	15	5	25	550	775	15		
Future Volume (veh/h)	15	5	25	550	775	15		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	16	5	27	598	842	16		
Adj No. of Lanes	0	0	0	1	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	44	14	70	1528	3167	60		
Arrive On Green	0.03	0.03	0.89	0.89	1.00	1.00		
Sat Flow, veh/h	1258	393	51	1715	3646	68		
Grp Volume(v), veh/h	22	0	625	0	419	439		
Grp Sat Flow(s),veh/h/ln	1730	0	1766	0	1770	1851		
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	1.9	0.0	8.2	0.0	0.0	0.0		
Prop In Lane	0.73	0.23	0.04			0.04		
Lane Grp Cap(c), veh/h	60	0	1599	0	1577	1650		
V/C Ratio(X)	0.37	0.00	0.39	0.00	0.27	0.27		
Avail Cap(c_a), veh/h	158	0	1599	0	1577	1650		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	0.86	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	70.8	0.0	1.3	0.0	0.0	0.0		
Incr Delay (d2), s/veh	3.3	0.0	0.7	0.0	0.4	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	1.7	0.0	8.0	0.0	0.3	0.3		
LnGrp Delay(d),s/veh	74.1	0.0	2.1	0.0	0.4	0.4		
LnGrp LOS	E		A		A	A		
Approach Vol, veh/h	22			625	858			
Approach Delay, s/veh	74.1			2.1	0.4			
Approach LOS	E			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		139.5		10.5		139.5		
Change Period (Y+Rc), s		* 6.8		* 6.3		* 6.8		
Max Green Setting (Gmax), s		* 1.3E2		* 13		* 1.2E2		
Max Q Clear Time (g_c+I1), s		2.0		3.9		10.2		
Green Ext Time (p_c), s		32.0		0.0		31.7		
Intersection Summary								
HCM 2010 Ctrl Delay			2.2					
HCM 2010 LOS			A					
Notes								

HCM Signalized Intersection Capacity Analysis
 16: N Druid Hills Rd & E Roxboro Rd

Build 2025
 Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖↗		↑	↗		↖↗
Traffic Volume (vph)	785	0	915	575	0	540
Future Volume (vph)	785	0	915	575	0	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.3		5.8	3.0		5.8
Lane Util. Factor	0.97		1.00	1.00		0.95
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		1863	1583		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		1863	1583		3539
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	801	0	934	587	0	551
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	801	0	934	587	0	551
Turn Type	Prot		NA	Free		NA
Protected Phases	2		4			8
Permitted Phases				Free		
Actuated Green, G (s)	44.7		93.2	150.0		93.2
Effective Green, g (s)	45.7		94.2	150.0		94.2
Actuated g/C Ratio	0.30		0.63	1.00		0.63
Clearance Time (s)	5.3		6.8			6.8
Vehicle Extension (s)	4.1		3.1			3.1
Lane Grp Cap (vph)	1045		1169	1583		2222
v/s Ratio Prot	c0.23		c0.50			0.16
v/s Ratio Perm				0.37		
v/c Ratio	0.77		0.80	0.37		0.25
Uniform Delay, d1	47.3		20.8	0.0		12.3
Progression Factor	1.21		0.58	1.00		0.93
Incremental Delay, d2	5.3		3.8	0.4		0.3
Delay (s)	62.3		15.9	0.4		11.7
Level of Service	E		B	A		B
Approach Delay (s)	62.3		9.9			11.7
Approach LOS	E		A			B

Intersection Summary

HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	10.1
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	10	50	25	1480	1320	5
Future Vol, veh/h	10	50	25	1480	1320	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	51	26	1510	1347	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2155	676	1352	0	-	0
Stage 1	1349	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	41	396	505	-	-	-
Stage 1	206	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	39	396	505	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	206	-	-	-	-	-
Stage 2	379	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.9	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	505	-	302	-	-
HCM Lane V/C Ratio	0.051	-	0.203	-	-
HCM Control Delay (s)	12.5	-	19.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

HCM 2010 Signalized Intersection Summary
 18: N Druid Hills Rd & SR 13/Buford Hwy

Build 2025
 Timing Plan: AM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	280	165	360	815	130	475	1145	135	65	1095	210
Future Volume (veh/h)	230	280	165	360	815	130	475	1145	135	65	1095	210
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	237	289	105	371	840	134	490	1180	0	67	1129	0
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	1288	400	434	1477	458	544	1456	651	96	1574	0
Arrive On Green	0.09	0.25	0.25	0.13	0.29	0.29	0.32	0.82	0.00	0.07	0.41	0.00
Sat Flow, veh/h	3442	5085	1578	3442	5085	1578	3442	3539	1583	1774	5253	0
Grp Volume(v), veh/h	237	289	105	371	840	134	490	1180	0	67	1129	0
Grp Sat Flow(s),veh/h/ln	1721	1695	1578	1721	1695	1578	1721	1770	1583	1774	1695	0
Q Serve(g_s), s	10.1	6.7	8.0	15.8	21.1	9.9	20.4	26.6	0.0	5.5	27.8	0.0
Cycle Q Clear(g_c), s	10.1	6.7	8.0	15.8	21.1	9.9	20.4	26.6	0.0	5.5	27.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	307	1288	400	434	1477	458	544	1456	651	96	1574	0
V/C Ratio(X)	0.77	0.22	0.26	0.85	0.57	0.29	0.90	0.81	0.00	0.70	0.72	0.00
Avail Cap(c_a), veh/h	383	1288	400	441	1477	458	571	1456	651	103	1574	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	66.8	44.3	44.8	64.2	45.2	41.3	50.1	10.2	0.0	68.5	38.6	0.0
Incr Delay (d2), s/veh	7.5	0.4	1.6	15.7	1.6	1.6	14.2	4.1	0.0	17.7	2.8	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	5.8	6.6	13.2	15.3	8.0	15.6	18.6	0.0	5.7	19.3	0.0
LnGrp Delay(d),s/veh	74.3	44.7	46.4	79.9	46.8	42.9	64.3	14.3	0.0	86.2	41.5	0.0
LnGrp LOS	E	D	D	E	D	D	E	B		F	D	
Approach Vol, veh/h		631			1345			1670			1196	
Approach Delay, s/veh		56.1			55.6			28.9			44.0	
Approach LOS		E			E			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.6	49.6	29.0	52.8	24.1	44.0	13.8	68.1				
Change Period (Y+Rc), s	* 6.2	7.0	* 6.3	7.4	* 6.2	7.0	* 6.7	7.4				
Max Green Setting (Gmax), s	* 16	39.5	* 24	44.0	* 18	37.0	* 7.7	59.8				
Max Q Clear Time (g_c+I1), s	12.1	23.1	22.4	29.8	17.8	10.0	7.5	28.6				
Green Ext Time (p_c), s	0.3	13.1	0.3	13.8	0.1	19.5	0.0	29.7				
Intersection Summary												
HCM 2010 Ctrl Delay			43.6									
HCM 2010 LOS			D									
Notes												

HCM 2010 Signalized Intersection Summary
 19: N Druid Hills Rd & W Druid Hills Dr/Salvation Army Dwy

Build 2025
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↘
Traffic Volume (veh/h)	40	5	45	0	0	0	65	1715	5	0	1585	35
Future Volume (veh/h)	40	5	45	0	0	0	65	1715	5	0	1585	35
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	41	5	46	0	0	0	67	1768	5	0	1634	36
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	8	76	48	97	0	95	3136	9	48	4011	88
Arrive On Green	0.05	0.05	0.05	0.00	0.00	0.00	0.11	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	1774	158	1449	1348	1863	0	1774	3620	10	268	5120	113
Grp Volume(v), veh/h	41	0	51	0	0	0	67	864	909	0	1082	588
Grp Sat Flow(s),veh/h/ln	1774	0	1607	1348	1863	0	1774	1770	1861	268	1695	1843
Q Serve(g_s), s	3.4	0.0	4.7	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	4.7	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.90	1.00		0.00	1.00		0.01	1.00		0.06
Lane Grp Cap(c), veh/h	141	0	84	48	97	0	95	1533	1612	48	2656	1444
V/C Ratio(X)	0.29	0.00	0.61	0.00	0.00	0.00	0.70	0.56	0.56	0.00	0.41	0.41
Avail Cap(c_a), veh/h	413	0	331	255	384	0	173	1533	1612	48	2656	1444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.67	0.67	0.67	0.00	0.46	0.46
Uniform Delay (d), s/veh	69.0	0.0	69.6	0.0	0.0	0.0	65.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.6	0.0	0.0	0.0	2.4	1.0	1.0	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	3.8	0.0	0.0	0.0	4.9	0.8	0.8	0.0	0.1	0.3
LnGrp Delay(d),s/veh	69.4	0.0	72.2	0.0	0.0	0.0	68.2	1.0	1.0	0.0	0.2	0.4
LnGrp LOS	E		E				E	A	A		A	A
Approach Vol, veh/h		92			0			1840			1670	
Approach Delay, s/veh		70.9			0.0			3.4			0.3	
Approach LOS		E						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.4	124.6		12.9		137.1		12.9				
Change Period (Y+Rc), s	5.4	* 8.1		6.1		* 8.1		6.1				
Max Green Setting (Gmax), s	13.6	* 87		29.9		* 1.1E2		29.9				
Max Q Clear Time (g_c+1), s	17.5	2.0		6.7		2.0		0.0				
Green Ext Time (p_c), s	0.0	82.8		0.1		102.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			3.7									
HCM 2010 LOS			A									
Notes												

HCM 2010 Signalized Intersection Summary
 20: N Druid Hills Rd & I-85 SB Entrance Ramp/I-85 Frontage Rd

Build 2025
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↗	↗	↖↗	↗			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	1025	525	490	920	1295	0	0	1370	260
Future Volume (veh/h)	0	0	0	1025	525	490	920	1295	0	0	1370	260
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				1160	602	330	929	1308	0	0	1384	263
Adj No. of Lanes				2	1	1	2	2	0	0	4	1
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1251	657	558	975	2027	0	0	1577	388
Arrive On Green				0.35	0.35	0.35	0.57	1.00	0.00	0.00	0.33	0.33
Sat Flow, veh/h				3548	1863	1583	3442	3632	0	0	6669	1578
Grp Volume(v), veh/h				1160	602	330	929	1308	0	0	1384	263
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1721	1770	0	0	1602	1578
Q Serve(g_s), s				47.2	46.4	25.6	38.1	0.0	0.0	0.0	30.6	21.6
Cycle Q Clear(g_c), s				47.2	46.4	25.6	38.1	0.0	0.0	0.0	30.6	21.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1251	657	558	975	2027	0	0	1577	388
V/C Ratio(X)				0.93	0.92	0.59	0.95	0.65	0.00	0.00	0.88	0.68
Avail Cap(c_a), veh/h				1268	666	566	975	2027	0	0	1577	388
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	0.30	0.30	0.00	0.00	0.91	0.91
Uniform Delay (d), s/veh				46.7	46.4	39.7	31.6	0.0	0.0	0.0	48.3	45.3
Incr Delay (d2), s/veh				11.7	17.5	1.6	8.2	0.5	0.0	0.0	6.7	8.4
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(95%),veh/ln				33.3	35.6	17.0	22.9	0.2	0.0	0.0	20.2	15.3
LnGrp Delay(d),s/veh				58.4	63.9	41.3	39.7	0.5	0.0	0.0	55.0	53.7
LnGrp LOS				E	E	D	D	A			D	D
Approach Vol, veh/h					2092			2237			1647	
Approach Delay, s/veh					57.3			16.8			54.8	
Approach LOS					E			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	49.0	41.7		59.3		90.7						
Change Period (Y+Rc), s	7.5	* 5.8		7.4		* 5.8						
Max Green Setting (Gmax), s	41.5	* 35		52.6		* 84						
Max Q Clear Time (g_c+Rc), s	40.1	32.6		49.2		2.0						
Green Ext Time (p_c), s	0.8	2.6		2.7		75.7						
Intersection Summary												
HCM 2010 Ctrl Delay				41.4								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary
 21: N Druid Hills Rd & I-85 NB Exit Ramp/I-85 Frontage Rd

Build 2025
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗		↑↑↑	↗	↖	↑↑	
Traffic Volume (veh/h)	5	790	1180	0	0	290	0	1920	715	895	1500	0
Future Volume (veh/h)	5	790	1180	0	0	290	0	1920	715	895	1500	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	0	1863	1863	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	5	832	1242	0	0	305	0	2021	753	942	1579	0
Adj No. of Lanes	0	1	2	0	1	1	0	4	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	0	2	2	2	2	0
Cap, veh/h	25	662	994	0	664	844	0	2277	561	608	2013	0
Arrive On Green	0.36	0.36	0.36	0.00	0.00	0.36	0.00	0.71	0.71	0.35	1.00	0.00
Sat Flow, veh/h	3	1857	2787	0	1863	1583	0	6669	1579	3442	3632	0
Grp Volume(v), veh/h	837	0	1242	0	0	305	0	2021	753	942	1579	0
Grp Sat Flow(s),veh/h/ln	1860	0	1393	0	1863	1583	0	1602	1579	1721	1770	0
Q Serve(g_s), s	16.1	0.0	53.5	0.0	0.0	16.7	0.0	37.1	53.3	26.5	0.0	0.0
Cycle Q Clear(g_c), s	53.5	0.0	53.5	0.0	0.0	16.7	0.0	37.1	53.3	26.5	0.0	0.0
Prop In Lane	0.01		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	688	0	994	0	664	844	0	2277	561	608	2013	0
V/C Ratio(X)	1.22	0.00	1.25	0.00	0.00	0.36	0.00	0.89	1.34	1.55	0.78	0.00
Avail Cap(c_a), veh/h	688	0	994	0	664	844	0	2277	561	608	2013	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.09	0.09	0.31	0.31	0.00
Uniform Delay (d), s/veh	49.2	0.0	48.3	0.0	0.0	20.2	0.0	19.4	21.7	48.5	0.0	0.0
Incr Delay (d2), s/veh	110.7	0.0	120.8	0.0	0.0	0.3	0.0	0.6	154.9	249.7	1.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh	89.3	0.0	67.0	0.0	0.0	25.7	0.0	18.1	80.9	60.5	0.5	0.0
LnGrp Delay(d),s/veh	159.9	0.0	169.0	0.0	0.0	20.5	0.0	19.9	176.6	298.2	1.0	0.0
LnGrp LOS	F		F			C		B	F	F	A	
Approach Vol, veh/h		2079			305			2774			2521	
Approach Delay, s/veh		165.3			20.5			62.5			112.1	
Approach LOS		F			C			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	32.0	59.0		59.0		91.0		59.0				
Change Period (Y+Rc), s	6.5	* 6.7		6.5		* 6.7		6.5				
Max Green Setting (Gmax), s	25.5	* 52		52.5		* 84		52.5				
Max Q Clear Time (g_c+20), s	20.5	55.3		55.5		2.0		18.7				
Green Ext Time (p_c), s	0.0	0.0		0.0		81.8		18.5				
Intersection Summary												
HCM 2010 Ctrl Delay			104.9									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 22: N Druid Hills Rd & Executive Park Dr/Tullie Rd

Build 2025
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↑	↔	↔	↑↑↑		↔	↑↑↑	↔
Traffic Volume (veh/h)	320	90	70	105	50	215	195	2100	185	500	1840	340
Future Volume (veh/h)	320	90	70	105	50	215	195	2100	185	500	1840	340
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	344	97	75	113	54	231	210	2258	199	538	1978	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	480	260	219	122	128	107	296	2305	200	328	2836	883
Arrive On Green	0.14	0.14	0.14	0.07	0.07	0.07	0.11	0.64	0.64	0.31	1.00	0.00
Sat Flow, veh/h	3442	1863	1570	1774	1863	1556	1774	4764	414	1774	5085	1583
Grp Volume(v), veh/h	344	97	75	113	54	231	210	1598	859	538	1978	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1570	1774	1863	1556	1774	1695	1788	1774	1695	1583
Q Serve(g_s), s	14.3	7.1	6.5	9.5	4.2	10.3	8.9	67.6	71.1	23.6	0.0	0.0
Cycle Q Clear(g_c), s	14.3	7.1	6.5	9.5	4.2	10.3	8.9	67.6	71.1	23.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	480	260	219	122	128	107	296	1640	865	328	2836	883
V/C Ratio(X)	0.72	0.37	0.34	0.93	0.42	2.16	0.71	0.97	0.99	1.64	0.70	0.00
Avail Cap(c_a), veh/h	952	515	434	122	128	107	333	1640	865	328	2836	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.17	0.17	0.00
Uniform Delay (d), s/veh	61.7	58.6	58.3	69.5	67.0	69.8	15.7	25.8	26.5	41.8	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.9	0.9	59.4	2.2	552.8	0.4	3.0	7.7	289.5	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	6.7	5.2	10.9	4.0	37.5	5.4	34.7	39.3	70.1	0.1	0.0
LnGrp Delay(d),s/veh	63.7	59.5	59.2	128.9	69.2	622.6	16.2	28.8	34.1	331.4	0.3	0.0
LnGrp LOS	E	E	E	F	E	F	B	C	C	F	A	
Approach Vol, veh/h		516			398			2667			2516	
Approach Delay, s/veh		62.3			407.4			29.5			71.1	
Approach LOS		E			F			C			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	89.7		26.4	29.0	78.6		16.0				
Change Period (Y+Rc), s	6.9	* 7		6.5	6.4	* 7		6.7				
Max Green Setting (Gmax), s	14.1	* 59		40.5	22.6	* 51		9.3				
Max Q Clear Time (g_c+10), s	11.0	2.0		16.3	25.6	73.1		12.3				
Green Ext Time (p_c), s	0.1	56.8		2.0	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			74.1									
HCM 2010 LOS			E									
Notes												

HCM 2010 Signalized Intersection Summary
 23: N Druid Hills Rd & Briarcliff Rd

















Build 2025
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↔		↔	↑↑	↔	↔	↑↔		↔	↑↑	↔
Traffic Volume (veh/h)	575	260	100	155	435	400	150	1525	70	110	1440	465
Future Volume (veh/h)	575	260	100	155	435	400	150	1525	70	110	1440	465
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	581	263	70	157	439	334	152	1540	70	111	1455	0
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	553	793	207	404	731	323	162	1526	69	126	1505	673
Arrive On Green	0.16	0.29	0.29	0.08	0.21	0.21	0.06	0.44	0.44	0.01	0.14	0.00
Sat Flow, veh/h	3442	2773	723	1774	3539	1563	1774	3448	156	1774	3539	1583
Grp Volume(v), veh/h	581	166	167	157	439	334	152	788	822	111	1455	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1727	1774	1770	1563	1774	1770	1834	1774	1770	1583
Q Serve(g_s), s	24.1	11.1	11.5	10.4	16.9	31.0	8.2	66.4	66.4	5.3	61.3	0.0
Cycle Q Clear(g_c), s	24.1	11.1	11.5	10.4	16.9	31.0	8.2	66.4	66.4	5.3	61.3	0.0
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	553	506	494	404	731	323	162	783	812	126	1505	673
V/C Ratio(X)	1.05	0.33	0.34	0.39	0.60	1.03	0.94	1.01	1.01	0.88	0.97	0.00
Avail Cap(c_a), veh/h	553	506	494	404	731	323	162	783	812	126	1505	673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.53	0.53	0.00
Uniform Delay (d), s/veh	63.0	42.2	42.3	41.9	53.9	59.5	41.1	41.8	41.8	37.7	63.4	0.0
Incr Delay (d2), s/veh	52.3	0.4	0.4	0.2	1.4	59.2	52.8	33.6	34.7	28.6	10.8	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	27.8	9.3	9.4	8.8	13.1	33.6	13.5	71.5	74.6	8.5	39.2	0.0
LnGrp Delay(d),s/veh	115.2	42.6	42.7	42.1	55.3	118.7	93.9	75.4	76.5	66.3	74.2	0.0
LnGrp LOS	F	D	D	D	E	F	F	F	F	E	E	
Approach Vol, veh/h		914			930			1762			1566	
Approach Delay, s/veh		88.8			75.8			77.5			73.6	
Approach LOS		F			E			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.8	71.8	29.0	36.4	15.4	69.2	17.1	48.3				
Change Period (Y+Rc), s	7.2	6.4	5.9	* 6.4	7.3	6.4	6.1	* 6.4				
Max Green Setting (Gmax), s	5.6	65.4	23.1	* 30	8.1	62.8	11.0	* 42				
Max Q Clear Time (g_c+1), s	17.3	68.4	26.1	33.0	10.2	63.3	12.4	13.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7				
Intersection Summary												
HCM 2010 Ctrl Delay				78.0								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary
 24: E Roxboro Rd & Goodwin Rd

Build 2025
 Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	15	15	5	5	30	10	905	0	5	520	5
Future Volume (veh/h)	30	15	15	5	5	30	10	905	0	5	520	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	32	16	16	5	5	32	11	973	0	5	559	5
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	28	24	34	16	74	32	1613	0	35	3048	27
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.88	0.88	0.00	0.88	0.88	0.88
Sat Flow, veh/h	744	488	411	118	279	1269	9	1843	0	12	3482	31
Grp Volume(v), veh/h	64	0	0	42	0	0	984	0	0	297	0	272
Grp Sat Flow(s),veh/h/ln	1643	0	0	1665	0	0	1852	0	0	1835	0	1690
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
Cycle Q Clear(g_c), s	5.5	0.0	0.0	3.7	0.0	0.0	21.0	0.0	0.0	3.5	0.0	3.6
Prop In Lane	0.50		0.25	0.12		0.76	0.01		0.00	0.02		0.02
Lane Grp Cap(c), veh/h	131	0	0	124	0	0	1645	0	0	1631	0	1479
V/C Ratio(X)	0.49	0.00	0.00	0.34	0.00	0.00	0.60	0.00	0.00	0.18	0.00	0.18
Avail Cap(c_a), veh/h	246	0	0	243	0	0	1645	0	0	1631	0	1479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.50	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.0	0.0	0.0	68.3	0.0	0.0	2.5	0.0	0.0	1.4	0.0	1.4
Incr Delay (d2), s/veh	2.8	0.0	0.0	1.6	0.0	0.0	0.8	0.0	0.0	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	0.0	3.1	0.0	0.0	14.6	0.0	0.0	3.5	0.0	3.2
LnGrp Delay(d),s/veh	71.8	0.0	0.0	69.9	0.0	0.0	3.3	0.0	0.0	1.6	0.0	1.7
LnGrp LOS	E			E			A			A		A
Approach Vol, veh/h		64			42			984			569	
Approach Delay, s/veh		71.8			69.9			3.3			1.6	
Approach LOS		E			E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		136.3		13.7		136.3		13.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		119.0		19.0		119.0		19.0				
Max Q Clear Time (g_c+I1), s		23.0		7.5		5.6		5.7				
Green Ext Time (p_c), s		18.8		0.3		18.9		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				7.1								
HCM 2010 LOS				A								

Synchro Output

2025 Build

PM Peak

HCM 2010 Signalized Intersection Summary
 1: N Druid Hills Rd & SR 141/Peachtree Rd

Build 2025
 Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1570	275	475	1095	35	285	20	440	65	55	35
Future Volume (veh/h)	65	1570	275	475	1095	35	285	20	440	65	55	35
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	67	1619	0	490	1129	36	294	21	454	67	57	36
Adj No. of Lanes	1	3	0	1	2	1	0	1	2	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	2265	0	382	2019	903	332	24	1003	85	72	137
Arrive On Green	0.04	0.45	0.00	0.16	0.57	0.57	0.20	0.20	0.20	0.09	0.09	0.09
Sat Flow, veh/h	1774	5253	0	1774	3539	1583	1661	119	2787	980	834	1583
Grp Volume(v), veh/h	67	1619	0	490	1129	36	315	0	454	124	0	36
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1770	1583	1780	0	1393	1814	0	1583
Q Serve(g_s), s	3.7	46.6	0.0	28.8	36.2	1.8	31.0	0.0	22.4	12.1	0.0	3.8
Cycle Q Clear(g_c), s	3.7	46.6	0.0	28.8	36.2	1.8	31.0	0.0	22.4	12.1	0.0	3.8
Prop In Lane	1.00		0.00	1.00		1.00	0.93		1.00	0.54		1.00
Lane Grp Cap(c), veh/h	281	2265	0	382	2019	903	356	0	1003	157	0	137
V/C Ratio(X)	0.24	0.71	0.00	1.28	0.56	0.04	0.89	0.00	0.45	0.79	0.00	0.26
Avail Cap(c_a), veh/h	296	2265	0	382	2019	903	395	0	1065	383	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.79	0.00	0.79	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.8	40.6	0.0	51.7	24.4	17.0	70.0	0.0	44.0	80.6	0.0	76.9
Incr Delay (d2), s/veh	0.4	2.0	0.0	146.3	1.1	0.1	16.0	0.0	0.3	3.4	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	30.0	0.0	62.1	25.0	1.5	22.8	0.0	13.0	10.3	0.0	3.0
LnGrp Delay(d),s/veh	26.2	42.6	0.0	198.0	25.5	17.1	86.0	0.0	44.3	84.0	0.0	77.2
LnGrp LOS	C	D		F	C	B	F		D	F		E
Approach Vol, veh/h		1686			1655			769			160	
Approach Delay, s/veh		41.9			76.4			61.4			82.5	
Approach LOS		D			E			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	107.2		40.5	34.0	84.7		20.9				
Change Period (Y+Rc), s	6.0	5.5		5.5	* 6.2	5.5		6.3				
Max Green Setting (Gmax), s	7.0	73.7		39.0	* 28	52.7		37.0				
Max Q Clear Time (g_c+I1), s	5.7	38.2		33.0	30.8	48.6		14.1				
Green Ext Time (p_c), s	0.0	33.9		2.0	0.0	4.0		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				60.3								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary
2: N Druid Hills Rd & Apple Valley Rd

Build 2025
Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	250	160	570	430	135	670		
Future Volume (veh/h)	250	160	570	430	135	670		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	278	178	633	0	150	744		
Adj No. of Lanes	1	1	2	0	1	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	353	315	1980	0	677	1300		
Arrive On Green	0.20	0.20	1.00	0.00	0.17	1.00		
Sat Flow, veh/h	1774	1583	3725	0	1774	1863		
Grp Volume(v), veh/h	278	178	633	0	150	744		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	0	1774	1863		
Q Serve(g_s), s	13.4	9.1	0.0	0.0	2.7	0.0		
Cycle Q Clear(g_c), s	13.4	9.1	0.0	0.0	2.7	0.0		
Prop In Lane	1.00	1.00		0.00	1.00			
Lane Grp Cap(c), veh/h	353	315	1980	0	677	1300		
V/C Ratio(X)	0.79	0.56	0.32	0.00	0.22	0.57		
Avail Cap(c_a), veh/h	483	431	1980	0	727	1300		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.34	0.34		
Uniform Delay (d), s/veh	34.2	32.5	0.0	0.0	4.9	0.0		
Incr Delay (d2), s/veh	7.2	2.3	0.4	0.0	0.1	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	1.7	12.8	0.2	0.0	2.3	0.4		
LnGrp Delay(d),s/veh	41.5	34.8	0.4	0.0	5.0	0.6		
LnGrp LOS	D	C	A		A	A		
Approach Vol, veh/h	456		633			894		
Approach Delay, s/veh	38.9		0.4			1.4		
Approach LOS	D		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		67.6		22.4	12.4	55.2		
Change Period (Y+Rc), s		* 5.8		5.5	5.6	* 5.8		
Max Green Setting (Gmax), s		* 55		23.5	9.4	* 40		
Max Q Clear Time (g_c+I1), s		2.0		15.4	4.7	2.0		
Green Ext Time (p_c), s		28.1		1.5	0.3	23.3		
Intersection Summary								
HCM 2010 Ctrl Delay			9.7					
HCM 2010 LOS			A					
Notes								

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	20	10	60	0	0	0	40	980	5	20	880	20
Future Vol, veh/h	20	10	60	0	0	0	40	980	5	20	880	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	10	63	0	0	0	42	1021	5	21	917	21

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	2076	2078	927				938	0	0	1026	0	0
Stage 1	969	969	-				-	-	-	-	-	-
Stage 2	1107	1109	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	59	53	325				730	-	-	677	-	-
Stage 1	368	332	-				-	-	-	-	-	-
Stage 2	316	285	-				-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	48	0	325				730	-	-	677	-	-
Mov Cap-2 Maneuver	48	0	-				-	-	-	-	-	-
Stage 1	344	0	-				-	-	-	-	-	-
Stage 2	274	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	79.7	0.4	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	730	-	-	133	677	-	-
HCM Lane V/C Ratio	0.057	-	-	0.705	0.031	-	-
HCM Control Delay (s)	10.2	0	-	79.7	10.5	0	-
HCM Lane LOS	B	A	-	F	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	4	0.1	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	S	S
Traffic Vol, veh/h	10	10	1015	15	10	930
Future Vol, veh/h	10	10	1015	15	10	930
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	11	1091	16	11	1000

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2121	1099	0	0	1108
Stage 1	1099	-	-	-	-
Stage 2	1022	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	55	258	-	-	630
Stage 1	319	-	-	-	-
Stage 2	347	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	53	258	-	-	630
Mov Cap-2 Maneuver	53	-	-	-	-
Stage 1	319	-	-	-	-
Stage 2	333	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	58.7	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	88	630
HCM Lane V/C Ratio	-	-	0.244	0.017
HCM Control Delay (s)	-	-	58.7	10.8
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	0.9	0.1

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	5	95	30	1025	935	5
Future Vol, veh/h	5	95	30	1025	935	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	100	32	1079	984	5













Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2129	987	989	0	-	0
Stage 1	987	-	-	-	-	-
Stage 2	1142	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	300	699	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	300	699	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	269	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.4	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	699	-	239	-	-
HCM Lane V/C Ratio	0.045	-	0.44	-	-
HCM Control Delay (s)	10.4	0	31.4	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2.1	-	-

HCM 2010 Signalized Intersection Summary
7: N Druid Hills Rd & Briarwood Rd

Build 2025
Timing Plan: PM Peak

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	40	240	815	80	375	650		
Future Volume (veh/h)	40	240	815	80	375	650		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	41	247	840	0	387	670		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	299	463	1057	899	439	1363		
Arrive On Green	0.17	0.17	0.57	0.00	0.12	0.73		
Sat Flow, veh/h	1774	1583	1863	1583	1774	1863		
Grp Volume(v), veh/h	41	247	840	0	387	670		
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	1774	1863		
Q Serve(g_s), s	1.8	11.8	32.0	0.0	7.8	13.6		
Cycle Q Clear(g_c), s	1.8	11.8	32.0	0.0	7.8	13.6		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	299	463	1057	899	439	1363		
V/C Ratio(X)	0.14	0.53	0.79	0.00	0.88	0.49		
Avail Cap(c_a), veh/h	375	531	1057	899	534	1363		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	31.9	26.7	15.3	0.0	17.8	5.1		
Incr Delay (d2), s/veh	0.2	1.0	6.2	0.0	12.5	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	1.6	15.9	25.1	0.0	16.2	11.8		
LnGrp Delay(d),s/veh	32.1	27.7	21.5	0.0	30.3	6.3		
LnGrp LOS	C	C	C		C	A		
Approach Vol, veh/h	288		840			1057		
Approach Delay, s/veh	28.3		21.5			15.1		
Approach LOS	C		C			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		70.5		19.5	14.8	55.7		
Change Period (Y+Rc), s		5.6		* 5.4	* 4.6	5.6		
Max Green Setting (Gmax), s		61.0		* 18	* 15	41.4		
Max Q Clear Time (g_c+I1), s		15.6		13.8	9.8	34.0		
Green Ext Time (p_c), s		30.5		0.4	0.3	6.6		
Intersection Summary								
HCM 2010 Ctrl Delay			19.3					
HCM 2010 LOS			B					
Notes								

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	40	20	890	685	5
Future Vol, veh/h	5	40	20	890	685	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	43	21	947	729	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1720	731	734	0	-	0
Stage 1	731	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	98	422	871	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	93	422	871	-	-	-
Mov Cap-2 Maneuver	93	-	-	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	342	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	871	-	303	-	-
HCM Lane V/C Ratio	0.024	-	0.158	-	-
HCM Control Delay (s)	9.2	0	19.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	5	15	895	5	25	700
Future Vol, veh/h	5	15	895	5	25	700
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	16	932	5	26	729

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1716	935	0	0	938
Stage 1	935	-	-	-	-
Stage 2	781	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	99	322	-	-	730
Stage 1	382	-	-	-	-
Stage 2	451	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	93	322	-	-	730
Mov Cap-2 Maneuver	93	-	-	-	-
Stage 1	382	-	-	-	-
Stage 2	424	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.2	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	199	730
HCM Lane V/C Ratio	-	-	0.105	0.036
HCM Control Delay (s)	-	-	25.2	10.1
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	65	70	900	700	5
Future Vol, veh/h	0	65	70	900	700	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	68	73	938	729	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1815	732	734	0	0
Stage 1	732	-	-	-	-
Stage 2	1083	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	86	421	871	-	-
Stage 1	476	-	-	-	-
Stage 2	325	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	71	421	871	-	-
Mov Cap-2 Maneuver	71	-	-	-	-
Stage 1	476	-	-	-	-
Stage 2	268	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	871	-	421	-	-
HCM Lane V/C Ratio	0.084	-	0.161	-	-
HCM Control Delay (s)	9.5	0	15.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↔		↔↔↔	
Traffic Vol, veh/h	15	10	965	45	15	750
Future Vol, veh/h	15	10	965	45	15	750
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	10	995	46	15	773

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1358	1018	0	0	1041
Stage 1	1018	-	-	-	-
Stage 2	340	-	-	-	-
Critical Hdwy	6.08	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	6.03	-	-	-	-
Follow-up Hdwy	3.669	3.319	-	-	2.219
Pot Cap-1 Maneuver	183	287	-	-	666
Stage 1	340	-	-	-	-
Stage 2	657	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	176	287	-	-	666
Mov Cap-2 Maneuver	176	-	-	-	-
Stage 1	340	-	-	-	-
Stage 2	631	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	208	666
HCM Lane V/C Ratio	-	-	0.124	0.023
HCM Control Delay (s)	-	-	24.7	10.5
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.4	0.1

HCM 2010 Signalized Intersection Summary
 12: N Druid Hills Rd & Lenox Park Blvd/N Cliff Valley Way

Build 2025
 Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	380	220	25	125	50	75	735	35	70	575	120
Future Volume (veh/h)	225	380	220	25	125	50	75	735	35	70	575	120
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	230	388	224	26	128	51	77	750	36	71	587	122
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	451	383	124	184	73	390	1026	49	502	1083	921
Arrive On Green	0.12	0.24	0.24	0.03	0.15	0.15	0.07	1.00	1.00	0.03	0.58	0.58
Sat Flow, veh/h	1774	1863	1583	1774	1268	505	1774	1763	85	1774	1863	1583
Grp Volume(v), veh/h	230	388	224	26	0	179	77	0	786	71	587	122
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1774	1774	0	1848	1774	1863	1583
Q Serve(g_s), s	18.2	33.9	21.2	2.1	0.0	16.3	3.0	0.0	0.0	2.7	32.7	5.9
Cycle Q Clear(g_c), s	18.2	33.9	21.2	2.1	0.0	16.3	3.0	0.0	0.0	2.7	32.7	5.9
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	321	451	383	124	0	257	390	0	1075	502	1083	921
V/C Ratio(X)	0.72	0.86	0.58	0.21	0.00	0.70	0.20	0.00	0.73	0.14	0.54	0.13
Avail Cap(c_a), veh/h	321	515	438	139	0	334	396	0	1075	508	1083	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.75	0.00	0.75	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	61.7	56.9	60.1	0.0	69.1	16.0	0.0	0.0	13.1	21.7	16.1
Incr Delay (d2), s/veh	7.6	13.5	2.2	0.9	0.0	5.6	0.2	0.0	3.3	0.1	1.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.7	26.3	14.6	1.9	0.0	13.2	2.7	0.0	1.8	2.4	24.2	4.8
LnGrp Delay(d),s/veh	59.4	75.2	59.1	61.0	0.0	74.7	16.2	0.0	3.3	13.2	23.7	16.4
LnGrp LOS	E	E	E	E		E	B		A	B	C	B
Approach Vol, veh/h		842			205			863			780	
Approach Delay, s/veh		66.6			73.0			4.5			21.6	
Approach LOS		E			E			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	103.7	26.2	29.7	10.4	103.7	9.7	46.1				
Change Period (Y+Rc), s	5.6	* 5.8	* 6.2	* 6	5.6	* 5.8	* 6.2	* 6				
Max Green Setting (Gmax), s	5.4	* 90	* 20	* 31	5.4	* 90	* 5	* 46				
Max Q Clear Time (g_c+I1), s	5.0	34.7	20.2	18.3	4.7	2.0	4.1	35.9				
Green Ext Time (p_c), s	0.0	34.2	0.0	4.9	0.0	43.9	0.0	4.2				
Intersection Summary												
HCM 2010 Ctrl Delay			34.1									
HCM 2010 LOS			C									
Notes												

HCM Signalized Intersection Capacity Analysis
 13: N Druid Hills Rd & Curtis Dr

Build 2025
 Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	50	795	20	250	570
Future Volume (vph)	20	50	795	20	250	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.7		4.5	5.7
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.90		1.00		1.00	1.00
Flt Protected	0.99		1.00		0.95	1.00
Satd. Flow (prot)	1660		1857		1770	1863
Flt Permitted	0.99		1.00		0.24	1.00
Satd. Flow (perm)	1660		1857		456	1863
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	21	52	828	21	260	594
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	73	0	849	0	260	594
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	3		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	13.9		124.6		143.0	143.0
Effective Green, g (s)	14.9		125.6		144.0	144.0
Actuated g/C Ratio	0.09		0.74		0.85	0.85
Clearance Time (s)	6.4		6.7		5.5	6.7
Vehicle Extension (s)	4.1		5.1		3.1	5.1
Lane Grp Cap (vph)	145		1371		493	1578
v/s Ratio Prot	c0.04		c0.46		c0.04	0.32
v/s Ratio Perm					0.40	
v/c Ratio	0.50		0.62		0.53	0.38
Uniform Delay, d1	74.0		10.7		9.6	2.9
Progression Factor	1.00		0.85		3.52	0.57
Incremental Delay, d2	3.9		2.0		0.9	0.6
Delay (s)	77.9		11.0		34.7	2.3
Level of Service	E		B		C	A
Approach Delay (s)	77.9		11.0			12.1
Approach LOS	E		B			B

Intersection Summary

HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	5	15	5	5	5	30	745	15	10	555	25
Future Vol, veh/h	65	5	15	5	5	5	30	745	15	10	555	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	5	16	5	5	5	33	810	16	11	603	27











Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1528	1530	617	1532	1535	818	630	0	0	826	0	0
Stage 1	639	639	-	883	883	-	-	-	-	-	-	-
Stage 2	889	891	-	649	652	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	96	117	490	95	116	376	952	-	-	805	-	-
Stage 1	464	470	-	340	364	-	-	-	-	-	-	-
Stage 2	338	361	-	458	464	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	85	107	490	83	106	376	952	-	-	805	-	-
Mov Cap-2 Maneuver	85	107	-	83	106	-	-	-	-	-	-	-
Stage 1	434	460	-	318	341	-	-	-	-	-	-	-
Stage 2	307	338	-	428	454	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	144.1		38.4		0.3		0.2	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	952	-	-	101	124	805	-
HCM Lane V/C Ratio	0.034	-	-	0.915	0.131	0.014	-
HCM Control Delay (s)	8.9	0	-	144.1	38.4	9.5	0
HCM Lane LOS	A	A	-	F	E	A	A
HCM 95th %tile Q(veh)	0.1	-	-	5.4	0.4	0	-













HCM 2010 Signalized Intersection Summary
 15: N Druid Hills Rd & Goodwin Rd

Build 2025
 Timing Plan: PM Peak

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	20	5	5	770	555	20		
Future Volume (veh/h)	20	5	5	770	555	20		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	21	5	5	811	584	21		
Adj No. of Lanes	0	0	0	1	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	48	11	24	1668	3134	113		
Arrive On Green	0.04	0.04	0.90	0.90	1.00	1.00		
Sat Flow, veh/h	1352	322	4	1855	3578	125		
Grp Volume(v), veh/h	27	0	816	0	296	309		
Grp Sat Flow(s),veh/h/ln	1738	0	1858	0	1770	1841		
Q Serve(g_s), s	2.6	0.0	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	2.6	0.0	13.4	0.0	0.0	0.0		
Prop In Lane	0.78	0.19	0.01			0.07		
Lane Grp Cap(c), veh/h	62	0	1692	0	1591	1655		
V/C Ratio(X)	0.44	0.00	0.48	0.00	0.19	0.19		
Avail Cap(c_a), veh/h	130	0	1692	0	1591	1655		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	0.95	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	80.3	0.0	1.5	0.0	0.0	0.0		
Incr Delay (d2), s/veh	4.8	0.0	1.0	0.0	0.3	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.4	0.0	11.4	0.0	0.2	0.2		
LnGrp Delay(d),s/veh	85.1	0.0	2.5	0.0	0.3	0.2		
LnGrp LOS	F		A		A	A		
Approach Vol, veh/h	27			816	605			
Approach Delay, s/veh	85.1			2.5	0.3			
Approach LOS	F			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		158.7		11.3		158.7		
Change Period (Y+Rc), s		* 6.8		* 6.3		* 6.8		
Max Green Setting (Gmax), s		* 1.5E2		* 12		* 1.5E2		
Max Q Clear Time (g_c+I1), s		2.0		4.6		15.4		
Green Ext Time (p_c), s		123.9		0.0		112.9		
Intersection Summary								
HCM 2010 Ctrl Delay			3.1					
HCM 2010 LOS			A					
Notes								

HCM Signalized Intersection Capacity Analysis
 16: N Druid Hills Rd & E Roxboro Rd

Build 2025
 Timing Plan: PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 					 
Traffic Volume (vph)	555	0	620	775	0	1190
Future Volume (vph)	555	0	620	775	0	1190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.3		5.8	3.0		5.8
Lane Util. Factor	0.97		1.00	1.00		0.95
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		1863	1583		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		1863	1583		3539
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	561	0	626	783	0	1202
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	561	0	626	783	0	1202
Turn Type	Prot		NA	Free		NA
Protected Phases	2		4			8
Permitted Phases				Free		
Actuated Green, G (s)	52.7		105.2	170.0		105.2
Effective Green, g (s)	53.7		106.2	170.0		106.2
Actuated g/C Ratio	0.32		0.62	1.00		0.62
Clearance Time (s)	5.3		6.8			6.8
Vehicle Extension (s)	4.1		3.1			3.1
Lane Grp Cap (vph)	1084		1163	1583		2210
v/s Ratio Prot	0.16		0.34			c0.34
v/s Ratio Perm				c0.49		
v/c Ratio	0.52		0.54	0.49		0.54
Uniform Delay, d1	47.6		18.0	0.0		18.1
Progression Factor	0.75		0.41	1.00		0.91
Incremental Delay, d2	1.8		1.4	0.9		0.9
Delay (s)	37.3		8.9	0.9		17.4
Level of Service	D		A	A		B
Approach Delay (s)	37.3		4.4			17.4
Approach LOS	D		A			B

Intersection Summary

HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	10.1
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	5	30	25	1390	1730	15
Future Vol, veh/h	5	30	25	1390	1730	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	32	27	1495	1860	16































Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2669	938	1876	0	-	0
Stage 1	1868	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	18	266	316	-	-	-
Stage 1	108	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	16	266	316	-	-	-
Mov Cap-2 Maneuver	81	-	-	-	-	-
Stage 1	108	-	-	-	-	-
Stage 2	368	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	316	-	201	-	-
HCM Lane V/C Ratio	0.085	-	0.187	-	-
HCM Control Delay (s)	17.4	-	27	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-

HCM 2010 Signalized Intersection Summary
 18: N Druid Hills Rd & SR 13/Buford Hwy

Build 2025
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		  		
Traffic Volume (veh/h)	335	690	195	245	405	85	290	995	385	85	1560	115
Future Volume (veh/h)	335	690	195	245	405	85	290	995	385	85	1560	115
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	345	711	136	253	418	88	299	1026	0	88	1608	0
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	408	1161	360	319	1028	319	361	1684	753	118	2236	0
Arrive On Green	0.12	0.23	0.23	0.09	0.20	0.20	0.10	0.48	0.00	0.02	0.15	0.00
Sat Flow, veh/h	3442	5085	1577	3442	5085	1576	3442	3539	1583	1774	5253	0
Grp Volume(v), veh/h	345	711	136	253	418	88	299	1026	0	88	1608	0
Grp Sat Flow(s),veh/h/ln	1721	1695	1577	1721	1695	1576	1721	1770	1583	1774	1695	0
Q Serve(g_s), s	16.7	21.3	12.4	12.2	12.1	8.0	14.5	36.4	0.0	8.4	51.3	0.0
Cycle Q Clear(g_c), s	16.7	21.3	12.4	12.2	12.1	8.0	14.5	36.4	0.0	8.4	51.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	408	1161	360	319	1028	319	361	1684	753	118	2236	0
V/C Ratio(X)	0.84	0.61	0.38	0.79	0.41	0.28	0.83	0.61	0.00	0.75	0.72	0.00
Avail Cap(c_a), veh/h	482	1161	360	385	1028	319	419	1684	753	168	2236	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	73.4	58.9	55.4	75.5	59.0	57.3	74.6	32.9	0.0	81.7	62.6	0.0
Incr Delay (d2), s/veh	11.4	2.4	3.0	11.1	1.2	2.1	9.8	1.4	0.0	10.5	2.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.4	15.5	9.6	10.4	9.8	6.6	11.4	24.5	0.0	7.9	32.7	0.0
LnGrp Delay(d),s/veh	84.8	61.3	58.4	86.6	60.1	59.4	84.4	34.3	0.0	92.2	64.7	0.0
LnGrp LOS	F	E	E	F	E	E	F	C		F	E	
Approach Vol, veh/h		1192			759			1325			1696	
Approach Delay, s/veh		67.8			68.9			45.6			66.1	
Approach LOS		E			E			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.4	40.4	23.1	81.1	20.9	44.8	17.0	87.3				
Change Period (Y+Rc), s	* 6.2	7.0	* 6.3	7.4	* 6.2	7.0	* 6.7	7.4				
Max Green Setting (Gmax), s	* 23	33.0	* 20	67.6	* 18	37.8	* 15	71.8				
Max Q Clear Time (g_c+I1), s	18.7	14.1	16.5	53.3	14.2	23.3	10.4	38.4				
Green Ext Time (p_c), s	0.5	14.5	0.3	14.1	0.5	11.6	0.1	32.6				
Intersection Summary												
HCM 2010 Ctrl Delay			61.5									
HCM 2010 LOS			E									
Notes												

HCM 2010 Signalized Intersection Summary
 19: N Druid Hills Rd & W Druid Hills Dr/Salvation Army Dwy

Build 2025
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↘
Traffic Volume (veh/h)	25	5	80	15	0	5	50	1640	0	0	1980	20
Future Volume (veh/h)	25	5	80	15	0	5	50	1640	0	0	1980	20
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	26	5	82	15	0	5	52	1691	0	0	2041	21
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	7	109	67	0	114	76	3030	0	42	4087	42
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.09	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h	1405	92	1505	1305	0	1583	1774	3632	0	290	5190	53
Grp Volume(v), veh/h	26	0	87	15	0	5	52	1691	0	0	1333	729
Grp Sat Flow(s),veh/h/ln	1405	0	1597	1305	0	1583	1774	1770	0	290	1695	1853
Q Serve(g_s), s	3.0	0.0	9.1	1.9	0.0	0.5	4.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	9.1	11.0	0.0	0.5	4.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.94	1.00		1.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	140	0	115	67	0	114	76	3030	0	42	2669	1459
V/C Ratio(X)	0.19	0.00	0.75	0.22	0.00	0.04	0.69	0.56	0.00	0.00	0.50	0.50
Avail Cap(c_a), veh/h	302	0	300	217	0	297	142	3030	0	42	2669	1459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.69	0.69	0.00	0.00	0.53	0.53
Uniform Delay (d), s/veh	75.0	0.0	77.4	82.8	0.0	73.4	76.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.7	0.6	0.0	0.1	2.8	0.5	0.0	0.0	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	7.4	1.3	0.0	0.4	4.4	0.4	0.0	0.0	0.2	0.5
LnGrp Delay(d),s/veh	75.3	0.0	81.1	83.4	0.0	73.5	79.4	0.5	0.0	0.0	0.4	0.7
LnGrp LOS	E		F	F		E	E	A			A	A
Approach Vol, veh/h		113			20			1743			2062	
Approach Delay, s/veh		79.7			80.9			2.9			0.5	
Approach LOS		E			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.7	141.0		17.4		152.6		17.4				
Change Period (Y+Rc), s	5.4	* 8.1		6.1		* 8.1		6.1				
Max Green Setting (Gmax), s	12.6	1.1E2		30.9		1.3E2		30.9				
Max Q Clear Time (g_c+1), s	10.8	2.0		11.1		2.0		13.0				
Green Ext Time (p_c), s	0.0	103.1		0.2		122.0		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay				4.2								
HCM 2010 LOS				A								
Notes												

HCM 2010 Signalized Intersection Summary
 20: N Druid Hills Rd & I-85 SB Entrance Ramp/I-85 Frontage Rd

Build 2025
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↗	↗	↖↗	↗↖			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	970	980	330	1030	1360	0	0	1930	145
Future Volume (veh/h)	0	0	0	970	980	330	1030	1360	0	0	1930	145
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				667	1477	340	1062	1402	0	0	1990	149
Adj No. of Lanes				1	2	1	2	2	0	0	4	1
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				653	1372	583	860	2003	0	0	1779	438
Arrive On Green				0.37	0.37	0.37	0.50	1.00	0.00	0.00	0.09	0.09
Sat Flow, veh/h				1774	3725	1583	3442	3632	0	0	6669	1578
Grp Volume(v), veh/h				667	1477	340	1062	1402	0	0	1990	149
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1721	1770	0	0	1602	1578
Q Serve(g_s), s				62.6	62.6	29.4	42.5	0.0	0.0	0.0	47.2	15.0
Cycle Q Clear(g_c), s				62.6	62.6	29.4	42.5	0.0	0.0	0.0	47.2	15.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				653	1372	583	860	2003	0	0	1779	438
V/C Ratio(X)				1.02	1.08	0.58	1.23	0.70	0.00	0.00	1.12	0.34
Avail Cap(c_a), veh/h				653	1372	583	860	2003	0	0	1779	438
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	1.00	0.36	0.36	0.00	0.00	0.85	0.85
Uniform Delay (d), s/veh				53.7	53.7	43.2	42.5	0.0	0.0	0.0	77.2	62.6
Incr Delay (d2), s/veh				40.6	47.8	1.5	109.2	0.7	0.0	0.0	60.5	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(95%),veh/ln				68.5	74.4	19.0	59.6	0.4	0.0	0.0	51.2	10.8
LnGrp Delay(d),s/veh				94.3	101.5	44.7	151.7	0.7	0.0	0.0	137.7	64.4
LnGrp LOS				F	F	D	F	A			F	E
Approach Vol, veh/h					2484			2464			2139	
Approach Delay, s/veh					91.8			65.8			132.6	
Approach LOS					F			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	49.0	52.0		69.0		101.0						
Change Period (Y+Rc), s	7.5	* 5.8		7.4		* 5.8						
Max Green Setting (Gmax), s	41.5	* 46		61.6		* 95						
Max Q Clear Time (g_c+Rc), s	44.5	49.2		64.6		2.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		90.8						
Intersection Summary												
HCM 2010 Ctrl Delay				95.1								
HCM 2010 LOS				F								
Notes												

HCM 2010 Signalized Intersection Summary
 21: N Druid Hills Rd & I-85 NB Exit Ramp/I-85 Frontage Rd

Build 2025
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗		↑↑↑	↗	↖	↑↑	
Traffic Volume (veh/h)	5	575	875	0	0	510	0	1875	1260	1075	1825	0
Future Volume (veh/h)	5	575	875	0	0	510	0	1875	1260	1075	1825	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	0	1863	1863	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	5	581	884	0	0	515	0	1894	1273	1086	1843	0
Adj No. of Lanes	0	1	2	0	1	1	0	4	1	2	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	0	2	2	0	2	2	2	2	0
Cap, veh/h	23	485	729	0	488	680	0	3027	746	577	2380	0
Arrive On Green	0.26	0.26	0.26	0.00	0.00	0.26	0.00	0.47	0.47	0.34	1.00	0.00
Sat Flow, veh/h	5	1852	2787	0	1863	1583	0	6669	1580	3442	3632	0
Grp Volume(v), veh/h	586	0	884	0	0	515	0	1894	1273	1086	1843	0
Grp Sat Flow(s),veh/h/ln1857	0	1393	0	1863	1583	0	1602	1580	1721	1770	0	0
Q Serve(g_s), s	14.7	0.0	44.5	0.0	0.0	44.5	0.0	37.6	80.3	28.5	0.0	0.0
Cycle Q Clear(g_c), s	44.5	0.0	44.5	0.0	0.0	44.5	0.0	37.6	80.3	28.5	0.0	0.0
Prop In Lane	0.01		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	507	0	729	0	488	680	0	3027	746	577	2380	0
V/C Ratio(X)	1.15	0.00	1.21	0.00	0.00	0.76	0.00	0.63	1.71	1.88	0.77	0.00
Avail Cap(c_a), veh/h	507	0	729	0	488	680	0	3027	746	577	2380	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.09	0.09	0.09	0.09	0.00
Uniform Delay (d), s/veh	63.6	0.0	62.7	0.0	0.0	41.0	0.0	33.6	44.8	56.5	0.0	0.0
Incr Delay (d2), s/veh	90.1	0.0	107.8	0.0	0.0	4.9	0.0	0.1	317.9	397.6	0.2	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	65.7	0.0	50.5	0.0	0.0	49.2	0.0	18.6	172.8	77.9	0.1	0.0
LnGrp Delay(d),s/veh	153.8	0.0	170.6	0.0	0.0	45.9	0.0	33.7	362.8	454.1	0.2	0.0
LnGrp LOS	F		F			D		C	F	F	A	
Approach Vol, veh/h		1470			515			3167			2929	
Approach Delay, s/veh		163.9			45.9			166.0			168.5	
Approach LOS		F			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	34.0	86.0		50.0		120.0		50.0				
Change Period (Y+Rc), s	6.5	* 6.7		6.5		* 6.7		6.5				
Max Green Setting (Gmax), s	27.5	* 79		43.5		* 1.1E2		43.5				
Max Q Clear Time (g_c+BO), s	30.5	82.3		46.5		2.0		46.5				
Green Ext Time (p_c), s	0.0	0.0		0.0		110.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			158.9									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 22: N Druid Hills Rd & Executive Park Dr/Tullie Rd

Build 2025
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↗	↑	↗	↗	↑↑↑		↗	↑↑↑	↗
Traffic Volume (veh/h)	330	50	195	395	110	815	95	1990	145	215	2145	340
Future Volume (veh/h)	330	50	195	395	110	815	95	1990	145	215	2145	340
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	347	53	205	416	116	858	100	2095	153	226	2258	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	558	302	255	400	420	355	116	1991	144	163	2212	689
Arrive On Green	0.16	0.16	0.16	0.23	0.23	0.23	0.08	0.82	0.82	0.05	0.29	0.00
Sat Flow, veh/h	3442	1863	1572	1774	1863	1575	1774	4839	351	1774	5085	1583
Grp Volume(v), veh/h	347	53	205	416	116	858	100	1463	785	226	2258	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1572	1774	1863	1575	1774	1695	1799	1774	1695	1583
Q Serve(g_s), s	16.0	4.2	21.4	38.3	8.7	38.3	5.6	70.0	70.0	11.6	74.0	0.0
Cycle Q Clear(g_c), s	16.0	4.2	21.4	38.3	8.7	38.3	5.6	70.0	70.0	11.6	74.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	558	302	255	400	420	355	116	1395	740	163	2212	689
V/C Ratio(X)	0.62	0.18	0.80	1.04	0.28	2.42	0.86	1.05	1.06	1.38	1.02	0.00
Avail Cap(c_a), veh/h	810	438	370	400	420	355	116	1395	740	163	2212	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.14	0.14	0.14	0.33	0.33	0.00
Uniform Delay (d), s/veh	66.4	61.4	68.6	65.9	54.4	65.8	39.5	15.0	15.0	56.8	60.2	0.0
Incr Delay (d2), s/veh	1.1	0.3	8.1	56.0	0.4	646.7	8.4	25.4	31.8	184.6	16.7	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.3	3.9	15.0	45.0	8.1	144.8	4.0	63.7	69.8	28.9	68.6	0.0
LnGrp Delay(d),s/veh	67.5	61.7	76.7	121.9	54.8	712.6	47.9	40.4	46.8	241.5	76.9	0.0
LnGrp LOS	E	E	E	F	D	F	D	F	F	F	F	F
Approach Vol, veh/h		605			1390			2348			2484	
Approach Delay, s/veh		70.1			480.9			42.9			91.9	
Approach LOS		E			F			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	80.0		33.0	17.0	76.0		44.0				
Change Period (Y+Rc), s	6.9	*7		6.5	6.4	*7		6.7				
Max Green Setting (Gmax), s	60	*61		39.0	10.6	*57		37.3				
Max Q Clear Time (g_c+1), s	17	76.0		23.4	13.6	72.0		40.3				
Green Ext Time (p_c), s	0.0	0.0		2.0	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			152.3									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 23: N Druid Hills Rd & Briarcliff Rd

















Build 2025
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↔		↔	↑↑	↔	↔	↑↔		↔	↑↑	↔
Traffic Volume (veh/h)	625	340	115	220	290	150	130	1165	90	250	2010	475
Future Volume (veh/h)	625	340	115	220	290	150	130	1165	90	250	2010	475
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	665	362	89	234	309	87	138	1239	95	266	2138	0
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	508	547	133	283	512	225	112	1580	121	294	1907	853
Arrive On Green	0.15	0.19	0.19	0.10	0.14	0.14	0.04	0.47	0.47	0.10	0.54	0.00
Sat Flow, veh/h	3442	2817	684	1774	3539	1554	1774	3331	255	1774	3539	1583
Grp Volume(v), veh/h	665	226	225	234	309	87	138	657	677	266	2138	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1731	1774	1770	1554	1774	1770	1816	1774	1770	1583
Q Serve(g_s), s	25.1	20.0	20.5	16.5	13.9	8.6	6.7	52.8	53.1	14.6	91.6	0.0
Cycle Q Clear(g_c), s	25.1	20.0	20.5	16.5	13.9	8.6	6.7	52.8	53.1	14.6	91.6	0.0
Prop In Lane	1.00		0.39	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	508	344	336	283	512	225	112	839	861	294	1907	853
V/C Ratio(X)	1.31	0.66	0.67	0.83	0.60	0.39	1.23	0.78	0.79	0.90	1.12	0.00
Avail Cap(c_a), veh/h	508	410	401	283	645	283	112	839	861	332	1907	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	72.4	63.3	63.5	59.0	68.1	65.9	49.2	37.4	37.5	39.9	39.2	0.0
Incr Delay (d2), s/veh	152.6	2.9	3.3	17.1	1.1	1.1	158.9	7.2	7.1	3.1	55.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	40.9	15.3	15.4	7.4	11.2	6.8	18.4	36.0	36.9	14.3	103.1	0.0
LnGrp Delay(d),s/veh	225.0	66.2	66.8	76.1	69.3	66.9	208.1	44.6	44.6	43.0	94.5	0.0
LnGrp LOS	F	E	E	E	E	E	F	D	D	D	F	
Approach Vol, veh/h		1116			630			1472			2404	
Approach Delay, s/veh		161.0			71.5			59.9			88.8	
Approach LOS		F			E			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	86.0	30.0	30.0	13.0	97.0	21.6	38.4				
Change Period (Y+Rc), s	7.2	6.4	5.9	* 6.4	7.3	6.4	6.1	* 6.4				
Max Green Setting (Gmax), s	20.4	69.6	24.1	* 30	5.7	84.2	15.5	* 38				
Max Q Clear Time (g_c+110), s	110.6	55.1	27.1	15.9	8.7	93.6	18.5	22.5				
Green Ext Time (p_c), s	0.2	14.5	0.0	4.2	0.0	0.0	0.0	4.5				
Intersection Summary												
HCM 2010 Ctrl Delay			93.6									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 24: E Roxboro Rd & Goodwin Rd

Build 2025
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	0	20	5	10	610	0	15	1180	60
Future Volume (veh/h)	10	10	10	0	20	5	10	610	0	15	1180	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	10	10	10	0	21	5	10	635	0	16	1229	62
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	23	18	0	58	14	32	1632	0	42	2982	150
Arrive On Green	0.04	0.04	0.04	0.00	0.04	0.04	0.90	0.90	0.00	0.90	0.90	0.90
Sat Flow, veh/h	341	578	460	0	1455	346	12	1811	0	23	3308	166
Grp Volume(v), veh/h	30	0	0	0	0	26	645	0	0	685	0	622
Grp Sat Flow(s),veh/h/ln	1379	0	0	0	0	1802	1823	0	0	1832	0	1666
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	10.0
Cycle Q Clear(g_c), s	4.0	0.0	0.0	0.0	0.0	2.4	8.9	0.0	0.0	9.7	0.0	10.0
Prop In Lane	0.33		0.33	0.00		0.19	0.02		0.00	0.02		0.10
Lane Grp Cap(c), veh/h	83	0	0	0	0	72	1665	0	0	1673	0	1502
V/C Ratio(X)	0.36	0.00	0.00	0.00	0.00	0.36	0.39	0.00	0.00	0.41	0.00	0.41
Avail Cap(c_a), veh/h	225	0	0	0	0	233	1665	0	0	1673	0	1502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.83	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	80.3	0.0	0.0	0.0	0.0	79.5	1.3	0.0	0.0	1.3	0.0	1.3
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.0	0.0	3.1	0.6	0.0	0.0	0.7	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.0	0.0	0.0	0.0	2.3	8.0	0.0	0.0	8.8	0.0	8.5
LnGrp Delay(d),s/veh	82.9	0.0	0.0	0.0	0.0	82.6	1.8	0.0	0.0	2.0	0.0	2.2
LnGrp LOS	F					F	A			A		A
Approach Vol, veh/h		30			26			645			1307	
Approach Delay, s/veh		82.9			82.6			1.8			2.1	
Approach LOS		F			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		158.2		11.8		158.2		11.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		137.0		21.0		137.0		21.0				
Max Q Clear Time (g_c+I1), s		10.9		6.0		12.0		4.4				
Green Ext Time (p_c), s		26.7		0.2		26.7		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			4.3									
HCM 2010 LOS			A									

























Synchro Output

2035 No Build

AM Peak

HCM 2010 Signalized Intersection Summary
 1: N Druid Hills Rd & SR 141/Peachtree Rd

No Build 2035
 Timing Plan: AM PEAK

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 					 			
Traffic Volume (veh/h)	30	605	190	340	1900	15	310	25	410	30	30	70	
Future Volume (veh/h)	30	605	190	340	1900	15	310	25	410	30	30	70	
Number	1	6	16	5	2	12	7	4	14	3	8	18	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1863	1900	1863	1863	
Adj Flow Rate, veh/h	31	624	0	351	1959	15	320	26	423	31	31	72	
Adj No. of Lanes	1	3	0	1	2	1	0	1	2	0	1	1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	103	2401	0	576	1995	893	364	30	950	59	59	103	
Arrive On Green	0.03	0.47	0.00	0.12	0.56	0.56	0.22	0.22	0.22	0.07	0.07	0.07	
Sat Flow, veh/h	1774	5253	0	1774	3539	1583	1647	134	2787	909	909	1583	
Grp Volume(v), veh/h	31	624	0	351	1959	15	346	0	423	62	0	72	
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1770	1583	1780	0	1393	1817	0	1583	
Q Serve(g_s), s	1.4	11.8	0.0	15.6	86.5	0.7	30.1	0.0	18.9	5.3	0.0	7.1	
Cycle Q Clear(g_c), s	1.4	11.8	0.0	15.6	86.5	0.7	30.1	0.0	18.9	5.3	0.0	7.1	
Prop In Lane	1.00		0.00	1.00		1.00	0.92		1.00	0.50		1.00	
Lane Grp Cap(c), veh/h	103	2401	0	576	1995	893	393	0	950	118	0	103	
V/C Ratio(X)	0.30	0.26	0.00	0.61	0.98	0.02	0.88	0.00	0.45	0.52	0.00	0.70	
Avail Cap(c_a), veh/h	117	2401	0	640	1995	893	445	0	1031	432	0	376	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.84	0.00	0.84	1.00	0.00	1.00	
Uniform Delay (d), s/veh	37.7	25.4	0.0	16.7	34.1	15.4	60.3	0.0	41.0	72.4	0.0	73.2	
Incr Delay (d2), s/veh	1.6	0.3	0.0	1.4	16.3	0.0	14.5	0.0	0.3	1.3	0.0	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	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	1.3	9.5	0.0	12.4	57.9	0.5	22.5	0.0	11.4	4.9	0.0	5.8	
LnGrp Delay(d),s/veh	39.4	25.7	0.0	18.1	50.4	15.4	74.8	0.0	41.3	73.7	0.0	76.4	
LnGrp LOS	D	C		B	D	B	E		D	E		E	
Approach Vol, veh/h		655			2325			769			134		
Approach Delay, s/veh		26.3			45.3			56.4			75.2		
Approach LOS		C			D			E			E		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	9.7	94.7		39.8	24.4	80.0		15.7					
Change Period (Y+Rc), s	6.0	5.5		5.5	* 6.2	5.5		6.3					
Max Green Setting (Gmax), s	5.0	55.7		39.0	* 24	36.5		37.0					
Max Q Clear Time (g_c+I1), s	3.4	88.5		32.1	17.6	13.8		9.1					
Green Ext Time (p_c), s	0.0	0.0		2.3	0.6	22.0		0.3					
Intersection Summary													
HCM 2010 Ctrl Delay				45.3									
HCM 2010 LOS				D									
Notes													

HCM 2010 Signalized Intersection Summary
 2: N Druid Hills Rd & Apple Valley Rd

No Build 2035
 Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	470	170	575	210	95	465		
Future Volume (veh/h)	470	170	575	210	95	465		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	485	175	593	216	98	479		
Adj No. of Lanes	1	1	2	0	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	571	510	1054	383	408	1047		
Arrive On Green	0.32	0.32	0.41	0.41	0.06	0.38		
Sat Flow, veh/h	1774	1583	2637	925	1774	1863		
Grp Volume(v), veh/h	485	175	412	397	98	479		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1699	1774	1863		
Q Serve(g_s), s	20.4	6.7	14.2	14.3	2.2	15.5		
Cycle Q Clear(g_c), s	20.4	6.7	14.2	14.3	2.2	15.5		
Prop In Lane	1.00	1.00		0.54	1.00			
Lane Grp Cap(c), veh/h	571	510	733	704	408	1047		
V/C Ratio(X)	0.85	0.34	0.56	0.56	0.24	0.46		
Avail Cap(c_a), veh/h	699	623	733	704	426	1047		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.73	0.73		
Uniform Delay (d), s/veh	25.3	20.7	17.9	17.9	11.7	15.8		
Incr Delay (d2), s/veh	9.0	0.6	3.1	3.2	0.5	1.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	16.9	10.8	12.0	11.7	2.0	12.3		
LnGrp Delay(d),s/veh	34.4	21.2	21.0	21.2	12.2	16.8		
LnGrp LOS	C	C	C	C	B	B		
Approach Vol, veh/h	660		809		577			
Approach Delay, s/veh	30.9		21.1		16.0			
Approach LOS	C		C		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		49.7		30.3	11.8	37.9		
Change Period (Y+Rc), s		* 5.8		5.5	5.6	* 5.8		
Max Green Setting (Gmax), s		* 38		30.5	7.0	* 26		
Max Q Clear Time (g_c+I1), s		17.5		22.4	4.2	16.3		
Green Ext Time (p_c), s		13.7		2.3	0.1	7.2		
Intersection Summary								
HCM 2010 Ctrl Delay			22.8					
HCM 2010 LOS			C					
Notes								

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	5	5	10	0	0	0	30	780	15	5	885	45
Future Vol, veh/h	5	5	10	0	0	0	30	780	15	5	885	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	10	0	0	0	31	813	16	5	922	47

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1839	1847	945	969	0	0	828	0	0
Stage 1	956	956	-	-	-	-	-	-	-
Stage 2	883	891	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	83	75	318	711	-	-	803	-	-
Stage 1	373	336	-	-	-	-	-	-	-
Stage 2	404	361	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	75	0	318	711	-	-	803	-	-
Mov Cap-2 Maneuver	75	0	-	-	-	-	-	-	-
Stage 1	368	0	-	-	-	-	-	-	-
Stage 2	371	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.2	0.4	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	711	-	-	153	803	-	-
HCM Lane V/C Ratio	0.044	-	-	0.136	0.006	-	-
HCM Control Delay (s)	10.3	0	-	32.2	9.5	0	-
HCM Lane LOS	B	A	-	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	10	815	5	5	890
Future Vol, veh/h	25	10	815	5	5	890
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	10	849	5	5	927

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1790	852	0	0	854
Stage 1	852	-	-	-	-
Stage 2	938	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	89	359	-	-	785
Stage 1	418	-	-	-	-
Stage 2	381	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	88	359	-	-	785
Mov Cap-2 Maneuver	88	-	-	-	-
Stage 1	418	-	-	-	-
Stage 2	376	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	51.9	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	112	785
HCM Lane V/C Ratio	-	-	0.326	0.007
HCM Control Delay (s)	-	-	51.9	9.6
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	1.3	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	30	15	815	900	15
Future Vol, veh/h	5	30	15	815	900	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	32	16	858	947	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1844	955	963	0	-	0
Stage 1	955	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	82	313	715	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	313	715	-	-	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	385	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.7	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	715	-	219	-	-
HCM Lane V/C Ratio	0.022	-	0.168	-	-
HCM Control Delay (s)	10.1	0	24.7	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	15	20	830	925	5
Future Vol, veh/h	0	15	20	830	925	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	22	902	1005	5












Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	1008	1011	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	292	686	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	292	686	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.1	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	686	-	292	-	-
HCM Lane V/C Ratio	0.032	-	0.056	-	-
HCM Control Delay (s)	10.4	-	18.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

HCM 2010 Signalized Intersection Summary
7: N Druid Hills Rd & Briarwood Rd

No Build 2035
Timing Plan: AM PEAK

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	95	435	415	35	110	830		
Future Volume (veh/h)	95	435	415	35	110	830		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	99	453	432	36	115	865		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	449	518	856	71	536	1167		
Arrive On Green	0.25	0.25	0.50	0.50	0.07	0.63		
Sat Flow, veh/h	1774	1583	1696	141	1774	1863		
Grp Volume(v), veh/h	99	453	0	468	115	865		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1838	1774	1863		
Q Serve(g_s), s	3.3	19.0	0.0	12.7	2.1	24.3		
Cycle Q Clear(g_c), s	3.3	19.0	0.0	12.7	2.1	24.3		
Prop In Lane	1.00	1.00		0.08	1.00			
Lane Grp Cap(c), veh/h	449	518	0	928	536	1167		
V/C Ratio(X)	0.22	0.87	0.00	0.50	0.21	0.74		
Avail Cap(c_a), veh/h	449	518	0	928	547	1167		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	22.1	23.8	0.0	12.3	7.9	9.8		
Incr Delay (d2), s/veh	0.3	15.3	0.0	2.0	0.1	4.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	3.0	24.8	0.0	11.2	1.8	19.7		
LnGrp Delay(d),s/veh	22.4	39.1	0.0	14.3	8.0	14.0		
LnGrp LOS	C	D		B	A	B		
Approach Vol, veh/h	552		468			980		
Approach Delay, s/veh	36.1		14.3			13.3		
Approach LOS	D		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		51.6		23.4	9.1	42.5		
Change Period (Y+Rc), s		5.6		* 5.4	* 4.6	5.6		
Max Green Setting (Gmax), s		46.0		* 18	* 5	36.4		
Max Q Clear Time (g_c+I1), s		26.3		21.0	4.1	14.7		
Green Ext Time (p_c), s		14.8		0.0	0.0	16.0		
Intersection Summary								
HCM 2010 Ctrl Delay			19.8					
HCM 2010 LOS			B					
Notes								

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	25	30	440	880	45
Future Vol, veh/h	10	25	30	440	880	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	27	32	468	936	48

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1492	960	984	0	-	0
Stage 1	960	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	136	311	702	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	128	311	702	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	552	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.6	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	702	-	221	-	-
HCM Lane V/C Ratio	0.045	-	0.168	-	-
HCM Control Delay (s)	10.4	0	24.6	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	10	25	445	5	15	890
Future Vol, veh/h	10	25	445	5	15	890
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	26	464	5	16	927

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1424	466	0	0	469
Stage 1	466	-	-	-	-
Stage 2	958	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	150	597	-	-	1093
Stage 1	632	-	-	-	-
Stage 2	373	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	146	597	-	-	1093
Mov Cap-2 Maneuver	146	-	-	-	-
Stage 1	632	-	-	-	-
Stage 2	362	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	317	1093
HCM Lane V/C Ratio	-	-	0.115	0.014
HCM Control Delay (s)	-	-	17.8	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	25	20	445	895	5
Future Vol, veh/h	5	25	20	445	895	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	26	20	454	913	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1411	916	918	0	-	0
Stage 1	916	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	152	330	743	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	147	330	743	-	-	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	591	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.8	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	743	-	273	-	-
HCM Lane V/C Ratio	0.027	-	0.112	-	-
HCM Control Delay (s)	10	0	19.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↔		↔↔↔	
Traffic Vol, veh/h	40	10	455	10	5	925
Future Vol, veh/h	40	10	455	10	5	925
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	11	479	11	5	974























Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	884	484	0	0	489
Stage 1	484	-	-	-	-
Stage 2	400	-	-	-	-
Critical Hdwy	6.08	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	6.03	-	-	-	-
Follow-up Hdwy	3.669	3.319	-	-	2.219
Pot Cap-1 Maneuver	335	582	-	-	1072
Stage 1	599	-	-	-	-
Stage 2	611	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	332	582	-	-	1072
Mov Cap-2 Maneuver	332	-	-	-	-
Stage 1	599	-	-	-	-
Stage 2	605	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	363	1072
HCM Lane V/C Ratio	-	-	0.145	0.005
HCM Control Delay (s)	-	-	16.6	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0

HCM 2010 Signalized Intersection Summary
 12: N Druid Hills Rd & Lenox Park Blvd/N Cliff Valley Way

No Build 2035
 Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	55	110	70	420	40	235	355	35	25	705	235
Future Volume (veh/h)	70	55	110	70	420	40	235	355	35	25	705	235
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	73	57	115	73	438	42	245	370	36	26	734	245
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	495	421	415	446	43	285	891	87	555	871	741
Arrive On Green	0.04	0.27	0.27	0.04	0.27	0.27	0.19	1.00	1.00	0.03	0.47	0.47
Sat Flow, veh/h	1774	1863	1583	1774	1674	161	1774	1671	163	1774	1863	1583
Grp Volume(v), veh/h	73	57	115	73	0	480	245	0	406	26	734	245
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1834	1774	0	1834	1774	1863	1583
Q Serve(g_s), s	4.5	3.5	8.6	4.5	0.0	39.0	10.9	0.0	0.0	1.1	51.9	14.6
Cycle Q Clear(g_c), s	4.5	3.5	8.6	4.5	0.0	39.0	10.9	0.0	0.0	1.1	51.9	14.6
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	126	495	421	415	0	489	285	0	978	555	871	741
V/C Ratio(X)	0.58	0.12	0.27	0.18	0.00	0.98	0.86	0.00	0.42	0.05	0.84	0.33
Avail Cap(c_a), veh/h	126	495	421	415	0	489	319	0	978	575	871	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.90	0.00	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	41.7	43.6	37.6	0.0	54.6	27.2	0.0	0.0	19.3	35.0	25.1
Incr Delay (d2), s/veh	6.5	0.2	0.5	0.2	0.0	35.8	17.5	0.0	1.2	0.0	9.7	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	3.3	6.9	4.0	0.0	32.7	10.6	0.0	0.6	1.0	37.9	10.9
LnGrp Delay(d),s/veh	49.4	41.8	44.1	37.8	0.0	90.4	44.7	0.0	1.2	19.3	44.7	26.3
LnGrp LOS	D	D	D	D		F	D		A	B	D	C
Approach Vol, veh/h		245			553			651			1005	
Approach Delay, s/veh		45.1			83.5			17.5			39.6	
Approach LOS		D			F			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.7	75.0	11.3	45.0	8.9	84.8	11.4	44.9				
Change Period (Y+Rc), s	5.6	* 5.8	* 6.2	* 6	5.6	* 5.8	* 6.2	* 6				
Max Green Setting (Gmax), s	16.0	* 66	* 5.1	* 39	5.0	* 77	* 5.2	* 39				
Max Q Clear Time (g_c+I1), s	12.9	53.9	6.5	41.0	3.1	2.0	6.5	10.6				
Green Ext Time (p_c), s	0.2	9.9	0.0	0.0	0.0	33.5	0.0	6.4				
Intersection Summary												
HCM 2010 Ctrl Delay			44.2									
HCM 2010 LOS			D									
Notes												

HCM Signalized Intersection Capacity Analysis
 13: N Druid Hills Rd & Curtis Dr

No Build 2035
 Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T		L	T
Traffic Volume (vph)	20	110	515	45	85	800
Future Volume (vph)	20	110	515	45	85	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.7		4.5	5.7
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.89		0.99		1.00	1.00
Flt Protected	0.99		1.00		0.95	1.00
Satd. Flow (prot)	1637		1842		1770	1863
Flt Permitted	0.99		1.00		0.37	1.00
Satd. Flow (perm)	1637		1842		681	1863
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	21	115	536	47	89	833
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	136	0	583	0	89	833
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	3		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	18.7		105.4		118.2	118.2
Effective Green, g (s)	19.7		106.4		119.2	119.2
Actuated g/C Ratio	0.13		0.71		0.79	0.79
Clearance Time (s)	6.4		6.7		5.5	6.7
Vehicle Extension (s)	4.1		5.1		3.1	5.1
Lane Grp Cap (vph)	214		1306		601	1480
v/s Ratio Prot	c0.08		0.32		0.01	c0.45
v/s Ratio Perm					0.11	
v/c Ratio	0.64		0.45		0.15	0.56
Uniform Delay, d1	61.7		9.3		4.8	5.7
Progression Factor	1.00		1.36		2.11	2.93
Incremental Delay, d2	6.9		1.0		0.1	1.0
Delay (s)	68.7		13.7		10.2	17.8
Level of Service	E		B		B	B
Approach Delay (s)	68.7		13.7			17.0
Approach LOS	E		B			B

Intersection Summary			
HCM 2000 Control Delay	20.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	5	25	10	5	10	35	530	5	5	790	25
Future Vol, veh/h	20	5	25	10	5	10	35	530	5	5	790	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	5	27	11	5	11	37	564	5	5	840	27











Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1513	1508	854	1521	1519	566	867	0	0	569	0	0
Stage 1	864	864	-	641	641	-	-	-	-	-	-	-
Stage 2	649	644	-	880	878	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	98	121	358	97	119	524	777	-	-	1003	-	-
Stage 1	349	371	-	463	469	-	-	-	-	-	-	-
Stage 2	458	468	-	342	366	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	87	111	358	81	110	524	777	-	-	1003	-	-
Mov Cap-2 Maneuver	87	111	-	81	110	-	-	-	-	-	-	-
Stage 1	325	367	-	431	436	-	-	-	-	-	-	-
Stage 2	412	435	-	309	362	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	43.6		38.7		0.6		0.1	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	777	-	-	145	133	1003	-
HCM Lane V/C Ratio	0.048	-	-	0.367	0.2	0.005	-
HCM Control Delay (s)	9.9	0	-	43.6	38.7	8.6	0
HCM Lane LOS	A	A	-	E	E	A	A
HCM 95th %tile Q(veh)	0.2	-	-	1.5	0.7	0	-













HCM 2010 Signalized Intersection Summary
 15: N Druid Hills Rd & Goodwin Rd

No Build 2035
 Timing Plan: AM PEAK

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	15	5	25	555	810	15		
Future Volume (veh/h)	15	5	25	555	810	15		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	16	5	27	603	880	16		
Adj No. of Lanes	0	0	0	1	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	44	14	70	1525	3170	58		
Arrive On Green	0.03	0.03	0.89	0.89	1.00	1.00		
Sat Flow, veh/h	1258	393	50	1711	3649	65		
Grp Volume(v), veh/h	22	0	630	0	438	458		
Grp Sat Flow(s),veh/h/ln	1730	0	1762	0	1770	1851		
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	1.9	0.0	8.3	0.0	0.0	0.0		
Prop In Lane	0.73	0.23	0.04			0.03		
Lane Grp Cap(c), veh/h	60	0	1595	0	1577	1650		
V/C Ratio(X)	0.37	0.00	0.39	0.00	0.28	0.28		
Avail Cap(c_a), veh/h	158	0	1595	0	1577	1650		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	0.86	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	70.8	0.0	1.3	0.0	0.0	0.0		
Incr Delay (d2), s/veh	3.3	0.0	0.7	0.0	0.4	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	1.7	0.0	8.0	0.0	0.3	0.3		
LnGrp Delay(d),s/veh	74.1	0.0	2.1	0.0	0.4	0.4		
LnGrp LOS	E		A		A	A		
Approach Vol, veh/h	22			630	896			
Approach Delay, s/veh	74.1			2.1	0.4			
Approach LOS	E			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		139.5		10.5		139.5		
Change Period (Y+Rc), s		* 6.8		* 6.3		* 6.8		
Max Green Setting (Gmax), s		* 1.3E2		* 13		* 1.2E2		
Max Q Clear Time (g_c+I1), s		2.0		3.9		10.3		
Green Ext Time (p_c), s		34.3		0.0		33.9		
Intersection Summary								
HCM 2010 Ctrl Delay			2.1					
HCM 2010 LOS			A					
Notes								

HCM Signalized Intersection Capacity Analysis
 16: N Druid Hills Rd & E Roxboro Rd

No Build 2035
 Timing Plan: AM PEAK

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 					 
Traffic Volume (vph)	820	0	965	580	0	570
Future Volume (vph)	820	0	965	580	0	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.3		5.8	3.0		5.8
Lane Util. Factor	0.97		1.00	1.00		0.95
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		1863	1583		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		1863	1583		3539
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	837	0	985	592	0	582
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	837	0	985	592	0	582
Turn Type	Prot		NA	Free		NA
Protected Phases	2		4			8
Permitted Phases				Free		
Actuated Green, G (s)	44.7		93.2	150.0		93.2
Effective Green, g (s)	45.7		94.2	150.0		94.2
Actuated g/C Ratio	0.30		0.63	1.00		0.63
Clearance Time (s)	5.3		6.8			6.8
Vehicle Extension (s)	4.1		3.1			3.1
Lane Grp Cap (vph)	1045		1169	1583		2222
v/s Ratio Prot	c0.24		c0.53			0.16
v/s Ratio Perm				0.37		
v/c Ratio	0.80		0.84	0.37		0.26
Uniform Delay, d1	48.0		22.0	0.0		12.4
Progression Factor	1.15		0.45	1.00		0.93
Incremental Delay, d2	6.3		3.6	0.3		0.3
Delay (s)	61.7		13.6	0.3		11.9
Level of Service	E		B	A		B
Approach Delay (s)	61.7		8.6			11.9
Approach LOS	E		A			B

Intersection Summary			
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	10.1
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	50	25	1535	1385	5
Future Vol, veh/h	10	50	25	1535	1385	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	51	26	1566	1413	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2250	709	1418	0	-	0
Stage 1	1416	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	35	377	476	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	33	377	476	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	366	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.1	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	476	-	285	-	-
HCM Lane V/C Ratio	0.054	-	0.215	-	-
HCM Control Delay (s)	13	-	21.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

HCM 2010 Signalized Intersection Summary
 18: N Druid Hills Rd & SR 13/Buford Hwy

No Build 2035
 Timing Plan: AM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	295	175	375	855	140	500	1180	145	65	1150	220
Future Volume (veh/h)	240	295	175	375	855	140	500	1180	145	65	1150	220
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	247	304	115	387	881	107	515	1216	0	67	1186	0
Adj No. of Lanes	1	3	0	1	3	0	2	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	937	333	462	1221	148	546	1472	0	226	1529	0
Arrive On Green	0.12	0.25	0.25	0.13	0.27	0.27	0.32	0.83	0.00	0.04	0.30	0.00
Sat Flow, veh/h	1774	3699	1316	1774	4597	556	3442	3632	0	1774	5253	0
Grp Volume(v), veh/h	247	277	142	387	649	339	515	1216	0	67	1186	0
Grp Sat Flow(s),veh/h/ln	1774	1695	1625	1774	1695	1762	1721	1770	0	1774	1695	0
Q Serve(g_s), s	15.1	10.0	10.7	20.2	26.1	26.3	21.9	27.7	0.0	3.9	31.9	0.0
Cycle Q Clear(g_c), s	15.1	10.0	10.7	20.2	26.1	26.3	21.9	27.7	0.0	3.9	31.9	0.0
Prop In Lane	1.00		0.81	1.00		0.32	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	316	859	412	462	900	468	546	1472	0	226	1529	0
V/C Ratio(X)	0.78	0.32	0.34	0.84	0.72	0.72	0.94	0.83	0.00	0.30	0.78	0.00
Avail Cap(c_a), veh/h	350	859	412	462	900	468	546	1472	0	226	1529	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.4	45.5	45.8	39.4	50.0	50.1	50.5	9.7	0.0	34.2	47.8	0.0
Incr Delay (d2), s/veh	9.9	1.0	2.3	13.5	5.0	9.4	21.3	4.3	0.0	0.7	3.9	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.9	8.4	8.8	11.4	18.8	20.2	16.9	19.1	0.0	3.5	21.9	0.0
LnGrp Delay(d),s/veh	47.2	46.5	48.1	52.9	55.0	59.5	71.8	14.0	0.0	35.0	51.8	0.0
LnGrp LOS	D	D	D	D	D	E	E	B		C	D	
Approach Vol, veh/h		666			1375			1731			1253	
Approach Delay, s/veh		47.1			55.5			31.2			50.9	
Approach LOS		D			E			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.6	45.8	29.1	51.5	25.4	44.0	11.8	68.8				
Change Period (Y+Rc), s	* 6.2	7.0	* 6.3	7.4	* 6.2	7.0	* 6.7	7.4				
Max Green Setting (Gmax), s	* 20	36.0	* 23	44.1	* 19	37.0	* 5.1	61.4				
Max Q Clear Time (g_c+I1), s	17.1	28.3	23.9	33.9	22.2	12.7	5.9	29.7				
Green Ext Time (p_c), s	0.2	6.8	0.0	10.0	0.0	18.8	0.0	30.5				
Intersection Summary												
HCM 2010 Ctrl Delay			44.9									
HCM 2010 LOS			D									
Notes												

HCM 2010 Signalized Intersection Summary
 19: N Druid Hills Rd & W Druid Hills Dr/Salvation Army Dwy

No Build 2035
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↕		↔	↕	↔
Traffic Volume (veh/h)	40	5	50	0	0	0	65	1785	5	0	1660	40
Future Volume (veh/h)	40	5	50	0	0	0	65	1785	5	0	1660	40
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	41	5	52	0	0	0	67	1840	5	0	1711	41
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	8	80	48	102	0	95	3127	8	48	3989	96
Arrive On Green	0.05	0.05	0.05	0.00	0.00	0.00	0.11	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	1774	141	1464	1341	1863	0	1774	3621	10	250	5109	122
Grp Volume(v), veh/h	41	0	57	0	0	0	67	899	946	0	1135	617
Grp Sat Flow(s),veh/h/ln	1774	0	1604	1341	1863	0	1774	1770	1861	250	1695	1841
Q Serve(g_s), s	3.4	0.0	5.2	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	5.2	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.91	1.00		0.00	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	146	0	88	48	102	0	95	1528	1607	48	2647	1438
V/C Ratio(X)	0.28	0.00	0.65	0.00	0.00	0.00	0.70	0.59	0.59	0.00	0.43	0.43
Avail Cap(c_a), veh/h	413	0	331	250	384	0	173	1528	1607	48	2647	1438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.63	0.63	0.63	0.00	0.25	0.25
Uniform Delay (d), s/veh	68.6	0.0	69.4	0.0	0.0	0.0	65.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.9	0.0	0.0	0.0	2.3	1.1	1.0	0.0	0.1	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	4.3	0.0	0.0	0.0	4.9	0.8	0.8	0.0	0.1	0.2
LnGrp Delay(d),s/veh	69.0	0.0	72.4	0.0	0.0	0.0	68.1	1.1	1.0	0.0	0.1	0.2
LnGrp LOS	E		E				E	A	A		A	A
Approach Vol, veh/h		98			0			1912			1752	
Approach Delay, s/veh		70.9			0.0			3.4			0.2	
Approach LOS		E						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.4	124.2		13.3		136.7		13.3				
Change Period (Y+Rc), s	5.4	* 8.1		6.1		* 8.1		6.1				
Max Green Setting (Gmax), s	13.6	* 87		29.9		* 1.1E2		29.9				
Max Q Clear Time (g_c+1), s	17.5	2.0		7.2		2.0		0.0				
Green Ext Time (p_c), s	0.0	83.4		0.1		103.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			3.6									
HCM 2010 LOS			A									
Notes												

HCM 2010 Signalized Intersection Summary
 20: N Druid Hills Rd & I-85 SB Entrance Ramp/I-85 Frontage Rd

No Build 2035
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↗	↗	↖↗	↗↗			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	1055	545	515	965	1340	0	0	1435	275
Future Volume (veh/h)	0	0	0	1055	545	515	965	1340	0	0	1435	275
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				1198	627	347	975	1354	0	0	1449	278
Adj No. of Lanes				2	1	1	2	2	0	0	4	1
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1244	653	555	975	2034	0	0	1589	391
Arrive On Green				0.35	0.35	0.35	0.57	1.00	0.00	0.00	0.33	0.33
Sat Flow, veh/h				3548	1863	1583	3442	3632	0	0	6669	1578
Grp Volume(v), veh/h				1198	627	347	975	1354	0	0	1449	278
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1721	1770	0	0	1602	1578
Q Serve(g_s), s				49.7	49.4	27.3	42.5	0.0	0.0	0.0	32.5	23.1
Cycle Q Clear(g_c), s				49.7	49.4	27.3	42.5	0.0	0.0	0.0	32.5	23.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1244	653	555	975	2034	0	0	1589	391
V/C Ratio(X)				0.96	0.96	0.62	1.00	0.67	0.00	0.00	0.91	0.71
Avail Cap(c_a), veh/h				1244	653	555	975	2034	0	0	1589	391
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	0.23	0.23	0.00	0.00	0.90	0.90
Uniform Delay (d), s/veh				47.7	47.7	40.5	32.5	0.0	0.0	0.0	48.7	45.5
Incr Delay (d2), s/veh				17.3	25.6	2.2	13.6	0.4	0.0	0.0	8.7	9.5
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(95%),veh/ln				35.9	39.1	18.0	25.2	0.2	0.0	0.0	21.3	16.3
LnGrp Delay(d),s/veh				65.1	73.2	42.7	46.1	0.4	0.0	0.0	57.4	55.0
LnGrp LOS				E	E	D	D	A			E	E
Approach Vol, veh/h					2172			2329			1727	
Approach Delay, s/veh					63.9			19.5			57.0	
Approach LOS					E			B			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	49.0	42.0		59.0		91.0						
Change Period (Y+Rc), s	7.5	* 5.8		7.4		* 5.8						
Max Green Setting (Gmax), s	41.5	* 36		51.6		* 85						
Max Q Clear Time (g_c+Rc), s	41.5	34.5		51.7		2.0						
Green Ext Time (p_c), s	0.0	1.7		0.0		77.9						
Intersection Summary												
HCM 2010 Ctrl Delay				45.4								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary
 21: N Druid Hills Rd & I-85 NB Exit Ramp/I-85 Frontage Rd

No Build 2035
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗		↑↑↑	↗	↖	↑↑	
Traffic Volume (veh/h)	5	810	1230	0	0	305	0	1995	750	915	1575	0
Future Volume (veh/h)	5	810	1230	0	0	305	0	1995	750	915	1575	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	0	1863	1863	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	5	853	1295	0	0	321	0	2100	789	963	1658	0
Adj No. of Lanes	0	1	2	0	1	1	0	4	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	0	2	2	2	2	0
Cap, veh/h	25	662	994	0	664	844	0	2277	561	608	2013	0
Arrive On Green	0.36	0.36	0.36	0.00	0.00	0.36	0.00	0.71	0.71	0.35	1.00	0.00
Sat Flow, veh/h	3	1857	2787	0	1863	1583	0	6669	1579	3442	3632	0
Grp Volume(v), veh/h	858	0	1295	0	0	321	0	2100	789	963	1658	0
Grp Sat Flow(s),veh/h/ln	1860	0	1393	0	1863	1583	0	1602	1579	1721	1770	0
Q Serve(g_s), s	16.1	0.0	53.5	0.0	0.0	17.8	0.0	41.3	53.3	26.5	0.0	0.0
Cycle Q Clear(g_c), s	53.5	0.0	53.5	0.0	0.0	17.8	0.0	41.3	53.3	26.5	0.0	0.0
Prop In Lane	0.01		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	688	0	994	0	664	844	0	2277	561	608	2013	0
V/C Ratio(X)	1.25	0.00	1.30	0.00	0.00	0.38	0.00	0.92	1.41	1.58	0.82	0.00
Avail Cap(c_a), veh/h	688	0	994	0	664	844	0	2277	561	608	2013	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.09	0.09	0.25	0.25	0.00
Uniform Delay (d), s/veh	49.2	0.0	48.3	0.0	0.0	20.5	0.0	20.0	21.7	48.5	0.0	0.0
Incr Delay (d2), s/veh	123.4	0.0	143.7	0.0	0.0	0.3	0.0	0.8	183.7	264.7	1.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh	83.7	0.0	72.7	0.0	0.0	26.9	0.0	20.0	88.4	62.3	0.5	0.0
LnGrp Delay(d),s/veh	172.6	0.0	192.0	0.0	0.0	20.8	0.0	20.8	205.4	313.2	1.0	0.0
LnGrp LOS	F		F			C		C	F	F	A	
Approach Vol, veh/h		2153			321			2889			2621	
Approach Delay, s/veh		184.2			20.8			71.2			115.7	
Approach LOS		F			C			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	32.0	59.0		59.0		91.0		59.0				
Change Period (Y+Rc), s	6.5	* 6.7		6.5		* 6.7		6.5				
Max Green Setting (Gmax), s	25.5	* 52		52.5		* 84		52.5				
Max Q Clear Time (g_c+20), s	20.5	55.3		55.5		2.0		19.8				
Green Ext Time (p_c), s	0.0	0.0		0.0		81.9		19.1				
Intersection Summary												
HCM 2010 Ctrl Delay			114.3									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 22: N Druid Hills Rd & Executive Park Dr/Tullie Rd

No Build 2035
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↑	↔	↔	↑↑↑		↔	↑↑↑	↔
Traffic Volume (veh/h)	335	90	75	105	50	220	205	2190	190	515	1935	355
Future Volume (veh/h)	335	90	75	105	50	220	205	2190	190	515	1935	355
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	360	97	81	113	54	237	220	2355	204	554	2081	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	496	268	226	122	128	107	274	2288	195	327	2844	886
Arrive On Green	0.14	0.14	0.14	0.07	0.07	0.07	0.10	0.64	0.64	0.31	1.00	0.00
Sat Flow, veh/h	3442	1863	1570	1774	1863	1556	1774	4773	407	1774	5085	1583
Grp Volume(v), veh/h	360	97	81	113	54	237	220	1662	897	554	2081	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1570	1774	1863	1556	1774	1695	1789	1774	1695	1583
Q Serve(g_s), s	15.0	7.1	7.0	9.5	4.2	10.3	9.7	71.9	71.9	23.6	0.0	0.0
Cycle Q Clear(g_c), s	15.0	7.1	7.0	9.5	4.2	10.3	9.7	71.9	71.9	23.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	496	268	226	122	128	107	274	1625	858	327	2844	886
V/C Ratio(X)	0.73	0.36	0.36	0.93	0.42	2.22	0.80	1.02	1.05	1.69	0.73	0.00
Avail Cap(c_a), veh/h	952	515	434	122	128	107	274	1625	858	327	2844	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.00
Uniform Delay (d), s/veh	61.4	58.0	57.9	69.5	67.0	69.8	17.9	27.2	27.2	42.0	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.8	1.0	59.4	2.2	577.5	1.5	13.6	24.3	313.3	0.2	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	6.7	5.6	10.9	4.0	38.8	5.9	63.8	71.6	72.2	0.1	0.0
LnGrp Delay(d),s/veh	63.4	58.8	58.9	128.9	69.2	647.4	19.4	40.8	51.5	355.3	0.2	0.0
LnGrp LOS	E	E	E	F	E	F	B	F	F	F	A	
Approach Vol, veh/h		538			404			2779			2635	
Approach Delay, s/veh		61.9			425.1			42.5			74.8	
Approach LOS		E			F			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	89.9		27.1	29.0	77.9		16.0				
Change Period (Y+Rc), s	6.9	* 7		6.5	6.4	* 7		6.7				
Max Green Setting (Gmax), s	10	* 63		40.5	22.6	* 51		9.3				
Max Q Clear Time (g_c+I1), s	10	2.0		17.0	25.6	73.9		12.3				
Green Ext Time (p_c), s	0.0	60.8		2.1	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			81.9									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 23: N Druid Hills Rd & Briarcliff Rd

















No Build 2035
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕		↖	↕↕	↗	↖	↕↕		↖	↕↕	↗
Traffic Volume (veh/h)	600	275	110	160	455	420	155	1585	70	115	1515	485
Future Volume (veh/h)	600	275	110	160	455	420	155	1585	70	115	1515	485
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	606	278	80	162	460	354	157	1601	70	116	1530	0
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	571	785	222	403	731	323	153	1504	65	130	1491	667
Arrive On Green	0.17	0.29	0.29	0.08	0.21	0.21	0.06	0.44	0.44	0.02	0.14	0.00
Sat Flow, veh/h	3442	2721	767	1774	3539	1563	1774	3454	150	1774	3539	1583
Grp Volume(v), veh/h	606	179	179	162	460	354	157	817	854	116	1530	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1719	1774	1770	1563	1774	1770	1835	1774	1770	1583
Q Serve(g_s), s	24.9	12.0	12.4	10.7	17.8	31.0	8.9	65.3	65.3	5.7	63.2	0.0
Cycle Q Clear(g_c), s	24.9	12.0	12.4	10.7	17.8	31.0	8.9	65.3	65.3	5.7	63.2	0.0
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	571	511	496	403	731	323	153	770	799	130	1491	667
V/C Ratio(X)	1.06	0.35	0.36	0.40	0.63	1.10	1.02	1.06	1.07	0.90	1.03	0.00
Avail Cap(c_a), veh/h	571	511	496	403	731	323	153	770	799	130	1491	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.00
Uniform Delay (d), s/veh	62.5	42.2	42.4	41.7	54.3	59.5	44.8	42.3	42.4	39.0	64.6	0.0
Incr Delay (d2), s/veh	54.8	0.4	0.4	0.2	1.7	78.4	79.3	49.7	51.9	21.5	20.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	29.1	9.9	10.0	9.0	13.7	36.7	17.5	76.5	80.2	7.8	63.5	0.0
LnGrp Delay(d),s/veh	117.3	42.6	42.8	41.9	56.0	137.9	124.3	92.1	94.2	60.6	85.2	0.0
LnGrp LOS	F	D	D	D	E	F	F	F	F	E	F	
Approach Vol, veh/h		964			976			1828			1646	
Approach Delay, s/veh		89.6			83.3			95.8			83.4	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	63.1	70.7	29.8	36.4	15.2	68.6	17.5	48.7				
Change Period (Y+Rc), s	7.2	6.4	5.9	* 6.4	7.3	6.4	6.1	* 6.4				
Max Green Setting (Gmax), s	59.9	64.3	23.9	* 30	7.9	62.2	11.4	* 42				
Max Q Clear Time (g_c+1), s	17.5	67.3	26.9	33.0	10.9	65.2	12.7	14.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2				
Intersection Summary												
HCM 2010 Ctrl Delay				88.7								
HCM 2010 LOS				F								
Notes												

HCM 2010 Signalized Intersection Summary
 24: E Roxboro Rd & Goodwin Rd

No Build 2035
 Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	15	15	5	5	30	10	955	0	5	550	5
Future Volume (veh/h)	30	15	15	5	5	30	10	955	0	5	550	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	32	16	16	5	5	32	11	1027	0	5	591	5
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	28	24	34	16	74	32	1614	0	34	3051	26
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.88	0.88	0.00	0.88	0.88	0.88
Sat Flow, veh/h	744	488	411	118	279	1269	8	1844	0	11	3486	29
Grp Volume(v), veh/h	64	0	0	42	0	0	1038	0	0	313	0	288
Grp Sat Flow(s),veh/h/ln	1643	0	0	1665	0	0	1852	0	0	1836	0	1690
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Cycle Q Clear(g_c), s	5.5	0.0	0.0	3.7	0.0	0.0	23.5	0.0	0.0	3.8	0.0	3.8
Prop In Lane	0.50		0.25	0.12		0.76	0.01		0.00	0.02		0.02
Lane Grp Cap(c), veh/h	131	0	0	124	0	0	1645	0	0	1631	0	1479
V/C Ratio(X)	0.49	0.00	0.00	0.34	0.00	0.00	0.63	0.00	0.00	0.19	0.00	0.19
Avail Cap(c_a), veh/h	246	0	0	243	0	0	1645	0	0	1631	0	1479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.94	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.0	0.0	0.0	68.3	0.0	0.0	2.6	0.0	0.0	1.4	0.0	1.4
Incr Delay (d2), s/veh	2.8	0.0	0.0	1.6	0.0	0.0	1.7	0.0	0.0	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	0.0	3.1	0.0	0.0	18.3	0.0	0.0	3.7	0.0	3.4
LnGrp Delay(d),s/veh	71.8	0.0	0.0	69.9	0.0	0.0	4.4	0.0	0.0	1.7	0.0	1.7
LnGrp LOS	E			E			A			A		A
Approach Vol, veh/h		64			42			1038			601	
Approach Delay, s/veh		71.8			69.9			4.4			1.7	
Approach LOS		E			E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		136.3		13.7		136.3		13.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		119.0		19.0		119.0		19.0				
Max Q Clear Time (g_c+I1), s		25.5		7.5		5.8		5.7				
Green Ext Time (p_c), s		21.5		0.3		21.8		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				7.5								
HCM 2010 LOS				A								

Synchro Output

2035 No Build

PM Peak

HCM 2010 Signalized Intersection Summary
 1: N Druid Hills Rd & SR 141/Peachtree Rd

No Build 2035
 Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1645	285	500	1155	40	290	20	460	70	55	35
Future Volume (veh/h)	65	1645	285	500	1155	40	290	20	460	70	55	35
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	67	1696	0	515	1191	41	299	21	474	72	57	36
Adj No. of Lanes	1	3	0	1	2	1	0	1	2	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	2266	0	362	2009	899	337	24	994	90	71	141
Arrive On Green	0.03	0.45	0.00	0.15	0.57	0.57	0.20	0.20	0.20	0.09	0.09	0.09
Sat Flow, veh/h	1774	5253	0	1774	3539	1583	1663	117	2787	1011	801	1583
Grp Volume(v), veh/h	67	1696	0	515	1191	41	320	0	474	129	0	36
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1770	1583	1780	0	1393	1812	0	1583
Q Serve(g_s), s	3.7	49.9	0.0	27.8	39.5	2.1	31.5	0.0	23.7	12.6	0.0	3.8
Cycle Q Clear(g_c), s	3.7	49.9	0.0	27.8	39.5	2.1	31.5	0.0	23.7	12.6	0.0	3.8
Prop In Lane	1.00		0.00	1.00		1.00	0.93		1.00	0.56		1.00
Lane Grp Cap(c), veh/h	256	2266	0	362	2009	899	360	0	994	162	0	141
V/C Ratio(X)	0.26	0.75	0.00	1.42	0.59	0.05	0.89	0.00	0.48	0.80	0.00	0.25
Avail Cap(c_a), veh/h	256	2266	0	362	2009	899	395	0	1050	383	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.75	0.00	0.75	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.4	41.5	0.0	53.6	25.3	17.3	69.8	0.0	44.9	80.4	0.0	76.4
Incr Delay (d2), s/veh	0.5	2.3	0.0	204.9	1.3	0.1	15.9	0.0	0.3	3.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	31.9	0.0	69.6	26.8	1.7	22.9	0.0	13.5	10.6	0.0	3.0
LnGrp Delay(d),s/veh	26.9	43.8	0.0	258.5	26.6	17.4	85.7	0.0	45.1	83.8	0.0	76.7
LnGrp LOS	C	D		F	C	B	F		D	F		E
Approach Vol, veh/h		1763			1747			794			165	
Approach Delay, s/veh		43.2			94.8			61.5			82.2	
Approach LOS		D			F			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	106.7		40.9	33.0	84.7		21.4				
Change Period (Y+Rc), s	6.0	5.5		5.5	* 6.2	5.5		6.3				
Max Green Setting (Gmax), s	5.0	75.7		39.0	* 27	53.7		37.0				
Max Q Clear Time (g_c+I1), s	5.7	41.5		33.5	29.8	51.9		14.6				
Green Ext Time (p_c), s	0.0	33.1		2.0	0.0	1.8		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				68.0								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary
2: N Druid Hills Rd & Apple Valley Rd

No Build 2035
Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	260	160	595	450	140	700		
Future Volume (veh/h)	260	160	595	450	140	700		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	289	178	661	500	156	778		
Adj No. of Lanes	1	1	2	0	1	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	363	324	1066	803	388	1289		
Arrive On Green	0.20	0.20	0.55	0.55	0.17	1.00		
Sat Flow, veh/h	1774	1583	2019	1450	1774	1863		
Grp Volume(v), veh/h	289	178	607	554	156	778		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1607	1774	1863		
Q Serve(g_s), s	13.9	9.1	21.0	21.1	2.9	0.0		
Cycle Q Clear(g_c), s	13.9	9.1	21.0	21.1	2.9	0.0		
Prop In Lane	1.00	1.00		0.90	1.00			
Lane Grp Cap(c), veh/h	363	324	980	889	388	1289		
V/C Ratio(X)	0.80	0.55	0.62	0.62	0.40	0.60		
Avail Cap(c_a), veh/h	483	431	980	889	464	1289		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.18	0.18		
Uniform Delay (d), s/veh	34.0	32.1	13.7	13.7	8.9	0.0		
Incr Delay (d2), s/veh	7.9	2.1	2.9	3.3	0.3	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	12.1	12.8	16.3	15.2	2.2	0.3		
LnGrp Delay(d),s/veh	41.9	34.1	16.6	17.0	9.1	0.4		
LnGrp LOS	D	C	B	B	A	A		
Approach Vol, veh/h	467		1161			934		
Approach Delay, s/veh	38.9		16.8			1.9		
Approach LOS	D		B			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		67.1		22.9	12.5	54.6		
Change Period (Y+Rc), s		* 5.8		5.5	5.6	* 5.8		
Max Green Setting (Gmax), s		* 55		23.5	10.7	* 39		
Max Q Clear Time (g_c+I1), s		2.0		15.9	4.9	23.1		
Green Ext Time (p_c), s		41.0		1.5	0.4	14.3		
Intersection Summary								
HCM 2010 Ctrl Delay			15.4					
HCM 2010 LOS			B					
Notes								

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕						↕↕			↕↕	
Traffic Vol, veh/h	20	10	60	0	0	0	40	1025	5	20	920	20
Future Vol, veh/h	20	10	60	0	0	0	40	1025	5	20	920	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	10	63	0	0	0	42	1068	5	21	958	21

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	2164	2166	969	979	0	0	1073	0	0
Stage 1	1010	1010	-	-	-	-	-	-	-
Stage 2	1154	1156	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	52	47	308	705	-	-	650	-	-
Stage 1	352	317	-	-	-	-	-	-	-
Stage 2	300	271	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	41	0	308	705	-	-	650	-	-
Mov Cap-2 Maneuver	41	0	-	-	-	-	-	-	-
Stage 1	327	0	-	-	-	-	-	-	-
Stage 2	256	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	105.5	0.4	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	705	-	-	117	650	-	-
HCM Lane V/C Ratio	0.059	-	-	0.801	0.032	-	-
HCM Control Delay (s)	10.4	0	-	105.5	10.7	0	-
HCM Lane LOS	B	A	-	F	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	4.7	0.1	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	S	S
Traffic Vol, veh/h	10	10	1060	15	10	970
Future Vol, veh/h	10	10	1060	15	10	970
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	11	1140	16	11	1043

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2213	1148	0	0	1156
Stage 1	1148	-	-	-	-
Stage 2	1065	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	48	242	-	-	604
Stage 1	302	-	-	-	-
Stage 2	331	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	46	242	-	-	604
Mov Cap-2 Maneuver	46	-	-	-	-
Stage 1	302	-	-	-	-
Stage 2	317	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	69	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	77	604
HCM Lane V/C Ratio	-	-	0.279	0.018
HCM Control Delay (s)	-	-	69	11.1
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	1	0.1

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	5	100	30	1070	975	5
Future Vol, veh/h	5	100	30	1070	975	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	105	32	1126	1026	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2218	1029	1032	0	-	0
Stage 1	1029	-	-	-	-	-
Stage 2	1189	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	48	284	673	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	42	284	673	-	-	-
Mov Cap-2 Maneuver	42	-	-	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	36	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	673	-	223	-	-
HCM Lane V/C Ratio	0.047	-	0.496	-	-
HCM Control Delay (s)	10.6	0	36	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	2.5	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	30	10	1100	1070	5
Future Vol, veh/h	0	30	10	1100	1070	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	11	1196	1163	5












Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	1166	1168	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-
Pot Cap-1 Maneuver	0	236	598	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	236	598	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	598	-	236	-	-
HCM Lane V/C Ratio	0.018	-	0.138	-	-
HCM Control Delay (s)	11.1	-	22.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

HCM 2010 Signalized Intersection Summary
7: N Druid Hills Rd & Briarwood Rd

No Build 2035
Timing Plan: PM Peak

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	45	250	860	85	400	700		
Future Volume (veh/h)	45	250	860	85	400	700		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	46	258	887	88	412	722		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	304	521	872	87	364	1346		
Arrive On Green	0.17	0.17	0.52	0.52	0.16	0.72		
Sat Flow, veh/h	1774	1583	1668	165	1774	1863		
Grp Volume(v), veh/h	46	258	0	975	412	722		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1834	1774	1863		
Q Serve(g_s), s	1.9	11.1	0.0	44.4	13.4	14.9		
Cycle Q Clear(g_c), s	1.9	11.1	0.0	44.4	13.4	14.9		
Prop In Lane	1.00	1.00		0.09	1.00			
Lane Grp Cap(c), veh/h	304	521	0	959	364	1346		
V/C Ratio(X)	0.15	0.50	0.00	1.02	1.13	0.54		
Avail Cap(c_a), veh/h	397	604	0	959	364	1346		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	30.0	22.9	0.0	20.3	28.4	5.3		
Incr Delay (d2), s/veh	0.2	0.8	0.0	33.4	87.5	1.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	1.7	15.5	0.0	55.8	31.3	12.6		
LnGrp Delay(d),s/veh	30.2	23.6	0.0	53.7	115.9	6.9		
LnGrp LOS	C	C		F	F	A		
Approach Vol, veh/h	304		975			1134		
Approach Delay, s/veh	24.6		53.7			46.5		
Approach LOS	C		D			D		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		66.0		19.0	17.0	49.0		
Change Period (Y+Rc), s		5.6		* 5.4	* 4.6	5.6		
Max Green Setting (Gmax), s		56.0		* 18	* 12	39.0		
Max Q Clear Time (g_c+I1), s		16.9		13.1	15.4	46.4		
Green Ext Time (p_c), s		31.2		0.5	0.0	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay			46.6					
HCM 2010 LOS			D					
Notes								

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	15	10	940	740	5
Future Vol, veh/h	5	15	10	940	740	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	16	11	1000	787	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1811	790	793	0	-	0
Stage 1	790	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	86	390	828	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	83	390	828	-	-	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	828	-	203	-	-
HCM Lane V/C Ratio	0.013	-	0.105	-	-
HCM Control Delay (s)	9.4	0	24.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection

Int Delay, s/veh 0.4

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	5	15	935	5	25	730
Future Vol, veh/h	5	15	935	5	25	730
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	16	974	5	26	760

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	1790	977	0	0	979	0
Stage 1	977	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	89	304	-	-	705	-
Stage 1	365	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	83	304	-	-	705	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	365	-	-	-	-	-
Stage 2	408	-	-	-	-	-

Approach WB NB SB

HCM Control Delay, s 27.2 0 0.3
HCM LOS D

Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT

Capacity (veh/h)	-	-	183	705	-
HCM Lane V/C Ratio	-	-	0.114	0.037	-
HCM Control Delay (s)	-	-	27.2	10.3	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	0	65	75	940	730	5
Future Vol, veh/h	0	65	75	940	730	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	68	78	979	760	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1898	763	766	0	-	0
Stage 1	763	-	-	-	-	-
Stage 2	1135	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	76	404	847	-	-	-
Stage 1	460	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	404	847	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	460	-	-	-	-	-
Stage 2	245	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.7	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	847	-	404	-	-
HCM Lane V/C Ratio	0.092	-	0.168	-	-
HCM Control Delay (s)	9.7	0	15.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↔		↔↔↔	
Traffic Vol, veh/h	15	15	1005	45	15	780
Future Vol, veh/h	15	15	1005	45	15	780
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	15	1036	46	15	804























Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1412	1059	0	0	1082
Stage 1	1059	-	-	-	-
Stage 2	353	-	-	-	-
Critical Hdwy	6.08	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	6.03	-	-	-	-
Follow-up Hdwy	3.669	3.319	-	-	2.219
Pot Cap-1 Maneuver	171	272	-	-	642
Stage 1	325	-	-	-	-
Stage 2	647	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	164	272	-	-	642
Mov Cap-2 Maneuver	164	-	-	-	-
Stage 1	325	-	-	-	-
Stage 2	620	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.7	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	205	642
HCM Lane V/C Ratio	-	-	0.151	0.024
HCM Control Delay (s)	-	-	25.7	10.7
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.5	0.1

HCM 2010 Signalized Intersection Summary
 12: N Druid Hills Rd & Lenox Park Blvd/N Cliff Valley Way

No Build 2035
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	400	230	25	135	50	80	765	35	70	600	125
Future Volume (veh/h)	235	400	230	25	135	50	80	765	35	70	600	125
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	240	408	235	26	138	51	82	781	36	71	612	128
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	467	397	121	192	71	365	1013	47	484	1064	904
Arrive On Green	0.13	0.25	0.25	0.03	0.15	0.15	0.07	1.00	1.00	0.03	0.57	0.57
Sat Flow, veh/h	1774	1863	1583	1774	1298	480	1774	1767	81	1774	1863	1583
Grp Volume(v), veh/h	240	408	235	26	0	189	82	0	817	71	612	128
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1778	1774	0	1848	1774	1863	1583
Q Serve(g_s), s	18.9	35.7	22.2	2.1	0.0	17.2	3.3	0.0	0.0	2.8	35.7	6.4
Cycle Q Clear(g_c), s	18.9	35.7	22.2	2.1	0.0	17.2	3.3	0.0	0.0	2.8	35.7	6.4
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	327	467	397	121	0	263	365	0	1059	484	1064	904
V/C Ratio(X)	0.73	0.87	0.59	0.21	0.00	0.72	0.22	0.00	0.77	0.15	0.58	0.14
Avail Cap(c_a), veh/h	343	515	438	137	0	309	368	0	1059	490	1064	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.71	0.00	0.71	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	61.1	56.1	59.8	0.0	69.1	17.3	0.0	0.0	13.8	23.3	17.0
Incr Delay (d2), s/veh	7.6	15.1	2.4	0.9	0.0	7.8	0.2	0.0	3.9	0.1	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.1	27.7	15.2	1.9	0.0	14.0	2.9	0.0	2.1	2.4	26.2	5.2
LnGrp Delay(d),s/veh	58.7	76.3	58.5	60.7	0.0	76.9	17.5	0.0	3.9	13.9	25.5	17.3
LnGrp LOS	E	E	E	E		E	B		A	B	C	B
Approach Vol, veh/h		883			215			899			811	
Approach Delay, s/veh		66.7			75.0			5.1			23.2	
Approach LOS		E			E			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	101.9	27.2	30.1	10.4	102.2	9.7	47.6				
Change Period (Y+Rc), s	5.6	* 5.8	* 6.2	* 6	5.6	* 5.8	* 6.2	* 6				
Max Green Setting (Gmax), s	5.4	* 90	* 23	* 29	5.4	* 90	* 5	* 46				
Max Q Clear Time (g_c+I1), s	5.3	37.7	20.9	19.2	4.8	2.0	4.1	37.7				
Green Ext Time (p_c), s	0.0	34.9	0.1	4.2	0.0	47.3	0.0	3.9				
Intersection Summary												
HCM 2010 Ctrl Delay			35.1									
HCM 2010 LOS			D									
Notes												

HCM Signalized Intersection Capacity Analysis
 13: N Druid Hills Rd & Curtis Dr

No Build 2035
 Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T		L	T
Traffic Volume (vph)	20	50	830	20	260	595
Future Volume (vph)	20	50	830	20	260	595
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.7		4.5	5.7
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.90		1.00		1.00	1.00
Flt Protected	0.99		1.00		0.95	1.00
Satd. Flow (prot)	1660		1857		1770	1863
Flt Permitted	0.99		1.00		0.22	1.00
Satd. Flow (perm)	1660		1857		414	1863
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	21	52	865	21	271	620
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	73	0	886	0	271	620
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	3		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	12.4		123.0		144.5	144.5
Effective Green, g (s)	13.4		124.0		145.5	145.5
Actuated g/C Ratio	0.08		0.73		0.86	0.86
Clearance Time (s)	6.4		6.7		5.5	6.7
Vehicle Extension (s)	4.1		5.1		3.1	5.1
Lane Grp Cap (vph)	130		1354		489	1594
v/s Ratio Prot	c0.04		c0.48		c0.06	0.33
v/s Ratio Perm					0.42	
v/c Ratio	0.56		0.65		0.55	0.39
Uniform Delay, d1	75.5		11.9		11.9	2.6
Progression Factor	1.00		0.99		6.20	0.58
Incremental Delay, d2	6.8		2.3		1.2	0.6
Delay (s)	82.3		14.1		74.8	2.2
Level of Service	F		B		E	A
Approach Delay (s)	82.3		14.1			24.3
Approach LOS	F		B			C

Intersection Summary

HCM 2000 Control Delay	21.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	12.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	5	20	5	5	5	30	775	15	10	580	25
Future Vol, veh/h	70	5	20	5	5	5	30	775	15	10	580	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	5	22	5	5	5	33	842	16	11	630	27











Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1587	1590	644	1595	1595	851	658	0	0	859	0	0
Stage 1	666	666	-	916	916	-	-	-	-	-	-	-
Stage 2	921	924	-	679	679	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	87	108	473	86	107	360	930	-	-	782	-	-
Stage 1	449	457	-	326	351	-	-	-	-	-	-	-
Stage 2	324	348	-	441	451	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	77	98	473	73	98	360	930	-	-	782	-	-
Mov Cap-2 Maneuver	77	98	-	73	98	-	-	-	-	-	-	-
Stage 1	418	447	-	304	327	-	-	-	-	-	-	-
Stage 2	292	324	-	406	441	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	200		42.5		0.3		0.2	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	930	-	-	95	112	782	-
HCM Lane V/C Ratio	0.035	-	-	1.087	0.146	0.014	-
HCM Control Delay (s)	9	0	-	200	42.5	9.7	0
HCM Lane LOS	A	A	-	F	E	A	A
HCM 95th %tile Q(veh)	0.1	-	-	6.8	0.5	0	-













HCM 2010 Signalized Intersection Summary
15: N Druid Hills Rd & Goodwin Rd

No Build 2035
Timing Plan: PM Peak

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	25	5	5	795	585	20		
Future Volume (veh/h)	25	5	5	795	585	20		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	26	5	5	837	616	21		
Adj No. of Lanes	0	0	0	1	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	54	10	24	1663	3132	107		
Arrive On Green	0.04	0.04	0.90	0.90	1.00	1.00		
Sat Flow, veh/h	1417	272	3	1855	3586	119		
Grp Volume(v), veh/h	32	0	842	0	312	325		
Grp Sat Flow(s),veh/h/ln	1744	0	1858	0	1770	1842		
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	3.1	0.0	14.5	0.0	0.0	0.0		
Prop In Lane	0.81	0.16	0.01			0.06		
Lane Grp Cap(c), veh/h	66	0	1688	0	1587	1652		
V/C Ratio(X)	0.48	0.00	0.50	0.00	0.20	0.20		
Avail Cap(c_a), veh/h	130	0	1688	0	1587	1652		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	0.95	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	80.1	0.0	1.7	0.0	0.0	0.0		
Incr Delay (d2), s/veh	5.3	0.0	1.1	0.0	0.3	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.8	0.0	12.3	0.0	0.2	0.2		
LnGrp Delay(d),s/veh	85.5	0.0	2.7	0.0	0.3	0.3		
LnGrp LOS	F		A		A	A		
Approach Vol, veh/h	32			842	637			
Approach Delay, s/veh	85.5			2.7	0.3			
Approach LOS	F			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		158.2		11.8		158.2		
Change Period (Y+Rc), s		* 6.8		* 6.3		* 6.8		
Max Green Setting (Gmax), s		* 1.5E2		* 12		* 1.5E2		
Max Q Clear Time (g_c+I1), s		2.0		5.1		16.5		
Green Ext Time (p_c), s		127.3		0.0		114.9		
Intersection Summary								
HCM 2010 Ctrl Delay			3.4					
HCM 2010 LOS			A					
Notes								

HCM Signalized Intersection Capacity Analysis
 16: N Druid Hills Rd & E Roxboro Rd

No Build 2035
 Timing Plan: PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 					 
Traffic Volume (vph)	585	0	650	800	0	1250
Future Volume (vph)	585	0	650	800	0	1250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.3		5.8	3.0		5.8
Lane Util. Factor	0.97		1.00	1.00		0.95
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		1863	1583		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		1863	1583		3539
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	591	0	657	808	0	1263
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	591	0	657	808	0	1263
Turn Type	Prot		NA	Free		NA
Protected Phases	2		4			8
Permitted Phases				Free		
Actuated Green, G (s)	53.7		104.2	170.0		104.2
Effective Green, g (s)	54.7		105.2	170.0		105.2
Actuated g/C Ratio	0.32		0.62	1.00		0.62
Clearance Time (s)	5.3		6.8			6.8
Vehicle Extension (s)	4.1		3.1			3.1
Lane Grp Cap (vph)	1104		1152	1583		2190
v/s Ratio Prot	0.17		0.35			c0.36
v/s Ratio Perm				c0.51		
v/c Ratio	0.54		0.57	0.51		0.58
Uniform Delay, d1	47.2		19.1	0.0		19.2
Progression Factor	0.77		0.59	1.00		0.91
Incremental Delay, d2	1.8		1.0	0.6		1.0
Delay (s)	38.3		12.2	0.6		18.6
Level of Service	D		B	A		B
Approach Delay (s)	38.3		5.8			18.6
Approach LOS	D		A			B

Intersection Summary			
HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	10.1
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑↑	↑↑	
Traffic Vol, veh/h	5	30	25	1445	1820	15
Future Vol, veh/h	5	30	25	1445	1820	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	32	27	1554	1957	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2796	987	1973	0	-	0
Stage 1	1965	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	15	246	290	-	-	-
Stage 1	95	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	14	246	290	-	-	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	95	-	-	-	-	-
Stage 2	352	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.7	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	290	-	183	-	-
HCM Lane V/C Ratio	0.093	-	0.206	-	-
HCM Control Delay (s)	18.7	-	29.7	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-

HCM 2010 Signalized Intersection Summary
 18: N Druid Hills Rd & SR 13/Buford Hwy

No Build 2035
 Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	725	205	255	425	90	300	1030	400	90	1640	120
Future Volume (veh/h)	350	725	205	255	425	90	300	1030	400	90	1640	120
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	361	747	146	263	438	56	309	1062	0	93	1691	0
Adj No. of Lanes	1	3	0	1	3	0	2	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	983	190	320	915	115	358	1609	0	258	2022	0
Arrive On Green	0.16	0.23	0.23	0.13	0.20	0.20	0.14	0.60	0.00	0.01	0.13	0.00
Sat Flow, veh/h	1774	4275	828	1774	4574	574	3442	3632	0	1774	5253	0
Grp Volume(v), veh/h	361	591	302	263	323	171	309	1062	0	93	1691	0
Grp Sat Flow(s),veh/h/ln	1774	1695	1713	1774	1695	1758	1721	1770	0	1774	1695	0
Q Serve(g_s), s	27.2	27.6	28.0	19.7	14.3	14.7	14.9	33.6	0.0	5.2	55.2	0.0
Cycle Q Clear(g_c), s	27.2	27.6	28.0	19.7	14.3	14.7	14.9	33.6	0.0	5.2	55.2	0.0
Prop In Lane	1.00		0.48	1.00		0.33	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	434	779	394	320	678	352	358	1609	0	258	2022	0
V/C Ratio(X)	0.83	0.76	0.77	0.82	0.48	0.49	0.86	0.66	0.00	0.36	0.84	0.00
Avail Cap(c_a), veh/h	434	779	394	320	678	352	358	1609	0	258	2022	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.1	61.1	61.2	46.9	60.1	60.3	72.0	24.9	0.0	30.9	68.4	0.0
Incr Delay (d2), s/veh	12.8	6.8	13.4	16.7	2.4	4.8	15.9	1.7	0.0	0.8	4.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.2	19.8	21.0	16.5	11.3	12.1	12.1	22.6	0.0	4.7	35.2	0.0
LnGrp Delay(d),s/veh	55.9	67.9	74.6	63.6	62.5	65.1	87.9	26.7	0.0	31.7	72.7	0.0
LnGrp LOS	E	E	E	E	E	E	F	C		C	E	
Approach Vol, veh/h		1254			757			1371			1784	
Approach Delay, s/veh		66.1			63.5			40.5			70.6	
Approach LOS		E			E			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.0	40.0	23.0	74.0	27.9	45.1	13.3	83.7				
Change Period (Y+Rc), s	* 6.2	7.0	* 6.3	7.4	* 6.2	7.0	* 6.7	7.4				
Max Green Setting (Gmax), s	* 27	33.0	* 17	66.6	* 22	38.0	* 6.6	76.3				
Max Q Clear Time (g_c+1), s	29.2	16.7	16.9	57.2	21.7	30.0	7.2	35.6				
Green Ext Time (p_c), s	0.0	13.3	0.0	9.4	0.0	6.9	0.0	39.8				
Intersection Summary												
HCM 2010 Ctrl Delay				60.5								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary
 19: N Druid Hills Rd & W Druid Hills Dr/Salvation Army Dwy

No Build 2035
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↘
Traffic Volume (veh/h)	25	5	80	15	0	5	55	1700	0	0	2080	20
Future Volume (veh/h)	25	5	80	15	0	5	55	1700	0	0	2080	20
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	26	5	82	15	0	5	57	1753	0	0	2144	21
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	7	109	67	0	114	82	3030	0	42	4072	40
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.09	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h	1405	92	1505	1305	0	1583	1774	3632	0	273	5193	51
Grp Volume(v), veh/h	26	0	87	15	0	5	57	1753	0	0	1399	766
Grp Sat Flow(s),veh/h/ln	1405	0	1597	1305	0	1583	1774	1770	0	273	1695	1854
Q Serve(g_s), s	3.0	0.0	9.1	1.9	0.0	0.5	5.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	9.1	11.0	0.0	0.5	5.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.94	1.00		1.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	140	0	115	67	0	114	82	3030	0	42	2658	1454
V/C Ratio(X)	0.19	0.00	0.75	0.22	0.00	0.04	0.70	0.58	0.00	0.00	0.53	0.53
Avail Cap(c_a), veh/h	302	0	300	217	0	297	152	3030	0	42	2658	1454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.65	0.65	0.00	0.00	0.30	0.30
Uniform Delay (d), s/veh	75.0	0.0	77.4	82.8	0.0	73.4	76.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.7	0.6	0.0	0.1	2.6	0.5	0.0	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	7.4	1.3	0.0	0.4	4.8	0.4	0.0	0.0	0.1	0.3
LnGrp Delay(d),s/veh	75.3	0.0	81.1	83.4	0.0	73.5	78.6	0.5	0.0	0.0	0.2	0.4
LnGrp LOS	E		F	F		E	E	A			A	A
Approach Vol, veh/h		113			20			1810			2165	
Approach Delay, s/veh		79.7			80.9			3.0			0.3	
Approach LOS		E			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.2	140.4		17.4		152.6		17.4				
Change Period (Y+Rc), s	5.4	* 8.1		6.1		* 8.1		6.1				
Max Green Setting (Gmax), s	13.6	1.1E2		30.9		1.3E2		30.9				
Max Q Clear Time (g_c+1), s	17.3	2.0		11.1		2.0		13.0				
Green Ext Time (p_c), s	0.0	102.7		0.2		122.8		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay				4.1								
HCM 2010 LOS				A								
Notes												

HCM 2010 Signalized Intersection Summary
 20: N Druid Hills Rd & I-85 SB Entrance Ramp/I-85 Frontage Rd

No Build 2035
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↶↷	↷	↶↷	↶↷			↷↷↷	↷
Traffic Volume (veh/h)	0	0	0	1005	995	340	1070	1415	0	0	2020	155
Future Volume (veh/h)	0	0	0	1005	995	340	1070	1415	0	0	2020	155
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				691	1510	351	1103	1459	0	0	2082	160
Adj No. of Lanes				1	2	1	2	2	0	0	4	1
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				653	1372	583	840	2003	0	0	1817	447
Arrive On Green				0.37	0.37	0.37	0.49	1.00	0.00	0.00	0.19	0.19
Sat Flow, veh/h				1774	3725	1583	3442	3632	0	0	6669	1578
Grp Volume(v), veh/h				691	1510	351	1103	1459	0	0	2082	160
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1721	1770	0	0	1602	1578
Q Serve(g_s), s				62.6	62.6	30.6	41.5	0.0	0.0	0.0	48.2	15.0
Cycle Q Clear(g_c), s				62.6	62.6	30.6	41.5	0.0	0.0	0.0	48.2	15.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				653	1372	583	840	2003	0	0	1817	447
V/C Ratio(X)				1.06	1.10	0.60	1.31	0.73	0.00	0.00	1.15	0.36
Avail Cap(c_a), veh/h				653	1372	583	840	2003	0	0	1817	447
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.67	0.67
Upstream Filter(I)				1.00	1.00	1.00	0.28	0.28	0.00	0.00	0.83	0.83
Uniform Delay (d), s/veh				53.7	53.7	43.6	43.5	0.0	0.0	0.0	68.9	55.4
Incr Delay (d2), s/veh				51.5	56.8	1.7	143.2	0.7	0.0	0.0	71.6	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(95%),veh/ln				72.0	77.4	19.7	65.4	0.3	0.0	0.0	54.7	10.7
LnGrp Delay(d),s/veh				105.2	110.5	45.3	186.7	0.7	0.0	0.0	140.5	57.2
LnGrp LOS				F	F	D	F	A			F	E
Approach Vol, veh/h					2552			2562			2242	
Approach Delay, s/veh					100.1			80.8			134.5	
Approach LOS					F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	48.0	53.0		69.0		101.0						
Change Period (Y+Rc), s	7.5	* 5.8		7.4		* 5.8						
Max Green Setting (Gmax), s	40.5	* 47		61.6		* 95						
Max Q Clear Time (g_c+Rc), s	40.5	50.2		64.6		2.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		91.5						
Intersection Summary												
HCM 2010 Ctrl Delay				103.9								
HCM 2010 LOS				F								
Notes												

HCM 2010 Signalized Intersection Summary
 21: N Druid Hills Rd & I-85 NB Exit Ramp/I-85 Frontage Rd

No Build 2035
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗		↑↑↑	↗	↖	↑↑	
Traffic Volume (veh/h)	5	595	915	0	0	535	0	1945	1300	1115	1910	0
Future Volume (veh/h)	5	595	915	0	0	535	0	1945	1300	1115	1910	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	0	1863	1863	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	5	601	924	0	0	540	0	1965	1313	1126	1929	0
Adj No. of Lanes	0	1	2	0	1	1	0	4	1	2	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	0	2	2	0	2	2	2	2	0
Cap, veh/h	23	485	729	0	488	680	0	3027	746	577	2380	0
Arrive On Green	0.26	0.26	0.26	0.00	0.00	0.26	0.00	0.47	0.47	0.34	1.00	0.00
Sat Flow, veh/h	5	1852	2787	0	1863	1583	0	6669	1580	3442	3632	0
Grp Volume(v), veh/h	606	0	924	0	0	540	0	1965	1313	1126	1929	0
Grp Sat Flow(s),veh/h/ln1857	0	1393	0	1863	1583	0	1602	1580	1721	1770	0	0
Q Serve(g_s), s	14.7	0.0	44.5	0.0	0.0	44.5	0.0	39.7	80.3	28.5	0.0	0.0
Cycle Q Clear(g_c), s	44.5	0.0	44.5	0.0	0.0	44.5	0.0	39.7	80.3	28.5	0.0	0.0
Prop In Lane	0.01		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	507	0	729	0	488	680	0	3027	746	577	2380	0
V/C Ratio(X)	1.19	0.00	1.27	0.00	0.00	0.79	0.00	0.65	1.76	1.95	0.81	0.00
Avail Cap(c_a), veh/h	507	0	729	0	488	680	0	3027	746	577	2380	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.09	0.09	0.09	0.09	0.00
Uniform Delay (d), s/veh	63.6	0.0	62.7	0.0	0.0	42.0	0.0	34.1	44.8	56.5	0.0	0.0
Incr Delay (d2), s/veh	105.5	0.0	130.8	0.0	0.0	6.5	0.0	0.1	342.0	428.8	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh	69.6	0.0	54.7	0.0	0.0	51.6	0.0	19.5	181.1	82.1	0.2	0.0
LnGrp Delay(d),s/veh	169.1	0.0	193.5	0.0	0.0	48.5	0.0	34.2	386.9	485.3	0.3	0.0
LnGrp LOS	F		F			D		C	F	F	A	
Approach Vol, veh/h		1530			540			3278			3055	
Approach Delay, s/veh		183.9			48.5			175.5			179.0	
Approach LOS		F			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	34.0	86.0		50.0		120.0		50.0				
Change Period (Y+Rc), s	6.5	* 6.7		6.5		* 6.7		6.5				
Max Green Setting (Gmax), s	27.5	* 79		43.5		* 1.1E2		43.5				
Max Q Clear Time (g_c+BO), s	30.5	82.3		46.5		2.0		46.5				
Green Ext Time (p_c), s	0.0	0.0		0.0		110.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			170.1									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 22: N Druid Hills Rd & Executive Park Dr/Tullie Rd

No Build 2035
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↖	↑	↗	↖	↑↑↑		↖	↑↑↑	↗
Traffic Volume (veh/h)	350	55	205	400	115	825	100	2070	150	220	2245	360
Future Volume (veh/h)	350	55	205	400	115	825	100	2070	150	220	2245	360
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	368	58	216	421	121	868	105	2179	158	232	2363	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	580	314	265	389	409	346	116	1989	143	163	2209	688
Arrive On Green	0.17	0.17	0.17	0.22	0.22	0.22	0.08	0.82	0.82	0.07	0.43	0.00
Sat Flow, veh/h	3442	1863	1572	1774	1863	1575	1774	4842	348	1774	5085	1583
Grp Volume(v), veh/h	368	58	216	421	121	868	105	1520	817	232	2363	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1572	1774	1863	1575	1774	1695	1800	1774	1695	1583
Q Serve(g_s), s	16.9	4.5	22.5	37.3	9.2	37.3	6.0	69.8	69.8	11.6	73.8	0.0
Cycle Q Clear(g_c), s	16.9	4.5	22.5	37.3	9.2	37.3	6.0	69.8	69.8	11.6	73.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	580	314	265	389	409	346	116	1393	739	163	2209	688
V/C Ratio(X)	0.63	0.18	0.81	1.08	0.30	2.51	0.90	1.09	1.10	1.42	1.07	0.00
Avail Cap(c_a), veh/h	810	438	370	389	409	346	116	1393	739	163	2209	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.24	0.24	0.00
Uniform Delay (d), s/veh	65.8	60.6	68.1	66.3	55.4	66.3	39.6	15.2	15.2	54.9	48.1	0.0
Incr Delay (d2), s/veh	1.2	0.3	9.3	69.2	0.4	689.1	8.7	42.5	49.5	197.6	34.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.9	4.2	15.8	46.4	8.4	148.4	4.0	68.5	75.1	30.0	74.7	0.0
LnGrp Delay(d),s/veh	66.9	60.9	77.4	135.6	55.8	755.4	48.4	57.7	64.6	252.5	82.3	0.0
LnGrp LOS	E	E	E	F	E	F	D	F	F	F	F	F
Approach Vol, veh/h		642			1410			2442			2595	
Approach Delay, s/veh		69.9			510.3			59.6			97.5	
Approach LOS		E			F			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.0	79.8		34.2	17.0	75.8		43.0				
Change Period (Y+Rc), s	6.9	* 7		6.5	6.4	* 7		6.7				
Max Green Setting (Gmax), s	60	* 62		39.0	10.6	* 58		36.3				
Max Q Clear Time (g_c+1), s	10.0	75.8		24.5	13.6	71.8		39.3				
Green Ext Time (p_c), s	0.0	0.0		2.1	0.0	0.0		0.0				

Intersection Summary

HCM 2010 Ctrl Delay	164.1
HCM 2010 LOS	F

Notes

HCM 2010 Signalized Intersection Summary
 23: N Druid Hills Rd & Briarcliff Rd

















No Build 2035
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔	↕↕	↔	↔	↕↕		↔	↕↕	↔
Traffic Volume (veh/h)	655	355	120	225	300	155	140	1220	90	260	2100	490
Future Volume (veh/h)	655	355	120	225	300	155	140	1220	90	260	2100	490
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	697	378	95	239	319	92	149	1298	95	277	2234	0
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	508	525	130	285	522	229	112	1509	110	303	1897	849
Arrive On Green	0.15	0.19	0.19	0.11	0.15	0.15	0.04	0.45	0.45	0.12	0.54	0.00
Sat Flow, veh/h	3442	2802	696	1774	3539	1554	1774	3344	244	1774	3539	1583
Grp Volume(v), veh/h	697	237	236	239	319	92	149	686	707	277	2234	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1728	1774	1770	1554	1774	1770	1818	1774	1770	1583
Q Serve(g_s), s	25.1	21.4	21.8	18.1	14.4	9.1	6.7	59.0	59.4	18.3	91.1	0.0
Cycle Q Clear(g_c), s	25.1	21.4	21.8	18.1	14.4	9.1	6.7	59.0	59.4	18.3	91.1	0.0
Prop In Lane	1.00		0.40	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	508	332	324	285	522	229	112	799	821	303	1897	849
V/C Ratio(X)	1.37	0.71	0.73	0.84	0.61	0.40	1.33	0.86	0.86	0.91	1.18	0.00
Avail Cap(c_a), veh/h	508	393	384	285	645	283	112	799	821	303	1897	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	72.4	64.8	65.0	56.9	67.9	65.7	47.7	41.8	41.9	48.5	39.4	0.0
Incr Delay (d2), s/veh	179.4	4.9	5.6	18.4	1.2	1.1	196.1	11.6	11.6	4.3	80.5	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	44.3	16.3	16.3	6.6	11.5	7.2	20.5	40.5	41.9	14.9	113.4	0.0
LnGrp Delay(d),s/veh	251.9	69.7	70.6	75.3	69.1	66.8	243.8	53.3	53.4	52.9	119.9	0.0
LnGrp LOS	F	E	E	E	E	E	F	D	D	D	F	
Approach Vol, veh/h		1170			650			1542			2511	
Approach Delay, s/veh		178.4			71.0			71.8			112.5	
Approach LOS		F			E			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.4	82.1	30.0	30.5	13.0	96.5	23.2	37.3				
Change Period (Y+Rc), s	7.2	6.4	5.9	* 6.4	7.3	6.4	6.1	* 6.4				
Max Green Setting (Gmax), s	20.2	69.8	24.1	* 30	5.7	84.2	17.1	* 37				
Max Q Clear Time (g_c+20), s	20.3	61.4	27.1	16.4	8.7	93.1	20.1	23.8				
Green Ext Time (p_c), s	0.0	8.4	0.0	4.4	0.0	0.0	0.0	4.2				
Intersection Summary												
HCM 2010 Ctrl Delay			110.4									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 24: E Roxboro Rd & Goodwin Rd

No Build 2035
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	0	20	5	10	640	0	20	1240	60
Future Volume (veh/h)	10	10	10	0	20	5	10	640	0	20	1240	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	10	10	10	0	21	5	10	667	0	21	1292	62
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	23	18	0	58	14	32	1632	0	51	2970	142
Arrive On Green	0.04	0.04	0.04	0.00	0.04	0.04	0.90	0.90	0.00	0.90	0.90	0.90
Sat Flow, veh/h	341	578	460	0	1455	346	11	1810	0	32	3295	157
Grp Volume(v), veh/h	30	0	0	0	0	26	677	0	0	718	0	657
Grp Sat Flow(s),veh/h/ln	1379	0	0	0	0	1802	1822	0	0	1817	0	1667
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	10.9
Cycle Q Clear(g_c), s	4.0	0.0	0.0	0.0	0.0	2.4	9.6	0.0	0.0	10.5	0.0	10.9
Prop In Lane	0.33		0.33	0.00		0.19	0.01		0.00	0.03		0.09
Lane Grp Cap(c), veh/h	83	0	0	0	0	72	1664	0	0	1660	0	1503
V/C Ratio(X)	0.36	0.00	0.00	0.00	0.00	0.36	0.41	0.00	0.00	0.43	0.00	0.44
Avail Cap(c_a), veh/h	225	0	0	0	0	233	1664	0	0	1660	0	1503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.87	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	80.3	0.0	0.0	0.0	0.0	79.5	1.3	0.0	0.0	1.3	0.0	1.4
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.0	0.0	3.1	0.6	0.0	0.0	0.8	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.0	0.0	0.0	0.0	2.3	8.4	0.0	0.0	9.4	0.0	9.1
LnGrp Delay(d),s/veh	82.9	0.0	0.0	0.0	0.0	82.6	1.9	0.0	0.0	2.2	0.0	2.3
LnGrp LOS	F					F	A			A		A
Approach Vol, veh/h		30			26			677			1375	
Approach Delay, s/veh		82.9			82.6			1.9			2.2	
Approach LOS		F			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		158.2		11.8		158.2		11.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		137.0		21.0		137.0		21.0				
Max Q Clear Time (g_c+I1), s		11.6		6.0		12.9		4.4				
Green Ext Time (p_c), s		30.5		0.2		30.5		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			4.3									
HCM 2010 LOS			A									






















Synchro Output

2035 Build

AM Peak

HCM 2010 Signalized Intersection Summary
1: N Druid Hills Rd & SR 141/Peachtree Rd

Build 2035
Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	605	190	340	1900	15	310	25	410	30	30	70
Future Volume (veh/h)	30	605	190	340	1900	15	310	25	410	30	30	70
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	31	624	0	351	1959	15	320	26	423	31	31	72
Adj No. of Lanes	1	3	0	1	2	1	0	1	2	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	2401	0	576	1995	893	364	30	950	59	59	103
Arrive On Green	0.03	0.47	0.00	0.12	0.56	0.56	0.22	0.22	0.22	0.07	0.07	0.07
Sat Flow, veh/h	1774	5253	0	1774	3539	1583	1647	134	2787	909	909	1583
Grp Volume(v), veh/h	31	624	0	351	1959	15	346	0	423	62	0	72
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1770	1583	1780	0	1393	1817	0	1583
Q Serve(g_s), s	1.4	11.8	0.0	15.6	86.5	0.7	30.1	0.0	18.9	5.3	0.0	7.1
Cycle Q Clear(g_c), s	1.4	11.8	0.0	15.6	86.5	0.7	30.1	0.0	18.9	5.3	0.0	7.1
Prop In Lane	1.00		0.00	1.00		1.00	0.92		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	103	2401	0	576	1995	893	393	0	950	118	0	103
V/C Ratio(X)	0.30	0.26	0.00	0.61	0.98	0.02	0.88	0.00	0.45	0.52	0.00	0.70
Avail Cap(c_a), veh/h	117	2401	0	640	1995	893	445	0	1031	432	0	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.84	0.00	0.84	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.7	25.4	0.0	16.7	34.1	15.4	60.3	0.0	41.0	72.4	0.0	73.2
Incr Delay (d2), s/veh	1.6	0.3	0.0	1.4	16.3	0.0	14.5	0.0	0.3	1.3	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	9.5	0.0	12.4	57.9	0.5	22.5	0.0	11.4	4.9	0.0	5.8
LnGrp Delay(d),s/veh	39.4	25.7	0.0	18.1	50.4	15.4	74.8	0.0	41.3	73.7	0.0	76.4
LnGrp LOS	D	C		B	D	B	E		D	E		E
Approach Vol, veh/h		655			2325			769			134	
Approach Delay, s/veh		26.3			45.3			56.4			75.2	
Approach LOS		C			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	94.7		39.8	24.4	80.0		15.7				
Change Period (Y+Rc), s	6.0	5.5		5.5	* 6.2	5.5		6.3				
Max Green Setting (Gmax), s	5.0	55.7		39.0	* 24	36.5		37.0				
Max Q Clear Time (g_c+I1), s	3.4	88.5		32.1	17.6	13.8		9.1				
Green Ext Time (p_c), s	0.0	0.0		2.3	0.6	22.0		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay				45.3								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary
2: N Druid Hills Rd & Apple Valley Rd

Build 2035
Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	470	170	575	210	95	465		
Future Volume (veh/h)	470	170	575	210	95	465		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	485	175	593	0	98	479		
Adj No. of Lanes	1	1	2	0	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	571	510	1466	0	493	1047		
Arrive On Green	0.32	0.32	0.41	0.00	0.06	0.38		
Sat Flow, veh/h	1774	1583	3725	0	1774	1863		
Grp Volume(v), veh/h	485	175	593	0	98	479		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	0	1774	1863		
Q Serve(g_s), s	20.4	6.7	9.4	0.0	2.2	15.5		
Cycle Q Clear(g_c), s	20.4	6.7	9.4	0.0	2.2	15.5		
Prop In Lane	1.00	1.00		0.00	1.00			
Lane Grp Cap(c), veh/h	571	510	1466	0	493	1047		
V/C Ratio(X)	0.85	0.34	0.40	0.00	0.20	0.46		
Avail Cap(c_a), veh/h	699	623	1466	0	511	1047		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.73	0.73		
Uniform Delay (d), s/veh	25.3	20.7	16.5	0.0	10.7	15.8		
Incr Delay (d2), s/veh	9.0	0.6	0.8	0.0	0.3	1.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	16.9	10.8	8.4	0.0	2.0	12.3		
LnGrp Delay(d),s/veh	34.4	21.2	17.3	0.0	11.0	16.8		
LnGrp LOS	C	C	B		B	B		
Approach Vol, veh/h	660		593			577		
Approach Delay, s/veh	30.9		17.3			15.8		
Approach LOS	C		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		49.7		30.3	11.8	37.9		
Change Period (Y+Rc), s		* 5.8		5.5	5.6	* 5.8		
Max Green Setting (Gmax), s		* 38		30.5	7.0	* 26		
Max Q Clear Time (g_c+I1), s		17.5		22.4	4.2	11.4		
Green Ext Time (p_c), s		11.9		2.3	0.1	9.1		
Intersection Summary								
HCM 2010 Ctrl Delay			21.7					
HCM 2010 LOS			C					
Notes								

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕					↕	↕		↕	↕	
Traffic Vol, veh/h	5	5	10	0	0	0	30	780	15	5	885	45
Future Vol, veh/h	5	5	10	0	0	0	30	780	15	5	885	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	10	0	0	0	31	813	16	5	922	47

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1839	1847	945	969	0	0	828	0	0
Stage 1	956	956	-	-	-	-	-	-	-
Stage 2	883	891	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	83	75	318	711	-	-	803	-	-
Stage 1	373	336	-	-	-	-	-	-	-
Stage 2	404	361	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	79	0	318	711	-	-	803	-	-
Mov Cap-2 Maneuver	79	0	-	-	-	-	-	-	-
Stage 1	371	0	-	-	-	-	-	-	-
Stage 2	386	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.2	0.4	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	711	-	-	158	803	-	-
HCM Lane V/C Ratio	0.044	-	-	0.132	0.006	-	-
HCM Control Delay (s)	10.3	-	-	31.2	9.5	-	-
HCM Lane LOS	B	-	-	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		Y	T
Traffic Vol, veh/h	25	10	815	5	5	890
Future Vol, veh/h	25	10	815	5	5	890
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	10	849	5	5	927

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1790	852	0	0	854
Stage 1	852	-	-	-	-
Stage 2	938	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	89	359	-	-	785
Stage 1	418	-	-	-	-
Stage 2	381	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	88	359	-	-	785
Mov Cap-2 Maneuver	221	-	-	-	-
Stage 1	418	-	-	-	-
Stage 2	379	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	248	785
HCM Lane V/C Ratio	-	-	0.147	0.007
HCM Control Delay (s)	-	-	22	9.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑	↑	
Traffic Vol, veh/h	5	30	15	815	900	15
Future Vol, veh/h	5	30	15	815	900	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	32	16	858	947	16













Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1844	955	963	0	-	0
Stage 1	955	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	82	313	715	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	313	715	-	-	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	393	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	715	-	293	-	-
HCM Lane V/C Ratio	0.022	-	0.126	-	-
HCM Control Delay (s)	10.1	-	19	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

HCM 2010 Signalized Intersection Summary
7: N Druid Hills Rd & Briarwood Rd

Build 2035
Timing Plan: AM PEAK

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	95	435	395	35	110	815		
Future Volume (veh/h)	95	435	395	35	110	815		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	99	453	411	0	115	849		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	533	615	748	636	501	1023		
Arrive On Green	0.30	0.30	0.40	0.00	0.09	0.55		
Sat Flow, veh/h	1774	1583	1863	1583	1774	1863		
Grp Volume(v), veh/h	99	453	411	0	115	849		
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	1774	1863		
Q Serve(g_s), s	2.5	14.7	10.2	0.0	2.0	22.6		
Cycle Q Clear(g_c), s	2.5	14.7	10.2	0.0	2.0	22.6		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	533	615	748	636	501	1023		
V/C Ratio(X)	0.19	0.74	0.55	0.00	0.23	0.83		
Avail Cap(c_a), veh/h	562	640	748	636	523	1023		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	15.5	15.7	13.8	0.0	8.7	11.2		
Incr Delay (d2), s/veh	0.2	4.3	2.9	0.0	0.1	7.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.2	18.6	9.7	0.0	1.7	19.6		
LnGrp Delay(d),s/veh	15.7	20.0	16.7	0.0	8.8	19.0		
LnGrp LOS	B	C	B		A	B		
Approach Vol, veh/h	552		411			964		
Approach Delay, s/veh	19.3		16.7			17.8		
Approach LOS	B		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		37.6		22.4	8.9	28.7		
Change Period (Y+Rc), s		5.6		* 5.4	* 4.6	5.6		
Max Green Setting (Gmax), s		31.0		* 18	* 5	21.4		
Max Q Clear Time (g_c+I1), s		24.6		16.7	4.0	12.2		
Green Ext Time (p_c), s		5.3		0.3	0.0	7.5		
Intersection Summary								
HCM 2010 Ctrl Delay			18.0					
HCM 2010 LOS			B					
Notes								

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	10	40	50	420	865	45
Future Vol, veh/h	10	40	50	420	865	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	43	53	447	920	48

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1497	944	968	0	-	0
Stage 1	944	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	135	318	712	-	-	-
Stage 1	378	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	125	318	712	-	-	-
Mov Cap-2 Maneuver	125	-	-	-	-	-
Stage 1	378	-	-	-	-	-
Stage 2	533	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.9	1.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	712	-	243	-	-
HCM Lane V/C Ratio	0.075	-	0.219	-	-
HCM Control Delay (s)	10.5	-	23.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	25	445	5	15	890
Future Vol, veh/h	10	25	445	5	15	890
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	60	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	26	464	5	16	927

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1424	466	0	0	469
Stage 1	466	-	-	-	-
Stage 2	958	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	150	597	-	-	1093
Stage 1	632	-	-	-	-
Stage 2	373	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	148	597	-	-	1093
Mov Cap-2 Maneuver	273	-	-	-	-
Stage 1	632	-	-	-	-
Stage 2	368	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	446	1093
HCM Lane V/C Ratio	-	-	0.082	0.014
HCM Control Delay (s)	-	-	13.8	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	5	25	20	445	895	5
Future Vol, veh/h	5	25	20	445	895	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	26	20	454	913	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1411	916	918	0	-	0
Stage 1	916	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	152	330	743	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	148	330	743	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	596	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.4	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	743	-	320	-	-
HCM Lane V/C Ratio	0.027	-	0.096	-	-
HCM Control Delay (s)	10	-	17.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection

Int Delay, s/veh 0.7

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations	↔		↔		↔	↑
Traffic Vol, veh/h	40	10	455	10	5	925
Future Vol, veh/h	40	10	455	10	5	925
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	11	479	11	5	974

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	1468	484	0	0	489	0
Stage 1	484	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	141	583	-	-	1074	-
Stage 1	620	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	140	583	-	-	1074	-
Mov Cap-2 Maneuver	265	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach WB NB SB























HCM Control Delay, s	19.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT

Capacity (veh/h)	-	-	297	1074	-
HCM Lane V/C Ratio	-	-	0.177	0.005	-
HCM Control Delay (s)	-	-	19.7	8.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

HCM 2010 Signalized Intersection Summary
 12: N Druid Hills Rd & Lenox Park Blvd/N Cliff Valley Way

Build 2035
 Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	55	110	70	420	40	235	355	35	25	705	235
Future Volume (veh/h)	70	55	110	70	420	40	235	355	35	25	705	235
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	73	57	115	73	438	42	245	370	36	26	734	245
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	557	249	322	514	49	356	998	97	645	1008	857
Arrive On Green	0.05	0.16	0.16	0.05	0.16	0.16	0.18	1.00	1.00	0.03	0.54	0.54
Sat Flow, veh/h	1774	3539	1583	1774	3265	312	1774	1671	163	1774	1863	1583
Grp Volume(v), veh/h	73	57	115	73	237	243	245	0	406	26	734	245
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1808	1774	0	1834	1774	1863	1583
Q Serve(g_s), s	4.1	1.7	7.9	4.1	15.6	15.7	7.3	0.0	0.0	0.8	35.8	10.1
Cycle Q Clear(g_c), s	4.1	1.7	7.9	4.1	15.6	15.7	7.3	0.0	0.0	0.8	35.8	10.1
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	173	557	249	322	278	284	356	0	1095	645	1008	857
V/C Ratio(X)	0.42	0.10	0.46	0.23	0.85	0.86	0.69	0.00	0.37	0.04	0.73	0.29
Avail Cap(c_a), veh/h	173	560	251	322	280	286	412	0	1095	676	1008	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.00	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	43.3	45.9	39.3	49.2	49.2	16.7	0.0	0.0	11.1	20.9	15.0
Incr Delay (d2), s/veh	1.7	0.1	2.0	0.4	21.8	22.3	3.7	0.0	0.9	0.0	4.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	1.5	6.5	3.7	14.3	14.7	7.3	0.0	0.5	0.7	26.9	8.1
LnGrp Delay(d),s/veh	42.2	43.4	47.9	39.7	71.0	71.6	20.4	0.0	0.9	11.1	25.5	15.8
LnGrp LOS	D	D	D	D	E	E	C		A	B	C	B
Approach Vol, veh/h		245			553			651			1005	
Approach Delay, s/veh		45.2			67.1			8.2			22.7	
Approach LOS		D			E			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	69.7	11.2	23.9	8.5	76.4	11.2	23.9				
Change Period (Y+Rc), s	5.6	* 5.8	* 6.2	* 6	5.6	* 5.8	* 6.2	* 6				
Max Green Setting (Gmax), s	13.4	* 60	* 5	* 18	5.0	* 68	* 5	* 18				
Max Q Clear Time (g_c+I1), s	9.3	37.8	6.1	17.7	2.8	2.0	6.1	9.9				
Green Ext Time (p_c), s	0.3	16.1	0.0	0.1	0.0	31.8	0.0	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay			31.1									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary
 13: N Druid Hills Rd & Curtis Dr

Build 2035
 Timing Plan: AM PEAK



Movement	NBT	NBR	SBL	SBT	NWL	NWR		
Lane Configurations								
Traffic Volume (veh/h)	515	45	85	800	20	110		
Future Volume (veh/h)	515	45	85	800	20	110		
Number	6	16	5	2	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900		
Adj Flow Rate, veh/h	536	47	89	833	21	115		
Adj No. of Lanes	1	0	1	1	0	0		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	2	2	2	2	0	0		
Cap, veh/h	1204	106	625	1487	27	148		
Arrive On Green	0.71	0.71	0.10	1.00	0.11	0.11		
Sat Flow, veh/h	1689	148	1774	1863	247	1353		
Grp Volume(v), veh/h	0	583	89	833	137	0		
Grp Sat Flow(s),veh/h/ln	0	1837	1774	1863	1612	0		
Q Serve(g_s), s	0.0	16.0	1.4	0.0	9.9	0.0		
Cycle Q Clear(g_c), s	0.0	16.0	1.4	0.0	9.9	0.0		
Prop In Lane		0.08	1.00		0.15	0.84		
Lane Grp Cap(c), veh/h	0	1309	625	1487	176	0		
V/C Ratio(X)	0.00	0.45	0.14	0.56	0.78	0.00		
Avail Cap(c_a), veh/h	0	1309	651	1487	263	0		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.00	1.00	0.72	0.72	1.00	0.00		
Uniform Delay (d), s/veh	0.0	7.2	4.4	0.0	52.0	0.0		
Incr Delay (d2), s/veh	0.0	1.1	0.1	1.1	11.2	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.0	13.3	1.2	0.8	8.6	0.0		
LnGrp Delay(d),s/veh	0.0	8.3	4.5	1.1	63.2	0.0		
LnGrp LOS		A	A	A	E			
Approach Vol, veh/h	583			922	137			
Approach Delay, s/veh	8.3			1.4	63.2			
Approach LOS	A			A	E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		101.5			10.2	91.2		18.5
Change Period (Y+Rc), s		* 6.7			5.5	* 6.7		6.4
Max Green Setting (Gmax), s		* 88			6.5	* 76		18.6
Max Q Clear Time (g_c+11), s		2.0			3.4	18.0		11.9
Green Ext Time (p_c), s		43.0			0.0	35.0		0.3
Intersection Summary								
HCM 2010 Ctrl Delay			9.0					
HCM 2010 LOS			A					
Notes								

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	20	5	25	10	5	10	35	530	5	5	790	25
Future Vol, veh/h	20	5	25	10	5	10	35	530	5	5	790	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	5	27	11	5	11	37	564	5	5	840	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1513	1508	854	1521	1519	566	867	0	0	569	0	0
Stage 1	864	864	-	641	641	-	-	-	-	-	-	-
Stage 2	649	644	-	880	878	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	98	121	358	97	119	524	777	-	-	1003	-	-
Stage 1	349	371	-	463	469	-	-	-	-	-	-	-
Stage 2	458	468	-	342	366	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	90	115	358	85	113	524	777	-	-	1003	-	-
Mov Cap-2 Maneuver	209	235	-	190	222	-	-	-	-	-	-	-
Stage 1	332	369	-	441	447	-	-	-	-	-	-	-
Stage 2	422	446	-	310	364	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.7		20.1		0.6		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	777	-	-	268	265	1003	-
HCM Lane V/C Ratio	0.048	-	-	0.198	0.1	0.005	-
HCM Control Delay (s)	9.9	-	-	21.7	20.1	8.6	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.3	0	-

HCM 2010 Signalized Intersection Summary
 15: N Druid Hills Rd & Goodwin Rd

Build 2035
 Timing Plan: AM PEAK



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	15	5	25	555	810	15		
Future Volume (veh/h)	15	5	25	555	810	15		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	16	5	27	603	880	16		
Adj No. of Lanes	0	0	0	1	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	44	14	70	1525	3170	58		
Arrive On Green	0.03	0.03	0.89	0.89	0.89	0.89		
Sat Flow, veh/h	1258	393	50	1711	3649	65		
Grp Volume(v), veh/h	22	0	630	0	438	458		
Grp Sat Flow(s),veh/h/ln	1730	0	1762	0	1770	1851		
Q Serve(g_s), s	1.9	0.0	0.0	0.0	5.4	5.4		
Cycle Q Clear(g_c), s	1.9	0.0	8.3	0.0	5.4	5.4		
Prop In Lane	0.73	0.23	0.04			0.03		
Lane Grp Cap(c), veh/h	60	0	1595	0	1577	1650		
V/C Ratio(X)	0.37	0.00	0.39	0.00	0.28	0.28		
Avail Cap(c_a), veh/h	158	0	1595	0	1577	1650		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.86	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	70.8	0.0	1.3	0.0	1.2	1.2		
Incr Delay (d2), s/veh	3.3	0.0	0.7	0.0	0.4	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	1.7	0.0	8.0	0.0	4.9	5.2		
LnGrp Delay(d),s/veh	74.1	0.0	2.1	0.0	1.6	1.6		
LnGrp LOS	E		A		A	A		
Approach Vol, veh/h	22			630	896			
Approach Delay, s/veh	74.1			2.1	1.6			
Approach LOS	E			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		139.5		10.5		139.5		
Change Period (Y+Rc), s		* 6.8		* 6.3		* 6.8		
Max Green Setting (Gmax), s		* 1.3E2		* 13		* 1.2E2		
Max Q Clear Time (g_c+I1), s		7.4		3.9		10.3		
Green Ext Time (p_c), s		34.1		0.0		33.9		
Intersection Summary								
HCM 2010 Ctrl Delay			2.8					
HCM 2010 LOS			A					
Notes								

HCM Signalized Intersection Capacity Analysis
 16: N Druid Hills Rd & E Roxboro Rd

Build 2035
 Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖↗		↑	↗		↖↗
Traffic Volume (vph)	820	0	965	580	0	570
Future Volume (vph)	820	0	965	580	0	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.3		5.8	3.0		5.8
Lane Util. Factor	0.97		1.00	1.00		0.95
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		1863	1583		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		1863	1583		3539
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	837	0	985	592	0	582
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	837	0	985	592	0	582
Turn Type	Prot		NA	Free		NA
Protected Phases	2		4			8
Permitted Phases				Free		
Actuated Green, G (s)	44.7		93.2	150.0		93.2
Effective Green, g (s)	45.7		94.2	150.0		94.2
Actuated g/C Ratio	0.30		0.63	1.00		0.63
Clearance Time (s)	5.3		6.8			6.8
Vehicle Extension (s)	4.1		3.1			3.1
Lane Grp Cap (vph)	1045		1169	1583		2222
v/s Ratio Prot	c0.24		c0.53			0.16
v/s Ratio Perm				0.37		
v/c Ratio	0.80		0.84	0.37		0.26
Uniform Delay, d1	48.0		22.0	0.0		12.4
Progression Factor	0.98		0.59	1.00		0.93
Incremental Delay, d2	6.3		4.9	0.4		0.3
Delay (s)	53.2		18.0	0.4		11.9
Level of Service	D		B	A		B
Approach Delay (s)	53.2		11.4			11.9
Approach LOS	D		B			B

Intersection Summary

HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	10.1
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	10	50	25	1535	1385	5
Future Vol, veh/h	10	50	25	1535	1385	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	51	26	1566	1413	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2250	709	1418	0	-	0
Stage 1	1416	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	35	377	476	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	33	377	476	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	366	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.1	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	476	-	285	-	-
HCM Lane V/C Ratio	0.054	-	0.215	-	-
HCM Control Delay (s)	13	-	21.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

HCM 2010 Signalized Intersection Summary
 18: N Druid Hills Rd & SR 13/Buford Hwy

Build 2035
 Timing Plan: AM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	295	175	375	855	140	500	1180	145	65	1150	220
Future Volume (veh/h)	240	295	175	375	855	140	500	1180	145	65	1150	220
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	247	304	115	387	881	144	515	1216	0	67	1186	0
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	1288	400	431	1457	452	564	1458	652	96	1550	0
Arrive On Green	0.09	0.25	0.25	0.13	0.29	0.29	0.33	0.82	0.00	0.05	0.30	0.00
Sat Flow, veh/h	3442	5085	1578	3442	5085	1578	3442	3539	1583	1774	5253	0
Grp Volume(v), veh/h	247	304	115	387	881	144	515	1216	0	67	1186	0
Grp Sat Flow(s),veh/h/ln	1721	1695	1578	1721	1695	1578	1721	1770	1583	1774	1695	0
Q Serve(g_s), s	10.5	7.1	8.8	16.6	22.4	10.7	21.5	29.0	0.0	5.6	31.7	0.0
Cycle Q Clear(g_c), s	10.5	7.1	8.8	16.6	22.4	10.7	21.5	29.0	0.0	5.6	31.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	317	1288	400	431	1457	452	564	1458	652	96	1550	0
V/C Ratio(X)	0.78	0.24	0.29	0.90	0.60	0.32	0.91	0.83	0.00	0.70	0.77	0.00
Avail Cap(c_a), veh/h	395	1288	400	431	1457	452	567	1458	652	103	1550	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	66.6	44.5	45.1	64.6	46.2	42.0	49.4	10.3	0.0	69.7	47.3	0.0
Incr Delay (d2), s/veh	7.7	0.4	1.8	21.6	1.9	1.8	16.0	4.6	0.0	17.5	3.7	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.1	6.1	7.3	14.2	16.2	8.5	16.3	19.9	0.0	5.8	21.8	0.0
LnGrp Delay(d),s/veh	74.3	44.9	46.9	86.3	48.0	43.9	65.4	14.9	0.0	87.2	50.9	0.0
LnGrp LOS	E	D	D	F	D	D	E	B		F	D	
Approach Vol, veh/h		666			1412			1731			1253	
Approach Delay, s/veh		56.2			58.1			29.9			52.9	
Approach LOS		E			E			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	49.0	29.9	52.1	24.0	44.0	13.8	68.2				
Change Period (Y+Rc), s	* 6.2	7.0	* 6.3	7.4	* 6.2	7.0	* 6.7	7.4				
Max Green Setting (Gmax), s	* 16	38.6	* 24	44.6	* 18	37.0	* 7.7	60.2				
Max Q Clear Time (g_c+I1), s	12.5	24.4	23.5	33.7	18.6	10.8	7.6	31.0				
Green Ext Time (p_c), s	0.3	11.8	0.0	10.7	0.0	19.8	0.0	28.1				
Intersection Summary												
HCM 2010 Ctrl Delay			46.9									
HCM 2010 LOS			D									
Notes												

HCM 2010 Signalized Intersection Summary
 19: N Druid Hills Rd & W Druid Hills Dr/Salvation Army Dwy

Build 2035
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	↘
Traffic Volume (veh/h)	40	5	50	0	0	0	65	1785	5	0	1660	40
Future Volume (veh/h)	40	5	50	0	0	0	65	1785	5	0	1660	40
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	41	5	52	0	0	0	67	1840	5	0	1711	41
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	8	80	48	102	0	95	3127	8	48	3989	96
Arrive On Green	0.05	0.05	0.05	0.00	0.00	0.00	0.11	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	1774	141	1464	1341	1863	0	1774	3621	10	250	5109	122
Grp Volume(v), veh/h	41	0	57	0	0	0	67	899	946	0	1135	617
Grp Sat Flow(s),veh/h/ln	1774	0	1604	1341	1863	0	1774	1770	1861	250	1695	1841
Q Serve(g_s), s	3.4	0.0	5.2	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	5.2	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.91	1.00		0.00	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	146	0	88	48	102	0	95	1528	1607	48	2647	1438
V/C Ratio(X)	0.28	0.00	0.65	0.00	0.00	0.00	0.70	0.59	0.59	0.00	0.43	0.43
Avail Cap(c_a), veh/h	413	0	331	250	384	0	173	1528	1607	48	2647	1438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.63	0.63	0.63	0.00	0.38	0.38
Uniform Delay (d), s/veh	68.6	0.0	69.4	0.0	0.0	0.0	65.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.9	0.0	0.0	0.0	2.3	1.1	1.0	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	4.3	0.0	0.0	0.0	4.9	0.8	0.8	0.0	0.1	0.3
LnGrp Delay(d),s/veh	69.0	0.0	72.4	0.0	0.0	0.0	68.1	1.1	1.0	0.0	0.2	0.4
LnGrp LOS	E		E				E	A	A		A	A
Approach Vol, veh/h		98			0			1912			1752	
Approach Delay, s/veh		70.9			0.0			3.4			0.3	
Approach LOS		E						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.4	124.2		13.3		136.7		13.3				
Change Period (Y+Rc), s	5.4	* 8.1		6.1		* 8.1		6.1				
Max Green Setting (Gmax), s	13.6	* 87		29.9		* 1.1E2		29.9				
Max Q Clear Time (g_c+1), s	17.5	2.0		7.2		2.0		0.0				
Green Ext Time (p_c), s	0.0	83.4		0.1		103.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			3.7									
HCM 2010 LOS			A									
Notes												

HCM 2010 Signalized Intersection Summary
 20: N Druid Hills Rd & I-85 SB Entrance Ramp/I-85 Frontage Rd

Build 2035
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↗	↗	↖↗	↗↗			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	1055	545	515	965	1340	0	0	1435	275
Future Volume (veh/h)	0	0	0	1055	545	515	965	1340	0	0	1435	275
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				1198	627	347	975	1354	0	0	1449	278
Adj No. of Lanes				2	1	1	2	2	0	0	4	1
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1244	653	555	975	2034	0	0	1589	391
Arrive On Green				0.35	0.35	0.35	0.57	1.00	0.00	0.00	0.33	0.33
Sat Flow, veh/h				3548	1863	1583	3442	3632	0	0	6669	1578
Grp Volume(v), veh/h				1198	627	347	975	1354	0	0	1449	278
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1721	1770	0	0	1602	1578
Q Serve(g_s), s				49.7	49.4	27.3	42.5	0.0	0.0	0.0	32.5	23.1
Cycle Q Clear(g_c), s				49.7	49.4	27.3	42.5	0.0	0.0	0.0	32.5	23.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1244	653	555	975	2034	0	0	1589	391
V/C Ratio(X)				0.96	0.96	0.62	1.00	0.67	0.00	0.00	0.91	0.71
Avail Cap(c_a), veh/h				1244	653	555	975	2034	0	0	1589	391
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	0.23	0.23	0.00	0.00	0.90	0.90
Uniform Delay (d), s/veh				47.7	47.7	40.5	32.5	0.0	0.0	0.0	48.7	45.5
Incr Delay (d2), s/veh				17.3	25.6	2.2	13.6	0.4	0.0	0.0	8.7	9.5
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(95%),veh/ln				35.9	39.1	18.0	25.2	0.2	0.0	0.0	21.3	16.3
LnGrp Delay(d),s/veh				65.1	73.2	42.7	46.1	0.4	0.0	0.0	57.4	55.0
LnGrp LOS				E	E	D	D	A			E	E
Approach Vol, veh/h					2172			2329			1727	
Approach Delay, s/veh					63.9			19.5			57.0	
Approach LOS					E			B			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	49.0	42.0		59.0		91.0						
Change Period (Y+Rc), s	7.5	* 5.8		7.4		* 5.8						
Max Green Setting (Gmax), s	41.5	* 36		51.6		* 85						
Max Q Clear Time (g_c+Rc), s	44.5	34.5		51.7		2.0						
Green Ext Time (p_c), s	0.0	1.7		0.0		77.9						
Intersection Summary												
HCM 2010 Ctrl Delay				45.4								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary
 21: N Druid Hills Rd & I-85 NB Exit Ramp/I-85 Frontage Rd

Build 2035
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗		↑↑↑	↗	↖	↑↑	
Traffic Volume (veh/h)	5	810	1230	0	0	305	0	1995	750	915	1575	0
Future Volume (veh/h)	5	810	1230	0	0	305	0	1995	750	915	1575	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	0	1863	1863	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	5	853	1295	0	0	321	0	2100	789	963	1658	0
Adj No. of Lanes	0	1	2	0	1	1	0	4	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	0	2	2	2	2	0
Cap, veh/h	25	662	994	0	664	844	0	2277	561	608	2013	0
Arrive On Green	0.36	0.36	0.36	0.00	0.00	0.36	0.00	0.71	0.71	0.35	1.00	0.00
Sat Flow, veh/h	3	1857	2787	0	1863	1583	0	6669	1579	3442	3632	0
Grp Volume(v), veh/h	858	0	1295	0	0	321	0	2100	789	963	1658	0
Grp Sat Flow(s),veh/h/ln	1860	0	1393	0	1863	1583	0	1602	1579	1721	1770	0
Q Serve(g_s), s	16.1	0.0	53.5	0.0	0.0	17.8	0.0	41.3	53.3	26.5	0.0	0.0
Cycle Q Clear(g_c), s	53.5	0.0	53.5	0.0	0.0	17.8	0.0	41.3	53.3	26.5	0.0	0.0
Prop In Lane	0.01		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	688	0	994	0	664	844	0	2277	561	608	2013	0
V/C Ratio(X)	1.25	0.00	1.30	0.00	0.00	0.38	0.00	0.92	1.41	1.58	0.82	0.00
Avail Cap(c_a), veh/h	688	0	994	0	664	844	0	2277	561	608	2013	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.09	0.09	0.25	0.25	0.00
Uniform Delay (d), s/veh	49.2	0.0	48.3	0.0	0.0	20.5	0.0	20.0	21.7	48.5	0.0	0.0
Incr Delay (d2), s/veh	123.4	0.0	143.7	0.0	0.0	0.3	0.0	0.8	183.7	264.7	1.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh	83.7	0.0	72.7	0.0	0.0	26.9	0.0	20.0	88.4	62.3	0.5	0.0
LnGrp Delay(d),s/veh	172.6	0.0	192.0	0.0	0.0	20.8	0.0	20.8	205.4	313.2	1.0	0.0
LnGrp LOS	F		F			C		C	F	F	A	
Approach Vol, veh/h		2153			321			2889			2621	
Approach Delay, s/veh		184.2			20.8			71.2			115.7	
Approach LOS		F			C			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	32.0	59.0		59.0		91.0		59.0				
Change Period (Y+Rc), s	6.5	* 6.7		6.5		* 6.7		6.5				
Max Green Setting (Gmax), s	25.5	* 52		52.5		* 84		52.5				
Max Q Clear Time (g_c+20), s	20.5	55.3		55.5		2.0		19.8				
Green Ext Time (p_c), s	0.0	0.0		0.0		81.9		19.1				
Intersection Summary												
HCM 2010 Ctrl Delay			114.3									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 22: N Druid Hills Rd & Executive Park Dr/Tullie Rd

Build 2035
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↑	↔	↔	↑↑↑		↔	↑↑↑	↔
Traffic Volume (veh/h)	335	90	75	105	50	220	205	2190	190	515	1935	355
Future Volume (veh/h)	335	90	75	105	50	220	205	2190	190	515	1935	355
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	360	97	81	113	54	237	220	2355	204	554	2081	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	496	268	226	122	128	107	274	2288	195	327	2844	886
Arrive On Green	0.14	0.14	0.14	0.07	0.07	0.07	0.10	0.64	0.64	0.31	1.00	0.00
Sat Flow, veh/h	3442	1863	1570	1774	1863	1556	1774	4773	407	1774	5085	1583
Grp Volume(v), veh/h	360	97	81	113	54	237	220	1662	897	554	2081	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1570	1774	1863	1556	1774	1695	1789	1774	1695	1583
Q Serve(g_s), s	15.0	7.1	7.0	9.5	4.2	10.3	9.7	71.9	71.9	23.6	0.0	0.0
Cycle Q Clear(g_c), s	15.0	7.1	7.0	9.5	4.2	10.3	9.7	71.9	71.9	23.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	496	268	226	122	128	107	274	1625	858	327	2844	886
V/C Ratio(X)	0.73	0.36	0.36	0.93	0.42	2.22	0.80	1.02	1.05	1.69	0.73	0.00
Avail Cap(c_a), veh/h	952	515	434	122	128	107	274	1625	858	327	2844	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.00
Uniform Delay (d), s/veh	61.4	58.0	57.9	69.5	67.0	69.8	17.9	27.2	27.2	42.0	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.8	1.0	59.4	2.2	577.5	1.5	13.6	24.3	313.3	0.2	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	6.7	5.6	10.9	4.0	38.8	5.9	63.8	71.6	72.2	0.1	0.0
LnGrp Delay(d),s/veh	63.4	58.8	58.9	128.9	69.2	647.4	19.4	40.8	51.5	355.3	0.2	0.0
LnGrp LOS	E	E	E	F	E	F	B	F	F	F	A	
Approach Vol, veh/h		538			404			2779			2635	
Approach Delay, s/veh		61.9			425.1			42.5			74.8	
Approach LOS		E			F			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	89.9		27.1	29.0	77.9		16.0				
Change Period (Y+Rc), s	6.9	* 7		6.5	6.4	* 7		6.7				
Max Green Setting (Gmax), s	10	* 63		40.5	22.6	* 51		9.3				
Max Q Clear Time (g_c+I1), s	10	2.0		17.0	25.6	73.9		12.3				
Green Ext Time (p_c), s	0.0	60.8		2.1	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			81.9									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 23: N Druid Hills Rd & Briarcliff Rd

















Build 2035
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔	↕↕	↔	↔	↕↔		↔	↕↕	↔
Traffic Volume (veh/h)	600	275	110	160	455	420	155	1585	70	115	1515	485
Future Volume (veh/h)	600	275	110	160	455	420	155	1585	70	115	1515	485
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	606	278	80	162	460	354	157	1601	70	116	1530	0
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	571	785	222	403	731	323	153	1504	65	130	1491	667
Arrive On Green	0.17	0.29	0.29	0.08	0.21	0.21	0.06	0.44	0.44	0.02	0.14	0.00
Sat Flow, veh/h	3442	2721	767	1774	3539	1563	1774	3454	150	1774	3539	1583
Grp Volume(v), veh/h	606	179	179	162	460	354	157	817	854	116	1530	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1719	1774	1770	1563	1774	1770	1835	1774	1770	1583
Q Serve(g_s), s	24.9	12.0	12.4	10.7	17.8	31.0	8.9	65.3	65.3	5.7	63.2	0.0
Cycle Q Clear(g_c), s	24.9	12.0	12.4	10.7	17.8	31.0	8.9	65.3	65.3	5.7	63.2	0.0
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	571	511	496	403	731	323	153	770	799	130	1491	667
V/C Ratio(X)	1.06	0.35	0.36	0.40	0.63	1.10	1.02	1.06	1.07	0.90	1.03	0.00
Avail Cap(c_a), veh/h	571	511	496	403	731	323	153	770	799	130	1491	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.00
Uniform Delay (d), s/veh	62.5	42.2	42.4	41.7	54.3	59.5	44.8	42.3	42.4	39.0	64.6	0.0
Incr Delay (d2), s/veh	54.8	0.4	0.4	0.2	1.7	78.4	79.3	49.7	51.9	21.5	20.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	29.1	9.9	10.0	9.0	13.7	36.7	17.5	76.5	80.2	7.8	63.5	0.0
LnGrp Delay(d),s/veh	117.3	42.6	42.8	41.9	56.0	137.9	124.3	92.1	94.2	60.6	85.2	0.0
LnGrp LOS	F	D	D	D	E	F	F	F	F	E	F	
Approach Vol, veh/h		964			976			1828			1646	
Approach Delay, s/veh		89.6			83.3			95.8			83.4	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	63.1	70.7	29.8	36.4	15.2	68.6	17.5	48.7				
Change Period (Y+Rc), s	7.2	6.4	5.9	* 6.4	7.3	6.4	6.1	* 6.4				
Max Green Setting (Gmax), s	59.9	64.3	23.9	* 30	7.9	62.2	11.4	* 42				
Max Q Clear Time (g_c+1), s	17.7	67.3	26.9	33.0	10.9	65.2	12.7	14.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2				
Intersection Summary												
HCM 2010 Ctrl Delay			88.7									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 24: E Roxboro Rd & Goodwin Rd

Build 2035
 Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	15	15	5	5	30	10	955	0	5	550	5
Future Volume (veh/h)	30	15	15	5	5	30	10	955	0	5	550	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	32	16	16	5	5	32	11	1027	0	5	591	5
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	28	24	34	16	74	32	1614	0	34	3051	26
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.88	0.88	0.00	0.88	0.88	0.88
Sat Flow, veh/h	744	488	411	118	279	1269	8	1844	0	11	3486	29
Grp Volume(v), veh/h	64	0	0	42	0	0	1038	0	0	313	0	288
Grp Sat Flow(s),veh/h/ln	1643	0	0	1665	0	0	1852	0	0	1836	0	1690
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Cycle Q Clear(g_c), s	5.5	0.0	0.0	3.7	0.0	0.0	23.5	0.0	0.0	3.8	0.0	3.8
Prop In Lane	0.50		0.25	0.12		0.76	0.01		0.00	0.02		0.02
Lane Grp Cap(c), veh/h	131	0	0	124	0	0	1645	0	0	1631	0	1479
V/C Ratio(X)	0.49	0.00	0.00	0.34	0.00	0.00	0.63	0.00	0.00	0.19	0.00	0.19
Avail Cap(c_a), veh/h	246	0	0	243	0	0	1645	0	0	1631	0	1479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.42	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.0	0.0	0.0	68.3	0.0	0.0	2.6	0.0	0.0	1.4	0.0	1.4
Incr Delay (d2), s/veh	2.8	0.0	0.0	1.6	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	0.0	3.1	0.0	0.0	15.9	0.0	0.0	3.7	0.0	3.4
LnGrp Delay(d),s/veh	71.8	0.0	0.0	69.9	0.0	0.0	3.4	0.0	0.0	1.7	0.0	1.7
LnGrp LOS	E			E			A			A		A
Approach Vol, veh/h		64			42			1038			601	
Approach Delay, s/veh		71.8			69.9			3.4			1.7	
Approach LOS		E			E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		136.3		13.7		136.3		13.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		119.0		19.0		119.0		19.0				
Max Q Clear Time (g_c+I1), s		25.5		7.5		5.8		5.7				
Green Ext Time (p_c), s		21.5		0.3		21.8		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			6.9									
HCM 2010 LOS			A									






















Synchro Output

2035 Build

PM Peak

HCM 2010 Signalized Intersection Summary
 1: N Druid Hills Rd & SR 141/Peachtree Rd

Build 2035
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1645	285	500	1155	40	290	20	460	70	55	35
Future Volume (veh/h)	65	1645	285	500	1155	40	290	20	460	70	55	35
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	67	1696	0	515	1191	41	299	21	474	72	57	36
Adj No. of Lanes	1	3	0	1	2	1	0	1	2	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	2266	0	362	2009	899	337	24	994	90	71	141
Arrive On Green	0.03	0.45	0.00	0.15	0.57	0.57	0.20	0.20	0.20	0.09	0.09	0.09
Sat Flow, veh/h	1774	5253	0	1774	3539	1583	1663	117	2787	1011	801	1583
Grp Volume(v), veh/h	67	1696	0	515	1191	41	320	0	474	129	0	36
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1770	1583	1780	0	1393	1812	0	1583
Q Serve(g_s), s	3.7	49.9	0.0	27.8	39.5	2.1	31.5	0.0	23.7	12.6	0.0	3.8
Cycle Q Clear(g_c), s	3.7	49.9	0.0	27.8	39.5	2.1	31.5	0.0	23.7	12.6	0.0	3.8
Prop In Lane	1.00		0.00	1.00		1.00	0.93		1.00	0.56		1.00
Lane Grp Cap(c), veh/h	256	2266	0	362	2009	899	360	0	994	162	0	141
V/C Ratio(X)	0.26	0.75	0.00	1.42	0.59	0.05	0.89	0.00	0.48	0.80	0.00	0.25
Avail Cap(c_a), veh/h	256	2266	0	362	2009	899	395	0	1050	383	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.75	0.00	0.75	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.4	41.5	0.0	53.6	25.3	17.3	69.8	0.0	44.9	80.4	0.0	76.4
Incr Delay (d2), s/veh	0.5	2.3	0.0	204.9	1.3	0.1	15.9	0.0	0.3	3.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	31.9	0.0	69.6	26.8	1.7	22.9	0.0	13.5	10.6	0.0	3.0
LnGrp Delay(d),s/veh	26.9	43.8	0.0	258.5	26.6	17.4	85.7	0.0	45.1	83.8	0.0	76.7
LnGrp LOS	C	D		F	C	B	F		D	F		E
Approach Vol, veh/h		1763			1747			794			165	
Approach Delay, s/veh		43.2			94.8			61.5			82.2	
Approach LOS		D			F			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	106.7		40.9	33.0	84.7		21.4				
Change Period (Y+Rc), s	6.0	5.5		5.5	* 6.2	5.5		6.3				
Max Green Setting (Gmax), s	5.0	75.7		39.0	* 27	53.7		37.0				
Max Q Clear Time (g_c+I1), s	5.7	41.5		33.5	29.8	51.9		14.6				
Green Ext Time (p_c), s	0.0	33.1		2.0	0.0	1.8		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				68.0								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary
2: N Druid Hills Rd & Apple Valley Rd

Build 2035
Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	260	160	595	450	140	700		
Future Volume (veh/h)	260	160	595	450	140	700		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	289	178	661	0	156	778		
Adj No. of Lanes	1	1	2	0	1	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	363	324	1959	0	582	1289		
Arrive On Green	0.20	0.20	0.55	0.00	0.17	1.00		
Sat Flow, veh/h	1774	1583	3725	0	1774	1863		
Grp Volume(v), veh/h	289	178	661	0	156	778		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	0	1774	1863		
Q Serve(g_s), s	13.9	9.1	9.2	0.0	2.9	0.0		
Cycle Q Clear(g_c), s	13.9	9.1	9.2	0.0	2.9	0.0		
Prop In Lane	1.00	1.00		0.00	1.00			
Lane Grp Cap(c), veh/h	363	324	1959	0	582	1289		
V/C Ratio(X)	0.80	0.55	0.34	0.00	0.27	0.60		
Avail Cap(c_a), veh/h	483	431	1959	0	658	1289		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.18	0.18		
Uniform Delay (d), s/veh	34.0	32.1	11.0	0.0	5.8	0.0		
Incr Delay (d2), s/veh	7.9	2.1	0.5	0.0	0.1	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	12.1	12.8	8.2	0.0	2.2	0.3		
LnGrp Delay(d),s/veh	41.9	34.1	11.5	0.0	5.9	0.4		
LnGrp LOS	D	C	B		A	A		
Approach Vol, veh/h	467		661			934		
Approach Delay, s/veh	38.9		11.5			1.3		
Approach LOS	D		B			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		67.1		22.9	12.5	54.6		
Change Period (Y+Rc), s		* 5.8		5.5	5.6	* 5.8		
Max Green Setting (Gmax), s		* 55		23.5	10.7	* 39		
Max Q Clear Time (g_c+I1), s		2.0		15.9	4.9	11.2		
Green Ext Time (p_c), s		30.0		1.5	0.4	19.6		
Intersection Summary								
HCM 2010 Ctrl Delay			13.1					
HCM 2010 LOS			B					
Notes								

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔					↕	↔		↕	↔	
Traffic Vol, veh/h	20	10	60	0	0	0	40	1025	5	20	920	20
Future Vol, veh/h	20	10	60	0	0	0	40	1025	5	20	920	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	10	63	0	0	0	42	1068	5	21	958	21

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	2164	2166	969	979	0	0	1073	0	0
Stage 1	1010	1010	-	-	-	-	-	-	-
Stage 2	1154	1156	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	52	47	308	705	-	-	650	-	-
Stage 1	352	317	-	-	-	-	-	-	-
Stage 2	300	271	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	47	0	308	705	-	-	650	-	-
Mov Cap-2 Maneuver	47	0	-	-	-	-	-	-	-
Stage 1	341	0	-	-	-	-	-	-	-
Stage 2	282	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	85	0.4	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	705	-	-	129	650	-	-
HCM Lane V/C Ratio	0.059	-	-	0.727	0.032	-	-
HCM Control Delay (s)	10.4	-	-	85	10.7	-	-
HCM Lane LOS	B	-	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	4.1	0.1	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	1060	15	10	970
Future Vol, veh/h	10	10	1060	15	10	970
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	11	1140	16	11	1043

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2213	1148	0	0	1156
Stage 1	1148	-	-	-	-
Stage 2	1065	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	48	242	-	-	604
Stage 1	302	-	-	-	-
Stage 2	331	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	47	242	-	-	604
Mov Cap-2 Maneuver	164	-	-	-	-
Stage 1	302	-	-	-	-
Stage 2	325	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.6	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	196	604
HCM Lane V/C Ratio	-	-	0.11	0.018
HCM Control Delay (s)	-	-	25.6	11.1
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	5	100	30	1070	975	5
Future Vol, veh/h	5	100	30	1070	975	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	105	32	1126	1026	5













Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2218	1029	1032	0	-	0
Stage 1	1029	-	-	-	-	-
Stage 2	1189	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	48	284	673	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	46	284	673	-	-	-
Mov Cap-2 Maneuver	160	-	-	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	275	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.7	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	673	-	274	-	-
HCM Lane V/C Ratio	0.047	-	0.403	-	-
HCM Control Delay (s)	10.6	-	26.7	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.9	-	-

HCM 2010 Signalized Intersection Summary
7: N Druid Hills Rd & Briarwood Rd

Build 2035
Timing Plan: PM Peak

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	45	250	850	85	400	670		
Future Volume (veh/h)	45	250	850	85	400	670		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	46	258	876	0	412	691		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	281	454	1133	963	452	1428		
Arrive On Green	0.16	0.16	0.61	0.00	0.13	0.77		
Sat Flow, veh/h	1774	1583	1863	1583	1774	1863		
Grp Volume(v), veh/h	46	258	876	0	412	691		
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	1774	1863		
Q Serve(g_s), s	2.7	16.7	41.8	0.0	11.9	16.5		
Cycle Q Clear(g_c), s	2.7	16.7	41.8	0.0	11.9	16.5		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	281	454	1133	963	452	1428		
V/C Ratio(X)	0.16	0.57	0.77	0.00	0.91	0.48		
Avail Cap(c_a), veh/h	281	454	1133	963	584	1428		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	43.6	36.4	17.4	0.0	25.2	5.2		
Incr Delay (d2), s/veh	0.3	1.7	5.2	0.0	14.1	1.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.4	21.2	30.9	0.0	21.4	13.6		
LnGrp Delay(d),s/veh	43.9	38.1	22.6	0.0	39.4	6.4		
LnGrp LOS	D	D	C		D	A		
Approach Vol, veh/h	304		876			1103		
Approach Delay, s/veh	39.0		22.6			18.7		
Approach LOS	D		C			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		96.6		23.4	19.0	77.6		
Change Period (Y+Rc), s		5.6		* 5.4	* 4.6	5.6		
Max Green Setting (Gmax), s		91.0		* 18	* 23	63.0		
Max Q Clear Time (g_c+I1), s		18.5		18.7	13.9	43.8		
Green Ext Time (p_c), s		43.3		0.0	0.5	16.1		
Intersection Summary								
HCM 2010 Ctrl Delay			22.9					
HCM 2010 LOS			C					
Notes								

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	5	45	20	930	710	5
Future Vol, veh/h	5	45	20	930	710	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	48	21	989	755	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1790	758	761	0	-	0
Stage 1	758	-	-	-	-	-
Stage 2	1032	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	89	407	851	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	87	407	851	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	336	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.7	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	851	-	298	-	-
HCM Lane V/C Ratio	0.025	-	0.178	-	-
HCM Control Delay (s)	9.3	-	19.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	15	935	5	25	730
Future Vol, veh/h	5	15	935	5	25	730
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	60	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	16	974	5	26	760

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1790	977	0	0	979
Stage 1	977	-	-	-	-
Stage 2	813	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	89	304	-	-	705
Stage 1	365	-	-	-	-
Stage 2	436	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	86	304	-	-	705
Mov Cap-2 Maneuver	217	-	-	-	-
Stage 1	365	-	-	-	-
Stage 2	420	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.1	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	276	705
HCM Lane V/C Ratio	-	-	0.075	0.037
HCM Control Delay (s)	-	-	19.1	10.3
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	0	65	75	940	730	5
Future Vol, veh/h	0	65	75	940	730	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	68	78	979	760	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1898	763	766	0	-	0
Stage 1	763	-	-	-	-	-
Stage 2	1135	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	76	404	847	-	-	-
Stage 1	460	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	69	404	847	-	-	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	460	-	-	-	-	-
Stage 2	279	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.7	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	847	-	404	-	-
HCM Lane V/C Ratio	0.092	-	0.168	-	-
HCM Control Delay (s)	9.7	-	15.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	15	15	1005	45	15	780
Future Vol, veh/h	15	15	1005	45	15	780
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	15	1036	46	15	804























Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1894	1059	0	0	1082
Stage 1	1059	-	-	-	-
Stage 2	835	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	77	273	-	-	645
Stage 1	333	-	-	-	-
Stage 2	426	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	75	273	-	-	645
Mov Cap-2 Maneuver	203	-	-	-	-
Stage 1	333	-	-	-	-
Stage 2	416	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.8	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	233	645
HCM Lane V/C Ratio	-	-	0.133	0.024
HCM Control Delay (s)	-	-	22.8	10.7
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.5	0.1

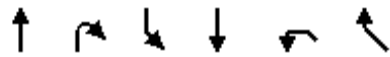
HCM 2010 Signalized Intersection Summary
 12: N Druid Hills Rd & Lenox Park Blvd/N Cliff Valley Way

Build 2035
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	400	230	25	135	50	80	765	35	70	600	125
Future Volume (veh/h)	235	400	230	25	135	50	80	765	35	70	600	125
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	240	408	235	26	138	51	82	781	36	71	612	128
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	676	302	185	299	106	397	1002	46	519	1054	896
Arrive On Green	0.11	0.19	0.19	0.03	0.12	0.12	0.09	1.00	1.00	0.05	0.57	0.57
Sat Flow, veh/h	1774	3539	1583	1774	2562	910	1774	1767	81	1774	1863	1583
Grp Volume(v), veh/h	240	408	235	26	94	95	82	0	817	71	612	128
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1702	1774	0	1848	1774	1863	1583
Q Serve(g_s), s	12.8	12.7	16.9	1.5	5.9	6.3	2.2	0.0	0.0	1.9	25.5	4.6
Cycle Q Clear(g_c), s	12.8	12.7	16.9	1.5	5.9	6.3	2.2	0.0	0.0	1.9	25.5	4.6
Prop In Lane	1.00		1.00	1.00		0.53	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	326	676	302	185	207	199	397	0	1048	519	1054	896
V/C Ratio(X)	0.74	0.60	0.78	0.14	0.45	0.48	0.21	0.00	0.78	0.14	0.58	0.14
Avail Cap(c_a), veh/h	326	761	340	216	280	270	403	0	1048	526	1054	896
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.00	0.67	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	44.4	46.1	44.1	49.4	49.6	11.8	0.0	0.0	9.4	16.8	12.3
Incr Delay (d2), s/veh	8.5	1.5	10.8	0.4	2.3	2.6	0.2	0.0	3.9	0.1	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	10.4	13.0	1.4	5.4	5.6	1.9	0.0	2.0	1.7	19.9	3.7
LnGrp Delay(d),s/veh	49.8	45.9	57.0	44.5	51.7	52.2	12.0	0.0	3.9	9.5	19.2	12.6
LnGrp LOS	D	D	E	D	D	D	B		A	A	B	B
Approach Vol, veh/h		883			215			899			811	
Approach Delay, s/veh		49.9			51.1			4.6			17.3	
Approach LOS		D			D			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	72.7	18.0	19.0	10.1	72.9	9.1	27.9				
Change Period (Y+Rc), s	5.6	* 5.8	* 6.2	* 6	5.6	* 5.8	* 6.2	* 6				
Max Green Setting (Gmax), s	5.1	* 62	* 12	* 18	5.0	* 62	* 5	* 25				
Max Q Clear Time (g_c+I1), s	4.2	27.5	14.8	8.3	3.9	2.0	3.5	18.9				
Green Ext Time (p_c), s	0.0	25.5	0.0	4.4	0.0	38.0	0.0	3.0				
Intersection Summary												
HCM 2010 Ctrl Delay			26.1									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary
 13: N Druid Hills Rd & Curtis Dr

Build 2035
 Timing Plan: PM Peak



Movement	NBT	NBR	SBL	SBT	NWL	NWR		
Lane Configurations								
Traffic Volume (veh/h)	830	20	260	595	20	50		
Future Volume (veh/h)	830	20	260	595	20	50		
Number	6	16	5	2	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900		
Adj Flow Rate, veh/h	865	21	271	620	21	52		
Adj No. of Lanes	1	0	1	1	0	0		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	2	2	2	2	0	0		
Cap, veh/h	1336	32	490	1569	30	75		
Arrive On Green	0.74	0.74	0.13	1.00	0.07	0.07		
Sat Flow, veh/h	1811	44	1774	1863	464	1150		
Grp Volume(v), veh/h	0	886	271	620	74	0		
Grp Sat Flow(s),veh/h/ln	0	1855	1774	1863	1637	0		
Q Serve(g_s), s	0.0	28.8	4.4	0.0	5.3	0.0		
Cycle Q Clear(g_c), s	0.0	28.8	4.4	0.0	5.3	0.0		
Prop In Lane		0.02	1.00		0.28	0.70		
Lane Grp Cap(c), veh/h	0	1369	490	1569	107	0		
V/C Ratio(X)	0.00	0.65	0.55	0.40	0.69	0.00		
Avail Cap(c_a), veh/h	0	1369	645	1569	235	0		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.00	1.00	0.83	0.83	1.00	0.00		
Uniform Delay (d), s/veh	0.0	7.9	8.3	0.0	54.9	0.0		
Incr Delay (d2), s/veh	0.0	2.4	0.8	0.6	11.2	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.0	21.9	6.4	0.5	4.9	0.0		
LnGrp Delay(d),s/veh	0.0	10.3	9.1	0.6	66.1	0.0		
LnGrp LOS		B	A	A	E			
Approach Vol, veh/h	886			891	74			
Approach Delay, s/veh	10.3			3.2	66.1			
Approach LOS	B			A	E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		106.8			12.5	94.2		13.2
Change Period (Y+Rc), s		* 6.7			5.5	* 6.7		6.4
Max Green Setting (Gmax), s		* 91			17.5	* 68		16.2
Max Q Clear Time (g_c+11), s		2.0			6.4	30.8		7.3
Green Ext Time (p_c), s		49.0			0.7	27.6		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			9.1					
HCM 2010 LOS			A					
Notes								

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	70	5	20	5	5	5	30	775	15	10	580	25
Future Vol, veh/h	70	5	20	5	5	5	30	775	15	10	580	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	5	22	5	5	5	33	842	16	11	630	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1587	1590	644	1595	1595	851	658	0	0	859	0	0
Stage 1	666	666	-	916	916	-	-	-	-	-	-	-
Stage 2	921	924	-	679	679	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	87	108	473	86	107	360	930	-	-	782	-	-
Stage 1	449	457	-	326	351	-	-	-	-	-	-	-
Stage 2	324	348	-	441	451	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	81	103	473	77	102	360	930	-	-	782	-	-
Mov Cap-2 Maneuver	194	218	-	191	216	-	-	-	-	-	-	-
Stage 1	433	451	-	314	339	-	-	-	-	-	-	-
Stage 2	303	336	-	410	445	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34.3	21.3	0.3	0.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	930	-	-	223	237	782	-
HCM Lane V/C Ratio	0.035	-	-	0.463	0.069	0.014	-
HCM Control Delay (s)	9	-	-	34.3	21.3	9.7	-
HCM Lane LOS	A	-	-	D	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.2	0.2	0	-

HCM 2010 Signalized Intersection Summary
 15: N Druid Hills Rd & Goodwin Rd











Build 2035
 Timing Plan: PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	25	5	5	795	585	20		
Future Volume (veh/h)	25	5	5	795	585	20		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	26	5	5	837	616	21		
Adj No. of Lanes	0	0	0	1	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	54	10	24	1663	3132	107		
Arrive On Green	0.04	0.04	0.90	0.90	0.90	0.90		
Sat Flow, veh/h	1417	272	3	1855	3586	119		
Grp Volume(v), veh/h	32	0	842	0	312	325		
Grp Sat Flow(s),veh/h/ln	1744	0	1858	0	1770	1842		
Q Serve(g_s), s	3.1	0.0	0.0	0.0	3.8	3.8		
Cycle Q Clear(g_c), s	3.1	0.0	14.5	0.0	3.8	3.8		
Prop In Lane	0.81	0.16	0.01			0.06		
Lane Grp Cap(c), veh/h	66	0	1688	0	1587	1652		
V/C Ratio(X)	0.48	0.00	0.50	0.00	0.20	0.20		
Avail Cap(c_a), veh/h	130	0	1688	0	1587	1652		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.95	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	80.1	0.0	1.7	0.0	1.1	1.1		
Incr Delay (d2), s/veh	5.3	0.0	1.1	0.0	0.3	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.8	0.0	12.3	0.0	3.5	3.6		
LnGrp Delay(d),s/veh	85.5	0.0	2.7	0.0	1.4	1.4		
LnGrp LOS	F		A		A	A		
Approach Vol, veh/h	32			842	637			
Approach Delay, s/veh	85.5			2.7	1.4			
Approach LOS	F			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		158.2		11.8		158.2		
Change Period (Y+Rc), s		* 6.8		* 6.3		* 6.8		
Max Green Setting (Gmax), s		* 1.5E2		* 12		* 1.5E2		
Max Q Clear Time (g_c+I1), s		5.8		5.1		16.5		
Green Ext Time (p_c), s		124.3		0.0		114.9		
Intersection Summary								
HCM 2010 Ctrl Delay			3.9					
HCM 2010 LOS			A					
Notes								

HCM Signalized Intersection Capacity Analysis
 16: N Druid Hills Rd & E Roxboro Rd

Build 2035
 Timing Plan: PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	585	0	650	800	0	1250
Future Volume (vph)	585	0	650	800	0	1250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.3		5.8	3.0		5.8
Lane Util. Factor	0.97		1.00	1.00		0.95
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		1863	1583		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		1863	1583		3539
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	591	0	657	808	0	1263
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	591	0	657	808	0	1263
Turn Type	Prot		NA	Free		NA
Protected Phases	2		4			8
Permitted Phases				Free		
Actuated Green, G (s)	53.7		104.2	170.0		104.2
Effective Green, g (s)	54.7		105.2	170.0		105.2
Actuated g/C Ratio	0.32		0.62	1.00		0.62
Clearance Time (s)	5.3		6.8			6.8
Vehicle Extension (s)	4.1		3.1			3.1
Lane Grp Cap (vph)	1104		1152	1583		2190
v/s Ratio Prot	0.17		0.35			c0.36
v/s Ratio Perm				c0.51		
v/c Ratio	0.54		0.57	0.51		0.58
Uniform Delay, d1	47.2		19.1	0.0		19.2
Progression Factor	0.98		0.41	1.00		0.91
Incremental Delay, d2	1.8		1.6	0.9		1.0
Delay (s)	48.1		9.3	0.9		18.6
Level of Service	D		A	A		B
Approach Delay (s)	48.1		4.7			18.6
Approach LOS	D		A			B

Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	10.1
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑↑	↑↑	
Traffic Vol, veh/h	5	30	25	1445	1820	15
Future Vol, veh/h	5	30	25	1445	1820	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	32	27	1554	1957	16

























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2796	987	1973	0	-	0
Stage 1	1965	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	15	246	290	-	-	-
Stage 1	95	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	14	246	290	-	-	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	95	-	-	-	-	-
Stage 2	352	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.7	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	290	-	183	-	-
HCM Lane V/C Ratio	0.093	-	0.206	-	-
HCM Control Delay (s)	18.7	-	29.7	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-

HCM 2010 Signalized Intersection Summary
 18: N Druid Hills Rd & SR 13/Buford Hwy

Build 2035
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	725	205	255	425	90	300	1030	400	90	1640	120
Future Volume (veh/h)	350	725	205	255	425	90	300	1030	400	90	1640	120
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	361	747	146	263	438	93	309	1062	0	93	1691	0
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	421	1156	358	327	1017	315	368	1668	746	123	2217	0
Arrive On Green	0.12	0.23	0.23	0.10	0.20	0.20	0.11	0.47	0.00	0.02	0.14	0.00
Sat Flow, veh/h	3442	5085	1577	3442	5085	1576	3442	3539	1583	1774	5253	0
Grp Volume(v), veh/h	361	747	146	263	438	93	309	1062	0	93	1691	0
Grp Sat Flow(s),veh/h/ln	1721	1695	1577	1721	1695	1576	1721	1770	1583	1774	1695	0
Q Serve(g_s), s	17.5	22.6	13.4	12.7	12.8	8.5	15.0	38.5	0.0	8.9	54.4	0.0
Cycle Q Clear(g_c), s	17.5	22.6	13.4	12.7	12.8	8.5	15.0	38.5	0.0	8.9	54.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	421	1156	358	327	1017	315	368	1668	746	123	2217	0
V/C Ratio(X)	0.86	0.65	0.41	0.80	0.43	0.30	0.84	0.64	0.00	0.76	0.76	0.00
Avail Cap(c_a), veh/h	462	1156	358	381	1017	315	399	1668	746	172	2217	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	73.1	59.5	55.9	75.4	59.5	57.8	74.5	34.0	0.0	81.6	64.3	0.0
Incr Delay (d2), s/veh	13.9	2.8	3.4	12.1	1.3	2.4	11.6	1.5	0.0	11.4	2.5	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.1	16.3	10.3	10.8	10.2	7.1	11.8	25.7	0.0	8.3	34.5	0.0
LnGrp Delay(d),s/veh	87.0	62.3	59.3	87.4	60.9	60.2	86.1	35.5	0.0	93.0	66.9	0.0
LnGrp LOS	F	E	E	F	E	E	F	D		F	E	
Approach Vol, veh/h		1254			794			1371			1784	
Approach Delay, s/veh		69.1			69.6			46.9			68.2	
Approach LOS		E			E			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.0	40.0	23.5	80.5	21.4	44.6	17.5	86.5				
Change Period (Y+Rc), s	* 6.2	7.0	* 6.3	7.4	* 6.2	7.0	* 6.7	7.4				
Max Green Setting (Gmax), s	* 22	33.0	* 19	69.6	* 18	37.0	* 16	72.4				
Max Q Clear Time (g_c+I1), s	19.5	14.8	17.0	56.4	14.7	24.6	10.9	40.5				
Green Ext Time (p_c), s	0.3	14.5	0.2	13.1	0.4	10.4	0.1	31.3				
Intersection Summary												
HCM 2010 Ctrl Delay			63.0									
HCM 2010 LOS			E									
Notes												

HCM 2010 Signalized Intersection Summary
 19: N Druid Hills Rd & W Druid Hills Dr/Salvation Army Dwy

Build 2035
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↘
Traffic Volume (veh/h)	25	5	80	15	0	5	55	1700	0	0	2080	20
Future Volume (veh/h)	25	5	80	15	0	5	55	1700	0	0	2080	20
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	26	5	82	15	0	5	57	1753	0	0	2144	21
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	7	109	67	0	114	82	3030	0	42	4072	40
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.09	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h	1405	92	1505	1305	0	1583	1774	3632	0	273	5193	51
Grp Volume(v), veh/h	26	0	87	15	0	5	57	1753	0	0	1399	766
Grp Sat Flow(s),veh/h/ln	1405	0	1597	1305	0	1583	1774	1770	0	273	1695	1854
Q Serve(g_s), s	3.0	0.0	9.1	1.9	0.0	0.5	5.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	9.1	11.0	0.0	0.5	5.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.94	1.00		1.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	140	0	115	67	0	114	82	3030	0	42	2658	1454
V/C Ratio(X)	0.19	0.00	0.75	0.22	0.00	0.04	0.70	0.58	0.00	0.00	0.53	0.53
Avail Cap(c_a), veh/h	302	0	300	217	0	297	152	3030	0	42	2658	1454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.65	0.65	0.00	0.00	0.49	0.49
Uniform Delay (d), s/veh	75.0	0.0	77.4	82.8	0.0	73.4	76.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.7	0.6	0.0	0.1	2.6	0.5	0.0	0.0	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	7.4	1.3	0.0	0.4	4.8	0.4	0.0	0.0	0.2	0.5
LnGrp Delay(d),s/veh	75.3	0.0	81.1	83.4	0.0	73.5	78.6	0.5	0.0	0.0	0.4	0.7
LnGrp LOS	E		F	F		E	E	A			A	A
Approach Vol, veh/h		113			20			1810			2165	
Approach Delay, s/veh		79.7			80.9			3.0			0.5	
Approach LOS		E			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.2	140.4		17.4		152.6		17.4				
Change Period (Y+Rc), s	5.4	* 8.1		6.1		* 8.1		6.1				
Max Green Setting (Gmax), s	13.6	1.1E2		30.9		1.3E2		30.9				
Max Q Clear Time (g_c+1), s	17.3	2.0		11.1		2.0		13.0				
Green Ext Time (p_c), s	0.0	102.7		0.2		122.8		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay				4.2								
HCM 2010 LOS				A								
Notes												

HCM 2010 Signalized Intersection Summary
 20: N Druid Hills Rd & I-85 SB Entrance Ramp/I-85 Frontage Rd

Build 2035
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↗	↗	↖↗	↗↖			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	1005	995	340	1070	1415	0	0	2020	155
Future Volume (veh/h)	0	0	0	1005	995	340	1070	1415	0	0	2020	155
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				691	1510	351	1103	1459	0	0	2082	160
Adj No. of Lanes				1	2	1	2	2	0	0	4	1
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				653	1372	583	840	2003	0	0	1817	447
Arrive On Green				0.37	0.37	0.37	0.49	1.00	0.00	0.00	0.19	0.19
Sat Flow, veh/h				1774	3725	1583	3442	3632	0	0	6669	1578
Grp Volume(v), veh/h				691	1510	351	1103	1459	0	0	2082	160
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1721	1770	0	0	1602	1578
Q Serve(g_s), s				62.6	62.6	30.6	41.5	0.0	0.0	0.0	48.2	15.0
Cycle Q Clear(g_c), s				62.6	62.6	30.6	41.5	0.0	0.0	0.0	48.2	15.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				653	1372	583	840	2003	0	0	1817	447
V/C Ratio(X)				1.06	1.10	0.60	1.31	0.73	0.00	0.00	1.15	0.36
Avail Cap(c_a), veh/h				653	1372	583	840	2003	0	0	1817	447
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.67	0.67
Upstream Filter(I)				1.00	1.00	1.00	0.28	0.28	0.00	0.00	0.83	0.83
Uniform Delay (d), s/veh				53.7	53.7	43.6	43.5	0.0	0.0	0.0	68.9	55.4
Incr Delay (d2), s/veh				51.5	56.8	1.7	143.2	0.7	0.0	0.0	71.6	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(95%),veh/ln				72.0	77.4	19.7	65.4	0.3	0.0	0.0	54.7	10.7
LnGrp Delay(d),s/veh				105.2	110.5	45.3	186.7	0.7	0.0	0.0	140.5	57.2
LnGrp LOS				F	F	D	F	A			F	E
Approach Vol, veh/h					2552			2562			2242	
Approach Delay, s/veh					100.1			80.8			134.5	
Approach LOS					F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	48.0	53.0		69.0		101.0						
Change Period (Y+Rc), s	7.5	* 5.8		7.4		* 5.8						
Max Green Setting (Gmax), s	40.5	* 47		61.6		* 95						
Max Q Clear Time (g_c+Rc), s	40.5	50.2		64.6		2.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		91.5						
Intersection Summary												
HCM 2010 Ctrl Delay				103.9								
HCM 2010 LOS				F								
Notes												

HCM 2010 Signalized Intersection Summary
 21: N Druid Hills Rd & I-85 NB Exit Ramp/I-85 Frontage Rd

Build 2035
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗		↑↑↑	↗	↖	↑↑	
Traffic Volume (veh/h)	5	595	915	0	0	535	0	1945	1300	1115	1910	0
Future Volume (veh/h)	5	595	915	0	0	535	0	1945	1300	1115	1910	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	0	1863	1863	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	5	601	924	0	0	540	0	1965	1313	1126	1929	0
Adj No. of Lanes	0	1	2	0	1	1	0	4	1	2	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	0	2	2	0	2	2	2	2	0
Cap, veh/h	23	485	729	0	488	680	0	3027	746	577	2380	0
Arrive On Green	0.26	0.26	0.26	0.00	0.00	0.26	0.00	0.47	0.47	0.34	1.00	0.00
Sat Flow, veh/h	5	1852	2787	0	1863	1583	0	6669	1580	3442	3632	0
Grp Volume(v), veh/h	606	0	924	0	0	540	0	1965	1313	1126	1929	0
Grp Sat Flow(s),veh/h/ln1857	0	1393	0	1863	1583	0	1602	1580	1721	1770	0	0
Q Serve(g_s), s	14.7	0.0	44.5	0.0	0.0	44.5	0.0	39.7	80.3	28.5	0.0	0.0
Cycle Q Clear(g_c), s	44.5	0.0	44.5	0.0	0.0	44.5	0.0	39.7	80.3	28.5	0.0	0.0
Prop In Lane	0.01		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	507	0	729	0	488	680	0	3027	746	577	2380	0
V/C Ratio(X)	1.19	0.00	1.27	0.00	0.00	0.79	0.00	0.65	1.76	1.95	0.81	0.00
Avail Cap(c_a), veh/h	507	0	729	0	488	680	0	3027	746	577	2380	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.09	0.09	0.09	0.09	0.00
Uniform Delay (d), s/veh	63.6	0.0	62.7	0.0	0.0	42.0	0.0	34.1	44.8	56.5	0.0	0.0
Incr Delay (d2), s/veh	105.5	0.0	130.8	0.0	0.0	6.5	0.0	0.1	342.0	428.8	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh	69.6	0.0	54.7	0.0	0.0	51.6	0.0	19.5	181.1	82.1	0.2	0.0
LnGrp Delay(d),s/veh	169.1	0.0	193.5	0.0	0.0	48.5	0.0	34.2	386.9	485.3	0.3	0.0
LnGrp LOS	F		F			D		C	F	F	A	
Approach Vol, veh/h		1530			540			3278			3055	
Approach Delay, s/veh		183.9			48.5			175.5			179.0	
Approach LOS		F			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	34.0	86.0		50.0		120.0		50.0				
Change Period (Y+Rc), s	6.5	* 6.7		6.5		* 6.7		6.5				
Max Green Setting (Gmax), s	27.5	* 79		43.5		* 1.1E2		43.5				
Max Q Clear Time (g_c+BO), s	30.5	82.3		46.5		2.0		46.5				
Green Ext Time (p_c), s	0.0	0.0		0.0		110.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			170.1									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 22: N Druid Hills Rd & Executive Park Dr/Tullie Rd

Build 2035
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↗	↑	↗	↗	↑↑↑		↗	↑↑↑	↗
Traffic Volume (veh/h)	350	55	205	400	115	825	100	2070	150	220	2245	360
Future Volume (veh/h)	350	55	205	400	115	825	100	2070	150	220	2245	360
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	368	58	216	421	121	868	105	2179	158	232	2363	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	580	314	265	389	409	346	116	1989	143	163	2209	688
Arrive On Green	0.17	0.17	0.17	0.22	0.22	0.22	0.08	0.82	0.82	0.07	0.43	0.00
Sat Flow, veh/h	3442	1863	1572	1774	1863	1575	1774	4842	348	1774	5085	1583
Grp Volume(v), veh/h	368	58	216	421	121	868	105	1520	817	232	2363	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1572	1774	1863	1575	1774	1695	1800	1774	1695	1583
Q Serve(g_s), s	16.9	4.5	22.5	37.3	9.2	37.3	6.0	69.8	69.8	11.6	73.8	0.0
Cycle Q Clear(g_c), s	16.9	4.5	22.5	37.3	9.2	37.3	6.0	69.8	69.8	11.6	73.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	580	314	265	389	409	346	116	1393	739	163	2209	688
V/C Ratio(X)	0.63	0.18	0.81	1.08	0.30	2.51	0.90	1.09	1.10	1.42	1.07	0.00
Avail Cap(c_a), veh/h	810	438	370	389	409	346	116	1393	739	163	2209	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.24	0.24	0.00
Uniform Delay (d), s/veh	65.8	60.6	68.1	66.3	55.4	66.3	39.6	15.2	15.2	54.9	48.1	0.0
Incr Delay (d2), s/veh	1.2	0.3	9.3	69.2	0.4	689.1	8.7	42.5	49.5	197.6	34.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.9	4.2	15.8	46.4	8.4	148.4	4.0	68.5	75.1	30.0	74.7	0.0
LnGrp Delay(d),s/veh	66.9	60.9	77.4	135.6	55.8	755.4	48.4	57.7	64.6	252.5	82.3	0.0
LnGrp LOS	E	E	E	F	E	F	D	F	F	F	F	F
Approach Vol, veh/h		642			1410			2442			2595	
Approach Delay, s/veh		69.9			510.3			59.6			97.5	
Approach LOS		E			F			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.0	79.8		34.2	17.0	75.8		43.0				
Change Period (Y+Rc), s	6.9	*7		6.5	6.4	*7		6.7				
Max Green Setting (Gmax), s	60	*62		39.0	10.6	*58		36.3				
Max Q Clear Time (g_c+1), s	10.0	75.8		24.5	13.6	71.8		39.3				
Green Ext Time (p_c), s	0.0	0.0		2.1	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			164.1									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 23: N Druid Hills Rd & Briarcliff Rd

















Build 2035
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔	↕↕	↔	↔	↕↕		↔	↕↕	↔
Traffic Volume (veh/h)	655	355	120	225	300	155	140	1220	90	260	2100	490
Future Volume (veh/h)	655	355	120	225	300	155	140	1220	90	260	2100	490
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	697	378	95	239	319	92	149	1298	95	277	2234	0
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	508	525	130	285	522	229	112	1509	110	303	1897	849
Arrive On Green	0.15	0.19	0.19	0.11	0.15	0.15	0.04	0.45	0.45	0.12	0.54	0.00
Sat Flow, veh/h	3442	2802	696	1774	3539	1554	1774	3344	244	1774	3539	1583
Grp Volume(v), veh/h	697	237	236	239	319	92	149	686	707	277	2234	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1728	1774	1770	1554	1774	1770	1818	1774	1770	1583
Q Serve(g_s), s	25.1	21.4	21.8	18.1	14.4	9.1	6.7	59.0	59.4	18.3	91.1	0.0
Cycle Q Clear(g_c), s	25.1	21.4	21.8	18.1	14.4	9.1	6.7	59.0	59.4	18.3	91.1	0.0
Prop In Lane	1.00		0.40	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	508	332	324	285	522	229	112	799	821	303	1897	849
V/C Ratio(X)	1.37	0.71	0.73	0.84	0.61	0.40	1.33	0.86	0.86	0.91	1.18	0.00
Avail Cap(c_a), veh/h	508	393	384	285	645	283	112	799	821	303	1897	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	72.4	64.8	65.0	56.9	67.9	65.7	47.7	41.8	41.9	48.5	39.4	0.0
Incr Delay (d2), s/veh	179.4	4.9	5.6	18.4	1.2	1.1	196.1	11.6	11.6	4.3	80.5	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	44.3	16.3	16.3	6.6	11.5	7.2	20.5	40.5	41.9	14.9	113.4	0.0
LnGrp Delay(d),s/veh	251.9	69.7	70.6	75.3	69.1	66.8	243.8	53.3	53.4	52.9	119.9	0.0
LnGrp LOS	F	E	E	E	E	E	F	D	D	D	F	
Approach Vol, veh/h		1170			650			1542			2511	
Approach Delay, s/veh		178.4			71.0			71.8			112.5	
Approach LOS		F			E			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.4	82.1	30.0	30.5	13.0	96.5	23.2	37.3				
Change Period (Y+Rc), s	7.2	6.4	5.9	* 6.4	7.3	6.4	6.1	* 6.4				
Max Green Setting (Gmax), s	20.2	69.8	24.1	* 30	5.7	84.2	17.1	* 37				
Max Q Clear Time (g_c+20), s	20.3	61.4	27.1	16.4	8.7	93.1	20.1	23.8				
Green Ext Time (p_c), s	0.0	8.4	0.0	4.4	0.0	0.0	0.0	4.2				
Intersection Summary												
HCM 2010 Ctrl Delay				110.4								
HCM 2010 LOS				F								
Notes												

HCM 2010 Signalized Intersection Summary
 24: E Roxboro Rd & Goodwin Rd

Build 2035
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	0	20	5	10	640	0	20	1240	60
Future Volume (veh/h)	10	10	10	0	20	5	10	640	0	20	1240	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	10	10	10	0	21	5	10	667	0	21	1292	62
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	23	18	0	58	14	32	1632	0	51	2970	142
Arrive On Green	0.04	0.04	0.04	0.00	0.04	0.04	0.90	0.90	0.00	0.90	0.90	0.90
Sat Flow, veh/h	341	578	460	0	1455	346	11	1810	0	32	3295	157
Grp Volume(v), veh/h	30	0	0	0	0	26	677	0	0	718	0	657
Grp Sat Flow(s),veh/h/ln	1379	0	0	0	0	1802	1822	0	0	1817	0	1667
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	10.9
Cycle Q Clear(g_c), s	4.0	0.0	0.0	0.0	0.0	2.4	9.6	0.0	0.0	10.5	0.0	10.9
Prop In Lane	0.33		0.33	0.00		0.19	0.01		0.00	0.03		0.09
Lane Grp Cap(c), veh/h	83	0	0	0	0	72	1664	0	0	1660	0	1503
V/C Ratio(X)	0.36	0.00	0.00	0.00	0.00	0.36	0.41	0.00	0.00	0.43	0.00	0.44
Avail Cap(c_a), veh/h	225	0	0	0	0	233	1664	0	0	1660	0	1503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.80	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	80.3	0.0	0.0	0.0	0.0	79.5	1.3	0.0	0.0	1.3	0.0	1.4
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.0	0.0	3.1	0.6	0.0	0.0	0.8	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.0	0.0	0.0	0.0	2.3	8.2	0.0	0.0	9.4	0.0	9.1
LnGrp Delay(d),s/veh	82.9	0.0	0.0	0.0	0.0	82.6	1.9	0.0	0.0	2.2	0.0	2.3
LnGrp LOS	F					F	A			A		A
Approach Vol, veh/h		30			26			677			1375	
Approach Delay, s/veh		82.9			82.6			1.9			2.2	
Approach LOS		F			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		158.2		11.8		158.2		11.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		137.0		21.0		137.0		21.0				
Max Q Clear Time (g_c+I1), s		11.6		6.0		12.9		4.4				
Green Ext Time (p_c), s		30.5		0.2		30.5		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			4.3									
HCM 2010 LOS			A									






















Synchro Output

2045 No Build

AM Peak

HCM 2010 Signalized Intersection Summary
 1: N Druid Hills Rd & SR 141/Peachtree Rd

No Build 2045
 Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	635	195	355	1995	15	320	25	430	35	30	75
Future Volume (veh/h)	35	635	195	355	1995	15	320	25	430	35	30	75
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	36	655	0	366	2057	15	330	26	443	36	31	77
Adj No. of Lanes	1	3	0	1	2	1	0	1	2	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	2324	0	562	1961	877	372	29	982	67	57	108
Arrive On Green	0.03	0.46	0.00	0.13	0.55	0.55	0.23	0.23	0.23	0.07	0.07	0.07
Sat Flow, veh/h	1774	5253	0	1774	3539	1583	1650	130	2787	975	839	1583
Grp Volume(v), veh/h	36	655	0	366	2057	15	356	0	443	67	0	77
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1770	1583	1780	0	1393	1814	0	1583
Q Serve(g_s), s	1.7	12.8	0.0	16.8	88.6	0.7	31.0	0.0	19.6	5.7	0.0	7.6
Cycle Q Clear(g_c), s	1.7	12.8	0.0	16.8	88.6	0.7	31.0	0.0	19.6	5.7	0.0	7.6
Prop In Lane	1.00		0.00	1.00		1.00	0.93		1.00	0.54		1.00
Lane Grp Cap(c), veh/h	100	2324	0	562	1961	877	402	0	982	124	0	108
V/C Ratio(X)	0.36	0.28	0.00	0.65	1.05	0.02	0.89	0.00	0.45	0.54	0.00	0.71
Avail Cap(c_a), veh/h	112	2324	0	610	1961	877	445	0	1050	431	0	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.82	0.00	0.82	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	27.1	0.0	17.7	35.7	16.1	60.0	0.0	39.9	72.1	0.0	73.0
Incr Delay (d2), s/veh	2.2	0.3	0.0	2.2	34.6	0.0	15.1	0.0	0.3	1.4	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	10.1	0.0	13.3	94.4	0.6	23.0	0.0	11.7	5.2	0.0	6.2
LnGrp Delay(d),s/veh	40.2	27.4	0.0	19.9	70.3	16.1	75.1	0.0	40.1	73.4	0.0	76.1
LnGrp LOS	D	C		B	F	B	E		D	E		E
Approach Vol, veh/h		691			2438			799			144	
Approach Delay, s/veh		28.0			62.4			55.7			74.9	
Approach LOS		C			E			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	93.1		40.6	25.5	77.6		16.3				
Change Period (Y+Rc), s	6.0	5.5		5.5	* 6.2	5.5		6.3				
Max Green Setting (Gmax), s	5.0	55.7		39.0	* 24	36.9		37.0				
Max Q Clear Time (g_c+I1), s	3.7	90.6		33.0	18.8	14.8		9.6				
Green Ext Time (p_c), s	0.0	0.0		2.1	0.5	21.6		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				55.7								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary
2: N Druid Hills Rd & Apple Valley Rd

No Build 2045
Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	490	175	600	220	95	485		
Future Volume (veh/h)	490	175	600	220	95	485		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	505	180	619	227	98	500		
Adj No. of Lanes	1	1	2	0	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	589	525	1026	376	387	1028		
Arrive On Green	0.33	0.33	0.40	0.40	0.06	0.37		
Sat Flow, veh/h	1774	1583	2631	930	1774	1863		
Grp Volume(v), veh/h	505	180	431	415	98	500		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1699	1774	1863		
Q Serve(g_s), s	21.3	6.9	15.4	15.4	2.3	16.5		
Cycle Q Clear(g_c), s	21.3	6.9	15.4	15.4	2.3	16.5		
Prop In Lane	1.00	1.00		0.55	1.00			
Lane Grp Cap(c), veh/h	589	525	716	687	387	1028		
V/C Ratio(X)	0.86	0.34	0.60	0.60	0.25	0.49		
Avail Cap(c_a), veh/h	699	623	716	687	405	1028		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.72	0.72		
Uniform Delay (d), s/veh	25.0	20.2	18.8	18.8	12.4	16.5		
Incr Delay (d2), s/veh	9.9	0.5	3.7	3.9	0.5	1.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	17.7	10.9	12.9	12.5	2.1	13.0		
LnGrp Delay(d),s/veh	34.8	20.7	22.5	22.7	12.9	17.7		
LnGrp LOS	C	C	C	C	B	B		
Approach Vol, veh/h	685		846		598			
Approach Delay, s/veh	31.1		22.6		16.9			
Approach LOS	C		C		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		49.0		31.0	11.8	37.2		
Change Period (Y+Rc), s		* 5.8		5.5	5.6	* 5.8		
Max Green Setting (Gmax), s		* 38		30.5	7.0	* 26		
Max Q Clear Time (g_c+I1), s		18.5		23.3	4.3	17.4		
Green Ext Time (p_c), s		13.7		2.3	0.1	6.6		
Intersection Summary								
HCM 2010 Ctrl Delay			23.7					
HCM 2010 LOS			C					
Notes								

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	5	5	10	0	0	0	30	815	15	10	920	45
Future Vol, veh/h	5	5	10	0	0	0	30	815	15	10	920	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	10	0	0	0	31	849	16	10	958	47

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	1922	1930	982				1005	0	0	865	0	0
Stage 1	1003	1003	-				-	-	-	-	-	-
Stage 2	919	927	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	74	66	302				689	-	-	778	-	-
Stage 1	355	320	-				-	-	-	-	-	-
Stage 2	389	347	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	66	0	302				689	-	-	778	-	-
Mov Cap-2 Maneuver	66	0	-				-	-	-	-	-	-
Stage 1	345	0	-				-	-	-	-	-	-
Stage 2	355	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.7	0.4	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	689	-	-	138	778	-	-
HCM Lane V/C Ratio	0.045	-	-	0.151	0.013	-	-
HCM Control Delay (s)	10.5	0	-	35.7	9.7	0	-
HCM Lane LOS	B	A	-	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	10	850	5	5	925
Future Vol, veh/h	30	10	850	5	5	925
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	10	885	5	5	964

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1862	888	0	0	891
Stage 1	888	-	-	-	-
Stage 2	974	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	80	343	-	-	761
Stage 1	402	-	-	-	-
Stage 2	366	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	79	343	-	-	761
Mov Cap-2 Maneuver	79	-	-	-	-
Stage 1	402	-	-	-	-
Stage 2	361	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	66.5	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	98	761
HCM Lane V/C Ratio	-	-	0.425	0.007
HCM Control Delay (s)	-	-	66.5	9.8
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	1.8	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	30	15	850	940	15
Future Vol, veh/h	5	30	15	850	940	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	32	16	895	989	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1923	997	1005	0	-	0
Stage 1	997	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	74	296	689	-	-	-
Stage 1	357	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	71	296	689	-	-	-
Mov Cap-2 Maneuver	71	-	-	-	-	-
Stage 1	357	-	-	-	-	-
Stage 2	368	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.5	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	689	-	204	-	-
HCM Lane V/C Ratio	0.023	-	0.181	-	-
HCM Control Delay (s)	10.3	0	26.5	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	15	20	865	965	5
Future Vol, veh/h	0	15	20	865	965	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	22	940	1049	5












Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	1052	1054	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	275	661	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	275	661	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.9	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	661	-	275	-	-
HCM Lane V/C Ratio	0.033	-	0.059	-	-
HCM Control Delay (s)	10.6	-	18.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

HCM 2010 Signalized Intersection Summary
7: N Druid Hills Rd & Briarwood Rd

No Build 2045
Timing Plan: AM PEAK

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	100	455	430	35	115	865		
Future Volume (veh/h)	100	455	430	35	115	865		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	104	474	448	36	120	901		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	449	519	858	69	525	1167		
Arrive On Green	0.25	0.25	0.50	0.50	0.07	0.63		
Sat Flow, veh/h	1774	1583	1702	137	1774	1863		
Grp Volume(v), veh/h	104	474	0	484	120	901		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1839	1774	1863		
Q Serve(g_s), s	3.5	19.0	0.0	13.3	2.1	26.2		
Cycle Q Clear(g_c), s	3.5	19.0	0.0	13.3	2.1	26.2		
Prop In Lane	1.00	1.00		0.07	1.00			
Lane Grp Cap(c), veh/h	449	519	0	927	525	1167		
V/C Ratio(X)	0.23	0.91	0.00	0.52	0.23	0.77		
Avail Cap(c_a), veh/h	449	519	0	927	535	1167		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	22.2	24.2	0.0	12.5	8.1	10.1		
Incr Delay (d2), s/veh	0.3	20.6	0.0	2.1	0.1	5.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	3.1	26.6	0.0	11.7	1.9	21.2		
LnGrp Delay(d),s/veh	22.5	44.8	0.0	14.6	8.2	15.1		
LnGrp LOS	C	D		B	A	B		
Approach Vol, veh/h	578		484			1021		
Approach Delay, s/veh	40.8		14.6			14.3		
Approach LOS	D		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		51.6		23.4	9.2	42.4		
Change Period (Y+Rc), s		5.6		* 5.4	* 4.6	5.6		
Max Green Setting (Gmax), s		46.0		* 18	* 5	36.4		
Max Q Clear Time (g_c+I1), s		28.2		21.0	4.1	15.3		
Green Ext Time (p_c), s		14.0		0.0	0.0	16.1		
Intersection Summary								
HCM 2010 Ctrl Delay			21.7					
HCM 2010 LOS			C					
Notes								

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	10	25	35	455	920	45
Future Vol, veh/h	10	25	35	455	920	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	27	37	484	979	48

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1562	1003	1027	0	-	0
Stage 1	1003	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	123	294	676	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	114	294	676	-	-	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	529	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.7	0.8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	676	-	203	-	-
HCM Lane V/C Ratio	0.055	-	0.183	-	-
HCM Control Delay (s)	10.6	0	26.7	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	25	465	5	20	925
Future Vol, veh/h	10	25	465	5	20	925
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	26	484	5	21	964

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1492	487	0	0	490
Stage 1	487	-	-	-	-
Stage 2	1005	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	136	581	-	-	1073
Stage 1	618	-	-	-	-
Stage 2	354	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	130	581	-	-	1073
Mov Cap-2 Maneuver	130	-	-	-	-
Stage 1	618	-	-	-	-
Stage 2	339	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.1	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	292	1073
HCM Lane V/C Ratio	-	-	0.125	0.019
HCM Control Delay (s)	-	-	19.1	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	25	25	465	930	5
Future Vol, veh/h	5	25	25	465	930	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	26	26	474	949	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1478	952	954	0	0
Stage 1	952	-	-	-	-
Stage 2	526	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	139	315	720	-	-
Stage 1	375	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	132	315	720	-	-
Mov Cap-2 Maneuver	132	-	-	-	-
Stage 1	375	-	-	-	-
Stage 2	564	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	720	-	256	-	-
HCM Lane V/C Ratio	0.035	-	0.12	-	-
HCM Control Delay (s)	10.2	0	21	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↔		↔↔↔	
Traffic Vol, veh/h	45	10	480	10	5	960
Future Vol, veh/h	45	10	480	10	5	960
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	11	505	11	5	1011























Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	926	511	0	0	516
Stage 1	511	-	-	-	-
Stage 2	415	-	-	-	-
Critical Hdwy	6.08	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	6.03	-	-	-	-
Follow-up Hdwy	3.669	3.319	-	-	2.219
Pot Cap-1 Maneuver	317	562	-	-	1048
Stage 1	582	-	-	-	-
Stage 2	600	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	314	562	-	-	1048
Mov Cap-2 Maneuver	314	-	-	-	-
Stage 1	582	-	-	-	-
Stage 2	593	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	341	1048
HCM Lane V/C Ratio	-	-	0.17	0.005
HCM Control Delay (s)	-	-	17.7	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.6	0

HCM 2010 Signalized Intersection Summary
 12: N Druid Hills Rd & Lenox Park Blvd/N Cliff Valley Way

No Build 2045
 Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	55	115	70	440	40	250	375	40	25	730	250
Future Volume (veh/h)	75	55	115	70	440	40	250	375	40	25	730	250
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	78	57	120	73	458	42	260	391	42	26	760	260
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	495	421	413	448	41	285	882	95	528	839	713
Arrive On Green	0.04	0.27	0.27	0.04	0.27	0.27	0.22	1.00	1.00	0.03	0.45	0.45
Sat Flow, veh/h	1774	1863	1583	1774	1681	154	1774	1654	178	1774	1863	1583
Grp Volume(v), veh/h	78	57	120	73	0	500	260	0	433	26	760	260
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1836	1774	0	1831	1774	1863	1583
Q Serve(g_s), s	4.8	3.5	9.0	4.5	0.0	40.0	13.7	0.0	0.0	1.2	56.8	16.2
Cycle Q Clear(g_c), s	4.8	3.5	9.0	4.5	0.0	40.0	13.7	0.0	0.0	1.2	56.8	16.2
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	120	495	421	413	0	489	285	0	977	528	839	713
V/C Ratio(X)	0.65	0.12	0.28	0.18	0.00	1.02	0.91	0.00	0.44	0.05	0.91	0.36
Avail Cap(c_a), veh/h	120	495	421	413	0	489	289	0	977	548	839	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.87	0.00	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	41.7	43.7	37.6	0.0	55.0	32.5	0.0	0.0	20.6	38.3	27.1
Incr Delay (d2), s/veh	11.8	0.2	0.5	0.2	0.0	46.2	28.1	0.0	1.3	0.0	15.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	3.3	7.2	4.0	0.0	47.8	17.9	0.0	0.6	1.0	42.0	11.8
LnGrp Delay(d),s/veh	54.8	41.8	44.3	37.8	0.0	101.2	60.7	0.0	1.3	20.7	53.4	28.5
LnGrp LOS	D	D	D	D		F	E		A	C	D	C
Approach Vol, veh/h		255			573			693			1046	
Approach Delay, s/veh		46.9			93.2			23.6			46.4	
Approach LOS		D			F			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.3	72.4	11.3	45.0	8.9	84.8	11.4	44.9				
Change Period (Y+Rc), s	5.6	* 5.8	* 6.2	* 6	5.6	* 5.8	* 6.2	* 6				
Max Green Setting (Gmax), s	16.0	* 66	* 5.1	* 39	5.0	* 77	* 5.2	* 39				
Max Q Clear Time (g_c+I1), s	15.7	58.8	6.8	42.0	3.2	2.0	6.5	11.0				
Green Ext Time (p_c), s	0.0	6.5	0.0	0.0	0.0	36.4	0.0	6.7				
Intersection Summary												
HCM 2010 Ctrl Delay			50.7									
HCM 2010 LOS			D									
Notes												

HCM Signalized Intersection Capacity Analysis
 13: N Druid Hills Rd & Curtis Dr

No Build 2045
 Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	115	550	45	90	825
Future Volume (vph)	20	115	550	45	90	825
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.7		4.5	5.7
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.89		0.99		1.00	1.00
Flt Protected	0.99		1.00		0.95	1.00
Satd. Flow (prot)	1637		1844		1770	1863
Flt Permitted	0.99		1.00		0.34	1.00
Satd. Flow (perm)	1637		1844		640	1863
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	21	120	573	47	94	859
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	141	0	620	0	94	859
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	3		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	19.3		104.7		117.6	117.6
Effective Green, g (s)	20.3		105.7		118.6	118.6
Actuated g/C Ratio	0.14		0.70		0.79	0.79
Clearance Time (s)	6.4		6.7		5.5	6.7
Vehicle Extension (s)	4.1		5.1		3.1	5.1
Lane Grp Cap (vph)	221		1299		569	1473
v/s Ratio Prot	c0.09		0.34		0.01	c0.46
v/s Ratio Perm					0.12	
v/c Ratio	0.64		0.48		0.17	0.58
Uniform Delay, d1	61.4		9.9		5.3	6.1
Progression Factor	1.00		1.34		2.04	2.89
Incremental Delay, d2	6.8		1.2		0.1	1.1
Delay (s)	68.2		14.3		10.9	18.7
Level of Service	E		B		B	B
Approach Delay (s)	68.2		14.3			17.9
Approach LOS	E		B			B

Intersection Summary			
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	5	30	10	5	10	35	565	5	5	815	25
Future Vol, veh/h	20	5	30	10	5	10	35	565	5	5	815	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	5	32	11	5	11	37	601	5	5	867	27











Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1577	1572	880	1588	1582	604	894	0	0	606	0	0
Stage 1	891	891	-	678	678	-	-	-	-	-	-	-
Stage 2	686	681	-	910	904	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	89	110	346	87	109	498	759	-	-	972	-	-
Stage 1	337	361	-	442	452	-	-	-	-	-	-	-
Stage 2	438	450	-	329	356	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	78	101	346	71	100	498	759	-	-	972	-	-
Mov Cap-2 Maneuver	78	101	-	71	100	-	-	-	-	-	-	-
Stage 1	312	357	-	409	419	-	-	-	-	-	-	-
Stage 2	392	417	-	291	352	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	48	43.8	0.6	0.1
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	759	-	-	140	119	972	-
HCM Lane V/C Ratio	0.049	-	-	0.418	0.223	0.005	-
HCM Control Delay (s)	10	0	-	48	43.8	8.7	0
HCM Lane LOS	A	A	-	E	E	A	A
HCM 95th %tile Q(veh)	0.2	-	-	1.8	0.8	0	-











HCM 2010 Signalized Intersection Summary
 15: N Druid Hills Rd & Goodwin Rd

No Build 2045
 Timing Plan: AM PEAK

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	15	5	25	590	835	20		
Future Volume (veh/h)	15	5	25	590	835	20		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	16	5	27	641	908	22		
Adj No. of Lanes	0	0	0	1	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	44	14	66	1532	3148	76		
Arrive On Green	0.03	0.03	0.89	0.89	1.00	1.00		
Sat Flow, veh/h	1258	393	46	1719	3625	86		
Grp Volume(v), veh/h	22	0	668	0	455	475		
Grp Sat Flow(s),veh/h/ln	1730	0	1765	0	1770	1848		
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	1.9	0.0	9.1	0.0	0.0	0.0		
Prop In Lane	0.73	0.23	0.04			0.05		
Lane Grp Cap(c), veh/h	60	0	1598	0	1577	1647		
V/C Ratio(X)	0.37	0.00	0.42	0.00	0.29	0.29		
Avail Cap(c_a), veh/h	147	0	1598	0	1577	1647		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	0.83	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	70.8	0.0	1.4	0.0	0.0	0.0		
Incr Delay (d2), s/veh	3.2	0.0	0.8	0.0	0.5	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	1.7	0.0	8.7	0.0	0.4	0.4		
LnGrp Delay(d),s/veh	74.0	0.0	2.2	0.0	0.5	0.4		
LnGrp LOS	E		A		A	A		
Approach Vol, veh/h	22			668	930			
Approach Delay, s/veh	74.0			2.2	0.5			
Approach LOS	E			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		139.5		10.5		139.5		
Change Period (Y+Rc), s		* 6.8		* 6.3		* 6.8		
Max Green Setting (Gmax), s		* 1.3E2		* 12		* 1.3E2		
Max Q Clear Time (g_c+I1), s		2.0		3.9		11.1		
Green Ext Time (p_c), s		38.1		0.0		37.5		
Intersection Summary								
HCM 2010 Ctrl Delay			2.2					
HCM 2010 LOS			A					
Notes								

HCM Signalized Intersection Capacity Analysis
 16: N Druid Hills Rd & E Roxboro Rd

No Build 2045
 Timing Plan: AM PEAK

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	845	0	1010	615	0	600
Future Volume (vph)	845	0	1010	615	0	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.3		5.8	3.0		5.8
Lane Util. Factor	0.97		1.00	1.00		0.95
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		1863	1583		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		1863	1583		3539
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	862	0	1031	628	0	612
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	862	0	1031	628	0	612
Turn Type	Prot		NA	Free		NA
Protected Phases	2		4			8
Permitted Phases				Free		
Actuated Green, G (s)	43.7		94.2	150.0		94.2
Effective Green, g (s)	44.7		95.2	150.0		95.2
Actuated g/C Ratio	0.30		0.63	1.00		0.63
Clearance Time (s)	5.3		6.8			6.8
Vehicle Extension (s)	4.1		3.1			3.1
Lane Grp Cap (vph)	1023		1182	1583		2246
v/s Ratio Prot	c0.25		c0.55			0.17
v/s Ratio Perm				0.40		
v/c Ratio	0.84		0.87	0.40		0.27
Uniform Delay, d1	49.4		22.4	0.0		12.1
Progression Factor	1.18		0.44	1.00		1.00
Incremental Delay, d2	8.2		3.2	0.2		0.3
Delay (s)	66.4		13.1	0.2		12.4
Level of Service	E		B	A		B
Approach Delay (s)	66.4		8.2			12.4
Approach LOS	E		A			B

Intersection Summary			
HCM 2000 Control Delay	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	10.1
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	10	55	25	1615	1435	10
Future Vol, veh/h	10	55	25	1615	1435	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	56	26	1648	1464	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2344	737	1474	0	-	0
Stage 1	1469	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	30	361	453	-	-	-
Stage 1	178	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	28	361	453	-	-	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	178	-	-	-	-	-
Stage 2	347	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	453	-	275	-	-
HCM Lane V/C Ratio	0.056	-	0.241	-	-
HCM Control Delay (s)	13.4	-	22.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

HCM 2010 Signalized Intersection Summary
 18: N Druid Hills Rd & SR 13/Buford Hwy

No Build 2045
 Timing Plan: AM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	305	180	395	900	145	525	1240	150	70	1190	230
Future Volume (veh/h)	255	305	180	395	900	145	525	1240	150	70	1190	230
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	263	314	121	407	928	112	541	1278	0	72	1227	0
Adj No. of Lanes	1	3	0	1	3	0	2	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	932	338	458	1196	144	553	1470	0	204	1515	0
Arrive On Green	0.13	0.25	0.25	0.14	0.26	0.26	0.32	0.83	0.00	0.04	0.30	0.00
Sat Flow, veh/h	1774	3678	1334	1774	4600	553	3442	3632	0	1774	5253	0
Grp Volume(v), veh/h	263	288	147	407	683	357	541	1278	0	72	1227	0
Grp Sat Flow(s),veh/h/ln	1774	1695	1622	1774	1695	1763	1721	1770	0	1774	1695	0
Q Serve(g_s), s	16.1	10.4	11.2	20.3	28.0	28.2	23.3	33.0	0.0	4.2	33.5	0.0
Cycle Q Clear(g_c), s	16.1	10.4	11.2	20.3	28.0	28.2	23.3	33.0	0.0	4.2	33.5	0.0
Prop In Lane	1.00		0.82	1.00		0.31	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	315	859	411	458	881	458	553	1470	0	204	1515	0
V/C Ratio(X)	0.83	0.34	0.36	0.89	0.78	0.78	0.98	0.87	0.00	0.35	0.81	0.00
Avail Cap(c_a), veh/h	338	859	411	458	881	458	553	1470	0	204	1515	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.6	45.7	46.0	41.0	51.4	51.5	50.6	10.2	0.0	35.1	48.7	0.0
Incr Delay (d2), s/veh	15.5	1.1	2.4	19.5	6.6	12.3	27.8	5.6	0.0	1.0	4.8	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.1	8.7	9.1	14.2	20.0	21.6	18.3	22.1	0.0	3.8	23.0	0.0
LnGrp Delay(d),s/veh	53.2	46.7	48.4	60.5	58.0	63.8	78.4	15.8	0.0	36.2	53.5	0.0
LnGrp LOS	D	D	D	E	E	E	E	B		D	D	
Approach Vol, veh/h		698			1447			1819			1299	
Approach Delay, s/veh		49.5			60.2			34.5			52.5	
Approach LOS		D			E			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.5	45.0	29.4	51.1	25.5	44.0	11.8	68.7				
Change Period (Y+Rc), s	* 6.2	7.0	* 6.3	7.4	* 6.2	7.0	* 6.7	7.4				
Max Green Setting (Gmax), s	* 20	36.1	* 23	43.7	* 19	37.0	* 5.1	61.3				
Max Q Clear Time (g_c+I1), s	18.1	30.2	25.3	35.5	22.3	13.2	6.2	35.0				
Green Ext Time (p_c), s	0.2	5.4	0.0	8.1	0.0	19.0	0.0	25.6				
Intersection Summary												
HCM 2010 Ctrl Delay			48.0									
HCM 2010 LOS			D									
Notes												

HCM 2010 Signalized Intersection Summary
 19: N Druid Hills Rd & W Druid Hills Dr/Salvation Army Dwy

No Build 2045
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↘
Traffic Volume (veh/h)	45	5	50	0	0	0	70	1870	5	0	1725	40
Future Volume (veh/h)	45	5	50	0	0	0	70	1870	5	0	1725	40
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	46	5	52	0	0	0	72	1928	5	0	1778	41
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	8	81	48	103	0	101	3127	8	48	3976	92
Arrive On Green	0.06	0.06	0.06	0.00	0.00	0.00	0.11	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	1774	141	1464	1341	1863	0	1774	3621	9	229	5114	118
Grp Volume(v), veh/h	46	0	57	0	0	0	72	942	991	0	1178	641
Grp Sat Flow(s),veh/h/ln	1774	0	1604	1341	1863	0	1774	1770	1861	229	1695	1842
Q Serve(g_s), s	3.8	0.0	5.2	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.8	0.0	5.2	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.91	1.00		0.00	1.00		0.01	1.00		0.06
Lane Grp Cap(c), veh/h	146	0	88	48	103	0	101	1528	1607	48	2636	1432
V/C Ratio(X)	0.32	0.00	0.64	0.00	0.00	0.00	0.72	0.62	0.62	0.00	0.45	0.45
Avail Cap(c_a), veh/h	403	0	321	242	373	0	161	1528	1607	48	2636	1432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.58	0.58	0.58	0.00	0.15	0.15
Uniform Delay (d), s/veh	68.7	0.0	69.4	0.0	0.0	0.0	65.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	2.9	0.0	0.0	0.0	2.1	1.1	1.0	0.0	0.1	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	4.3	0.0	0.0	0.0	5.1	0.8	0.8	0.0	0.1	0.1
LnGrp Delay(d),s/veh	69.2	0.0	72.3	0.0	0.0	0.0	67.4	1.1	1.0	0.0	0.1	0.2
LnGrp LOS	E		E				E	A	A		A	A
Approach Vol, veh/h		103			0			2005			1819	
Approach Delay, s/veh		70.9			0.0			3.4			0.1	
Approach LOS		E						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.9	123.7		13.4		136.6		13.4				
Change Period (Y+Rc), s	5.4	* 8.1		6.1		* 8.1		6.1				
Max Green Setting (Gmax), s	12.6	* 89		29.0		* 1.1E2		29.0				
Max Q Clear Time (g_c+1), s	17.5	2.0		7.2		2.0		0.0				
Green Ext Time (p_c), s	0.0	85.7		0.2		104.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			3.7									
HCM 2010 LOS			A									
Notes												

HCM 2010 Signalized Intersection Summary
 20: N Druid Hills Rd & I-85 SB Entrance Ramp/I-85 Frontage Rd

No Build 2045
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↗	↗	↖↗	↗↗			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	1085	565	540	1015	1405	0	0	1490	285
Future Volume (veh/h)	0	0	0	1085	565	540	1015	1405	0	0	1490	285
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				1234	650	363	1025	1419	0	0	1505	288
Adj No. of Lanes				2	1	1	2	2	0	0	4	1
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1268	666	566	998	2010	0	0	1504	370
Arrive On Green				0.36	0.36	0.36	0.58	1.00	0.00	0.00	0.31	0.31
Sat Flow, veh/h				3548	1863	1583	3442	3632	0	0	6669	1577
Grp Volume(v), veh/h				1234	650	363	1025	1419	0	0	1505	288
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1721	1770	0	0	1602	1577
Q Serve(g_s), s				51.4	51.7	28.7	43.5	0.0	0.0	0.0	35.2	24.9
Cycle Q Clear(g_c), s				51.4	51.7	28.7	43.5	0.0	0.0	0.0	35.2	24.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1268	666	566	998	2010	0	0	1504	370
V/C Ratio(X)				0.97	0.98	0.64	1.03	0.71	0.00	0.00	1.00	0.78
Avail Cap(c_a), veh/h				1268	666	566	998	2010	0	0	1504	370
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	0.11	0.11	0.00	0.00	0.88	0.88
Uniform Delay (d), s/veh				47.5	47.6	40.2	31.5	0.0	0.0	0.0	51.6	48.0
Incr Delay (d2), s/veh				19.1	29.0	2.5	17.4	0.2	0.0	0.0	22.0	13.2
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(95%),veh/ln				37.3	41.2	18.8	40.5	0.1	0.0	0.0	32.1	17.6
LnGrp Delay(d),s/veh				66.6	76.5	42.6	48.9	0.2	0.0	0.0	73.6	61.3
LnGrp LOS				E	E	D	F	A			F	E
Approach Vol, veh/h					2247			2444			1793	
Approach Delay, s/veh					65.6			20.6			71.6	
Approach LOS					E			C			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	50.0	40.0		60.0		90.0						
Change Period (Y+Rc), s	7.5	* 5.8		7.4		* 5.8						
Max Green Setting (Gmax), s	42.5	* 34		52.6		* 84						
Max Q Clear Time (g_c+Rc), s	40.5	37.2		53.7		2.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		78.2						
Intersection Summary												
HCM 2010 Ctrl Delay				50.3								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary
 21: N Druid Hills Rd & I-85 NB Exit Ramp/I-85 Frontage Rd

No Build 2045
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗		↑↑↑	↗	↖	↑↑	
Traffic Volume (veh/h)	10	835	1285	0	0	320	0	2090	780	940	1635	0
Future Volume (veh/h)	10	835	1285	0	0	320	0	2090	780	940	1635	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	0	1863	1863	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	11	879	1353	0	0	337	0	2200	821	989	1721	0
Adj No. of Lanes	0	1	2	0	1	1	0	4	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	0	2	2	2	2	0
Cap, veh/h	28	670	1012	0	677	844	0	2277	561	585	1989	0
Arrive On Green	0.36	0.36	0.36	0.00	0.00	0.36	0.00	0.71	0.71	0.34	1.00	0.00
Sat Flow, veh/h	10	1845	2787	0	1863	1583	0	6669	1579	3442	3632	0
Grp Volume(v), veh/h	890	0	1353	0	0	337	0	2200	821	989	1721	0
Grp Sat Flow(s),veh/h/ln1855	0	1393	0	1863	1583	0	1602	1579	1721	1770	0	0
Q Serve(g_s), s	24.2	0.0	54.5	0.0	0.0	18.9	0.0	47.6	53.3	25.5	0.0	0.0
Cycle Q Clear(g_c), s	54.5	0.0	54.5	0.0	0.0	18.9	0.0	47.6	53.3	25.5	0.0	0.0
Prop In Lane	0.01		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	698	0	1012	0	677	844	0	2277	561	585	1989	0
V/C Ratio(X)	1.27	0.00	1.34	0.00	0.00	0.40	0.00	0.97	1.46	1.69	0.87	0.00
Avail Cap(c_a), veh/h	698	0	1012	0	677	844	0	2277	561	585	1989	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.09	0.09	0.09	0.09	0.00
Uniform Delay (d), s/veh	48.6	0.0	47.8	0.0	0.0	20.7	0.0	20.9	21.7	49.5	0.0	0.0
Incr Delay (d2), s/veh	134.6	0.0	158.1	0.0	0.0	0.3	0.0	1.8	209.2	311.4	0.5	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh	99.0	0.0	77.7	0.0	0.0	28.0	0.0	23.0	95.1	64.6	0.3	0.0
LnGrp Delay(d),s/veh	183.3	0.0	205.9	0.0	0.0	21.1	0.0	22.7	230.9	360.9	0.5	0.0
LnGrp LOS	F		F			C		C	F	F	A	
Approach Vol, veh/h		2243			337			3021			2710	
Approach Delay, s/veh		196.9			21.1			79.3			132.0	
Approach LOS		F			C			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	31.0	59.0		60.0		90.0		60.0				
Change Period (Y+Rc), s	6.5	* 6.7		6.5		* 6.7		6.5				
Max Green Setting (Gmax), s	24.5	* 52		53.5		* 83		53.5				
Max Q Clear Time (g_c+D), s	27.5	55.3		56.5		2.0		20.9				
Green Ext Time (p_c), s	0.0	0.0		0.0		80.9		20.2				
Intersection Summary												
HCM 2010 Ctrl Delay			125.9									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 22: N Druid Hills Rd & Executive Park Dr/Tullie Rd

No Build 2045
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↑	↔	↔	↔↔↔		↔	↔↔↔	↔
Traffic Volume (veh/h)	355	90	80	105	50	225	215	2290	195	525	2020	375
Future Volume (veh/h)	355	90	80	105	50	225	215	2290	195	525	2020	375
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	382	97	86	113	54	242	231	2462	210	565	2172	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	517	280	236	134	140	117	286	2198	184	339	2711	844
Arrive On Green	0.15	0.15	0.15	0.08	0.08	0.08	0.12	0.61	0.61	0.33	1.00	0.00
Sat Flow, veh/h	3442	1863	1571	1774	1863	1558	1774	4781	400	1774	5085	1583
Grp Volume(v), veh/h	382	97	86	113	54	242	231	1732	940	565	2172	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1571	1774	1863	1558	1774	1695	1791	1774	1695	1583
Q Serve(g_s), s	15.9	7.0	7.4	9.4	4.1	11.3	10.4	69.0	69.0	24.6	0.0	0.0
Cycle Q Clear(g_c), s	15.9	7.0	7.4	9.4	4.1	11.3	10.4	69.0	69.0	24.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	517	280	236	134	140	117	286	1559	823	339	2711	844
V/C Ratio(X)	0.74	0.35	0.36	0.85	0.38	2.06	0.81	1.11	1.14	1.67	0.80	0.00
Avail Cap(c_a), veh/h	975	528	445	134	140	117	286	1559	823	339	2711	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.00
Uniform Delay (d), s/veh	60.9	57.1	57.3	68.5	66.0	69.3	20.1	29.1	29.1	40.9	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.7	0.9	36.6	1.7	505.9	1.5	51.1	65.3	301.3	0.2	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.3	6.6	5.9	10.0	4.0	38.5	6.3	75.0	84.7	72.9	0.1	0.0
LnGrp Delay(d),s/veh	63.0	57.9	58.2	105.1	67.8	575.2	21.6	80.2	94.5	342.3	0.2	0.0
LnGrp LOS	E	E	E	F	E	F	C	F	F	F	F	A
Approach Vol, veh/h		565			409			2903			2737	
Approach Delay, s/veh		61.4			378.3			80.2			70.8	
Approach LOS		E			F			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	86.0		28.0	30.0	75.0		17.0				
Change Period (Y+Rc), s	6.9	* 7		6.5	6.4	* 7		6.7				
Max Green Setting (Gmax), s	12.5	* 59		41.5	23.6	* 48		10.3				
Max Q Clear Time (g_c+1/2), s	11.5	2.0		17.9	26.6	71.0		13.3				
Green Ext Time (p_c), s	0.0	56.8		2.2	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			93.1									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 23: N Druid Hills Rd & Briarcliff Rd

















No Build 2045
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔	↕↕	↔	↔	↕↔		↔	↕↕	↔
Traffic Volume (veh/h)	625	285	115	170	475	440	165	1655	70	125	1570	510
Future Volume (veh/h)	625	285	115	170	475	440	165	1655	70	125	1570	510
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	631	288	85	172	480	374	167	1672	70	126	1586	0
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	530	735	213	386	731	323	151	1569	65	119	1538	688
Arrive On Green	0.15	0.27	0.27	0.09	0.21	0.21	0.06	0.45	0.45	0.01	0.14	0.00
Sat Flow, veh/h	3442	2703	782	1774	3539	1563	1774	3462	144	1774	3539	1583
Grp Volume(v), veh/h	631	187	186	172	480	374	167	851	891	126	1586	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1716	1774	1770	1563	1774	1770	1836	1774	1770	1583
Q Serve(g_s), s	23.1	12.9	13.3	11.4	18.7	31.0	8.7	68.0	68.0	6.0	65.2	0.0
Cycle Q Clear(g_c), s	23.1	12.9	13.3	11.4	18.7	31.0	8.7	68.0	68.0	6.0	65.2	0.0
Prop In Lane	1.00		0.46	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	530	481	467	386	731	323	151	802	832	119	1538	688
V/C Ratio(X)	1.19	0.39	0.40	0.45	0.66	1.16	1.11	1.06	1.07	1.06	1.03	0.00
Avail Cap(c_a), veh/h	530	481	467	386	731	323	151	802	832	119	1538	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.21	0.21	0.00
Uniform Delay (d), s/veh	63.4	44.4	44.6	41.4	54.6	59.5	45.1	41.0	41.0	41.0	64.2	0.0
Incr Delay (d2), s/veh	103.3	0.5	0.6	0.3	2.1	100.1	104.7	49.2	51.7	54.6	19.7	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	0.3	0.0	0.0
%ile BackOfQ(95%),veh/ln	63.4	10.5	10.5	9.4	14.4	40.2	19.1	79.5	83.6	12.1	65.1	0.0
LnGrp Delay(d),s/veh	166.8	44.9	45.1	41.7	56.7	159.6	149.8	90.2	92.7	95.8	84.0	0.0
LnGrp LOS	F	D	D	D	E	F	F	F	F	F	F	F
Approach Vol, veh/h		1004			1026			1909			1712	
Approach Delay, s/veh		121.6			91.7			96.6			84.9	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.2	73.4	28.0	36.4	15.0	70.6	18.2	46.2				
Change Period (Y+Rc), s	7.2	6.4	5.9	* 6.4	7.3	6.4	6.1	* 6.4				
Max Green Setting (Gmax), s	67.0	67.0	22.1	* 30	7.7	64.2	12.1	* 40				
Max Q Clear Time (g_c+1), s	70.0	70.0	25.1	33.0	10.7	67.2	13.4	15.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3				
Intersection Summary												
HCM 2010 Ctrl Delay			96.6									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 24: E Roxboro Rd & Goodwin Rd

No Build 2045
 Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	15	15	5	5	35	10	1000	0	5	580	5
Future Volume (veh/h)	35	15	15	5	5	35	10	1000	0	5	580	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	38	16	16	5	5	38	11	1087	0	5	630	5
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	27	23	33	15	81	31	1607	0	33	3042	24
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.87	0.87	0.00	0.87	0.87	0.87
Sat Flow, veh/h	826	440	375	100	247	1316	8	1844	0	10	3490	28
Grp Volume(v), veh/h	70	0	0	48	0	0	1098	0	0	334	0	306
Grp Sat Flow(s),veh/h/ln	1641	0	0	1663	0	0	1852	0	0	1837	0	1690
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3
Cycle Q Clear(g_c), s	6.0	0.0	0.0	4.2	0.0	0.0	27.7	0.0	0.0	4.2	0.0	4.3
Prop In Lane	0.54		0.23	0.10		0.79	0.01		0.00	0.01		0.02
Lane Grp Cap(c), veh/h	138	0	0	129	0	0	1638	0	0	1625	0	1473
V/C Ratio(X)	0.51	0.00	0.00	0.37	0.00	0.00	0.67	0.00	0.00	0.21	0.00	0.21
Avail Cap(c_a), veh/h	236	0	0	232	0	0	1638	0	0	1625	0	1473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.37	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.7	0.0	0.0	68.0	0.0	0.0	3.0	0.0	0.0	1.5	0.0	1.5
Incr Delay (d2), s/veh	2.8	0.0	0.0	1.8	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	0.0	3.6	0.0	0.0	17.8	0.0	0.0	4.1	0.0	3.8
LnGrp Delay(d),s/veh	71.6	0.0	0.0	69.8	0.0	0.0	3.8	0.0	0.0	1.8	0.0	1.8
LnGrp LOS	E			E			A			A		A
Approach Vol, veh/h		70			48			1098			640	
Approach Delay, s/veh		71.6			69.8			3.8			1.8	
Approach LOS		E			E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		135.7		14.3		135.7		14.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		120.0		18.0		120.0		18.0				
Max Q Clear Time (g_c+I1), s		29.7		8.0		6.3		6.2				
Green Ext Time (p_c), s		25.0		0.3		25.7		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			7.4									
HCM 2010 LOS			A									

Synchro Output

2045 No Build

PM Peak

HCM 2010 Signalized Intersection Summary
 1: N Druid Hills Rd & SR 141/Peachtree Rd

No Build 2045
 Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1730	295	520	1210	40	295	20	480	70	60	35
Future Volume (veh/h)	70	1730	295	520	1210	40	295	20	480	70	60	35
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	72	1784	0	536	1247	41	304	21	495	72	62	36
Adj No. of Lanes	1	3	0	1	2	1	0	1	2	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	2240	0	351	1975	884	341	24	1001	90	77	146
Arrive On Green	0.04	0.44	0.00	0.15	0.56	0.56	0.20	0.20	0.20	0.09	0.09	0.09
Sat Flow, veh/h	1774	5253	0	1774	3539	1583	1665	115	2787	975	839	1583
Grp Volume(v), veh/h	72	1784	0	536	1247	41	325	0	495	134	0	36
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1770	1583	1780	0	1393	1814	0	1583
Q Serve(g_s), s	4.0	54.4	0.0	27.8	43.3	2.1	32.0	0.0	24.9	13.0	0.0	3.8
Cycle Q Clear(g_c), s	4.0	54.4	0.0	27.8	43.3	2.1	32.0	0.0	24.9	13.0	0.0	3.8
Prop In Lane	1.00		0.00	1.00		1.00	0.94		1.00	0.54		1.00
Lane Grp Cap(c), veh/h	243	2240	0	351	1975	884	364	0	1001	167	0	146
V/C Ratio(X)	0.30	0.80	0.00	1.53	0.63	0.05	0.89	0.00	0.49	0.80	0.00	0.25
Avail Cap(c_a), veh/h	245	2240	0	351	1975	884	395	0	1050	383	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.73	0.00	0.73	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.2	43.4	0.0	56.3	27.1	18.0	69.6	0.0	44.9	80.1	0.0	75.9
Incr Delay (d2), s/veh	0.7	3.0	0.0	252.1	1.5	0.1	16.0	0.0	0.3	3.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	34.4	0.0	75.6	29.2	1.7	23.2	0.0	14.0	11.0	0.0	3.0
LnGrp Delay(d),s/veh	27.8	46.5	0.0	308.4	28.7	18.1	85.7	0.0	45.2	83.5	0.0	76.3
LnGrp LOS	C	D		F	C	B	F		D	F		E
Approach Vol, veh/h		1856			1824			820			170	
Approach Delay, s/veh		45.7			110.6			61.2			82.0	
Approach LOS		D			F			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	105.0		41.4	33.0	83.8		21.9				
Change Period (Y+Rc), s	6.0	5.5		5.5	* 6.2	5.5		6.3				
Max Green Setting (Gmax), s	6.0	74.7		39.0	* 27	53.7		37.0				
Max Q Clear Time (g_c+I1), s	6.0	45.3		34.0	29.8	56.4		15.0				
Green Ext Time (p_c), s	0.0	28.8		1.9	0.0	0.0		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				75.1								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary
2: N Druid Hills Rd & Apple Valley Rd

No Build 2045
Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	270	160	620	470	140	735		
Future Volume (veh/h)	270	160	620	470	140	735		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	300	178	689	522	156	817		
Adj No. of Lanes	1	1	2	0	1	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	373	333	1056	794	370	1279		
Arrive On Green	0.21	0.21	0.55	0.55	0.17	1.00		
Sat Flow, veh/h	1774	1583	2021	1449	1774	1863		
Grp Volume(v), veh/h	300	178	632	579	156	817		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1607	1774	1863		
Q Serve(g_s), s	14.5	9.0	22.6	22.9	3.0	0.0		
Cycle Q Clear(g_c), s	14.5	9.0	22.6	22.9	3.0	0.0		
Prop In Lane	1.00	1.00		0.90	1.00			
Lane Grp Cap(c), veh/h	373	333	970	881	370	1279		
V/C Ratio(X)	0.80	0.53	0.65	0.66	0.42	0.64		
Avail Cap(c_a), veh/h	483	431	970	881	420	1279		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.09	0.09		
Uniform Delay (d), s/veh	33.8	31.6	14.3	14.4	9.7	0.0		
Incr Delay (d2), s/veh	8.6	1.9	3.4	3.8	0.1	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	12.6	12.8	17.4	16.5	2.0	0.1		
LnGrp Delay(d),s/veh	42.4	33.5	17.7	18.2	9.9	0.2		
LnGrp LOS	D	C	B	B	A	A		
Approach Vol, veh/h	478		1211			973		
Approach Delay, s/veh	39.1		17.9			1.8		
Approach LOS	D		B			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		66.6		23.4	12.5	54.1		
Change Period (Y+Rc), s		* 5.8		5.5	5.6	* 5.8		
Max Green Setting (Gmax), s		* 55		23.5	9.4	* 40		
Max Q Clear Time (g_c+I1), s		2.0		16.5	5.0	24.9		
Green Ext Time (p_c), s		42.9		1.5	0.3	14.1		
Intersection Summary								
HCM 2010 Ctrl Delay			15.8					
HCM 2010 LOS			B					
Notes								

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	20	10	65	0	0	0	45	1070	5	25	955	25
Future Vol, veh/h	20	10	65	0	0	0	45	1070	5	25	955	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	10	68	0	0	0	47	1115	5	26	995	26

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	2271	2274	1008				1021	0	0	1120	0	0
Stage 1	1060	1060	-				-	-	-	-	-	-
Stage 2	1211	1214	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	44	40	292				680	-	-	624	-	-
Stage 1	333	301	-				-	-	-	-	-	-
Stage 2	282	254	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	32	0	292				680	-	-	624	-	-
Mov Cap-2 Maneuver	32	0	-				-	-	-	-	-	-
Stage 1	301	0	-				-	-	-	-	-	-
Stage 2	230	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	165.3	0.4	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	680	-	-	100	624	-	-
HCM Lane V/C Ratio	0.069	-	-	0.99	0.042	-	-
HCM Control Delay (s)	10.7	0	-	165.3	11	0	-
HCM Lane LOS	B	A	-	F	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	6	0.1	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	S	S
Traffic Vol, veh/h	10	10	1110	15	10	1010
Future Vol, veh/h	10	10	1110	15	10	1010
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	11	1194	16	11	1086

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2310	1202	0	0	1210
Stage 1	1202	-	-	-	-
Stage 2	1108	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	42	225	-	-	577
Stage 1	285	-	-	-	-
Stage 2	316	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	40	225	-	-	577
Mov Cap-2 Maneuver	40	-	-	-	-
Stage 1	285	-	-	-	-
Stage 2	301	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	80.7	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	68	577
HCM Lane V/C Ratio	-	-	0.316	0.019
HCM Control Delay (s)	-	-	80.7	11.4
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	1.2	0.1

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	105	35	1120	1015	5
Future Vol, veh/h	5	105	35	1120	1015	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	111	37	1179	1068	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2324	1071	1074	0	-	0
Stage 1	1071	-	-	-	-	-
Stage 2	1253	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	41	268	649	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	34	268	649	-	-	-
Mov Cap-2 Maneuver	34	-	-	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	225	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	43.6	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	649	-	204	-	-
HCM Lane V/C Ratio	0.057	-	0.568	-	-
HCM Control Delay (s)	10.9	0	43.6	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.2	-	3.1	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	30	10	1155	1115	5
Future Vol, veh/h	0	30	10	1155	1115	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	11	1255	1212	5












Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	1215	1217	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	221	573	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	221	573	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	573	-	221	-	-
HCM Lane V/C Ratio	0.019	-	0.148	-	-
HCM Control Delay (s)	11.4	-	24.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

HCM 2010 Signalized Intersection Summary
7: N Druid Hills Rd & Briarwood Rd

No Build 2045
Timing Plan: PM Peak

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	45	265	900	90	420	725		
Future Volume (veh/h)	45	265	900	90	420	725		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	46	273	928	93	433	747		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	317	533	859	86	364	1333		
Arrive On Green	0.18	0.18	0.52	0.52	0.16	0.72		
Sat Flow, veh/h	1774	1583	1666	167	1774	1863		
Grp Volume(v), veh/h	46	273	0	1021	433	747		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1833	1774	1863		
Q Serve(g_s), s	1.9	11.8	0.0	43.8	13.4	16.2		
Cycle Q Clear(g_c), s	1.9	11.8	0.0	43.8	13.4	16.2		
Prop In Lane	1.00	1.00		0.09	1.00			
Lane Grp Cap(c), veh/h	317	533	0	945	364	1333		
V/C Ratio(X)	0.15	0.51	0.00	1.08	1.19	0.56		
Avail Cap(c_a), veh/h	397	604	0	945	364	1333		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	29.4	22.6	0.0	20.6	28.2	5.7		
Incr Delay (d2), s/veh	0.2	0.8	0.0	53.6	109.0	1.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	1.7	16.1	0.0	64.5	35.2	13.6		
LnGrp Delay(d),s/veh	29.6	23.4	0.0	74.2	137.2	7.5		
LnGrp LOS	C	C		F	F	A		
Approach Vol, veh/h	319		1021			1180		
Approach Delay, s/veh	24.3		74.2			55.1		
Approach LOS	C		E			E		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		65.4		19.6	17.0	48.4		
Change Period (Y+Rc), s		5.6		* 5.4	* 4.6	5.6		
Max Green Setting (Gmax), s		56.0		* 18	* 12	39.0		
Max Q Clear Time (g_c+I1), s		18.2		13.8	15.4	45.8		
Green Ext Time (p_c), s		31.5		0.4	0.0	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay			58.9					
HCM 2010 LOS			E					
Notes								

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	15	10	985	765	5
Future Vol, veh/h	5	15	10	985	765	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	16	11	1048	814	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1885	816	819	0	-	0
Stage 1	816	-	-	-	-	-
Stage 2	1069	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	78	377	810	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	377	810	-	-	-
Mov Cap-2 Maneuver	75	-	-	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	319	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.6	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	810	-	188	-	-
HCM Lane V/C Ratio	0.013	-	0.113	-	-
HCM Control Delay (s)	9.5	0	26.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	5	15	980	5	25	755
Future Vol, veh/h	5	15	980	5	25	755
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	16	1021	5	26	786

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1862	1023	0	0	1026
Stage 1	1023	-	-	-	-
Stage 2	839	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	80	286	-	-	677
Stage 1	347	-	-	-	-
Stage 2	424	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	75	286	-	-	677
Mov Cap-2 Maneuver	75	-	-	-	-
Stage 1	347	-	-	-	-
Stage 2	395	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.4	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	168	677
HCM Lane V/C Ratio	-	-	0.124	0.038
HCM Control Delay (s)	-	-	29.4	10.5
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	70	75	985	755	5
Future Vol, veh/h	0	70	75	985	755	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	73	78	1026	786	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1971	789	792	0	-	0
Stage 1	789	-	-	-	-	-
Stage 2	1182	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	69	391	829	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	54	391	829	-	-	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	227	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.3	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	829	-	391	-	-
HCM Lane V/C Ratio	0.094	-	0.186	-	-
HCM Control Delay (s)	9.8	0	16.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↔		↔↔↔	
Traffic Vol, veh/h	15	15	1050	50	20	805
Future Vol, veh/h	15	15	1050	50	20	805
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	15	1082	52	21	830























Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1481	1108	0	0	1134
Stage 1	1108	-	-	-	-
Stage 2	373	-	-	-	-
Critical Hdwy	6.08	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	6.03	-	-	-	-
Follow-up Hdwy	3.669	3.319	-	-	2.219
Pot Cap-1 Maneuver	156	254	-	-	614
Stage 1	308	-	-	-	-
Stage 2	631	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	146	254	-	-	614
Mov Cap-2 Maneuver	146	-	-	-	-
Stage 1	308	-	-	-	-
Stage 2	591	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.3	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	185	614
HCM Lane V/C Ratio	-	-	0.167	0.034
HCM Control Delay (s)	-	-	28.3	11.1
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.6	0.1

HCM 2010 Signalized Intersection Summary
 12: N Druid Hills Rd & Lenox Park Blvd/N Cliff Valley Way

No Build 2045
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	420	245	25	140	55	85	795	40	75	615	130
Future Volume (veh/h)	250	420	245	25	140	55	85	795	40	75	615	130
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	255	429	250	26	143	56	87	811	41	77	628	133
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	482	410	118	208	81	347	992	50	467	1045	888
Arrive On Green	0.12	0.26	0.26	0.03	0.16	0.16	0.08	1.00	1.00	0.04	0.56	0.56
Sat Flow, veh/h	1774	1863	1583	1774	1275	499	1774	1758	89	1774	1863	1583
Grp Volume(v), veh/h	255	429	250	26	0	199	87	0	852	77	628	133
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1775	1774	0	1847	1774	1863	1583
Q Serve(g_s), s	20.1	37.7	23.6	2.0	0.0	18.0	3.6	0.0	0.0	3.1	37.9	6.8
Cycle Q Clear(g_c), s	20.1	37.7	23.6	2.0	0.0	18.0	3.6	0.0	0.0	3.1	37.9	6.8
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	327	482	410	118	0	290	347	0	1042	467	1045	888
V/C Ratio(X)	0.78	0.89	0.61	0.22	0.00	0.69	0.25	0.00	0.82	0.17	0.60	0.15
Avail Cap(c_a), veh/h	327	515	438	133	0	336	350	0	1042	475	1045	888
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.62	0.00	0.62	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.5	60.7	55.4	58.0	0.0	67.0	18.4	0.0	0.0	14.5	24.7	17.9
Incr Delay (d2), s/veh	11.5	17.3	2.8	1.0	0.0	5.8	0.2	0.0	4.5	0.2	2.6	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.3	29.4	16.0	1.9	0.0	14.3	3.2	0.0	2.4	2.8	27.7	5.5
LnGrp Delay(d),s/veh	62.0	77.9	58.3	59.0	0.0	72.9	18.7	0.0	4.5	14.6	27.3	18.2
LnGrp LOS	E	E	E	E		E	B		A	B	C	B
Approach Vol, veh/h		934			225			939			838	
Approach Delay, s/veh		68.3			71.3			5.8			24.7	
Approach LOS		E			E			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	100.2	26.0	32.7	10.6	100.7	9.7	49.0				
Change Period (Y+Rc), s	5.6	* 5.8	* 6.2	* 6	5.6	* 5.8	* 6.2	* 6				
Max Green Setting (Gmax), s	5.7	* 90	* 20	* 31	5.8	* 90	* 5	* 46				
Max Q Clear Time (g_c+I1), s	5.6	39.9	22.1	20.0	5.1	2.0	4.0	39.7				
Green Ext Time (p_c), s	0.0	35.2	0.0	5.0	0.0	50.4	0.0	3.3				
Intersection Summary												
HCM 2010 Ctrl Delay			36.1									
HCM 2010 LOS			D									
Notes												

HCM Signalized Intersection Capacity Analysis
 13: N Druid Hills Rd & Curtis Dr

No Build 2045
 Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	55	865	20	275	610
Future Volume (vph)	25	55	865	20	275	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.7		4.5	5.7
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.91		1.00		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1664		1857		1770	1863
Flt Permitted	0.98		1.00		0.18	1.00
Satd. Flow (perm)	1664		1857		330	1863
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	26	57	901	21	286	635
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	83	0	922	0	286	635
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	3		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	13.0		115.6		143.9	143.9
Effective Green, g (s)	14.0		116.6		144.9	144.9
Actuated g/C Ratio	0.08		0.69		0.85	0.85
Clearance Time (s)	6.4		6.7		5.5	6.7
Vehicle Extension (s)	4.1		5.1		3.1	5.1
Lane Grp Cap (vph)	137		1273		482	1587
v/s Ratio Prot	c0.05		c0.50		c0.08	0.34
v/s Ratio Perm					0.42	
v/c Ratio	0.61		0.72		0.59	0.40
Uniform Delay, d1	75.3		16.7		19.0	2.8
Progression Factor	1.00		0.95		5.55	0.59
Incremental Delay, d2	8.7		3.3		1.7	0.6
Delay (s)	84.0		19.2		107.3	2.3
Level of Service	F		B		F	A
Approach Delay (s)	84.0		19.2			34.9
Approach LOS	F		B			C

Intersection Summary			
HCM 2000 Control Delay	29.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	15.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	5	20	5	5	5	30	810	15	10	600	25
Future Vol, veh/h	70	5	20	5	5	5	30	810	15	10	600	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	5	22	5	5	5	33	880	16	11	652	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1647	1650	666	1655	1655	889	679	0	0	897	0	0
Stage 1	688	688	-	954	954	-	-	-	-	-	-	-
Stage 2	959	962	-	701	701	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	79	99	459	78	98	342	913	-	-	757	-	-
Stage 1	436	447	-	311	337	-	-	-	-	-	-	-
Stage 2	309	334	-	429	441	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 69	90	459	66	89	342	913	-	-	757	-	-
Mov Cap-2 Maneuver	~ 69	90	-	66	89	-	-	-	-	-	-	-
Stage 1	405	437	-	289	313	-	-	-	-	-	-	-
Stage 2	277	310	-	394	431	-	-	-	-	-	-	-











Approach	EB	WB	NB	SB
HCM Control Delay, s	255.3	46.9	0.3	0.2
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	913	-	-	85	102	757	-
HCM Lane V/C Ratio	0.036	-	-	1.215	0.16	0.014	-
HCM Control Delay (s)	9.1	0	-	255.3	46.9	9.8	0
HCM Lane LOS	A	A	-	F	E	A	A
HCM 95th %tile Q(veh)	0.1	-	-	7.5	0.5	0	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon













HCM 2010 Signalized Intersection Summary
 15: N Druid Hills Rd & Goodwin Rd

No Build 2045
 Timing Plan: PM Peak

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	25	5	5	830	600	25		
Future Volume (veh/h)	25	5	5	830	600	25		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	26	5	5	874	632	26		
Adj No. of Lanes	0	0	0	1	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	54	10	24	1663	3107	128		
Arrive On Green	0.04	0.04	0.90	0.90	1.00	1.00		
Sat Flow, veh/h	1417	272	3	1855	3558	142		
Grp Volume(v), veh/h	32	0	879	0	323	335		
Grp Sat Flow(s),veh/h/ln	1744	0	1858	0	1770	1838		
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	3.1	0.0	15.7	0.0	0.0	0.0		
Prop In Lane	0.81	0.16	0.01			0.08		
Lane Grp Cap(c), veh/h	66	0	1688	0	1587	1648		
V/C Ratio(X)	0.48	0.00	0.52	0.00	0.20	0.20		
Avail Cap(c_a), veh/h	120	0	1688	0	1587	1648		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	0.93	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	80.1	0.0	1.7	0.0	0.0	0.0		
Incr Delay (d2), s/veh	5.2	0.0	1.2	0.0	0.3	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.8	0.0	13.1	0.0	0.2	0.2		
LnGrp Delay(d),s/veh	85.3	0.0	2.9	0.0	0.3	0.3		
LnGrp LOS	F		A		A	A		
Approach Vol, veh/h	32			879	658			
Approach Delay, s/veh	85.3			2.9	0.3			
Approach LOS	F			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		158.2		11.8		158.2		
Change Period (Y+Rc), s		* 6.8		* 6.3		* 6.8		
Max Green Setting (Gmax), s		* 1.5E2		* 11		* 1.5E2		
Max Q Clear Time (g_c+I1), s		2.0		5.1		17.7		
Green Ext Time (p_c), s		131.8		0.0		117.7		
Intersection Summary								
HCM 2010 Ctrl Delay			3.5					
HCM 2010 LOS			A					
Notes								

HCM Signalized Intersection Capacity Analysis
 16: N Druid Hills Rd & E Roxboro Rd

No Build 2045
 Timing Plan: PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 					 
Traffic Volume (vph)	600	0	685	835	0	1315
Future Volume (vph)	600	0	685	835	0	1315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.3		5.8	3.0		5.8
Lane Util. Factor	0.97		1.00	1.00		0.95
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3433		1863	1583		3539
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3433		1863	1583		3539
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	606	0	692	843	0	1328
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	606	0	692	843	0	1328
Turn Type	Prot		NA	Free		NA
Protected Phases	2		4			8
Permitted Phases				Free		
Actuated Green, G (s)	52.7		105.2	170.0		105.2
Effective Green, g (s)	53.7		106.2	170.0		106.2
Actuated g/C Ratio	0.32		0.62	1.00		0.62
Clearance Time (s)	5.3		6.8			6.8
Vehicle Extension (s)	4.1		3.1			3.1
Lane Grp Cap (vph)	1084		1163	1583		2210
v/s Ratio Prot	0.18		0.37			c0.38
v/s Ratio Perm				c0.53		
v/c Ratio	0.56		0.60	0.53		0.60
Uniform Delay, d1	48.3		19.1	0.0		19.2
Progression Factor	0.77		0.59	1.00		1.00
Incremental Delay, d2	2.1		0.9	0.5		1.2
Delay (s)	39.1		12.2	0.5		20.4
Level of Service	D		B	A		C
Approach Delay (s)	39.1		5.8			20.4
Approach LOS	D		A			C

Intersection Summary			
HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	10.1
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	5	30	25	1515	1900	15
Future Vol, veh/h	5	30	25	1515	1900	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	32	27	1629	2043	16






















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2919	1030	2059	0	-	0
Stage 1	2051	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	12	231	268	-	-	-
Stage 1	85	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	11	231	268	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	85	-	-	-	-	-
Stage 2	334	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.3	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	268	-	169	-	-
HCM Lane V/C Ratio	0.1	-	0.223	-	-
HCM Control Delay (s)	19.9	-	32.3	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	0.8	-	-

HCM 2010 Signalized Intersection Summary
 18: N Druid Hills Rd & SR 13/Buford Hwy

No Build 2045
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	365	765	210	265	445	95	310	1080	420	95	1710	125
Future Volume (veh/h)	365	765	210	265	445	95	310	1080	420	95	1710	125
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	376	789	151	273	459	61	320	1113	0	98	1763	0
Adj No. of Lanes	1	3	0	1	3	0	2	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	425	969	184	314	910	119	354	1616	0	244	2034	0
Arrive On Green	0.16	0.23	0.23	0.14	0.20	0.20	0.14	0.61	0.00	0.01	0.13	0.00
Sat Flow, veh/h	1774	4291	815	1774	4551	594	3442	3632	0	1774	5253	0
Grp Volume(v), veh/h	376	622	318	273	340	180	320	1113	0	98	1763	0
Grp Sat Flow(s),veh/h/ln	1774	1695	1715	1774	1695	1755	1721	1770	0	1774	1695	0
Q Serve(g_s), s	27.6	29.6	29.9	20.5	15.1	15.6	15.6	36.1	0.0	5.5	57.8	0.0
Cycle Q Clear(g_c), s	27.6	29.6	29.9	20.5	15.1	15.6	15.6	36.1	0.0	5.5	57.8	0.0
Prop In Lane	1.00		0.47	1.00		0.34	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	425	766	387	314	678	351	354	1616	0	244	2034	0
V/C Ratio(X)	0.88	0.81	0.82	0.87	0.50	0.51	0.90	0.69	0.00	0.40	0.87	0.00
Avail Cap(c_a), veh/h	425	766	387	314	678	351	354	1616	0	244	2034	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.2	62.4	62.5	47.2	60.5	60.6	72.5	25.2	0.0	31.3	69.3	0.0
Incr Delay (d2), s/veh	19.2	9.2	17.5	23.0	2.6	5.3	21.2	1.9	0.0	1.1	5.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.1	21.1	22.7	17.7	11.8	12.7	12.6	24.0	0.0	4.9	36.9	0.0
LnGrp Delay(d),s/veh	64.4	71.6	80.0	70.1	63.1	65.9	93.8	27.2	0.0	32.4	74.6	0.0
LnGrp LOS	E	E	E	E	E	E	F	C		C	E	
Approach Vol, veh/h		1316			793			1433			1861	
Approach Delay, s/veh		71.6			66.2			42.0			72.4	
Approach LOS		E			E			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.8	40.0	22.8	74.4	28.4	44.4	13.2	84.0				
Change Period (Y+Rc), s	* 6.2	7.0	* 6.3	7.4	* 6.2	7.0	* 6.7	7.4				
Max Green Setting (Gmax), s	* 27	33.0	* 17	67.0	* 22	37.4	* 6.5	76.6				
Max Q Clear Time (g_c+I1), s	29.6	17.6	17.6	59.8	22.5	31.9	7.5	38.1				
Green Ext Time (p_c), s	0.0	13.0	0.0	7.2	0.0	4.9	0.0	37.9				
Intersection Summary												
HCM 2010 Ctrl Delay				63.2								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary
 19: N Druid Hills Rd & W Druid Hills Dr/Salvation Army Dwy

No Build 2045
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	25	5	85	15	0	5	55	1780	0	0	2165	20
Future Volume (veh/h)	25	5	85	15	0	5	55	1780	0	0	2165	20
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	26	5	88	15	0	5	57	1835	0	0	2232	21
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	7	115	67	0	120	82	3016	0	42	4054	38
Arrive On Green	0.08	0.08	0.08	0.08	0.00	0.08	0.09	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h	1405	86	1510	1298	0	1583	1774	3632	0	252	5195	49
Grp Volume(v), veh/h	26	0	93	15	0	5	57	1835	0	0	1456	797
Grp Sat Flow(s),veh/h/ln	1405	0	1596	1298	0	1583	1774	1770	0	252	1695	1854
Q Serve(g_s), s	3.0	0.0	9.7	2.0	0.0	0.5	5.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	9.7	11.7	0.0	0.5	5.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.95	1.00		1.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	145	0	121	67	0	120	82	3016	0	42	2645	1447
V/C Ratio(X)	0.18	0.00	0.77	0.22	0.00	0.04	0.70	0.61	0.00	0.00	0.55	0.55
Avail Cap(c_a), veh/h	302	0	300	212	0	297	152	3016	0	42	2645	1447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.61	0.61	0.00	0.00	0.23	0.23
Uniform Delay (d), s/veh	74.4	0.0	77.0	82.8	0.0	72.8	76.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.7	0.6	0.0	0.1	2.4	0.6	0.0	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	7.9	1.3	0.0	0.4	4.7	0.4	0.0	0.0	0.1	0.3
LnGrp Delay(d),s/veh	74.6	0.0	80.8	83.4	0.0	72.8	78.5	0.6	0.0	0.0	0.2	0.4
LnGrp LOS	E		F	F		E	E	A			A	A
Approach Vol, veh/h		119			20			1892			2253	
Approach Delay, s/veh		79.4			80.8			2.9			0.2	
Approach LOS		E			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.2	139.7		18.0		152.0		18.0				
Change Period (Y+Rc), s	5.4	* 8.1		6.1		* 8.1		6.1				
Max Green Setting (Gmax), s	13.6	1.1E2		30.9		1.3E2		30.9				
Max Q Clear Time (g_c+1), s	17.3	2.0		11.7		2.0		13.7				
Green Ext Time (p_c), s	0.0	103.1		0.3		123.4		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay				4.0								
HCM 2010 LOS				A								
Notes												

HCM 2010 Signalized Intersection Summary
 20: N Druid Hills Rd & I-85 SB Entrance Ramp/I-85 Frontage Rd

No Build 2045
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↗	↗	↖↗	↗↖			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	1040	1015	350	1110	1485	0	0	2105	160
Future Volume (veh/h)	0	0	0	1040	1015	350	1110	1485	0	0	2105	160
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				715	1547	361	1144	1531	0	0	2170	165
Adj No. of Lanes				1	2	1	2	2	0	0	4	1
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				653	1372	583	840	2003	0	0	1817	447
Arrive On Green				0.37	0.37	0.37	0.49	1.00	0.00	0.00	0.19	0.19
Sat Flow, veh/h				1774	3725	1583	3442	3632	0	0	6669	1578
Grp Volume(v), veh/h				715	1547	361	1144	1531	0	0	2170	165
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1721	1770	0	0	1602	1578
Q Serve(g_s), s				62.6	62.6	31.7	41.5	0.0	0.0	0.0	48.2	15.5
Cycle Q Clear(g_c), s				62.6	62.6	31.7	41.5	0.0	0.0	0.0	48.2	15.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				653	1372	583	840	2003	0	0	1817	447
V/C Ratio(X)				1.09	1.13	0.62	1.36	0.76	0.00	0.00	1.19	0.37
Avail Cap(c_a), veh/h				653	1372	583	840	2003	0	0	1817	447
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.67	0.67
Upstream Filter(I)				1.00	1.00	1.00	0.17	0.17	0.00	0.00	0.81	0.81
Uniform Delay (d), s/veh				53.7	53.7	43.9	43.5	0.0	0.0	0.0	68.9	55.6
Incr Delay (d2), s/veh				63.8	67.3	2.0	164.1	0.5	0.0	0.0	92.2	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(95%),veh/ln				76.0	81.1	20.3	68.5	0.2	0.0	0.0	59.4	10.9
LnGrp Delay(d),s/veh				117.5	121.0	45.9	207.6	0.5	0.0	0.0	161.0	57.5
LnGrp LOS				F	F	D	F	A			F	E
Approach Vol, veh/h					2623			2675			2335	
Approach Delay, s/veh					109.7			89.1			153.7	
Approach LOS					F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	48.0	53.0		69.0		101.0						
Change Period (Y+Rc), s	7.5	* 5.8		7.4		* 5.8						
Max Green Setting (Gmax), s	40.5	* 47		61.6		* 95						
Max Q Clear Time (g_c+Rc), s	40.5	50.2		64.6		2.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		92.0						
Intersection Summary												
HCM 2010 Ctrl Delay				115.9								
HCM 2010 LOS				F								
Notes												

HCM 2010 Signalized Intersection Summary
 21: N Druid Hills Rd & I-85 NB Exit Ramp/I-85 Frontage Rd

No Build 2045
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗		↑↑↑	↗	↖	↑↑	
Traffic Volume (veh/h)	5	615	955	0	0	560	0	2030	1335	1160	1985	0
Future Volume (veh/h)	5	615	955	0	0	560	0	2030	1335	1160	1985	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	0	1863	1863	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	5	621	965	0	0	566	0	2051	1348	1172	2005	0
Adj No. of Lanes	0	1	2	0	1	1	0	4	1	2	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	0	2	2	0	2	2	2	2	0
Cap, veh/h	23	496	746	0	499	689	0	2989	737	577	2359	0
Arrive On Green	0.27	0.27	0.27	0.00	0.00	0.27	0.00	0.47	0.47	0.34	1.00	0.00
Sat Flow, veh/h	5	1852	2787	0	1863	1583	0	6669	1580	3442	3632	0
Grp Volume(v), veh/h	626	0	965	0	0	566	0	2051	1348	1172	2005	0
Grp Sat Flow(s),veh/h/ln1857	0	1393	0	1863	1583	0	1602	1580	1721	1770	0	0
Q Serve(g_s), s	15.0	0.0	45.5	0.0	0.0	45.5	0.0	42.7	79.3	28.5	0.0	0.0
Cycle Q Clear(g_c), s	45.5	0.0	45.5	0.0	0.0	45.5	0.0	42.7	79.3	28.5	0.0	0.0
Prop In Lane	0.01		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	518	0	746	0	499	689	0	2989	737	577	2359	0
V/C Ratio(X)	1.21	0.00	1.29	0.00	0.00	0.82	0.00	0.69	1.83	2.03	0.85	0.00
Avail Cap(c_a), veh/h	518	0	746	0	499	689	0	2989	737	577	2359	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.09	0.09	0.09	0.09	0.00
Uniform Delay (d), s/veh	63.1	0.0	62.3	0.0	0.0	42.2	0.0	35.6	45.4	56.5	0.0	0.0
Incr Delay (d2), s/veh	110.5	0.0	142.1	0.0	0.0	7.9	0.0	0.1	373.4	464.6	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	72.4	0.0	58.0	0.0	0.0	53.9	0.0	21.0	189.7	86.9	0.2	0.0
LnGrp Delay(d),s/veh	173.7	0.0	204.4	0.0	0.0	50.1	0.0	35.7	418.7	521.1	0.4	0.0
LnGrp LOS	F		F			D		D	F	F	A	
Approach Vol, veh/h		1591			566			3399			3177	
Approach Delay, s/veh		192.3			50.1			187.6			192.5	
Approach LOS		F			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	34.0	85.0		51.0		119.0		51.0				
Change Period (Y+Rc), s	6.5	* 6.7		6.5		* 6.7		6.5				
Max Green Setting (Gmax), s	27.5	* 78		44.5		* 1.1E2		44.5				
Max Q Clear Time (g_c+Rc), s	30.5	81.3		47.5		2.0		47.5				
Green Ext Time (p_c), s	0.0	0.0		0.0		109.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			181.3									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 22: N Druid Hills Rd & Executive Park Dr/Tullie Rd

No Build 2045
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↖	↑	↗	↖	↑↑↑		↖	↑↑↑	↗
Traffic Volume (veh/h)	365	55	215	405	115	835	105	2165	155	220	2345	375
Future Volume (veh/h)	365	55	215	405	115	835	105	2165	155	220	2345	375
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	384	58	226	426	121	879	111	2279	163	232	2468	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	600	325	274	379	398	336	116	1992	141	163	2209	688
Arrive On Green	0.17	0.17	0.17	0.21	0.21	0.21	0.08	0.82	0.82	0.07	0.43	0.00
Sat Flow, veh/h	3442	1863	1572	1774	1863	1574	1774	4848	343	1774	5085	1583
Grp Volume(v), veh/h	384	58	226	426	121	879	111	1586	856	232	2468	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1572	1774	1863	1574	1774	1695	1801	1774	1695	1583
Q Serve(g_s), s	17.6	4.5	23.6	36.3	9.3	36.3	6.5	69.8	69.8	11.6	73.8	0.0
Cycle Q Clear(g_c), s	17.6	4.5	23.6	36.3	9.3	36.3	6.5	69.8	69.8	11.6	73.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	600	325	274	379	398	336	116	1393	740	163	2209	688
V/C Ratio(X)	0.64	0.18	0.82	1.12	0.30	2.61	0.95	1.14	1.16	1.42	1.12	0.00
Avail Cap(c_a), veh/h	810	438	370	379	398	336	116	1393	740	163	2209	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.16	0.16	0.00
Uniform Delay (d), s/veh	65.2	59.8	67.7	66.8	56.2	66.8	40.9	15.2	15.2	54.9	48.1	0.0
Incr Delay (d2), s/veh	1.1	0.3	10.6	84.5	0.4	735.1	15.1	63.4	71.9	194.8	54.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.2	4.2	16.5	48.0	8.4	152.1	6.8	75.4	83.0	29.7	80.7	0.0
LnGrp Delay(d),s/veh	66.4	60.1	78.2	151.4	56.7	802.0	56.0	78.6	87.1	249.7	102.0	0.0
LnGrp LOS	E	E	E	F	E	F	E	F	F	F	F	F
Approach Vol, veh/h		668			1426			2553			2700	
Approach Delay, s/veh		69.8			544.4			80.5			114.7	
Approach LOS		E			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.0	79.8		35.2	17.0	75.8		42.0				
Change Period (Y+Rc), s	6.9	*7		6.5	6.4	*7		6.7				
Max Green Setting (Gmax), s	60	*63		39.0	10.6	*59		35.3				
Max Q Clear Time (g_c+1), s	10.5	75.8		25.6	13.6	71.8		38.3				
Green Ext Time (p_c), s	0.0	0.0		2.1	0.0	0.0		0.0				

Intersection Summary												
HCM 2010 Ctrl Delay											182.1	
HCM 2010 LOS											F	

Notes

HCM 2010 Signalized Intersection Summary
23: N Druid Hills Rd & Briarcliff Rd

















No Build 2045
Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↔		↔	↑↑	↔	↔	↑↔		↔	↑↑	↔
Traffic Volume (veh/h)	685	370	125	235	315	165	145	1285	95	275	2180	510
Future Volume (veh/h)	685	370	125	235	315	165	145	1285	95	275	2180	510
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	729	394	100	250	335	103	154	1367	100	293	2319	0
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	508	538	135	279	532	234	112	1532	112	276	1888	844
Arrive On Green	0.15	0.19	0.19	0.10	0.15	0.15	0.04	0.46	0.46	0.12	0.53	0.00
Sat Flow, veh/h	3442	2795	702	1774	3539	1555	1774	3344	244	1774	3539	1583
Grp Volume(v), veh/h	729	248	246	250	335	103	154	721	746	293	2319	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1727	1774	1770	1555	1774	1770	1818	1774	1770	1583
Q Serve(g_s), s	25.1	22.4	22.8	17.7	15.1	10.2	6.7	63.4	64.1	19.6	90.7	0.0
Cycle Q Clear(g_c), s	25.1	22.4	22.8	17.7	15.1	10.2	6.7	63.4	64.1	19.6	90.7	0.0
Prop In Lane	1.00		0.41	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	508	341	333	279	532	234	112	811	833	276	1888	844
V/C Ratio(X)	1.43	0.73	0.74	0.90	0.63	0.44	1.37	0.89	0.90	1.06	1.23	0.00
Avail Cap(c_a), veh/h	508	398	388	279	645	284	112	811	833	276	1888	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	72.4	64.4	64.6	58.6	67.8	65.7	48.2	42.1	42.3	53.6	39.7	0.0
Incr Delay (d2), s/veh	206.6	5.5	6.2	28.0	1.4	1.3	213.6	14.0	14.2	35.4	103.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	47.7	17.0	17.0	9.0	12.0	8.0	21.5	43.6	45.2	28.1	122.9	0.0
LnGrp Delay(d),s/veh	279.1	70.0	70.9	86.5	69.2	67.0	261.7	56.1	56.5	89.1	143.0	0.0
LnGrp LOS	F	E	E	F	E	E	F	E	E	F	F	
Approach Vol, veh/h		1223			688			1621			2612	
Approach Delay, s/veh		194.8			75.2			75.9			136.9	
Approach LOS		F			E			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.8	83.3	30.0	30.9	13.0	96.1	22.8	38.1				
Change Period (Y+Rc), s	7.2	6.4	5.9	* 6.4	7.3	6.4	6.1	* 6.4				
Max Green Setting (Gmax), s	10.6	71.4	24.1	* 30	5.7	84.2	16.7	* 37				
Max Q Clear Time (g_c+D), s	21.6	66.1	27.1	17.1	8.7	92.7	19.7	24.8				
Green Ext Time (p_c), s	0.0	5.3	0.0	4.5	0.0	0.0	0.0	4.4				
Intersection Summary												
HCM 2010 Ctrl Delay			125.4									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 24: E Roxboro Rd & Goodwin Rd

No Build 2045
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	15	10	0	25	5	10	675	0	15	1305	65
Future Volume (veh/h)	10	15	10	0	25	5	10	675	0	15	1305	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	11	16	11	0	27	5	11	734	0	16	1418	71
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	33	19	0	70	13	32	1613	0	39	2967	148
Arrive On Green	0.05	0.05	0.05	0.00	0.05	0.05	0.90	0.90	0.00	0.90	0.90	0.90
Sat Flow, veh/h	292	722	413	0	1530	283	12	1801	0	19	3313	165
Grp Volume(v), veh/h	38	0	0	0	0	32	745	0	0	788	0	717
Grp Sat Flow(s),veh/h/ln	1427	0	0	0	0	1813	1813	0	0	1832	0	1666
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	13.4
Cycle Q Clear(g_c), s	4.8	0.0	0.0	0.0	0.0	2.9	11.9	0.0	0.0	13.0	0.0	13.4
Prop In Lane	0.29		0.29	0.00		0.16	0.01		0.00	0.02		0.10
Lane Grp Cap(c), veh/h	93	0	0	0	0	83	1645	0	0	1662	0	1492
V/C Ratio(X)	0.41	0.00	0.00	0.00	0.00	0.39	0.45	0.00	0.00	0.47	0.00	0.48
Avail Cap(c_a), veh/h	228	0	0	0	0	235	1645	0	0	1662	0	1492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.77	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	79.6	0.0	0.0	0.0	0.0	78.8	1.5	0.0	0.0	1.6	0.0	1.6
Incr Delay (d2), s/veh	2.9	0.0	0.0	0.0	0.0	2.9	0.7	0.0	0.0	1.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	0.0	0.0	0.0	0.0	2.8	9.7	0.0	0.0	11.4	0.0	10.6
LnGrp Delay(d),s/veh	82.5	0.0	0.0	0.0	0.0	81.7	2.2	0.0	0.0	2.6	0.0	2.7
LnGrp LOS	F					F	A			A		A
Approach Vol, veh/h		38			32			745			1505	
Approach Delay, s/veh		82.5			81.7			2.2			2.7	
Approach LOS		F			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		157.2		12.8		157.2		12.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		137.0		21.0		137.0		21.0				
Max Q Clear Time (g_c+I1), s		13.9		6.8		15.4		4.9				
Green Ext Time (p_c), s		39.3		0.2		39.2		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			4.9									
HCM 2010 LOS			A									

























Synchro Output

2045 Build

AM Peak

HCM 2010 Signalized Intersection Summary
 1: N Druid Hills Rd & SR 141/Peachtree Rd

Build 2045
 Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 				 			
Traffic Volume (veh/h)	35	635	195	355	1995	15	320	25	430	35	30	75
Future Volume (veh/h)	35	635	195	355	1995	15	320	25	430	35	30	75
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	36	655	0	366	2057	15	330	26	443	36	31	77
Adj No. of Lanes	1	3	0	1	2	1	0	1	2	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	2324	0	562	1961	877	372	29	982	67	57	108
Arrive On Green	0.03	0.46	0.00	0.13	0.55	0.55	0.23	0.23	0.23	0.07	0.07	0.07
Sat Flow, veh/h	1774	5253	0	1774	3539	1583	1650	130	2787	975	839	1583
Grp Volume(v), veh/h	36	655	0	366	2057	15	356	0	443	67	0	77
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1770	1583	1780	0	1393	1814	0	1583
Q Serve(g_s), s	1.7	12.8	0.0	16.8	88.6	0.7	31.0	0.0	19.6	5.7	0.0	7.6
Cycle Q Clear(g_c), s	1.7	12.8	0.0	16.8	88.6	0.7	31.0	0.0	19.6	5.7	0.0	7.6
Prop In Lane	1.00		0.00	1.00		1.00	0.93		1.00	0.54		1.00
Lane Grp Cap(c), veh/h	100	2324	0	562	1961	877	402	0	982	124	0	108
V/C Ratio(X)	0.36	0.28	0.00	0.65	1.05	0.02	0.89	0.00	0.45	0.54	0.00	0.71
Avail Cap(c_a), veh/h	112	2324	0	610	1961	877	445	0	1050	431	0	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.82	0.00	0.82	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	27.1	0.0	17.7	35.7	16.1	60.0	0.0	39.9	72.1	0.0	73.0
Incr Delay (d2), s/veh	2.2	0.3	0.0	2.2	34.6	0.0	15.1	0.0	0.3	1.4	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	10.1	0.0	13.3	94.4	0.6	23.0	0.0	11.7	5.2	0.0	6.2
LnGrp Delay(d),s/veh	40.2	27.4	0.0	19.9	70.3	16.1	75.1	0.0	40.1	73.4	0.0	76.1
LnGrp LOS	D	C		B	F	B	E		D	E		E
Approach Vol, veh/h		691			2438			799			144	
Approach Delay, s/veh		28.0			62.4			55.7			74.9	
Approach LOS		C			E			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	93.1		40.6	25.5	77.6		16.3				
Change Period (Y+Rc), s	6.0	5.5		5.5	* 6.2	5.5		6.3				
Max Green Setting (Gmax), s	5.0	55.7		39.0	* 24	36.9		37.0				
Max Q Clear Time (g_c+I1), s	3.7	90.6		33.0	18.8	14.8		9.6				
Green Ext Time (p_c), s	0.0	0.0		2.1	0.5	21.6		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				55.7								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary
 2: N Druid Hills Rd & Apple Valley Rd

Build 2045
 Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	490	175	600	220	95	485		
Future Volume (veh/h)	490	175	600	220	95	485		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	505	180	619	0	98	500		
Adj No. of Lanes	1	1	2	0	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	589	525	1431	0	473	1028		
Arrive On Green	0.33	0.33	0.40	0.00	0.06	0.37		
Sat Flow, veh/h	1774	1583	3725	0	1774	1863		
Grp Volume(v), veh/h	505	180	619	0	98	500		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	0	1774	1863		
Q Serve(g_s), s	21.3	6.9	10.1	0.0	2.3	16.5		
Cycle Q Clear(g_c), s	21.3	6.9	10.1	0.0	2.3	16.5		
Prop In Lane	1.00	1.00		0.00	1.00			
Lane Grp Cap(c), veh/h	589	525	1431	0	473	1028		
V/C Ratio(X)	0.86	0.34	0.43	0.00	0.21	0.49		
Avail Cap(c_a), veh/h	699	623	1431	0	490	1028		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.72	0.72		
Uniform Delay (d), s/veh	25.0	20.2	17.2	0.0	11.2	16.5		
Incr Delay (d2), s/veh	9.9	0.5	1.0	0.0	0.3	1.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	17.7	10.9	8.8	0.0	2.1	13.0		
LnGrp Delay(d),s/veh	34.8	20.7	18.2	0.0	11.5	17.7		
LnGrp LOS	C	C	B		B	B		
Approach Vol, veh/h	685		619			598		
Approach Delay, s/veh	31.1		18.2			16.7		
Approach LOS	C		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		49.0		31.0	11.8	37.2		
Change Period (Y+Rc), s		* 5.8		5.5	5.6	* 5.8		
Max Green Setting (Gmax), s		* 38		30.5	7.0	* 26		
Max Q Clear Time (g_c+I1), s		18.5		23.3	4.3	12.1		
Green Ext Time (p_c), s		12.0		2.3	0.1	9.0		
Intersection Summary								
HCM 2010 Ctrl Delay			22.4					
HCM 2010 LOS			C					
Notes								

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕					↕	↕		↕	↕	
Traffic Vol, veh/h	5	5	10	0	0	0	30	815	15	10	920	45
Future Vol, veh/h	5	5	10	0	0	0	30	815	15	10	920	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	10	0	0	0	31	849	16	10	958	47

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	1922	1930	982				1005	0	0	865	0	0
Stage 1	1003	1003	-				-	-	-	-	-	-
Stage 2	919	927	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	74	66	302				689	-	-	778	-	-
Stage 1	355	320	-				-	-	-	-	-	-
Stage 2	389	347	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	70	0	302				689	-	-	778	-	-
Mov Cap-2 Maneuver	70	0	-				-	-	-	-	-	-
Stage 1	350	0	-				-	-	-	-	-	-
Stage 2	371	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.4	0.4	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	689	-	-	143	778	-	-
HCM Lane V/C Ratio	0.045	-	-	0.146	0.013	-	-
HCM Control Delay (s)	10.5	-	-	34.4	9.7	-	-
HCM Lane LOS	B	-	-	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	10	850	5	5	925
Future Vol, veh/h	30	10	850	5	5	925
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	10	885	5	5	964

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1862	888	0	0	891
Stage 1	888	-	-	-	-
Stage 2	974	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	80	343	-	-	761
Stage 1	402	-	-	-	-
Stage 2	366	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	79	343	-	-	761
Mov Cap-2 Maneuver	210	-	-	-	-
Stage 1	402	-	-	-	-
Stage 2	364	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	233	761
HCM Lane V/C Ratio	-	-	0.179	0.007
HCM Control Delay (s)	-	-	23.8	9.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.6	0

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑	↑	
Traffic Vol, veh/h	5	30	15	850	940	15
Future Vol, veh/h	5	30	15	850	940	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	32	16	895	989	16













Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1923	997	1005	0	-	0
Stage 1	997	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	74	296	689	-	-	-
Stage 1	357	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	72	296	689	-	-	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	357	-	-	-	-	-
Stage 2	377	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	689	-	277	-	-
HCM Lane V/C Ratio	0.023	-	0.133	-	-
HCM Control Delay (s)	10.3	-	20	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

HCM 2010 Signalized Intersection Summary
7: N Druid Hills Rd & Briarwood Rd

Build 2045
Timing Plan: AM PEAK

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	100	455	410	35	115	850		
Future Volume (veh/h)	100	455	410	35	115	850		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	104	474	427	0	120	885		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	549	631	729	620	479	1006		
Arrive On Green	0.31	0.31	0.39	0.00	0.09	0.54		
Sat Flow, veh/h	1774	1583	1863	1583	1774	1863		
Grp Volume(v), veh/h	104	474	427	0	120	885		
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	1774	1863		
Q Serve(g_s), s	2.6	15.4	10.9	0.0	2.1	25.0		
Cycle Q Clear(g_c), s	2.6	15.4	10.9	0.0	2.1	25.0		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	549	631	729	620	479	1006		
V/C Ratio(X)	0.19	0.75	0.59	0.00	0.25	0.88		
Avail Cap(c_a), veh/h	562	642	729	620	499	1006		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	15.2	15.5	14.4	0.0	9.2	12.1		
Incr Delay (d2), s/veh	0.2	4.9	3.4	0.0	0.1	10.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.3	19.4	10.4	0.0	1.8	22.0		
LnGrp Delay(d),s/veh	15.4	20.4	17.8	0.0	9.3	22.9		
LnGrp LOS	B	C	B		A	C		
Approach Vol, veh/h	578		427			1005		
Approach Delay, s/veh	19.5		17.8			21.3		
Approach LOS	B		B			C		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		37.0		23.0	8.9	28.1		
Change Period (Y+Rc), s		5.6		* 5.4	* 4.6	5.6		
Max Green Setting (Gmax), s		31.0		* 18	* 5	21.4		
Max Q Clear Time (g_c+I1), s		27.0		17.4	4.1	12.9		
Green Ext Time (p_c), s		3.5		0.2	0.0	7.1		
Intersection Summary								
HCM 2010 Ctrl Delay			20.1					
HCM 2010 LOS			C					
Notes								

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑	↑	
Traffic Vol, veh/h	10	40	55	435	905	45
Future Vol, veh/h	10	40	55	435	905	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	43	59	463	963	48

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1567	987	1011	0	-	0
Stage 1	987	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	122	300	686	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	112	300	686	-	-	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	512	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.9	1.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	686	-	225	-	-
HCM Lane V/C Ratio	0.085	-	0.236	-	-
HCM Control Delay (s)	10.7	-	25.9	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	0.9	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	25	465	5	20	925
Future Vol, veh/h	10	25	465	5	20	925
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	26	484	5	21	964

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1492	487	0	0	490
Stage 1	487	-	-	-	-
Stage 2	1005	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	136	581	-	-	1073
Stage 1	618	-	-	-	-
Stage 2	354	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	133	581	-	-	1073
Mov Cap-2 Maneuver	257	-	-	-	-
Stage 1	618	-	-	-	-
Stage 2	347	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	427	1073
HCM Lane V/C Ratio	-	-	0.085	0.019
HCM Control Delay (s)	-	-	14.2	8.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	25	25	465	930	5
Future Vol, veh/h	5	25	25	465	930	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	26	26	474	949	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1478	952	954	0	-	0
Stage 1	952	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	139	315	720	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	134	315	720	-	-	-
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.1	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	720	-	305	-	-
HCM Lane V/C Ratio	0.035	-	0.1	-	-
HCM Control Delay (s)	10.2	-	18.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	10	480	10	5	960
Future Vol, veh/h	45	10	480	10	5	960
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	11	505	11	5	1011























Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1532	511	0	0	516
Stage 1	511	-	-	-	-
Stage 2	1021	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	128	563	-	-	1050
Stage 1	602	-	-	-	-
Stage 2	348	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	127	563	-	-	1050
Mov Cap-2 Maneuver	253	-	-	-	-
Stage 1	602	-	-	-	-
Stage 2	346	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	281	1050
HCM Lane V/C Ratio	-	-	0.206	0.005
HCM Control Delay (s)	-	-	21.1	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.8	0

HCM 2010 Signalized Intersection Summary
 12: N Druid Hills Rd & Lenox Park Blvd/N Cliff Valley Way

Build 2045
 Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	55	115	70	440	40	250	375	40	25	730	250
Future Volume (veh/h)	75	55	115	70	440	40	250	375	40	25	730	250
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	78	57	120	73	458	42	260	391	42	26	760	260
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	560	251	323	519	47	340	985	106	565	1005	855
Arrive On Green	0.05	0.16	0.16	0.05	0.16	0.16	0.09	0.60	0.60	0.03	0.54	0.54
Sat Flow, veh/h	1774	3539	1583	1774	3280	300	1774	1654	178	1774	1863	1583
Grp Volume(v), veh/h	78	57	120	73	246	254	260	0	433	26	760	260
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1810	1774	0	1831	1774	1863	1583
Q Serve(g_s), s	4.4	1.7	8.3	4.1	16.3	16.5	7.3	0.0	15.0	0.8	38.1	10.9
Cycle Q Clear(g_c), s	4.4	1.7	8.3	4.1	16.3	16.5	7.3	0.0	15.0	0.8	38.1	10.9
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	168	560	251	323	280	287	340	0	1091	565	1005	855
V/C Ratio(X)	0.47	0.10	0.48	0.23	0.88	0.89	0.77	0.00	0.40	0.05	0.76	0.30
Avail Cap(c_a), veh/h	168	560	251	323	280	287	397	0	1091	597	1005	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.00	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	43.2	46.0	39.2	49.4	49.4	21.1	0.0	12.8	11.4	21.5	15.2
Incr Delay (d2), s/veh	2.1	0.1	2.1	0.4	26.3	26.9	6.7	0.0	1.0	0.0	5.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	1.5	6.8	3.6	15.3	15.7	9.0	0.0	12.2	0.7	28.4	8.6
LnGrp Delay(d),s/veh	42.7	43.3	48.1	39.6	75.7	76.3	27.8	0.0	13.8	11.5	26.8	16.1
LnGrp LOS	D	D	D	D	E	E	C		B	B	C	B
Approach Vol, veh/h		255			573			693			1046	
Approach Delay, s/veh		45.4			71.4			19.1			23.7	
Approach LOS		D			E			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	69.6	11.2	24.0	8.5	76.3	11.2	24.0				
Change Period (Y+Rc), s	5.6	* 5.8	* 6.2	* 6	5.6	* 5.8	* 6.2	* 6				
Max Green Setting (Gmax), s	13.5	* 60	* 5	* 18	5.0	* 68	* 5	* 18				
Max Q Clear Time (g_c+11), s	9.3	40.1	6.4	18.5	2.8	17.0	6.1	10.3				
Green Ext Time (p_c), s	0.3	15.2	0.0	0.0	0.0	30.0	0.0	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay			35.3									
HCM 2010 LOS			D									
Notes												

HCM 2010 Signalized Intersection Summary
 13: N Druid Hills Rd & Curtis Dr

Build 2045
 Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	20	115	550	45	90	825		
Future Volume (veh/h)	20	115	550	45	90	825		
Number	3	18	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863		
Adj Flow Rate, veh/h	21	120	573	47	94	859		
Adj No. of Lanes	0	0	1	0	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	27	153	1205	99	595	1481		
Arrive On Green	0.11	0.11	0.71	0.71	0.06	1.00		
Sat Flow, veh/h	238	1361	1699	139	1774	1863		
Grp Volume(v), veh/h	142	0	0	620	94	859		
Grp Sat Flow(s),veh/h/ln	1611	0	0	1838	1774	1863		
Q Serve(g_s), s	10.3	0.0	0.0	17.8	1.5	0.0		
Cycle Q Clear(g_c), s	10.3	0.0	0.0	17.8	1.5	0.0		
Prop In Lane	0.15	0.85		0.08	1.00			
Lane Grp Cap(c), veh/h	181	0	0	1304	595	1481		
V/C Ratio(X)	0.78	0.00	0.00	0.48	0.16	0.58		
Avail Cap(c_a), veh/h	263	0	0	1304	620	1481		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33		
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.68	0.68		
Uniform Delay (d), s/veh	51.8	0.0	0.0	7.6	5.0	0.0		
Incr Delay (d2), s/veh	12.0	0.0	0.0	1.2	0.1	1.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	8.9	0.0	0.0	14.4	1.3	0.8		
LnGrp Delay(d),s/veh	63.8	0.0	0.0	8.9	5.1	1.1		
LnGrp LOS	E			A	A	A		
Approach Vol, veh/h	142		620			953		
Approach Delay, s/veh	63.8		8.9			1.5		
Approach LOS	E		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		101.1			10.3	90.8		18.9
Change Period (Y+Rc), s		* 6.7			5.5	* 6.7		6.4
Max Green Setting (Gmax), s		* 88			6.5	* 76		18.6
Max Q Clear Time (g_c+11), s		2.0			3.5	19.8		12.3
Green Ext Time (p_c), s		46.6			0.1	36.5		0.3
Intersection Summary								
HCM 2010 Ctrl Delay			9.3					
HCM 2010 LOS			A					
Notes								

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	20	5	30	10	5	10	35	565	5	5	815	25
Future Vol, veh/h	20	5	30	10	5	10	35	565	5	5	815	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	5	32	11	5	11	37	601	5	5	867	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1577	1572	880	1588	1582	604	894	0	0	606	0	0
Stage 1	891	891	-	678	678	-	-	-	-	-	-	-
Stage 2	686	681	-	910	904	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	89	110	346	87	109	498	759	-	-	972	-	-
Stage 1	337	361	-	442	452	-	-	-	-	-	-	-
Stage 2	438	450	-	329	356	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	80	104	346	73	103	498	759	-	-	972	-	-
Mov Cap-2 Maneuver	80	104	-	73	103	-	-	-	-	-	-	-
Stage 1	321	359	-	420	430	-	-	-	-	-	-	-
Stage 2	403	428	-	293	354	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	46.6		42.6		0.6		0.1	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	759	-	-	143	122	972	-
HCM Lane V/C Ratio	0.049	-	-	0.409	0.218	0.005	-
HCM Control Delay (s)	10	-	-	46.6	42.6	8.7	-
HCM Lane LOS	A	-	-	E	E	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.8	0.8	0	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	10	55	25	1615	1435	10
Future Vol, veh/h	10	55	25	1615	1435	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	56	26	1648	1464	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2344	737	1474	0	-	0
Stage 1	1469	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	30	361	453	-	-	-
Stage 1	178	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	28	361	453	-	-	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	178	-	-	-	-	-
Stage 2	347	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	453	-	275	-	-
HCM Lane V/C Ratio	0.056	-	0.241	-	-
HCM Control Delay (s)	13.4	-	22.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

HCM 2010 Signalized Intersection Summary
 18: N Druid Hills Rd & SR 13/Buford Hwy

Build 2045
 Timing Plan: AM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	305	180	395	900	145	525	1240	150	70	1190	230
Future Volume (veh/h)	255	305	180	395	900	145	525	1240	150	70	1190	230
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	263	314	121	407	928	149	541	1278	0	72	1227	0
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	333	1288	400	434	1437	446	567	1444	646	102	1543	0
Arrive On Green	0.10	0.25	0.25	0.13	0.28	0.28	0.33	0.82	0.00	0.06	0.30	0.00
Sat Flow, veh/h	3442	5085	1578	3442	5085	1578	3442	3539	1583	1774	5253	0
Grp Volume(v), veh/h	263	314	121	407	928	149	541	1278	0	72	1227	0
Grp Sat Flow(s),veh/h/ln	1721	1695	1578	1721	1695	1578	1721	1770	1583	1774	1695	0
Q Serve(g_s), s	11.2	7.4	9.3	17.6	24.0	11.2	23.1	35.8	0.0	6.0	33.2	0.0
Cycle Q Clear(g_c), s	11.2	7.4	9.3	17.6	24.0	11.2	23.1	35.8	0.0	6.0	33.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	333	1288	400	434	1437	446	567	1444	646	102	1543	0
V/C Ratio(X)	0.79	0.24	0.30	0.94	0.65	0.33	0.95	0.88	0.00	0.71	0.80	0.00
Avail Cap(c_a), veh/h	413	1288	400	434	1437	446	567	1444	646	108	1543	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	66.2	44.6	45.3	65.0	47.2	42.6	49.8	11.5	0.0	69.5	48.0	0.0
Incr Delay (d2), s/veh	8.0	0.4	1.9	28.7	2.3	2.0	22.3	6.4	0.0	18.2	4.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	6.3	7.7	15.3	17.1	8.9	17.6	24.0	0.0	6.2	22.8	0.0
LnGrp Delay(d),s/veh	74.3	45.0	47.2	93.7	49.5	44.6	72.1	17.9	0.0	87.7	52.3	0.0
LnGrp LOS	E	D	D	F	D	D	E	B		F	D	
Approach Vol, veh/h		698			1484			1819			1299	
Approach Delay, s/veh		56.4			61.1			34.0			54.3	
Approach LOS		E			E			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.7	48.4	30.0	51.9	24.1	44.0	14.3	67.6				
Change Period (Y+Rc), s	* 6.2	7.0	* 6.3	7.4	* 6.2	7.0	* 6.7	7.4				
Max Green Setting (Gmax), s	* 17	37.9	* 24	44.5	* 18	37.0	* 8.1	59.7				
Max Q Clear Time (g_c+11), s	13.2	26.0	25.1	35.2	19.6	11.3	8.0	37.8				
Green Ext Time (p_c), s	0.3	10.3	0.0	9.2	0.0	20.1	0.0	21.4				
Intersection Summary												
HCM 2010 Ctrl Delay			49.5									
HCM 2010 LOS			D									
Notes												

HCM 2010 Signalized Intersection Summary
 19: N Druid Hills Rd & W Druid Hills Dr/Salvation Army Dwy

Build 2045
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↘
Traffic Volume (veh/h)	45	5	50	0	0	0	70	1870	5	0	1725	40
Future Volume (veh/h)	45	5	50	0	0	0	70	1870	5	0	1725	40
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	46	5	52	0	0	0	72	1928	5	0	1778	41
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	8	81	48	103	0	101	3127	8	48	3976	92
Arrive On Green	0.06	0.06	0.06	0.00	0.00	0.00	0.11	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	1774	141	1464	1341	1863	0	1774	3621	9	229	5114	118
Grp Volume(v), veh/h	46	0	57	0	0	0	72	942	991	0	1178	641
Grp Sat Flow(s),veh/h/ln	1774	0	1604	1341	1863	0	1774	1770	1861	229	1695	1842
Q Serve(g_s), s	3.8	0.0	5.2	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.8	0.0	5.2	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.91	1.00		0.00	1.00		0.01	1.00		0.06
Lane Grp Cap(c), veh/h	146	0	88	48	103	0	101	1528	1607	48	2636	1432
V/C Ratio(X)	0.32	0.00	0.64	0.00	0.00	0.00	0.72	0.62	0.62	0.00	0.45	0.45
Avail Cap(c_a), veh/h	403	0	321	242	373	0	161	1528	1607	48	2636	1432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.58	0.58	0.58	0.00	0.31	0.31
Uniform Delay (d), s/veh	68.7	0.0	69.4	0.0	0.0	0.0	65.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	2.9	0.0	0.0	0.0	2.1	1.1	1.0	0.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	4.3	0.0	0.0	0.0	5.1	0.8	0.8	0.0	0.1	0.2
LnGrp Delay(d),s/veh	69.2	0.0	72.3	0.0	0.0	0.0	67.4	1.1	1.0	0.0	0.2	0.3
LnGrp LOS	E		E				E	A	A		A	A
Approach Vol, veh/h		103			0			2005			1819	
Approach Delay, s/veh		70.9			0.0			3.4			0.2	
Approach LOS		E						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.9	123.7		13.4		136.6		13.4				
Change Period (Y+Rc), s	5.4	* 8.1		6.1		* 8.1		6.1				
Max Green Setting (Gmax), s	12.6	* 89		29.0		* 1.1E2		29.0				
Max Q Clear Time (g_c+1), s	17.5	2.0		7.2		2.0		0.0				
Green Ext Time (p_c), s	0.0	85.7		0.2		104.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			3.7									
HCM 2010 LOS			A									
Notes												

HCM 2010 Signalized Intersection Summary
 20: N Druid Hills Rd & I-85 SB Entrance Ramp/I-85 Frontage Rd

Build 2045
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↗	↗	↖↗	↗↗			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	1085	565	540	1015	1405	0	0	1490	285
Future Volume (veh/h)	0	0	0	1085	565	540	1015	1405	0	0	1490	285
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				1234	650	363	1025	1419	0	0	1505	288
Adj No. of Lanes				2	1	1	2	2	0	0	4	1
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1268	666	566	998	2010	0	0	1504	370
Arrive On Green				0.36	0.36	0.36	0.58	1.00	0.00	0.00	0.31	0.31
Sat Flow, veh/h				3548	1863	1583	3442	3632	0	0	6669	1577
Grp Volume(v), veh/h				1234	650	363	1025	1419	0	0	1505	288
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1721	1770	0	0	1602	1577
Q Serve(g_s), s				51.4	51.7	28.7	43.5	0.0	0.0	0.0	35.2	24.9
Cycle Q Clear(g_c), s				51.4	51.7	28.7	43.5	0.0	0.0	0.0	35.2	24.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1268	666	566	998	2010	0	0	1504	370
V/C Ratio(X)				0.97	0.98	0.64	1.03	0.71	0.00	0.00	1.00	0.78
Avail Cap(c_a), veh/h				1268	666	566	998	2010	0	0	1504	370
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	0.11	0.11	0.00	0.00	0.88	0.88
Uniform Delay (d), s/veh				47.5	47.6	40.2	31.5	0.0	0.0	0.0	51.6	48.0
Incr Delay (d2), s/veh				19.1	29.0	2.5	17.4	0.2	0.0	0.0	22.0	13.2
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(95%),veh/ln				37.3	41.2	18.8	40.5	0.1	0.0	0.0	32.1	17.6
LnGrp Delay(d),s/veh				66.6	76.5	42.6	48.9	0.2	0.0	0.0	73.6	61.3
LnGrp LOS				E	E	D	F	A			F	E
Approach Vol, veh/h					2247			2444			1793	
Approach Delay, s/veh					65.6			20.6			71.6	
Approach LOS					E			C			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	50.0	40.0		60.0		90.0						
Change Period (Y+Rc), s	7.5	* 5.8		7.4		* 5.8						
Max Green Setting (Gmax), s	42.5	* 34		52.6		* 84						
Max Q Clear Time (g_c+Rc), s	40.5	37.2		53.7		2.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		78.2						
Intersection Summary												
HCM 2010 Ctrl Delay				50.3								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary
 21: N Druid Hills Rd & I-85 NB Exit Ramp/I-85 Frontage Rd

Build 2045
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗		↑↑↑	↗	↖	↑↑	
Traffic Volume (veh/h)	10	835	1285	0	0	320	0	2090	780	940	1635	0
Future Volume (veh/h)	10	835	1285	0	0	320	0	2090	780	940	1635	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	0	1863	1863	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	11	879	1353	0	0	337	0	2200	821	989	1721	0
Adj No. of Lanes	0	1	2	0	1	1	0	4	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	0	2	2	2	2	0
Cap, veh/h	28	670	1012	0	677	844	0	2277	561	585	1989	0
Arrive On Green	0.36	0.36	0.36	0.00	0.00	0.36	0.00	0.71	0.71	0.34	1.00	0.00
Sat Flow, veh/h	10	1845	2787	0	1863	1583	0	6669	1579	3442	3632	0
Grp Volume(v), veh/h	890	0	1353	0	0	337	0	2200	821	989	1721	0
Grp Sat Flow(s),veh/h/ln1855	0	1393	0	1863	1583	0	1602	1579	1721	1770	0	0
Q Serve(g_s), s	24.2	0.0	54.5	0.0	0.0	18.9	0.0	47.6	53.3	25.5	0.0	0.0
Cycle Q Clear(g_c), s	54.5	0.0	54.5	0.0	0.0	18.9	0.0	47.6	53.3	25.5	0.0	0.0
Prop In Lane	0.01		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	698	0	1012	0	677	844	0	2277	561	585	1989	0
V/C Ratio(X)	1.27	0.00	1.34	0.00	0.00	0.40	0.00	0.97	1.46	1.69	0.87	0.00
Avail Cap(c_a), veh/h	698	0	1012	0	677	844	0	2277	561	585	1989	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.09	0.09	0.09	0.09	0.00
Uniform Delay (d), s/veh	48.6	0.0	47.8	0.0	0.0	20.7	0.0	20.9	21.7	49.5	0.0	0.0
Incr Delay (d2), s/veh	134.6	0.0	158.1	0.0	0.0	0.3	0.0	1.8	209.2	311.4	0.5	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh	99.0	0.0	77.7	0.0	0.0	28.0	0.0	23.0	95.1	64.6	0.3	0.0
LnGrp Delay(d),s/veh	183.3	0.0	205.9	0.0	0.0	21.1	0.0	22.7	230.9	360.9	0.5	0.0
LnGrp LOS	F		F			C		C	F	F	A	
Approach Vol, veh/h		2243			337			3021			2710	
Approach Delay, s/veh		196.9			21.1			79.3			132.0	
Approach LOS		F			C			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	31.0	59.0		60.0		90.0		60.0				
Change Period (Y+Rc), s	6.5	* 6.7		6.5		* 6.7		6.5				
Max Green Setting (Gmax), s	24.5	* 52		53.5		* 83		53.5				
Max Q Clear Time (g_c+D), s	27.5	55.3		56.5		2.0		20.9				
Green Ext Time (p_c), s	0.0	0.0		0.0		80.9		20.2				
Intersection Summary												
HCM 2010 Ctrl Delay			125.9									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 22: N Druid Hills Rd & Executive Park Dr/Tullie Rd

Build 2045
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↖	↑	↗	↖	↑↑↑		↖	↑↑↑	↗
Traffic Volume (veh/h)	355	90	80	105	50	225	215	2290	195	525	2020	375
Future Volume (veh/h)	355	90	80	105	50	225	215	2290	195	525	2020	375
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	382	97	86	113	54	242	231	2462	210	565	2172	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	517	280	236	134	140	117	286	2198	184	339	2711	844
Arrive On Green	0.15	0.15	0.15	0.08	0.08	0.08	0.12	0.61	0.61	0.33	1.00	0.00
Sat Flow, veh/h	3442	1863	1571	1774	1863	1558	1774	4781	400	1774	5085	1583
Grp Volume(v), veh/h	382	97	86	113	54	242	231	1732	940	565	2172	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1571	1774	1863	1558	1774	1695	1791	1774	1695	1583
Q Serve(g_s), s	15.9	7.0	7.4	9.4	4.1	11.3	10.4	69.0	69.0	24.6	0.0	0.0
Cycle Q Clear(g_c), s	15.9	7.0	7.4	9.4	4.1	11.3	10.4	69.0	69.0	24.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	517	280	236	134	140	117	286	1559	823	339	2711	844
V/C Ratio(X)	0.74	0.35	0.36	0.85	0.38	2.06	0.81	1.11	1.14	1.67	0.80	0.00
Avail Cap(c_a), veh/h	975	528	445	134	140	117	286	1559	823	339	2711	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.00
Uniform Delay (d), s/veh	60.9	57.1	57.3	68.5	66.0	69.3	20.1	29.1	29.1	40.9	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.7	0.9	36.6	1.7	505.9	1.5	51.1	65.3	301.3	0.2	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.3	6.6	5.9	10.0	4.0	38.5	6.3	75.0	84.7	72.9	0.1	0.0
LnGrp Delay(d),s/veh	63.0	57.9	58.2	105.1	67.8	575.2	21.6	80.2	94.5	342.3	0.2	0.0
LnGrp LOS	E	E	E	F	E	F	C	F	F	F	A	
Approach Vol, veh/h		565			409			2903			2737	
Approach Delay, s/veh		61.4			378.3			80.2			70.8	
Approach LOS		E			F			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	86.0		28.0	30.0	75.0		17.0				
Change Period (Y+Rc), s	6.9	* 7		6.5	6.4	* 7		6.7				
Max Green Setting (Gmax), s	12.5	* 59		41.5	23.6	* 48		10.3				
Max Q Clear Time (g_c+1/2), s	11.5	2.0		17.9	26.6	71.0		13.3				
Green Ext Time (p_c), s	0.0	56.8		2.2	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			93.1									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 23: N Druid Hills Rd & Briarcliff Rd

Build 2045
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔	↕↕	↔	↔	↕↔		↔	↕↕	↔
Traffic Volume (veh/h)	625	285	115	170	475	440	165	1655	70	125	1570	510
Future Volume (veh/h)	625	285	115	170	475	440	165	1655	70	125	1570	510
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	631	288	85	172	480	374	167	1672	70	126	1586	0
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	530	735	213	386	731	323	151	1569	65	119	1538	688
Arrive On Green	0.15	0.27	0.27	0.09	0.21	0.21	0.06	0.45	0.45	0.01	0.14	0.00
Sat Flow, veh/h	3442	2703	782	1774	3539	1563	1774	3462	144	1774	3539	1583
Grp Volume(v), veh/h	631	187	186	172	480	374	167	851	891	126	1586	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1716	1774	1770	1563	1774	1770	1836	1774	1770	1583
Q Serve(g_s), s	23.1	12.9	13.3	11.4	18.7	31.0	8.7	68.0	68.0	6.0	65.2	0.0
Cycle Q Clear(g_c), s	23.1	12.9	13.3	11.4	18.7	31.0	8.7	68.0	68.0	6.0	65.2	0.0
Prop In Lane	1.00		0.46	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	530	481	467	386	731	323	151	802	832	119	1538	688
V/C Ratio(X)	1.19	0.39	0.40	0.45	0.66	1.16	1.11	1.06	1.07	1.06	1.03	0.00
Avail Cap(c_a), veh/h	530	481	467	386	731	323	151	802	832	119	1538	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.21	0.21	0.00
Uniform Delay (d), s/veh	63.4	44.4	44.6	41.4	54.6	59.5	45.1	41.0	41.0	41.0	64.2	0.0
Incr Delay (d2), s/veh	103.3	0.5	0.6	0.3	2.1	100.1	104.7	49.2	51.7	54.6	19.7	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	0.3	0.0	0.0
%ile BackOfQ(95%),veh/ln	63.4	10.5	10.5	9.4	14.4	40.2	19.1	79.5	83.6	12.1	65.1	0.0
LnGrp Delay(d),s/veh	166.8	44.9	45.1	41.7	56.7	159.6	149.8	90.2	92.7	95.8	84.0	0.0
LnGrp LOS	F	D	D	D	E	F	F	F	F	F	F	F
Approach Vol, veh/h		1004			1026			1909			1712	
Approach Delay, s/veh		121.6			91.7			96.6			84.9	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.2	73.4	28.0	36.4	15.0	70.6	18.2	46.2				
Change Period (Y+Rc), s	7.2	6.4	5.9	* 6.4	7.3	6.4	6.1	* 6.4				
Max Green Setting (Gmax), s	50.0	67.0	22.1	* 30	7.7	64.2	12.1	* 40				
Max Q Clear Time (g_c+1), s	10.0	70.0	25.1	33.0	10.7	67.2	13.4	15.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3				
Intersection Summary												
HCM 2010 Ctrl Delay					96.6							
HCM 2010 LOS					F							
Notes												

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖ ↗	↖ ↗	
Traffic Vol, veh/h	0	65	15	1070	585	5
Future Vol, veh/h	0	65	15	1070	585	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	16	1163	636	5

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	321	641	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.93	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.319	2.219	-	-
Pot Cap-1 Maneuver	0	675	941	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	675	941	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	941	-	675	-	-
HCM Lane V/C Ratio	0.017	-	0.105	-	-
HCM Control Delay (s)	8.9	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-























Synchro Output

2045 Build

PM Peak

HCM 2010 Signalized Intersection Summary
 1: N Druid Hills Rd & SR 141/Peachtree Rd

Build 2045
 Timing Plan: PM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1730	295	520	1210	40	295	20	480	70	60	35
Future Volume (veh/h)	70	1730	295	520	1210	40	295	20	480	70	60	35
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	72	1784	0	536	1247	41	304	21	495	72	62	36
Adj No. of Lanes	1	3	0	1	2	1	0	1	2	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	2240	0	351	1975	884	341	24	1001	90	77	146
Arrive On Green	0.04	0.44	0.00	0.15	0.56	0.56	0.20	0.20	0.20	0.09	0.09	0.09
Sat Flow, veh/h	1774	5253	0	1774	3539	1583	1665	115	2787	975	839	1583
Grp Volume(v), veh/h	72	1784	0	536	1247	41	325	0	495	134	0	36
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1770	1583	1780	0	1393	1814	0	1583
Q Serve(g_s), s	4.0	54.4	0.0	27.8	43.3	2.1	32.0	0.0	24.9	13.0	0.0	3.8
Cycle Q Clear(g_c), s	4.0	54.4	0.0	27.8	43.3	2.1	32.0	0.0	24.9	13.0	0.0	3.8
Prop In Lane	1.00		0.00	1.00		1.00	0.94		1.00	0.54		1.00
Lane Grp Cap(c), veh/h	243	2240	0	351	1975	884	364	0	1001	167	0	146
V/C Ratio(X)	0.30	0.80	0.00	1.53	0.63	0.05	0.89	0.00	0.49	0.80	0.00	0.25
Avail Cap(c_a), veh/h	245	2240	0	351	1975	884	395	0	1050	383	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.73	0.00	0.73	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.2	43.4	0.0	56.3	27.1	18.0	69.6	0.0	44.9	80.1	0.0	75.9
Incr Delay (d2), s/veh	0.7	3.0	0.0	252.1	1.5	0.1	16.0	0.0	0.3	3.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	34.4	0.0	75.6	29.2	1.7	23.2	0.0	14.0	11.0	0.0	3.0
LnGrp Delay(d),s/veh	27.8	46.5	0.0	308.4	28.7	18.1	85.7	0.0	45.2	83.5	0.0	76.3
LnGrp LOS	C	D		F	C	B	F		D	F		E
Approach Vol, veh/h		1856			1824			820			170	
Approach Delay, s/veh		45.7			110.6			61.2			82.0	
Approach LOS		D			F			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	105.0		41.4	33.0	83.8		21.9				
Change Period (Y+Rc), s	6.0	5.5		5.5	* 6.2	5.5		6.3				
Max Green Setting (Gmax), s	6.0	74.7		39.0	* 27	53.7		37.0				
Max Q Clear Time (g_c+I1), s	6.0	45.3		34.0	29.8	56.4		15.0				
Green Ext Time (p_c), s	0.0	28.8		1.9	0.0	0.0		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				75.1								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary
2: N Druid Hills Rd & Apple Valley Rd

Build 2045
Timing Plan: PM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	270	160	620	470	140	735		
Future Volume (veh/h)	270	160	620	470	140	735		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	300	178	689	0	156	817		
Adj No. of Lanes	1	1	2	0	1	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	373	333	1939	0	564	1279		
Arrive On Green	0.21	0.21	0.55	0.00	0.17	1.00		
Sat Flow, veh/h	1774	1583	3725	0	1774	1863		
Grp Volume(v), veh/h	300	178	689	0	156	817		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	0	1774	1863		
Q Serve(g_s), s	14.5	9.0	9.8	0.0	3.0	0.0		
Cycle Q Clear(g_c), s	14.5	9.0	9.8	0.0	3.0	0.0		
Prop In Lane	1.00	1.00		0.00	1.00			
Lane Grp Cap(c), veh/h	373	333	1939	0	564	1279		
V/C Ratio(X)	0.80	0.53	0.36	0.00	0.28	0.64		
Avail Cap(c_a), veh/h	483	431	1939	0	614	1279		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.09	0.09		
Uniform Delay (d), s/veh	33.8	31.6	11.4	0.0	6.1	0.0		
Incr Delay (d2), s/veh	8.6	1.9	0.5	0.0	0.1	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	12.6	12.8	8.6	0.0	1.9	0.1		
LnGrp Delay(d),s/veh	42.4	33.5	11.9	0.0	6.2	0.2		
LnGrp LOS	D	C	B		A	A		
Approach Vol, veh/h	478		689			973		
Approach Delay, s/veh	39.1		11.9			1.2		
Approach LOS	D		B			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		66.6		23.4	12.5	54.1		
Change Period (Y+Rc), s		* 5.8		5.5	5.6	* 5.8		
Max Green Setting (Gmax), s		* 55		23.5	9.4	* 40		
Max Q Clear Time (g_c+I1), s		2.0		16.5	5.0	11.8		
Green Ext Time (p_c), s		32.0		1.5	0.3	20.8		
Intersection Summary								
HCM 2010 Ctrl Delay			13.1					
HCM 2010 LOS			B					
Notes								

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔					↕	↔		↕	↔	
Traffic Vol, veh/h	20	10	65	0	0	0	45	1070	5	25	955	25
Future Vol, veh/h	20	10	65	0	0	0	45	1070	5	25	955	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	10	68	0	0	0	47	1115	5	26	995	26

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	2271	2274	1008				1021	0	0	1120	0	0
Stage 1	1060	1060	-				-	-	-	-	-	-
Stage 2	1211	1214	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	44	40	292				680	-	-	624	-	-
Stage 1	333	301	-				-	-	-	-	-	-
Stage 2	282	254	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	0	292				680	-	-	624	-	-
Mov Cap-2 Maneuver	39	0	-				-	-	-	-	-	-
Stage 1	319	0	-				-	-	-	-	-	-
Stage 2	263	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	117	0.4	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	680	-	-	116	624	-	-
HCM Lane V/C Ratio	0.069	-	-	0.853	0.042	-	-
HCM Control Delay (s)	10.7	-	-	117	11	-	-
HCM Lane LOS	B	-	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	5.1	0.1	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	10	10	1110	15	10	1010
Future Vol, veh/h	10	10	1110	15	10	1010
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	11	1194	16	11	1086

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2310	1202	0	0	1210
Stage 1	1202	-	-	-	-
Stage 2	1108	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	42	225	-	-	577
Stage 1	285	-	-	-	-
Stage 2	316	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	41	225	-	-	577
Mov Cap-2 Maneuver	154	-	-	-	-
Stage 1	285	-	-	-	-
Stage 2	310	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.3	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	183	577
HCM Lane V/C Ratio	-	-	0.118	0.019
HCM Control Delay (s)	-	-	27.3	11.4
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	5	105	35	1120	1015	5
Future Vol, veh/h	5	105	35	1120	1015	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	111	37	1179	1068	5













Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2324	1071	1074	0	-	0
Stage 1	1071	-	-	-	-	-
Stage 2	1253	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	41	268	649	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	39	268	649	-	-	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	254	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.8	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	649	-	258	-	-
HCM Lane V/C Ratio	0.057	-	0.449	-	-
HCM Control Delay (s)	10.9	-	29.8	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.2	-	2.2	-	-

HCM 2010 Signalized Intersection Summary
7: N Druid Hills Rd & Briarwood Rd

Build 2045
Timing Plan: PM PEAK

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	45	265	890	90	420	695		
Future Volume (veh/h)	45	265	890	90	420	695		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	46	273	918	0	433	716		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	281	570	997	847	468	1428		
Arrive On Green	0.16	0.16	0.54	0.00	0.20	0.77		
Sat Flow, veh/h	1774	1583	1863	1583	1774	1863		
Grp Volume(v), veh/h	46	273	918	0	433	716		
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	1774	1863		
Q Serve(g_s), s	2.7	16.0	54.2	0.0	21.1	17.5		
Cycle Q Clear(g_c), s	2.7	16.0	54.2	0.0	21.1	17.5		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	281	570	997	847	468	1428		
V/C Ratio(X)	0.16	0.48	0.92	0.00	0.93	0.50		
Avail Cap(c_a), veh/h	284	572	997	847	480	1428		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	43.6	29.7	25.6	0.0	35.8	5.3		
Incr Delay (d2), s/veh	0.3	0.7	14.8	0.0	23.3	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.4	21.3	41.2	0.0	23.7	14.5		
LnGrp Delay(d),s/veh	43.9	30.4	40.4	0.0	59.1	6.6		
LnGrp LOS	D	C	D		E	A		
Approach Vol, veh/h	319		918			1149		
Approach Delay, s/veh	32.3		40.4			26.4		
Approach LOS	C		D			C		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		96.6		23.4	27.8	68.8		
Change Period (Y+Rc), s		5.6		* 5.4	* 4.6	5.6		
Max Green Setting (Gmax), s		90.8		* 18	* 24	62.2		
Max Q Clear Time (g_c+I1), s		19.5		18.0	23.1	56.2		
Green Ext Time (p_c), s		45.9		0.0	0.1	5.6		
Intersection Summary								
HCM 2010 Ctrl Delay			32.6					
HCM 2010 LOS			C					
Notes								

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	45	20	975	735	5
Future Vol, veh/h	5	45	20	975	735	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	48	21	1037	782	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1865	785	787	0	-	0
Stage 1	785	-	-	-	-	-
Stage 2	1080	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	80	393	832	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	393	832	-	-	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	318	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.8	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	832	-	280	-	-
HCM Lane V/C Ratio	0.026	-	0.19	-	-
HCM Control Delay (s)	9.4	-	20.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	15	980	5	25	755
Future Vol, veh/h	5	15	980	5	25	755
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	16	1021	5	26	786

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1862	1023	0	0	1026
Stage 1	1023	-	-	-	-
Stage 2	839	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	80	286	-	-	677
Stage 1	347	-	-	-	-
Stage 2	424	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	77	286	-	-	677
Mov Cap-2 Maneuver	206	-	-	-	-
Stage 1	347	-	-	-	-
Stage 2	408	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	261	677
HCM Lane V/C Ratio	-	-	0.08	0.038
HCM Control Delay (s)	-	-	20	10.5
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	70	75	985	755	5
Future Vol, veh/h	0	70	75	985	755	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	73	78	1026	786	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1971	789	792	0	0
Stage 1	789	-	-	-	-
Stage 2	1182	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	69	391	829	-	-
Stage 1	448	-	-	-	-
Stage 2	291	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	63	391	829	-	-
Mov Cap-2 Maneuver	178	-	-	-	-
Stage 1	448	-	-	-	-
Stage 2	264	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.3	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	829	-	391	-	-
HCM Lane V/C Ratio	0.094	-	0.186	-	-
HCM Control Delay (s)	9.8	-	16.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	15	1050	50	20	805
Future Vol, veh/h	15	15	1050	50	20	805
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	15	1082	52	21	830























Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1979	1108	0	0	1134
Stage 1	1108	-	-	-	-
Stage 2	871	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	68	255	-	-	616
Stage 1	316	-	-	-	-
Stage 2	410	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	66	255	-	-	616
Mov Cap-2 Maneuver	190	-	-	-	-
Stage 1	316	-	-	-	-
Stage 2	396	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.2	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	218	616
HCM Lane V/C Ratio	-	-	0.142	0.033
HCM Control Delay (s)	-	-	24.2	11
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.5	0.1

HCM 2010 Signalized Intersection Summary
 12: N Druid Hills Rd & Lenox Park Blvd/N Cliff Valley Way

Build 2045
 Timing Plan: PM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	420	245	25	140	55	85	795	40	75	615	130
Future Volume (veh/h)	250	420	245	25	140	55	85	795	40	75	615	130
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	255	429	250	26	143	56	87	811	41	77	628	133
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	328	696	311	183	313	118	380	986	50	504	1043	886
Arrive On Green	0.10	0.20	0.20	0.03	0.12	0.12	0.10	1.00	1.00	0.05	0.56	0.56
Sat Flow, veh/h	1774	3539	1583	1774	2518	947	1774	1758	89	1774	1863	1583
Grp Volume(v), veh/h	255	429	250	26	99	100	87	0	852	77	628	133
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1696	1774	0	1847	1774	1863	1583
Q Serve(g_s), s	12.6	13.3	18.1	1.5	6.2	6.6	2.4	0.0	0.0	2.1	26.9	4.8
Cycle Q Clear(g_c), s	12.6	13.3	18.1	1.5	6.2	6.6	2.4	0.0	0.0	2.1	26.9	4.8
Prop In Lane	1.00		1.00	1.00		0.56	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	328	696	311	183	220	210	380	0	1036	504	1043	886
V/C Ratio(X)	0.78	0.62	0.80	0.14	0.45	0.48	0.23	0.00	0.82	0.15	0.60	0.15
Avail Cap(c_a), veh/h	328	755	338	214	280	268	388	0	1036	510	1043	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.57	0.00	0.57	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	44.1	46.0	43.4	48.7	48.9	12.5	0.0	0.0	9.7	17.5	12.7
Incr Delay (d2), s/veh	11.4	1.7	13.2	0.4	2.1	2.5	0.2	0.0	4.4	0.1	2.6	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	10.9	13.9	1.4	5.7	5.8	2.1	0.0	2.3	1.9	20.8	3.9
LnGrp Delay(d),s/veh	53.1	45.8	59.2	43.8	50.9	51.4	12.7	0.0	4.4	9.9	20.1	13.0
LnGrp LOS	D	D	E	D	D	D	B		A	A	C	B
Approach Vol, veh/h		934			225			939			838	
Approach Delay, s/veh		51.4			50.3			5.2			18.0	
Approach LOS		D			D			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	72.0	17.8	19.9	10.2	72.1	9.1	28.6				
Change Period (Y+Rc), s	5.6	* 5.8	* 6.2	* 6	5.6	* 5.8	* 6.2	* 6				
Max Green Setting (Gmax), s	5.2	* 62	* 12	* 18	5.0	* 62	* 5	* 25				
Max Q Clear Time (g_c+1), s	4.4	28.9	14.6	8.6	4.1	2.0	3.5	20.1				
Green Ext Time (p_c), s	0.0	25.6	0.0	4.5	0.0	40.0	0.0	2.5				
Intersection Summary												
HCM 2010 Ctrl Delay			27.0									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary
 13: N Druid Hills Rd & Curtis Dr

Build 2045
 Timing Plan: PM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	25	55	865	20	275	610		
Future Volume (veh/h)	25	55	865	20	275	610		
Number	3	18	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863		
Adj Flow Rate, veh/h	26	57	901	21	286	635		
Adj No. of Lanes	0	0	1	0	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	37	81	1316	31	462	1556		
Arrive On Green	0.07	0.07	0.73	0.73	0.14	1.00		
Sat Flow, veh/h	508	1113	1813	42	1774	1863		
Grp Volume(v), veh/h	84	0	0	922	286	635		
Grp Sat Flow(s),veh/h/ln	1641	0	0	1855	1774	1863		
Q Serve(g_s), s	6.0	0.0	0.0	32.5	4.9	0.0		
Cycle Q Clear(g_c), s	6.0	0.0	0.0	32.5	4.9	0.0		
Prop In Lane	0.31	0.68		0.02	1.00			
Lane Grp Cap(c), veh/h	119	0	0	1347	462	1556		
V/C Ratio(X)	0.71	0.00	0.00	0.68	0.62	0.41		
Avail Cap(c_a), veh/h	235	0	0	1347	635	1556		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.80	0.80		
Uniform Delay (d), s/veh	54.4	0.0	0.0	9.0	10.5	0.0		
Incr Delay (d2), s/veh	10.8	0.0	0.0	2.8	1.1	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	5.6	0.0	0.0	24.3	7.7	0.5		
LnGrp Delay(d),s/veh	65.2	0.0	0.0	11.8	11.6	0.6		
LnGrp LOS	E			B	B	A		
Approach Vol, veh/h	84		922			921		
Approach Delay, s/veh	65.2		11.8			4.0		
Approach LOS	E		B			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		105.9			13.1	92.8		14.1
Change Period (Y+Rc), s		* 6.7			5.5	* 6.7		6.4
Max Green Setting (Gmax), s		* 91			19.3	* 66		16.2
Max Q Clear Time (g_c+11), s		2.0			6.9	34.5		8.0
Green Ext Time (p_c), s		52.2			0.7	25.0		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			10.4					
HCM 2010 LOS			B					
Notes								

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	70	5	20	5	5	5	30	810	15	10	600	25
Future Vol, veh/h	70	5	20	5	5	5	30	810	15	10	600	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	5	22	5	5	5	33	880	16	11	652	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1647	1650	666	1655	1655	889	679	0	0	897	0	0
Stage 1	688	688	-	954	954	-	-	-	-	-	-	-
Stage 2	959	962	-	701	701	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	79	99	459	78	98	342	913	-	-	757	-	-
Stage 1	436	447	-	311	337	-	-	-	-	-	-	-
Stage 2	309	334	-	429	441	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 73	94	459	70	93	342	913	-	-	757	-	-
Mov Cap-2 Maneuver	184	208	-	182	206	-	-	-	-	-	-	-
Stage 1	420	441	-	300	325	-	-	-	-	-	-	-
Stage 2	288	322	-	398	435	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	37.1		22.2		0.3		0.2	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	913	-	-	212	226	757	-
HCM Lane V/C Ratio	0.036	-	-	0.487	0.072	0.014	-
HCM Control Delay (s)	9.1	-	-	37.1	22.2	9.8	-
HCM Lane LOS	A	-	-	E	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.4	0.2	0	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑↑	↑↑	
Traffic Vol, veh/h	5	30	25	1515	1900	15
Future Vol, veh/h	5	30	25	1515	1900	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	32	27	1629	2043	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2919	1030	2059	0	-	0
Stage 1	2051	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	12	231	268	-	-	-
Stage 1	85	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	11	231	268	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	85	-	-	-	-	-
Stage 2	334	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.3	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	268	-	169	-	-
HCM Lane V/C Ratio	0.1	-	0.223	-	-
HCM Control Delay (s)	19.9	-	32.3	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	0.8	-	-

HCM 2010 Signalized Intersection Summary
 18: N Druid Hills Rd & SR 13/Buford Hwy

Build 2045
 Timing Plan: PM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	365	765	210	265	445	95	310	1080	420	95	1710	125
Future Volume (veh/h)	365	765	210	265	445	95	310	1080	420	95	1710	125
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	376	789	151	273	459	98	320	1113	0	98	1763	0
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	1191	369	331	1038	322	378	1631	730	127	2162	0
Arrive On Green	0.13	0.23	0.23	0.10	0.20	0.20	0.11	0.46	0.00	0.07	0.43	0.00
Sat Flow, veh/h	3442	5085	1577	3442	5085	1576	3442	3539	1583	1774	5253	0
Grp Volume(v), veh/h	376	789	151	273	459	98	320	1113	0	98	1763	0
Grp Sat Flow(s),veh/h/ln	1721	1695	1577	1721	1695	1576	1721	1770	1583	1774	1695	0
Q Serve(g_s), s	18.2	23.9	13.8	13.2	13.4	9.0	15.5	42.1	0.0	9.2	51.9	0.0
Cycle Q Clear(g_c), s	18.2	23.9	13.8	13.2	13.4	9.0	15.5	42.1	0.0	9.2	51.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	434	1191	369	331	1038	322	378	1631	730	127	2162	0
V/C Ratio(X)	0.87	0.66	0.41	0.82	0.44	0.30	0.85	0.68	0.00	0.77	0.82	0.00
Avail Cap(c_a), veh/h	462	1191	369	344	1038	322	399	1631	730	184	2162	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	72.9	59.0	55.1	75.4	59.2	57.4	74.3	36.1	0.0	77.5	43.0	0.0
Incr Delay (d2), s/veh	15.1	2.9	3.3	15.7	1.4	2.4	12.2	1.8	0.0	11.4	3.5	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.7	17.1	10.5	11.4	10.6	7.4	12.1	27.6	0.0	8.6	33.2	0.0
LnGrp Delay(d),s/veh	88.0	61.9	58.5	91.1	60.5	59.8	86.4	37.9	0.0	89.0	46.5	0.0
LnGrp LOS	F	E	E	F	E	E	F	D		F	D	
Approach Vol, veh/h		1316			830			1433			1861	
Approach Delay, s/veh		69.0			70.5			48.7			48.8	
Approach LOS		E			E			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.7	40.7	24.0	78.7	21.6	45.8	17.9	84.7				
Change Period (Y+Rc), s	* 6.2	7.0	* 6.3	7.4	* 6.2	7.0	* 6.7	7.4				
Max Green Setting (Gmax), s	* 22	33.0	* 19	69.6	* 16	38.8	* 17	71.3				
Max Q Clear Time (g_c+I1), s	20.2	15.4	17.5	53.9	15.2	25.9	11.2	44.1				
Green Ext Time (p_c), s	0.2	14.5	0.1	15.6	0.1	11.0	0.1	26.9				
Intersection Summary												
HCM 2010 Ctrl Delay			57.0									
HCM 2010 LOS			E									
Notes												

HCM 2010 Signalized Intersection Summary
 19: N Druid Hills Rd & W Druid Hills Dr/Salvation Army Dwy

Build 2045
 Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↘
Traffic Volume (veh/h)	25	5	85	15	0	5	55	1780	0	0	2165	20
Future Volume (veh/h)	25	5	85	15	0	5	55	1780	0	0	2165	20
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	26	5	88	15	0	5	57	1835	0	0	2232	21
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	7	115	67	0	120	82	3016	0	42	4054	38
Arrive On Green	0.08	0.08	0.08	0.08	0.00	0.08	0.09	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h	1405	86	1510	1298	0	1583	1774	3632	0	252	5195	49
Grp Volume(v), veh/h	26	0	93	15	0	5	57	1835	0	0	1456	797
Grp Sat Flow(s),veh/h/ln	1405	0	1596	1298	0	1583	1774	1770	0	252	1695	1854
Q Serve(g_s), s	3.0	0.0	9.7	2.0	0.0	0.5	5.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	9.7	11.7	0.0	0.5	5.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.95	1.00		1.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	145	0	121	67	0	120	82	3016	0	42	2645	1447
V/C Ratio(X)	0.18	0.00	0.77	0.22	0.00	0.04	0.70	0.61	0.00	0.00	0.55	0.55
Avail Cap(c_a), veh/h	302	0	300	212	0	297	152	3016	0	42	2645	1447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.61	0.61	0.00	0.00	0.42	0.42
Uniform Delay (d), s/veh	74.4	0.0	77.0	82.8	0.0	72.8	76.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.7	0.6	0.0	0.1	2.4	0.6	0.0	0.0	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	7.9	1.3	0.0	0.4	4.7	0.4	0.0	0.0	0.2	0.5
LnGrp Delay(d),s/veh	74.6	0.0	80.8	83.4	0.0	72.8	78.5	0.6	0.0	0.0	0.3	0.6
LnGrp LOS	E		F	F		E	E	A			A	A
Approach Vol, veh/h		119			20			1892			2253	
Approach Delay, s/veh		79.4			80.8			2.9			0.4	
Approach LOS		E			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.2	139.7		18.0		152.0		18.0				
Change Period (Y+Rc), s	5.4	* 8.1		6.1		* 8.1		6.1				
Max Green Setting (Gmax), s	13.6	1.1E2		30.9		* 1.3E2		30.9				
Max Q Clear Time (g_c+1), s	17.3	2.0		11.7		2.0		13.7				
Green Ext Time (p_c), s	0.0	103.1		0.3		123.4		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay				4.1								
HCM 2010 LOS				A								
Notes												

HCM 2010 Signalized Intersection Summary
 20: N Druid Hills Rd & I-85 SB Entrance Ramp/I-85 Frontage Rd

Build 2045
 Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖↗	↗	↖↗	↗↗			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	1040	1015	350	1110	1485	0	0	2105	160
Future Volume (veh/h)	0	0	0	1040	1015	350	1110	1485	0	0	2105	160
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln				1863	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				715	1547	361	1144	1531	0	0	2170	165
Adj No. of Lanes				1	2	1	2	2	0	0	4	1
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				653	1372	583	840	2003	0	0	1817	447
Arrive On Green				0.37	0.37	0.37	0.49	1.00	0.00	0.00	0.19	0.19
Sat Flow, veh/h				1774	3725	1583	3442	3632	0	0	6669	1578
Grp Volume(v), veh/h				715	1547	361	1144	1531	0	0	2170	165
Grp Sat Flow(s),veh/h/ln				1774	1863	1583	1721	1770	0	0	1602	1578
Q Serve(g_s), s				62.6	62.6	31.7	41.5	0.0	0.0	0.0	48.2	15.5
Cycle Q Clear(g_c), s				62.6	62.6	31.7	41.5	0.0	0.0	0.0	48.2	15.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				653	1372	583	840	2003	0	0	1817	447
V/C Ratio(X)				1.09	1.13	0.62	1.36	0.76	0.00	0.00	1.19	0.37
Avail Cap(c_a), veh/h				653	1372	583	840	2003	0	0	1817	447
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.67	0.67
Upstream Filter(I)				1.00	1.00	1.00	0.17	0.17	0.00	0.00	0.81	0.81
Uniform Delay (d), s/veh				53.7	53.7	43.9	43.5	0.0	0.0	0.0	68.9	55.6
Incr Delay (d2), s/veh				63.8	67.3	2.0	164.1	0.5	0.0	0.0	92.2	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(95%),veh/ln				76.0	81.1	20.3	68.5	0.2	0.0	0.0	59.4	10.9
LnGrp Delay(d),s/veh				117.5	121.0	45.9	207.6	0.5	0.0	0.0	161.0	57.5
LnGrp LOS				F	F	D	F	A			F	E
Approach Vol, veh/h					2623			2675			2335	
Approach Delay, s/veh					109.7			89.1			153.7	
Approach LOS					F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	48.0	53.0		69.0		101.0						
Change Period (Y+Rc), s	7.5	* 5.8		7.4		* 5.8						
Max Green Setting (Gmax), s	40.5	* 47		61.6		* 95						
Max Q Clear Time (g_c+Rc), s	40.5	50.2		64.6		2.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		92.0						
Intersection Summary												
HCM 2010 Ctrl Delay				115.9								
HCM 2010 LOS				F								
Notes												

HCM 2010 Signalized Intersection Summary
 21: N Druid Hills Rd & I-85 NB Exit Ramp/I-85 Frontage Rd

Build 2045
 Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗		↑↑↑	↗	↖	↑↑	
Traffic Volume (veh/h)	5	615	955	0	0	560	0	2030	1335	1160	1985	0
Future Volume (veh/h)	5	615	955	0	0	560	0	2030	1335	1160	1985	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	0	1863	1863	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	5	621	965	0	0	566	0	2051	1348	1172	2005	0
Adj No. of Lanes	0	1	2	0	1	1	0	4	1	2	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	0	2	2	0	2	2	2	2	0
Cap, veh/h	23	496	746	0	499	689	0	2989	737	577	2359	0
Arrive On Green	0.27	0.27	0.27	0.00	0.00	0.27	0.00	0.47	0.47	0.34	1.00	0.00
Sat Flow, veh/h	5	1852	2787	0	1863	1583	0	6669	1580	3442	3632	0
Grp Volume(v), veh/h	626	0	965	0	0	566	0	2051	1348	1172	2005	0
Grp Sat Flow(s),veh/h/ln1857	0	1393	0	1863	1583	0	1602	1580	1721	1770	0	0
Q Serve(g_s), s	15.0	0.0	45.5	0.0	0.0	45.5	0.0	42.7	79.3	28.5	0.0	0.0
Cycle Q Clear(g_c), s	45.5	0.0	45.5	0.0	0.0	45.5	0.0	42.7	79.3	28.5	0.0	0.0
Prop In Lane	0.01		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	518	0	746	0	499	689	0	2989	737	577	2359	0
V/C Ratio(X)	1.21	0.00	1.29	0.00	0.00	0.82	0.00	0.69	1.83	2.03	0.85	0.00
Avail Cap(c_a), veh/h	518	0	746	0	499	689	0	2989	737	577	2359	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.09	0.09	0.09	0.09	0.00
Uniform Delay (d), s/veh	63.1	0.0	62.3	0.0	0.0	42.2	0.0	35.6	45.4	56.5	0.0	0.0
Incr Delay (d2), s/veh	110.5	0.0	142.1	0.0	0.0	7.9	0.0	0.1	373.4	464.6	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	72.4	0.0	58.0	0.0	0.0	53.9	0.0	21.0	189.7	86.9	0.2	0.0
LnGrp Delay(d),s/veh	173.7	0.0	204.4	0.0	0.0	50.1	0.0	35.7	418.7	521.1	0.4	0.0
LnGrp LOS	F		F			D		D	F	F	A	
Approach Vol, veh/h		1591			566			3399			3177	
Approach Delay, s/veh		192.3			50.1			187.6			192.5	
Approach LOS		F			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	34.0	85.0		51.0		119.0		51.0				
Change Period (Y+Rc), s	6.5	* 6.7		6.5		* 6.7		6.5				
Max Green Setting (Gmax), s	27.5	* 78		44.5		* 1.1E2		44.5				
Max Q Clear Time (g_c+BO), s	30.5	81.3		47.5		2.0		47.5				
Green Ext Time (p_c), s	0.0	0.0		0.0		109.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			181.3									
HCM 2010 LOS			F									
Notes												

HCM 2010 Signalized Intersection Summary
 22: N Druid Hills Rd & Executive Park Dr/Tullie Rd

Build 2045
 Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↖	↑	↗	↖	↑↑↑		↖	↑↑↑	↗
Traffic Volume (veh/h)	365	55	215	405	115	835	105	2165	155	220	2345	375
Future Volume (veh/h)	365	55	215	405	115	835	105	2165	155	220	2345	375
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	384	58	226	426	121	879	111	2279	163	232	2468	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	600	325	274	379	398	336	116	1992	141	163	2209	688
Arrive On Green	0.17	0.17	0.17	0.21	0.21	0.21	0.08	0.82	0.82	0.07	0.43	0.00
Sat Flow, veh/h	3442	1863	1572	1774	1863	1574	1774	4848	343	1774	5085	1583
Grp Volume(v), veh/h	384	58	226	426	121	879	111	1586	856	232	2468	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1572	1774	1863	1574	1774	1695	1801	1774	1695	1583
Q Serve(g_s), s	17.6	4.5	23.6	36.3	9.3	36.3	6.5	69.8	69.8	11.6	73.8	0.0
Cycle Q Clear(g_c), s	17.6	4.5	23.6	36.3	9.3	36.3	6.5	69.8	69.8	11.6	73.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	600	325	274	379	398	336	116	1393	740	163	2209	688
V/C Ratio(X)	0.64	0.18	0.82	1.12	0.30	2.61	0.95	1.14	1.16	1.42	1.12	0.00
Avail Cap(c_a), veh/h	810	438	370	379	398	336	116	1393	740	163	2209	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.16	0.16	0.00
Uniform Delay (d), s/veh	65.2	59.8	67.7	66.8	56.2	66.8	40.9	15.2	15.2	54.9	48.1	0.0
Incr Delay (d2), s/veh	1.1	0.3	10.6	84.5	0.4	735.1	15.1	63.4	71.9	194.8	54.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.2	4.2	16.5	48.0	8.4	152.1	6.8	75.4	83.0	29.7	80.7	0.0
LnGrp Delay(d),s/veh	66.4	60.1	78.2	151.4	56.7	802.0	56.0	78.6	87.1	249.7	102.0	0.0
LnGrp LOS	E	E	E	F	E	F	E	F	F	F	F	F
Approach Vol, veh/h		668			1426			2553			2700	
Approach Delay, s/veh		69.8			544.4			80.5			114.7	
Approach LOS		E			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.0	79.8		35.2	17.0	75.8		42.0				
Change Period (Y+Rc), s	6.9	*7		6.5	6.4	*7		6.7				
Max Green Setting (Gmax), s	60	*63		39.0	10.6	*59		35.3				
Max Q Clear Time (g_c+1), s	10.5	75.8		25.6	13.6	71.8		38.3				
Green Ext Time (p_c), s	0.0	0.0		2.1	0.0	0.0		0.0				

Intersection Summary												
HCM 2010 Ctrl Delay											182.1	
HCM 2010 LOS											F	

Notes

HCM 2010 Signalized Intersection Summary
 23: N Druid Hills Rd & Briarcliff Rd

Build 2045
 Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↔		↔	↑↑	↔	↔	↑↔		↔	↑↑	↔
Traffic Volume (veh/h)	685	370	125	235	315	165	145	1285	95	275	2180	510
Future Volume (veh/h)	685	370	125	235	315	165	145	1285	95	275	2180	510
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		0.99	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	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	729	394	100	250	335	103	154	1367	100	293	2319	0
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	508	538	135	279	532	234	112	1532	112	276	1888	844
Arrive On Green	0.15	0.19	0.19	0.10	0.15	0.15	0.04	0.46	0.46	0.12	0.53	0.00
Sat Flow, veh/h	3442	2795	702	1774	3539	1555	1774	3344	244	1774	3539	1583
Grp Volume(v), veh/h	729	248	246	250	335	103	154	721	746	293	2319	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1727	1774	1770	1555	1774	1770	1818	1774	1770	1583
Q Serve(g_s), s	25.1	22.4	22.8	17.7	15.1	10.2	6.7	63.4	64.1	19.6	90.7	0.0
Cycle Q Clear(g_c), s	25.1	22.4	22.8	17.7	15.1	10.2	6.7	63.4	64.1	19.6	90.7	0.0
Prop In Lane	1.00		0.41	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	508	341	333	279	532	234	112	811	833	276	1888	844
V/C Ratio(X)	1.43	0.73	0.74	0.90	0.63	0.44	1.37	0.89	0.90	1.06	1.23	0.00
Avail Cap(c_a), veh/h	508	398	388	279	645	284	112	811	833	276	1888	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	72.4	64.4	64.6	58.6	67.8	65.7	48.2	42.1	42.3	53.6	39.7	0.0
Incr Delay (d2), s/veh	206.6	5.5	6.2	28.0	1.4	1.3	213.6	14.0	14.2	35.4	103.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	47.7	17.0	17.0	9.0	12.0	8.0	21.5	43.6	45.2	28.1	122.9	0.0
LnGrp Delay(d),s/veh	279.1	70.0	70.9	86.5	69.2	67.0	261.7	56.1	56.5	89.1	143.0	0.0
LnGrp LOS	F	E	E	F	E	E	F	E	E	F	F	
Approach Vol, veh/h		1223			688			1621			2612	
Approach Delay, s/veh		194.8			75.2			75.9			136.9	
Approach LOS		F			E			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.8	83.3	30.0	30.9	13.0	96.1	22.8	38.1				
Change Period (Y+Rc), s	7.2	6.4	5.9	* 6.4	7.3	6.4	6.1	* 6.4				
Max Green Setting (Gmax), s	10.6	71.4	24.1	* 30	5.7	84.2	16.7	* 37				
Max Q Clear Time (g_c+D), s	21.6	66.1	27.1	17.1	8.7	92.7	19.7	24.8				
Green Ext Time (p_c), s	0.0	5.3	0.0	4.5	0.0	0.0	0.0	4.4				
Intersection Summary												
HCM 2010 Ctrl Delay			125.4									
HCM 2010 LOS			F									
Notes												

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖ ↗	↖ ↗	
Traffic Vol, veh/h	0	35	35	690	1320	65
Future Vol, veh/h	0	35	35	690	1320	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	38	750	1435	71

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	753	1505	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.93	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.319	2.219	-	-
Pot Cap-1 Maneuver	0	353	443	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	353	443	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	443	-	353	-	-
HCM Lane V/C Ratio	0.086	-	0.108	-	-
HCM Control Delay (s)	13.9	0	16.4	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.4	-	-

Appendix C:

Traffic Study and Data

C-1: Raw Traffic Counts

C-2: Traffic Analysis Volumes

C-3: SYNCHRO Outputs

C-4: Roundabout Analysis

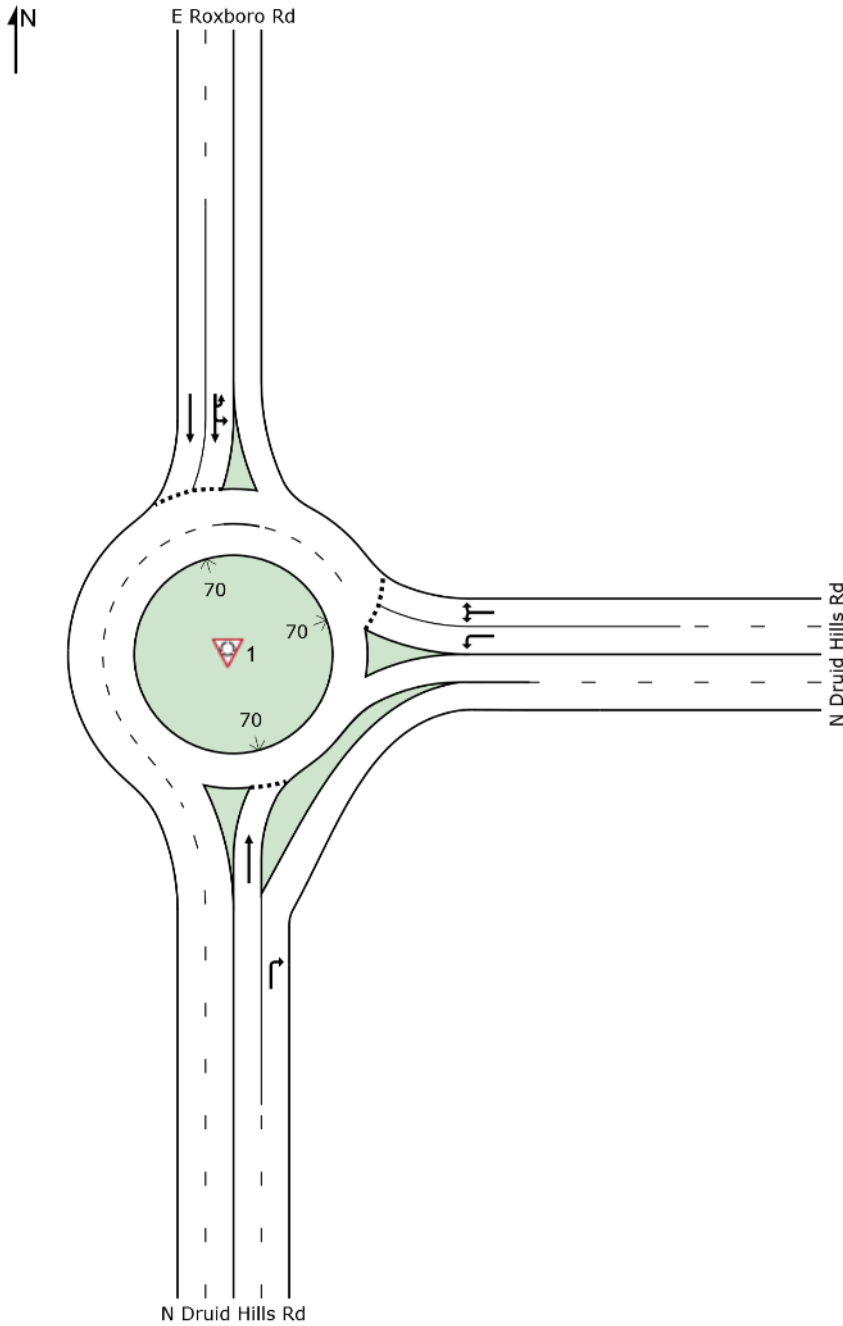
SIDRA

Roundabout Analysis

SITE LAYOUT

Site: 1 [Roxboro_Goodwin AM]

Roundabout with 2-lane approaches and circulating road, and 1-lane exits
MUTCD (FHWA 2009) example number: 3C-5
Roundabout Guide (TRB 2010) example number: A-6
Roundabout



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Visioning Report Appendix C - Traffic Study and Data

LANE SUMMARY

Site: 1 [Roxboro_Goodwin AM]

Roundabout with 2-lane approaches and circulating road, and 1-lane exits
 MUTCD (FHWA 2009) example number: 3C-5
 Roundabout Guide (TRB 2010) example number: A-6
 Roundabout

Lane Use and Performance													
	Demand Flows			Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	Total veh/h	HV %	Cap. veh/h					Veh	Dist ft				
South: N Druid Hills Rd													
Lane 1 ^d	1056	2.0	1656	0.638	100	0.4	LOS A	7.9	200.8	Full	1600	0.0	0.0
Lane 2	602	2.0	1642	0.367	100	0.1	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	1658	2.0		0.638		0.3	LOS A	7.9	200.8				
East: N Druid Hills Rd													
Lane 1	371	2.0	451	0.823	100	39.4	LOS D	12.5	318.0	Full	1600	0.0	0.0
Lane 2 ^d	506	2.0	615	0.823	100	34.5	LOS C	15.5	394.7	Full	1600	0.0	0.0
Approach	878	2.0		0.823		36.6	LOS D	15.5	394.7				
North: E Roxboro Rd													
Lane 1	300	2.0	664	0.452	100	3.9	LOS A	2.7	67.4	Full	1600	0.0	0.0
Lane 2 ^d	365	2.0	808	0.452	100	3.0	LOS A	2.8	71.7	Full	1600	0.0	0.0
Approach	666	2.0		0.452		3.4	LOS A	2.8	71.7				
Intersection	3201	2.0		0.823		10.9	LOS B	15.5	394.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: Same as Signalised Intersections.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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LANE SUMMARY

Site: 1 [Roxboro_Goodwin PM]

Roundabout with 2-lane approaches and circulating road, and 1-lane exits
 MUTCD (FHWA 2009) example number: 3C-5
 Roundabout Guide (TRB 2010) example number: A-6
 Roundabout

Lane Use and Performance													
	Demand Flows			Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	Total veh/h	HV %	Cap. veh/h					Veh	Dist ft				
South: N Druid Hills Rd													
Lane 1 ^d	697	2.0	1683	0.414	100	0.2	LOS A	3.8	96.2	Full	1600	0.0	0.0
Lane 2	838	2.0	1642	0.511	100	0.1	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	1535	2.0		0.511		0.1	LOS A	3.8	96.2				
East: N Druid Hills Rd													
Lane 1	278	2.0	760	0.366	100	5.2	LOS A	2.4	60.9	Full	1600	0.0	0.0
Lane 2 ^d	355	2.0	970	0.366	100	4.2	LOS A	2.6	66.6	Full	1600	0.0	0.0
Approach	633	2.0		0.366		4.7	LOS A	2.6	66.6				
North: E Roxboro Rd													
Lane 1	640	2.0	853	0.750	100	6.0	LOS A	7.0	177.6	Full	1600	0.0	0.0
Lane 2 ^d	743	2.0	991	0.750	100	5.0	LOS A	7.3	184.7	Full	1600	0.0	0.0
Approach	1383	2.0		0.750		5.4	LOS A	7.3	184.7				
Intersection	3551	2.0		0.750		3.0	LOS A	7.3	184.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: Same as Signalised Intersections.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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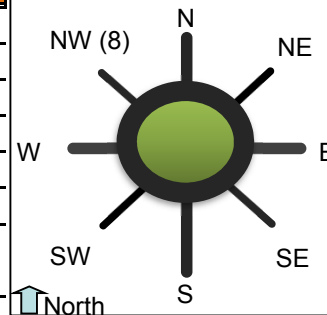
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GDOT Tool

Roundabout Analysis

General & Site Information		v 4.1
Analyst:	C. Lincoln	
Agency/Co:	Gresham Smith	
Date:	2/15/2019	
Project or PI#:	North Druid Hills Corridor Study	
Year, Peak Hour:	2045 AM	
County/District:	DeKalb	
Intersection:	North Druid Hills Rd @ E Roxboro Rd/Goodwin Rd	



Volumes **Entry Legs (FROM)**

Lane Designation	N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
	Left-Thru	Thru	No Lane	No Lane	Left Only	Lf-Th-Rt	No Lane	No Lane
Exit Legs (TO)								
N (1), vph	35					15		
NE (2), vph								
E (3), vph	15							
SE (4), vph								
S (5), vph	255	345			455	390		
SW (6), vph								
W (7), vph								
NW (8), vph								
Entry Volume, vph	305	345	0	0	455	405	0	0

Entry Legs (TO)

Lane Designation	S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
	Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
N (1), vph	1035							
NE (2), vph								
E (3), vph								
SE (4), vph								
S (5), vph								
SW (6), vph								
W (7), vph								
NW (8), vph								
Entry Volume, vph	1035	0	0	0	0	0	0	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	2	0	2	0	1	0	0	0
# of Conflict Flow Lanes	1	1	1	2	2	2	2	2

Volume Characteristics

	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%
% Heavy Vehicles	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
F _{hv}	0.980	1.000	0.980	1.000	0.980	1.000	1.000	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to N (1), pcu/h	36	0	16	0	1077	0	0	0

Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	16	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	624	0	879	0	0	0	0	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	677	0	895	0	1077	0	0	0
	Entry flow Lane 1, pcu/h	317	0	474	0	1077	0	0	0
	Entry flow Lane 2, pcu/h	359	0	422	0	0	0	0	0
	Conflicting flow, pcu/h	879	0	1114	0	52	0	0	0

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
	Left-Thru	Thru	Left Only	Lf-Th-Rt	Thru	No Lane	No Lane	No Lane
Lane Designations								
Entry Capacity, veh/h	625	625	505	505	1332	NA	NA	NA
Entry Flow Rates, veh/h	311	352	464	413	1056	NA	NA	NA
V/C ratio	0.50	0.56	0.92	0.82	0.79	#VALUE!		
Control Delay, s/veh	13.8	15.7	50.7	35.8	16.1	#VALUE!		
LOS	B	C	F	E	C	#VALUE!		
95th % Queue (ft)	71	89	277	203	232	#VALUE!		
Approach Delay, LOS	14.8 sec, LOS B		43.7 sec, LOS E		10.2 sec, LOS B			
	NE		SE		SW		NW	
Lane Designations	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
Entry Capacity, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
V/C ratio			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Control Delay, sec/pcu			#VALUE!	#VALUE!			#VALUE!	#VALUE!
LOS			#VALUE!	#VALUE!			#VALUE!	#VALUE!
95th % Queue (ft)			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS			#N/A				#N/A	

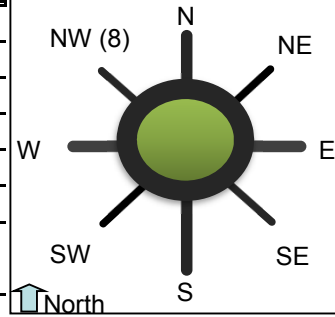
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Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)	S (5)					
Select Exit Leg for Bypass (TO)	E (3)					
Does the bypass have a dedicated receiving lane?	Yes					
# of Conflicting Exit Flow Lanes	1					
Volumes						
Entry Leg: Insert Right Turn Volume	590					
Exit Leg: (Select Input Method)	Default					
Lane Flow in Exit Leg***	10					
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)	0.98					
F _{HV} (Entry Leg)	0.98					

F_{ped}	1.00					
PHF (Exit Leg)***	0.98	N/A	N/A	N/A	N/A	N/A
F_{HV} (Exit Leg)***	1	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow	614					
Conflicting Critical Flow	10					
Bypass Lane Results						
Entry Capacity of Bypass, veh/h	1200					
Flow Rates of Exiting Traffic, veh/h	602					
V/C ratio	0.50					
Control Delay, sec/pcu	0.0					
LOS	A					
95th % Queue (ft)	74					

General & Site Information		v 4.1
Analyst:	C. Lincoln	
Agency/Co:	Gresham Smith	
Date:	2/15/2019	
Project or PI#:	North Druid Hills Corridor Study	
Year, Peak Hour:	2045 PM	
County/District:	DeKalb	
Intersection:	North Druid Hills Rd @ E Roxboro Rd/Goodwin Rd	



Volumes **Entry Legs (FROM)**

Lane Designation	N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
	Left-Thru	Thru	No Lane	No Lane	Left Only	Lf-Th-Rt	No Lane	No Lane
Exit Legs (TO)								
N (1), vph	10					25		
NE (2), vph								
E (3), vph	25							
SE (4), vph								
S (5), vph	600	720			330	265		
SW (6), vph								
W (7), vph								
NW (8), vph								
Entry Volume, vph	635	720	0	0	330	290	0	0
	S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)

Lane Designation	Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
N (1), vph	690							
NE (2), vph								
E (3), vph								
SE (4), vph								
S (5), vph								
SW (6), vph								
W (7), vph								
NW (8), vph								
Entry Volume, vph	690	0	0	0	0	0	0	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	2	0	2	0	1	0	0	0
# of Conflict Flow Lanes	1	1	1	2	2	2	2	2

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%
% Heavy Vehicles	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
F _{hv}	0.980	1.000	0.980	1.000	0.980	1.000	1.000	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to N (1), pcu/h	10	0	26	0	711	0	0	0

Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	26	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	1360	0	613	0	0	0	0	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	1396	0	639	0	711	0	0	0
	Entry flow Lane 1, pcu/h	654	0	340	0	711	0	0	0
	Entry flow Lane 2, pcu/h	742	0	299	0	0	0	0	0
	Conflicting flow, pcu/h	613	0	721	0	36	0	0	0

Results: Approach Measures of Effectiveness

HCM 6th Edition	N		E		S		W	
	Left-Thru	Thru	Left Only	Lf-Th-Rt	Thru	No Lane	No Lane	No Lane
Lane Designations								
Entry Capacity, veh/h	797	797	722	722	1350	NA	NA	NA
Entry Flow Rates, veh/h	641	727	333	293	697	NA	NA	NA
V/C ratio	0.80	0.91	0.46	0.41	0.52	#VALUE!		
Control Delay, s/veh	24.3	36.8	11.5	10.4	8.1	#VALUE!		
LOS	C	E	B	B	A	#VALUE!		
95th % Queue (ft)	219	325	62	50	79	#VALUE!		
Approach Delay, LOS	30.9 sec, LOS D		11 sec, LOS B		3.7 sec, LOS A			
	NE		SE		SW		NW	
Lane Designations	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
Entry Capacity, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
V/C ratio			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Control Delay, sec/pcu			#VALUE!	#VALUE!			#VALUE!	#VALUE!
LOS			#VALUE!	#VALUE!			#VALUE!	#VALUE!
95th % Queue (ft)			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS			#N/A				#N/A	

v 4.0

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)	S (5)					
Select Exit Leg for Bypass (TO)	E (3)					
Does the bypass have a dedicated receiving lane?	Yes					
# of Conflicting Exit Flow Lanes	1					
Volumes						
Entry Leg: Insert Right Turn Volume	830					
Exit Leg: (Select Input Method)	Default					
Lane Flow in Exit Leg***	17					
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	830	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)	0.99					
F _{HV} (Entry Leg)	0.98					

F_{ped}	1.00					
PHF (Exit Leg)***	0.98	N/A	N/A	N/A	N/A	N/A
F_{HV} (Exit Leg)***	1	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow	855					
Conflicting Critical Flow	17					
Bypass Lane Results						
Entry Capacity of Bypass, veh/h	1200					
Flow Rates of Exiting Traffic, veh/h	838					
V/C ratio	0.70					
Control Delay, sec/pcu	0.0					
LOS	A					
95th % Queue (ft)	156					