Ponce de Leon Avenue (SR 8) Pedestrian Safety Improvement Project Traffic Analysis

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Prepared for:

Georgia Department of Transportation



March 2012

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Executive Summary

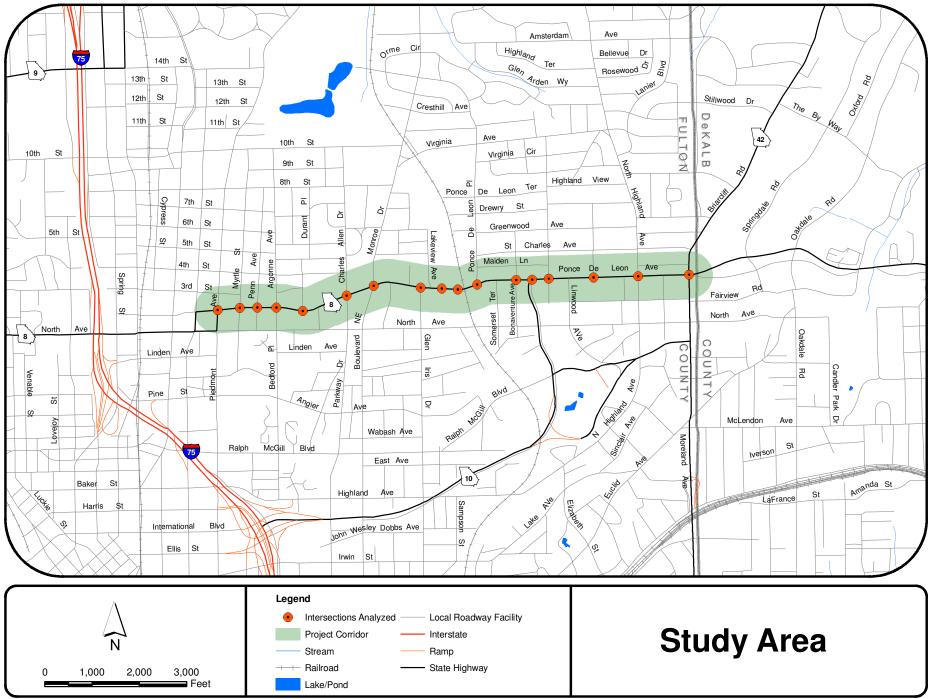
Ponce de Leon Avenue (SR 8) serves as a major corridor providing an east-west connection between residential regions around the City of Decatur and numerous employment centers in both downtown and midtown Atlanta. The project corridor consists of a two-mile section between Piedmont Avenue on the west end and Moreland Avenue on the east end. Due to the high number of pedestrian collisions within this corridor, the purpose of this project is to design countermeasures that address pedestrian safety concerns. This traffic analysis examines the impact of traffic operations as a result of the proposed pedestrian safety improvements. A significant design element of this proposed project is a plan to reduce the number of eastbound travel lanes from three to two with the addition of a continuous two-way center left turn lane between Piedmont Avenue and Ponce de Leon Place. The results of this study show that the reduction in eastbound capacity has a negative impact on traffic operations, particularly in the PM peak hour when the predominant direction of flow is eastbound. The table below summarizes AM Peak and PM Peak Level of Service (LOS) for the Base Year (2011) and the Horizon Year (2035).

		AM Peak		PM Peak				
	2011 NB	2035 NB	2035 Build	2011 NB	2035 NB	2035 Build		
Intersection	LOS	LOS	LOS	LOS	LOS	LOS		
Piedmont Ave	В	В	С	А	В	D		
Myrtle St	A	A	A	А	В	C		
Penn Ave	А	В	В	А	В	D		
Argonne Ave	В	В	A	В	Α	D		
Durant Pl	А	A	A	А	Α	D		
Charles Allen Dr	А	В	В	В	Α	E		
Boulevard	С	С	D	С	С	D		
Glen Iris Dr	В	В	С	С	С	C		
Midtown Pl drive	А	A	Α	В	В	В		
Ponce de Leon Pl	В	В	В	В	В	В		
Bonaventure Ave	А	В	Α	Α	В	В		
Freedom Pkwy	В	В	В	С	В	B		
Barnett St	А	В	A	Α	А	Α		
Frederica St	А	В	В	Α	Α	В		
N Highland Ave	В	С	D	С	D	C		
Moreland Ave	D	Е	Е	С	Е	D		

Table 1 – Summary of LOS for Horizon Year (2035) No Build and Build

Section 1 Introduction

The following traffic analysis has been performed within a study area that has identified numerous key intersections in order to determine the impact of highway design elements on traffic operations as part of a Pedestrian Safety Improvement Project. This corridor evaluation extends from Piedmont Avenue to Moreland Avenue containing both signalized and unsignalized intersections. The length of the corridor is approximately two miles and there is a conceptual design for Ponce de Leon Avenue that changes a five-lane section from three eastbound and two westbound travel lanes to two travel lanes in each direction with a continuous two-way center left-turn lane between Piedmont Avenue and Ponce de Leon Place. The location of the corridor, along with the identified intersections for analysis, has been illustrated on Figure 1. The purpose of this report is to determine the future condition of Ponce de Leon Avenue in relation to the proposed enhancements.



Study Methodology

In order to determine the effect that the corridor enhancement would have along Ponce de Leon Avenue, traffic count data and geometric/traffic control information was incorporated into the traffic simulation model VISSIM.

Traffic operations were analyzed along Ponce de Leon Avenue, which includes the intersections listed below:

- Ponce de Leon Ave @ Piedmont Ave
- Ponce de Leon Ave @ Myrtle St
- Ponce de Leon Ave @ Penn Ave (unsignalized)
- Ponce de Leon Ave @ Argonne Ave
- Ponce de Leon Ave @ Durant Pl
- Ponce de Leon Ave @ Charles Allen Dr
- Ponce de Leon Ave @ Boulevard
- Ponce de Leon Ave @ Glen Iris Dr
- Ponce de Leon Ave @ Midtown Place driveway
- Ponce de Leon Ave @ Ponce de Leon Pl
- Ponce de Leon Ave @ Bonaventure Ave (unsignalized)
- Ponce de Leon Ave @ Freedom Pkwy
- Ponce de Leon Ave @ Barnett St
- Ponce de Leon Ave @ Frederica St
- Ponce de Leon Ave @ N Highland Ave
- Ponce de Leon Ave @ Moreland Ave

As stated previously, the proposed project would modify the lanes on Ponce de Leon Avenue from three eastbound and two westbound travel lanes to two travel lanes in each direction with a continuous two-way center left-turn lane between Piedmont Avenue and Ponce de Leon Place.

Additional design elements that are incorporated into this project include:

- Provide a westbound right-turn bay at Myrtle Street (225')
- Provide a median at the City Hall East driveway to prevent left turns
- Provide a dual eastbound left-turn lane at Midtown Place driveway
- Prohibit right turn on red for the southbound approach at Barnett Street
- Provide a continuous two-way center left-turn lane between Barnett Street and N Highland Avenue
- Reduce the length of the eastbound left-turn lane at Briarcliff Road to 300' (from 600') to allow for a mid-block pedestrian crossing near Seminole Avenue

The time periods analyzed were during the weekday AM and PM peak hours. The study methodology for the proposed project included the following tasks:

- 1. Utilize the traffic simulation model VISSIM to evaluate the existing operating conditions within the corridor to establish the baseline condition.
- 2. Use the traffic analysis software VISSIM to evaluate operating conditions in the study area without the proposed design elements using traffic projected for the years 2015 and 2035.
- 3. Use the traffic analysis software VISSIM to evaluate operating conditions in the study area with the proposed design elements using traffic projected for the years 2015 and 2035.

Micro-Simulation Model

Capacity analysis procedures for the subject corridor have been performed using the traffic simulation software VISSIM, version 5.30. This software provides an accurate tool for assessing traffic operations and evaluating the impact of geometric changes. VISSIM a computer model developed by PTV AG (Germany) that simulates traffic and monitors the status of each vehicle as it travels through the network. VISSIM tabulates the average delay per vehicle for each approach to each intersection that was designated for analysis within the study corridor. In order to interpret VISSIM analysis measurements into terms that could be translated into improvement recommendations and conclusions, the average delay per vehicle calculations were converted into level-of-service (LOS) categories.

Level of Service

LOS is a measure used to describe traffic operations that translates traffic conditions into a letter grade ranging from A to F. Figure 2, which is based on the **2010 Highway Capacity Manual**, illustrates and describes each LOS and lists the criteria used in their determination. The average vehicle delay at each intersection is calculated by VISSIM and then translated to LOS.

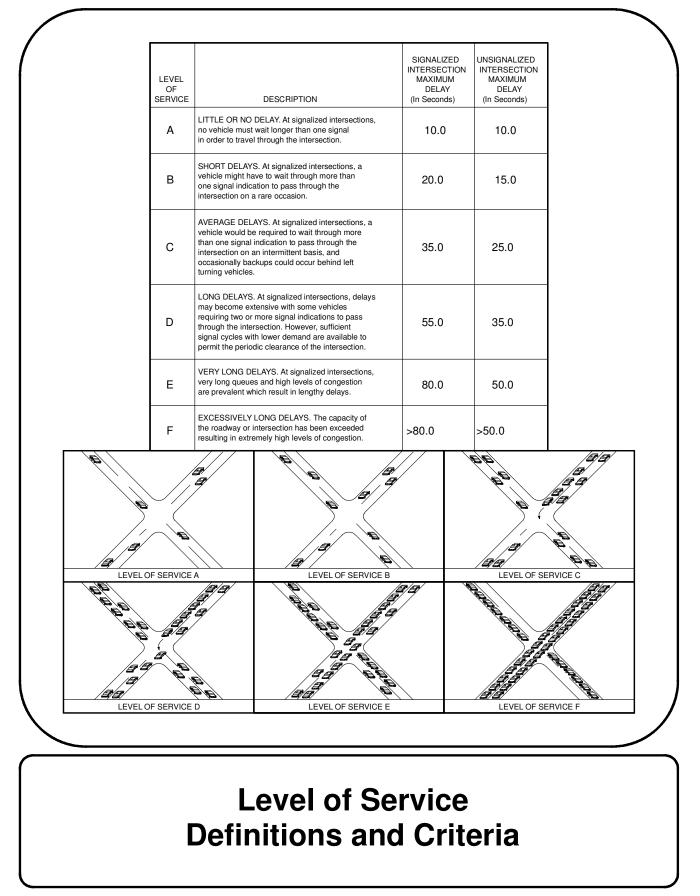
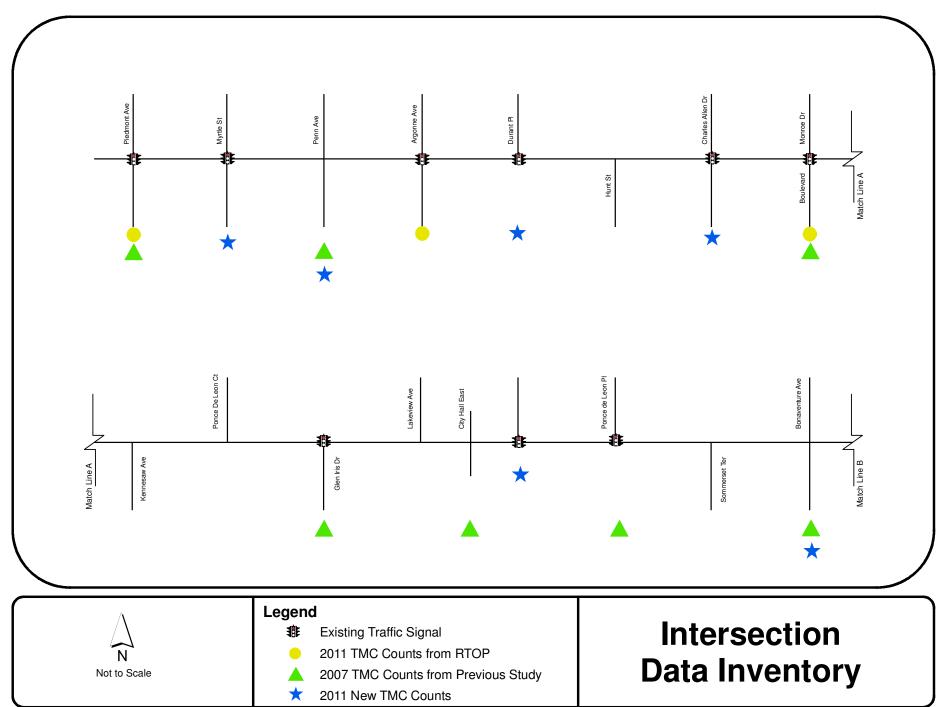


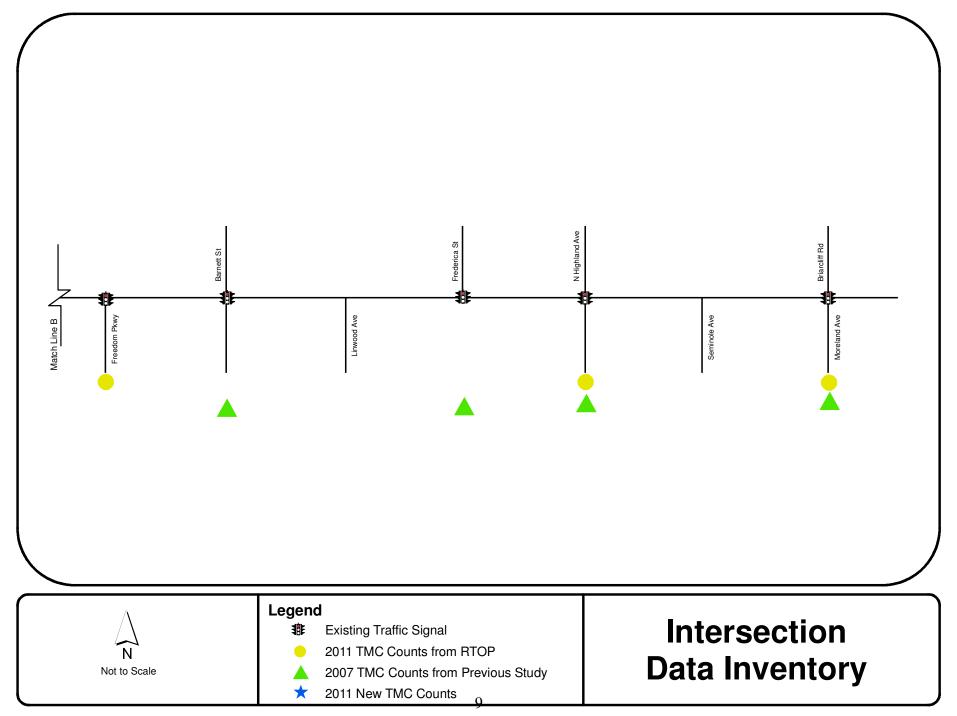
Figure 2

Section 2 Existing Conditions

Existing Traffic Volumes

Current traffic count data was collected for each of the intersections along Ponce de Leon Avenue within the study corridor, with the exception of five intersections. Only data for the year 2007 was available for these five intersections that included: Glen Iris Drive, City Hall East driveway, Ponce de Leon Place, Barnett Street, and Frederica Street. In order to evaluate existing conditions (Base Year 2011), all prior traffic counts were adjusted to a common year of 2011. The methodology used to obtain current traffic volumes for these intersections consisted of evaluating intersections that had both 2007 and 2011 year traffic count data available. By determining annual growth rates for the intersections that consisted of 2007 and 2011 traffic count data, the analyst was able to project the remaining 2007 traffic count data to current year traffic volumes. Figure 3 summarizes the traffic count data that was available for each of the identified intersections. The resulting year 2011 DHV that were incorporated into the Existing Conditions Analysis are provided in Appendix A.





Existing Traffic Operations

A VISSIM analysis was performed for the existing conditions. The results from VISSIM provided the LOS determination for each of the intersections located within the study corridor. These results are summarized in Table 2 and more detailed results are provided in Appendix B.

For the purpose of this study, LOS D or better will be considered adequate (or acceptable) for the roadways within the study corridor. It should be noted that when completing traffic analysis for a project within an urban area, a level of service D or better is considered adequate or acceptable. Any result worse than LOS D would indicate that an intersection or approach is approaching capacity and cannot accommodate substantial increases in traffic. Therefore, if an intersection is found to operate at LOS D, this does not mean that there is a lack of congestion: rather, it would indicate that, as a whole, the intersection could still accommodate additional traffic without breaking down in the peak hours of operation. Table 2 reveals that all intersections currently operate at LOS D or better in both the AM and PM peak hours.

		AM Peak H	our	PM Peak Hour		
Intersection	Approach	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
	EB	7.4	А	10.8	В	
D' des set Asse	WB	9.7	А	5.4	Α	
Piedmont Ave	NB	25.2	С	10.7	В	
	Total	15.3	В	9.6	A	
	EB	6.0	А	7.7	А	
	WB	7.4	А	8.4	А	
Myrtle St	NB	34.7	С	14.2	В	
	SB	17.0	В	10.9	В	
	Total	8.0	A	8.3	A	
	EB	5.8	А	5.1	А	
	WB	3.2	А	3.8	Α	
Penn Ave (unsignalized)	NB	10.7	В	11.9	В	
	SB	12.4	В	12.9	В	
	Total	9.6	A	10.0	A	
	EB	10.1	В	9.3	А	
	WB	10.4	В	17.0	В	
Argonne Ave	NB	10.6	В	11.6	В	
	SB	10.4	В	16.2	В	
	Total	10.4	В	12.0	В	
	EB	1.4	А	5.8	А	
	WB	12.4	В	8.4	Α	
Durant Pl	SB	11.6	В	10.7	В	
	Total	9.8	A	6.6	A	
	EB	1.0	А	10.5	В	
	WB	6.7	Α	2.3	Α	
Charles Allen Dr	NB	10.2	В	25.1	С	
	SB	12.4	В	31.2	С	
	Total	6.5	A	10.7	В	
	EB	16.8	В	27.8	С	
	WB	32.8	С	21.0	С	
Boulevard	NB	23.0	С	29.0	С	
	SB	26.5	С	29.1	С	
	Total	27.9	С	26.4	С	
	EB	14.6	В	21.1	С	
Clon Iris Dr	WB	11.1	В	18.8	В	
Glen Iris Dr	NB	9.8	Α	23.6	С	
	Total	11.8	B	20.7	С	
	EB	8.5	А	11.2	В	
Middamu Dlaga duinean	WB	4.2	Α	14.9	В	
Midtown Place driveway	SB	27.5	С	13.0	В	
	Total	6.0	A	12.7	В	

Table 2 – 2011 Existing Conditions LOS Summary by Approach

Intersection		AM Peak He	our	PM Peak Hour	
	Approach	Delay (s/veh)	LOS	Delay (s/veh)	LOS
	EB	10.6	В	20.1	С
	WB	10.6	В	17.9	В
Ponce de Leon Pl	NB	25.1	С	13.3	В
	SB	20.3	С	13.4	В
	Total	12.1	В	18.3	В
	EB	6.4	А	4.3	Α
	WB	2.1	А	8.9	A
Bonaventure Ave	NB	12.7	В	12.4	В
	SB	13.1	В	10.5	В
	Total	10.0	A	9.0	A
	EB	33.1	С	26.1	С
Freedom Pkwy	WB	12.5	В	23.1	С
Freedom PKwy	NB	13.4	В	17.1	В
	Total	16.6	В	23.3	С
	EB	7.4	А	1.2	Α
	WB	2.3	А	6.7	Α
Barnett St	NB	22.8	С	24.7	С
	SB	16.9	В	23.9	С
	Total	5.2	A	5.0	A
	EB	5.5	А	9.5	Α
	WB	9.8	А	4.7	Α
Frederica St	NB	31.8	С	14.1	В
	SB	25.8	С	12.5	В
	Total	9.2	A	7.9	A
	EB	23.2	С	19.8	В
	WB	8.7	А	26.4	C
N Highland Ave	NB	35.1	D	34.9	C
	SB	37.6	D	32.1	C
	Total	19.9	В	25.3	С
	EB	37.6	D	28.1	С
	WB	38.1	D	22.4	С
Moreland Ave	NB	35.2	D	36.5	D
	SB	29.5	С	25.5	С
	Total	35.9	D	27.5	С

 Table 2 – 2011 Existing Conditions LOS Summary by Approach (cont)

Section 3 Future Conditions

Future Traffic Volumes

Future traffic was calculated for the anticipated opening year (2015) as well as the design year (2035). The projected growth rates used to calculate the future traffic volumes were based upon the Atlanta Regional Commission (ARC) Travel Demand Model. ARC travel demand models were available for the years 2010, 2016, 2030, and 2040. By examining the assigned daily volumes along Ponce de Leon Avenue in each of the travel demand models, an average annual growth rate was calculated for each year interval provided These growth rates were applied incrementally to the 2011 DHV in order to obtain future traffic volumes. The average annual growth rates that were calculated are revealed in Table 3.

					'10-'16	'16-'30	'30-'40
Segment	2010	2016	2030	2040	Growth	Growth	Growth
West of Piedmont	8,538	8,395	13,042	16,754	-0.28%	3.20%	2.54%
Piedmont – Argonne	16,215	15,326	20,818	22,176	-0.94%	2.21%	0.63%
Argonne – Charles Allen	17,429	17,309	22,953	24,658	-0.12%	2.04%	0.72%
Charles Allen - Boulevard	24,512	24,046	31,184	32,969	-0.32%	1.87%	0.56%
Boulevard – Glen Iris	27,628	29,372	35,346	37,689	1.03%	1.33%	0.64%
Glen Iris – Ponce de Leon Pl	37,165	40,781	47,455	49,679	1.56%	1.09%	0.46%
Ponce de Leon Pl – Freedom Pkwy	36,271	40,305	46,461	48,334	1.77%	1.02%	0.40%
Freedom Pkwy – N Highland	32,302	37,091	43,732	45,807	2.33%	1.18%	0.46%
N Highland - Moreland	51,365	53,664	61,585	64,342	0.73%	0.99%	0.44%
East of Moreland	48,760	51,759	57,600	53,262	1.00%	0.77%	-0.78%
Average Corridor Growth (/yr)	-	-	-	-	0.68%	1.57%	0.61%

 Table 3 – Average Growth Rates per Year from ARC Travel Demand Model

In order to calculate traffic volumes for the year 2015, the 2010-2016 average growth rate (0.68% per year) was applied to the 2011 DHV for a period of 4 years. The resulting 2015 DHV for the AM and PM peak hours is provided in Appendix A..

In order to calculate 2035 traffic, the 2016-2030 average growth rate (1.57% per year) was applied to the 2015 DHV for a period of 14 years, and then the 2030-2040 average growth rate (0.61% per year) was applied for a period of 5 years. The resulting 2035 DHV for the AM and PM Peak Hours is provided in Appendix A.

Future Traffic Operations

Future No Build

The VISSIM analysis was performed for the future 2015 and 2035 No Build conditions. The results from VISSIM provided the LOS determination for each of the identified intersections within the study corridor. These results are summarized in Tables 4 and 5 for 2015 and 2035, respectively. More detailed results by individual turning movement are provided in Appendix B.

The results of the future No Build analysis reveal that in the year 2015 the corridor continues to operate at an acceptable Level of Service (LOS D or better) for both AM and PM peak hours. However, as traffic volumes increase by the year 2035, the Moreland Avenue intersection along Ponce de Leon Avenue is expected to operate at an unacceptable LOS E. Additional individual turning movements throughout the corridor are also expected to operate at LOS E or worse. More detailed level of service results are provided in Appendix B.

Intersection		AM Peak H	our	PM Peak Hour		
	Approach	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
	EB	7.3	А	10.6	В	
D'alacció Acia	WB	10.8	В	6.1	Α	
Piedmont Ave	NB	26.3	С	10.8	В	
	Total	16.3	В	9.7	A	
	EB	6.2	А	7.7	А	
	WB	8.8	А	8.2	Α	
Myrtle St	NB	37.2	D	14.3	В	
	SB	18.3	В	10.0	Α	
	Total	9.1	A	8.2	A	
	EB	9.5	А	5.2	А	
	WB	2.5	А	3.0	Α	
Penn Ave (unsignalized)	NB	10.6	В	12.1	В	
	SB	12.0	В	11.8	В	
	Total	9.4	A	9.9	A	
	EB	9.9	А	10.0	В	
	WB	11.6	В	15.4	В	
Argonne Ave	NB	10.4	В	12.1	В	
	SB	10.2	В	16.7	В	
	Total	11.1	В	12.0	В	
	EB	1.2	А	6.3	Α	
	WB	14.1	В	8.6	Α	
Durant Pl	SB	13.3	В	10.4	В	
	Total	11.0	В	7.1	A	
ırant Pl	EB	1.3	А	10.8	В	
	WB	6.5	А	2.2	Α	
Charles Allen Dr	NB	11.9	В	23.2	В	
	SB	12.6	В	29.0	В	
	Total	6.5	A	10.7	В	
	EB	17.4	В	31.5	С	
	WB	35.4	D	20.5	С	
Boulevard	NB	22.4	С	30.3	С	
	SB	28.3	С	32.7	С	
	Total	29.5	С	28.6	С	
	EB	14.7	В	23.8	С	
	WB	13.6	В	18.7	В	
Glen Iris Dr	NB	9.4	Α	27.4	С	
	Total	13.4	В	22.6	С	
	EB	9.5	А	12.9	В	
	WB	4.2	А	14.8	В	
Midtown Place driveway	SB	27.0	С	13.2	В	
	Total	6.3	A	13.6	В	

Table 4 – 2015 No Build LOS Summary by Approach

Intersection		AM Peak He	our	PM Peak Hour		
	Approach	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
	EB	12.7	В	22.3	С	
	WB	10.7	В	19.4	В	
Ponce de Leon Pl	NB	22.1	С	12.6	В	
	SB	21.0	С	12.6	В	
	Total	12.6	В	19.8	В	
	EB	17.9	В	4.8	Α	
	WB	0.5	А	4.7	Α	
Bonaventure Ave	NB	9.3	А	12.5	В	
	SB	13.3	В	11.6	В	
	Total	8.9	A	9.1	Α	
	EB	38.0	D	24.5	С	
	WB	12.1	В	20.2	С	
Freedom Pkwy	NB	13.3	В	16.2	В	
	Total	17.3	В	21.4	С	
	EB	8.6	А	1.2	А	
	WB	2.0	А	4.2	Α	
Barnett St	NB	27.2	С	36.9	D	
	SB	17.4	В	25.2	С	
	Total	5.5	A	4.4	A	
	EB	5.9	А	12.8	В	
	WB	9.8	А	4.9	Α	
Frederica St	NB	9.1	А	8.3	Α	
	SB	26.1	С	12.0	В	
	Total	9.3	A	9.8	Α	
	EB	25.5	С	23.6	С	
	WB	9.9	А	28.7	С	
N Highland Ave	NB	36.9	D	37.1	D	
	SB	35.7	D	32.5	С	
	Total	21.2	С	27.9	С	
	EB	41.2	D	20.8	С	
	WB	43.0	D	32.0	С	
Moreland Ave	NB	35.8	D	36.7	D	
	SB	29.2	С	36.0	D	
	Total	38.5	D	29.5	С	

Table 4 – 2015 No Build LOS Summary by Approach (cont)

		AM Peak He	our	PM Peak Hour		
Intersection	Approach	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
	EB	8.8	А	20.5	С	
Diadmont Area	WB	12.4	В	23.4	С	
Piedmont Ave	NB	31.6	С	16.3	В	
	Total	19.4	B	19.3	B	
	EB	3.8	А	6.2	А	
	WB	3.8	Α	13.9	В	
Myrtle St	NB	43.0	D	22.5	С	
	SB	29.0	С	29.3	С	
	Total	5.6	A	10.5	B	
	EB	6.8	А	6.7	А	
	WB	3.3	А	14.9	В	
Penn Ave (unsignalized)	NB	9.8	А	12.6	В	
	SB	15.6	В	13.6	В	
	Total	10.2	B	12.3	B	
	EB	14.9	В	8.8	Α	
	WB	8.7	А	6.2	Α	
Argonne Ave	NB	30.5	С	23.4	С	
	SB	40.5	D	34.4	С	
	Total	12.3	B	9.9	A	
	EB	4.0	А	3.0	Α	
	WB	7.1	А	1.0	Α	
Durant Pl	SB	37.9	D	22.1	С	
	Total	6.5	A	2.6	A	
	EB	14.3	В	4.8	Α	
	WB	1.5	А	3.2	Α	
Charles Allen Dr	NB	45.3	D	30.9	С	
	SB	38.5	D	37.4	D	
	Total	10.9	B	8.5	A	
	EB	12.5	В	35.5	D	
	WB	19.3	В	27.4	С	
Boulevard	NB	32.5	C	33.7	С	
	SB	35.7	D	43.7	D	
	Total	23.5	С	34.7	С	
	EB	41.9	D	23.1	С	
Clon Iris Dr	WB	4.9	А	17.3	В	
Glen Iris Dr	NB	23.3	С	47.2	D	
	Total	17.0	B	25.0	С	
	EB	9.7	А	8.6	А	
Middown Diago daireanna	WB	5.7	Α	11.6	В	
Midtown Place driveway	SB	40.4	D	35.6	D	
	Total	7.8	A	12.0	B	

Table 5 – 2035 No Build LOS Summary by Approach

Intersection		AM Peak He	our	PM Peak Hour		
	Approach	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
	EB	12.2	В	13.6	В	
	WB	7.9	А	29.8	С	
Ponce de Leon Pl	NB	32.8	С	22.7	С	
	SB	31.9	С	23.2	С	
	Total	12.4	В	19.9	В	
	EB	15.8	В	10.5	В	
	WB	3.8	А	17.5	В	
Bonaventure Ave	NB	12.4	В	14.2	В	
	SB	25.1	С	13.1	В	
	Total	15.5	В	12.7	В	
	EB	21.6	С	18.3	В	
	WB	14.7	В	15.0	В	
Freedom Pkwy	NB	16.5	В	19.9	В	
	Total	16.5	В	17.5	В	
	EB	8.1	А	2.2	Α	
	WB	9.5	А	13.4	В	
Barnett St	NB	63.0	Е	23.9	С	
	SB	34.7	С	29.6	С	
	Total	11.3	В	8.1	A	
	EB	7.5	А	10.3	В	
	WB	12.3	В	3.5	A	
Frederica St	NB	6.3	А	8.2	A	
	SB	36.7	D	14.1	В	
	Total	11.8	В	8.2	A	
	EB	15.1	В	54.6	D	
	WB	14.8	В	25.6	С	
N Highland Ave	NB	52.0	D	48.4	D	
	SB	51.1	D	53.0	D	
	Total	24.5	С	45.5	D	
	EB	80.5	F	38.4	D	
	WB	98.1	F	115.6	F	
Moreland Ave	NB	61.7	Е	62.6	Е	
	SB	42.2	D	34.8	С	
	Total	74.5	E	58.6	E	

Table 5 – 2035 No Build LOS Summary by Approach (cont)

Future Build

The results from the VISSIM analysis that include the proposed roadway improvements to address pedestrian safety are summarized in Tables 6 and 7 for the years 2015 and 2035, respectively. More detailed level of service results are provided in Appendix B.

The results for the future Build analysis reveal that by the year 2015 the study corridor continues to operate at acceptable Level of Service (LOS D or better) for both AM and PM peak hours with the exception of some individual turning movements along the corridor. Specifically, due to reducing the length of the eastbound left-turn lane along Ponce de Leon Avenue at Moreland Avenue, the operational efficiency for this movement can be expected to operate at LOS F by the year 2015. By the year 2035, there are several intersections that are anticipated to operate at an unacceptable LOS E. The eastbound approach along Ponce de Leon Avenue at Charles Allen Drive is forecasted to operate at LOS F in the PM Peak Hour. This inadequate LOS is due to eliminating the third eastbound travel lane in the Build Alternative. More detailed level of service results are provided in Appendix B.

		AM Peak He	our	PM Peak Hour		
Intersection	Approach	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
	EB	9.5	А	16.1	В	
Diaday and Area	WB	7.9	А	17.9	В	
Piedmont Ave	NB	25.7	С	20.9	С	
	Total	14.8	B	18.6	В	
	EB	5.1	А	5.1	Α	
	WB	4.8	А	4.9	А	
Myrtle St	NB	43.1	D	28.7	С	
	SB	24.8	С	26.1	С	
	Total	6.3	A	7.0	A	
	EB	17.5	В	3.8	А	
	WB	0.4	А	10.7	В	
Penn Ave (unsignalized)	NB	10.8	В	14.5	В	
	SB	14.3	В	15.9	В	
	Total	10.2	B	12.9	В	
	EB	7.1	А	6.8	А	
	WB	4.1	А	8.5	Α	
Argonne Ave	NB	25.2	С	31.7	С	
	SB	29.3	С	37.0	D	
	Total	6.7	A	10.1	В	
	EB	1.8	А	4.0	Α	
	WB	4.3	А	0.9	Α	
Durant Pl	SB	27.4	С	28.3	С	
	Total	3.8	A	3.2	A	
	EB	3.9	А	20.0	С	
	WB	4.9	Α	7.7	Α	
Charles Allen Dr	NB	30.5	С	28.2	С	
	SB	30.7	С	38.2	D	
	Total	9.1	A	18.5	В	
	EB	14.9	В	38.6	D	
	WB	17.7	В	15.4	В	
Boulevard	NB	32.1	С	36.0	D	
	SB	37.7	D	44.2	D	
	Total	23.2	С	33.1	С	
	EB	25.5	С	15.2	В	
Clon Iris Dr	WB	3.2	А	20.3	С	
Glen Iris Dr	NB	24.5	С	42.0	D	
	Total	11.8	B	21.2	С	
	EB	12.3	В	14.1	В	
	WB	7.3	А	14.4	В	
Midtown Place driveway	SB	31.5	С	28.8	С	
	Total	9.5	A	15.4	B	

Table 6 – 2015 Build LOS Summary by Approach

Intersection	A	AM Peak H	our	PM Peak Hour		
	Approach	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
	EB	15.1	В	12.0	В	
	WB	11.7	В	17.8	В	
Ponce de Leon Pl	NB	24.6	С	25.2	С	
	SB	25.1	С	26.6	С	
	Total	14.4	В	16.1	В	
	EB	6.9	Α	5.6	А	
	WB	2.3	А	0.1	Α	
Bonaventure Ave	NB	8.2	А	17.5	В	
	SB	14.6	В	10.0	В	
	Total	9.4	A	11.2	В	
	EB	27.9	С	23.3	С	
Freedom Pkwy	WB	11.7	В	14.5	В	
Freedom Pkwy	NB	14.0	В	20.7	С	
	Total	15.3	В	19.8	В	
	EB	10.1	В	2.1	А	
	WB	1.6	А	6.6	Α	
Barnett St	NB	6.5	А	29.3	С	
	SB	34.0	С	41.5	D	
	Total	7.0	A	6.8	A	
	EB	11.1	В	6.1	А	
	WB	8.0	А	13.4	В	
Frederica St	NB	9.4	А	8.5	Α	
	SB	23.1	С	31.3	С	
	Total	9.8	A	10.4	B	
	EB	22.1	С	29.2	С	
	WB	9.4	А	27.2	С	
N Highland Ave	NB	36.3	D	36.6	D	
	SB	40.3	D	31.8	С	
	Total	20.5	С	29.8	С	
	EB	51.8	D	14.0	В	
	WB	70.7	Е	32.2	С	
Moreland Ave	NB	43.1	D	39.1	D	
	SB	34.3	С	37.7	D	
	Total	53.1	D	27.8	С	

Table 6 – 2015 Build LOS Summary by Approach (cont)

		AM Peak He	our	PM Peak Hour		
Intersection	Approach	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
	EB	11.9	В	46.6	D	
	WB	12.0	В	17.3	В	
Piedmont Ave	NB	35.4	D	49.0	D	
	Total	20.9	С	40.9	D	
	EB	2.7	А	35.0	С	
	WB	3.8	А	7.7	Α	
Myrtle St	NB	58.4	Е	26.3	С	
	SB	49.3	D	35.9	D	
	Total	6.4	A	26.0	С	
	EB	7.2	А	8.6	А	
	WB	0.8	А	28.1	С	
Penn Ave (unsignalized)	NB	10.6	В	56.3	Е	
	SB	17.2	В	37.2	D	
	Total	10.5	В	42.9	D	
	EB	8.3	А	49.7	D	
	WB	3.9	Α	6.7	Α	
Argonne Ave	NB	34.5	C	210.0	F	
	SB	38.5	D	68.4	Е	
	Total	7.7	A	46.8	D	
	EB	5.1	А	56.2	Е	
	WB	4.1	А	1.1	Α	
Durant Pl	SB	32.7	С	38.5	D	
	Total	4.5	A	36.9	D	
	EB	15.0	В	103.6	F	
	WB	5.7	А	5.6	Α	
Charles Allen Dr	NB	52.5	D	39.0	D	
	SB	50.9	D	39.0	D	
	Total	15.7	В	64.4	E	
	EB	26.0	С	42.6	D	
	WB	35.7	D	17.4	В	
Boulevard	NB	45.6	D	35.6	D	
	SB	52.2	D	143.9	F	
	Total	39.1	D	52.3	D	
	EB	24.9	С	21.1	С	
Clon Iris Dr	WB	12.4	В	34.8	С	
Glen Iris Dr	NB	44.0	D	62.3	Е	
	Total	20.1	С	32.7	С	
	EB	14.2	В	18.8	В	
Million Diago bi	WB	5.7	А	19.4	В	
Midtown Place driveway	SB	47.0	D	29.4	С	
	Total	9.4	A	20.0	В	

Table 7 – 2035 Build LOS Summary by Approach

To do an a dia a		AM Peak He	our	PM Peak Hour		
Intersection	Approach	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
	EB	11.6	В	12.8	В	
	WB	11.1	В	13.9	В	
Ponce de Leon Pl	NB	42.0	D	28.0	С	
	SB	33.9	С	28.6	С	
	Total	14.7	В	15.7	В	
	EB	4.4	А	7.5	Α	
	WB	2.4	А	15.9	В	
Bonaventure Ave	NB	8.6	А	13.0	В	
	SB	20.2	С	12.4	В	
	Total	9.6	A	10.9	В	
	EB	32.0	С	21.1	С	
	WB	14.0	В	13.0	В	
Freedom Pkwy	NB	17.8	В	23.3	С	
	Total	18.3	В	18.8	В	
	EB	5.6	Α	4.7	А	
	WB	4.3	А	5.3	Α	
Barnett St	NB	18.5	В	31.8	С	
	SB	54.1	D	39.7	D	
	Total	8.9	A	7.9	Α	
	EB	12.0	В	14.1	В	
	WB	12.0	В	7.0	Α	
Frederica St	NB	21.1	С	15.8	В	
	SB	33.8	С	29.7	С	
	Total	13.1	В	12.4	В	
	EB	54.8	D	26.6	С	
	WB	14.5	В	20.5	С	
N Highland Ave	NB	55.1	Е	43.9	D	
	SB	58.1	Е	49.1	D	
	Total	37.6	D	30.0	С	
	EB	90.2	F	33.0	С	
	WB	99.2	F	63.5	Е	
Moreland Ave	NB	60.8	Е	98.2	F	
	SB	42.4	D	33.6	С	
	Total	77.0	E	51.4	D	

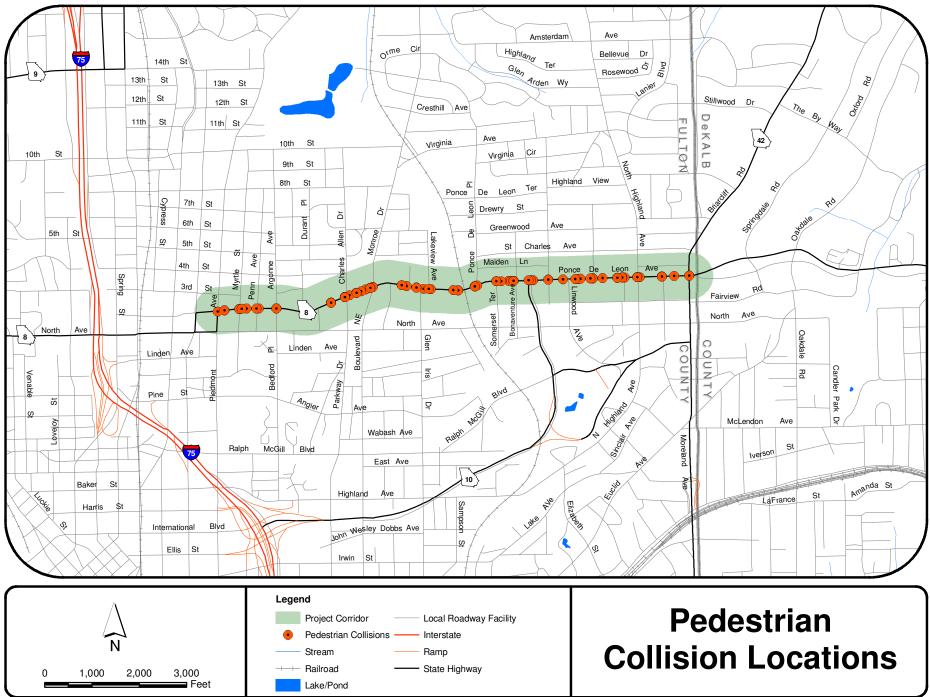
Table 7 – 2035 Build LOS Summary by Approach (cont)

Section 4 Accident History

For the purposes of this analysis, accidents along Ponce de Leon Avenue that occurred between Piedmont Avenue and Moreland Avenue were reviewed. Accidents were reviewed for the years 2000 to 2009. There have been a total of 5,408 collisions within the project corridor during this ten-year period. These collisions have resulted in 1,581 injuries and 12 fatalities. A more detailed evaluation of the collisions has revealed that 112 of these collisions involved pedestrians that resulted in 113 injuries and three fatalities. The purpose of the proposed project is to provide measures that work to enhance pedestrian safety. The types of collisions that occurred within the project corridor are summarized in Table 8 and the locations of pedestrian collisions are illustrated on Figure 4.

	Accident History												
	Accidents												
	Rear-	Side-		Head-	Struck	Run					Pedestrians		
Year	end	swipe	Angle	on	Object	off	Other	Total	Injury	Fatal	Involved		
2000	215	103	215	10			26	569	156	3	9		
2001	202	91	220	11			33	557	176	3	18		
2002	206	78	222	12			24	542	150	1	14		
2003	199	89	239	14			22	563	184	1	10		
2004	196	113	214	10			26	559	157	1	13		
2005	193	110	200	21			30	554	166	1	12		
2006	176	97	220	19			36	548	193	0	17		
2007	188	108	230	13			31	570	151	1	9		
2008	189	118	195	14			27	543	132	0	9		
2009	158	76	138	17			14	403	116	1	1		
Totals:	1,922	983	2,093	141			269	5,408	1,581	12	112		

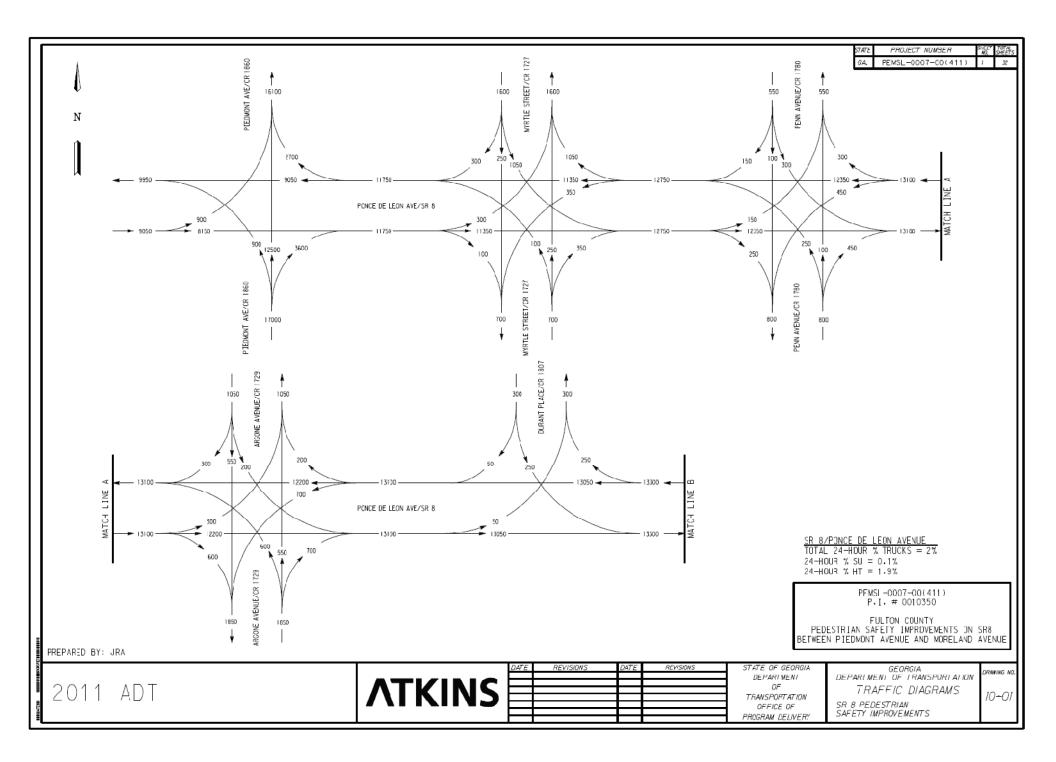
Table 8 Accident History

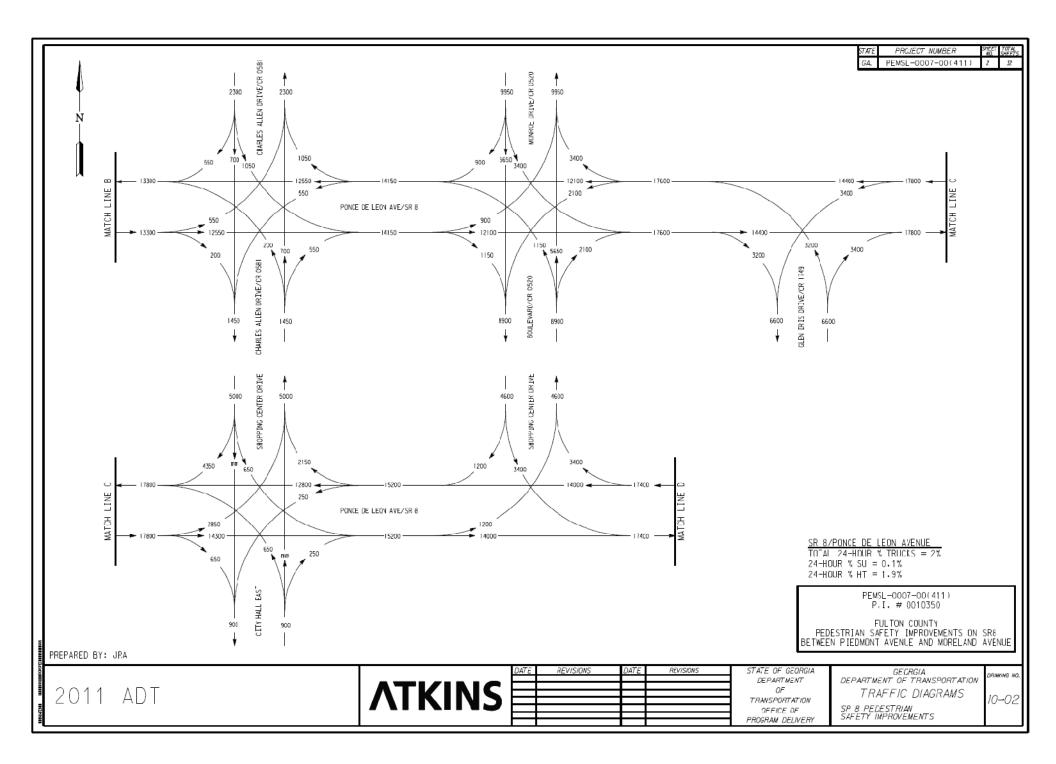


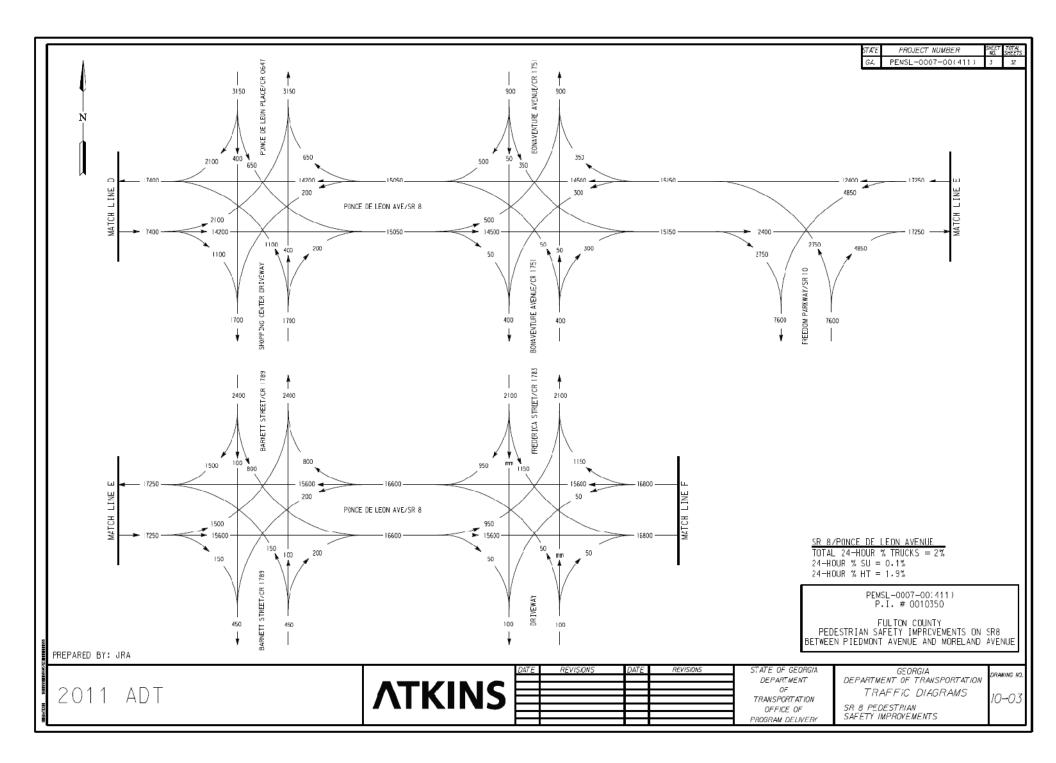
Appendix A Design Hourly Volume

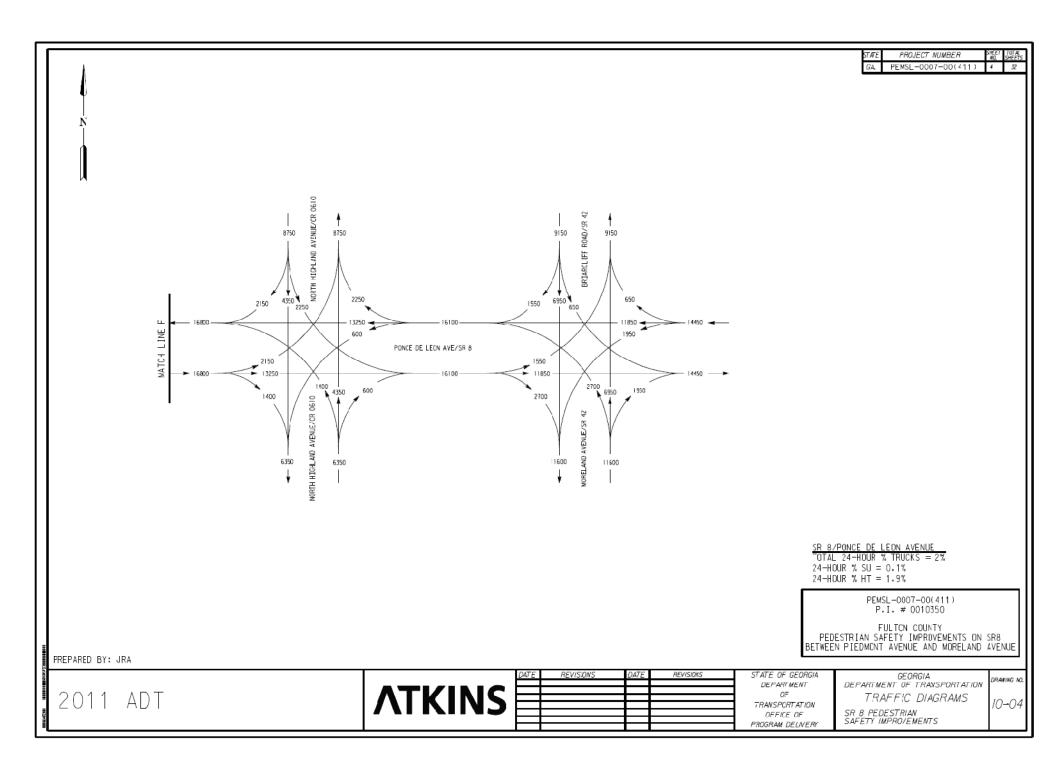
Average Annual Daily Traffic

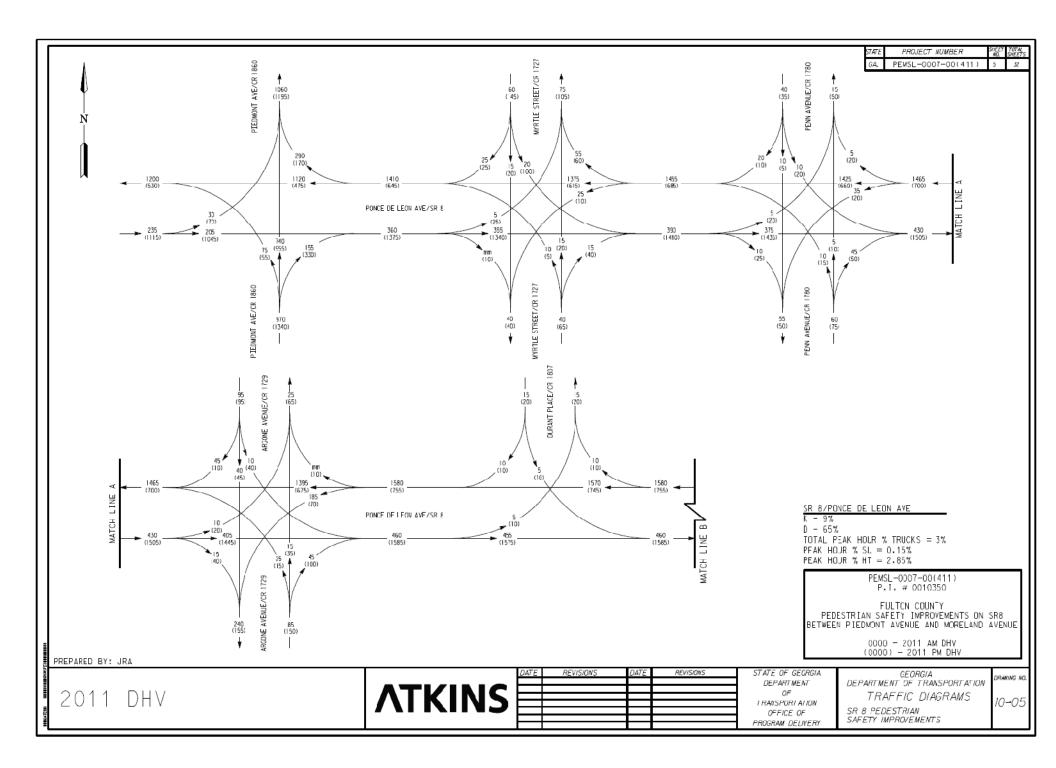
2011 DHV 2011 AADT 2015 DHV (No Build) 2015 AADT (No Build) 2035 DHV (No Build) 2035 AADT (No Build) 2015 DHV (Build) 2015 AADT (Build) 2035 DHV (Build) 2035 AADT (Build)

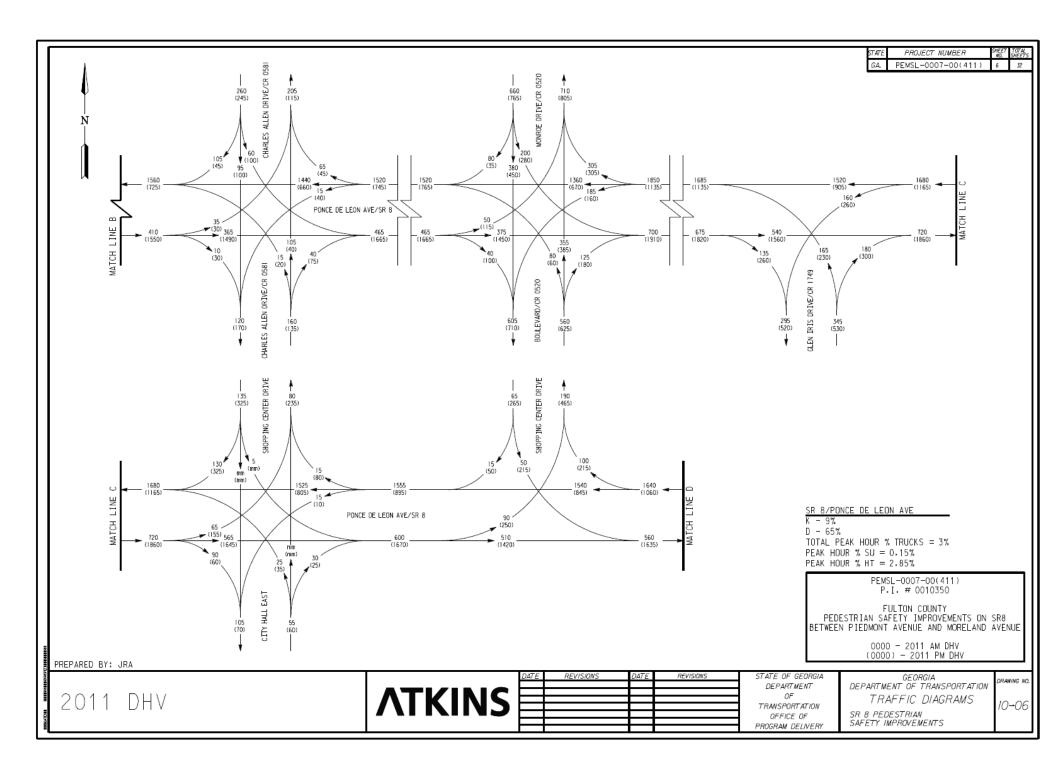


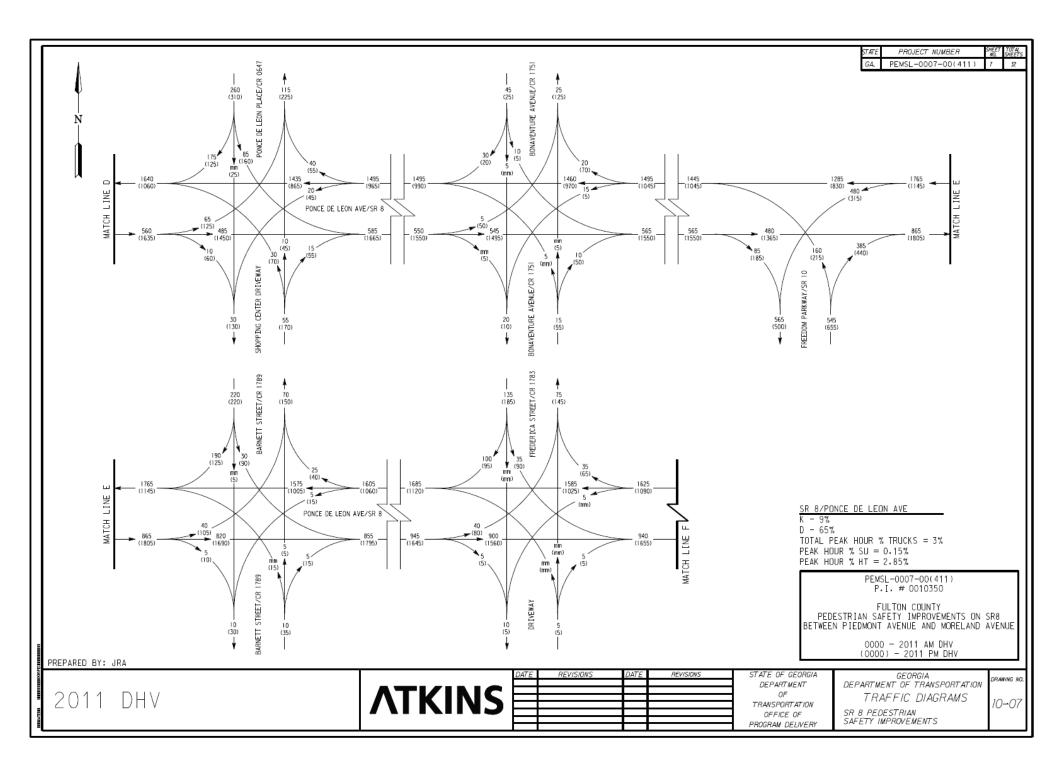


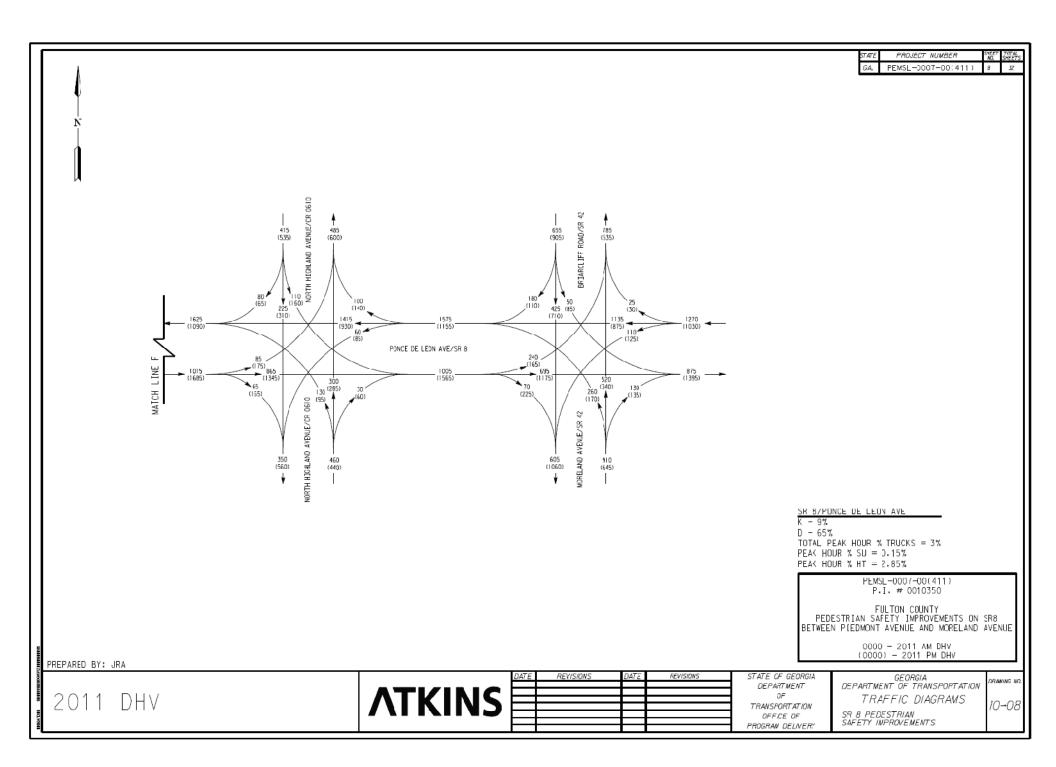


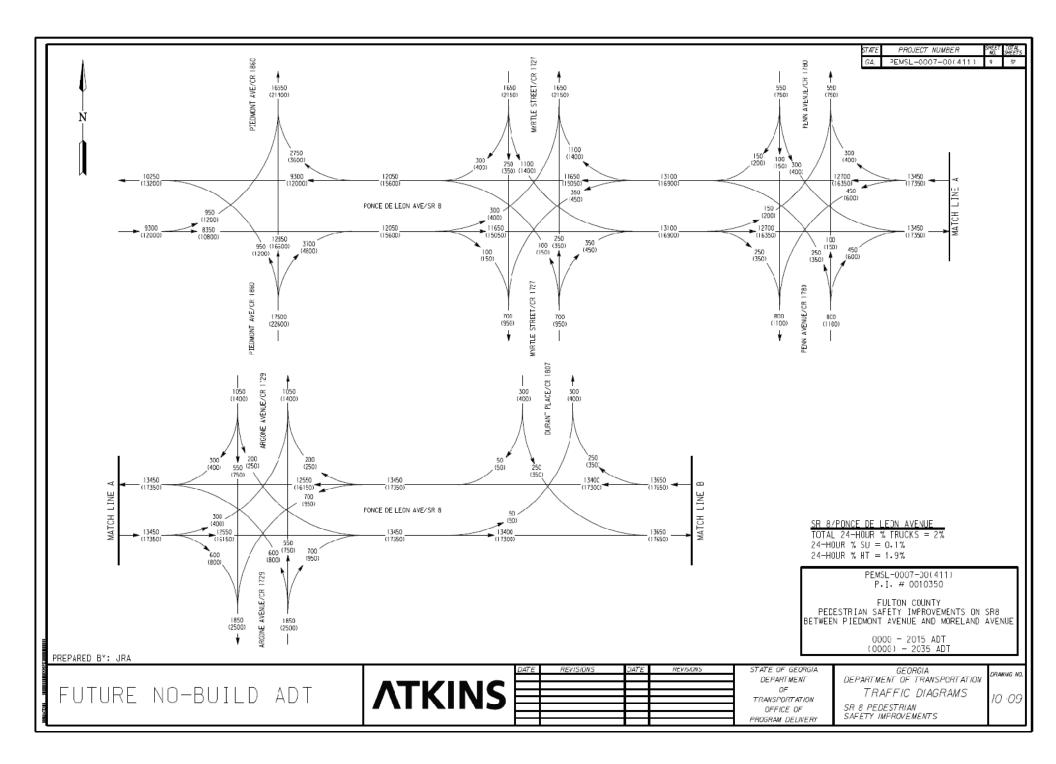


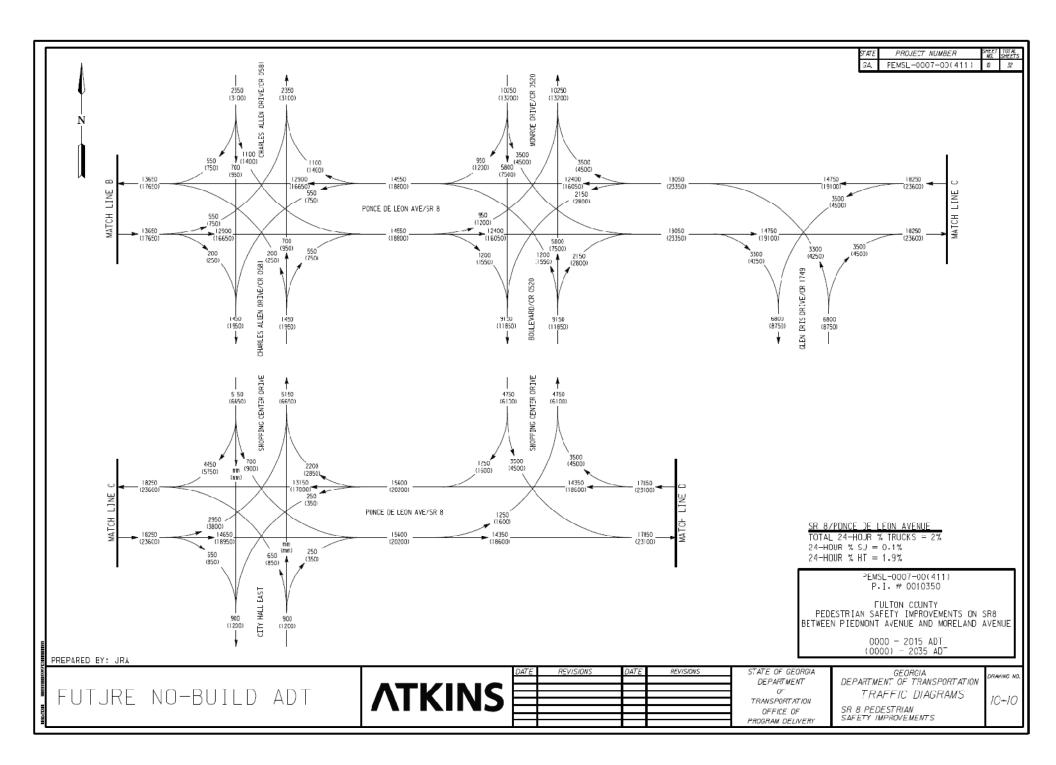


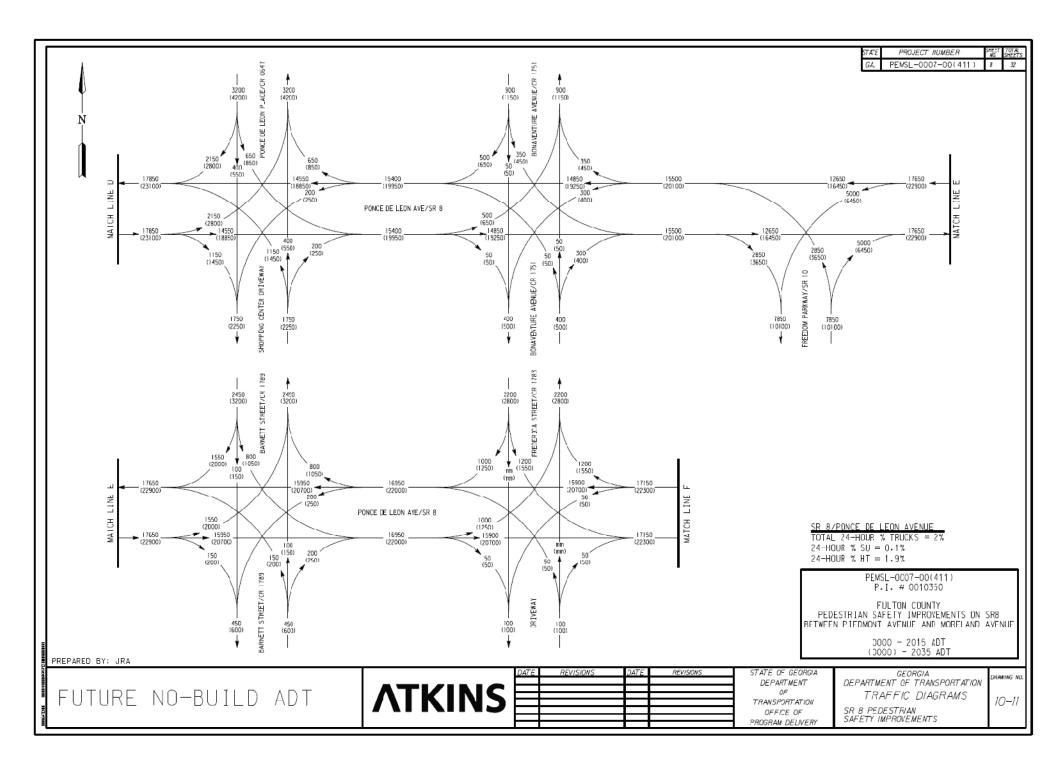


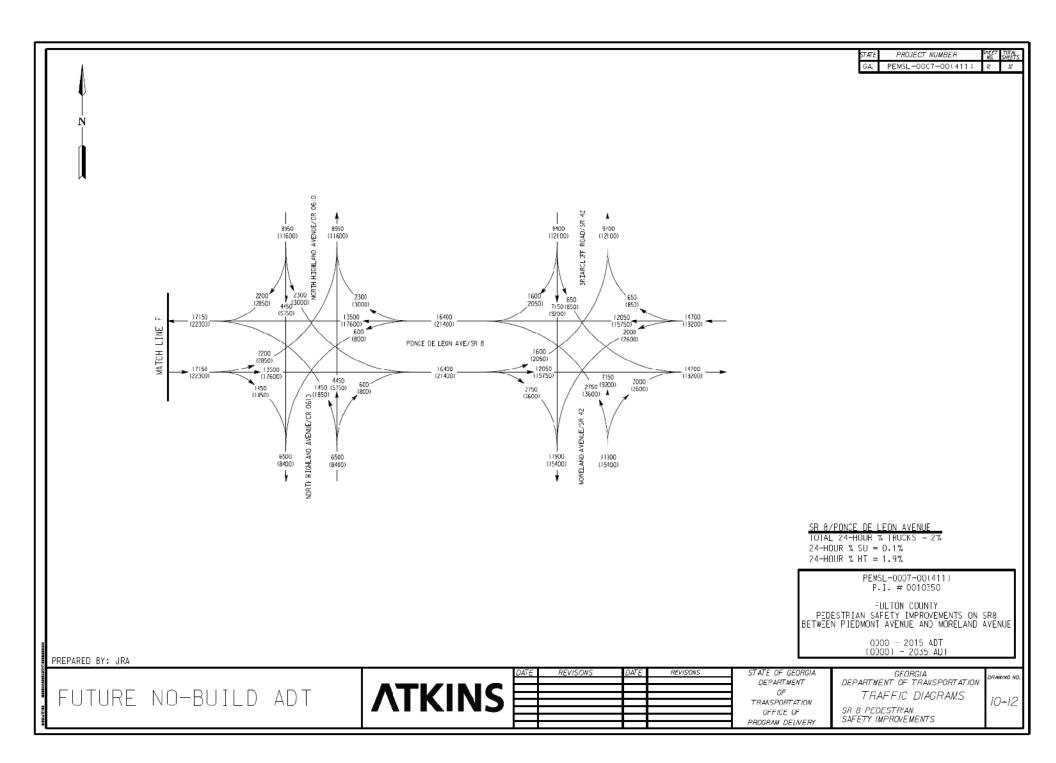


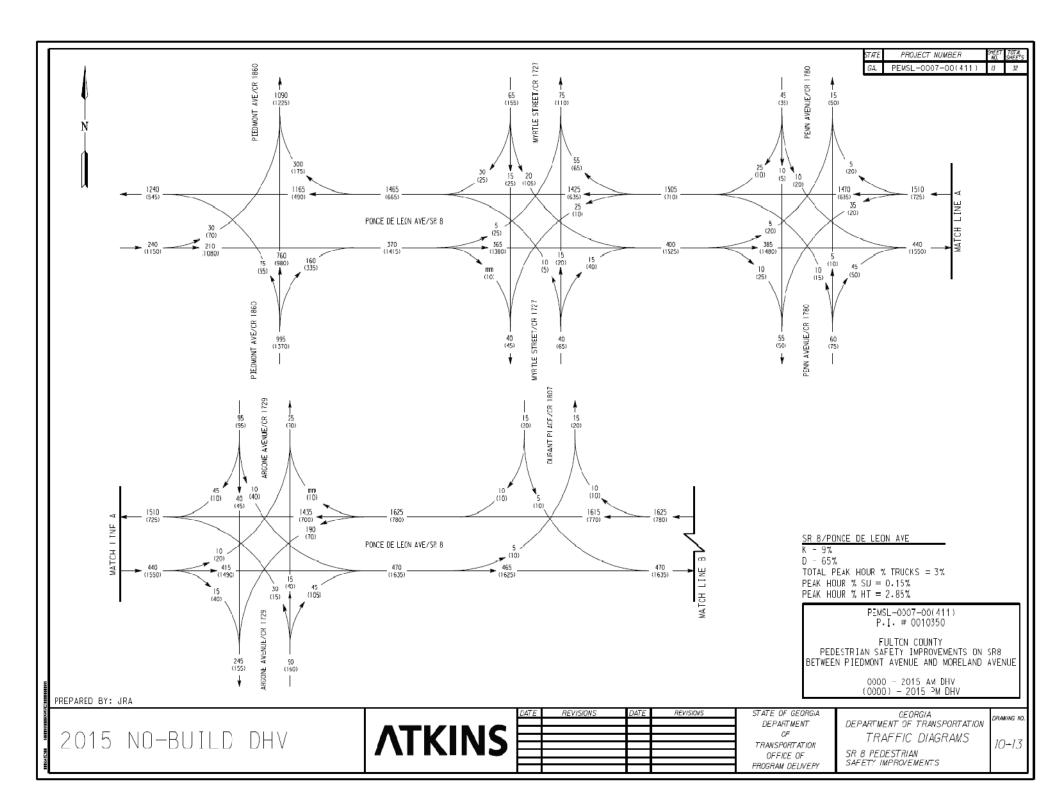


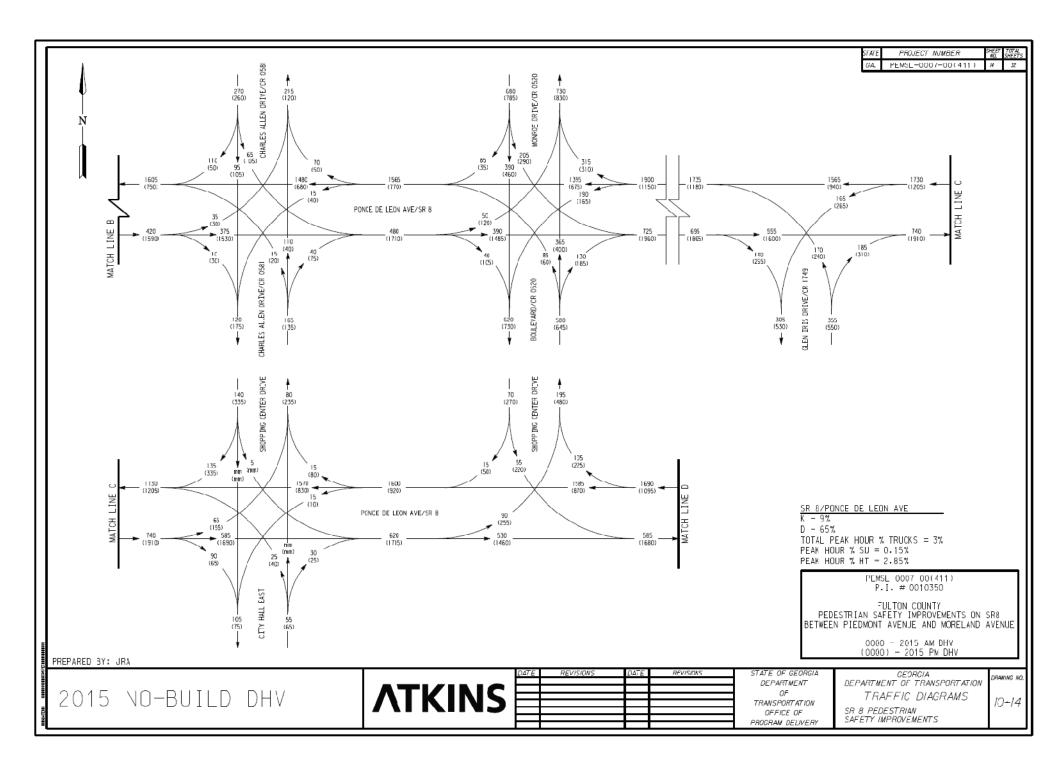


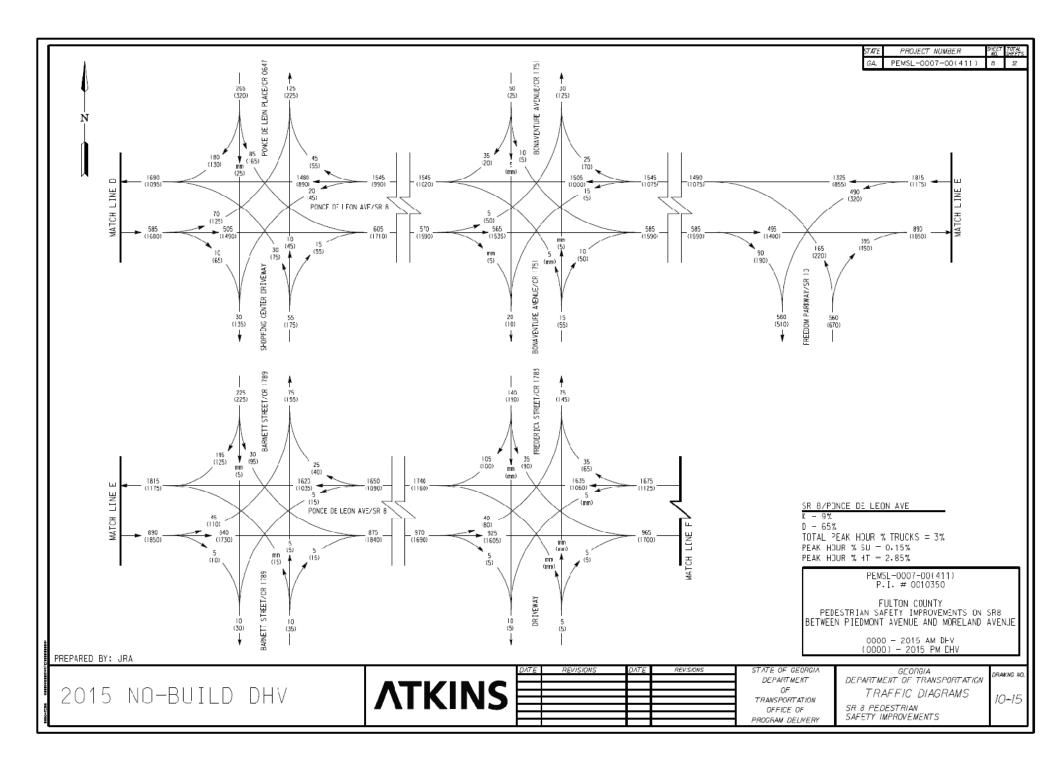


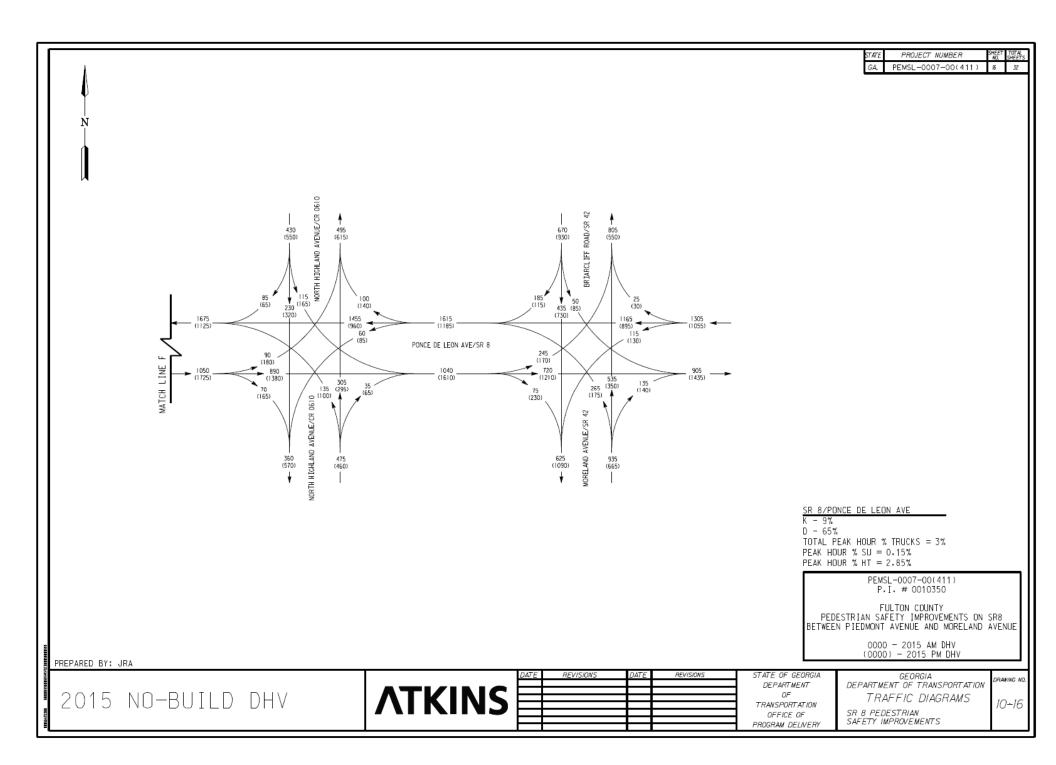


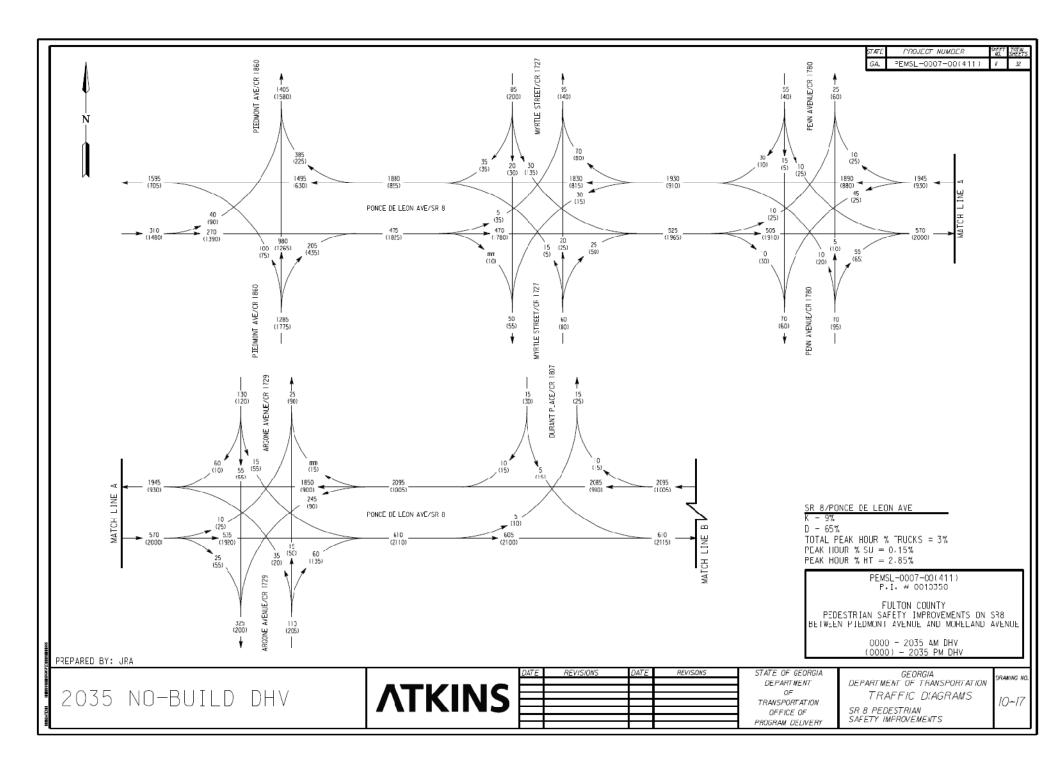


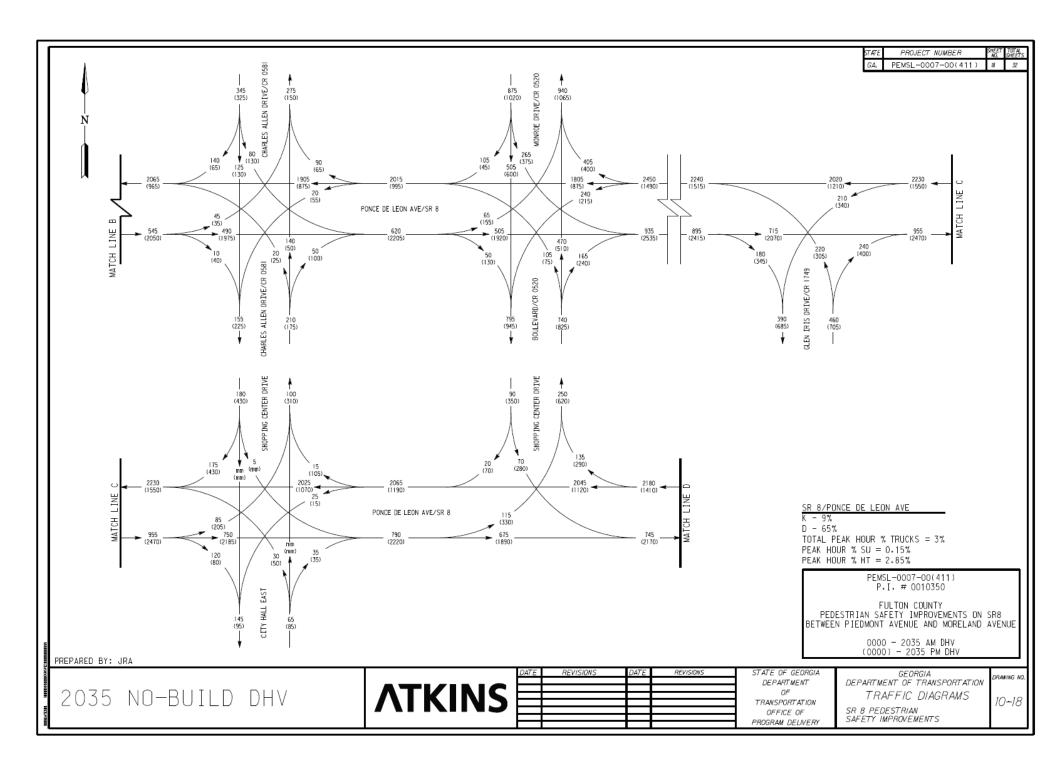


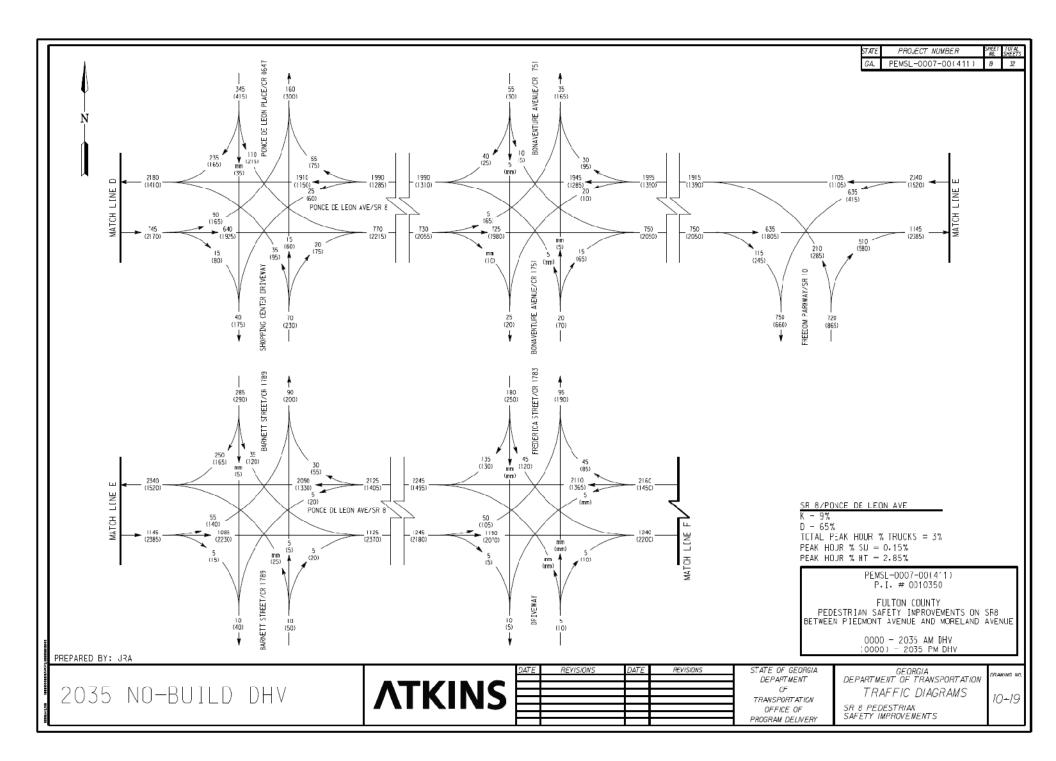


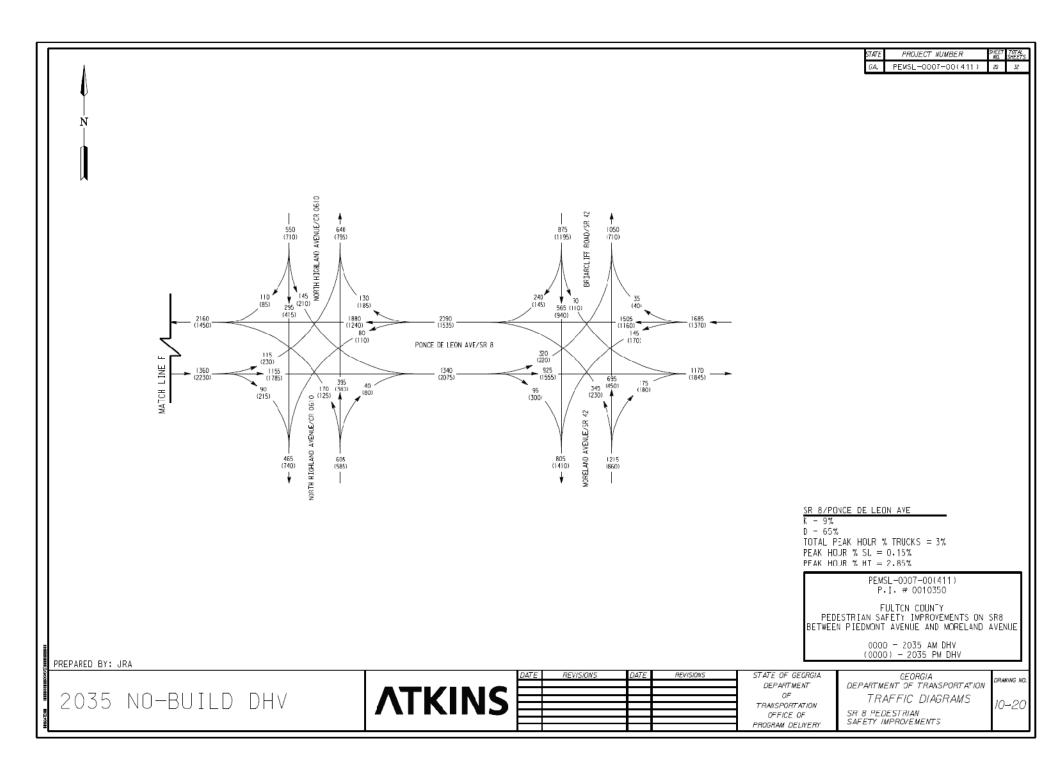


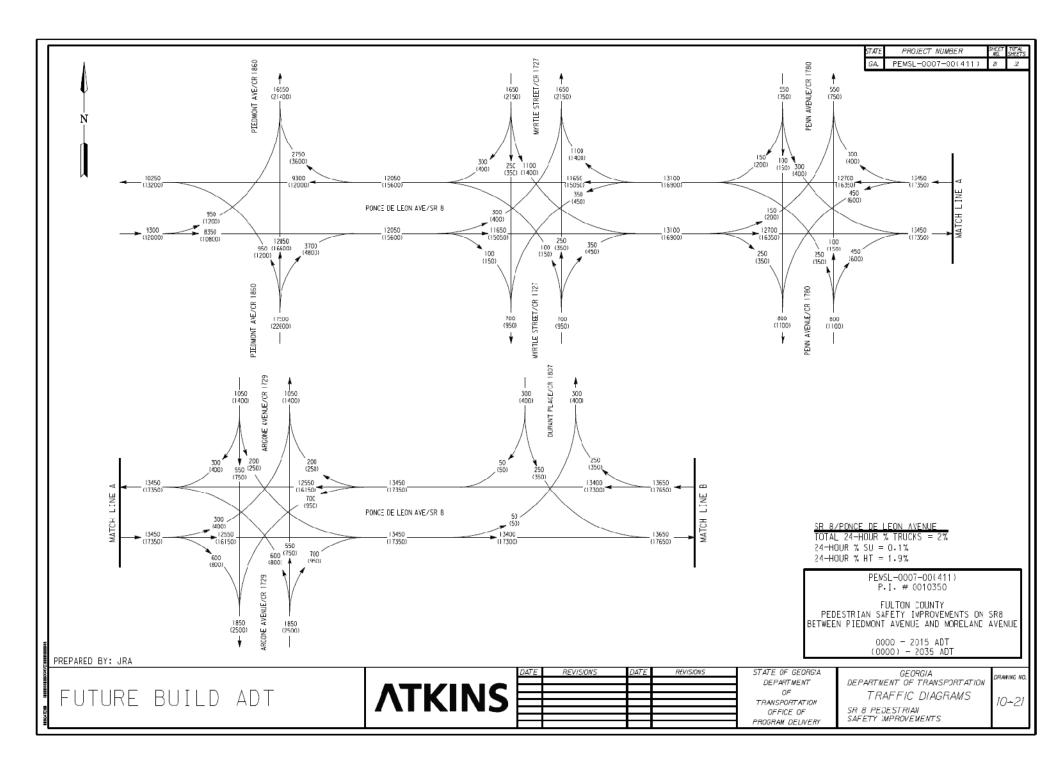


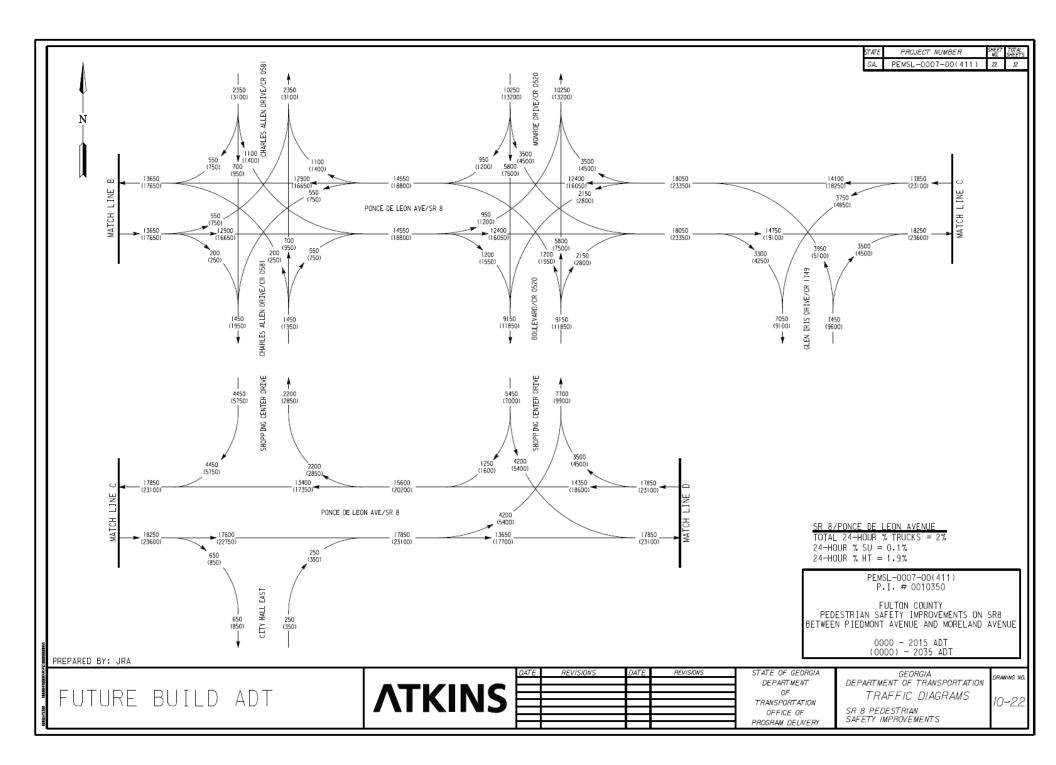


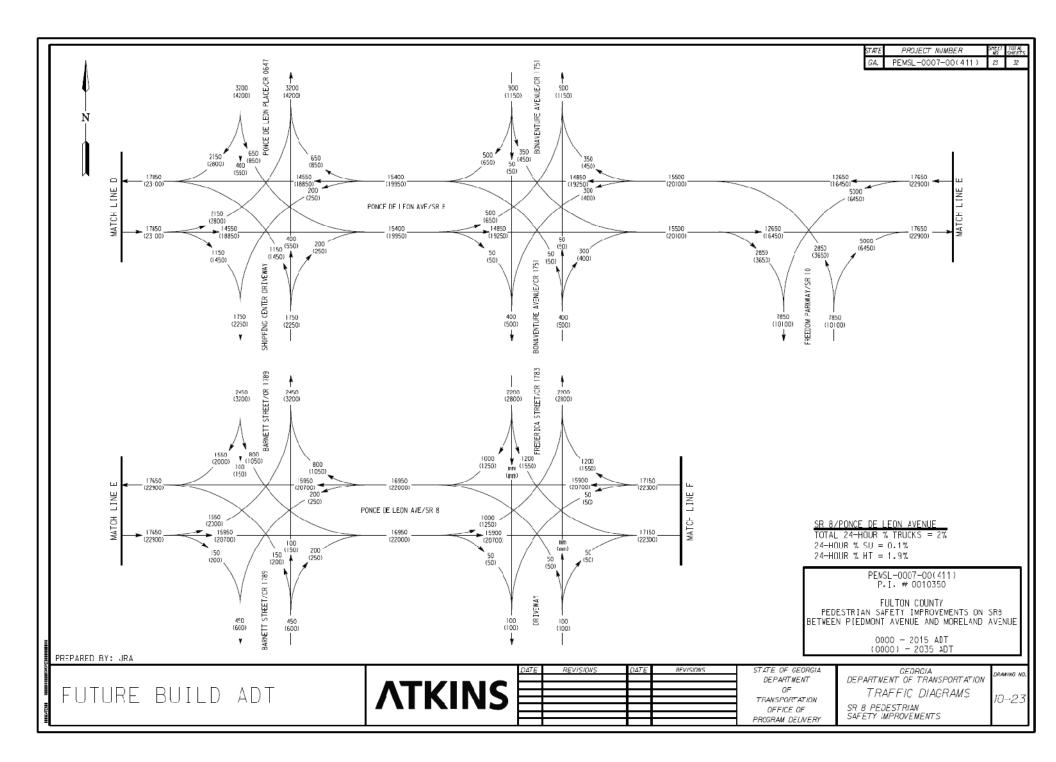


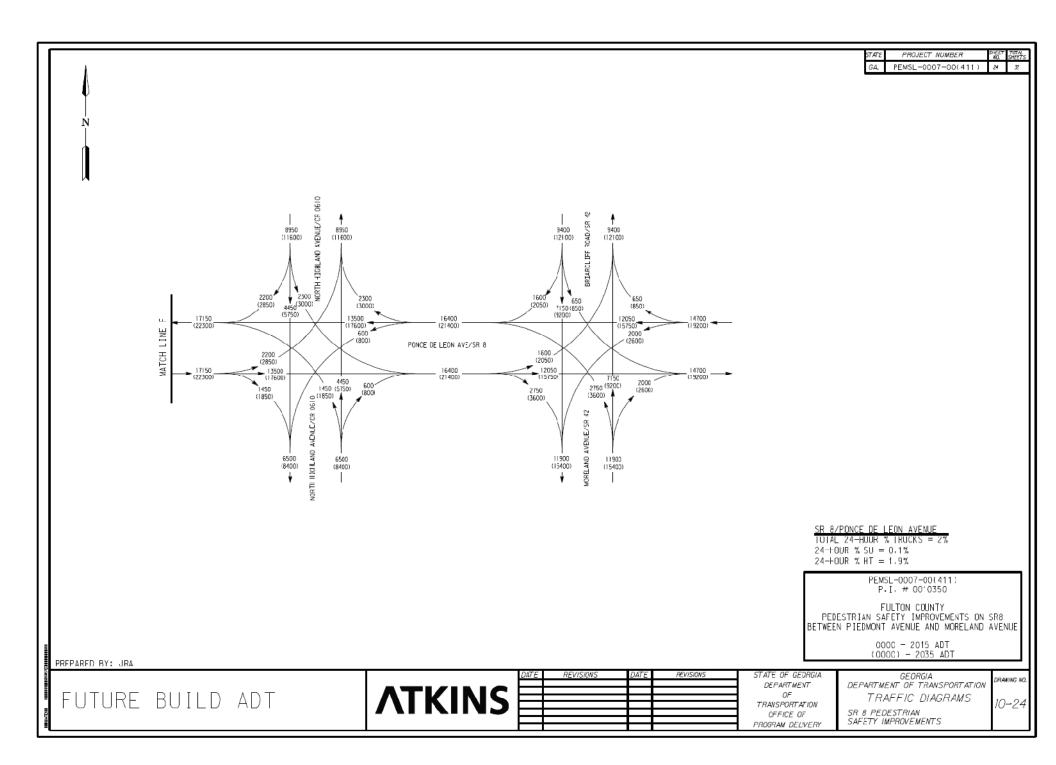


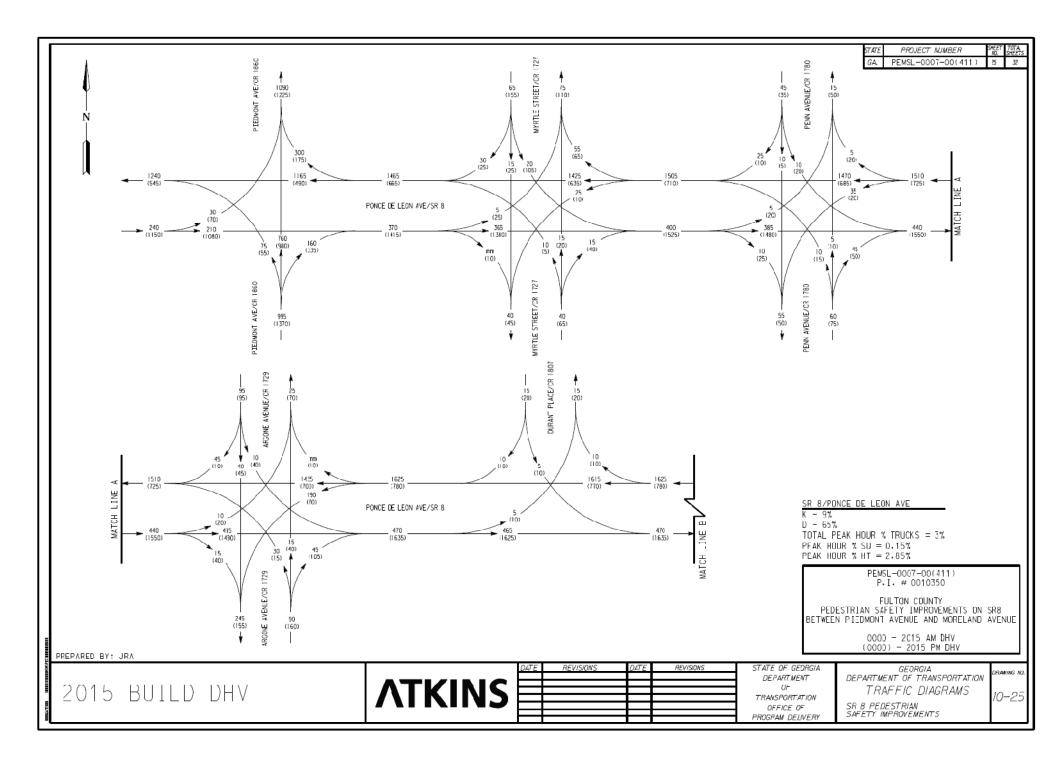


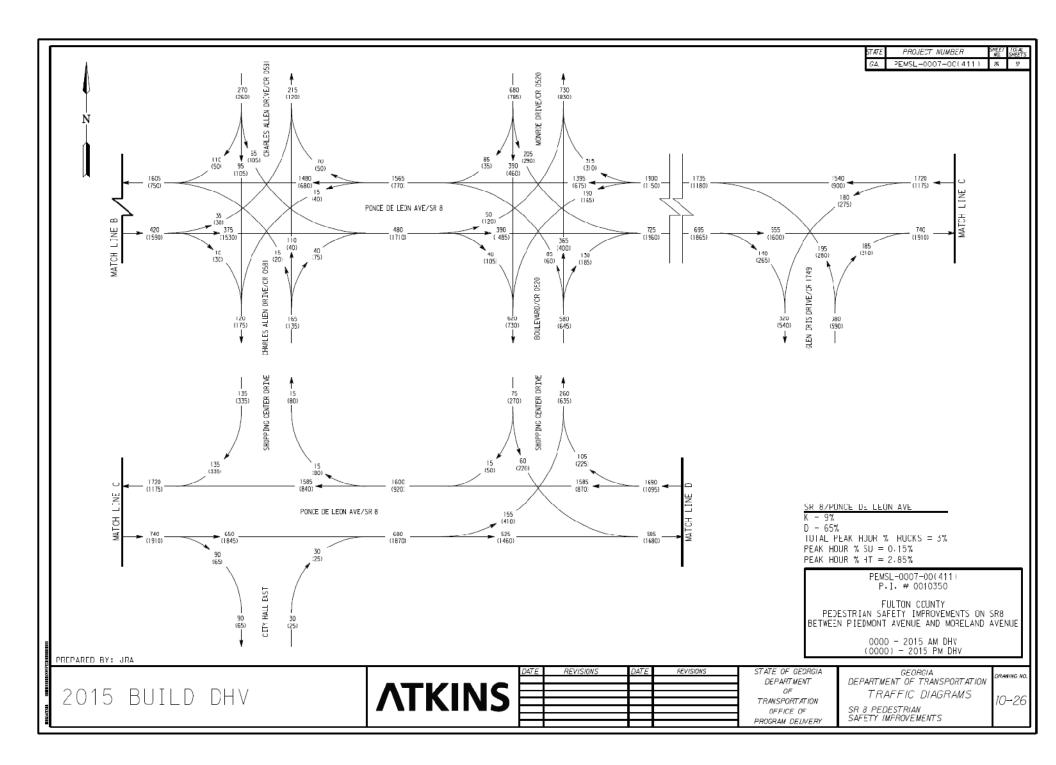


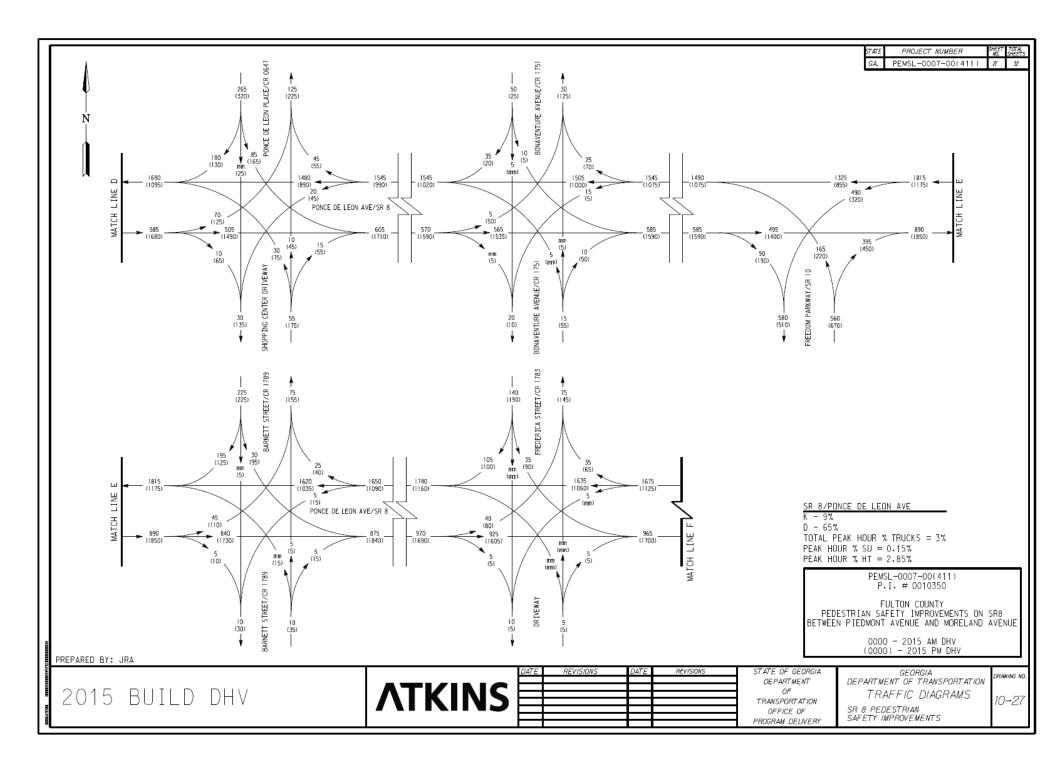


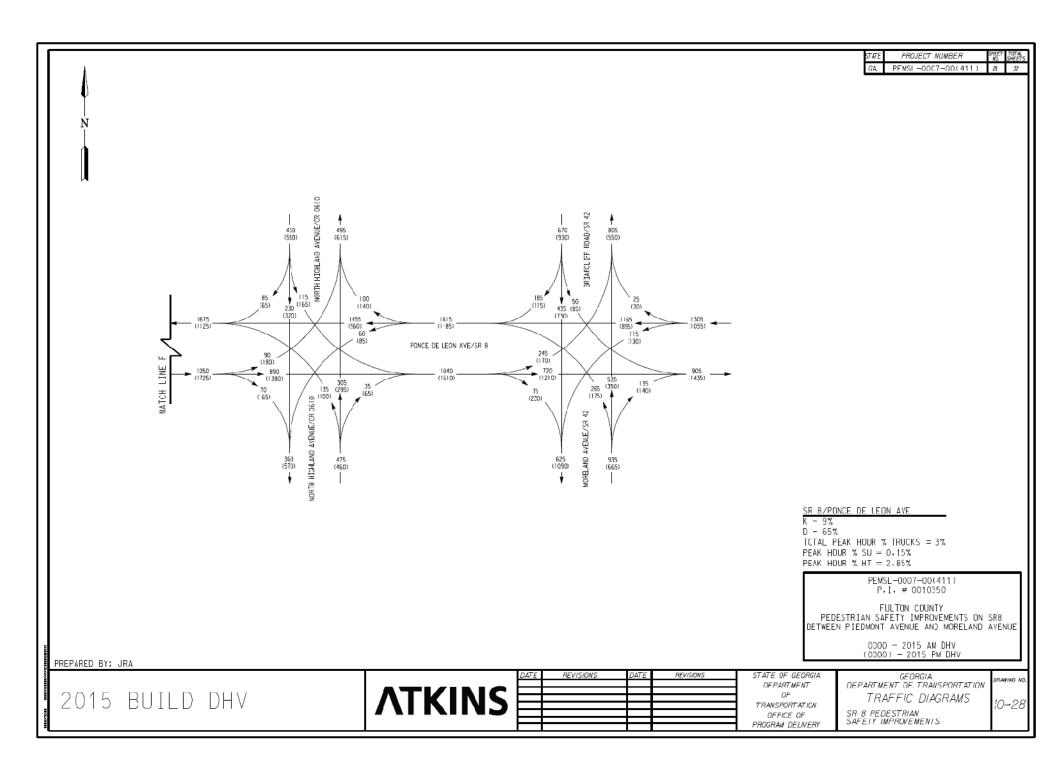


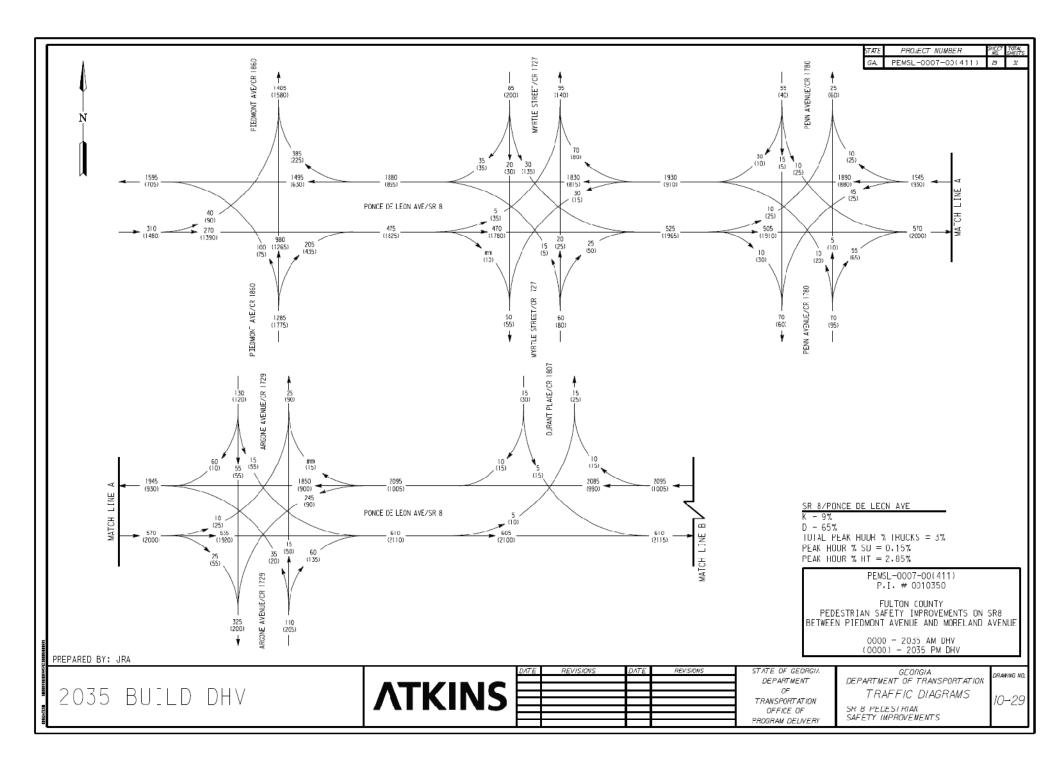


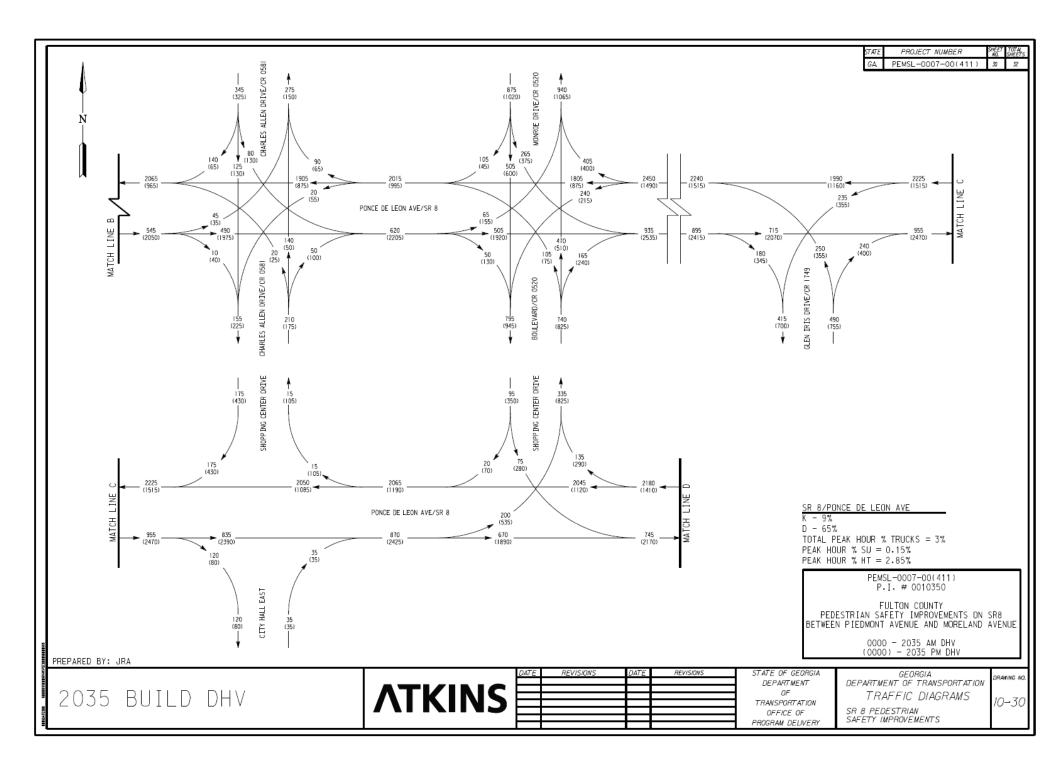


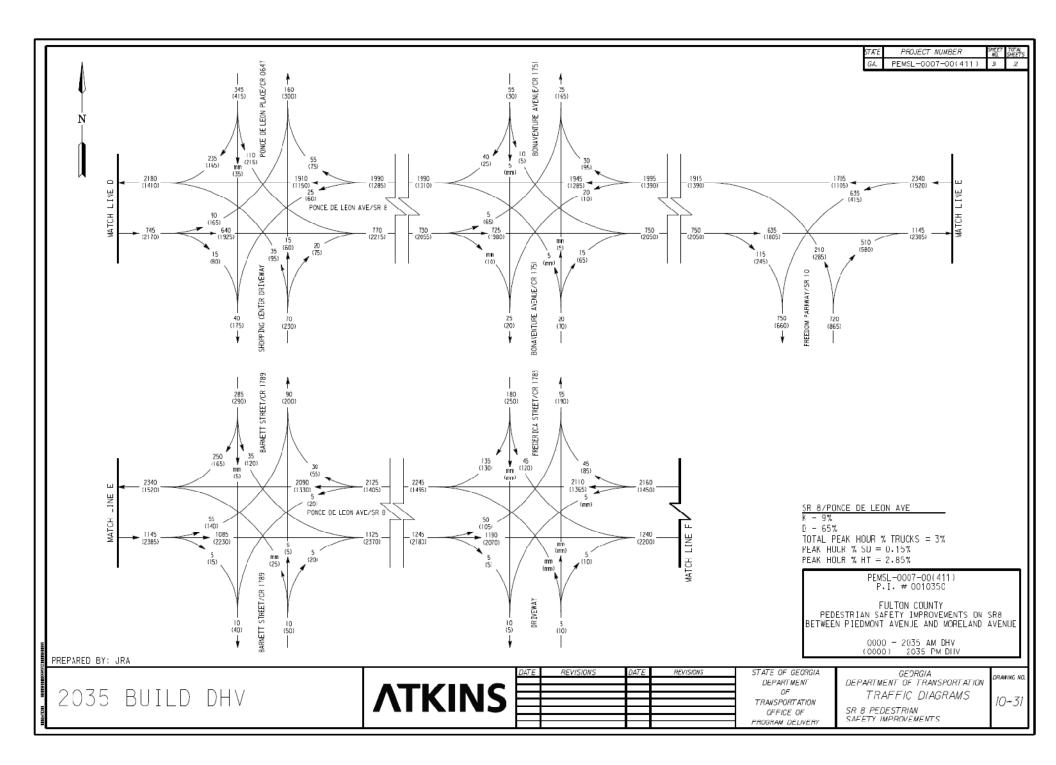


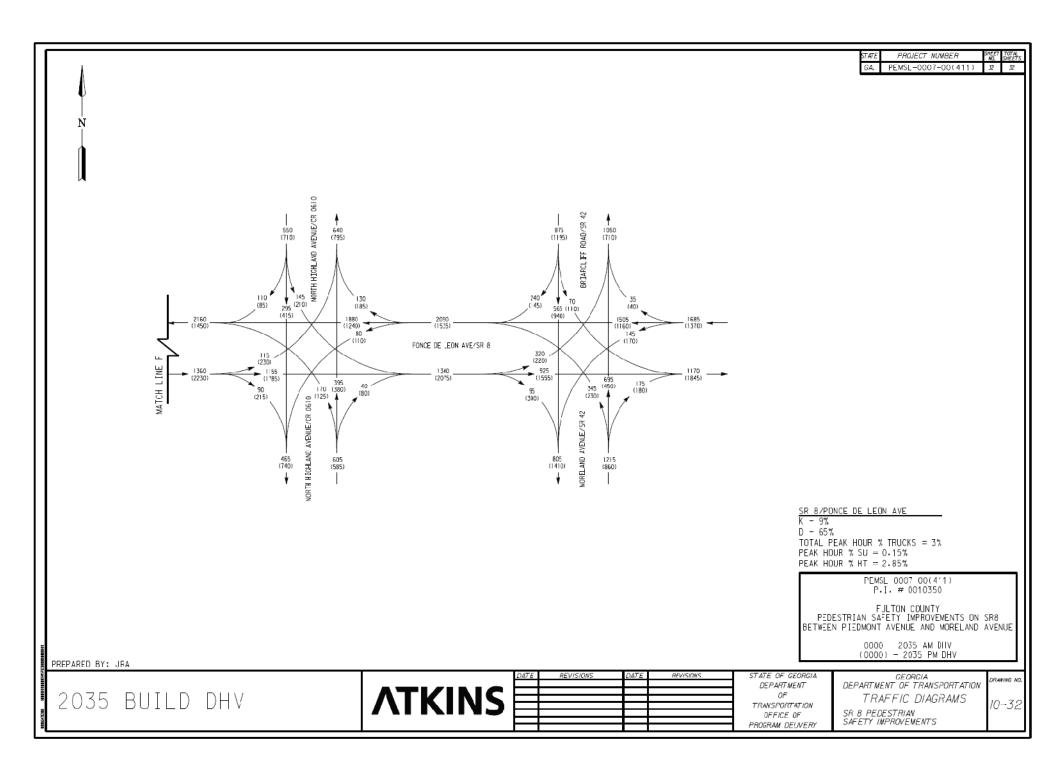












Appendix B

Level of Service Analysis Worksheets

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	30	22	66	13.4	В
	20	Thru	205	215	65	6.8	Α
	Approa	ch Total	235	237	66	13.4 6.8 7.4 10.7 6.2 9.7 27.6 28.6 7.9 25.2 15.3 14.0 5.9 3.4 6.0 9.6 7.3 8.7 7.4 50.6 32.4 26.9 34.7 25.8 17.1 9.6 17.0 8.0 5.8 5.8 3.2 15.0 17.3 9.6 10.7 10.5 14.2 12.1 12.4 9.6 10.7 10.5 14.2 12.1 12.4 9.6 10.7 10.8 0.0 10.4 14.1 16.5 7.1	Α
	WB	Thru	1,125	1,100	187	10.7	В
	VVD	RT	290	311	362	13.4 6.8 7.4 10.7 6.2 9.7 27.6 28.6 7.9 25.2 15.3 14.0 5.9 3.4 6.0 9.6 7.3 8.7 7.4 50.6 32.4 26.9 34.7 25.8 17.1 9.6 17.0 8.0 5.8 5.8 5.8 5.8 5.8 5.8 5.8 5.8 5.8 5.8 5.8 5.8 5.8 5.8 5.8 5.8 5.10.7 10.5 14.2 12.1 12.4 9.6 <tr td=""></tr>	Α
Piedmont Ave	Approa	ch Total	1,415	1,411	362	9.7	Α
		LT	75	71	169	27.6	с
	NB	Thru	740	758	169	28.6	С
		RT	155	157	136	7.9	Α
	Approa	ch Total	970	986	169	25.2	С
	Intersect		2,620	2,634	-	15.3	В
		LT	5	4	81	14.0	В
	EB	Thru	355	365	81	5.9	Α
		RT	5	4	37	3.4	Α
	Approa		365	373	81		A
		LT	25	20	42		Α
	WB	Thru	1,380	1,377	342		Ā
		RT	55	55	123	13.4 6.8 7.4 10.7 6.2 9.7 27.6 28.6 7.9 25.2 15.3 14.0 5.9 3.4 6.0 9.6 7.3 8.7 7.4 50.6 32.4 26.9 34.7 25.8 17.1 9.6 17.0 8.0 5.8 5.8 5.8 5.8 5.8 5.8 5.8 5.8 5.8 3.2 15.0 17.3 9.6 10.7 10.5 14.2 12.1 12.4 9.6 7.0 10.2 9.4 10.1 7.7 10.8 </td <td>Ā</td>	Ā
	Approa		1,460	1,452	342		A
Myrtle St	Approd	LT	1,400	9	77		D
wyrde St	NB	Thru	10	19	77		c
	ND	RT	15	13	77		c
	Approa		40	41	77		c
	Approu						
		LT	20	20	88		C
	SB	Thru	15	15	88		B
		RT	25	24	62		A
	Approa		60	59	88		B
	Intersect		1,925	1,925	•		A
	EB	LT	5	5	49		Α
	Approa		5	5	49		A
	WB	LT	35	26	127		Α
	Approa		35	26	127		A
		LT	10	6	38		B
	NB	Thru	5	4	38		B
Penn Ave (unsignalized)		RT	45	49	38	6.8 7.4 10.7 6.2 9.7 27.6 28.6 7.9 25.2 15.3 14.0 5.9 3.4 6.0 9.6 7.3 8.7 7.4 50.6 32.4 26.9 34.7 25.8 17.1 9.6 17.0 8.0 5.8 5.8 3.2 15.0 17.3 9.6 10.7 10.5 14.2 12.1 12.4 9.6 7.0 10.5 14.2 12.1 12.4 9.6 7.0 10.2 9.4 10.1 7.7 10.8 0.0 10.4	Α
	Approa	ch Total	60	59	38		В
		LT	10	12	51		B
	SB	Thru	10	15	51	14.2	В
		RT	20	16	51		B
	Approa	ch Total	40	43	51	12.4	В
	Intersect	ion Total	140	133	-	27.6 28.6 7.9 25.2 15.3 14.0 5.9 3.4 6.0 9.6 7.3 8.7 7.4 50.6 32.4 26.9 34.7 25.8 17.1 9.6 17.0 8.0 5.8 5.8 3.2 3.2 15.0 17.3 9.6 10.7 10.5 14.2 12.1 12.4 9.6 7.0 10.5 14.2 12.1 12.4 9.6 7.0 10.5 14.2 12.1 12.4 9.6 7.0 10.5 14.2 12.1 12.4 9.6 7.0 10.5 14.2 12.1 12.4 9.6 7.0 10.5 14.2 12.1 12.4 9.6 7.0 10.5 14.2 12.1 12.4 9.6 7.0 10.5 14.2 10.7 10.5 14.2 10.7 10.5 14.2 12.1 12.4 9.6 7.0 10.2 9.4 10.1 7.7 10.8 0.0	Α
		LT	10	9	0	7.0	Α
	EB	Thru	400	430	94	10.2	В
		RT	15	12	0	9.4	Α
	Approa	ch Total	425	451	94	10.1	В
		LT	185	184	87	7.7	Α
	WB	Thru	1,395	1,394	256	10.8	В
		RT	0	0	277		Α
	Approa	ch Total	1,580	1,578	277		В
Argonne Ave		LT	25	26	85	14.1	В
	NB	Thru	15	12	85		В
		RT	45	47	66		A
	Approa		85	85	85		B
	1000	LT	10	21	98		A
	SB	Thru	40	41	98		B
	55	RT	40	38	80	11.0	B
	Approa		95	100	98	10.4	B
	Approad	an rotul	55	100	30	10.4	•
	Intersect	ion Total	2,185	2,214		10.4	В

Ponce de Leon Avenue (SR 8)

Traffic Analysis

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
	FR	LT	5	3	0	9.7	Α
		Thru	455	494	44	1.3	Α
	Approa	ch Total	460	497	44	1.4	Α
	W/B	Thru	1,570	1,569	200	12.4	В
Durant Pl	Approach EB Approach WB Approach SB Approach Intersecti EB Approach WB Approach WB Approach WB Approach WB Approach NB Approach SB Approach SB Approach SB Approach SB Approach SB Approach SB Approach WB WB WB	RT	10	8	110	11.8	В
Durant Pi	Approa	ch Total	1,580	1,577	200	12.4	В
	SB	LT	5	5	24	8.6	Α
		RT	10	4	0	15.4	В
	Approa	ch Total	15	9	24	11.6	В
	Intersect	ion Total	2,055	2,083	-	<u>9.8</u>	Α
		LT	35	36	0	5.8	Α
	EB	Thru	365	400	44	0.6	Α
		RT	10	5	0	0.0	Α
	Approa	ch Total	410	441	44	1.0	Α
		LT	15	15	25	9.9	Α
	WB	Thru	1,440	1,441	238	6.6	Α
		RT	65	71	92	7.7	Α
	Approa	ch Total	1,520	1,527	238	6.7	Α
Charles Allen Dr		LT	15	11	111	11.5	В
	NB	Thru	105	94	111	11.3	В
		RT	40	49	0	7.9	Α
	Approa	ch Total	160	154	111	10.2	В
		LT	60	43	156	14.3	В
		14.5	В				
		RT	105	107	111	9.7 12.4	Α
			260	249	156	12.4	В
	Intersect		2,350	2,371	-	6.5	A
		LT	50	50		13.2	В
	EB	Thru	380	408			В
		RT	40	33			В
	Approach Total		470	491			В
		LT	185	189		27.0	с
	WB	Thru	1,360	1,374			D
		RT	305	270			С
	Approa		1,850	1,833	61 13.2 108 17.2 23 17.0 108 16.8 415 27.0 415 35.3 213 24.4 415 32.8		C
Boulevard		LT	80	82	112	24.4	с
	NB	Thru	355	344	307	29.2	c
		RT	125	136	307	6.5	A
	Approa	ch Total	560	562	307	23.0	c
		LT	200	194	357	30.6	c
	SB	Thru	380	384	357	25.0	c
	Anna	RT ch Total	80	72	291	23.7	c
	Approa		660	650	357	26.5	c
	Intersect		3,540	3,536	-	27.9	c
	EB	Thru	540	545	139	15.5	B
	A	RT	135	153	112	11.2	B
	Approa	ch Total	675	698	139	14.6	B
	WB	LT	160	151	95	9.7	A
Glen Iris Dr	A	Thru	1,520	1,513	176	11.2	B
	Approa	ch Total	1,680	1,664	176	11.1	B
	NB	LT	165	157	115	13.4	B
		RT	180	184	115	6.8	A
	Approa	ch Total	345	341	115	9.8	A
	Intersect		2,700	2,703	-	11.8	В

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	90	86	89	26.0	С
	ED	Thru	510	512	74	5.6	Α
	Approa	ch Total	600	598	89	8.5	Α
		Thru	1,545	1,517	293	4.3	Α
	WB	RT	100	91	202	2.4	Α
Midtown Place Driveway	Approa	ch Total	1,645	1,608	293	4.2	Α
		LT	50	52	88	34.3	С
	SB	RT	15	16	88	5.6	Α
	Approa	ch Total	65	68	88	27.5	с
		ion Total	2,310	2,274	-	6.0	Α
		LT	65	76	88	19.0	В
	EB	Thru	485	474	89	9.4	A
		RT	10	10	0	4.6	A
	Approa	ch Total	560	560	89	10.6	B
	ripprou	LT	20	18	40	8.4	A
	WB Approac	Thru	1,440	1,398	243	10.7	B
		RT	40	30	179	9.2	A
			1,500	1,446	243	10.6	B
Ponce de Leon Pl	Approu	LT	30	35	89	34.7	c
Ponce de Leon Pr	NB	Thru	10	8	89	15.9	В
		RT	15	13	55	4.9	A
	Approa	ch Total	55	56	89	25.1	ĉ
	Approu	LT	85	85	235	23.1	c
	SB						-
	30	Thru RT	5 175	6 174	235	17.2	В
	Approa		265	265	161 235	16.7 20.3	B
		ion Total	2,380	2,327	- 235	12.1	B
	EB	LT	2,580	4	0	6.4	A
		ch Total	5	4	0	6.4	A
	WB	LT	15	19	0	2.1	A
	Approa	ch Total	15	19	0	2.1	A
	ND	LT	5	5	0	12.6	B
Demonstrate Aver (version aligned)	NB	Thru	5	3	0	20.7	c
Bonaventure Ave (unsignalized)	Access	RT ch Total	10	5	0	8.1	A
	Approa	ch Total	20	13	0	12.7	B
	60	LT	10	10	0	14.7	B
	SB	Thru RT	5 30	26	0	14.7 12.3	B
	Annea						
	Approa		45	40	0	13.1	B
	intersect	ion Total	85	76	-	10.0	A
	EB	Thru	480	487	175	37.9	D
	A	RT	85	71	0	0.1	A
	Approa	ch Total	565	558	175	33.1	c
	WB	LT	480	497	612	17.8	B
Freedom Pkwy		Thru	1,285	1,277	608	10.4	B
	Approa	ch Total	1,765	1,774	612	12.5	В
	NB	LT	160	158	159	24.6	С
		RT	385	380	0	8.7	Α
		ch Total	545	538	159	13.4	В
	Intersect	ion Total	2,875	2,870	-	16.6	В

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
		LT	40	28	131	18.5	В
	EB	Thru	820	829	131	7.0	Α
		RT	5	9	131	5.2	Α
	Approa	ch Total	865	866	131	7.4	Α
		LT	5	6	124	13.4	в
	WB	Thru	1,575	1,570	124	2.3	Α
		RT	25	25	87	2.2	Α
	Approa	ch Total	1,605	1,601	124	2.3	Α
Barnett St		LT	5	5	23	25.0	С
	NB	Thru	5	4	23	23.7	С
		RT	5	1	0	8.0	Α
	Approa	ch Total	15	10	23	22.8	С
		LT	30	24	45	32.2	С
	SB	Thru	0	0	124	0.0	Α
		RT	190	194	0	15.0	В
		ch Total	220	218	124	16.9	В
	Intersect	ion Total	2,705	2,695	-	5.2	Α
		LT	40	31	118	22.2	С
	EB	Thru	900	901	118	4.9	Α
		RT	5	3	79	6.1	Α
	Approa	ch Total	945	935	118	5.5	Α
		LT	5	6	257	8.5	Α
	WB	Thru	1,590	1,582	257	9.8	Α
		RT	35	33	231	9.8	Α
	Approa	ch Total	1,630	1,621	257	9.8	Α
Frederica St		LT	5	3	23	44.5	D
	NB	Thru	0	0	23	0.0	Α
		RT	5	2	0	12.8	В
	Approach Total		10	5	23	31.8	С
	SB	LT	35	33	111	35.0	С
		Thru	0	0	111	0.0	Α
		RT	100	105	90	22.9	С
		ch Total	135	138	111	25.8	С
	Intersect	ion Total	2,720	2,699	-	9.2	Α
		LT	85	81	278	31.6	с
	EB	Thru	865	882	278	23.5	с
		RT	65	67	23	9.5	Α
	Approa	ch Total	1,015	1,030	278	23.2	С
		LT	60	75	55	7.9	Α
	WB	Thru	1,415	1,368	197	8.8	Α
		RT	100	136	0	8.5	Α
	Approa	ch Total	1,575	1,579	197	8.7	A
Highland Ave		LT	130	156	335	36.9	D
	NB	Thru	300	280	335	34.6	C
		RT	30	30	233	29.7	с
	Approa	ch Total	460	466	335	35.1	D
		LT	110	82	136	30.0	с
	SB	Thru	225	233	625	39.4	D
		RT	80	96	0	39.9	D
		ch Total	415	411	625	37.6	D
	Intersect	ion Total	3,465	3,486	-	19.9	В

2011 Base - AM Pea

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
		LT	240	250	449	53.5	D
	EB	Thru	695	663	449	32.4	С
		RT	70	67	449	29.9	С
	Approa	ch Total	1,005	980	449	37.6	D
		LT	110	106	132	32.9	С
	WB	Thru	1,135	1,149	591	38.6	D
		RT	25	28	591	35.7	D
	Approa	ch Total	1,270	1,283	591	38.1	D
Moreland Ave		LT	260	268	754	31.5	С
	NB	Thru	520	507	754	38.3	D
		RT	130	133	621	31.0	С
	Approa	ch Total	910	908	754	35.2	D
		LT	50	42	62	20.5	С
	SB	Thru	425	421	244	30.9	С
		RT	180	160	0	28.1	С
	Approa	ch Total	655	623	244	29.5	С
	Intersect	ion Total	3,840	3,794	-	35.9	D

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
	CD.	LT	70	63	86	13.6	В
	60	Thru	1,045	1,043	136	10.6	В
	Approa	ch Total	1,115	1,106	136	10.8	В
	WB	Thru	1T 70 63 86 13. Thru 1,045 1,043 136 10. Thru 1,115 1,106 136 10. Thru 475 483 94 5.6 RT 170 175 123 4.9 IT 55 54 133 13. Thru 955 963 133 11. RT 330 323 100 8.7 Total 1,340 1,340 133 10. Total 3,100 3,104 - 9.6 IT 25 24 132 14. Thru 1,340 1,334 132 7.7 RT 10 12 31 14. Total 1,375 1,371 132 7.7 IT 10 12 31 14. Tru 615 621 142 8.4 IT 20	5.6	Α		
	EB LT 70 66 Thru 1,045 1,00 Approach Total 1,115 1,10 WB RT 170 17 Approach Total 645 655 LT 55 54 NB Thru 955 966 RT 330 32 Approach Total 1,340 1,33 Intersection Total 1,340 1,34 Intersection Total 3,100 3,10 Approach Total 1,340 1,3 Intersection Total 1,375 1,33 RT 10 11 Approach Total 1,375 1,33 RT 10 11 WB Thru 1340 1,375 MB Thru 1,375 1,33 Approach Total 1,375 1,33 Approach Total 685 699 RT 20 22 RT 400 20	175	123	4.9	Α		
Piedmont Ave	Approa	ch Total	645	658	123	5.4	Α
		LT	55	54	133	13.1	В
	NB	Thru	955	963	133	11.3	B
		RT		323	100	8.7	Α
	Approa	ch Total	1,340	1,340	133	10.7	В
	Intersect	ion Total	3,100	3,104	-	9.6	Α
		LT		24	132	14.3	В
	EB	Thru	1,340	1,334	132	7.5	Α
		RT	10	13	88	11.7	В
	Approa	ch Total	1,375	1,371	132	7.7	Α
		LT	10	12	31	14.9	В
	WB	Thru	615	621	142	8.5	Α
		RT	60	63	22	6.7	Α
	Approa	ch Total	685	696	142	8.4	Α
Myrtle St		LT	5	5	90	8.4 18.9	В
-	NB	Thru	20	25	90	11.8	В
		RT	40	28	90	15.5	В
	Approa	ch Total	65	58	90	14.2	В
			100	95	140	13.1	В
	SB	Thru	20		140	8.0	Α
		RT	25	38	114	6.9	Α
	Approa	ch Total	145	153	140	10.9	В
						8.3	A
					66	5.1	Α
	Approa	ch Total	20	22	66	5.1	A
						3.8	A
						3.8	A
						13.3	B
	NB					13.3	B
Penn Ave (unsignalized)						11.2	B
consideration (another and a second	Approa					11.9	B
						13.1	B
	SB						B
						13.0	B
	Approg	ch Total		-		12.9	B
		ion Total				10.0	A
	merseet					8.9	A
	EB					9.2	A
	20		-	-			
	Annes						B
	Афргоа	ch Total					A
	11/2					13.4	B
	WB					17.3	B
	4					20.0	B
	Approa	ch Total				17.0	B
Argonne Ave						21.9	c
	NB					12.6	B
	<u> </u>					9.9	Α
	Approa	ch Total				11.6	B
		LT	40	52	120	17.8	В
	SB	Thru	45	40	120	15.4	В
		RT	10	8	102	10.0	Α
		ch Total ion Total	95 2,510	100 2,510	120	16.2 12.0	В

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	10	13	41	11.9	В
	ED	Thru	1,580	1,591	110	5.7	A
	Approa	ch Total	1,590	1,604	110	5.8	A
	WB	Thru	745	751	179	8.4	Α
	VVD	RT	10	10	87	5.7	A
Durant PI	Approa	ch Total	755	761	179	8.4	А
		LT	10	12	41	14.4	В
	SB	RT	10	11	21	6.7	Α
	Approa	ch Total	20	23	41	10.7	В
		tion Total	2,365	2,388	-	6.6	A
		LT	30	32	62	11.2	В
	EB	Thru	1,490	1,476	193	10.6	В
		RT	30	39	46	5.2	Α
	Approa	ch Total	1,550	1,547	193	10.5	В
		LT	40	36	23	13.9	В
	WB	Thru	660	674	67	1.7	A
		RT	45	42	39	1.6	A
	Approa	ch Total	745	752	67	2.3	A
Charles Allen Dr		LT	20	16	176	41.3	D
	NB	Thru	40	33	176	32.4	С
		RT	75	70	40	18.0	В
	Approa	ch Total	135	119	176	25.1	C
		LT	100	88	161	31.3	C
	SB	Thru	100	105	161	34.6	C
		RT	45	45	117	23.3	C
	Approa	ch Total	245	238	161	31.2	č
		tion Total	2,675	2,656	-	10.7	B
		LT	115	116	109	23.4	С
			115	110	105	23.4	
	EB	Thru	1,445	1,460	330	28.5	c
	EB						
		Thru RT	1,445	1,460	330	28.5	С
		Thru RT ch Total	1,445 100 1,650	1,460 92 1,668	330 161 <i>330</i>	28.5 23.1 27.8	C C C
		Thru RT ch Total LT	1,445 100	1,460 92 1,668 170	330 161 <i>330</i> 197	28.5 23.1 27.8 32.6	с с с с
	Approa	Thru RT ch Total LT Thru	1,445 100 1,650 160 660	1,460 92 1,668 170 657	330 161 <i>330</i> 197 197	28.5 23.1 27.8 32.6 23.7	с с с с
	Approa WB	Thru RT ch Total LT Thru RT	1,445 100 1,650 160 660 305	1,460 92 1,668 170 657 291	330 161 <i>330</i> 197 197 0	28.5 23.1 27.8 32.6 23.7 8.2	C C C C C A
Boulevard	Approa WB	Thru RT ch Total LT Thru RT ch Total	1,445 100 1,650 160 660 305 1,125	1,460 92 1,668 170 657 291 1,118	330 161 330 197 197 0 197	28.5 23.1 27.8 32.6 23.7 8.2 21.0	C C C C C A C
Boulevard	Approa WB	Thru RT ch Total LT Thru RT	1,445 100 1,650 160 660 305	1,460 92 1,668 170 657 291	330 161 <i>330</i> 197 197 0	28.5 23.1 27.8 32.6 23.7 8.2	C C C C C C A
Boulevard	Approa WB Approa	Thru RT ch Total LT Thru RT ch Total LT	1,445 100 1,650 160 660 305 1,125 60	1,460 92 1,668 170 657 291 1,118 63	330 161 <i>330</i> 197 197 0 197 68	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6	C C C C A C C
Boulevard	Approa WB Approa NB	Thru RT ch Total LT Thru RT ch Total LT Thru RT	1,445 100 1,650 160 660 305 1,125 60 385	1,460 92 1,668 170 657 291 1,118 63 364	330 161 330 197 197 0 197 68 391	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4	C C C C C A C C D
Boulevard	Approa WB Approa NB	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total	1,445 100 1,650 160 660 305 1,125 60 385 180 625	1,460 92 1,668 170 657 291 1,118 63 364 181	330 161 330 197 197 0 197 68 391 391	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6 12.5 29.0	C C C C C A C C D B
Boulevard	Approa WB Approa NB	Thru RT ch Total LT Thru RT ch Total LT RT ch Total LT	1,445 100 1,650 160 660 305 1,125 60 385 180	1,460 92 1,668 170 657 291 1,118 63 364 181 608	330 161 330 197 197 0 197 68 391 391 391	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6 12.5 29.0 33.6	C C C C C C C C C C D B C
Boulevard	Approa WB Approa NB Approa	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru	1,445 100 1,650 160 660 305 1,125 60 385 180 625 280 450	1,460 92 1,668 170 657 291 1,118 63 364 181 608 284 430	330 161 330 197 197 0 197 68 391 391 391 391 401 401	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6 12.5 29.0 33.6 26.7	C C C C C C C C C C D B C C
Boulevard	Approat WB Approat NB Approat SB	Thru RT ch Total LT Thru RT ch Total LT RT ch Total LT	1,445 100 1,650 160 660 305 1,125 60 385 180 625 280	1,460 92 1,668 170 657 291 1,118 63 364 181 608 284	330 161 330 197 197 0 197 68 391 391 391 401	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6 12.5 29.0 33.6	C C C C C C C C C C C C C C C C C C C
Boulevard	Approat WB Approat NB Approat SB Approat	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT	1,445 100 1,650 160 660 305 1,125 60 385 180 625 280 450 35 765	1,460 92 1,668 170 657 291 1,118 63 364 181 608 284 430 29	330 161 330 197 97 0 197 68 391 391 391 391 401 401 335	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6 12.5 29.0 33.6 26.7 21.2	C C C C C A C C C C C C C C C C C C C C
Boulevard	Approat WB Approat NB Approat SE Approat	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total ch Total	1,445 100 1,650 160 660 305 1,125 60 385 180 625 280 450 35 765 4,175	1,460 92 1,668 170 657 291 1,118 63 364 181 608 284 430 29 743 4,137	330 161 330 197 0 197 0 197 68 391 391 391 391 401 401 335 401 -	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6 12.5 29.0 33.6 26.7 21.2 29.1 26.4	C C C C C C C C C C C C C C C C C C C
Boulevard	Approat WB Approat NB Approat SB Approat	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total	1,445 100 1,650 160 660 305 1,125 60 385 180 625 280 450 35 765 4,175 1,560	1,460 92 1,668 170 657 291 1,118 63 364 181 608 284 430 29 743 4,137 1,556	330 161 330 197 0 197 0 197 68 391 391 391 391 401 401 335 401 - 366	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6 12.5 29.0 33.6 26.7 21.2 29.1 26.4 21.4	C C C C C A C C C C C C C C C C C C C C
Boulevard	Approate WB Approate NB Approate SE Approate Intersect EB	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru ch Total ch Total ion Total Thru RT ch Total	1,445 100 1,650 160 660 305 1,125 60 385 180 625 280 450 35 765 4,175 1,560 260	1,460 92 1,668 170 657 291 1,118 63 364 181 608 284 430 29 743 4,137 1,556 265	330 161 330 197 197 0 197 68 391 391 391 401 401 335 401 - 366 339	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6 12.5 29.0 33.6 26.7 21.2 29.1 26.4 21.4 19.6	C C C C C C C C C C C C C C C C C C C
Boulevard	Approate WB Approate NB Approate SE Approate Intersect EB Approate	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total tion Total Thru RT ch Total thru RT ch Total	1,445 100 1,650 160 660 305 1,125 60 385 180 625 280 450 35 765 4,175 1,560 260 1,820	1,460 92 1,668 170 657 291 1,118 63 364 181 608 284 430 29 743 4,137 1,556 265 1,821	330 161 330 197 197 0 197 68 391 391 391 401 401 401 335 401 - 366 339 366	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6 12.5 29.0 33.6 26.7 21.2 29.1 26.4 21.4 19.6 21.1	C C C C C C C C C C C C C C C C C C C
Boulevard	Approate WB Approate NB Approate SE Approate Intersect EB	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total ch Total ch Total tion Total Thru RT ch Total tion Total LT	1,445 100 1,650 160 660 305 1,125 60 385 180 625 280 450 35 765 4,175 1,560 260 1,820 260	1,460 92 1,668 170 657 291 1,118 63 364 181 608 284 430 29 743 4,137 1,556 265 1,821 246	330 161 330 197 197 0 197 68 391 391 391 401 401 335 401 - 366 339 366 220	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6 12.5 29.0 33.6 26.7 21.2 29.1 26.4 21.4 19.6 21.1 34.6	C C C C C C C C C C C C C C C C C C C
Boulevard Glen Iris Dr	Approat WB Approat NB Approat SB Approat Intersect EB Approat WB	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total ion Total ion Total Thru RT ch Total ion Total Ch Total Thru RT ch Total Thru RT ch Total	1,445 100 1,650 160 660 305 1,125 60 385 180 625 280 450 35 765 4,175 1,560 260 1,820 260 910	1,460 92 1,668 170 657 291 1,118 63 364 181 608 284 430 29 743 4,137 1,556 265 1,821 246 915	330 161 330 197 197 0 197 68 391 391 391 401 401 335 401 - 366 339 366 220 117	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6 12.5 29.0 33.6 26.7 21.2 29.1 26.4 21.4 19.6 21.1 34.6 14.5	C C C C C C C C C C C C C C C C C C C
	Approate WB Approate NB Approate SE Approate EB Approate WB Approate	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total ion Total ion Total Thru RT ch Total ch Total LT Thru RT ch Total ch Total	1,445 100 1,650 160 660 305 1,125 60 385 180 625 280 450 35 765 4,175 1,560 260 1,820 260 910 1,170	1,460 92 1,668 170 657 291 1,118 63 364 181 608 284 430 29 743 4,137 1,556 265 1,821 246 915 1,161	330 161 330 197 197 0 197 68 391 391 391 401 401 335 401 - 366 339 366 220 117 220	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6 12.5 29.0 33.6 26.7 21.2 29.1 26.4 21.4 19.6 21.1 34.6 14.5 18.8	C C C C C C C C C C C C C C C C C C C
	Approat WB Approat NB Approat SB Approat Intersect EB Approat WB	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total ion Total Thru RT ch Total ion Total Ch Total LT Thru RT ch Total LT Thru RT ch Total	1,445 100 1,650 160 660 305 1,125 60 385 180 625 280 450 35 765 4,175 1,560 260 1,820 260 910 1,170 230	1,460 92 1,668 170 657 291 1,118 63 364 181 608 284 430 29 743 4,137 1,556 265 1,821 246 915 1,161 214	330 161 330 197 197 0 197 68 391 391 391 401 401 335 401 - 366 339 366 220 117 220 220	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6 12.5 29.0 33.6 26.7 21.2 29.1 26.4 21.4 19.6 21.1 34.6 14.5 18.8 33.4	C C C C C C C C C C C C C C C C C C C
	Approat WB Approat NB Approat SE Approat EB Approat WB Approat	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total ion Total ion Total Thru RT ch Total ch Total LT Thru RT ch Total LT Thru RT ch Total	1,445 100 1,650 160 660 305 1,125 60 385 180 625 280 450 35 765 4,175 1,560 260 1,820 260 1,820 260 910 1,170 230 300	1,460 92 1,668 170 657 291 1,118 63 364 181 608 284 430 29 743 4,137 1,556 265 1,821 246 915 1,161 214 307	330 161 330 197 197 0 197 68 391 391 391 401 401 335 401 - 366 339 366 220 117 220 220	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6 12.5 29.0 33.6 26.7 21.2 29.1 26.4 21.4 19.6 21.1 34.6 14.5 18.8 33.4 16.8	C C C C C C C C C C C C C C C C C C C
	Approate WB Approate NB Approate SE Approate EE Approate WB Approate NB Approate	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total ion Total Thru RT ch Total ion Total Ch Total LT Thru RT ch Total LT Thru RT ch Total	1,445 100 1,650 160 660 305 1,125 60 385 180 625 280 450 35 765 4,175 1,560 260 1,820 260 910 1,170 230	1,460 92 1,668 170 657 291 1,118 63 364 181 608 284 430 29 743 4,137 1,556 265 1,821 246 915 1,161 214	330 161 330 197 197 0 197 68 391 391 391 401 401 335 401 - 366 339 366 220 117 220 220	28.5 23.1 27.8 32.6 23.7 8.2 21.0 21.4 38.6 12.5 29.0 33.6 26.7 21.2 29.1 26.4 21.4 19.6 21.1 34.6 14.5 18.8 33.4	C C C C C C C C C C C C C C C C C C C

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	250	263	185	19.1	В
	20	Thru	1,425	1,391	203	9.7	Α
	Approa	ch Total	1,675	1,654	203	19.1 9.7 11.2 17.6 5.0 14.9 14.9 14.9 13.0 12.7 17.8 20.2 22.7 20.1 14.4 18.2 16.5 17.9 17.7 13.6 7.0 13.3 16.2 16.0 9.8 13.4 18.3 4.3 8.9 8.9 22.8 11.4 11.9 12.4 8.8 19.4 9.7 10.5 9.0	В
	14/12	Thru	845	822	174		В
	WB	RT	215	222	82	5.0	Α
Midtown Place Driveway	Approa	ch Total	1,060	1,044	174	14.9	В
		LT	215	211	179	14.9	В
	SB	RT	50	50	179		Α
	Approa	ch Total	265	261	179	13.0	В
		ion Total	3,000	2,959	-	5.0 14.9 14.9 13.0 12.7 17.8 20.2 22.7 20.1 14.4 18.2 16.5 17.9 17.7 13.6 7.0 13.3 16.2 16.0 9.8 13.4 18.3 4.3 4.3	В
		LT	125	129	110		B
	EB	Thru	1,450	1,413	249		c
	20	RT	60	61	114		c
	4.0000	ch Total	1,635	1,603			c
	Approa	LT	45	51			B
	WB				85 14.4 324 18.2 43 16.5 324 17.9	-	
	WD	Thru	865	834			B
		RT	55	50			B
	Approa	ch Total	965	935			B
Ponce de Leon Pl		LT	70	68	85		В
	NB	Thru	45	47	85		В
		RT	55	50	52		Α
	Approach Total		170	165	85	13.3	В
		LT	160	155	118	16.2	В
	SB	Thru	25	26	118	16.0	В
		RT	125	136	43	9.8	Α
	Approa	ch Total	310	317	118	13.4	В
	Intersect	ion Total	3,080	3,020	-	18.3	В
	EB	LT	50	49	55	4.3	Α
	Approa	ch Total	50	49	55	4.3	Α
	WB	LT	5	В	0	8.9	Α
	Approa	ch Total	5	8	0	8.9	A
		LT	5	3	25	22.8	С
	NB	Thru	5	5	25		B
Bonaventure Ave (unsignalized)		RT	50	48	25		B
bonaventare Ave (unsignanzeu)	Annroa	ch Total	60	56	25		В
	Approd	LT	5	2	34		A
	SB	Thru	5	2	34		B
	50	RT	20	18	34		A
	Annroa	ch Total	30	22	34		B
		ion Total	145	135	-		A
	intersect						
	EB	Thru	1,360	1,352	338		C
	Access	RT ch Total	185	152	110		A
	Approa	ch Total	1,545	1,514	338		c
	WB	LT	315	336	387		C
Freedom Pkwy	A	Thru	830	789	363		B
-	Approa	ch Total	1,145	1,125	387		С
	NB	LT	215	212	222		С
		RT	435	436	0		В
		ch Total	650	648	222	17.1	В
	1	ion Total	3,340	3,287		22.7 20.1 14.4 18.2 16.5 17.9 17.7 13.6 7.0 13.3 16.2 16.0 9.8 13.4 18.3 4.3 4.3 4.3 4.3 4.3 4.3 8.9 8.9 22.8 11.4 11.9 12.4 8.8 19.4 9.7 10.5 9.0 29.1 1.4 26.1 31.1 19.7 23.1 29.5 11.1	С

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
		LT	105	111	131	8.4	Α
	EB	Thru	1,680	1,665	131	0.7	Α
		RT	10	12	131	0.1	Α
	Approa	ch Total	1,795	1,788	131	1.2	Α
		LT	15	9	177	20.7	С
	WB	Thru	1,005	996	177	6.7	Α
		RT	40	39	140	4.2	Α
	Approa	ch Total	1,060	1,044	177	6.7	Α
Barnett St		LT	15	22	45	32.5	С
	NB	Thru	5	4	44	45.3	D
		RT	15	15	0	7.9	Α
	Approa	ch Total	35	41	45	24.7	С
		LT	90	82	114	38.9	D
	SB	Thru	5	9	106	35.9	D
		RT	125	130	0	13.6	В
	Approa	ch Total	220	221	114	23.9	С
	Intersect	ion Total	3,110	3,094	-	5.0	Α
		LT	80	62	288	17.0	В
	EB	Thru	1,560	1,558	288	9.2	Α
		RT	5	2	249	10.3	В
	Approa	ch Total	1,645	1,622	288	9.5	Α
		LT	5	5	195	13.2	В
	WB	Thru	1,025	1,016	195	4.6	Α
		RT	65	68	169	4.9	Α
	Approa	ch Total	1,095	1,089	195	4.7	А
Frederica St		LT	5	4	25	19.1	В
	NB	Thru	5	2	25	10.0	Α
		RT	5	3	0	10.1	В
	Approach Total		15	9	25	14.1	В
		LT	90	87	97	15.0	В
	SB	Thru	5	9	97	8.6	Α
		RT	95	90	77		В
	Approa		190	186	97		В
	Intersect	ion Total	2,945	2,906	-	5.0 17.0 9.2 10.3 9.5 13.2 4.6 4.9 4.7 19.1 10.0 10.1 14.1 15.0 8.6 10.5 12.5 7.9 37.6 18.6 10.3 19.8 30.9	Α
		LT	175	175	342		D
	EB	Thru	1,345	1,339	342		В
		RT	165	159	193		B
	Approa	ch Total	1,685	1,673	342		B
	1475	LT	85	86	91		C
	WB	Thru	935	885	488	26.1	C
		RT	140	166	20	25.5	C
	Approa		1,160	1,137	488	26.4	c
Highland Ave		LT	95	111	335	32.4	c
	NB	Thru	285	280	335	36.5	D
	4	RT h Tabal	60	62	233	32.0	C
	Approa	ch Total	440	453	335	34.9	C
		LT	160	145	243	32.3	C
	SB	Thru	310	319	527	33.5	C
	4	RT th Tabal	65	73	0	25.9	c
		ch Total	535	537	527	32.1	c
	Intersect	ion Total	3,820	3,800	-	25.3	С

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
		LT	165	169	923	26.5	С
	EB	Thru	1,175	1,141	923	28.6	С
		RT	225	222	923	26.8	С
	Approa	ch Total	1,565	1,532	923	28.1	С
		LT	125	123	141	36.3	D
	WB	Thru	875	874	334	20.7	С
		RT	30	33	334	15.8	В
	Approa	Approach Total		1,030	334	22.4	С
Moreland Ave		LT	170	168	429	53.4	D
	NB	Thru	340	345	429	30.6	С
		RT	135	143	296	30.8	С
	Approa	ch Total	645	656	429	36.5	D
		LT	85	87	89	23.0	c
	SB	Thru	710	712	301	26.0	С
		RT	110	92	0	24.1	С
	Approa	ch Total	905	891	301	25.5	С
	Intersect	ion Total	4,145	4,109	-	27.5	С

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	30	23	23	15.0	В
		Thru	210	220	82	6.5	Α
	Approc	ch Total	240	243	82	7.3	Α
	WB	Thru	1,165	1,153	228	11.8	В
		RT	300	321	416	7.4	Α
Piedmont Ave	Approc	ch Total	1,465	1,474	416	10.8	B
		LT	75	71	217	29.3	с
	NB	Thru	760	779	217	29.9	С
		RT	160	163	183	7.8	Α
		ch Total	995	1,013	217	26.3	C
	Intersect	ion Total	2,700	2,730	-	16.3	B
		LT	5	4	65	22.2	С
	EB	Thru	365	382	65	6.0	Α
		RT	0	0	21	0.0	Α
	Approc	ch Total	370	386	65	6.2	Α
		LT	25	22	44	10.6	В
	WB	Thru	1,425	1,441	269	8.8	Α
		RT	55	54	166	7.7	Α
	Approc	ch Total	1,505	1,517	269	8.8	Α
Myrtle St		LT	10	9	66	41.5	D
	NB	Thru	15	16	66	38.4	D
		RT	15	12	66	32.5	C
	Approc	ch Total	40	37	66	37.2	D
		LT	20	17	88	32.1	С
	SB	Thru	15	14	88	18.1	В
		RT	30	28	62	10.0	Α
	Approc	ch Total	65	59	88	18.3	B
		ion Total	1,980	1,999	-	9.1	Α
	EB	LT	5	5	50	9.5	Α
	Approo	ch Total	5	5	50	9.5	Α
	WB	LT	35	26	133	2.5	A
		ch Total	35	26	133	2.5	A
		LT	10	6	36	15.2	В
	NB	Thru	5	4	36	17.4	B
Penn Ave (unsignalized)		RT	45	48	36	9.4	A
	Approc	ch Total	60	58	36	10.6	B
		LT	10	12	50	10.0	A
	SB	Thru	10	8	50	10.7	B
		RT	25	24	50	13.5	B
	Approc	ch Total	45	44	50	12.0	B
		ion Total	145	133	-	9.4	Α
					22	7.7	Α
		LT	10	8	22		
	EB				82		Α
	EB	Thru	415	445	82	10.0	
		Thru RT	415 15	445 12	82 0	10.0 7.5	Α
		Thru RT ch Total	415 15 440	445 12 465	82 0 <i>82</i>	10.0 7.5 9.9	A A
	Approc	Thru RT ch Total LT	415 15 440 190	445 12 465 189	82 0 <i>82</i> 109	10.0 7.5 9.9 8.5	A A A
		Thru RT ch Total LT Thru	415 15 440 190 1,435	445 12 465 189 1,454	82 0 82 109 278	10.0 7.5 9.9 8.5 12.0	A A A B
	Approc WB	Thru RT ch Total LT Thru RT	415 15 440 190 1,435 0	445 12 465 189 1,454 0	82 0 82 109 278 226	10.0 7.5 9.9 8.5 12.0 0.0	A A B A
Argonne Ave	Approc WB	Thru RT ch Total LT Thru RT ch Total	415 15 440 190 1,435 0 1,625	445 12 465 189 1,454 0 1,643	82 0 82 109 278 226 278	10.0 7.5 9.9 8.5 12.0 0.0 11.6	A A B A B
Argonne Ave	Approc WB Approc	Thru RT ch Total LT Thru RT ch Total LT	415 15 440 190 1,435 0 1,625 30	445 12 465 189 1,454 0 1,643 30	82 0 82 109 278 226 278 70	10.0 7.5 9.9 8.5 12 0 0.0 11.6 11.7	A A B A B B B
Argonne Ave	Approc WB	Thru RT ch Total LT Thru RT ch Total LT Thru	415 15 440 190 1,435 0 1,625 30 15	445 12 465 189 1,454 0 1,643 30 16	82 0 82 109 278 226 278 70 70 70	10.0 7.5 9.9 8.5 12.0 0.0 11.6 11.7 14.6	A A B A B B B B
Argonne Ave	Approc WB Approc NB	Thru RT ch Total LT Thru RT ch Total LT Thru RT	415 15 440 190 1,435 0 1,625 30 15 45	445 12 465 189 1,454 0 1,643 30 16 45	82 0 82 109 278 226 278 70 70 70 50	10.0 7.5 9.9 8.5 12.0 0.0 11.6 11.7 14.6 8.1	A A B A B B B A
Argonne Ave	Approc WB Approc NB	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total	415 15 440 190 1,435 0 1,625 30 15 45 90	445 12 465 189 1,454 0 1,643 30 16 45 91	82 0 82 109 278 226 278 70 70 50 70	10.0 7.5 9.9 8.5 12.0 0.0 11.6 11.7 14.6 8.1 10.4	A A B A B B B A B B B B B B B
Argonne Ave	Approc WB Approc NB Approc	Thru RT LT Thru RT ch Total LT Thru RT ch Total LT	415 15 440 190 1,435 0 1,625 30 15 45 90 10	445 12 465 189 1,454 0 1,643 30 16 45 91 21	82 0 82 109 278 226 278 70 70 50 70 98	10.0 7.5 9.9 8.5 12.0 0.0 11.6 11.7 14.6 8.1 10.4 6.7	A A B A B B B A A A
Argonne Ave	Approc WB Approc NB	Thru RT LT Thru RT ch Total LT Thru RT ch Total LT Thru Thru	415 15 440 190 1,435 0 1,625 30 15 45 90 10 40	445 12 465 189 1,454 0 1,643 30 16 45 91 21 41	82 0 82 109 278 226 278 70 70 50 70 98 98	10.0 7.5 9.9 8.5 12.0 0.0 11.6 11.7 14.6 8.1 10.4 6.7 11.7	A A B A B B B A B A B A B A B A B
Argonne Ave	Approc WB Approc NB Approc SB	Thru RT LT Thru RT ch Total LT Thru RT ch Total LT Thru RT	415 15 440 190 1,435 0 1,625 30 15 45 90 10 40 45	445 12 465 189 1,454 0 1,643 30 16 45 91 21 41 38	82 0 82 109 278 226 278 70 70 70 50 70 98 98 98 80	10.0 7.5 9.9 8.5 12.0 0.0 11.6 11.7 14.6 8.1 10.4 6.7 11.7 10.6	A A B A B B B A B A B B B B
Argonne Ave	Approc WB Approc NB Approc SB Approc	Thru RT LT Thru RT ch Total LT Thru RT ch Total LT Thru Thru	415 15 440 190 1,435 0 1,625 30 15 45 90 10 40	445 12 465 189 1,454 0 1,643 30 16 45 91 21 41	82 0 82 109 278 226 278 70 70 50 70 98 98	10.0 7.5 9.9 8.5 12.0 0.0 11.6 11.7 14.6 8.1 10.4 6.7 11.7	A A B A B B B A B A B A B A B B A B B A B B A B B A B B A B

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	5	3	0	14.7	В
	60	Thru	465	507	50	1.1	Α
	Approa	ch Total	470	510	50	1.2	Α
	WB	Thru	1,615	1,627	212	14.1	В
Durant Pl	****	RT	10	8	148	9.0	Α
Durant Fi	Approa	ch Total	1,625	1,635	212	14.1	В
	SB	LT	5	7	50	13.6	В
	30	RT	10	7	31	13.0	В
	Approa		15	14	50	13.3	В
	Intersect	ion Total	2,110	2,159	-	11.0	В
		LT	35	35	0	8.4	Α
	EB	Thru	375	413	24	0.7	Α
		RT	10	5	0	0.4	Α
	Approa	ch Total	420	453	24	1.3	Α
		LT	15	14	23	10.5	В
	WB	Thru	1,480	1,498	229	6.3	Α
		RT	70	77	90	9.3	Α
	Approa	ch Total	1,565	1,589	229	6.5	Α
Charles Allen Dr		LT	15	10	111	13.3	В
	NB	Thru	110	99	111	13.9	В
		RT	40	50	0	7.8	Α
	Approa	ch Total	165	159	111	11.9	В
		LT	65	50	163	17.1	В
	SB	Thru	95	99	163	13.7	В
		RT	110	110	118	9.6	Α
	Approa	ch Total	270	259	163	12.6	В
	Intersect	ion Total	2,420	2,460	-	6.5	Α
		LT	50	53	64	16.3	В
	EB	Thru	390	425	142	17.7	В
		RT	40	33	50	14.7	B
	Approa	ch Total	480	511	142	17.4	В
		LT	190	192	438	26.7	С
	WB	Thru	1,395	1,422	438	38.0	D
		RT	315	281	236	28.1	C
	Annea						
	Approa	ch Total	1,900	1,895	438	35.4	D
Boulevard		LT	85	86	132	35.4 22.8	D C
Boulevard	NB					35.4	D
Boulevard	NB	LT Thru RT	85 365 130	86 351 139	132 335 335	35.4 22.8 29.0 5.5	D C C A
Boulevard		LT Thru RT	85 365	86 351	132 335 335 <i>335</i>	35.4 22.8 29.0 5.5 22.4	D C C A C
Boulevard	NB Approad	LT Thru RT ch Total LT	85 365 130 <i>580</i> 205	86 351 139 576 197	132 335 335 <i>335</i> 464	35.4 22.8 29.0 5.5 22.4 31.8	D C C A C C
Boulevard	NB	LT Thru RT ch Total LT Thru	85 365 130 580 205 390	86 351 139 576 197 387	132 335 335 335 464 464	35.4 22.8 29.0 5.5 22.4 31.8 27.7	D C C A C C C
Boulevard	NB Approad SB	LT Thru RT ch Total LT Thru RT	85 365 130 580 205 390 85	86 351 139 576 197 387 78	132 335 335 335 464 464 399	35.4 22.8 29.0 5.5 22.4 31.8 27.7 22.3	D C C A C C C C
Boulevard	NB Approad SB Approad	LT Thru RT ch Total LT Thru RT ch Total	85 365 130 580 205 390 85 680	86 351 139 576 197 387 78 662	132 335 335 335 464 464 399 464	35.4 22.8 29.0 5.5 22.4 31.8 27.7 22.3 28.3	D C C A C C C C C
Boulevard	NB Approad SB	LT Thru RT ch Total LT Thru RT ch Total	85 365 130 580 205 390 85 680 3,640	86 351 139 576 197 387 78 662 3,644	132 335 335 335 464 464 399 464 -	35.4 22.8 29.0 5.5 22.4 31.8 27.7 22.3 28.3 29.5	D C C C C C C C C C
Boulevard	NB Approad SB Approad	LT Thru RT ch Total LT Thru RT ch Total ch Total Thru	85 365 130 580 205 390 85 680 3,640 555	86 351 139 576 197 387 78 662 3,644 559	132 335 335 335 464 464 399 464 - 171	35.4 22.8 29.0 5.5 22.4 31.8 27.7 22.3 28.3 29.5 15.7	D C C C C C C C B
Boulevard	NB Approad SB Approad Intersect EB	LT Thru RT ch Total LT Thru RT ch Total ion Total Thru RT	85 365 130 580 205 390 85 680 3,640 555 140	86 351 139 576 197 387 78 662 3,644 559 159	132 335 335 464 464 399 464 - 171 145	35.4 22.8 29.0 5.5 22.4 31.8 27.7 22.3 28.3 29.5 15.7 11.4	D C A C C C C C C C C C C C B B
Boulevard	NB Approad SB Approad	LT Thru RT ch Total LT Thru RT ch Total ion Total Thru RT	85 365 130 580 205 390 85 680 3,640 555 140 695	86 351 139 576 197 387 78 662 3,644 559 159 718	132 335 335 464 464 399 464 - 171 145 171	35.4 22.8 29.0 5.5 22.4 31.8 27.7 22.3 28.3 29.5 15.7 11.4 14.7	D C C C C C C C B
Boulevard	NB Approad SB Approad Intersect EB Approad	LT Thru RT ch Total LT Thru RT ch Total ion Total Thru RT	85 365 130 580 205 390 85 680 3,640 555 140 695 165	86 351 139 576 197 387 78 662 3,644 559 159 718 164	132 335 335 464 464 399 464 - 171 145 171 145 171 109	35.4 22.8 29.0 5.5 22.4 31.8 27.7 22.3 28.3 29.5 15.7 11.4	D C A C C C C C C C C C C C B B
	NB Approad SB Approad Intersect EB Approad WB	LT Thru RT ch Total LT Thru RT ch Total Thru RT ch Total LT Thru	85 365 130 580 205 390 85 680 3,640 555 140 695 165 1,565	86 351 139 576 197 387 78 662 3,644 559 159 718 164 1,561	132 335 335 464 464 399 464 - 171 145 171 109 226	35.4 22.8 29.0 5.5 22.4 31.8 27.7 22.3 28.3 28.3 29.5 15.7 11.4 14.7 13.6 13.6	D C A C C C C C C C C C C B B B
Boulevard Glen Iris Dr	NB Approad SB Approad Intersect EB Approad	LT Thru RT ch Total LT Thru RT ch Total Thru RT ch Total LT Thru ch Total ch Total LT Thru ch Total	85 365 130 580 205 390 85 680 3,640 555 140 695 165	86 351 139 576 197 387 78 662 3,644 559 159 718 164	132 335 335 464 464 399 464 - 171 145 171 109 226 226 226	35.4 22.8 29.0 5.5 22.4 31.8 27.7 22.3 28.3 28.3 29.5 15.7 11.4 14.7 13.6 13.6 13.6 13.6	D C A C C C C C C C C C C C B B B B B
	NB Approad SB Approad Intersect EB Approad WB Approad	LT Thru RT ch Total LT Thru RT ch Total ion Total Thru RT ch Total LT Thru ch Total LT	85 365 130 580 205 390 85 680 3,640 555 140 695 165 1,565	86 351 139 576 197 387 78 662 3,644 559 159 718 164 1,561	132 335 335 464 464 399 464 - 171 145 171 109 226 226 226 124	35.4 22.8 29.0 5.5 22.4 31.8 27.7 22.3 28.3 28.3 29.5 15.7 11.4 14.7 13.6 13.6	D C A C C C C C C C C C C C B B B B B B B B
	NB Approad SB Approad Intersect EB Approad WB	LT Thru RT ch Total LT Thru RT ch Total Thru RT ch Total LT Thru ch Total ch Total LT Thru ch Total	85 365 130 580 205 390 85 680 3,640 555 140 695 165 1,565 1,730	86 351 139 576 197 387 78 662 3,644 559 159 718 164 1,561 1,725	132 335 335 464 464 399 464 - 171 145 171 109 226 226 226	35.4 22.8 29.0 5.5 22.4 31.8 27.7 22.3 28.3 28.3 29.5 15.7 11.4 14.7 13.6 13.6 13.6 13.6	D C A C C C C C C C C C C C B B B B B B B B B B B B
	NB Approad SB Approad Intersect EB Approad WB Approad	LT Thru RT ch Total LT Thru RT ch Total ion Total Thru RT ch Total LT Thru ch Total LT RT	85 365 130 580 205 390 85 680 3,640 555 140 695 165 1,565 1,730 170	86 351 139 576 197 387 78 662 3,644 559 159 718 164 1,561 1,725 161	132 335 335 464 464 399 464 - 171 145 171 109 226 226 226 124	35.4 22.8 29.0 5.5 22.4 31.8 27.7 22.3 28.3 28.3 29.5 15.7 11.4 14.7 13.6 13.6 13.6 13.6 12.8	D C A C C C C C C C C C C C B B B B B B B B B B B B B B B

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	90	86	74	28.3	С
	20	Thru	530	536	88	6.5	Α
	Approa	ch Total	620	622	88	28.3 6.5 9.5 4.3 1.8 4.2 32.7 5.8 27.0 6.3 18.7 11.8 8.5 12.7 7.3 10.8 8.2 10.7 30.8 14.1 4.8 22.1 29.4 0.0 17.0 21.0 17.0 21.0 17.9 0.5 0.5 9.9 0.0 8.6 9.3 12.5 23.3	Α
	WE	Thru	1,585	1,575	163		Α
Midtown Place Driveway	VV D	RT	105	96	77	1.8	Α
widtown Place Driveway	Approa	ch Total	1,690	1,671	163	28.3 6.5 9.5 4.3 1.8 4.2 32.7 5.8 27.0 6.3 11.8 2.7.0 6.3 12.7 7.3 10.8 8.2 10.7 30.8 14.1 4.8 22.1 29.4 0.0 17.0 21.0 17.9 0.5 <td>Α</td>	Α
	SB	LT	55	56	92		С
	30	RT	15	15	92	5.8	Α
	Approa	ch Total	70	71	92	27.0	С
	Intersect	ion Total	2,380	2,364	-	6.3	Α
		LT	70	79	95	18.7	В
	EB	Thru	505	502	88	11.8	В
		RT	10	8	0	8.5	Α
	Approa	ch Total	585	589	95	12.7	В
		LT	20	21	42	7.3	Α
	WB	Thru	1,480	1,451	222	10.8	В
		RT	45	37	0	9.5 4.3 1.8 4.2 32.7 5.8 27.0 6.3 18.7 11.8 8.5 12.7 7.3 10.8 8.2 10.7 30.8 14.1 4.8 22.1 29.4 0.0 17.0 21.0 17.9 0.5 0.5 0.5 0.5 9.9 0.0 8.6 9.3 12.5 23.3 12.2 13.3	Α
	Approa	ch Total	1,545	1,509	222		В
Ponce de Leon Pl		LT	30	35	88		С
	NB	Thru	10	8	88		В
		RT	15	14	55	4.8	Α
	Approa	ch Total	55	57	88	22.1	С
		LT	85	87	152	29.4	С
	SB	Thru	0	0	152	0.0	Α
		RT	180	183	78	17.0	В
	Approa	ch Total	265	270	152	21.0	С
	Intersect	ion Total	2,450	2,425	-	12.6	В
	EB	LT	5	4	U	17.9	В
	Approa	ch Total	5	4	0	17.9	В
	WB	LT	15	27	0	0.5	Α
	Approa	ch Total	15	27	0	0.5	A
		LT	5	7	0	9.9	Α
	NB	Thru	0	0	0		Α
Bonaventure Ave (unsignalized)		RT	10	6	0	8.6	Α
(Approa		15	13	0	28.3 6.5 9.5 4.3 1.8 4.2 32.7 5.8 27.0 6.3 18.7 11.8 8.5 12.7 7.3 10.8 8.2 10.7 30.8 14.1 4.8 22.1 29.4 0.0 17.0 21.0 17.0 21.0 17.9 0.5 0.5 9.9 0.0 8.6 9.3 12.5 23.3 23.5 25.5 25.5 25.5 25.5 25.5 25.5	A
		LT	10	6	26		B
	SB	Thru	5	4	26		С
		RT	35	32	26	12.2	В
	Approa		50	42	26		В
	Approach Total		85	86	-	8.9	Α
	Intersect	ion Total	02				
	Intersect	ion Total Thru	495	506	176		D
	Intersect EB			506 68	175 0	43.1	D A
	EB	Thru RT	495 90	68	0	43.1 0.0	
	EB Approa	Thru RT	495		0 176	43.1 0.0 38.0	А
	EB	Thru RT ch Total	495 90 585 490	68 574 493	0	43.1 0.0 38.0 18.7	A D
Freedom Pkwy	EB Approad WB	Thru RT ch Total LT Thru	495 90 585 490 1,325	68 574 493 1,336	0 176 305 252	43.1 0.0 38.0 18.7 9.6	A D B
Freedom Pkwy	EB Approad WB Approad	Thru RT ch Total LT Thru ch Total	495 90 585 490 1,325 1,815	68 574 493 1,336 1,829	0 176 305 252 306	43.1 0.0 38.0 18.7 9.6 12.1	A D B A B
Freedom Pkwy	EB Approad WB	Thru RT ch Total LT Thru ch Total LT	495 90 585 490 1,325 1,815 165	68 574 493 1,336 1,829 160	0 176 305 252 <i>306</i> 204	43.1 0.0 38.0 18.7 9.6 12.1 24.1	A D B A B C
Freedom Pkwy	EB Approad WB Approad	Thru RT ch Total LT Thru ch Total LT RT	495 90 585 490 1,325 1,815	68 574 493 1,336 1,829	0 176 305 252 306	43.1 0.0 38.0 18.7 9.6 12.1	A D B A B

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
		LT	45	37	154	16.9	В
	EB	Thru	840	851	154	8.2	Α
		RT	5	7	154	7.7	Α
	Approa	ch Total	890	895	154	8.6	Α
		LT	5	6	70	3.7	Α
	WB	Thru	1,620	1,613	70	2.0	Α
		RT	25	27	33	0.8	Α
	Approa	ch Total	1,650	1,646	70	2.0	Α
Barnett St		LT	0	5	23	37.0	D
	NB	Thru	5	4	23	19.7	В
		RT	5	1	0	8.0	Α
	Approa	ch Total	10	10	23	27.2	С
		LT	30	20	47	34.4	С
	SB	Thru	0	0	80	0.0	Α
		RT	195	209	0	15.8	В
	Approa	ch Total	225	229	80	17.4	В
	Intersect	ion Total	2,775	2,780	-	5.5	Α
		LT	40	34	130	20.4	С
	EB	Thru	925	928	130	5.4	Α
		RT	5	1	91	8.9	Α
	Approa	ch Total	970	963	130	5.9	Α
		LT	5	6	223	16.2	В
	WB	Thru	1,635	1,629	223	9.7	Α
		RT	35	36	196	12.7	В
	Approach Total		1,675	1,671	223	9.8	Α
Frederica St		LT	0	0	0	0.0	Α
	NB	Thru	0	0	0	0.0	Α
		RT	5	5	0	9.1	Α
	Approa	ch Total	5	5	0	9.1	Α
		LT	35	32	131	38.8	D
	SB	Thru	0	0	131	0.0	Α
		RT	105	109	110	22.4	С
	Approa	ch Total	140	141	131	26.1	С
	Intersect	ion Total	2,790	2,780	-	9.3	Α
		LT	90	88	306	38.2	D
	EB	Thru	890	898	306	25.7	с
		RT	70	70	23	7.4	Α
	Approa	ch Total	1,050	1,056	306	25.5	С
		LT	60	73	72	12.2	В
	WB	Thru	1,455	1,407	201	10.1	В
		RT	100	137	0	6.8	Α
	Approa	ch Total	1,615	1,617	201	9.9	Α
Highland Ave		LT	135	160	328	39.0	D
	NB	Thru	305	288	328	36.8	D
		RT	35	32	226	26.8	С
	Approa	ch Total	475	480	328	36.9	D
		LT	115	91	121	30.2	с
	SB	Thru	230	237	587	39.4	D
		RT	85	102	0	31.9	с
	Approa	ch Total	430	430	587	35.7	D
		ion Total	3,570	3,583		21.2	С

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
		LT	245	256	510	65.9	E
	EB	Thru	720	682	510	32.8	С
		RT	75	75	510	32.8	С
	Approa	ch Total	1,040	1,013	510	41.2	D
		LT	115	113	209	36.6	D
	WB	Thru	1,165	1,174	806	43.7	D
		RT	25	29	806	39.8	D
	Approach Total		1,305	1,316	806	43.0	D
Moreland Ave		LT	265	270	679	40.6	D
	NB	Thru	535	526	679	34.5	С
		RT	135	141	546	31.6	С
	Approa	ch Total	935	937	679	35.8	D
		LT	50	45	83	22.8	С
	SB	Thru	435	427	243	31.4	С
		RT	185	165	0	25.2	С
	Approa	ch Total	670	637	243	29.2	С
	Intersect	ion Total	3,950	3,903	-	38.5	D

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	70	61	48	11.5	В
		Thru	1,080	1,079	137	10.5	В
	Approa	ch Total	1,150	1,140	137	10.6	В
	WB	Thru	490	501	75	6.8	Α
		RT	175	174	89	4.0	Α
Piedmont Ave	Approa	ch Total	665	675	89	6.1	Α
		LT	55	55	127	10.0	Α
	NB	Thru	980	990	127	11.0	В
		RT	335	332	93		В
		ch Total	1,370	1,377	127		B
	Intersect	ion Total	3,185	3,192	-		A
		LT	25	24	142		B
	EB	Thru	1,380	1,379	142		Α
		RT	10	13	99		Α
	Approa	ch Total	1,415	1,416	142		Α
		LT	10	12	24		В
	WB	Thru	635	638	146		Α
		RT	65	62	50	11.5 10.5 10.6 6.8 4.0 6.1 10.0 11.0 10.3 10.8 9.7 16.1 7.6 6.6 7.7 10.8 8.3 6.4 8.2 17.2 12.0 15.8 14.3 10.7 8.5 8.9 10.0 8.5 8.9 10.0 8.5 8.9 10.0 8.5 8.9 10.0 8.1.3 15.3 11.2 12.1 11.6 17.3 11.0 11.8 9.9 7.7 10.1 9.1 10.0 13.9	A
	Approa	ch Total	710	712	146		A
Myrtle St		LT	5	5	86		B
	NB	Thru	20	25	86		B
		RT	40	28	86		B
	Approa	ch Total	65	58	86		B
		LT	105	99	125		B
	SB	Thru	25	23	125		A
		RT	25	37	100		A
		ch Total	155	159	125		A
		ion Total	2,345	2,345	-		A
	EB	LT	20	20	59	11.5 10.5 10.6 6.8 4.0 6.1 10.0 11.0 10.0 11.0 10.3 10.8 9.7 16.1 7.6 6.6 7.7 10.8 8.3 6.4 8.2 17.2 12.0 15.8 14.3 10.7 8.5 8.9 10.0 8.5 8.9 10.0 8.2 5.2 5.2 5.2 3.0 3.0 11.3 11.6 17.3 11.0 11.8 9.9 7.7 10.1 9.1 10.0 13.9 15.5 14.4 15.4 14.4	A
		ch Total	20	20	59		A
	WB	LT	20	19	0		A
	Approa	ch Total	20	19	0		A
		LT	15	13	33		B
Dense de la construcción de la const	NB	Thru	10	10	33		B
Penn Ave (unsignalized)	Approx	RT ch Total	50 75	51 74	33 33		B
	Approu						-
	SB	LT Thru	20 5	25 2	43 43		B
	50	RT	10	9	43		B
	Annroa	ch Total	35	36	43		B
						11.5 10.5 10.6 6.8 4.0 6.1 10.0 11.0 10.0 11.0 10.3 10.8 9.7 16.1 7.6 6.6 7.7 10.8 8.3 6.4 8.2 17.2 12.0 15.8 14.3 10.7 8.5 8.9 10.0 8.5 8.9 10.0 8.2 5.2 5.2 3.0 3.0 13.3 15.3 11.2 12.1 11.6 17.3 10.0 13.9 15.5 14.4 15.5 14.4 15.5 14.4 15.5 14.4 </td <td></td>	
							4
		ion Total	150	149	-	<u>9.9</u>	A
	Intersect	ion Total LT	150 20	149 15	- 22	9.9 7.7	Α
		ion Total LT Thru	20 1,490	149 15 1,489	- 22 157	9.9 7.7 10.1	A B
	EB	ion Total LT Thru RT	20 1,490 40	149 15 1,489 43	- 22 157 40	9.9 7.7 10.1 9.1	A B A
	EB	ion Total LT Thru RT ch Total	150 20 1,490 40 1,550	149 15 1,489 43 1,547	- 22 157 40 157	9.9 7.7 10.1 9.1 10.0	A B A B
	EB Approa	ion Total LT Thru RT ch Total LT	150 20 1,490 40 1,550 70	149 15 1,489 43 1,547 62	- 22 157 40 157 67	9.9 7.7 10.1 9.1 10.0 13.9	A B A B B
	EB	ion Total LT Thru RT ch Total LT Thru	150 20 1,490 40 1,550 70 700	149 15 1,489 43 1,547 62 708	- 22 157 40 157 67 118	9.9 7.7 10.1 9.1 10.0 13.9 15.5	A B A B B B
	EB Approa WB	ion Total LT Thru RT ch Total LT Thru RT	150 20 1,490 40 1,550 70 700 10	149 15 1,489 43 1,547 62 708 8	- 22 157 40 157 67 118 51	9.9 7.7 10.1 9.1 10.0 13.9 15.5 14.4	A B A B B B B
Arzonne Ave	EB Approa WB	ion Total LT Thru RT ch Total LT Thru RT ch Total	150 20 1,490 40 1,550 70 700 10 780	149 15 1,489 43 1,547 62 708 8 778	- 22 157 40 157 67 118 51 118	9.9 7.7 10.1 9.1 10.0 13.9 15.5 14.4 15.4	A B B B B B B B
Argonne Ave	EB Approa WB Approa	ion Total LT Thru RT ch Total LT Thru RT ch Total LT	150 20 1,490 40 1,550 70 700 10 780 15	149 15 1,489 43 1,547 62 708 8 778 14	- 22 157 40 157 67 118 51 118 90	9.9 7.7 10.1 9.1 10.0 13.9 15.5 14.4 15.4 15.4	A B B B B B B B B B
Argonne Ave	EB Approa WB	ion Total LT Thru RT ch Total LT Thru RT ch Total LT Thru	150 20 1,490 40 1.550 70 700 10 780 15 40	149 15 1,489 43 1,547 62 708 8 778 14 37	- 22 157 40 157 67 118 51 118 90 90	9.9 7.7 10.1 9.1 10.0 13.9 15.5 14.4 15.4 16.1 14.1	A B B B B B B B B B B
Argonne Ave	EB Approa WB Approa NB	ion Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT	150 20 1,490 40 1.550 70 700 10 780 15 40 105	149 15 1,489 43 1,547 62 708 8 778 14 37 116	- 22 157 40 157 67 118 51 118 90 90 71	9.9 7.7 10.1 9.1 10.0 13.9 15.5 14.4 15.4 16.1 14.1 11.0	A B B B B B B B B B B
Argonne Ave	EB Approa WB Approa NB	ion Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total	150 20 1,490 40 1,550 70 700 10 780 15 40 105 160	149 15 1,489 43 1,547 62 708 8 778 14 37 116 167	- 22 157 40 157 67 118 51 118 90 90 71 90	9.9 7.7 10.1 9.1 10.0 13.9 15.5 14.4 15.4 16.1 14.1 11.0 12.1	A B B B B B B B B B B B B B
Argonne Ave	Intersect EB Approx WB Approx NB Approx	ion Total LT Thru RT ch Total LT Thru RT ch Total LT RT ch Total LT LT	150 20 1,490 40 1,550 70 700 10 780 15 40 105 160 40	149 15 1,489 43 1,547 62 708 8 778 14 37 116 167 52	- 22 157 40 157 67 118 51 118 90 90 90 71 90 101	9.9 7.7 10.1 9.1 10.0 13.9 15.5 14.4 15.4 16.1 14.1 11.0 12.1 18.4	A B B B B B B B B B B B B B B B B
Argonne Ave	EB Approa WB Approa NB	ion Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total	150 20 1,490 40 1,550 70 700 10 780 15 40 105 160 40 45	149 15 1,489 43 1,547 62 708 8 778 14 37 116 167 52 40	- 22 157 40 157 67 118 51 118 90 90 90 71 90 101 101	9.9 7.7 10.1 9.1 10.0 13.9 15.5 14.4 15.4 16.1 14.1 11.0 12.1 18.4 16.0	A B B B B B B B B B B B B B B B B B B B
Argonne Ave	Intersect EB Approx WB Approx NB Approx SB	ion Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total RT	150 20 1,490 40 1,550 70 700 10 780 15 40 105 160 40 45 10	149 15 1,489 43 1,547 62 708 8 778 14 37 116 167 52 40 8	- 22 157 40 157 67 118 51 118 90 90 71 90 101 101 83	9.9 7.7 10.1 9.1 10.0 13.9 15.5 14.4 15.4 16.1 14.1 11.0 12.1 18.4 16.0 9.4	A B B B B B B B B B B B B A
Argonne Ave	Intersect EB Approa WB Approa NB Approa SB Approa	ion Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total	150 20 1,490 40 1,550 70 700 10 780 15 40 105 160 40 45	149 15 1,489 43 1,547 62 708 8 778 14 37 116 167 52 40	- 22 157 40 157 67 118 51 118 90 90 90 71 90 101 101	9.9 7.7 10.1 9.1 10.0 13.9 15.5 14.4 15.4 16.1 14.1 11.0 12.1 18.4 16.0	A B B B B B B B B B B B B B B B B B B B

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	10	12	21	7.2	Α
	CD	Thru	1,625	1,652	133	6.3	Α
	Approa	ch Total	1,635	1,664	133	6.3	Α
	WB	Thru	770	780	163	8.6	Α
Durant Pl	VVD	RT	10	10	70	8.1	Α
Durant Fi	Approa	ch Total	780	790	163	8.6	Α
	SB	LT	10	12	64	12.5	В
	50	RT	10	7	45	6.7	Α
	Approa	ch Total	20	19	64	10.4	В
	Intersect	ion Total	2,435	2,473	-	7.1	Α
		LT	30	32	50	10.7	В
	EB	Thru	1,530	1,524	227	11.0	В
		RT	30	39	71	4.2	Α
	Approa	ch Total	1,590	1,595	227	10.8	В
		LT	40	34	23	12.8	B
	WB	Thru	680	675	90	1.7	Α
		RT	50	47	56	1.2	Α
	Approa	ch Total	770	756	90	2.2	Α
Charles Allen Dr		LT	20	17	140	37.0	D
	NB	Thru	40	36	140	27.1	С
		RT	75	72	0	18.0	В
	Approa	ch Total	135	125	140	23.2	C
		LT	105	89	180	34.2	С
	SB	Thru	105	107	180	29.4	С
		RT	50	53	135	19.6	B
	Approa	ch Total	260	249	180	29.0	С
	Intersect	ion Total	2,755	2,725	-	1.7 1.2 2.2 37.0 27.1 18.0 23.2 34.2 29.4 19.6 29.0 10.7 29.0 31.6 33.0 31.5	В
		LT	120	122	162		С
	EB	Thru	1,485	1,454	341		С
		RT	105	90	210		С
	Approa		1,710	1,666	341		с
		LT	165	173	240	31.7	С
	WB	Thru	675	657	240	22.7	С
		RT	310	287	38	8.6	Α
	Approa	ch Total	1,150	1,117	240	20.5	с
Boulevard		ch Total LT	1,150 60	1,117 63	240 99	20.5 30.1	с С
Boulevard	Apprcad NB	ch Total LT Thru	1,150 60 400	1,117 63 390	240 99 406	20.5 30.1 37.8	C C D
Boulevard	NB	ch Total LT Thru RT	1,150 60 400 185	1,117 63 390 187	240 99 406 406	20.5 30.1 37.8 14.6	C C D B
Boulevard	NB	ch Total LT Thru RT ch Total	1,150 60 400 185 645	1,117 63 390 187 640	240 99 406 406 406	20.5 30.1 37.8 14.6 30.3	C C D B C
Boulevard	NB Approa	ch Total LT Thru RT ch Total LT	1,150 60 400 185 645 290	1,117 63 390 187 640 298	240 99 406 406 406 412	20.5 30.1 37.8 14.6 30.3 37.6	C C B C D
Boulevard	NB	ch Total LT Thru RT ch Total LT Thru	1,150 60 400 185 645 290 460	1,117 63 390 187 640 298 450	240 99 406 406 406 412 412 412	20.5 30.1 37.8 14.6 30.3 37.6 30.1	C C D B C D C
Boulevard	NB Approad SB	ch Total LT Thru RT ch Total LT Thru KT	1,150 60 400 185 645 290 460 35	1,117 63 390 187 640 298 450 30	240 99 406 406 406 412 412 412 346	20.5 30.1 37.8 14.6 30.3 37.6 30.1 23.2	C C B C C C C
Boulevard	NB Apprcad SB Apprcad	ch Total LT Thru RT ch Total LT Thru KT ch Total	1,150 60 400 185 645 290 460 35 785	1,117 63 390 187 640 298 450 30 778	240 99 406 406 406 412 412 346 412	20.5 30.1 37.8 14.6 30.3 37.6 30.1 23.2 32.7	C C B C C C C C
Boulevard	NB Approad SB	ch Total LT Thru RT ch Total LT Thru RT ch Total ion Total	1,150 60 400 185 645 290 460 35 785 7 85 4,290	1,117 63 390 187 640 298 450 30 778 4,201	240 99 406 406 406 412 412 346 412 -	20.5 30.1 37.8 14.6 30.3 37.6 30.1 23.2 32.7 28.6	C C B C C C C C
Boulevard	NB Apprcad SB Apprcad	ch Total LT Thru RT ch Total LT Thru KT ch Total ion Total Thru	1,150 60 400 185 645 290 460 35 785 4,290 1,600	1,117 63 390 187 640 298 450 30 778 4,201 1,575	240 99 406 406 406 412 412 346 412 - 407	20.5 30.1 37.8 14.6 30.3 37.6 30.1 23.2 32.7 28.6 24.6	C C B C C C C C C
Boulevard	NB Approad SB Approad Intersect EB	ch Total LT Thru RT ch Total LT Thru KT ch Total ion Total Thru RT	1,150 60 400 185 645 290 460 35 785 4,290 1,600 265	1,117 63 390 187 640 298 450 30 778 4,201 1,575 274	240 99 406 406 412 412 346 412 - - 407 380	20.5 30.1 37.8 14.6 30.3 37.6 30.1 23.2 32.7 28.6 24.6 19.4	C C B C C C C C B
Boulevard	NB Approad SB Approad Intersect EB	ch Total LT Thru RT ch Total LT Thru KT ch Total ion Total Thru RT ch Total	1,150 60 400 185 645 290 460 35 785 4,290 1,600 265 1,865	1,117 63 390 187 640 298 450 30 778 4,201 1,575 274 1,849	240 99 406 406 412 412 346 412 - - 407 380 407	20.5 30.1 37.8 14.6 30.3 37.6 30.1 23.2 32.7 28.6 24.6 19.4 23.8	C D B C D C C C C C C C C C C C
Boulevard	NB Approad SB Approad Intersect EB Approad	ch Total LT Thru RT ch Total LT Thru KT ch Total Thru RT ch Total LT	1,150 60 400 185 645 290 460 35 785 4,290 1,600 265 1,865 265	1,117 63 390 187 640 298 450 30 778 4,201 1,575 274 1,849 254	240 99 406 406 412 412 346 412 - 407 380 407 224	20.5 30.1 37.8 14.6 30.3 37.6 30.1 23.2 32.7 28.6 24.6 19.4 23.8 31.5	C D B C C C C C C C C C C C C C
	NB Approad SB Approad Intersect EB Approad	ch Total LT Thru RT ch Total LT Thru KT ch Total Thru RT ch Total LT Thru	1,150 60 400 185 645 290 460 35 785 4,290 1,600 265 1,865 265 940	1,117 63 390 187 640 298 450 30 778 4,201 1,575 274 1,849 254 945	240 99 406 406 412 412 346 412 - 407 380 407 224 139	20.5 30.1 37.8 14.6 30.3 37.6 30.1 23.2 32.7 28.6 24.6 19.4 23.8 31.5 15.2	C D B C C C C C C B C B B
Boulevard Glen Iris Dr	NB Approad SB Approad Intersect EB Approad	ch Total LT Thru RT ch Total LT Thru KT ch Total Thru RT ch Total LT	1,150 60 400 185 645 290 460 35 785 4,290 1,600 265 1,865 265	1,117 63 390 187 640 298 450 30 778 4,201 1,575 274 1,849 254	240 99 406 406 412 412 346 412 - 107 380 407 224 139 224	20.5 30.1 37.8 14.6 30.3 37.6 30.1 23.2 32.7 28.6 24.6 19.4 23.8 31.5	C D B C C C C C C C C C C C C C
	NB Appread SB Appread Intersect EB Appread WB Appread	ch Total LT Thru RT ch Total LT Thru KT ch Total Thru RT ch Total LT Thru ch Total LT	1,150 60 400 185 645 290 460 35 785 4,290 1,600 265 1,865 265 940 1,205 240	1,117 63 390 187 640 298 450 30 778 4,201 1,575 274 1,849 254 945 1,199 230	240 99 406 406 412 412 346 412 - 12 407 380 407 224 139 224 242	20.5 30.1 37.8 14.6 30.3 37.6 30.1 23.2 32.7 28.6 24.6 19.4 23.8 31.5 15.2 18.7 35.4	C D B C C C C C C B C B B B B D
	NB Appread SB Appread Intersect EB Appread WB Appread NB	ch Total LT Thru RT ch Total LT Thru RT ch Total Thru RT ch Total LT Thru ch Total LT Thru ch Total LT RT	1,150 60 400 185 645 290 460 35 785 4,290 1,600 265 1,865 265 940 1,205 240 310	1,117 63 390 187 640 298 450 30 778 4,201 1,575 274 1,849 254 945 1,199 230 321	240 99 406 406 412 412 346 412 - - 407 380 407 224 139 224 242 242	20.5 30.1 37.8 14.6 30.3 37.6 30.1 23.2 32.7 28.6 24.6 19.4 23.8 31.5 15.2 18.7 35.4 21.6	C D B C C C C C C B C C B B B C C C C C
	NB Approad SB Approad Intersect EB Approad NB Approad	ch Total LT Thru RT ch Total LT Thru RT ch Total Thru RT ch Total LT Thru ch Total LT Thru ch Total LT RT	1,150 60 400 185 645 290 460 35 785 4,290 1,600 265 1,865 265 940 1,205 240	1,117 63 390 187 640 298 450 30 778 4,201 1,575 274 1,849 254 945 1,199 230	240 99 406 406 412 412 346 412 - 12 407 380 407 224 139 224 242	20.5 30.1 37.8 14.6 30.3 37.6 30.1 23.2 32.7 28.6 24.6 19.4 23.8 31.5 15.2 18.7 35.4	C D B C C C C C C B C B B B B D

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB -	LT	255	272	183	22.4	С
	CD -	Thru	1,460	1,430	251	11.1	В
	Approact	h Total	1,715	1,702	251	22.4	В
	WB -	Thru	870	853	262	17.3	В
Midtown Blace Drivoway	WD -	RT	225	228	171	5.5	Α
Midtown Place Driveway	Approact	h Total	1,095	1,081	262	14.8	В
	C P	LT	220	217	140	14.8	В
	SB -	RT	50	51	140	6.6	Α
	Approact	h Total	270	268	140	13.2	В
	Intersectio	on Total	3,080	3,051	-	13.6	В
		LT	125	131	123	19.5	В
	EB	Thru	1,490	1,450	259	22.7	c
	-	RT	65	63	104	18.7	В
	Approact	h Total	1,680	1,644	259	22.3	С
		LT	45	49	74	14.6	В
	WB	Thru	890	857	288	19.9	В
		RT	55	50	0	14.9	В
	Approact	h Total	990	956	288	19.4	В
Ponce de Leon Pl		LT	75	75	93	16.1	В
	NB	Thru	45	45	93	12.2	В
		RT	55	52	60	7.8	Α
	Approach	h Total	175	172	93	12.6	B
		LT	165	163	122	14.4	В
	SB	Thru	25	26	122	15.0	В
		RT	130	143	47	10.2	В
	Approact	h Total	320	332	122	12.6	В
	Intersectio	on Total	3,165	3,104	-	19.8	В
	EB	LT	50	50	53	4.8	Α
	Approact	h Total	50	50	53	4.8	Α
	WB	LT	5	8	0	4.7	Α
	Approact	h Total	5	8	0	4.7	Α
		LT	0	0	0	0.0	۸
	NB	Thru	5	4	0	23.1	С
Bonaventure Ave (unsignalized)	-	RT	50	52	0	11.7	В
	Approact	h Total	55	56	0	12.5	В
		LT	5	2	34	12.8	В
	SB	Thru	0	0	34	0.0	Α
	-	RT	20	20	34	11.5	В
	Approact	h Total	25	22	34		В
	Intersectio	on Total	135	136	-	9.1	Α
	50	Thru	1,400	1,382	417	27.1	С
	EB -	RT	190	164	189	2.3	۸
	Approact	h Total	1,590	1,546	417	24.5	с
	14/2	LT	320	349	380	23.1	С
Second and Diversi	WB -	Thru	855	828	495	19.0	В
Freedom Pkwy	Approact		1,175	1,177	495	20.2	с
			220	211	201	28.1	С
	10	L1	220				
	NB -	LT RT	450	452	0	10.6	В
	NB –	RT					B

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
		LT	110	116	119	10.1	В
	EB	Thru	1,730	1,704	119	0.6	Α
		RT	10	12	119	0.1	Α
	Approa	ch Total	1,850	1,832	119	1.2	Α
		LT	15	8	135	19.6	В
	WB	Thru	1,035	1,017	135	4.2	Α
		RT	40	39	98	1.7	Α
	Approa	ch Total	1,090	1,064	135	4.2	Α
Barnett St		LT	15	15	42	59.2	E
	NB	Thru	5	6	23	44.8	D
		RT	15	14	0	9.7	Α
	Approa	ch Total	35	35	42	36.9	D
		LT	95	89	147	37.3	D
	SB	Thru	5	9	128	41.9	D
		RT	125	131	0	15.8	В
	Approa	ch Total	225	229	147	25.2	с
		ion Total	3,200	3,160	-	4.4	Α
		LT	80	60	351	16.0	В
	EB	Thru	1,605	1,635	351	12.7	В
		RT	5	2	312	19.4	В
	Approa	ch Total	1,690	1,697	351	12.8	В
		LT	0	0	92	0.0	Α
	WB	Thru	1,060	1,037	92	4.9	Α
		RT	65	68	66	4.7	Α
	Approa	ch Total	1,125	1,105	92	4.9	Α
Frederica St		LT	0	0	0	0.0	Α
	NB	Thru	0	0	0	0.0	Α
		RT	5	4	0	8.3	Α
	Approach Total		5	4	0	8.3	A
		LT	90	87	97	14.9	В
	SB	Thru	0	0	97	0.0	Α
		RT	100	99	77	9.4	Α
	Approa		190	186	97	12.0	В
	Intersect	ion Total	3,010	2,992	-	<i>9.8</i>	Α
		LT	180	182	355	41.5	D
	EB	Thru	1,380	1,400	355	22.8	С
		RT	165	164	224	10.7	В
	Approa	ch Total	1,725	1,746	355	23.6	С
		LT	85	86	86	25.3	С
	WB	Thru	960	926	485	29.3	С
		RT	140	171	54	27.0	С
	Approa	ch Total	1,185	1,183	485	28.7	с
Highland Ave		LT	100	114	374	35.1	D
	NB	Thru	295	283	374	39.2	D
		RT	65	69	272	31.5	С
	Approa	ch Total	460	466	374	37.1	D
		LT	165	148	186	35.4	D
	SB	Thru	320	317	367	32.2	С
		RT	65	72	0	28.1	C
		ch Total	550	537	367	32.5	С
	Intersect	ion Total	3,920	<u>3,932</u>	-	27.9	С

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
		LT	170	176	1,166	24.1	С
	EB	Thru	1,210	1,164	1,166	21.2	С
		RT	230	222	1,166	16.0	В
	Approa	ch Total	1,610	1,562	1,166	20.8	C
		LT	130	130	258	50.0	D
	WB	Thru	895	892	412	29.8	С
		RT	30	30	412	20.0	В
	Approach Total		1,055	1,052	412	32.0	С
Moreland Ave		LT	175	179	502	43.2	D
	NB	Thru	350	356	502	35.5	D
		RT	140	148	370	31.8	C
	Approa	ch Total	665	683	502	36.7	D
		LT	85	86	113	23.2	c
	SB	Thru	730	737	426	37.5	D
		RT	115	97	0	36.3	D
	Approa	ch Total	930	920	426	36.0	D
	Intersect	ion Total	4,260	4,217	-	29.5	С

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	40	30	63	16.4	В
		Thru	270	278	68	8.0	Α
	Approa	ch Total	310	308	68	<i>8.8</i>	Α
	WB	Thru	1,495	1,438	341	13.5	В
		RT	385	388	233	8.4	Α
Piedmont Ave	Approa	ch Total	1,880	1,826	341	12.4	В
		LT	100	108	294	36.0	D
	NB	Thru	980	994	294	35.8	D
		RT	205	204	260	8.5	Α
	Approa	ch Total	1,285	1,306	294	31.6	с
	Intersect	ion Total	3,475	3,440	-	19.4	В
		LT	5	3	79	23.0	С
	EB	Thru	470	481	79	3.7	Α
			0	-		0.0	Α
	Approa	ch Total	475	484	79	3.8	Α
		LT	30	28	70	7.6	Α
	WB	Thru	1,830	1,785	172	3.7	Α
		RT	70	67	124	5.9	Α
	Approa	ch Total	IT 40 30 63 16.4 Thru 270 278 68 8.0 Total 310 308 68 8.8 Thru 1,495 1,438 341 13.5 RT 385 388 233 8.4 Total 1,880 1,826 341 12.4 IT 100 108 294 35.8 RT 205 204 260 8.5 Total 3,475 3,440 - 19.4 IT 5 3 79 23.0 Thru 470 481 70 3.7 RT 0 0 35 0.0 Total 3,475 484 79 3.8 IT 30 28 70 7.6 Thru 1,830 1,785 172 3.7 RT 70 67 124 5.9 Total 1,930	Α			
Myrtle St		LT	15	14	87	39.3	D
	NB	Thru	20	23	87	36.2	D
		RT	25	21	87	52.9	D
	Approa	ch Total	60	58	87	43.0	D
		LT	30	35	108	30.1	С
	SB	Thru	20	22	108	39.8	D
		RT				19.0	В
	Approa				108	29.0	С
	Intersect	ion Total	2,550	-		5.6	Α
	EB	LT	10	13	75	6.8	Α
	Approa	ch Total	10	13	75	5.8	Α
	WB						Α
	Approa	ch Total	45	35	156	3.3	Α
		LT		-	32	11.8	B
	NB	Thru	5	7	32	12.7	В
Penn Ave (unsignalized)		RT		53	32	9.1	Α
	Approa	ch Total	70	69	32	. <u>no</u> !	Α
						9.0	
						16.1	В
	SB					16.1	B
		Thru RT	15 30	19 27	50 50	16.1 14.9 15.8	B B
	Approa	Thru RT ch Total	15 30 55	19 27 59	50 50	16.1 14.9 15.8 15.6	B B B
	Approa	Thru RT ch Total ion Total	15 30 55 180	19 27 59 176	50 50 50 -	16.1 14.9 15.8 15.6 10.2	B B B B
	Approa Intersect	Thru RT ch Total ion Total LT	15 30 55 180 10	19 27 59 176 8	50 50 50 - 22	16.1 14.9 15.8 15.6 10.2 28.1	B B B C
	Approa	Thru RT ch Total ion Total LT Thru	15 30 55 180 10 535	19 27 59 176 8 556	50 50 50 - 22 126	16.1 14.9 15.8 15.6 10.2 28.1 14.8	B B B C B
	Approa Intersect EB	Thru RT ch Total ion Total LT Thru RT	15 30 55 180 10 535 25	19 27 59 176 8 556 17	50 50 50 - 22 126 43	16.1 14.9 15.8 15.6 10.2 28.1 14.8 11.7	B B B C
	Approa Intersect EB	Thru RT ch Total ion Total LT Thru RT ch Total	15 30 55 180 10 535 25 25 570	19 27 59 176 8 556 17	50 50 - 22 126 43 126	16.1 14.9 15.8 15.6 10.2 28.1 14.8 11.7	B B B C B
	Approa Intersect EB Approa	Thru RT ch Total ion Total LT Thru RT ch Total LT	15 30 55 180 10 535 25 570 245	19 27 59 176 8 556 17 581 234	50 50 - 22 126 43 126 112	16.1 14.9 15.8 15.6 10.2 28.1 14.8 11.7 14.9 8.3	B B C B B B A
	Approa Intersect EB	Thru RT ch Total ion Total LT Thru RT ch Total LT Thru	15 30 55 180 10 535 25 570 245 1,850	19 27 59 176 8 556 17 581 234 1,799	50 50 50 - 22 126 43 126 112 282	16.1 14.9 15.8 15.6 10.2 28.1 14.8 11.7 14.9 8.3 8.7	B B C B B B A A
	Approa Intersect EB Approa WB	Thru RT ch Total ion Total LT Thru RT ch Total LT Thru RT	15 30 55 180 10 535 25 570 245 1,850 0	19 27 59 176 8 556 17 581 234 1,799 0	50 50 50 - 22 125 43 126 112 282 250	16.1 14.9 15.8 15.6 10.2 28.1 14.8 11.7 14.9 8.3 8.7 0.0	B B C B B B A A A
	Approa Intersect EB Approa WB	Thru RT ch Total ion Total LT Thru RT ch Total LT Thru RT ch Total	15 30 55 180 10 535 25 570 245 1,850 0 2,095	19 27 59 176 8 556 17 581 234 1,799 0 2,033	50 50 50 - 22 125 43 126 112 282 250 282	16.1 14.9 15.8 15.6 10.2 28.1 14.8 11.7 14.9 8.3 8.7 0.0 8.7	B B C B B B A A A A A
Argonne Ave	Approa Intersect EB Approa WB Approa	Thru RT ch Total ion Total LT Thru RT ch Total LT RT ch Total LT	15 30 55 180 10 535 25 570 245 1,850 0 2,095 35	19 27 59 176 8 556 17 581 234 1,799 0 2,033 34	50 50 50 - 22 125 43 126 112 282 250 282 153	16.1 14.9 15.8 15.6 10.2 28.1 14.8 11.7 14.9 8.3 8.7 0.0 8.7 49.4	B B C B B B A A A A A A D
Argonne Ave	Approa Intersect EB Approa WB	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT LT Thru	15 30 55 180 10 535 25 570 245 1,850 0 2,095 35 15	19 27 59 176 8 556 17 581 234 1,799 0 2,033 34 12	50 50 50 - 22 125 43 126 112 282 250 282 153 153	16.1 14.9 15.8 15.6 10.2 28.1 14.8 11.7 14.9 8.3 8.7 0.0 8.7 49.4 39.3	B B C B B B A A A A A A D D D
Argonne Ave	Approa Intersect EB Approa WB Approa	Thru RT ch Total ion Total LT Thru RT ch Total LT RT ch Total LT	15 30 55 180 10 535 25 570 245 1,850 0 2,095 35	19 27 59 176 8 556 17 581 234 1,799 0 2,033 34	50 50 50 - 22 125 43 126 112 282 250 282 153	16.1 14.9 15.8 15.6 10.2 28.1 14.8 11.7 14.9 8.3 8.7 0.0 8.7 49.4	B B C B B B A A A A A A D
Argonne Ave	Approa Intersect EB Approa WB Approa	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total	15 30 55 180 10 535 25 570 245 1,850 0 2,095 35 15 60 110	19 27 59 176 8 556 17 581 234 1,799 0 2,033 34 12 66 112	50 50 50 - 22 125 43 126 112 282 250 282 153 153 134 153	16.1 14.9 15.8 15.6 10.2 28.1 14.8 11.7 14.9 8.3 8.7 0.0 8.7 49.4 39.3 19.2 30.5	B B C B B B A A A A A A D D D
Argonne Ave	Approa Intersect EB Approa WB Approa	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT RT	15 30 55 180 10 535 25 570 245 1,850 0 2,095 35 15 60 110 15	19 27 59 176 8 556 17 581 234 1,799 0 2,033 34 12 66 112 29	50 50 50 - 22 126 43 126 112 282 250 282 153 153 134 153 199	16.1 14.9 15.8 15.6 10.2 28.1 14.8 11.7 14.9 8.3 8.7 0.0 8.7 49.4 39.3 19.2	B B C B B B A A A A A A A D B
Argonne Ave	Approa Intersect EB Approa WB Approa	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total	15 30 55 180 10 535 25 570 245 1,850 0 2,095 35 15 60 110	19 27 59 176 8 556 17 581 234 1,799 0 2,033 34 12 66 112	50 50 50 - 22 125 43 126 112 282 250 282 153 153 134 153	16.1 14.9 15.8 15.6 10.2 28.1 14.8 11.7 14.9 8.3 8.7 0.0 8.7 49.4 39.3 19.2 30.5	B B C B B B A A A A A A D B C
Argonne Ave	Approa Intersect EB Approa WB Approa NB Approa	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT	15 30 55 180 10 535 25 570 245 1,850 0 2,095 35 15 60 110 15 55 60	19 27 59 176 8 556 17 581 234 1,799 0 2,033 34 12 66 112 29	50 50 50 - 22 126 43 126 112 282 250 282 153 153 134 153 199	16.1 14.9 15.8 15.6 10.2 28.1 14.8 11.7 14.9 8.3 8.7 0.0 8.7 49.4 39.3 19.2 30.5 49.8	B B C B B B A A A A A A D D B C D
Argonne Ave	Approa Intersect EB Approa WB Approa NB Approa SB	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total	15 30 55 180 10 535 25 570 245 1,850 0 2,095 35 15 60 110 15 55	19 27 59 176 8 556 17 581 234 1,799 0 2,033 34 12 66 112 29 57	50 50 50 - 22 125 43 126 112 282 250 282 153 153 134 153 199 199	16.1 14.9 15.8 15.6 10.2 28.1 14.8 11.7 14.9 8.3 8.7 0.0 8.7 49.4 39.3 19.2 30.5 49.8 48.0	B B C B B B A A A A A A D D B C C D D

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	5	5	0	11.6	В
		Thru	605	650	91	3.9	Α
	Approa	ch Total	610	655	91	4.0	Α
	WB	Thru	2,085	2,020	264	7.1	Α
Durant Pl		RT	10	6	172	14.3	В
Durant Pr	Approa	ch Total	2,095	2,026	264	7.1	Α
	SB	LT	5	7	69	56.0	E
	50	RT	10	7	50	19.8	В
	Approa		15	14	69	37.9	D
	Intersect	ion Total	2,720	2,695	-	6.5	Α
		LT	45	48	67	22.7	С
	EB	Thru	490	524	115	13.7	В
		RT	10	9	0	5.1	Α
	Approa	ch Total	545	581	115	14.3	В
		LT	20	17	0	4.1	Α
	WB	Thru	1,905	1,843	235	1.4	Α
		RT	90	93	109	2.6	Α
	Approa	ch Total	2,015	1,953	235	1.5	A
Charles Allen Dr		LT	20	14	286	55.3	E
	NB	Thru	140	132	286	49.3	D
		RT	50	64	150	34.7	С
	Approa	ch Total	210	210	286	45.3	D
		LT	80	69	290	49.5	D
	SB	Thru	125	122	290	41.6	D
		RT	140	143	245	30.5	с
	Approa	ch Total	345	334	290	38.5	D
	Intersect	ion Total	3,115	3,078	-	10.9	В
		LT	65	69	47	32.3	с
	EB	Thru	505	542	151	10.3	В
		RT	50	43	54	9.2	Α
	Approa		620	654	151	12.5	В
		LT	240	223	606	15.8	В
	WB	Thru	1,805	1,777	606	20.9	С
		RT	405	341	404	13.1	В
	Approa		2,450	2,341	606	19.3	В
Boulevard		LT	105	98	96	29.9	с
	NB	Thru	470	476	498	41.8	D
		RT	165	165	498	7.1	A
	Approa		740	739	498	32.5	с
		LT	265	255	551	37.7	D
	SB	Thru	505	510	551	36.0	D
			105	94	485	29.1	С
		RT	105				
	Approa	ch Total	875	859	551	35.7	D
	Approa	ch Total	875 4,685	859 4,593	-	23.5	С
	Intersect	ch Total ion Total Thru	875 4,685 715	859 4,593 708	- 325	23.5 43.6	C D
	Intersect EB	ch Total ion Total Thru RT	875 4,685 715 180	859 4,593 708 212	- 325 299	23.5 43.6 36.1	C D D
	Intersect	ch Total ion Total Thru RT ch Total	875 4,685 715 180 895	859 4,593 708 212 920	- 325 299 325	23.5 43.6 36.1 41.9	C D D
	EB Approad	ch Total ion Total Thru RT ch Total LT	875 4,685 715 180 895 210	859 4,593 708 212 920 205	- 325 299 325 77	23.5 43.6 36.1 41.9 10.1	C D D
Glen Iris Dr	EB Approad WB	ch Total ion Total Thru RT ch Total LT Thru	875 4,685 715 180 895 210 2,020	859 4,593 708 212 920 205 1,942	- 325 299 325 77 133	23.5 43.6 36.1 41.9 10.1 4.4	C D D
Glen Iris Dr	EB Approad	ch Total ion Total Thru RT ch Total LT Thru	875 4,685 715 180 895 210 2,020 2,230	859 4,593 708 212 920 205	- 325 299 325 77	23.5 43.6 36.1 41.9 10.1 4.4 4.9	C D D B
Glen Iris Dr	Intersect EB Approad WB Approad	ch Total ion Total Ihru RT ch Total LT Thru ch Total LT	875 4,685 715 180 895 210 2,020	859 4,593 708 212 920 205 1,942	- 325 299 325 77 133 133 133 240	23.5 43.6 36.1 41.9 10.1 4.4 4.9 36.4	C D D B A
Glen Iris Dr	EB Approad WB	ch Total ion Total Ihru RT ch Total LT Thru ch Total	875 4,685 715 180 895 210 2,020 2,230	859 4,593 708 212 920 205 1,942 2,147	- 325 299 325 77 133 133	23.5 43.6 36.1 41.9 10.1 4.4 4.9	C D D B A A
Glen Iris Dr	Intersect EB Approad WB Approad	ch Total Ihru RT ch Total LT Thru ch Total LT RT	875 4,685 715 180 895 210 2,020 2,230 220	859 4,593 708 212 920 205 1,942 2,147 207	- 325 299 325 77 133 133 133 240	23.5 43.6 36.1 41.9 10.1 4.4 4.9 36.4	C D D B A A A D

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	115	98	108	24.3	С
	60	Thru	675	673	118	7.6	Α
	Approa	ch Total	790	771	118	9.7	Α
	WB	Thru	2,045	1,943	183	5.9	Α
	VV D	RT	135	115	92	2.0	Α
Midtown Place Driveway	Approa	ch Total	2,180	2,058	183	5.7	Α
	CD	LT	70	70	154	48.9	D
	SB	RT	20	18	154	7.5	Α
	Approa	ch Total	90	88	154	40.4	D
	Intersect	ion Total	3,060	2,917	-	7.8	Α
		LT	90	100	83	23.8	С
	EB	Thru	640	611	152	10.5	В
		RT	15	19	68	7.5	Α
	Approa	ch Total	745	730	152	12.2	В
		LT	25	29	24	4.9	Α
	WB	Thru	1,910	1,769	238	8.0	Α
		RT	55	45	66	6.7	A
	Approa	ch Total	1,990	1,843	238	7.9	Α
Ponce de Leon Pl	, pp. cu	LT	35	38	103	40.5	D
	NB	Thru	15	15	103	46.4	D
		RT	20	20	70	8.1	A
	Approa	ch Total	70	73	103	32.8	c
	Approu	LT	110	117	228	44.7	D
	SB	Thru	0	0	228	0.0	A
	55	RT	235	240	154	25.6	ĉ
	Approa	ch Total	345	357	228	31.9	c
		ion Total	3,150	3,003	220	12.4	B
	EB	LT	5	4	0	15.8	B
	Approa		5	4	0	15.8	B
	WB	LT	20	34	0	3.8	A
		ch Total	20	34	0	3.8	A
	Арргои				_		
	NB	LT	5	5	0	20.1	c
Demostration Arm (see in all and it	ND	Thru	0	0	0	0.0	A
Bonaventure Ave (unsignalized)		RT	15	13	0	9.4	A
	Approa	ch Total	20	18	0 74	12.4	B
	50	LT	10	7		46.9	D
	SB	Thru	5		74	27.1	C
		RT	40 55	36	74	20.7	C
	A			47	74	25.1	С
	Approa			100		45.5	
		ion Total	100	103	-	15.5	B
		ion Total Thru	100 635	661	219	24.4	С
	Intersect EB	ion Total Thru RT	100 635 115	661 90	76	24.4 1.0	C A
	Intersect EB	ion Total Thru RT ch Total	100 635 115 750	661 90 751	76 219	24.4 1.0 21.6	C A C
	Intersect EB	ion Total Thru RT ch Total LT	100 635 115 750 635	661 90 751 575	76 219 702	24.4 1.0 21.6 25.1	C A C C
Freedom Pkwy	EB Approat	ion Total Thru RT ch Total LT Thru	100 635 115 750 635 1,705	661 90 751 575 1,599	76 219 702 699	24.4 1.0 21.6 25.1 11.0	C A C C B
Freedom Pkwy	EB Approa	ion Total Thru RT ch Total LT Thru ch Total	100 635 115 750 635 1,705 2,340	661 90 751 575 1,599 2,174	76 219 702 699 702	24.4 1.0 21.6 25.1 11.0 14.7	C A C C B B B
Freedom Pkwy	EB Approat	ion Total Thru RT ch Total LT Thru ch Total LT	100 635 115 750 635 1,705 2,340 210	661 90 751 575 1,599 2,174 201	76 219 702 699 702 244	24.4 1.0 21.6 25.1 11.0 14.7 34.7	C C C B B C
Freedom Pkwy	EB Approat WB Approat NB	ion Total Thru RT ch Total LT Thru ch Total LT RT	100 635 115 750 635 1,705 2,340 210 510	661 90 751 575 1,599 2,174 201 521	76 219 702 699 702 244 0	24.4 1.0 21.6 25.1 11.0 14.7 34.7 9.5	C C C B B C A
Freedom Pkwy	Intersect EB Approat WB Approat NB Approat	ion Total Thru RT ch Total LT Thru ch Total LT RT	100 635 115 750 635 1,705 2,340 210	661 90 751 575 1,599 2,174 201	76 219 702 699 702 244	24.4 1.0 21.6 25.1 11.0 14.7 34.7	C A C C B B C

Ponce de Leon Avenue (SR 8)

Traffic Analysis

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
		LT	55	41	154	18.6	В
	EB	Thru	1,085	1,132	154	7.7	Α
		RT	5	9	154	5.4	Α
	Approa	ch Total	1,145	1,182	154	8.1	Α
		LT	5	6	480	6.2	Α
	WB	Thru	2,090	1,921	480	9.6	Α
		RT	30	28	443	5.1	Α
	Approa	ch Total	2,125	1,955	480	9.5	Α
Barnett St		LT	0	5	43	67.2	E
	NB	Thru	5	4	40	71.2	E
		RT	5	1	0	9.0	Α
	Approa	ch Total	10	10	43	63.0	Ε
		LT	35	29	72	50.7	D
	SB	Thru	0	0	275	0.0	Α
		RT	250	263	17	32.9	С
	Approa	ch Total	285	292	275	34.7	С
	Intersect	lon Total	3,565	3,439	•	11.3	В
		LT	50	43	231	27.3	С
	EB	Thru	1,190	1,233	231	6.8	Α
		RT	5	1	192	15.6	В
	Approa	ch Total	1,245	1,277	231	7.5	Α
		LT	5	4	406	22.8	С
	WB	Thru	2,110	1,942	406	12.3	В
		RT	45	42	380	10.9	В
	Approach Total		2,160	1,988	406	12.3	В
Frederica St		LT	0	0	0	0.0	Α
	NB	Thru	0	0	0	0.0	Α
		RT	5	5	0	6.3	Α
	Approa	ch Total	5	5	0	6.3	Α
		LT	45	45	204	56.8	E
	SB	Thru	0	0	204	0.0	Α
		RT	135	136	183	30.0	С
	Approa	ch Total	180	181	204	36.7	D
	Intersect	ion Total	3,590	3,451		11.8	В
		LT	115	107	240	41.8	D
	EB	Thru	1,155	1,189	240	13.5	В
		RT	90	91	95	4.7	Α
	Approa	ch Total	1,360	1,387	240	15.1	В
		LT	80	84	63	15.3	В
	WB	Thru	1,880	1,659	378	14.9	B
		RT	130	148	178	13.2	В
	Approa	ch Total	2,090	1,891	378	14.8	В
Highland Ave		LT	170	204	445	61.5	E
	NB	Thru	395	373	445	47.7	D
		RT	40	35	343	43.1	D
	Approa	ch Total	605	612	445	52.0	D
		LT	145	130	215	48.8	D
	SB	Thru	295	302	543	54.0	D
		RT	110	119	0	46.4	D
	Approa		550	551	543	51.1	D
	Intersect	ion Total	4,605	4,441		24.5	С

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
		LT	320	322	1,302	133.4	F
	EB	Thru	925	890	1,302	64.3	E
		RT		103	1,302	55.7	E
	Approa	ch Total	1,340	1,315	1,302	80.5	F
		LT	145	120	113	96.5	E.
	WB	Thru	1,505	1,337	1,290	98.3	F
		RT	35	34	1,290	97.4	F
	Approach Total		1,685	1,491	1,290	98.1	F
Moreland Ave		LT	345	350	1,000	90.2	F
	NB	Thru	695	688	1,000	51.2	D
		RT	175	184	868	47.0	D
	Approa	ch Total	1,215	1,222	1,000	61.7	Ε
		LT	70	74	108	40.9	D
	SB	Thru	565	568	425	44.0	D
		RT	240	221	0	38.2	D
	Approa	ch Total	875	863	425	42.2	D
	Intersect	ion Total	5,115	4,891	-	74.5	Ε

Intersection	Approach		2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	90	78	88	22.5	C
		Thru	1,390	1,411	291	20.4	C
	Approa	ch Total	1,480	1,489	291	20.5	С
	WB	Thru	630	634	349	28.4	C
		RT	225	218	96	8.8	Α
Piedmont Ave	Approa	ch Total	855	852	349	23.4	С
		LT	75	83	217	19.4	B
	NB	Thru	1,265	1,253	217	17.1	В
		RT	435	445	183	13.4	В
	Approa	ch Total	1,775	1,781	217	16.3	В
	Intersect	ion Total	4,110	4,122	-	19.3	В
		LT	35	41	171	4.8	А
	EB	Thru	1,780	1,806	171	6.3	Α
		RT	10	11	127	2.7	Α
	Approa	ch Total	1,825	1,858	171	6.2	A
		LT	15	16	28	24.1	C
	WB	Thru	815	804	192	14.5	В
		RT	80	72	46	5.3	Α
	Approa	ch Total	910	892	192	13.9	В
Myrtle St		LT	5	3	108	27.4	C
-	NB	Thru	25	30	108	23.0	C
		RT	50	36	108	21.6	c
	Approa	ch Total	80	69	108	22.5	С
		LT	135	126	210	33.3	C
	SB	Thru	30	30	210	29.8	C
		RT	35	50	184	19.1	В
	Approa	ch Total	200	206	210	29.3	С
	Intersect		3,015	3,025	-	10.5	В
	EB	LT	25	24	119	6.7	A
	Approa		25	24	119	6.7	A
	WB	LT	25	19	0	14.9	B
	Approa		25	19	0	14.9	B
	ripprod	LT	20	16	72	14.8	B
	NB	Thru	10	10	72	14.6	B
Penn Ave (unsignalized)		RT	65	67	72	11.8	B
reni Ave (unsignanzeu)	Approa		95	93	72	12.5	B
		LT	25	32	47	13.7	B
	SB	Thru	5	1	47	54.3	D
1				1		J-4.J	
1		RT	10	10	47	9.4	
	Approg	RT ch Total	10 40	10 43	47 47	9.4 13.5	A B
	Approa	ch Total	40	43	47	13.6	A B
		ch Total ion Total	40 185	43 179	47	13.5 12.3	∧ B B
	Intersect	ch Total ion Total LT	40 185 25	43 179 16	47 - 21	13.6 12.3 13.6	∧ B B B
		ch Total ion Total LT Thru	40 185 25 1,920	43 179 16 1,943	47 - 21 199	13.5 12.3 13.6 8.8	A B B A
	EB	ch Total ion Total LT Thru RT	40 185 25 1,920 55	43 179 16 1,943 67	47 - 21 199 97	13.6 12.3 13.6 8.8 6.3	A B B A A
	Intersect	ch Total ion Total LT Thru RT ch Total	40 185 25 1,920 55 2,000	43 179 16 1,943 67 2,026	47 - 21 199 97 199	13.6 12.3 13.6 8.8 6.3 8.8	A B B A A A
	EB Approa	ch Total ion Total LT Thru RT ch Total LT	40 185 25 1,920 55 2,000 90	43 179 16 1,943 67 2,026 79	47 - 21 199 97 199 105	13.6 12.3 13.6 8.8 6.3 8.8 24.5	A B B A A A C
	EB	ch Total ion Total LT Thru RT ch Total LT Thru	40 185 25 1,920 55 2,000 90 900	43 179 16 1,943 67 2,026 79 886	47 - 21 199 97 199 105 89	13.6 12.3 13.6 8.8 6.3 8.8 24.5 4.5	A B B A A A C A
	EB Approat	ch Total LT Thru RT ch Total LT Thru RT	40 185 25 1,920 55 2,000 90 900 15	43 179 16 1,943 67 2,026 79 886 10	47 - 21 199 97 199 105 89 70	13.6 12.3 13.6 8.8 6.3 8.8 24.5 4.5 10.3	A B B A A A C A B
Argonne Ave	EB Approa	ch Total ion Total LT Thru RT ch Total LT Thru RT ch Total	40 185 25 1,920 55 2,000 90 900 15 1,005	43 179 16 1,943 67 2,026 79 886 10 975	47 - 21 199 97 199 105 89 70 105	13.6 12.3 13.6 8.8 6.3 8.8 24.5 4.5 10.3 6.2	A B B A A A C A B A
Argonne Ave	EB Approa WB Approa	ch Total ion Total LT Thru RT ch Total LT Thru RT ch Total LT	40 185 25 1,920 55 2,000 90 900 15 1,005 20	43 179 16 1,943 67 2,026 79 886 10 975 19	47 - 21 199 97 199 105 89 70 105 105 163	13.6 12.3 13.6 8.8 6.3 8.8 24.5 4.5 10.3 6.2 36.3	A B A A A C A B A D
Argonne Ave	EB Approat	ch Total ion Total LT Thru RT ch Total LT Thru RT ch Total LT Thru Thru	40 185 25 1,920 55 2,000 90 90 900 15 1,005 20 50	43 179 16 1,943 67 2,026 79 886 10 975 19 50	47 - 21 199 97 199 105 89 70 105 163 163	13.6 12.3 13.6 8.8 6.3 8.8 24.5 4.5 10.3 6.2 36.3 28.7	A B A A A C C A B A C C
Argonne Ave	EB Approat WB Approat	ch Total ion Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT	40 185 25 1,920 55 2,000 90 90 90 15 1,005 20 50 135	43 179 16 1,943 67 2,026 79 886 10 975 19 50 144	47 - 21 199 97 199 105 89 70 105 163 163 163 144	13.6 12.3 13.6 8.8 6.3 8.8 24.5 4.5 10.3 6.2 36.3 28.7 19.9	A B A A A C A B A C B C B
Argonne Ave	EB Approa WB Approa	ch Total ion Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total CT Thru RT ch Total	40 185 25 1,920 55 2,000 90 90 90 15 1,005 20 50 135 205	43 179 16 1,943 67 2,026 79 886 10 975 19 50 144 213	47 - 21 199 97 199 105 89 70 105 163 163 163 144 163	13.6 12.3 13.6 8.8 6.3 8.8 24.5 4.5 10.3 6.2 36.3 28.7 19.9 23.4	A B A A A C A B A D C B C
Argonne Ave	Intersect EB Approat WB Approat NB Approat	ch Total ion Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total	40 185 25 1,920 55 2,000 90 900 15 1,005 20 50 135 205 55	43 179 16 1,943 67 2,026 79 886 10 975 19 50 144 213 68	47 - 21 199 97 199 105 89 70 105 163 163 144 163 160	13.6 12.3 13.6 8.8 6.3 8.8 24.5 4.5 10.3 6.2 36.3 28.7 19.9 23.4 36.0	A B A A A C A B A D C B C D
Argonne Ave	EB Approat WB Approat	ch Total ion Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total	40 185 25 1,920 55 2,000 90 90 90 15 1,005 20 50 135 205 55 55	43 179 16 1,943 67 2,026 79 886 10 975 19 50 144 213 68 48	47 - 21 199 97 199 105 89 70 105 163 163 163 144 163 160 160	13.6 12.3 13.6 8.8 6.3 8.8 24.5 4.5 10.3 6.2 36.3 28.7 19.9 23.4 36.0 34.3	A B A A A C A B A D C B C C
Argonne Ave	Intersect EB Approat WB Approat NB Approat	ch Total ion Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total RT Ch Total RT	40 185 25 1,920 55 2,000 90 90 90 15 1,005 20 50 135 205 55 55 10	43 179 16 1,943 67 2,026 79 886 10 975 19 50 144 213 68 48 9	47 - 21 199 97 199 105 89 70 105 163 163 163 144 163 160 160 160 142	13.6 12.3 13.6 8.8 6.3 8.8 24.5 4.5 10.3 6.2 36.3 28.7 19.9 23.4 36.0 34.3 23.0	A B A A A C C A B A D C C B C C C C
Argonne Ave	Intersect EB Approat WB Approat SB Approat	ch Total ion Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total RT Ch Total RT	40 185 25 1,920 55 2,000 90 90 90 15 1,005 20 50 135 205 55 55	43 179 16 1,943 67 2,026 79 886 10 975 19 50 144 213 68 48	47 - 21 199 97 199 105 89 70 105 163 163 163 144 163 160 160	13.6 12.3 13.6 8.8 6.3 8.8 24.5 4.5 10.3 6.2 36.3 28.7 19.9 23.4 36.0 34.3	A B A A A C A B A D C B C C

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	10	14	63	8.1	Α
	20	Thru	2,100	2,138	126	3.0	Α
	Approa	ch Total	2,110	2,152	126	3.0	A
	WB	Thru	990	963	48	1.0	Α
Durant Di	WD	RT	15	11	0	0.0	Α
Durant Pl	Approa	ch Total	1,005	974	48	1.0	Α
	SB	LT	15	13	63	31.6	С
	30	RT	15	13	44	12.5	В
	Approa	ch Total	30	26	63	22.1	С
	Intersect	ion Total	3,145	3,152	-	2.6	Α
		LT	35	36	56	12.2	В
	EB	Thru	1,975	1,986	133	4.7	Α
		RT	40	45	67	3.2	Α
	Approa	ch Total	2,050	2,067	133	4.8	Α
		LT	55	44	23	15.3	В
	WB	Thru	875	833	93	2.5	Α
		RT	65	60	58	4.2	Α
	Approa	ch Total	995	937	93	3.2	Α
Charles Allen Dr		LT	25	19	202	39.0	D
	NB	Thru	50	52	202	44.7	D
		RT	100	97	66	21.9	С
	Approa	ch Total	175	168	202	30.9	С
		LT	130	114	260	41.8	D
	SB	Thru	130	130	260	40.4	D
		RT	65	68	215	24.2	с
	Approa	ch Total	325	312	260	37.4	D
	Intersect	ion Total	3,545	3,484	-	8.5	Α
		LT	155	151	188	26.9	С
	EB	Thru	1,920	1,914	695	36.3	D
		RT	130	118	232	34.4	С
	Approa	ch Total	2,205	2,183	695	35.5	D
		LT	215	211	399	92.0	F
	WB	Thru	875	826	399	19.7	В
		RT	400	354	197	6.9	Α
	Approa	ch Total	1,490	1,391	399	27.4	С
Boulevard		LT	75	70	64	23.1	С
	NB	Thru	510	517	503	41.8	D
		RT	240	243	503	19.4	В
					503	33.7	С
	Approa	ch Total	825	830	505		
	Approa	ch Total LT	825 375	830 380	591	68.0	E
	Approa SB						E C
		LT	375	380	591	68.0	
	SB	LT Thru	375 600	380 601	591 591	68.0 29.1	с
	SB	LT Thru RT	375 600 45	380 601 34	591 591 525	68.0 29.1 29.3	C C
	SB Approa	LT Thru RT ch Total	375 600 45 1,020	380 601 34 1,015	591 591 525 <i>591</i>	68.0 29.1 29.3 43.7	C C D
	SB	LT Thru RT ch Total ion Total	375 600 45 1,020 5,540	380 601 34 1,015 5,419	591 591 525 591 -	68.0 29.1 29.3 43.7 34.7	C C D C
	SB Approa Intersect EB	LT Thru RT ch Total ion Total Thru	375 600 45 1,020 5,540 2,070	380 601 34 1,015 5,419 2,055	591 591 525 591 - 393	68.0 29.1 29.3 43.7 34.7 23.7	C C C C
	SB Approa Intersect EB Approa	LT Thru RT ch Total ion Total Thru RT	375 600 45 1,020 5,540 2,070 345	380 601 34 1,015 5,419 2,055 372	591 591 525 591 - 393 367	68.0 29.1 29.3 43.7 34.7 23.7 19.9	C C C C B
	SB Approa Intersect EB	LT Thru RT ch Total ion Total Thru RT ch Total	375 600 45 1,020 5,540 2,070 345 2,415	380 601 34 1,015 5,419 2,055 372 2,427	591 591 525 591 - 393 367 393	68.0 29.1 29.3 43.7 34.7 23.7 19.9 23.1	C C C C B C
Glen Iris Dr	SB Approa Intersect EB Approa WB	LT Thru RT ch Total ion Total Thru RT ch Total LT	375 600 45 1,020 5,540 2,070 345 2,415 340	380 601 34 1,015 5,419 2,055 372 2,427 321	591 591 525 591 - 393 367 393 220	68.0 29.1 29.3 43.7 34.7 23.7 19.9 23.1 25.7	C C C C B C C
Glen Iris Dr	SB Approa Intersect EB Approa WB Approa	LT Thru RT ch Total ion Total Thru RT ch Total LT Thru ch Total	375 600 45 1,020 5,540 2,070 345 2,415 340 1,210	380 601 34 1,015 5,419 2,055 372 2,427 321 1,146	591 591 525 591 - 393 367 393 220 147	68.0 29.1 29.3 43.7 34.7 23.7 19.9 23.1 25.7 14.9 17.3	C C C C B C C B B
Glen Iris Dr	SB Approa Intersect EB Approa WB	LT Thru RT ch Total ion Total Thru RT ch Total LT Thru	375 600 45 1,020 5,540 2,070 345 2,415 340 1,210 1,550	380 601 34 1,015 5,419 2,055 372 2,427 321 1,146 1,467	591 591 525 591 - 393 367 393 220 147 220	68.0 29.1 29.3 43.7 34.7 23.7 19.9 23.1 25.7 14.9	C C C C B C C C B B B B
Glen Iris Dr	SB Approa Intersect EB Approa WB Approa	LT Thru RT ch Total ion Total Thru RT ch Total LT Thru ch Total LT	375 600 45 1,020 5,540 2,070 345 2,415 340 1,210 1,550 305	380 601 34 1,015 5,419 2,055 372 2,427 321 1,146 1,467 300	591 591 525 591 - 393 367 393 220 147 220 946	68.0 29.1 29.3 43.7 34.7 23.7 19.9 23.1 25.7 14.9 17.3 51.6	C C C C B C C C B B B D

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	330	340	193	25.8	С
	CD	Thru	1,890	1,896	89	5.5	Α
	Approa	ch Total	2,220	2,236	193	8.6	Α
	WB	Thru	1,120	1,030	268	13.7	В
Midtown Blace Drivowow	WD	RT	290	272	193	3.6	Α
Midtown Place Driveway	Approa	ch Total	1,410	1,302	268	11.6	В
	SB	LT	280	280	310	42.2	D
	50	RT	70	64	310	6.7	Α
	Approa	ch Total	350	344	310	35.6	D
	Intersect	ion Total	3,980	3,882	-	12.0	В
		LT	165	171	109	19.8	В
	EB	Thru	1,925	1,933	292	13.2	В
		RT	80	78	63	10.1	В
	Approa	ch Total	2,170	2,182	292	13.6	В
		LT	60	60	68	29.7	С
	WB	Thru	1,150	1,044	433	30.1	С
		RT	75	63	141	25.3	С
	Approa	ch Total	1,285	1,167	433	29.8	С
Ponce de Leon Pl		LT	95	86	124	29.5	С
	NB	Thru	60	68	124	23.3	С
		RT	75	73	91	14.2	В
	Approach Total		230	227	124	22.7	С
		LT	215	212	186	29.7	С
	SB	Thru	35	35	186	27.5	С
		RT	165	173	112	14.4	В
	Approa	ch Total	415	420	186	23.2	С
	Intersect	ion Total	4,100	3,996	-	19.9	В
	EB	LT	65	73	198	10.5	В
	Approa	ch Total	65	73	198	10.5	В
	WB	LT	10	9	66	17.5	В
	Approa	ch Total	10	9	66	17.5	В
		LT	0	0	0	0.0	Α
	NB	Thru	5	2	0	24.7	С
Bonaventure Ave (unsignalized)		RT	65	67	0	13.9	В
*	Approa	ch Total	70	69	0	14.2	B
		LT	5	2	14	28.7	С
	SB	Thru	0	0	14	0.0	Α
		RT	25	23	14	11.7	В
	Approa	ch Total	30	25	14	13.1	В
	Intersect	ion Total	175	176	-	12.7	В
	FB	Thru	1,805	1,794	315	20.5	С
	EB	RT	245	239	191	1.7	Α
	Approa	ch Total	2,050	2,033	315	18.3	В
	WB	LT	415	404	584	42.4	D
Freedom Pkwy	VV D	Thru	1,105	1,010	360	4.0	Α
i cedoni i kwy	Approa	ch Total	1,520	1,414	584	15.0	В
	NB	LT	285	268	258	29.0	С
	ND	RT	580	578	0	15.7	В
		1 - 1 - 1	0.05	046	259	10.0	В
	Approa	ch Total	865	846	258	19.9	D

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
		LT	140	163	304	4.4	Α
	EB	Thru	2,230	2,195	304	2.1	Α
		RT	15	18	304	0.1	Α
	Approa	ch Total	2,385	2,376	304	2.2	А
		LT	20	13	480	23.0	С
	WB	Thru	1,330	1,216	480	13.4	В
		RT	55	46	443	11.8	B
	Approa	ch Total	1,405	1,275	480	13.4	В
Barnett St		LT	25	27	65	35.6	D
	NB	Thru	5	3	19	2.5	Α
		RT	20	22	0	12.5	В
	Approa	ch Total	50	52	65	23.9	С
		LT	120	115	174	45.8	D
	SB	Thru	5	9	171	34.7	С
		RT	165	171	0	18.5	В
	Approa	ch Total	290	295	174	29.6	С
	Intersect	ion Total	4,130	3,998	-	8.1	A
		LT	105	82	334	21.0	C
	EB	Thru	2,070	2,067	334	9.9	Α
		RT	5	2	295	6.5	Α
	Approa	ch Total	2,180	2,151	334	10.3	В
		LT	0	0	171	0.0	Α
	WB	Thru	1,365	1,236	171	3.6	Α
		RT	85	75	145	2.0	Α
	Approach Total		1,450	1,311	171	3.5	A
Frederica St		LT	0	0	0	0.0	Α
	NB	Thru	0	0	0	0.0	Α
		RT	10	9	0	8.2	Α
	Approa	ch Total	10	9	0	8.2	A
		LT	120	119	158	16.8	в
	SB	Thru	0	0	158	0.0	Α
		RT	130	122	137	11.5	В
	Approa	ch Total	250	241	158	14.1	В
	Intersect	ion Total	3,890	3,712	-	8.2	Α
		LT	230	237	1,244	85.9	T.
	EB	Thru	1,785	1,747	1,244	53.7	D
		RT	215	211	773	27.4	с
	Approa	ch Total	2,230	2,195	1,244	54.6	D
		LT	110	98	94	39.8	D
	WB	Thru	1,240	1,074	609	24.5	С
		RT	185	189	324	24.2	С
	Approa	ch Total	1,535	1,361	609	25.6	С
Highland Ave		LT	125	136	587	46.3	D
	NB	Thru	380	377	587	49.4	D
		RT	80	74	485	47.2	D
	Approa		585	587	587	48.4	D
		LT	210	189	342	90.6	F
	SB	Thru	415	415	660	40.3	D
		RT	85	96	15	34.0	с
	Approa		710	700	660	53.0	D
	Intersect	ion Total	5,060	4,843	-	45.5	D

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
		LT	220	238	1,619	38.0	D
	EB	Thru	1,555	1,438	1,619	38.7	D
		RT	300	279	1,619	36.9	D
	Approa	ch Total	2,075	1,955	1,619	38.4	D
		LT	170	129	1,674	374.5	F
	WB	Thru	1,160	962	1,674	82.9	F
		RT	40	33	1,674	58.1	E
	Approad	Approach Total		1,124	1,674	115.6	F
Moreland Ave		LT	230	241	688	131.4	F
	NB	Thru	450	445	688	37.2	D
		RT	180	185	555	34.1	C
	Approa	ch Total	860	871	688	62.6	Ε
		LT	110	112	146	33.5	C
	SB	Thru	940	939	499	35.3	D
		RT	145	131	0	32.4	С
	Approad	ch Total	1,195	1,182	499	34.8	С
	Intersect	ion Total	5,500	5,132	-	58.6	Ε

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	30	23	104	15.4	В
		Thru	210	220	104	8.9	Α
	Approa	ch Total	240	243	104	9.5	A
	WB	Thru	1,165	1,121	236	8.7	Α
		RT	300	318	113	5.1	Α
Piedmont Ave	Approa	ch Total	1,465	1,439	236	7.9	A
		LT	75	73	197	25.5	С
	NB	Thru	760	784	197	29.5	С
		RT	160	161	164	7.5	Α
		ch Total	995	1,018	197	25.7	с
	Intersect	ion Total	2,700	2,700	-	14.8	В
		LT	5	2	24	17.9	В
	EB	Thru	365	379	76	5.0	A
		RT	0	0	28	0.0	A
	Approa	ch Total	370	381	76	5.1	A
		LT	25	25	24	4.8	A
	WB	Thru	1,425	1,406	205	4.9	A
		RT	55	52	83	1.8	A
Munthe St	Арргоа	ch Total LT	1,505	1,483 9	205	4.8 39.2	A D
Myrtle St	ND			15			D
	NB	Thru RT	15	10	65 65	45.6	-
	Annea		40	39	65	42.7	D
	Арргоа	ch Total				43.1	D
	CD	LT	20	20	109	31.4	c
	SB	Thru RT	15 30	15 31	109 84	31.5 17.3	C B
	Approx	ch Total	65	66	109	24.8	C
		tion Total	1,980	1,959		6.3	A
	EB	LT	5	5	0	17.5	B
		ch Total	5	5	0	17.5	B
	WB	LT	35	28	0	0.4	A
		ch Total	35	28	0	0.4	A
	Approv	LT	10	6	35	18.0	B
	NB	Thru	5	4	35	16.6	B
Penn Ave (unsignalized)		RT	45	48	35	9.4	A
remine (unsignanced)	Approa	ch Total	60	58	35	10.8	B
		LT	10	12	38	16.1	В
	SB	Thru	10	9	38	12.0	В
		RT	25	28	38	14.3	В
	Approa	ch Total	45	49	38	14.3	В
	Intersect	ion Total	145	140	-	10.2	В
					44	13.9	В
		LT	10	9	41	10.0	
	EB	LT Thru	10 415	9 438	93	7.1	Α
	EB						A A
		Thru	415	438	93	7.1	
		Thru RT	415 15	438 11	93 0	7.1 2.8	Α
		Thru RT ch Total	415 15 440	438 11 458	93 0 93	7.1 2.8 7.1	A A
	Approa	Thru RT ch Total LT	415 15 440 190	438 11 458 189	93 0 <i>93</i> 75	7.1 2.8 7.1 3.7	A A A
	Approa WB	Thru RT ch Total LT Thru	415 15 440 190 1,435	438 11 458 189 1,410	93 0 93 75 195	7.1 2.8 7.1 3.7 4.2	A A A A
Argonne Ave	Approa WB	Thru RT ch Total LT Thru RT	415 15 440 190 1,435 0	438 11 458 189 1,410 0	93 0 93 75 195 126	7.1 2.8 7.1 3.7 4.2 0.0	A A A A
Argonne Ave	Approa WB	Thru RT ch Total LT Thru RT ch Total	415 15 440 190 1,435 0 1,625	438 11 458 189 1,410 0 1,599	93 0 93 75 195 126 195	7.1 2.8 7.1 3.7 4.2 0.0 4.1	A A A A A
Argonne Ave	Approa WB Approa	Thru RT ch Total LT Thru RT ch Total LT	415 15 440 190 1,435 0 1,625 30	438 11 458 189 1,410 0 1,599 31	93 0 93 75 195 126 195 173	7.1 2.8 7.1 3.7 4.2 0.0 4.1 42.2	A A A A A A D
Argonne Ave	Approa WB Λpproa NB	Thru RT ch Total LT Thru RT ch Total LT Thru	415 15 440 190 1,435 0 1,625 30 15	438 11 458 189 1,410 0 1,599 31 16	93 0 93 75 195 126 195 173 173	7.1 2.8 7.1 3.7 4.2 0.0 4.1 42.2 28.4	A A A A A D C
Argonne Ave	Approa WB Λpproa NB	Thru RT ch Total LT Thru RT ch Total LT Thru RT	415 15 440 190 1,435 0 1,625 30 15 45	438 11 458 189 1,410 0 1,599 31 16 44	93 0 93 75 195 126 195 173 173 173 154	7.1 2.8 7.1 3.7 4.2 0.0 4.1 42.2 28.4 12.1	A A A A A C B
Argonne Ave	Approa WB Λpproa NB	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total	415 15 440 190 1,435 0 1,625 30 15 45 90	438 11 458 189 1,410 0 1,599 31 15 44 91	93 0 93 75 195 126 195 173 173 173 154 173	7.1 2.8 7.1 3.7 4.2 0.0 4.1 42.2 28.4 12.1 25.2	A A A A A C B C
Argonne Ave	Approa WB Approa NB Approa	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT	415 15 440 190 1,435 0 1,625 30 15 45 90 10	438 11 458 189 1,410 0 1,599 31 15 44 91 21	93 0 93 75 195 126 195 173 173 173 154 173 154 173 141	7.1 2.8 7.1 3.7 4.2 0.0 4.1 42.2 28.4 12.1 25.2 38.9	A A A A A C C B C D
Argonne Ave	Approa WB Approa NB Approa SB	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total LT Thru Thru	415 15 440 190 1,435 0 1,625 30 15 45 90 10 40	438 11 458 189 1,410 0 1,599 31 15 44 91 21 41	93 0 93 75 195 126 195 173 173 173 154 173 154 173 141 141	7.1 2.8 7.1 3.7 4.2 0.0 4.1 42.2 28.4 12.1 25.2 38.9 34.1	A A A A C C B C C C

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	5	4	0	24.4	С
		Thru	465	502	43	1.6	Α
	Approa	ch Total	470	506	43	1.8	A
	WB	Thru	1,615	1,605	155	4.3	A
Durant Pl		RT	10	6	57	0.2	A
Durant Fr	Approa	ch Total	1,625	1,611	155	4.3	A
	SB	LT	5	7	50	43.9	D
		RT	10	7	31	10.8	В
	Approa		15	14	50	27.4	С
	Intersect	ion Total	2,110	2,131	-	3.8	A
		LT	35	36	60	14.8	В
	EB	Thru	375	395	109	3.0	Α
		RT	10	10	0	0.0	Α
	Approa	h Total	420	441	109	3.9	A
		LT	15	14	28	11.2	В
	WB	Thru	1,480	1,479	172	4.9	A
		RT	70	84	172	3.1	A
	Approa		1,565	1,577	172	4.9	A
Charles Allen Dr		LT	15	10	190	29.3	С
	NB	Thru	110	99	190	34.1	С
		RT	40	49	54	23.6	С
	Approa	ch Total	165	158	190	30.5	С
		LT	65	48	246	42.2	D
	SB	Thru	95	99	246	35.6	D
		RT	110	108	246	21.2	C
	Approa	ch Total	270	255	246	30.7	С
	Intersect	ion Total	2,420	2,431	-	9.1	A
		LT	50	55	45	28.4	C
	EB	Thru	390	416	148	13.4	В
		RT	40	29	0	10.5	В
	Approa		480	500	148	14.9	В
		LT					
			190	173	90	12.3	В
	WB	Thru	1,395	1,401	489	19.3	В
		Thru RT	1,395 315	1,401 304	489 283	19.3 13.1	B
	WB Approad	Thru RT ch Total	1,395 315 <i>1,900</i>	1,401 304 1,878	489 283 489	19.3 13.1 17.7	B B B
Boulevard	Approa	Thru RT ch Total LT	1,395 315 <i>1,900</i> 85	1,401 304 <i>1,878</i> 84	489 283 489 131	19.3 13.1 17.7 35.6	B B B D
Boulevard		Thru RT ch Total LT Thru	1,395 315 <i>1,900</i> 85 365	1,401 304 <i>1,878</i> 84 344	489 283 489 131 358	19.3 13.1 17.7 35.6 40.5	B B B D D
Boulevard	Approad NB	Thru RT th Total LT Thru RT	1,395 315 <i>1,900</i> 85 365 130	1,401 304 1,878 84 344 139	489 283 489 131 358 358	19.3 13.1 17.7 35.6 40.5 9.3	B B D D A
Boulevard	Approa	Thru RT ch Total LT Thru RT ch Total	1,395 315 1,900 85 365 130 580	1,401 304 1,878 84 344 139 567	489 283 489 131 358 358 358 358	19.3 13.1 17.7 35.6 40.5 9.3 32.1	B B D D A C
Boulevard	Approad NB Approad	Thru RT ch Total LT Thru RT ch Total LT	1,395 315 1,900 85 365 130 580 205	1,401 304 1,878 84 344 139 567 200	489 283 489 131 358 358 358 358 469	19.3 13.1 17.7 35.6 40.5 9.3 32.1 40.0	B B D D A C D
Boulevard	Approad NB	Thru RT ch Total LT Thru RT ch Total LT Thru	1,395 315 <i>1,900</i> 85 365 130 <i>580</i> 205 390	1,401 304 1,878 84 344 139 567 200 381	489 283 489 131 358 358 358 469 469	19.3 13.1 17.7 35.6 40.5 9.3 32.1 40.0 37.2	B B D D A C D D D
Boulevard	Approad NB Approad SB	Thru RT ch Total LT Thru RT ch Total LT Thru RT	1,395 315 1,900 85 365 130 580 205 390 85	1,401 304 1,878 84 344 139 567 200 381 74	489 283 489 131 358 358 358 469 469 469 403	19.3 13.1 17.7 35.6 40.5 9.3 32.1 40.0 37.2 34.4	B B D D A C D D C
Boulevard	Approad NB Approad SB Approad	Thru RT ch Total LT Thru RT ch Total LT Thru RT ch Total	1,395 315 1,900 85 365 130 580 205 390 85 680	1,401 304 1,878 84 344 139 567 200 381 74 655	489 283 489 131 358 358 358 358 469 469 403 403 469	19.3 13.1 17.7 35.6 40.5 9.3 32.1 40.0 37.2 34.4 37.7	B B D D A C D C C D
Boulevard	Approad NB Approad SB	Thru RT LT Thru RT ch Total LT Thru RT ch Total ch Total	1,395 315 1,900 85 365 130 580 205 390 85 680 3,640	1,401 304 1,878 84 344 139 567 200 381 74 655 3,600	489 283 489 131 358 358 358 358 469 469 403 403 469 -	19.3 13.1 17.7 35.6 40.5 9.3 32.1 40.0 37.2 34.4 37.7 23.2	B B D D A C D C C C
Boulevard	Approad NB Approad SB Approad	Thru RT LT Thru RT ch Total LT Thru RT ch Total ch Total ch Total Thru	1,395 315 1,900 85 365 130 580 205 390 85 680 3,640 555	1,401 304 1,878 84 344 139 567 200 381 74 655 3,600 543	489 283 489 131 358 358 358 358 469 469 403 469 - 327	19.3 13.1 17.7 35.6 40.5 9.3 32.1 40.0 37.2 34.4 37.7 23.2 26.4	B B D D A C D C C C C
Boulevard	Approad NB Approad SB Approad Intersect EB	Thru RT LT Thru RT ch Total LT Thru RT ch Total ch Total ch Total ch Total RT Thru RT	1,395 315 1,900 85 365 130 580 205 390 85 680 3,640 555 140	1,401 304 1,878 84 344 139 567 200 381 74 655 3,600 543 162	489 283 489 131 358 358 358 358 469 469 403 469 - - 327 301	19.3 13.1 17.7 35.6 40.5 9.3 32.1 40.0 37.2 34.4 37.7 23.2 26.4 22.4	B B D D A C D D C C C C
Boulevard	Approad NB Approad SB Approad	Thru RT th Total LT Thru RT th Total th Total ion Total Thru RT th Total ch Total	1,395 315 1,900 85 365 130 580 205 390 85 680 3,640 555 140 695	1,401 304 1,878 84 344 139 567 200 381 74 655 3,600 543 162 705	489 283 489 131 358 358 358 469 469 403 469 - 327 301 327	19.3 13.1 17.7 35.6 40.5 9.3 32.1 40.0 37.2 34.4 37.7 23.2 26.4 22.4 25.5	B B D D A C D C C C C C
Boulevard	Approad NB Approad SB Approad Intersect EB	Thru RT LT Thru RT ch Total LT Thru RT ch Total Thru RT ch Total LT LT	1,395 315 1,900 85 365 130 580 205 390 85 680 3,640 555 140 695 180	1,401 304 1,878 84 344 139 567 200 381 74 655 3,600 543 162 705 195	489 283 489 131 358 358 358 469 469 403 469 - 327 301 327 166	19.3 13.1 17.7 35.6 40.5 9.3 32.1 40.0 37.2 34.4 37.7 23.2 26.4 22.4 25.5 6.4	B B D D A C D C C C C C C A
Boulevard Glen Iris Dr	Approace NB Approace SB Approace Intersect EB Approace WB	Thru RT LT Thru RT ch Total LT Thru RT ch Total Thru RT ch Total Ch Total LT LT Thru	1,395 315 1,900 85 365 130 580 205 390 85 680 3,640 555 140 695 180 1,540	1,401 304 1,878 84 344 139 567 200 381 74 655 3,600 543 162 705 195 1,508	489 283 489 131 358 358 358 469 469 403 469 - 327 301 327 166 50	19.3 13.1 17.7 35.6 40.5 9.3 32.1 40.0 37.2 34.4 37.7 23.2 26.4 22.5 6.4 2.8	B B D D C D C C C C C C A A
	Approad NB Approad SB Approad Intersect EB Approad	Thru RT LT Thru RT ch Total LT Thru RT ch Total Thru RT ch Total Thru RT ch Total LT Thru LT Thru ch Total	1,395 315 1,900 85 365 130 580 205 390 85 680 3,640 555 140 695 180 1,540 1,540 1,720	1,401 304 1,878 84 344 139 567 200 381 74 655 3,600 543 162 705 195 1,508 1,703	489 283 489 131 358 358 358 358 469 469 403 469 - 327 301 327 166 50 166	19.3 13.1 17.7 35.6 40.5 9.3 32.1 40.0 37.2 34.4 37.7 23.2 26.4 22.4 25.5 6.4 2.8 3.2	B B D D A C D C C C C C C C A A A
	Approace NB Approace SB Approace Intersect EB Approace WB	Thru RT LT Thru RT Ch Total LT Thru RT Ch Total Thru RT Ch Total LT Thru Ch Total LT Thru LT	1,395 315 1,900 85 365 130 580 205 390 85 680 3,640 555 140 695 180 1,540 1,540 195	1,401 304 1,878 84 344 139 567 200 381 74 655 3,600 543 162 705 195 1,508 1,703 190	489 283 489 131 358 358 358 358 469 403 469 403 469 - 327 301 327 301 327 166 50 166 216	19.3 13.1 17.7 35.6 40.5 9.3 32.1 40.0 37.2 34.4 37.7 23.2 26.4 22.4 25.5 6.4 2.8 3.2 38.1	B B D D A C D C C C C C C A A A A D
	Approad NB Approad SB Approad Intersect EB Approad WB Approad	Thru RT LT Thru RT ch Total LT Thru RT ch Total Thru RT ch Total LT Thru RT ch Total LT Thru RT	1,395 315 1,900 85 365 130 580 205 390 85 680 3,640 555 140 695 140 695 180 1,540 1,720 195 185	1,401 304 1,878 84 344 139 567 200 381 74 655 3,600 543 162 705 195 1,508 1,703 190 192	489 283 489 131 358 358 358 358 469 403 469 403 469 - 327 301 327 166 50 166 216 216 216	19.3 13.1 17.7 35.6 40.5 9.3 32.1 40.0 37.2 34.4 37.7 23.2 26.4 22.4 25.5 6.4 2.8 3.2 38.1 11.0	B B D D A C D C C C C C C C A A A A B
	Approace NB Approace SB Approace EB Approace WB Approace	Thru RT LT Thru RT ch Total LT Thru RT ch Total Thru RT ch Total LT Thru RT ch Total LT Thru ch Total LT Thru ch Total	1,395 315 1,900 85 365 130 580 205 390 85 680 3,640 555 140 695 180 1,540 1,540 195	1,401 304 1,878 84 344 139 567 200 381 74 655 3,600 543 162 705 195 1,508 1,703 190	489 283 489 131 358 358 358 358 469 403 469 403 469 - 327 301 327 301 327 166 50 166 216	19.3 13.1 17.7 35.6 40.5 9.3 32.1 40.0 37.2 34.4 37.7 23.2 26.4 22.4 25.5 6.4 2.8 3.2 38.1	B B D D A C D C C C C C C A A A A D

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	155	147	110	39.0	D
	EB	Thru	525	524	92	4.8	Α
	Approa	ch Total	680	671	110	12.3	В
	14/0	Thru	1,585	1,552	311	7.4	Α
	WB	RT	105	91	218	5.6	Α
Midtown Place Driveway	Approa	ch Total	1,690	1,643	311	7.3	Α
		LT	60	60	85	37.4	D
	SB	RT	15	15	85	7.8	Α
	Approa	ch Total	75	75	85	31.5	с
		ion Total	2,445	2,389	-	9.5	Α
		LT	70	71	65	18.9	В
	EB	Thru	505	504	201	14.6	B
		RT	10	8	57	14.9	B
	Approa	ch Total	585	583	201	15.1	B
	rippica	LT	20	21	41	4.3	A
	WB	Thru	1,480	1,429	289	11.9	B
		RT	45	37	0	9.6	A
	Annroa	ch Total	1,545	1,487	289	11.7	B
Ponce de Leon Pl	Approu	LT	30	34	87	28.9	c
Ponce de Leon Pr	NB	Thru	10	8	87	35.4	D
	IND	RT	15	14	54	7.8	A
	Approa		55	56	87	24.6	c
	Approach Total		85	87	117	36.8	D
	CD	LT Thru	0	0	117		
	SB	RT	180	184	42	0.0 19.5	A B
	Approx	ch Total	265	271	42	25.1	C
		ion Total	2,450	2,397	117	14.4	B
	EB	LT	2,430		0	6.9	
			5	3	0	6.9	A
	WB	ch Total LT	15	28	0	2.3	A
		ch Total	15	28	0	2.3	
	Approa						A
	ND	LT	5	7	0	7.4	A
	NB	Thru	0	0	0	0.0	A
Bonaventure Ave (unsignalized)		RT	10	6	0	9.2	A
	Approa	ch Total	15	13	0	8.2	A
		LT	10	6	25	13.1	B
	SB	Thru	5	4	25	10.4	B
		RT	35	32	25	15.4	B
		ch Total	50	42	25	14.6	В
	Intersect	ion Total	85	86	-	9.4	A
	EB	Thru	495	507	167	31.3	c
		RT	90	62	0	0.4	A
	Approa	ch Total	585	569	167	27.9	С
	WB	LT	490	503	327	21.1	C
Freedom Pkwy		Thru	1,325	1,311	324	8.1	A
	Approa	ch Total	1,815	1,814	327	11.7	В
	NB	LT	165	158	163	23.6	С
		RT	395	390	0	10.1	В
	Approa	ch Total	560	548	163	14.0	В
	Intersect	ion Total	2,960	2,931	-	15.3	В

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
		LT	45	35	225	13.2	В
	EB	Thru	840	855	225	10.0	Α
		RT	5	10	225	8.2	Α
	Approa	ch Total	890	900	225	10.1	В
		LT	5	6	0	1.3	Α
	WB	Thru	1,620	1,608	86	1.6	Α
		RT	25	27	49	1.4	Α
	Approa	ch Total	1,650	1,641	86	1.6	Α
Barnett St		LT	0	0	0	0.0	Α
	NB	Thru	5	5	41	7.3	Α
		RT	5	5	0	5.7	Α
	Approa	ch Total	10	10	41	6.5	Α
		LT	30	20	46	29.4	С
	SB	Thru	0	0	246	0.0	Α
		RT	195	206	246	34.5	С
	Approa	ch Total	225	226	246	34.0	С
	Intersect	ion Total	2,775	2,777	-	7.0	А
		LT	40	38	80	38.6	D
	EB	Thru	925	946	267	10.0	Α
		RT	5	1	228	8.1	Α
	Approa	ch Total	970	985	267	11.1	В
		LT	5	6	21	15.4	В
	WB	Thru	1,635	1,638	222	8.0	Α
		RT	35	37	196	4.9	Α
	Approach Total		1,675	1,681	222	8.0	Α
Frederica St		LT	0	0	0	0.0	Α
	NB	Thru	0	0	0	0.0	Α
		RT	5	5	0	9.4	Α
	Approach Total		5	5	0	9.4	Α
		LT	35	32	156	35.6	D
	SB	Thru	0	0	156	0.0	Α
		RT	105	109	136	19.4	В
	Approa	ch Total	140	141	156	23.1	С
	Intersect	ion Total	2,790	2,812	-	<u>9.8</u>	Α
		LT	90	89	235	70.4	E
	EB	Thru	890	909	256	18.4	В
		RT	70	70	0	8.9	Α
	Approa	ch Total	1,050	1,068	256	22.1	С
		LT	60	73	66	11.2	В
	WB	Thru	1,455	1,403	243	9.5	Α
		RT	100	136	0	7.7	Α
	Approa	ch Total	1,615	1,612	243	9.4	Α
Highland Ave		LT	135	158	300	36.8	D
	NB	Thru	305	289	300	36.9	D
		RT	35	32	199	28.8	С
	Approa	ch Total	475	479	300	36.3	D
		LT	115	91	161	34.4	с
	SB	Thru	230	236	507	43.0	D
		RT	85	100	0	39.5	D
		ch Total	430	427	507	40.3	D
	Intersect	ion Total	3,570	3,586	-	20.5	С

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
		LT	245	248	928	108.0	F
	EB	Thru	720	659	348	33.6	C
		RT	75	73	248	25.7	С
	Approa	ch Total	1,040	980	928	51.8	D
		LT	115	109	90	65.0	E
	WB	Thru	1,165	1,151	1,023	71.4	E
		RT	25	28	1,023	62.6	E
	Approach Total		1,305	1,288	1,023	70.7	Ε
Moreland Ave	NB	LT	265	272	743	44.6	D
		Thru	535	528	743	42.9	D
		RT	135	142	611	41.2	D
	Approa	ch Total	935	942	743	43.1	D
		LT	50	45	79	27.2	С
	SB	Thru	435	433	250	37.3	D
		RT	185	166	0	28.4	С
	Approa	ch Total	670	644	250	34.3	С
	Intersect	ion Total	3,950	3,854	-	53.1	D

Piedmont Ave $ \frac{16}{10} - \frac{1}{1,150} - \frac{1}{1,150} - \frac{1}{1,121} - \frac{288}{16,1} - \frac{16}{16} - \frac{1}{16} - \frac{1}{$	Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Piedmont Ave $ \begin{split} \begin{array}{ c c c c c c } \hline Intru 1,080 & 1,060 & 288 & 16.1 & B \\ \hline Approxb. Total 1,150 & 1,121 & 288 & 16.1 & I & B \\ \hline My & Thru 480 & 511 & 197 & 71.2 & C \\ \hline My & Thru 55 & 55 & 231 & 26.3 & C \\ \hline My & Thru 980 & 995 & 231 & 22.6 & C \\ \hline RT 335 & 335 & 197 & 15.0 & B \\ \hline Approxb. Total 1,370 & 1,385 & 232 & 20.9 & C \\ \hline Interaction Total 3,185 & 3.194 & - & 18.6 & B \\ \hline Thru 1,380 & 1,377 & 182 & 5.0 & A \\ \hline My & Thru 0 & 100 & 1,377 & 182 & 5.0 & A \\ \hline My & Thru 0 & 51 & 55 & 55 & 2.2 & 3.8 & A \\ \hline My & Thru 0 & 51 & 55 & 55 & 2.2 & A \\ \hline Interaction Total 1,310 & 1,317 & 182 & 5.0 & A \\ \hline RT & 100 & 11 & 133 & 3.8 & A \\ \hline Approxb. Total 1,77 & 102 & 1.32 & 5.1 & A \\ \hline My & Thru 0 & 51 & 55 & 56 & 31.7 & C \\ \hline My & RT & 65 & 57 & 55 & 2.3 & A \\ \hline My & RT & 65 & 57 & 55 & 2.3 & A \\ \hline Approxb. Total & 1,710 & 731 & 92 & 4.9 & A \\ \hline RT & 40 & 29 & 66 & 23.8 & C \\ \hline NB & Thru & 20 & 25 & 66 & 32.8 & C \\ \hline MP & RT & 40 & 29 & 66 & 23.8 & C \\ \hline Approxb. Total & 155 & 159 & 168 & 23.8 & C \\ \hline Approxb. Total & 155 & 159 & 168 & 23.8 & C \\ \hline My & RT & 40 & 29 & 66 & 23.8 & C \\ \hline My & RT & 25 & 37 & 157 & 21.4 & C \\ \hline MP & RT & 25 & 37 & 157 & 21.4 & C \\ \hline Approxb. Total & 155 & 159 & 188 & 26.1 & C \\ \hline Approxb. Total & 2.245 & -7.0 & A \\ \hline Approxb. Total & 2.245 & -7.0 & A \\ \hline Approxb. Total & 2.245 & -7.0 & A \\ \hline Approxb. Total & 2.25 & 62 & 17.3 & B \\ \hline MW & Thru & 10 & 10 & 40 & 19.6 & B \\ \hline MW & Thru & 10 & 10 & 40 & 19.6 & B \\ \hline MW & Thru & 10 & 10 & 40 & 19.6 & B \\ \hline Approxb. Total & 150 & 147 & - & 129 & B \\ \hline Approxb. Total & 150 & 147 & - & 129 & B \\ \hline Approxb. Total & 150 & 147 & - & 129 & B \\ \hline Approxb. Total & 150 & 147 & - & 129 & B \\ \hline Approxb. Total & 150 & 147 & - & 129 & B \\ \hline MW & Thru & 40 & 37 & 227 & 44.5 & D \\ \hline MW & Thru & 40 & 37 & 227 & 44.5 & D \\ \hline MW & Thru & 40 & 37 & 227 & 44.5 & D \\ \hline MW & Thru & 40 & 37 & 227 & 44.5 & D \\ \hline MW & Thru & 40 & 37 & 227 & 44.5 & D \\ \hline MW & Thru & 40 & 37 & 227 & 44.5 & D \\ \hline MW & Thru & 40 & 37 & 227 & 44.5 & D \\ \hline MW & Thru & 40 & 37 & 227 & 4$		FB						В
Piedmont Ave Image: height of the second seco							16.3	В
WB RT 1175 1177 65 8.4 A Approach Total 665 688 1.87 1.7.9 B NB Thru 980 9955 231 22.6 C NB Thru 980 9955 231 22.6 C Approach Total 1.370 1.385 232 20.9 C Intersection Total 1.370 1.385 2.14 - 18.6 RT 10 11 133 3.8 A Approach Total 1.415 1.407 182 5.1 A Myrtie St Thu 0 14 22 19.7 B Myrtie St IT 0 14 22 19.7 A Myrtie St IT 5 5 66 31.7 C Approach Total 7.10 731 92 4.9 A Approach Total 7.10 731 92 4.		Approa	ch Total					В
Piedmont Ave Approach Total 655 688 1177 65 8.4 Approach Total 655 638 117.9 B Approach Total 1.370 1.335 335 197 15.0 B Approach Total 1.370 1.385 2.31 2.0.6 C Approach Total 1.370 1.385 2.31 2.0.9 C Interrection Total 3.485 3.194 - 1.8.6 B Approach Total 1.47 10 11 133 3.8 A Approach Total 1.415 1.407 1.82 5.1 A Myrtle St Thru 0.11 1.33 3.8 A Approach Total 1.415 1.407 1.42 1.7 A Myrtle St Thru 0.5 66 2.1 A Approach Total 1.57 2.1 A A A Approach Total 1.57 1.81 2.7.1 C </td <td></td> <td>WB</td> <td>Thru</td> <td>490</td> <td>511</td> <td>187</td> <td>21.2</td> <td>с</td>		WB	Thru	490	511	187	21.2	с
NB IT 55 55 231 26.3 C NB Thru 980 995 231 226 C Approach Total 1,370 1,385 335 117 15.0 B Approach Total 1,385 3,194 - 18.6 B Intersection Total 1,3185 3,194 - 18.6 B RT 10 11 1133 3.8 A Approach Total 1,415 1,407 182 5.0 A NB Thru 10 114 122 19.7 B Myrtie St NB Thru 635 650 92 4.8 A Approach Total 7.10 731 92 4.9 A Approach Total 7.10 731 92 4.9 A Approach Total 7.10 731 92 4.9 A Myrtie St IT 7.0 7.3					177			Α
NB Thru 980 995 231 22.6 C Approach Total 1.370 1.385 335 197 15.0 B Approach Total 1.370 1.385 231 20.9 C Intersection Total 3.185 3.194 - 18.6 B IT 25 19 28 11.4 B E8 Thru 1.370 1.62 5.1 A Approach Total 1.415 1.407 162 5.1 A Myrtie St WB Thru 0.55 66 31.7 C NB Thru 20 25 66 32.8 C Approach Total 65 59 66 28.7 C NB Thru 20 25 66 32.8 C Approach Total 1.57 159 183 26.1 C NB Thru 25 37 157 21.4 <td>Piedmont Ave</td> <td>Approa</td> <td>ch Total</td> <td>665</td> <td>688</td> <td>187</td> <td>17.9</td> <td>В</td>	Piedmont Ave	Approa	ch Total	665	688	187	17.9	В
RT 335 135 157 15.0 B Approach Total 1,370 1,385 2,312 20.9 C Intersection Total 3,184 2,184 - 18.6 B Intersection Total 3,187 112 15.0 A RT 10 11 1133 3.8 A Approach Total 1,415 1,407 162 5.0 A Myrtie St IT 10 114 122 19.7 B WB Thru 10.5 650 92 4.8 A Myrtie St IT 0 144 22 19.7 B Maproach Total 7.10 731 92 4.9 A Approach Total 7.10 731 92 4.9 A Maproach Total 7.10 731 92 4.9 A Maproach Total 7.10 737 73 71 C 17 21.								С
Approach Total 1.370 1.385 231 20.9 C Interraction Total 3,85 3,194 - 1.86 B IT T 5 19 28 11.4 B B Thru 1,300 1,377 182 5.0 A Approach Total 1,415 1,407 182 5.1 A Approach Total 1,415 1,407 182 5.1 A Myrtie St IT 10 14 22 5.1 A Myrtie St IT 10 144 22 19.7 B IT 10 144 22 19.7 B A P Approach Total 655 66 32.4 C A P A P A P A P A P A P A P A P A P A P A P A <td< td=""><td></td><td>NB</td><td></td><td></td><td></td><td></td><td></td><td>С</td></td<>		NB						С
Intersection Total 3,185 3,194 . 18.6 B LT 25 19 28 11.4 B RT 10 11 133 3.8 A Approach Total 1,415 1,407 142 5.1 A Myrtle St LT 10 14 22 19.7 B WB RT 65 67 55 2.3 A Approach Total 710 731 92 4.9 A Approach Total 710 731 92 4.9 A Approach Total 720 731 92 4.9 A Myrtie St IT 105 99 183 27.1 C S8 Thru 25 37 157 21.4 C Approach Total 155 159 183 26.1 C MT 20 19 30 3.8 A Approach Tota								В
Penn Ave (unsignalized) LT 25 19 28 11.4 B Myrtle St LT 1300 1.377 182 5.0 A Myrtle St LT 10 11 1133 3.8 A Myrtle St LT 10 144 22 19.7 B Myrtle St RT 655 650 92 4.8 A Myrtle St RT 655 666 31.7 C R A						231		С
E8 Thru 1,380 1,377 182 5.0 A APproach Total 1,415 1,407 182 5.1 A WB LT 10 14 22 19.7 B WB Tru 635 650 92 4.8 A Myrule St RT 65 67 55 2.3 A Approach Total 7.00 731 92 4.9 A Approach Total 7.00 731 92 4.9 A Approach Total 65 59 66 23.4 C B Thru 25 37 157 21.4 C Approach Total 155 159 183 26.1 C MWB LT 20 20 0 10.7 B MB Thru 10 10 40 14.8 B Approach Total 2,345 2,356 - 7.0 <td></td> <td>Intersect</td> <td>ion Total</td> <td>3,185</td> <td>3,194</td> <td>-</td> <td>18.6</td> <td>B</td>		Intersect	ion Total	3,185	3,194	-	18.6	B
RT 10 11 133 3.8 A Approach Total 1,415 1,407 1.82 5.1 A WB $Thru$ 635 650 92 4.8 A WB $Thru$ 635 650 92 4.8 A Approach Total 7:0 731 92 4.9 A Approach Total 7:0 731 92 4.9 A Myrtle St RT 40 29 66 32.8 C NB $Thru$ 20 25 66 23.4 C Approach Total 65 59 66 23.8 C Approach Total 155 159 183 27.1 C SB Thru 25 37 157 21.4 C Intersection Total 2,345 2,356 - 7.0 A Approach Total 155 159 183 26.1 C			LT	25	19		11.4	В
Approach Total 1,415 1,407 182 5.1 A WB LT 10 14 22 19.7 B Approach Total 7.0 731 92 4.8 A Approach Total 7.0 731 92 4.9 A Approach Total 65 67 55 2.3 A Mg Thru 20 25 66 31.7 C RT 40 29 66 32.8 C A Approach Total 65 59 66 28.7 C Approach Total 155 159 183 20.1 C RT 25 37 157 21.4 C Approach Total 155 159 183 26.1 C Intersection Total 20 19 30 3.8 A Approach Total 20 19 30 3.8 A Approach Total <td></td> <td>EB</td> <td></td> <td></td> <td></td> <td></td> <td>5.0</td> <td>Α</td>		EB					5.0	Α
Myrtle St LT 10 14 22 19.7 B Myrtle St Thru 635 650 92 4.8 A Approach Total 7:0 731 92 4.9 A Approach Total 7:0 731 92 4.9 A Mg LT 5 66 31.7 C NB Thru 20 25 66 32.8 C Approach Total 65 59 66 22.7 C Approach Total 65 59 66 22.7 C Approach Total 155 183 26.1 C C Approach Total 2545 2,356 - 7.0 A Approach Total 20 19 30 3.8 A Approach Total 20 0 10.7 B Approach Total 20 2 0 10.7 B Approach Total 20<								Α
WB Thru 635 650 92 4.8 A Approach Total 7:0 731 92 4.9 A Myrtle St ILT 5 5 66 31.7 C It 20 25 66 23.4 C RT 40 29 66 32.8 C Approach Total 65 59 66 28.7 C SB Thru 25 23 183 27.1 C SB Thru 25 37 157 21.4 C Approach Total 155 159 183 26.1 C Approach Total 155 159 183 26.1 C MB LT 20 19 30 3.8 A Approach Total 20 0 10.7 B 30 3.8 A MB LT 20 0 10.7 B 30<		Approa	ch Total	1,415	1,407	182	5.1	Α
RT 65 67 55 2.3 A Approach Total 7:0 731 92 4.9 A It 7:5 5 66 31.7 C NB Thru 20 25 66 23.4 C Approach Total 65 59 66 28.8 C Approach Total 65 59 66 28.7 C RT 25 23 183 27.1 C Approach Total 155 159 183 26.1 C Approach Total 155 159 183 26.1 C Approach Total 20 19 30 3.8 A Approach Total 20 19 30 3.8 A MB LT 20 20 0 10.7 B MB LT 20 20 0 10.7 B Approach Total 75 7			LT	10	14	22	19.7	В
Approach Total 710 731 92 4.9 A NB $Tru 20 25 66 31.7 C NB Tru 20 25 66 32.8 C Approach Total 65 59 66 32.8 C Approach Total 65 59 66 28.7 C SB Trru 25 37 157 21.4 C Approach Total 155 159 183 26.1 C C Approach Total 2.345 2.336 - 7.0 A MW LT 20 19 30 3.8 A Mproach Total 2.0 0 10.7 B B MW LT 20 0 10.7 B Penn Ave (unsignalized) HT 10 10 40 13.4 B B Tru 20 0 10.7 B S S $		WB	Thru	635	650	92	4.8	Α
Myrtle St LT S 5 66 31.7 C NB $Thru$ 20 25 66 32.8 C Approach Total 65 59 66 32.8 C Approach Total 65 59 66 28.7 C SB $Thru$ 25 23 163 20.1 C Approach Total 155 159 183 26.1 C Approach Total 155 159 183 26.1 C Approach Total 2345 2356 - 7.0 A Approach Total 20 19 30 3.8 A MB LT 20 20 0 10.7 B Approach Total 20 20 0 10.7 B Approach Total 75 73 40 13.4 B NB Thru 10 10 40 13.5 B			RT	65	67	55	2.3	Α
NB Thru 20 25 66 23.4 C Approach Total 65 59 66 22.8 C LT 105 99 163 27.1 C S8 Thru 25 23 183 20.1 C Approach Total 155 159 183 26.1 C Approach Total 155 159 183 26.1 C Approach Total 2,345 2,356 - 7.0 A B LT 20 19 30 3.8 A WB LT 20 20 0 10.7 B MB Thru 10 10 40 13.6 B NB Thru 10 10 40 13.4 B NB Thru 50 51 40 13.4 B NB Thru 50 11 22 10.1 B		Approa	ch Total	710	731	92	4.9	Α
RT 40 29 66 32.8 C Approach Total 65 59 66 28.7 C LT 105 99 183 27.1 C SB Thru 25 23 163 20.1 C Approach Total 155 159 168 26.1 C Intersection Total 2345 2.356 - 7.0 A VB 157 21.4 C 153 159 183 26.1 C Intersection Total 2.345 2.356 - 7.0 A WB L7 20 19 30 3.8 A Approach Total 20 20 0 10.7 B RT 10 10 10 144 18 NB Thru 10 10 144 14.5 S 2 62 13.5 B RT 10	Myrtle St		LT	5	5	66	31.7	С
RT 40 29 66 32.8 C Approach Total 65 59 66 28.7 C LT 105 99 183 27.1 C SB Thru 25 23 163 20.1 C Approach Total 155 159 168 26.1 C Intersection Total 2345 2.356 - 7.0 A VB 157 21.4 C 153 159 183 26.1 C Intersection Total 2.345 2.356 - 7.0 A WB L7 20 19 30 3.8 A Approach Total 20 20 0 10.7 B RT 10 10 10 144 18 NB Thru 10 10 144 14.5 S 2 62 13.5 B RT 10	-	NB	Thru	20	25	66	23.4	С
Image: constraint of the second se			RT	40	29	66	32.8	С
Image: constraint of the second se		Approa	ch Total	65	59	66	28.7	С
SB $Thru$ 25 23 183 29.1 CC RT 25 37 157 21.4 CC Approach Total 155 159 183 26.1 CC Intersection Total 2,345 2,356 - 7.0 A EB LT 20 19 30 3.8 A Approach Total 2.0 19 30 3.8 A MB LT 20 20 0 10.7 B Approach Total 2.0 0 0 10.7 B Approach Total 7.7 3 40 14.8 B NB Thru 10 10 40 13.4 B Approach Total 7.5 7.3 40 14.45 B RT 10 8 62 12.0 B Approach Total 35 35 62 15.9 B Intersection To					99	183		С
RT 25 37 157 21.4 C Approach Total 155 159 183 26.1 C Intersection Total 2,345 2,356 - 7.0 A Approach Total 2,345 2,356 - 7.0 A Approach Total 20 19 30 3.8 A Approach Total 20 19 30 3.8 A WB LT 20 20 0 10.7 B Approach Total 20 20 0 10.7 B MB Thru 10 10 40 19.6 B NB Thru 10 10 40 13.4 B Approach Total 75 73 40 14.5 B SB Thru 5 2 62 13.5 B Approach Total 35 35 62 15.9 B Intersecti		SB						c
Approach Total 155 159 183 26.1 C Intersection Total 2,345 2,356 - 7.0 A EB LT 20 19 30 3.8 A Approach Total 20 19 30 3.8 A MyB LT 20 20 0 10.7 B Approach Total 20 20 0 10.7 B Approach Total 20 20 0 10.7 B Approach Total 20 20 0 10.7 B MB Thru 10 10 40 13.4 B NB Thru 10 10 40 13.4 B Approach Total 75 73 40 14.5 B RT 10 8 62 12.0 B Approach Total 150 147 - 12.9 B Intersection Tota								C
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Approach Total 1,550 1,544 215 6.8 A LT 70 76 63 17.3 B WB Thru 700 717 173 7.6 A RT 10 8 0 6.5 A Approach Total 780 801 173 8.5 A Approach Total 780 801 173 8.5 A MB Thru 40 37 227 38.6 D NB Thru 40 37 227 44.5 D RT 105 115 208 26.8 C Approach Total 160 166 227 31.7 C SB Thru 45 40 159 28.1 C RT 10 8 141 22.0 C Approach Total 95 101 159 37.0 D		EB		-				A
LT $T0$ 76 63 17.3 B WB $Thru$ 700 717 173 7.6 A RT 10 8 0 6.5 A Approach Total 780 801 173 8.5 A $Approach Total$ 780 801 173 8.5 A NB LT 15 14 227 38.6 D NB $Thru$ 40 37 227 44.5 D RT 105 115 208 26.8 C $Approach Total$ 160 166 227 31.7 C SB $Thru$ 45 40 159 28.1 C RT 10 8 141 22.0 C RT 10 8 141 22.0 C								Α
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Approach Total 780 801 173 8.5 A Argonne Ave LT 15 14 227 38.6 D NB Thru 40 37 227 44.5 D RT 105 115 208 26.8 C Approach Total 160 166 227 31.7 C SB Thru 45 40 159 28.1 C RT 10 8 141 22.0 C Approach Total 95 101 159 37.0 D		WB						Α
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NB Thru 40 37 227 44.5 D RT 105 115 208 26.8 C Approach Total 160 166 227 31.7 C SB Thru 45 40 159 45.9 D SB Thru 45 40 159 28.1 C RT 10 8 141 22.0 C Approach Total 95 101 159 37.0 D		Approac						A
RT 105 115 208 26.8 C Approach Total 160 166 227 31.7 C LT 40 53 159 45.9 D SB Thru 45 40 159 28.1 C RT 10 8 141 22.0 C Approach Total 95 101 159 37.0 D	Argonne Ave							D
Approach Total 160 166 227 31.7 C LT 40 53 159 45.9 D SB Thru 45 40 159 28.1 C RT 10 8 141 22.0 C Approach Total 95 101 159 37.0 D		NB	Thru	40	37	227	44.5	D
LT 40 53 159 45.9 D SB Thru 45 40 159 28.1 C RT 10 8 141 22.0 C Approach Total 95 101 159 37.0 D			RT	105	115	208	26.8	С
SB Thru 45 40 159 28.1 C RT 10 8 141 22.0 C Approach Total 95 101 159 37.0 D		Approa	ch Total	160	166	227	31.7	С
RT 10 8 141 22.0 C Approach Total 95 101 159 37.0 D			LT	40	53	159	45.9	D
RT 10 8 141 22.0 C Approach Total 95 101 159 37.0 D		SB	Thru	45		159	28.1	с
Approach Total 95 101 159 37.0 D			RT	10	8	141	22.0	с
		Approa	ch Total	95	101			D
- 10.1 D				2,585	2,612	-	10.1	В

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	10	10	22	10.8	В
		Thru	1,625	1,651	199	4.0	Α
	Approa	ch Total	1,635	1,661	199	4.0	A
	WB	Thru	770	794	50	0.9	Α
Durant DI	WD	RT	10	7	0	0.4	Α
Durant Pl	Approa	ch Total	780	801	50	0.9	Α
	CD	LT	10	12	64	37.4	D
	SB	RT	10	7	45	12.7	В
	Approa	ch Total	20	19	64	28.3	С
	Intersect	ion Total	2,435	2,481	-	3.2	Α
		LT	30	31	25	9.6	Α
	EB	Thru	1,530	1,548	426	20.6	С
		RT	30	34	30	3.7	Α
	Approa	ch Total	1,590	1,613	426	20.0	С
		LT	40	30	42	25.3	С
	WB	Thru	680	710	134	7.0	Α
		RT	50	51	134	6.7	Α
	Approa	ch Total	770	791	134	7.7	Α
Charles Allen Dr		LT	20	17	153	46.2	D
	NB	Thru	40	36	153	25.7	С
		RT	75	71	17	25.2	С
	Approa	ch Total	135	124	153	28.2	С
		LT	105	88	217	46.9	D
	SB	Thru	105	106	217	36.4	D
		RT	50	51	217	4.0 0.9 0.4 0.9 37.4 12.7 28.3 3.2 9.6 20.6 3.7 20.0 25.3 7.0 6.7 7.7 46.2 25.7 25.2 28.2 46.9 36.4 27.1 38.2 18.5 29.6 39.3 37.6 38.6 60.6 9.6 3.3 15.4 26.7 38.6 60.6 9.6 3.3 15.4 26.7 44.6 20.7 36.0 59.5 34.5 33.0 44.2 33.1 15.3 14.4 15.2 28.2 1	С
	Approa	ch Total	260	245	217	38.2	D
	Intersect	ion Total	2,755	2,773	-	4.0 0.9 0.4 0.9 37.4 12.7 28.3 3.2 9.6 20.6 3.7 20.0 25.3 7.0 6.7 7.7 46.2 25.7 25.2 28.2 46.9 36.4 27.1 38.2 18.5 29.6 39.3 37.6 38.6 60.6 9.6 3.3 15.4 26.7 44.6 20.7 36.0 59.5 34.5 33.0 44.2 33.1 15.3 14.4 15.2 28.2 18.0 20.3	В
		LT	120	111	156	29.6	С
	EB	Thru	1,485	1,498	854		D
		RT	105	107	390	37.6	D
	Approa	ch Total	1,710	1,716	854	38.6	D
		LT	165	161	205	60.6	E
	WB	Thru	675	676	173	9.6	Α
		RT	310	279	0	3.3	Α
	Approa	ch Total	1,150	1,116	205		В
Boulevard		LT	60	57	72	26.7	с
	NB	Thru	400	384	436		D
		RT	185	183	436		С
							0
	Approa	ch Total	645	624	436		D
		LT	645 290	296	455	59.5	E
	Approa SB	LT Thru	645 290 460	296 436	455 455	59.5 34.5	E C
	SB	LT Thru RT	645 290 460 35	296 436 28	455 455 389	59.5 34.5 33.0	E C C
	SB Approa	LT Thru RT ch Total	645 290 460 35 785	296 436 28 760	455 455	59.5 34.5 33.0 44.2	E C C D
	SB Approa	LT Thru RT ch Total ion Total	645 290 460 35 785 4,290	296 436 28 760 4,216	455 455 389 455 -	59.5 34.5 33.0 44.2 33.1	E C C
	SB Approa	LT Thru RT ch Total ion Total Thru	645 290 460 35 785 4,290 1,600	296 436 28 760 4,216 1,569	455 455 389 455 - 340	59.5 34.5 33.0 44.2 33.1 15.3	E C C D C B
	SB Approact Intersect EB	LT Thru RT ch Total ion Total Thru RT	645 290 460 35 785 4,290 1,600 265	296 436 28 760 4,216 1,569 294	455 455 389 455 - 340 314	59.5 34.5 33.0 44.2 33.1 15.3 14.4	E C C D C B B
	SB Approact Intersect EB	LT Thru RT ch Total ion Total Thru RT ch Total	645 290 460 35 785 4,290 1,600 265 1,865	296 436 28 760 4,216 1,569 294 1,863	455 455 389 455 - 340 314 340	59.5 34.5 33.0 44.2 33.1 15.3 14.4 15.2	E C C D C B B B B
	SB Approat Intersect EB Approat	LT Thru RT ch Total ion Total Thru RT	645 290 460 35 785 4,290 1,600 265 1,865 275	296 436 28 760 4,216 1,569 294 1,863 263	455 455 389 455 - 340 314 340 237	59.5 34.5 33.0 44.2 33.1 15.3 14.4 15.2	E C C D C B B
Glen Iris Dr	SB Approact Intersect EB	LT Thru RT ch Total ion Total Thru RT ch Total	645 290 460 35 785 4,290 1,600 265 1,865	296 436 28 760 4,216 1,569 294 1,863	455 455 389 455 - 340 314 340 237 431	59.5 34.5 33.0 44.2 33.1 15.3 14.4 15.2 28.2	E C D C B B B B
Glen Iris Dr	SB Approa Intersect EB Approa WB	LT Thru RT ch Total ion Total Thru RT ch Total LT	645 290 460 35 785 4,290 1,600 265 1,865 275	296 436 28 760 4,216 1,569 294 1,863 263	455 455 389 455 - 340 314 340 237	59.5 34.5 33.0 44.2 33.1 15.3 14.4 15.2 28.2 18.0	E C D C B B B C
Glen Iris Dr	SB Approach Intersect EB Approach Approach	LT Thru RT ch Total ion Total Thru RT ch Total LT Thru	645 290 460 35 785 4,290 1,600 265 1,865 275 900	296 436 28 760 4,216 1,569 294 1,863 263 902	455 455 389 455 - 340 314 340 237 431	59.5 34.5 33.0 44.2 33.1 15.3 14.4 15.2 28.2 18.0	E C D C B B B C B
Glen Iris Dr	SB Approa Intersect EB Approa WB Approa	LT Thru RT ch Total ion Total Thru RT ch Total LT Thru ch Total LT RT	645 290 460 35 785 4,290 1,600 265 1,865 275 900 1,175	296 436 28 760 4,216 1,569 294 1,863 263 902 1,165	455 455 389 455 - 340 314 340 237 431 431	59.5 34.5 33.0 44.2 33.1 15.3 14.4 15.2 28.2 18.0 20.3	E C D C B B B C B C C
Glen Iris Dr	SB Approa Intersect EB Approa WB Approa	LT Thru RT ch Total ion Total Thru RT ch Total LT Thru ch Total LT	645 290 460 35 785 4,290 1,600 265 1,865 275 900 1,175 280	296 436 28 760 4,216 1,569 294 1,863 263 902 1,165 271	455 455 389 455 - 340 314 340 237 431 431 431 446	59.5 34.5 33.0 44.2 33.1 15.3 14.4 15.2 28.2 18.0 20.3 50.9	E C D C B B B C B C C D

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	410	414	217	48.4	D
	CD	Thru	1,460	1,439	128	4.2	Α
	Approa	ch Total	1,870	1,853	217	14.1	В
	WB	Thru	870	836	315	15.7	В
	WD	RT	225	226	222	9.4	Α
Midtown Place Driveway	Approa	ch Total	1,095	1,062	315	14.4	В
		LT	220	216	267	33.3	С
	SB	RT	50	51	267	9.7	Α
	Approa	ch Total	270	267	267	28.8	С
	Intersect	ion Total	3,235	3,182	-	15.4	В
		LT	125	111	66	11.4	В
	EB	Thru	1,490	1,485	347	12.1	В
		RT	65	54	117	11.3	В
	Approa	ch Total	1,680	1,650	347	12.0	В
		LT	45	50	70	21.6	С
	WB	Thru	890	853	269	17.8	В
		RT	55	50	0	13.5	В
	Approa	ch Total	990	953	269	17.8	В
Ponce de Leon Pl		LT	75	77	155	31.5	с
	NB	Thru	45	46	155	27.8	с
		RT	55	53	122	13.9	В
	Approa	ch Total	175	176	155	48.4 4.2 14.1 15.7 9.4 14.4 33.3 9.7 28.8 15.4 11.4 12.1 11.3 12.0 21.6 17.8 31.5 27.8 13.9 25.2 36.4 29.3 14.7 26.6 16.1 5.6 5.6 0.0 0.0 16.2 17.5 14.0 0.0 9.6 10.0 11.2 26.1 2.6 10.0 11.2 26.1 2.5 14.5	С
		LT	165	164	160		D
	SB	Thru	25	26	160	29.8	с
		RT	130	141	85	14.7	В
	Approa	ch Total	320	331	160	26.6	с
		ion Total	3,165	3,110	-	48.4 4.2 14.1 15.7 9.4 14.4 33.3 9.7 28.8 15.4 11.4 12.1 11.3 12.0 21.5 17.8 31.5 27.8 13.9 25.2 36.4 29.8 14.7 26.6 16.1 5.6 5.6 0.0 0.0 16.2 17.5 14.0 0.0 9.6 10.0 11.2 26.1 2.5 14.5	В
	EB	LT	50	59	49	5.6	Α
	Approa	ch Total	50	59	49	5.6	A
	WB	LT	5	0	0	0.0	Α
	Approa	ch Total	5	0	0	0.0	Α
		LT	0	0	40	0.0	Α
	NB	Thru	5	4	40	16.2	В
Bonaventure Ave (unsignalized)		RT	50	52	40	17.6	В
	Approa	ch Total	55	56	40		В
		LT	5	2	33	14.0	В
	SB	Thru	0	0	33	0.0	Α
		RT	20	19	33	9.6	Α
	Approa	ch Total	25	21	33		B
			405	136	-	14.1 15.7 9.4 14.4 33.3 9.7 28.8 15.4 11.4 12.1 11.3 12.0 21.6 17.8 33.5 17.8 31.5 27.8 13.9 25.2 36.4 29.8 14.7 26.6 16.1 5.6 5.6 5.6 0.0 0.0 0.0 16.2 17.5 14.0 0.0 9.6 10.0 11.2 26.1 2.6 23.3 36.1 5.5	В
	Intersect	ion Total	135				
		ion Total Thru	135		459	26.1	С
	Intersect EB			1,392 187	459 234		C A
	EB	Thru	1,400	1,392		2.6	
	EB Approa	Thru RT	1,400 190	1,392 187	234	2.6 23.3	Α
	EB	Thru RT ch Total	1,400 190 1,590	1,392 187 1,579	234 459	2.6 23.3 36.1	A C
Freedom Pkwy	EB Approa WB	Thru RT ch Total LT	1,400 190 1,590 320	1,392 187 1,579 343	234 459 305	2.6 23.3 36.1 5.5	A C D
Freedom Pkwy	EB Approa WB Approa	Thru RT ch Total LT Thru ch Total	1,400 190 1,590 320 855 1,175	1,392 187 1,579 343 821 1,164	234 459 305 182 305	2.6 23.3 36.1 5.5 14.5	A C D A
Freedom Pkwy	EB Approa WB	Thru RT ch Total LT Thru	1,400 190 1,590 320 855 1,175 220	1,392 187 1,579 343 821 1,164 213	234 459 305 182	48.4 4.2 14.1 15.7 9.4 14.4 33.3 9.7 28.8 15.4 11.4 12.1 11.3 12.0 21.6 17.8 33.5 27.8 13.5 17.8 31.5 27.8 13.9 25.2 36.4 29.8 14.7 26.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 9.6 10.0 11.2 26.1 2.6 23.3 36.1 5.5 14.5 31.2	A C D A B
Freedom Pkwy	EB Approa WB Approa NB	Thru RT ch Total LT Thru ch Total LT	1,400 190 1,590 320 855 1,175	1,392 187 1,579 343 821 1,164	234 459 305 182 305 214	2.6 23.3 36.1 5.5 14.5	A C D A B C

Ponce de Leon Avenue (SR 8)

Traffic Analysis

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
		LT	110	117	128	2.3	Α
	EB	Thru	1,730	1,724	128	2.1	Α
		RT	10	13	128	0.1	Α
	Approa	ch Total	1,850	1,854	128	2.1	A
		LT	15	10	23	18.2	В
	WB	Thru	1,035	1,019	257	6.6	Α
		RT	40	39	219	4.7	Α
	Approa	ch Total	1,090	1,068	257	6.6	Α
Barnett St		LT	15	15	27	39.6	D
	NB	Thru	5	6	23	25.1	С
		RT	15	14	0	20.0	В
	Approa	ch Total	35	35	27	29.3	С
		LT	95	90	123	37.3	D
	SB	Thru	5	9	180	47.6	D
		RT	125	132	180	43.9	D
	Approa	ch Total	225	231	180	41.5	D
	Intersect	tion Total	3,200	3,188	-	6.8	Α
		LT	80	71	78	18.5	В
	EB	Thru	1,605	1,601	223	5.6	Α
		RT	5	1	184	0.0	Α
	Approa	ch Total	1,690	1,673	223	6.1	Α
		LT	0	0	0	0.0	Α
	WB	Thru	1,060	1,052	253	13.6	В
		RT	65	68	226	11.1	В
	Approa	ch Total	1,125	1,120	253	13.4	В
Frederica St		LT	0	0	0	0.0	Α
	NB	Thru	0	0	0	0.0	Α
		RT	5	5	0	8.5	Α
	Approa	ch Total	5	5	0	8.5	A
		LT	90	86	160	41.8	D
	SB	Thru	0	0	160	0.0	Α
		RT	100	98	139	22.0	С
	Approach Total		190	184	160	31.3	С
	Intersect	ion Total	3,010	2,982	-	10.4	В
		LT	180	190	161	27.8	С
	EB	Thru	1,380	1,365	434	31.2	С
		RT	165	166	80	14.2	В
	Approa	ch Total	1,725	1,721	434	29.2	С
		LT	85	87	102	28.9	С
	WB	Thru	960	921	513	27.2	С
		RT	140	171	117	26.2	С
	Approa	ch Total	1,185	1,179	513	27.2	С
Highland Ave		LT	100	115	368	34.8	с
	NB	Thru	295	282	368	38.7	D
	A	RT	65	69	266	30.9	c
	Approa	ch Total	460	466	368	36.6	D
		LT	165	147	183	29.8	С
	SB	Thru	320	317	429	33.5	c
		RT	65	72	0	28.7	C
		ch Total	550	536	429	31.8	С
	Intersect	ion Total	3,920	3,902	-	29.8	С

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
		LT	170	175	195	33.8	С
	EB	Thru	1,210	1,164	361	11.9	В
	RT		230	223	261	9.7	Α
	Approa	ch Total	1,610	1,562	361	14.0	В
		LT	130	131	180	47.9	D
	WB	Thru	895	893	487	30.1	С
		RT	30	32	487	25.2	С
	Approach Total		1,055	1,056	487	32.2	С
Moreland Ave	NB	LT	175	178	574	43.6	D
		Thru	350	360	574	38.3	D
		RT	140	144	441	35.6	D
	Approa	ch Total	665	682	574	39.1	D
		17	85	86	95	32.8	с
	SB	Thru	730	735	403	38.5	D
		RT	115	97	0	36.2	D
	Approa	ch Total	930	918	403	37.7	D
	Intersect	ion Total	4,260	4,218	-	27.8	С

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	40	31	107	14.0	В
	CD	Thru	270	282	107	11.7	В
	Approa	ch Total	310	313	107	11.9	В
	WB	Thru	1,495	1,391	677	13.2	В
		RT	385	378	424	7.8	Α
Piedmont Ave	Approa	ch Total	1,880	1,769	677	12.0	В
		LT	100	102	269	40.5	D
	NB	Thru	980	963	269	40.6	D
edmont Ave yrtle St enn Ave (unsignalized)		RT	205	201	235	7.8	Α
edmont Ave yrtle St enn Ave (unsignalized)	Approa		1,285	1,266	269	35.4	D
	Intersect	ion Total	3,475	3,348	-	20.9	С
		LT	5	2	0	3.3	A
	EB	Thru	470	482	90	2.7	A
		RT	0	0	41	0.0	A
	Approa		475	484	90	2.7	A
		LT	30	32	22	3.9	Α
	WB	Thru	1,830	1,719	215	3.9	A
		RT	70	58	185	1.5	A
edmont Ave	Approa		1,930	1,809	215	3.8	A
		LT	15	14	111	50.9	D
	NB	Thru	20	22	111	67.8	E
		RT	25	17	111	52.4	D
	Approa		60	53	111	58.4	E
		LT	30	35	150	61.9	E
	SB	Thru	20	21	150	57.5	E
Ayrtle St		RT	35	28	124	27.3	c
	Approa		85	84	150	49.3	D
	Intersect		2,550	2,430	-	6.4	A
	EB	LT	10	15	0	7.2	A
	Approa		10	15	0	7.2	A
	WB	LT	45	36	0	0.8	A
	Approa		45	36	0	0.8	A
	ND	LT	10	8	33	14.2	B
	NB	Thru RT	5	53	33 33	15.4	B
Penn Ave (unsignalized)	Approa		70	68	33	9.4 10.6	A B
	Approa		10	13			
yrtle St	SB	LT Thru	10	13	44 44	24.9 16.4	C B
	55	RT	30	27	44	14.0	B
	Approa		55	59	44	14.0	B
		ion Total	180	178	-	10.5	B
	intersect	LT	10	8	21	6.7	A
	EB	Thru	535	563	170	8.4	Ā
	20	RT	25	19	0	4.8	A
	Approa		570	590	170	8.3	A
	approut	LT	245	234	82	4.7	A
	WB	Thru	1,850	1,741	314	3.8	A
		RT	0	0	191	0.0	A
	Approa		2,095	1,975	314	3.9	A
rgonne Ave		LT	35	34	150	50.3	D
	NB	Thru	15	12	150	76.8	E
		RT	60	65	131	18.4	В
	Approg	ch Total	110	111	150	34.5	c
		LT	15	28	175	41.8	D
	SB	Thru	55	55	175	47.6	D
		RT	60	51	157	26.9	c
	Approa		130	134	175	38.5	D
		ion Total	2,905	2,810	-	7.7	Α

2035 Build - AM Peak Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	5	4	20	16.1	В
		Thru	605	643	144	5.0	Α
	Approa	ch Total	610	647	144	5.1	Α
	WB	Thru	2,085	1,954	219	4.1	Α
Durant Pl	WD	RT	10	8	122	3.1	Α
Durant PI	Approa	ch Total	2,095	1,962	219	4.1	А
	SB	LT	5	7	69	52.4	D
	30	RT	10	7	50	13.0	В
	Approa	ch Total	15	14	69	32.7	С
	Intersect	ion Total	2,720	2,623	-	4.5	Α
		LT	45	52	93	45.2	D
	EB	Thru	490	510	180	12.1	В
		RT	10	11	0	4.7	Α
	Approa	ch Total	545	573	180	15.0	В
		LT	20	14	19	5.3	Α
	WB	Thru	1,905	1,794	297	5.7	Α
		RT	90	91	297	6.8	Α
	Approa	ch Total	2,015	1,899	297	5.7	Α
Charles Allen Dr		LT	20	14	304	80.7	F
	NB	Thru	140	132	304	56.8	E
		RT	50	64	168	37.6	D
	Approa	ch Total	210	210	304	52.5	D
		LT	80	71	323	68.4	E
	SB	Thru	125	120	323	50.3	D
		RT	140	140	323	4.1 3.1 4.1 52.4 13.0 32.7 4.5 45.2 12.1 4.7 15.0 5.3 5.7 6.8 5.7 80.7 56.8 37.6 52.5 68.4 50.3 42.5 50.9 15.7 37.7 24.7 21.5 26.0 18.8 331.3 35.7 49.3 57.2 10.0 45.6 62.4 48.2 45.1 52.2 39.1	D
	Approa	ch Total	345	331	323		D
	Intersect	ion Total	3,115	3,013	-		В
		LT	65	73	63	37.7	D
	EB	Thru	505	510	259	24.7	C
		RT	50	47	0	21.5	С
	Approa	ch Total	620	630	259	26.0	с
		LT	240	206	178	18.8	В
	WB	Thru	1,805	1,684	1,488	38.8	D
		RT	405	378	1,283	31.3	с
	Approa	ch Total	2,450	2,268	1,488		D
Boulevard		LT	105	98	141	49.3	D
	NB	Thru	470	473	693	57.2	E
		RT	165	165	693	10.0	Α
	Approa	ch Total	740	736	693	45.6	D
							E
		LT	265	262	633	62.4	E
oulevard	SB	LT Thru	265 505	262 509	633		D
		Thru RT	505 105	509 90	633 567	48.2 45.1	D D
	Approa	Thru RT ch Total	505 105 <i>87</i> 5	509 90 861	633	48.2 45.1 52.2	D
	Approa	Thru RT	505 105	509 90	633 567	48.2 45.1 52.2	D D D D
	Approa Intersect	Thru RT ch Total ion Total Thru	505 105 <i>87</i> 5	509 90 861	633 567 633 - 449	48.2 45.1 52.2 39.1 25.8	D D D D C
	Approa	Thru RT ch Total ion Total	505 105 875 4,685	509 90 861 4,495	633 567 633 -	48.2 45.1 52.2 39.1 25.8	D D D D
	Approa Intersect EB	Thru RT ch Total ion Total Thru	505 105 875 4,685 715	509 90 <i>861</i> 4,495 694	633 567 633 - 449	48.2 45.1 52.2 39.1 25.8 22.0	D D D D C
	Approa Intersect EB Approa	Thru RT ch Total ion Total Thru RT	505 105 875 4,685 715 180	509 90 861 4,495 694 203	633 567 633 - 449 422	48.2 45.1 52.2 39.1 25.8 22.0 24.9	D D D C C
Glen Iric Dr	Approa Intersect EB	Thru RT ch Total ion Total Thru RT ch Total	505 105 875 4,685 715 180 895	509 90 861 4,495 694 203 897	633 567 633 - 449 422 449	48.2 45.1 52.2 39.1 25.8 22.0 24.9 8.7	D D D C C C
Glen Iris Dr	Approa Intersect EB Approa WB	Thru RT ch Total ion Total Thru RT ch Total LT	505 105 875 4,685 715 180 <i>895</i> 235	509 90 861 4,495 694 203 897 227	633 567 633 - 449 422 449 110	48.2 45.1 52.2 39.1 25.8 22.0 24.9 8.7	D D D C C C A
Glen Iris Dr	Approa Intersect EB Approa WB Approa	Thru RT ch Total ion Total Thru RT ch Total LT Thru	505 105 875 4,685 715 180 895 235 1,990	509 90 861 4,495 694 203 897 227 1,847	633 567 633 - 449 422 449 110 445	48.2 45.1 52.2 39.1 25.8 22.0 24.9 8.7 12.8	D D D C C C A B
Glen Iris Dr	Approa Intersect EB Approa WB	Thru RT ch Total ion Total Thru RT ch Total LT Thru ch Total	505 105 875 4,685 715 180 895 235 1,990 2,225	509 90 861 4,495 694 203 897 227 1,847 2,074	633 567 633 - 449 422 449 110 445 445	48.2 45.1 52.2 39.1 25.8 22.0 24.9 8.7 12.8 12.4	D D D C C C A B B B
Glen Iris Dr	Approa Intersect EB Approa WB Approa NB	Thru RT ch Total ion Total Thru RT ch Total LT Thru ch Total LT	505 105 875 4,685 715 180 895 235 1,990 2,225 250	509 90 861 4,495 694 203 897 227 1,847 2,074 2,074 249	633 567 633 - 449 422 449 110 445 445 699	5.0 5.1 4.1 3.1 4.1 52.4 13.0 32.7 4.5 45.2 12.1 4.7 15.0 5.3 5.7 6.8 5.7 80.7 56.8 37.6 52.5 68.4 50.3 42.5 50.9 15.7 37.7 24.7 21.5 26.0 18.8 38.8 31.3 35.7 49.3 57.2 10.0 45.6 62.4 48.2 45.1 52.2 39.1 25.8 22.0 24.9 8.7 12.8 12.4 65.1	D D C C C A B B B E

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	200	190	133	52.8	D
	ED	Thru	670	652	85	2.9	Α
	Approa	ch Total	870	842	133	14.2	В
	WB	Thru	2,045	1,887	255	5.9	Α
Midteur Diace Driveryou	WD	RT	135	121	162	3.2	Α
Midtown Place Driveway	Approa	ch Total	2,180	2,008	255	5.7	Α
	CD	LT	75	73	108	55.9	E
	SB	RT	20	18	108	11.0	В
	Approa	ch Total	95	91	108	52.8 2.9 14.2 5.9 3.2 5.7 55.9 11.0 47.0 9.4 26.5 9.3 11.0 47.0 9.4 26.5 9.3 11.0 47.0 9.4 26.5 9.3 11.8 11.1 12.4 11.1 50.9 52.3 15.3 42.0 44.5 0.0 28.7 33.9 14.7 4.4 2.4 9.6 0.0 8.2 8.6 11.2 65.0 18.2 20.2 9.6 36.8 1.9 32.0 21.8	D
	Intersect	ion Total	3,145	2,941	-	9.4	Α
		LT	90	97	89	26.5	С
	EB	Thru	640	615	203	9.3	Α
		RT	15	17	52	11.8	B
	Approa	ch Total	745	729	203	11.6	В
		LT	25	28	26	7.1	Α
	WB	Thru	1,910	1,728	339	11.1	В
		RT	55	44	50	12.4	В
	Approa	ch Total	1,990	1,800	339	11.1	В
Ponce de Leon Pl		LT	35	40	113	50.9	D
	NB	Thru	15	15	113	52.3	D
		RT	20	19	80	52.8 2.9 14.2 5.9 3.2 5.7 55.9 11.0 47.0 9.4 26.5 9.3 11.8 11.6 7.1 11.1 12.4 11.1 50.9 52.3 15.3 42.0 44.5 0.0 28.7 33.9 14.7 4.4 2.4 2.6 0.0 28.7 33.9 14.7 4.4 2.4 2.4 2.4 2.4 2.6 0.0 8.6 11.2 65.0 18.2 20.2 9.6 36.8 1.9 32.0 21.8 11.1 14.0	В
	Approa	ch Total	70	74	113		D
		LT	110	116	207		D
	SB	Thru	0	0	207		Α
		RT	235	239	132		С
	Approa	ch Total	345	355	207		с
	Intersect	ion Total	3,150	2,958	-		В
	EB	LT	5	2	0		Α
	Approa	ch Total	5	2	0	4.4	A
	WB	LT	20	63	92	2.4	Α
	Approa	ch Total	20	63	92	52.8 2.9 14.2 5.9 3.2 5.7 55.9 11.0 47.0 9.4 26.5 9.3 11.0 47.0 9.4 26.5 9.3 11.0 47.0 9.4 26.5 9.3 11.8 11.6 7.1 11.1 50.9 52.3 15.3 42.0 44.5 0.0 28.7 33.9 14.7 4.4 2.4 9.6 0.0 8.2 8.6 11.2 65.0 18.2 20.2 9.6 36.8 1.9 32.0 21.8	Α
		LT	5	5	0	9.6	Α
	NB	Thru	0	0	0	0.0	Α
Bonaventure Ave (unsignalized)		RT	15	13	0	8.2	Α
	Approa	ch Total	20	18	0	52.8 2.9 14.2 5.9 3.2 5.7 55.9 11.0 47.0 9.4 26.5 9.3 11.0 47.0 9.4 26.5 9.3 11.0 47.0 9.4 26.5 9.3 11.8 11.1 12.4 11.1 50.9 52.3 15.3 42.0 44.5 0.0 28.7 33.9 14.7 4.4 2.4 9.6 0.0 8.2 8.6 11.2 65.0 18.2 20.2 9.6 36.8 1.9 32.0 21.8 11.1	Α
		LT	10	7	41	11.2	В
	SB	Thru	5	3	41		E
		RT	40	36	41	18.2	В
	Approa	ch Total	55	46	41	20.2	С
	Intersect	ion Total	100	129	-	4.4 4.4 2.4 9.6 0.0 8.2 8.6 11.2 65.0 18.2 20.2 9.6	Α
	50	Thru	635	631	319	36.8	D
	EB	RT	115	100	91	1.9	Α
	Approa	ch Total	750	731	319	32.0	С
	WB	LT	635	605	523	21.8	С
Freedom Plana	WB	Thru	1,705	1,622	519	11.1	В
Freedom Pkwy	Approa	ch Total	2,340	2,227	523	14.0	В
	ND	LT	210	190	210	38.9	D
	NB	RT	510	519	0	10.1	В
	Approa	ch Total	720	709	210	17.8	В
		ion Total	3,810	3,667		18.3	В

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
		LT	55	48	154	20.0	В
	EB	Thru	1,085	1,085	154	5.0	Α
		RT	5	9	154	0.1	Α
	Approa	ch Total	1,145	1,142	154	5.6	Α
		LT	5	3	0	12.1	В
	WB	Thru	2,090	1,965	393	4.3	Α
		RT	30	28	356	3.7	Α
	Approa	ch Total	2,125	1,996	393	4.3	Α
Barnett St		LT	0	0	0	0.0	Α
	NB	Thru	5	5	43	32.2	С
		RT	5	5	0	4.7	Α
	Approa	ch Total	10	10	43	18.5	В
arnett St		LT	35	28	64	40.7	D
	SB	Thru	0	0	398	0.0	Α
		RT	250	258	398	55.6	E
	Approa	ch Total	285	285	398	54.1	D
	Intersect	ion Total	3,565	3,434	-	8.9	А
		LT	50	46	89	44.6	D
	EB	Thru	1,190	1,229	515	10.8	В
		RT	5	1	476	2.6	Α
	Approa	ch Total	1,245	1,276	515	12.0	В
rederica St		LT	5	4	21	42.9	D
	WB	Thru	2,110	1,975	775	11.9	В
		RT	45	45	749	12.2	В
	Approa	ch Total	2,160	2,024	775	12.0	В
Frederica St		LT	0	0	0	0.0	Α
	NB	Thru	0	0	0	0.0	Α
		RT	5	5	0	21.1	с
	Approa	ch Total	5	5	0	21.1	C
		LT	45	43	178	49.6	D
	SB	Thru	0	0	178	0.0	Α
		RT	135	137	157	28.9	С
	Approa	ch Total	180	180	178	33.8	С
	Intersect	ion Total	3,590	3,485	-	13.1	В
		LT	115	117	197	57.8	E
	EB	Thru	1,155	1,088	1,231	57.7	E
		RT	90	89	759	14.9	В
	Approa		1,360	1,294	1,231	54.8	D
		LT	80	84	84	19.9	В
	WB	Thru	1,880	1,673	323	14.2	В
		RT	130	150	94	15.1	В
	Approa		2,090	1,907	323	14.5	В
Highland Ave		LT	170	205	457	59.8	E
	NB	Thru	395	373	457	52.2	D
		RT	40	33	355	58.9	E
	Approa		605	611	457	55.1	E
		LT	145	115	314	81.2	F
	SB	Thru	295	302	535	53.9	D
		RT	110	119	0	46.5	D
	Approa		550	536	535	58.1	E
	Intersect	ion Total	4,605	4,348	-	37.6	D

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
		LT	320	304	1,613	180.5	F
	EB	Thru	925	821	874	61.2	E
		RT	95	93	774	51.2	D
	Approa	ch Total	1,340	1,218	1,613	90.2	F
		LT	145	117	125	101.0	F
	WB	Thru	1,505	1,352	1,290	99.2	F
		RT	35	33	1,290	92.6	F
	Approach Total		1,685	1,502	1,290	99.2	F
Moreland Ave	NB	LT	345	350	950	92.7	F
		Thru	695	688	950	48.8	D
		RT	175	187	818	45.4	D
	Approa	ch Total	1,215	1,225	950	60.8	Ε
		LT	70	74	111	43.5	D
	SB	Thru	565	568	416	44.0	D
		RT	240	221	0	38.0	D
	Approa	ch Total	875	863	416	42.4	D
	Intersect	ion Total	5,115	4,808	-	77.0	Ε

Ponce de Leon Avenue (SR 8)

Traffic Analysis

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	90	77	547	11.9	В
	ED	Thru	1,390	1,349	547	48.6	D
	Approa	ch Total	1,480	1,426	547	46.6	D
	WB	Thru	630	644	313	21.0	С
		RT	225	222	108	6.7	Α
Piedmont Ave	Approa	ch Total	855	866	313	17.3	В
		LT	75	80	1,143	23.7	с
	NB	Thru	1,265	1,175	1,143	28.0	С
		RT	435	264	1,109	150.1	F
	Approa	ch Total	1,775	1,519	1,143	49.0	D
iedmont Ave Ayrtle St enn Ave (unsignalized)	Intersect	ion Total	4,110	3,811	-	40.9	D
		LT	35	30	22	7.1	Α
	EB	Thru	1,780	1,567	719	35.6	D
		RT	10	13	670	25.1	С
	Approa	ch Total	1,825	1,610	719	35.0	С
		LT	15	13	20	13.9	В
	WB	Thru	815	821	193	8.0	Α
edmont Ave		RT	80	71	81	2.5	Α
	Approa	ch Total	910	905	193	7.7	Α
		LT	5	3	66	28.0	С
	NB	Thru	25	31	66	21.4	С
		RT	50	37	66	30.2	С
	Approa	ch Total	80	71	66	26.3	С
		LT	135	126	217	40.8	D
	SB	Thru	30	30	217	28.9	С
		RT	35	50	191	27.6	с
		ch Total	200	206	217	35.9	D
		ion Total	3,015	2,792	-	26.0	С
	EB	LT	25	23	274	8.6	Α
		ch Total	25	23	274	8.6	Α
	WB	LT	25	15	0	28.1	С
	Approa	ch Total	25	15	0	28.1	с
enn Ave (unsignalized)		LT	20	16	164	70.3	E
	NB	Thru	10	10	164	49.9	D
Penn Ave (unsignalized)		RT	65	68	164	53.9	D
	Approa	ch Total	95	94	164	56.3	E
		LT	25	32	53	45.5	D
	SB	Thru	5	1	53	11.0	В
		RT	10	10	53	13.1	В
		ch Total	40	43	53	37.2	D
	Intersect	ion Total	185	175	-	42.9	D
		LT	25	13	24	17.0	В
	EB	Thru	1,920	1,660	908	50.6	D
		RT	55	59	601	32.7	С
	Approa	ch Total	2,000	1,732	908	49.7	D
		LT	90	96	84	28.4	C
	WB	Thru	900	890	128	4.4	A
		RT	15	13	112	4.2	A
	Approa	ch Total	1,005	999	128	6.7	A
Argonne Ave		LT	20	17	579	152.9	F
	NB	Thru	50	45	579	217.5	F
		RT	135	136	560	214.6	F
	Approa	ch Total	205	198	579	210.0	F
rgonne Ave	1	LT	55	68	193	83.1	F
					400	ED 0	D
	SB	Thru	55	49	193	53.9	
		RT	10	9	175	36.6	D
	Approa						

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Durant Pl	EB	LT	10	9	28	15.9	В
	LD	Thru	2,100	1,833	835	56.4	E
	Approa	ch Total	2,110	1,842	835	56.2	Ε
	WB	Thru	990	984	43	1.1	Α
		RT	15	10	0	0.4	Α
	Approa	ch Total	1,005	994	43	1.1	Α
	SB	LT	15	14	82	61.2	E
	50	RT	15	13	62	14.1	В
	Approach Total		30	27	82	38.5	D
	Intersect	tion Total	3,145	2,863	-	36.9	D
		LT	35	29	41	15.2	В
	EB	Thru	1,975	1,714	1,486	106.2	E F
		RT	40	39	1,090	53.8	D
	Approa	ch Total	2,050	1,782	1,486	103.6	F
		LT	55	47	85	28.5	С
	WB	Thru	875	867	104	4.4	Α
		RT	65	65	104	5.6	Α
	Approa	ch Total	995	979	104	5.6	Α
Charles Allen Dr		LT	25	19	197	48.2	D
	NB	Thru	50	52	197	36.8	D
		RT	100	98	61	38.4	D
	Approa	ch Total	175	169	197	39.0	D
		LT	130	112	256	55.5	E
	SB	Thru	130	131	256	33.8	C
		RT	65	66	256	21.4	C
	Approa	ch Total	325	309	256	39.0	D
	Intersection Total		3,545	3,239	-	64.4	Ε
	EB	LT	155	126	136	33.8	c
		Thru	1,920	1,690	918	43.3	D
		RT	130	113	454	42.7	D
	Approach Total		2,205	1,929	918	42.6	D
		LT	215	200	203	60.5	E
	WB	Thru	875	834	327	11.6	в
		RT	400	360	121	6.7	Α
	Approa	ch Total	1,490	1,394	327	17.4	В
Boulevard	NB	LT	75	67	95	25.8	C
		Thru	510	511	469	43.9	D
		07					
		RT	240	246	469	21.0	С
	Approa	ch Total	240 825	246 824	469 469	21.0 35.6	D
	Approa						
	Approa SB	ch Total	825	824	469	35.6	D
		ch Total LT	825 375	824 339	469 1,074	35.6 224.5	D F
	SB	ch Total LT Thru	825 375 600	824 339 517	469 1,074 1,074	35.6 224.5 93.2	D F F
	SB Approa	ch Total LT Thru RT	825 375 600 45	824 339 517 31	469 1,074 1,074 1,008	35.6 224.5 93.2 109.1	D F F F
	SB Approa	ch Total LT Thru RT ch Total	825 375 600 45 1,020	824 339 517 31 887	469 1,074 1,074 1,008 1,074	35.6 224.5 93.2 109.1 143.9	D F F F F
	SB Approa	ch Total LT Thru RT ch Total ion Total	825 375 600 45 1,020 5,540	824 339 517 31 887 5,034	469 1,074 1,074 1,008 1,074 -	35.6 224.5 93.2 109.1 143.9 52.3	D F F F F D
	SB Approac Intersect EB	ch Total LT Thru RT ch Total ion Total Thru	825 375 600 45 1,020 5,540 2,070	824 339 517 31 887 5,034 1,829	469 1,074 1,074 1,008 1,074 - 1,451	35.6 224.5 93.2 109.1 143.9 52.3 21.0	D F F F F D C
	SB Approac Intersect EB Approac	ch Total LT Thru RT ch Total ion Total Thru RT	825 375 600 45 1,020 5,540 2,070 345	824 339 517 31 887 5,034 1,829 318	469 1,074 1,074 1,008 1,074 - 1,451 1,425	35.6 224.5 93.2 109.1 143.9 52.3 21.0 21.4	D F F F C C
Cion Iris Dr	SB Approac Intersect EB	ch Total LT Thru RT ch Total ion Total Thru RT ch Total	825 375 600 45 1,020 5,540 2,070 345 2,415	824 339 517 31 887 5,034 1,829 318 2,147	469 1,074 1,074 1,008 1,074 - 1,451 1,451 1,425 1,451	35.6 224.5 93.2 109.1 143.9 52.3 21.0 21.4 21.1	D F F C C C
Glen Iris Dr	SB Approac Intersect EB Approac WB	ch Total LT Thru RT ch Total ion Total Thru RT ch Total LT	825 375 600 45 1,020 5,540 2,070 345 2,415 340	824 339 517 31 887 5,034 1,829 318 2,147 336	469 1,074 1,074 1,008 1,074 - 1,451 1,455 1,451 520	35.6 224.5 93.2 109.1 143.9 52.3 21.0 21.4 21.1 91.7	D F F C C C C F
Glen Iris Dr	SB Approac Intersect EB Approac WB Approac	ch Total LT Thru RT ch Total ion Total Thru RT ch Total LT Thru	825 375 600 45 1,020 5,540 2,070 345 2,415 340 1,210	824 339 517 31 887 5,034 1,829 318 2,147 336 1,121	469 1,074 1,074 1,008 1,074 - 1,451 1,451 1,451 520 246	35.6 224.5 93.2 109.1 143.9 52.3 21.0 21.4 21.1 91.7 17.7	D F F C C C C F B
Glen Iris Dr	SB Approac Intersect EB Approac WB	ch Total LT Thru RT ch Total ion Total Thru RT ch Total LT Thru ch Total	825 375 600 45 1,020 5,540 2,070 345 2,415 340 1,210 1,550	824 339 517 31 887 5,034 1,829 318 2,147 336 1,121 1,457	469 1,074 1,074 1,008 1,074 - 1,451 1,451 1,451 520 246 520	35.6 224.5 93.2 109.1 143.9 52.3 21.0 21.4 21.1 91.7 17.7 34.8	D F F C C C C F B C
Glen Iris Dr	SB Approac Intersect EB Approac WB Approac NB	ch Total LT Thru RT ch Total ion Total Thru RT ch Total LT Thru ch Total LT	825 375 600 45 1,020 5,540 2,070 345 2,415 340 1,210 1,550 305	824 339 517 31 887 5,034 1,829 318 2,147 336 1,121 1,457 353	469 1,074 1,074 1,008 1,074 - 1,451 1,451 1,451 520 246 520 954	35.6 224.5 93.2 109.1 143.9 52.3 21.0 21.4 21.1 91.7 17.7 34.8 63.0	D F F C C C C F B C E

Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
FR	LT	330	483	281	51.6	D
60	Thru	1,890	1,701	266	9.5	Α
Approa	ch Total	2,220	2,184	281	18.8	В
WB	Thru	1,120	1,073	420	20.1	c
	RT	290	291	326	16.8	В
Approa	ch Total	1,410	1,364	420	19.4	В
CD	LT	280	287	253	33.9	С
SB	RT	70	64	253	9.4	Α
Approach Total		350	351	253	29.4	С
Intersection Total		3,980	3,899	-	20.0	В
	LT	165	134	65	13.3	В
EB	Thru	1,925	1,791	502	12.7	В
	RT	80	56	194	13.1	В
Approa	ch Total	2,170	1,981	502	12.8	В
	LT	60	64	74	23.8	С
WB	Thru	1,150	1,110	221	13.4	В
	RT	75	68	0	12.4	В
Approa	ch Total	1,285	1,242	221	13.9	В
	LT	95	86	176	35.0	С
NB	Thru	60	69	176	27.0	С
	RT	75	73	143	20.7	С
		230	228	176	28.0	С
SB		215	212			D
	Thru	35	35	231	32.1	с
	RT	165	173		19.5	В
Approa		415	420	231	28.6	С
Intersection Total		4,100	3,871	-	15.7	В
EB	LT	65		94	7.5	Α
Approa	ch Total	65	71	94	7.5	Α
WB	LT	10	10	85	15.9	В
Approa	ch Total	10	10	85	15.9	В
				0		Α
NB	Thru	5	2	0	19.5	В
						В
				0		В
SB	LT	5	3	0	15.6	В
	Thru	0	0	0	0.0	Α
	RT	25		0	12.0	В
Approa		30	26	0	12.4	В
		175	175	-	10.9	В
	Thru	1,805	1,697	463	23.6	C
EB	RT	245	225	235	2.6	Ā
			1,922	463	21.1	C
Approa	ch Total	2,050	1,922 426	463 307	21.1 31.7	C C
	ch Total LT	2,050 415	426	307	31.7	С
Approa WB	ch Total LT Thru	2,050 415 1,105	426 1,059	307 148	31.7 5.5	С ^
Approat WB Approat	ch Total LT Thru ch Total	2,050 415 1,105 1,520	426 1,059 1,485	307 148 <i>307</i>	31.7 5.5 13.0	C A B
Approa WB	ch Total LT Thru ch Total LT	2,050 415 1,105 1,520 285	426 1,059 1,485 274	307 148 307 237	31.7 5.5 13.0 33.4	C A B C
Approat WB Approat	ch Total LT Thru ch Total LT RT	2,050 415 1,105 1,520	426 1,059 1,485	307 148 <i>307</i>	31.7 5.5 13.0	C A B
	WB Approat SB Approat Intersect EB Approat NB Approat SB Approat SB Approat SB Approat NB Approat SB Approat SB Approat SB Approat	EB Thru Approach Total Thru RT RT Approach Total RT Approach Total RT SB LT SB RT Approach Total I Intersection Total I RT Approach Total Intersection Total I RT Approach Total RT Approach Total RT Approach Total RT Approach Total RT RT Approach Total I EB LT Approach Total RT Approach Total RT Approach Total RT Approach Total RT SB Thru RT Rpproach Total <td>EB Thru 1,890 Approach Total 2,220 WB RT 290 Approach Total 1,410 SB LT 280 RT 70 Approach Total 1,410 SB LT 280 RT 70 Approach Total 3,980 Intersection Total 3,980 LT 165 EB Thru 1,925 RT 80 Approach Total 2,170 LT 60 WB Thru 1,150 RT 75 Approach Total 1,285 LT 95 NB Thru 1,1285 RT 75 Approach Total 230 RT 165 RT 165 RT 165 Approach Total 415 Intersection Total 415 Intersection Total 10 <!--</td--><td>EB Thru 1,890 1,701 Approach Total 2,220 2,184 WB Thru 1,120 1,073 RT 290 291 Approach Total 1,410 1,364 SB LT 280 287 B RT 70 64 Approach Total 350 351 Intersection Total 350 351 Intersection Total 3,980 3,899 EB Thru 1,925 1,791 RT 80 56 Approach Total 2,170 1,981 EB Thru 1,150 1,110 RT 75 68 Approach Total 1,285 1,242 LT 95 86 NB Thru 60 69 RT 75 73 Approach Total 230 228 LT 215 212 SB Thru 35</td><td>EB Thru 1,890 1,701 266 Approach Total 2,220 2,184 281 WB Thru 1,120 1,073 420 RT 290 291 326 Approach Total 1,410 1,364 420 SB LT 280 287 253 Approach Total 350 351 253 Intersection Total 350 351 253 Intersection Total 3,980 3,899 - LI 105 134 65 EB Thru 1,925 1,791 502 RT 80 56 194 Approach Total 2,170 1,981 502 RT 80 56 194 Approach Total 2,170 1,981 502 RT 75 68 0 0 Approach Total 2,120 1,110 221 RT 75 73</td><td>EB Thru 1,890 1,701 266 9.5 Approach Total 2,220 2,184 281 18.8 WB Thru 1,120 1,073 420 20.1 RT 290 291 326 16.8 Approach Total 1,410 1,364 420 19.4 SB LT 280 287 253 33.9 SB RT 70 64 253 29.4 Intersection Total 3.980 3.889 - 20.0 LI 165 134 65 13.3 EB Thru 1,925 1,791 502 12.7 RT 80 56 194 13.1 Approach Total 2.170 1.981 502 12.8 UT 60 64 74 23.8 WB Thru 1,150 1,110 221 13.4 Approach Total 1,285 1,242 221</td></td>	EB Thru 1,890 Approach Total 2,220 WB RT 290 Approach Total 1,410 SB LT 280 RT 70 Approach Total 1,410 SB LT 280 RT 70 Approach Total 3,980 Intersection Total 3,980 LT 165 EB Thru 1,925 RT 80 Approach Total 2,170 LT 60 WB Thru 1,150 RT 75 Approach Total 1,285 LT 95 NB Thru 1,1285 RT 75 Approach Total 230 RT 165 RT 165 RT 165 Approach Total 415 Intersection Total 415 Intersection Total 10 </td <td>EB Thru 1,890 1,701 Approach Total 2,220 2,184 WB Thru 1,120 1,073 RT 290 291 Approach Total 1,410 1,364 SB LT 280 287 B RT 70 64 Approach Total 350 351 Intersection Total 350 351 Intersection Total 3,980 3,899 EB Thru 1,925 1,791 RT 80 56 Approach Total 2,170 1,981 EB Thru 1,150 1,110 RT 75 68 Approach Total 1,285 1,242 LT 95 86 NB Thru 60 69 RT 75 73 Approach Total 230 228 LT 215 212 SB Thru 35</td> <td>EB Thru 1,890 1,701 266 Approach Total 2,220 2,184 281 WB Thru 1,120 1,073 420 RT 290 291 326 Approach Total 1,410 1,364 420 SB LT 280 287 253 Approach Total 350 351 253 Intersection Total 350 351 253 Intersection Total 3,980 3,899 - LI 105 134 65 EB Thru 1,925 1,791 502 RT 80 56 194 Approach Total 2,170 1,981 502 RT 80 56 194 Approach Total 2,170 1,981 502 RT 75 68 0 0 Approach Total 2,120 1,110 221 RT 75 73</td> <td>EB Thru 1,890 1,701 266 9.5 Approach Total 2,220 2,184 281 18.8 WB Thru 1,120 1,073 420 20.1 RT 290 291 326 16.8 Approach Total 1,410 1,364 420 19.4 SB LT 280 287 253 33.9 SB RT 70 64 253 29.4 Intersection Total 3.980 3.889 - 20.0 LI 165 134 65 13.3 EB Thru 1,925 1,791 502 12.7 RT 80 56 194 13.1 Approach Total 2.170 1.981 502 12.8 UT 60 64 74 23.8 WB Thru 1,150 1,110 221 13.4 Approach Total 1,285 1,242 221</td>	EB Thru 1,890 1,701 Approach Total 2,220 2,184 WB Thru 1,120 1,073 RT 290 291 Approach Total 1,410 1,364 SB LT 280 287 B RT 70 64 Approach Total 350 351 Intersection Total 350 351 Intersection Total 3,980 3,899 EB Thru 1,925 1,791 RT 80 56 Approach Total 2,170 1,981 EB Thru 1,150 1,110 RT 75 68 Approach Total 1,285 1,242 LT 95 86 NB Thru 60 69 RT 75 73 Approach Total 230 228 LT 215 212 SB Thru 35	EB Thru 1,890 1,701 266 Approach Total 2,220 2,184 281 WB Thru 1,120 1,073 420 RT 290 291 326 Approach Total 1,410 1,364 420 SB LT 280 287 253 Approach Total 350 351 253 Intersection Total 350 351 253 Intersection Total 3,980 3,899 - LI 105 134 65 EB Thru 1,925 1,791 502 RT 80 56 194 Approach Total 2,170 1,981 502 RT 80 56 194 Approach Total 2,170 1,981 502 RT 75 68 0 0 Approach Total 2,120 1,110 221 RT 75 73	EB Thru 1,890 1,701 266 9.5 Approach Total 2,220 2,184 281 18.8 WB Thru 1,120 1,073 420 20.1 RT 290 291 326 16.8 Approach Total 1,410 1,364 420 19.4 SB LT 280 287 253 33.9 SB RT 70 64 253 29.4 Intersection Total 3.980 3.889 - 20.0 LI 165 134 65 13.3 EB Thru 1,925 1,791 502 12.7 RT 80 56 194 13.1 Approach Total 2.170 1.981 502 12.8 UT 60 64 74 23.8 WB Thru 1,150 1,110 221 13.4 Approach Total 1,285 1,242 221

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
		LT	140	143	219	11.9	В
	EB	Thru	2,230	2,126	219	4.3	Α
		RT	15	18	219	0.4	Α
	Approa	ch Total	2,385	2,287	219	4.7	А
		LT	20	14	22	12.7	В
	WB	Thru	1,330	1,292	384	5.3	Α
		RT	55	51	347	3.2	Α
Barnett St	Approach Tctal		1,405	1,357	384	5.3	Α
		LT	25	27	44	45.3	D
	NB	Thru	5	3	38	43.6	D
		RT	20	22	0	13.6	В
	Approa	ch Total	50	52	44	31.8	С
		LT	120	117	127	36.9	D
	SB	Thru	5	9	219	37.3	D
		RT	165	171	219	41.7	D
	Approa	ch Total	290	297	219	39.7	D
	Intersect	ion Total	4,130	3,993	-	7.9	A
		LT	105	91	172	41.0	D
	EB	Thru	2,070	1,992	397	12.9	В
		RT	5	4	358	9.3	Α
	Approa	ch Total	2,180	2,087	397	14.1	В
		LT	0	0	0	0.0	Α
	WB	Thru	1,365	1,346	246	7.1	Α
		RT	85	80	219	5.6	Α
	Approach Tctal		1,450	1,426	246	7.0	Α
Frederica St		LT	0	0	0	0.0	Α
	NB	Thru	0	0	0	0.0	Α
		RT	10	10	0	15.8	В
	Approach Tctal		10	10	0	15.8	В
		LT	120	117	181	36.6	D
	SB	Thru	0	0	181	0.0	Α
		RT	130	122	160	23.1	С
	Approach Total		250	239	181	29.7	С
	Intersect	ion Total	3,890	3,762	-	12.4	В
Highland Ave		LT	230	231	200	21.8	C
	EB	Thru	1,785	1,688	552	28.8	С
		RT	215	209	200	14.2	B
	Approach Total		2,230	2,128	552	26.6	С
	WB	LT	110	113	84	25.4	С
		Thru	1,240	1,183	515	20.0	B
		RT	185	211	107	20.7	C
	Approach Total		1,535	1,507	515	20.5	С
	NB		125	135	453	53.9	D
		Thru	380	379	453	41.0	D
	4	RT	80	74	351	40.6	D
	Approa	ch Total	585	588	453	43.9	D
	SB		210	192	309	61.1	E
		Thru	415	418	860	45.3	D
	Arrest	RT ch Tetal	85	96	215	42.0	D
		ch Total	710	706	860	49.1	D
	intersect	ion Total	5,060	4,929	-	30.0	С

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
	EB	LT	220	223	1,346	79.3	E
		Thru	1,555	1,433	1,363	27.2	С
		RT	300	277	1,263	25.9	С
	Approach Total		2,075	1,933	1,363	33.0	С
	WB	LT	170	153	965	231.5	E .
		Thru	1,160	1,145	962	42.0	D
Moreland Ave		RT	40	39	962	34.3	С
	Approach Total		1,370	1,337	965	63.5	Ε
	NB	LT	230	233	711	266.5	F
		Thru	450	442	711	38.0	D
		RT	180	182	578	28.9	C
	Approach Total		860	857	711	98.2	F
	SB	LT	110	111	127	31.1	С
		Thru	940	934	428	34.2	С
		RT	145	129	0	31.3	С
	Approach Total		1,195	1,174	428	33.6	С
	Intersect	ion Total	5,500	5,301	-	51.4	D