

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

**Atlanta, Georgia**

**P.I. # 0010350**

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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).

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

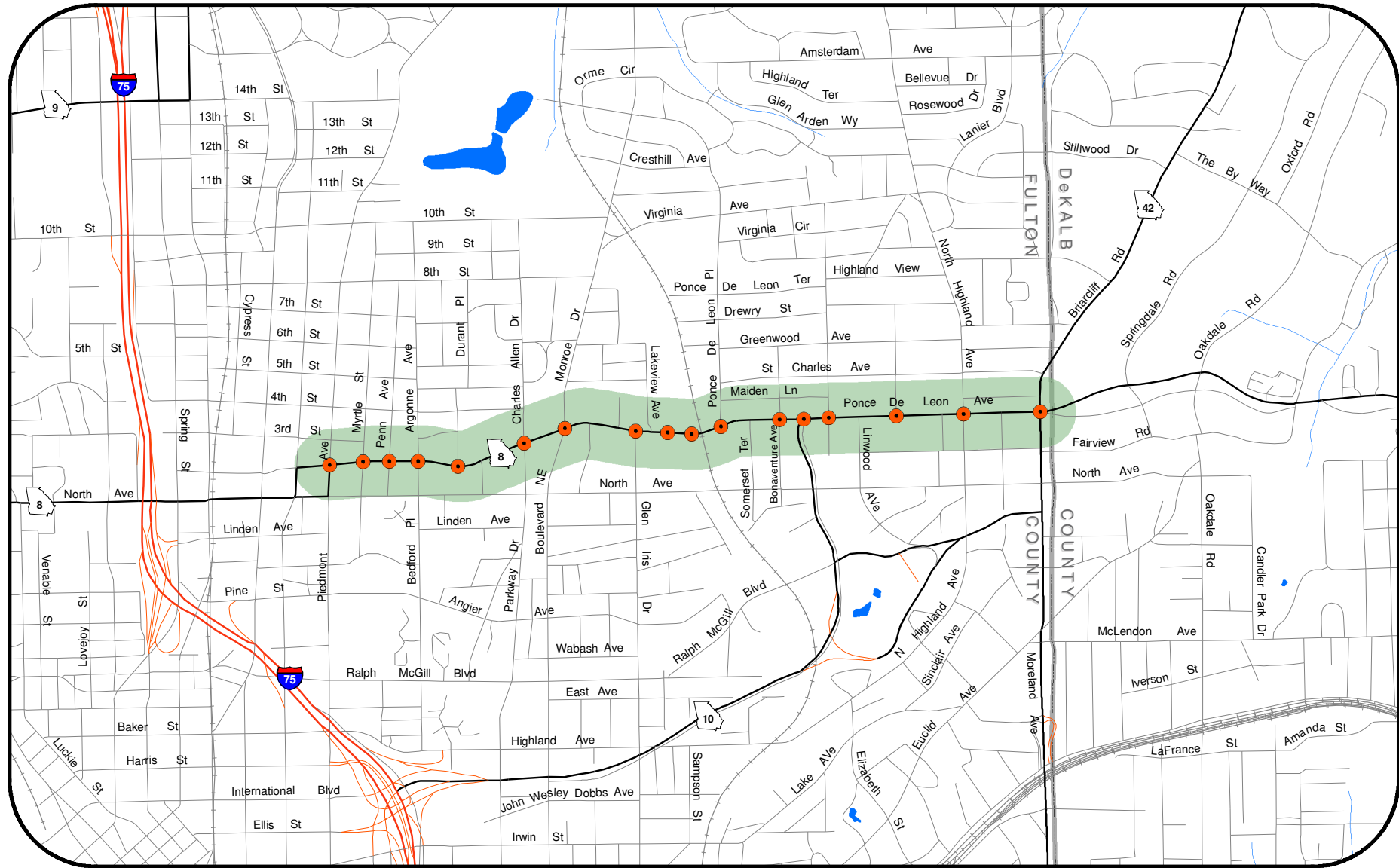
Intersection	AM Peak			PM Peak		
	2011 NB	2035 NB	2035 Build	2011 NB	2035 NB	2035 Build
	LOS	LOS	LOS	LOS	LOS	LOS
Piedmont Ave	B	B	C	A	B	D
Myrtle St	A	A	A	A	B	C
Penn Ave	A	B	B	A	B	D
Argonne Ave	B	B	A	B	A	D
Durant Pl	A	A	A	A	A	D
Charles Allen Dr	A	B	B	B	A	E
Boulevard	C	C	D	C	C	D
Glen Iris Dr	B	B	C	C	C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

# **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 un-signalized 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.





	<b>Legend</b>	
	<ul style="list-style-type: none"> <li> Intersections Analyzed</li> <li> Project Corridor</li> <li> Stream</li> <li> Railroad</li> <li> Lake/Pond</li> </ul>	<ul style="list-style-type: none"> <li> Local Roadway Facility</li> <li> Interstate</li> <li> Ramp</li> <li> State Highway</li> </ul>

# Study Area

Figure 1

## **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.

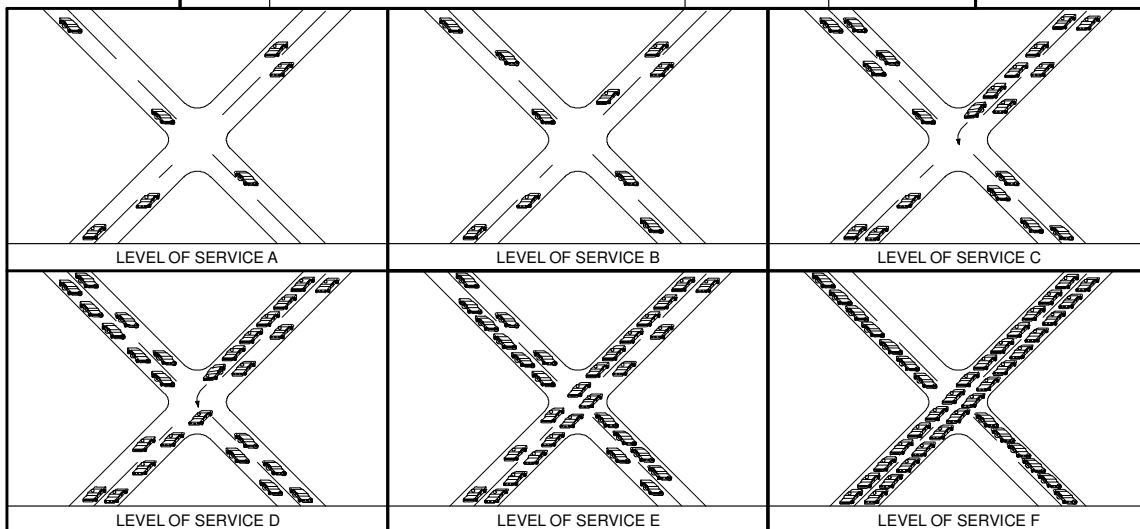
### **Micro-Simulation Model**

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.

LEVEL OF SERVICE	DESCRIPTION	SIGNALIZED INTERSECTION MAXIMUM DELAY (In Seconds)	UNSIGNALIZED INTERSECTION MAXIMUM DELAY (In Seconds)
A	LITTLE OR NO DELAY. At signalized intersections, no vehicle must wait longer than one signal in order to travel through the intersection.	10.0	10.0
B	SHORT DELAYS. At signalized intersections, a vehicle might have to wait through more than one signal indication to pass through the intersection on a rare occasion.	20.0	15.0
C	AVERAGE DELAYS. At signalized intersections, a vehicle would be required to wait through more than one signal indication to pass through the intersection on an intermittent basis, and occasionally backups could occur behind left turning vehicles.	35.0	25.0
D	LONG DELAYS. At signalized intersections, delays may become extensive with some vehicles requiring two or more signal indications to pass through the intersection. However, sufficient signal cycles with lower demand are available to permit the periodic clearance of the intersection.	55.0	35.0
E	VERY LONG DELAYS. At signalized intersections, very long queues and high levels of congestion are prevalent which result in lengthy delays.	80.0	50.0
F	EXCESSIVELY LONG DELAYS. The capacity of the roadway or intersection has been exceeded resulting in extremely high levels of congestion.	>80.0	>50.0



## Level of Service Definitions and Criteria

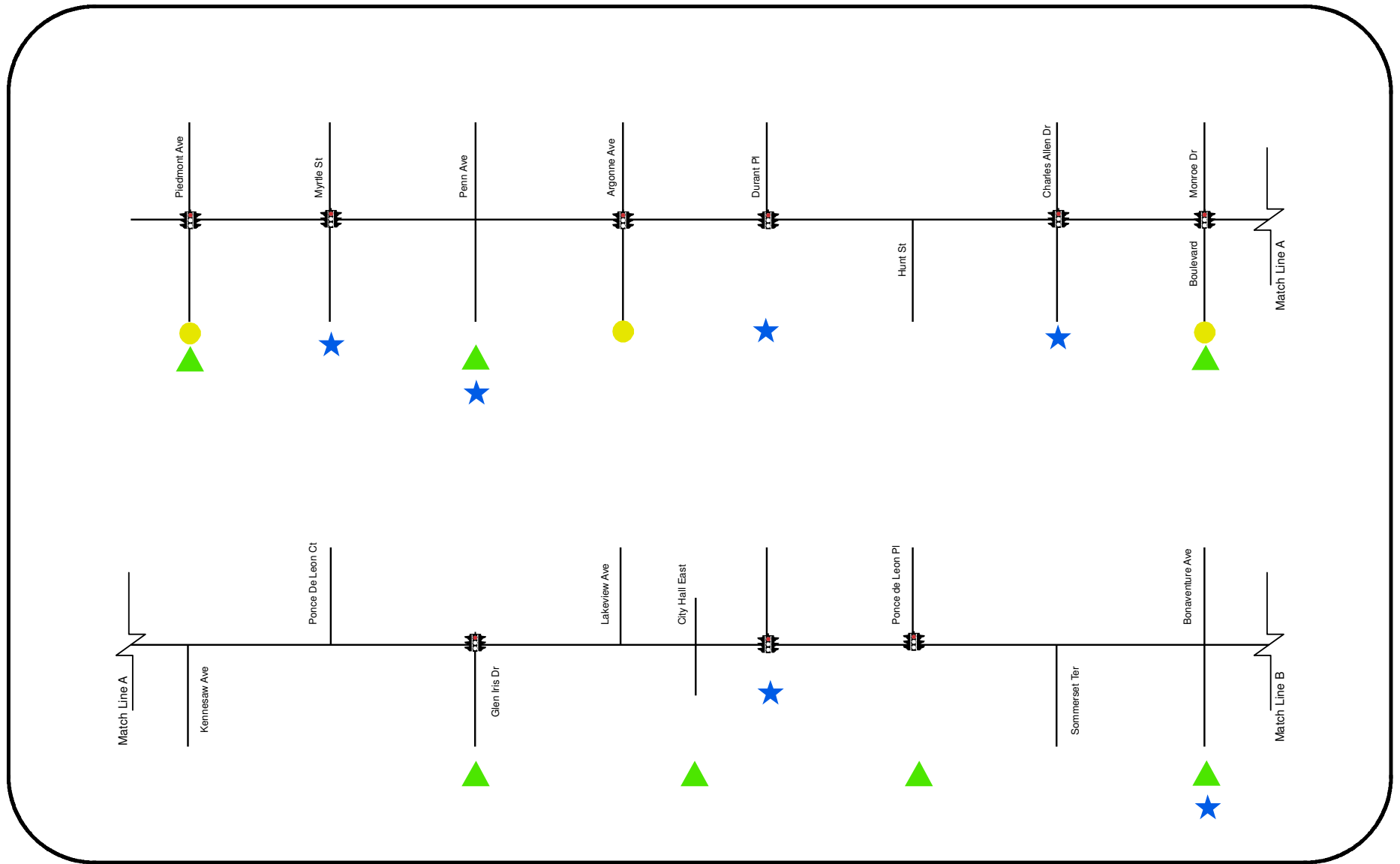
Figure 2

## **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.



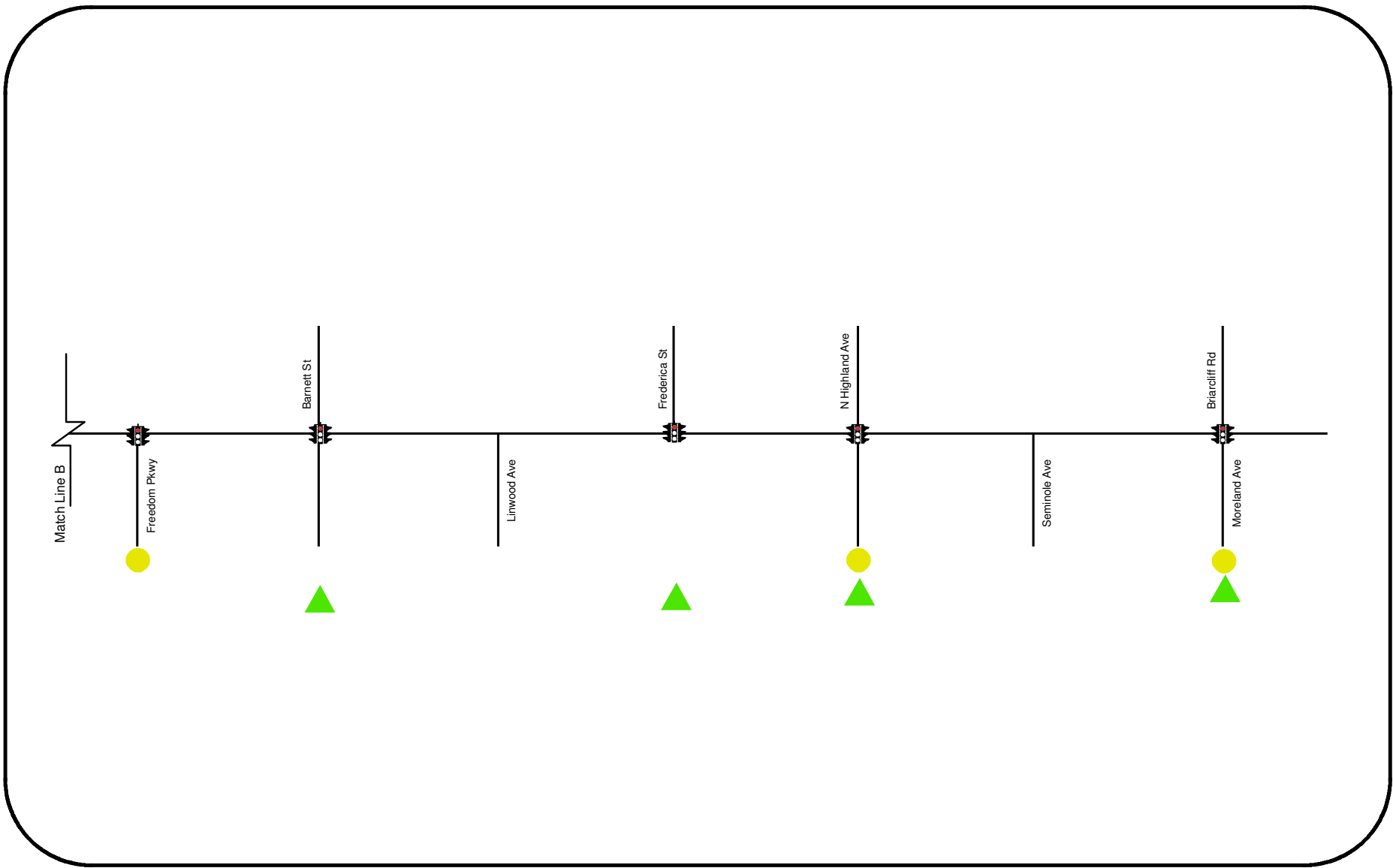
Not to Scale

**Legend**

-  Existing Traffic Signal
-  2011 TMC Counts from RTOP
-  2007 TMC Counts from Previous Study
-  2011 New TMC Counts





# Intersection Data Inventory

Figure 3



Not to Scale

### Legend

-  Existing Traffic Signal
-  2011 TMC Counts from RTOP
-  2007 TMC Counts from Previous Study
-  2011 New TMC Counts

# Intersection Data Inventory

Figure 3 (cont)



## **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.

**Table 2 – 2011 Existing Conditions LOS Summary by Approach**

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

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

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

## 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.

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

<b>Segment</b>	<b>2010</b>	<b>2016</b>	<b>2030</b>	<b>2040</b>	<b>'10-'16 Growth</b>	<b>'16-'30 Growth</b>	<b>'30-'40 Growth</b>
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%
<b>Average Corridor Growth (/yr)</b>	-	-	-	-	<b>0.68%</b>	<b>1.57%</b>	<b>0.61%</b>

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.

**Table 4 – 2015 No Build LOS Summary by Approach**

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

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

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

**Table 5 – 2035 No Build LOS Summary by Approach**

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



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

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

### 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.

**Table 6 – 2015 Build LOS Summary by Approach**

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

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

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

**Table 7 – 2035 Build LOS Summary by Approach**

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

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

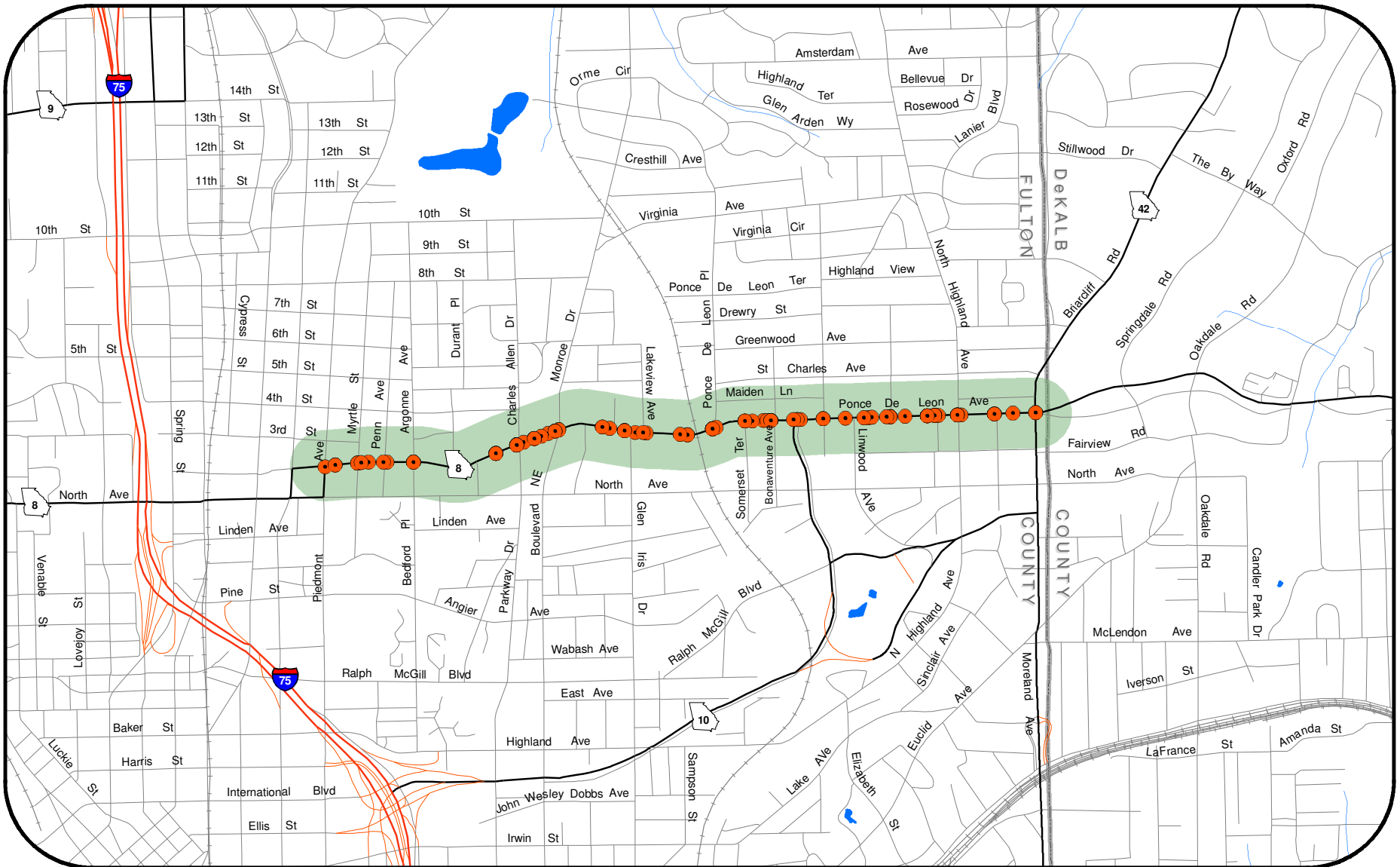
Intersection	Approach	AM Peak Hour		PM Peak Hour	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS
Ponce de Leon Pl	EB	11.6	B	12.8	B
	WB	11.1	B	13.9	B
	NB	42.0	D	28.0	C
	SB	33.9	C	28.6	C
	<b>Total</b>	<b>14.7</b>	<b>B</b>	<b>15.7</b>	<b>B</b>
Bonaventure Ave	EB	4.4	A	7.5	A
	WB	2.4	A	15.9	B
	NB	8.6	A	13.0	B
	SB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

## 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.

**Table 8  
Accident History**

Year	Accidents								Injury	Fatal	Pedestrians Involved
	Rear-end	Side-swipe	Angle	Head-on	Struck Object	Run off	Other	Total			
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
<b>Totals:</b>	<b>1,922</b>	<b>983</b>	<b>2,093</b>	<b>141</b>			<b>269</b>	<b>5,408</b>	<b>1,581</b>	<b>12</b>	<b>112</b>



	<p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Project Corridor</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #FFA500; border-radius: 50%; border: 1px solid black; margin-right: 5px;"></span> Pedestrian Collisions</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid #00BFFF; margin-right: 5px;"></span> Stream</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid #FF0000; margin-right: 5px;"></span> Interstate</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid #FF4500; margin-right: 5px;"></span> Ramp</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid #000000; margin-right: 5px;"></span> Railroad</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #0000FF; border: 1px solid black; margin-right: 5px;"></span> Lake/Pond</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid #000000; margin-right: 5px;"></span> Local Roadway Facility</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid #FF0000; margin-right: 5px;"></span> Interstate</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid #FF4500; margin-right: 5px;"></span> Ramp</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid #000000; margin-right: 5px;"></span> State Highway</li> </ul>	<h1 style="margin: 0;">Pedestrian Collision Locations</h1>
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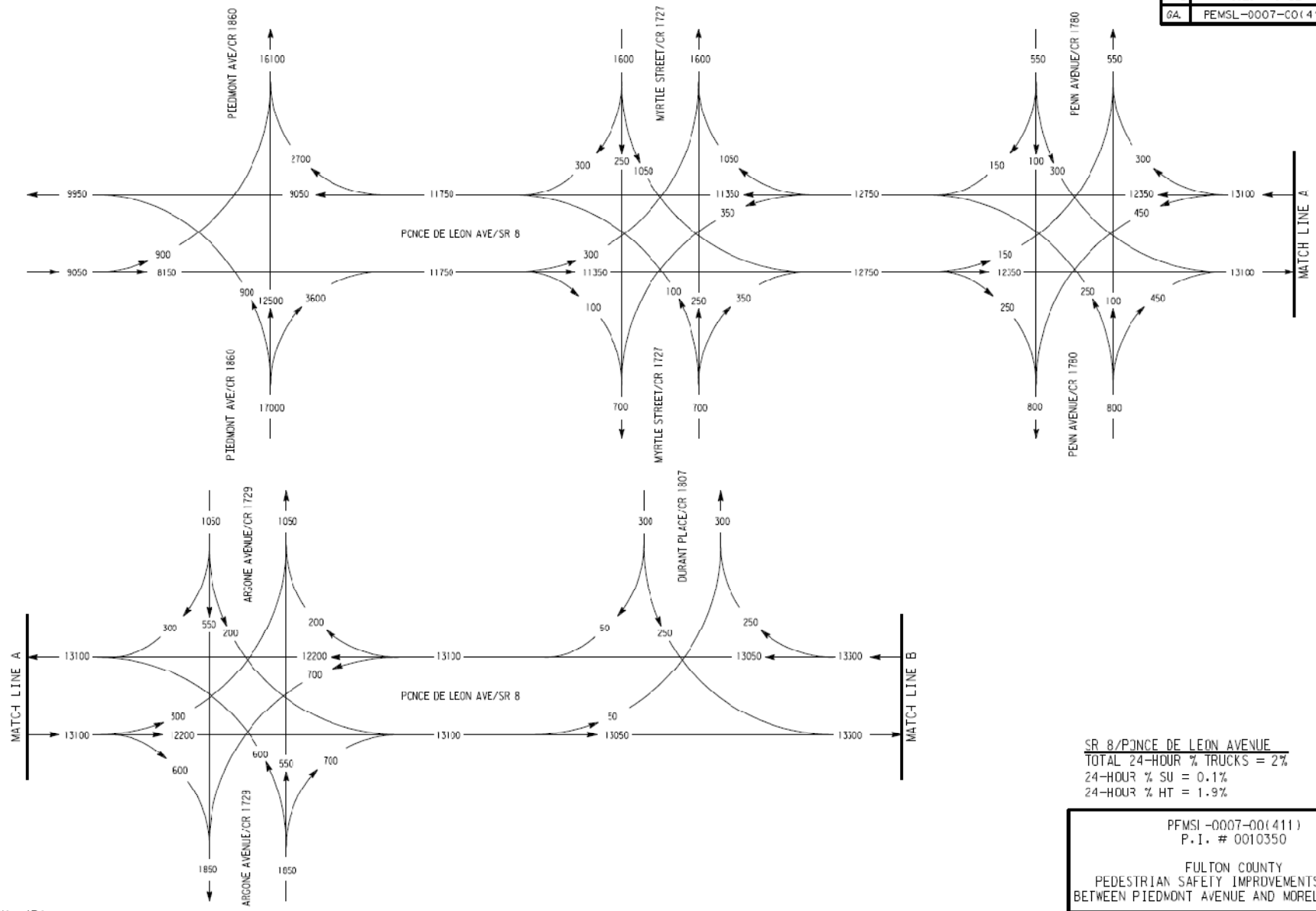
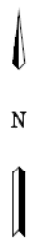
Figure 4



**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)**

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	FEMSL-0007-CO(411)	1	32



PREPARED BY: JRA

2011 ADT



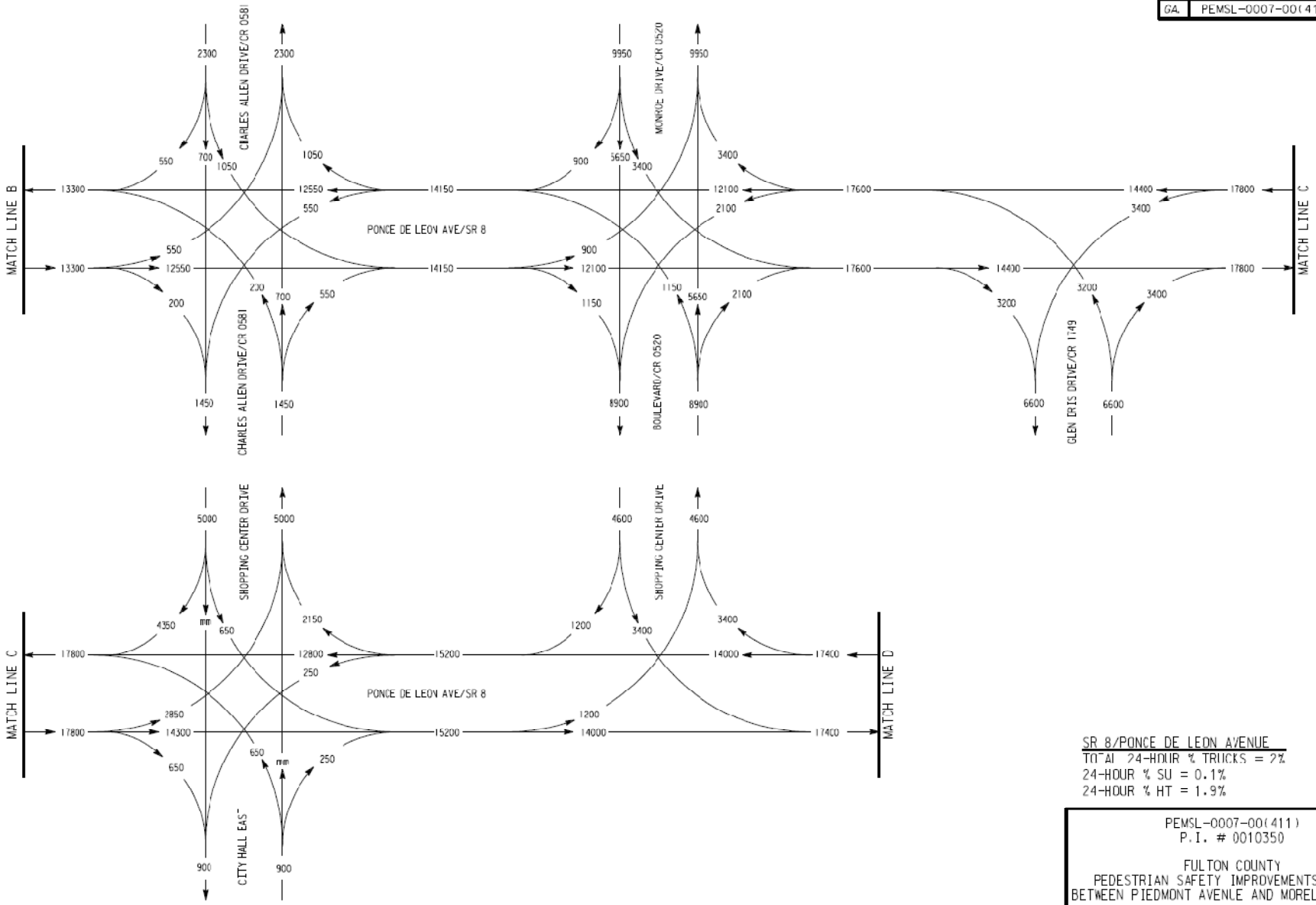
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
DEPARTMENT  
OF  
TRANSPORTATION  
OFFICE OF  
PROGRAM DELIVERY

GEORGIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC DIAGRAMS  
SR 8 PEDESTRIAN  
SAFETY IMPROVEMENTS

DRAWING NO.  
10-01

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	2	32



SR 8/PONCE DE LEON AVENUE  
 TOTAL 24-HOUR % TRUCKS = 2%  
 24-HOUR % SU = 0.1%  
 24-HOUR % HT = 1.9%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE

PREPARED BY: JPA

2011 ADT



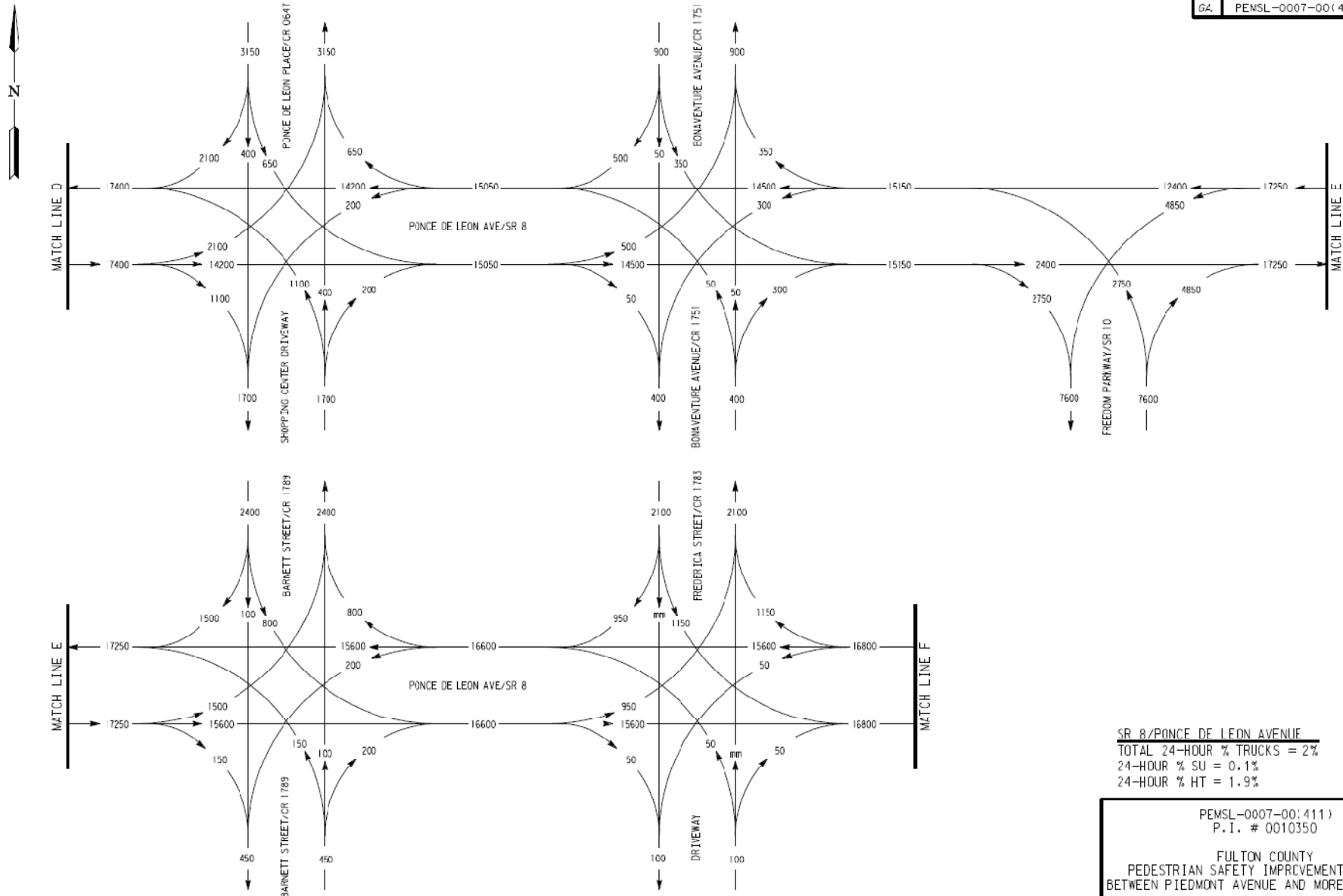
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-02

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PENSL-0007-00(411)	3	32



SR 8/PONCE DE LEON AVENUE  
TOTAL 24-HOUR % TRUCKS = 2%  
24-HOUR % SU = 0.1%  
24-HOUR % HT = 1.9%

PENSL-0007-00(411)  
P.I. # 0010350

FULTON COUNTY  
PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE

PREPARED BY: JRA

2011 ADT



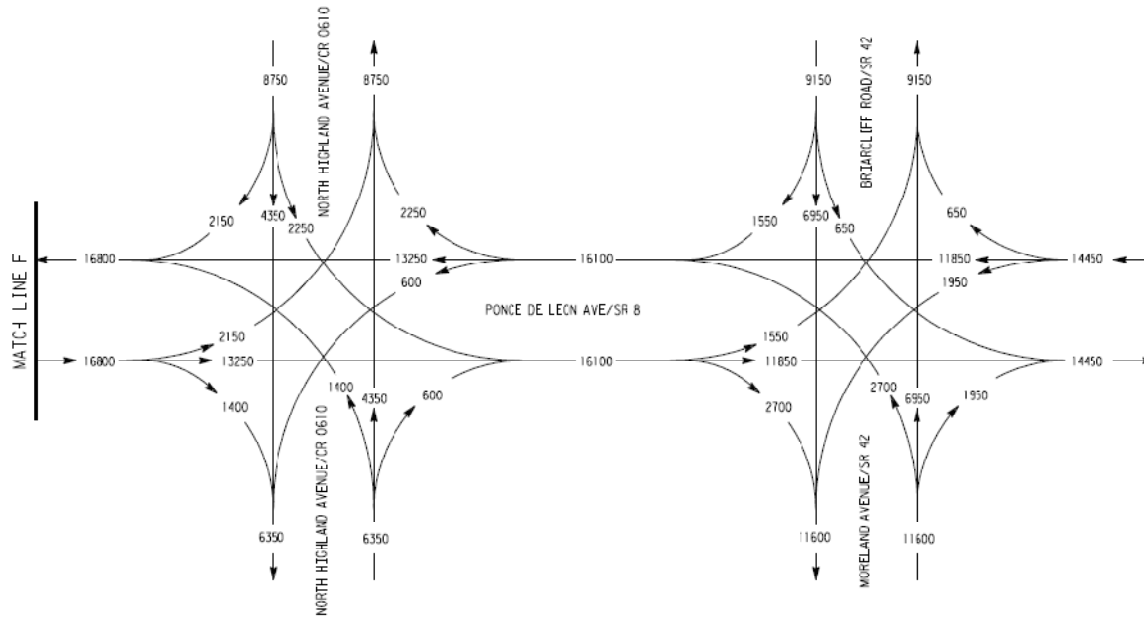
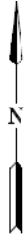
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
DEPARTMENT  
OF  
TRANSPORTATION  
OFFICE OF  
PROGRAM DELIVERY

GEORGIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC DIAGRAMS  
SR 8 PEDESTRIAN  
SAFETY IMPROVEMENTS

DRAWING NO.  
10-03

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	4	32



SR 8/PONCE DE LEON AVENUE  
 TOTAL 24-HOUR % TRUCKS = 2%  
 24-HOUR % SU = 0.1%  
 24-HOUR % HT = 1.9%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE

PREPARED BY: JRA

2011 ADT

**ATKINS**

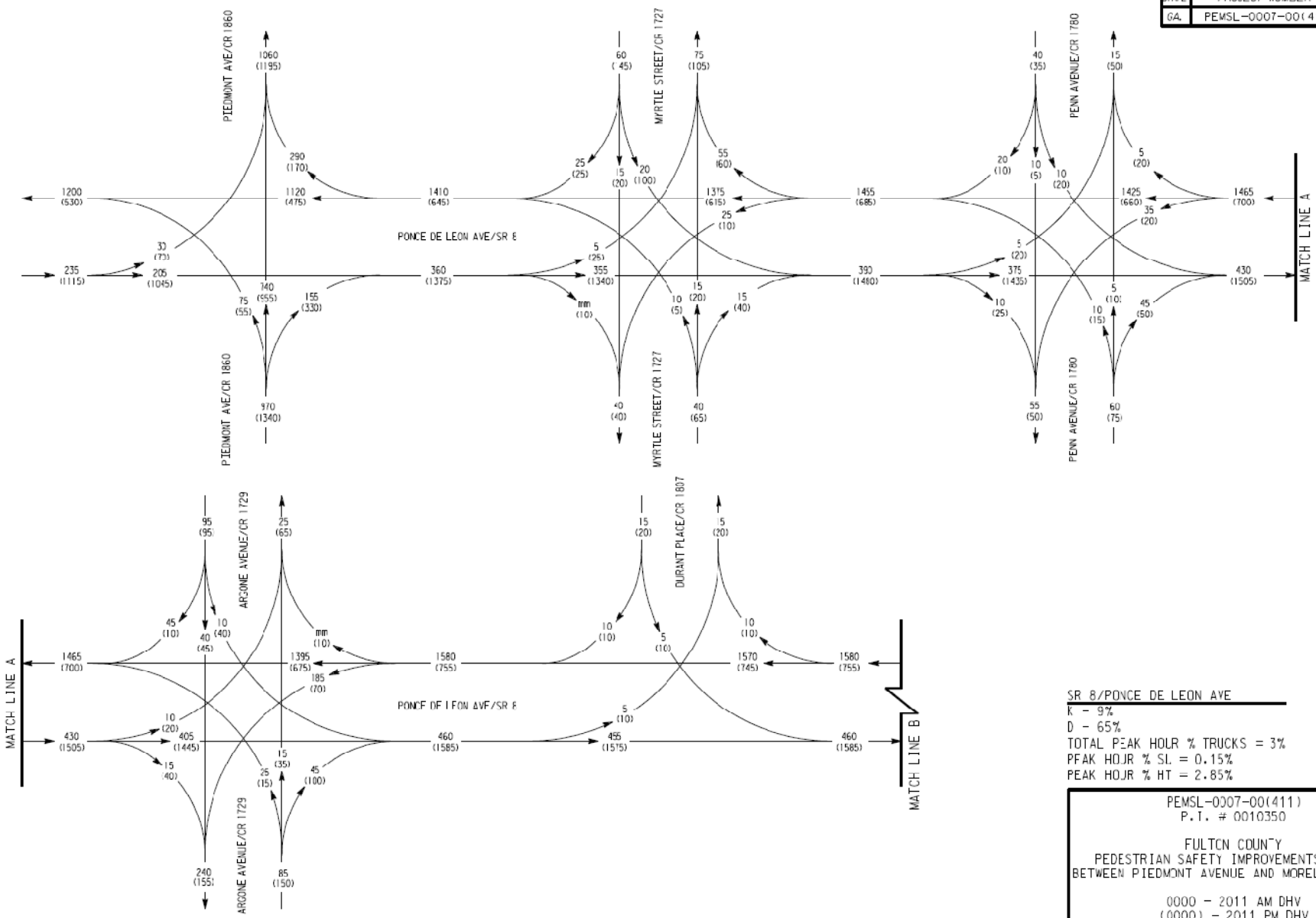
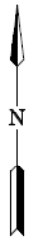
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-04

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	5	32



SR 8/PONCE DE LEON AVE  
 K - 9%  
 D - 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PFAK HOJR % SL = 0.15%  
 PEAK HOJR % HT = 2.85%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2011 AM DHV  
 (0000) - 2011 PM DHV

PREPARED BY: JRA

2011 DHV

**ATKINS**

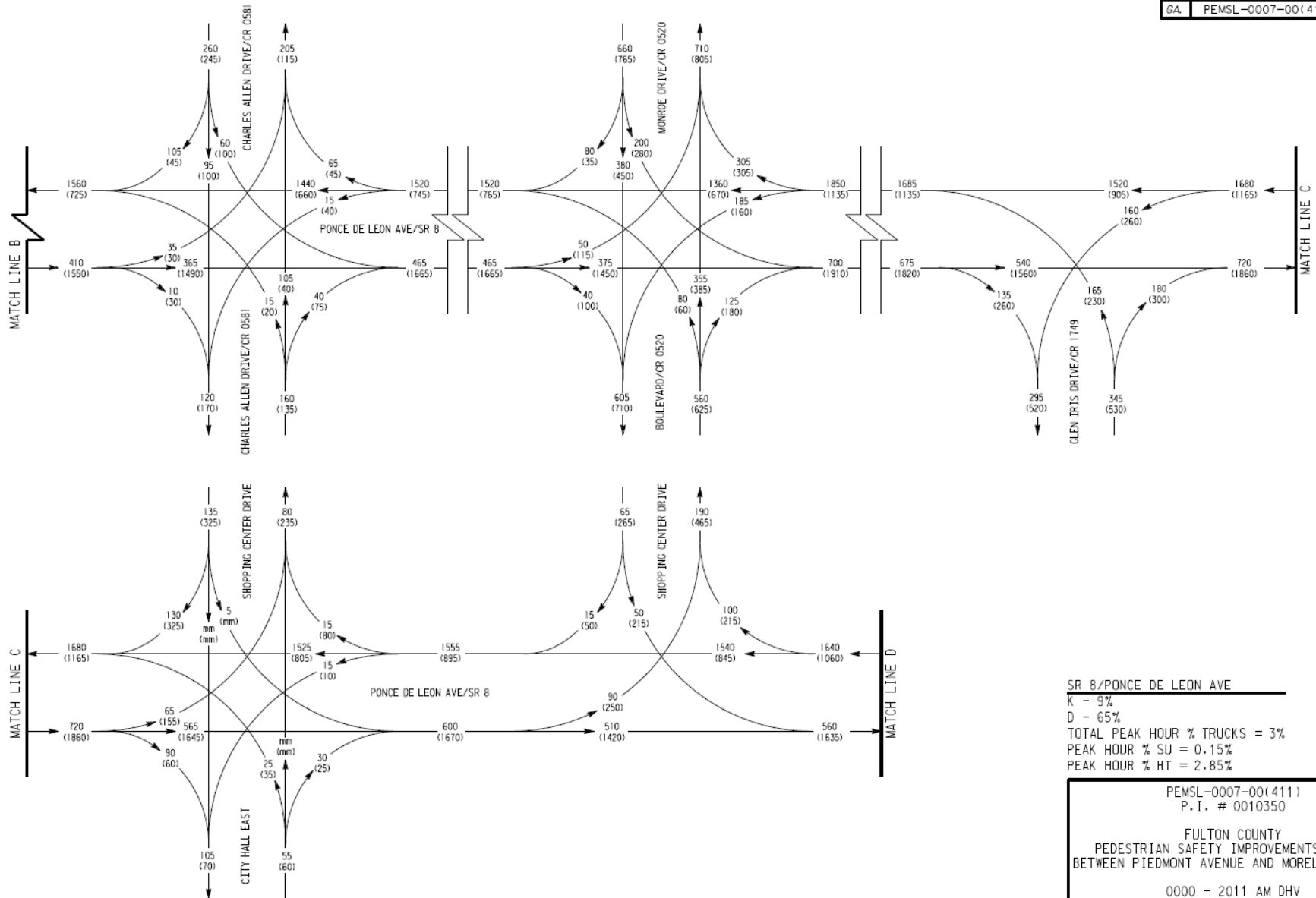
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-05

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	6	32



SR 8/PONCE DE LEON AVE  
 K - 9%  
 D - 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PEAK HOUR % SU = 0.15%  
 PEAK HOUR % HT = 2.85%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2011 AM DHV  
 (0000) - 2011 PM DHV

PREPARED BY: JRA

2011 DHV



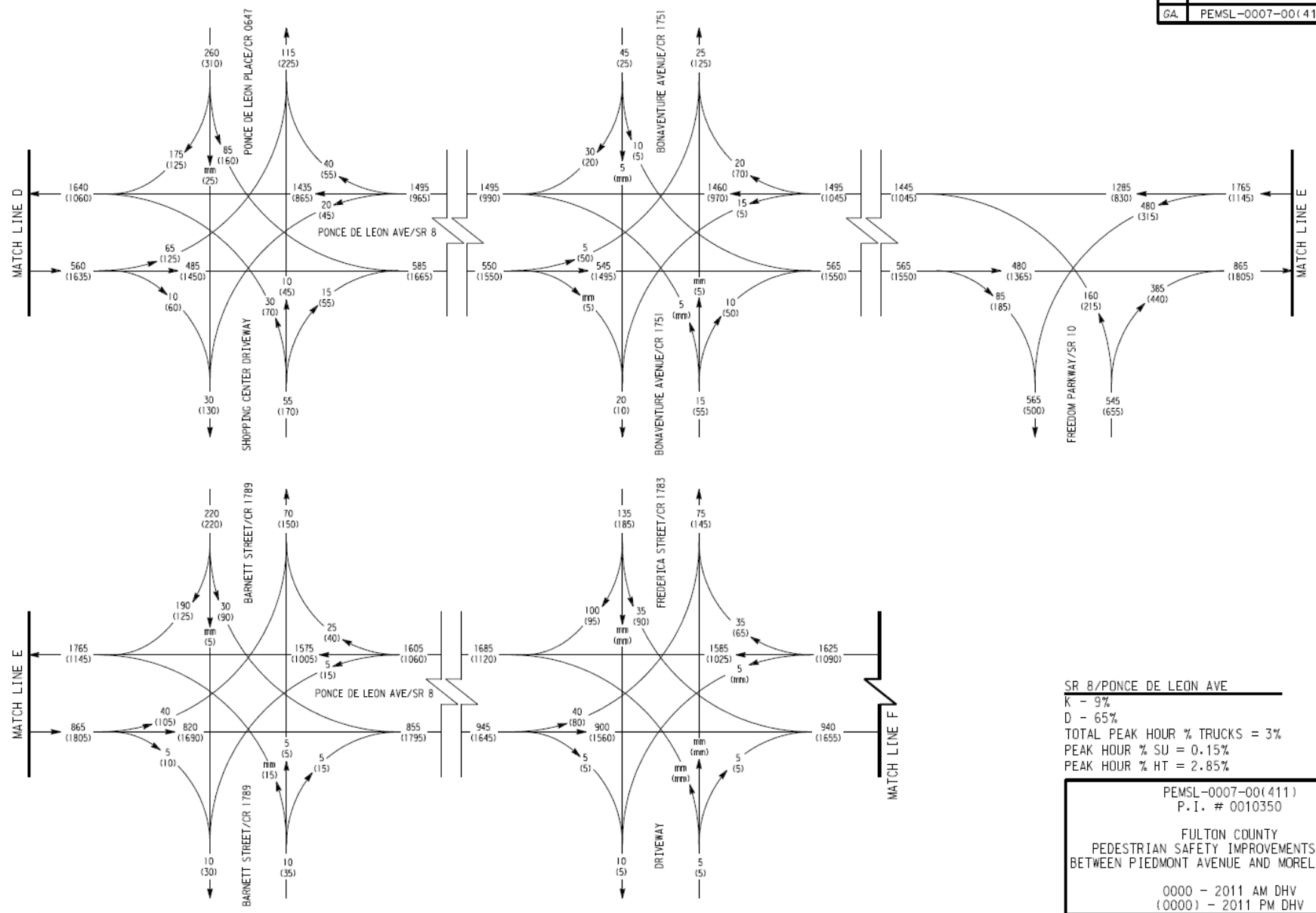
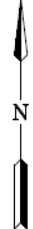
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-06

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	7	32



SR 8/PONCE DE LEON AVE  
 K - 9%  
 D - 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PEAK HOUR % SU = 0.15%  
 PEAK HOUR % HT = 2.85%

PEMSL-0007-00(411)  
 P. I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2011 AM DHV  
 (0000) - 2011 PM DHV

PREPARED BY: JRA

2011 DHV



DATE	REVISIONS	DATE	REVISIONS

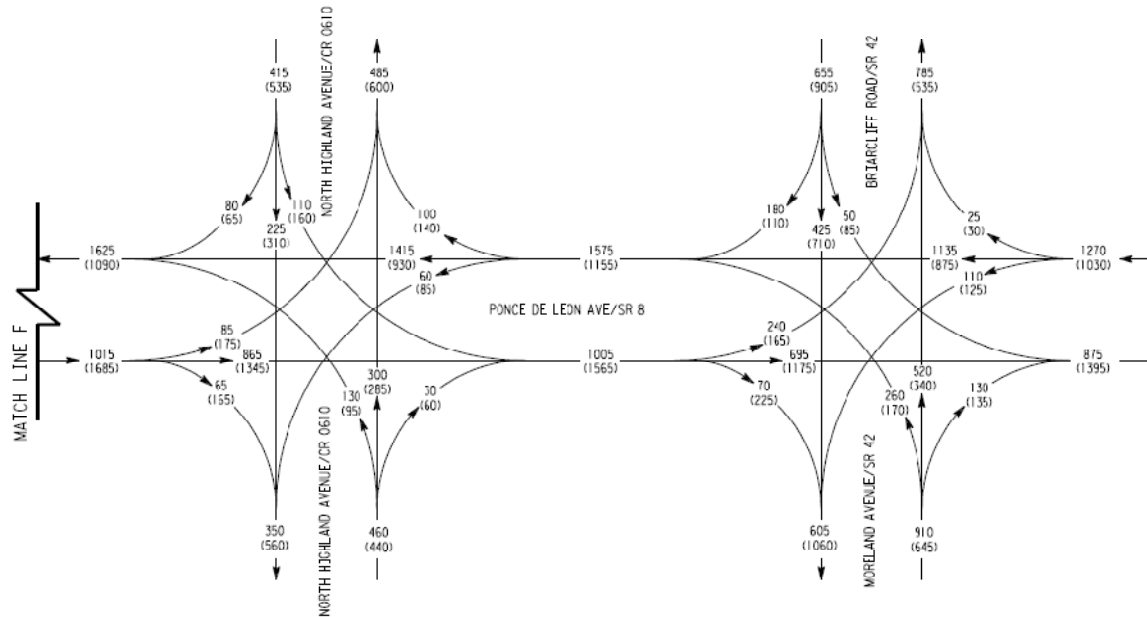
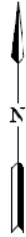
STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-07



STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	8	32



SR 8/PONCE DE LEON AVE  
 K - 9%  
 D - 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PEAK HOUR % SU = 0.15%  
 PEAK HOUR % HT = 2.85%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2011 AM DHV  
 (0000) - 2011 PM DHV

PREPARED BY: JRA

2011 DHV

**ATKINS**

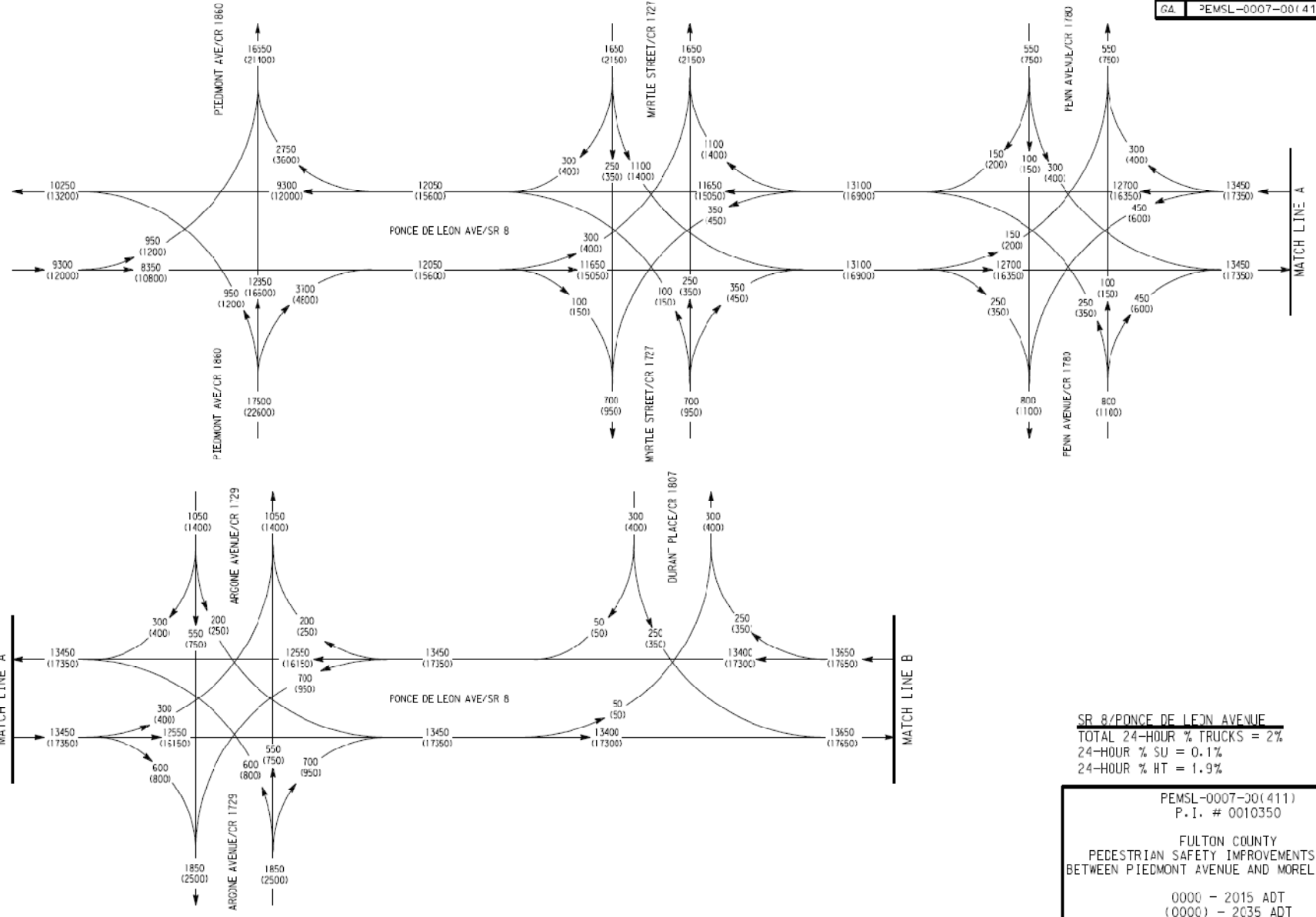
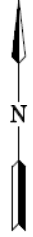
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-08

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	9	17



SR 8/PONCE DE LEON AVENUE  
TOTAL 24-HOUR % TRUCKS = 2%  
24-HOUR % SU = 0.1%  
24-HOUR % HT = 1.9%

PEMSL-0007-00(411)  
P.I. # 0010350

FULTON COUNTY  
PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE

0000 - 2015 ADT  
(0000) - 2035 ADT

PREPARED BY: JRA

FUTURE NO-BUILD ADT



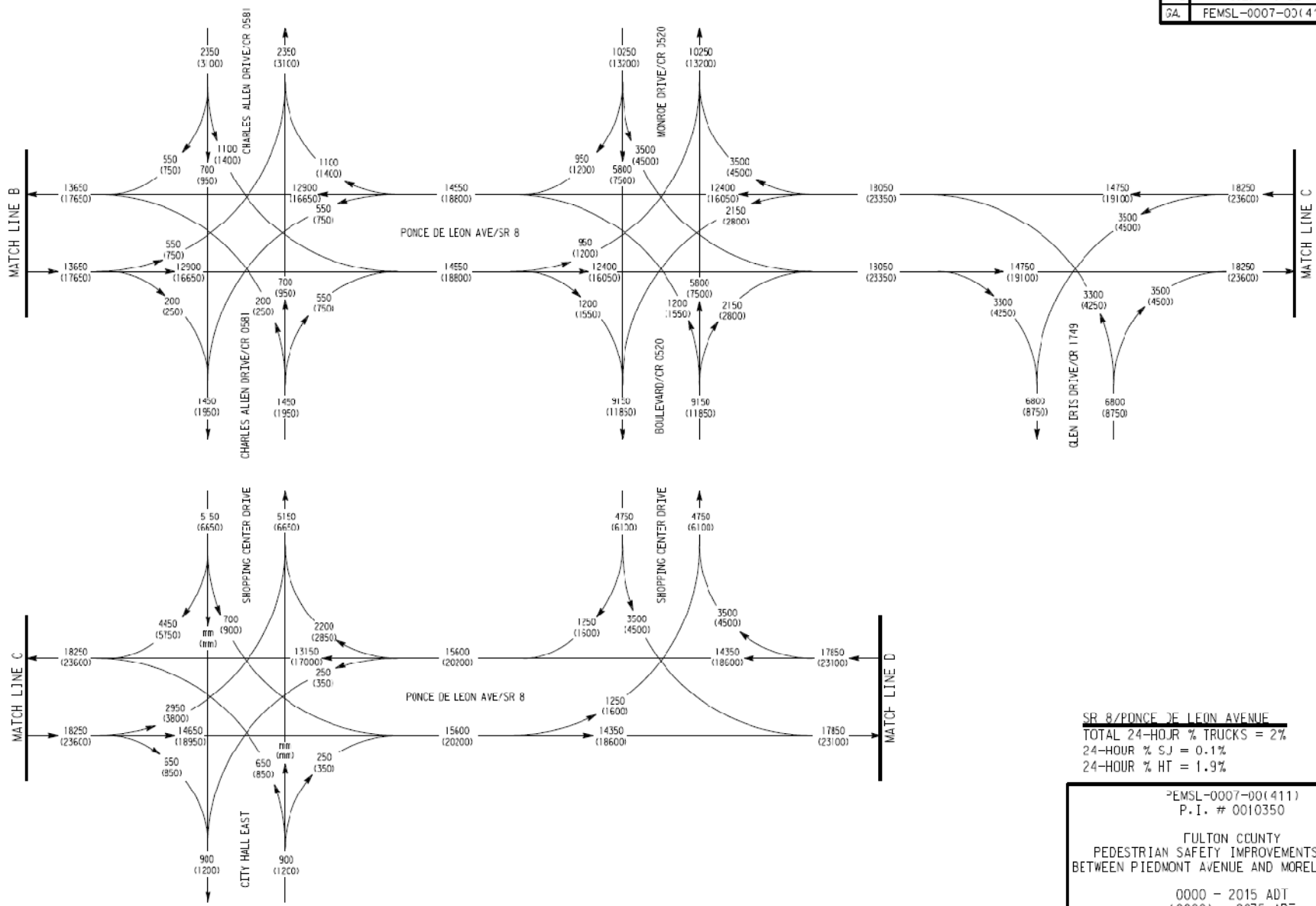
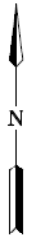
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
DEPARTMENT OF  
TRANSPORTATION  
OFFICE OF  
PROGRAM DELIVERY

GEORGIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC DIAGRAMS  
SR 8 PEDESTRIAN  
SAFETY IMPROVEMENTS

DRAWING NO.  
10-09

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	FEMSL-0007-00(411)	0	32



SR 8/PONCE DE LEON AVENUE  
TOTAL 24-HOUR % TRUCKS = 2%  
24-HOUR % SJ = 0.1%  
24-HOUR % HT = 1.9%

FEMSL-0007-00(411)  
P.I. # 0010350

FULTON COUNTY  
PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE

0000 - 2015 ADT  
(0000) - 2035 ADT

PREPARED BY: JRA

FUTURE NO-BUILD ADT



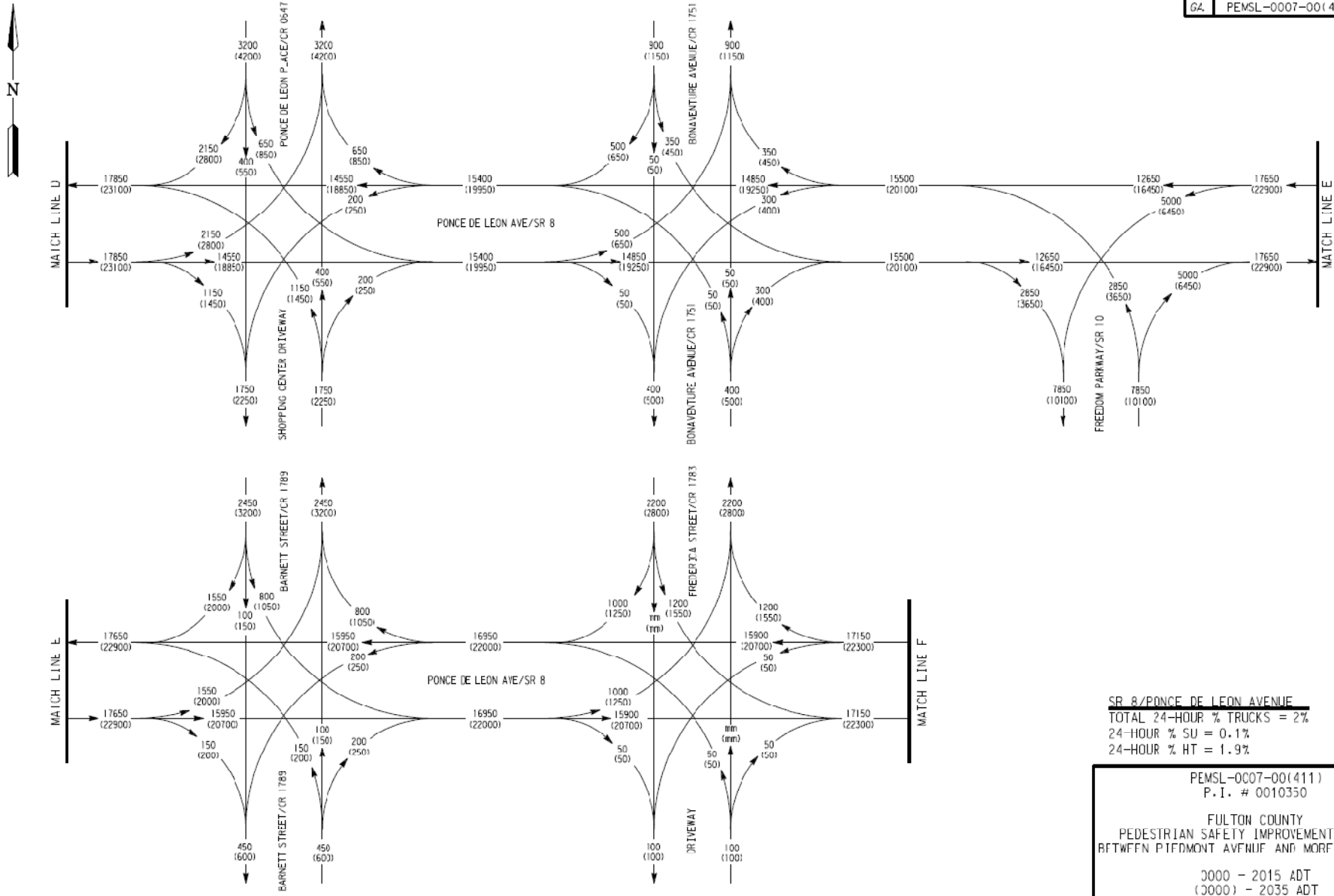
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
DEPARTMENT  
OR  
TRANSPORTATION  
OFFICE OF  
PROGRAM DELIVERY

GEORGIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC DIAGRAM  
SR 8 PEDESTRIAN  
SAFETY IMPROVEMENTS

DRAWING NO.  
10-10

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	7	32



**SR 8/PONCE DE LEON AVENUE**  
 TOTAL 24-HOUR % TRUCKS = 2%  
 24-HOUR % SU = 0.1%  
 24-HOUR % HT = 1.9%

PEMSL-0007-00(411)  
 P. I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORFORD AVENUE  
 2000 - 2015 ADT  
 (2030) - 2035 ADT

PREPARED BY: JRA

FUTURE NO-BUILD ADT



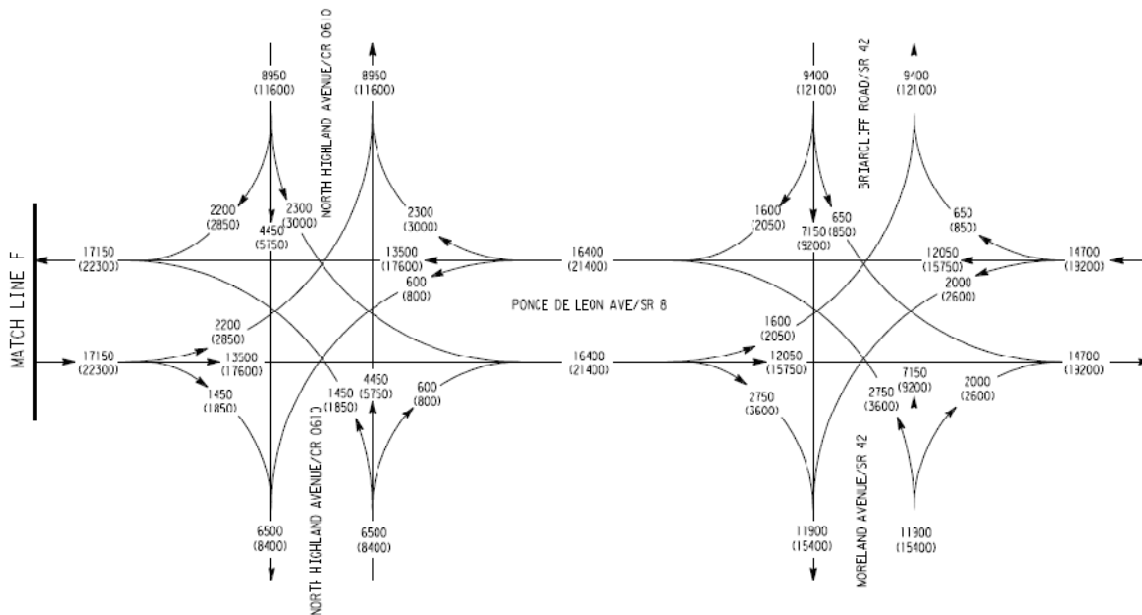
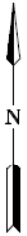
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-11

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	2	2



SR 8/PONCE DE LEON AVENUE

TOTAL 24-HOUR % TRUCKS = 2%  
 24-HOUR % SU = 0.1%  
 24-HOUR % HT = 1.9%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2015 ADT  
 (0000) - 2035 ADT

PREPARED BY: JRA

FUTURE NO-BUILD ADT

**ATKINS**

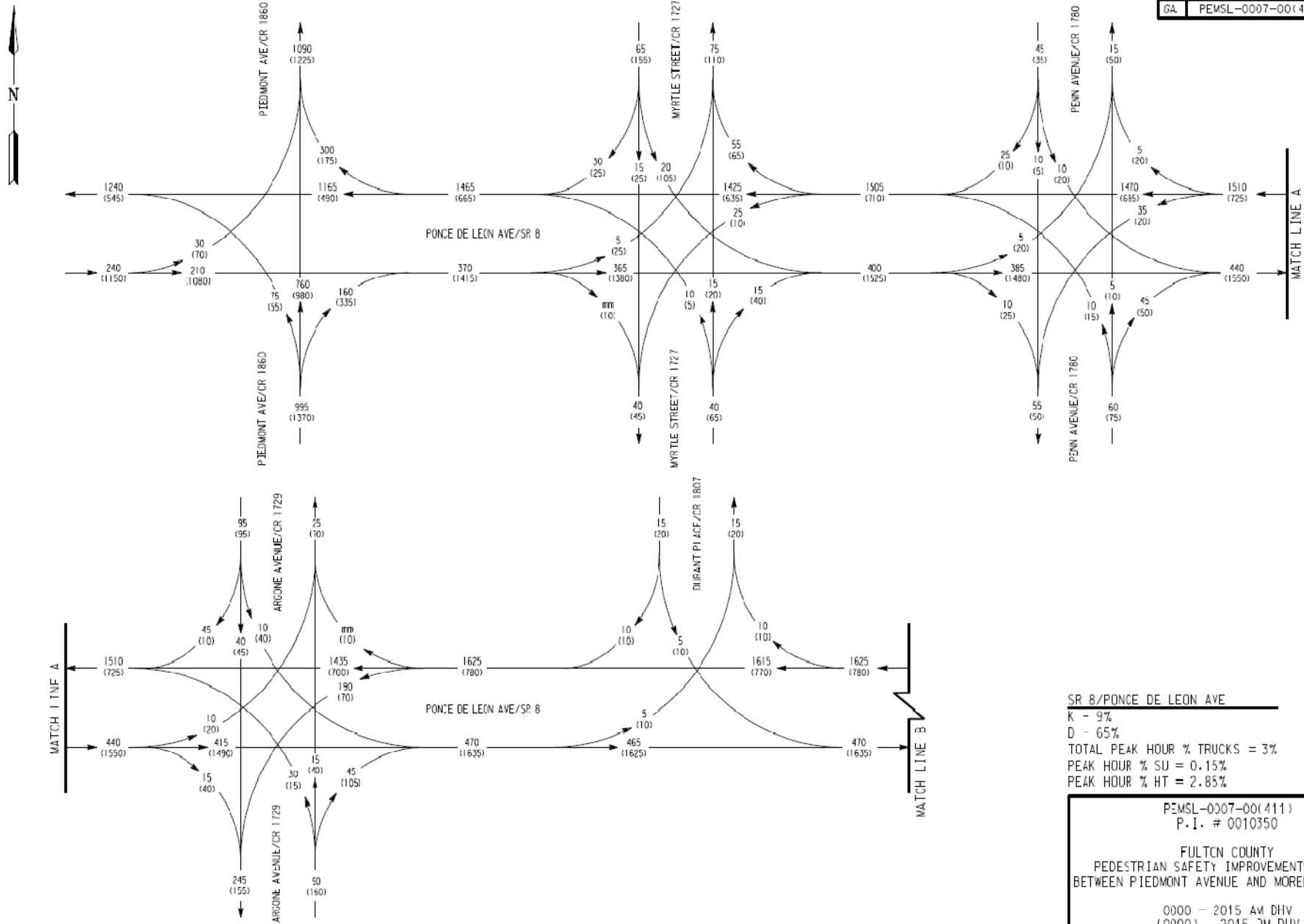
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-12

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	13	32



SR 8/PONCE DE LEON AVE  
 K = 9%  
 D = 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PEAK HOUR % SU = 0.15%  
 PEAK HOUR % HT = 2.85%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2015 AM DHV  
 (0000) - 2015 PM DHV

PREPARED BY: JRA

2015 NO-BUILD DHV

**ATKINS**

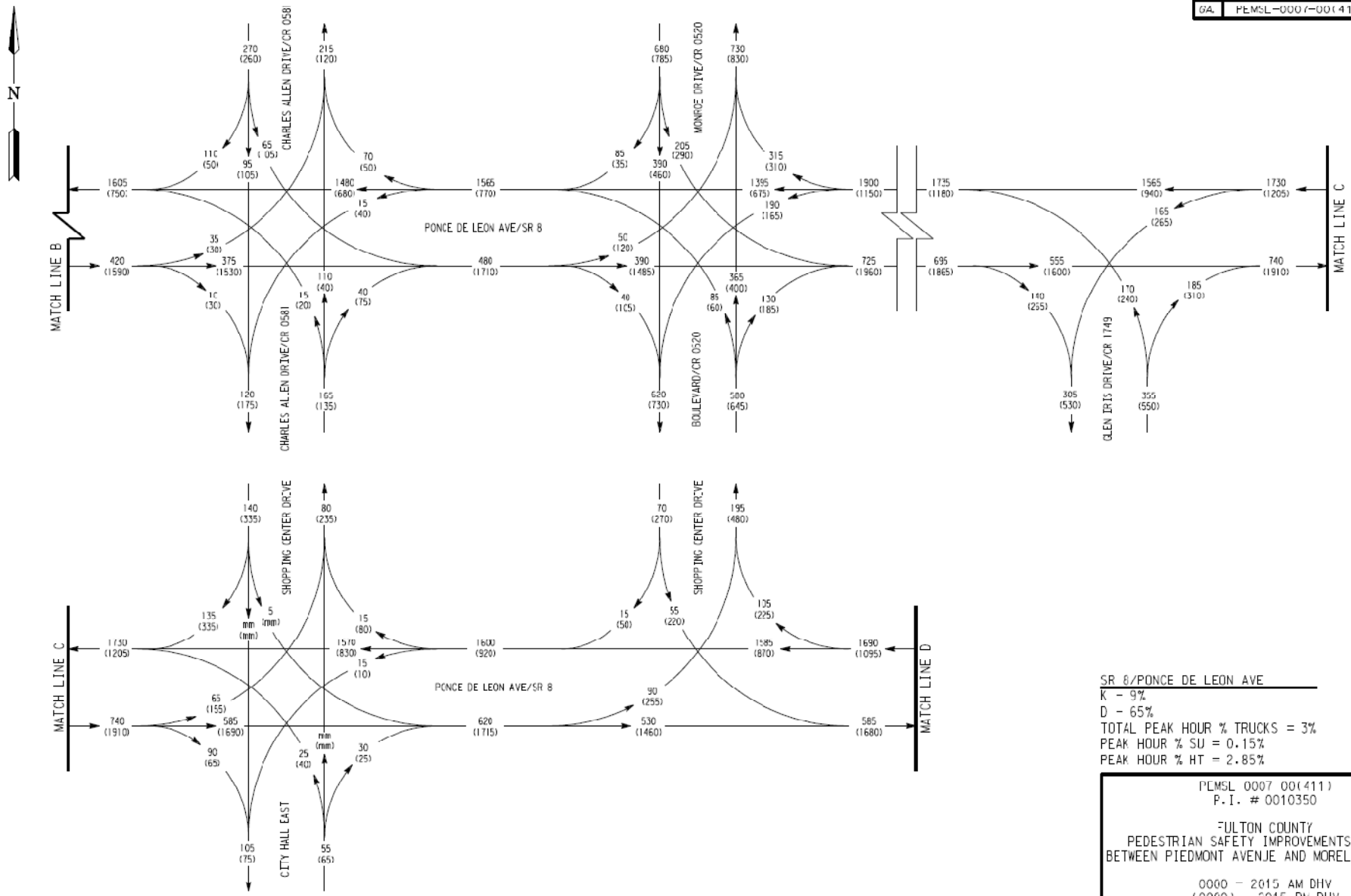
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-13

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEM:SL-000 (00(411))	#	32



SR 8/PONCE DE LEON AVE  
 K - 9%  
 D - 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PEAK HOUR % SU = 0.15%  
 PEAK HOUR % HT = 2.85%

PEM:SL 0007 00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2015 AM DHV  
 (0000) - 2015 PM DHV

PREPARED BY: JRA

2015 NO-BUILD DHV



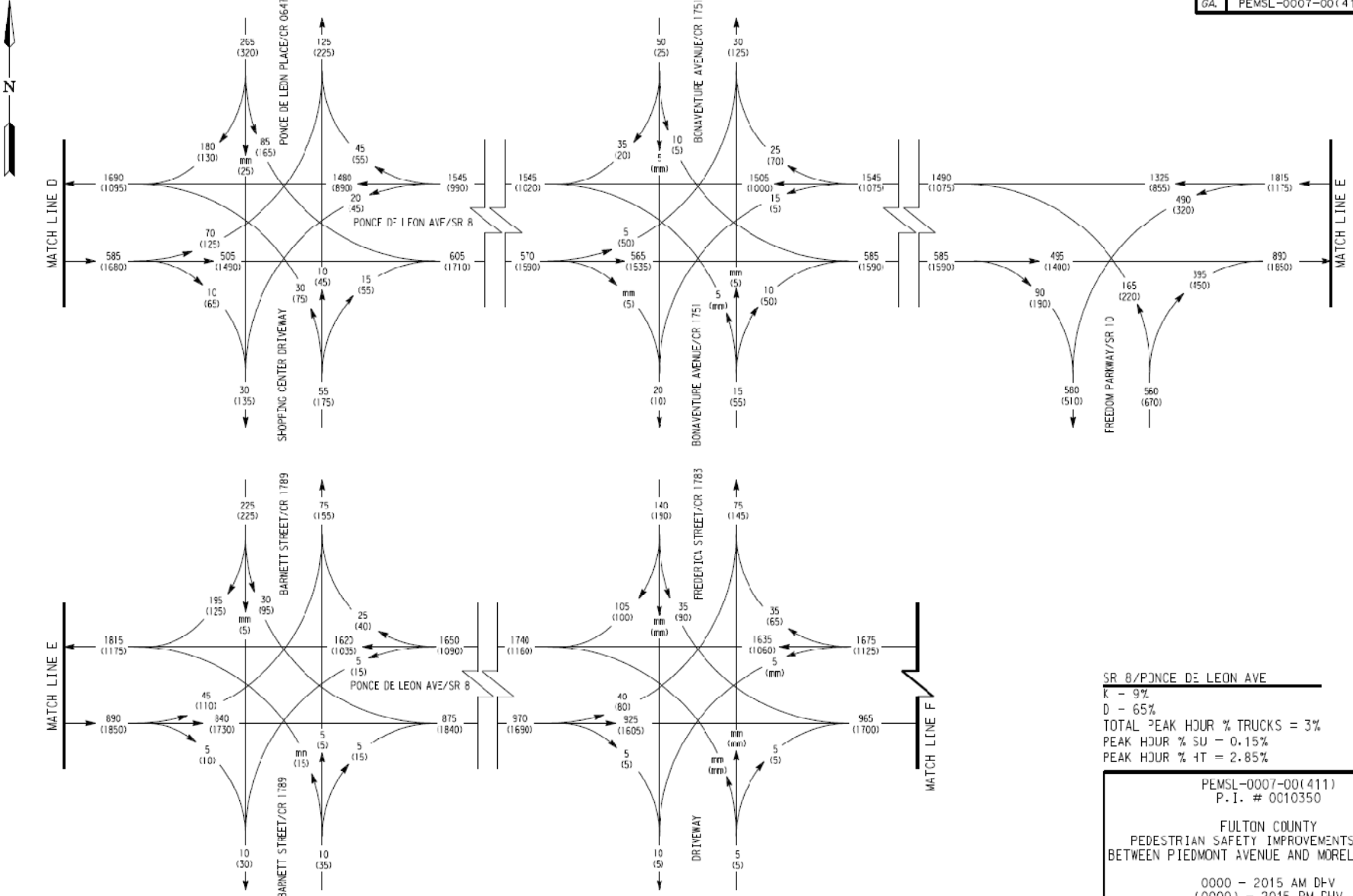
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-14

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	8	32



SR 8/PONCE DE LEON AVE  
 K - 9%  
 D - 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PEAK HOUR % SU = 0.15%  
 PEAK HOUR % IT = 2.85%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR 8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2015 AM DHV  
 (0000) - 2015 PM DHV

PREPARED BY: JRA

2015 NO-BUILD DHV



DATE	REVISIONS	DATE	REVISIONS

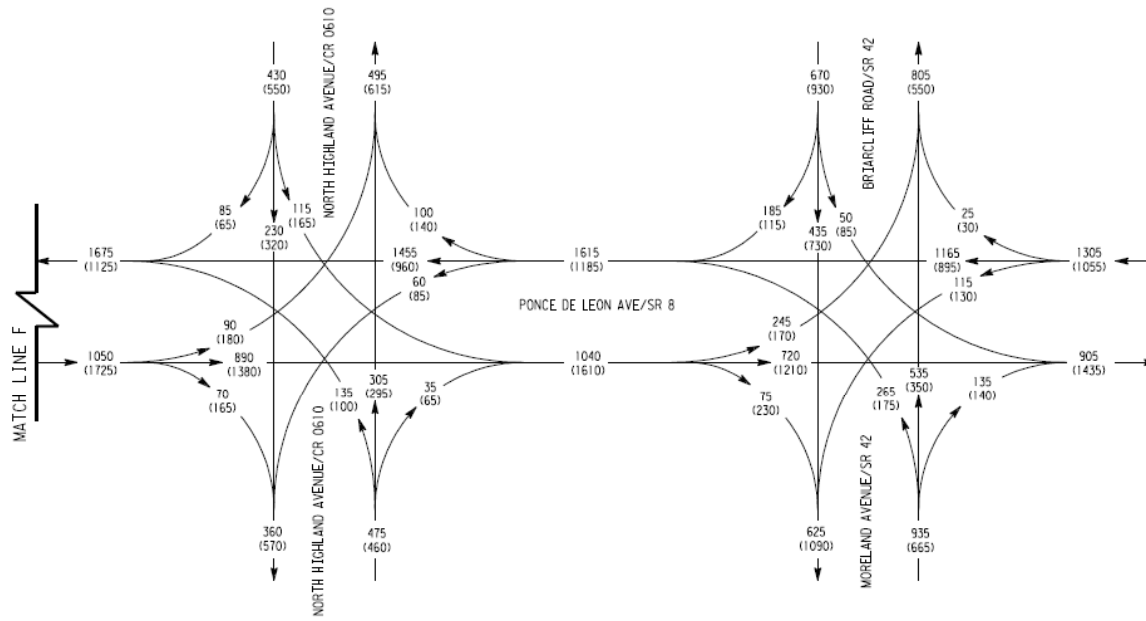
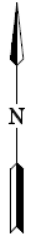
STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.

10-15





**SR 8/PONCE DE LEON AVE**

K - 9%  
D - 65%  
TOTAL PEAK HOUR % TRUCKS = 3%  
PEAK HOUR % SU = 0.15%  
PEAK HOUR % HT = 2.85%

PEMSL-0007-00(411)  
P.I. # 0010350  
  
FULTON COUNTY  
PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
  
0000 - 2015 AM DHV  
(0000) - 2015 PM DHV

PREPARED BY: JRA

2015 NO-BUILD DHV

**ATKINS**

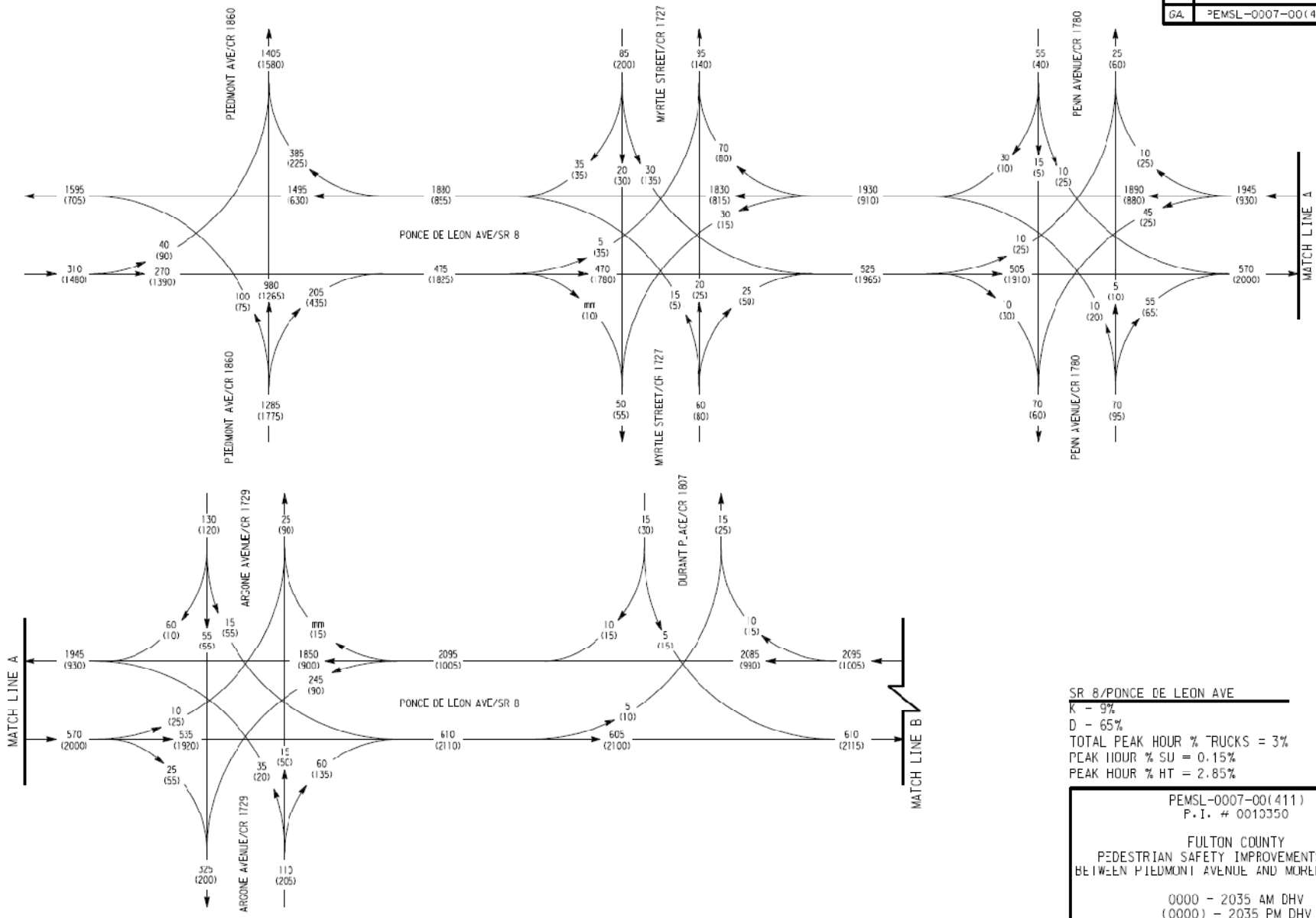
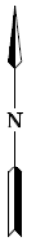
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
DEPARTMENT  
OF  
TRANSPORTATION  
OFFICE OF  
PROGRAM DELIVERY

GEORGIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC DIAGRAMS  
SR 8 PEDESTRIAN  
SAFETY IMPROVEMENTS

DRAWING NO.  
10-16

STAFF	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	7	32



SR 8/PONCE DE LEON AVE  
 K - 9%  
 D - 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PEAK HOUR % SU = 0.15%  
 PEAK HOUR % HT = 2.85%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2035 AM DHV  
 (0000) - 2035 PM DHV

PREPARED BY: JRA

2035 NO-BUILD DHV



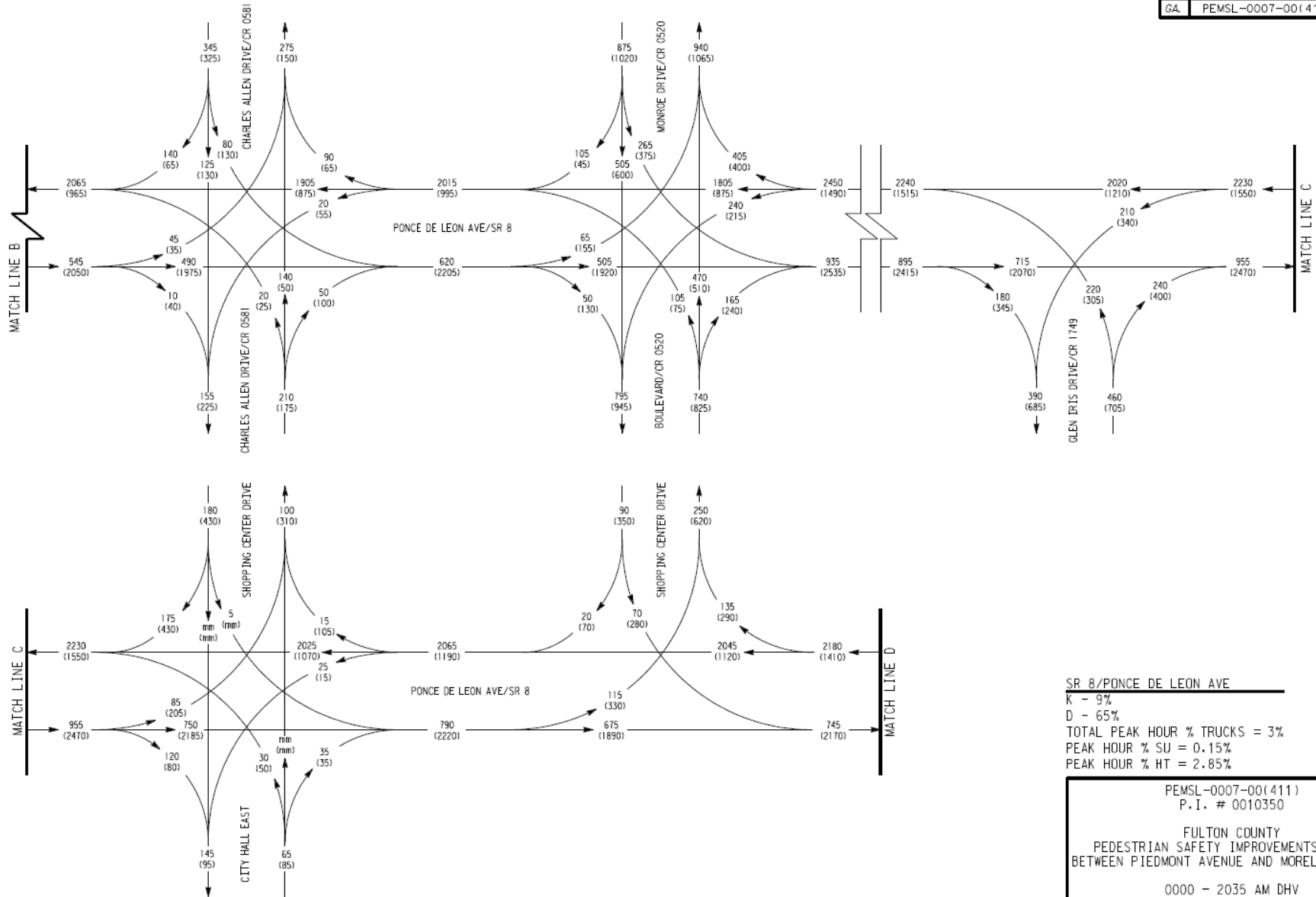
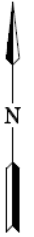
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-17

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	8	32



**SR 8/PONCE DE LEON AVE**  
 K - 9%  
 D - 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PEAK HOUR % SU = 0.15%  
 PEAK HOUR % HT = 2.85%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2035 AM DHV  
 (0000) - 2035 PM DHV

PREPARED BY: JRA

2035 NO-BUILD DHV



DATE	REVISIONS	DATE	REVISIONS

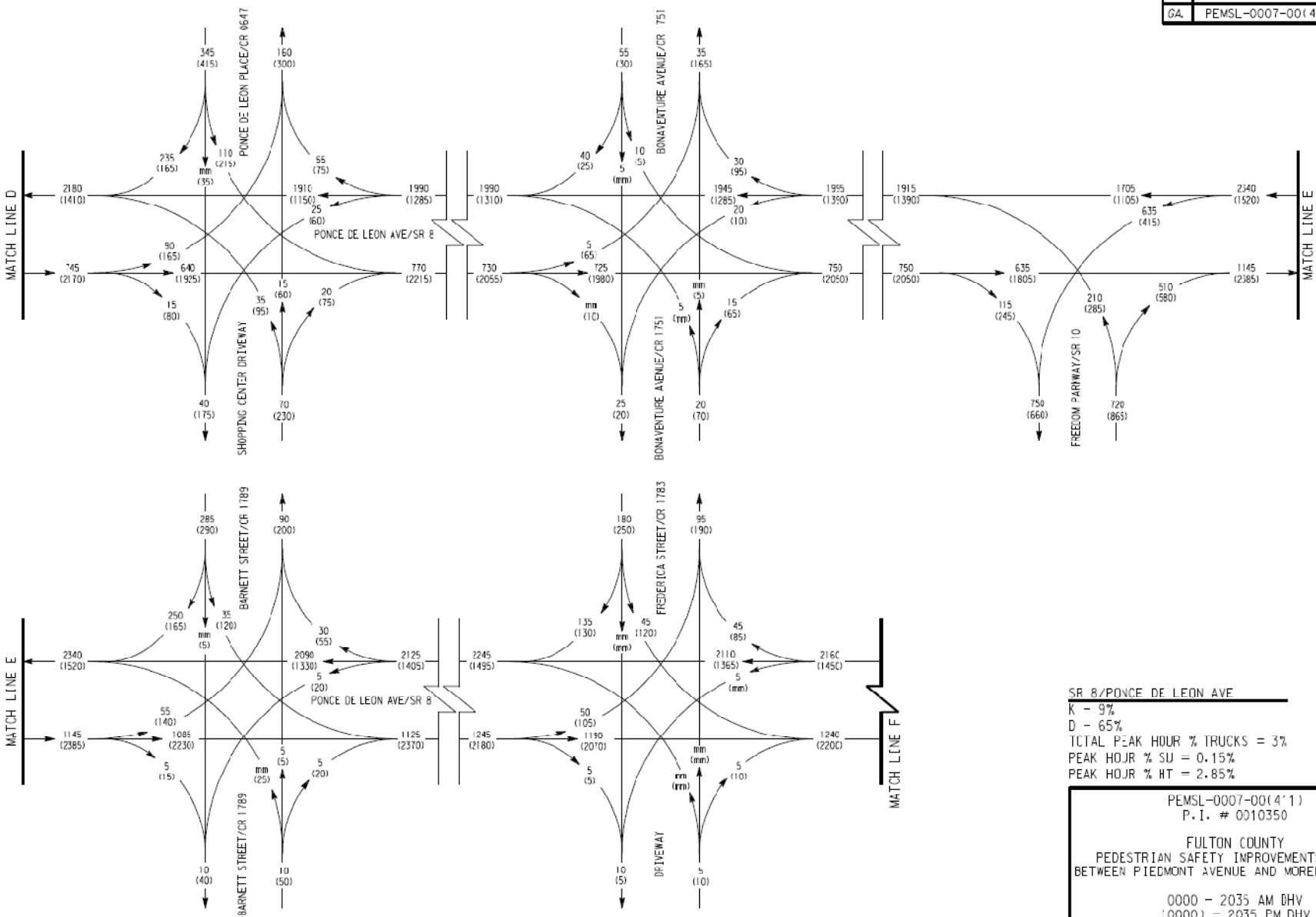
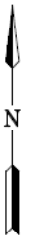
STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.

10-18

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	8	32



SR 8/PONCE DE LEON AVE  
 K - 9%  
 D - 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PEAK HOJR % SU = 0.15%  
 PEAK HOJR % HT = 2.85%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2035 AM DHV  
 10000 - 2035 PM DHV

PREPARED BY: JRA

2035 NO-BUILD DHV



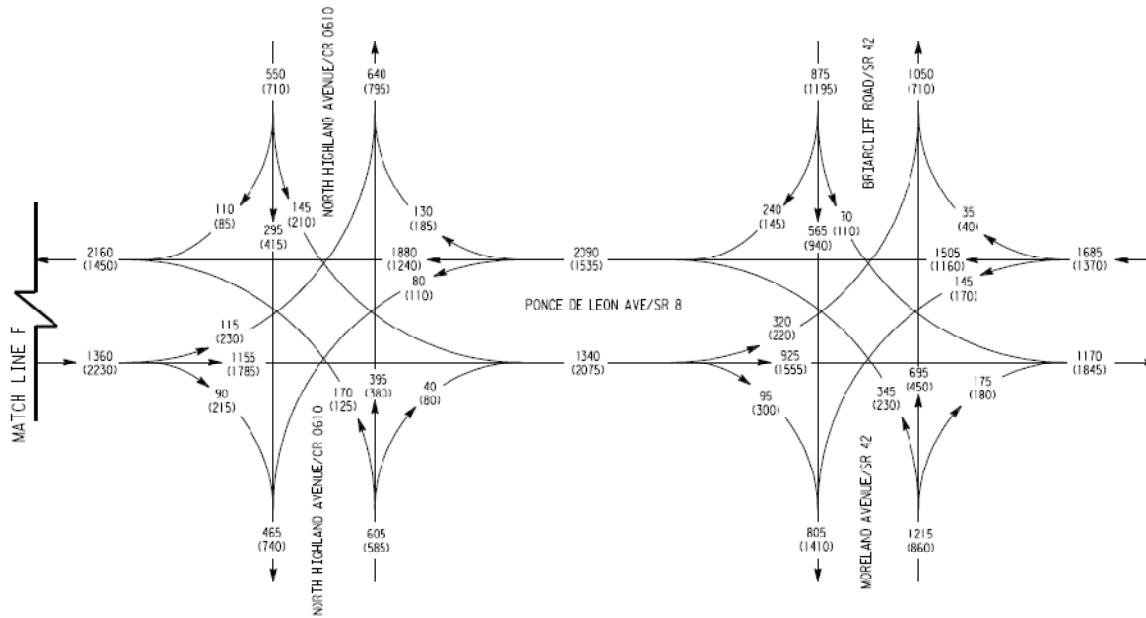
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-19

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	20	32



**SR 8/PONCE DE LEON AVE**

K - 9%  
D - 65%  
TOTAL PEAK HOUR % TRUCKS = 3%  
PEAK HOUR % SL = 0.15%  
PFK HOUR % HT = 2.85%

PMSL-0007-00(411)  
P.I. # 0010350  
  
FULTON COUNTY  
PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
  
0000 - 2035 AM DHV  
(0000) - 2035 PM DHV

PREPARED BY: JRA

2035 NO-BUILD DHV

**ATKINS**

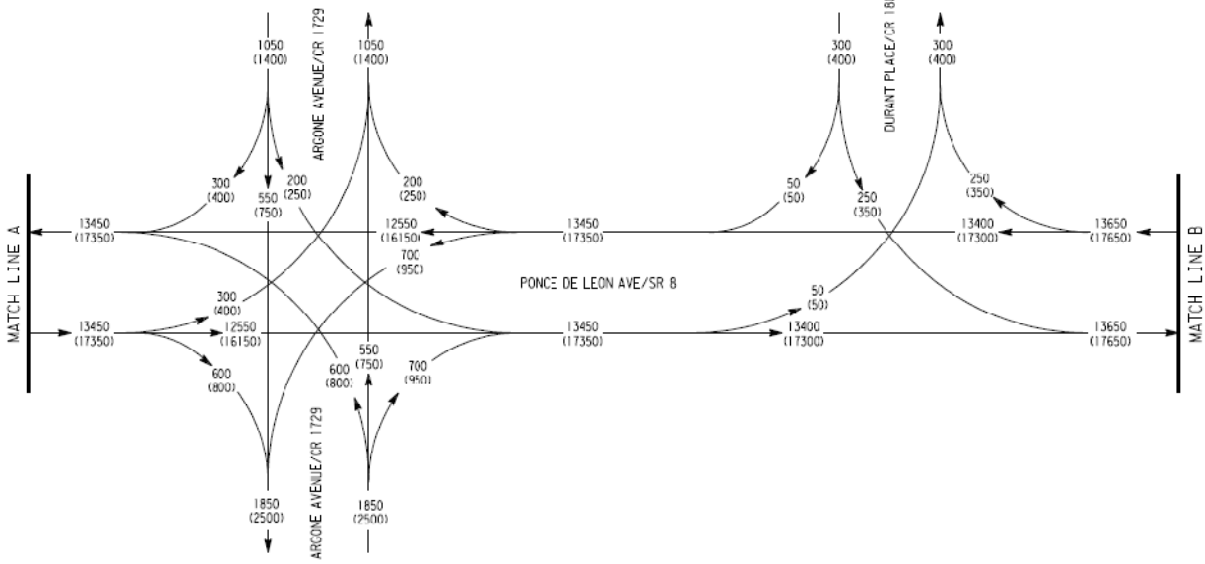
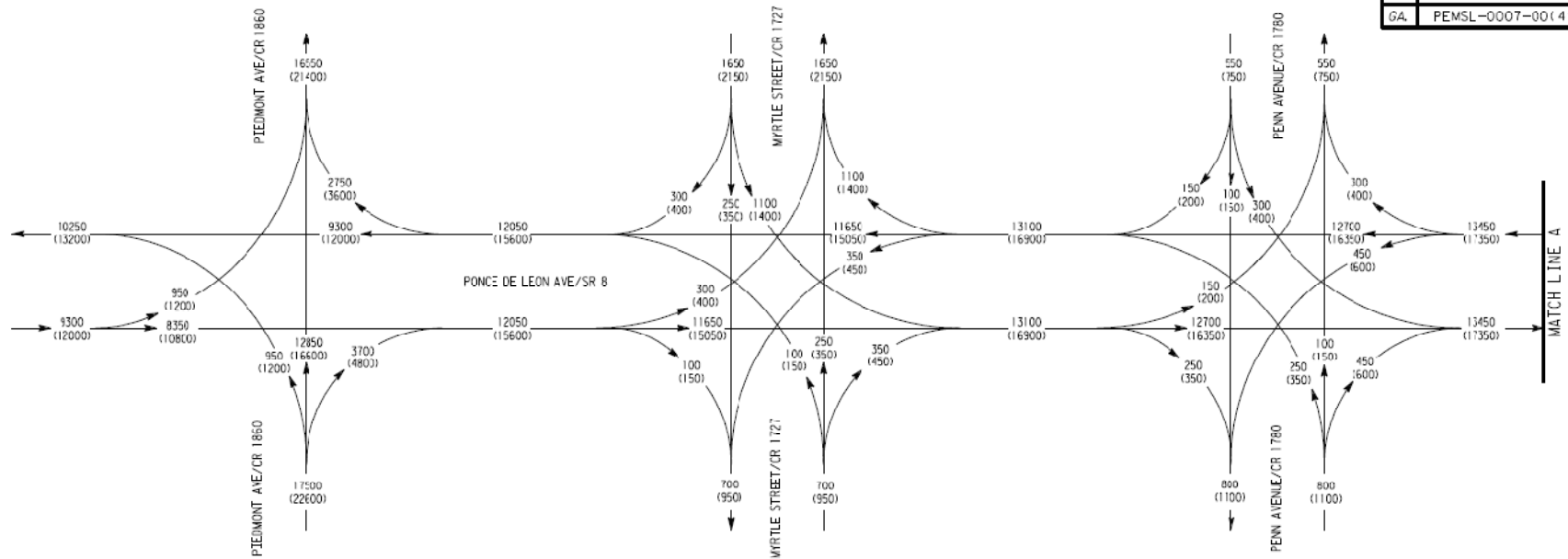
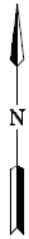
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
DEPARTMENT  
OF  
TRANSPORTATION  
OFFICE OF  
PROGRAM DELIVERY

GEORGIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC DIAGRAMS  
SR 8 PEDESTRIAN  
SAFETY IMPROVEMENTS

DRAWING NO.  
10-20

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	FEMSL-0007-00(411)	8	2



**SR 8/PONCE DE LEON AVENUE**  
 TOTAL 24-HOUR % TRUCKS = 2%  
 24-HOUR % SU = 0.1%  
 24-HOUR % HT = 1.9%

PENSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2015 ADT  
 (0000) - 2035 ADT

PREPARED BY: JRA

FUTURE BUILD ADT



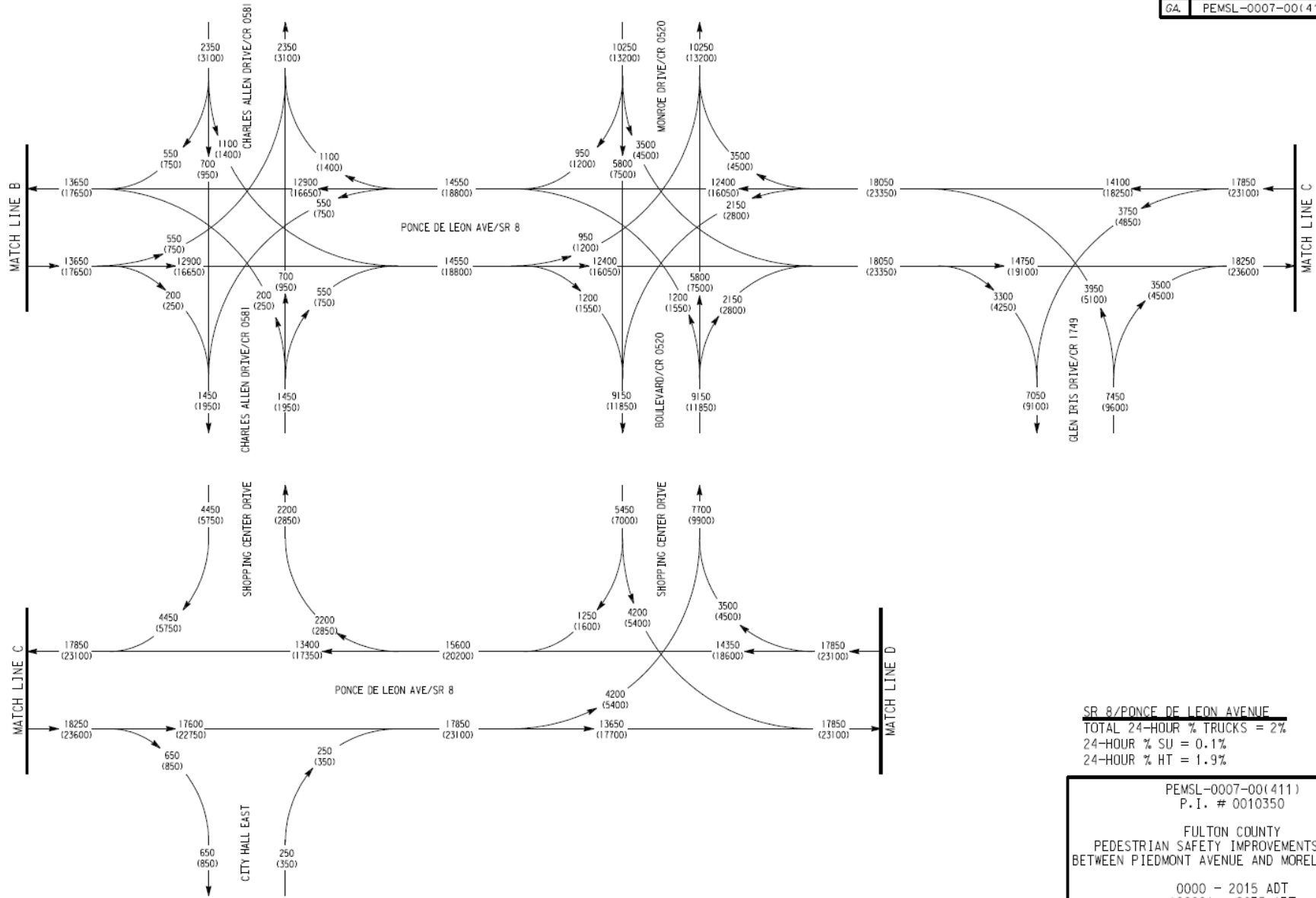
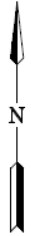
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-21

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	22	32



PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2015 ADT  
 (0000) - 2035 ADT

PREPARED BY: JRA

FUTURE BUILD ADT

**ATKINS**

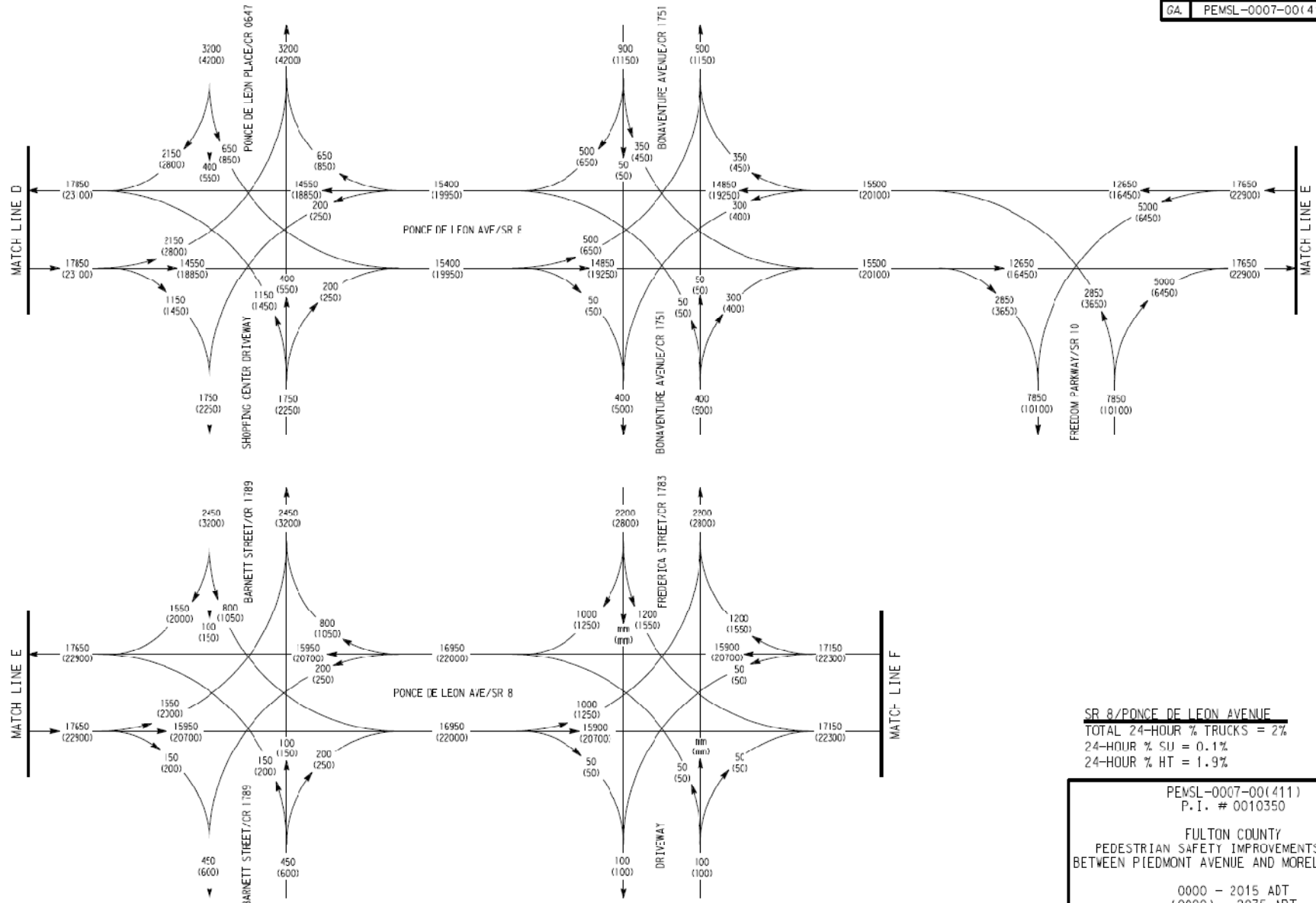
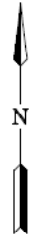
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
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 OFFICE OF  
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GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-22

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	21	32



SR 8/PONCE DE LEON AVENUE  
 TOTAL 24-HOUR % TRUCKS = 2%  
 24-HOUR % SJ = 0.1%  
 24-HOUR % HT = 1.9%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2015 ADT  
 (0000) - 2035 ADT

PREPARED BY: JRA

FUTURE BUILD ADT

**ATKINS**

DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

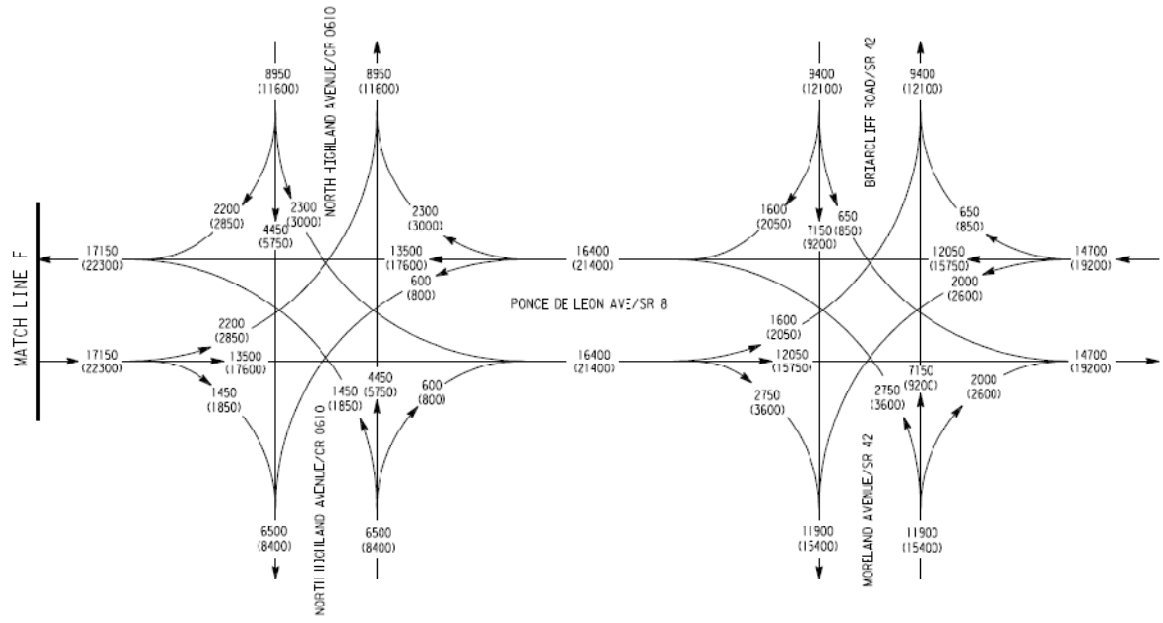
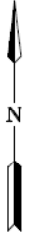
GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.

10-23



STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	24	2



SR 8/PONCE DE LEON AVENUE  
 TOTAL 24-HOUR % TRUCKS = 2%  
 24-HOUR % SU = 0.1%  
 24-HOUR % HT = 1.9%

PEMSL-0007-00(411)  
 P.I. # 00'0350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2015 ADT  
 (0000) - 2035 ADT

PREPARED BY: JRA

FUTURE BUILD ADT



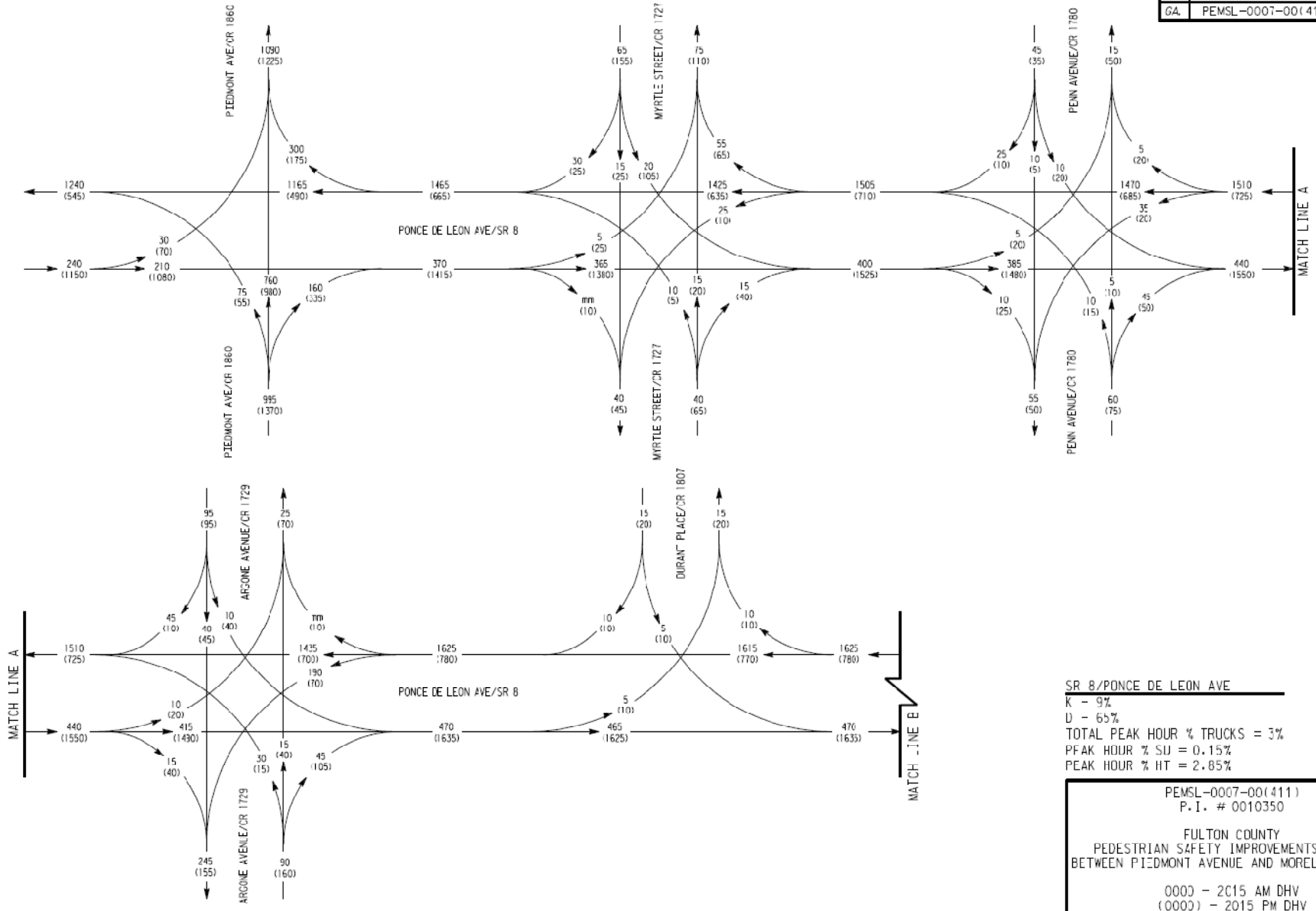
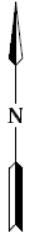
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
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 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-24

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	25	32



SR 8/PONCE DE LEON AVE  
 K - 9%  
 D - 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PFAK HOUR % SU = 0.15%  
 PEAK HOUR % HT = 2.85%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0003 - 2015 AM DHV  
 (0000) - 2015 PM DHV

PREPARED BY: JRA

2015 BUILD DHV



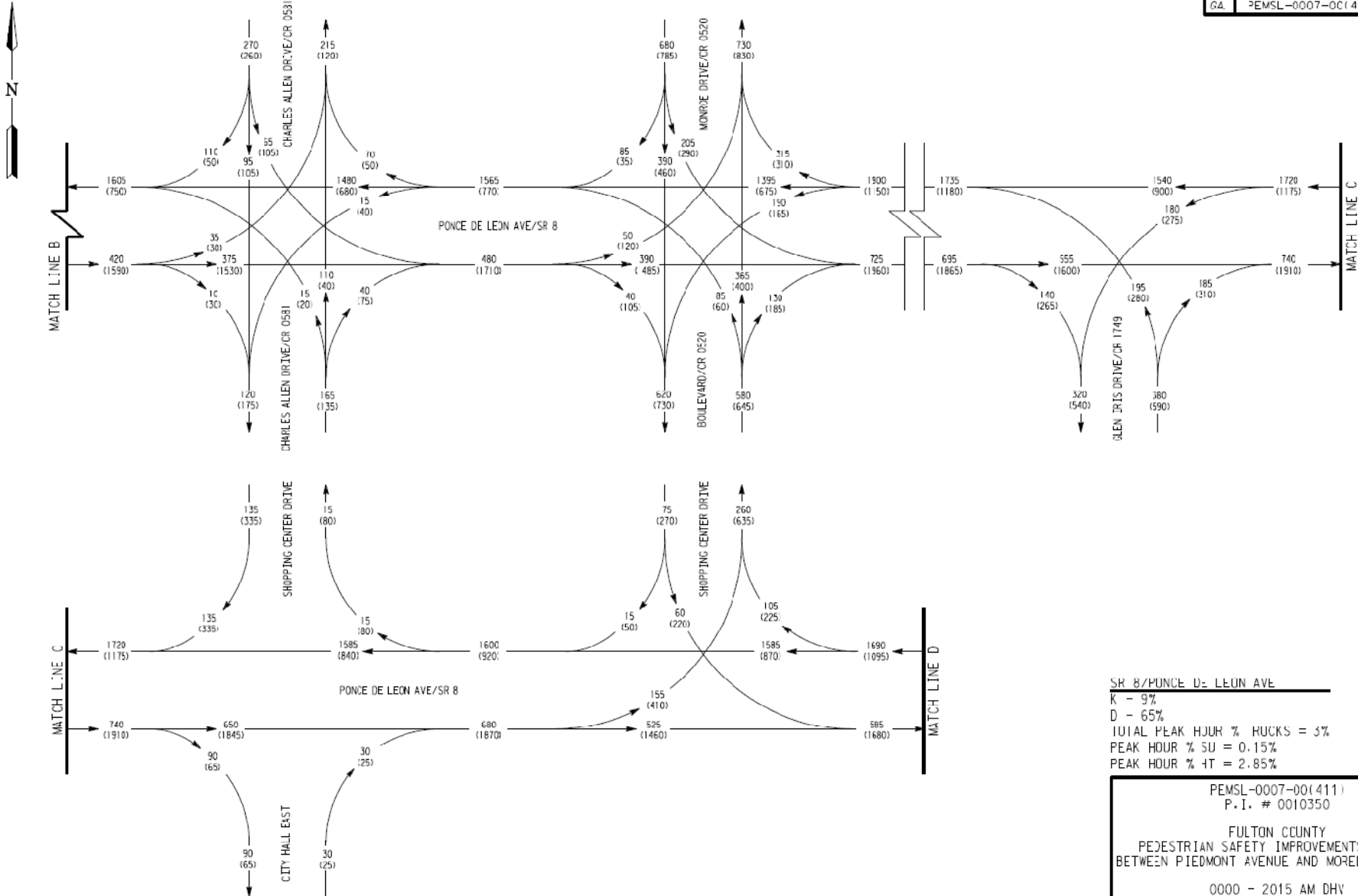
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT  
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 TRANSPORTATION  
 OFFICE OF  
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GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-25

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	26	27



SR 8/PONCE DE LEON AVE  
 K - 9%  
 D - 65%  
 TUAL PEAK HOUR % HUCKS = 3%  
 PEAK HOUR % SU = 0.15%  
 PEAK HOUR % 4T = 2.85%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR 8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2015 AM DHV  
 (0000) - 2015 PM DHV

PREPARED BY: JRA

2015 BUILD DHV



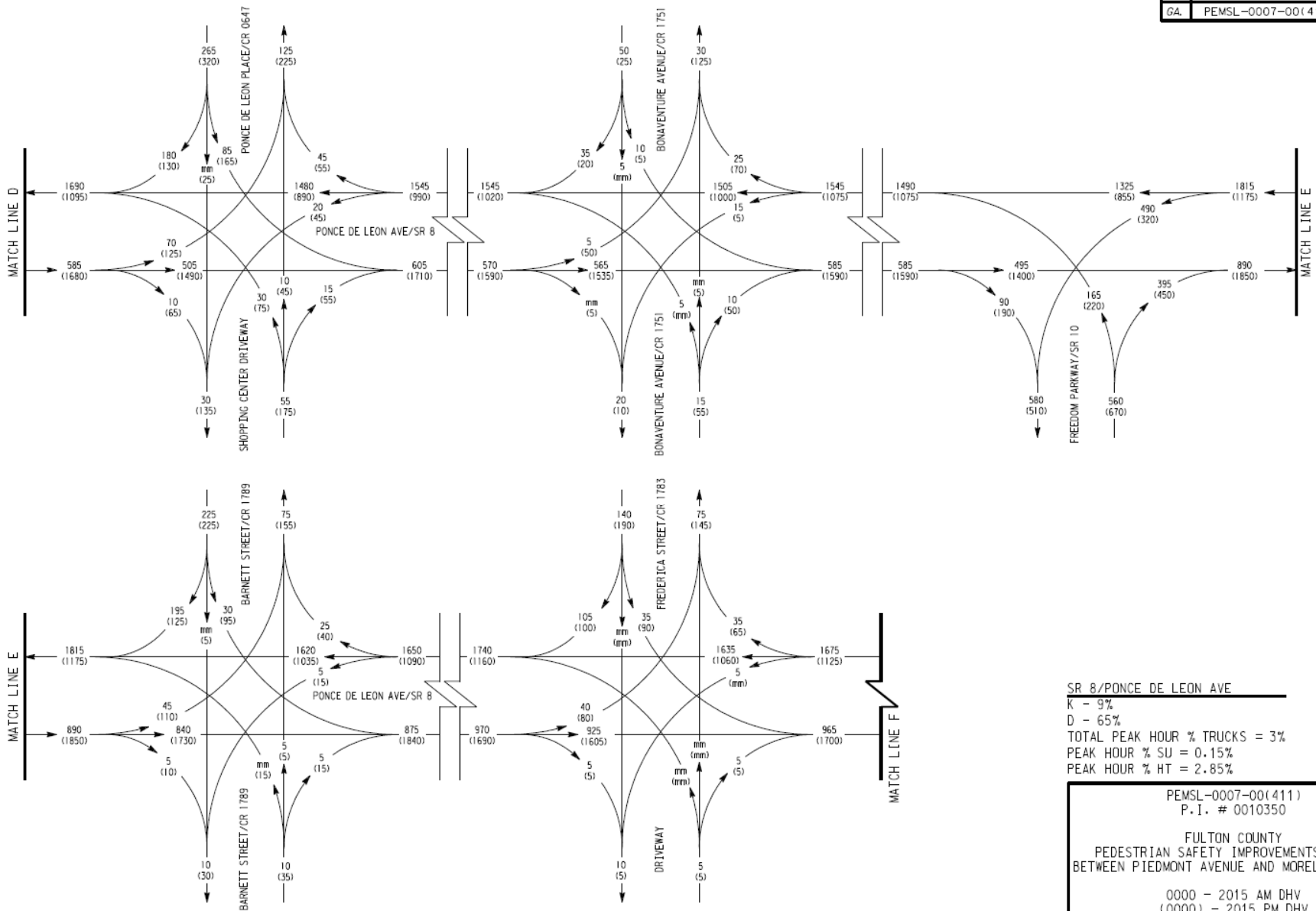
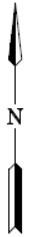
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-26

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	27	32



SR 8/PONCE DE LEON AVE  
 K - 9%  
 D - 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PEAK HOUR % SU = 0.15%  
 PEAK HOUR % HT = 2.85%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2015 AM DHV  
 (0000) - 2015 PM DHV

PREPARED BY: JRA

2015 BUILD DHV



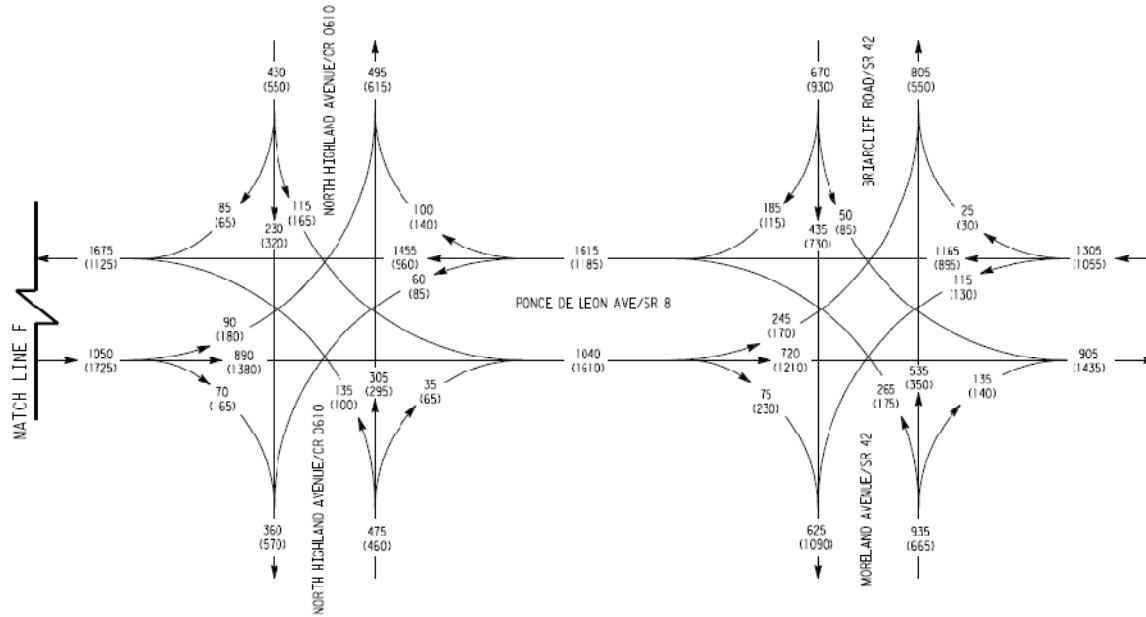
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
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 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-27

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	8	12



**SR 8/PONCE DE LEON AVE**

K - 9%  
D - 65%  
TOTAL PEAK HOUR % TRUCKS = 3%  
PEAK HOUR % SU = 0.15%  
PEAK HOUR % HT = 2.85%

PMSL-0007-00(411)  
P.I. # 0010350  
FULTON COUNTY  
PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
0300 - 2015 AM DHV  
(0300) - 2015 PM DHV

PREPARED BY: JRA

2015 BUILD DHV

**ATKINS**

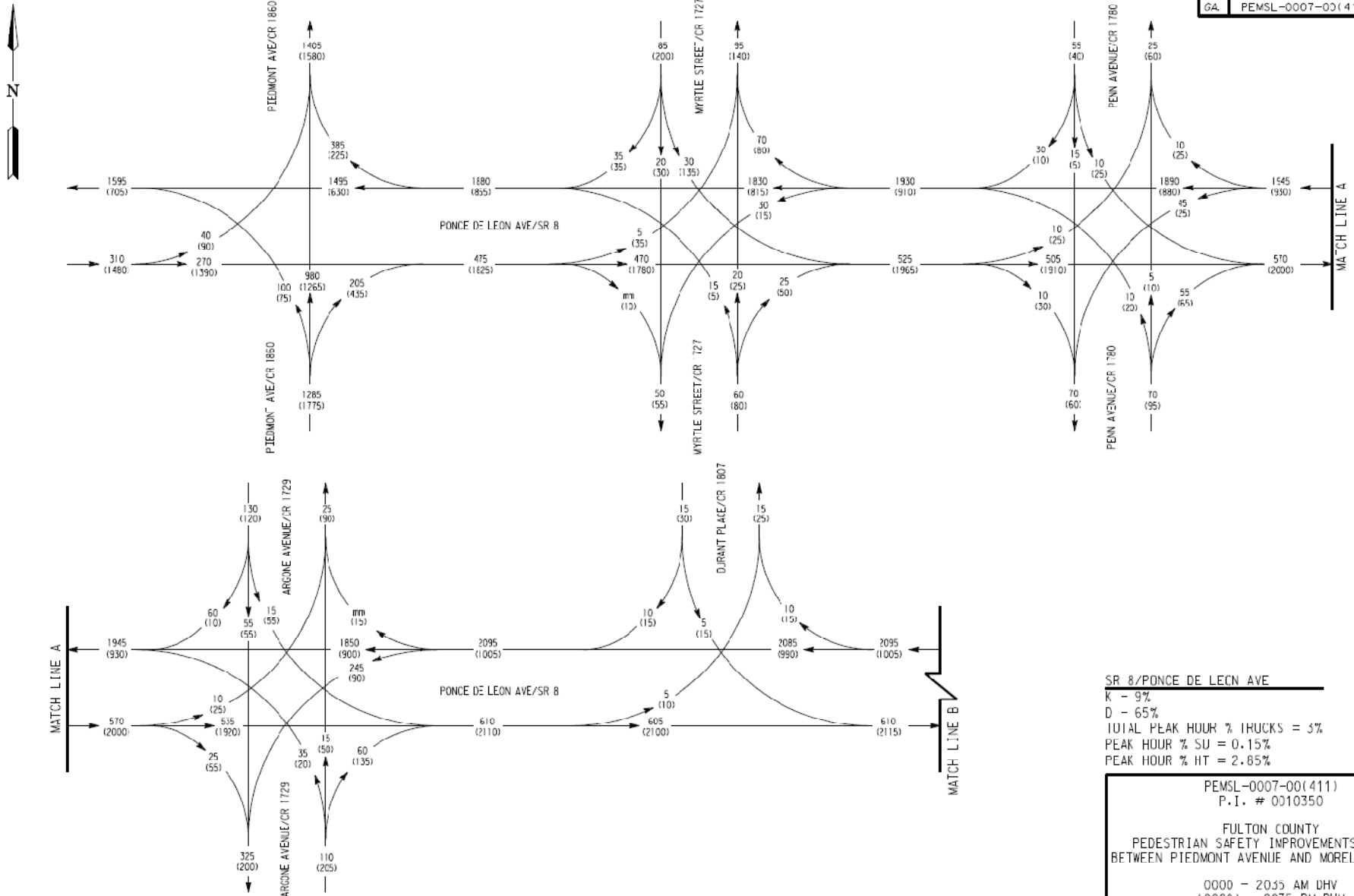
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
DEPARTMENT  
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OFFICE OF  
PROGRAM DELIVERY

GEORGIA  
DEPARTMENT OF TRANSPORTATION  
TRAFFIC DIAGRAMS  
SR 8 PEDESTRIAN  
SAFETY IMPROVEMENTS

DRAWING NO.  
10-28

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	29	32



SR 8/PONCE DE LEON AVE  
 K - 9%  
 D - 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PEAK HOUR % SU = 0.15%  
 PEAK HOUR % HT = 2.85%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2035 AM DHV  
 (0000) - 2035 PM DHV

PREPARED BY: JRA

2035 BUILD DHV

**ATKINS**

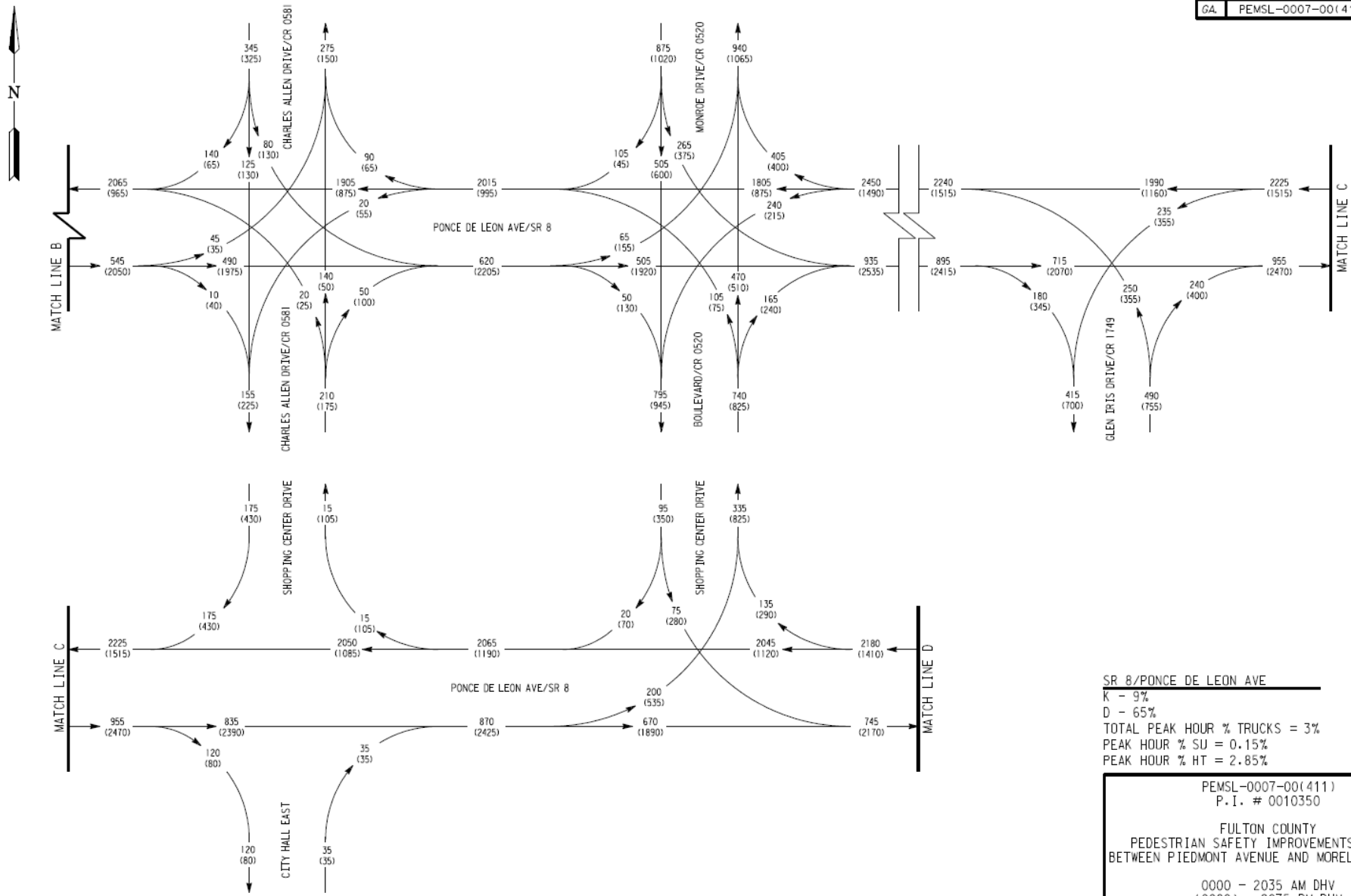
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION  
 OFFICE OF  
 PROGRAM DELIVERY

GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-29

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	30	32



SR 8/PONCE DE LEON AVE  
 K - 9%  
 D - 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PEAK HOUR % SU = 0.15%  
 PEAK HOUR % HT = 2.85%

PEMSL-0007-00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2035 AM DHV  
 (0000) - 2035 PM DHV

PREPARED BY: JRA

2035 BUILD DHV

**ATKINS**

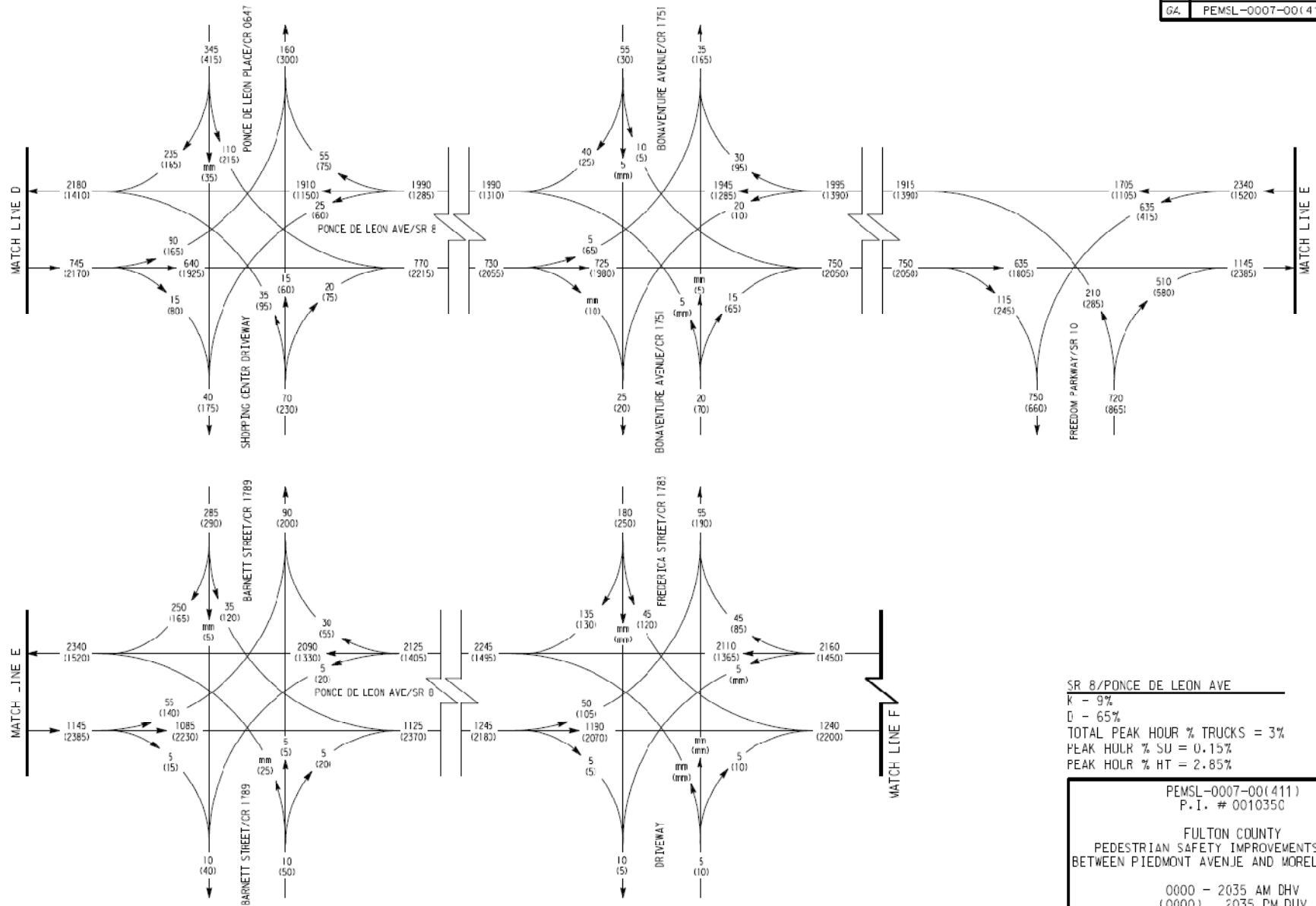
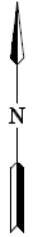
DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
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 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-30

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	9	12



SR 8/PONCE DE LEON AVE  
 K - 9%  
 D - 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PEAK HOUR % SU = 0.15%  
 PEAK HOUR % HT = 2.85%

PEMSL-0007-00(411)  
 P.I. # 001035C  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 - 2035 AM DHV  
 0000 - 2035 PM DHV

PREPARED BY: JRA

2035 BUILD DHV



DATE	REVISIONS	DATE	REVISIONS

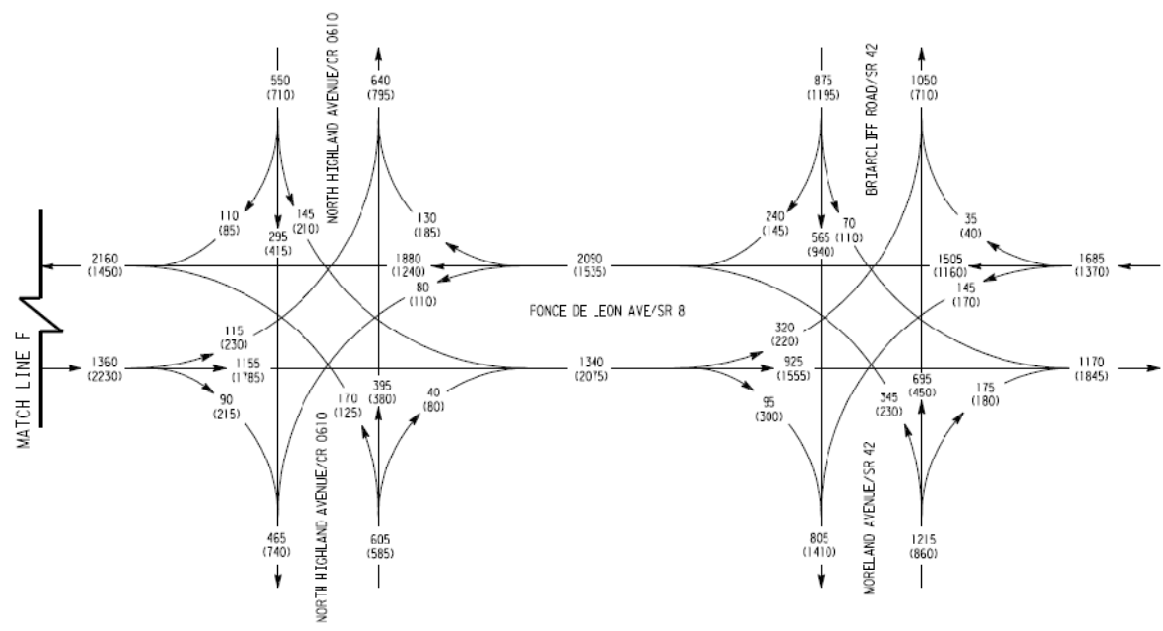
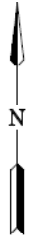
STATE OF GEORGIA  
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 OFFICE OF  
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 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-31



STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	PEMSL-0007-00(411)	32	32



SR 8/PONCE DE LEON AVE  
 K - 9%  
 D - 65%  
 TOTAL PEAK HOUR % TRUCKS = 3%  
 PEAK HOUR % SU = 0.15%  
 PEAK HOUR % HT = 2.85%

PEMSL 0007 00(411)  
 P.I. # 0010350  
 FULTON COUNTY  
 PEDESTRIAN SAFETY IMPROVEMENTS ON SR8  
 BETWEEN PIEDMONT AVENUE AND MORELAND AVENUE  
 0000 2035 AM DHV  
 (0000) - 2035 PM DHV

PREPARED BY: JFA

2035 BUILD DHV



DATE	REVISIONS	DATE	REVISIONS

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 TRAFFIC DIAGRAMS  
 SR 8 PEDESTRIAN  
 SAFETY IMPROVEMENTS

DRAWING NO.  
 10-32

# **Appendix B**

## **Level of Service Analysis Worksheets**

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2011 Base - AM Peak

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
Piedmont Ave	EB	LT	30	22	66	13.4	B
		Thru	205	215	65	6.8	A
	Approach Total		235	237	66	7.4	A
	WB	Thru	1,125	1,100	187	10.7	B
		RT	290	311	362	6.2	A
	Approach Total		1,415	1,411	362	9.7	A
	NB	LT	75	71	169	27.6	C
		Thru	740	758	169	28.6	C
		RT	155	157	136	7.9	A
	Approach Total		970	986	169	25.2	C
Intersection Total		2,620	2,634	-	15.3	B	
Myrtle St	EB	LT	5	4	81	14.0	B
		Thru	355	365	81	5.9	A
		RT	5	4	37	3.4	A
	Approach Total		365	373	81	6.0	A
	WB	LT	25	20	42	9.6	A
		Thru	1,380	1,377	342	7.3	A
		RT	55	55	123	8.7	A
	Approach Total		1,460	1,452	342	7.4	A
	NB	LT	10	9	77	50.6	D
		Thru	15	19	77	32.4	C
		RT	15	13	77	26.9	C
	Approach Total		40	41	77	34.7	C
	SB	LT	20	20	88	25.8	C
		Thru	15	15	88	17.1	B
		RT	25	24	62	9.6	A
Approach Total		60	59	88	17.0	B	
Intersection Total		1,925	1,925	-	8.0	A	
Penn Ave (unsignalized)	EB	LT	5	5	49	5.8	A
		Approach Total	5	5	49	5.8	A
	WB	LT	35	26	127	3.2	A
		Approach Total	35	26	127	3.2	A
	NB	LT	10	6	38	15.0	B
		Thru	5	4	38	17.3	B
		RT	45	49	38	9.6	A
	Approach Total		60	59	38	10.7	B
	SB	LT	10	12	51	10.5	B
		Thru	10	15	51	14.2	B
RT		20	16	51	12.1	B	
Approach Total		40	43	51	12.4	B	
Intersection Total		140	133	-	9.6	A	
Argonne Ave	EB	LT	10	9	0	7.0	A
		Thru	400	430	94	10.2	B
		RT	15	12	0	9.4	A
	Approach Total		425	451	94	10.1	B
	WB	LT	185	184	87	7.7	A
		Thru	1,395	1,394	256	10.8	B
		RT	0	0	277	0.0	A
	Approach Total		1,580	1,578	277	10.4	B
	NB	LT	25	26	85	14.1	B
		Thru	15	12	85	16.5	B
		RT	45	47	66	7.1	A
	Approach Total		85	85	85	10.6	B
	SB	LT	10	21	98	6.9	A
Thru		40	41	98	11.7	B	
RT		45	38	80	11.0	B	
Approach Total		95	100	98	10.4	B	
Intersection Total		2,185	2,214	-	10.4	B	

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2011 Base - AM Peak

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
Durant Pl	EB	LT	5	3	0	9.7	A
		Thru	455	494	44	1.3	A
	Approach Total		460	497	44	1.4	A
	WB	Thru	1,570	1,569	200	12.4	B
		RT	10	8	110	11.8	B
	Approach Total		1,580	1,577	200	12.4	B
	SB	LT	5	5	24	8.6	A
		RT	10	4	0	15.4	B
	Approach Total		15	9	24	11.6	B
	Intersection Total		2,055	2,083	-	9.8	A
Charles Allen Dr	EB	LT	35	36	0	5.8	A
		Thru	365	400	44	0.6	A
		RT	10	5	0	0.0	A
	Approach Total		410	441	44	1.0	A
	WB	LT	15	15	25	9.9	A
		Thru	1,440	1,441	238	6.6	A
		RT	65	71	92	7.7	A
	Approach Total		1,520	1,527	238	6.7	A
	NB	LT	15	11	111	11.5	B
		Thru	105	94	111	11.3	B
		RT	40	49	0	7.9	A
	Approach Total		160	154	111	10.2	B
	SB	LT	60	43	156	14.3	B
		Thru	95	99	156	14.5	B
		RT	105	107	111	9.7	A
Approach Total		260	249	156	12.4	B	
Intersection Total		2,350	2,371	-	6.5	A	
Boulevard	EB	LT	50	50	61	13.2	B
		Thru	380	408	108	17.2	B
		RT	40	33	23	17.0	B
	Approach Total		470	491	108	16.8	B
	WB	LT	185	189	415	27.0	C
		Thru	1,360	1,374	415	35.3	D
		RT	305	270	213	24.4	C
	Approach Total		1,850	1,833	415	32.8	C
	NB	LT	80	82	112	24.4	C
		Thru	355	344	307	29.2	C
		RT	125	136	307	6.5	A
	Approach Total		560	562	307	23.0	C
	SB	LT	200	194	357	30.6	C
		Thru	380	384	357	25.0	C
		RT	80	72	291	23.7	C
Approach Total		660	650	357	26.5	C	
Intersection Total		3,540	3,536	-	27.9	C	
Glen Iris Dr	EB	Thru	540	545	139	15.5	B
		RT	135	153	112	11.2	B
	Approach Total		675	698	139	14.6	B
	WB	LT	160	151	95	9.7	A
		Thru	1,520	1,513	176	11.2	B
	Approach Total		1,680	1,664	176	11.1	B
	NB	LT	165	157	115	13.4	B
		RT	180	184	115	6.8	A
	Approach Total		345	341	115	9.8	A
	Intersection Total		2,700	2,703	-	11.8	B

Ponce de Leon Avenue (SR 8)  
Traffic Analysis

2011 Base - AM Peak

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
Midtown Place Driveway	EB	LT	90	86	89	26.0	C
		Thru	510	512	74	5.6	A
	Approach Total		600	598	89	8.5	A
	WB	Thru	1,545	1,517	293	4.3	A
		RT	100	91	202	2.4	A
	Approach Total		1,645	1,608	293	4.2	A
	SB	LT	50	52	88	34.3	C
		RT	15	16	88	5.6	A
	Approach Total		65	68	88	27.5	C
	<b>Intersection Total</b>		<b>2,310</b>	<b>2,274</b>	<b>-</b>	<b>6.0</b>	<b>A</b>
Ponce de Leon Pl	EB	LT	65	76	88	19.0	B
		Thru	485	474	89	9.4	A
		RT	10	10	0	4.6	A
	Approach Total		560	560	89	10.6	B
	WB	LT	20	18	40	8.4	A
		Thru	1,440	1,398	243	10.7	B
		RT	40	30	179	9.2	A
	Approach Total		1,500	1,446	243	10.6	B
	NB	LT	30	35	89	34.7	C
		Thru	10	8	89	15.9	B
		RT	15	13	55	4.9	A
	Approach Total		55	56	89	25.1	C
	SB	LT	85	85	235	28.0	C
		Thru	5	6	235	17.2	B
		RT	175	174	161	16.7	B
Approach Total		265	265	235	20.3	C	
<b>Intersection Total</b>		<b>2,380</b>	<b>2,327</b>	<b>-</b>	<b>12.1</b>	<b>B</b>	
Bonaventure Ave (unsignalized)	EB	LT	5	4	0	6.4	A
		Approach Total		5	4	0	6.4
	WB	LT	15	19	0	2.1	A
		Approach Total		15	19	0	2.1
	NB	LT	5	5	0	12.6	B
		Thru	5	3	0	20.7	C
		RT	10	5	0	8.1	A
	Approach Total		20	13	0	12.7	B
	SB	LT	10	10	0	14.7	B
		Thru	5	4	0	14.7	B
		RT	30	26	0	12.3	B
Approach Total		45	40	0	13.1	B	
<b>Intersection Total</b>		<b>85</b>	<b>76</b>	<b>-</b>	<b>10.0</b>	<b>A</b>	
Freedom Pkwy	EB	Thru	480	487	175	37.9	D
		RT	85	71	0	0.1	A
	Approach Total		565	558	175	33.1	C
	WB	LT	480	497	612	17.8	B
		Thru	1,285	1,277	608	10.4	B
	Approach Total		1,765	1,774	612	12.5	B
	NB	LT	160	158	159	24.6	C
		RT	385	380	0	8.7	A
Approach Total		545	538	159	13.4	B	
<b>Intersection Total</b>		<b>2,875</b>	<b>2,870</b>	<b>-</b>	<b>16.6</b>	<b>B</b>	

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2011 Base - AM Peak

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

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2011 Base - AM Peak

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

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2011 Base - PM Peak

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
Piedmont Ave	EB	LT	70	63	86	13.6	B
		Thru	1,045	1,043	136	10.6	B
	Approach Total		1,115	1,106	136	10.8	B
	WB	Thru	475	483	94	5.6	A
		RT	170	175	123	4.9	A
	Approach Total		645	658	123	5.4	A
	NB	LT	55	54	133	13.1	B
		Thru	955	963	133	11.3	B
		RT	330	323	100	8.7	A
	Approach Total		1,340	1,340	133	10.7	B
Intersection Total		3,100	3,104	-	9.6	A	
Myrtle St	EB	LT	25	24	132	14.3	B
		Thru	1,340	1,334	132	7.5	A
		RT	10	13	88	11.7	B
	Approach Total		1,375	1,371	132	7.7	A
	WB	LT	10	12	31	14.9	B
		Thru	615	621	142	8.5	A
		RT	60	63	22	6.7	A
	Approach Total		685	696	142	8.4	A
	NB	LT	5	5	90	18.9	B
		Thru	20	25	90	11.8	B
		RT	40	28	90	15.5	B
	Approach Total		65	58	90	14.2	B
	SB	LT	100	95	140	13.1	B
		Thru	20	20	140	8.0	A
RT		25	38	114	6.9	A	
Approach Total		145	153	140	10.9	B	
Intersection Total		2,270	2,278	-	8.3	A	
Penn Ave (unsignalized)	EB	LT	20	22	66	5.1	A
		Approach Total		20	22	66	5.1
	WB	LT	20	19	67	3.8	A
		Approach Total		20	19	67	3.8
	NB	LT	15	13	32	13.3	B
		Thru	10	10	32	13.3	B
		RT	50	46	32	11.2	B
	Approach Total		75	69	32	11.9	B
	SB	LT	20	21	46	13.1	B
		Thru	5	2	46	11.1	B
RT		10	9	46	13.0	B	
Approach Total		35	32	46	12.9	B	
Intersection Total		150	142	-	10.0	A	
Argonne Ave	EB	LT	20	16	22	8.9	A
		Thru	1,450	1,431	181	9.2	A
		RT	40	44	42	11.2	B
	Approach Total		1,510	1,491	181	9.3	A
	WB	LT	70	63	86	13.4	B
		Thru	675	687	142	17.3	B
		RT	10	8	22	20.0	B
	Approach Total		755	758	142	17.0	B
	NB	LT	15	15	98	21.9	C
		Thru	35	33	98	12.6	B
		RT	100	113	78	9.9	A
	Approach Total		150	161	98	11.6	B
	SB	LT	40	52	120	17.8	B
		Thru	45	40	120	15.4	B
RT		10	8	102	10.0	A	
Approach Total		95	100	120	16.2	B	
Intersection Total		2,510	2,510	-	12.0	B	



Ponce de Leon Avenue (SR 8)  
Traffic Analysis

2011 Base - PM Peak

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
Durant Pl	EB	LT	10	13	41	11.9	B
		Thru	1,580	1,591	110	5.7	A
	Approach Total		1,590	1,604	110	5.8	A
	WB	Thru	745	751	179	8.4	A
		RT	10	10	87	5.7	A
	Approach Total		755	761	179	8.4	A
	SE	LT	10	12	41	14.4	B
		RT	10	11	21	6.7	A
	Approach Total		20	23	41	10.7	B
	Intersection Total		2,355	2,388	-	6.6	A
Charles Allen Dr	EB	LT	30	32	62	11.2	B
		Thru	1,490	1,476	193	10.6	B
		RT	30	39	46	5.2	A
	Approach Total		1,550	1,547	193	10.5	B
	WR	LT	40	36	23	13.9	B
		Thru	660	674	67	1.7	A
		RT	45	42	39	1.6	A
	Approach Total		745	752	67	2.3	A
	NB	LT	20	16	176	41.3	D
		Thru	40	33	176	32.4	C
		RT	75	70	40	18.0	B
	Approach Total		135	119	176	25.1	C
	SE	LT	100	88	161	31.3	C
		Thru	100	105	161	34.6	C
RT		45	45	117	23.3	C	
Approach Total		245	238	161	31.2	C	
Intersection Total		2,675	2,656	-	10.7	B	
Boulevard	EB	LT	115	116	109	23.4	C
		Thru	1,445	1,460	330	28.5	C
		RT	100	92	161	23.1	C
	Approach Total		1,650	1,668	330	27.8	C
	WB	LT	160	170	197	32.6	C
		Thru	660	657	197	23.7	C
		RT	305	291	0	8.2	A
	Approach Total		1,125	1,118	197	21.0	C
	NB	LT	60	63	68	21.4	C
		Thru	385	364	391	38.6	D
		RT	180	181	391	12.5	B
	Approach Total		625	608	391	29.0	C
	SE	LT	280	284	401	33.6	C
		Thru	450	430	401	26.7	C
RT		35	29	335	21.2	C	
Approach Total		765	743	401	29.1	C	
Intersection Total		4,175	4,137	-	26.4	C	
Glen Iris Dr	EB	Thru	1,560	1,556	366	21.4	C
		RT	260	265	339	19.6	B
	Approach Total		1,820	1,821	366	21.1	C
	WB	LT	260	246	220	34.6	C
		Thru	910	915	117	14.5	B
	Approach Total		1,170	1,161	220	18.8	B
	NB	LT	230	214	220	33.4	C
		RT	300	307	220	16.8	B
Approach Total		530	521	220	23.6	C	
Intersection Total		3,520	3,503	-	20.7	C	

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2011 Base - PM Peak

Intersection	Approach	Mvt	2011 Count	Model Volume	Max Queue (ft)	Delay	LOS
Midtown Place Driveway	EB	LT	250	263	185	19.1	B
		Thru	1,425	1,391	203	9.7	A
	Approach Total		1,675	1,654	203	11.2	B
	WB	Thru	845	822	174	17.6	B
		RT	215	222	82	5.0	A
	Approach Total		1,060	1,044	174	14.9	B
	SR	LT	215	211	179	14.9	B
		RT	50	50	179	4.9	A
	Approach Total		265	261	179	13.0	B
	<b>Intersection Total</b>		<b>3,000</b>	<b>2,959</b>	<b>-</b>	<b>12.7</b>	<b>B</b>
Ponce de Leon Pl	EB	LT	125	129	110	17.8	B
		Thru	1,450	1,413	249	20.2	C
		RT	60	61	114	22.7	C
	Approach Total		1,635	1,603	249	20.1	C
	WB	LT	45	51	85	14.4	B
		Thru	865	834	324	18.2	B
		RT	55	50	43	16.5	B
	Approach Total		965	935	324	17.9	B
	NB	LT	70	68	85	17.7	B
		Thru	45	47	85	13.6	B
		RT	55	50	52	7.0	A
	Approach Total		170	165	85	13.3	B
	SB	LT	160	155	118	16.2	B
		Thru	25	26	118	16.0	B
RT		125	136	43	9.8	A	
Approach Total		310	317	118	13.4	B	
<b>Intersection Total</b>		<b>3,080</b>	<b>3,020</b>	<b>-</b>	<b>18.3</b>	<b>B</b>	
Bonaventure Ave (unsignalized)	EB	LT	50	49	55	4.3	A
		Approach Total		50	49	55	4.3
	WB	LT	5	8	0	8.9	A
		Approach Total		5	8	0	8.9
	NB	LT	5	3	25	22.8	C
		Thru	5	5	25	11.4	B
		RT	50	48	25	11.9	B
	Approach Total		60	56	25	12.4	B
	SB	LT	5	2	34	8.8	A
		Thru	5	2	34	19.4	B
RT		20	18	34	9.7	A	
Approach Total		30	22	34	10.5	B	
<b>Intersection Total</b>		<b>145</b>	<b>135</b>	<b>-</b>	<b>9.0</b>	<b>A</b>	
Freedom Pkwy	EB	Thru	1,360	1,352	338	29.1	C
		RT	185	162	110	1.4	A
	Approach Total		1,545	1,514	338	26.1	C
	WB	LT	315	336	387	31.1	C
		Thru	830	789	363	19.7	B
	Approach Total		1,145	1,125	387	23.1	C
	NB	LT	215	212	222	29.5	C
		RT	435	436	0	11.1	B
Approach Total		650	648	222	17.1	B	
<b>Intersection Total</b>		<b>3,340</b>	<b>3,287</b>	<b>-</b>	<b>23.3</b>	<b>C</b>	

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2011 Base - PM Peak

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

Ponce de Leon Avenue (SR 8)  
Traffic Analysis

2011 Base - PM Peak

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

Ponce de Leon Avenue (SR 8)  
Traffic Analysis

2015 No Build - AM Peak

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Piedmont Ave	EB	LT	30	23	23	15.0	B
		Thru	210	220	82	6.5	A
	Approach Total		240	243	82	7.3	A
	WB	Thru	1,165	1,153	228	11.8	B
		RT	300	321	416	7.4	A
	Approach Total		1,465	1,474	416	10.8	B
	NB	LT	75	71	217	29.3	C
		Thru	760	779	217	29.9	C
		RT	160	163	183	7.3	A
	Approach Total		995	1,013	217	26.3	C
	Intersection Total		2,700	2,730	-	16.3	B
Myrtle St	EB	LT	5	4	65	22.2	C
		Thru	365	382	65	6.0	A
		RT	0	0	21	0.0	A
	Approach Total		370	386	65	6.2	A
	WB	LT	25	22	44	10.6	B
		Thru	1,425	1,441	269	8.3	A
		RT	55	54	166	7.7	A
	Approach Total		1,505	1,517	269	8.8	A
	NB	LT	10	9	66	41.5	D
		Thru	15	16	66	38.4	D
		RT	15	12	66	32.5	C
	Approach Total		40	37	66	37.2	D
	SB	LT	20	17	88	32.1	C
		Thru	15	14	88	18.1	B
RT		30	28	62	10.0	A	
Approach Total		65	59	88	18.3	B	
Intersection Total		1,980	1,999	-	9.1	A	
Penn Ave (unsignalized)	EB	LT	5	5	50	9.5	A
		Approach Total		5	5	50	9.5
	WB	LT	35	26	133	2.5	A
		Approach Total		35	26	133	2.5
	NB	LT	10	6	36	15.2	B
		Thru	5	4	36	17.4	B
		RT	45	48	36	9.4	A
	Approach Total		60	58	36	10.6	B
	SB	LT	10	12	50	10.0	A
		Thru	10	8	50	10.7	B
		RT	25	24	50	13.5	B
Approach Total		45	44	50	12.0	B	
Intersection Total		145	133	-	9.4	A	
Argonne Ave	EB	LT	10	8	22	7.7	A
		Thru	415	445	82	10.0	A
		RT	15	12	0	7.5	A
	Approach Total		440	465	82	9.9	A
	WB	LT	190	189	109	8.5	A
		Thru	1,435	1,454	278	12.0	B
		RT	0	0	226	0.0	A
	Approach Total		1,625	1,643	278	11.6	B
	NB	LT	30	30	70	11.7	B
		Thru	15	16	70	14.6	B
		RT	45	45	50	8.1	A
	Approach Total		90	91	70	10.4	B
	SB	LT	10	21	98	6.7	A
		Thru	40	41	98	11.7	B
RT		45	38	80	10.6	B	
Approach Total		95	100	98	10.2	B	
Intersection Total		2,250	2,299	-	11.1	B	

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2015 No Build - AM Peak

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Durant Pl	EB	LT	5	3	0	14.7	B
		Thru	465	507	50	1.1	A
	Approach Total		470	510	50	1.2	A
	WB	Thru	1,615	1,627	212	14.1	B
		RT	10	8	148	9.0	A
	Approach Total		1,625	1,635	212	14.1	B
	SB	LT	5	7	50	13.6	B
		RT	10	7	31	13.0	B
	Approach Total		15	14	50	13.3	B
	Intersection Total		2,110	2,159	-	11.0	B
Charles Allen Dr	EB	LT	35	35	0	8.4	A
		Thru	375	413	24	0.7	A
		RT	10	5	0	0.4	A
	Approach Total		420	453	24	1.3	A
	WB	LT	15	14	23	10.5	B
		Thru	1,480	1,498	229	6.3	A
		RT	70	77	90	9.3	A
	Approach Total		1,565	1,589	229	6.5	A
	NB	LT	15	10	111	13.3	B
		Thru	110	99	111	13.9	B
		RT	40	50	0	7.8	A
	Approach Total		165	159	111	11.9	B
	SB	LT	65	50	163	17.1	B
		Thru	95	99	163	13.7	B
RT		110	110	118	9.6	A	
Approach Total		270	259	163	12.6	B	
Intersection Total		2,420	2,460	-	6.5	A	
Boulevard	EB	LT	50	53	64	16.3	B
		Thru	390	425	142	17.7	B
		RT	40	33	50	14.7	B
	Approach Total		480	511	142	17.4	B
	WB	LT	190	192	438	26.7	C
		Thru	1,395	1,422	438	38.0	D
		RT	315	281	236	28.1	C
	Approach Total		1,900	1,895	438	35.4	D
	NB	LT	85	86	132	22.8	C
		Thru	365	351	335	29.0	C
		RT	130	139	335	5.5	A
	Approach Total		580	576	335	22.4	C
	SB	LT	205	197	464	31.8	C
		Thru	390	387	464	27.7	C
RT		85	78	399	22.3	C	
Approach Total		680	662	464	28.3	C	
Intersection Total		3,640	3,644	-	29.5	C	
Glen Iris Dr	EB	Thru	555	559	171	15.7	B
		RT	140	159	145	11.4	B
	Approach Total		695	718	171	14.7	B
	WB	LT	165	164	109	13.6	B
		Thru	1,565	1,561	226	13.6	B
	Approach Total		1,730	1,725	226	13.6	B
	NB	LT	170	161	124	12.8	B
		RT	185	191	124	6.5	A
	Approach Total		355	352	124	9.4	A
Intersection Total		2,780	2,795	-	13.4	B	



Ponce de Leon Avenue (SR 8)

Traffic Analysis

2015 No Build - AM Peak

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Midtown Place Driveway	EB	LT	90	86	74	28.3	C
		Thru	530	536	88	6.5	A
	Approach Total		620	622	88	9.5	A
	WB	Thru	1,585	1,575	163	4.3	A
		RT	105	96	77	1.8	A
	Approach Total		1,690	1,671	163	4.2	A
	SB	LT	55	56	92	32.7	C
		RT	15	15	92	5.8	A
	Approach Total		70	71	92	27.0	C
	<b>Intersection Total</b>		<b>2,380</b>	<b>2,364</b>	<b>-</b>	<b>6.3</b>	<b>A</b>
Ponce de Leon Pl	EB	LT	70	79	95	18.7	B
		Thru	505	502	88	11.8	B
		RT	10	8	0	8.5	A
	Approach Total		585	589	95	12.7	B
	WB	LT	20	21	42	7.3	A
		Thru	1,480	1,451	222	10.8	B
		RT	45	37	0	8.2	A
	Approach Total		1,545	1,509	222	10.7	B
	NB	LT	30	35	88	30.8	C
		Thru	10	8	88	14.1	B
		RT	15	14	55	4.8	A
	Approach Total		55	57	88	22.1	C
	SB	LT	85	87	152	29.4	C
		Thru	0	0	152	0.0	A
RT		180	183	78	17.0	B	
Approach Total		265	270	152	21.0	C	
<b>Intersection Total</b>		<b>2,450</b>	<b>2,425</b>	<b>-</b>	<b>12.6</b>	<b>B</b>	
Bonaventure Ave (unsignalized)	EB	LT	5	4	0	17.9	B
		Approach Total		5	4	0	17.9
	WB	LT	15	27	0	0.5	A
		Approach Total		15	27	0	0.5
	NB	LT	5	7	0	9.9	A
		Thru	0	0	0	0.0	A
		RT	10	6	0	8.6	A
	Approach Total		15	13	0	9.3	A
	SB	LT	10	6	26	12.5	B
		Thru	5	4	26	23.3	C
RT		35	32	26	12.2	B	
Approach Total		50	42	26	13.3	B	
<b>Intersection Total</b>		<b>85</b>	<b>86</b>	<b>-</b>	<b>8.9</b>	<b>A</b>	
Freedom Pkwy	EB	Thru	495	506	176	43.1	D
		RT	90	68	0	0.0	A
	Approach Total		585	574	176	38.0	D
	WB	LT	490	493	306	18.7	B
		Thru	1,325	1,336	252	9.6	A
	Approach Total		1,815	1,829	306	12.1	B
	NR	LT	165	160	204	24.1	C
		RT	395	390	0	8.8	A
Approach Total		560	550	204	13.3	B	
<b>Intersection Total</b>		<b>2,960</b>	<b>2,953</b>	<b>-</b>	<b>17.3</b>	<b>B</b>	

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2015 No Build - AM Peak

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



Ponce de Leon Avenue (SR 8)

Traffic Analysis

2015 No Build - AM Peak

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

Ponce de Leon Avenue (SR 8)  
Traffic Analysis

2015 No Build - PM Peak

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Piedmont Ave	EB	LT	70	61	48	11.5	B
		Thru	1,080	1,079	137	10.5	B
	Approach Total		1,150	1,140	137	10.6	B
	WB	Thru	490	501	75	6.8	A
		RT	175	174	89	4.0	A
	Approach Total		665	675	89	6.1	A
	NB	LT	55	55	127	10.0	A
		Thru	980	990	127	11.0	B
		RT	335	332	93	10.3	B
	Approach Total		1,370	1,377	127	10.8	B
Intersection Total		3,185	3,192	-	9.7	A	
Myrtle St	EB	LT	25	24	142	16.1	B
		Thru	1,380	1,379	142	7.6	A
		RT	10	13	99	6.6	A
	Approach Total		1,415	1,416	142	7.7	A
	WB	LT	10	12	24	10.8	B
		Thru	635	638	146	8.3	A
		RT	65	62	50	6.4	A
	Approach Total		710	712	146	8.2	A
	NB	LT	5	5	86	17.2	B
		Thru	20	25	86	12.0	B
		RT	40	28	86	15.8	B
	Approach Total		65	58	86	14.3	B
	SB	LT	105	99	125	10.7	B
		Thru	25	23	125	8.5	A
RT		25	37	100	8.9	A	
Approach Total		155	159	125	10.0	A	
Intersection Total		2,345	2,345	-	8.2	A	
Penn Ave (unsignalized)	EB	LT	20	20	59	5.2	A
		Approach Total		20	20	59	5.2
	WB	LT	20	19	0	3.0	A
		Approach Total		20	19	0	3.0
	NB	LT	15	13	33	13.3	B
		Thru	10	10	33	15.3	B
		RT	50	51	33	11.2	B
	Approach Total		75	74	33	12.1	B
	SB	LT	20	25	43	11.6	B
		Thru	5	2	43	17.3	B
RT		10	9	43	11.0	B	
Approach Total		35	36	43	11.8	B	
Intersection Total		150	149	-	9.9	A	
Argonne Ave	EB	LT	20	15	22	7.7	A
		Thru	1,490	1,489	157	10.1	B
		RT	40	43	40	9.1	A
	Approach Total		1,550	1,547	157	10.0	B
	WB	LT	70	62	67	13.9	B
		Thru	700	708	118	15.5	B
		RT	10	8	51	14.4	B
	Approach Total		780	778	118	15.4	B
	NB	LT	15	14	90	16.1	B
		Thru	40	37	90	14.1	B
		RT	105	116	71	11.0	B
	Approach Total		160	167	90	12.1	B
	SB	LT	40	52	101	18.4	B
		Thru	45	40	101	16.0	B
RT		10	8	83	9.4	A	
Approach Total		95	100	101	16.7	B	
Intersection Total		2,585	2,592	-	12.0	B	

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2015 No Build - PM Peak

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Durant Pl	EB	LT	10	12	21	7.2	A
		Thru	1,625	1,652	133	6.3	A
	Approach Total		1,635	1,664	133	6.3	A
	WB	Thru	770	780	163	8.6	A
		RT	10	10	70	8.1	A
	Approach Total		780	790	163	8.6	A
	SB	LT	10	12	64	12.5	B
		RT	10	7	45	6.7	A
	Approach Total		20	19	64	10.4	B
	Intersection Total		2,435	2,473	-	7.1	A
Charles Allen Dr	EB	LT	30	32	50	10.7	B
		Thru	1,530	1,524	227	11.0	B
		RT	30	39	71	4.2	A
	Approach Total		1,590	1,595	227	10.8	B
	WB	LT	40	34	23	12.8	B
		Thru	680	675	90	1.7	A
		RT	50	47	56	1.2	A
	Approach Total		770	756	90	2.2	A
	NB	LT	20	17	140	37.0	D
		Thru	40	36	140	27.1	C
		RT	75	72	0	18.0	B
	Approach Total		135	125	140	23.2	C
	SB	LT	105	89	180	34.2	C
		Thru	105	107	180	29.4	C
		RT	50	53	135	19.6	B
Approach Total		260	249	180	29.0	C	
Intersection Total		2,755	2,725	-	10.7	B	
Boulevard	EB	LT	120	122	162	29.0	C
		Thru	1,485	1,454	341	31.6	C
		RT	105	90	210	33.0	C
	Approach Total		1,710	1,666	341	31.5	C
	WB	LT	165	173	240	31.7	C
		Thru	675	657	240	22.7	C
		RT	310	287	38	8.6	A
	Approach Total		1,150	1,117	240	20.5	C
	NB	LT	60	63	99	30.1	C
		Thru	400	390	406	37.8	D
		RT	185	187	406	14.6	B
	Approach Total		645	640	406	30.3	C
	SB	LT	290	298	412	37.6	D
		Thru	460	450	412	30.1	C
		RT	35	30	346	23.2	C
Approach Total		785	778	412	32.7	C	
Intersection Total		4,290	4,201	-	28.6	C	
Glen Iris Dr	EB	Thru	1,600	1,575	407	24.6	C
		RT	265	274	380	19.4	B
	Approach Total		1,865	1,849	407	23.8	C
	WB	LT	265	254	224	31.5	C
		Thru	940	945	139	15.2	B
	Approach Total		1,205	1,199	224	18.7	B
	NR	LT	240	230	242	35.4	D
		RT	310	321	242	21.6	C
	Approach Total		550	551	242	27.4	C
	Intersection Total		3,620	3,599	-	22.6	C

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2015 No Build - PM Peak

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Midtown Place Driveway	EB	LT	255	272	183	22.4	C
		Thru	1,460	1,430	251	11.1	B
	Approach Total		1,715	1,702	251	12.9	B
	WB	Thru	870	853	262	17.3	B
		RT	225	228	171	5.5	A
	Approach Total		1,095	1,081	262	14.8	B
	SB	LT	220	217	140	14.8	B
		RT	50	51	140	6.6	A
	Approach Total		270	268	140	13.2	B
	<b>Intersection Total</b>		<b>3,080</b>	<b>3,051</b>	<b>-</b>	<b>13.6</b>	<b>B</b>
Ponce de Leon Pl	EB	LT	125	131	123	19.5	B
		Thru	1,490	1,450	259	22.7	C
		RT	65	63	104	18.7	B
	Approach Total		1,680	1,644	259	22.3	C
	WB	LT	45	49	74	14.6	B
		Thru	890	857	288	19.9	B
		RT	55	50	0	14.9	B
	Approach Total		990	956	288	19.4	B
	NB	LT	75	75	93	16.1	B
		Thru	45	45	93	12.2	B
		RT	55	52	60	7.8	A
	Approach Total		175	172	93	12.6	B
	SB	LT	165	163	122	14.4	B
		Thru	25	26	122	15.0	B
RT		130	143	47	10.2	B	
Approach Total		320	332	122	12.6	B	
<b>Intersection Total</b>		<b>3,165</b>	<b>3,104</b>	<b>-</b>	<b>19.8</b>	<b>B</b>	
Bonaventure Ave (unsignalized)	EB	LT	50	50	53	4.8	A
		Approach Total	50	50	53	4.8	A
	WB	LT	5	8	0	4.7	A
		Approach Total	5	8	0	4.7	A
	NB	LT	0	0	0	0.0	A
		Thru	5	4	0	23.1	C
		RT	50	52	0	11.7	B
	Approach Total		55	56	0	12.5	B
	SB	LT	5	2	34	12.8	B
		Thru	0	0	34	0.0	A
RT		20	20	34	11.5	B	
Approach Total		25	22	34	11.6	B	
<b>Intersection Total</b>		<b>135</b>	<b>136</b>	<b>-</b>	<b>9.1</b>	<b>A</b>	
Freedom Pkwy	EB	Thru	1,400	1,382	417	27.1	C
		RT	190	161	189	2.3	A
	Approach Total		1,590	1,546	417	24.5	C
	WB	LT	320	349	380	23.1	C
		Thru	855	828	495	19.0	B
	Approach Total		1,175	1,177	495	20.2	C
	NB	LT	220	211	201	28.1	C
		RT	450	452	0	10.6	B
Approach Total		670	663	201	16.2	B	
<b>Intersection Total</b>		<b>3,435</b>	<b>3,386</b>	<b>-</b>	<b>21.4</b>	<b>C</b>	

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2015 No Build - PM Peak

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

Ponce de Leon Avenue (SR 8)

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2015 No Build - PM Peak

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

Ponce de Leon Avenue (SR 8)  
Traffic Analysis

2035 No Build - AM Peak

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Piedmont Ave	EB	LT	40	30	63	16.4	B
		Thru	270	278	68	8.0	A
	Approach Total		310	308	68	8.8	A
	WB	Thru	1,495	1,438	341	13.5	B
		RT	385	388	233	8.4	A
	Approach Total		1,880	1,826	341	12.4	B
	NB	LT	100	108	294	36.0	D
		Thru	980	994	294	35.8	D
		RT	205	204	260	8.5	A
	Approach Total		1,285	1,306	294	31.6	C
Intersection Total		3,475	3,440	-	19.4	B	
Myrtle St	EB	LT	5	3	79	23.0	C
		Thru	470	481	79	3.7	A
		RT	0	0	35	0.0	A
	Approach Total		475	484	79	3.8	A
	WB	LT	30	28	70	7.6	A
		Thru	1,830	1,785	172	3.7	A
		RT	70	67	124	5.9	A
	Approach Total		1,930	1,880	172	3.8	A
	NB	LT	15	14	87	39.3	D
		Thru	20	23	87	36.2	D
		RT	25	21	87	52.9	D
	Approach Total		60	58	87	43.0	D
	SB	LT	30	35	108	30.1	C
		Thru	20	22	108	39.8	D
RT		35	28	83	19.0	B	
Approach Total		85	85	108	29.0	C	
Intersection Total		2,550	2,507	-	5.6	A	
Penn Ave (unsignalized)	EB	LT	10	13	75	6.8	A
		Approach Total	10	13	75	5.8	A
	WB	LT	45	35	156	3.3	A
		Approach Total	45	35	156	3.3	A
	NB	LT	10	9	32	11.8	B
		Thru	5	7	32	12.7	B
		RT	55	53	32	9.1	A
	Approach Total		70	69	32	9.8	A
	SB	LT	10	13	50	16.1	B
		Thru	15	19	50	14.9	B
RT		30	27	50	15.8	B	
Approach Total		55	59	50	15.6	B	
Intersection Total		180	176	-	10.2	B	
Argonne Ave	EB	LT	10	8	22	28.1	C
		Thru	535	556	126	14.8	B
		RT	25	17	43	11.7	B
	Approach Total		570	581	126	14.9	B
	WB	LT	245	234	112	8.3	A
		Thru	1,850	1,799	282	8.7	A
		RT	0	0	250	0.0	A
	Approach Total		2,095	2,033	282	8.7	A
	NB	LT	35	34	153	49.4	D
		Thru	15	12	153	39.3	D
		RT	60	66	134	19.2	B
	Approach Total		110	112	153	30.5	C
	SB	LT	15	29	199	49.8	D
		Thru	55	57	199	48.0	D
RT		60	52	181	27.2	C	
Approach Total		130	138	199	40.5	D	
Intersection Total		2,905	2,864	-	12.3	B	



Ponce de Leon Avenue (SR 8)

Traffic Analysis

2035 No Build - AM Peak

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Durant Pl	EB	LT	5	5	0	11.6	B
		Thru	605	650	91	3.9	A
	Approach Total		610	655	91	4.0	A
	WB	Thru	2,085	2,020	264	7.1	A
		RT	10	6	172	14.3	B
	Approach Total		2,095	2,026	264	7.1	A
	SB	LT	5	7	69	56.0	E
		RT	10	7	50	19.8	B
	Approach Total		15	14	69	37.9	D
	Intersection Total		2,720	2,695	-	6.5	A
Charles Allen Dr	EB	LT	45	48	67	22.7	C
		Thru	490	524	115	13.7	B
		RT	10	9	0	5.1	A
	Approach Total		545	581	115	14.3	B
	WB	LT	20	17	0	4.1	A
		Thru	1,905	1,843	235	1.4	A
		RT	90	93	109	2.6	A
	Approach Total		2,015	1,953	235	1.5	A
	NB	LT	20	14	286	55.3	E
		Thru	140	132	286	49.3	D
		RT	50	64	150	34.7	C
	Approach Total		210	210	286	45.3	D
	SB	LT	80	69	290	49.5	D
		Thru	125	122	290	41.6	D
		RT	140	143	245	30.5	C
Approach Total		345	334	290	38.5	D	
Intersection Total		3,115	3,078	-	10.9	B	
Boulevard	EB	LT	65	69	47	32.3	C
		Thru	505	542	151	10.3	B
		RT	50	43	54	9.2	A
	Approach Total		620	654	151	12.5	B
	WB	LT	240	223	606	15.8	B
		Thru	1,805	1,777	606	20.9	C
		RT	405	341	404	13.1	B
	Approach Total		2,450	2,341	606	19.3	B
	NB	LT	105	98	96	29.9	C
		Thru	470	476	498	41.8	D
		RT	165	165	498	7.1	A
	Approach Total		740	739	498	32.5	C
	SB	LT	265	255	551	37.7	D
Thru		505	510	551	36.0	D	
RT		105	94	485	29.1	C	
Approach Total		875	859	551	35.7	D	
Intersection Total		4,685	4,593	-	23.5	C	
Glen Iris Dr	EB	Thru	715	708	325	43.6	D
		RT	180	212	299	36.1	D
	Approach Total		895	920	325	41.9	D
	WB	LT	210	205	77	10.1	B
		Thru	2,020	1,942	133	4.4	A
	Approach Total		2,230	2,147	133	4.9	A
	NB	LT	220	207	240	36.4	D
		RT	240	241	240	12.1	B
	Approach Total		460	448	240	23.3	C
Intersection Total		3,585	3,515	-	17.0	B	



Ponce de Leon Avenue (SR 8)

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2035 No Build - AM Peak

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Midtown Place Driveway	EB	LT	115	98	108	24.3	C
		Thru	675	673	118	7.6	A
	Approach Total		790	771	118	9.7	A
	WB	Thru	2,045	1,943	183	5.9	A
		RT	135	115	92	2.0	A
	Approach Total		2,180	2,058	183	5.7	A
	SB	LT	70	70	154	48.9	D
		RT	20	18	154	7.5	A
	Approach Total		90	88	154	40.4	D
	Intersection Total		3,060	2,917	-	7.8	A
Ponce de Leon Pl	EB	LT	90	100	83	23.8	C
		Thru	640	611	152	10.5	B
		RT	15	19	68	7.5	A
	Approach Total		745	730	152	12.2	B
	WB	LT	25	29	24	4.9	A
		Thru	1,910	1,769	238	8.0	A
		RT	55	45	66	6.7	A
	Approach Total		1,990	1,843	238	7.9	A
	NR	LT	35	38	103	40.5	D
		Thru	15	15	103	46.4	D
		RT	20	20	70	8.1	A
	Approach Total		70	73	103	32.8	C
	SB	LT	110	117	228	44.7	D
		Thru	0	0	228	0.0	A
RT		235	240	154	25.6	C	
Approach Total		345	357	228	31.9	C	
Intersection Total		3,150	3,003	-	12.4	B	
Bonaventure Ave (unsignalized)	EB	LT	5	4	0	15.8	B
		Approach Total		5	4	0	15.8
	WB	LT	20	34	0	3.8	A
		Approach Total		20	34	0	3.8
	NB	LT	5	5	0	20.1	C
		Thru	0	0	0	0.0	A
		RT	15	13	0	9.4	A
	Approach Total		20	18	0	12.4	B
	SB	LT	10	7	74	46.9	D
		Thru	5	4	74	27.1	C
RT		40	36	74	20.7	C	
Approach Total		55	47	74	25.1	C	
Intersection Total		100	103	-	15.5	B	
Freedom Pkwy	EB	Thru	635	661	219	24.4	C
		RT	115	90	76	1.0	A
	Approach Total		750	751	219	21.6	C
	WB	LT	635	575	702	25.1	C
		Thru	1,705	1,599	699	11.0	B
	Approach Total		2,340	2,174	702	14.7	B
	NB	LT	210	201	244	34.7	C
		RT	510	521	0	9.5	A
Approach Total		720	722	244	16.5	B	
Intersection Total		3,810	3,647	-	16.5	B	

Ponce de Leon Avenue (SR 8)

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2035 No Build - AM Peak

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Barnett St	EB	LT	55	41	154	18.6	B
		Thru	1,085	1,132	154	7.7	A
		RT	5	9	154	5.4	A
	Approach Total		1,145	1,182	154	8.1	A
	WB	LT	5	6	480	6.2	A
		Thru	2,090	1,921	480	9.6	A
		RT	30	28	443	5.1	A
	Approach Total		2,125	1,955	480	9.5	A
	NR	LT	0	5	43	67.2	E
		Thru	5	4	40	71.7	F
		RT	5	1	0	9.0	A
	Approach Total		10	10	43	63.0	E
	SB	LT	35	29	72	50.7	D
		Thru	0	0	275	0.0	A
RT		250	263	17	32.9	C	
Approach Total		285	292	275	34.7	C	
Intersection Total		3,565	3,439	-	11.3	B	
Frederica St	EB	LT	50	43	231	27.3	C
		Thru	1,190	1,233	231	6.8	A
		RT	5	1	192	15.6	B
	Approach Total		1,245	1,277	231	7.5	A
	WB	LT	5	4	406	22.8	C
		Thru	2,110	1,942	406	12.3	B
		RT	45	42	380	10.9	B
	Approach Total		2,160	1,988	406	12.3	B
	NB	LT	0	0	0	0.0	A
		Thru	0	0	0	0.0	A
		RT	5	5	0	6.3	A
	Approach Total		5	5	0	6.3	A
	SB	LT	45	45	204	56.8	E
		Thru	0	0	204	0.0	A
RT		135	136	183	30.0	C	
Approach Total		180	181	204	36.7	D	
Intersection Total		3,590	3,451	-	11.8	B	
Highland Ave	EB	LT	115	107	240	41.8	D
		Thru	1,155	1,189	240	13.5	B
		RT	90	91	95	4.7	A
	Approach Total		1,360	1,387	240	15.1	B
	WB	LT	80	84	63	15.3	B
		Thru	1,880	1,659	378	14.9	B
		RT	130	148	178	13.2	B
	Approach Total		2,090	1,891	378	14.8	B
	NB	LT	170	204	445	61.5	F
		Thru	395	373	445	47.7	D
		RT	40	35	343	43.1	D
	Approach Total		605	612	445	52.0	D
	SB	LT	145	130	215	48.8	D
		Thru	295	302	543	54.0	D
RT		110	119	0	46.4	D	
Approach Total		550	551	543	51.1	D	
Intersection Total		4,605	4,441	-	24.5	C	

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2035 No Build - AM Peak

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS	
Moreland Ave	EB	LT	320	322	1,302	133.4	F	
		Thru	925	890	1,302	64.3	E	
		RT	95	103	1,302	55.7	E	
	<i>Approach Total</i>			<i>1,340</i>	<i>1,315</i>	<i>1,302</i>	<i>80.5</i>	<i>F</i>
	WB	LT	145	120	113	96.5	F	
		Thru	1,505	1,337	1,290	98.3	F	
		RT	35	34	1,290	97.4	F	
	<i>Approach Total</i>			<i>1,685</i>	<i>1,491</i>	<i>1,290</i>	<i>98.1</i>	<i>F</i>
	NB	LT	345	350	1,000	90.2	F	
		Thru	695	688	1,000	51.2	D	
		RT	175	184	868	47.0	D	
	<i>Approach Total</i>			<i>1,215</i>	<i>1,222</i>	<i>1,000</i>	<i>61.7</i>	<i>E</i>
	SB	LT	70	74	108	40.9	D	
		Thru	565	568	425	44.0	D	
		RT	240	221	0	38.2	D	
	<i>Approach Total</i>			<i>875</i>	<i>863</i>	<i>425</i>	<i>42.2</i>	<i>D</i>
	<i>Intersection Total</i>			<i>5,115</i>	<i>4,891</i>	<i>-</i>	<i>74.5</i>	<i>E</i>

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2035 No Build - PM Peak

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Piedmont Ave	EB	LT	90	78	88	22.5	C
		Thru	1,390	1,411	291	20.4	C
	Approach Total		1,480	1,489	291	20.5	C
	WB	Thru	630	634	349	28.4	C
		RT	225	218	96	8.8	A
	Approach Total		855	852	349	23.4	C
	NB	LT	75	83	217	19.4	B
		Thru	1,265	1,253	217	17.1	B
		RT	435	445	183	13.4	B
	Approach Total		1,775	1,781	217	16.3	B
Intersection Total		4,110	4,122	-	19.3	B	
Myrtle St	EB	LT	35	41	171	4.8	A
		Thru	1,780	1,806	171	6.3	A
		RT	10	11	127	2.7	A
	Approach Total		1,825	1,858	171	6.2	A
	WB	LT	15	16	28	24.1	C
		Thru	815	804	192	14.5	B
		RT	80	72	46	5.3	A
	Approach Total		910	892	192	13.9	B
	NB	LT	5	3	108	27.4	C
		Thru	25	30	108	23.0	C
		RT	50	36	108	21.6	C
	Approach Total		80	69	108	22.5	C
	SB	LT	135	126	210	33.3	C
		Thru	30	30	210	29.8	C
		RT	35	50	184	19.1	B
Approach Total		200	206	210	29.3	C	
Intersection Total		3,015	3,025	-	10.5	B	
Penn Ave (unsignalized)	EB	LT	25	24	119	6.7	A
		Approach Total	25	24	119	6.7	A
	WB	LT	25	19	0	14.9	B
		Approach Total	25	19	0	14.9	B
	NB	LT	20	16	72	14.8	B
		Thru	10	10	72	14.6	B
		RT	65	67	72	11.8	B
	Approach Total		95	93	72	12.6	B
	SB	LT	25	32	47	13.7	B
		Thru	5	1	47	54.3	D
RT		10	10	47	9.4	A	
Approach Total		40	43	47	13.6	B	
Intersection Total		185	179	-	12.3	B	
Argonne Ave	EB	LT	25	16	21	13.6	B
		Thru	1,920	1,943	199	8.8	A
		RT	55	67	97	6.3	A
	Approach Total		2,000	2,026	199	8.8	A
	WB	LT	90	79	105	24.5	C
		Thru	900	886	89	4.5	A
		RT	15	10	70	10.3	B
	Approach Total		1,005	975	105	6.2	A
	NB	LT	20	19	163	36.3	D
		Thru	50	50	163	28.7	C
		RT	135	144	144	19.9	B
	Approach Total		205	213	163	23.4	C
	SB	LT	55	68	160	36.0	D
Thru		55	48	160	34.3	C	
RT		10	9	142	23.0	C	
Approach Total		120	125	160	34.4	C	
Intersection Total		3,330	3,339	-	9.9	A	

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2035 No Build - PM Peak

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Durant Pl	EB	LT	10	14	63	8.1	A
		Thru	2,100	2,138	126	3.0	A
	Approach Total		2,110	2,152	126	3.0	A
	WB	Thru	990	963	48	1.0	A
		RT	15	11	0	0.0	A
	Approach Total		1,005	974	48	1.0	A
	SB	LT	15	13	63	31.6	C
		RT	15	13	44	12.5	B
	Approach Total		30	26	63	22.1	C
	Intersection Total		3,145	3,152	-	2.6	A
Charles Allen Dr	EB	LT	35	36	56	12.2	B
		Thru	1,975	1,986	133	4.7	A
		RT	40	45	67	3.2	A
	Approach Total		2,050	2,067	133	4.8	A
	WB	LT	55	44	23	15.3	B
		Thru	875	833	93	2.5	A
		RT	65	60	58	4.2	A
	Approach Total		995	937	93	3.2	A
	NB	LT	25	19	202	39.0	D
		Thru	50	52	202	44.7	D
		RT	100	97	66	21.9	C
	Approach Total		175	168	202	30.9	C
	SB	LT	130	114	260	41.8	D
		Thru	130	130	260	40.4	D
RT		65	68	215	24.2	C	
Approach Total		325	312	260	37.4	D	
Intersection Total		3,545	3,484	-	8.5	A	
Boulevard	EB	LT	155	151	188	26.9	C
		Thru	1,920	1,914	695	36.3	D
		RT	130	118	232	34.4	C
	Approach Total		2,205	2,183	695	35.5	D
	WB	LT	215	211	399	92.0	F
		Thru	875	826	399	19.7	B
		RT	400	354	197	6.9	A
	Approach Total		1,490	1,391	399	27.4	C
	NB	LT	75	70	64	23.1	C
		Thru	510	517	503	41.8	D
		RT	240	243	503	19.4	B
	Approach Total		825	830	503	33.7	C
	SB	LT	375	380	591	68.0	E
		Thru	600	601	591	29.1	C
RT		45	34	525	29.3	C	
Approach Total		1,020	1,015	591	43.7	D	
Intersection Total		5,540	5,419	-	34.7	C	
Glen Iris Dr	EB	Thru	2,070	2,055	393	23.7	C
		RT	345	372	367	19.9	B
	Approach Total		2,415	2,427	393	23.1	C
	WB	LT	340	321	220	25.7	C
		Thru	1,210	1,146	147	14.9	B
	Approach Total		1,550	1,467	220	17.3	B
	NB	LT	305	300	946	51.6	D
		RT	400	411	946	44.0	D
Approach Total		705	711	946	47.2	D	
Intersection Total		4,670	4,605	-	25.0	C	

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2035 No Build - PM Peak

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Midtown Place Driveway	EB	LT	330	340	193	25.8	C
		Thru	1,890	1,896	89	5.5	A
	Approach Total		2,220	2,236	193	8.6	A
	WB	Thru	1,120	1,030	268	13.7	B
		RT	290	272	193	3.6	A
	Approach Total		1,410	1,302	268	11.6	B
	SB	LT	280	280	310	42.2	D
		RT	70	64	310	6.7	A
	Approach Total		350	344	310	35.6	D
	Intersection Total		3,980	3,882	-	12.0	B
Ponce de Leon Pl	EB	LT	165	171	109	19.8	B
		Thru	1,925	1,933	292	13.2	B
		RT	80	78	63	10.1	B
	Approach Total		2,170	2,182	292	13.6	B
	WB	LT	60	60	68	29.7	C
		Thru	1,150	1,044	433	30.1	C
		RT	75	63	141	25.3	C
	Approach Total		1,285	1,167	433	29.8	C
	NB	LT	95	86	124	29.5	C
		Thru	60	68	124	23.3	C
		RT	75	73	91	14.7	B
	Approach Total		230	227	124	22.7	C
	SB	LT	215	212	186	29.7	C
		Thru	35	35	186	27.5	C
		RT	165	173	112	14.4	B
Approach Total		415	420	186	23.2	C	
Intersection Total		4,100	3,996	-	19.9	B	
Bonaventure Ave (unsignalized)	EB	LT	65	73	198	10.5	B
		Approach Total		65	73	198	10.5
	WB	LT	10	9	66	17.5	B
		Approach Total		10	9	66	17.5
	NB	LT	0	0	0	0.0	A
		Thru	5	2	0	24.7	C
		RT	65	67	0	13.9	B
	Approach Total		70	69	0	14.2	B
	SB	LT	5	2	14	28.7	C
		Thru	0	0	14	0.0	A
RT		25	23	14	11.7	B	
Approach Total		30	25	14	13.1	B	
Intersection Total		175	176	-	12.7	B	
Freedom Pkwy	EB	Thru	1,805	1,794	315	20.5	C
		RT	245	239	191	1.7	A
	Approach Total		2,050	2,033	315	18.3	B
	WB	LT	415	404	584	42.4	D
		Thru	1,105	1,010	360	4.0	A
	Approach Total		1,520	1,414	584	15.0	B
	NB	LT	285	268	258	29.0	C
		RT	580	578	0	15.7	B
Approach Total		865	846	258	19.9	B	
Intersection Total		4,435	4,293	-	17.5	B	



Ponce de Leon Avenue (SR 8)

Traffic Analysis

2035 No Build - PM Peak

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

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2035 No Build - PM Peak

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS	
Moreland Ave	EB	LT	220	238	1,619	38.0	D	
		Thru	1,555	1,438	1,619	38.7	D	
		RT	300	279	1,619	36.9	D	
	<i>Approach Total</i>			2,075	1,955	1,619	38.4	D
	WB	LT	170	129	1,674	374.5	F	
		Thru	1,160	962	1,674	82.9	F	
		RT	40	33	1,674	58.1	E	
	<i>Approach Total</i>			1,370	1,124	1,674	115.6	F
	NB	LT	230	241	688	131.4	F	
		Thru	450	445	688	37.2	D	
		RT	180	185	555	34.1	C	
	<i>Approach Total</i>			860	871	688	62.6	E
	SB	LT	110	112	146	33.5	C	
		Thru	940	939	499	35.3	D	
		RT	145	131	0	32.4	C	
	<i>Approach Total</i>			1,195	1,182	499	34.8	C
<i>Intersection Total</i>			5,500	5,132	-	58.6	E	



Ponce de Leon Avenue (SR 8)

Traffic Analysis

2015 Build - AM Peak

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Piedmont Ave	EB	LT	30	23	104	15.4	B
		Thru	210	220	104	8.9	A
	Approach Total		240	243	104	9.5	A
	WB	Thru	1,165	1,121	236	8.7	A
		RT	300	318	113	5.1	A
	Approach Total		1,465	1,439	236	7.9	A
	NB	LT	75	73	197	25.5	C
		Thru	760	784	197	29.5	C
		RT	160	161	164	7.5	A
	Approach Total		995	1,018	197	25.7	C
Intersection Total		2,700	2,700	-	14.8	B	
Myrtle St	EB	LT	5	2	24	17.9	B
		Thru	365	379	76	5.0	A
		RT	0	0	28	0.0	A
	Approach Total		370	381	76	5.1	A
	WB	LT	25	25	24	4.8	A
		Thru	1,425	1,406	205	4.9	A
		RT	55	52	83	1.8	A
	Approach Total		1,505	1,483	205	4.8	A
	NB	LT	10	9	65	39.2	D
		Thru	15	15	65	45.6	D
		RT	15	14	65	47.7	D
	Approach Total		40	39	65	43.1	D
	SB	LT	20	20	109	31.4	C
Thru		15	15	109	31.5	C	
RT		30	31	84	17.3	B	
Approach Total		65	66	109	24.8	C	
Intersection Total		1,980	1,959	-	6.3	A	
Penn Ave (unsignalized)	EB	LT	5	5	0	17.5	B
		Approach Total		5	5	0	17.5
	WB	LT	35	28	0	0.4	A
		Approach Total		35	28	0	0.4
	NB	LT	10	6	35	18.0	B
		Thru	5	4	35	16.6	B
		RT	45	48	35	9.4	A
	Approach Total		60	58	35	10.8	B
	SB	LT	10	12	38	16.1	B
		Thru	10	9	38	12.0	B
RT		25	28	38	14.3	B	
Approach Total		45	49	38	14.3	B	
Intersection Total		145	140	-	10.2	B	
Argonne Ave	EB	LT	10	9	41	13.9	B
		Thru	415	438	93	7.1	A
		RT	15	11	0	2.8	A
	Approach Total		440	458	93	7.1	A
	WB	LT	190	189	75	3.7	A
		Thru	1,435	1,410	195	4.2	A
		RT	0	0	126	0.0	A
	Approach Total		1,625	1,599	195	4.1	A
	NB	LT	30	31	173	42.2	D
		Thru	15	15	173	28.4	C
		RT	45	44	154	12.1	B
	Approach Total		90	91	173	25.2	C
	SB	LT	10	21	141	38.9	D
Thru		40	41	141	34.1	C	
RT		45	38	124	18.9	B	
Approach Total		95	100	141	29.3	C	
Intersection Total		2,250	2,248	-	6.7	A	

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2015 Build - AM Peak

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Durant Pl	EB	LT	5	4	0	24.4	C
		Thru	465	502	43	1.6	A
	Approach Total		470	506	43	1.8	A
	WB	Thru	1,615	1,605	155	4.3	A
		RT	10	6	57	0.2	A
	Approach Total		1,625	1,611	155	4.3	A
	SB	LT	5	7	50	43.9	D
		RT	10	7	31	10.8	B
	Approach Total		15	14	50	27.4	C
	Intersection Total		2,110	2,131	-	3.8	A
Charles Allen Dr	EB	LT	35	36	60	14.8	B
		Thru	375	395	109	3.0	A
		RT	10	10	0	0.0	A
	Approach Total		420	441	109	3.9	A
	WB	LT	15	14	28	11.2	B
		Thru	1,480	1,479	172	4.9	A
		RT	70	84	172	3.1	A
	Approach Total		1,565	1,577	172	4.9	A
	NB	LT	15	10	190	29.3	C
		Thru	110	99	190	34.1	C
		RT	40	49	54	23.6	C
	Approach Total		165	158	190	30.5	C
	SB	LT	65	48	246	42.2	D
		Thru	95	99	246	35.6	D
RT		110	108	246	21.2	C	
Approach Total		270	255	246	30.7	C	
Intersection Total		2,420	2,431	-	9.1	A	
Boulevard	EB	LT	50	55	45	28.4	C
		Thru	390	416	148	13.4	B
		RT	40	29	0	10.5	B
	Approach Total		480	500	148	14.9	B
	WB	LT	190	173	90	12.3	B
		Thru	1,395	1,401	489	19.3	B
		RT	315	304	283	13.1	B
	Approach Total		1,900	1,878	489	17.7	B
	NB	LT	85	84	131	35.6	D
		Thru	365	344	358	40.5	D
		RT	130	139	358	9.3	A
	Approach Total		580	567	358	32.1	C
	SB	LT	205	200	469	40.0	D
		Thru	390	381	469	37.2	D
RT		85	74	403	34.4	C	
Approach Total		680	655	469	37.7	D	
Intersection Total		3,640	3,600	-	23.2	C	
Glen Iris Dr	EB	Thru	555	543	327	26.4	C
		RT	140	162	301	22.4	C
	Approach Total		695	705	327	25.5	C
	WB	LT	180	195	166	6.4	A
		Thru	1,540	1,508	50	2.8	A
	Approach Total		1,720	1,703	166	3.2	A
	NB	LT	195	190	216	38.1	D
		RT	185	192	216	11.0	B
Approach Total		380	382	216	24.5	C	
Intersection Total		2,795	2,790	-	11.8	B	

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2015 Build - AM Peak

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

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2015 Build - AM Peak

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

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2015 Build - AM Peak

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

Ponce de Leon Avenue (SR 8)  
Traffic Analysis

2015 Build - PM Peak

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Piedmont Ave	EB	LT	70	61	288	13.0	B
		Thru	1,080	1,060	288	16.3	B
	Approach Total		1,150	1,121	288	16.1	B
	WB	Thru	490	511	187	21.2	C
		RT	175	177	65	8.4	A
	Approach Total		665	688	187	17.9	B
	NB	LT	55	55	231	26.3	C
		Thru	980	995	231	22.6	C
		RT	335	335	197	15.0	B
	Approach Total		1,370	1,385	231	20.9	C
Intersection Total		3,185	3,194	-	18.6	B	
Myrtle St	EB	LT	25	19	28	11.4	B
		Thru	1,380	1,377	182	5.0	A
		RT	10	11	133	3.8	A
	Approach Total		1,415	1,407	182	5.1	A
	WB	LT	10	14	22	19.7	B
		Thru	635	650	92	4.8	A
		RT	65	67	55	2.3	A
	Approach Total		710	731	92	4.9	A
	NB	LT	5	5	66	31.7	C
		Thru	20	25	66	23.4	C
		RT	40	29	66	32.8	C
	Approach Total		65	59	66	28.7	C
	SB	LT	105	99	183	27.1	C
Thru		25	23	183	29.1	C	
RT		25	37	157	21.4	C	
Approach Total		155	159	183	26.1	C	
Intersection Total		2,345	2,356	-	7.0	A	
Penn Ave (unsignalized)	EB	LT	20	19	30	3.8	A
		Approach Total		20	19	30	3.8
	WB	LT	20	20	0	10.7	B
		Approach Total		20	20	0	10.7
	NB	LT	15	12	40	14.8	B
		Thru	10	10	40	19.6	B
		RT	50	51	40	13.4	B
	Approach Total		75	73	40	14.5	B
	SB	LT	20	25	62	17.3	B
		Thru	5	2	62	13.5	B
RT		10	8	62	12.0	B	
Approach Total		35	35	62	15.9	B	
Intersection Total		150	147	-	12.9	B	
Argonne Ave	EB	LT	20	11	22	10.1	B
		Thru	1,490	1,487	215	6.9	A
		RT	40	46	214	4.0	A
	Approach Total		1,550	1,544	215	6.8	A
	WB	LT	70	76	63	17.3	B
		Thru	700	717	173	7.6	A
		RT	10	8	0	6.5	A
	Approach Total		780	801	173	8.5	A
	NB	LT	15	14	227	38.6	D
		Thru	40	37	227	44.5	D
		RT	105	115	208	26.8	C
	Approach Total		160	166	227	31.7	C
	SB	LT	40	53	159	45.9	D
Thru		45	40	159	28.1	C	
RT		10	8	141	22.0	C	
Approach Total		95	101	159	37.0	D	
Intersection Total		2,585	2,612	-	10.1	B	



Ponce de Leon Avenue (SR 8)

Traffic Analysis

2015 Build - PM Peak

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Durant Pl	EB	LT	10	10	22	10.8	B
		Thru	1,625	1,651	199	4.0	A
	Approach Total		1,635	1,661	199	4.0	A
	WB	Thru	770	794	50	0.9	A
		RT	10	7	0	0.4	A
	Approach Total		780	801	50	0.9	A
	SB	LT	10	12	64	37.4	D
		RT	10	7	45	12.7	B
	Approach Total		20	19	64	28.3	C
	Intersection Total		2,435	2,481	-	3.2	A
Charles Allen Dr	EB	LT	30	31	25	9.6	A
		Thru	1,530	1,548	426	20.6	C
		RT	30	34	30	3.7	A
	Approach Total		1,590	1,613	426	20.0	C
	WB	LT	40	30	42	25.3	C
		Thru	680	710	134	7.0	A
		RT	50	51	134	6.7	A
	Approach Total		770	791	134	7.7	A
	NB	LT	20	17	153	46.2	D
		Thru	40	36	153	25.7	C
		RT	75	71	17	25.2	C
	Approach Total		135	124	153	28.2	C
	SB	LT	105	88	217	46.9	D
		Thru	105	106	217	36.4	D
		RT	50	51	217	27.1	C
Approach Total		260	245	217	38.2	D	
Intersection Total		2,755	2,773	-	18.5	B	
Boulevard	FR	LT	120	111	156	29.6	C
		Thru	1,485	1,498	854	39.3	D
		RT	105	107	390	37.6	D
	Approach Total		1,710	1,716	854	38.6	D
	WB	LT	165	161	205	60.6	E
		Thru	675	676	173	9.6	A
		RT	310	279	0	3.3	A
	Approach Total		1,150	1,116	205	15.4	B
	NB	LT	60	57	72	26.7	C
		Thru	400	384	436	44.6	D
		RT	185	183	436	20.7	C
	Approach Total		645	624	436	36.0	D
	SB	LT	290	296	455	59.5	E
		Thru	460	436	455	34.5	C
		RT	35	28	389	33.0	C
Approach Total		785	760	455	44.2	D	
Intersection Total		4,290	4,216	-	33.1	C	
Glen Iris Dr	EB	Thru	1,600	1,569	340	15.3	B
		RT	265	294	314	14.4	B
	Approach Total		1,865	1,863	340	15.2	B
	WB	LT	275	263	237	28.2	C
		Thru	900	902	431	18.0	B
	Approach Total		1,175	1,165	431	20.3	C
	NB	LT	280	271	446	50.9	D
		RT	310	317	446	34.4	C
Approach Total		590	588	446	42.0	D	
Intersection Total		3,630	3,616	-	21.2	C	

Ponce de Leon Avenue (SR 8)  
Traffic Analysis

2015 Build - PM Peak

Intersection	Approach	Mvt	2015 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Midtown Place Driveway	EB	LT	410	414	217	48.4	D
		Thru	1,460	1,439	128	4.2	A
	Approach Total		1,870	1,853	217	14.1	B
	WB	Thru	870	836	315	15.7	B
		RT	225	226	222	9.4	A
	Approach Total		1,095	1,062	315	14.4	B
	SB	LT	220	216	267	33.3	C
		RT	50	51	267	9.7	A
	Approach Total		270	267	267	28.8	C
	Intersection Total		3,235	3,182	-	15.4	B
Ponce de Leon Pl	EB	LT	125	111	66	11.4	B
		Thru	1,490	1,485	347	12.1	B
		RT	65	54	117	11.3	B
	Approach Total		1,680	1,650	347	12.0	B
	WB	LT	45	50	70	21.5	C
		Thru	890	853	269	17.8	B
		RT	55	50	0	13.5	B
	Approach Total		990	953	269	17.8	B
	NB	LT	75	77	155	31.5	C
		Thru	45	46	155	27.8	C
		RT	55	53	122	13.9	B
	Approach Total		175	176	155	25.2	C
	SB	LT	165	164	160	36.4	D
		Thru	25	26	160	29.8	C
RT		130	141	85	14.7	B	
Approach Total		320	331	160	26.6	C	
Intersection Total		3,165	3,110	-	16.1	B	
Bonaventure Ave (unsignalized)	EB	LT	50	59	49	5.6	A
		Approach Total		50	59	49	5.6
	WB	LT	5	0	0	0.0	A
		Approach Total		5	0	0	0.0
	NB	LT	0	0	40	0.0	A
		Thru	5	4	40	16.2	B
		RT	50	52	40	17.5	B
	Approach Total		55	56	40	17.5	B
	SB	LT	5	2	33	14.0	B
		Thru	0	0	33	0.0	A
RT		20	19	33	9.6	A	
Approach Total		25	21	33	10.0	B	
Intersection Total		135	136	-	11.2	B	
Freedom Pkwy	EB	Thru	1,400	1,392	459	26.1	C
		RT	190	187	234	2.6	A
	Approach Total		1,590	1,579	459	23.3	C
	WB	LT	320	343	305	36.1	D
		Thru	855	821	182	5.5	A
	Approach Total		1,175	1,164	305	14.5	B
	NB	LT	220	213	214	31.2	C
		RT	450	451	0	15.7	B
Approach Total		670	664	214	20.7	C	
Intersection Total		3,435	3,407	-	19.8	B	



Ponce de Leon Avenue (SR 8)

Traffic Analysis

2015 Build - PM Peak

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

Ponce de Leon Avenue (SR 8)

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2015 Build - PM Peak

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

Ponce de Leon Avenue (SR 8)  
Traffic Analysis

2035 Build - AM Peak

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Piedmont Ave	EB	LT	40	31	107	14.0	B
		Thru	270	282	107	11.7	B
	Approach Total		310	313	107	11.9	B
	WB	Thru	1,495	1,391	677	13.2	B
		RT	385	378	424	7.8	A
	Approach Total		1,880	1,769	677	12.0	B
	NB	LT	100	102	269	40.5	D
		Thru	980	963	269	40.6	D
		RT	205	201	235	7.8	A
	Approach Total		1,285	1,266	269	35.4	D
Intersection Total		3,475	3,348	-	20.9	C	
Myrtle St	EB	LT	5	2	0	3.3	A
		Thru	470	482	90	2.7	A
		RT	0	0	41	0.0	A
	Approach Total		475	484	90	2.7	A
	WB	LT	30	32	22	3.9	A
		Thru	1,830	1,719	215	3.9	A
		RT	70	58	185	1.5	A
	Approach Total		1,930	1,809	215	3.8	A
	NB	LT	15	14	111	50.9	D
		Thru	20	22	111	67.8	E
		RT	25	17	111	52.4	D
	Approach Total		60	53	111	58.4	E
	SB	LT	30	35	150	61.9	E
		Thru	20	21	150	57.5	E
RT		35	28	124	27.3	C	
Approach Total		85	84	150	49.3	D	
Intersection Total		2,550	2,430	-	6.4	A	
Penn Ave (unsignalized)	EB	LT	10	15	0	7.2	A
		Approach Total	10	15	0	7.2	A
	WB	LT	45	36	0	0.8	A
		Approach Total	45	36	0	0.8	A
	NB	LT	10	8	33	14.2	B
		Thru	5	7	33	15.4	B
		RT	55	53	33	9.4	A
	Approach Total		70	68	33	10.6	B
	SB	LT	10	13	44	24.9	C
		Thru	15	19	44	16.4	B
RT		30	27	44	14.0	B	
Approach Total		55	59	44	17.2	B	
Intersection Total		180	178	-	10.5	B	
Argonne Ave	EB	LT	10	8	21	6.7	A
		Thru	535	563	170	8.4	A
		RT	25	19	0	4.8	A
	Approach Total		570	590	170	8.3	A
	WB	LT	245	234	82	4.7	A
		Thru	1,850	1,741	314	3.8	A
		RT	0	0	191	0.0	A
	Approach Total		2,095	1,975	314	3.9	A
	NB	LT	35	34	150	50.3	D
		Thru	15	12	150	76.8	E
		RT	60	65	131	18.4	B
	Approach Total		110	111	150	34.5	C
	SB	LT	15	28	175	41.8	D
		Thru	55	55	175	47.6	D
RT		60	51	157	26.9	C	
Approach Total		130	134	175	38.5	D	
Intersection Total		2,905	2,810	-	7.7	A	

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2035 Build - AM Peak

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Durant Pl	EB	LT	5	4	20	16.1	B
		Thru	605	643	144	5.0	A
	Approach Total		610	647	144	5.1	A
	WB	Thru	2,085	1,954	219	4.1	A
		RT	10	8	122	3.1	A
	Approach Total		2,095	1,962	219	4.1	A
	SB	LT	5	7	69	52.4	D
		RT	10	7	50	13.0	B
	Approach Total		15	14	69	32.7	C
	Intersection Total		2,720	2,623	-	4.5	A
Charles Allen Dr	EB	LT	45	52	93	45.2	D
		Thru	490	510	180	12.1	B
		RT	10	11	0	4.7	A
	Approach Total		545	573	180	15.0	B
	WB	LT	20	14	19	5.3	A
		Thru	1,905	1,794	297	5.7	A
		RT	90	91	297	6.8	A
	Approach Total		2,015	1,899	297	5.7	A
	NB	LT	20	14	304	60.7	F
		Thru	140	132	304	56.8	E
		RT	50	64	168	37.6	D
	Approach Total		210	210	304	52.5	D
	SB	LT	80	71	323	68.4	E
		Thru	125	120	323	50.3	D
		RT	140	140	323	42.5	D
	Approach Total		345	331	323	50.9	D
Intersection Total		3,115	3,013	-	15.7	B	
Boulevard	EB	LT	65	73	63	37.7	D
		Thru	505	510	259	24.7	C
		RT	50	47	0	21.5	C
	Approach Total		620	630	259	26.0	C
	WB	LT	240	206	178	18.8	B
		Thru	1,805	1,684	1,488	38.8	D
		RT	405	378	1,283	31.3	C
	Approach Total		2,450	2,268	1,488	35.7	D
	NB	LT	105	98	141	49.3	D
		Thru	470	473	693	57.2	E
		RT	165	165	693	10.0	A
	Approach Total		740	736	693	45.6	D
	SB	LT	265	262	633	62.4	E
		Thru	505	509	633	48.2	D
RT		105	90	567	45.1	D	
Approach Total		875	861	633	52.2	D	
Intersection Total		4,685	4,495	-	39.1	D	
Glen Iris Dr	EB	Thru	715	694	449	25.8	C
		RT	180	203	422	22.0	C
	Approach Total		895	897	449	24.9	C
	WB	LT	235	227	110	8.7	A
		Thru	1,990	1,847	445	12.8	B
	Approach Total		2,225	2,074	445	12.4	B
	NB	LT	250	249	699	65.1	E
		RT	240	236	699	21.7	C
Approach Total		490	485	699	44.0	D	
Intersection Total		3,610	3,456	-	20.1	C	

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2035 Build - AM Peak

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

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Traffic Analysis

2035 Build - AM Peak

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

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2035 Build - AM Peak

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



Ponce de Leon Avenue (SR 8)  
Traffic Analysis

2035 Build - PM Peak

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Piedmont Ave	EB	LT	90	77	547	11.9	B
		Thru	1,390	1,349	547	48.6	D
	Approach Total		1,480	1,426	547	46.6	D
	WB	Thru	630	644	313	21.0	C
		RT	225	222	108	6.7	A
	Approach Total		855	866	313	17.3	B
	NB	LT	75	80	1,143	23.7	C
		Thru	1,265	1,175	1,143	28.0	C
		RT	435	264	1,109	150.1	F
	Approach Total		1,775	1,519	1,143	49.0	D
	Intersection Total		4,110	3,811	-	40.9	D
Myrtle St	EB	LT	35	30	22	7.1	A
		Thru	1,780	1,567	719	35.6	D
		RT	10	13	670	25.1	C
	Approach Total		1,825	1,610	719	35.0	C
	WB	LT	15	13	20	13.9	B
		Thru	815	821	193	8.0	A
		RT	80	71	81	2.5	A
	Approach Total		910	905	193	7.7	A
	NB	LT	5	3	66	28.0	C
		Thru	25	31	66	21.4	C
		RT	50	37	66	30.2	C
	Approach Total		80	71	66	26.3	C
	SB	LT	135	126	217	40.8	D
		Thru	30	30	217	28.9	C
		RT	35	50	191	27.6	C
Approach Total		200	206	217	35.9	D	
Intersection Total		3,015	2,792	-	26.0	C	
Penn Ave (unsignalized)	EB	LT	25	23	274	8.6	A
		Approach Total	25	23	274	8.6	A
	WB	LT	25	15	0	28.1	C
		Approach Total	25	15	0	28.1	C
	NB	LT	20	16	164	70.3	E
		Thru	10	10	164	49.9	D
		RT	65	68	164	53.9	D
	Approach Total		95	94	164	56.3	E
	SB	LT	25	32	53	45.5	D
		Thru	5	1	53	11.0	B
		RT	10	10	53	13.1	B
Approach Total		40	43	53	37.2	D	
Intersection Total		185	175	-	42.9	D	
Argonne Ave	EB	LT	25	13	24	17.0	B
		Thru	1,920	1,660	908	50.6	D
		RT	55	59	601	32.7	C
	Approach Total		2,000	1,732	908	49.7	D
	WB	LT	90	96	84	28.4	C
		Thru	900	890	128	4.4	A
		RT	15	13	112	4.2	A
	Approach Total		1,005	999	128	6.7	A
	NB	LT	20	17	579	152.9	F
		Thru	50	45	579	217.5	F
		RT	135	136	560	214.6	F
	Approach Total		205	198	579	210.0	F
	SB	LT	55	68	193	83.1	F
		Thru	55	49	193	53.9	D
		RT	10	9	175	36.6	D
Approach Total		120	126	193	68.4	E	
Intersection Total		3,330	3,055	-	46.8	D	



Ponce de Leon Avenue (SR 8)

Traffic Analysis

2035 Build - PM Peak

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Durant Pl	EB	LT	10	9	28	15.9	B
		Thru	2,100	1,833	835	56.4	E
	Approach Total		2,110	1,842	835	56.2	E
	WB	Thru	990	984	43	1.1	A
		RT	15	10	0	0.4	A
	Approach Total		1,005	994	43	1.1	A
	SB	LT	15	14	82	61.2	E
		RT	15	13	62	14.1	B
	Approach Total		30	27	82	38.5	D
	Intersection Total		3,145	2,863	-	36.9	D
Charles Allen Dr	EB	LT	35	29	41	15.2	B
		Thru	1,975	1,714	1,486	106.2	F
		RT	40	39	1,090	53.8	D
	Approach Total		2,050	1,782	1,486	103.6	F
	WB	LT	55	47	85	28.5	C
		Thru	875	867	104	4.4	A
		RT	65	65	104	5.6	A
	Approach Total		995	979	104	5.6	A
	NB	LT	25	19	197	48.2	D
		Thru	50	52	197	36.8	D
		RT	100	98	61	38.4	D
	Approach Total		175	169	197	39.0	D
	SB	LT	130	112	256	55.5	E
		Thru	130	131	256	33.8	C
		RT	65	66	256	21.4	C
Approach Total		325	309	256	39.0	D	
Intersection Total		3,545	3,239	-	64.4	E	
Boulevard	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
	WB	LT	215	200	203	60.5	E
		Thru	875	834	327	11.6	B
		RT	400	360	121	6.7	A
	Approach Total		1,490	1,394	327	17.4	B
	NB	LT	75	67	95	25.8	C
		Thru	510	511	469	43.9	D
		RT	240	246	469	21.0	C
	Approach Total		825	824	469	35.6	D
	SB	LT	375	339	1,074	224.5	F
		Thru	600	517	1,074	93.2	F
		RT	45	31	1,008	109.1	F
Approach Total		1,020	887	1,074	143.9	F	
Intersection Total		5,540	5,034	-	52.3	D	
Glen Iris Dr	EB	Thru	2,070	1,829	1,451	21.0	C
		RT	345	318	1,425	21.4	C
	Approach Total		2,415	2,147	1,451	21.1	C
	WB	LT	340	336	520	91.7	F
		Thru	1,210	1,121	246	17.7	B
	Approach Total		1,550	1,457	520	34.8	C
	NB	LT	305	353	954	63.0	E
		RT	400	389	954	61.6	E
Approach Total		705	742	954	62.3	E	
Intersection Total		4,670	4,346	-	32.7	C	

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2035 Build - PM Peak

Intersection	Approach	Mvt	2035 Vol	Model Volume	Max Queue (ft)	Delay	LOS
Midtown Place Driveway	EB	LT	330	483	281	51.6	D
		Thru	1,890	1,701	266	9.5	A
	Approach Total		2,220	2,184	281	18.8	B
	WB	Thru	1,120	1,073	420	20.1	C
		RT	290	291	326	16.8	B
	Approach Total		1,410	1,364	420	19.4	B
	SB	LT	280	287	253	33.9	C
		RT	70	64	253	9.4	A
	Approach Total		350	351	253	29.4	C
	Intersection Total		3,980	3,899	-	20.0	B
Ponce de Leon Pl	EB	LT	165	134	65	13.3	B
		Thru	1,925	1,791	502	12.7	B
		RT	80	56	194	13.1	B
	Approach Total		2,170	1,981	502	12.8	B
	WB	LT	60	64	74	23.8	C
		Thru	1,150	1,110	221	13.4	B
		RT	75	68	0	12.4	B
	Approach Total		1,285	1,242	221	13.9	B
	NB	LT	95	86	176	35.0	C
		Thru	60	69	176	27.0	C
		RT	75	73	143	20.7	C
	Approach Total		230	228	176	28.0	C
	SB	LT	215	212	231	35.5	D
		Thru	35	35	231	32.1	C
RT		165	173	157	19.5	B	
Approach Total		415	420	231	28.6	C	
Intersection Total		4,100	3,871	-	15.7	B	
Bonaventure Ave (unsignalized)	EB	LT	65	71	94	7.5	A
		Approach Total		65	71	94	7.5
	WB	LT	10	10	85	15.9	B
		Approach Total		10	10	85	15.9
	NB	LT	0	0	0	0.0	A
		Thru	5	2	0	19.5	B
		RT	65	67	0	12.8	B
	Approach Total		70	69	0	13.0	B
	SB	LT	5	3	0	15.6	B
		Thru	0	0	0	0.0	A
RT		25	23	0	12.0	B	
Approach Total		30	26	0	12.4	B	
Intersection Total		175	175	-	10.9	B	
Freedom Pkwy	EB	Thru	1,805	1,697	463	23.6	C
		RT	245	225	235	2.6	A
	Approach Total		2,050	1,922	463	21.1	C
	WB	LT	415	426	307	31.7	C
		Thru	1,105	1,059	148	5.5	A
	Approach Total		1,520	1,485	307	13.0	B
	NB	LT	285	274	237	33.4	C
		RT	580	586	0	18.6	B
Approach Total		865	860	237	23.3	C	
Intersection Total		4,435	4,267	-	18.8	B	

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2035 Build - PM Peak

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

Ponce de Leon Avenue (SR 8)

Traffic Analysis

2035 Build - PM Peak

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