

Upper Westside

Community Improvement District

Request for Qualifications

To Provide

Engineering Design Services for Chattahoochee Multiuse Path – Phase 1

> RFQ 2024-01 Qualifications Due: March 1, 2024 by 3:00PM

Upper Westside CID (UWCID) 976 Brady Avenue, Suite 100 Atlanta, Georgia 30318

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REQUEST FOR QUALIFICATIONS

RFQ 2024-01

Engineering Design Services for Chattahoochee Avenue Multiuse Path - Phase 1

I. General Project Information

A. Overview

The Westside/Howell Mill CID, dba Upper Westside Community Improvement District (UWCID) is soliciting SOQs from qualified firm(s) to provide Engineering Design Services for the Chattahoochee Avenue Multiuse Path – Phase 1.

This Request for Qualifications (RFQ) seeks to identify potential providers for the Scope of Services for the project/contract listed in Exhibit I. Firms that respond to this RFQ, and are determined by UWCID to be sufficiently qualified, may be deemed eligible, and invited to offer a technical approach for these services. All respondents to this RFQ are subject to instructions communicated in this document, and are cautioned to completely review the entire RFQ and follow instructions carefully. UWCID reserves the right to reject any or all Statements of Qualifications or Technical Approach, and to waive technicalities and informalities at the discretion of UWCID.

B. IMPORTANT- A RESTRICTION OF COMMUNICATION IS IN EFFECT FOR THIS PROJECT.

From the advertisement date of this solicitation until successful respondents are selected and the award is made official and announced, firms are not allowed to communicate about this solicitation or scope with any staff of UWCID and UWCID Board Members, except for the submission of questions as instructed in the RFQ, or with the contact designated in **RFQ Section VIII.C.**, or as provided by any existing work agreement(s). For violation of this provision, UWCID reserves the right to reject the submittal of the offending respondent.

C. DBE Goal

The Georgia Department of Transportation (Department) Board has adopted a 15% overall annual goal for DBE participation on all federally funded projects. This goal is not to be considered as a fixed quota, set aside or preference. The DBE goal can be met by prime contracting, sub-contracting, joint-venture or mentor/ protégé relationship.

UWCID has elected to use the GDOT DBE goal as its DBE guidance for this CID-funded project.

Upper Westside Community Improvement District will monitor and assess each consultant services submittals for their DBE participation and/or good faith effort in promoting equity and opportunity in accordance with the state of Georgia, Department of Transportation Disadvantage Business Program Plan.

For more information on the GDOT DBE Program please contact them directly:

Georgia Department of Transportation Equal Opportunity Division One Georgia Center, 7th Floor 600 West Peachtree Street, NW Atlanta, Georgia 30308 Phone: (404) 631-1972

D. Scope of Services

Under the terms of the resulting Agreements, the selected consultants will provide engineering design services for Chattahoochee Avenue Multiuse Path - Phase I. The anticipated scope of work for the project/contract is included in **Exhibit I**.

E. Contract Term and Type

UWCID anticipates one (1) contract to be awarded to one (1) firm, for the project/contract identified. UWCID

anticipates that the Contract Type will be paid via Cost Plus Fixed Fee unless a task-based Lump Sum alternative can be negotiated with the selected consultant(s). As a Project Specific contract, it is the UWCID's intention that the Agreements will remain in effect until successful completion of construction phase of the project, and may utilize the selected consultant for construction revisions as necessary on an Hourly-Not-to-Exceed basis.

F. Contract Amount

The Project Specific contract amount will be determined via negotiations with the UWCID. If the UWCID is unable to reach a satisfactory agreement and at reasonable rates to be paid for the services to be provided, the UWCID reserves the right to terminate negotiations with the highest scoring finalist and begin negotiations with the next highest scoring finalist.

G. Rights Reserved

This RFQ does not commit UWCID to award a contract, to pay any costs incurred in the preparation of a response to this request, or to procure or contract for services or supplies. UWCID reserves the right to accept or reject any or all Submittals received as a result of this request and to waive minor irregularities in the procedure.

II. Selection Method

A. Method of Communication

All general communication of relevant information regarding this solicitation will be made via the UWCID website (www.upperwestsideatl.org) under RFQ 2024-01. All firms are responsible for checking the website on a regular basis for updates, clarifications, and announcements. UWCID reserves the right to communicate via electronic-mail with the primary contact listed in the Statements of Qualifications. Other specific communications will be made as indicated in the remainder of this RFQ.

B. Statement of Qualifications

Based on the SOQs submitted in response to the projects/contracts listed in this RFQ, the Selection Committee will review the Experience and Qualifications and Resources and Workload Capacity listed in Section IV. Selection Criteria

All firms must meet the minimum requirements as listed in Section IV.A. below.

C. Technical Approach and Past Performance

UWCID requests a Technical Approach proposal in conjunction with the Statement of Qualifications. UWCID reserves the right to request a presentation/interview on any project/contract as determined in its best interests; however, this additional requirement shall typically be reserved for the most complex projects. Any additional detailed proposal instructions and requirements, beyond that provided in Section V. All members of the Selection Committee will review the written proposal (and will attend the presentation/interview if so chosen). Firms shall not address any questions, prior to the award announcement, to anyone other than the designated contact.

D. Final Selection

Final selection will be determined by carrying the scores from the Statement of Qualifications and by evaluating the Technical Approach and Past Performance. The Selection Committee will discuss the Responses and the final rankings will be determined.

Negotiations will then be initiated with the top-ranked firm(s) to finalize the terms and conditions of the contract(s), including the fees to be paid. In the event a satisfactory agreement cannot be reached with the highest-ranking firm(s), UWCID will formally terminate the negotiations and possibly enter into negotiations with the second highest-ranking firm, and so on in turn until a mutual agreement is established and UWCID awards a contract. The final form of the contract shall be developed by UWCID.

III. Schedule of Events

The following Schedule of Events represents UWCID's best estimate of the Schedule that will be followed. All times indicated are prevailing times in Atlanta, Georgia. UWCID reserves the right to adjust the Schedule as UWCID deems necessary.

SCHEDULE OF EVENTS	DATE	TIME
a. UWCID issues public advertisement of RFQ 2024-01	1/31/2024	
b. Deadline for submission of written questions and requests for clarification	2/14/2024	3:00PM
c. Clarifications posted by CID, on CID website	2/16/2024	5:00PM
d. Deadline for submission of Statements of Qualifications / Technical Approach and Past Performance	3/1/2024	3:00PM

IV. Selection Criteria - Criteria for Evaluation of Statements of Qualifications

A. Area Class Requirements and Certification

Presented teams must be prequalified in the indicated Area Class(es) in order to be evaluated. Required proof of prequalification shall be submitted as indicated in **Section VI.B.4.** below. All Submittals will be pre-screened to verify that the Prime consultant has the required Area Class(es) and that the overall team has the required Area Class(es). Any submittal in which the Prime consultant or the overall team area class requirements are not met will be disqualified from further consideration.

Each submittal will require a certification to allow the UWCID to analyze risks in determining if any Firm should be ineligible for award. The certification shall cover a wide variety of information. Any firm which responds in any potentially concerning manner must provide additional information as directed herein for consideration by UWCID to determine if Firm is eligible for award.

B. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications - 35%

The Selection Committee will evaluate all firms on their Experience and Qualifications, which shall account for a total of thirty-five (35%) percent of the total evaluation. The following criteria for scoring of the evaluation will be utilized to determine which firms are shortlisted:

- 1. Project Manager education, registration, relevant engineering experience, and relevant project management experience.
- 2. Key Team Leaders' education, registration, and relevant technical experience, and relevant experience in utilizing.
- 3. Prime Consultant's experience in delivering projects of similar complexity, size, scope, and function.

Type txt hre

C. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity - 15%

The Selection Committee will evaluate all firms on their Resources availability and Workload Capacity which shall account for a total of fifteen (15%) percent of the total evaluation. The following criteria for scoring the Resources and Workload Capacity will be utilized to determine which firms are shortlisted:

- 1. Project Manager Workload
- 2. Workload capacity of Key Team Leader(s)
- 3. Resources dedicated to delivering project
- 4. Ability to Meet Project Schedule

V. Selection Criteria for - Criteria for Evaluation of Technical Approach and Past Performance

A. Technical Approach – 40%

The Selection Committee will evaluate the shortlisted firms (Finalists) on their Technical Approach, which shall account for a total of forty (40%) percent. The Selection Committee shall utilize the following additional criteria for scoring Phase II of the evaluation to determine the highest ranked/most qualified (NOTE: Scores from Statement of Qualifications will be carried forward and combined with the scores from Technical Approach and Past Performance Sections to determine the final ranking of Finalists):

- 1. Provide any unique technical approaches your firm offers relative to addressing anticipated design concepts, use of any alternative methods for delivery (if applicable), and/or management of the project.
- 2. Speak to your firm's experience with utility relocation coordination.
- 3. Identify any unique challenges of the project and how your firm intends to mitigate these challenges, including quality control, quality assurance procedures. Provide any specific qualifications, skills, knowledge of the project and project area which may uniquely benefit the firm and project, and your ability and willingness to meet time requirements.
- 4. Please describe your firm's cost-effective approach to designing and permitting a project that requires City of Atlanta approvals.
- 5. Are there approaches to the Design and or to Construction Phasing that can allow for efficient implementation
- 6. Describe your firm's experience with working with 3rd parties such as the Railroad operators.

B. Past Performance – 10%

The Selection Committee may consider information provided via references provided for relevant projects, knowledge any selection committee member has of performance on relevant projects, and performance evaluations or knowledge presented on GDOT projects. The Selection Committee will consider all factors in their totality and score from 0 to 10 when arriving at a final score for the Past Performance.

VI. Instructions for Content and Preparation of Statements of Qualifications

The Statements of Qualifications submittal must be submitted in accordance with the instructions provided in Section VIII, and must be <u>organized</u>, <u>categorized using the same headings outlined below</u>, and <u>numbered and</u> <u>lettered</u> exactly as outlined below, and must be responsive to all requested information. For the sections in which page number limits are stated, each section with a stated limit must begin on a new page and end on the last page allowed for the section. It is not allowed to begin new sections on a page allowed for a previous section, if applicable. This will enable the UWCID to ensure compliance with the page limitations.

COVER PAGE – Each project/contract submittal must have a separate cover page for each copy of each submittal for each project/contract and each must list the RFQ#, RFQ Title, proposing firm's full legal name and the specific project contract being submitted on.

A. ADMINISTRATIVE REQUIREMENTS

It is required to submit the information below for each copy of each submittal. This is general information and will not be scored but may be used to determine eligibility for selection. Under Administrative Requirements section, only submit the information requested; additional information will be subject to disqualification of your firm.

- 1. Basic company information:
 - a. Company name.
 - b. Company Headquarter Address.
 - c. Contact Information Name and all contact information (telephone number(s) and e-mail address) of primary proposing contact (this will be the individual with whom the UWCID will direct all communications).
 - d. Company website (if available).
 - e. Georgia Addresses Identify and provide addresses for the offices located in the State of Georgia.
 - f. Staff List the number and disciplines of staff members employed in each office in the State of Georgia.
 - g. Ownership Provide form of ownership, including state of residency or incorporation, and number of years in business. Is the Offeror a sole proprietorship, partnership, corporation, limited liability Corporation, or other structure?
- 2. Certification Form Complete the Certification Form (*Exhibit "II" enclosed with RFQ*), and provide a notarized original within the firm's Statement of Qualifications. This is to be submitted for the Prime **ONLY**.
- Georgia Security and Immigration Compliance Act Affidavit Complete the form (Exhibit "III" enclosed with RFQ), and provide a notarized original within the firm's Statement of Qualifications. This is to be submitted for the Prime ONLY.
- 4. Addenda Signed cover page of any Addenda issued for the Prime **ONLY**.

B. Experience and Qualifications

- 1. Project Manager Provide information pertaining to the project manager, including but not limited to:
 - a. Education
 - b. Registration (if necessary and applicable.)
 - c. Relevant engineering experience.
 - d. Relevant project management experience for projects of similar complexity, size, scope, and function.

e. Relevant experience utilizing City of Atlanta and GDOT specific processes, manuals, or guidance (Plan Development Process, Design Policy, Environmental Procedures Manual, etc.).

This information is limited to two (2) pages maximum.

- Key Team Leaders Provide experience of Key Team Leaders (defined as those individuals who oversee project areas determined as particularly important to each specific project, refer to the Project Description in Exhibit I, specifically Section 7 for the list of Key Team Leaders for each Project). For each Key Team Leader identified provide:
 - a. Education
 - b. Registration (if necessary and applicable.)
 - c. Relevant experience in the applicable resource area of the most relevant projects.

d. Relevant experience utilizing City of Atlanta and GDOT specific processes, manuals, or guidance (PDP, Design Policy, Environmental Procedures Manual, etc.) which are specific to the key team leader's area.

This information is limited to one (1) page maximum for each Key Team Leader identified in Section 7 of each Exhibit I. Respondents who do not follow the requirements identified in Section 7 will be subject to disqualification.

- 3. Prime Experience Provide information on the prime's experience and ability in delivering effective services for projects of similar complexity, size, scope, and function, which demonstrate the firm's capabilities to provide services for UWCID. For each project, the following information should be provided:
 - a. Client name, project location and dates during which services were performed.
 - b. Description of overall project and services performed by your firm.
 - c. Duration of project services provided by your firm, and overall project budget.
 - d. Client(s) current contact information including contact names and telephone numbers.
 - e. Involvement of Key Team Leaders on the projects.

f. Experience utilizing, City of Atlanta and GDOT specific processes, manuals, or guidance (PDP, Design Policy, Environmental Procedures Manual, etc.)

This information is limited to two (2) pages maximum.

Area Class Summary Form and Notice of Professional Consultant Qualifications - Prime Consultants are 4. defined as the firm submitting the Statement of Qualifications and the firm with whom UWCID will contract. The Team is defined as the Prime Consultant and their sub-consultants, who are considered team members. Prime Consultants and their sub-consultant team members must meet the Area Class requirements listed in Exhibit I for each project on which they apply. In regards to the required Area Classes, for each project/contract on which they apply, respondents should submit a summary form (example provided in Exhibit IV) which details the required area classes for the Prime Consultant and all sub-consultants or joint-venture of consultants on the team listed in the Statement of Qualifications. The area classes and firm's meeting the area classes listed on the summary form must meet all required area classes or the team will be disqualified. If a team member's prequalification will expire prior to the due date of the SOQs, documentation must be provided which shows that the firm has submitted its application for prequalification prior to the SOQ due date. The team must maintain its pregualification certification in order to be considered eligible for award if selected. Additionally, respondents should submit the Notice of Professional Consultant Qualifications (for the Prime Consultant and all sub-consultants for each project) issued by GDOT and attach after the Area Class summary form.

This information is limited to the one page for the Area Class table (unless the project needs require an extensive list of area classes) and the required Notice of Professional Consultant Qualifications.

C. Resources/Workload Capacity

- 1. Overall Resources Provide information regarding the overall resources dedicated to delivering the specific project, including:
 - a. Organizational chart which identifies the project manager, prime, Key Team Leaders, support personnel, and reporting structure.
 - b. Primary Office Identify and discuss the primary office which will be responsible for handling the specific project and the number and types of staff within the office and how this office could benefit the project and promote efficiency.
 - c. Narrative on Additional Resource Areas and Ability Respondents are also allowed one page to provide information regarding additional resource areas identified as important to the project, to discuss how the key areas will integrate and work together on the project, to discuss any information which is pertinent to these areas, to provide a narrative regarding how the organization of the team, including the PM and Key Team Leaders can deliver the project on schedule given their workload capacity. (UWCID recognizes that some individuals may be able to meet the schedule while carrying heavier project loads.) Respondents may discuss the advantages of your team and the abilities of the team members which will enable the project to meet the proposed schedule as identified in Exhibit I (where applicable). If there is no proposed schedule, discuss the advantages of the team and the abilities of the team members which will enable the project to move as expeditiously as possible. Respondents submitting more than the one (1) additional page allowed, will be subject to disqualification.
- 2. Project Manager Commitment Table Provide a list of ALL projects (City of Atlanta, GDOT, other governments and private contracts Information may be validated and any firm determined not to be listing all projects may be subject to disqualification) on which the proposed project manager is currently committed, to enable the UWCID to ascertain the project manager's availability. Utilize a table similar to the following format with a minimum of all criteria indicated to provide the requested information:Project Manager

Project Manager	PI/Project # for GDOT Projects/Name of Customer for Non-GDOT Projects	Role of PM on Project	Project Description	Current Phase of Project	Current Status of Project	Monthly Time Commitment in Hours

 Key Team Leader Project Commitment Table - Provide a table similar to the below, with a minimum of all criteria indicated, which identifies ALL projects the Key Team Leaders (refer to the Project Description in Exhibit I, specifically Section 7 for the list of Key Team Leaders for each Project) are committed on to enable the UWCID to ascertain the available capacity.

Key Team Leader	PI/Project # for GDOT Projects/Name of Customer for Non-GDOT Projects	Role of Key Team Leader on Project	Project Description	Current Phase of Project	Current Status of Project	Monthly Time Commitment in Hours

This information is limited to the organization chart, one (1) page of text (for the Primary Office and Narrative on Ability discussion), and the tables.

VII. Instructions for Preparing Technical Approach and Past Performance Response

A. <u>Technical Approach</u>

- 1. Provide any unique technical approaches your firm offers relative to addressing anticipated design concepts, use of any alternative methods for delivery (if applicable), and/or management of the project.
- 2. Speak to your firm's experience with utility relocation coordination.
- 3. Identify any unique challenges of the project and how your firm intends to mitigate these challenges, including quality control, quality assurance procedures. Provide any specific qualifications, skills, knowledge of the project and project area which may uniquely benefit the firm and project, and your ability and willingness to meet time requirements.
- 4. Please describe your firm's cost-effective approach to designing and permitting a project that requires City of Atlanta approvals.
- 5. Are there approaches to the Design and or to Construction Phasing that can allow for efficient implementation
- 6. Describe your firm's experience with working with 3rd parties such as the Railroad operators.

This information will be limited to a maximum of three (3) pages.

B. Past Performance

No additional information should be submitted to fulfill this requirement. Information from the relevant projects listed as well as information on file with the UWCID will be used to fulfill this requirement.

Past performance may be evaluated through the checking of project references for the proposed project manager as well as the firm. The UWCID will check these references at random. For this reason, attention should be paid to the references provided to ensure that the contact information provided is accurate and the individual references are reachable. Other past performance information which may be utilized includes any knowledge that any member of the Selection Committee has pertaining to the past performance of the firm on any project.

VIII. Instructions for Submittal for Statements of Qualifications, Technical Approach and Past Performance

A. Submittals Required

There is one (1) electronic version on a USB flash drive, one (1) original paper version and three (3) paper copies of the submittal required. The Submittal must follow the format and meet the content requirements identified in **Section VI** and **Section VII**. See **Attachment 1** for a summary of how the submittals should be prepared.

B. Submittal Format

Submittals must be typed on standard (8½" x 11") paper. The pages should be numbered, however, submittal pages will be counted by section to determine compliance with page limits. Responses are limited to the page counts indicated in each section using a minimum of size 11 font. Page counts will be determined by pages with print on them, not by the physical piece of paper. Each Statement of Qualifications, Technical Approach and Past Performance shall be prepared simply and economically as indicated above. Colored displays, and promotional materials are not desired. Emphasis must be on completeness, relevance, and clarity of content.

NOTE: Additional pages other than what has been specified above in each section should not be included and will be grounds for disqualification. Submittals are limited to the information requested in Sections VI and VII. Hyperlinks or embedded video are not allowed.

Statements of Qualifications, Technical Approach and Past Performance submittals must be a PDF document for each project/contract. Each PDF document must follow the naming convention for electronic records as follows: the proposing firm's full legal name, RFQ# and RFQ Title.

Submit your PDFs on a USB flash drive, one (1) original paper version and three (3) paper copies of your submission to the Buckhead Community Improvement District address shown on the RFQ cover page.

Statements of Qualifications, Technical Approach and Past Performance responses must be received by UWCID prior to the deadline indicated in the Schedule of Events (*Section III of RFQ*). No submittals will be accepted after the time and date set for receipt.

All expenses for preparing and submitting responses are the sole cost of the party submitting the response. UWCID is not obligated to any party to reimburse such expenses. All submittals upon receipt become the property of UWCID. Labeling information provided in submittals "proprietary" or "confidential", or any other designation of restricted use will not protect the information from public view. Subject to the provisions of the Open Records Act, the details of the proposal documents will remain confidential until final award.

UWCID reserves the right, in its sole discretion, to waive any technicalities associated with this submittal if deemed in the best interest of the UWCID.

C. Questions and Requests for Clarification

Questions about any aspect of the RFQ, or the project, shall be submitted <u>in writing</u> via e-mail to: **Adeline Collot by** email: <u>adeline@upperwestsideatl.org</u>. The deadlines for submission of questions relating to the RFQ are the

times and dates shown in the (Schedule of Events- Section III). From the issue date of this solicitation until a successful proposer is selected and the award is made official and announced, respondents are subject to the Restriction of Communication in Section I.B.

IX. UWCID Terms and Conditions

A. Statement of Agreement

With the submission of a SOQ, the respondent agrees that he/she has carefully examined the Request for Qualifications, and agrees that it is the respondent's responsibility to request clarification on any issues in any section of the Request for Qualifications with which the respondent disagrees or needs clarified. The respondent also understands that failure to mention these items during the question period or in the SOQ will be interpreted to mean that the respondent is in full agreement with the terms, conditions, specifications and requirements in the therein. With submission of a SOQ, the respondent hereby certifies: (a) that this SOQ is genuine and is not made in the interest or on behalf of any undisclosed person, firm, or corporation; (b) that respondent has not directly or indirectly included or solicited any other respondent to put in a false or insincere SOQ; (c) that respondent has not solicited or induced any person, firm, or corporation from sending a SOQ.

The respondent also understands that failure to provide required information may result in disgualification. Failure to provide administrative information may not result in disgualification. At the UWCID's discretion, the UWCID may notify the respondent that administrative information is not provided or there was an error in the information provided, and the UWCID will allow a respondent to provide an update to the administrative information. However, the exception to this is the provision of the required GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT, which by Georgia Law requires disgualification of the response. The above changes mentioned to administrative information would be considered allowable as these would be limited to changes which **do not** affect the information which the evaluators use to score the respondents. Failure of a respondent to provide the specific administrative information as required in the notice will result in disgualification. Any respondent who provides changes in addition to the information requested in the notice shall be subject to disgualification. Failure of a respondent's SOQ to provide any information pertaining to a respondent and its teams qualifications, of any type, will subject the SOQ to disqualification. The UWCID will not allow updates to qualifications to be provided to avoid disgualification as this would allow a respondent to modify its SOQ and alter the information which evaluators would score. The above changes related to gualifications would not be allowable as these would allow changes which do affect the information which the evaluators use to score the respondents SOQ.

B. Joint-Venture Proposals, Sub-Consultants, and Vendors

UWCID does not generally desire to enter into "joint-venture" agreements with multiple firms. In the event two or more firms desire to "joint-venture", it is strongly recommended that one incorporated firm propose and maintain status as the Program Management firm with the remaining firms participating as major firms. Any joint-venture, proposed and established as a separate business entity, should have its own set of books and supporting documentation sufficient for an audit trail. Transactions should be recorded consistent with the joint-venture agreement, and care must be taken to ensure that the joint-venture bears its equitable share of the costs. Therefore, "unpopulated joint- ventures" would not have an adequate accounting system suitable for cost reimbursement contracts.

However more traditional "populated joint-ventures" are welcomed. A populated joint-venture is where an alliance is brought to life by infusing it with working capital, employees, and control systems. The alliance implements all necessary business systems, including payroll processing, purchasing, property control, etc. The alliance will develop its own indirect rate structure and calculates its own indirect cost rates, based on the direct and indirect costs it incurs.

Sub-Consultants shall generally be considered any team member which is performing any service which typically requires prequalification, which is subject to the Audit and Accounting System Requirements, and whose services are billed as costs. Sub-Consultant Team Members must be written into the resulting Agreement and are subject to all terms and conditions in the Agreement. Vendors shall be considered any team member which is performing any service which typically does not require prequalification, which is not subject to the Audit and Accounting System Requirements, and whose services are billed as direct expenses. Vendors may not be written into the resulting Agreement and may not be subject to all terms and conditions in the Agreement.

C. Non-Discrimination and DBE Requirements

The Upper Westside Community Improvement District in accordance with Title VI of the Civil Rights Act of 1964 and 78 Stat. 252, 42 USC 2000d--42 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in federally assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all proposers that it will affirmatively ensure that any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

UWCID has elected to use the GDOT DBE goal as its DBE guidance for this project.

The Georgia Department of Transportation Board has adopted a 15% overall annual goal for DBE participation on all federally funded projects. This goal is not to be considered as a fixed quota, set aside or preference. The DBE goal can be met by prime contracting, sub-contracting, joint-venture or mentor/ protégé relationship.

Upper Westside Community Improvement District will monitor and assess each consultant services submittals for their DBE participation and/or good faith effort in promoting equity and opportunity in accordance with the state of Georgia, Department of Transportation Disadvantage Business Program Plan.

For more information on the GDOT DBE Program please contact GDOT directly:

Georgia Department of Transportation Equal Opportunity Division One Georgia Center, 7th Floor 600 West Peachtree Street, NW Atlanta, Georgia 30308 Phone: (404) 631-1972

D. Audit and Accounting System Requirements

UWCID reserves the right to reject any proposal with firms that do not meet the following requirements:

- 1. Firm(s) should have an accounting system in place to meet requirements of 48 CFR Part 31 and, in the case of non-profit organizations, OMB Circular A-122.
- 2. Any firm that currently has an aggregate contract amount exceeding \$250,000 should have submitted their yearly CPA overhead audit.
- 3. Firm(s) should have no significant outstanding deficient audit findings from previous contracts with UWCID that have not been resolved.
- 4. The prime is responsible for being reasonably assured that all sub-consultant(s) presented as a part of the proposed team are similarly in compliance with the above requirements.

E. Submittal Costs and Confidentiality

All expenses for preparing and submitting responses are the sole cost of the respondent submitting the response. The UWCID is not obligated to any respondent to reimburse such expenses. All submittals upon receipt become the property of the UWCID. Labeling information provided in submittals as "proprietary" or "confidential", or any other designation of restricted use will not protect the information from public view. Subject to the provisions of the Open Records Act, the details of the proposal documents will remain confidential until a final award.

F. Award Conditions

This request is not an offer to contract or a solicitation of bids. This request and any proposal submitted in response, regardless of whether the proposal is determined to be the best proposal, is not binding upon the UWCID and does not obligate the UWCID to procure or contract for any services. Neither the UWCID nor any respondent submitting a response will be bound unless and until a written contract mutually accepted by both parties is negotiated as to its terms and conditions and is signed by the UWCID reserves the right to waive non-compliance with any requirements of this Request for Qualifications and to reject any or all proposal submitted in responses. Upon review of responses, the UWCID will determine the respondent(s) proposal that in the sole judgment of the

UWCID is in the best interest of the UWCID (if any is so determined), with respect to the evaluation criteria stated herein. The UWCID then intends to conduct negotiations with such respondent(s) to determine if an acceptable contract may be reached.

G. Debriefings

In lieu of Pre-Award and Post-Award debriefings, it shall be the UWCID's policy to provide the "Selection Package" at the time of the Selection Announcement (also referred to as the Announcement of Entering into Negotiations). The "Selection Package" will include the scores and comments of phases for all firms who responded and will typically be provided as a PDF file and e-mailed. Previously, pre-award debriefings only provided the scores and comments of the firm. It shall be the policy of the UWCID that all debriefings will typically be conducted in writing.

H. Right to Cancel or Change RFQ

UWCID reserves the right to cancel any and all Request for Qualifications where it is determined to be in the best interest of the UWCID to do so. UWCID reserves the right to increase, reduce, add or delete any item in this solicitation as deemed necessary.

It is the responsibility of all firms interested in submitting for this advertisement to routinely check the posting on the UWCID website for any revisions to this RFQ.

I. Substitutions, Alternates, Exceptions, and Extensions

No substitutions or alternates will be accepted for this solicitation. Any respondent submitting substitutions or alternates will be considered non-responsive and will not be considered for award.

EXHIBIT I

Project Description

- 1. Project Number(s): N/A
- 2. County(ies): Fulton

3. Description: Engineering Design Service for Chattahoochee Avenue Multiuse Path - Phase I

Chattahoochee Avenue is one of the few east-west roads in the Upper Westside District. It is a critical connection to and from I-75 for residents, business, and visitors alike. MARTA Route 14 provides transit access between Moores Mill and Arts Center along Chattahoochee Ave, west of Ellsworth Industrial Blvd.

Improvements to Chattahoochee Avenue are contemplated in the City-adopted Upper Westside Masterplan. The City of Atlanta approved a multimodal concept report for Chattahoochee Ave, **see Attachment 2**, and the project is a part of the City's Moving Atlanta Forward program and assigned to Batch Year 2024.

The project seeks to create a ~1.6 mile-long multi-use path on the south side of Chattahoochee Avenue to create a safe and consistent facility for walking and biking between Howell Mill Road (to the east) and Marietta Blvd (to the west). **Phase 1 will span from Howell Mill Rd, to the east, to Southland Circle, to the west.** The project also includes signalization changes and lane reallocation on Chattahoochee Ave at the Howell Mill Rd intersection and a new signal at Taylor St. The design shall include pedestrian-scale lighting, MARTA bus-stop upgrades, landscaping and stormwater infrastructure, where needed.

Chattahoochee Avenue bridges over active railroad tracks between Ellsworth Industrial Blvd and Defoor PI; a structural analysis of any proposed bridge modifications will likely be necessary.

The design should seek to minimize the amount of ROW that needs to be acquired without compromising the quality of the bike and pedestrian facilities.

A qualified firm will approach the project design with a Vision Zero lens. The firm selected to complete the scope of work included in this RFQ needs to be qualified to complete engineering design according to the City of Atlanta's Plan Development Procedures – Locally Funded Project. Engineering design must be approved by CID and the City.

4. Required Area Classes:

Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom UWCID will contract. The Team is defined as the Prime Consultant and their sub-consultants, who are considered team members. The Prime Consultant must be prequalified in the Area Classes identified below in Section 5.A. The Prime Consultant or sub-consultant team members must be prequalified in the Area Classes identified below in Section 5.B. Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all sub-consultants or joint-venture of consultants on the team listed in the Statement of Qualifications. The area classes listed on the summary form must meet all required area classes or the team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

A. The Prime Consultant MUST be prequalified by GDOT in the area classes listed below:

Number	Area Class
1.13	Non-Motorized Transportation Planning
3.02	Two-Lane or Multi-lane Urban Roadway Design
3.13	Facilities for Bicycles and Pedestrians

B. The **Team** (either the Prime Consultant and/or one or more of their sub-consultant team members) <u>MUST</u> be prequalified by GDOT in the area classes listed below:

Number	Area Class
1.05	Alternative Systems Planning
1.06(a)	NEPA
1.06(b)	History
1.06(c)	Air Quality
1.06(d)	Noise
1.06(e)	Ecology

1.06(f)	Archaeology
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)
1.09	Location Studies
1.10	Traffic Analysis
1.13	Non-Motorized Transportation Planning
3.02	Two-Lane or Multi-lane Urban Roadway Design
3.03	Multi-Lane Urban Roadway Widening and Reconstruction
3.06	Traffic Operations Studies
3.07	Traffic Operations Design
3.08	Landscape Architecture Design
3.09	Traffic Control Systems Analysis, Design and Implementation
3.10	Utility Coordination
3.12	Hydraulic and Hydrological Studies (Roadway)
3.13	Facilities for Bicycles and Pedestrians
3.15	Highway and Outdoor Lighting
4.01	Minor Bridge Design
4.02	Major Bridge Design
4.04	Hydraulic and Hydrological Studies (Bridges)
5.01	Land Surveying
5.02	Engineering Surveying
5.08	Overhead/Subsurface Utility Engineering (SUE)
6.01(a)	Soil Survey Studies
6.01(b)	Geological and Geophysical Studies
6.02	Bridge Foundation Studies
6.03	Hydraulic and Hydrologic Studies (Soils & Foundation)
6.04(a)	Laboratory Testing of Roadway Construction Materials
6.04(b)	Field Testing of Roadway Construction Materials
6.05	Hazardous Waste Site Assessment Studies
8.01	Construction Engineering and Supervision
9.01	Erosion, Sedimentation, and Pollution Control Plan
9.02	Rainfall and Runoff Reporting
9.03	Field Inspection for Erosion Control

6. Scope:

The Consultant shall provide comprehensive professional services required to complete the project and receive engineering design approval by ATLDOT and CID. **The Concept Study has been completed and approved by ATLDOT, see Attachment 2**. Lighting and transit amenities will be a part of engineering design, where needed. Scope includes: signing and marking plans; signal and ITS plans; utility relocation plans; final right-of-way plans (including revisions); erosion control plans; preliminary and final roadway plans (review at 60/90/100%); final construction plans, quantities, and cost estimates; and construction services. All required engineering studies are considered part of the scope of services. All deliverables shall be in accordance with, but not limited to ATLDOT standards.

Anticipated deliverables are not limited to:

- A. Traffic and Safety Study (as needed)
- B. Preliminary Design:
 - 1. Complete Preliminary Construction Plans.
 - 2. Preliminary hydraulic studies, stormwater analysis, and reports required by Article X, Chapter 74 of City of Atlanta Code as well as any Federal or State requirements as applicable.
 - 3. Preliminary bridge design (if needed)
 - 4. Cost Estimation with annual updates.
 - 5. Quality Assurance/Quality Control Reviews.
 - 6. PFPR participation, report, and responses (all plans sets and other information requested by City of Atlanta and UWCID).
 - 7. Subsurface Utility Engineering (SUE) Plans.
 - 8. First and Second Utility Submission Requests to City of Atlanta and all utility owners.
 - 9. Railroad coordination, as needed.
- C. Survey:
 - 1. Complete Inroads Database and Survey Control Package.
 - 2. Mapping and Field Topography Surveys.
 - 3. Property Survey.
 - 4. Property Information and Owners Report.
 - 5. Survey Enhancements, as needed.
 - 6. Complete stream hydraulic surveys, as needed.
 - 7. Extended Survey limits, as needed.
- D. Right-of-Way Plans:
 - 1. Prepare Right of Way plans.
 - 2. Location and Design Report.
 - 3. Coordinate field review of right of way plans and staking.
 - 4. Right of Way revisions during acquisitions and construction to include any condemnation/litigation, depositions, court appearance, etc, as needed.
 - 5. Prepare for and attend Property Owners meeting (if needed).
- E. Final Design:
 - 1. Quality Assurance/Quality Control (QA/QC) Reviews.
 - 2. Final cost estimate.
 - 3. Amendments & Revisions.
 - 4. Complete Final Construction Plans.
 - 5. Final hydraulic studies and stormwater reports required by Article X, Chapter 74 of City of Atlanta Code as well as any Federal or State requirements as applicable.
 - 6. Provide final bridge plans (if needed).
- F. Permitting

- 1. Stormwater permitting required by Article X, Chapter 74 of City of Atlanta Code
- 2. City of Atlanta ATLDOT Design Approval
- 3. City of Atlanta Arborist Permit (if needed)
- 4. City of Atlanta Office of Buildings Permit (if needed)
- G. Construction:
 - 1. Use on Construction Revisions.
 - 2. Site Condition Revisions.
 - 3. Site Visits (as needed).
 - 4. Shop Drawing Review (if needed).
- H. Deliverables:
 - 1. Approved Survey Control Package.
 - 2. Approved Survey Database.
 - 3. Approved Right-of-Way plans.
 - 4. Final Plans which shall contain Summary of Quantities and a Detailed Cost Estimate
 - 5. Revised "Use on Construction" plans and quantities. Amendments and revisions as needed.
- I. Attendance in and meeting minutes of monthly meetings to discuss progress and/or issues (additional meetings may be required to resolve major project issues).
- J. Prepare, reproduce, and distribute preliminary and final plans, as well as all special provisions, all design files, and supporting documentation.

7. Related Key Team Leaders:

- A. Roadway Design Lead
- B. Bridge Design Lead
- C. Landscape Design Lead
- 8. Anticipated Design Schedule

Milestone	Date
Notice-to-Proceed	April 2024
Preliminary Design Complete	August 2024
Final Plans Complete	December 2024
Begin City of Atlanta Permitting	January 2025
Issue Invitation to Bid for Construction	April 2025

EXHIBIT II

	CERTIFICATION FORM	
I,	, being duly sworn, state that I am	(title) of
		(firm) and hereby duly certify that I have read and understand the
informati	on presented in the attached proposal and any enclosure and exhibit	s thereto.
Initial ea box for a determin	ICh box below indicating certification. The person initialing must b ny reason, place an "X" in the applicable box and attach a statement ation as to whether or not the firm shall be considered further or disq	e the same person who signs the Certification Form. (If unable to initial any explaining the non-certification. The UWCID will review and make a ualified).
	I further certify that to the best of my knowledge the information give	n in response to the Request for Qualifications is full, complete and truthful.
	I further certify that the submitting firm and any principal employee of been convicted of any crime of moral turpitude or any felony offense subjected to disciplinary proceedings, nor is any team members/prin infrastructure projects.	of the submitting firm has not, in the immediately preceding five (5) years, e, nor has had their professional license suspended, revoked or been ncipals currently under indictment for any reason related to actions on public
	I further certify that I understand that Firms included on the current F that the submitting firm has not, in the immediately preceding five (£ state or local government agency, and further, that the submitting fi such agency.	Federal list of firms suspended or debarred are not eligible for selection and 5) years, been suspended or debarred from contracting with any federal, rm is not now under consideration for suspension or debarment from any
	I further certify that the submitting firm has not in the immediately pre- agency contract and further, that the submitting firm is not now unde from a contract or failed to complete a contract as assigned due to	ceding five (5) years been defaulted in any federal, state or local government r any notice of intent to default on any such contract, nor has been removed cause or default.
	I further certify that the firm or any affiliate(s) has not been involved i resolution proceeding with a client, business partner, or government related to performance on public infrastructure projects.	n any arbitration, litigation, mediation, dispute review board or other dispute agency in the last five (5) years involving an amount in excess of \$500,000
	I further certify that there are not any pending regulatory inquiries that	could impact our ability to provide services if we are the selected consultant.
	I further certify that there are no possible conflicts of interest created project.	d by our consideration in the selection process or by our involvement in the
	I further certify that the submitting firm's annual average revenue fo effectively by our firm and that there are no trends in the revenue w	r the past five (5) years is sufficient to allow the services to be delivered hich may be concerning other than normal market fluctuations.
	I further certify that in regards to Audit and Accounting System Requ	irements, that the submitting firm:
	I. Has an accounting system in place to meet requiren	nents of 48 CFR Part 31 and, in the case of non-profit organizations, OMB
	II. Has submitted its yearly Certified Public Accountant \$250,000	overhead audit if it currently has an aggregate contract amount exceeding
	 III. Has no significant outstanding deficient audit finding: IV. Is responsible for being reasonably assured that all scompliance with the above requirements. 	s from previous contracts with GDOT that have not been resolved. sub-consultant(s) presented as a part of the proposed team are similarly in
I acknow appropria named ir	ledge, agree and authorize, and certify that the proposer acknowledge ate, determine the accuracy and truth of the information provided by to the Statement of Qualifications for the purpose of verifying the information	pes, agrees and authorizes, that UWCID may, by means that either deems he proposer and that the UWCID may contact any individual or entity mation supplied therein.
I acknow UWCID 1	ledge and agree that all of the information contained in the Statement to award a contract.	of Qualifications is submitted for the express purpose of inducing the
A materi denial or the State the laws	al false statement or omission made in conjunction with this proposal rescission of any contract entered into based upon this proposal the of Georgia. In addition, such false statement or omission may subje of the State of Georgia of the United States, including but not limited	is sufficient cause for suspension or debarment from further contracts, or reby precluding the firm from doing business with, or performing work for, to the person and entity making the proposal to criminal prosecution under to O.C.G.A. §16-10-20, 18 U.S.C. §§1001 or 1341.
Sworn a	nd subscribed before me	
This	day of , 20 . Signat	ure

NOTARY PUBLIC

My Commission Expires: _____

NOTARY SEAL

EXHIBIT 3

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Consultant's Name:	
Address:	
Solicitation No./Contract	REO 2024-01
No.:	
Solicitation/Contract Name:	Engineering Design Services for Chattahoochee Avenue Multiuse Path – Phase 1

CONSULTANT AFFIDAVIT

By executing this affidavit, the undersigned Consultant verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, entity or corporation which is engaged in the physical performance of services on behalf of the Westside/Howell Mill Community Improvement District has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

Furthermore, the undersigned Consultant will continue to use the federal work authorization program throughout the contract period and the undersigned Consultant will contract for the physical performance of services in satisfaction of such contract only with sub-consultants who present an affidavit to the Consultant with the information required by O.C.G.A. § 13-10-91(b). Consultant hereby attests that its federal work authorization user identification number and date of authorization are as follows:

Federal Work Authorization User Identification Number (EEV/E-Verify Company Identification Number)	Date of Authorization
Name of Consultant	
I hereby declare under penalty of perjury that the foregoing is true and correct	
Printed Name (of Authorized Officer or Agent of Consultant)	Title (of Authorized Officer or Agent of Consultant)
Signature (of Authorized Officer or Agent)	Date Signed
SUBSCRIBED AND SWORN BEFORE ME ON THIS THE	
DAY OF, 201	
Notary Public	[NOTARY SEAL]
My Commission Expires:	Rev. 11/01/15

EXHIBIT IV Area Class Summary Example

Respondents should complete a table similar to the below and indicate by placing an "X" in the appropriate column indicating the firm which meets each required area class for each specific project with particular emphasis on the area classes which the Prime must hold as well as the sub-consultants. The below table is a full listing of all area classes. Since no single advertisement would require every area class, Respondents should delete all the area classes which are not applicable to the project they are pursuing and only include the ones applicable. Particular attention should be paid to the date that consultants certificate expires.

Area Class	Area Class Description	Prime	Sub-	Sub-	Sub-	Sub-	Sub-	Sub-
#		Consultant	Consultant #1	Consultant #2	Consultant #3	Consultant	Consultant	Consultant
		Name	Name	Name	Name	#4 Name	#5 Name	#6 Name
	DBE – Yes/No ->							
	Prequalification Expiration Date							
1.05	Alternate Systems Planning							
1.06(a)	NEPA							
1.06(b)	History							
1.06(c)	Air Quality							
1.06(d)	Noise							
1.06(e)	Ecology							
1.06(f)	Archaeology							
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)							
1.09	Location Studies							
1.10	Traffic Analysis							
1.13	Non-Motorized transportation Planning							
3.02	Two-Lane or Multi-lane urban Roadway Design							
3.03	Multi-Lane Urban Roadway Widening and Reconstruction							
3.06	Traffic Operations Studies							
3.07	Traffic Operations Design							
3.08	Landscape Architecture Design							
3.09	Traffic Control Systems Analysis, Design and Implementation							
3.10	Utility Coordination							
3.13	Facilities for Bicycles and Pedestrians							
3.15	Highway and Outdoor Lighting							
4.01	Minor Bridge Design							
4.02	Major Bridge Design							
4.04	Hydraulic and Hydrological Studies (Bridges)							
5.01	Land Surveying							
5.02	Engineering Surveying							
5.08	Overhead/Subsurface Utility Engineering (SUE)							
6.01(a)	Soil Survey Studies							
6.01(b)	Geological and Geophysical Studies							
6.02	Bridge Foundation Studies							
6.03	Hydraulic and Hydrologic Studies (Soils & Foundation)							
6.04(a)	Laboratory Testing of Roadway Construction Materials							
6.04(b)	Field Testing of Roadway Construction Materials							
6.05	Hazardous Waste Site Assessment Studies							
8.01	Construction Engineering and Supervision							
9.01	Erosion, Sedimentation, and Pollution Control Plan							
9.02	Rainfall and Runoff Reporting							
9.03	Field Inspection for Erosion Control							

RFQ 2024-01

ATTACHMENT 1

Submittal Formats for UWCID Engineering Design Services # of Pages Allowed Cover Page 1 -> Α. Administrative Requirements 1. Basic Company Information a. Company name b. **Company Headquarter Address Contact Information** Excluded c. Company Website d. e. Georgia Addresses f. Staff Ownership g. 2. Notarized Certification Form (Exhibit II) for Prime → 1 Notarized Georgia Security and Immigration Compliance Act Affidavit (Exhibit III) → 1 3. Signed Cover Page of any Addenda Issued 4. → 1 (each addenda) Β. **Experience and Qualifications** 1. Project Manager Education a. 2 b. Registration Relevant engineering experience c. Relevant project management experience d. 2. Key Team Leader Experience Education a. 1 (each) Registration b. Relevant experience in applicable resource area c. Prime's Experience 3. Client name, project location, and dates a. Description of overall project and services performed b. 2 Duration of project services provided c. Clients current contact information d. Involvement of Key Team Leaders e. Area Class Table and Notice of Professional Consultant Qualifications for Prime and 4. No Requirement → Sub-Consultants C. Resources/Workload Capacity 1. Overall Resources No Requirement Organization chart a. → Primary office to handle project and staff description of office and benefits of office → b. 1 Narrative on Additional Resource Areas and Ability c. → 1 Project Manager Commitment Table 2. No Requirement No Requirement Key Team Leaders Project commitment table → → 3.

Multiuse Path Concept

Chattahoochee Avenue Multiuse Path

City of Atlanta, Georgia

Prepared for:

Upper Westside CID

Prepared by: Kimley »Horn

Kimley-Horn and Associates, Inc. 817 West Peachtree Street NW, The Biltmore, Suite 601 Atlanta, Georgia 30308 014030011











Traffic Engineering Study

Chattahoochee Avenue Improvements

City of Atlanta, Georgia

Report Prepared:

February 2022

Prepared for:

Upper Westside CID

Frepared by: Kimley »Horn

Kimley-Horn and Associates, Inc. 817 West Peachtree Street NW, The Biltmore, Suite 601 Atlanta, Georgia 30308 014030011

AttahmentII »Horn

Attachme

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EXECUTIVE SUMMARY

This report summarizes the vehicular and bicycle operational analyses performed to compare two proposed scenarios to improve bicycle safety and provide mobility improvements along Chattahoochee Avenue from Marietta Boulevard to Howell Mill Road. Based on the results of analyses and evaluations contained in this report, a **Multi-Use Path is recommended along the south side of Chattahoochee Avenue per Build Scenario 1**. The implementation of the proposed multi-use path condition includes corridor and specific intersection geometry updates, as well as signal timing along the corridor.

Corridor Modifications/Typical Sections:

- Construct a multi-use path along the south side of Chattahoochee Avenue from Marietta Boulevard to Howell Mill Road.
- Modify the existing typical four-lane roadway section to accommodate the multi-use path within existing right-of-way in the following sections:
 - Modify to accommodate a three-lane section between Marietta Boulevard and west of Southland Circle/ Chattahoochee Row including one lane in each direction and a two-wayleft-turn lane (TWLTL).
 - Modify to accommodate a three-lane section between west of the CSX Railroad bridge (approx. Huber Street) and Taylor Street including two lanes eastbound and one lane westbound.
- Implement a corridor-long signal timing update to improve cycle length, signal coordination and progression of traffic for all modes.

New Pedestrian Crossings:

- Proposed new signalized pedestrian crossing (Pedestrian Hybrid Beacon or Rectangular Rapid-Flashing Beacon), including pedestrian refuge median to provide an additional crossing near the restaurant Nuevo Laredo.
- Consider new full traffic signal at the intersection of Taylor Street with Chattahoochee Avenue (Intersection 6), which may be warranted based on a preliminary review of AM and PM peak hour traffic volumes.

Additional intersection improvements are proposed along the corridor to accommodate construction of the multi-use path and provide better access to all modes of travel with proposed modifications to existing geometry and signal timing. Additional geometric and signal timing modifications are described in *Chapter 4.0 Future Conditions*, *Chapter 5.2 Recommendations* and shown in concept drawings in Appendix A.

1.0 INTRODUCTION

Kimley-Horn and Associates, Inc. was retained by the Upper Westside CID to evaluate bicycle safety and mobility improvements along Chattahoochee Avenue from Marietta Boulevard and Howell Mill Road (approximately 1.66 miles in length) in the City of Atlanta, Georgia.

This section of Chattahoochee Avenue was identified as a high-priority segment in the *Upper Westside Community Improvement District's Master Plan* to implement multimodal improvements. The goal of this project is to establish an improved bicycle and pedestrian connectivity along Chattahoochee Avenue to serve the changing character of the former industrial corridor, which continues to grow a mix of active uses and is becoming both a neighborhood and regional destination to live, work, and play. The current land use along this corridor is diverse and includes new residential, office, retail, while continuing to serve industrial uses. Redevelopment is rapidly occurring throughout the Upper Westside and along the Chattahoochee Avenue corridor. Today, the corridor prioritizes vehicular travel at the expense of other modes.

Chattahoochee Avenue is currently a four-lane section with two eastbound lanes and two westbound lanes along the proposed project extent. The bicycle improvements studied for this project include two alternatives considering opportunities to provide bicycle and/or pedestrian facilities that minimize impacts outside of the right-of-way including a multi-use path alternative along the south side of Chattahoochee Avenue and directional bicycle lanes on either side of the roadway.

This report summarizes the operational analyses performed for three (3) scenarios including 2023 No-Build, 2023 Build Scenario 1 (Multi-Use Path), and Build Scenario 2 (Directional Lanes) conditions.

The proposed corridor geometric conditions are described in further detail in *Chapter 4.0 Future Conditions*. Proposed concept drawings, including cross-sections are included in **Appendix A**.

2.0 STUDY AREA AND SCENARIO DETERMINATION

The study area consists of the following eight (8) study intersections:

- 1. Chattahoochee Avenue at Marietta Boulevard (Signalized)
- 2. Chattahoochee Avenue at Collier Road (Signalized)
- 3. Chattahoochee Avenue at Carroll Drive (Two-way stop control TWSC)
- 4. Chattahoochee Avenue at Southland Circle (Signal is programmed, TWSC today)
- 5. Chattahoochee Avenue at Ellsworth Industrial Boulevard (Signalized)
- 6. Chattahoochee Avenue at Taylor Drive (TWSC)
- 7. Chattahoochee Avenue at Howell Mill Road (Signalized)
- 8. Howell Mill Road at Defoor Avenue/Bellemeade Avenue (Signalized)

Figure 1 provides a location map. Figure 2 provides an aerial imagery of the study network.

2.1 STUDY SCENARIOS

This report summarizes the vehicular operational analyses performed the following three (3) scenarios including 2023 No-Build, 2023 Build Scenario 1 (Multi-Use Path), and 2023 Build Scenario 2 (Directional Lanes) conditions as described in the sections below.

The proposed 2023 Build scenarios were determined collaboratively based on a preliminary evaluation of roadway geometric constraints, impacts to existing and available right-of-way, and an evaluation of potential bicycle/vehicle conflicts along the corridor at existing curb cuts. The evaluation of existing potential bicycle/vehicle conflict is included in *Chapter 3.3.2 Existing Curb Cut Conflict Evaluation*. Current concept drawings based on an iterative approach to evaluating design constraints and traffic impacts are included in **Appendix A**.

2.1.1 2023 NO-BUILD CONDITIONS

Projected 2023 No-Build conditions are based on data collected in 2019 and 2021, then projected to estimated 2023 traffic conditions. Additionally, 2023 No-Build conditions incorporate programmed changes to roadway geometry and traffic conditions based on the following programmed projects:

- The Works Development of Regional Impact (DRI) #3030
 - Projected future traffic volumes and proposed signalization and geometric modifications to the intersection of Chattahoochee Avenue with Southland Circle/Chattahoochee Row.
- Howell Mill Road Complete Streets Project (RENEW Atlanta #1007)
 - o Chattahoochee Avenue at Howell Mill Road signal modification/equipment upgrades.
- Marietta Street Proposed Signal Upgrades/TCC Combo (RENEW Atlanta #1053)
 - Marietta Boulevard at Chattahoochee Avenue signal modifications and pedestrian improvements
 - o Collier Road at Chattahoochee Avenue signal modifications and pedestrian improvements
 - Ellsworth Industrial Boulevard at Chattahoochee Avenue signal modifications and pedestrian improvements

Programmed project details, including specific interaction with the study network is discussed in further detail in *Chapter 4.1.1 Projected No-Build Background Conditions*.

Programmed project information is included in Appendix B.

2.1.2 PROPOSED 2023 BUILD SCENARIO 1 - MULTI-USE PATH

The proposed 2023 Build Scenario 1 includes the installation of a multi-use path along Chattahoochee Avenue outside of the existing roadway and with minimal impact to roadway geometry, where constructible and feasible within existing right-of-way. For reasons discussed later in this report, the multi-use path is proposed to be located along the south side of Chattahoochee Avenue for reasons including a few number

of curb cuts/conflict points on the south side versus north side, and additional ROW and constructability considerations that make the south side the preferred alternative. Based on design constraints, some segments do include reconfiguration from an existing four-lane section to include a three-lane section with one travel lane in each direction, and a two-way left-turn lane (TWLTL) between major intersections. Additional roadway geometry and signal timing improvements are considered in Build Scenario 1 to improve overall vehicular and multimodal operations along the corridor. To provide more opportunities for pedestrians and bicyclists to cross Chattahoochee Avenue and to access the proposed multi-use path, two new signalized crossings are proposed:

- Proposed installation of a signalized pedestrian crossing, including pedestrian refuge median to provide an additional crossing near the restaurant Nuevo Laredo.
- Proposed installation of a full traffic signal, including pedestrian crosswalks and pedestrian signal timing at the intersection of Taylor Street and Chattahoochee Avenue.

Detailed conditions considered for Build Scenario 1 are included in future conditions *Chapter 4.1.2 Build Scenario 1 – Multi-Use Path* and included with detailed roadway concepts in **Appendix A**.

2.1.2 PROPOSED 2023 BUILD SCENARIO 2 – DIRECTIONAL BICYCLE LANES

The proposed 2023 Build Scenario 2 includes the installation of directional bicycle lanes along Chattahoochee Avenue by reconfiguring the typical four-lane section to include either a three-lane section, or two-lane section based on feasibility and constructability within existing curbs or off-road within the right-of-way. Similar to Build Scenario 1, additional roadway geometry and signal timing improvements are considered in Build Scenario 2 to improve overall vehicular and multimodal operations along the corridor. The same two signalized crossings – signalized pedestrian crossing with median refuge near the restaurant Nuevo Laredo, and installation of a full traffic signal at Taylor Street are also proposed in Build Scenario 2.

Detailed conditions considered for Build Scenario 1 are included in future conditions *Chapter 4.1.3 Build Scenario 2 – Directional Bicycle Lanes* and included with detailed roadway concepts in Appendix A.





2.2 ANALYSIS METHODOLOGIES

The following sections include descriptions of the evaluations and analyses that were completed for the study. Results of the analysis are described in further detail in the following chapters. The scope of the evaluations and analyses completed for this study and contained in this report is based on decisions made during a meeting with ATL DOT, the Upper Westside CID, and Kimley-Horn on August 18, 2021.

2.2.1 VEHICULAR CAPACITY AND LEVEL OF SERVICE

Level of service (LOS) determinations were made for the weekday AM and PM peak hours for the existing study network intersections and proposed site-access intersections using *Synchro Professional, Version 11*. The program uses methodologies contained in the *Highway Capacity Manual* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A suggesting free flow conditions and F representing extreme congestion. Vehicles are likely travelling at slower speeds on streets that experience vehicular LOS D or E, which may be a better condition for cyclists and pedestrians.

Levels-of-service for unsignalized intersections, with stop control on the minor street(s) only, are reported for the side street approaches and left-turns from the mainline onto the side street. Low levels-of-service for the side street approaches are not uncommon, as vehicles may experience a delay turning onto a major roadway. The level-of-service at unsignalized intersections for mainline through traffic is very good when exclusive left-turn lanes are provided as through vehicles do not stop.

Levels-of-service for signalized intersections and all-way stop-control intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

For the purposes of this traffic analysis, LOS standards considered the Georgia Regional Transportation Authority (GRTA) *Development of Regional Impact Review Procedures*. Based on the GRTA procedures, an LOS standard of E was considered for the intersections of Howell Mill Road with Chattahoochee Avenue and with Defoor Avenue/Bellemeade Avenue, which are located within a Regional Center area per the Atlanta Regional Commission (ARC) Unified Growth Policy Map (UGPM). An LOS standard of D was considered for the remaining intersections.
2.2.2 VEHICULAR QUEUEING AND TRAVEL TIME

The 95th percentile queues were considered based on reported queues from *Synchro 11*. Queues were estimated considering passenger vehicle lengths of 25 feet and truck lengths of 75 feet. Queue lengths are reported for No-Build, Build Scenario 1 (Multi-Use Path), and Build Scenario 2 (Directional Lanes) conditions.

Travel times were estimated using *SimTraffic 11* to report travel times from Marietta Boulevard to Howell Mill Road based on no-build and proposed build conditions. The results were averaged based on five runs. Results are shown for segments between intersections for both the eastbound and westbound directions of Chattahoochee Avenue.

2.2.3 BICYCLE LEVEL OF TRAFFIC STRESS

The original Level of Traffic Stress (LTS) methodology was developed in 2012 by the Mineta Transportation Institute and San Jose State University (*Mekuria, Maaza, Peter G. Furth, and Hilary Nixon, Low-Stress Bicycling and Network Connectivity, San Jose, CA: Mineta Transportation Institute, 2012*). This methodology quantifies the amount of comfort, or discomfort, that a bicyclist may experience when riding on facilities based on attributes such as adjacent vehicle speeds, number of lanes, bicycle facility design and separation from vehicles, and ease of intersection crossings. The original LTS methodology categorized four levels of stress as documented in figure below.

Table '	1. Levels of Traffic Stress (LTS)
LTS 1	Presenting little traffic stress and demanding little attention from cyclists, and attractive enough for a relaxing bike ride. Suitable for almost all cyclists, including children trained to safely cross intersections. On links, cyclists are either physically separated from traffic, or are in an exclusive bicycling zone next to a slow traffic stream with no more than one lane per direction, or are on a shared road where they interact with only occasional motor vehicles (as opposed to a stream of traffic) with a low speed differential. Where cyclists ride alongside a parking lane, they have ample operating space outside the zone into which car doors are opened. Intersections are easy to approach and cross.
LTS 2	Presenting little traffic stress and therefore suitable to most adult cyclists but demanding more attention than might be expected from children. On links, cyclists are either physically separated from traffic, or are in an exclusive bicycling zone next to a well-confined traffic stream with adequate clearance from a parking lane, or are on a shared road where they interact with only occasional motor vehicles (as opposed to a stream of traffic) with a low speed differential. Where a bike lane lies between a through lane and a right-turn lane, it is configured to give cyclists unambiguous priority where cars cross the bike lane and to keep car speed in the right-turn lane comparable to bicycling speeds. Crossings are not difficult for most adults.
LTS 3	More traffic stress than LTS 2, yet markedly less than the stress of integrating with multilane traffic, and therefore welcome to many people currently riding bikes in American cities. Offering cyclists either an exclusive riding zone (lane) next to moderate-speed traffic or shared lanes on streets that are not multilane and have moderately low speed. Crossings may be longer or across higher-speed roads than allowed by LTS 2, but are still considered acceptably safe to most adult pedestrians.
LTS 4	A level of stress beyond LTS3.

Figure 3: Levels of Traffic Stress (LTS)*

^{*} Table 1 from Mekuria, Maaza, Peter G. Furth, and Hilary Nixon, Low-Stress Bicycling and Network Connectivity, San Jose, CA: Mineta Transportation Institute, 2012

In 2017, Montgomery County, Maryland published a revised LTS methodology, which expanded the four original LTS categories to provide a more detailed approach to LTS. It is the Montgomery County version of LTS that the evaluation of LTS for this study will be based on (<u>https://montgomeryplanning.org/wp-content/uploads/2017/11/Appendix-D.pdf</u>).

The expanded LTS categories include the following:

- LTS 0 None
- LTS 1 Very Low
- LTS 2 Low
- LTS 2.5 Moderate Low
- LTS 3 Moderate High
- LTS 4 High
- LTS 5 Very High

In 2017, Montgomery County, Maryland published a revised LTS methodology, which expanded the four original LTS categories to provide a more detailed approach for evaluation of LTS at intersections and along roadway segments. For the Chattahoochee Avenue study, **Figure 4** through **Figure 7** presents LTS guidance from Montgomery County was used for intersections, existing conditions (bicyclists in mixed traffic), and proposed future conditions including the proposed multi-use trail and directional bicycle lanes.

Figure 4: Intersections LTS

Intersections: Original Level of Traffic Stress Signalized Intersections

LTS of the street segment (see pages 8-13) is carried through the intersection.

Intersections: Revised Level of Traffic Stress Unsignalized Intersections

LTS is the more stressful of (1) and (2) below:

1. Intersection LTS (see table; right)

Or

2. Street Segment LTS (see previous pages)

	# of Lanes of Street Being Crossed									
Posted Speed Limit	No M	ledian Re	efuge	Median Refuge (≥6 ft wide)						
on Street Be- ing Crossed	2 to 3	4 to 5	6+	2 to 3	4 to 5	6+				
≤25	1 2		4	1	1	2				
30	2	2.5	4	1	2	2.5				
35	2.5	3	4	1	2.5	3				
≥40	3	4	4	2	2.5	4				

Intersections: Revised Level of Traffic Stress Signalized Intersections

LTS of the street segment (see pages 8-13) is carried through the intersection.

Traffic Stress

Street Segments: Revised Level of

	# of Through	Mixed Traffic						
Posted Speed		No Parking		Parking				
Limit (mph)	Limit (mph)	Lanes	Center Line	No Center Líne	Center Line & High Park- ing Turn- over	Center Line & Low Parking Turnover	No Cen- ter Line & Non-Residen- tial	No Center Line & Residential
	2-3							
35	4-5	4	4	4	4	n/a	n/a	
	≥6				413			

Figure 5: Street Segment LTS – Mixed Traffic

Figure 6: Street Segment LTS – Sidepaths and Separated Bike Lanes

Street Segments: Revised Level of Traffic Stress Bikeway: Sidepaths, Independent Rights-of-Way and Separated Bike Lanes

	# of Through Lanes	Sh	ared Use Pa	ath	Separated Bike Lanes				
Posted Speed Limit (mph)		Sidepath with Buffer < 5 ft (and no railing) OR Many Driveways	Sidepath with Buf- fer ≥ 5 ft (or railing) AND Few Driveways	Indepen- dent ROW	Flex Posts	Separated Bike Lanes with Buffer < 5 ft (and no railing) OR Many Driveways	Separated Bike Lanes with Buf- fer ≥ 5 ft (or railing) AND Few Driveways	Parked Cars	
	2-3	2 (1f)	1	0	2		1	1	
35	4-5				2.5	2 (1f)			
	≥6				2.5				

Traffic Stress

Street Segments: Revised Level of

		Bike Lanes									
Deated		No Parking				Par	king				
Speed	# of Through Lanes	Infrequenly Obstruct- ed			Infrequenly Obstructed / Low Parking Turnover			Frequently			
(mph)		Bike Lane ≤ 5.5 ft	Bike Lane ≥ 6.0 ft	Frequently Obstruct- ed	Bike Lane + Parking	Bike Lane + Parking = 14.0 - 14.5 ft	Bike Lane + Parking = 15.0 ft	Obstruct- ed / High Parking Turnover			
	2-3										
35	4-5		3		3						
	≥6										

Figure 7: Street Segment LTS – Bike Lanes

The evaluation of LTS along the corridor is described in further detail in *Chapter 4.3.1 Future Conditions* – *Bicycle Level of Traffic Stress*. Evaluation of each roadway segment and intersection is based on the proposed roadway concepts in Appendix A.

3.0 EXISTING CONDITIONS

3.1 EXISTING GEOMETRIC CONDITIONS

The roadways within the study network have the following characteristics:

<u>Chattahoochee Avenue</u> is a four-lane undivided roadway with a posted speed limit of 35 miles per hour (MPH) east of Collier Road in the vicinity of the study network. Chattahoochee Avenue is classified as a major collector and City of Atlanta Freight Route east of Marietta Blvd NW, while west of Marietta Blvd NW, Chattahoochee Avenue is considered a local road. GDOT counts taken on Chattahoochee Ave east of Collier Road indicate a 2019 AADT of 13,400 vehicles per day.

<u>Marietta Boulevard</u> is a four-lane undivided roadway with a posted speed limit of 35 MPH. Marietta Boulevard is classified as a minor arterial and is a truck route with a posted speed limit of 35 miles per hour. GDOT counts taken north of Chattahoochee Avenue indicate a 2019 AADT of 25,600 vehicles per day.

<u>Collier Road</u> is a two-lane undivided roadway with a posted speed limit of 35 MPH. Collier Road is classified as a major collector and City of Atlanta Freight Route. GDOT counts taken along Collier Road north of Chattahoochee Avenue indicate a 2019 AADT of 9,400 vehicles per day.

<u>Carroll Drive</u> is a two-lane undivided local roadway with a posted speed limit of 30 miles per hour. East of Chattahoochee Ave, Carroll Drive is classified as a local road. AADT information is not available.

<u>Southland Circle</u> is a two-lane undivided roadway with no posted speed limit in the vicinity of Chattahoochee Avenue; a speed limit of 25 MPH was assumed. Southland Circle connects Chattahoochee Avenue and is classified as a local road. AADT information is not available.

<u>Ellsworth Industrial Boulevard</u> is a two-lane minor arterial with a posted speed limit of 35 MPH. South of Chattahoochee Avenue, Ellsworth Industrial Boulevard is classified as a major collector and City of Atlanta Freight Route. GDOT counts taken along Ellsworth Industrial Boulevard south of Chattahoochee Avenue indicate a 2019 AADT of 9,930 vehicles per day.

<u>Taylor Street</u> is a two-lane local roadway with no posted speed limit; a speed limit of 25 MPH was assumed. AADT information is not available.

<u>Howell Mill Road</u> is a minor arterial undivided roadway with three-lanes (one southbound lanes, two northbound lane) south of Chattahoochee Avenue and a four-lanes north of Chattahoochee Avenue. The posted speed limit is 35 MPH, and it is designated as a City of Atlanta Freight Route. GDOT counts taken along Howell Mill Road north of Huff Road indicate a 2019 AADT of 19,500 vehicles per day, while a count station just south of I-75 indicate an AADT of 47,800.

<u>Defoor Avenue/Bellemeade Avenue</u> is a two-lane undivided major collector with a posted speed limit of 30 MPH. AADT information is not available.

For this traffic engineering report, the analysis considers Chattahoochee Avenue as having an east-west orientation and considers Marietta Boulevard, Collier Road, Southland Circle/Chattahoochee Row, Ellsworth Industrial Boulevard, Taylor Street, and Defoor Avenue/Bellemeade Avenue as having a north-south orientation. Photos taken along the study network are included in **Appendix C**.

3.2 TRAFFIC AND TRAVEL PATTERNS

3.2.1 FIELD OBSERVATIONS

A site visit was conducted to observe travel patterns and driver behavior along the corridor. Below is a list of observations:

- Vehicles were observed traveling at higher speed than the posted speed limit of 35 mph on the western half of the corridor.
- It was notable that it was difficult for left turning vehicles to complete left-turn movements under permissive left-turn signal configurations. Specifically, long queues were observed for westbound left-turns at the intersection of Chattahoochee Avenue and Ellsworth Industrial Boulevard.
 - *Note*: a protected-permissive flashing yellow arrow (FYA) is proposed for the westbound left-turn at the intersection of Chattahoochee Avenue and Ellsworth Industrial Boulevard.
- Many pedestrians jay-walked across Chattahoochee Avenue in order to get to the other side of the corridor due to lack of pedestrian infrastructure and significant spacing between signalized crossings, particularly in the vicinity of The Works development/Southland Circle and also in the vicinity of retail establishments between Ellsworth Industrial Boulevard and Howell Mill Road.
 - *Note*: a signal is proposed at the intersection of Southland Circle and Chattahoochee Avenue associated with The Works development.
- Sidewalk coverage is inconsistent along the corridor, and generally is located along frontages of recently redeveloped properties.
- There are no bicycle facilities currently located along the corridor.

Photographs from site visit are included in Appendix C.

3.2.2 TRAFFIC DATA COLLECTION

Weekday vehicle peak hour turning movement counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:00 PM to 6:00 PM) at the study intersections in 2019 or in 2021. AM and PM peak hours and count date for each study intersection are shown in **Table 1**.

Table 1: Peak	Table 1: Peak Hour Summary										
Intersection	Date Counted	AM Peak Hour	PM Peak Hour								
1. Chattahoochee Avenue at Marietta Boulevard	November 6, 2019	7:30 – 8:30 AM	5:00 – 6:00 PM								
2. Chattahoochee Avenue at Collier Road	November 6, 2019	7:30 – 8:30 AM	4:30 – 5:30 PM								
3. Chattahoochee Avenue at Carroll Drive	November 6, 2019	7:45 – 8:45 AM	4:45 – 5:45 PM								
4. Chattahoochee Avenue at Southland Circle	November 6, 2019	7:45 – 8:45 AM	4:45 – 5:45 PM								
 Chattahoochee Avenue at Ellsworth Industrial Boulevard 	November 6, 2019	7:45 – 8:45 AM	5:00 – 6:00 PM								
6. Chattahoochee Avenue at Taylor Street	September 23, 2021	7:45 – 8:45 AM	4:00 – 5:00 PM								
7. Chattahoochee Avenue at Howell Mill Road	November 6, 2019	8:00 – 9:00 AM	5:00 – 6:00 PM								
8. Howell Mill Road at Defoor Avenue/Bellemeade Avenue	September 14, 2021	8:00 – 9:00 AM	5:00 – 6:00 PM								

3.2.2.1 Estimated Existing 2021 Traffic Conditions

Based on guidance from the City of Atlanta Department of Transportation, traffic volumes collected in 2019 were adjusted to account for changes in travel patterns due to ongoing impacts of the COVID-19 pandemic. Based on methodology recommended by the City, traffic counts taken in 2019 were reduced to account for differences in travel patterns identified through *StreetLight* data. Based on the comparison of 2021 and 2019 data available through *StreetLight*, it was noted that daily traffic volumes along the corridor had not returned to 2019 levels. As recommended by the City of Atlanta Department of Transportation, 2019 data was modified such that AM volumes were reduced by 20% and PM volumes were reduced by 14% to account for variations in 2021 conditions. No adjustments were made to data collected in 2021.

Estimated Existing 2021 Traffic Conditions are shown in **Figure 8**. Intersection volume worksheets are included in **Appendix D**.



Section 3.2 to account for fluctuations in normal traffic patterns due to COVID-19.

EA1

3.2.2 EXISTING BICYCLE AND PEDESTRIAN ACTIVITY

Bicycle and pedestrian activity in the study area was considered based on available data sources including recreational activity tracking from *Strava* and aggregated smart phone and navigational data provided through the City of Atlanta *StreetLight InSight® Regional Subscription*. These data sources were referenced to identify primary routes that bicyclists and pedestrians use today.

Strava is an internet service for tracking human exercise such as walking, running, and bicycling by using app-based GPS data. Strava provides a heat map made of aggregated data on activities tracked by app users over the past twelve months. It was assumed that the heat maps pulled from *Strava* in November 2021 likely included the one-year period between September or October 2020-2021.

StreetLight data aggregates anonymized location records from smart phones and navigation devices. Adding context from other sources such as parcel data and digital road network data, StreetLight develops a view into North America's network of roads, bike lanes, and sidewalks. Data considered for this project estimated bicycle and pedestrian activity between October 2020 and September 2021.

Strava heatmapping showed highest propensity for pedestrian and bicyclist activity along Defoor Avenue and along Howell Mill Road in the vicinity of the site. Pedestrian activity is also prevalent along Collier Road east of Defoor Avenue, Ellsworth Industrial Boulevard south of Chattahoochee Avenue, with lesser pedestrian activity along Chattahoochee Avenue between Ellsworth Industrial Boulevard and Howell Mill Road. It is notable that *Strava* heat mapping shows some walking and running west of Marietta Boulevard in the Crest Lawn Memorial Park walkways, which may be a destination for recreational activity.

Heat mapping for bicyclists through the *Strava* platform had similar higher activity areas as the pedestrian heat map. Defoor Avenue and Howell Mill Road show the highest bicycling activity. However, bicycling is common along the entire length of the Chattahoochee Avenue study area and has similar propensity to bicycling activity along Ellsworth Industrial Boulevard and the entire length of Collier Road from Chattahoochee Avenue to twards the northeast. Carroll Drive is a less-used route connection Chattahoochee Avenue to the southwest and across Marietta Boulevard at the signalized intersection with Carroll Drive. Similar to the pedestrian heat map, bicyclists appear to travel on Crestlawn Memorial Park paths west of Marietta Boulevard, likely for recreational activity.

Strava heat mapping for pedestrian and bicyclist activity can be found on the next page in **Figure 9** and **Figure 10**.



Figure 9: Strava Pedestrian Activity Heat Map

Figure 10: Strava Bicycle Activity Heat Map



StreetLight data was pulled for segments along the Chattahoochee Avenue study corridor, including sidestreets connecting to Chattahoochee Avenue. *StreetLight* provides a numerical dataset representing a proportional metric based on anonymized location records from smartphones and navigation devices. This *"StreetLight Index"* provides estimated pedestrian and bicycle activity, which is shown the figures below.



Figure 11: StreetLight Pedestrian Activity





StreetLight pedestrian and bicycling activity follows similar trends as identified by the largely recreationally focused *Strava*. Similar to Strava, Howell Mill Road is shown as a higher bike/ped activity area than most other segments in the study area. However, it is notable that higher pedestrian activity was observed west of Ellsworth Industrial Boulevard adjacent to The Works development where short trips along the frontage of the mixed-use development may account for increased pedestrian activity.

3.3 EXISTING SAFETY EVALUATION

3.3.1 CRASH DATA

Crash data were obtained for a three-year period from January 1, 2017 to December 31, 2019 from the GDOT *Numetric* online crash database. Only data available through *Numetric* was reviewed; individual crash reports were not. Crashes were analyzed by intersection, type, time-of-day, and surrounding circumstances. The corresponding crash data tables are included in **Appendix E**.

As summarized in **Table 2**, a total of 667 crashes were reported along the corridor for the three-year period, including 104 injury crashes resulting in 147 injuries, and one fatal crash that occurred in 2018. There were six crashes that involved a pedestrian over the three-year period, with no reported bicycle crashes. The number of crashes per year along the corridor was fairly consistent with 227 crashes reported in 2017, 215 reported in 2018, and 225 reported in 2019. The crash data were reviewed to determine any significant trends in the circumstances surrounding each crash. The following observations were made:

- Nearly 16 percent of the crashes occurred in wet conditions.
- Approximately 14 percent of the crashes occurred during dark conditions.
- Nearly 36 percent were angle crashes. Rear-end crashes accounted for 31 percent of crashes.
- More crashes occurred on weekdays than on weekend days with crashes peaking on Thursday (19 percent) and Friday (18 percent).
- A higher percentage of crashes occurred around midday and the PM peak hour with approximately 9 percent of crashes occurring at each 1 PM, 2 PM, and 5 PM.
- Howell Mill Road at Chattahoochee Avenue experienced 151 crashes, the highest number at an intersection within the corridor. Ellsworth Industrial Boulevard at Chattahoochee Avenue experienced the second highest number of intersection crashes with 112 crashes.
- Approximately 80 percent of corridor crashes occurred at the eight study intersections considered in this report.

	Table 2: Summary of Corridor Crashes (2017 – 2019)												
Year	TOTAL	Fatal Crashes	Injury Crashes	Bicycle Crashes	cycle Pedestrian CMV ¹ ashes Crashes Crashes		Dark Crashes	Wet Crashes					
2017	227		29		3 16		30	30					
2018	215	1 38		2	17	31	47						
2019	225		37		1	18	29	28					
Total	667	1	104		6	51	90	105					
Annual Average	222	0.33	34.67		2.0	2.0 17.0		35.0					
Per	cent	0.1%	15.6%	0.0%	0.9%	7.6%	14.2%	15.7%					

¹ Commercial Motor Vehicle (CMV)

	Table 3: Corridor Crashes by Manner of Collision											
Year	Angle	Head On	Sideswipe (Same Direction)	All Others								
2017	83	5	74	8	49	8						
2018	79	5	69 8 48		48	6						
2019	76	10	64	12	54	9						
Total	238	20	207	28	151	23						
Percent	35.7%	3.0%	31.0%	4.2%	22.6%	3.5%						

Table 3 summarizes the number of crashes by manner of collision. The predominant crash types along the study corridor were angle crashes (35.7%), rear end crashes (31%), and sideswipe – same direction (22.6%) crashes accounting for nearly 90 percent of the crashes that occurred within the three-year history.



Figure 13: Crashes by Day of Week

Figure 14: Crashes by Time of Day





Figure 15: Crashes by Location

Crashes were also analyzed by location, as depicted in **Figure 15**. The intersection of Howell Mill Road at Chattahoochee Avenue experienced the greatest number of crashes (151 crashes) over the three-year history. Chattahoochee Avenue at Ellsworth Industrial Boulevard and Howell Mill Road at Defoor Avenue/ Bellemeade Avenue have the next highest intersection crashes with 112 and 107 total over the three-year period, respectively. Crashes that occurred at the eight study intersections account for approximately 80% of all the crashes along the corridor. The remaining crashes occurred at other, smaller intersections that were not studied (11 percent) and at non-intersections (9 percent).

Table 4: Crashes by Location										
Intersection	2017	2018	2019	Total	Percent					
Marietta Blvd at Chattahoochee Ave	30	19	28	77	11.5%					
Chattahoochee Ave at Collier Rd	22	9	6	37	5.5%					
Chattahoochee Ave at Carroll Dr	9	4	4	17	2.5%					
Chattahoochee Ave at Southland Cir	0	1	1	2	0.3%					
Chattahoochee Ave at Ellsworth Industrial Blvd	36	37	39	112	16.8%					
Chattahoochee Ave at Taylor St	9	11	9	29	4.3%					
Howell Mill Rd at Chattahoochee Ave	39	59	53	151	22.6%					
Howell Mill Rd at Defoor Ave/Bellemeade Ave	47	28	32	107	16.0%					
Other Intersections	18	27	29	74	11.1%					
Non-Intersections	17	20	24	61	9.1%					

3.3.1.1 Pedestrian Crashes

Six crashes involving pedestrians occurred along the corridor during the three-year period. Individual crash reports for these collisions were reviewed and are summarized below:

- 6066404 (1/3/2017, Tuesday, 9:25 PM) Officers responded to an injured pedestrian <u>near Defoor</u> <u>Place</u> noting the individual had been struck by an eighteen-wheeler that was traveling eastbound when the individual crossed at an unmarked location. Pedestrian was transported by EMS for further evaluation with minor injury noted that included swelling and bruising near the right ankle.
- 6123467 (2/17/2017, Friday, 5:14 AM) Driver traveling southbound on <u>Marietta Boulevard turned</u> <u>left onto Chattahoochee Avenue</u> (eastbound) and struck a pedestrian the driver did not see in the crosswalk; dark-lighted conditions were noted. Pedestrian was identified on scene to have serious injuries to the left leg and was transported by EMS for further evaluation. The driver was at fault and cited for failure to yield to a pedestrian in a crosswalk.
- 6125995 (2/21/2017, Tuesday, 7:05 PM) Driver traveling northbound on <u>Howell Mill Road turned</u> <u>left onto Defoor Place</u> (westbound) and struck a pedestrian in the crosswalk; dark-lighted conditions were noted. Pedestrian was identified on scene to have serious injuries to both legs and complaint of back pain. The driver was at fault and cited for failure to yield to a pedestrian in a crosswalk.
- 6803118 (7/22/2018, Sunday, 8:38 PM) Driver traveling westbound on <u>Bellemeade Avenue</u> <u>turned left onto Howell Mill Road</u> (southbound) and struck a pedestrian in the crosswalk; darklighted conditions were noted. A witness noted an unidentified northbound vehicle was stopped in the crosswalk, forcing the pedestrian to walk around the vehicle. Pedestrian was identified on the scene to have injuries to the face and legs and was transported by EMS for further evaluation. The driver was at fault and cited for failure to yield to a pedestrian in a crosswalk.
- 6999563 (12/6/2018, Thursday, 7:04 AM) Driver traveling westbound on <u>Chattahoochee Avenue</u> <u>near the CSX Bridge</u> (west of Defoor Place) struck a pedestrian not in a crosswalk. The pedestrian was declared deceased on the scene Dawn lighting conditions were noted. The pedestrian was noted to be wearing earbuds and a hoodie, which may have contributed to the fatal collision.
- 7312148 (10/16/2019, Wednesday, 8:15 AM) Driver struck a pedestrian at the intersection of <u>Howell Mill Road at Defoor Avenue</u> resulting in minor injuries to the pedestrian's right leg; day light was noted at the time of the crash. The pedestrian spoke with the driver at the time of the incident but did not contact police until later that morning. Police spoke with both the driver and pedestrian. No additional medical care was noted in the report; no citation information was noted.

It is notable that the majority of pedestrian crashes occurred during dark lighted conditions along the corridor. Future pedestrian upgrades should consider lighting in the vicinity of current and proposed pedestrian crossings to improve visibility for motorists and pedestrians. Additional crossing locations are recommended where no crossing infrastructure currently exists along the corridor.

3.3.2 EXISTING CURB CUT – CUMULATIVE HAZARD EVALUATION

A comparison of the existing curb cuts along each the north and south side of Chattahoochee Avenue was evaluated to determine the level of exposure a bicyclist may face along either side of Chattahoochee Avenue based on existing conditions. The Cumulative Hazard Evaluation consisted of documenting the quantity and categorizing the types of crossings/curb cuts on either side of the corridor. There are six different categories considered along this corridor:

- Driveway Crossing Major
- Driveway Crossing Minor
- Unsignalized Intersection Major

- Unsignalized Intersection Minor
- Signalized Intersection Major
- Signalized Intersection Minor

Based on the number of curb cut by categorization, the values were considered using a Cumulative Hazard Evaluation shown below in **Table 5**. Cumulative hazard was determined by multiplying the severity score by exposure score. The severity weight applied to each category was based on perceived driver aggression and vehicular delay. Crossing characteristics were considered for potential severity if a conflict between a bicyclist and motorist were to occur. For example, an unsignalized intersection crossing was assumed to have higher potential for severity of conflict than a driveway crossing, with a signalized crossing having the least potential for severity. Exposure characteristics considered a high-level estimate of daily vehicle and bicycle volumes that would be present at each driveway, unsignalized, and signalized crossing.

Table 5: Cumulative Hazard Evaluation									
	Drive Cros	eway sings	Int	ersectio	n Crossi	ngs			
	Minor	Maiar	Unsignalized		Sign	alized	Total		
	winor	wajor	Minor	Major	Minor	Major			
Number of Locations - North Side	34	5	8	1	2	3	53		
Number of Locations - South Side	17	2	2	1	1	3	26		
Severity									
Severity Weight	2	3	4	5	1	2			
Severity Score – North Side	68	15	32	5	2	6	128		
Severity Score – South Side	34	6	8	5	1	6	60		
		Exposur	е						
Exposure Weight 1 – Vehicle conflict volume (per day)	500	1000	2000	4000	3750	7500			
Exposure Weight 2 –Bicycle volume (per day)	300	300	300	300	300	300			
Exposure Weight Total	0.3	0.6	12	24	22.5	45			
Exposure Score - North Side	10.2	3	96	24	45	135	313.2		
Exposure Score - South Side	5.1	1.2	24	24	22.5	135	211.8		
Cumulative Hazard = Number of Locations x Severity Weight x Total Exposure Weight									
North Side	20.4	9.0	384	120	45	270	848		
South Side	10.2	3.6	96	120	22.5	270	522		

The Cumulative Hazard evaluation showed that the cumulative hazard of a bicycle facility on the north side is 848 while the cumulative hazard on the south side is 522. The north side has higher Cumulative Hazard by a factor of approximately 1.6, indicating a meaningfully higher potential for hazard and exposure on the north side of Chattahoochee Avenue due to the number and types of conflicts, the severity of the conflicts, and the likelihood of exposure for a bicyclist traveling on the north side of Chattahoochee Avenue versus the south side. Based on the review of existing conditions under the cumulative hazard evaluation a bicycle facility on the south side of Chattahoochee Avenue is anticipated to operate with reduced hazard as compared with a facility on the north side of the corridor.

If a bidirectional facility is implemented along the corridor, the facility should be considered along the south side of the corridor to align with the lesser cumulative hazard. If directional lanes are implemented along the corridor, care will be required to reduce hazards for bicyclists crossing driveways and intersections, particularly along the north side.

4.0 FUTURE CONDITIONS

The proposed Chattahoochee Avenue bicycle and pedestrian improvements between Marietta Boulevard and Howell Mill Road will provide greater access for multimodal transportation users along the corridor. Future scenarios considered build-out by year 2023 and compare No-Build conditions with two future Build conditions based on an evaluation of available right-of-way and potential to implement bicycle facilities along the corridor. The two proposed build conditions include a multi-use path along the south side of Chattahoochee Avenue, and directional bicycle lanes along each the south and north sides of Chattahoochee Avenue. Where practical based on constructability, the bicycle facilities are proposed to be separated from vehicular travel lanes, and grade-separated where feasible for cost and constructability. The sections below describe the proposed methodologies and analysis results comparing the 2023 No-Build, 2023 Build Scenario 1 (Multi-Use Path) and 2023 Build Scenario 2 (Directional Lanes) conditions for the Chattahoochee Avenue corridor. Specifically, the results below identify future traffic volume and geometric considerations by scenario, and discuss level of service, queueing, travel time and pedestrian and bicycle metrics.

4.1 FUTURE SCENARIO PROPOSED GEOMETRY

4.1.1 PROJECTED NO-BUILD BACKGROUND CONDITIONS

For the Projected 2023 No-Build traffic conditions, the Estimated Existing 2021 peak hour traffic volumes were increased by 1.5% per year for two (2) years to account for the expected background growth in traffic to 2023. The No-Build scenario additionally considered roadway geometry, projected traffic conditions, and signal timing modifications associated with the following projects:

The Works Development of Regional Impact (DRI) #3030: located north of the intersection of Chattahoochee Avenue at Chattahoochee Row/Southland Circle, The Works is a mixed-used development consisting of residential, restaurant, retail, and office land uses with proposed build-out in 2022. Projected traffic volumes include approximately 1,242 AM peak hour trips and 760 PM peak hour trips as studied for the DRI of Record. The DRI impacts the study corridor with the following:

- Projected future traffic volumes from the proposed mixed-use development (based on volumes considered in the DRI Traffic Study of record).
- Proposed new traffic signal at the intersection of Chattahoochee Avenue with Southland Circle/ Chattahoochee Row, including turn-lanes.

Howell Mill Road Complete Streets Project (RENEW Atlanta #1007): includes resurfacing, restriping, new fiber communication, signal upgrades, partial corridor bicycle facilities, sidewalk repairs, mid-block crossings, and ADA upgrades. The following modifications impact the study corridor:

- Howell Mill Road at Chattahoochee Avenue:
 - o Implementation of protected-permissive FYA for westbound left-turn.

Marietta Street Proposed Signal Upgrades/TCC Combo (RENEW Atlanta #1053): includes the replacement of traffic signal LEDs, signal cabinet, controller monitors, signal wiring and communications, ADA ramps, and timing modifications including the following that impact the study corridor:

Intersection 1 – Marietta Boulevard at Chattahoochee Avenue:

- Implement protected-permissive flashing-yellow arrow (FYA) for the southbound left-turn, and permissive-only FYA signalization for the northbound left-turn.
- Install missing crosswalks along south and west legs, plus install ADA ramps on southwest corner.

Intersection 2 – Collier Road at Chattahoochee Avenue:

- Implement protected-permissive FYA for eastbound left-turn.
- Install missing crosswalk along west leg, plus install ADA ramps on northwest corner.

Intersection 5 – Ellsworth Industrial Boulevard at Chattahoochee Avenue:

- Implement protected-permissive FYA for the westbound left-turn.
- Upgrade to all existing ADA curb ramps.

Figure 16 illustrates the Projected 2023 No-Build traffic volumes and laneage. Programmed project information is included in **Appendix B**.

Future Build Scenarios, as described in the sections below, incorporate proposed signal modifications and roadway geometry changes considered in the No-Build condition.

4.1.2 BUILD SCENARIO – GENERAL IMPROVEMENTS

The development of the build scenarios included consideration to improve conditions at existing intersections that could be implemented in both Build Scenario 1 – Multi-Use Path and Build Scenario 2 – Directional bicycle lanes. The following proposed intersection improvements have been evaluated for both Build scenarios:

Intersection 1 – Marietta Boulevard at Chattahoochee Avenue

- Modify the westbound approach to include one shared left/through-lane and one right-turn lane.
 Provide a right-turn overlap phase for westbound right-turn during the southbound left-turn phase.
- Note: current configuration includes one shared left/through/right-turn lane and one right-turn lane.

Proposed New Pedestrian Crossing between Intersection 1/Intersection 2

- Install a signalized pedestrian crossing, including pedestrian refuge median to provide an additional crossing near the restaurant Nuevo Laredo.
- Note: per FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, a Pedestrian Hybrid Beacon (PHB) or a Rectangular Rapid-Flashing Beacon (RRFB) should be considered to be installed at this location along with required high-visibility crosswalk markings, adequate nighttime lighting and crossing warning signs (AADT of 13,500, 35 MPH, proposed 3lane section with proposed raised median).

Intersection 6 – Taylor Street at Chattahoochee Avenue

- Consider installation of a full traffic signal to accommodate pedestrian crossings and respond to prevailing traffic conditions:
 - Based on the evaluation of AM and PM peak hour volumes, a signal may be warranted based on the conflicting mainly eastbound left-turn volumes with the westbound through volumes.
- Modify the eastbound approach to include one left-turn lane and one through lane.

Intersection 7 – Howell Mill Road at Chattahoochee Avenue

- Modify the eastbound approach to include dual (2) left-turn lanes and one right-turn lane by converting one westbound lane for eastbound travel to accommodate the second left-turn lane.
- Modify the westbound approach to operate as a right-in-right-out roadway
- Modify the northbound approach to include one left-turn lane and one shared through/right-turn lane.

Intersection 8 – Howell Mill Road at Defoor Avenue/ Bellemeade Avenue

• No change to geometry; update signal timing to improve operations at this intersection.

Figure 17a depicts future build traffic volumes and general improvements at study intersections. Specific intersection improvements and proposed Build Scenario 1 and Build Scenario 2 conditions are described in the sections below and depicted in **Figure 17b**.

4.1.3 BUILD SCENARIO 1 – MULTI-USE PATH

The 2023 Build Scenario 1 - Multi-Use Path condition proposes to minimize impacts to the existing roadway geometry, where feasible, by providing a multi-use path within available right-of-way on the south side of Chattahoochee Avenue. The build scenario assumes intersection treatments, such as striping, signage, and signal timing modifications will be implemented to improve bicycle safety. Below is an overview of proposed modifications and typical cross-sections for the Multi-Use Path (Build Scenario 1):

Typical Section – Marietta Boulevard to west of Southland Circle/Chattahoochee Row

- Modify existing four-lane section to operate as three-lane section with one westbound lane, one eastbound lane, and one central left-turn lane and dedicated left-turns at intersections (Collier Road, Carroll Drive).
 - Note: Intersection 4 Chattahoochee Avenue at Southland Circle/Chattahoochee Row maintains programmed No-Build geometry/ is unchanged.
- Provide multi-use path facility behind the curb along south side of Chattahoochee Road.

Typical Section – east of Southland Circle/Chattahoochee Row to west of Railroad Bridge

- No change to existing four-lane section.
- Provide multi-use path facility behind the curb along south side of Chattahoochee Road.

Typical Section – east of Railroad Bridge to west of Railroad Bridge

- Modify existing four-lane section to operate as three-lane section with one westbound lane and two eastbound lanes.
- Provide multi-use path facility behind the curb along south side of Chattahoochee Road.

Typical Section – east of Railroad Bridge to Howell Mill Road

- No change to existing four-lane section.
 - Note: Intersection 6 Chattahoochee Avenue at Taylor Street includes one eastbound leftturn lane and one eastbound through lane.
- Provide multi-use path facility behind the curb along south side of Chattahoochee Road.

The proposed roadway concept drawings, including typical cross-sections is included in **Appendix A**. **Figure 17b** illustrates the Projected 2023 Build Scenario 1 – Multi-Use Path traffic volumes and laneage.

4.1.3 BUILD SCENARIO 2 – DIRECTIONAL BICYCLE LANES

The 2023 Build Scenario 2 – Directional Bicycle Lanes condition proposes directional bicycle lanes to be constructed on either side of the roadway where bicyclists travel in the same direction as vehicles with a buffer between vehicles and bicyclists. Directional lane configuration considered minimizing impacts to existing right-of-way and curbs, where feasible along the corridor. The build scenarios assumes intersection treatments, such as striping, signage, and signal timing modifications will be implemented to improve bicycle safety. Below is an overview of proposed modifications and typical cross-sections for the Directional Bicycle Lanes (Build Scenario 2):

Typical Section – Marietta Boulevard to west of Collier Road

- Modify existing four-lane section to operate as three-lane section with one westbound lane, one eastbound lane, and one central left-turn lane.
- Provide westbound bicycle lane behind the curb along the north side and an on-road buffered eastbound bicycle lane along the south side of Chattahoochee Avenue.

Intersection 2 – Collier Road at Chattahoochee Avenue

- Modify the eastbound approach to include one shared left-turn/through lane.
- Modify the westbound approach to include one shared through/right-turn lane.

Typical Section – west of Collier Road to west of Southland Circle/Chattahoochee Row

- Modify existing four-lane section to operate as two-lane section with one westbound lane and one eastbound lane.
- Provide on-road buffered westbound bicycle lane along the north side and on-road buffered eastbound bicycle lane along the south side of Chattahoochee Avenue.

Typical Section – west of Southland Circle/Chattahoochee Row to west of Railroad Bridge

- No change to existing four-lane section.
 - Note: Intersection 4 Chattahoochee Avenue at Southland Circle/Chattahoochee Row maintains programmed No-Build geometry/ is unchanged.
- Provide westbound bicycle lane behind the curb along the north side and an eastbound bicycle lane behind the curb along the south side of Chattahoochee Avenue.

Typical Section – west of Railroad Bridge to east of Railroad Bridge

- Modify existing four-lane section to operate as three-lane section with one westbound lane and two eastbound lanes.
- Provide westbound bicycle lane behind the curb along the north side and an eastbound bicycle lane behind the curb along the south side of Chattahoochee Avenue.

Typical Section – east of Railroad Bridge to Taylor Street

- Modify existing four-lane section to operate as three-lane section with one westbound lane and two eastbound lanes.
- Provide westbound bicycle lane behind the curb along the north side and on-road buffered eastbound bicycle lane along the south side of Chattahoochee Avenue.

Intersection 6 – Taylor Street at Chattahoochee Avenue

- Per General Improvements Build conditions, modify eastbound approach to include one eastbound left-turn lane and one eastbound through lane.
- Modify the westbound approach to include one shared through/right-turn lane.
- Provide westbound bicycle lane behind the curb along the north side and on-road buffered eastbound bicycle lane that transitions behind the curb east of Taylor Street along the south side of Chattahoochee Avenue.

Typical Section – Taylor Street to Howell Mill Road

- Modify existing four-lane section to operate as three-lane section with one westbound lane and two eastbound lanes.
 - Note: Intersection 6 Chattahoochee Avenue at Taylor Street includes one eastbound leftturn lane and one eastbound through lane.
- Provide westbound bicycle lane behind the curb along the north side and on-road buffered eastbound bicycle lane along the south side of Chattahoochee Avenue.

The proposed roadway cross-section is included in **Appendix A**. **Figure 17b** illustrates the Projected 2023 Build Scenario 2 – Directional Lanes traffic volumes and laneage.





Defoor Avenue





BUILD SCENARIO 1 – MULTI-USE PATH BUILD SCENARIO 2 – DIRECTIONAL BICYCLE LANES





4.2 VEHICULAR ANALYSIS

The results of the vehicular intersection capacity, queueing, and travel time analyses for the 2023 No-Build, 2023 Build Scenario 1 (Multi-Use Path), and 2023 Build Scenario 2 (Directional Lanes) conditions are summarized in the sections below.

4.2.1 VEHICULAR CAPACITY AND INTERSECTION LEVEL OF SERVICE ANALYSIS

The results of the vehicular intersection capacity analysis is provided in **Table 6**. It should be noted that the methodologies contained in the *2000 Highway Capacity Manual* were used for certain intersections denoted by an asterisk due to intersection geometry and phasing; and the methodologies contained in the *6*th *Edition Highway Capacity Manual* were used for the other intersections. This is due to the limitations with the methodologies contained in the *6*th *Edition Highway Capacity Manual*, particularly in the analysis of conflicting shared through/left-turn lanes, non-NEMA phasing and left turn phases from a shared through/left lane.

	Tab	le 6: Le	vel-of-Serv	ice Sum	nmary			Table 6: Level-of-Service Summary										
	LOS (Delay in Seconds)																	
Interception	Control	LOS Std AM/PM	Approach -	No-Bui	No-Build 2023		Scn 1 se Path	Build Scn 2 Bike Lanes										
mersection				AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak									
 Chattahoochee Avenue at Marietta Boulevard* 	Signal	D/D	Overall	C (27.9)	D (37.8)	B (19.7)	C (33.2)	B (19.6)	C (31.5)									
2. Chattahoochee Avenue at Collier Road*	Signal	D/D	Overall	B (14.9)	D (44.8)	B (16.3)	C (33.6)	C (30.2)	D (45.3)									
 Chattahoochee Avenue at Carroll Drive 	TWSC	D/E ¹	NB	C (23.8)	F (57.1)	D (30.1)	C (23.8)	E (44.5)	F (106.6)									
 Chattahoochee Avenue at Southland Circle* 	Signal	D/D	Overall	D (38.1)	D (40.0)	C (28.4)	C (27.1)	C (29.7)	C (25.8)									
5. Chattahoochee Avenue at Ellsworth Industrial Boulevard*	Signal	D/E ¹	Overall	D (41.6)	E (59.4)	D (36.0)	C (33.4)	C (32.3)	C (30.5)									
6. Chattahoochee Avenue at	TWSC	D/D	SB	C (18.2)	C (24.7)	-	-	-	-									
Taylor Street	Signal (proposed)	D/D	Overall	-	-	B (13.6)	C (21.7)	E (63.3)	E (79.8)									
7. Chattahoochee Avenue at Howell Mill Road*	Signal	E/E	Overall	F (331.4)	F (194.0)	C (23.9)	C (20.4)	C (23.8)	C (20.6)									
8. Howell Mill Road at Defoor Avenue/ Bellemeade Avenue	Signal	E/E	Overall	F (80.8)	D (52.8)	D (45.8)	E (66.5)	D (39.4)	E (62.1)									

A detailed set of the analyses from Synchro is available in Appendix F.

* Note: HCM 2000 methodologies were used for this intersection.

¹ Chattahoochee Avenue at Ellsworth Industrial Boulevard has a standard of LOS E for the PM peak hour based on No-Build conditions that operate at LOS E.

As shown in **Table 6**, for the 2023 No-Build conditions, four of the eight intersections operate at or above the level-of-service (LOS) standard during both peak hours. The signalized intersections of Chattahoochee Avenue at Howell Mill Road (Intersection 7) and Howell Mill Road at Defoor Avenue/ Bellemeade Avenue (Intersection 8) operate at LOS F during the AM peak hour. The signalized intersections of Chattahoochee

Avenue at Ellsworth Industrial Boulevard (Intersection 5) and Chattahoochee Avenue at Howell Mill Road (Intersection 7) operate at LOS E and LOS F, respectively during the PM peak hour. Additionally, the sidestreet stop-controlled intersection of Chattahoochee Avenue at Carroll Drive operates at LOS F during the PM peak hour. For two-way stop-controlled intersections (Intersection 3), low LOS for side-street approaches is not uncommon, as vehicles may experience delays turning onto a major roadway during peak periods. It is notable that projected 2023 traffic volumes are unlikely to warrant at Intersection 3. Following guidance from the GRTA DRI procedures, if an intersection or approach operates at LOS E or F under existing or no-build conditions, the LOS standard may be considered to be LOS E for future scenarios.

Under Projected 2023 Build Scenario 1 – Multi-Use Path conditions, signal timing improvements were incorporated along with the proposed geometric changes discussed in *Chapter 4.1 Future Scenario Proposed Geometry*. With the proposed intersection and signal timing modifications along the corridor, all intersections operate at or above their LOS standard under Build Scenario 1 conditions.

Under Projected 2023 Build Scenario 2 – Directional Lanes conditions, similar to Build Scenario 1, signal timing improvements were incorporated along with the proposed geometric changes. Under the Build Scenario 2 conditions, the signalized intersection of Chattahoochee Avenue at Taylor Street (Intersection 6 – proposed new signal and ped crossing) is projected to operate at LOS E in both the AM and PM peak hours. The side-street stop-controlled intersection of Chattahoochee Avenue at Carroll Drive operates at LOS E during the AM peak hour and LOS F during the PM peak hour. For two-way stop-controlled intersections (Intersection 3), low LOS for side-street approaches is not uncommon, as vehicles may experience delays turning onto a major roadway during peak periods. It is not surprising that the vehicular LOS at Intersection 3 and Intersection 6 operate at a lower LOS than under the Build Scenario 1 conditions, as the directional lanes geometry requires a more constrained vehicular cross section, resulting in lower vehicular capacity and fewer gaps for side-street traffic to enter Chattahoochee Avenue.

4.2.3 QUEUEING EVALUATION

Queueing analyses were performed for the AM and PM peak hours for No-Build and Build scenarios. Queues are reported based on *Synchro, Version 11* software. Queues are reported for turn lanes at intersections studied. Proposed changes to available turn lane storage have been noted in the table below for Build Scenario 1 and Build Scenario 2.

Queues generally are contained within available storage along the corridor with some notable exceptions shown in **Table 7** and described on the following page.

	Table 7: 95 th Percentile Turn Lane Queueing Summary											
			(in feet)									
INT	Intersection	Turn Lane	Available Storage	No-Build		Build Scn 1		Build Scn 2				
#			Existing Proposed	AM	PM	AM	PM	AM	РМ			
1	Marietta Boulevard at	NBL	350 350	17	36	14	48	14	48			
	Chattahoochee Avenue	SBL	325 325	372	215	323	256	323	256			
2	2 Collier Road at Chattahoochee Avenue	SBL	125 125	109	313	195	296	200	285			
2		EBL	Cont. 1501	-	-	129	64	-	-			
3	Carroll Drive at Chattahoochee Avenue	WBL	Cont. 100 ¹	10	37	10	36	10	36			
4	Southland Circle/ Chattahoochee Row at Chattahoochee Avenue	EBL	250 250	81	84	91	72	73	62			
Т		WBL	50 50	36	21	14	8	12	7			
5	Ellsworth Industrial Boulevard	NBL	100 250 ²	69	106	95	163	88	163			
5	at Chattahoochee Avenue	SBL	250 250	69	121	102	236	94	236			
		NBL	75 Cont. ³	88	171	120	145	143	145			
7	Howell Mill Road at Chattahoochee Avenue	SBR	Cont. Cont.	266	645	220	35	230	46			
		EBL	Cont. 300 ⁴	-	-	251	212	226	215			
		SBL	105 105	25	30	32	33	29	33			
8	Howell Mill Road at Defoor Avenue/Bellemeade	EBL	270 2705	702	490	475	638	462	632			
		WBL	100 100	103	95	90	202	96	202			

¹ Proposed left-turn lane provided in Build Scenario 1 only.

² Intersection 5 south leg is sufficiently wide to accommodate lengthening of the northbound left-turn lane to provide additional storage.

³ Intersection 7 northbound approach proposed to replace the existing one left-turn lane and two through lanes with one left-turn lane and one through lane in both Build scenarios.

⁴ Intersection 7 eastbound left-turn proposed to be modified to provide a dual left-turn lane, which will be continuous in the inner left-turn lane and have 300 feet of storage in the outer left-turn lane.

⁵ Redesign of Defoor Avenue is outside of the scope of this project; however, sufficient roadway width exists that may accommodate a longer eastbound left-turn lane along Defoor Avenue to accommodate queues.

The southbound left-turn lane on Marietta Boulevard at Chattahoochee Avenue (Intersection 1) exceeds storage based on No-Build AM peak hour conditions. Future queueing at this location is improved with proposed signal timing changes at the intersection. Collier Road (Intersection 2) has limited right-of-way immediately north of Chattahoochee Avenue. While the southbound approach is striped with two lanes, the available storage is limited for the southbound left-turn onto Chattahoochee Avenue and queueing exceeds storage in all scenarios except the No-Build AM peak hour.

Ellsworth Industrial Boulevard at Chattahoochee Avenue (Intersection 5) currently has a short striped northbound left-turn with queues in the No-Build PM peak hour that exceed storage. The segment of Ellsworth Industrial Boulevard south of Chattahoochee Avenue has sufficient space that vehicles likely queue back as far as needed for the northbound left-turn. However, it may be beneficial to provide additional striping to designate a longer northbound left-turn lane. Consideration should be made on operational conditions with the close spacing of Old Chattahoochee Avenue, which is approximately 50 feet south of the Chattahoochee Avenue intersection.

The northbound approach of Howell Mill Road at Chattahoochee Avenue (Intersection 7) is proposed to be reconfigured from the existing one left-turn lane and two through lanes with one left-turn lane and one through lane in both Build scenarios to respond to queue spillover from the very short northbound left-turn lane that exists today. Northbound traffic volumes can be accommodated with acceptable LOS under the reduced northbound through travel lane condition.

Howell Mill Road at Defoor Avenue/ Bellemeade Avenue (Intersection 8) has significant No-Build and future Build scenario queueing for the eastbound and westbound left-turn movements along Defoor Avenue and Bellemeade Avenue, respectively. Defoor Avenue is similarly constrained but may be able to be reconfigured to provide approximately 100-foot longer storage between the existing end of full-length storage and Springer Street, though the increase in storage would not fully contain estimated queues.

4.2.3 TRAVEL TIME COMPARISON

Travel time and delay between Marietta Boulevard and Howell Mill Road are presented in Table 8 below based on travel time evaluation using *SimTraffic 11*.

Table 8: Travel Time Comparison						
		AM		PM		
Direction	Scenario	Average Speed ¹ (MPH)	Travel Time (min)	Average Speed ¹ (MPH)	Travel Time (min)	
Eastbound	2023 No-Build	7	16.5	27	4.1	
	Build Scenario 1 - Multi-Use Path	22	4.8	23	4.7	
	Build Scenario 2 - Directional Lanes	20	5.5	19	5.6	
Westbound	2023 No-Build	19	5.6	20	5.5	
	Build Scenario 1 - Multi-Use Path	21	5.0	18	6.1	
	Build Scenario 2 - Directional Lanes	19	5.7	19	5.8	

¹ Average speed reported as space-mean-speed, or the average speed of travel along the study segment based on the segment length and average travel time.

It is notable that eastbound travel in the AM peak hour under No-Build conditions identifies significant travel time/delay along Chattahoochee Avenue. The No-Build condition largely considered existing signal timing along the corridor with the exception of new/modified signals identified as No-Build conditions. The existing and No-Build signal timing appears to favor westbound travel during the AM peak at the detriment of eastbound travel. Proposed modifications to signal timing and signal coordination considered with proposed geometry conditions under both Build scenarios improve the eastbound AM peak hour travel time significantly, even with multimodal modifications that may reduce vehicular capacity at intersections.

Vehicular travel times and average travel speeds are generally slower under the Build scenarios, with the exception of the eastbound AM peak hour noted above. However, slower speeds may be desired with the implementation of the proposed multimodal facility and as more bicyclists and pedestrians begin to travel

along the corridor. Between the two Build scenarios, Build Scenario 1 with the Multi-Use Path provides slightly quicker travel times and speeds than the Build Scenario 2 – Directional Lanes concept.

4.3 BICYCLE ANALYSIS

Current intersection upgrades associated with the *Marietta Street Proposed Signal Upgrades/TCC Combo* (*RENEW Atlanta #1053*) project are programmed along the corridor that include pedestrian infrastructure improvements but lack connectivity between intersections. At Chattahoochee Avenue and Marietta Boulevard, a south leg and west leg crosswalk along with pedestrian signal heads will be installed. At the intersection of Chattahoochee Avenue at Collier Road, a west leg crosswalk will be installed. Pedestrian signal heads will also be installed for the two crosswalks. Through *The Works DRI*, pedestrian infrastructure will be installed during the signal construction at the intersection of Chattahoochee Row. Pedestrian signal heads will be installed through the RENEW Atlanta program at the intersection of Chattahoochee Avenue at Ellsworth Industrial Boulevard.

Pedestrian infrastructure improvements along Chattahoochee Avenue proposed as part of the Chattahoochee Avenue bicycle and pedestrian improvements include installing a signalized pedestrian crossing and pedestrian refuge median at the mid-block crossing associated with the Nuevo Laredo restaurant between Marietta Boulevard and Collier Road. The signalized crossing, per FHWA guidance, could be either a Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid-Flashing Beacon (RRFB). Further east along the corridor, the intersection with Taylor Street is proposed to be modified from side-street stop-control to provide a signalized crossing to improve pedestrian connectivity across Chattahoochee Avenue either as a full traffic signal or as a signalized pedestrian crossing. It has been analyzed as a full signalized intersections for the purposes of this report.

The sections below provide the results from the Bicycle Level of Traffic Stress (LTS) evaluation and a travel time comparison for bicyclists traveling along the corridor under No-Build, Build Scenario 1 (Multi-Use Path) and Build Scenario 2 (Directional Lanes) conditions.

4.3.1 BICYCLE LEVEL OF TRAFFIC STRESS

The Level of Traffic Stress (LTS) was evaluated based on the methodology described in *Chapter 2.2.3 Analysis Methodologies – Bicycle Level of Traffic Stress* for each the No-Build, Build Scenario 1, and Build Scenario 2 conditions. LTS evaluated conditions that a bicyclist would face while traveling along the Chattahoochee Avenue corridor including adjacent vehicle speeds, number of lanes, bicycle facility design and separation from vehicles, and ease of intersection crossings. For the Segment LTS, guidance from the expanded Montgomery County, Maryland LTS was applied to each segment of the corridor. Segment LTS is reported by each individual segment and by a weighted average for the full corridor based on individual segment length. The results of the Segment LTS is shown for each the No-Build, Build Scenario 1, and Build Scenario 2 conditions in **Table 9**.

Table 9: Segment LTS					
Chattahoochee Road Segment	Segment Length (Miles)	No-Build	Build Scn 1 (Multi-Use Path)	Build Scn 2 (Directional Lanes)	
Marietta Blvd to Collier Road	0.23	4	1	2.5 ¹	
Collier Road to Carroll Drive	0.42	4	1	3 ²	
Carroll Drive to Southland Circle	0.16	4	1	3 ²	
Southland Circle to Ellsworth Industrial Blvd	0.17	4	1	2	
Ellsworth Industrial Blvd to Railroad Bridge	0.14	4	1	2	
Railroad Bridge	0.09	4	2	2	
Railroad Bridge to Taylor Street	0.10	4	1	2	
Taylor Street to Howell Mill Road	0.33	4	1	2	
Overall Corridor LTS (segment-weighted average)	1.66 miles	4.0 High	1.1 Very Low	2.4 Moderate Low	

¹ Average LTS based on one bike lane on north side and one separated bike lane <5' buffer on south side.

² Directional lanes between Collier Road and Southland Circle are provided on-road with minimal separation.

LTS for Build Scenario 1 with the multi-use path generally located off-road provides significantly lower LTS than the existing condition with bicycle activity on the roadway in mixed traffic. Limitations with ROW for Build Scenario 2 does not allow the same degree of separation of the bicycle facilities along the corridor as in Build Scenario 1.

Signalized Intersection LTS is based on the prevailing corridor LTS. Guidance for Unsignalized Intersection LTS is to report the more stressful of either the Intersection LTS or prevailing Street Segment LTS at an intersection. Speed limit and number of lanes to cross the side street are primary factors for Unsignalized LTS. Intersection LTS is reported for each No-Build, Build Scenario 1, and Build Scenario 2 in **Table 10**.

Table 10: Intersection LTS						
Cross Street	Speed Limit (MPH)	Intersection Control	No-Build	Build Scn 1 (Multi-Use Path)	Build Scn 2 (Directional Lanes)	
Marietta Blvd	35	Signal	4	1	2.5	
Collier Road	35	Signal	4	1	3	
Carroll Drive	30	TWSC	4 ¹	2	3 ¹	
Southland Circle	25	Signal	4	1	2.5	
Ellsworth Industrial Blvd	35	Signal	4	1	2	
Taylor Street	25	TWSC – NB Signal - Build	4 ²	1	2	
Howell Mill Road	35	Signal	4	1	2	

¹ LTS 2 would be applicable for TWSC at Carroll Drive. However, average of segment LTS on either side of Carroll Drive is higher stress for both No-Build and Build Scenario 2, and therefore governs Intersection LTS.

² LTS 1 would be applicable for TWSC at Taylor Street. However, average of segment LTS on either side of Taylor Street is higher stress under the No-Build TWSC condition, and therefore governs Intersection LTS.

Intersection LTS shows lower stress for bicyclists at all intersections under Build Scenario 1. Build Scenario 2 LTS shows an improvement over the No-Build condition for Intersection LTS but is based on prevailing corridor conditions which may not represent proposed bicycle facility design treatments at intersections. Regardless of the proposed future condition, signal timing should consider the implementation of exclusive pedestrian/bicyclist phases to best facilitate effective crossing at signalized intersections. Signage and guidance to alert motorists at unsignalized intersections is recommended to increase awareness and visibility for bicyclists when crossing at unsignalized locations.

4.3.2 BICYCLE TRAVEL TIME COMPARISON

Travel times for bicyclists were evaluated considering free flow bicycling speeds of 15 MPH between intersections and Chattahoochee Avenue corridor signalized intersection delay based on the intersection capacity analysis in *Synchro 11*. Bicycle travel time results are reported below for the No-Build, Build Scenario 1, and Build Scenario 2 conditions.

Table 11: Bicycle Travel Time Comparison						
	Scenario	A	М	PM		
Direction		Average Speed ¹ (MPH)	Travel Time (min)	Average Speed ¹ (MPH)	Travel Time (min)	
	2023 No-Build	4.1	25.9	4.8	22.0	
Eastbound	Build Scenario 1 Multi-Use Path	10.3	10.2	10.3	10.2	
	Build Scenario 2 Directional Lanes	9.8	10.8	9.8	10.8	
	2023 No-Build	9.3	11.7	7.8	13.9	
Westbound	Build Scenario 1 Multi-Use Path	10.4	10.5	10.4	10.5	
	Build Scenario 2 Directional Lanes	9.2	11.9	9.2	11.9	

¹ Average speed reported as space-mean-speed, or the average speed of travel along the study segment based on the segment length and average travel time.

Travel time is likely to be most impacted by delay experienced by bicyclists at traffic signals. With proposed modifications to signal timings along the corridor in both Build Scenario 1 (Multi-Use Path) and Build Scenario 2 (Directional Lanes), bicyclists are anticipated to be able to travel more quickly along the corridor. It is notable that bicyclists traveling along the corridor under No-Build conditions may experience additional delays when navigating in mixed-traffic with vehicles and trucks, since no current bicycle facility, nor should exist along the corridor today. Build Scenario 1 and Build Scenario 2 are anticipated to have similar travel times for bicyclists along the corridor, with slightly faster travel times under Build Scenario 1.

5.0 CONCLUSIONS AND RECOMMENDATIONS

Kimley-Horn and Associates, Inc. was retained by the Upper Westside CID to evaluate bicycle safety and mobility improvements along Chattahoochee Avenue between Marietta Boulevard and Howell Mill Road in the City of Atlanta, Georgia. This segment of Chattahoochee Avenue is currently a four-lane section with two eastbound lanes and two westbound lanes. The proposed bicycle scenario alternatives studied for this project include a multi-use path (Build Scenario 1) and directional bicycle lanes (Build Scenario 2). Both proposed conditions considered opportunities to minimize impact to existing curb and right-of-way as a condition to mitigate cost of construction.

5.1 ANALYSIS RESULTS

This report summarizes the vehicular and bicycle operational analyses performed to compare the two proposed scenarios. The following conclusions were made:

3.3 Existing Safety Evaluation

Crash Data – nearly 16 percent of crashes occurred in wet conditions, and approximately 14 percent of crashes occurred during dark-lighted conditions along the corridor. The two intersections with the highest number of crashes along included Howell Mill Road at Chattahoochee Avenue and Ellsworth Industrial Boulevard at Chattahoochee Ave. Most crashes occurred at intersections with approximately 80 percent of all crashes occurring at the eight intersections studied in this report.

While pedestrian crashes accounted for less than 1% of all crashes (six total pedestrian crashes), it is notable that five of the six pedestrian crashes occurred during dark-lighted conditions, mostly in crosswalks when the pedestrian had the right-of-way. Improved lighting along the corridor may provide benefit in crash reductions along the corridor and should be considered when private development or right-of-way improvements are considered for implementation.

Existing Curb Cut - Cumulative Hazard Evaluation – based on the review of existing conditions, it was determined that a bidirectional facility, if implemented, should be considered along the south side of the corridor to align with significantly fewer curb cuts and corresponding lower cumulative hazard along the south side. If directional lanes are implemented along the corridor, care will be required to reduce hazards for bicyclists crossing driveways and intersections, particularly along the north side.

4.2 Vehicular Analysis

Vehicular Capacity and LOS – under 2023 No-Build condition, the signalized intersections of Chattahoochee Avenue at Howell Mill Road (Intersection 7), Howell Mill Road at Defoor Avenue/ Bellemeade Avenue (Intersection 8), Chattahoochee Avenue at Ellsworth Industrial Boulevard (Intersection 5) and Chattahoochee Avenue at Howell Mill Road (Intersection 7) operate below the LOS standard during at least one peak hour. Additionally, the side-street stop-controlled intersection of Chattahoochee Avenue

at Carroll Drive (Intersection 3) operates below its LOS standard during the PM peak hour. It is notable that projected 2023 traffic volumes are unlikely to warrant a traffic signal at Intersection 3., Low LOS for sidestreet approaches is not uncommon, as vehicles may experience delays turning onto a major roadway during peak periods.

Under proposed roadway geometry and signal timing improvements included in Projected 2023 Build Scenario 1 – Multi-Use Path conditions, all intersections operate at or above their LOS Standard.

Under proposed roadway geometry and signal timing improvements included in Projected 2023 Build Scenario 2 – Directional Bicycle Lane conditions, two intersections operate below their LOS standard in both peak hours. The side-street stop-controlled intersection of Chattahoochee Avenue at Carroll Drive (Intersection 3) operates below standard but is unlikely to warrant a traffic signal. The proposed new traffic signal at Intersection 6 (Chattahoochee Avenue at Taylor Street) operates at LOS E, below its standard of LOS D. The geometry at Intersection 3 and at Intersection 6 differs between Build Scenario 1 and Build Scenario 2 with one fewer westbound lane to accommodate the westbound bicycle lane. The reduced capacity at both intersections results in a notable difference in LOS as compared with Build Scenario 1.

Build Scenario 1 outperforms Build Scenario 2 comparing intersection capacity among the two proposed options. However, both conditions provide improvements along the corridor as compared with No-Build conditions.

Queueing – queues are generally contained within available storage along the study network, with a few notable exceptions that continue into the Build Scenarios. With proposed roadway geometry and signal timing improvements under Build Scenarios, queues continue to exceed available storage for the southbound left-turn on Collier Road (Intersection 2) and for each the eastbound left-turn on Defoor Avenue and westbound left-turn on Bellemeade Avenue (Intersection 8). Collier Road and Bellemeade Avenue have limited right-of-way available to provide additional storage. Defoor Avenue is similarly constrained but may have sufficient width to extend the eastbound left-turn lane by approximately 100-feet towards the west. However, even with the potential Defoor Avenue left-turn lane extension, queues would still not be contained.

Travel Time – It is notable that eastbound travel in the AM peak hour under No-Build conditions identifies significant travel time/delay along Chattahoochee Avenue, appearing to favor westbound travel. Under both proposed Build conditions, eastbound AM peak hour travel time is improved significantly with the proposed modifications to signal timing and signal coordination, even despite areas with constrained capacity due to proposed geometry modifications to accommodate the bicycle facilities. Vehicular travel times and average travel speeds are generally slower under the Build scenarios, with the exception of the eastbound AM peak hour noted above. However, slower speeds may be desired with the implementation of the proposed multimodal facility and as more bicyclists and pedestrians begin to travel along the corridor. Between the

two Build scenarios, Build Scenario 1 with the Multi-Use Path provides slightly quicker travel times and speeds than the Build Scenario 2 – Directional Lanes concept.

4.3 Bicycle Analysis

Bicycle Level of Traffic Stress – under No-Build conditions, Segment and Intersection LTS is identified as High (LTS-4) as bicyclists must travel in mixed traffic with no available shoulder. Under Build Scenario 1 – Multi-Use Path, the average Segment LTS is Very Low (1.1) as the facility proposes to grade separate the proposed multi-use path outside of the existing curb, while Build Scenario 2 – Directional Lanes has an average Segment LTS of Moderate Low (2.4) with a combination of in-road buffered bicycle lanes and grade-separated lanes outside of the existing curb. Intersection LTS is largely based on prevailing roadway/bicycle facility conditions, which generally shows Build Scenario 1 to operate at better LTS than No-Build and Build Scenario 2 conditions. Regardless of the proposed future condition, signal timing and intersection treatments should consider the implementation of exclusive pedestrian/bicyclist phases to best facilitate effective crossing at signalized intersections and provide appropriate signage/guidance to alert motorists and to increase awareness and visibility for bicyclists along the corridor and at intersections.

Travel Time – Travel times for bicyclists were evaluated considering free flow bicycling speeds of 15 MPH. Bicycle travel time is impacted by delay experienced at traffic signals. Build Scenario 1 and Build Scenario 2 are anticipated to have faster bicycle travel times than under No-Build conditions. Both Build Scenarios have similar bicyclists travel time along the corridor, with slightly faster travel times under Build Scenario 1.

5.2 **RECOMMENDATIONS**

Based on the results of this study, the following is proposed:

Install a Multi-Use Path as proposed with the 2023 Build Scenario 1 conditions. Update geometry and signal timing along the corridor and at intersections, as noted:

Corridor Modifications/Typical Sections:

- Construct a multi-use path along the south side of Chattahoochee Avenue from Marietta Boulevard to Howell Mill Road.
- Modify the existing typical four-lane roadway section to accommodate the multi-use path within existing right-of-way in the following sections:
 - Modify to accommodate a three-lane section between Marietta Boulevard and west of Southland Circle/ Chattahoochee Row including one lane in each direction and a two-wayleft-turn lane (TWLTL).
 - Modify to accommodate a three-lane section between west of the CSX Railroad bridge (approx. Huber Street) and Taylor Street including two lanes eastbound and one lane westbound.
- Implement a corridor-long signal timing update to improve cycle length, signal coordination and progression of traffic for all modes.

Intersection 1 – Marietta Boulevard at Chattahoochee Avenue

• Modify the westbound approach to include one shared left/through-lane and one right-turn lane. Provide a right-turn overlap phase for westbound right-turn during the southbound left-turn phase.

Proposed New Pedestrian Crossing between Intersection 1/Intersection 2

• Install a signalized pedestrian crossing (PHB or RRFB), including pedestrian refuge median to provide an additional crossing near the restaurant Nuevo Laredo.

Intersection 2 – Collier Road at Chattahoochee Avenue

- Modify the eastbound approach to include one left-turn lane and one through lane.
- Modify the westbound approach to include one shared through/right-turn lane.

Intersection 3 – Carroll Drive at Chattahoochee Avenue

- Modify the eastbound approach to include one shared through/right-turn lane.
- Modify the westbound approach to include one left-turn lane and one through lane.

Intersection 4 – Southland Circle/ Chattahoochee Row at Chattahoochee Avenue

• No change to geometry; update signal timing to improve operations at this intersection.
Kimley »Horn

Intersection 5 – Ellsworth Industrial Boulevard at Chattahoochee Avenue

• No change to geometry; update signal timing to improve operations at this intersection.

Intersection 6 – Taylor Street at Chattahoochee Avenue

- Consider installation of a full traffic signal to accommodate pedestrian crossings and respond to prevailing traffic conditions:
 - Based on the evaluation of AM and PM peak hour volumes, a signal may be warranted based on the conflicting mainly eastbound left-turn volumes with the westbound through volumes.
- Modify the eastbound approach to include one left-turn lane and one through lane.

Intersection 7 – Howell Mill Road at Chattahoochee Avenue

- Modify the eastbound approach to include dual (2) left-turn lanes and one right-turn lane by converting one westbound lane for eastbound travel to accommodate the second left-turn lane.
- Modify the westbound approach to operate as a right-in-right-out roadway
- Modify the northbound approach to include one left-turn lane and one shared through/right-turn lane.

Intersection 8 – Howell Mill Road at Defoor Avenue/ Bellemeade Avenue

• No change to geometry; update signal timing to improve operations at this intersection.

The proposed roadway concept drawings, including cross-sections are included in Appendix A.

APPENDIX A

Proposed Chattahoochee Avenue Concept Design:

Build Scenario 1 – Multi-Use Path Build Scenario 2 – Directional Bicycle Lanes









CHATTAHOOCHEE AVENUE IMPROVEMENTS CONCEPT 1 SHEET 4 OF 5





PROPOSED ROADWAY MARKINGS PROPOSED TRAFFIC SIGNAL

MODIFIED TRAFFIC SIGNAL

PROPERTY LINES PROPOSED EDGE OF PAVEMENT EXISTING EDGE OF PAVEMENT PROPOSED VALLEY GUTTER











CHATTAHOOCHEE AVENUE IMPROVEMENTS CONCEPT 2 SHEET 4 OF 5

LEGEND



PROPOSED ROADWAY MARKINGS PROPOSED TRAFFIC SIGNAL

MODIFIED TRAFFIC SIGNAL

PROPERTY LINES PROPOSED EDGE OF PAVEMENT EXISTING EDGE OF PAVEMENT PROPOSED VALLEY GUTTER



APPENDIX B

Programmed Project Information







LIST OF MATERIALS

LIST OF MATERIALS (647-1000 TRAFFIC SIGNAL INSTALLATION #9)	UNIT	QUANTITY
SIGNAL CABLE (14 AWG); 7 CONDUCTOR, PER 1000 FT.	REEL	2
3-SECTION, 12" SIGNAL HEAD LED - , YELLOW HOUSING w/ BLACK FRONT, PLASTIC	EA	1
4-SECTION, 12" SIGNAL HEAD LED - , YELLOW HOUSING w/ BLACK FRONT, PLASTIC	EA	1
9" HIGH, Numbers & 12" Symbols	EA	6
9" x 15", R10-3e, (L)eft or (R)ight, Countdown	EA	7
BACK PLATE FOR ONE-WAY, 3-SECTION, 12" SIGNAL HEAD, ABS PLASTIC, BLACK w/ RETROREFLECTIVE STRIP	EA	8
BACK PLATE FOR ONE-WAY, 4-SECTION, 12" SIGNAL HEAD, ABS PLASTIC, BLACK w/ RETROREFLECTIVE STRIP	EA	1
HARDWARE FOR MAST ARM MOUNTING	EA	2
HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, ONE-WAY BRACKET ASSEMBLY	EA	2
HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, TWO-WAY BRACKET ASSEMBLY	EA	2
PEDESTAL POLE & SQUARE BASE	EA	4
PULL BOX, PB-2	EA	4
PED PUSH BUTTON POST/INCL FOOTING	EA	1
MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALLATION	LUMP	LUMP

7/15/2019 BrownJE2

NOTES: I. QUANTITIES ARE FOR INFORMATION ONLY. THE CONTRACTOR SHOULD FIELD VERIFY PRIOR TO ORDERING MATERIALS.



	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
	Card	radar	radar			radar	radar								DC ISO
	C1 PIN	56	39	63	47	58	41	65	49	60		80	67	68	81
CHANNEL 1	FUNCTION	RI	R2A			R3	R4						02 PED	06 PED	FLASH
	FIELD TERM	TB2 1,2	TB2 5,6	TB2 9,10	TB4 1,2	TB4 5,6	TB4 9,10	TB6 1,2	TB6 5,6	TB6 9,10			TB8 4,6	TB8 7,9	N/C

		CI PIN	56	43	76	47	58	45	78	49	62	53	69	70	82
CHANNEL	2	FUNCTION		R2B									Ø4 PED	Ø3 PED	stop time
		FIELD TERM	TB2 3,4	TB2 7,8	TB2 11,12	TB4 3,4	TB4 7,8	TB4 11,12	TB6 3,4	TB6 7,8	TB6 11,12		TB8 5,6	TB8 8,9	N/C

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	CARD		radar												
	CI PIN	55	40	64	48	57	42	66	50	59		54	71	72	51
CHANNEL 1	FUNCTION		R6A												
	FIELD TERM	TB3 1,2	TB3 5.6	TB3 9,10	TB5 1,2	TB5 5,6	TB5 9,10	TB7 1,2	TB7 5,6	TB7 9,10			TB9 4,6	TB9 7,9	TB9 10.12

ſ		C1 PIN	55	44	77	48	57	46	79	50	61	75	73	74	52
	CHANNEL 2	FUNCTION		R6B											
		FIELD TERM	TB3 3,4	TB3 7,8	TB3 11,12	TB5 3,4	TB5 7,8	TB5 11,12	TB7 3,4	TB7 7,8	TB7 11,12		TB9 5,6	TB9 8,9	TB9 11,12

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<u>PAY ITEMS</u>

PAY ITEMS FOR TRAFFIC SIGNAL INSTALLATION				
PAY ITEM	DESCRIPTION	UNIT	QUANTITIY	
150-1000	TRAFFIC CONTROL	LS		
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	47.5	
636-1041	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	SF	14	
647-1000	TRAFFIC SIGNAL INSTALLATION NO. 9	LUMP		
682-6222	CONDUIT, NM, TP 2, 2 IN	LF	7	
682-6233	CONDUIT, NM, TP 3, 2 IN	LF	1	
682-9950	DIRECTIONAL BORE, 5 IN	LF	9	
937-6000	MICROWAVE RADAR DETECTION ASSEMBLY	EA		
999-0006	CAT-5 CABLE	EA		

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FIELD TERM TB2 1,2 TB2 5,6 TB2 9,10 TB4 1,2 TB4 5,6 TB4 9,10 TB6 1,2 TB6 5,6 TB6 9,10

CI PIN 56 43 76 47 58 45 78 49 62

FIELD TERM TB2 3,4 TB2 7,8 TB2 11,12 TB4 3,4 TB4 7,8 TB4 11,12 TB6 3,4 TB6 7,8 TB6 11,12

48 57

FIELD TERM TB3 1,2 TB3 5,6 TB3 9,10 TB5 1,2 TB5 5,6 TB5 9,10 TB7 1,2 TB7 5,6 TB7 9,10

CI PIN 55 44 77 48 57 46 79 50 61

FIELD TERM TB3 3,4 TB3 7,8 TB3 11,12 TB5 3,4 TB5 7,8 TB5 11,12 TB7 3,4 TB7 7,8 TB7 11,12

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PH 6B PH 6D

CABINET INPUT ASSIGNMENT

UPPER INPUT FILE

Radar

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PH 8

DET DET DET DET DET DET DET DET DET TBA

LOWER INPUT FILE

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SLOT I 2 3 4 5 6 7 8 9 10 11 12 13 14

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TB8 5,6 TB8 8,9 N/C

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TB9 4,6 TB9 7,9 TB9 10,12

TB9 5,6 TB9 8,9 TB9 11,12

75 73 74 52

51

53 69 70 82

71

80

TBA

54

CONTROLLER CABINET ASSEMBLIES

- A. CONTROLLER UNIT, MODEL 2070L
- E. CABINET ASSEMBLY, MODEL 332A
- F. SWITCH PACK (Load Switch)
- G. DC ISOLATOR
- L. 2010 SIGNAL MONITOR, TYPE B (Ethernet)
- M. AUXILLARY OUTPUT FILE

BATTERY BACKUP SYSTEM - EXTERNAL MOUNTED, CABINET 332A PREFABRICATED CONTROLLER CABINET BASE w/BBS EX LOOP/PED LEAD-IN WIRE (SHIELDED, TWISTED/1000 FT); 3 PA SIGNAL CABLE (14 AWG); 7 CONDUCTOR, PER 1000 FT. SIGNAL CABLE (14 AWG); 10 CONDUCTOR, PER 1000 FT. 3-SECTION, 12" SIGNAL HEAD LED - , YELLOW HOUSING W/ BL 4-SECTION, 12" SIGNAL HEAD LED - , YELLOW HOUSING w/ BL 1-SECTION, 16" x 18" LED COUNTDOWN PEDESTRIAN SIGNAL H 9" HIGH, Numbers & 12" Symbols

PEDESTRIAN PUSHBUTTON STATION ADAPTERS (ONLY)

9" x 15", Double Push Button Station Adapter for 4" Dia Pedest PEDESTRIAN PUSHBUTTONS STATIONS, w/BUTTONS and SIGNS:

9" x 15", R10-3e, (L)eft or (R)ight, Countdown

BACK PLATE FOR ONE-WAY, 3-SECTION, 12" SIGNAL HEAD, AB BACK PLATE FOR ONE-WAY, 4-SECTION, 12" SIGNAL HEAD, AB HARDWARE FOR SPANWIRE MOUNTING (3 or 4 Section Signals) HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, ONE-HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, TWO PEDESTAL POLE & SQUARE BASE

PULL BOX, PB-2

PULL BOX, PB-3 CONDUIT, 2"

R10-5A, LEFT TURN YIELD ON FLASHING YELLOW SIGN MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALL

NOTE: LIST OF MATERIALS ARE FOR INFORMATION PURPOSES ONLY. CONTRACTOR SHOULD FIELD VERIFY PRIOR TO ORDERING MATERIALS. NOTE: COA WILL PROVIDE 332 CABINETS AND LOAD SWITCHES (CONTRACTOR SHALL PROVIDE COMPONENTS THAT GO INSIDE CABINET). NOTE: COA WILL PROVIDE BBS CABINETS AND BATTERIES. NOTE: COA WILL PROVIDE 144 FIBER TRUNK CABLE (CONTRACTOR SHALL PROVIDE ALL COMMUNICATION COMPONENTS ON OR ATTACHED TO THE TRUNK CABLE).

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	REEL	2
	REEL	1
ACK FRONT, PLASTIC	EA	9
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EAD, FULL HAND/MAN OVERLAP		
	EA	4
rian Pole, Adjustable	EA	2
	EA	4
S PLASTIC, BLACK w/ RETROREFLECTIVE STRIP	EA	9
S PLASTIC, BLACK w/ RETROREFLECTIVE STRIP	EA	1
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WAY BRACKET ASSEMBLY	EA	2
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	CARD		Radar				LOOP						DC ISO	DC ISO	DC ISO
	C1 PIN	56	39	63	47	58	41	65	49	60		80	67	68	81
CHANNEL 1	FUNCTION		PH 2				PH 4							06 PED	FLASH
	FIELD TERM	TB2 1,2	TB2 5,6	TB2 9,10	TB4 1,2	TB4 5,6	TB4 9,10	TB6 1,2	TB6 5.6	TB6 9,10			TB8 4,6	TB8 7,9	N/C

	C1 PIN	56	43	76	47	58	45	78	49	62	53	69	70	82
CHANNEL 2	FUNCTION		PH 2				PH 4					Ø4 PED		STOP TIME
	FIELD TERM	TB2 3,4	TB2 7,8	TB2 11,12	TB4 3,4	TB4 7,8	TB4 11,12	TB6 3,4	TB6 7,8	TB6 11,12		TB8 5,6	TB8 8,9	N/C

LOWER INPUT FILE

	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
	Card		radar												
	C1 PIN	55	40	64	48	57	42	66	50	59		54	71	72	51
CHANNEL 1	FUNCTION		PH 6												
	FIELD TERM	TB3 1,2	TB3 5,6	TB3 9,10	TB5 1,2	TB5 5,6	TB5 9,10	TB7 1,2	TB7 5,6	TB7 9,10			TB9 4,6	TB9 7,9	TB9 10,12

	C1 PIN	55	44	77	48	57	46	79	50	61	75	73	74	52
CHANNEL 2	FUNCTION		PH 6											
	FIELD TERM	TB3 3,4	TB3 7,8	TB3 11,12	TB5 3,4	TB5 7,8	TB5 11,12	TB7 3,4	TB7 7,8	TB7 11,12		TB9 5,6	TB9 8,9	TB9 11,12

1000_27-032. dgn	CITY OF AT	LANTA	P.
LIST OF MATERIALS (INSTALLATION #15)	UNIT	QUANTI	ΤY
CONTROLLER CABINET ASSEMBLIES			-
B. CONTROLLER UNIT, MODEL 2070LX	EA	1	
E. CABINET ASSEMBLY, MODEL 332A	EA	1	
F. SWITCH PACK (Load Switch)	EA	7	
G. DC ISOLATOR	EA	3	
H. LOOP DETECTOR, 2 CHANNEL	EA	1	
L. 2010 SIGNAL MONITOR, TYPE B (Ethernet)	EA	1	
M. AUXILLARY OUTPUT FILE	EA	1	
332A PREFABRICATED CONTROLLER CABINET BASE	EA	1	
LOOP/PED LEAD-IN WIRE (SHIELDED, TWISTED/1000 FT); 3 PAIR, 18 AWG	REEL	1	
SIGNAL CABLE (14 AWG); 7 CONDUCTOR, PER 1000 FT.	REEL	1	
SIGNAL CABLE (14 AWG); 10 CONDUCTOR, PER 1000 FT.	REEL	1	
LOOP DETECTOR WIRE (14 AWG, STRANDED/1000 FT)	REEL	1	
3-SECTION, 12" SIGNAL HEAD LED - , YELLOW HOUSING w/ BLACK FRONT, PLASTIC	EA	5	
5-SECTION, 12" SIGNAL HEAD LED - (CLUSTER), YELLOW HOUSING w/ BLACK FRONT, PLASTIC	EA	1	
1-SECTION, 16" x 18" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, FULL HAND/MAN OVERLAP			
9" HIGH, Numbers & 12" Symbols	EA	4	
PEDESTRIAN PUSHBUTTON STATION ADAPTERS (ONLY)			
9" x 15", Double Push Button Station Adapter for 4" Dia Pedestrian Pole, Adjustable	EA	1	
PEDESTRIAN PUSHBUTTONS STATIONS, w/BUTTONS and SIGNS:			
9" x 15", R10-3e, (L)eft or (R)ight, Countdown	EA	4	
BACK PLATE FOR ONE-WAY, 3-SECTION, 12" SIGNAL HEAD, ABS PLASTIC, BLACK W/ RETROREFLECTIVE STRIP	EA	5	
BACK PLATE FOR ONE-WAY, 5-SECTION, CLUSTERED 12" SIGNAL HEAD, ABS PLASTIC, BLACK w/ RETROREFLE/	C EA	1	
HARDWARE FOR MAST ARM MOUNTING	EA	6	
HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, ONE-WAY BRACKET ASSEMBLY	EA	1	
HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, TWO-WAY BRACKET ASSEMBLY	EA	1	
HARDWARE FOR SIDE-OF-POLE MOUNTING, ONE-WAY BRACKET ASSEMBLY; CONCRETE, TIMBER, STEEL POLE	E EA	1	
PEDESTAL POLE & SQUARE BASE	EA	2	
PULL BOX, PB-2	EA	3	
PULL BOX, PB-3	EA	1	
LOOP SAW CUT	LF	280	
CONDUIT, 2"	LF	140	
R10-5A, LEFT TURN YIELD ON FLASHING YELLOW SIGN	EA	1	
MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALLATION	LUMP	LUMP	,

NOTE: LIST OF MATERIALS ARE FOR INFORMATION PURPOSES ONLY. CONTRACTOR SHOULD FIELD VERIFY PRIOR TO ORDERING MATERIALS. NOTE: COA WILL PROVIDE 332 CABINETS AND LOAD SWITCHES (CONTRACTOR SHALL PROVIDE COMPONENTS THAT GO INSIDE CABINET). NOTE: COA WILL PROVIDE 144 FIBER TRUNK CABLE (CONTRACTOR SHALL PROVIDE ALL COMMUNICATION COMPONENTS ON OR ATTACHED TO THE TRUNK CABLE).

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WSP
PARSONS BRINCKERHOFF

REVISION DAT	<u>ts</u>	SIGNAL PLANS					
		CHATTAHOOCHEE	AVE @ CO	LLIER RD			
	CHECKED	: D,	ATE:	DRAWING No.			
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	CORRECTE	ED: Di	ATE:	27 - 032			
	VERIFIEL	D: D.	ATE:	21 052			

5/11/2017 USER:romecm



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LIST OF MATERIALS (INSTALLATION #16)

- CONTROLLER CABINET ASSEMBLIES
- B. CONTROLLER UNIT, MODEL 2070LX
- E. CABINET ASSEMBLY, MODEL 332A
- F. SWITCH PACK (Load Switch)
- G. DC ISOLATOR
- L. 2010 SIGNAL MONITOR, TYPE B (Ethernet) M. AUXILLARY OUTPUT FILE

332A PREFABRICATED CONTROLLER CABINET BASE LOOP/PED LEAD-IN WIRE (SHIELDED, TWISTED/1000 FT); 3 P/ SIGNAL CABLE (14 AWG); 7 CONDUCTOR, PER 1000 FT. 3-SECTION, 12" SIGNAL HEAD LED - , YELLOW HOUSING w/ B 5-SECTION, 12" SIGNAL HEAD LED - (CLUSTER), YELLOW HC 1-SECTION, 16" x 18" LED COUNTDOWN PEDESTRIAN SIGNAL 9" HIGH, Numbers & 12" Symbols

PEDESTRIAN PUSHBUTTON STATION ADAPTERS (ONLY) 9" x 15", Double Push Button Station Adapter for 4" Dia Pede

PEDESTRIAN PUSHBUTTONS STATIONS, w/BUTTONS and SIG 9" x 15", R10-3e, (L)eft or (R)ight, Countdown

BACK PLATE FOR ONE-WAY, 3-SECTION, 12" SIGNAL HEAD, A BACK PLATE FOR ONE-WAY, 5-SECTION, CLUSTERED 12" SIG HARDWARE FOR SPANWIRE MOUNTING (3 or 4 Section Signal HARDWARE FOR SPANWIRE MOUNTING (5 Section Cluster) HARDWARE FOR SIDE-OF-POLE MOUNTING, TWO-WAY BRAC

PULL BOX, PB-2

PULL BOX, PB-3

CONDUIT, 1" CONDUIT, RIGID, 2"

PIO 5A LEET TION

R10-5A, LEFT TURN YIELD ON FLASHING YELLOW SIGN PED PUSH BUTTON POST/INCL FOOTING MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTA

NOTE: LIST OF MATERIALS ARE FOR INFORMATION PURPOSES ONLY. CONTRACTOR SHOULD FIELD VERIFY PRIOR TO ORDERING MATERIALS. NOTE: COA WILL PROVIDE 332 CABINETS AND LOAD SWITCHES (CONTRACTOR SHALL PROVIDE COMPONENTS THAT GO INSIDE CABINET). NOTE: COA WILL PROVIDE 144 FIBER TRUNK CABLE (CONTRACTOR SHALL PROVIDE ALL COMMUNICATION COMPONENTS ON OR ATTACHED TO THE TRUNK CABLE).

CABINET INPUT ASSIGNMENT

SLOT I 2 3 4 5 6 7 8 9 10 II 12 13 14

UPPER INPUT FILE

	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
	CARD		Radar				radar						DC ISO	DC ISO	DC ISC
	C1 PIN	56	39	63	47	58	41	65	49	60		80	67	68	81
CHANNEL 1	FUNCTION		PH 2				PH 4						Ø2 PED	06 PED	FLASH
	FIELD TERM	TB2 1,2	TB2 5,6	TB2 9,10	TB4 1,2	TB4 5,6	TB4 9,10	TB6 1,2	TB6 5,6	TB6 9,10			TB8 4,6	TB8 7,9	N/C

		C1 PIN	56	43	76	47	58	45	78	49	62	53	69	70	82
	CHANNEL 2	FUNCTION		PH 2				PH 4					Ø4 PED	Ø8 PED	stop time
		FIELD TERM	TB2 3,4	TB2 7,8	TB2 11,12	TB4 3,4	TB4 7,8	TB4 11,12	TB6 3,4	TB6 7,8	TB6 11,12		TB8 5,6	TB8 8,9	N/C

LOWER INPUT FILE

	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
	CARD		Radar				radar								
	C1 PIN	55	40	64	48	57	42	66	50	59		54	71	72	51
CHANNEL 1	FUNCTION		PH 6				PH 8								
	FIELD TERM	TB3 1,2	TB3 5,6	TB3 9,10	TB5 1,2	TB5 5,6	TB5 9,10	TB7 1,2	TB7 5,6	TB7 9,10			TB9 4,6	TB9 7,9	TB9 10,12

												-		
	C1 PIN	55	44	77	48	57	46	79	50	61	75	73	74	52
CHANNEL 2	FUNCTION		PH 6				PH 8							
	FIELD TERM	TB3 3,4	TB3 7,8	TB3 11,12	TB5 3,4	TB5 7,8	TB5 11,12	TB7 3,4	TB7 7,8	TB7 11,12		TB9 5,6	TB9 8,9	TB9 11,12



WSP PARSONS BRINCKERHOFF

31/2015	GPLN

5/11/2017

USER:romecm

			P.
	IT UF AT	LANTA	
	UNIT	QUANTI	TΥ
	= 1	-	
	EA	1	
	EA	1	
	EA	10	
	EA	3	
	EA	1	
	EA	1	
	EA	1	
PAIR, 18 AWG	REEL	1	
	REEL	2	
	REEL	1	
BLACK FRONT, PLASTIC	EA	7	
DUSING w/ BLACK FRONT, PLASTIC	EA	1	
HEAD, FULL HAND/MAN OVERLAP			
	EA	8	
estrian Pole, Adjustable	EA	2	
NS:			
	EA	8	
ABS PLASTIC, BLACK w/ RETROREFLECTIVE STRIP	EA	7	
GNAL HEAD, ABS PLASTIC, BLACK W/ RETROREFLEC	EA	1	
(s)	FA	7	
	FA	1	
CKET ASSEMBLY: CONCRETE TIMBER STEEL POLE	FA	4	
	ΕA	2	
	EA	1	
	LA	130	
		130	
		130	
	EA	1	
	EA	2	
LLATION	LUMP	LUMP	

REVISION DATES	_	SIGNAL	PLANS	
	-	CHEE AV	E@	
	_	ELLSWORTH INL	DUSTRIA	L BLVD
	CHECKED:	DATE	:	DRAWING No.
	BACKCHECKED:	DATE	:	
	CORRECTED:	DATE	;	7/-()34
	VERIFIED:	DATE	:	2, 001

Kimley »Horn

APPENDIX C

Photo Log

Chattahoochee Avenue Improvements – Upper Westside CID | Traffic Engineering Study February 2022 | KHA Project #014030011



City of Atlanta, GA Photograph Sheet

KHA Job No.:	01403001	1	
Date:	December		
Page:	1	of	4





City of Atlanta, GA Photograph Sheet

KHA Job No.:	01967901	4	
Date:	December	2021	
Page:	2	of	4



Kimley » Horn

City of Atlanta, GA Photograph Sheet

KHA Job No.:	01967901	4		
Date:	Decembe	r 202	1	
Page:	3	of	4	



Kimley » Horn

City of Atlanta, GA Photograph Sheet

KHA Job No.:	01967901	4	
Date:	December	202	1
Page:	4	of	4



APPENDIX D

Intersection Volume Worksheets

Intersection #1 Marietta Boulevard at Chattahoochee Avenue AM PEAK HOUR

	Mari	ietta Boule	vard	Mari	etta Boulev	vard	Chatta	hoochee A	Venue	Chattahoochee Avenue		
	N	orthboun	d	S	outhbound	1]	Eastbound	<u>1</u>	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	31	344	193	703	682	4	3	138	33	50	37	291
Adjustment (StreetLight 20% reduction)	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adjusted 2021 Volumes	25	275	154	562	546	3	2	110	26	40	30	233
Pedestrians		0			6			0			0	
Conflicting Pedestrians	0		0	0		0	6		0	0		6
Heavy Vehicles	2	43	17	36	37	1	0	1	1	7	0	31
Heavy Vehicle %	6%	13%	9%	5%	5%	25%	2%	2%	3%	14%	2%	11%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
Other Development Trips	0	0	0	71	0	0	0	0	0	0	0	50
2023 Background Traffic	26	283	159	650	563	3	2	113	27	41	31	290
Rebalanced 2023 Background Traffic												
2023 Buildout Total	26	283	159	650	563	3	2	113	27	41	31	290

PM PEAK HOUR

	Mar	ietta Boule	evard	Mari	etta Boulev	vard	Chatta	hoochee A	Avenue	Chattahoochee Avenue		
	N	lorthboun	d	S	outhbound	1]	Eastboun	<u>d</u>	-	Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	61	637	152	347	651	21	5	77	36	164	201	699
Adjustment (StreetLight 14% reduction)	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adjusted 2021 Volumes	52	548	131	298	560	18	4	66	31	141	173	601
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	35	6	7	29	0	0	3	2	5	5	12
Heavy Vehicle %	2%	5%	4%	2%	4%	2%	2%	4%	6%	3%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
Other Development Trips	0	0	0	44	0	0	0	0	0	0	0	29
2023 Background Traffic	54	565	135	351	577	19	4	68	32	145	178	648
Rebalanced 2023 Background Traffic												
2023 Buildout Total	54	565	135	351	577	19	4	68	32	145	178	648

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Intersection #2 Chattahoochee Avenue at Collier Road AM PEAK HOUR

				С	ollier Road	l	Chattahoochee Avenue			Chattahoochee Avenue		
	Ν	orthboun	d	S	outhbound	l		Eastbound	1	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	76	0	209	443	620	0	0	172	63
Adjustment (StreetLight 20% reduction)	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adjusted 2021 Volumes	0	0	0	61	0	167	354	496	0	0	138	50
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	4	0	13	20	37	0	0	30	6
Heavy Vehicle %	0%	0%	0%	5%	0%	6%	5%	6%	0%	0%	17%	10%
Peak Hour Factor		0.00			0.93			0.93			0.92	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
Other Development Trips	0	0	0	71	0	0	0	71	0	0	50	50
2023 Background Traffic	0	0	0	134	0	172	365	582	0	0	192	102
Rebalanced 2023 Background Traffic												
2023 Buildout Total	0	0	0	134	0	172	365	582	0	0	192	102

PM PEAK HOUR

				С	ollier Road	l	Chatta	hoochee A	venue	Chattahoochee Avenue		
	N	orthboun	d	S	outhbound	L]	Eastbound	1		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	145	0	562	265	286	0	0	564	91
Adjustment (StreetLight 14% reduction)	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adjusted 2021 Volumes	0	0	0	125	0	483	228	246	0	0	485	78
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	11	0	10	3	20	0	0	22	3
Heavy Vehicle %	0%	0%	0%	8%	0%	2%	2%	7%	0%	0%	4%	3%
Peak Hour Factor		0.00			0.90			0.83			0.84	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
Other Development Trips	0	0	0	44	0	0	0	44	0	0	29	29
2023 Background Traffic	0	0	0	173	0	498	235	297	0	0	529	109
Rebalanced 2023 Background Traffic												
2023 Buildout Total	0	0	0	173	0	498	235	297	0	0	529	109

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Intersection #3 Chattahoochee Avenue at Carroll Drive AM PEAK HOUR

	C	Carroll Driv	ve				Chatta	ahoochee A	Avenue	Chatta	Avenue	
	N	orthboun	d		Southbou	ind		Eastbound	<u>d</u>	1	Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	42	0	235	0	0	0	0	630	30	89	272	0
Adjustment (StreetLight 20% reduction)	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adjusted 2021 Volumes	34	0	188	0	0	0	0	504	24	71	218	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	6	0	5	0	0	0	0	47	5	4	36	0
Heavy Vehicle %	14%	0%	2%	0%	0%	0%	0%	7%	17%	4%	13%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
Other Development Trips	0	0	25	0	0	0	0	140	0	20	101	0
2023 Background Traffic	35	0	219	0	0	0	0	659	25	93	326	0
Rebalanced 2023 Background Traffic												
2023 Buildout Total	35	0	219	0	0	0	0	659	25	93	326	0

PM PEAK HOUR

	C	Carroll Driv	ve				Chatta	hoochee A	Avenue	Chatta	Chattahoochee Aver		
	N	orthbour	<u>id</u>		Southbou	nd		Eastbound	<u>1</u>	1	Westboun	d	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2019 Traffic Volumes	30	0	128	0	0	0	0	408	154	312	569	0	
Adjustment (StreetLight 14% reduction)	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Adjusted 2021 Volumes	26	0	110	0	0	0	0	351	132	268	489	0	
Pedestrians		0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0	
Heavy Vehicles	2	0	3	0	0	0	0	17	9	5	22	0	
Heavy Vehicle %	7%	0%	2%	0%	0%	0%	0%	4%	6%	2%	4%	0%	
Peak Hour Factor		0.92			0.92			0.92			0.92		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	
Other Development Trips	0	0	16	0	0	0	0	89	0	12	57	0	
2023 Background Traffic	27	0	129	0	0	0	0	451	136	288	561	0	
Rebalanced 2023 Background Traffic													
2023 Buildout Total	27	0	129	0	0	0	0	451	136	288	561	0	

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Intersection #4 Chattahoochee Avenue at Southland Circle / Chattahoochee Row AM PEAK HOUR

	Southland Circle			Chatt	ahoochee l	Row	Chatta	hoochee A	venue	Chattahoochee Avenue		
	N	orthboun	d	Se	outhbound	1]	Eastbound	<u>1</u>	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	2	0	21	0	0	0	0	849	2	26	369	0
Adjustment (StreetLight 20% reduction)	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adjusted 2021 Volumes	2	0	17	0	0	0	0	679	2	21	295	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	0	4	0	0	0	0	53	1	0	38	0
Heavy Vehicle %	100%	0%	19%	0%	0%	0%	0%	6%	50%	2%	10%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
Other Development Trips	0	12	0	229	9	50	100	69	0	0	100	175
2023 Background Traffic	2	12	18	229	9	50	100	769	2	22	404	175
Rebalanced 2023 Background Traffic												
2023 Buildout Total	2	12	18	229	9	50	100	769	2	22	404	175

PM PEAK HOUR

	So	uthland Cir	rcle	Chatt	ahoochee l	Row	Chatta	hoochee A	venue	Chattahoochee Avenue		
	N	orthboun	d	S	outhbound	L		Eastbound	1	1	Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	5	0	42	0	0	0	0	541	1	13	866	0
Adjustment (StreetLight 14% reduction)	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adjusted 2021 Volumes	4	0	36	0	0	0	0	465	1	11	745	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	17	1	4	31	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	3%	100%	31%	4%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
Other Development Trips	0	8	0	153	3	90	102	1	0	0	3	176
2023 Background Traffic	4	8	37	153	3	90	102	480	1	11	771	176
Rebalanced 2023 Background Traffic												
2023 Buildout Total	4	8	37	153	3	90	102	480	1	11	771	176

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INTERSECTION VOLUME DEVELOPMENT Intersection #5

Intersection #5 Chattahoochee Avenue at Ellsworth Industrial Boulevard AM PEAK HOUR

	Ellsv	vorth Indu	strial	Ells	sworth Ind	lustrial	Chatta	haabaa		Chatta	Chattahoochee Aven		
		Boulevard	l		Bouleva	rd	Chatta	moochee A	Avenue	Chatta	inoocnee P	Avenue	
	N	orthboun	nd		Southbou	ind	1	Eastbound	d	Westbound			
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2019 Traffic Volumes	47	26	408	1	5	8	23	800	49	228	346	71	
Adjustment (StreetLight 20% reduction)	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	
Adjusted 2021 Volumes	38	21	326	1	4	6	18	640	39	182	277	57	
Pedestrians		0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0	
Heavy Vehicles	7	2	23	0	2	3	2	52	10	9	27	0	
Heavy Vehicle %	15%	8%	6%	2%	40%	38%	9%	7%	20%	4%	8%	2%	
Peak Hour Factor		0.94			0.50			0.94			0.93		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	
Other Development Trips	37	34	0	71	23	0	5	276	29	0	421	45	
2023 Background Traffic	76	56	336	72	27	6	24	935	69	188	706	104	
Rebalanced 2023 Background Traffic													
2023 Buildout Total	76	56	336	72	27	6	24	935	69	188	706	104	

PM PEAK HOUR

	Ellsv	vorth Indu Boulevard	Ells	sworth Ind Bouleva	lustrial rd	Chatta	hoochee A	venue	Chattahoochee Avenue			
	N	orthboun	d		Southbou	ind		Eastbound	<u>1</u>	Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	111	10	324	67	32	35	9	517	91	396	706	41
Adjustment (StreetLight 14% reduction)	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adjusted 2021 Volumes	95 9 279		58	28	30	8	445	78	341	607	35	
Pedestrians		0			0		0 0					
Conflicting Pedestrians	0 0		0 0		0		0	0		0		
Heavy Vehicles	6	2	2	0	2	1	0	9	5	8	19	1
Heavy Vehicle %	5%	20%	2%	2%	6%	3%	2%	2%	5%	2%	3%	2%
Peak Hour Factor		0.96			0.82			0.81			0.93	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030 1.030 1.030 1.		1.030	1.030	1.030	
Other Development Trips	25	22	0	52	14	5	1	145	16	0	278	23
2023 Background Traffic	123	31	287	112	43	36	9	603	96	351	903	59
Rebalanced 2023 Background Traffic												
2023 Buildout Total	123	31	287	112	43	36	9	603	96	351	903	59

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Intersection #6 Chattahoochee Avenue at Taylor Street AM PEAK HOUR

					Taylor Str	reet	Chatta	hoochee A	Avenue	Chattahoochee Avenue			
	Ν	orthboun	d		Southbou	nd]	Eastbound	<u>d</u>	Westbound			
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2021 Traffic Volumes	0	0	0	48	0	9	242	627	0	0	687	16	
Adjustment (none for 2021 data)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Adjusted 2021 Volumes	0 0 0		48 0 9		242 627		0	0	687	16			
Pedestrians		0			2		0			0			
Conflicting Pedestrians	0 0		0		0	2		0	0		2		
Heavy Vehicle %	0%	0%	0%	11%	0%	6%	7%	13%	0%	0%	8%	0%	
Peak Hour Factor	0.90				0.90			0.90			0.90		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	
Other Development Trips								347			467		
2023 Background Traffic	0	0	0	49	0	9	249	993	0	0	1,175	16	
Rebalanced 2023 Background Traffic	0	0	0	49	0	60	249	993	0	0	1,175	16	
2023 Buildout Total	0	0	0	49	0	60	249	993	0	0	1,175	16	

PM PEAK HOUR

					Taylor Str	reet	Chatta	hoochee A	venue	Chattahoochee Avenue			
	N	Northbound			Southbou	nd	1	Eastbound	1	Westbound			
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2021 Traffic Volumes	0	0	0	9	0	61	251	600	0	0	857	32	
Adjustment (none for 2021 data)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Adjusted 2021 Volumes	0 0 0		9	0	0 61		251 600		0	857	32		
Pedestrians	0				3			0		0			
Conflicting Pedestrians	0 0		0		0	3		0	0		3		
Heavy Vehicle %	0%	0%	0%	0%	0%	2%	5%	4%	0%	0%	7%	3%	
Peak Hour Factor		0.94		0.94				0.94		0.94			
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	
Other Development Trips								197			301		
2023 Background Traffic	0	0	0	9	0	63	259	815	0	0	1,184	33	
Rebalanced 2023 Background Traffic	0	0	0	9	0	210	259	815	0	0	1,184	33	
2023 Buildout Total	0	0	0	9	0	210	259	815	0	0	1,184	33	

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Chattahoochee Avenue Proposed Bicycle Facility - TAYLOR STREET at CHATTAHOOCHEE AVE Preliminary Peak Hour TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

Based on 2009 MUTCD

		INTE	RSECTION NAME	Chattahoochee Av	venue at Taylo	r Street]					DATE:	11/09/21]	
<form></form>		INTERSEC	TION CONDITION	TWSC]								
MCRG STER 1: MURANCE			MAJOR STREET:	Chattahoochee Av	venue WB]]							
Description of the produced state through the bind of the produced state through through the produced state through the produced state through the produced state through through through the produced state through through through through the produced state through thro			MINOR STREET:	Chattahoochee Av	venue EBL									# OF APPRC	DACH LANES:	2		
Dr.WB Or.BBL WARRANT 1, Condition A WARRANT 1, Condition B WARRANT 1, Condi				ISOLAT 85TH PERCENTI	ED COMMUN	ITY WITH PO REATER THAN	PULATION LE N 40 MPH ON	SS THAN 10, MAJOR STRE	000 (Y OR N): ET (Y OR N):	N N			USE 5	6% REDUCT	ION (Y OR N):	N]	
MADR 3 MADR 4 MADR 5 MADR 5 MADR 5 MADR 6 MADR 6 MADR 6 MADR 7 MADR 7<			Ch WB	Ch EBL	WAR	RANT 1, Conc	lition A	WAR	RANT 1, Cond	lition B		WA	RRANT 1, Co	mbination Wa	rrant			
BOTIM BUTIES MANCR MINCR MINCR <t< td=""><td></td><td></td><td>MAJOR ST</td><td>MINOR ST</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>CONDITION</td><td>A</td><td></td><td>CONDITION</td><td>В</td><td>WARRANT 2</td><td>WARRANT 3</td></t<>			MAJOR ST	MINOR ST								CONDITION	A		CONDITION	В	WARRANT 2	WARRANT 3
SHOLD VALUES			BOTH APPROACHES	HIGHEST APPROACH	MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
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ANT 1 Eight-Hour Vehicular Volume Warrant	0:00 PM TO	11:00 PM																ł
ANT 1 Eight-Hour Vehicular Volume Warrant	1:00 PM TO	12:00 AM														L		
8 HOURS NEEDED 8 HOURS NEEDED 8 HOURS OF BOTH COND. A AND COND. B NEEDED 4 HRS NEEDED 1 HRS NEEDED NOT SATISFIED NOT SATISFIED NOT SATISFIED NOT SATISFIED NOT SATISFIED			2,359	508	1		2			2			2			2	2	0
ANT 1 Eight-Hour Vehicular Volume Warrant					81	HOURS NEED	ED	81	OURS NEED	ED		8 HOURS OF	BOTH COND	. A AND CON	ID. B NEEDED)	4 HRS NEEDED	1 HRS NEEDED
ANT 1 Eight-Hour Vehicular Volume Warrant					N	OT SATISFI	ED	N	OT SATISFI	ED	NOT SATISFIED						NOT SATISFIED	NOT SATISFIED
	RRANT 1 Eiał	nt-Hour Vehi	cular Volume Wa	arrant							-							

Condition B: Interruption of Continuous Traffic

Combination: Combination of Condition A and Condition B

WARRANT 2 -- Four-Hour Vehicular Volume Warrant

WARRANT 3 -- Peak Hour Warrant

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INTERSECTION VOLUME DEVELOPMENT

Intersection #7 Howell Mill Road at Chattahoochee Avenue AM PEAK HOUR

	Hov	well Mill R	Road	Ho	well Mill	Road	Chatta	hoochee A	Avenue	Chatta	Avenue	
	N	orthboun	<u>id</u>		Southbou	nd]	Eastbound	<u>d</u>	1	Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	125	268	6	2	424	547	307	8	563	2	19	6
Adjustment (StreetLight 20% reduction)	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adjusted 2021 Volumes	100	214	5	2	339	438	246	6	450	2	15	5
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	15	20	0	0	20	31	42	0	25	0	1	0
Heavy Vehicle %	12%	7%	2%	2%	5%	6%	14%	2%	4%	2%	5%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
Other Development Trips	73	0	0	0	0	359	293	0	53	0	35	0
2023 Background Traffic	176	220	5	2	349	810	546	6	517	2	50	5
Rebalanced 2023 Background Traffic	176	220	5	0	353	810	553	0	517	0	0	31
2023 Buildout Total	176	220	5	0	353	810	553	0	517	0	0	31

PM PEAK HOUR

	Hov	well Mill R	load	Ho	well Mill	Road	Chatta	hoochee A	venue	Chatta	Chattahoochee Aven		
	N	orthboun	d		Southbou	nd]	Eastbound	<u>1</u>	1	Westboun	<u>d</u>	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2019 Traffic Volumes	234	465	11	0	614	570	281	9	411	24	136	8	
Adjustment (StreetLight 14% reduction)	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Adjusted 2021 Volumes	201	400	9	0	528	490	242	8	353	21	117	7	
Pedestrians		0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0	
Heavy Vehicles	7	8	2	0	13	24	5	1	9	0	1	0	
Heavy Vehicle %	3%	2%	18%	0%	2%	4%	2%	11%	2%	2%	2%	2%	
Peak Hour Factor		0.92			0.92			0.92			0.92		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	
Other Development Trips	46	0	0	0	0	232	165	0	30	0	23	0	
2023 Background Traffic	253	412	9	0	544	737	414	8	394	22	144	7	
Rebalanced 2023 Background Traffic	253	412	9	0	566	737	422	0	394	0	0	81	
2023 Buildout Total	253	412	9	0	566	737	422	0	394	0	0	81	

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INTERSECTION VOLUME DEVELOPMENT

Intersection #8 Howell Mill Road at Defoor Avenue / Bellemeade Avenue AM PEAK HOUR

	Hov	well Mill R	load	He	well Mill	Road	De	efoor Aver	nue	Belle	emeade Av	venue
	N	orthboun	d		Southbou	nd]	Eastbound	<u>d</u>	1	Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	9	500	16	28	770	145	391	139	49	79	33	32
Adjustment (none for 2021 data)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Adjusted 2021 Volumes	9	500	16	28	770	145	391	139	49	79	33	32
Pedestrians		6			5			18			4	
Conflicting Pedestrians	18		4	4		18	5		6	6		5
Heavy Vehicles	0	75	0	0	69	3	21	4	1	4	4	1
Heavy Vehicle %	2%	15%	2%	2%	9%	2%	5%	3%	2%	5%	12%	3%
Peak Hour Factor		0.93			0.91			0.85			0.83	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
Other Development Trips		293			53							
2023 Background Traffic	9	808	16	29	846	149	403	143	50	81	34	33
Rebalanced 2023 Background Traffic	35	808	16	29	846	149	403	143	50	83	61	33
2023 Buildout Total	35	808	16	29	846	149	403	143	50	83	61	33

PM PEAK HOUR

	Hov	well Mill F	Road	Ho	well Mill	Road	De	efoor Aver	ue	Bell	emeade Av	/enue
	N	orthboun	<u>id</u>		Southbou	nd]	Eastbound	1	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	18	713	32	36	963	168	338	153	77	143	123	48
Adjustment (none for 2021 data)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Adjusted 2021 Volumes	18	713	32	36	963	168	338	153	77	143	123	48
Pedestrians		6			10			10			10	
Conflicting Pedestrians	10		10	10		10	10		6	6		10
Heavy Vehicles	0	19	0	1	47	1	8	3	0	3	1	0
Heavy Vehicle %	2%	3%	2%	3%	5%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.97			0.94			0.92			0.87	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
Other Development Trips		165			30							
2023 Background Traffic	19	900	33	37	1,022	173	348	158	79	147	127	49
Rebalanced 2023 Background Traffic	93	900	33	37	1,022	173	348	158	79	169	200	49
2023 Buildout Total	93	900	33	37	1,022	173	348	158	79	169	200	49

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Kimley »Horn

APPENDIX E

Raw Crash Data

Collision ID	Date and Time Road Name	KABCO Severity	Manner of Collision (Crash Level)	Light Conditions	((Surface	(Bicycle R€	CMV Rela P	edestriar
6065389	1/1/2017 11:05 ["BELLEMEADE AVENUE", "DEFOOR AVENUE" "HOWELL MILL ROAD" "HOWELL MILL ROAD"]	(O) No Injury	Rear End	Davlight	Wet	FALSE	EALSE	FALSE
6066380		(0) No Injury	Angle (Other)	Daylight	Dry	EALSE	EALSE	EALSE
0000380	1/3/2017 3.00 [BELEVIENCE A VENUE , DEPOOR AVENUE , HOWELL WILL ROAD , HOWELL WILL ROAD]		Angle (Other)		Diy	FALSE	FALSE	TOUL
6066404	1/3/2017 21:25 CHATTAHOOCHEE AVENDE	(B) Suspected Minor/Visible Injury	Not a Collision with Motor Vehicle	Dark-Lighted	Dry	FALSE	FALSE	TRUE
6066437	1/3/2017 13:00 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Dry			
6066438	1/3/2017 13:50 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
6068559	1/3/2017 18:25 CHATTAHOOCHEE AVENUE	(O) No Injury	Left Angle Crash	Dark-Lighted	Dry			
6060724	1/5/2017 20:00 ["CHATTAHOOCHEE AVENIJE" "CHATTAHOOCHEE AVENIJE" "FLI SWORTH INDUSTRIAL DRIVE" "FLI SWORTH INDUSTRIAL DRIVE"]	(C) Possible Injury / Complaint	Poar End	Dark Lighted	Dry	EALSE	EALSE	EALSE
(072200		(c) No Jakana		Dark-Lighted	Diy	EALCE	FALCE	EALCE
6073388	1/10/2017/148 CHATTAHOUCHEE AVENDE	(O) No Injury	Angle (Other)	Daylight	Dry	FALSE	FALSE	FALSE
6084832	1/16/2017 19:58 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","TAYLOR STREET"]	(O) No Injury	Rear End	Dark-Lighted	Dry			
6084911	1/17/2017 14:50 ["CHATTAHOOCHEE AVENUE","MARIETTA BOULEVARD"]	(O) No Injury	Angle (Other)	Daylight	Dry			
6086411	1/18/2017 13:35 ["CHATTAHOOCHEE AVENUE"."CHATTAHOOCHEE AVENUE"."ELLSWORTH INDUSTRIAL DRIVE"."ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Sideswipe-Same Direction	Davlight	Drv			
6000584	1/13/2017 10:04 ("CHATTAHOOCHEE AVENUE" "HOLMES STREET" "HOWELL MILL DOAD" "HOWELL MILL DOAD"]	(O) No Injury	Sideswipe Same Direction	Davlight	Dry	EALSE	EALSE	EALSE
(000050	1/20/20 A COMPT AND A CONTRACT AND A	(O) No Injury	Deer End	Daylight	Dru	EALSE	FALSE	FALSE
0044400	1/30/2017 9:45 [BELLEWIEADE AVENUE , DEFOUR AVENUE , HOWELL MILL ROAD , HOWELL MILL ROAD]		Real Ellu	Daylight	DIY	FALSE	FALSE	FALSE
6101299	1/31/2017 22:23 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HILLS AVENUE"]	(O) No Injury	Angle (Other)	Dark-Lighted	Dry			
6103782	2/2/2017 18:15 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Daylight	Dry			
6104399	1/23/2017 11:00 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry		TRUE	
6104921	2/3/2017 10:37 ["CHATTAHOOCHEE AVENUE" "HOI MES STREET" "HOWELL MILL ROAD" "HOWELL MILL ROAD"]	(O) No Injury	Sideswine-Same Direction	Davlight	Dry			
6104721		(O) No Injury	Sideswipe Same Direction	Dark Lightod	Wot	EALSE	EALSE	EALCE
(11000)			Sideswipe-Same Direction	Dark-Lighted	vvei D	TALSE	TALSE	TALSE
6113224	2/9/2017 17:50 ["CARROLL DRIVE","CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE"]	(U) No Injury	Sideswipe-Same Direction	Daylight	Dry	FALSE	FALSE	FALSE
6118944	2/15/2017 9:33 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "LOGAN CIRCLE"]	(O) No Injury	Not a Collision with Motor Vehicle	Daylight	Wet			
6119758	2/14/2017 15:35 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HILLS AVENUE"]	(O) No Injury	Angle (Other)	Daylight	Dry		TRUE	
6119831	2/15/2017 15:34 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Davlight	Drv			
6123467	2/17/2017 5 14 ("CHATTAHOOCHEE AVENUE" "MARIETTA BOULEVARD")	(A) Suspected Serious Injury	Angle (Other)	Dark-Lighted	Dry	FALSE	EALSE.	TRUE
6125407		(O) No Injury	Sidocuino Samo Direction	Davlight	Mic+	EALCE	EALCE	EALSE
0120628	2/2//// 10.41 GRATIARDOURLE AVENUE		Sideswipe-same Direction	Daylight	wet	CALSE	FALSE	TALSE
6125995	2/21/2017 19:05 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(C) Possible Injury / Complaint	Not a Collision with Motor Vehicle	Dark-Lighted	wet			TRUE
6126457	2/16/2017 13:33 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry		TRUE	
6126542	2/17/2017 10:02 HOLMES STREET	(O) No Injury	Rear End	Daylight	Dry			
6126554	2/21/2017 8:59 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Davlight	Drv			
6127215	2/21/2017 19:55 ["CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" "HILLS AVENUE"]	(O) No Injury	Sideswine-Same Direction	Dark-Lighted	Wet	FALSE	FALSE	EALSE
6127210		(0) No Injury	Loft Angle Crash	Davlight	Dru	EALSE	EALSE	EALCE
(120507	2/22/2017 14:30 [CHATTAHOOCHE AVENUE , CHATTAHOOCHE AVENUE , ELLSWORTH INDUSTRIAL DRIVE , ELLSWORTH INDUSTRIAL DRIVE]	(O) No Injury	Lett Angle Crash	Daylight Daylight	DIY	FALSE	FALSE	FALSE
6129522	2/21/2017 17:59 MARIETTA BOULEVARD	(U) NO INJURY	Angle (Other)	Dark-Lighted	wet	FALSE	FALSE	FALSE
6129666	2/23/2017 6:40 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Dry			
6130265	2/24/2017 18:54 HOWELL MILL ROAD	(O) No Injury	Sideswipe-Same Direction	Dark-Lighted	Dry			
6135118	3/1/2017 13:18 HOWELL MILL ROAD	(C) Possible Injury / Complaint	Rear End	Daylight	Dry			
6137743	3/3/2017 15:56 HOWELL MILL ROAD	(O) No Injury	Rear End	Davlight	Dry			
6138534	3/4/2017 14:28 CHATTAHOOCHEE AVENUE	(O) No Injury	Left Angle Crash	Davlight	Dry	FALSE	FALSE	FALSE
(144104		(O) No Injury	Apple (Other)	Daylight	Dru	EALSE	FALSE	FALSE
0144180			Angle (Other)	Daylight	DIY	FALSE	FALSE	FALSE
6145950	3/2/2017 7:45 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","ELLSWORTH INDUSTRIAL DRIVE","ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Rear End	Daylight	Dry	FALSE	FALSE	FALSE
6148304	3/2/2017 7:26 ["CARROLL DRIVE", "CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
6148413	3/11/2017 15:58 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Daylight	Dry			
6152728	3/15/2017 18:54 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"]	(O) No Injury	Right Angle Crash	Daylight	Dry			
6154172	3/16/2017 20:49 ["CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" "MARIETTA BOULEVARD" "MARIETTA BOULEVARD"]	(O) No Injury	Angle (Other)	Dark-Lighted	Drv			
6155047		(0) No Injury	Angle (Other)	Davlight	Dry	EALSE	EALSE	EALSE
0155047			Angle (Other)	Daylight	Diy	EALOS	TALSE	FALOE
6155049	3/1//2017 14:48 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HILLS AVENUE"]	(U) No Injury	Angle (Other)	Daylight	Dry	FALSE	FALSE	FALSE
6164622	3/22/2017 12:00 HOLMES STREET	(O) No Injury	Left Angle Crash	Daylight	Dry			
6166428	3/20/2017 13:27 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HUBER STREET"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry		TRUE	
6169909	3/26/2017 11:07 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HILLS AVENUE"]	(O) No Injury	Angle (Other)	Daylight	Dry			
6171469	3/30/2017 8:15 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Davlight	Dry			
6177122		(O) No Injury	Pear End	Dark Not Lighton	Dry	EALSE	EALSE	EALSE
(101502	JI J	(C) Ressible Iniury / Complaint	Deer End	Dark-Not Lighted	Mot	EALSE	EALSE	EALCE
0101092	4/3/2017 17.03 IVIARIE ITA DOULE VARU	(c) Possible injury/ complaint		Daylight	wei	r ALSE	F ALSE	FALSE
6181637	4/5/2017 23:54 CHATTAHOUCHEE AVENUE	(B) Suspected Minor/Visible Injury	Not a Collision with Motor Vehicle	Dark-Lighted	wet	FALSE	FALSE	FALSE
6184283	4/1/2017 16:27 ["CARROLL DRIVE","CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE"]	(C) Possible Injury / Complaint	Left Angle Crash	Daylight	Dry			
6185721	3/28/2017 12:43 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
6186429	4/9/2017 11:35 ["BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Daylight	Dry			
6196737	4/14/2017 17:35 ["CHATTAHOOCHEE AVENUE" "HOIMES STREET" "HOWELL MILL ROAD" "HOWELL MILL ROAD"]	(O) No Injury	Rear End	Davlight	Drv	FALSE	FALSE	FALSE
6104701		(O) No Injury	Sideswine Same Direction	Daylight	Dry	EVICE	EVICE	EVICE
0190701			Sideswipe-same Direction	Daylight	Diy	FALSE	FALSE	FALSE
6198367	4/ 13/ 2017 0.09 CHATTAHUUCHEE AVENUE	(O) NO INJURY	Angle (Other)	Daylight	Dry	FALSE	FALSE	FALSE
6198395	4/14/2017 7:53 ["BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry			
6198567	4/15/2017 17:23 CHATTAHOOCHEE AVENUE	(O) No Injury	Angle (Other)	Daylight	Dry			
6199698	4/18/2017 9:53 CHATTAHOOCHEE AVENUE	(C) Possible Injury / Complaint	Left Angle Crash	Daylight	Dry			
6199704	4/18/2017 11:38 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD"."HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Daylight	Dry	FALSE.	FALSE	FALSE
6200609	4/19/2017 8:45 ELLSWORTH INDUSTRIAL DRIVE	(O) No Injury	Rear End	Davlight	Dry	FALSE	FALSE	FALSE
6200009		(O) No Injury	Pear End	Daylight	Dry	EALCE	EALCE	EALSE
0200024			Real EIIU	Daylight	DIY	FALSE	FALSE	FALSE
/ 0 0 0 1 1 2		(0) N 1 1	011 I 0 DI II					
6200660	4/19/2017 12:00 CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry	TALJE	TALUE	
6200660 6200840	4/19/2017 12:00 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 4/19/2017 17:10 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 4/20/2017 10:24 HOWELL MILL ROAD	(O) No Injury (O) No Injury	Sideswipe-Same Direction Sideswipe-Same Direction	Daylight	Dry Dry	FALSE	FALSE	FALSE
6200660 6200840 6203167	4/19/2017 12:00 FNATRAHOUCHEE AVENUE 4/19/2017 17:10 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 4/20/2017 10:24 HOWELL MILL ROAD 4/20/2017 13:18 HOWELL MILL ROAD	(O) No Injury (O) No Injury (O) No Injury (O) No Injury	Sideswipe-Same Direction Sideswipe-Same Direction Sideswipe-Same Direction	Daylight Daylight Daylight	Dry Dry Dry	FALSE	FALSE	FALSE FALSE
6200660 6200840 6203167 6204596	4/1/9/2017 12:00 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 4/19/2017 17:10 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 4/20/2017 13:18 HOWELL MILL ROAD 4/14/2017 15:00 HOWELL MILL ROAD	(O) No Injury (O) No Injury (O) No Injury (O) No Injury (O) No Injury	Sideswipe-Same Direction Sideswipe-Same Direction Sideswipe-Same Direction Sideswipe-Same Direction	Daylight Daylight Daylight Daylight	Dry Dry Dry Dry	FALSE FALSE FALSE	FALSE FALSE TRUE	FALSE FALSE FALSE
6200660 6200840 6203167 6204596 6205118	4/19/2017 12:00 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 4/20/2017 10:24 HOWELL MILL ROAD 4/20/2017 10:24 HOWELL MILL ROAD 4/14/2017 10:00 HOWELL MILL ROAD 4/14/2017 10:40 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "DEEOOR PLACE"]	(O) No Injury (O) No Injury (O) No Injury (O) No Injury (O) No Injury	Sideswipe-Same Direction Sideswipe-Same Direction Sideswipe-Same Direction Sideswipe-Same Direction Rear End	Daylight Daylight Daylight Daylight Daylight	Dry Dry Dry Dry Dry	FALSE FALSE FALSE FALSE	FALSE FALSE TRUE FALSE	FALSE FALSE FALSE FALSE
6200660 6200840 6203167 6204596 6205118 6206462	4/19/2017 12:00 CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 4/19/2017 10:24 HOWELL MILL ROAD 4/20/2017 13:18 HOWELL MILL ROAD 4/14/2017 15:00 HOWELL MILL ROAD 4/21/2017 12:46 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "DEFOOR PLACE"] 4/21/2017 12:46 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "DEFOOR PLACE"] 4/21/2017 12:46 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "DEFOOR PLACE"] 4/21/2017 12:46 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "DEFOOR PLACE"]	(O) No Injury (O) No Injury (O) No Injury (O) No Injury (O) No Injury (O) No Injury	Sideswipe-Same Direction Sideswipe-Same Direction Sideswipe-Same Direction Sideswipe-Same Direction Rear End	Daylight Daylight Daylight Daylight Daylight Daylight	Dry Dry Dry Dry Dry	FALSE FALSE FALSE FALSE FALSE	FALSE FALSE TRUE FALSE	FALSE FALSE FALSE FALSE
6200660 6200840 6203167 6204596 6205118 6206462	4/19/2017 12:00 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 4/20/2017 13:10 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 4/20/2017 13:18 HOWELL MILL ROAD 4/14/2017 13:00 HOWELL MILL ROAD 4/21/2017 12:46 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "DEFOOR PLACE"] 4/24/2017 13:10 CHATTAHOOCHEE A	(O) No Injury (O) No Injury	Sideswipe-Same Direction Sideswipe-Same Direction Sideswipe-Same Direction Sideswipe-Same Direction Rear End Sideswipe-Opposite Direction Dear End	Daylight Daylight Daylight Daylight Daylight Daylight	Dry Dry Dry Dry Dry Dry	FALSE FALSE FALSE FALSE FALSE FALSE	FALSE FALSE TRUE FALSE FALSE FALSE	FALSE FALSE FALSE FALSE FALSE
6200660 6200840 6203167 6204596 6205118 6206462 6211489	4/19/2017 12:10 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 4/20/2017 13:10 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 4/20/2017 13:18 HOWELL MILL ROAD 4/14/2017 15:00 HOWELL MILL ROAD 4/14/2017 15:00 HOWELL MILL ROAD 4/21/2017 12:46 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "DEFOOR PLACE"] 4/24/2017 15:10 CHATTAHOOCHEE AVENUE 4/28/2017 8:04 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "HILLS AVENUE"] 4/28/2017 8:04 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "HILLS AVENUE"] 4/28/2017 8:04 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "HILLS AVENUE"]	(O) No Injury (O) No Injury	Sideswipe-Same Direction Sideswipe-Same Direction Sideswipe-Same Direction Sideswipe-Same Direction Rear End Sideswipe-Opposite Direction Rear End	Daylight Daylight Daylight Daylight Daylight Daylight Daylight	Dry Dry Dry Dry Dry Dry Dry	FALSE FALSE FALSE FALSE FALSE FALSE	FALSE FALSE TRUE FALSE FALSE FALSE	FALSE FALSE FALSE FALSE FALSE FALSE

Collision ID	Date and Time Road Name	KABCO Severity	Manner of Collision (Crash Level)	Light Condition	ns (CSurfac	E CBICYCIE R€CIVI∖	v Reiz Pe	
6215455	5/2/2017 8:40 ["BELLEMEADE AVENUE"."DEFOOR AVENUE"."HOWELL MILL ROAD"."HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Davlight	Drv	FALSE FA	\LSE	FALSE
6216609	5/2/2017 17:04 ["CARPOLL DRIVE" "CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE"]	(O) No Injury	Rear End	Davlight	Dry	FALSE FA	I SE	FALSE
(2170/0		(O) No Injury	Not a Callisian with Mater Vehicle	Daylight	Dry	EALSE FA	LOC	EALCE
6217969	5/3/2017 13:37 IMARIELTA DOULEVARD		Not a comsion with wotor vehicle	Daylight	DIY	FALSE FA	ALSE	FALSE
6220082	5/3/2017 8:00 CHATTAHOOCHEE AVENUE	(O) No Injury	Angle (Other)	Daylight	Dry			
6229621	5/11/2017 8:40 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Rear End	Daylight	Dry			
6230580	5/10/2017 21:04 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HILLS AVENUE"]	(O) No Injury	Rear End	Daylight	Dry			
6233703	5/11/2017 13:11 HOLMES STREET	(O) No Injury	Rear End	Davlight	Dry	FALSE FA	I SE	FALSE
(2233705		(0) Describle letters (0 and letet	Deep Find	Daylight	Diy	FALCE FA	LCE	EALCE
6233985	5/13/2017 14:36 HOWELL MILL ROAD	(C) Possible Injury / Complaint	Rear End	Daylight	wet	FALSE FA	VESE	FALSE
6235079	5/15/2017 11:05 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","TAYLOR STREET"]	(C) Possible Injury / Complaint	Left Angle Crash	Daylight	Dry			
6237082	5/16/2017 17:01 ELLSWORTH INDUSTRIAL DRIVE	(O) No Injury	Angle (Other)	Daylight	Dry			
6238646	5/17/2017 21:32 ["BELEMEADE AVENUE" "DEFOOR AVENUE" "HOWELL MILL ROAD." "HOWELL MILL ROAD."]	(C) Possible Injury / Complaint	Left Angle Crash	Dark-Lighted	Dry			
(2200010		(D) Suspected Minor (Visible Inium)	Loft Angle Creek	Doulight	Dru		LCE	EALCE
0238083	5/1/2017 12:46 CHAITAHOUCHEE AVENUE	(b) suspected Minor/Visible Injury	Lett Angle Grash	Daylight	DIY	FALSE FA	VESE	FALSE
6244510	5/21/2017 20:06 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(C) Possible Injury / Complaint	Rear End	Daylight	Wet			
6250072	5/24/2017 16:10 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HILLS AVENUE"]	(O) No Injury	Sideswipe-Opposite Direction	Daylight	Dry			
6250157	5/23/2017 23:51 HOWELL MILL ROAD	(O) No Injury	Angle (Other)	Dark-Lighted	Wet			
6262404		(C) Possible Iniury / Complaint	Boor End	Doulight	Mot	EALSE EA	ICE	EALCE
0232494		(c) Possible Injury / complaint	Real Lilu	Daylight	wei	FALSE FA	LOE	FALSE
6253818	5/30/2017 7:11 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
6253825	5/28/2017 13:30 ELLSWORTH INDUSTRIAL DRIVE	(O) No Injury	Rear End	Daylight	Dry			
6259766	6/1/2017 17:06 ["CHATTAHOOCHEE AVENUE"."CHATTAHOOCHEE AVENUE"."HUBER STREET"]	(O) No Injury	Sideswipe-Opposite Direction	Davlight	Drv			
6259874	6/1/2017 10:00 FUSWORTH INDUSTRIAL DRIVE	(B) Suspected Minor/Visible Injury	Sideswine-Opposite Direction	Davlight	Dry	FALSE FA	I SF	FALSE
(2(2204		(D) Ma Jakana	Deer Fred	Daylight	Diy	FALCE TO		FALCE
6262304	5/31/2017 9:30 CHATTAHOUCHEE AVENUE	(U) NO INJURY	Rear End	Daylight	Dry	FALSE IR	RUE	FALSE
6262680	6/3/2017 10:51 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry			
6266418	6/6/2017 17:27 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HILLS AVENUE"]	(O) No Injury	Right Angle Crash	Daylight	Dry			
6270534	6/5/2017 15-12 MARIETTA BOLILEVARD	(O) No Injury	Angle (Other)	Davlight	Dry			
6270334		(C) Ressible Injury / Complaint	Loft Apple Creek	Daylight	Dry	EALSE FA	LOE	FALSE
02/4459	6/14/2017 10:12 [CHATTAHOUCHEE AVENUE , CHATTAHOUCHEE AVENUE , HILLS AVENUE]	(c) Possible Injury / complaint	Left Angle Crash	Daylight	DIY	FALSE FA	VESE	FALSE
6274863	6/14/2017 14:09 ["BELLEMEADE AVENUE", "DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Dry			
6279019	6/16/2017 21:22 CHATTAHOOCHEE AVENUE	(O) No Injury	Angle (Other)	Dark-Lighted	Dry			
6280982	6/5/2017 17:19 ["CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" "FU SWORTH INDUSTRIAL DRIVE" "FU SWORTH INDUSTRIAL DRIVE"	(O) No Injury	Rear End	Davlight	Dry			
6200702		(0) No Injury	Boar End	Daylight	Dry		ICE	EALCE
0201099			Real Enu	Daylight	Diy	FALSE FA	ALSE	FALSE
6282430	6/17/2017 9:30 ELLSWORTH INDUSTRIAL DRIVE	(O) No Injury	Rear End	Daylight	Dry			
6284788	6/21/2017 13:00 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Head On	Daylight	Dry			
6284873	6/22/2017 15:24 ["CHATTAHOOCHEF AVENUE"."CHATTAHOOCHEF AVENUE"."FLI SWORTH INDUSTRIAL DRIVE"."FLI SWORTH INDUSTRIAL DRIVE"."	(O) No Injury	Angle (Other)	Davlight	Wet			
6200620		(0) No Injury	Sidoswino Somo Direction	Dovlight	Dru	EALSE EA	ICE	EALCE
0290020			Sideswipe-same Direction	Daylight	Diy	FALSE FA	LOE	FALSE
6290644	6/26/2017 17:34 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
6293062	6/29/2017 16:07 CHATTAHOOCHEE AVENUE	(O) No Injury	Angle (Other)	Daylight	Dry			
6293406	6/29/2017 10:45 HOWELL MILL ROAD	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
6298343		(O) No Injury	Angle (Other)	Davlight	Drv	FALSE FA	I SE	FALSE
(200754		(C) Dessible Inium / Compleint	Sideaulae Some Direction	Doulight	Dru	FALSE TE		FALSE
0298754	0/20/2017 12:32 IVIARIETTA DOULEVARD	(c) Possible injury / complaint	sideswipe-same Direction	Daylight	DIY	FALSE IN	RUE	FALSE
6299814	7/1/2017 13:21 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
6300167	7/2/2017 11:25 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(C) Possible Injury / Complaint	Rear End	Daylight	Dry			
6300188	7/3/2017 10:50 ["BELEMBADE AVENUE"."DEFOOR AVENUE"."HOWELEMILE ROAD"."HOWELEMILE ROAD"]	(O) No Injury	Head On	Davlight	Drv			
630/083	7/1/2017 19:00 ["CHATTAHOOCHEE AVENUE" "HOIMES STOFT" "HOWELL MILL POAD" "HOWELL MILL POAD"]	(O) No Injury	Pear End	Davlight	Wot	EALSE EA	ISE	EALSE
0304903			Real Ellu	Daylight	wei	FALSE FA	LOE	FALSE
6305146	1/1/2017 16:10 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Head On	Daylight	Dry			
6305558	7/5/2017 13:45 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Dry			
6306479	7/3/2017 9:31 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Davlight	Wet	FALSE TF	RUE	
6306571	7/10/2017 18/15 ["CHATTAHOOCHEE AVENIJE" "CHATTAHOOCHEE AVENIJE" "HILLS AVENIJE"]	(O) No Injury	Sideswine-Same Direction	Davlight	Dry	FALSE FA	I SF	FALSE
(200(/2		(O) No Injury	Angle (Other)	Doulight	Dray	FALSE FA	LCE	FALSE
0300003	// 10/ 2017 13.34 FIOWEEL WILL ROAD		Angle (Uther)	Daylight	DIY	FALSE FA	NLJE	FMLSE
6308671	7/10/2017 12:05 CHATTAHOOCHEE AVENUE	(C) Possible Injury / Complaint	Sideswipe-Same Direction	Daylight	Dry			
6308672	7/10/2017 12:58 HOWELL MILL ROAD	(O) No Injury	Rear End	Daylight	Dry			
6308794	7/12/2017 15:11 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Opposite Direction	Davlight	Drv	FALSE TR	RUE	
6311750	7/13/2017 19-10 HOWELL MILL POAD	(O) No Injury	Pear End	Davlight	Wot	EALSE EA	I SE	EALSE
(011000			Cidenalia Como Disentina	Daylight	Dru	FALSE FA	LOE	TALSE
6311808	//14/2017 15:00 CHATTAHOUCHEE AVENUE	(U) No Injury	Sideswipe-Same Direction	Daylight	Dry	FALSE FA	IT2F	FALSE
6315414	7/17/2017 17:17 CHATTAHOOCHEE AVENUE	(O) No Injury	Not a Collision with Motor Vehicle	Daylight	Dry			
6317022	7/18/2017 11:40 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Daylight	Dry			
6321604	7/20/2017 11:52 CHATTAHOOCHEE AVENIJE	(O) No Injury	Rear End	Davlight	Dry	FALSE FA	I SE	FALSE
(22104	7/01/001 10:07 ("CUATTAUOCULE AVENUE" "UOI MES STDEET" "UOMELL MUL DOAD" "UOMELL MUL DOAD")	(O) No Injury	Boor End	Daylight	Dru	EALSE FA	L CE	EALCE
0321645	1/21/2017 18:07 [CHATTAHOUCHEE AVENUE , HOLIVIES STREET , HOWELL WILL ROAD , HOWELL WILL ROAD]		Real Ella	Daylight	DIY	FALSE FA	VESE.	FALSE
6323149	7/24/2017 12:15 HOWELL MILL ROAD	(O) No Injury	Rear End	Daylight	Dry			
6325474	7/20/2017 11:24 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry			
6325627	7/25/2017 11:00 ["BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(C) Possible Injury / Complaint	Rear End	Davlight	Drv			
6325010	7/26/2017 13:04 CHATTAHOOCHEE AVENILE	(O) No Injury	Sideswine Same Direction	Davlight	Dry	EALSE EA	I SE	EALSE
(221017		(O) No Injury	Sideowipe Same Direction	Daylight	(Normal Street S		LCE	FALSE
6331017	1/4/2011 11:00 HOWELL MILL KUAD	(U) NO INJURY	sideswipe-same Direction	Daylight	(None)	, FALSE FA	NESE.	r ALSE
6331928	7/31/2017 9:00 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Daylight	Dry			
6336236	7/20/2017 13:10 ["BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Opposite Direction	Daylight	Dry	FALSE TP	RUE	
6347369	8/8/2017 7-03 CHATTAHOOCHEE AVENUE	(O) No Injury	Left Angle Crash	Davlight	Drv	FALSE EA	I SE	FALSE
4247270	0/0/2017 9:20 ("CHATTAUODOLEE AVENUE" "CHATTAUOOCHEE AVENUE" "UILLS AVENUE"]	(O) No Injury	Boor End	Daylight	Wot		ICE	EALCE
034/3/0	0/0/2017 0.20 [GRATHAROGGREE AVENUE , GRATHAROGGREE AVENUE , MILLS AVENUE]	(c) No Injury	Real LIN	Daylight	wei	FALSE FA	LJE	r MLSE
6347371	8/8/201/8:56 ["CARROLL DRIVE","CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE"]	(O) No Injury	Right Angle Crash	Daylight	Wet			
6348422	8/8/2017 14:49 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Daylight	Wet			
6348487	8/9/2017 16:11 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD"."HOWELL MILL ROAD"1	(O) No Injury	Angle (Other)	Daylight	Drv			
62/19674	8/10/2017 9:05 HOWELL MILL ROAD	(B) Suspected Minor (Visible Inium)	Rear End	Davlight	Wot	FAISE EA	L SE	FALSE
0340070	0/11/02/17 / 10/ TOWNEL WILL WILL WILL	(D) Suspected Million / Misible Injuly	Left Angle Creek	Dayngilt	Drei	FALSE FA	LOE	TALOE
6350894	0/11/2017 13:10 CHATTAHOUCHEE AVENUE	(U) NO INJURY	Leit Angle Grash	Daylight	Dry	TALSE FA	VE2E	FALSE
6350908	8/11/2017 17:17 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","MARIETTA BOULEVARD","MARIETTA BOULEVARD"]	(O) No Injury	Left Angle Crash	Daylight	Dry			

Collision ID Date and Time Road Name	KABCO Severity	Manner of Collision (Crash Level)	Light Conditions	((Surface	(Bicycle F	CMV Rela	Pedestrian
6358470 8/17/2017 15:19 ["BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Rear End	Davlight	Drv	FALSE	FALSE	FALSE
6358496 8/17/2017 16:11 CHATTAHOOCHEE AVENUE	(O) No Injury	Right Angle Crash	Davlight	Drv			
6361511 8/19/2017 15:27 CHATTAHOOCHFE AVENUE	(O) No Injury	Rear End	Davlight	Dry	EALSE.	EALSE	FALSE.
6361985 8/14/2017 12:55 ["BELLEMEADE AVENUE" "DEFOOR AVENUE" "HOWELL MUL ROAD" "HOWELL MUL ROAD"]	(O) No Injury	Sideswine-Same Direction	Davlight	Dry	FALSE	TRUE	FALSE.
6367040 8/15/2017 11:02 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Daylight	Dry	FALSE	FALSE	FALSE
6355694 9/3720171102 CITATIATORIOLE AVENUE 6356594 9/3720171102 CITATIATORIOLE AVENUE "DECOD AVENUE" "HOWELL MILL DOAD" "HOWELL MILL DOAD"]	(O) No Injury	Rear End	Daylight	Dry	EALSE	EALSE	EALSE
030304 0724/2017 5.20 [BELERIEADE AVENDE ; DEFOUR AVENDE ; HOWELL WILL ROAD ; HOWELL WILL ROAD]	(O) No Injury	Arrala (Othern)	Daylight	Dry	FALSE	FALSE	FALSE
636/103 8/25/2017 12:01 [CHATTAHOUCHEE AVENUE ; CHATTAHOUCHEE AVENUE ; ELLSWORTH INDUSTRIAL DRIVE ; ELLSWORTH INDUSTRIAL DRIVE]	(O) NO INJURY	Angle (Other)	Daylight	Dry	FALSE	FALSE	FALSE
6369894 8/25/2017 17:16 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "HILLS AVENUE"]	Unknown	Rear End	Daylight	Dry	FALSE	TRUE	FALSE
6373195 8/28/2017 12:35 MARIETTA BOULEVARD	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
6373231 8/28/2017 13:55 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry			
6374751 8/26/2017 8:58 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HILLS AVENUE"]	(O) No Injury	Angle (Other)	Daylight	Dry			
6374785 8/30/2017 14:30 CHATTAHOOCHEE AVENUE	(B) Suspected Minor/Visible Injury	Head On	Daylight	Wet			
6374933 8/30/2017 9:45 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
6376289 8/31/2017 15:25 MARIETTA BOULEVARD	(O) No Injury	Rear End	Davlight	Drv	FALSE	FALSE	FALSE.
	(C) Possible Injury / Complaint	Rear End	Dark-Lighted	Dry	FALSE	FALSE	FALSE
6376421 0/1/2017 25/0 POINT RANDOTLE AVENUE "PUATTALIOOCHEE AVENUE" "ULIDED STDEET"]	(0) No Injury	Rear End	Davlight	Wot	EALCE	EALCE	EALCE
6376431 977201710:35 [CHATTAHOOCHEE AVENUE , CHATTAHOOCHEE AVENUE , HUBER STREET]		Real Elid	Daylight	vvet	FALSE	FALSE	FALSE
63/9648 9/4/2017 14:42 CHAITAHOUCHEE AVENUE	(O) No Injury	Rear End	Daylight	Dry	FALSE	FALSE	FALSE
6385025 9/5/2017 13:20 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry		TRUE	
6385093 8/31/2017 12:28 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Wet			
6385380 9/7/2017 16:06 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "DEFOOR PLACE"]	(C) Possible Injury / Complaint	Left Angle Crash	Daylight	Dry			
6396364 9/13/2017 12:10 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
6397785 9/16/2017 12:55 CHATTAHOOCHEE AVENUE	(O) No Injury	Right Angle Crash	Davlight	Drv	FALSE	FALSE	FALSE
6397906 9/15/2017 7:27 ["CHATTAHOOCHFE AVENUE" "CHATTAHOOCHFE AVENUE" "HILLS AVENUE"]	(C) Possible Injury / Complaint	Left Angle Crash	Davlight	Dry	FALSE	FALSE	FALSE
42000E 0/14/2011 72/ [UINTINIOUTLE AVENUE , UINTINIOUTLE AVENUE , HILLS AVENUE]	(c) to sauce injury / complaint	Boor End	Daylight	Dry	EALCE	EALSE	EALCE
	(O) NO INJULY	Redi Ellu	Daylight	DIY	FALSE	FALSE	FALSE
6399109 9/19/2017 15:43 ["CHALTAHOUCHEE AVENUE","CHALTAHOUCHEE AVENUE","HILLS AVENUE"]	(C) Possible Injury / Complaint	Lett Angle Crash	Daylight	Dry	FALSE	FALSE	FALSE
6399200 9/20/2017 8:15 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Rear End	Daylight	Dry	FALSE	FALSE	FALSE
6400671 9/21/2017 10:44 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Left Angle Crash	Daylight	Dry			
6404363 9/12/2017 11:52 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "TAYLOR STREET"]	(O) No Injury	Rear End	Daylight	Dry			
6407329 9/22/2017 18:51 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"]	(O) No Injury	Sideswipe-Same Direction	Davlight	Drv			
6412788 9/26/2017 8-59 CHATTAHOOCHEE AVENUE	(C) Possible Injury / Complaint	Sideswine-Same Direction	Davlight	Drv	FALSE	FALSE	FALSE
	(0) No Injury	Angle (Other)	Daylight	Dry	EALSE	FALSE	FALSE
	(O) No Injury	Angle (Other)	Daylight David United	Diy	FALSE	FALCE	FALCE
6422161 10/5/2017 19:41 [BELLEMEADE AVENUE , DEFOUR AVENUE , HOWELL MILL ROAD , HOWELL MILL ROAD]	(U) No Injury	Rear End	Dark-Lighted	Dry	FALSE	FALSE	FALSE
6422230 10/6/2017 15:39 CHATTAHOOCHEE AVENUE	(O) No Injury	Left Angle Crash	Daylight	Dry			
6422349 10/7/2017 14:39 ["ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE", "OLD CHATTAHOOCHEE AVENUE"]	(O) No Injury	Rear End	Daylight	Dry			
6428589 10/12/2017 17:09 ELLSWORTH INDUSTRIAL DRIVE	(O) No Injury	Rear End	Daylight	Dry			
6428644 10/12/2017 19:04 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Dusk	Dry			
6432170 10/15/2017 4:20 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Dark-Not Lighter	d Drv			
6432204 10/12/2017 9-56 ["CHATTAHOOCHEE AVENUE" "HOUMES STREET" "HOWELL MILL ROAD" "HOWELL MILL ROAD"]	(O) No Injury	Rear End	Davlight	Dry	FALSE	FALSE	FALSE
6423439 10/17/2017 15:52 ["BELLEMEADE AVENUE" "DECODE AVENUE" "HOWELL MILL DOAD" "HOWELL MILL DOAD"]	(0) No Injury	Poar End	Daylight	Dry	EALSE	EALSE	EALSE
0430430 T0FTH20TFT3.5 (EDELLINEADE AVENUE, DELCOR AVENUE, HOWELL MILL ROAD, HOWELL MILL ROAD)	(O) No Injury	Sideswine Same Direction	Dayingint Dark Lighted	Dru	FALSE	EALCE	EALSE
6433633 10/16/2017 5:45 [BELLEMIEADE AVENUE , DEFOUR AVENUE , MOVELL MILL ROAD , HOWELL MILL ROAD]		Sideswipe-same Direction	Dark-Lighted	DIY	FALSE	FALSE	FALSE
6433999 10/18/2017 18:12 ["CHAITAHOOCHEE AVENUE","CHAITAHOOCHEE AVENUE", "TAYLOR STREET"]	(C) Possible Injury / Complaint	Rear End	Daylight	Dry	FALSE	FALSE	FALSE
6436079 10/9/2017 13:39 ["BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
6439645 10/20/2017 10:56 HOWELL MILL ROAD	(O) No Injury	Angle (Other)	Daylight	Dry			
6441672 10/20/2017 18:05 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD","HOWELL MILL ROAD"]	(C) Possible Injury / Complaint	Sideswipe-Same Direction	Daylight	Dry			
6441736 10/21/2017 14:59 HOWELL MILL ROAD	(O) No Injury	Rear End	Davlight	Drv			
6449873 10/25/2017 11:00 ["BELLEMEADE AVENUE" "DEFOOR AVENUE" "HOWELL MUL ROAD" "HOWELL MUL ROAD"]	(O) No Injury	Left Angle Crash	Davlight	Drv	FALSE	FALSE	FALSE
644995 10/26/2017 20:06 ["CHATTAHOOCHFE AVENUE" "CHATTAHOOCHFE AVENUE" "HULS AVENUE"]	(O) No Injury	Angle (Other)	Dark-Lighted	Dry	FALSE	FALSE	FALSE
4447733 10/20/2017 20:00 [GIARTANDOOCHE AVENUE , GIARTANDOOCHE AVENUE , INELS AVENUE] (AEGORD 10/20/2017 20:00 [GIARTANDOOCHE AVENUE , GIARTANDOOCHE AVENUE , INELS AVENUE]	(O) No Injury	Sideguine Same Direction	Dark-Lighted	Dray	FALSE	FALSE	FALSE
0430300 T0/24/2017 0.31 [CHATTAROUCHEE AVENUE , CHATTAROUCHEE AVENUE , ELLSWORTH INDUSTRIAL DRIVE]		Sideswipe-Same Direction	Dark-Lignied	DIY	FALSE	FALSE	r ALSE
0450402 10/2/1/201/ 1/:44 HOWELL MILL KUAD	(U) No Injury	Angle (Other)	Daylight	Dry	FALSE	FALSE	FALSE
6452267 10/28/2017 15:14 ["CHALLAHOOCHEE AVENUE","HOLMES STREEF","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry	FALSE	FALSE	FALSE
6452277 10/28/2017 15:00 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Daylight	Dry			
6460964 11/4/2017 13:00 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Daylight	Dry			
6460968 11/4/2017 14:31 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Left Angle Crash	Daylight	Dry			
6465427 9/21/2017 12:32 CHATTAHOOCHEE AVENUE	(O) No Injury	Angle (Other)	Daylight	Drv	FALSF	FALSE	FALSE
6470997 11/11/2017 15:15 ("RELIEMEADE AVENUE" "DEEOOR AVENUE" "HOWELL MUL POAD" "HOWELL MUL POAD")	(O) No Injury	Rear End	Davlight	Dry	FALSE	FALSE	FALSE
6475211 11/15/2017 17:28 MARIETTA BOILE FOR DE CONTENENCE, FORTELE MILE ROAD, FORTELE MILE ROAD J	(O) No Injury	Rear End	Daylight	Dry	FAISE	FAISE	FAISE
473211 11 10/2011 11.20 WINKETR BOOLEVAND	(O) No Injury	Cideousine Come Direction	Daylight	Dru	EALCE	EALCE	FALSE
0470700 11/13/2017 9:50 HOWELL MILL KOAD	(U) NO INJURY	sueswipe-same Direction	Daylight	Dry	FALSE	FALSE	FALSE
6480456 11/16/2017 8:35 ELLSWORTH INDUSTRIAL DRIVE	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry	FALSE	TRUE	FALSE
6481647 11/16/2017 7:00 CHATTAHOOCHEE AVENUE	(O) No Injury	Not a Collision with Motor Vehicle	Daylight	Dry			
6481765 11/18/2017 14:05 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "TAYLOR STREET"]	(O) No Injury	Left Angle Crash	Daylight	Dry			
6482198 11/20/2017 15:29 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "TAYLOR STREET"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
6483119 10/29/2017 6:05 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HILLS AVENUE"]	(O) No Injury	Head On	Dark-Not Lighter	d Drv	FALSE	FALSE	FALSE
6483358 11/18/2017 13:11 ["BELIEMEADE AVENUE" "DEFOOR AVENUE" "HOWFIL MILL ROAD" "HOWFIL MILL ROAD"]	(O) No Injury	Angle (Other)	Davlight	Dry	FALSE	FALSE	FALSE
	(O) No Injury	Sideswine Opposite Direction	Dark Liebtod	Dry	EVICE	EVICE	EVICE
	(C) Dessible lations (Complete	Door End	Dark-Lighted	Dru	FALSE	FALSE	FALSE
	(c) Possible injury / complaint		Daylight	DIY	FALSE	TALSE	TALSE
6491818 11/29/2017 16:40 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry	FALSE	FALSE	FALSE
6509981 12/5/2017 9:56 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "HILLS AVENUE"]	(O) No Injury	Angle (Other)	Daylight	Dry		TRUE	
6510005 12/6/2017 11:30 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry			
6510006 12/6/2017 11:30 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Wet			
6510073 11/17/2017 22:25 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Dark-Lighted	Drv	FALSE	FALSE	FALSE
6510172 12/8/2017 11:03 ("CARPOLL DRIVE" "CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE")	(O) No Injury	Rear End	Davlight	Wet	FALSE	FALSE	FALSE
CONTRACT AND A CONTRACT DATA AND A CONTRACT AND A C	(o) no injury	Hour Linu	Suyingin	wet			

Collision ID Date and Time Road Name	KABCO Severity	Manner of Collision (Crash Level)	Light Conditions	((Surface (Bicvcle R	CMV Rela	Pedestrian
6510298 12/2/2017 22:30 ["RELEMEADE AVENUE" "DEEGOR AVENUE" "HOWELL MILL ROAD" "HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Dark-Not Lighter	Drv	FALSE	FALSE	EALSE
6510215 12/7/2017 9:20 ("CHATTAHOOCHEE AVENILE" "CHATTAHOOCHEE AVENILE" "ELLSWOPTH INDUSTRIAL DPI/	E"] (0) No Injury	Pight Angle Crash	Davlight	Dry	EALSE	EALSE	EALSE
6310313 12/1/2017 6.20 [CHATTAROOCHEE AVENUE , CHATTAROOCHEE AVENUE , ELLSWORTH INDUSTRIAE DRIVE , ELLSWORTH INDUSTRIAE DRIVE		Right Angle Crash	Daylight	Diy	FALSE	FALSE	FALSE
6510482 12/1/2017 19:55 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","ELLSWORTH INDUSTRIAL DRIVE","ELLSWORTH INDUSTRIAL DRIVE	E"] (O) No Injury	Right Angle Crash	Dark-Lighted	Dry	FALSE	FALSE	FALSE
6510522 12/8/2017 10:24 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HUBER STREET"]	(O) No Injury	Sideswipe-Opposite Direction	Daylight	Wet			
6510582 12/11/2017 6:00 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"]	(B) Suspected Minor/Visible Injury	Rear End	Dark-Lighted	Ice/Frost			
6520235 12/13/2017 13:33 ["BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry			
6521715 12/18/2017 14:30 ["BELLEMEADE AVENUE"."DEFOOR AVENUE"."HOWELL MILL ROAD"."HOWELL MILL ROAD"]	(O) No Injury	Right Angle Crash	Davlight	Drv			
6525285 12/21/2017 8:11 ("CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" "ELISWORTH INDUSTRIAL DRIVE" "ELISWORTH INDUSTRIAL DRIVE	F"] (O) No Injury	Right Angle Crash	Davlight	Wet	FALSE	FALSE	FALSE
6520201 12/21/2017 0.11 [01/17 INFOODELE AVENUE* "CHATTALIOOCHEE AVENUE* AVENUE* AVENUE* AVENUE* AVENUE* AVENUE* AVENUE* AVENUE*	(C) Possible Injury / Complaint	Loft Angle Crash	Daylight	Dru	EALCE	TDUE	EALSE
6326630 12/16/2017 12.33 CHATTAHOOCHEE AVENUE, CHATTAHOOCHEE AVENUE, DEPOR CIRCLE J	(c) Possible Injury / complaint	Leit Angle Grash	Daylight	Diy	FALSE	TRUE	FALSE
6528947 12/23/2017 14:40 [CHATTAHOUCHEE AVENUE , CHATTAHOUCHEE AVENUE , HUBER STREET]	(O) NO INJURY	Rear End	Daylight	wet	FALSE	FALSE	FALSE
6530090 12/22/2017 10:20 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","MARIETTA BOULEVARD","MARIETTA BOULEVARD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
6532684 12/27/2017 12:32 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Dry			
6534633 12/30/2017 18:54 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE	E"] (C) Possible Injury / Complaint	Left Angle Crash	Dark-Lighted	Dry			
6537391 1/2/2018 14:18 CHATTAHOOCHEE AVENUE	(B) Suspected Minor/Visible Injury	Rear End	Davlight	Dry			
6543771 6/26/2017 13:40 CHATTAHOOCHEE AVENUE	(O) No Injury	(None)	Davlight	Dry	FALSE	FALSE	FALSE
	(O) No Injury	Angle (Other)	Daylight	Dry	EALCE	EALCE	EALSE
6343714 176/2018 14.24 [BELLEMEADE AVENUE , DEPOKA VENUE , NOWELL WILL KOAD , NOWELL WILL KOAD]	(O) NO INJURY	Aligie (Otilei)	Daylight	Diy	FALSE	FALSE	FALSE
6544146 1/5/2018 19:11 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","MARIETTA BOULEVARD","MARIETTA BOULEVARD"]	(O) No Injury	Rear End	Dark-Lighted	Dry	FALSE	FALSE	FALSE
6546562 1/10/2018 19:20 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Opposite Direction	Daylight	Dry			
6547662 1/9/2018 10:16 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(C) Possible Injury / Complaint	Rear End	Daylight	Dry			
6547684 1/10/2018 7:27 MARIETTA BOULEVARD	(O) No Injury	Angle (Other)	Daylight	Wet			
6547780 1/10/2018 9:40 MARIFTTA BOULEVARD	(O) No Injury	Rear End	Davlight	Drv			
6558699 1/12/2018 13:57 CHATTAHOOCHEE AVENUE	(C) Possible Injury / Complaint	Angle (Other)	Davlight	Dry	FALSE	FALSE	FALSE
4542150 1/20/2019 15:54 ["BELLEMEARE AVENILE" "DEFOOD AVENILE" "HOWELL MILL DOAD" "HOWELL MILL DOAD"]	(0) No Ipium	Sidoswino Samo Direction	Daylight	Dry	EALCE	EALCE	EALSE
UJUSTUD 1720/2010 13.34 [DELLEINEADE AVENUE , DEFOUR AVENUE , NOWELL WILL KUAD , NOWELL WILL KUAD]	(O) No Injul y	Sideswipe-same Direction	Daylight	Diy	FALSE	FALSE	FALSE
0504448 1/23/2018 18:29 HOWELL MILL RUAD	(U) No Injury	Sideswipe-Same Direction	Daylight	Dry	FALSE	FALSE	FALSE
6564633 1/22/2018 17:51 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Dark-Lighted	Wet			
6566256 1/20/2018 11:06 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","TAYLOR STREET"]	(O) No Injury	Angle (Other)	Daylight	Dry			
6567135 1/12/2018 18:39 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "TAYLOR STREET"]	Unknown	Left Angle Crash	Dusk	Dry			
6569859 1/28/2018 14:18 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswine-Same Direction	Davlight	Wet			
6570484 1/29/2018 9:41 ["CHATTAHOOCHEE AVENIE" "CHATTAHOOCHEE AVENIE" "MARIETTA ROLLEVARD" "MARIETTA ROLLEVARD"]	(0) No Injury	Angle (Other)	Daylight	Dry	FALSE	FALSE	FALSE
457142 1/20/2010 1417 ("BELANCADE ALCANE" "DEFEOOD ALCANE" "HOMEL MILL DOAD" "HOMEL MILD DAD"	(O) No Injury	Angle (Other)	Daylight	Wet	FALSE	EALCE	EALSE
6571643 1/28/2018 14:17 [BELEMENDE AVENUE , DEPOOR AVENUE , HOWELL MILL ROAD , HOWELL MILL ROAD]	(O) No Injury	Angle (Other)	Daylight	wet	FALSE	FALSE	FALSE
6574392 1/30/2018 12:48 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Opposite Direction	Daylight	Dry			
6574456 1/31/2018 11:48 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE	E"] (C) Possible Injury / Complaint	Angle (Other)	Daylight	Dry			
6575564 1/31/2018 14:16 CHATTAHOOCHEE AVENUE	(O) No Injury	Angle (Other)	Daylight	Dry			
6583841 2/7/2018 17:14 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HUBER STREET"]	(O) No Injury	Rear End	Davlight	Wet			
6584226 2/6/2018 13:38 ("BELLEMEADE AVENUE" "DEFOOR AVENUE" "HOWELL MILL ROAD" "HOWELL MILL ROAD")	(O) No Injury	Sideswine-Same Direction	Davlight	Drv	FALSE	FALSE.	FALSE
6504220 2/0/2/016 13:30 ["PELETINEDE WENDE VENDE" "CHATTAHOOCHER AVENIE" "HIBED STDEET"]	(C) Possible Injury / Complaint	Pear End	Daylight	Wet	EALSE	FALSE	EALSE
030217 2772016 12.20 CHATTANOOCHEE AVENUE, CHATTANOOCHEE AVENUE, HUDER STREET J	(c) Possible Injury / complaint	Real Ellu	Daylight	wei	FALSE	FALSE	FALSE
658219 2///2018 13:36 CHAITAHOUCHEE AVENUE	(O) No Injury	Rear End	Daylight	wet	FALSE	FALSE	FALSE
6588823 2/1/2018 17:54 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","DEFOOR PLACE"]	(O) No Injury	Sideswipe-Same Direction	Dark-Lighted	Wet			
6600106 2/16/2018 14:35 CHATTAHOOCHEE AVENUE	(O) No Injury	Angle (Other)	Daylight	Dry			
6600176 2/16/2018 18:59 CHATTAHOOCHEE AVENUE	(O) No Injury	Left Angle Crash	Dark-Lighted	Wet			
6613777 2/22/2018 11:07 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Davlight	Drv			
6620331 3/3/2018 15:55 CHATTAHOOCHEE AVENUE	(O) No Injury	Head On	Davlight	Dry	FALSE	EALSE	FALSE
	(O) No Injury	Left Angle Crash	Daylight	Dry	EALSE	EALSE	EALSE
	(O) No Injury	Deer Frid	Daylight David Liebted	Diy	FALSE	FALSE	FALSE
6622901 3/6/2018 19:12 [BELLEMEADE AVENUE , DEPOUR AVENUE , HOWELL MILL RUAD , HOWELL MILL RUAD]	(O) No Injury	Rear End	Dark-Lighted	Dry	FALSE	FALSE	FALSE
6623041 3/6/2018 17:05 HOWELL MILL ROAD	(O) No Injury	Angle (Other)	Daylight	Dry		TRUE	
6624882 2/26/2018 7:56 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "HILLS AVENUE"]	(O) No Injury	Angle (Other)	Daylight	Wet			
6626561 3/7/2018 7:42 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Dry			
6626826 3/6/2018 14:52 CHATTAHOOCHEE AVENUE	(C) Possible Injury / Complaint	Angle (Other)	Davlight	Drv			
6627011 3/8/2018 13:08 ("CHATTAHOOCHEE AVENI IE" "CHATTAHOOCHEE AVENI IE" "MARIETTA ROLI EVARD" "MARIETTA ROLI EVARD")	(O) No Injury	Sideswine-Same Direction	Davlight	Dry	FALSE	FALSE	FALSE
662951 3/15/2019 10:05 ["CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" INIS WORTH INDISTRIAL DRIVE" "ELIS WORTH INDISTRIAL DRIVE	E"] (0) No Injury	Sideswipe Same Direction	Daylight	Dry	EALSE	EALSE	EALSE
000001 9 10/2010 10.20 CHATTAILOOUTEL AVENUE , GIATTAILOOUTEE AVENUE , ELLOWORTHI NDUDINIAL DAVE , ELLOWORTHI NDUDINIAL DAVE	(C) Dessible Intury (Construct	Deer Fed	Daylight	Dray	FALSE	EALSE	FALSE
0037704 Z/13/2010 1/30 [CHATTAHOUCHEE AVENUE , CHATTAHOUCHEE AVENUE , MARIETTA BUULEVARU , MARIETTA BUULEVARU"]	(c) Possible Injury / complaint	Redi Ellu	Daylight		FALSE	FALSE	FALSE
003Y930 Z/14/Z018 13:5Z ["BELLEMEADE AVENUE", "DEFOUR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(C) Possible Injury / Complaint	kear End	Daylight	(None)	FALSE	FALSE	FALSE
6640315 3/17/2018 15:52 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Dry			
6641576 2/25/2018 0:10 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Opposite Direction	Dark-Lighted	Dry			
6642004 3/20/2018 17:13 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","ELLSWORTH INDUSTRIAL DRIVE","ELLSWORTH INDUSTRIAL DRIVE	E"] (C) Possible Injury / Complaint	Right Angle Crash	Daylight	Wet			
6642084 3/19/2018 12:15 CHATTAHOOCHEE AVENUE	(O) No Injury	Left Angle Crash	Davlight	Drv	FALSE	FALSE	FALSE
6642117 3/20/2018 11:33 CHATTAHOOCHEE AVENUE	(O) No Injury	Not a Collision with Motor Vehicle	Davlight	Drv	FALSE	TRUF	FALSE
	(O) No Injury	Apple (Other)	Dark Linkton	Dry	EALCE	EALOS	ENLOC
0070020 372072010 20:10 [DELLEVICADE AVENUE ; DEPOUR AVENUE ; HUWELL MILL KUAD ; HUWELL MILL KUAD]		Angle (Other)	Dark-Lighted	DIY	FALSE	TALSE	FALSE
0670044 3/2//2018 12:17 [BELLEMEADE AVENUE", "DEFOUR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(U) No Injury	Kear End	Daylight	Dry	FALSE	FALSE	FALSE
6676054 3/27/2018 17:40 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
6676085 3/28/2018 12:00 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry			
6751542 3/31/2018 12:33 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Dry			
6751801 4/5/2018 13:56 ["CARROLL DRIVE"."CHATTAHOOCHEE AVENUF"."CHATTAHOOCHEF AVENUF"1	(O) No Injury	Left Angle Crash	Davlight	Drv	FAJ SF	FALSE	FALSE
6751808 3/19/2018 13:12 CHATTAHOOCHEE AVENIE	(O) No Injury	Left Angle Crash	Davlight	Dry	FAISE	FALSE.	FALSE
	(O) No Injury	Loft Angle Crash	Daylight	Mo*	EALCE	EALCE	EALCE
		Lett Angle Crash	Daylight	wei	r ALSE	r ALSE	FALSE
6/52660 4/14/2018 17:49 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE	E"] (O) No Injury	Rear End	Daylight	Dry	FALSE	FALSE	FALSE
6753644 4/15/2018 11:27 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","ELLSWORTH INDUSTRIAL DRIVE","ELLSWORTH INDUSTRIAL DRIVE	E"] (B) Suspected Minor/Visible Injury	Angle (Other)	Daylight	Wet		TRUE	
6753853 4/26/2018 8:57 CHATTAHOOCHEE AVENUE	(O) No Injury	Left Angle Crash	Daylight	Dry			
6753902 4/26/2018 10:05 CHATTAHOOCHEE AVENUE	(O) No Injury	Left Angle Crash	Daylight	Wet			
6754021 4/26/2018 19:45 CHATTAHOOCHEF AVENUE	(O) No Injury	Sideswipe-Opposite Direction	Davlight	Drv	FALSE	FALSE	FALSE
	(O) No Injury	Sideswine Same Direction	Davlight	Dry	EVICE	EVICE	EVICE
0134337 31472010 0.17 [CHATTAHOOGHE AVENUE , GHATTAHOOGHE AVENUE , HILLS AVENUE]	(O) NO INJULY	Sideswipe-same Direction	Daynyitt	DIY	I ALJE	I ALJE	I ALJE

(754504	Date and Time Road Name	KABCO Severity	Manner of Collision (Crash Level)		((Surface (Bic	VCIE RECMV Rela	2 Penestrian
			Left Angle Creek	Devillable	Dariace (Dic		EALOE
6/54586	5/3/2018 19:11 [CHATTAHOOCHEE AVENUE , CHATTAHOOCHEE AVENUE , ELLSWORTH INDUSTRIAL DRIVE , ELLSWORTH INDUSTRIAL DRIVE]		Left Angle Crash	Daylight	Dry	ALSE FALSE	FALSE
6754876	5/4/2018 9:32 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "TAYLOR STREET"]	(O) No Injury	Left Angle Crash	Daylight	(None)		
6755293	5/10/2018 8:29 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "TAYLOR STREET"]	(O) No Injury	Rear End	Daylight	Dry		
6755382	5/13/2018 12:24 ["CHATTAHOOCHEF AVENUE", "CHATTAHOOCHEF AVENUE", "MARIETTA BOUI EVARD", "MARIETTA BOUI EVARD"]	(B) Suspected Minor/Visible Injury	Sideswipe-Same Direction	Davlight	Drv E		
4766610		(0) No Injury	Loft Angle Crash	Dovlight	Dry E		EALSE
0755510			Lett Angle Grash	Daylight	Diy	ALSE FALSE	FALSE
6/555/8	5/11/2018 18:34 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "TAYLOR STREET"]	(C) Possible Injury / Complaint	Rear End	Daylight	Dry E		
6755758	5/11/2018 16:05 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "LOGAN CIRCLE"]	(O) No Injury	Angle (Other)	Daylight	Dry		
6755941	5/17/2018 15:00 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Davlight	Drv E		
4764049		(O) No Injury	Angle (Other)	Daylight	Dry		EALSE
0730000	3/10/2010 13.47 [GIATATOOGIEL AVENUE , HOEWES STREET , HOWELE WILE NOAD , HOWELE WILE NOAD]		Angle (Other)	Dayiigint	Diy	ALUE TALUE	TALSE
6756159	5/19/2018 10:47 ["ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE", "OLD CHATTAHOOCHEE AVENUE"]	(O) No Injury	Right Angle Crash	Daylight	Dry 🗗		
6756164	5/17/2018 9:53 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Daylight	Dry		
6756240	5/19/2018 19:27 ["CHATTAHOOCHEF AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Davlight	Drv E		
6756272		(O) No Injury	Angle (Other)	Davlight	Dry E	ALSE EALSE	EALSE
0730272	3/10/2010 14:37 CHATTAHOOCHEE AVENUE		Angle (Other)		Diy	ALJE FALJE	FALSE
6756328	5/18/2018 13:19 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "HUBER STREET"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry 🗗	ALSE IRUE	
6756401	5/21/2018 15:19 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "TAYLOR STREET"]	(O) No Injury	Rear End	Daylight	Dry		
6756405	5/21/2018 16:07 CHATTAHOOCHEF AVENUE	(O) No Injury	Rear End	Davlight	Drv E		
4764606		(0) No Injury	Apglo (Othor)	Dovlight	Dry E		EALCE
0750505			Angle (Other)	Daylight	DIY	ALGE FALGE	FALSE
6756604	5/23/2018 8:36 MARIETTA BOULEVARD	(O) No Injury	Rear End	Daylight	Wet D		
6756921	5/24/2018 10:29 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Daylight	Dry D		
6757013	5/25/2018 11:22 ["CHATTAHOOCHEF AVENUE", "CHATTAHOOCHEF AVENUE", "TAYLOR STREET"]	(O) No Injury	Sideswipe-Opposite Direction	Davlight	Drv E		
4757000		(0) No Injury	Door End	Dark Lightod	Wot E		EALCE
0757000	3/24/2018 21.44 [CHATTAHOUCHEE AVENUE , CHATTAHOUCHEE AVENUE , TATUK STREET]	(O) NO ITIJUT Y	Redi Lilu	Dai k-Ligitteu	wei	ALJE FALJE	FALSE
6757497	5/30/2018 12:54 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry E		
6757775	6/1/2018 21:54 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Rear End	Dark-Lighted	(None) 🛛		
6757910	6/5/2018 16:31 CHATTAHOOCHEE AVENUE	(O) No Injury	Left Angle Crash	Davlight	Drv E	ALSE TRUE	
(757047		(C) Dessible Injury / Compleint	Lord On	Daylight	Dru		FALSE
0/5/94/	0/3/2018 10:51 [CHATTAHOUCHEE AVENUE , CHATTAHOUCHEE AVENUE , MARIETTA BOULEVARD , MARIETTA BOULEVARD]	(c) Possible injury / complaint	Head Off	Daylight	DIY	ALSE FALSE	FALSE
6758006	6/1/2018 13:32 DEFOOR AVENUE	(O) No Injury	Rear End	Daylight	Wet F/		
6758021	6/6/2018 14:31 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Daylight	Dry D		
6758565	6/9/2018 16:09 CHATTAHOOCHEE AVENUE	(O) No Injury	Right Angle Crash	Davlight	Dry E		
(750303		(D) Suspected Minor (Visible Inium)	Deer End	Daylight	Dru	ALSE FALSE	FALSE
0/08/82	6/12/2018 7:08 [CHATTAHOUCHEE AVENUE , CHATTAHOUCHEE AVENUE , ELLSWORTH INDUSTRIAL DRIVE]	(b) suspected ivitrior/visible injury	Real Ellu	Daylight	DIY	ALSE FALSE	FALSE
6759134	6/11/2018 21:01 CHATTAHOOCHEE AVENUE	(A) Suspected Serious Injury	Rear End	Daylight	Wet F/		
6759156	6/14/2018 22:07 CHATTAHOOCHEE AVENUE	(O) No Injury	Left Angle Crash	Dark-Lighted	Dry E		
6772168	3/21/2018 17/06 ["CHATTAHOOCHEE AVENI IF" "CHATTAHOOCHEE AVENI IF" "HILLS AVENI IF"]	(O) No Injury	Sideswine-Same Direction	Davlight	Dry E		
(772510		(O) No Injury	Deer Fred	Daylight	Diry	ALCE FALCE	FALSE
6/72518	6/20/2018 15:43 [CHATTAHOOCHEE AVENUE , CHATTAHOOCHEE AVENUE , ELLSWORTH INDUSTRIAL DRIVE , ELLSWORTH INDUSTRIAL DRIVE]	(U) NO INJURY	Rear End	Daylight	Dry	ALSE FALSE	FALSE
6772521	6/20/2018 14:45 CHATTAHOOCHEE AVENUE	(O) No Injury	Angle (Other)	Daylight	Dry F/		
6772657	6/21/2018 13:13 ["BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry E		
6772735	6/12/2018 9:13 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Davlight	Drv E		
(770744		(D) Suspected Minor (Visible Inium)	Angle (Other)	Dark Not Lighted	Mot 5		EALSE
6//////							
0772744				Dark-Not Lighted	wei	ALSE FALSE	FALOE
6772786	6/15/2018 20:54 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Angle (Other)	Dark-Lighted	Dry F/	ALSE FALSE	FALSE
6772786 6772874	6/52/218 20:54 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"] 6/22/2018 8:44 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE", "HILLS AVENUE"]	(0) No Injury (0) No Injury	Angle (Other) Not a Collision with Motor Vehicle	Dark-Lighted Daylight	Dry Fi Dry Fi	ALSE FALSE ALSE FALSE ALSE FALSE	FALSE
6772786 6772874 6772876	6/12/2018 20:54 ["CHATTAHOOCHE AVENUE", "CHATTAHOOCHE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"] 6/12/2018 8:44 ["CHATTAHOOCHE AVENUE", "CHATTAHOOCHE AVENUE", "HILLS AVENUE"] 6/22/2018 9:04 ["CHATTAHOOCHE AVENUE", "CHATTAHOOCHE AVENUE", "HILLS AVENUE"]	(0) No Injury (0) No Injury	Angle (Other) Not a Collision with Motor Vehicle Sideswipe-Opposite Direction	Dark-Lighted Daylight Daylight	Dry Fi Dry Fi Dry Fi	ALSE FALSE ALSE FALSE ALSE FALSE ALSE TRUE	FALSE FALSE FALSE
6772786 6772874 6772874 6772876	6/15/2018 20:54 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","ELLSWORTH INDUSTRIAL DRIVE"] 6/22/2018 8:44 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HILLS AVENUE"] 6/22/2018 9:04 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HILLS AVENUE"] 6/22/2018 9:04 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","DEFOOR PLACE"] 6/22/2018 9:04 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","DEFOOR "DEFOR"	(O) No Injury (O) No Injury (O) No Injury (O) No Injury	Angle (Other) Angle (Other) Not a Collision with Motor Vehicle Sideswipe-Opposite Direction	Dark-Not Lighted Dark-Lighted Daylight Daylight	Dry F/ Dry F/ Dry F/ Dry F/	ALSE FALSE ALSE FALSE ALSE FALSE ALSE TRUE	FALSE FALSE FALSE FALSE
6772786 6772874 6772876 6772876 6772890	6/52/2018 20:54 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"] 6/22/2018 8:44 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE", "HILLS AVENUE"] 6/22/2018 9:04 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE", "DEFOOR PLACE"] 6/22/2018 10:56 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(c) No Injury (c) No Injury (c) No Injury (c) No Injury (c) No Injury (c) No Injury	Angle (Other) Not a Collision with Motor Vehicle Sideswipe-Opposite Direction Sideswipe-Same Direction	Dark-Not Lighted Dark-Lighted Daylight Daylight	Dry F/ Dry F/ Dry F/ Dry F/ Dry F/	ALSE FALSE ALSE FALSE ALSE FALSE ALSE TRUE	FALSE FALSE FALSE FALSE FALSE
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Collision ID	Date and Time	Road Name	KABCO Severity	Manner of Collision (Crash Level)	Light Conditions ((Surface (Bicy	cle R∈CI	VIV Rela P	edestrian
6839231	7/27/2018 17:18	CHATTAHOOCHEE AVENUE	(O) No Injury	Not a Collision with Motor Vehicle	Davlight	Drv FA	LSE F	FALSE	FALSE
6841406	8/20/2018 17:09	["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","TAYLOR STREET"]	(B) Suspected Minor/Visible Injury	Sideswipe-Same Direction	Daylight	Dry FA			
6844409	8/9/2018 14:31	"BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry FA			
6844497	8/14/2018 13:22	"CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry FA			
6845600	8/20/2018 12:56	CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Davlight	Drv FA			
6849785	8/23/2018 17:35	MARIETTA BOULEVARD	(O) No Injury	Sideswipe-Same Direction	Davlight	Drv FA			
6853141	8/27/2018 15:04	HOWELL MILL ROAD	(O) No Injury	Angle (Other)	Davlight	Drv FA	LSE F	FALSE	FALSE
6854430	8/28/2018 9:48	"RELIEMENDE AVENUE" "DEFOOR AVENUE" "HOWELL MILL ROAD" "HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Davlight	Dry FA	I SE	FALSE	FALSE
6854564	8/29/2018 18:26	"CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" "FU SWORTH INDUSTRIAL DRIVE" "FU SWORTH INDUSTRIAL DRIVE"]	(C) Possible Injury / Complaint	Rear End	Daylight	Wet EA	ISE F	FALSE	FALSE
6862572	9/4/2018 11:39		(0) No Injury	Left Angle Crash	Daylight	Dry FA	I SE	FALSE	FALSE
6866065	0/0/2010 11:37			Angle (Other)	Daylight	Dry EA	LOL I	EALSE	EALSE
4047000	0/7/2010 11:37		(O) No Injury	Sidoswino Samo Direction	Daylight	Dry FA	LOE I	EALCE	EALSE
000/000	9/1/2018 13:20		(O) No Injury	Apple (Other)	Daylight	Dry FA	LOE F	FALSE	FALSE
000/1/0	9/1/2018 15:01		(O) No Injury	Angle (Other)	Daylight	DIY PA	LOE F	FALSE	FALSE
0808099	9/10/2018 14:25		(O) No Injury	Lert Angle Crash	Daylight	Dry FA	LSE I	FALSE	FALSE
68/1/56	9/12/2018 17:54		(O) No Injury	Angle (Other)	Daylight	Dry FA	LSE P	FALSE	FALSE
68/3146	9/13/2018 16:20	["CHATTAHOOCHEE AVENDE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(U) No Injury	Rear End	Daylight	Dry FA	LSE F	FALSE	FALSE
6873297	9/13/2018 14:30	["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry FA	LSE	FALSE	FALSE
6875858	9/11/2018 7:39	["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","ELLSWORTH INDUSTRIAL DRIVE","ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry FA	LSE	TRUE	FALSE
6875914	9/12/2018 12:35	["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","MARIETTA BOULEVARD","MARIETTA BOULEVARD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry FA	LSE F	FALSE	FALSE
6875963	9/16/2018 17:51	["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "HUBER STREET"]	(B) Suspected Minor/Visible Injury	Head On	Daylight	Dry FA			
6876086	9/10/2018 11:51	CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry FA	LSE	TRUE	
6876516	9/14/2018 19:55	CHATTAHOOCHEE AVENUE	(O) No Injury	Angle (Other)	Dark-Lighted	Dry FA			
6882424	9/6/2018 11:02	CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry FA			
6882427	9/12/2018 11:57	["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Rear End	Daylight	Dry FA	LSE 7	TRUE	
6889092	9/21/2018 19:37	CHATTAHOOCHEE AVENUE	(O) No Injury	Angle (Other)	Dusk	Dry FA			
6889588	9/24/2018 16:41	["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","MARIETTA BOULEVARD","MARIETTA BOULEVARD"]	(C) Possible Injury / Complaint	Rear End	Daylight	Dry FA			
6889610	9/26/2018 6:59	"BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Dawn	Dry FA	LSE	TRUE	
6891845	9/17/2018 13:33	"CHATTAHOOCHEE AVENUE"."CHATTAHOOCHEE AVENUE"."LOGAN CIRCLE"]	(C) Possible Injury / Complaint	Angle (Other)	Davlight	Drv FA	LSE I	FALSE	FALSE
6894843	9/26/2018 6:45	CHATTAHOOCHEF AVENUE	(C) Possible Injury / Complaint	Angle (Other)	Davlight	Dry EA	I SE E	FALSE	EALSE
6898724	10/1/2018 9:53		(O) No Injury	Sideswine-Same Direction	Davlight	Dry FA	I SE	FALSE	FALSE
6898815	10/2/2018 11:37		(0) No Injury	Rear End	Daylight	Dry FA	ISE I	FALSE	FALSE
6800703	10/3/2018 18:35		(O) No Injury	Sideswine Same Direction	Daylight	Dry EA	I SE	EALSE	EALSE
4000072	10/2/2010 10:33		(O) No Injury	Loft Apple Crach	Daylight	Dry EA	LOL I	EALCE	EALSE
6900972	10/5/2018 10.20		(O) No Injury	Sidoswipe Same Direction	Daylight	Dry FA	LOE I	EALCE	EALSE
0909000	10/6/2018 13:16			Sideswipe-same Direction	Daylight	Dry PA	LOE I	FALSE	FALSE
6913905	10/5/2018 13:54	[CHATTAHOUCHEE AVENUE ; CHATTAHOUCHEE AVENUE ; ELLSWORTH INDUSTRIAL DRIVE ; ELLSWORTH INDUSTRIAL DRIVE]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry FA	LSE P	FALSE	FALSE
6919338	10/14/2018 10:35	[ELLSWORTH INDUSTRIAL DRIVE , ELLSWORTH INDUSTRIAL DRIVE , OLD CHATTAHOUCHEE AVENUE]	(U) No Injury	Lert Angle Crash	Daylight	Dry FA	LSE F	FALSE	FALSE
6920323	10/18/2018 19:42	CHAITAHOOCHEE AVENUE	(U) No Injury	Angle (Other)	Dark-Lighted	Dry FA	LSE P	FALSE	FALSE
6920847	10/19/2018 8:05	CHAITAHOOCHEE AVENUE	(C) Possible Injury / Complaint	Head On	Daylight	Dry FA	LSE F	FALSE	FALSE
6924979	10/20/2018 20:23	CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Dark-Lighted	Dry FA	LSE F	FALSE	FALSE
6925418	10/13/2018 14:50	["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry FA			
6929229	10/24/2018 16:44	["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "HUBER STREET"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry FA	LSE	TRUE	
6934861	10/25/2018 8:18	MARIETTA BOULEVARD	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry FA			
6938757	10/31/2018 15:31	CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Daylight	Dry FA			
6939491	10/29/2018 12:35	["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Daylight	Dry FA			
6941172	11/1/2018 15:04	["BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Wet FA	LSE	TRUE	
6941287	11/1/2018 18:02	HOWELL MILL ROAD	(O) No Injury	Rear End	Daylight	Wet FA			
6941436	10/27/2018 3:59	["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","ELLSWORTH INDUSTRIAL DRIVE","ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Rear End	Dark-Lighted	Wet FA			
6943755	11/2/2018 13:24	["CHATTAHOOCHEE AVENUE"."HOLMES STREET"."HOWELL MILL ROAD"."HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Davlight	Drv FA			
6945231	10/26/2018 9:04	"BELLEMEADE AVENUE" "DEFOOR AVENUE". "HOWELL MILL ROAD" "HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Davlight	Water (s EA			
6945523	10/26/2018 12:24	"CHATTAHOOCHEE AVENUE". "CHATTAHOOCHEE AVENUE". "FU SWORTH INDUSTRIAL DRIVE". "FU SWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Rear End	Davlight	Wet FA	I SE	FALSE	FALSE
6948420	11/6/2018 10:52	"CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" "ELISWORTH INDUSTRIAL DRIVE" "ELISWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Rear End	Davlight	Wet EA	I SE E	FALSE	FALSE
6950750	11/6/2018 19:09	("CHATTAHOOCHEF AVENUE" "HOIMES STREET" "HOWEL, HUL ROAD" "HOWEL MILL ROAD")	(0) No Injury	Rear End	Dark-Lighted	Dry FA	I SE	FALSE	FALSE
6051535	11/7/2018 14:15			Rear End	Davlight	Wet FA	LSE I	EALSE	EALSE
6051560	11/7/2010 14:13		(O) No Injury	Pear End	Dark Not Lighted	Wet FA	LGE I	EALSE	EALSE
(05170)	11/0/2010 10:37		(O) No Injury	Rear End	Dark-Not Lighted	Drat FA	LOE I	FALCE	EALCE
0901/30	11/6/2010 12:37		(O) No Injury	Redi Ellu	Daylight	Dry PA	LOE F	FALSE	FALSE
0953045	11/4/2018 14:08		(C) No injury	Cide and a Constantiant	Daylight	DIY PA	LOE I	FALSE	FALSE
6953092	11/8/2018 16:52		(C) Possible Injury / Complaint	Sideswipe-same Direction	Daylight	wet FA	LSE P	FALSE	FALSE
6953245	11/9/2018 17:56	L CHATTAHOOCHEE AVENUE ", "CHATTAHOOCHEE AVENUE ", "MARLETTA BOULEVARD", "MARLETTA BOULEVARD","	(O) No Injury	Lert Angle Crash	Dark-Lighted	vvet FA	LSE	FALSE	FALSE
6954999	10/15/2018 16:39	[CHAITAHOUCHEE AVENUE","CHAITAHOUCHEE AVENUE","TAYLOR STREET"]	(U) No Injury	Kear End	Daylight	Dry FA	LSE	FALSE	FALSE
6956066	11/9/2018 16:43	["CHATTAHOOCHEL AVENUE","CHATTAHOOCHEE AVENUE","MARIETTA BOULEVARD","MARIETTA BOULEVARD"]	(B) Suspected Minor/Visible Injury	Lett Angle Crash	Dusk	Wet FA	lse f	FALSE	FALSE
6956469	11/10/2018 19:46	["ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE", "OLD CHATTAHOOCHEE AVENUE"]	(O) No Injury	Angle (Other)	Dark-Lighted	Dry FA	LSE F	ALSE	FALSE
6958069	11/12/2018 17:51	CHATTAHOOCHEE AVENUE	(C) Possible Injury / Complaint	Rear End	Dark-Lighted	Wet FA	LSE F	FALSE	FALSE
6960406	11/10/2018 10:12	["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","ELLSWORTH INDUSTRIAL DRIVE","ELLSWORTH INDUSTRIAL DRIVE"]	(C) Possible Injury / Complaint	Left Angle Crash	Daylight	Dry FA			
6960458	11/10/2018 14:27	["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry FA			
6965280	11/15/2018 19:42	["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Dark-Lighted	Dry FA			
6969253	11/17/2018 8:37	HOWELL MILL ROAD	(C) Possible Injury / Complaint	Angle (Other)	Daylight	Dry FA	LSE	TRUE	
6971125	11/18/2018 3:37	["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(B) Suspected Minor/Visible Injury	Angle (Other)	Dark-Not Lighted	Dry FA			
6971379	11/20/2018 13:20	["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Dry FA			
6977537	11/26/2018 12:47	["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry FA	LSE	TRUE	
6980779	11/20/2018 14:31	["BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(C) Possible Injury / Complaint	Rear End	Daylight	Dry FA			
6982007	11/23/2018 22:26	["BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Dark-Lighted	Wet FA	LSE I	FALSE	FALSE
					<u> </u>				

Collision ID	Date and Time Road Name	KABCO Severity	Manner of Collision (Crash Level)	Light Conditions	(Surface (Bio	vcle RCMV Rela Pedestrian
(002/02		(O) No Inium	Loft Angle Creek	Doulight	Dev	
0993092	12/3/2018 19:49 [CHATTAHOUCHEE AVENUE , HOLIVES STREET , HOWELL WILL ROAD , HOWELL WILL ROAD]		Left Angle Grash	Daylight	DIY	ALSE FALSE FALSE
6995396	12/7/2018 13:00 HOWELL MILL ROAD	(C) Possible Injury / Complaint	Rear End	Daylight	Wet F	
6000258	12/11/2018 6:57 ["CHATTAHOOCHEE AVENUE" "HOIMES STREET" "HOWELL MILL ROAD" "HOWELL MILL ROAD"]	(O) No Injury	Sideswine-Same Direction	Davlight	Drv	
0777230			Sideswipe same birection	Dayiigitt	Diy	
6999472	12/8/2018 17:23 ["CHATTAHOUCHEE AVENUE","HOLMESSTREET","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	wet	
6999563	12/6/2018 7:04 ["CHATTAHOOCHEE AVENUE"."CHATTAHOOCHEE AVENUE"."ELLSWORTH INDUSTRIAL DRIVE"."ELLSWORTH INDUSTRIAL DRIVE"]	(K) Fatal Injury	Not a Collision with Motor Vehicle	Dawn	Drv	ALSE FALSE TRUE
4000727		(O) No Injury	Loft Angle Crash	Davlight	Wet	
0999737	12/1/2018 14.25 CHATTAHOUCHEE AVENUE	(O) NO INJULY	Left Angle Grash	Dayligitt	wei	ALSE FALSE FALSE
7003876	12/10/2018 16:43 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Wet	
7024834	12/19/2018 9:07 ["CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" "FU SWORTH INDUSTRIAL DRIVE" "FU SWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Rear End	Davlight	Drv F	
7024034				Dayiigitt	Diy	ALOE FALOE FALOE
7024855	11/29/2018 22:25 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Dark-Lighted	Dry	
7025057	12/15/2018 22:31 ["CHATTAHOOCHEE AVENUE", "HOI MES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Rear End	Dark-Not Lighted	Wet	
7025104		(O) No Injuny	Door Frid	Dark Not Lighted	Mot	
7025104	12/20/2018 6.30 [CHATTAHOOCHEE AVENUE , CHATTAHOOCHEE AVENUE , DEFOOR PLACE]	(O) NO ILIJULY	Real Ellu	Dark-Not Lighted	wei	
7025120	12/20/2018 9:07 MARIETTA BOULEVARD	(O) No Injury	Sideswipe-Same Direction	Daylight	Wet	
7025263		(O) No Injury	Sideswine Same Direction	Davlight	Wet	
1023203		(O) NO INJURY	Sideswipe-Same Direction	Daylight	wei	ALGE TALGE TALGE
7025268	12/18/2018 16:49 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry	
7025535	12/24/2018 17:10 ["CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" "FU SWORTH INDUSTRIAL DRIVE" "FU SWORTH INDUSTRIAL DRIVE"]	(B) Suspected Minor/Visible Injury	Angle (Other)	Davlight	Dry	
7020070		(C) No Indune	Left Angels Courses	Deullaht	Direct	
/030868	1/2/2019 14:05 CHATTAHOUCHEE AVENUE	(U) No Injury	Lert Angle Crash	Daylight	Dry	
7035565	1/9/2019 9:04 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Rear End	Davlight	Drv	
7027210		(=) ···· j=· j	Loft Angle Creek	Doulight	Day	
1037310	1/9/2019 TT.30 CHATTAHOUCHEE AVENUE	UTIKTIOWIT	Left Angle Grash	Dayligitt	DIY	
7041766	1/11/2019 18:36 CHATTAHOOCHEE AVENUE	(O) No Injury	Angle (Other)	Dark-Lighted	Dry F	
7041876	1/10/2019 15:24 CHATTAHOOCHEE AVENUE	(O) No Injury	Left Angle Crash	Davlight	Dry F	
7041070		(0) No mjary		Duyiigitt	Diy	ALGE TALGE TALGE
7042616	1/8/2019 17:38 ["BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry	
7047015	1/10/2019 15:08 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","ELLSWORTH INDUSTRIAL DRIVE","ELLSWORTH INDUSTRIAL DRIVF"]	(O) No Injury	Sideswipe-Same Direction	Davlight	Drv F	
7040075		(C) Describle training (Computation	Net a Callfalan with Master Mahlala	Devilation	David	
/0488/5	1/16/2019 15:09 [CHATTAHOOCHEE AVENUE , CHATTAHOOCHEE AVENUE , HUBER STREET]	(C) Possible Injury / Complaint	Not a collision with wotor vehicle	Daylight	Dry	
7051275	1/15/2019 11:41 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry F	
7052740		(O) No Injury	Loft Angle Crash	Davlight	Dry	
1033706	1/21/2019 17.23 CHATTAHOUCHEE AVENUE	(O) NO ITIJULY	Left Angle Grash	Daylight	Diy	ALDE FALDE FALDE
7054329	1/19/2019 22:01 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	Unknown	Left Angle Crash	Dark-Not Lighted	Dry F	
7056693	1/23/2019 9:42 ["CHATTAHOOCHEF AVENUE" "CHATTAHOOCHEF AVENUE" "FU SWORTH INDUSTRIAL DRIVE" "FU SWORTH INDUSTRIAL DRIVE"]	(C) Possible Injury / Complaint	Rear End	Davlight	Dry	
7000070				Bullingin	5.9	
/058302	1/23/2019 17:25 CHATTAHOOCHEE AVENUE	(O) No Injury	Left Angle Crash	Daylight	Dry	
7060817	1/25/2019 11:14 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	Unknown	Rear End	Davlight	Drv	ALSE TRUE FALSE
70/0002	1/00/0010 12-44 ["DELLENTERE AVENUE" "DECOD AVENUE" "HOWELL MUL DOAD" "HOWELL MUL DOAD"]	(O) No Inium	Door Frid	Doulight	Day	
/000093	1/30/2019 12:44 [BELEEMEADE AVENUE , DEFOUR AVENUE , HOWELL MILL ROAD , HOWELL MILL ROAD]	(O) NO INJULY	Real Ellu	Daylight	DIY	ALSE FALSE FALSE
7070754	2/2/2019 15:43 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Daylight	Dry	
7070894	2/2/2019 12:26 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswine-Opposite Direction	Davlight	Dry F	
7070074			Sideswipe opposite Direction	Duyiigitt	- Dig	ALGE TALGE TALGE
7072323	1/30/2019 9:44 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Opposite Direction	Daylight	Dry	ALSE IRUE FALSE
7073294	2/2/2019 0:40 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "FLISWORTH INDUSTRIAL DRIVE", "FLISWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Sideswipe-Same Direction	Dark-Lighted	Drv	
707/1/0		(O) No Indune	Deep Field	Devillable	David	
/0/6168	2/4/2019 IS:42 [CHATTAHOOCHEE AVENUE , CHATTAHOOCHEE AVENUE , DEFOOR CIRCLE]	(U) NO INJURY	Rear End	Daylight	Dry	
7081016	1/30/2019 8:27 CHATTAHOOCHEE AVENUE	Unknown	Sideswipe-Same Direction	Daylight	(None) F	
7092410		(C) Possible Injury / Complaint	Loft Angle Crash	Dark Not Lighted	Wet	
7002410		(c) rossible injury / complaint	Left Angle Grash	Dark-Not Lighted	wei	ALGE TALGE TALGE
7083025	2/13/2019 10:46 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "DEFOOR PLACE"]	(C) Possible Injury / Complaint	Angle (Other)	Daylight	Dry	
7083874	2/10/2019 14:24 ["CHATTAHOOCHEE AVENUE"."CHATTAHOOCHEE AVENUE"."ELI SWORTH INDUSTRIAL DRIVE"."ELI SWORTH INDUSTRIAL DRIVE"]	(C) Possible Injury / Complaint	Angle (Other)	Davlight	Dry	
7000071		(0) No Induny	Cide and a Come Diseation	Daylight	Dru	
/084035	2/13/2019 14:05 [CHATTAHOOCHEE AVENUE , HOLMES STREET , HOWELL MILL ROAD , HOWELL MILL ROAD]	(U) No injury	Sideswipe-same Direction	Daylight	Dry	ALSE IRUE FALSE
7084212	2/12/2019 13:00 CHATTAHOOCHEE AVENUE	(C) Possible Injury / Complaint	Left Angle Crash	Daylight	Wet	
7097051	2/15/2010 15-54 ["CHATTAHOOCHEE AVENIJE" "HOIMES STREET" "HOWELL MILL DOAD." "HOWELL MILL DOAD."]	(O) No Iniury	Angle (Other)	Davlight	Dry	
7007931	2/13/2019 15.50 [CHATTAHOOCHEE AVENUE , HOLIVIES STREET , HOWELL WILL KOAD , HOWELL WILL KOAD]	(O) NO INJULY	Aligie (Otilei)	Daylight	DIY	ALSE INCE FALSE
7091624	2/19/2019 18:19 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Dark-Lighted	Wet	
7094701	2/7/2019 8:33 ["CHATTAHOOCHEE AVENIJE" "CHATTAHOOCHEE AVENIJE" "ELISWORTH INDUSTRIAL DRIVE" "ELISWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Angle (Other)	Davlight	Drv F	ALSE TRUE FALSE
7074701			Angle (other)	Duyigit	Diy .	
/096/18	2/22/2019 7:58 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "DEFOOR PLACE"]	(C) Possible Injury / Complaint	Rear End	Daylight	wet	
7098645	2/22/2019 8:50 ["CHATTAHOOCHEE AVENUE"."CHATTAHOOCHEE AVENUE"."MARIETTA BOUI EVARD"."MARIETTA BOUI EVARD"]	(O) Martin Industry				
7102740			Sideswipe-Same Direction	Davlight	Dry E	
/102/06	2/24/2010 9-15 CHATTALIOOCHEE AVENUE	(U) NO INJURY (P) Suspected Minor (Visible Injury	Sideswipe-Same Direction	Daylight	Dry F	
7102890	2/24/2019 8:15 CHATTAHOOCHEE AVENUE	(B) Suspected Minor/Visible Injury	Sideswipe-Same Direction Not a Collision with Motor Vehicle	Daylight Daylight	Dry Wet	ALSE FALSE FALSE
	2/24/2019 8:15 CHATTAHOOCHEE AVENUE 2/23/2019 15:02 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(D) No Injury (B) Suspected Minor/Visible Injury (O) No Injury	Sideswipe-Same Direction Not a Collision with Motor Vehicle Rear End	Daylight Daylight Daylight	Dry F Wet F Dry F	ALSE FALSE FALSE
710//11	2/24/2019 8:15 CHATTAHOOCHEE AVENUE 2/23/2019 15:02 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"] 2/28/2019 15:00 ["CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" "ELLSWOOTH INDUSTRIAL DRIVE" "ELLSWOOTH INDUSTRIAL DRIVE"]	(O) No Injury (B) Suspected Minor/Visible Injury (O) No Injury (O) No Injury	Sideswipe-Same Direction Not a Collision with Motor Vehicle Rear End Angle (Other)	Daylight Daylight Daylight Daylight	Dry F Wet Dry F	ALSE FALSE FALSE
7104411	2/24/2019 8:15 CHATTAHOOCHEE AVENUE 2/23/2019 15:02 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"] 2/28/2019 13:00 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(0) No Injury (B) Suspected Minor/Visible Injury (0) No Injury (0) No Injury	Sideswipe-Same Direction Not a Collision with Motor Vehicle Rear End Angle (Other)	Daylight Daylight Daylight Daylight	Dry Wet Dry Wet	ALSE FALSE FALSE ALSE FALSE FALSE ALSE FALSE FALSE
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Crash Data 2017-2019

ollision ID	Date and Time — Road Name	KARCO Severity	Manner of Collision (Crash Level)	Light Conditions ((Surface (F	licycle Re	CMV Rols Pr	edestrian
7162976		(O) No Injury	Angle (Other)	Davlight	Dry	EALSE	EALSE	EALSE
7162070		(O) No Injury	Boor End	Daylight	Dry	EALSE	EALSE	EALSE
71/41/0		(O) No Injury	Loft Angle Creek	Daylight	Dray	FALSE	TDUE	EALSE
7104101	4/9/2019 7:36 [DELEDINEADE AVENUE , DEPON AVENUE , NOWELL MILL ROAD , NOWELL MILL ROAD] 4/15/2019 7:36 [DELEDINEADE AVENUE , DEPON AVENUE , NOWELL MILL ROAD , NOWELL MILL ROAD]	(O) No Injury	Sideswine Seme Direction	Daylight	Dry	FALSE	TRUE	FALSE
7104441	4/13/2019/12:39 [CHATTAHOUCHE AVENUE , HOLINESSIREET , HOWELL MILL ROAD , HOWELL MILL ROAD]	(O) No Injury	Sideswipe-same Direction	Daylight	Diy	FALSE	FALSE	FALSE
7165601		(O) No Injury	Rear End	Daylight	Dry	FALSE	FALSE	FALSE
/165858	4/12/2019 TI:37 [CHAITAHOOCHEE AVENUE , CHAITAHOOCHEE AVENUE , LOGAN CIRCLE]	(O) No Injury	Angle (Other)	Daylight	Dry	FALSE	TRUE	FALSE
/1666/1	4/10/2019 19:17 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Rear End	Daylight	Dry	FALSE	FALSE	FALSE
7172729	4/16/2019 19:15 HOWELL MILL ROAD	(C) Possible Injury / Complaint	Left Angle Crash	Daylight	Dry	FALSE	FALSE	FALSE
7173545	4/18/2019 9:04 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Right Angle Crash	Daylight	Dry			FALSE
7174411	4/20/2019 11:11 CHATTAHOOCHEE AVENUE	(O) No Injury	(None)	Daylight	(None)			FALSE
7175477	4/17/2019 19:08 ELLSWORTH INDUSTRIAL DRIVE	(C) Possible Injury / Complaint	Rear End	Daylight	Dry			FALSE
7176684	4/19/2019 22:20 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Opposite Direction	Dark-Not Lighted	Water (s			FALSE
7176956	4/22/2019 17:05 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Daylight	Dry			FALSE
7178192	4/21/2019 3:15 ["CHATTAHOOCHFF AVENUF" "CHATTAHOOCHFF AVENUF" "FLI SWORTH INDUSTRIAL DRIVE"]	Unknown	Rear End	Dark-Lighted	Drv	EALSE	FALSE	FALSE
7179348	4/25/2019 9:21 CHATTAHOOCHEE AVENUE	(O) No Injury	Not a Collision with Motor Vehicle	Davlight	Dry	FALSE	TRUE	FALSE
7186127	5/1/019 8:07 ("CHATTAHOOCHEF AVENI IF" "CHATTAHOOCHEF AVENI IF" "TAYLOR STREET")	(B) Suspected Minor/Visible Injury	Angle (Other)	Daylight	Dry	FALSE	FALSE	FALSE
71020127	5/1/2019 0.27 [GHATTAHOOOLEE AVENUE, SHATTAHOOOLEE AVENUE, FALONG SHEET] E/2/2010 17:18 ["HATTAHOOOLEE AVENUE" "HOUMES STREET" "HOWELL MILL DOAD"]	(D) No Injury	Sidoswing Same Direction	Daylight	Dry	EALSE	EALCE	EALCE
7193013	5/2/2019 17.16 [CHATTAHOOCHEE AVENUE , HOLINES STREET , HOWELE WILLE ROAD , HOWELE WILLE ROAD]	(O) No Injury	Angle (Other)	Daylight	Dry	FALSE	FALSE	FALSE
/193159			Angle (Other)	Daylight	DIY	FALSE	FALSE	FALSE
/200861	5///2019 7:25 ["CHATTAHOOCHEE AVENDE", "CHATTAHOOCHEE AVENDE", "TAYLOR STREET"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry	FALSE	FALSE	FALSE
7201823	5/9/2019 14:22 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	Unknown	Sideswipe-Opposite Direction	Daylight	Dry	FALSE	FALSE	FALSE
7209901	5/15/2019 17:19 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Not a Collision with Motor Vehicle	Daylight	Dry			FALSE
7210262	5/16/2019 12:16 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Dry			FALSE
7212183	5/12/2019 17:34 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","TAYLOR STREET"]	(C) Possible Injury / Complaint	Rear End	Daylight	Wet			FALSE
7216519	5/21/2019 18:25 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","MARIETTA BOULEVARD","MARIETTA BOULEVARD"]	(B) Suspected Minor/Visible Injury	Sideswipe-Opposite Direction	Daylight	Dry			FALSE
7220728	5/24/2019 8:43 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry		TRUE	FALSE
7220784	5/23/2019 18:43 ["BELLEMEADE AVENUE"."DEFOOR AVENUE"."HOWELL MILL ROAD"."HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Davlight	Drv			FALSE
7224985	5/24/2019 11:50 ["CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" "FLI SWORTH INDUSTRIAL DRIVE" "FLI SWORTH INDUSTRIAL DRIVE"]	Unknown	Rear End	Davlight	Dry	FALSE	FALSE	FALSE
7225256	5/22/2019 12:08 ["RELIEMEADE AVENIJE" "DEFOOR AVENIJE" "HOWELL MILL ROAD" "HOWELL MILL ROAD"]	(O) No Injury	Sideswine-Same Direction	Davlight	Dry	FALSE	TRUE	FALSE
7228885	5/20/2019 12:24 ["HEATTAHOOCHEF AVENUE" "HOMES STREFT" "HOWELI MILL ROAD" "HOWELI MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry	FALSE	FALSE	FALSE
7220003	5/3/3/10.4/2 [GINTATIOOCHEE AVENUE , TOLATTALOOCHEE AVENUE "TLISMODTU INDUSTRIAL DOINE" TELSMODTU INDUSTRIAL DOINE"]	(O) No Injury	Sidoswino Samo Direction	Daylight	Dry	EALSE	EALSE	EALSE
7229047	5/3//2019 6.43 [CHATTAHOOCHEE AVENUE, CHATTAHOOCHEE AVENUE, LELSWORTH INDUSTRIAE DRIVE]	(C) No Injuly	Angle (Other)	Daylight	Dru	FALSE	FALSE	FALSE
7230051	5/26/2019 9:32 [CHATTAHOOCHEE AVENUE, HOLMES STREET, HOWELL MILL ROAD, HOWELL MILL ROAD]	(c) Possible Injury / complaint	Angle (Other)	Daylight	Dry	FALSE	FALSE	FALSE
/233/51	6/3/2019 IS:04 [CHATTAHOUCHEE AVENUE , CHATTAHOUCHEE AVENUE , LOGAN CIRCLE]	(U) No Injury	Angle (Other)	Daylight	Dry	FALSE	FALSE	FALSE
7233830	6/3/2019 8:11 CHATTAHOOCHEE AVENUE	(O) No Injury	Left Angle Crash	Daylight	Dry	FALSE	FALSE	FALSE
7234998	5/30/2019 12:09 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			FALSE
7235144	5/30/2019 17:37 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "DEFOOR PLACE"]	(O) No Injury	Rear End	Daylight	Dry			FALSE
7238471	6/6/2019 15:22 HOWELL MILL ROAD	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry		TRUE	FALSE
7239209	6/4/2019 12:30 CHATTAHOOCHEE AVENUE	Unknown	Angle (Other)	Daylight	Dry			FALSE
7240003	6/8/2019 16:29 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "HILLS AVENUE"]	Unknown	Sideswipe-Same Direction	Daylight	Wet			FALSE
7240066	6/7/2019 16:56 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Wet			FALSE
7247146	5/24/2019 11:37 ["CHATTAHOOCHFF AVENUF" "CHATTAHOOCHFF AVENUF" "FLI SWORTH INDUSTRIAL DRIVF" "FLI SWORTH INDUSTRIAL DRIVF"]	(O) No Injury	Rear End	Davlight	Drv	FALSE	FALSE	FALSE
7249363	6/15/2019 11-41 ["RELEMEADE AVENUE" "DEFOOR AVENUE" "HOWELL MILL ROAD" "HOWELL MILL ROAD"]	(O) No Injury	Sideswine-Same Direction	Davlight	Drv	FALSE	FALSE	FALSE
7253419		(C) Possible Injury / Complaint	Pear End	Daylight	Dry	EALSE	EALSE	EALSE
7253410		(C) No Injury	Sideswine Same Direction	Daylight	Dry	EALSE	EALSE	EALSE
7253441		(O) No Injury	Sideswipe Same Direction	Daylight	Dru	FALSE	EALSE	FALSE
7253752	0/13/2019 18:19 [BELLEWIEADE AVENUE , DEFOUR AVENUE , HOWELL MILL KOAD , HOWELL MILL KOAD]	(O) No Injuly	Sideswipe-same Direction	Daylight	Dry	FALSE	FALSE	FALSE
/25/511	6/3/2019 13:41 CHATTAHOOCHEE AVENUE	(C) Possible Injury / Complaint	Head Un	Daylight	Dry	FALSE	FALSE	FALSE
7260778	6/20/2019 19:25 CHATTAHOOCHEE AVENUE	Unknown	Rear End	Daylight	Dry	FALSE	FALSE	FALSE
7261763	6/21/2019 10:18 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry	FALSE	FALSE	FALSE
7262164	6/7/2019 10:59 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Daylight	Dry			FALSE
7263115	5/29/2019 18:11 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			FALSE
7263482	6/25/2019 8:01 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry			FALSE
7267944	6/26/2019 11:40 CHATTAHOOCHEE AVENUE	(C) Possible Injury / Complaint	Left Angle Crash	Daylight	Dry			FALSE
7275288	6/28/2019 13:20 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Dry			FALSE
7275395	6/28/2019 17:33 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "DEFOOR PLACE"]	(C) Possible Injury / Complaint	Rear End	Davlight	Dry	FALSE	FALSE	FALSE
7275673	7/4/2019 21:35 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "FII SWORTH INDUSTRIAL DRIVE", "FII SWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Rear End	Dusk	Dry	FALSE	FALSE	FALSE
7275764	7/5/2019 13:03 ("CHATTAHOOCHEE AVENUE" "HOLMES STREET" "HOWELL MILL ROAD" "HOWELL MILL ROAD"]	(C) Possible Injury / Complaint	Rear End	Davlight	Dry	FALSE	FALSE	FALSE
7275797	75/2019 22:52 [CHATTAHOOCHEE AVENUE" MADDETTA BOILEVADD"]	(C) No Injury	Pear End	Daylight Dark Lighted	Wot	EALSE	EALSE	EALSE
7275767			Boar End	Dark-Lighteu	Dru	EALSE	EALSE	EALSE
7270901		(C) No Injury	Redi Ellu	Daylight	Dry	FALSE	FALSE	FALSE
/2/8161	7/87/2019 13:43 [_CHATTAHOUCHEE AVENUE", "CHATTAHOUCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(C) Possible Injury / Complaint	Head UN	Daylight	Dry	FALSE	FALSE	TALSE
/282156	// 10/2019 10:51 [CHATTAHOUCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD","HOWELL MILL ROAD"]	(c) Possible Injury / Complaint	Kear End	Daylight	Dry	FALSE	FALSE	FALSE
/283181	1/13/2019 14:29 ["CHATLAHOOCHEE AVENUE", "HOLMES STREEL","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(U) No Injury	Left Angle Crash	Daylight	Dry	FALSE	FALSE	FALSE
7285931	7/15/2019 8:07 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	Unknown	Sideswipe-Same Direction	Daylight	Dry			FALSE
7288090	7/15/2019 19:27 CHATTAHOOCHEE AVENUE	(C) Possible Injury / Complaint	Angle (Other)	Daylight	Dry			FALSE
7288632	7/18/2019 6:55 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Daylight	Dry			FALSE
7291269	7/20/2019 23:24 CHATTAHOOCHEE AVENUE	Unknown	Not a Collision with Motor Vehicle	Dark-Lighted	Wet			FALSE
7292165	7/19/2019 13:53 CHATTAHOOCHEE AVENUE	Unknown	Head On	Daylight	Wet			FALSE
7293865	7/22/2019 6:46 CHATTAHOOCHEE AVENUE	(O) No Injury	Angle (Other)	Daylight	Dry	FALSE	FALSE	FALSE
7295248	7/22/2019 14:42 ("CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" "FLISWORTH INDUSTRIAL DRIVE" "FLISWORTH INDUSTRIAL DRIVE")	(O) No Injury	Angle (Other)	Davlight	Drv	FALSE	FALSE	FALSE
7295511	7/16/2019 9:44 CHATTAHOOCHEF AVENUE	(O) No Injury	Angle (Other)	Davlight	Dry	FALSE	FALSE	FALSE
7206747	7/3/2019 15:01 CHATTAHOOCHEF AVENUE	(O) No Injury	Left Angle Crash	Daylight	Dry	FAISE	FALSE	FAISE
7290747		Unknown	Left Angle Crash	Daylight	Dry	EALSE	EALSE	EALSE
7290835			Sidesuine Seme Direction	Daylight	Dru	EALCE	EALOS	EALCE
1290001	1/20/2017 19.02 CHALLARDOUTHE AVENUE		sideswipe-same Direction	Daylight	DIY	FALSE	FALSE	L WEDE

	Date and Time Road Name				s (csurrace ci	зісусіе К	ECIMV Relat	
7305964	7/31/2019 2:38 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Dark-Lighted	Wet			
7313379	8/8/2019 16:14 ["CHATTAHOOCHEF AVENUE". "CHATTAHOOCHEF AVENUE". "FLI SWORTH INDUSTRIAL DRIVE". "FLI SWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Sideswipe-Same Direction	Davlight	Dry	FALSE	FALSE	FALSE
7313592	8/7/2019 15:55 CHATTAHOOCHEE AVENUE	(O) No Injury	Head On	Daylight	Dry	FALSE	FALSE	FALSE
7320234		Linknown	Left Angle Crash	Daylight	Dry	EALSE	EALSE	EALSE
7320234			Deer End	Daylight Dark Lighted	Dry	FALSE	EALSE	FALSE
7320846	8/11/2019 0:47 ELLSWORTH INDUSTRIAL DRIVE	(D) No Injury	Rear End	Dark-Lighted	Dry	FALSE	FALSE	FALSE
/320905	8/14/2019 17:10 MARIELLA BOULEVARD	(B) Suspected Minor/Visible Injury	Head On	Daylight	Dry	FALSE	FALSE	FALSE
7321732	8/14/2019 8:16 ["BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(C) Possible Injury / Complaint	Rear End	Daylight	Dry			
7321754	8/14/2019 10:41 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Dry			
7321764	8/14/2019 12:51 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	Unknown	Rear End	Daylight	Dry			
7324046	8/15/2019 9:25 ["CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" "DEEOOR PLACE"]	Unknown	Rear End	Davlight	Dry	FALSE	TRUE	FALSE
7324086	8/15/2019 14:35 ("CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" "ELI SWORTH INDUSTRIAL DRIVE" "ELI SWORTH INDUSTRIAL DRIVE"	(O) No Injury	Right Angle Crash	Daylight	Dry	FALSE	FALSE	FALSE
7324000		Unknown	Boar End	Daylight	Dry	EALCE	EALSE	EALCE
7324107	of 10/2019 6.12 [CHATTAHOOCHEE AVENUE , CHATTAHOOCHEE AVENUE , ELLSWORTH INDUSTRIAL DRIVE , ELLSWORTH INDUSTRIAL DRIVE]		Real Ellu	Daylight	Diy	FALSE	FALSE	FALSE
/324204	8/16/2019 TE38 CHATTAHOUCHEE AVENUE	(U) NO INJURY	Sideswipe-Opposite Direction	Daylight	Dry	FALSE	FALSE	FALSE
7324262	8/16/2019 17:32 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","MARIETTA BOULEVARD","MARIETTA BOULEVARD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
7325265	8/16/2019 10:08 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	Unknown	Angle (Other)	Daylight	Dry			
7325266	8/16/2019 9:25 ["BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Dry			
7326303	8/13/2019 12:08 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Opposite Direction	Davlight	Drv			
7328778	8/19/2019 16:54 ["CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" "DEEOOR PLACE"]	(O) No Injury	Sideswine-Same Direction	Davlight	Drv			
7320196	8/22/2019 0-45 ["BELLEMEADE AVENUE" "DECOOD AVENUE" "HOWELL MILL DOAD" "HOWELL MILL DOAD"]	(O) No Injury	Sideswine Same Direction	Davlight	Dry	EALSE	TDUE	EALSE
7327100	0/22/2017 7:45 [DELEMENDE AVENUE : DEL COR AVENUE ; HOWELE MILE MODE ; HOWELE MILE MODE ; HOWELE MILE MODE]	(C) Ressible Injury / Complaint	Apple (Other)	Daylight	Dry	EALCE	EALSE	EALSE
7329906	0/02/019/10/44 [CHATTAHOOCHEE AVENUE , CHATTAHOOCHEE AVENUE , ELLSWORTH INDUSTRIAL DRIVE ; ELLSWORTH INDUSTRIAL DRIVE]	(c) Possible injury / complaint	Angle (Other)	Daylight	Diy	FALSE	FALSE	FALSE
/330065	8/22/2019 14:56 CHATTAHOOCHEE AVENUE	(C) Possible Injury / Complaint	Left Angle Crash	Daylight	Dry	FALSE	FALSE	FALSE
7331149	8/17/2019 19:12 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "TAYLOR STREET"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
7331256	8/21/2019 21:17 HOWELL MILL ROAD	(O) No Injury	Rear End	Dark-Lighted	Dry		TRUE	
7331264	8/23/2019 14:46 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","TAYLOR STREET"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
7331925	8/23/2019 16:16 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "HUBER STREET"]	(O) No Injury	Rear End	Davlight	Drv			
7336274	8/28/2019 8:53 ("CHATTAHOOCHEE AVENUE" "CHATTAHOOCHEE AVENUE" "FLISWORTH INDUSTRIAL DRIVE" "FLISWORTH INDUSTRIAL DRIVE"	(B) Suspected Minor/Visible Injury	Left Angle Crash	Davlight	Dry	FALSE	FALSE	FALSE
7330274		(D) No Injury	Boar End	Dark Lightod	Wot	EALSE	EALSE	EALSE
7337201			Real Ellu	Dark-Lighted	wei	FALSE	FALSE	FALSE
/341843	//22/2019 9:43 CHATTAHOOCHEE AVENDE	(O) No Injury	Angle (Other)	Daylight	Dry	FALSE	FALSE	FALSE
7341980	8/29/2019 15:04 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","DEFOOR CIRCLE"]	(O) No Injury	Angle (Other)	Daylight	Dry			
7343547	9/4/2019 11:56 ["ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE", "OLD CHATTAHOOCHEE AVENUE"]	Unknown	Sideswipe-Same Direction	Daylight	Dry			
7343610	8/30/2019 14:56 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Daylight	Dry			
7345368	8/26/2019 12:17 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","WOODMONT LANE"]	(O) No Injury	Rear End	Daylight	Dry			
7347326	9/6/2019 23:33 CHATTAHOOCHEE AVENUE	Unknown	Sideswipe-Same Direction	Dark-Lighted	Drv			
7351145	9/9/2019 9:22 ("RELIEMMEDTE AVENUE" "DEFOOR AVENUE" "HOWELL MILL ROAD" "HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Davlight	Dry	FALSE	FALSE	FALSE
7351145	2/4/2010.04.4 [PECIATALOOCUED / DEF "CONTACTOR OF A CONTECTION	(O) No Injury	Sideswipe Same Direction	Daylight	Dru	FALSE	FALSE	FALSE
7333413	7/14/2017 0.44 [CHATTAHOOCHEE AVENUE , CHATTAHOOCHEE AVENUE , ELLSWORTH INDUSTRIAE DRIVE , ELLSWORTH INDUSTRIAE DRIVE]	(O) No Injury	Sideswipe-Same Direction	Daylight	Diy	FALSE	FALSE	FALSE
/35//21	9/13/2019 19:15 [BELLEMEADE AVENUE , DEFOUR AVENUE , HOWELL MILL ROAD , HOWELL MILL ROAD]	(U) NO INJURY	Left Angle Crash	Daylight	Dry	FALSE	FALSE	FALSE
7358365	9/7/2019 16:55 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","TAYLOR STREET"]	(O) No Injury	Sideswipe-Same Direction	Daylight	(None)	FALSE	FALSE	FALSE
7360031	9/11/2019 15:00 CHATTAHOOCHEE AVENUE	(O) No Injury	Angle (Other)	Daylight	Dry			
7360105	9/16/2019 12:39 ELLSWORTH INDUSTRIAL DRIVE	Unknown	Sideswipe-Same Direction	Daylight	Dry			
7360256	9/17/2019 14:40 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
7369986	9/24/2019 18:08 ["CHATTAHOOCHEE AVENUE"."HOLMES STREET"."HOWELL MILL ROAD"."HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Davlight	Drv			
7371904	9/24/2019 9-23 CHATTAHOOCHEE AVENI IE	(O) No Injury	Rear End	Dovlight	Dry	FALSE	EALSE	FALSE
,			Rour End			FALOE	FALSE	FALSE
7372736	9/28/2019 14:03 ("CHATTAHOOCHEF AVENUE" "HOIMES STREET" "HOWELL MILL ROAD" "HOWELL MILL ROAD")	(O) No Injury	Head On	Daylight	Dry			EALCE
7372736	9/28/2019 14:03 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/28/2019 14:03 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury (O) No Injury	Head On	Daylight	Dry	FALSE		
7372736	9/28/2019 14:03 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/28/2019 12:53 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD","HOWELL MILL ROAD"] 9/28/2019 12:53 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury (O) No Injury (O) No Injury	Head On Rear End	Daylight Daylight	Dry Dry	FALSE	FALSE	
7372736 7372754 7372860	9/28/2019 14:03 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/28/2019 12:53 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/27/2019 17:03 CHATTAHOOCHEE AVENUE	(O) No Injury (O) No Injury (O) No Injury (O) No Injury	Head On Rear End Angle (Other)	Daylight Daylight Daylight Daylight	Dry Dry Dry Dry	FALSE FALSE FALSE	FALSE	FALSE
7372736 7372754 7372860 7375184	9/28/2019 14:03 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"] 9/28/2019 12:53 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"] 9/27/2019 17:03 CHATTAHOOCHEE AVENUE 9/30/2019 6:37 CHATTAHOOCHEE AVENUE	(0) No Injury (0) No Injury (0) No Injury (0) No Injury (0) No Injury	Head On Rear End Angle (Other) Sideswipe-Opposite Direction	Daylight Daylight Daylight Daylight Daylight	Dry Dry Dry Dry Dry	FALSE FALSE FALSE FALSE	FALSE TRUE FALSE	FALSE FALSE
7372736 7372754 7372860 7375184 7376135	9/28/2019 14:03 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/28/2019 12:53 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/27/2019 17:03 CHATTAHOOCHEE AVENUE 9/30/2019 6:33 CHATTAHOOCHEE AVENUE 10/1/2019 16:03 ["CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD"]	(O) No Injury (O) No Injury (O) No Injury (O) No Injury (O) No Injury (O) No Injury	Head On Rear End Angle (Other) Sideswipe-Opposite Direction Rear End	Daylight Daylight Daylight Daylight Daylight Daylight	Dry Dry Dry Dry Dry Dry	FALSE FALSE FALSE FALSE FALSE	FALSE TRUE FALSE FALSE	FALSE FALSE FALSE
7372736 7372754 7372860 7375184 7376135 7378866	 //28/2019 14:03 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"] /28/2019 12:53 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"] /27/2019 17:03 CHATTAHOOCHEE AVENUE /30/2019 6:37 CHATTAHOOCHEE AVENUE 10/1/2019 16:03 ["CHATTAHOOCHEE AVENUE","MARIETTA BOULEVARD"] 10/1/2019 19:56 ["CHATTAHOOCHEE AVENUE","ARRIETTA BOULEVARD"] 	(O) No Injury (O) No Injury (O) No Injury (O) No Injury (O) No Injury (O) No Injury (O) No Injury	Head On Rear End Angle (Other) Sideswipe-Opposite Direction Rear End Not a Collision with Motor Vehicle	Daylight Daylight Daylight Daylight Daylight Daylight Dark-Lighted	Dry Dry Dry Dry Dry Dry Dry	FALSE FALSE FALSE FALSE FALSE	FALSE TRUE FALSE FALSE FALSE	FALSE FALSE FALSE FALSE
7372736 7372754 7372860 7375184 7376135 7378866 7380206	9/28/2019 14:03 ("CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/28/2019 12:53 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/27/2019 12:53 ["CHATTAHOOCHEE AVENUE 9/30/2019 6:37 CHATTAHOOCHEE AVENUE 10/1/2019 15:03 ["CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD"] 10/1/2019 19:03 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 9/6/2019 9:24 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"]	(c) No Injury (c) No Injury	Head On Rear End Angle (Other) Sideswipe-Opposite Direction Rear End Not a Collision with Motor Vehicle Angle (Other)	Daylight Daylight Daylight Daylight Daylight Dark-Lighted Daylight	Dry Dry Dry Dry Dry Dry Dry Dry	FALSE FALSE FALSE FALSE FALSE FALSE	FALSE TRUE FALSE FALSE FALSE TRUE	FALSE FALSE FALSE FALSE FALSE
7372736 7372754 7372860 7375184 7376135 7378866 7380206 7380297	9/28/2019 14:03 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/28/2019 14:03 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/27/2019 17:03 CHATTAHOOCHEE AVENUE 9/30/2019 6:37 CHATTAHOOCHEE AVENUE 10/1/2019 16:03 ["CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD"] 10/1/2019 16:03 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 9/6/2019 9:24 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 9/6/2019 9:24 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 10/3/2019 2:24 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"]	(O) No Injury (O) No Injury	Head On Rear End Angle (Other) Sideswipe-Opposite Direction Rear End Not a Collision with Motor Vehicle Angle (Other) Andle (Other)	Daylight Daylight Daylight Daylight Daylight Dark-Lighted Daylight Dark-Lighted	Dry Dry Dry Dry Dry Dry Dry Dry Dry	FALSE FALSE FALSE FALSE FALSE FALSE FALSE	FALSE TRUE FALSE FALSE TRUE FALSE	FALSE FALSE FALSE FALSE FALSE FALSE
7372736 7372754 7372860 7375184 7376135 7378866 7380206 7380297 7388297	9/28/2019 14:03 ("CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/28/2019 14:03 ("CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/27/2019 12:53 ("CHATTAHOOCHEE AVENUE 9/30/2019 6:37 CHATTAHOOCHEE AVENUE 10/1/2019 16:03 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 10/1/2019 19:56 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 9/6/2019 9:24 ("CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 10/3/2019 2:13 CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"]	(c) No Injury (c) No Injury	Head On Rear End Angle (Other) Sideswipe-Opposite Direction Rear End Not a Collision with Motor Vehicle Angle (Other) Angle (Other) Left Angle (Crash	Daylight Daylight Daylight Daylight Daylight Daylight Dark-Lighted Daylight Dark-Lighted Daylight	Dry Dry Dry Dry Dry Dry Dry Dry Dry Dry	FALSE FALSE FALSE FALSE FALSE FALSE FALSE FALSE	FALSE TRUE FALSE FALSE TRUE FALSE FALSE	FALSE FALSE FALSE FALSE FALSE FALSE
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7372736 7372736 73727860 7372580 7375184 7378866 7380206 7380297 7388185 7389215 7389479 7388185 73994968 7396810 7397652 739854 7401854 7403025 7408104 7408265 7409127 7413752 7416117 7419899 7422334 7423973	9/28/2019 14:03 ("CHATTAHOOCHE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/28/2019 12:53 ("CHATTAHOOCHE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/27/2019 12:53 ("CHATTAHOOCHE AVENUE", "MARIETTA BOULEVARD"] 10/1/2019 16:33 ("CHATTAHOOCHE AVENUE", "MARIETTA BOULEVARD"] 10/1/2019 16:35 ("CHATTAHOOCHE AVENUE", "CHATTAHOOCHE AVENUE"] 9/6/2019 9:24 ("CHATTAHOOCHE AVENUE", "CHATTAHOOCHE AVENUE"] 10/3/2019 2:33 (CHATTAHOOCHE AVENUE", "CHATTAHOOCHE AVENUE"] 10/3/2019 2:33 (CHATTAHOOCHE AVENUE", "CHATTAHOOCHE AVENUE"] 10/1/2019 16:30 ("CHATTAHOOCHE AVENUE", "CHATTAHOOCHE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"] 10/3/2019 2:34 ("CHATTAHOOCHE AVENUE", "CHATTAHOOCHE AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 10/17/2019 13:41 ("CHATTAHOOCHE AVENUE", "CHATTAHOOCHE AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 10/18/2019 16:09 ("CHATTAHOOCHE AVENUE", "CHATTAHOOCHE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 10/18/2019 16:09 ("CHATTAHOOCHE AVENUE", "CHATTAHOOCHE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 10/18/2019 16:09 ("CHATTAHOOCHE AVENUE", "CHATTAHOOCHE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 10/18/2019 13:41 ("CHATTAHOOCHE AVENUE", "CHATTAHOOCHE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 10/18/2019 13:41 ("CHATTAHOOCHE AVENUE", "CHATTAHOOCHE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 10/18/2019 13:41 ("CHATTAHOOCHE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 10/18/2019 13:51 ("BELLEMAADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 10/18/2019 13:11 ("BELLEMAADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 10/26/2019 10:32 CHATTAHOOCHE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 10/26/2019 10:32 CHATTAHOOCHE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 10/26/2019 10:33 HOWELL MILL ROAD 10/26/2019 10:33 HOWELL MILL ROAD 10/26/2019 10:34 DOWELL MILL ROAD 10/26/2019 10:33 HOWELL MILL	(i) No Injury (ii) No Injury (iii) No Injury (iiii) No Injury (iiiii) No Injury (iiiiiiiiiii) No Injury (iiiiiiiiiiiii) No Injury (iiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiii	Head On Rear End Angle (Other) Sideswipe-Opposite Direction Rear End Not a Collision with Motor Vehicle Angle (Other) Left Angle (Other) Left Angle Crash Sideswipe-Same Direction Sideswipe-Same Direction Sideswipe-Opposite Direction Sideswipe-Opposite Direction Sideswipe-Opposite Direction Rear End Rear End Not a Collision with Motor Vehicle Left Angle Crash Sideswipe-Opposite Direction Sideswipe-Opposite Direction Sideswipe-Same Direction Angle (Other) Head On Rear End Left Angle Crash Rear End	Daylight Daylight Daylight Daylight Daylight Daylight Dark-Lighted Dark-Lighted Dark-Lighted Dark-Lighted Dark-Lighted Dark-Lighted Dark-Lighted Daylight	Dry Dry Dry Dry Dry Dry Dry Dry Dry Dry	FALSE	FALSE TRUE FALSE	FALSE FALSE
7372736 7372754 7372754 7372754 7372860 7375184 7376135 73788165 7380206 7380297 7388185 7389215 7394968 7399215 7394968 7399215 7394968 7397652 7398574 740323 740323 740323 740323 740324 7403127 7413752 7416117 7419899 7421100 7422334 742652	9/28/2019 14:03 ("CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/28/2019 12:53 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 9/27/2019 12:53 ["CHATTAHOOCHEE AVENUE 9/27/2019 6:37 CHATTAHOOCHEE AVENUE 9/27/2019 6:37 CHATTAHOOCHEE AVENUE 9/27/2019 9:56 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 10/1/2019 9:56 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 10/1/2019 9:24 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 10/1/2019 9:24 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 10/1/2019 9:24 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 10/1/2019 12:31 CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 10/1/2019 12:31 CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 10/1/2019 12:34 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 10/1/2019 12:34 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE"] 10/1/2019 13:31 CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "HILLS AVENUE"] 10/1/2019 16:09 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 10/22/2019 16:09 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"] 10/22/2019 10:32 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETA BOULEVARD", "MARIETA BOULEVARD"] 10/22/2019 10:32 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETA BOULEVARD", "MARIETA BOULEVARD"] 10/22/2019 20:37 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETA BOULEVARD", "MARIETA BOULEVARD"] 10/22/2019 20:37 ["CHATTAHOOCHEE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 10/22/2019 20:37 ["CHATTAHOOCHEE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 10/22/2019 20:37 ["CHATTAHOOCHEE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD"] 10/22/2019 10:36 CHATTAHOOCHEE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 10/22/2019 10:32 CHATTAHOOCHEE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"] 10/22/2019 10:32 CHATTAHOOCHEE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD	(i) No Injury (ii) No Injury (iii) No Injury (iiii) No Injury (iiiii) No Injury (iiiiiiiiiii) No Injury (iiiiiiiiiiiii) No Injury (iiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiii	Head On Rear End Angle (Other) Sideswipe-Opposite Direction Rear End Not a Collision with Motor Vehicle Angle (Other) Left Angle (Other) Left Angle (Other) Sideswipe-Same Direction Sideswipe-Same Direction Head On Sideswipe-Same Direction Rear End Rear End Not a Collision with Motor Vehicle Left Angle Crash Sideswipe-Opposite Direction Sideswipe-Same Direction	Daylight Daylight Daylight Daylight Daylight Daylight Dark-Lighted Daylight Dark-Lighted Dark-Lighted Dark-Lighted Daylight Dark-Lighted Daylight	Dry Dry Dry Dry Dry Dry Dry Dry Dry Dry	FALSE	FALSE TRUE FALSE	FAISE FAISE

Collision ID Date and Time Road Name	KABCO Severity	Manner of Collision (Crash Level)	Light Condition	s ((Surface	(Bicycle R	CMV Rela	Pedestrian
7428305 11/7/2019 20:44 ["CHATTAHOOCHEE AVENUE","HOLMES STREET","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Dark-Lighted	Wet			
7430377 11/11/2019 14:54 MARIETTA BOULEVARD	(O) No Injury	Rear End	Daylight	Dry			
7433319 11/11/2019 11:17 HOWELL MILL ROAD	(O) No Injury	Sideswipe-Opposite Direction	Daylight	Dry			
7437011 11/7/2019 19:18 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HUBER STREET"]	(C) Possible Injury / Complaint	Rear End	Dark-Lighted	Wet			
7442526 11/19/2019 18:51 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Dark-Lighted	Dry			
7442843 11/19/2019 12:38 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
7450038 11/23/2019 15:51 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Wet			
7450148 11/21/2019 15:46 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Angle (Other)	Daylight	Dry			
7451583 11/21/2019 6:59 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Dark-Lighted	Dry			
7454400 11/23/2019 21:24 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
7467278 11/27/2019 14:49 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"]	(O) No Injury	Rear End	Daylight	Dry			
7467406 12/5/2019 12:03 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","LOGAN CIRCLE"]	(O) No Injury	Rear End	Daylight	Dry			
7471229 12/10/2019 8:32 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Daylight	Wet			
7471245 12/9/2019 7:18 CHATTAHOOCHEE AVENUE	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
7479146 12/13/2019 13:51 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Wet			
7479166 12/14/2019 14:09 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Left Angle Crash	Daylight	Dry			
7479272 12/11/2019 19:02 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"]	(O) No Injury	Rear End	Daylight	Dry			
7479405 12/14/2019 15:53 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","ELLSWORTH INDUSTRIAL DRIVE","ELLSWORTH INDUSTRIAL DRIVE"]	(C) Possible Injury / Complaint	Head On	Daylight	Dry			
7480409 12/16/2019 13:00 CHATTAHOOCHEE AVENUE	(O) No Injury	Rear End	Daylight	Dry			
7482104 12/17/2019 9:31 ["BELLEMEADE AVENUE","DEFOOR AVENUE","HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Rear End	Daylight	Wet			
7483322 12/12/2019 1:55 ["BELLEMEADE AVENUE", "DEFOOR AVENUE", "HOWELL MILL ROAD", "HOWELL MILL ROAD"]	(O) No Injury	Head On	Dark-Lighted	Dry			
7492408 12/4/2019 15:50 ["CHATTAHOOCHEE AVENUE", "HOLMES STREET", "HOWELL MILL ROAD","HOWELL MILL ROAD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
7504066 12/23/2019 18:28 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HILLS AVENUE"]	(C) Possible Injury / Complaint	Left Angle Crash	Dark-Lighted	Wet			
7504323 12/30/2019 15:14 ["CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD"]	(O) No Injury	Sideswipe-Same Direction	Daylight	Dry			
7504329 12/30/2019 14:15 ["ELLSWORTH INDUSTRIAL DRIVE", "ELLSWORTH INDUSTRIAL DRIVE", "OLD CHATTAHOOCHEE AVENUE"]	(O) No Injury	Rear End	Daylight	Dry			
7507998 12/27/2019 20:23 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE","HILLS AVENUE"]	(O) No Injury	Angle (Other)	Dark-Lighted	Dry			
7508032 12/28/2019 12:40 ["CHATTAHOOCHEE AVENUE", "CHATTAHOOCHEE AVENUE", "MARIETTA BOULEVARD", "MARIETTA BOULEVARD"]	(O) No Injury	Rear End	Daylight	Dry			
7508637 12/30/2019 15:03 ["CHATTAHOOCHEE AVENUE","CHATTAHOOCHEE AVENUE", "DEFOOR PLACE"]	(C) Possible Injury / Complaint	Rear End	Daylight	Dry			

APPENDIX F

Synchro Analysis Reports

HCM Signalized Intersection Capacity Analysis <u>1: Marietta Blvd & Chattahoochee Ave</u>

VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility Study 2023 AM-No Build

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	1	٢	^	1	٢	1	
Traffic Volume (vph)	2	113	27	41	31	290	26	283	159	650	563	3
Future Volume (vph)	2	113	27	41	31	290	26	283	159	650	563	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.3			7.3	7.3	6.4	6.4	6.4	6.9	6.4	
Lane Util. Factor		1.00			0.95	0.95	1.00	0.95	1.00	1.00	0.95	
Frt		0.97			0.91	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00			0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1811			1473	1382	1703	3195	1482	1719	3432	
Flt Permitted		1.00			0.75	1.00	0.43	1.00	1.00	0.57	1.00	
Satd. Flow (perm)		1804			1113	1382	762	3195	1482	1023	3432	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2	118	28	43	32	302	27	295	166	677	586	3
RTOR Reduction (vph)	0	6	0	0	38	159	0	0	85	0	0	0
Lane Group Flow (vph)	0	142	0	0	152	28	27	295	81	677	589	0
Heavy Vehicles (%)	2%	2%	3%	14%	2%	11%	6%	13%	9%	5%	5%	25%
Turn Type	Perm	NA		Perm	NA	Perm	D.Pm	NA	Perm	D.P+P	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4	4	4	2		6	6		
Actuated Green, G (s)		22.8			22.8	22.8	113.5	73.5	73.5	106.6	113.5	
Effective Green, g (s)		22.8			22.8	22.8	113.5	73.5	73.5	106.6	113.5	
Actuated g/C Ratio		0.15			0.15	0.15	0.76	0.49	0.49	0.71	0.76	
Clearance Time (s)		7.3			7.3	7.3	6.4	6.4	6.4	6.9	6.4	
Vehicle Extension (s)		3.0			3.0	3.0	5.0	5.0	5.0	3.0	5.0	
Lane Grp Cap (vph)		274			169	210	576	1565	726	880	2596	
v/s Ratio Prot								0.09		c0.17	0.17	
v/s Ratio Perm		0.08			c0.14	0.02	0.04		0.05	c0.38		
v/c Ratio		0.52			0.90	0.14	0.05	0.19	0.11	0.77	0.23	
Uniform Delay, d1		58.5			62.5	55.1	4.6	21.5	20.6	10.4	5.4	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.7			41.0	0.3	0.2	0.3	0.3	6.4	0.2	
Delay (s)		60.2			103.4	55.4	4.8	21.8	21.0	16.8	5.6	
Level of Service		E			F	E	А	С	С	В	A	
Approach Delay (s)		60.2			79.6			20.5			11.6	
Approach LOS		E			E			С			В	
Intersection Summary												
HCM 2000 Control Delay			27.9	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capac	ity ratio		0.79									
Actuated Cycle Length (s)	Actuated Cycle Length (s) 150.					t time (s)			20.6			
Intersection Capacity Utilizat	ion		86.4%	IC	CU Level	of Service	9		E			
Analysis Period (min)			15									
c Critical Lane Group												

Chattahoochee Bicycle Facility Study 2023 AM-No Build

	٠	-	+	*	1	1		
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		41	* 1>		7	1		
Traffic Volume (vph)	365	582	192	102	134	172		
Future Volume (vph)	365	582	192	102	134	172		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		5.4	5.4		5.0	5.0		
Lane Util. Factor		0.95	0.95		1.00	1.00		
Frt		1.00	0.95		1.00	0.85		
Flt Protected		0.98	1.00		0.95	1.00		
Satd. Flow (prot)		3354	2987		1719	1524		
Flt Permitted		0.66	1.00		0.95	1.00		
Satd. Flow (perm)		2267	2987		1719	1524		
Peak-hour factor, PHF	0.93	0.93	0.92	0.92	0.93	0.93		
Adj. Flow (vph)	392	626	209	111	144	185		
RTOR Reduction (vph)	0	0	56	0	0	139		
Lane Group Flow (vph)	0	1018	264	0	144	46		
Heavy Vehicles (%)	5%	6%	17%	10%	5%	6%		
Turn Type	ta+ma	NA	NA		Prot	Perm		
Protected Phases	1	6	2		4			
Permitted Phases	6					4		
Actuated Green, G (s)		49.6	39.6		20.0	20.0		
Effective Green, g (s)		49.6	39.6		20.0	20.0		
Actuated g/C Ratio		0.62	0.50		0.25	0.25		
Clearance Time (s)		5.4	5.4		5.0	5.0		
Vehicle Extension (s)		5.0	5.0		2.2	2.2		
Lane Grp Cap (vph)		1451	1478		429	381		
v/s Ratio Prot		c0.03	0.09		c0.08			
v/s Ratio Perm		c0.41				0.03		
v/c Ratio		0.70	0.18		0.34	0.12		
Uniform Delay, d1		10.2	11.2		24.6	23.2		
Progression Factor		1.00	1.00		1.00	1.00		
Incremental Delay, d2		2.9	0.3		0.2	0.1		
Delay (s)		13.1	11.5		24.8	23.3		
Level of Service		В	В		С	С		
Approach Delay (s)		13.1	11.5		23.9			
Approach LOS		В	В		С			
Intersection Summary								
HCM 2000 Control Delay			14.9	Н	CM 2000	Level of Serv	/ice	В
HCM 2000 Volume to Capa	acity ratio		0.64					
Actuated Cycle Length (s)			80.0	S	um of los	t time (s)		17.0
Intersection Capacity Utiliza	ation		95.7%	IC	CU Level	of Service		F
Analysis Period (min)			15					
c Critical Lane Group								

Intersection

Int Delay, s/veh	5.2						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	^			41	Y		
Traffic Vol, veh/h	659	25	93	326	35	219	
Future Vol, veh/h	659	25	93	326	35	219	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage	,# 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	94	94	94	94	94	94	
Heavy Vehicles, %	7	17	4	13	14	2	
Mvmt Flow	701	27	99	347	37	233	

Major/Minor	Major1	ſ	Najor2	ľ	Ainor1	
Conflicting Flow All	0	0	728	0	1087	364
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.18	-	7.08	6.94
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.24	-	3.64	3.32
Pot Cap-1 Maneuver	-	-	858	-	192	633
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuve	r-	-	858	-	165	633
Mov Cap-2 Maneuve	r-	-	-	-	165	-
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	542	-
Annroach	FR		W/R		MR	
HCM Control Dolay	s 0		2.5		22.8	
HCM LOS	3 0		2.0		23.0	
					C	
Minor Lane/Major Mv	/mt	NBLn1	EBT	EBR	WBL	WBT

Capacity (veh/h)	455	-	-	858	-
HCM Lane V/C Ratio	0.594	-	- 0.	.115	-
HCM Control Delay (s)	23.8	-	-	9.7	0.4
HCM Lane LOS	С	-	-	Α	Α
HCM 95th %tile Q(veh)	3.8	-	-	0.4	-

VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility Study Ave 2023 AM-No Build

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٢	* 1 ₂		٦	* 1>			4.		7	Þ	
Traffic Volume (vph)	100	769	2	22	404	175	2	12	18	229	9	50
Future Volume (vph)	100	769	2	22	404	175	2	12	18	229	9	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.95			0.92		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1805	3401		1770	3222			1503		1805	1660	
Flt Permitted	0.30	1.00		0.34	1.00			0.60		0.73	1.00	
Satd. Flow (perm)	562	3401		638	3222			902		1396	1660	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	106	818	2	23	430	186	2	13	19	244	10	53
RTOR Reduction (vph)	0	0	0	0	37	0	0	15	0	0	43	0
Lane Group Flow (vph)	106	820	0	23	579	0	0	19	0	244	20	0
Heavy Vehicles (%)	0%	6%	50%	2%	10%	0%	100%	0%	19%	0%	0%	0%
Turn Type	D.P+P	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			3			4	
Permitted Phases	2			2			3			4		
Actuated Green, G (s)	58.0	64.0		44.0	44.0			24.0		24.0	24.0	
Effective Green, g (s)	58.0	64.0		44.0	44.0			24.0		24.0	24.0	
Actuated g/C Ratio	0.45	0.49		0.34	0.34			0.18		0.18	0.18	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	384	1674		215	1090			166		257	306	
v/s Ratio Prot	0.03	c0.24			c0.18						0.01	
v/s Ratio Perm	0.09			0.04				c0.02		c0.17		
v/c Ratio	0.28	0.49		0.11	0.53			0.11		0.95	0.06	
Uniform Delay, d1	21.9	22.1		29.5	34.7			44.1		52.4	43.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	1.8	1.0		1.0	1.9			1.4		44.5	0.4	
Delay (s)	23.7	23.1		30.5	36.5			45.5		96.9	44.1	
Level of Service	С	С		С	D			D		F	D	
Approach Delay (s)		23.2			36.3			45.5			86.1	
Approach LOS		С			D			D			F	
Intersection Summary												
HCM 2000 Control Delay		38.1	Н	CM 2000	Level of	Service		D				
HCM 2000 Volume to Capac		0.54										
Actuated Cycle Length (s)			130.0	S	um of los	t time (s)			24.0			
Intersection Capacity Utilization		65.7%	IC	CU Level	of Service	9		С				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 5: Ellsworth Ind Blvd & Chattahoochee Ave

VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility Study 2023 AM-No Build

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		d'b			412		٦	ţ,		٦	ţ,	
Traffic Volume (vph)	24	935	69	188	706	104	76	56	336	72	27	6
Future Volume (vph)	24	935	69	188	706	104	76	56	336	72	27	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5		5.8	5.8		5.8	5.8	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frt		0.99			0.98		1.00	0.87		1.00	0.97	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3308			3302		1570	1558		1770	1324	
Flt Permitted		0.90			0.51		0.71	1.00		0.28	1.00	
Satd. Flow (perm)		2987			1697		1180	1558		514	1324	
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.94	0.94	0.94	0.50	0.50	0.50
Adj. Flow (vph)	26	995	73	202	759	112	81	60	357	144	54	12
RTOR Reduction (vph)	0	6	0	0	9	0	0	106	0	0	8	0
Lane Group Flow (vph)	0	1088	0	0	1064	0	81	311	0	144	58	0
Heavy Vehicles (%)	9%	7%	20%	4%	8%	2%	15%	8%	6%	2%	40%	38%
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			4			4	
Permitted Phases	6			2			4			4		
Actuated Green, G (s)		37.9			47.9		26.4	26.4		26.4	26.4	
Effective Green, g (s)		37.9			47.9		26.4	26.4		26.4	26.4	
Actuated g/C Ratio		0.44			0.55		0.30	0.30		0.30	0.30	
Clearance Time (s)		6.5			6.5		5.8	5.8		5.8	5.8	
Vehicle Extension (s)		5.0			5.0		2.2	2.2		2.2	2.2	
Lane Grp Cap (vph)		1307			1020		359	474		156	403	
v/s Ratio Prot					c0.05			0.20			0.04	
v/s Ratio Perm		0.36			c0.52		0.07			c0.28		
v/c Ratio		0.83			1.04		0.23	0.66		0.92	0.14	
Uniform Delay, d1		21.5			19.3		22.5	26.1		29.1	21.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.2			40.0		0.2	2.7		49.3	0.1	
Delay (s)		26.8			59.3		22.6	28.8		78.4	22.0	
Level of Service		С			E		С	С		E	С	
Approach Delay (s)		26.8			59.3			27.8			60.7	
Approach LOS		С			E			С			E	
Intersection Summary												
HCM 2000 Control Delay			41.6	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capaci	ty ratio		1.06									
Actuated Cycle Length (s)			86.6	S	um of los	t time (s)			17.9			
Intersection Capacity Utilizati	on		119.2%	IC	CU Level	of Service	e		Н			
Analysis Period (min)			15									
c Critical Lane Group												

Intersection

Int Delay, s/veh	5.7						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		41	*1+		Y		
Traffic Vol, veh/h	249	993	1175	16	49	60	
Future Vol, veh/h	249	993	1175	16	49	60	
Conflicting Peds, #/hr	2	0	0	2	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage,	# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	7	13	8	0	11	6	
Mvmt Flow	277	1103	1306	18	54	67	

Major/Minor	Major1	Ν	/lajor2	[Minor2				
Conflicting Flow All	1326	0	-	0	2423	664			
Stage 1	-	-	-	-	1317	-			
Stage 2	-	-	-	-	1106	-			
Critical Hdwy	4.24	-	-	-	7.02	7.02			
Critical Hdwy Stg 1	-	-	-	-	6.02	-			
Critical Hdwy Stg 2	-	-	-	-	6.02	-			
Follow-up Hdwy	2.27	-	-	-	3.61	3.36			
Pot Cap-1 Maneuver	491	-	-	-	~ 24	394			
Stage 1	-	-	-	-	199	-			
Stage 2	-	-	-	-	260	-			
Platoon blocked, %		-	-	-					
Mov Cap-1 Maneuver	r 490	-	-	-	0	393			
Mov Cap-2 Maneuver	r -	-	-	-	0	-			
Stage 1	-	-	-	-	0	-			
Stage 2	-	-	-	-	259	-			
Approach	FB		WB		SB				
HCM Control Delay.	s 10		0		18.2				
HCM LOS			Ū		C				
					-				
Minor Lano/Major My	mt	EDI	EDT			CDIn1			
Consoity (yoh/h)	m	400	LDI	VVDI	VVDN 、	202			
Capacity (ven/n)		490	-	-	-	393			
HCIM Lane V/C Ralio		0.505	-	-	-	0.308			
HCM Long LOS	5)	21.5	/.1	-	-	18.2			
HCIVI Larie LUS	ь)	24	А	-	-	1 2			
	11)	3.4	-	-	-	1.3			
Notes									
~: Volume exceeds ca	apacity	\$: De	elay exc	ceeds 3	800s	+: Com	putation Not Defined	*: All major volume in platoon	

HCM Signalized Intersection Capacity Analysis 7: Howell Mill Rd & Chattahoochee Ave/Holmes St

VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility Study 2023 AM-No Build

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	1		4.		٦	* 1 ₂			1	1
Traffic Volume (vph)	546	6	517	2	50	5	176	220	5	0	351	810
Future Volume (vph)	546	6	517	2	50	5	176	220	5	0	351	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9		4.5		5.7	6.1			6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95			1.00	1.00
Frt		1.00	0.85		0.99		1.00	1.00			1.00	0.85
Flt Protected		0.95	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1590	1553		1792		1612	3366			1810	1524
Flt Permitted		0.95	1.00		0.97		0.39	1.00			1.00	1.00
Satd. Flow (perm)		1590	1553		1737		669	3366			1810	1524
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	569	6	539	2	52	5	183	229	5	0	366	844
RTOR Reduction (vph)	0	0	266	0	3	0	0	1	0	0	0	504
Lane Group Flow (vph)	0	575	274	0	56	0	183	233	0	0	366	340
Heavy Vehicles (%)	14%	2%	4%	2%	5%	2%	12%	7%	2%	2%	5%	6%
Turn Type	Split	NA	Perm	Perm	NA		D.P+P	NA			NA	Perm
Protected Phases	4	4			8		1	6			2	
Permitted Phases			4	8			2					2
Actuated Green, G (s)		16.1	16.1		8.7		93.0	98.7			56.0	56.0
Effective Green, g (s)		16.1	16.1		8.7		93.0	98.7			56.0	56.0
Actuated g/C Ratio		0.12	0.12		0.06		0.66	0.71			0.40	0.40
Clearance Time (s)		5.9	5.9		4.5		5.7	6.1			6.1	6.1
Vehicle Extension (s)		4.0	4.0		3.0		2.0	5.0			5.0	5.0
Lane Grp Cap (vph)		182	178		107		693	2373			724	609
v/s Ratio Prot		c0.36					c0.07	0.07			0.20	
v/s Ratio Perm			0.18		c0.03		0.11					c0.22
v/c Ratio		3.16	1.54		0.53		0.26	0.10			0.51	0.56
Uniform Delay, d1		62.0	62.0		63.6		9.9	6.5			31.6	32.4
Progression Factor		1.00	1.00		1.00		1.00	1.00			0.93	4.60
Incremental Delay, d2		986.0	267.6		4.6		0.9	0.1			2.3	3.3
Delay (s)		1047.9	329.5		68.2		10.9	6.6			31.7	152.5
Level of Service		F	F		E		В	А			С	F
Approach Delay (s)		700.3			68.2			8.5			116.0	
Approach LOS		F			E			А			F	
Intersection Summary												
HCM 2000 Control Delay			331.4	Н	CM 2000	Level of	Service		F			
HCM 2000 Volume to Capacity	/ ratio		0.82									
Actuated Cycle Length (s)			140.0	S	um of los	t time (s)			22.2			
Intersection Capacity Utilization	n		80.2%	IC	CU Level	of Servic	е		D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Signalized Intersection Summary 8: Howell Mill Rd & Defoor Ave/Bellemeade Ave

VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility Study 2023 AM-No Build

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	Þ		7	ħ			đ þ		7	^1	
Traffic Volume (veh/h)	403	143	50	81	34	33	9	808	16	29	846	149
Future Volume (veh/h)	403	143	50	81	34	33	9	808	16	29	846	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1856	1648	1826	1737	1856	1900	1707	1900	1900	1781	1870
Adj Flow Rate, veh/h	474	168	59	98	41	40	10	869	17	32	930	164
Peak Hour Factor	0.85	0.85	0.85	0.83	0.83	0.83	0.93	0.93	0.93	0.91	0.91	0.91
Percent Heavy Veh, %	5	3	17	5	11	3	0	13	0	0	8	2
Cap, veh/h	285	187	66	177	113	110	34	1897	37	385	1925	339
Arrive On Green	0.06	0.14	0.14	0.06	0.14	0.14	0.60	0.60	0.60	0.03	0.67	0.67
Sat Flow, veh/h	1739	1312	461	1739	807	788	13	3141	61	1810	2876	507
Grp Volume(v), veh/h	474	0	227	98	0	81	466	0	430	32	547	547
Grp Sat Flow(s), veh/h/ln	1739	0	1773	1739	0	1595	1672	0	1543	1810	1692	1690
Q Serve(g_s), s	9.1	0.0	17.6	6.7	0.0	6.4	0.0	0.0	21.4	0.9	22.1	22.1
Cycle Q Clear(g_c), s	9.1	0.0	17.6	6.7	0.0	6.4	20.8	0.0	21.4	0.9	22.1	22.1
Prop In Lane	1.00		0.26	1.00		0.49	0.02		0.04	1.00		0.30
Lane Grp Cap(c), veh/h	285	0	252	177	0	223	1037	0	932	385	1133	1132
V/C Ratio(X)	1.66	0.00	0.90	0.55	0.00	0.36	0.45	0.00	0.46	0.08	0.48	0.48
Avail Cap(c_a), veh/h	285	0	280	393	0	446	1037	0	932	460	1133	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.00	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	59.1	48.2	0.0	54.6	15.1	0.0	15.2	11.5	11.3	11.3
Incr Delay (d2), s/veh	313.5	0.0	28.0	2.7	0.0	1.0	1.4	0.0	1.6	0.0	1.5	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/In	45.9	0.0	15.0	5.4	0.0	4.8	13.0	0.0	12.3	0.7	13.1	13.1
Unsig. Movement Delay, s/vel	h											
LnGrp Delay(d),s/veh	371.2	0.0	87.1	50.9	0.0	55.6	16.5	0.0	16.8	11.5	12.8	12.8
LnGrp LOS	F	Α	F	D	Α	E	В	А	В	В	В	B
Approach Vol, veh/h		701			179			896			1126	
Approach Delay, s/veh		279.2			53.0			16.7			12.7	
Approach LOS		F			D			В			В	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		99 .5	14.7	25.8	9.2	90.4	15.0	25.5				
Change Period (Y+Rc), s		* 5.8	6.0	5.9	5.6	* 5.8	5.9	5.9				
Max Green Setting (Gmax), s		* 74	26.0	22.1	9.4	* 59	9.1	39.1				
Max Q Clear Time (g_c+l1), s		24.1	8.7	19.6	2.9	23.4	11.1	8.4				
Green Ext Time (p_c), s		20.0	0.2	0.3	0.0	13.4	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			80.8									
HCM 6th LOS			F									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM Signalized Intersection Capacity Analysis <u>1: Marietta Blvd & Chattahoochee Ave</u>

VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility Study 2023 PM-No Build

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	1	5	**	1	3	*1.	
Traffic Volume (vph)	4	68	32	145	178	648	54	565	135	351	577	19
Future Volume (vph)	4	68	32	145	178	648	54	565	135	351	577	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.3			7.3	7.3	6.4	6.4	6.4	6.9	6.4	
Lane Util. Factor		1.00			0.95	0.95	1.00	0.95	1.00	1.00	0.95	
Frt		0.96			0.95	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00			0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1739			1648	1504	1770	3438	1553	1770	3457	
Flt Permitted		0.83			0.86	1.00	0.39	1.00	1.00	0.34	1.00	
Satd. Flow (perm)		1439			1443	1504	731	3438	1553	624	3457	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	4	71	33	151	185	675	56	589	141	366	601	20
RTOR Reduction (vph)	0	17	0	0	21	282	0	0	96	0	3	0
Lane Group Flow (vph)	0	91	0	0	497	211	56	589	45	366	618	0
Heavy Vehicles (%)	2%	4%	6%	3%	2%	2%	2%	5%	4%	2%	4%	2%
Turn Type	Perm	NA		Perm	NA	Perm	D.Pm	NA	Perm	D.P+P	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4		4	2		6	6		
Actuated Green, G (s)		27.7			27.7	27.7	48.6	28.8	28.8	41.7	48.6	
Effective Green, g (s)		27.7			27.7	27.7	48.6	28.8	28.8	41.7	48.6	
Actuated g/C Ratio		0.31			0.31	0.31	0.54	0.32	0.32	0.46	0.54	
Clearance Time (s)		7.3			7.3	7.3	6.4	6.4	6.4	6.9	6.4	
Vehicle Extension (s)		3.0			3.0	3.0	5.0	5.0	5.0	3.0	5.0	
Lane Grp Cap (vph)		442			444	462	394	1100	496	453	1866	
v/s Ratio Prot								0.17		c0.12	0.18	
v/s Ratio Perm		0.06			c0.34	0.14	0.08		0.03	c0.26		
v/c Ratio		0.21			1.12	0.46	0.14	0.54	0.09	0.81	0.33	
Uniform Delay, d1		23.0			31.1	25.1	10.3	25.1	21.4	16.8	11.6	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.2			79.1	0.7	0.8	1.9	0.4	10.2	0.5	
Delay (s)		23.2			110.2	25.8	11.1	27.0	21.8	26.9	12.1	
Level of Service		С			F	С	В	С	С	С	В	
Approach Delay (s)		23.2			69.1			24.9			17.6	
Approach LOS		С			E			С			В	
Intersection Summary												
HCM 2000 Control Delay			37.8	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capac	city ratio		0.93									
Actuated Cycle Length (s)			90.0	S	um of los	t time (s)			20.6			
Intersection Capacity Utilizat	ion		89.1%	IC	CU Level	of Service	9		E			
Analysis Period (min)			15									
c Critical Lane Group												

Chattahoochee Bicycle Facility Study 2023 PM-No Build

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Movement	FBI	FBT	WBT	WBR	SBI	SBR		
Lane Configurations		41	*1		5	1		
Traffic Volume (vph)	235	297	529	109	173	498		
Future Volume (vph)	235	297	529	109	173	498		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	.,	5.4	5.4		5.0	5.0		
Lane Util. Factor		0.95	0.95		1.00	1.00		
Frt		1.00	0.97		1.00	0.85		
Flt Protected		0.98	1.00		0.95	1.00		
Satd. Flow (prot)		3370	3388		1671	1583		
Flt Permitted		0.53	1.00		0.95	1.00		
Satd. Flow (perm)		1843	3388		1671	1583		
Peak-hour factor, PHF	0.93	0.93	0.84	0.84	0.90	0.90		
Adj. Flow (vph)	253	319	630	130	192	553		
RTOR Reduction (vph)	0	0	12	0	0	477		
Lane Group Flow (vph)	0	572	748	0	192	76		
Heavy Vehicles (%)	2%	7%	4%	3%	8%	2%		
Turn Type	pm+pt	NA	NA		Prot	Perm		
Protected Phases	1	6	2		4			
Permitted Phases	6					4		
Actuated Green, G (s)		114.6	39.6		20.0	20.0		
Effective Green, g (s)		114.6	39.6		20.0	20.0		
Actuated g/C Ratio		0.79	0.27		0.14	0.14		
Clearance Time (s)		5.4	5.4		5.0	5.0		
Vehicle Extension (s)		5.0	5.0		2.2	2.2		
Lane Grp Cap (vph)		2176	925		230	218		
v/s Ratio Prot		c0.12	c0.22		c0.11	-		
v/s Ratio Perm		0.08				0.05		
v/c Ratio		0.26	0.81		0.83	0.35		
Uniform Delay, d1		4.0	49.2		60.9	56.6		
Progression Factor		1.00	1.00		1.00	1.00		
Incremental Delay, d2		0.3	7.6		21.5	0.5		
Delay (s)		4.3	56.7		82.4	57.1		
Level of Service		А	E		F	Е		
Approach Delay (s)		4.3	56.7		63.6			
Approach LOS		А	Ε		Ε			
Intersection Summary								
HCM 2000 Control Delay			44.8	H	CM 2000	Level of Serv	/ice	D
HCM 2000 Volume to Capa	city ratio		0.53					
Actuated Cycle Length (s)			145.0	S	um of losi	t time (s)		17.0
Intersection Capacity Utiliza	tion		95.7%	IC	CU Level o	of Service		F
Analysis Period (min)			15					
c Critical Lane Group								

Intersection

Int Delay, s/veh	8						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	*1			41	Y		
Traffic Vol, veh/h	451	136	288	561	27	129	
Future Vol, veh/h	451	136	288	561	27	129	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage,	# 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	4	6	2	4	7	2	
Mvmt Flow	490	148	313	610	29	140	

Major/Minor	Major	I	Major2	1	Minor1	
Conflicting Flow All	() 0	638	0	1495	319
Stage 1			-	-	564	-
Stage 2			-	-	931	-
Critical Hdwy			4.14	-	6.94	6.94
Critical Hdwy Stg 1			-	-	5.94	-
Critical Hdwy Stg 2			-	-	5.94	-
Follow-up Hdwy			2.22	-	3.57	3.32
Pot Cap-1 Maneuver			942	-	108	677
Stage 1			-	-	519	-
Stage 2			-	-	332	-
Platoon blocked, %				-		
Mov Cap-1 Maneuver			942	-	54	677
Mov Cap-2 Maneuver			-	-	54	-
Stage 1			-	-	519	-
Stage 2			-	-	165	-
Annroach	FF	2	W/R		NR	
HCM Control Delay)	15		57.1	
HCM LOS	, (4.5		57.1 F	
					Г	
Minor Lane/Major Mvr	nt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		226	-	-	942	-

HCM Lane V/C Ratio	0.75	-	- ().332	-	
HCM Control Delay (s)	57.1	-	-	10.7	1.3	
HCM Lane LOS	F	-	-	В	А	
HCM 95th %tile Q(veh)	5.2	-	-	1.5	-	

VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility Study Ave 2023 PM-No Build

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	* 1 ₂		٦	* 1 ₂			4		٦	Þ	
Traffic Volume (vph)	102	480	1	11	771	176	4	8	37	153	3	90
Future Volume (vph)	102	480	1	11	771	176	4	8	37	153	3	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.97			0.90		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1805	3497		1378	3399			1669		1805	1624	
Flt Permitted	0.10	1.00		0.47	1.00			0.53		0.72	1.00	
Satd. Flow (perm)	190	3497		679	3399			880		1375	1624	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	106	500	1	11	803	183	4	8	39	159	3	94
RTOR Reduction (vph)	0	0	0	0	15	0	0	32	0	0	77	0
Lane Group Flow (vph)	106	501	0	11	971	0	0	19	0	159	20	0
Heavy Vehicles (%)	0%	3%	100%	31%	4%	0%	2%	0%	2%	0%	0%	0%
Turn Type	D.P+P	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			3			4	
Permitted Phases	2			2			3			4		
Actuated Green, G (s)	58.0	64.0		44.0	44.0			24.0		24.0	24.0	
Effective Green, g (s)	58.0	64.0		44.0	44.0			24.0		24.0	24.0	
Actuated g/C Ratio	0.45	0.49		0.34	0.34			0.18		0.18	0.18	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	258	1721		229	1150			162		253	299	
v/s Ratio Prot	c0.04	0.14			c0.29						0.01	
v/s Ratio Perm	0.14			0.02				c0.02		c0.12		
v/c Ratio	0.41	0.29		0.05	0.84			0.12		0.63	0.07	
Uniform Delay, d1	25.1	19.6		28.9	39.8			44.2		48.9	43.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	4.8	0.4		0.4	7.6			1.5		11.3	0.4	
Delay (s)	29.9	20.0		29.3	47.5			45.7		60.2	44.2	
Level of Service	С	В		С	D			D		E	D	
Approach Delay (s)		21.7			47.3			45.7			54.1	
Approach LOS		С			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			40.0	H	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	city ratio		0.57									
Actuated Cycle Length (s)			130.0	S	um of los	t time (s)			24.0			
Intersection Capacity Utiliza	ation		62.7%	IC	U Level	of Service	;		В			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 5: Ellsworth Ind Blvd & Chattahoochee Ave

VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility Study 2023 PM-No Build

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		412			at.		٦	1×		٢	1×	
Traffic Volume (vph)	9	603	96	351	903	59	123	31	287	112	43	36
Future Volume (vph)	9	603	96	351	903	59	123	31	287	112	43	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.5		5.8	5.8		5.8	5.8	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frt		0.98			0.99		1.00	0.86		1.00	0.93	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3451			3446		1719	1583		1770	1691	
Flt Permitted		0.93			0.53		0.69	1.00		0.37	1.00	
Satd. Flow (perm)		3196			1865		1257	1583		683	1691	
Peak-hour factor, PHF	0.81	0.81	0.81	0.93	0.93	0.93	0.96	0.96	0.96	0.82	0.82	0.82
Adj. Flow (vph)	11	744	119	377	971	63	128	32	299	137	52	44
RTOR Reduction (vph)	0	13	0	0	3	0	0	187	0	0	32	0
Lane Group Flow (vph)	0	861	0	0	1408	0	128	144	0	137	64	0
Heavy Vehicles (%)	2%	2%	5%	2%	3%	2%	5%	20%	2%	2%	6%	3%
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			4			4	
Permitted Phases	6			2			4			4		
Actuated Green, G (s)		36.5			49.1		23.2	23.2		23.2	23.2	
Effective Green, g (s)		36.5			49.1		23.2	23.2		23.2	23.2	
Actuated g/C Ratio		0.43			0.58		0.27	0.27		0.27	0.27	
Clearance Time (s)		6.5			6.5		5.8	5.8		5.8	5.8	
Vehicle Extension (s)		5.0			5.0		2.2	2.2		2.2	2.2	
Lane Grp Cap (vph)		1378			1213		344	434		187	463	
v/s Ratio Prot					c0.10			0.09			0.04	
v/s Ratio Perm		0.27			c0.58		0.10			c0.20		
v/c Ratio		0.62			1.16		0.37	0.33		0.73	0.14	
Uniform Delay, d1		18.7			17.7		24.8	24.5		27.9	23.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.3			81.7		0.3	0.2		12.4	0.1	
Delay (s)		20.0			99.4		25.2	24.7		40.3	23.2	
Level of Service		В			F		С	С		D	С	
Approach Delay (s)		20.0			99.4			24.9			33.3	
Approach LOS		В			F			С			С	
Intersection Summary												
HCM 2000 Control Delay			59.4	Н	CM 2000	Level of	Service		E			
HCM 2000 Volume to Capaci	ity ratio		1.08									
Actuated Cycle Length (s)			84.6	S	um of los	t time (s)			17.9			
Intersection Capacity Utilizati	ion		122.7%	IC	CU Level	of Service	;		Н			
Analysis Period (min)			15									
c Critical Lane Group												

Intersection

Int Delay, s/veh	6.2						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		41	*1+		Y		
Traffic Vol, veh/h	259	815	1184	33	9	210	
Future Vol, veh/h	259	815	1184	33	9	210	
Conflicting Peds, #/hr	3	0	0	3	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage,	# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	94	94	94	94	94	94	
Heavy Vehicles, %	5	4	7	3	0	2	
Mvmt Flow	276	867	1260	35	10	223	

Major/Minor	Major1	Ν	/lajor2	1	Minor2	
Conflicting Flow All	1298	0	-	0	2267	651
Stage 1	-	-	-	-	1281	-
Stage 2	-	-	-	-	986	-
Critical Hdwy	4.2	-	-	-	6.8	6.94
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.25	-	-	-	3.5	3.32
Pot Cap-1 Maneuver	514	-	-	-	35	411
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	327	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	513	-	-	-	0	410
Mov Cap-2 Maneuver	· -	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	326	-
Approach	EB		WB		SB	
HCM Control Delay, s	5 9.4		0		24.7	
HCM LOS					С	
Minor Lane/Maior Mv	mt	EBL	EBT	WBT	WBR S	SBLn1
Capacity (veh/h)		513			-	410
HCM Lane V/C Ratio		0 537	-		-	0.568
HCM Control Delay (s	3)	19.9	61	-	-	24.7
HCM Lane LOS	-/	C	A	-	-	 C
HCM 95th %tile Q(vel	h)	3.1	-	-	-	3.4

HCM Signalized Intersection Capacity Analysis 7: Howell Mill Rd & Chattahoochee Ave/Holmes St

VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility Study 2023 PM-No Build

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	1		4		7	* 1 ₂			1	1
Traffic Volume (vph)	414	8	394	22	144	7	253	412	9	0	544	737
Future Volume (vph)	414	8	394	22	144	7	253	412	9	0	544	737
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9		4.5		5.7	6.1			6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95			1.00	1.00
Frt		1.00	0.85		0.99		1.00	1.00			1.00	0.85
Flt Protected		0.95	1.00		0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1773	1583		1840		1752	3516			1863	1553
Flt Permitted		0.95	1.00		0.90		0.24	1.00			1.00	1.00
Satd. Flow (perm)		1773	1583		1659		451	3516			1863	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	450	9	428	24	157	8	275	448	10	0	591	801
RTOR Reduction (vph)	0	0	246	0	1	0	0	1	0	0	0	268
Lane Group Flow (vph)	0	459	182	0	188	0	275	457	0	0	591	533
Heavy Vehicles (%)	2%	11%	2%	2%	2%	2%	3%	2%	18%	0%	2%	4%
Turn Type	Split	NA	Perm	Perm	NA		D.P+P	NA			NA	Perm
Protected Phases	4	4			8		1	6			2	
Permitted Phases			4	8			2					2
Actuated Green, G (s)		14.1	14.1		21.9		91.8	97.5			71.9	71.9
Effective Green, g (s)		14.1	14.1		21.9		91.8	97.5			71.9	71.9
Actuated g/C Ratio		0.09	0.09		0.15		0.61	0.65			0.48	0.48
Clearance Time (s)		5.9	5.9		4.5		5.7	6.1			6.1	6.1
Vehicle Extension (s)		4.0	4.0		3.0		2.0	5.0			5.0	5.0
Lane Grp Cap (vph)		166	148		242		448	2285			892	744
v/s Ratio Prot		c0.26					c0.08	0.13			0.32	
v/s Ratio Perm			0.11		c0.11		0.29					c0.34
v/c Ratio		2.77	1.23		0.78		0.61	0.20			0.66	0.72
Uniform Delay, d1		68.0	68.0		61.7		18.6	10.6			29.8	31.0
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.57	2.65
Incremental Delay, d2		810.9	147.6		14.5		6.2	0.2			3.2	4.9
Delay (s)		878.9	215.5		76.2		24.7	10.8			50.0	87.0
Level of Service		F	F		E		С	В			D	F
Approach Delay (s)		558.8			76.2			16.0			71.3	
Approach LOS		F			E			В			E	
Intersection Summary												
HCM 2000 Control Delay			194.0	Н	CM 2000	Level of	Service		F			
HCM 2000 Volume to Capaci	ty ratio		0.94									
Actuated Cycle Length (s)			150.0	S	um of los	t time (s)			22.2			
Intersection Capacity Utilizati	on		93.7%	IC	CU Level	of Servic	е		F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Signalized Intersection Summary 8: Howell Mill Rd & Defoor Ave/Bellemeade Ave

VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility Study 2023 PM-No Build

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	Þ		٦	Þ			d'b		٦	† 1 ₂	
Traffic Volume (veh/h)	348	158	79	147	127	49	19	900	33	37	1022	173
Future Volume (veh/h)	348	158	79	147	127	49	19	900	33	37	1022	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	378	172	86	169	146	56	20	928	34	39	1087	184
Peak Hour Factor	0.92	0.92	0.92	0.87	0.87	0.87	0.97	0.97	0.97	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	190	95	235	181	69	45	1760	64	366	1942	328
Arrive On Green	0.11	0.16	0.16	0.09	0.14	0.14	0.53	0.53	0.53	0.06	0.63	0.63
Sat Flow, veh/h	1810	1187	593	1810	1299	498	38	3323	121	1810	3086	521
Grp Volume(v), veh/h	378	0	258	169	0	202	501	0	481	39	635	636
Grp Sat Flow(s), veh/h/ln	1810	0	1780	1810	0	1797	1775	0	1706	1810	1805	1801
Q Serve(g_s), s	17.1	0.0	21.4	11.6	0.0	16.4	0.0	0.0	27.7	1.3	30.1	30.4
Cycle Q Clear(g_c), s	17.1	0.0	21.4	11.6	0.0	16.4	25.3	0.0	27.7	1.3	30.1	30.4
Prop In Lane	1.00		0.33	1.00		0.28	0.04		0.07	1.00		0.29
Lane Grp Cap(c), veh/h	290	0	285	235	0	250	965	0	903	366	1136	1134
V/C Ratio(X)	1.30	0.00	0.90	0.72	0.00	0.81	0.52	0.00	0.53	0.11	0.56	0.56
Avail Cap(c_a), veh/h	290	0	310	346	0	385	965	0	903	366	1136	1134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.93	0.00	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.8	0.0	61.8	48.0	0.0	62.6	22.5	0.0	23.1	15.5	15.9	15.9
Incr Delay (d2), s/veh	159.3	0.0	27.0	4.1	0.0	7.1	1.9	0.0	2.1	0.6	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/In	24.2	0.0	17.4	9.3	0.0	12.6	17.1	0.0	17.0	1.1	18.5	18.6
Unsig. Movement Delay, s/vel	h											
LnGrp Delay(d),s/veh	213.1	0.0	88.9	52.1	0.0	69.8	24.4	0.0	25.2	16.1	17.9	17.9
LnGrp LOS	F	A	F	D	A	E	С	A	С	В	В	B
Approach Vol, veh/h		636			371			982			1310	
Approach Delay, s/veh		162.7			61.7			24.8			17.8	
Approach LOS		F			E			С			В	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		100.2	19.8	29.9	15.0	85.2	23.0	26.8				
Change Period (Y+Rc), s		* 5.8	6.0	5.9	5.6	* 5.8	5.9	5.9				
Max Green Setting (Gmax), s		* 83	23.0	26.1	9.4	* 68	17.1	32.1				
Max Q Clear Time (g_c+l1), s		32.4	13.6	23.4	3.3	29.7	19.1	18.4				
Green Ext Time (p_c), s		25.1	0.3	0.4	0.1	15.7	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			52.8									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM Signalized Intersection Capacity Analysis 1: Marietta Blvd & Chattahoochee Ave

VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility Study Build 2023 AM-Multi-Use Path

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ર્સ	1	5	* *	1	5	≜t ≽	
Traffic Volume (vph)	2	113	27	41	31	290	26	283	159	650	563	3
Future Volume (vph)	2	113	27	41	31	290	26	283	159	650	563	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.3			7.3	6.9	6.4	6.4	6.4	6.9	6.4	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt		0.97			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1811			1696	1455	1703	3195	1482	1719	3432	
Flt Permitted		1.00			0.51	1.00	0.43	1.00	1.00	0.56	1.00	
Satd. Flow (perm)		1805			895	1455	770	3195	1482	1007	3432	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2	118	28	43	32	302	27	295	166	677	586	3
RTOR Reduction (vph)	0	8	0	0	0	78	0	0	0	0	0	0
Lane Group Flow (vph)	0	140	0	0	75	224	27	295	166	677	589	0
Heavy Vehicles (%)	2%	2%	3%	14%	2%	11%	6%	13%	9%	5%	5%	25%
Turn Type	Perm	NA		Perm	NA	pm+ov	D.Pm	NA	Perm	D.P+P	NA	
Protected Phases		8			4	5		6		5	2	
Permitted Phases	8			4	4	4	2		6	6		
Actuated Green, G (s)		16.3			16.3	63.0	110.0	56.4	56.4	103.1	110.0	
Effective Green, g (s)		16.3			16.3	63.0	110.0	56.4	56.4	103.1	110.0	
Actuated g/C Ratio		0.12			0.12	0.45	0.79	0.40	0.40	0.74	0.79	
Clearance Time (s)		7.3			7.3	6.9	6.4	6.4	6.4	6.9	6.4	
Vehicle Extension (s)		3.0			3.0	3.0	5.0	5.0	5.0	3.0	5.0	
Lane Grp Cap (vph)		210			104	654	605	1287	597	979	2696	
v/s Ratio Prot						0.11		0.09		c0.23	0.17	
v/s Ratio Perm		0.08			c0.08	0.04	0.04		0.11	c0.28		
v/c Ratio		0.67			0.72	0.34	0.04	0.23	0.28	0.69	0.22	
Uniform Delay, d1		59.2			59.7	25.0	3.3	27.5	28.1	8.0	3.9	
Progression Factor		1.00			0.75	1.01	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		7.8			20.7	0.3	0.1	0.2	0.5	2.1	0.2	
Delay (s)		67.0			65.7	25.6	3.5	27.7	28.6	10.2	4.1	
Level of Service		E			E	С	А	С	С	В	А	
Approach Delay (s)		67.0			33.6			26.7			7.3	
Approach LOS		E			С			С			А	
Intersection Summary												
HCM 2000 Control Delay			19.7	Н	CM 2000) Level of	Service		В			
HCM 2000 Volume to Capacit	y ratio		0.70									
Actuated Cycle Length (s)			140.0	S	um of los	st time (s)			20.6			
Intersection Capacity Utilization	n		83.2%	IC	CU Level	of Service)		E			
Analysis Period (min)			15									
c Critical Lane Group												

С

Chattahoochee Bicycle Facility Study Build 2023 AM-Multi-Use Path

	٦	-	-	•	1	-		
Movement	FBI	FBT	WBT	WBR	SBI	SBR		
Lane Configurations	5	•	1.		522	1		
Traffic Volume (vph)	365	582	192	102	134	172		
Future Volume (vph)	365	582	192	102	134	172		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	6.6	5.4	5.4		5.0	5.0		
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00		
Frt	1.00	1.00	0.95		1.00	0.85		
Flt Protected	0.95	1.00	1.00		0.95	1.00		
Satd. Flow (prot)	1719	1792	1581		1719	1524		
Flt Permitted	0.50	1.00	1.00		0.95	1.00		
Satd. Flow (perm)	910	1792	1581		1719	1524		
Peak-hour factor, PHF	0.93	0.93	0.92	0.92	0.93	0.93		
Adj. Flow (vph)	392	626	209	111	144	185		
RTOR Reduction (vph)	0	0	8	0	0	163		
Lane Group Flow (vph)	392	626	312	0	144	22		
Heavy Vehicles (%)	5%	6%	17%	10%	5%	6%		
Turn Type	pm+pt	NA	NA		Prot	Perm		
Protected Phases	1	6	2		4			
Permitted Phases	6					4		
Actuated Green, G (s)	113.3	113.3	93.5		16.3	16.3		
Effective Green, g (s)	113.3	113.3	93.5		16.3	16.3		
Actuated g/C Ratio	0.81	0.81	0.67		0.12	0.12		
Clearance Time (s)	6.6	5.4	5.4		5.0	5.0		
Vehicle Extension (s)	2.0	5.0	5.0		2.2	2.2		
Lane Grp Cap (vph)	812	1450	1055		200	177		
v/s Ratio Prot	0.05	c0.35	0.20		c0.08			
v/s Ratio Perm	c0.34					0.01		
v/c Ratio	0.48	0.43	0.30		0.72	0.12		
Uniform Delay, d1	4.0	3.9	9.6		59.6	55.4		
Progression Factor	0.97	1.07	0.72		1.00	1.00		
Incremental Delay, d2	0.1	0.4	0.7		10.3	0.2		
Delay (s)	4.1	4.6	7.6		70.0	55.6		
Level of Service	А	А	А		Е	E		
Approach Delay (s)		4.4	7.6		61.9			
Approach LOS		А	А		Е			
Intersection Summary								
HCM 2000 Control Delay			16.3	Н	CM 2000	Level of Se	rvice	В
HCM 2000 Volume to Capa	city ratio		0.53					
Actuated Cycle Length (s)			140.0	S	um of lost	t time (s)		17.0
Intersection Capacity Utiliza	ition		58.1%	IC	CU Level o	of Service		В
Analysis Period (min)			15					
c Critical Lane Group								

Intersection

Int Delay, s/veh	6.3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	et 👘		<u>ار</u>	•	Y		
Traffic Vol, veh/h	659	25	93	326	35	219	
Future Vol, veh/h	659	25	93	326	35	219	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	100	-	0	-	
Veh in Median Storage	,# 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	94	94	94	94	94	94	
Heavy Vehicles, %	7	17	4	13	14	2	
Mvmt Flow	701	27	99	347	37	233	

Major/Minor	Major1	[Major2	[Minor1	
Conflicting Flow All	0	0	728	0	1260	715
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	545	-
Critical Hdwy	-	-	4.14	-	6.54	6.22
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-
Follow-up Hdwy	-	-	2.236	-	3.626	3.318
Pot Cap-1 Maneuver	-	-	866	-	178	431
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	558	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	866	-	158	431
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	494	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.2		30.1	
HCM LOS					D	
Minor Lano/Major Mur	nt	NRI n1	EBT	ERD	W/RI	WRT
	ш	404	LDI	LDR	047	VUDI
Capacity (ven/n)		404	-	-	800	-
HCM Control Delay (a	1	0.009	-	-	0.114	-
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s	.)	404 0.669 30.1	-	-	866 0.114 9.7	-

А

0.4

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HCM Lane LOS

HCM 95th %tile Q(veh)

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VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility StudyAveBuild 2023 AM-Multi-Use Path

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	≜ †Ъ		۲	≜1 }			\$		5	ţ,	
Traffic Volume (vph)	100	769	2	22	404	175	2	12	18	229	9	50
Future Volume (vph)	100	769	2	22	404	175	2	12	18	229	9	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.95			0.92		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1805	3401		1770	3222			1503		1805	1660	
Flt Permitted	0.36	1.00		0.34	1.00			0.25		0.73	1.00	
Satd. Flow (perm)	682	3401		638	3222			376		1396	1660	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	106	818	2	23	430	186	2	13	19	244	10	53
RTOR Reduction (vph)	0	0	0	0	26	0	0	0	0	0	42	0
Lane Group Flow (vph)	106	820	0	23	590	0	0	34	0	244	21	0
Heavy Vehicles (%)	0%	6%	50%	2%	10%	0%	100%	0%	19%	0%	0%	0%
Turn Type	D.P+P	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			3			4	
Permitted Phases	2			2			3			4		
Actuated Green, G (s)	77.6	83.6		68.3	68.3			8.5		29.9	29.9	
Effective Green, g (s)	77.6	83.6		68.3	68.3			8.5		29.9	29.9	
Actuated g/C Ratio	0.55	0.60		0.49	0.49			0.06		0.21	0.21	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	452	2030		311	1571			22		298	354	
v/s Ratio Prot	0.02	c0.24			0.18						0.01	
v/s Ratio Perm	0.11			0.04				c0.09		c0.17		
v/c Ratio	0.23	0.40		0.07	0.38			1.55		0.82	0.06	
Uniform Delay, d1	15.2	15.0		19.0	22.5			65.8		52.5	43.9	
Progression Factor	0.83	0.88		0.54	0.46			1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.1		0.3	0.4			391.0		15.9	0.1	
Delay (s)	12.8	13.2		10.6	10.9			456.7		68.4	43.9	
Level of Service	В	В		В	В			F		E	D	
Approach Delay (s)		13.2			10.8			456.7			63.4	
Approach LOS		В			В			F			E	
Intersection Summary												
HCM 2000 Control Delay			28.4	H	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	city ratio		0.61									
Actuated Cycle Length (s)			140.0	Si	um of los	t time (s)			24.0			
Intersection Capacity Utiliza	tion		65.7%	IC	U Level	of Service	9		С			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 5: Ellsworth Ind Blvd & Chattahoochee Ave

VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility Study Build 2023 AM-Multi-Use Path

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4î»		ľ	¢Î		ľ	et 🗧		۲	¢Î	
Traffic Volume (vph)	24	935	69	188	706	104	76	56	336	72	27	6
Future Volume (vph)	24	935	69	188	706	104	76	56	336	72	27	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		5.6	6.5		5.8	5.8		5.8	5.8	
Lane Util. Factor		0.95		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.99		1.00	0.98		1.00	0.87		1.00	0.97	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3308		1736	1738		1570	1558		1770	1324	
Flt Permitted		0.87		0.15	1.00		0.71	1.00		0.23	1.00	
Satd. Flow (perm)		2873		273	1738		1180	1558		425	1324	
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.94	0.94	0.94	0.50	0.50	0.50
Adj. Flow (vph)	26	995	73	202	759	112	81	60	357	144	54	12
RTOR Reduction (vph)	0	4	0	0	4	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	1090	0	202	867	0	81	417	0	144	60	0
Heavy Vehicles (%)	9%	7%	20%	4%	8%	2%	15%	8%	6%	2%	40%	38%
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)		69.6		85.4	85.4		42.3	42.3		42.3	42.3	
Effective Green, g (s)		69.6		85.4	85.4		42.3	42.3		42.3	42.3	
Actuated g/C Ratio		0.50		0.61	0.61		0.30	0.30		0.30	0.30	
Clearance Time (s)		6.5		5.6	6.5		5.8	5.8		5.8	5.8	
Vehicle Extension (s)		5.0		2.0	5.0		2.2	2.2		2.2	2.2	
Lane Grp Cap (vph)		1428		273	1060		356	470		128	400	
v/s Ratio Prot				0.05	c0.50			0.27			0.05	
v/s Ratio Perm		0.38		0.40			0.07			c0.34		
v/c Ratio		0.76		0.74	0.82		0.23	0.89		1.12	0.15	
Uniform Delay, d1		28.5		18.5	21.3		36.6	46.6		48.9	35.7	
Progression Factor		0.62		0.79	0.84		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.7		7.2	5.8		0.2	17.7		117.1	0.1	
Delay (s)		20.5		21.8	23.6		36.8	64.3		165.9	35.8	
Level of Service		С		С	С		D	E		F	D	
Approach Delay (s)		20.5			23.3			59.8			125.0	
Approach LOS		С			С			E			F	
Intersection Summary												
HCM 2000 Control Delay			36.0	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capac	ity ratio		0.96									
Actuated Cycle Length (s)			140.0	S	um of los	t time (s)			17.9			
Intersection Capacity Utilizati	ion		123.1%	IC	CU Level	of Service	;		Н			
Analysis Period (min)			15									
c Critical Lane Group												

Chattahoochee Bicycle Facility Study Build 2023 AM-Multi-Use Path

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	5	*	4 14		¥.	
Traffic Volume (veh/h)	249	993	1175	16	49	60
Future Volume (veh/h)	249	993	1175	16	49	60
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1796	1707	1781	1870	1737	1811
Adj Flow Rate, veh/h	277	1103	1306	18	54	67
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	13	8	2	11	6
Cap, veh/h	370	1404	2462	34	63	78
Arrive On Green	0.06	0.82	0.72	0.72	0.09	0.09
Sat Flow, veh/h	1711	1707	3507	47	686	851
Grp Volume(v) veh/h	277	1103	646	678	122	0
Grp Sat Flow(s) veh/h/ln	1711	1707	1692	1773	1550	0
O Serve(a s) s	5.6	45.4	24.2	24.2	10.9	0.0
Cycle O Clear(a, c) s	5.6	45.4	24.2	24.2	10.9	0.0
Pron In Lane	1 00	10.1	27.2	0.03	0 44	0.5
Lane Grn Can(c) veh/h	370	1404	1210	1277	1/2	0.00
V/C Ratio(X)	0.75	0 70	0.52	0.52	0.86	0.00
Avail Can(c, a) voh/h	562	1/0/	1210	1277	100	0.00
HCM Platoon Patio	1 00	1 00	1 00	1 00	1 00	1 00
Linstroam Filtor/I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Dolay (d) shuch	11.00	6.0	0.00	0.0	62.6	0.00
Incr Dolay (d2), s/ven	2.0	0.2	0.7	0.7	02.0 22.0	0.0
Initial O Dolay(d2) shuch	3.0	3.0	1.7	1.0	22.0	0.0
	0.0	0.0	0.0 12 E	0.0	0.0	0.0
Ville BackUIQ(95%), Vell/IN	7.4	19.0	13.5	14.0	0.9	0.0
unsig. Novement Delay, S/Ven	1/7	0.2	10 E	10 E	014	0.0
LIGIP Delay(u), S/Ven	14.7	9.3	10.5	10.5	ŏ4.б г	0.0
	В	A	1224	В	100	A
Approach vol, veh/h		1380	1324		122	
Approach Delay, s/veh		10.4	10.5		84.6	
Approach LOS		В	В		F	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.3	106.8		18.9		121.1
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax) s	24.0	80.0		18.0		110.0
Max O Clear Time (α c+11) s	7.6	26.2		12.9		47.4
Green Ext Time (p_c), s	0.7	12.6		0.1		14.2
Intersection Summary						
			10.4			
			13.0			
HUM 6th LUS			В			
•	•	-				
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Build 2023	AM-Multi-Use	Path				

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ		1			1	1	el 🕺			•	1
Traffic Volume (vph)	553	0	517	0	0	31	176	220	5	0	353	810
Future Volume (vph)	553	0	517	0	0	31	176	220	5	0	353	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2		5.7			5.2	5.7	6.1			6.1	5.2
Lane Util. Factor	0.97		1.00			1.00	1.00	1.00			1.00	1.00
Frt	1.00		0.85			0.86	1.00	1.00			1.00	0.85
Flt Protected	0.95		1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3072		1553			1611	1612	1772			1810	1524
Flt Permitted	0.95		1.00			1.00	0.46	1.00			1.00	1.00
Satd. Flow (perm)	3072		1553			1611	780	1772			1810	1524
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	576	0	539	0	0	32	183	229	5	0	368	844
RTOR Reduction (vph)	0	0	157	0	0	23	0	0	0	0	0	110
Lane Group Flow (vph)	576	0	382	0	0	9	183	234	0	0	368	734
Heavy Vehicles (%)	14%	2%	4%	2%	5%	2%	12%	7%	2%	2%	5%	6%
Turn Type	Prot		pm+ov			Perm	D.P+P	NA			NA	pm+ov
Protected Phases	3		1				1	6			2	3
Permitted Phases			3			3	2					2
Actuated Green, G (s)	38.7		50.0			38.7	84.3	90.0			73.0	111.7
Effective Green, g (s)	38.7		50.0			38.7	84.3	90.0			73.0	111.7
Actuated g/C Ratio	0.28		0.36			0.28	0.60	0.64			0.52	0.80
Clearance Time (s)	5.2		5.7			5.2	5.7	6.1			6.1	5.2
Vehicle Extension (s)	4.0		2.0			4.0	2.0	5.0			5.0	4.0
Lane Grp Cap (vph)	849		554			445	536	1139			943	1215
v/s Ratio Prot	0.19		c0.06				0.03	0.13			0.20	c0.17
v/s Ratio Perm			0.19			0.01	0.18					0.31
v/c Ratio	0.68		0.69			0.02	0.34	0.21			0.39	0.60
Uniform Delay, d1	45.1		38.4			36.9	13.1	10.3			20.1	5.5
Progression Factor	0.88		0.61			1.00	1.00	1.00			0.97	3.16
Incremental Delay, d2	1.4		1.7			0.0	0.1	0.2			1.1	0.9
Delay (s)	41.3		25.2			36.9	13.2	10.5			20.6	18.3
Level of Service	D		С			D	В	В			С	В
Approach Delay (s)		33.5			36.9			11.7			19.0	
Approach LOS		С			D			В			В	
Intersection Summary												
HCM 2000 Control Delay			23.9	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	city ratio		0.64									
Actuated Cycle Length (s)			140.0	S	um of los	t time (s)			17.0			
Intersection Capacity Utiliza	ition		69.0%	IC	CU Level	of Servic	е		С			
Analysis Period (min)			15									
c Critical Lane Group												

Build 2023 AM-Multi-Use Path

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	<u>8</u>	1.		5	ţ,			đħ		5	≜t ⊾	-	
Traffic Volume (veh/h)	403	143	50	83	61	33	35	808	16	29	846	149	
Future Volume (veh/h)	403	143	50	83	61	33	35	808	16	29	846	149	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approac	h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1856	1870	1826	1722	1856	1870	1678	1870	1870	1767	1870	
Adj Flow Rate, veh/h	474	168	59	100	73	40	38	869	17	32	930	164	
Peak Hour Factor	0.85	0.85	0.85	0.83	0.83	0.83	0.93	0.93	0.93	0.91	0.91	0.91	
Percent Heavy Veh, %	5	3	2	5	12	3	2	15	2	2	9	2	
Cap, veh/h	409	309	109	265	90	49	72	1505	29	296	1697	299	
Arrive On Green	0.19	0.24	0.24	0.04	0.09	0.09	0.53	0.53	0.53	0.03	0.60	0.60	
Sat Flow, veh/h	1739	1312	461	1739	1046	573	82	2841	55	1781	2852	503	
Grp Volume(v), veh/h	474	0	227	100	0	113	454	0	470	32	547	547	
Grp Sat Flow(s), veh/h/lr	1739	0	1773	1739	0	1619	1461	0	1517	1781	1678	1676	
Q Serve(g_s), s	27.1	0.0	15.7	6.0	0.0	9.6	4.5	0.0	29.6	1.1	27.4	27.5	
Cycle Q Clear(g_c), s	27.1	0.0	15.7	6.0	0.0	9.6	25.6	0.0	29.6	1.1	27.4	27.5	
Prop In Lane	1.00		0.26	1.00		0.35	0.08		0.04	1.00		0.30	
Lane Grp Cap(c), veh/h	409	0	418	265	0	139	802	0	803	296	999	997	
V/C Ratio(X)	1.16	0.00	0.54	0.38	0.00	0.82	0.57	0.00	0.58	0.11	0.55	0.55	
Avail Cap(c_a), veh/h	409	0	571	265	0	279	802	0	803	320	999	997	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.84	0.00	0.84	1.00	1.00	1.00	
Uniform Delay (d), s/ver	148.9	0.0	46.9	40.0	0.0	62.9	21.3	0.0	22.4	17.4	17.0	17.0	
Incr Delay (d2), s/ven	95.2	0.0	1.1	0.9	0.0	10.9	2.4	0.0	2.6	0.1	2.2	2.2	
Initial Q Delay(d3), s/ven	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%IIE BackOfQ(95%),Ver	1/ 119 .5	0.0	11.4	4.9	0.0	8.1	14.8	0.0	15.9	0.8	16.3	16.3	
Unsig. Movement Delay	/, s/ver		40.0	40.0	0.0	72.0	<u></u>	0.0	0F 1	17 Г	10.0	10.0	
LIGIP Delay(d), s/ven	144.T	0.0	48.0	40.9	0.0	73.8 Г	23.1	0.0	25.1	17.5 D	19.Z	19.Z	
	F	A	U	U	A	E	U	A	U	В	110V	В	
Approach Vol, Ven/n		/01			213			924			10.1		
Approach Delay, s/ven		113.0			58.4			24.4			19.1		
Approach LOS		F			E			U			В		
Timer - Assigned Phs		2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc)	, S	89.1	12.0	38.9	9.2	80.0	33.0	17.9					
Change Period (Y+Rc),	S	* 5.8	6.0	5.9	5.6	* 5.8	5.9	5.9					
Max Green Setting (Gm	ax), s	* 71	6.0	45.1	5.4	* 60	27.1	24.1					
Max Q Clear Time (g_c-	+I1), s	29.5	8.0	17.7	3.1	31.6	29.1	11.6					
Green Ext Time (p_c), s	5	18.6	0.0	1.3	0.0	13.0	0.0	0.4					
Intersection Summary													
HCM 6th Ctrl Delay			45.8										
HCM 6th LOS			D										

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM Signalized Intersection Capacity Analysis 1: Marietta Blvd & Chattahoochee Ave

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VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility Study

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्भ	1	ሻ	<u></u>	1	٦	↑ ĵ≽	
Traffic Volume (vph)	4	68	32	145	178	648	54	565	135	351	577	19
Future Volume (vph)	4	68	32	145	178	648	54	565	135	351	577	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.3			7.3	6.9	6.4	6.4	6.4	6.9	6.4	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt		0.96			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00			0.98	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1739			1814	1583	1770	3438	1553	1770	3457	
Flt Permitted		0.99			0.79	1.00	0.39	1.00	1.00	0.34	1.00	
Satd. Flow (perm)		1717			1471	1583	733	3438	1553	632	3457	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	4	71	33	151	185	675	56	589	141	366	601	20
RTOR Reduction (vph)	0	12	0	0	0	24	0	0	0	0	1	0
Lane Group Flow (vph)	0	96	0	0	336	651	56	589	141	366	620	0
Heavy Vehicles (%)	2%	4%	6%	3%	2%	2%	2%	5%	4%	2%	4%	2%
Turn Type	Perm	NA		Perm	NA	pm+ov	D.Pm	NA	Perm	D.P+P	NA	
Protected Phases		8			4	5		6		5	2	
Permitted Phases	8			4		4	2		6	6		
Actuated Green, G (s)		39.1			39.1	70.2	97.2	59.2	59.2	90.3	97.2	
Effective Green, g (s)		39.1			39.1	70.2	97.2	59.2	59.2	90.3	97.2	
Actuated g/C Ratio		0.26			0.26	0.47	0.65	0.39	0.39	0.60	0.65	
Clearance Time (s)		7.3			7.3	6.9	6.4	6.4	6.4	6.9	6.4	
Vehicle Extension (s)		3.0			3.0	3.0	5.0	5.0	5.0	3.0	5.0	
Lane Grp Cap (vph)		447			383	740	474	1356	612	616	2240	
v/s Ratio Prot						c0.18		0.17		0.12	0.18	
v/s Ratio Perm		0.06			0.23	0.23	0.08		0.09	c0.23		
v/c Ratio		0.22			0.88	0.88	0.12	0.43	0.23	0.59	0.28	
Uniform Delay, d1		43.4			53.2	36.1	10.1	33.2	30.2	15.9	11.3	
Progression Factor		1.00			0.91	1.09	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.2			14.3	8.3	0.5	0.5	0.4	1.5	0.3	
Delay (s)		43.7			62.5	47.4	10.6	33.6	30.6	17.5	11.6	
Level of Service		D			E	D	В	С	С	В	В	
Approach Delay (s)		43.7			52.4			31.5			13.8	
Approach LOS		D			D			С			В	
Intersection Summary												
HCM 2000 Control Delay			33.2	Н	CM 2000) Level of	Service		С			
HCM 2000 Volume to Capacity	ratio		0.75									
Actuated Cycle Length (s)			150.0	S	um of los	st time (s)			20.6			
Intersection Capacity Utilization	ı		79.6%	IC	CU Level	of Service	Э		D			
Analysis Period (min)			15									
c Critical Lane Group												

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Chattahoochee Bicycle Facility Study Build 2023 PM-Multi-Use Path

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Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	5	*	1.		5	1		
Traffic Volume (vph)	235	297	529	109	173	498		
Future Volume (vph)	235	297	529	109	173	498		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	6.6	5.4	5.4		5.0	6.6		
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00		
Frt	1.00	1.00	0.98		1.00	0.85		
Flt Protected	0.95	1.00	1.00		0.95	1.00		
Satd. Flow (prot)	1770	1776	1788		1671	1583		
Flt Permitted	0.20	1.00	1.00		0.95	1.00		
Satd. Flow (perm)	369	1776	1788		1671	1583		
Peak-hour factor, PHF	0.93	0.93	0.84	0.84	0.90	0.90		
Adj. Flow (vph)	253	319	630	130	192	553		
RTOR Reduction (vph)	0	0	4	0	0	151		
Lane Group Flow (vph)	253	319	756	0	192	402		
Heavy Vehicles (%)	2%	7%	4%	3%	8%	2%		
Turn Type	pm+pt	NA	NA		Prot	pm+ov		
Protected Phases	1	6	2		4	<u> </u> 1		
Permitted Phases	6					4		
Actuated Green, G (s)	119.3	119.3	89.3		20.3	43.7		
Effective Green, q (s)	119.3	119.3	89.3		20.3	43.7		
Actuated g/C Ratio	0.80	0.80	0.60		0.14	0.29		
Clearance Time (s)	6.6	5.4	5.4		5.0	6.6		
Vehicle Extension (s)	2.0	5.0	5.0		2.2	2.0		
Lane Grp Cap (vph)	512	1412	1064		226	461		
v/s Ratio Prot	0.08	0.18	c0.42		0.11	c0.14		
v/s Ratio Perm	0.32					0.12		
v/c Ratio	0.49	0.23	0.71		0.85	0.87		
Uniform Delay, d1	14.5	3.8	21.3		63.4	50.5		
Progression Factor	1.78	0.84	0.35		1.00	1.00		
Incremental Delay, d2	0.3	0.2	3.8		23.9	16.0		
Delay (s)	26.0	3.4	11.4		87.3	66.5		
Level of Service	С	А	В		F	E		
Approach Delay (s)		13.4	11.4		71.8			
Approach LOS		В	В		E			
Intersection Summary								
HCM 2000 Control Delay			33.6	H	CM 2000) Level of Se	rvice	С
HCM 2000 Volume to Capac	city ratio		0.76					
Actuated Cycle Length (s)			150.0	Si	um of los	st time (s)		17.0
Intersection Capacity Utilizat	tion		75.3%	IC	U Level	of Service		D
Analysis Period (min)			15					
c Critical Lane Group								

Intersection

Int Delay, s/veh	4.3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	4		۲.	•	Y		
Traffic Vol, veh/h	451	136	288	561	27	129	
Future Vol, veh/h	451	136	288	561	27	129	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	100	-	0	-	
Veh in Median Storage,	# 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	4	6	2	4	7	2	
Mvmt Flow	490	148	313	610	29	140	

Major/Minor	Major1	N	lajor2	1	Minor1					
Conflicting Flow All	0	0	638	0	1800	564				
Stage 1	-	-	-	-	564	-				
Stage 2	-	-	-	-	1236	-				
Critical Hdwy	-	-	4.12	-	6.47	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.47	-				
Critical Hdwy Stg 2	-	-	-	-	5.47	-				
Follow-up Hdwy	-	-	2.218	-	3.563	3.318				
Pot Cap-1 Maneuver	-	-	946	-	85	525				
Stage 1	-	-	-	-	560	-				
Stage 2	-	-	-	-	268	-				
Platoon blocked, %	-	-		-						
Mov Cap-1 Maneuver	-	-	946	-	57	525				
Mov Cap-2 Maneuver	-	-	-	-	142	-				
Stage 1	-	-	-	-	560	-				
Stage 2	-	-	-	-	179	-				
Approach	FB		WB		NB					
HCM Control Delay	: 0		3.6		23.8					
HCM LOS	, 0		5.0		23.0 C					
					U					
Minor Lane/Major Mvi	mt NI	BLn1	EBT	EBR	WBL	WBT				
Capacity (veh/h)		358	-	-	946	-				

	000				
HCM Lane V/C Ratio	0.474	-	- 0.331	-	
HCM Control Delay (s)	23.8	-	- 10.7	-	
HCM Lane LOS	С	-	- B	-	
HCM 95th %tile Q(veh)	2.4	-	- 1.5	-	

VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility StudyAveBuild 2023 PM-Multi-Use Path

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	≜ 16		ሻ	A			\$		5	4Î	
Traffic Volume (vph)	102	480	1	11	771	176	4	8	37	153	3	90
Future Volume (vph)	102	480	1	11	771	176	4	8	37	153	3	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.97			0.90		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1805	3497		1378	3399			1669		1805	1624	
Flt Permitted	0.22	1.00		0.45	1.00			0.31		0.72	1.00	
Satd. Flow (perm)	414	3497		653	3399			518		1375	1624	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	106	500	1	11	803	183	4	8	39	159	3	94
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	80	0
Lane Group Flow (vph)	106	501	0	11	976	0	0	51	0	159	17	0
Heavy Vehicles (%)	0%	3%	100%	31%	4%	0%	2%	0%	2%	0%	0%	0%
Turn Type	D.P+P	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			3			4	
Permitted Phases	2			2			3			4		
Actuated Green, G (s)	90.1	96.1		83.5	83.5			13.4		22.5	22.5	
Effective Green, g (s)	90.1	96.1		83.5	83.5			13.4		22.5	22.5	
Actuated g/C Ratio	0.60	0.64		0.56	0.56			0.09		0.15	0.15	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	309	2240		363	1892			46		206	243	
v/s Ratio Prot	c0.02	0.14			c0.29						0.01	
v/s Ratio Perm	0.19			0.02				c0.10		c0.12		
v/c Ratio	0.34	0.22		0.03	0.52			1.11		0.77	0.07	
Uniform Delay, d1	27.0	11.3		15.0	20.7			68.3		61.3	54.8	
Progression Factor	0.89	0.96		0.62	0.65			1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.0		0.1	0.6			166.3		16.3	0.1	
Delay (s)	24.6	10.9		9.3	14.1			234.6		77.6	54.9	
Level of Service	С	В		А	В			F		E	D	
Approach Delay (s)		13.3			14.1			234.6			69.0	
Approach LOS		В			В			F			E	
Intersection Summary												
HCM 2000 Control Delay			27.1	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	icity ratio		0.61									
Actuated Cycle Length (s)			150.0	S	um of los	t time (s)			24.0			
Intersection Capacity Utiliza	ation		62.7%	IC	CU Level	of Service	;		В			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 5: Ellsworth Ind Blvd & Chattahoochee Ave

VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility Study Build 2023 PM-Multi-Use Path

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4î»		1	el el		ľ	eî 👘		ľ	el el	
Traffic Volume (vph)	9	603	96	351	903	59	123	31	287	112	43	36
Future Volume (vph)	9	603	96	351	903	59	123	31	287	112	43	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		5.6	6.5		5.8	5.8		5.8	5.8	
Lane Util. Factor		0.95		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.98		1.00	0.99		1.00	0.86		1.00	0.93	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3451		1770	1829		1719	1583		1770	1691	
Flt Permitted		0.94		0.22	1.00		0.68	1.00		0.27	1.00	
Satd. Flow (perm)		3231		419	1829		1239	1583		494	1691	
Peak-hour factor, PHF	0.81	0.81	0.81	0.93	0.93	0.93	0.96	0.96	0.96	0.82	0.82	0.82
Adj. Flow (vph)	11	744	119	377	971	63	128	32	299	137	52	44
RTOR Reduction (vph)	0	7	0	0	1	0	0	0	0	0	22	0
Lane Group Flow (vph)	0	867	0	377	1033	0	128	331	0	137	74	0
Heavy Vehicles (%)	2%	2%	5%	2%	3%	2%	5%	20%	2%	2%	6%	3%
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)		75.1		100.5	100.5		37.2	37.2		37.2	37.2	
Effective Green, g (s)		75.1		100.5	100.5		37.2	37.2		37.2	37.2	
Actuated g/C Ratio		0.50		0.67	0.67		0.25	0.25		0.25	0.25	
Clearance Time (s)		6.5		5.6	6.5		5.8	5.8		5.8	5.8	
Vehicle Extension (s)		5.0		2.0	5.0		2.2	2.2		2.2	2.2	
Lane Grp Cap (vph)		1617		459	1225		307	392		122	419	
v/s Ratio Prot				0.11	c0.56			0.21			0.04	
v/s Ratio Perm		0.27		0.44			0.10			c0.28		
v/c Ratio		0.54		0.82	0.84		0.42	0.84		1.12	0.18	
Uniform Delay, d1		25.6		15.8	18.8		47.3	53.6		56.4	44.4	
Progression Factor		0.73		1.13	0.46		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.6		9.2	6.1		0.5	14.8		118.3	0.1	
Delay (s)		19.3		27.0	14.8		47.8	68.5		174.7	44.5	
Level of Service		В		С	В		D	E		F	D	
Approach Delay (s)		19.3			18.0			62.7			121.1	
Approach LOS		В			В			E			F	
Intersection Summary												
HCM 2000 Control Delay			33.4	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capaci	ity ratio		0.96									
Actuated Cycle Length (s)			150.0	S	um of los	t time (s)			17.9			
Intersection Capacity Utilizati	on		117.6%	IC	CU Level	of Service	<u>;</u>		Н			
Analysis Period (min)			15									
c Critical Lane Group												

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Chattahoochee Bicycle Facility Study Build 2023 PM-Multi-Use Path

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ň	+	≜t		¥	
Traffic Volume (veh/h)	259	815	1184	33	9	210
Future Volume (veh/h)	259	815	1184	33	9	210
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1841	1796	1856	1870	1870
Adj Flow Rate, veh/h	276	867	1260	35	10	223
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	4	7	3	2	2
Cap, veh/h	353	1402	2216	62	11	240
Arrive On Green	0.07	0.76	0.65	0.65	0.16	0.16
Sat Flow, veh/h	1739	1841	3481	94	68	1519
Grp Volume(v), veh/h	276	867	634	661	234	0
Grp Sat Flow(s), veh/h/ln	1739	1841	1706	1779	1594	0
Q Serve(q_s), s	7.5	31.8	30.7	30.8	21.7	0.0
Cycle Q Clear(q_c), s	7.5	31.8	30.7	30.8	21.7	0.0
Prop In Lane	1.00			0.05	0.04	0.95
Lane Grp Cap(c), veh/h	353	1402	1115	1162	252	0
V/C Ratio(X)	0.78	0.62	0.57	0.57	0.93	0.00
Avail Cap(c_a), veh/h	582	1402	1115	1162	255	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.9	8.1	14.3	14.4	62.3	0.0
Incr Delay (d2), s/veh	3.8	0.8	2.1	2.0	37.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/In	9.1	17.1	17.8	18.4	16.9	0.0
Unsig. Movement Delay, s/veh	า					
LnGrp Delay(d),s/veh	20.7	8.9	16.4	16.4	99.4	0.0
LnGrp LOS	С	Α	В	В	F	А
Approach Vol. veh/h		1143	1295		234	
Approach Delay, s/veh		11.7	16.4		99.4	
Approach LOS		В	В		F	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+V+Rc) s	16.3	104.0		29.7		120.3
Change Period ($V_{\pm}P_{C}$) s	6.0	6.0		60		6.0
Max Green Setting (Gmax) s	30.0	78.0		2/1 0		114.0
Max O Clear Time $(a c \pm 11)$ s	9.5 9.5	32 R		24.0		32.8
Green Ext Time ($y_c + 11$), S	9.5 0.8	גב.0 11 ג		23.7 0 0		23.0 Q 2
	0.0	11.0		0.0		0.3
Intersection Summary						
HCM 6th Ctrl Delay			21.7			
HCM 6th LOS			С			

Build 2023 PM-Multi-Use Path

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ		1			1	1	el el			†	1
Traffic Volume (vph)	422	0	394	0	0	81	253	412	9	0	566	737
Future Volume (vph)	422	0	394	0	0	81	253	412	9	0	566	737
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2		5.7			5.2	5.7	6.1			6.1	5.2
Lane Util. Factor	0.97		1.00			1.00	1.00	1.00			1.00	1.00
Frt	1.00		0.85			0.86	1.00	1.00			1.00	0.85
Flt Protected	0.95		1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433		1583			1611	1752	1850			1863	1553
Flt Permitted	0.95		1.00			1.00	0.30	1.00			1.00	1.00
Satd. Flow (perm)	3433		1583			1611	554	1850			1863	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	459	0	428	0	0	88	275	448	10	0	615	801
RTOR Reduction (vph)	0	0	128	0	0	69	0	1	0	0	0	73
Lane Group Flow (vph)	459	0	300	0	0	19	275	457	0	0	615	728
Heavy Vehicles (%)	2%	11%	2%	2%	2%	2%	3%	2%	18%	0%	2%	4%
Turn Type	Prot		pm+ov			Perm	D.P+P	NA			NA	pm+ov
Protected Phases	3		. 1				1	6			2	3
Permitted Phases			3			3	2					2
Actuated Green, G (s)	31.6		45.9			31.6	101.4	107.1			87.1	118.7
Effective Green, g (s)	31.6		45.9			31.6	101.4	107.1			87.1	118.7
Actuated g/C Ratio	0.21		0.31			0.21	0.68	0.71			0.58	0.79
Clearance Time (s)	5.2		5.7			5.2	5.7	6.1			6.1	5.2
Vehicle Extension (s)	4.0		2.0			4.0	2.0	5.0			5.0	4.0
Lane Grp Cap (vph)	723		484			339	488	1320			1081	1228
v/s Ratio Prot	c0.13		c0.06				0.05	0.25			0.33	c0.12
v/s Ratio Perm			0.13			0.01	0.33					0.34
v/c Ratio	0.63		0.62			0.05	0.56	0.35			0.57	0.59
Uniform Delay, d1	53.9		44.6			47.3	12.9	8.2			19.7	6.2
Progression Factor	0.63		1.08			1.00	1.00	1.00			0.77	0.64
Incremental Delay, d2	1.7		1.5			0.1	0.9	0.3			1.7	0.7
Delay (s)	35.9		49.5			47.4	13.8	8.5			16.9	4.6
Level of Service	D		D			D	В	А			В	A
Approach Delay (s)		42.4			47.4			10.5			9.9	
Approach LOS		D			D			В			А	
Intersection Summary												
HCM 2000 Control Delay			20.4	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capac	city ratio		0.61									
Actuated Cycle Length (s)			150.0	S	um of los	t time (s)			17.0			
Intersection Capacity Utilizat	tion		69.0%	IC	CU Level	of Servic	е		С			
Analysis Period (min)			15									
c Critical Lane Group												

Build 2023 PM-Multi-Use Path

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ľ	4Î		<u> </u>	eî 👘			đ þ		٦	∱ î≽		
Traffic Volume (veh/h)	348	158	79	169	200	49	93	900	33	37	1022	173	
Future Volume (veh/h)	348	158	79	169	200	49	93	900	33	37	1022	173	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.99	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	4070	1070	No	1070	1070	No	1070	405/	No	1070	
Adj Sat Flow, veh/h/ln 1	18/0	18/0	1870	18/0	18/0	18/0	18/0	1856	18/0	1856	1826	18/0	
Adj Flow Rate, ven/h	3/8	1/2	86	194	230	56	96	928	34	39	1087	184	
Peak Hour Factor	0.92	0.92	0.92	18.0	0.87	18.0	0.97	0.97	0.97	0.94	0.94	0.94	
Cap vob/b	2 200	2 250	2 125	200	2/2	2 50	2 110	ა 040	2 7 د	ა 217	כ 17ว <i>1</i>	2 201	
Arrive On Green	270 0 1 2	0.21	0.21	290	0 17	0 17	0 /1	909 0 /1	0 /1	0.1/	0.58	291 0.52	
Sat Flow veh/h 1	1781	1170	585	1781	14/7	352	198	2376	0.41 QN	1767	2965	500	
Grn Volume(v) veh/h	378	0	250	10/	0	286	/127	0	631	20	635	636	
Grn Sat Flow(s) veh/h/ln1	1781	0	1755	1781	0	1799	903	0	1671	1767	1735	1731	
O Serve(a s) s	20.1	0.0	20.3	12.8	0.0	23.6	50.7	0.0	53.9	15	36.2	36.5	
Cycle O Clear(\mathfrak{g} c), s	20.1	0.0	20.3	12.8	0.0	23.6	61.2	0.0	53.9	1.5	36.2	36.5	
Prop In Lane	1.00	0.0	0.33	1.00	0.0	0.20	0.22	0.0	0.05	1.00	00.2	0.29	
Lane Grp Cap(c), veh/h	298	0	376	290	0	301	435	0	682	317	1008	1006	
V/C Ratio(X)	1.27	0.00	0.69	0.67	0.00	0.95	0.98	0.00	0.93	0.12	0.63	0.63	
Avail Cap(c_a), veh/h	298	0	376	290	0	301	435	0	682	317	1008	1006	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.00	0.89	1.00	1.00	1.00	
Uniform Delay (d), s/veh	46.8	0.0	54.3	42.8	0.0	61.8	47.4	0.0	42.2	26.3	20.7	20.8	
Incr Delay (d2), s/veh 1	45.4	0.0	5.2	5.8	0.0	38.5	36.7	0.0	18.7	0.8	3.0	3.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/	B 12.0	0.0	14.6	10.2	0.0	20.1	27.7	0.0	33.2	1.3	21.6	21.7	
Unsig. Movement Delay,	s/veh			40.4	0.0	100.4	04.0	0.0	(0.0	07.4	00.7	00.0	
LnGrp Delay(d),s/ven	92.2	0.0	59.5	48.6	0.0	100.4	84.0	0.0	60.9	27.1	23.7	23.8	
LINGTP LUS	F	A	E	D	<u>A</u>	F	F	A	E	U	1010	U	
Approach Vol, ven/n		030			480			1058			1310		
Approach LOS		138.3 F			/9.4			/U.3			23.9		
Approach LOS		F			E			E			U		
Timer - Assigned Phs		2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc),	S	93.0	19.0	38.0	26.0	67.0	26.0	31.0					
Change Period (Y+Rc), s	5	* 5.8	6.0	5.9	5.6	* 5.8	5.9	5.9					
Max Green Setting (Gma	ax), s	* 87	13.0	32.1	20.4	* 61	20.1	25.1					
Max Q Clear Time (g_c+	l1), s	38.5	14.8	22.3	3.5	63.2	22.1	25.6					
Green Ext Time (p_c), s		24.7	0.0	1.0	0.1	0.0	0.0	0.0					
Intersection Summary													
HCM 6th Ctrl Delay			66.5										
HCM 6th LOS			Е										

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM Signalized Intersection Capacity Analysis 1: Marietta Blvd & Chattahoochee Ave

VEHICLE CAPACITY/LOS

Chattahoochee Bicycle Facility Study

Build 2023 AM-Directional

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			र्स	1	7	^	1	1	A	
Traffic Volume (vph)	2	113	27	41	31	290	26	283	159	650	563	3
Future Volume (vph)	2	113	27	41	31	290	26	283	159	650	563	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.3			7.3	6.9	6.4	6.4	6.4	6.9	6.4	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt		0.97			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1811			1696	1455	1703	3195	1482	1719	3432	
Flt Permitted		1.00			0.51	1.00	0.43	1.00	1.00	0.56	1.00	
Satd. Flow (perm)		1805			895	1455	770	3195	1482	1007	3432	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2	118	28	43	32	302	27	295	166	677	586	3
RTOR Reduction (vph)	0	8	0	0	0	78	0	0	0	0	0	0
Lane Group Flow (vph)	0	140	0	0	75	224	27	295	166	677	589	0
Heavy Vehicles (%)	2%	2%	3%	14%	2%	11%	6%	13%	9%	5%	5%	25%
Turn Type	Perm	NA		Perm	NA	pm+ov	D.Pm	NA	Perm	D.P+P	NA	
Protected Phases		8			4	5		6		5	2	
Permitted Phases	8			4	4	4	2		6	6		
Actuated Green, G (s)		16.3			16.3	63.0	110.0	56.4	56.4	103.1	110.0	
Effective Green, g (s)		16.3			16.3	63.0	110.0	56.4	56.4	103.1	110.0	
Actuated g/C Ratio		0.12			0.12	0.45	0.79	0.40	0.40	0.74	0.79	
Clearance Time (s)		7.3			7.3	6.9	6.4	6.4	6.4	6.9	6.4	
Vehicle Extension (s)		3.0			3.0	3.0	5.0	5.0	5.0	3.0	5.0	
Lane Grp Cap (vph)		210			104	654	605	1287	597	979	2696	
v/s Ratio Prot						0.11		0.09		c0.23	0.17	
v/s Ratio Perm		0.08			c0.08	0.04	0.04		0.11	c0.28		
v/c Ratio		0.67			0.72	0.34	0.04	0.23	0.28	0.69	0.22	
Uniform Delay, d1		59.2			59.7	25.0	3.3	27.5	28.1	8.0	3.9	
Progression Factor		1.00			1.17	0.73	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		7.8			20.7	0.3	0.1	0.2	0.5	2.1	0.2	
Delay (s)		67.0			90.2	18.6	3.5	27.7	28.6	10.2	4.1	
Level of Service		E			F	В	А	С	С	В	А	
Approach Delay (s)		67.0			32.9			26.7			7.3	
Approach LOS		E			С			С			А	
Intersection Summary												
HCM 2000 Control Delay			19.6	Н	CM 2000	D Level of	Service		В			
HCM 2000 Volume to Capaci	ity ratio		0.70									
Actuated Cycle Length (s)			140.0	S	um of los	st time (s)			20.6			
Intersection Capacity Utilizati	on		83.2%	IC	CU Level	of Service	9		E			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		4	1.		5	1		
Traffic Volume (vph)	365	582	192	102	134	172		
Future Volume (vph)	365	582	192	102	134	172		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		5.4	5.4		5.0	5.0		
Lane Util. Factor		1.00	1.00		1.00	1.00		
Frt		1.00	0.95		1.00	0.85		
Flt Protected		0.98	1.00		0.95	1.00		
Satd, Flow (prot)		1765	1581		1719	1524		
Flt Permitted		0.74	1.00		0.95	1.00		
Satd. Flow (perm)		1325	1581		1719	1524		
Peak-hour factor. PHF	0.93	0.93	0.92	0.92	0.93	0.93		
Adi, Flow (vph)	392	626	209	111	144	185		
RTOR Reduction (vph)	0	0	8	0	0	164		
Lane Group Flow (vph)	0	1018	312	0	144	21		
Heavy Vehicles (%)	5%	6%	17%	10%	5%	6%		
Turn Type	pm+pt	NA	NA		Prot	Perm		
Protected Phases	1	6	2		4			
Permitted Phases	6					4		
Actuated Green, G (s)		113.9	113.9		15.7	15.7		
Effective Green, g (s)		113.9	113.9		15.7	15.7		
Actuated g/C Ratio		0.81	0.81		0.11	0.11		
Clearance Time (s)		5.4	5.4		5.0	5.0		
Vehicle Extension (s)		5.0	5.0		2.2	2.2		
Lane Grp Cap (vph)		1077	1286		192	170		
v/s Ratio Prot			0.20		c0.08			
v/s Ratio Perm		c0.77				0.01		
v/c Ratio		0.95	0.24		0.75	0.12		
Uniform Delay, d1		10.5	3.0		60.2	55.9		
Progression Factor		1.20	1.43		1.00	1.00		
Incremental Delay, d2		14.7	0.4		13.9	0.2		
Delay (s)		27.3	4.8		74.2	56.1		
Level of Service		С	А		Е	E		
Approach Delay (s)		27.3	4.8		64.0			
Approach LOS		С	А		Е			
Intersection Summary								
HCM 2000 Control Delay			30.2	Н	CM 2000	Level of Servi	се	С
HCM 2000 Volume to Capac	ity ratio		0.97					
Actuated Cycle Length (s)			140.0	S	um of lost	t time (s)		17.0
Intersection Capacity Utilizat	ion		87.7%	IC	U Level	of Service		E
Analysis Period (min)			15					
c Critical Lane Group								

Intersection

Int Delay, s/veh	9						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	÷			्स	۰¥		
Traffic Vol, veh/h	659	25	93	326	35	219	
Future Vol, veh/h	659	25	93	326	35	219	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage	,# 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	94	94	94	94	94	94	
Heavy Vehicles, %	7	17	4	13	14	2	
Mvmt Flow	701	27	99	347	37	233	

Major/Minor	Major	1	Major2		Minor1	
Conflicting Flow All		0 () 728	0	1260	715
Stage 1		-		-	715	-
Stage 2				-	545	-
Critical Hdwy		-	- 4.14	-	6.54	6.22
Critical Hdwy Stg 1				-	5.54	-
Critical Hdwy Stg 2		-		-	5.54	-
Follow-up Hdwy		-	- 2.236	-	3.626	3.318
Pot Cap-1 Maneuver		-	- 866	-	178	431
Stage 1		-		-	464	-
Stage 2		-		-	558	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuve	r	-	- 866	-	153	431
Mov Cap-2 Maneuve	r	-		-	153	-
Stage 1		-		-	464	-
Stage 2		-		-	479	-
Approach	FI	B	WB		NB	
HCM Control Delay	<u>-</u> S	0	22		44 5	
HCM LOS	5	0	2.2		F	
Minor Lane/Major Mv	rmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		345	- -	-	866	-
HCM Lane V/C Ratio)	0.783	3 -	-	0.114	-
HCM Control Delay (s)	44.5	-) -	-	9.7	0
HCM Lane LOS		E	-	-	А	A
HCM 95th %tile Q(ve	eh)	6.4	1 -	-	0.4	-

VEHICLE CAPACITY/LOS

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲	≜1 ≱		7	≜1 ≱			\$		7	¢Î	
Traffic Volume (vph)	100	769	2	22	404	175	2	12	18	229	9	50
Future Volume (vph)	100	769	2	22	404	175	2	12	18	229	9	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.95			0.92		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1805	3401		1770	3222			1503		1805	1660	
Flt Permitted	0.36	1.00		0.34	1.00			0.25		0.73	1.00	
Satd. Flow (perm)	682	3401		638	3222			376		1396	1660	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	106	818	2	23	430	186	2	13	19	244	10	53
RTOR Reduction (vph)	0	0	0	0	26	0	0	0	0	0	42	0
Lane Group Flow (vph)	106	820	0	23	590	0	0	34	0	244	21	0
Heavy Vehicles (%)	0%	6%	50%	2%	10%	0%	100%	0%	19%	0%	0%	0%
Turn Type	D.P+P	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			3			4	
Permitted Phases	2			2			3			4		
Actuated Green, G (s)	77.6	83.6		68.3	68.3			8.5		29.9	29.9	
Effective Green, g (s)	77.6	83.6		68.3	68.3			8.5		29.9	29.9	
Actuated g/C Ratio	0.55	0.60		0.49	0.49			0.06		0.21	0.21	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	452	2030		311	1571			22		298	354	
v/s Ratio Prot	0.02	c0.24			0.18						0.01	
v/s Ratio Perm	0.11			0.04				c0.09		c0.17		
v/c Ratio	0.23	0.40		0.07	0.38			1.55		0.82	0.06	
Uniform Delay, d1	15.2	15.0		19.0	22.5			65.8		52.5	43.9	
Progression Factor	1.04	1.05		0.55	0.47			1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.1		0.3	0.4			391.0		15.9	0.1	
Delay (s)	16.0	15.8		10.8	11.0			456.7		68.4	43.9	
Level of Service	В	В		В	В			F		E	D	
Approach Delay (s)		15.8			11.0			456.7			63.4	
Approach LOS		В			В			F			E	
Intersection Summary												
HCM 2000 Control Delay			29.7	H	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	city ratio		0.61									
Actuated Cycle Length (s)			140.0	S	um of los	t time (s)			24.0			
Intersection Capacity Utiliza	ation		65.7%	IC	U Level	of Service	9		С			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 5: Ellsworth Ind Blvd & Chattahoochee Ave

VEHICLE CAPACITY/LOS

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		đ þ		۲	eî 👘		٦	4Î		٦	f,	
Traffic Volume (vph)	24	935	69	188	706	104	76	56	336	72	27	6
Future Volume (vph)	24	935	69	188	706	104	76	56	336	72	27	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		5.6	6.5		5.8	5.8		5.8	5.8	
Lane Util. Factor		0.95		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.99		1.00	0.98		1.00	0.87		1.00	0.97	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3308		1736	1738		1570	1558		1770	1324	
Flt Permitted		0.87		0.14	1.00		0.71	1.00		0.23	1.00	
Satd. Flow (perm)		2891		248	1738		1180	1558		437	1324	
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.94	0.94	0.94	0.50	0.50	0.50
Adj. Flow (vph)	26	995	73	202	759	112	81	60	357	144	54	12
RTOR Reduction (vph)	0	3	0	0	3	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	1091	0	202	868	0	81	417	0	144	60	0
Heavy Vehicles (%)	9%	7%	20%	4%	8%	2%	15%	8%	6%	2%	40%	38%
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)		65.5		84.8	84.8		42.9	42.9		42.9	42.9	
Effective Green, g (s)		65.5		84.8	84.8		42.9	42.9		42.9	42.9	
Actuated g/C Ratio		0.47		0.61	0.61		0.31	0.31		0.31	0.31	
Clearance Time (s)		6.5		5.6	6.5		5.8	5.8		5.8	5.8	
Vehicle Extension (s)		5.0		2.0	5.0		2.2	2.2		2.2	2.2	
Lane Grp Cap (vph)		1352		295	1052		361	477		133	405	
v/s Ratio Prot				0.07	c0.50			0.27			0.05	
v/s Ratio Perm		0.38		0.35			0.07			c0.33		
v/c Ratio		0.81		0.68	0.82		0.22	0.87		1.08	0.15	
Uniform Delay, d1		31.8		19.5	21.8		36.2	46.0		48.5	35.3	
Progression Factor		0.67		0.78	0.46		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.8		0.5	0.7		0.2	15.9		101.9	0.1	
Delay (s)		25.2		15.8	10.7		36.3	61.9		150.5	35.4	
Level of Service		С		В	В		D	E		F	D	
Approach Delay (s)		25.2			11.6			57.7			114.3	
Approach LOS		С			В			E			F	
Intersection Summary												
HCM 2000 Control Delay			32.3	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capaci	ity ratio		0.95									
Actuated Cycle Length (s)			140.0	S	um of los	t time (s)			17.9			
Intersection Capacity Utilizati	ion		123.1%	IC	CU Level	of Service	;		Н			
Analysis Period (min)			15									
c Critical Lane Group												

Build 2023 AM-Directional

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Movement El	BL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	٦	1	f,		Y	
Traffic Volume (veh/h) 2	49	993	1175	16	49	60
Future Volume (veh/h) 2	49	993	1175	16	49	60
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT) 1.	.00			1.00	1.00	1.00
Parking Bus, Adj 1.	.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln 17	'96	1707	1781	1900	1737	1811
Adj Flow Rate, veh/h 2	77	1103	1306	18	54	67
Peak Hour Factor 0.	.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	13	8	0	11	6
Cap, veh/h 2	35	1404	1179	16	63	78
Arrive On Green 0.	.11	0.82	0.67	0.67	0.09	0.09
Sat Flow, veh/h 17	'11	1707	1753	24	686	851
Grp Volume(v), veh/h 2	77	1103	0	1324	122	0
Grp Sat Flow(s),veh/h/ln17	'11	1707	0	1777	1550	0
Q Serve(q s), s 15	5.0	45.4	0.0	94.1	10.9	0.0
Cycle Q Clear(g c), s 15	5.0	45.4	0.0	94.1	10.9	0.0
Prop In Lane 1.	.00			0.01	0.44	0.55
Lane Grp Cap(c), veh/h 2	35	1404	0	1195	143	0
V/C Ratio(X) 1.	18	0.79	0.00	1.11	0.86	0.00
Avail Cap(c a), veh/h 2	35	1404	0	1195	199	0
HCM Platoon Ratio 1.	.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I) 1.	.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh54	4.5	6.2	0.0	22.9	62.6	0.0
Incr Delay (d2), s/veh 116	6.1	3.0	0.0	61.0	22.0	0.0
Initial Q Delay(d3), s/veh Q	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/26	3.9	19.0	0.0	73.9	8.9	0.0
Unsig. Movement Delay, s	/veh					
LnGrp Delay(d), s/veh 170	0.7	9.3	0.0	83.9	84.6	0.0
LnGrp LOS	F	А	А	F	F	А
Approach Vol, veh/h		1380	1324		122	
Approach Delay, s/veh		41.7	83.9		84.6	
Approach LOS		D	F		F	
Timor Accimed Dha	1	n		٨		1
Timer - Assigned Phs	10 1	2		4		101.1
Physical Charges Denics (G+Y+Rc), 23	1.0	100.1		18.9		121.1
Change Period (Y+RC), s 6	b.U	6.0		6.0		6.0
Max Green Setting (Gmak),(\$	89.0		18.0		110.0
Iviax Q Clear Time (g_c+11	V).,US	96.1		12.9		4/.4
Green Ext Time (p_c), s (J.U	0.0		0.1		14.2
Intersection Summary						
HCM 6th Ctrl Delay			63.3			
HCM 6th LOS			Е			

Notes

User approved volume balancing among the lanes for turning movement.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ካካ		1			1	٦	f,			•	1
Traffic Volume (vph)	553	0	517	0	0	31	176	220	5	0	353	810
Future Volume (vph)	553	0	517	0	0	31	176	220	5	0	353	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2		5.2			5.2	5.7	6.1			6.1	5.2
Lane Util. Factor	0.97		1.00			1.00	1.00	1.00			1.00	1.00
Frt	1.00		0.85			0.86	1.00	1.00			1.00	0.85
Flt Protected	0.95		1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3072		1553			1611	1612	1772			1810	1524
Flt Permitted	0.95		1.00			1.00	0.43	1.00			1.00	1.00
Satd. Flow (perm)	3072		1553			1611	733	1772			1810	1524
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	576	0	539	0	0	32	183	229	5	0	368	844
RTOR Reduction (vph)	0	0	324	0	0	21	0	0	0	0	0	95
Lane Group Flow (vph)	576	0	215	0	0	11	183	234	0	0	368	749
Heavy Vehicles (%)	14%	2%	4%	2%	5%	2%	12%	7%	2%	2%	5%	6%
Turn Type	Prot		Perm			Perm	D.P+P	NA			NA	pm+ov
Protected Phases	3						1	6			2	3
Permitted Phases			3			3	2					2
Actuated Green, G (s)	46.0		46.0			46.0	77.0	82.7			65.0	111.0
Effective Green, g (s)	46.0		46.0			46.0	77.0	82.7			65.0	111.0
Actuated g/C Ratio	0.33		0.33			0.33	0.55	0.59			0.46	0.79
Clearance Time (s)	5.2		5.2			5.2	5.7	6.1			6.1	5.2
Vehicle Extension (s)	4.0		4.0			4.0	2.0	5.0			5.0	4.0
Lane Grp Cap (vph)	1009		510			529	478	1046			840	1208
v/s Ratio Prot	0.19						c0.03	0.13			0.20	c0.20
v/s Ratio Perm			0.14			0.01	0.18					0.29
v/c Ratio	0.57		0.42			0.02	0.38	0.22			0.44	0.62
Uniform Delay, d1	38.8		36.6			31.8	16.8	13.5			25.2	5.9
Progression Factor	0.75		1.05			1.00	1.00	1.00			0.85	2.26
Incremental Delay, d2	0.6		0.5			0.0	0.2	0.2			1.5	1.0
Delay (s)	29.9		38.9			31.8	17.0	13.7			22.9	14.3
Level of Service	С		D			С	В	В			С	В
Approach Delay (s)		34.3			31.8			15.1			16.9	
Approach LOS		С			С			В			В	
Intersection Summary												
HCM 2000 Control Delay			23.8	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	city ratio		0.60									
Actuated Cycle Length (s)			140.0	S	um of los	t time (s)			17.0			
Intersection Capacity Utiliza	tion		69.0%	IC	CU Level	of Servic	е		С			
Analysis Period (min)			15									
c Critical Lane Group												

Build 2023 AM-Directional

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Movement EI	BL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ž	4Î		ľ	el 🕺			đ þ		5	≜î ∌	
Traffic Volume (veh/h) 40	03	143	50	83	61	33	35	808	16	29	846	149
Future Volume (veh/h) 40	03	143	50	83	61	33	35	808	16	29	846	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT) 1.0	00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj 1.0	00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln 182	26	1856	1648	1826	1737	1856	1900	1707	1900	1900	1781	1870
Adj Flow Rate, veh/h 43	38	155	54	90	66	36	38	878	17	32	920	162
Peak Hour Factor 0.9	92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	3	17	5	11	3	0	13	0	0	8	2
Cap, veh/h 40	.09	300	105	269	83	45	73	1556	30	307	1733	305
Arrive On Green 0.1	19	0.23	0.23	0.04	0.08	0.08	0.54	0.54	0.54	0.03	0.60	0.60
Sat Flow, veh/h 17	39	1315	458	1/39	1057	5/6	83	2896	55	1810	28/6	506
Grp Volume(v), veh/h 4	38	0	209	90	0	102	459	0	474	32	541	541
Grp Sat Flow(s),veh/h/ln17:	39	0	1773	1739	0	1633	1492	0	1544	1810	1692	1690
Q Serve(g_s), s 27	/.1	0.0	14.4	5.6	0.0	8.6	3.3	0.0	28.7	1.1	26.2	26.2
Cycle Q Clear(g_c), s 27	/.1	0.0	14.4	5.6	0.0	8.6	24.6	0.0	28.7	1.1	26.2	26.2
Prop In Lane 1.	00	0	0.26	1.00	0	0.35	0.08	0	0.04	1.00	1000	0.30
Lane Grp Cap(c), ven/n 40	09	0	405	269	0	128	829	0	829	307	1020	1018
V/C Rallo(X) 1.0	07	0.00	0.52	0.33	0.00	0.80	0.55	0.00	0.57	0.10	0.53	0.53
Avail Cap(c_a), ven/n 40	09	1.00	5/1	209	1.00	201	829	1 00	829	331	1020	1018
HCIVI Platoofi Ratio 1.0	00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I) 1.0		0.00	1.00	1.00	0.00	1.00	0.89 20 F	0.00	0.89	1.00	1.00	1.00
Incr Dolay (d2) shop 64	7.0 1 Б	0.0	47.5	40.0	0.0	03.4 10.0	20.0	0.0	21.0	0.1	10.5	10.5
Initial O Dolay(d2) shoe	+.0 1 0	0.0	0.0	0.7	0.0	0.0	2.4	0.0	2.5	0.1	2.0	2.0
%ile BackOfO(05%) veh/lø	1.0 1.2	0.0	10.7	0.0	0.0	0.0	1/1 8	0.0	15.0	0.0	15.7	15.7
Unsig Movement Delay	∙.∠ /veh	0.0	10.7	4.4	0.0	1.1	14.0	0.0	13.7	0.0	13.7	13.7
InGro Delay(d) s/veh 114	4.3	0.0	48 3	40.8	0.0	74 2	22.9	0.0	24.2	16.8	18.2	18.2
InGrp LOS	F	0.0 A	D	10.0 D	0.0 A	F	22.7 C	0.0 A	2 1.2 C	- 10.0 B	R	R
Approach Vol. veh/h		647	<u> </u>	<u> </u>	192	<u> </u>	<u> </u>	933	<u> </u>	<u> </u>	1114	<u> </u>
Approach Delay s/veh		93.0			58.6			23.6			18.2	
Approach LOS		, J.U			55.5 F			20.0 C			B	
Timor Assigned Dhe		ງ	2	Λ	-	۷	7	0			5	
Phys Duration (C+V+Rc)		Q() 2	12.0	4 37 8	0 2	0 81 0	33.0	0 16.8				
Change Derived $(V_1 D_2)_{c}$		7U.Z * Б.Q	6.0	57.0 5.0	7.Z	01.U * 도 있	50	то.о Б О				
Max Green Setting (Green)) (* 71	6.0	15.9	5.0	5.0 * 60	0.9 27.1	2/1 1				
Max O Clear Time ($\alpha \in 11^{\circ}$) <	28.2	7.6	16 /	२ 1	30.7	27.1	10.6				
Green Ext Time (n c) s	j, 3	18.5	0.0	10.4	0.0	12.2	27.1	0.0				
		10.5	0.0	1.2	0.0	13.3	0.0	0.5				
Intersection Summary			0.0									
HCM 6th Ctrl Delay			39.4									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM Signalized Intersection Capacity Analysis 1: Marietta Blvd & Chattahoochee Ave

VEHICLE CAPACITY/LOS

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			र्स	1	5	* *	1	5	≜t ≽	
Traffic Volume (vph)	4	68	32	145	178	648	54	565	135	351	577	19
Future Volume (vph)	4	68	32	145	178	648	54	565	135	351	577	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.3			7.3	6.9	6.4	6.4	6.4	6.9	6.4	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt		0.96			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00			0.98	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1739			1814	1583	1770	3438	1553	1770	3457	
Flt Permitted		0.99			0.79	1.00	0.39	1.00	1.00	0.34	1.00	
Satd. Flow (perm)		1717			1471	1583	733	3438	1553	632	3457	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	4	71	33	151	185	675	56	589	141	366	601	20
RTOR Reduction (vph)	0	12	0	0	0	24	0	0	0	0	1	0
Lane Group Flow (vph)	0	96	0	0	336	651	56	589	141	366	620	0
Heavy Vehicles (%)	2%	4%	6%	3%	2%	2%	2%	5%	4%	2%	4%	2%
Turn Type	Perm	NA		Perm	NA	pm+ov	D.Pm	NA	Perm	D.P+P	NA	
Protected Phases		8			4	5		6		5	2	
Permitted Phases	8			4		4	2		6	6		
Actuated Green, G (s)		39.1			39.1	70.2	97.2	59.2	59.2	90.3	97.2	
Effective Green, g (s)		39.1			39.1	70.2	97.2	59.2	59.2	90.3	97.2	
Actuated g/C Ratio		0.26			0.26	0.47	0.65	0.39	0.39	0.60	0.65	
Clearance Time (s)		7.3			7.3	6.9	6.4	6.4	6.4	6.9	6.4	
Vehicle Extension (s)		3.0			3.0	3.0	5.0	5.0	5.0	3.0	5.0	
Lane Grp Cap (vph)		447			383	740	474	1356	612	616	2240	
v/s Ratio Prot						c0.18		0.17		0.12	0.18	
v/s Ratio Perm		0.06			0.23	0.23	0.08		0.09	c0.23		
v/c Ratio		0.22			0.88	0.88	0.12	0.43	0.23	0.59	0.28	
Uniform Delay, d1		43.4			53.2	36.1	10.1	33.2	30.2	15.9	11.3	
Progression Factor		1.00			0.92	0.88	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.2			13.7	/.9	0.5	0.5	0.4	1.5	0.3	_
Delay (s)		43.7			62.8	39.8	10.6	33.6	30.6	17.5	11.6	
Level of Service		D			E AZ A	D	В	C 21 5	C	В	10 O	
Approach Delay (s)		43.7			47.4			31.5			13.8	
Approach LOS		D			D			C			В	
Intersection Summary												
HCM 2000 Control Delay			31.5	Н	CM 200) Level of	Service		С			
HCM 2000 Volume to Capac	ity ratio		0.75									
Actuated Cycle Length (s)			150.0	S	um of lo	st time (s)			20.6			
Intersection Capacity Utilizat	ion		79.6%	IC	CU Level	of Service	5		D			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		4	1.		522	1		
Traffic Volume (vph)	235	297	529	109	173	498		
Future Volume (vph)	235	297	529	109	173	498		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		5.4	5.4		5.0	5.0		
Lane Util. Factor		1.00	1.00		1.00	1.00		
Frt		1.00	0.98		1.00	0.85		
Flt Protected		0.98	1.00		0.95	1.00		
Satd. Flow (prot)		1774	1788		1671	1583		
Flt Permitted		0.45	1.00		0.95	1.00		
Satd. Flow (perm)		809	1788		1671	1583		
Peak-hour factor, PHF	0.93	0.93	0.84	0.84	0.90	0.90		
Adj. Flow (vph)	253	319	630	130	192	553		
RTOR Reduction (vph)	0	0	4	0	0	314		
Lane Group Flow (vph)	0	572	756	0	192	239		
Heavy Vehicles (%)	2%	7%	4%	3%	8%	2%		
Turn Type	ta+ma	NA	NA		Prot	Perm		
Protected Phases	1	6	2		4			
Permitted Phases	6					4		
Actuated Green, G (s)		116.2	116.2		23.4	23.4		
Effective Green, g (s)		116.2	116.2		23.4	23.4		
Actuated g/C Ratio		0.77	0.77		0.16	0.16		
Clearance Time (s)		5.4	5.4		5.0	5.0		
Vehicle Extension (s)		5.0	5.0		2.2	2.2		
Lane Grp Cap (vph)		626	1385		260	246		
v/s Ratio Prot			0.42		0.11			
v/s Ratio Perm		c0.71				c0.15		
v/c Ratio		0.91	0.55		0.74	0.97		
Uniform Delay, d1		13.0	6.6		60.4	63.0		
Progression Factor		0.77	0.36		1.00	1.00		
Incremental Delay, d2		17.8	1.5		9.4	49.1		
Delay (s)		27.8	3.9		69.8	112.0		
Level of Service		С	А		Е	F		
Approach Delay (s)		27.8	3.9		101.2			
Approach LOS		С	А		F			
Intersection Summary								
HCM 2000 Control Delay			45.3	Н	CM 2000	Level of Ser	/ice	D
HCM 2000 Volume to Capac	ity ratio		0.97					
Actuated Cycle Length (s)	,		150.0	S	um of los	t time (s)		17.0
Intersection Capacity Utilizati	ion		85.8%	IC	CU Level	of Service		E
Analysis Period (min)			15					
c Critical Lane Group								

Intersection

Int Delay, s/veh	12.4								
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	4			- स ी	۰¥				
Traffic Vol, veh/h	451	136	288	561	27	129			
Future Vol, veh/h	451	136	288	561	27	129			
Conflicting Peds, #/hr	0	0	0	0	0	0			
Sign Control	Free	Free	Free	Free	Stop	Stop			
RT Channelized	-	None	-	None	-	None			
Storage Length	-	-	-	-	0	-			
Veh in Median Storage	e, # 0	-	-	0	0	-			
Grade, %	0	-	-	0	0	-			
Peak Hour Factor	92	92	92	92	92	92			
Heavy Vehicles, %	4	6	2	4	7	2			
Mvmt Flow	490	148	313	610	29	140			

Major/Minor	Major1	N	Major2	[Vinor1	
Conflicting Flow All	0	0	638	0	1800	564
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	1236	-
Critical Hdwy	-	-	4.12	-	6.47	6.22
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.218	-	3.563	3.318
Pot Cap-1 Maneuver	-	-	946	-	85	525
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	268	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	946	-	43	525
Mov Cap-2 Maneuver	-	-	-	-	43	-
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	134	-
Approach	ED		\//D		ND	
	ED					
HCM Control Delay, s	5 U		3.0		106.6	
HCM LOS					F	
Minor Lane/Major Mvr	nt N	IBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		179	-	-	946	-
HCM Lane V/C Ratio		0.947	-	-	0.331	-
HCM Control Delay (s	5)	106.6	-	-	10.7	0
HCM Lane LOS		F	-	-	В	А

HCM 95th %tile Q(veh)

7.4

1.5

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VEHICLE CAPACITY/LOS

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	≜ 16		ሻ	A			\$		۲	4	
Traffic Volume (vph)	102	480	1	11	771	176	4	8	37	153	3	90
Future Volume (vph)	102	480	1	11	771	176	4	8	37	153	3	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.97			0.90		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1805	3497		1378	3399			1669		1805	1624	
Flt Permitted	0.22	1.00		0.45	1.00			0.31		0.72	1.00	
Satd. Flow (perm)	414	3497		653	3399			518		1375	1624	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	106	500	1	11	803	183	4	8	39	159	3	94
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	80	0
Lane Group Flow (vph)	106	501	0	11	976	0	0	51	0	159	17	0
Heavy Vehicles (%)	0%	3%	100%	31%	4%	0%	2%	0%	2%	0%	0%	0%
Turn Type	D.P+P	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			3			4	
Permitted Phases	2			2			3			4		
Actuated Green, G (s)	90.1	96.1		83.5	83.5			13.4		22.5	22.5	
Effective Green, g (s)	90.1	96.1		83.5	83.5			13.4		22.5	22.5	
Actuated g/C Ratio	0.60	0.64		0.56	0.56			0.09		0.15	0.15	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	309	2240		363	1892			46		206	243	
v/s Ratio Prot	c0.02	0.14			c0.29						0.01	
v/s Ratio Perm	0.19			0.02				c0.10		c0.12		
v/c Ratio	0.34	0.22		0.03	0.52			1.11		0.77	0.07	
Uniform Delay, d1	27.0	11.3		15.0	20.7			68.3		61.3	54.8	
Progression Factor	0.85	0.89		0.57	0.56			1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.0		0.1	0.6			166.3		16.3	0.1	
Delay (s)	23.5	10.1		8.7	12.2			234.6		77.6	54.9	
Level of Service	С	В		A	В			F		E	D	
Approach Delay (s)		12.5			12.1			234.6			69.0	
Approach LOS		В			В			F			E	
Intersection Summary												
HCM 2000 Control Delay			25.8	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	city ratio		0.61									
Actuated Cycle Length (s)			150.0	S	um of los	t time (s)			24.0			
Intersection Capacity Utilization	ition		62.7%	IC	CU Level	of Service	;		В			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 5: Ellsworth Ind Blvd & Chattahoochee Ave

VEHICLE CAPACITY/LOS

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		đ î þ		ሻ	ĥ		٦	đ,		ሻ	î,	
Traffic Volume (vph)	9	603	96	351	903	59	123	31	287	112	43	36
Future Volume (vph)	9	603	96	351	903	59	123	31	287	112	43	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		5.6	6.5		5.8	5.8		5.8	5.8	
Lane Util. Factor		0.95		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.98		1.00	0.99		1.00	0.86		1.00	0.93	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3451		1770	1829		1719	1583		1770	1691	
Flt Permitted		0.94		0.22	1.00		0.68	1.00		0.27	1.00	
Satd. Flow (perm)		3231		419	1829		1239	1583		494	1691	
Peak-hour factor, PHF	0.81	0.81	0.81	0.93	0.93	0.93	0.96	0.96	0.96	0.82	0.82	0.82
Adj. Flow (vph)	11	744	119	377	971	63	128	32	299	137	52	44
RTOR Reduction (vph)	0	7	0	0	1	0	0	0	0	0	22	0
Lane Group Flow (vph)	0	867	0	377	1033	0	128	331	0	137	74	0
Heavy Vehicles (%)	2%	2%	5%	2%	3%	2%	5%	20%	2%	2%	6%	3%
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)		75.1		100.5	100.5		37.2	37.2		37.2	37.2	
Effective Green, g (s)		75.1		100.5	100.5		37.2	37.2		37.2	37.2	
Actuated g/C Ratio		0.50		0.67	0.67		0.25	0.25		0.25	0.25	
Clearance Time (s)		6.5		5.6	6.5		5.8	5.8		5.8	5.8	
Vehicle Extension (s)		5.0		2.0	5.0		2.2	2.2		2.2	2.2	
Lane Grp Cap (vph)		1617		459	1225		307	392		122	419	
v/s Ratio Prot				0.11	c0.56			0.21			0.04	
v/s Ratio Perm		0.27		0.44			0.10			c0.28		
v/c Ratio		0.54		0.82	0.84		0.42	0.84		1.12	0.18	
Uniform Delay, d1		25.6		15.8	18.8		47.3	53.6		56.4	44.4	
Progression Factor		0.84		1.33	0.27		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.6		1.1	0.7		0.5	14.8		118.3	0.1	
Delay (s)		22.2		22.1	5.8		47.8	68.5		174.7	44.5	
Level of Service		С		С	А		D	E		F	D	
Approach Delay (s)		22.2			10.1			62.7			121.1	
Approach LOS		С			В			E			F	
Intersection Summary												
HCM 2000 Control Delay			30.5	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capac	ity ratio		0.96									
Actuated Cycle Length (s)			150.0	S	um of los	t time (s)			17.9			
Intersection Capacity Utilizat	ion		117.6%	IC	CU Level	of Service	;		Н			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ň	•	1,		M	
Traffic Volume (veh/h)	259	815	1184	33	9	210
Future Volume (veh/h)	259	815	1184	33	9	210
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1841	1796	1856	1900	1870
Adj Flow Rate, veh/h	276	867	1260	35	10	223
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	4	7	3	0	2
Cap, veh/h	233	1473	1136	32	8	185
Arrive On Green	0.11	0.80	0.65	0.65	0.12	0.12
Sat Flow, veh/h	1739	1841	1739	48	69	1543
Grp Volume(v), veh/h	276	867	0	1295	234	0
Grp Sat Flow(s), veh/h/ln	1739	1841	0	1787	1619	0
Q Serve(g_s), s	16.0	26.7	0.0	98.0	18.0	0.0
Cycle Q Clear(q_c), s	16.0	26.7	0.0	98.0	18.0	0.0
Prop In Lane	1.00			0.03	0.04	0.95
Lane Grp Cap(c), veh/h	233	1473	0	1168	194	0
V/C Ratio(X)	1.18	0.59	0.00	1.11	1.20	0.00
Avail Cap(c_a), veh/h	233	1473	0	1168	194	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.4	5.7	0.0	26.0	66.0	0.0
Incr Delay (d2), s/veh	117.0	0.6	0.0	61.5	130.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/In	24.3	13.7	0.0	77.3	22.3	0.0
Unsig. Movement Delay, s/veh	1					
LnGrp Delay(d),s/veh	175.4	6.3	0.0	87.5	196.5	0.0
LnGrp LOS	F	Α	А	F	F	А
Approach Vol, veh/h		1143	1295		234	
Approach Delay, s/veh		47.1	87.5		196.5	
Approach LOS		D	F		F	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	22.0	104.0		24.0		126.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	16.0	98.0		18.0		120.0
Max Q Clear Time (α c+l1), s	18.0	100.0		20.0		28.7
Green Ext Time (p_c), s	0.0	0.0		0.0		8.3
Intersection Summary						
HCM 6th Ctrl Delay			79.8			
HCM 6th LOS			E			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ካካ		1			1	5	ţ,			•	1
Traffic Volume (vph)	422	0	394	0	0	81	253	412	9	0	566	737
Future Volume (vph)	422	0	394	0	0	81	253	412	9	0	566	737
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2		5.7			5.2	5.7	6.1			6.1	5.2
Lane Util. Factor	0.97		1.00			1.00	1.00	1.00			1.00	1.00
Frt	1.00		0.85			0.86	1.00	1.00			1.00	0.85
Flt Protected	0.95		1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433		1583			1611	1752	1850			1863	1553
Flt Permitted	0.95		1.00			1.00	0.30	1.00			1.00	1.00
Satd. Flow (perm)	3433		1583			1611	554	1850			1863	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	459	0	428	0	0	88	275	448	10	0	615	801
RTOR Reduction (vph)	0	0	128	0	0	69	0	1	0	0	0	73
Lane Group Flow (vph)	459	0	300	0	0	19	275	457	0	0	615	728
Heavy Vehicles (%)	2%	11%	2%	2%	2%	2%	3%	2%	18%	0%	2%	4%
Turn Type	Prot		pm+ov			Perm	D.P+P	NA			NA	pm+ov
Protected Phases	3		1				1	6			2	3
Permitted Phases			3			3	2					2
Actuated Green, G (s)	31.6		45.9			31.6	101.4	107.1			87.1	118.7
Effective Green, g (s)	31.6		45.9			31.6	101.4	107.1			87.1	118.7
Actuated g/C Ratio	0.21		0.31			0.21	0.68	0.71			0.58	0.79
Clearance Time (s)	5.2		5.7			5.2	5.7	6.1			6.1	5.2
Vehicle Extension (s)	4.0		2.0			4.0	2.0	5.0			5.0	4.0
Lane Grp Cap (vph)	723		484			339	488	1320			1081	1228
v/s Ratio Prot	c0.13		c0.06				0.05	0.25			0.33	c0.12
v/s Ratio Perm			0.13			0.01	0.33					0.34
v/c Ratio	0.63		0.62			0.05	0.56	0.35			0.57	0.59
Uniform Delay, d1	53.9		44.6			47.3	12.9	8.2			19.7	6.2
Progression Factor	0.64		1.07			1.00	1.00	1.00			0.75	0.82
Incremental Delay, d2	1.7		1.5			0.1	0.9	0.3			1.7	0.7
Delay (s)	36.1		49.3			47.4	13.8	8.5			16.4	5.8
Level of Service	D		D			D	В	А			В	A
Approach Delay (s)		42.5			47.4			10.5			10.4	
Approach LOS		D			D			В			В	
Intersection Summary												
HCM 2000 Control Delay			20.6	H	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	acity ratio		0.61									
Actuated Cycle Length (s)			150.0	S	um of los	t time (s)			17.0			
Intersection Capacity Utiliz	ation		69.0%	IC	CU Level	of Servic	е		С			
Analysis Period (min)			15									
c Critical Lane Group												

Build 2023 PM-Directional

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Movement EB	_ EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ነ ጉ		- ኘ	eî 👘			đ þ		ኘ	≜ î≽		
Traffic Volume (veh/h) 348	3 158	79	169	200	49	93	900	33	37	1022	173	
Future Volume (veh/h) 348	3 158	79	169	200	49	93	900	33	37	1022	173	
Initial Q (Qb), veh) 0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT) 1.00)	0.99	1.00		0.98	1.00		0.99	1.00		0.99	
Parking Bus, Adj 1.00) 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln 1900) 1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h 378	3 172	86	194	230	56	96	928	34	39	1087	184	
Peak Hour Factor 0.92	2 0.92	0.92	0.87	0.87	0.87	0.97	0.97	0.97	0.94	0.94	0.94	
Percent Heavy Veh, %) 0	0	0	0	0	0	0	0	0	0	0	
Cap, veh/h 30	5 254	127	297	246	60	116	1005	38	331	1794	303	
Arrive On Green 0.13	3 0.21	0.21	0.09	0.17	0.17	0.41	0.41	0.41	0.14	0.58	0.58	
Sat Flow, veh/h 1810) 1189	594	1810	1470	358	212	2463	92	1810	3085	521	
Grp Volume(v), veh/h 378	3 0	258	194	0	286	427	0	631	39	635	636	
Grp Sat Flow(s), veh/h/ln1810) 0	1783	1810	0	1828	1056	0	1711	1810	1805	1801	
Q Serve(g_s), s 20."	I 0.0	19.9	12.6	0.0	23.2	52.0	0.0	51.9	1.5	34.1	34.3	
Cycle Q Clear(g_c), s 20.7	l 0.0	19.9	12.6	0.0	23.2	60.3	0.0	51.9	1.5	34.1	34.3	
Prop In Lane 1.00)	0.33	1.00		0.20	0.22		0.05	1.00		0.29	
Lane Grp Cap(c), veh/h 30!	5 0	382	297	0	306	460	0	698	331	1049	1047	
V/C Ratio(X) 1.24	1 0.00	0.68	0.65	0.00	0.94	0.93	0.00	0.90	0.12	0.60	0.61	
Avail Cap(c_a), veh/h 30	50	382	297	0	306	460	0	698	331	1049	1047	
HCM Platoon Ratio 1.00) 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I) 1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.00	0.89	1.00	1.00	1.00	
Uniform Delay (d), s/veh47.0	0.0	54.2	42.7	0.0	61.6	44.8	0.0	41.6	25.5	20.3	20.3	
Incr Delay (d2), s/veh 133.0	0.0	4.7	5.0	0.0	34.8	25.2	0.0	15.8	0.7	2.6	2.6	
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%), veh/3n1.0	0.0	14.5	10.1	0.0	19.7	25.5	0.0	32.3	1.3	21.1	21.2	
Unsig. Movement Delay, s/v	eh											
LnGrp Delay(d),s/veh 180.0	0.0	58.9	47.7	0.0	96.4	70.0	0.0	57.4	26.3	22.9	23.0	
LnGrp LOS	F A	E	D	А	F	E	Α	E	С	С	С	
Approach Vol, veh/h	636			480			1058			1310		
Approach Delay, s/veh	130.8			76.7			62.5			23.0		
Approach LOS	F			E			E			С		
Timer - Assigned Phs	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	93.0	19.0	38.0	26.0	67.0	26.0	31.0					
Change Period (Y+Rc), s	* 5.8	6.0	5.9	5.6	* 5.8	5.9	5.9					
Max Green Setting (Gmax),	s *87	13.0	32.1	20.4	* 61	20.1	25.1					
Max Q Clear Time (g_c+l1),	s 36.3	14.6	21.9	3.5	62.3	22.1	25.2					
Green Ext Time (p_c), s	25.1	0.0	1.0	0.1	0.0	0.0	0.0					
Intersection Summary												
HCM 6th Ctrl Delay		62.1										
HCM 6th LOS		Е										

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Queues 1: Marietta Blvd & Chattahoochee Ave

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Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	148	75	302	27	295	166	677	589
v/c Ratio	0.68	0.73	0.38	0.04	0.23	0.28	0.69	0.22
Control Delay	70.9	78.7	11.0	4.3	30.1	32.4	10.9	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.9	78.7	11.0	4.3	30.1	32.4	10.9	4.4
Queue Length 50th (ft)	123	65	133	5	94	104	189	62
Queue Length 95th (ft)	190	121	173	14	144	180	323	98
Internal Link Dist (ft)	562	1085			1154			1420
Turn Bay Length (ft)				350			325	
Base Capacity (vph)	556	272	836	606	1287	597	1013	2696
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.28	0.36	0.04	0.23	0.28	0.67	0.22
Intersection Summary								

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Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	392	626	320	144	185
v/c Ratio	0.49	0.43	0.30	0.72	0.54
Control Delay	5.8	5.6	8.1	79.0	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.8	5.6	8.1	79.0	13.2
Queue Length 50th (ft)	101	180	123	129	0
Queue Length 95th (ft)	129	270	276	195	69
Internal Link Dist (ft)		1085	2104	1386	
Turn Bay Length (ft)	350			125	
Base Capacity (vph)	962	1450	1062	319	433
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.43	0.30	0.45	0.43
Intersection Summary					

Queues Chattahoochee Row & Chattahoochee Ave

Build 2023 AM-Multi-Use Path

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Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	106	820	23	616	34	244	63
v/c Ratio	0.23	0.39	0.07	0.37	1.10	0.82	0.16
Control Delay	13.8	15.2	15.2	11.2	244.2	73.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	15.2	15.2	11.2	244.2	73.3	13.6
Queue Length 50th (ft)	39	237	3	33	~36	214	7
Queue Length 95th (ft)	91	322	m14	225	#97	291	43
Internal Link Dist (ft)		646		779	813		859
Turn Bay Length (ft)	250		200				
Base Capacity (vph)	492	2090	322	1652	53	418	535
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.39	0.07	0.37	0.64	0.58	0.12

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Queues 5: Ellsworth Ind Blvd & Chattahoochee Ave

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Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	1094	202	871	81	417	144	66
v/c Ratio	0.76	0.74	0.82	0.23	0.89	1.12	0.16
Control Delay	22.4	25.8	25.6	36.5	67.2	160.9	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	25.8	25.6	36.5	67.2	160.9	29.7
Queue Length 50th (ft)	472	83	793	53	348	~140	36
Queue Length 95th (ft)	222	#129	#976	95	476	102	36
Internal Link Dist (ft)	779		606		788		612
Turn Bay Length (ft)				400		450	
Base Capacity (vph)	1432	274	1064	406	536	146	461
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.74	0.82	0.20	0.78	0.99	0.14

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Oueue shown is maximum after two cycles. 95th percentile volume exceeds capacity, queue may be longer. # Queue shown is maximum after two cycles.

Queues 6: Chattahoochee Ave & Taylor St

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Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	277	1103	1324	121
v/c Ratio	0.74	0.80	0.59	0.67
Control Delay	22.1	11.9	14.1	60.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	22.1	11.9	14.1	60.1
Queue Length 50th (ft)	42	692	258	75
Queue Length 95th (ft)	m122	m825	421	140
Internal Link Dist (ft)		348	1260	514
Turn Bay Length (ft)				
Base Capacity (vph)	457	1381	2226	236
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.61	0.80	0.59	0.51
Intersection Summary				

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

QUEUING

Queues 7: Howell Mill Rd & Chattahoochee Ave/Holmes St

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Lane Group	EBL	EBR	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	576	539	32	183	234	368	844
v/c Ratio	0.68	0.71	0.04	0.34	0.21	0.39	0.62
Control Delay	41.8	13.9	0.1	13.2	12.0	23.2	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	2.1	0.3
Total Delay	41.8	13.9	0.1	13.2	12.0	25.2	6.0
Queue Length 50th (ft)	235	196	0	62	81	146	135
Queue Length 95th (ft)	251	195	0	120	151	286	220
Internal Link Dist (ft)					780	239	
Turn Bay Length (ft)	300						225
Base Capacity (vph)	1158	891	1003	653	1139	944	1459
Starvation Cap Reductn	0	0	0	0	0	422	164
Spillback Cap Reductn	0	0	17	0	48	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.60	0.03	0.28	0.21	0.70	0.65
Intersection Summary							

Queues 8: Howell Mill Rd & Defoor Ave/Bellemeade Ave

Chattahoochee Bicycle Facility Study Build 2023 AM-Multi-Use Path

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Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	474	227	100	113	924	32	1094
v/c Ratio	1.10	0.51	0.36	0.65	0.65	0.11	0.57
Control Delay	114.5	46.2	37.2	67.7	18.3	14.5	19.8
Queue Delay	0.0	0.2	0.6	0.0	0.5	0.0	0.0
Total Delay	114.5	46.4	37.8	67.7	18.9	14.5	19.8
Queue Length 50th (ft)	~396	169	65	86	133	12	306
Queue Length 95th (ft)	#475	224	95	133	222	30	411
Internal Link Dist (ft)		418		703	239		462
Turn Bay Length (ft)	270					105	
Base Capacity (vph)	430	581	274	298	1412	293	1918
Starvation Cap Reductn	0	0	0	0	173	0	0
Spillback Cap Reductn	0	66	41	0	0	0	45
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.44	0.43	0.38	0.75	0.11	0.58

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles. 95th percentile volume exceeds capacity, queue may be longer. # Queue shown is maximum after two cycles.

Queues 1: Marietta Blvd & Chattahoochee Ave

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Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	108	336	675	56	589	141	366	621
v/c Ratio	0.24	0.88	0.80	0.12	0.44	0.23	0.60	0.28
Control Delay	36.2	64.6	34.5	12.8	37.0	35.4	18.0	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	64.6	34.5	12.8	37.0	35.4	18.0	12.5
Queue Length 50th (ft)	71	303	5 99	20	216	90	153	129
Queue Length 95th (ft)	114	392	449	48	337	178	256	196
Internal Link Dist (ft)	562	1085			1154			1420
Turn Bay Length (ft)				350			325	
Base Capacity (vph)	579	487	953	475	1354	612	722	2239
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.69	0.71	0.12	0.44	0.23	0.51	0.28
Intersection Summary								

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Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	253	319	760	192	553
v/c Ratio	0.50	0.23	0.71	0.85	0.84
Control Delay	10.8	3.8	12.6	93.6	39.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	3.8	12.6	93.6	39.4
Queue Length 50th (ft)	82	106	525	183	329
Queue Length 95th (ft)	64	36	156	#296	432
Internal Link Dist (ft)		1085	2104	1386	
Turn Bay Length (ft)	350			125	
Base Capacity (vph)	612	1412	1067	256	758
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.23	0.71	0.75	0.73
Intersection Summary					

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues Chattahoochee Row & Chattahoochee Ave

Build 2023 PM-Multi-Use Path

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Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	106	501	11	986	51	159	97
v/c Ratio	0.34	0.22	0.03	0.51	1.00	0.77	0.30
Control Delay	19.4	12.8	13.6	15.4	189.9	84.0	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	12.8	13.6	15.4	189.9	84.0	12.3
Queue Length 50th (ft)	37	97	3	282	~51	152	3
Queue Length 95th (ft)	m72	149	m8	482	#119	223	52
Internal Link Dist (ft)		646		779	813		859
Turn Bay Length (ft)	250		200				
Base Capacity (vph)	366	2271	368	1927	76	284	410
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.22	0.03	0.51	0.67	0.56	0.24

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.
Queues 5: Ellsworth Ind Blvd & Chattahoochee Ave

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Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	874	377	1034	128	331	137	96
v/c Ratio	0.54	0.82	0.84	0.42	0.84	1.12	0.22
Control Delay	21.5	27.9	16.5	50.1	72.3	168.0	30.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.5	27.9	16.5	50.1	72.3	168.0	30.2
Queue Length 50th (ft)	253	139	549	104	303	~146	51
Queue Length 95th (ft)	241	199	#1213	163	409	#236	86
Internal Link Dist (ft)	779		606		788		612
Turn Bay Length (ft)				400		450	
Base Capacity (vph)	1625	512	1226	364	466	145	518
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.74	0.84	0.35	0.71	0.94	0.19

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Oueue shown is maximum after two cycles. 95th percentile volume exceeds capacity, queue may be longer. # Queue shown is maximum after two cycles.

Queues 6: Chattahoochee Ave & Taylor St

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Lane Group	FBI	FBT	WBT	SBL
Lane Group Flow (vph)	276	867	1295	233
v/c Ratio	0.67	0.56	0.55	0.73
Control Delay	18.5	10.0	10.5	23.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	18.5	10.0	10.5	23.1
Queue Length 50th (ft)	110	494	246	10
Queue Length 95th (ft)	m154	m643	407	95
Internal Link Dist (ft)		348	1260	514
Turn Bay Length (ft)				
Base Capacity (vph)	531	1555	2339	446
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.52	0.56	0.55	0.52
Intersection Summary				

QUEUING

Queues 7: Howell Mill Rd & Chattahoochee Ave/Holmes St

Chattahoochee Bicycle Facility Study Build 2023 PM-Multi-Use Path

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Lane Group	EBL	EBR	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	459	428	88	275	458	615	801
v/c Ratio	0.64	0.65	0.13	0.56	0.35	0.57	0.59
Control Delay	37.3	27.2	0.4	12.8	9.7	19.0	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.7	5.4	0.3
Total Delay	37.3	27.2	0.4	12.8	10.4	24.4	3.4
Queue Length 50th (ft)	190	208	0	82	154	244	27
Queue Length 95th (ft)	212	456	0	145	255	414	35
Internal Link Dist (ft)					780	239	
Turn Bay Length (ft)	300						225
Base Capacity (vph)	910	762	760	596	1322	1081	1416
Starvation Cap Reductn	0	0	0	0	0	395	167
Spillback Cap Reductn	0	0	142	0	521	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.56	0.14	0.46	0.57	0.90	0.64
Intersection Summary							

Queues 8: Howell Mill Rd & Defoor Ave/Bellemeade Ave

Build 2023 PM-Multi-Use Path

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Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	378	258	194	286	1058	39	1271
v/c Ratio	1.32	0.67	0.68	0.95	1.21	0.12	0.65
Control Delay	200.3	60.5	51.4	99.6	135.8	14.4	22.5
Queue Delay	0.0	4.4	8.3	0.0	0.1	0.0	0.0
Total Delay	200.3	64.9	59.8	99.6	135.9	14.4	22.5
Queue Length 50th (ft)	~423	221	141	274	~668	16	417
Queue Length 95th (ft)	#637	322	202	#429	#808	33	492
Internal Link Dist (ft)		418		703	239		462
Turn Bay Length (ft)	270					105	
Base Capacity (vph)	287	386	287	306	874	332	1963
Starvation Cap Reductn	0	0	0	0	16	0	0
Spillback Cap Reductn	0	71	61	0	0	0	34
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.32	0.82	0.86	0.93	1.23	0.12	0.66

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Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles. 95th percentile volume exceeds capacity, queue may be longer. # Queue shown is maximum after two cycles.

QUEUING Chattahoochee Bicycle Facility Study Build 2023 AM-Directional

Queues 1: Marietta Blvd & Chattahoochee Ave

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Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	148	75	302	27	295	166	677	589	
v/c Ratio	0.68	0.73	0.38	0.04	0.23	0.28	0.69	0.22	
Control Delay	70.9	102.9	8.3	4.3	30.1	32.4	10.9	4.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	70.9	102.9	8.3	4.3	30.1	32.4	10.9	4.4	
Queue Length 50th (ft)	123	58	44	5	94	104	189	62	
Queue Length 95th (ft)	190	125	51	14	144	180	323	98	
Internal Link Dist (ft)	562	1085			1154			1420	
Turn Bay Length (ft)				350			325		
Base Capacity (vph)	556	272	836	606	1287	597	1013	2696	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.27	0.28	0.36	0.04	0.23	0.28	0.67	0.22	
Intersection Summary									

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Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1018	320	144	185
v/c Ratio	0.94	0.25	0.75	0.55
Control Delay	30.3	4.6	82.7	13.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	30.3	4.6	82.7	13.8
Queue Length 50th (ft)	880	54	129	0
Queue Length 95th (ft)	#1240	106	200	70
Internal Link Dist (ft)	1085	2104	504	
Turn Bay Length (ft)				
Base Capacity (vph)	1078	1293	245	376
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.94	0.25	0.59	0.49
Intersection Summary				

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[#] 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues Chattahoochee Row & Chattahoochee Ave

Build 2023 AM-Directional

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Lane Group	FRI	FRT	WRI	W/RT	NRT	SRI	SBT
Lane Croup Flow (upb)	106	020	22	616	2/	244	62
vic Datio	0.22	020	23	010	34 1 10	244 0.00	0.16
Control Dolay	16.0	10.39	15 /	0.37	244.2	0.02	12.6
	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	18.1	15.4	11.4	244.2	73.3	13.6
Queue Length 50th (ft)	43	222	4	63	~36	214	7
Queue Length 95th (ft)	m73	m323	m12	206	#97	291	43
Internal Link Dist (ft)		653		779	813		859
Turn Bay Length (ft)	250		200				
Base Capacity (vph)	492	2090	322	1652	53	418	535
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.39	0.07	0.37	0.64	0.58	0.12

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues 5: Ellsworth Ind Blvd & Chattahoochee Ave

Build 2023 AM-Directional

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Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	1094	202	871	81	417	144	66
v/c Ratio	0.81	0.68	0.83	0.22	0.87	1.07	0.16
Control Delay	27.7	14.6	12.9	35.4	64.5	145.1	28.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	14.6	12.9	35.4	64.5	145.1	28.7
Queue Length 50th (ft)	479	37	465	55	359	~144	38
Queue Length 95th (ft)	#623	m54	m549	88	443	94	34
Internal Link Dist (ft)	779		609		788		612
Turn Bay Length (ft)				300		170	
Base Capacity (vph)	1356	297	1055	456	603	169	518
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.68	0.83	0.18	0.69	0.85	0.13

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	277	1103	1324	121
v/c Ratio	0.95	0.80	1.19	0.67
Control Delay	73.3	12.7	114.1	60.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	73.3	12.7	114.1	60.1
Queue Length 50th (ft)	186	708	~1450	75
Queue Length 95th (ft)	m#389	967	#1716	140
Internal Link Dist (ft)		341	1303	514
Turn Bay Length (ft)				150
Base Capacity (vph)	292	1381	1117	236
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.95	0.80	1.19	0.51
Intersection Summarv				
 Volume exceeds capac 	ity queue i	s theoret	ically infin	ite
Queue shown is maximi	um after two	o cvcles.		

95th percentile volume exceeds capacity, queue may be longer. #

Queue shown is maximum after two cycles. m Volume for 95th percentile queue is metered by upstream signal.

Queues 7: Howell Mill Rd & Chattahoochee Ave

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Lane Group	EBL	EBR	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	576	539	32	183	234	368	844
v/c Ratio	0.57	0.65	0.03	0.38	0.22	0.44	0.63
Control Delay	29.9	6.8	0.1	17.7	16.1	26.2	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.1	1.7	0.2
Total Delay	29.9	6.8	0.1	17.7	16.1	27.9	6.2
Queue Length 50th (ft)	205	98	0	73	95	159	139
Queue Length 95th (ft)	206	85	0	143	180	272	230
Internal Link Dist (ft)					780	239	
Turn Bay Length (ft)	300						225
Base Capacity (vph)	1312	939	1032	534	1046	839	1439
Starvation Cap Reductn	0	0	0	0	0	305	138
Spillback Cap Reductn	0	0	43	0	129	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.57	0.03	0.34	0.26	0.69	0.65
Intersection Summary							

Queues 8: Howell Mill Rd & Defoor Ave/Bellemeade Ave

Chattahoochee Bicycle Facility Study Build 2023 AM-Directional

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Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	438	209	90	102	933	32	1082
v/c Ratio	1.02	0.49	0.32	0.61	0.64	0.11	0.55
Control Delay	90.8	46.5	36.6	65.7	20.0	14.0	19.0
Queue Delay	0.0	0.3	0.4	0.0	0.7	0.0	0.0
Total Delay	90.8	46.8	37.0	65.7	20.7	14.0	19.0
Queue Length 50th (ft)	~371	155	58	76	171	12	295
Queue Length 95th (ft)	#462	226	96	133	264	29	394
Internal Link Dist (ft)		418		703	239		462
Turn Bay Length (ft)	270					105	
Base Capacity (vph)	431	560	281	300	1456	300	1951
Starvation Cap Reductn	0	0	0	0	219	0	0
Spillback Cap Reductn	0	90	39	0	0	0	47
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.44	0.37	0.34	0.75	0.11	0.57

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles. 95th percentile volume exceeds capacity, queue may be longer. # Queue shown is maximum after two cycles.

Queues 1: Marietta Blvd & Chattahoochee Ave

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Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	108	336	675	56	589	141	366	621	
v/c Ratio	0.24	0.88	0.80	0.12	0.44	0.23	0.60	0.28	
Control Delay	36.2	64.7	28.8	12.8	37.0	35.4	18.0	12.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.2	64.7	28.8	12.8	37.0	35.4	18.0	12.5	
Queue Length 50th (ft)	71	319	524	20	216	90	153	129	
Queue Length 95th (ft)	114	m322	m359	48	337	178	256	196	
Internal Link Dist (ft)	562	1085			1154			1420	
Turn Bay Length (ft)				350			325		
Base Capacity (vph)	579	487	953	475	1354	612	722	2239	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.19	0.69	0.71	0.12	0.44	0.23	0.51	0.28	
Intersection Summary									

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Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	572	760	192	553
v/c Ratio	0.91	0.55	0.74	0.99
Control Delay	31.4	3.9	77.6	55.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	31.4	3.9	77.6	55.0
Queue Length 50th (ft)	375	51	181	208
Queue Length 95th (ft)	#766	49	#285	#461
Internal Link Dist (ft)	1085	2104	504	
Turn Bay Length (ft)				
Base Capacity (vph)	626	1388	267	565
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.91	0.55	0.72	0.98
Intersection Summary				

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues Chattahoochee Row & Chattahoochee Ave

Build 2023 PM-Directional

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Lane Groun	FRI	FRT	WRI	WRT	NRT	SRI	SBT
Lane Group Flow (vph)	106	501	11	986	51	159	97
v/c Ratio	0.34	0.22	0.03	0.51	1.00	0.77	0.30
Control Delay	18.4	11.9	12.6	13.3	189.9	84.0	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	11.9	12.6	13.3	189.9	84.0	12.3
Queue Length 50th (ft)	35	95	0	213	~51	152	3
Queue Length 95th (ft)	m62	m146	m7	401	#119	223	52
Internal Link Dist (ft)		653		779	813		859
Turn Bay Length (ft)	250		200				
Base Capacity (vph)	366	2271	368	1927	76	284	410
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.22	0.03	0.51	0.67	0.56	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues 5: Ellsworth Ind Blvd & Chattahoochee Ave

Build 2023 PM-Directional

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Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	874	377	1034	128	331	137	96
v/c Ratio	0.54	0.82	0.84	0.42	0.84	1.12	0.22
Control Delay	24.6	19.5	7.2	50.1	72.3	168.0	30.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	19.5	7.2	50.1	72.3	168.0	30.2
Queue Length 50th (ft)	272	93	119	104	303	~146	51
Queue Length 95th (ft)	277	m88	m346	163	409	#236	86
Internal Link Dist (ft)	779		609		788		612
Turn Bay Length (ft)				300		170	
Base Capacity (vph)	1625	512	1226	364	466	145	518
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.74	0.84	0.35	0.71	0.94	0.19

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	276	867	1295	233
v/c Ratio	0.86	0.56	1.12	0.73
Control Delay	59.8	10.8	85.9	23.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	59.8	10.8	85.9	23.2
Queue Length 50th (ft)	227	506	~1471	10
Queue Length 95th (ft)	m#426	m643	#1723	95
Internal Link Dist (ft)		341	1303	514
Turn Bay Length (ft)				150
Base Capacity (vph)	320	1556	1156	390
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.86	0.56	1.12	0.60
Intersection Summary				
 Volume exceeds capac 	ity, queue i	s theoret	ically infin	ite.
Ouque shown is maxim	um after tw			

Queue shown is maximum after two cycles.# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Queues 7: Howell Mill Rd & Chattahoochee Ave

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Lane Group	EBL	EBR	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	459	428	88	275	458	615	801
v/c Ratio	0.64	0.65	0.13	0.56	0.35	0.57	0.59
Control Delay	37.5	27.0	0.4	12.8	9.7	18.5	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.6	4.6	0.3
Total Delay	37.5	27.0	0.4	12.8	10.3	23.1	3.9
Queue Length 50th (ft)	188	254	0	82	154	244	40
Queue Length 95th (ft)	215	449	0	145	255	405	46
Internal Link Dist (ft)					780	239	
Turn Bay Length (ft)	300						225
Base Capacity (vph)	910	762	760	596	1322	1081	1416
Starvation Cap Reductn	0	0	0	0	0	384	172
Spillback Cap Reductn	0	0	139	0	507	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.56	0.14	0.46	0.56	0.88	0.64
Intersection Summary							

Queues 8: Howell Mill Rd & Defoor Ave/Bellemeade Ave

Build 2023 PM-Directional

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Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	378	258	194	286	1058	39	1271
v/c Ratio	1.29	0.66	0.67	0.94	1.17	0.11	0.62
Control Delay	192.6	60.0	50.6	97.5	120.4	14.3	21.5
Queue Delay	0.0	3.1	7.9	0.0	0.1	0.0	0.0
Total Delay	192.6	63.1	58.6	97.5	120.5	14.3	21.6
Queue Length 50th (ft)	~418	220	140	273	~653	16	406
Queue Length 95th (ft)	#632	321	202	#423	#794	33	476
Internal Link Dist (ft)		418		703	239		462
Turn Bay Length (ft)	270					105	
Base Capacity (vph)	292	394	291	312	902	345	2058
Starvation Cap Reductn	0	0	0	0	15	0	0
Spillback Cap Reductn	0	65	63	0	0	0	30
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.29	0.78	0.85	0.92	1.19	0.11	0.63

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles. 95th percentile volume exceeds capacity, queue may be longer. # Queue shown is maximum after two cycles.

Arterial Level of Service: EB Chattahoochee Ave

		Delay	Travel	Dist	Arterial	
Cross Street	Node	(s/veh)	time (s)	(mi)	Speed	
Marietta Blvd	1	58.2	68.8	0.1	6	
Collier Rd	2	12.0	30.1	0.2	26	
Carroll Dr	3	11.5	50.3	0.4	30	
Southland Cir	4	84.4	100.1	0.2	7	
Ellsworth Ind Blvd	5	111.8	130.2	0.2	5	
	26	201.4	223.8	0.3	4	
Taylor St	6	73.1	108.7	0.1	3	
Howell Mill Rd	7	370.3	404.8	0.3	3	
Total		922.6	1116.9	1.8	6	

Arterial Level of Service: WB Chattahoochee Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	
Howell Mill Rd	7	62.5	84.3	0.2	7	
Taylor St	6	1.3	20.7	0.3	58	
	26	0.4	6.7	0.1	31	
Ellsworth Ind Blvd	5	11.9	35.6	0.3	27	
Chattahoochee Row	4	24.6	38.7	0.2	15	
Carroll Dr	3	4.2	22.1	0.2	30	
Collier Rd	2	10.7	47.6	0.4	31	
Marietta Blvd	1	63.3	81.7	0.2	10	
Total		178.8	337.4	1.8	19	

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Arterial Level of Service: EB Chattahoochee Ave

		Delay	Travel	Dist	Arterial	
Cross Street	Node	(s/veh)	time (s)	(mi)	Speed	
Marietta Blvd	1	18.9	31.0	0.1	14	
Collier Rd	2	5.8	19.1	0.2	42	
Carroll Dr	3	2.1	33.4	0.4	45	
Southland Cir	4	21.4	39.1	0.2	17	
Ellsworth Ind Blvd	5	25.9	41.3	0.2	14	
	26	4.4	30.4	0.3	32	
Taylor St	6	3.7	9.7	0.1	22	
Howell Mill Rd	7	49.2	70.3	0.3	17	
Total		131.3	274.2	1.8	23	

Arterial Level of Service: WB Chattahoochee Ave

		Delay	Travel	Dist	Arterial	
Cross Street	Node	(s/veh)	time (s)	(mi)	Speed	
Howell Mill Rd	7	57.6	77.6	0.2	8	
Taylor St	6	1.8	24.4	0.3	49	
	26	0.4	6.6	0.1	31	
Ellsworth Ind Blvd	5	17.8	42.6	0.3	23	
Chattahoochee Row	4	32.2	46.8	0.2	13	
Carroll Dr	3	6.1	24.1	0.2	27	
Collier Rd	2	25.4	62.5	0.4	24	
Marietta Blvd	1	28.2	44.0	0.2	18	
Total		169.4	328.5	1.8	20	

Arterial Level of Service: EB Chattahoochee Ave

		Delay	Travel	Dist	Arterial
Cross Street	Node	(s/veh)	time (s)	(mi)	Speed
Marietta Blvd	1	52.9	63.6	0.1	7
Collier Rd	2	5.9	24.6	0.2	33
Carroll Dr	3	4.6	45.0	0.4	33
	10	0.8	5.6	0.0	29
Southland Cir	4	8.6	22.4	0.1	22
Ellsworth Ind Blvd	5	39.6	55.5	0.2	11
	15	5.5	19.0	0.1	25
	11	1.9	13.7	0.1	30
Taylor St	6	3.3	11.4	0.1	26
-	17	1.9	27.6	0.3	33
Howell Mill Rd	7	27.5	37.4	0.1	8
Total		152.7	325.9	1.8	20

Arterial Level of Service: WB Chattahoochee Ave

Cross Street	Node	Delay (s/veb)	Travel	Dist (mi)	Arterial Speed	
	7	(3/0011)		(111)	 	
Howell Mill Ra	1	4.1	29.2	0.2	21	
	17	-	-	0.1	-	
Taylor St	6	52.6	77.6	0.3	12	
	11	8.2	17.0	0.1	17	
	15	2.0	13.8	0.1	30	
Ellsworth Ind Blvd	5	13.2	24.7	0.1	19	
Chattahoochee Row	4	5.3	19.4	0.2	30	
	10	1.9	16.2	0.1	31	
Carroll Dr	3	0.5	5.0	0.0	33	
Collier Rd	2	7.7	44.7	0.4	33	
Marietta Blvd	1	37.2	55.2	0.2	14	
Total		132.9	302.9	1.8	22	

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Total

Arterial Level of Service: EB Chattahoochee Ave

		Delay	Travel	Dist	Arterial	
Cross Street	Node	(s/veh)	time (s)	(mi)	Speed	
Marietta Blvd	1	43.8	55.4	0.1	8	
Collier Rd	2	5.0	24.2	0.2	33	
Carroll Dr	3	5.2	40.8	0.4	37	
	10	1.1	5.9	0.0	28	
Southland Cir	4	9.5	23.4	0.1	21	
Ellsworth Ind Blvd	5	23.0	38.8	0.2	15	
	15	3.6	16.9	0.1	28	
	11	1.2	12.9	0.1	32	
Taylor St	6	5.0	13.5	0.1	22	
	17	1.7	27.4	0.3	33	
Howell Mill Rd	7	51.1	61.2	0.1	5	

150.3

320.5

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Arterial Level of Service: WB Chattahoochee Ave

Cross Street	Node	Delay (s/veh)	Travel	Dist (mi)	Arterial Speed	
Howell Mill Rd	7	27.0	51.5	0.2	12	
	17	-	-	0.1	-	
Taylor St	6	60.8	86.5	0.3	11	
	11	8.6	17.3	0.1	17	
	15	2.2	13.9	0.1	30	
Ellsworth Ind Blvd	5	17.7	30.3	0.1	15	
Chattahoochee Row	4	5.1	20.7	0.2	28	
	10	5.9	20.0	0.1	25	
Carroll Dr	3	2.5	7.1	0.0	23	
Collier Rd	2	18.4	58.3	0.4	26	
Marietta Blvd	1	44.8	63.3	0.2	13	
Total		192.9	368.9	1.8	18	

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Arterial Level of Service: EB Chattahoochee Ave

		Delay	Travel	Dist	Arterial
Cross Street	Node	(s/veh)	time (s)	(mi)	Speed
Marietta Blvd	1	54.6	66.0	0.1	7
Collier Rd	2	40.8	62.5	0.2	14
Carroll Dr	3	5.2	46.1	0.4	32
	11	0.4	5.1	0.0	31
Southland Cir	4	13.2	27.1	0.1	18
Ellsworth Ind Blvd	5	44.9	60.7	0.2	10
	10	5.6	19.1	0.1	25
	15	2.3	14.1	0.1	29
Taylor St	6	3.9	12.0	0.1	25
	17	1.9	28.4	0.3	33
Howell Mill Rd	7	21.4	30.6	0.1	9
Total		194.3	371.8	1.8	17

Arterial Level of Service: WB Chattahoochee Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	
	17	-	-	0.1	-	
Taylor St	6	57.5	120.6	0.3	12	
	15	4.7	13.3	0.1	22	
	10	1.5	13.2	0.1	31	
Ellsworth Ind Blvd	5	10.9	22.5	0.1	21	
Chattahoochee Row	4	5.9	20.1	0.2	29	
	11	2.9	17.3	0.1	29	
Carroll Dr	3	3.8	8.2	0.0	20	
Collier Rd	2	7.7	43.7	0.4	34	
Marietta Blvd	1	59.1	80.8	0.2	10	
Total		154.1	339.6	1.6	20	

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Arterial Level of Service: EB Chattahoochee Ave

		Delay	Travel	Dist	Arterial
Cross Street	Node	(s/veh)	time (s)	(mi)	Speed
Marietta Blvd	1	43.0	54.4	0.1	8
Collier Rd	2	60.0	79.9	0.2	10
Carroll Dr	3	5.1	40.0	0.4	37
	11	0.9	5.5	0.0	29
Southland Cir	4	7.7	21.8	0.1	23
Ellsworth Ind Blvd	5	25.1	40.9	0.2	14
	10	3.8	17.1	0.1	28
	15	1.2	13.0	0.1	32
Taylor St	6	4.2	12.5	0.1	23
	17	1.8	28.6	0.3	33
Howell Mill Rd	7	54.1	63.5	0.1	4
Total		206.7	377.2	1.8	17

Arterial Level of Service: WB Chattahoochee Ave

Croce Street	Nodo	Delay	Travel	Dist (mi)	Arterial	
CIUSS SILEEL	Noue	(S/VeII)	time (S)	(111)	Speeu	
	17	-	-	0.1	-	
Taylor St	6	40.8	104.6	0.3	15	
	15	6.1	14.6	0.1	20	
	10	1.8	13.6	0.1	30	
Ellsworth Ind Blvd	5	15.0	27.7	0.1	17	
Chattahoochee Row	4	5.8	21.4	0.2	27	
	11	15.0	29.2	0.1	17	
Carroll Dr	3	15.6	20.1	0.0	8	
Collier Rd	2	12.8	51.7	0.4	29	
Marietta Blvd	1	45.0	63.6	0.2	12	
Total		157.9	346.5	1.6	19	

01/17/2022