ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #0006717
CSSTP-0006-00(717)
GDOT District 7 - Metro Atlanta
DeKalb County
East Atlanta Village Streetscape Phase II

OFFICE Design Policy & Support

DATE 5/24/2011

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED REVISED CONCEPT REPORT**

Attached is the approved Revised Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Ron Wishon, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Bryant Poole, District Engineer
Scott Lee, District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Merishia Robinson, Project Manager
BOARD MEMBER - 5th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

REVISED PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(717)
County: DeKalb
P. I. Number: 0006717
Federal Route Number: U.S. 23
State Route Number: 260 & 42

Based on public input and cost considerations, the limits of the area to be streetscaped are adjusted.

Submitted for approval:

DATE April 4, 2011 — Atlanta Services Group
Design Consultant Name and Firm Name

DATE April 4, 2011 — City of Atlanta
Local Government

DATE 4/20/11 — Project Manager

DATE 4/20/2011 — District Preconstruction Engineer

DATE 4/22/11 — District Engineer

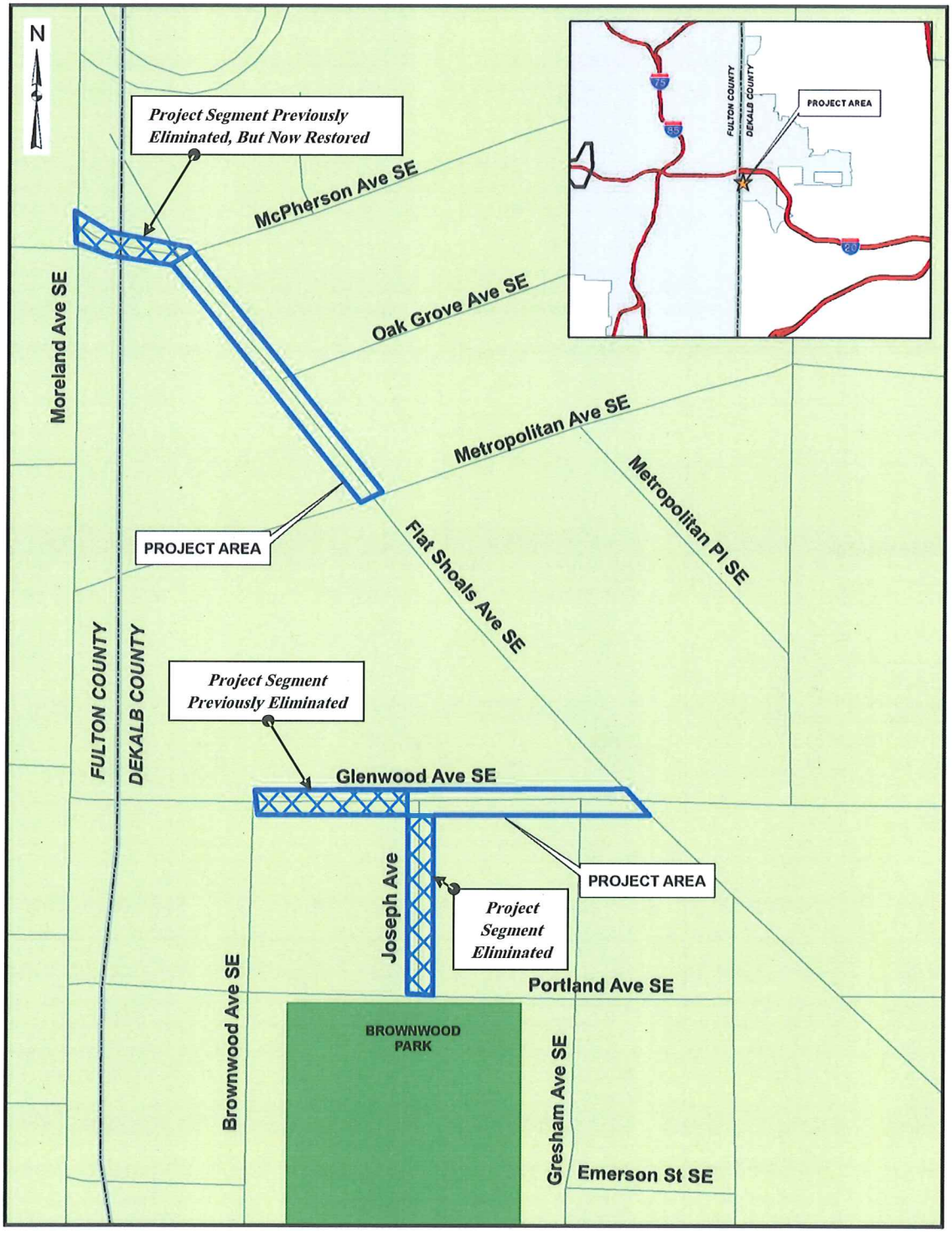
Recommendation for approval:

DATE 5-6-11 — Glenn Bowman (Recommendation on file) LC
State Environmental Administrator

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 5-10-11 — Cindy VanDyke (Recommendation on file) LC
State Transportation Planning Administrator

East Atlanta Village Streetscapes, Phase 2, Atlanta, Georgia
Figure 1 – Revised Project Location Map



REVISED PROJECT CONCEPT REPORT

Need and Purpose: Currently the pedestrian facilities of the area are limited and poorly defined in some areas. ADA access in most cases is non-compliant or non-existent. Several crosswalks are lengthy or do not comply with current standards. The purpose of these improvements will be to enhance pedestrian facilities and increase the overall pedestrian mobility in the area, linking a library, transit stops, and potential historic register retail and residential areas. Improvements will also extend ADA-compliance into the area. The purpose of the project is also to make operational and aesthetic improvements to pedestrian systems and crossing areas, and enhance the utility and attractiveness of the proposed East Atlanta Village historic district by adding landscaping and street trees, period street lighting, and relocating selected overhead utilities.

Project location: Phase 2 of this project will upgrade streetscape elements on both sides of several interconnecting streets in the East Atlanta Village section of Atlanta, including portions of Flat Shoals Avenue, McPherson Avenue, and Glenwood Avenue (S.R. 260). Flat Shoals Avenue and Glenwood Avenue have been identified as secondary bike routes in the City of Atlanta's Bicycle and Pedestrian Plan. This project is located 100% in DeKalb County. The cumulative length of project is 0.3 miles.

Description of the approved concept: Improvements include brick-paved areas, sidewalks, crossing lanes, ornamental street lights, street trees, and landscaping. Paved pedestrian areas vary in width from 8 to 12 feet; within this width, concrete pavement varies from 4 to 6 feet wide; brick paved areas vary from 0 to 5 feet. All pedestrian improvements are ADA-compliant. These improvements included intersection reconfiguration and re-signalization at the intersection of Moreland Avenue and McPherson Avenue. These improvements supplement similar streetscape enhancements (Phase 1) in adjacent, contiguous areas, recently completed using local funding.

PDP Classification: Major_____ Minor__X__

Federal Oversight: Full Oversight ( ), Exempt (X), State Funded ( ), or Other ( )

Functional Classification: Urban Minor Arterial

U. S. Route Number(s): 23 **State Route Number(s):** 260 & 42

Traffic (AADT) as shown in the approved concept:
Base Year: N/A Design Year: N/A

Updated traffic data (AADT):
Base Year (2012): 9,400 Design Year (2032): 9,900

Approved Programmed/Schedule:
P.E. 2010 R/W: 2010 Construction: 2011

VE Study Required Yes ( ) No (X)

Benefit/Cost Ratio N/A

Is the project located in an Ozone Non-attainment area? Yes (X) No ( )

Is the project in a PM2.5 Non-Attainment area? Yes (X) No ( )
The proposed project would support efforts to reduce transportation related emissions in Georgia's nonattainment areas by providing sidewalks for alternate transportation and by planting additional trees. The project also introduces a potential decrease in vehicle miles traveled (VMT) and congestion in non-attainment area. This project is exempt from air quality standards.

Approved Features:	**Proposed Features:**
The fundamental features, including brick-paved areas, sidewalks, crossing lanes, ornamental street lights, street trees, ADA-compliant features, and landscaping, remain unchanged. Only the areas identified have been changed.	The physical scope of the project has been revised as follows: 1. Restoration of the portion of the streetscaping project along McPherson Avenue from and including its intersection with Moreland Avenue to and including its intersection with Flat Shoals Avenue (see northern "Project Segment Restored" in the revised location map); this also restores the intersection reconfiguration and signalization upgrade at the intersection of Moreland and McPherson Avenues. 2. Installation of a mini-roundabout at the intersection of McPherson Avenue and Flat Shoals Avenue. 3. The revised project limits of the streetscaping are: a. Along McPherson Avenue from and including its intersection with Moreland Avenue to its intersection with Flat Shoals. b. Along Flat Shoals Avenue from its intersection with McPherson Avenue to its intersection with Metropolitan Avenue. c. Glenwood Avenue from and including its intersection with Joseph Avenue to its intersection with Flat Shoals Avenue.
Reason for Change: Selected sections of the project have been removed and restored from the project in order to bring the anticipated construction and ROW costs within budget. Public input from business owners and residents was also considered.	

Potential Environmental Impacts of Proposed Revision:
There are no anticipated environmental effects and no anticipated effects to the environmental/project schedule.

Have proposed revisions been reviewed by Environmental Staff? Yes (X) No ( )

Environmental Responsibilities (Studies/Documents/Permits): City of Atlanta

NEPA: The environmental reevaluation is being processed.

Public Involvement: No further public outreach will be required.

Updated Cost Estimate	
Base Construction Cost	$607,107.24
Engineering and Inspection	$30,355.36
Fuel & Asphalt Adjustment	$27,885.30
Total Construction Cost	$665,347.90
Utilities (non-reimbursable)	$50,000

Recommendation: It is recommended that the proposed revision to the concept be approved for implementation.

Attachments:

1. Revised Location Map
2. Cost Estimate
3. Right of Way costs
4. Utilities costs
5. Typical Sections
6. Plan Layout
7. Traffic Analysis Report for Proposed Roundabout
8. Local Government Project Framework Agreement
9. Meeting Comments and Handouts (EACA Meeting held November 9, 2010 @ 7:00 pm)

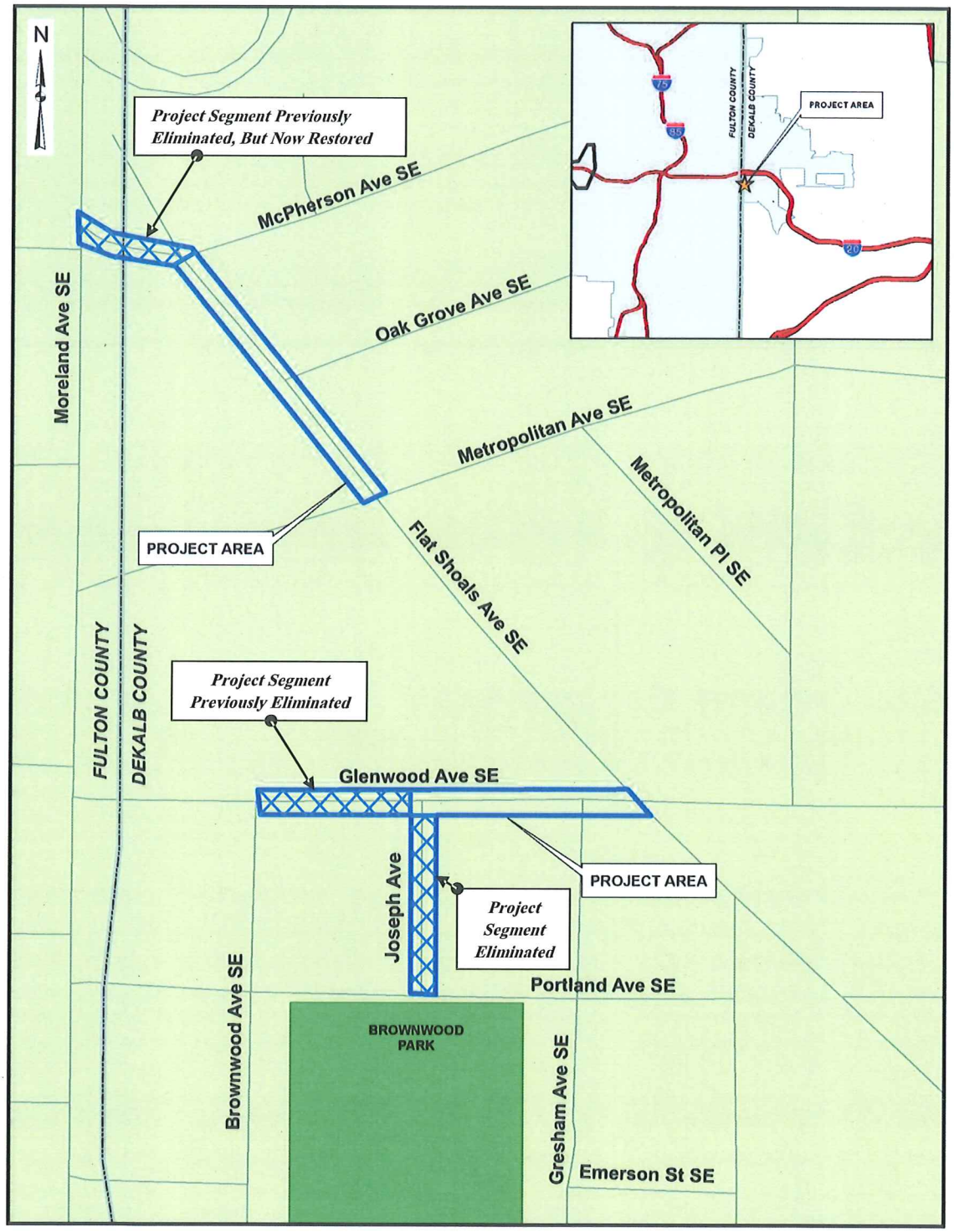
Concur: _____
Director of Engineering

Approve: _____ Date: 5/20/2011
Chief Engineer

ATTACHMENTS:

REVISED PROJECT LOCATION MAP

East Atlanta Village Streetscapes, Phase 2, Atlanta, Georgia
Figure 1 – Revised Project Location Map



ATTACHMENTS:

COST ESTIMATE

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

JOB NUMBER : 0006717 SPEC YEAR: 01
DESCRIPTION: EAST ATLANTA VILLAGE STREETSCAPE

ITEMS FOR JOB 0006717

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	165-0105		EA	MAINT OF INLET SEDIMENT TRAP	5.000	51.27	256.37
0010	150-0001		LS	TRAFFIC CONTROL, NON-REFUNDABLE DEDUCT	1.000	10000.00	10000.00
0015	163-0550		EA	CONS & REM INLET SEDIMENT TRAP	5.000	86.22	431.14
0020	210-0100		LS	GRADING COMPLETE - PRICE AS DIRECTED BY ENGINEER	1.000	90000.00	90000.00
0025	310-1101		TN	GR AGGR BASE CRS, INCL MATL	579.000	21.97	12725.49
0030	402-3103		TN	REC AC 9.5 MM SP,TPII,GP2, INCL BM & H L	400.000	79.65	31862.14
0035	437-1300		LF	ST GRANITE CURB,5" X 16",TP A	1072.000	40.00	42880.00
0040	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	494.000	33.19	16396.15
0045	441-0104		SY	CONC SIDEWALK, 4 IN	1223.000	30.52	37330.57
0050	441-5002		LF	CONC HEADER CURB, 6", TP 2	1063.000	12.07	12831.93
0055	441-9000		EA	PRECAST BUMPER BLOCK	5.000	68.40	342.03
0060	444-1000		LF	SAWED JTS IN EXIST PVMTS - PCC	2472.000	2.79	6906.13
0065	608-3000		EA	BRICK PIER	4.000	1000.00	4000.00
0070	608-4000		LF	BRICK WALL	75.000	80.00	6000.00
0075	611-8120		EA	ADJUST WATER METER BX TO GRADE	17.000	325.31	5530.38
0080	611-8140		EA	ADJUST WATER VALVE BX TO GRADE	8.000	627.52	5020.19
0085	615-1200		LF	DIRECTIONAL BORE - 3 IN - 540 LF, 5 IN - 40 LF	580.000	9.82	5699.56
0090	639-4004		EA	STRAIN POLE, TP IV	3.000	6039.26	18117.78
0095	653-0110		EA	THERM PVMT MARK, ARROW, TP 1	2.000	79.62	159.25
0105	653-0120		EA	THERM PVMT MARK, ARROW, TP 2	1.000	85.41	85.42
0110	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	660.000	0.76	504.79
0115	653-1704		LF	THERM SOLID TRAF STRIPE,24",WH	206.000	3.43	707.82
0120	653-2804		LM	THERM SOLID TRAF STRIPE, 8",WH	0.260	8659.25	2251.41
0125	653-3501		GLF	THERMO SKIP TRAF ST, 5 IN, WHI	415.000	0.43	182.13
0130	653-4502		GLM	THERMO SKIP TRAF ST, 5 IN, YEL	0.420	896.12	376.37
0135	681-4120		EA	LT STD, 12' MH, POST TOP	13.000	2791.77	36293.09
0140	681-6546		EA	LUMINAIRE,TP 5, 250W,HP SODIUM	13.000	2000.00	26000.00
0145	682-1405		LF	CABLE, TP XHHW, AWG NO 8	4250.000	1.05	4500.11
0150	682-1406		LF	CABLE, TP XHHW, AWG NO 6	100.000	1.08	108.82
0155	682-6108		LF	CONDUIT, RIGID, 3/4 IN	50.000	6.74	337.08
0160	682-6110		LF	CONDUIT, RIGID, 1 IN	70.000	10.25	718.02
0165	682-6120		LF	CONDUIT, RIGID, 2 IN	40.000	16.20	648.25
0170	682-6222		LF	CONDUIT, NONMETL, TP 2, 2 IN	1350.000	5.39	7287.25
0180	682-9010		EA	SVC POLE RISER	2.000	1246.96	2493.92
0185	682-9021		EA	ELEC JCT BX,CONC GRD MOUNTED	10.000	1872.60	18726.06
0190	700-9300		SY	SOD	150.000	4.65	697.64
0195	702-0159		EA	CHIONANTHUS VIRGINICUS - PRODIGY	9.000	500.00	4500.00
0200	702-0559		EA	LIRIOPE MUSCARI - SUPP DESC WAS REQUIRED	773.000	4.35	3362.57
0205	702-0905		EA	QUERCUS PHELLOS - HIGHTOWER	4.000	342.72	1370.91
0210	702-0977		EA	RHAPHIOLEPIS INDICA - SUPP DESC REQUIRED	7.000	30.00	210.00

JOB ESTIMATE REPORT

0215	702-1082	EA	ULMUS PARVIFOLIA - BOSQUE	5.000	700.00	3500.00
0220	754-5000	EA	BENCH	4.000	1721.43	6885.73
0225	900-0039	SF	BRICK PAVERS	2784.000	12.04	33535.03
0230	900-0100	SF	GRANITE PAVERS	1099.000	12.00	13188.00
0235	702-0635	EA	MAGNOLIA X LOEBNERI - BUTTERFLIES	5.000	500.00	2500.00
0240	001-0000	$	MISC ITEMS GROUND ROD, 10' X 3/4" COPPER CLAD	18.000	80.00	1440.00
0245	001-0000	$	MISC ITEMS INTERPRETIVE MARKER	1.000	1500.00	1500.00
0250	001-0000	$	MISC ITEMS HISTORIC MARKER AND PLAQUE	1.000	2000.00	2000.00
0255	001-0000	$	MISC ITEMS GATEWAY SIGN	1.000	30000.00	30000.00
0260	109-0100	*$*	PRICE ADJ - UNLEADED FUEL	1837.320	1.00	1837.32
0265	109-0200	*$*	PRICE ADJ - DIESEL FUEL	7212.240	1.00	7212.24
0270	109-0300	*$*	PRICE ADJ - ASPHALT CEMENT	18835.740	1.00	18835.74
0275	402-1812	TN	RECYL AC LEVELING,INC BM&HL	196.000	78.78	15441.68
0280	402-3190	TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	97.000	99.88	9688.65
0285	413-1000	GL	BITUM TACK COAT	42.000	3.93	165.13
0290	432-5010	SY	MILL ASPH CONC PVMT,VARB DEPTH	3773.000	3.56	13448.67
0295	500-3101	CY	CLASS A CONCRETE	10.000	631.28	6312.86
0300	511-1000	LB	BAR REINF STEEL	1400.000	0.79	1110.41
0305	636-1041	SF	HWY SIGNS,TP 2MAT,REFL SH TP 9	63.000	22.70	1430.19
0320	682-1407	LF	CABLE, TP XHHW, AWG NO 4	75.000	1.71	128.80
0325	441-5006	LF	CONC HEADER CURB, 6", TP 6	380.000	14.54	5525.20
0330	713-3011	SY	WOOD FIBER BLANKET, TP I, SHOULDERS	1500.000	0.52	791.28
0335	647-2120	EA	PULL BOX, PB-2	2.000	416.77	833.55
0340	647-2130	EA	PULL BOX, PB-3	1.000	391.00	391.00
0345	682-6233	LF	CONDUIT, NONMETL, TP 3, 2 IN	620.000	2.82	1752.70
0350	647-2110	EA	PULL BOX, PB-1	5.000	418.00	2090.00
0355	647-1000	LS	TRAF SIGNAL INSTALLATION NO - LUMP SUM COST.	1.000	31685.41	31685.41
0360	636-2070	LF	GALV STEEL POSTS, TP 7	273.000	6.81	1860.86
0365	636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3	156.000	13.14	2051.32

ITEM TOTAL	634992.56
INFLATED ITEM TOTAL	634992.56

TOTALS FOR JOB 0006717

ESTIMATED COST:	634992.54
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	634992.54 *

NOTE: The item totals include all alternate items. The estimated totals include only the low cost alternate items.

* The estimated totals include FUEL PRICE ADJUSTMENT Item numbers 109-0100, 109-0200, and 109-0300

ATTACHMENTS:

RIGHT-OF-WAY COSTS

Parcel #	Property Owner	Property Address	FMV	1st Contact Date	Option Date	Counter $ Amount	Setlement Amount	Closing Cost	Returned funds	Total	Check Request	Title Type D, PE, TE, D/W	Comments
3	**Moreland, Inc. - Contact: Nazir Ahmed**		**13,580.00**	**9/3/09**			**$13,580.00**	**$823.00**		**$14,403.00**	**11/18/2009**	**TE**	**Closed**
4	3077 Restaurant Corp.	420 Moreland Ave.	$4,500.00	3/5/09	3/25/09		$4,450.00	$839.00		**$5,289.00**	7/20/2009	TE,PE	Closed
5	Fulton County, Mike Graham 404-612-7884	410 Flat Shoals Ave.	$500.00	2/24/09								TE,PE	Deleted
6	Bank South, N.A. New Contact: Wade Allen, 404-923-1476	411 Flat Shoals Ave.	$9,190.00	2/9/09			$11,028.00	$905.00		**$11,933.00**	1/21/2009	TE,PE	Closed
7	C & M Office Equipment Service Center, Inc., Contact: Steve Cook 404-524-824	416 Flat Shoals Ave.	$4,045.00	2/9/09	2/24/09		$4,045.00	$833.00	-$4,173.00	**$705.00**	3/10/2009	TE,PE	Closing attorney has funds-waiting for signed documents from owner-Parcel deleted
8	William C. Meadows & Joanne Meadows, 404-522-7478	419 Flat Shoals Ave.	$9,980.00	2/9/09	2/24/09		$17,552.00	$833.00		**$18,385.00**	3/8/2009	TE,PE	***Closed***
9	Security Bank of Gwinnett County; Contact: Scott Hutchens, 678-832-4038	420 and 424 Flat Shoals Ave	$3,785.00	2/9/09								TE,PE	Deleted
10	Holy Temple Baptist Church	425 Flat Shoals Ave.	$5,180.00	3/5/09	4/24/09		$5,180.00	$835.00		**$6,015.00**	4/7/2010	TE, PE	Closed
11	Zahi Elias, 404-549-7794	428 Flat Shoals Ave.	$1,325.00	2/12/09	4/8/09	$1,457.00	$0.00					TE,PE	Deleted
13	Martha Sims	434 Flat Shoals Ave.	$1,820.00	2/17/09								TE,PE	Deleted
14	Inman Park Properties, Inc.Danny Glusman 404-365-8274	440 Flat Shoals Ave.	$980.00	2/23/09								TE	Deleted
20	1231 Glenwood Avenue, LLC, Danny Glusman 404-365-8274	1222 Glenwood Ave.	$2,400.00									TE, D/W	Deleted
21	1246 Glenwood Avenue, LLC	1246 Glenwood Ave.	$3,660.00	2/23/09								TE,PE	Deleted
22	East Atlanta Associates, LLC	1245 Glenwood Ave.	$6,650.00	3/9/09	4/24/09		$0.00					TE,PE	Deleted
23	The Pendergrast Building, LLC; Contact: Scott Pendergrast	477 Flat Shoals Ave.	$660.00	3/5/09	6/10/09	$792.00	$792.00	$839.00		**$1,631.00**	2/10/2010	TE,PE	Closed
24	Abraham Asher and Farimah Asher	491 Flat Shoals Ave.	$5,320.00	3/5/09	5/21/09	$6,437.00	$6,437.00	$841.00		**$7,278.00**	2/10/2010	TE,PE	Closed
25	Glenwood Gresham, LLC,Danny Glusman 404-365-8274	1257 Glenwood Ave.	$450.00	2/23/09								TE	Deleted
26	Glenwood Gresham, LLC,Danny Glusman 404-365-8274	1259 Glenwood Ave.	$470.00	2/23/09								TE	Deleted
27	Glenwood Gresham, LLC,Danny Glusman 404-365-8274	1261 Glenwood Ave.	$1,910.00	2/23/09								TE	Deleted
28	United Faith Enterprises, Inc. Contact: Allison Mells	515 Flat Shoals Ave.	$10,015.00	3/5/09	5/21/09		$10,015.00	$855.00		**$10,870.00**	6/23/2009	TE,PE,Imp	Closed
29	Glenwood Gresham, LLC,Danny Glusman 404-365-8274	0 Joseph Ave.	$7,155.00	2/23/09								TE,PE	Deleted
30	Kauffman Land Holding, LLLP	1238 Portland Ave.	$2,290.00	3/5/09								TE,PE,Imp	Deleted
31	Audrey Cochran Gianaris and Nicholas George Gianaris 404-622-1007	1246 Portland Ave	$500.00	2/16/09	3/8/09		$500.00	$825.00	-$620.00	**$705.00**	3/10/2009	TE	Closing attorney has funds-waiting for signed documents from owner-Parcel deleted
	TOTAL		$82,785.00				$73,579.00	$8,428.00	-$4,793.00	$77,214.00			

ATTACHMENTS:

UTILITIES COSTS

UTILITY COORDINATION

Company	Address	Contact Name	Phone Number	Email Address	Plans Sent	Existing Facilities Returned	Proposed Facilities Returned	ESTIMATED COST	Record of Conflicts or No-Conflicts
AGL RESOURCES	10 Peachtree Place, NE Atlanta, GA 30309 P. O. Box 4569 Atlanta, GA 30302	John Giglio	404-584-3000	jgiglio@aglresources.com	11/23/10 10/13/10 9/7/10-DL on 9/8/10			$0	No Conflict Letter received 3/7/2011
AGL NETWORKS	Zayo Fiber Solutions 100 Colony Square 1175 Peachtree St, NE Suite 1920 Atlanta, GA 30361	Nicolas (Nic) Flores Network Operations Supervisor - ATL	Office: 678-666-2493 Cell: 770.375.7790	nflores@zayo.com	11/23/10 10/13/2010			$0	No Conflict Letter received 9/7/2010
AT&T	2300 Northlake Center Drive	Doug Bond		db6491@att.com	11/23/10 10/13/10 10/4/10-DL on 10/4/10 9/8/10-never DL	12/8/2010	12/8/2010	$0	Letter of conflicts received 3/7/2011, estimate of relocation costs included.
	Suite 501A	Jim Sylvester	404-532-7572						
	Tucker, GA 30084	Fernad Henderson	770-514-1480	fh3407@att.com	9/8/10-never DL 6/29/10-never DL			0	
COA (WATER) Dept. of Watershed Mngmt. Bureau of Drinking Water	651 14th Street Atlanta, GA 30318	Eric Glover	404-235-2085	Eric.Glover@atlwater.com	11/23/10 10/13/10 6/2/09	10/15/2010	10/15/2010	$0	No Conflict Letter received 5/6/2010
COA (SEWER) Dept. of Watershed Mngmt. Bureau of Engineering	236 Forsyth Street, SW Atlanta, GA 30303	Mrs. Jerri Russell	404-589-2722	jrussell@atlantaGA.gov	11/23/10 10/13/10 6/28/10-never DL 6/2/09	6/28/2010		$0	
Comcast	1038 W. Peachtree St. Atlanta, GA 30309	Mr. Shannon Rawlins	770-559-2461	SHANNON_RAWLINS@cable.comcast.com	11/23/10 10/13/10 8/2/10-DL 8/4 & 8/5/10	8/12/2010		$0	Letter indicating any relocation would be initiated in conjunction with Georgia Power received 8/10/2010.
DeKalb County Watershed Management	1641 Roadhaven Drive Stone Mountain, GA 30083	LaCresha Johnson	770-621-7256	ladjohnson@co.dekalb.ga.us	11/23/10 10/20/2010			$0	No Conflict Letter received 3/7/2011
Fulton County Dept. of Public Works	141 Pryor Street, S.W. Suite 6001 Atlanta, GA 30303	Abul Howlader	404-612-7537	Abul.Howlader@fultoncountyga.gov	11/23/10 10/20/2010			$0	No Conflict Letter received 11/5/2010
GA Power Company	829 Jefferson Street Atlanta, GA 30318	Seth Collins, Sheila Vasse	770-716-9500; 40	scollins@southernco.com, sdvasser@southernco.c	11/23/10 10/13/10 9/20/10-DL 9/20/10 9/7/10-never DL 6/30/10-DL 6/30/10			$50,000	Letter of conflicts received 3/7/2011, estimate of relocation costs included.
Level 3 Communications	345 Courtland Street Atlanta, GA 30308	Michael Mayes	Office: 404-253-1931 Cell: 404-394-0597	michael.mayes@level3.com	11/30/10 10/13/2010	1/28/2011	1/28/2011	$0	No Conflict Letter received 1/26/2011
Teleport Communication Group	300 Northpoint Parkway Room 118A05 Alpharetta, GA 30005	Joel McKinley	770-750-6414	cpurcell@att.com	11/23/10 10/28/2010			$0	No Conflict Letter received 3/7/2011

DL = downloaded

829 Jefferson St.
Atlanta, GA 30318

(404)506-4453

GEORGIA POWER
A SOUTHERN COMPANY

March 7, 2011

RE: CSSTP-0006-00(717) Dekalb County
East Atlanta Village Streetscape
PI# 0006717

Mr. Brad Jones
Jacob's Landscape Architecture
6801 Governors Lake Parkway
Building 200
Norcross, GA 30071

Dear Mr. Jones:

Per your request on March 7, 2011, Georgia Power Company has reviewed the plans for the above referenced project. Georgia Power Company Distribution facilities DO have Conflict with the project.

There are approximately eight Georgia Power poles that will require new construction due to the movement of the pole on the corner at the CITGO gas station. In order to maintain NESC regulations and the integrity of Georgia Power facilities, the height of the corner pole must be increased and subsequently three (3) other poles must be changed out and increased in height. The surrounding facilities at these poles will require construction such as but not limited to the transfer to conductors.

A preliminary cost estimate for the relocation of Georgia Power Company's distribution facilities of this job has been completed. This job will approximately cost $47,207 for Georgia Power Company to move the facilities in the area. Prior rights research is being examined to determine if portions of this project are reimbursable. The cost of construction for this project is contingent on obtaining easements, locates and various other aspects.

Construction plans of Georgia Power Company's mark-up of existing and proposed facilities are currently in the process of being drafted. Once the drafting of this file is complete, the plans will be sent to you and all necessary parties.

If you have any questions or need additional information, please call me at (404) 506-4453.

Sincerely,

Alia Potterbaum
Engineering Contractor
Centralized Engineering Services

at&t

Jim Silvester
AT&T Resource Manager
Roadmove Group

AT&T Southeast
2300 Northeast Center Drive
Ste 500
Tucker, Georgia 30084

Office: 404-532-7572
Cell: 770-827-9509
Fax: 404-532-7734
js7244@att.com

Mr. Brad Jones, ASLA
Jacobs Landscape Architecture
6801 Govenprs Lake Pkwy
Building 200
Norcross, GA 30071

Mr. Jones:

A summary of AT&T's existing outside plant conflicts within the P.I. #0006717, East Atlanta Village Streetscapes project area and our intended resolutions of those conflicts is attached.

Sincerely,

Jim Silvester

Jim Silvester

Attachments (2 pages)

P.I. 0006717 - East Atlanta Village Streetscapes – AT&T's Conflict and Resolution Summary

C. WORKPLAN – provide disposition of all existing and proposed facilities on project.					
Location	Description of Utility Work	Dependent Activities	Plan Stage No.	Days	Average number of workers
Construction – East Atlanta Village					
STA 1+14 to 2+74 McPherson Ave.	Power pole at Sta. 1+27 Flat Shoals Ave. has conflict with proposed roadway. ATT to place approximately 175' of 10M strand from power pole at Sta. 1+14 McPherson Ave to power pole at Sta. 2+74 McPherson Ave. and proposed power pole in between. Relocate Fiber cable to proposed strand. ATT to replace 200 pair self support cable from Sta.2+74 to proposed power pole at corner of Flat Shoals Ave and McPherson Ave. Replacement includes aerial cables, drops, terminals, anchors and guys. All special circuits (T1, DS-3, etc) require a 30 day release period after completion of initial splicing and testing.	Power poles, power, CATV, traffic, street lights and all other utilities to be attached above ATT shall have relocation work completed prior to ATT start of work. After completion of all other attachment work above ATT all special circuits must have been released or made available by the customer before this phase of splicing work can start.		40	
STA 1+20 McPherson Ave.	Adjust Manhole lid to final grade. A removable curb may have to be installed.	Final grade work completed and final roadway surface completed.		5	
Proposed power pole at Sta. 1+27 Flat Shoals Ave. to existing power pole, 141' north on Flat Shoals Ave.	Replace approximately 150' of 50 pair self support cable. Replacement includes aerial cables, drops, terminals, anchors and guys. Place approximately 150' of overhead guy backing up strand ending at the proposed power pole at corner of Flat Shoals and McPherson Ave. All special circuits (T1, DS-3, etc) require a 30 day release period after completion of initial splicing and testing. Replacement includes aerial cables, drops, terminals, anchors and guys. All special circuits (T1, DS-3, etc) require a 30 day release period after completion of initial splicing and testing.	Power poles, power, CATV, traffic, street lights and all other utilities to be attached above ATT shall have relocation work completed prior to ATT start of work. After completion of all other attachment work above ATT all special circuits must have been released or made available by the customer before this phase of splicing work can start.		36	

C. WORKPLAN – provide disposition of all existing and proposed facilities on project.					
Location	Description of Utility Work	Dependent Activities	Plan Stage No.	Days	Average number of workers
Proposed power pole at Sta. 1+27 Flat Shoals Ave. to existing power pole, Sta. 2+12 Flat Shoals Ave.	Power pole at Sta. 1+27 Flat Shoals Ave. has conflict with proposed roadway. ATT to place approximately 100' of 2-10M strand from that power pole to existing power pole at Sta. 2+12. Replace approximately 100' of 24 gauge 400 pair cable and 100 pair cable. Relocate 2 existing fiber cables to proposed 10M strand. Replacement includes aerial cables, drops, terminals, anchors and guys. All special circuits (T1, DS-3, etc) require a 30 day release period after completion of initial splicing and testing.	Power poles, power, CATV, traffic, street lights and all other utilities to be attached above ATT shall have relocation work completed prior to ATT start of work. After completion of all other attachment work above ATT all special circuits must have been released or made available by the customer before this phase of splicing work can start.		47	
Sta.0+00 to 6+04 Flat Shoals Ave and Sta. 1+14 to 2+74 McPherson Ave.	Dismantle, remove or retire ATT plant such as replaced cable, drops, terminals, guys and anchors, ect.	Power poles, power, CATV, traffic, street lights and all other utilities to be attached above ATT shall have relocation work completed. All ATT placement and splicing must be completed.		30	

1038 W. Peachtree Street
Atlanta, Georgia 30309

August 12, 2010

Mr. David Jackson

Jordan, Jones & Goulding
6801 Governors Lake Parkway
Building 200
Norcross, GA 30071

East Atlanta Village Project MSL00-0006-00(717) - PI - 0006717

Dear Mr. Jackson:

Comcast Cable does have aerial facilities within the proposed project limits. Comcast has aerial coaxial and fiber optic cables lashed to strand secured on existing utility poles. All existing aerial Comcast cable facilities are located on utility poles owned by Georgia Power Company or AT&T. Any conflicts will coincide with Georgia Power or AT&T pole conflicts.

Comcast does not have any underground facilities within the project boundaries.

Should you have any questions or concerns feel free to contact me at 770-559-2461.

Sincerely,

Shannon Rawlins
OSP Senior Engineer-MDU
1038 W. Peachtree Street
Atlanta, Georgia 30309
(770) 559-2461 Tele

Enclosures

AGL Resources
Atlanta Gas Light
Chattanooga Gas
Elizabethtown Gas
Elkton Gas
Florida City Gas
Virginia Natural Gas
AGL Networks
Sequent Energy Management

404 584 4000 phone
www.aglresources.com

Ten Peachtree Place
Atlanta, GA 30309

March 7, 2011

Mr. Brad Jones
Landscape Architect
Jacobs Engineering Group Inc.
6801 Governors Lake Pwky
Norcross, GA 30071

RE: **Dekalb County PI# 0006717**
East Atlanta Village Streetscape

Dear Mr. Jones:

We have reviewed plans on the above referenced project. We do not anticipate any conflicts with the proposed construction.

If you have any further questions about this project, please contact me at (404) 584-3152.

Sincerely,

John Giglio
Engineer

AGL Resources

346 Courtland St.
Atlanta, GA 30308

Level (3)℠
COMMUNICATIONS

January 26, 2011

Project Description: East Atlanta Village Streetscape Phase 2
CSST-0006-00(717) DeKalb County
P.I. NO. 0006717

Mr. Brad Jones, ASLA

Level 3 Communications, LLC is in receipt of your letter dated 11/30/2010 regarding the above project. After reviewing the information you furnished and comparing it to our records, Level 3 has **NO** facilities in the area which will hinder your construction plans.

If your Project's parameters change beyond those previously submitted to Level 3, please contact me directly so we can discuss any potential new impacts to Level 3's Facilities.

Sincerely,

Michael Mayes
Senior Field Technician
404-394-0597 cell

KASIM REED
MAYOR

CITY OF ATLANTA

236 FORSYTH STREET, SW
ATLANTA, GEORGIA 30303
OFFICE 404-589-0515
FAX 404-658-1160

DEPARTMENT OF
WATERSHED MANAGEMENT
ROBERT J. HUNTER
COMMISSIONER

MEMORANDUM

To: Greg Holder
Department of Public Works

From: Naser Rahim PE, Civil Engineer Principal
WM Bureau of Engineering – Utility Design Group

Date: May 06, 2010

Subject: East Atlanta Village/Intersection Improvement
Project No. CM-0006-00(717) (Fulton County)
W & A Project No. 09003

I have reviewed the above mentioned project in reference to any conflicts with existing City of Atlanta sanitary and storm sewers. Comments on the water system should be obtained separately from Eric Glover in the Department of Watershed Management (DWM) Bureau of Drinking Water (Eric.Glover@atlwater.com or 404-235-2085). In addition to providing the following review comments, the DWM would like to express its interest in having any work required to modify the City's wastewater or storm water system in order to complete this project included in the construction contract for this project.

Based on our understanding of the drawings, the project includes approximately 1122 linear feet of sidewalk, intersection and road improvements. This project is divided into two parts. The first part starts at the intersection of Moreland Avenue and McPherson Avenue running east along McPherson Avenue for approximately 105.5 linear feet to the intersection of McPherson Avenue and Flatshoals Avenue, thence running southeasterly for approximately 403.3 feet pass the intersection of Flatshoals Avenue and Oak Grove Avenue to station of 5+98.87 which is the end of part one of project. The second part of project starts from station 0+00 along Glenwood Avenue close to the intersection of Glenwood Avenue and Joseph Avenue, running east along Glenwood Avenue to station 5+23.

It is assumed that the referenced project is also referred to as GDOT PI 0006717 East Atlanta Village Streetscapes Phase II. If there is another project please forward plans for our review.

The Department of Watershed Management records indicate that there are existing sanitary and storm sewers within the vicinity of this project. This information is shown on our markup of Drawing 24-001 through 24-002 of the utility layout. At the present time the drawings do not show the final grades. If significant revisions to the proposed project are made, we will need to review it again. Any proposed traffic signal poles, utility poles and trees should be located to avoid the City of Atlanta utilities.

Sewer house connections along this project will need to be protected during construction of this project. Please notify me when the project is ready to begin construction.

Last but not least, it is our understanding that this project is intended to be funded by the Georgia Department of Transportation for implementation by the end of year 2010. Please let us know if such is not the case.

Should you have any questions or concerns, please do not hesitate to contact me at 404-589-2705 or NRahim@atlantaga.gov

cc: Jerri Russell

Jones, Brad

From: Jackson, David
Sent: Tuesday, September 07, 2010 11:22 AM
To: Jones, Brad
Subject: FW: Moreland @ Mcphereson

Categories: Filed by Newforma

AGL network

From: Nicolas Flores [mailto:nflores@zayo.com]
Sent: Tuesday, September 07, 2010 11:19 AM
To: Jackson, David
Subject: Moreland @ Mcphereson

David,

Per our conversation Zayo (AGL Networks) does not have any facilities in this area and should not be in conflict.

Thanks,

Nic Flores
Network Operations Supervisor - Atlanta
Zayo Fiber Solutions
1175 Peachtree St
100 Colony Square Suite 1920
Atlanta, GA 30361
Office: 678.666.2493 | Mobile: 770.375.7790

Jones, Brad

From: Howlader, Abul [Abul.Howlader@fultoncountyga.gov]
Sent: Friday, November 05, 2010 11:44 AM
To: Jones, Brad
Cc: Williams, Paul; Suwanarpa, Kun
Subject: RE: CSSTP-0006-00717 Dekalb County, PI # 0006717

Categories: Filed by Newforma

Mr. Jones,
Our preliminary review indicated that the referenced project does not conflict Fulton County sewer.
If you have any question, please let me know.
Thanks,

Abul K. Howlader, P.E.
Engineer-III, Water Services Division
Fulton County, Department of Public Works
141 Pryor St., Suite 6001
Atlanta, GA 30303
Ph: 404-612-7537 (New Number)

Jones, Brad

From: Johnson, Lacresha [ladjohnson@dekalbcountyga.gov]
Sent: Monday, March 07, 2011 12:04 PM
To: Jones, Brad
Subject: RE: Utility Conflict Letter Requested_PI 006717_East Atlanta Village_City of Atlanta
Attachments: ATT00001.txt

The DeKalb County Department of Watershed Management (DWM) has completed the review for the above subjected project. According to the records, there are no conflicts with the existing water and sewer utilities.

If there are any questions, please feel free to contact me.

LaCresha Johnson
DeKalb County Government
Department of Watershed Management
1641 Roadhaven Drive
Stone Mountain, GA 30083
Office: (770) 621-7256
Email: ladjohnson@dekalbcountyga.gov
Website: www. DeKalbWatershed.com

From: Jones, Brad [mailto:Brad.Jones@jacobs.com]
Sent: Monday, March 07, 2011 11:07 AM
To: Johnson, Lacresha
Cc: 'amiddleton@atlantaga.gov'
Subject: Utility Conflict Letter Requested_PI 006717_East Atlanta Village_City of Atlanta

Ms. Johnson:

Based on our records we have not received a letter from DeKalb County Watershed Management that indicates any utility conflicts on this project. We have been asked to provide utility certification information this week which requires letters or an email noting the conflicts from subject utilities, or a "no-conflict" letter. Please let me know if we can expect to receive a letter in response.

Note that we do not anticipate any conflicts since this project is in the City of Atlanta, but it is in the DeKalb County portion of the City, which is why we need verification of no-conflict. Thank you.

Thank you.

Brad Jones, ASLA
JACOBS | Landscape Architecture
678.333.0391 | 404.395.3305 Cell
Brad.Jones@Jacobs.com

6801 Governors Lake Parkway
Building 200
Norcross, Georgia 30071
www.jacobs.com

Jones, Brad

From: PURCELL, CLIFFTON (ATTCORP) [cp6531@att.com]
Sent: Monday, March 07, 2011 12:32 PM
To: Jones, Brad
Subject: RE: Utility Conflict/No conflict Letter Requested_PI 006717_East Atlanta Village_City of Atlanta

Brad,

Teleport Communications does not have any facilities within the project limits.

Thanks,

Cliffton Purcell
AT&T Metro
OSP Engineering and Construction
770-750-7274 (office)
770-490-9435 (cell)
281 664-3594 (fax)
crpurcell@att.com

From: Jones, Brad [mailto:Brad.Jones@jacobs.com]
Sent: Monday, March 07, 2011 11:23 AM
To: PURCELL, CLIFFTON (ATTCORP)
Subject: RE: Utility Conflict/No conflict Letter Requested_PI 006717_East Atlanta Village_City of Atlanta

See attached site plan...McPherson Avenue from Moreland Ave to Flat Shoals Avenue, Flat Shoals Avenue (mainly west side) from McPherson Avenue to Metropolitan Avenue, Glenwood Avenue (north side) from Joseph Avenue to Flat Shoals Avenue.

Mainly sidewalk reconstruction. Intersection at McPherson includes removal of existing median and installation of a mountable (stamped concrete) mini-roundabout.

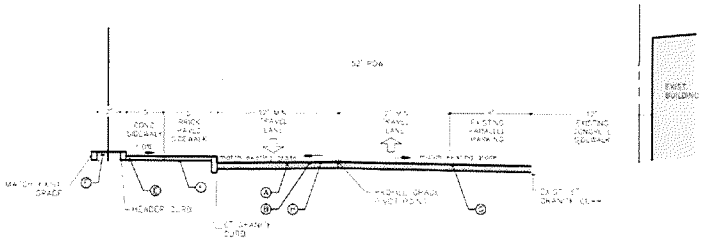
Brad Jones, ASLA
JACOBS | Landscape Architecture
678.333.0391 | 404.395.3305 Cell
Brad.Jones@Jacobs.com

6801 Governors Lake Parkway
Building 200
Norcross, Georgia 30071
www.jacobs.com

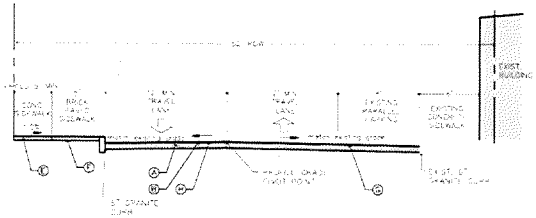
From: PURCELL, CLIFFTON (ATTCORP) [mailto:cp6531@att.com]
Sent: Monday, March 07, 2011 10:55 AM
To: Jones, Brad
Subject: RE: Utility Conflict/No conflict Letter Requested_PI 006717_East Atlanta Village_City of Atlanta

ATTACHMENTS:

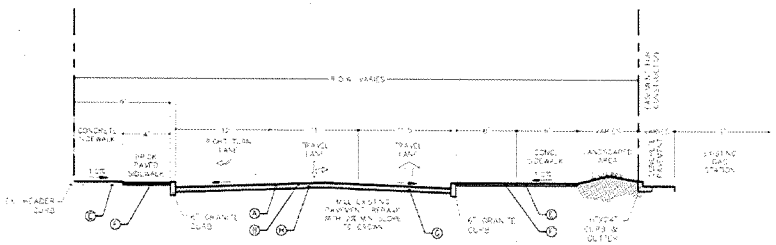
TYPICAL SECTIONS



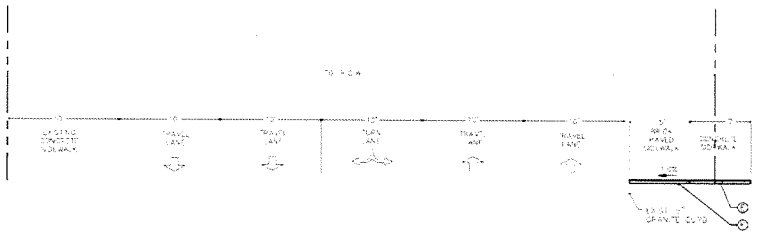
GLENWOOD AVENUE–PROPOSED SECTION
STA. 2+00 TO STA. 2+54.50
TYPICAL SECTION NO. 7



GLENWOOD AVENUE–PROPOSED SECTION
STA. 2+54.50 TO STA. 4+00
TYPICAL SECTION NO. 8



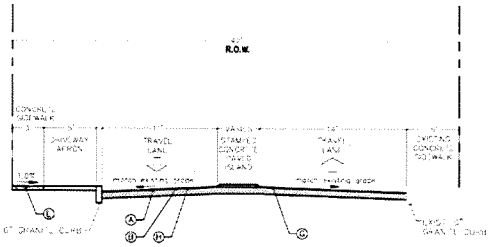
McPHERSON AVE – PROPOSED SECTION
STA. 0+70 TO STA. 1+28
TYPICAL SECTION NO. 9



MORELAND AVENUE – PROPOSED SECTION
STA. 0+00 TO STA. 2+46.82 OR END OF CONSTRUCTION
TYPICAL SECTION NO. 10

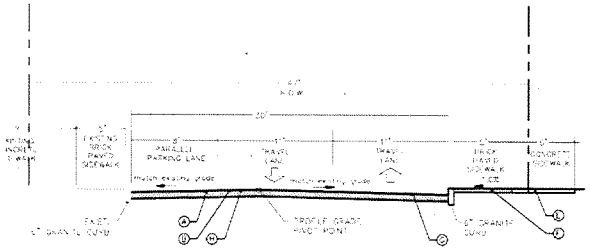
PAVEMENT DESIGN

- (A) 1.5" (12.5 mm) SUPERPAVE
- (B) BITUMINOUS TACK COAT
- (C) 6" (150 mm) SUPERPAVE
- (D) 12" GRADED AGGREGATE BASE
- (E) GEORGIA DOT 6" CONCRETE SIDEWALK
- (F) BRICK PAVERS (SEE SPECIAL DETAILS)
- (G) MILLING – VARIABLE DEPTH (2" MIN.)
- (H) ASPHALTIC CONCRETE (AC) TO BE USED AS REQUIRED
- (I) GEORGIA DOT 6" CONCRETE SIDEWALK

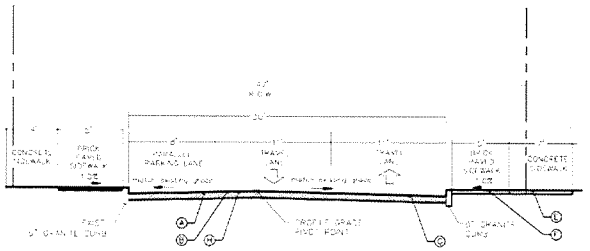


FLAT SHOALS–PROPOSED SECTION
STA. 0+25 TO STA. 1+75
TYPICAL SECTION NO. 1

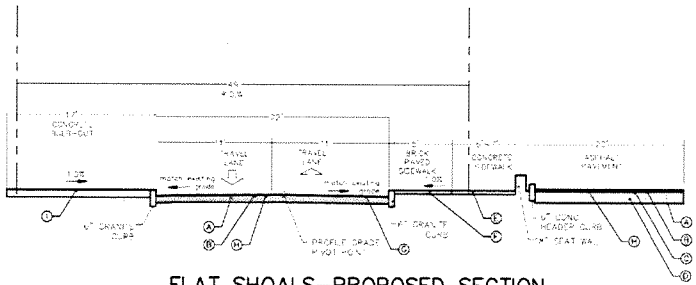
ROUNDABOUT–PROPOSED SECTION
STA. 0+25 TO STA. 1+75
TYPICAL SECTION NO. 2



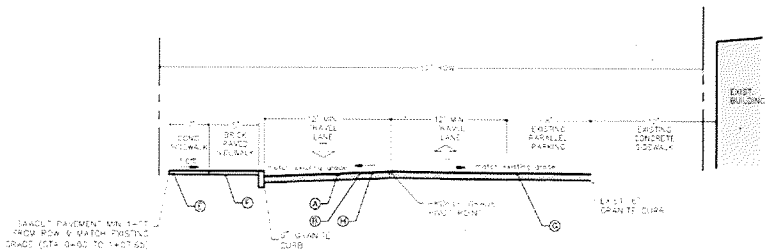
FLAT SHOALS–PROPOSED SECTION
STA. 1+75 TO STA. 3+50
TYPICAL SECTION NO. 3



FLAT SHOALS–PROPOSED SECTION
STA. 3+50 TO STA. 3+96
TYPICAL SECTION NO. 4



FLAT SHOALS–PROPOSED SECTION
STA. 3+96 TO STA. 5+98.87 OR END OF CONSTRUCTION
TYPICAL SECTION NO. 5



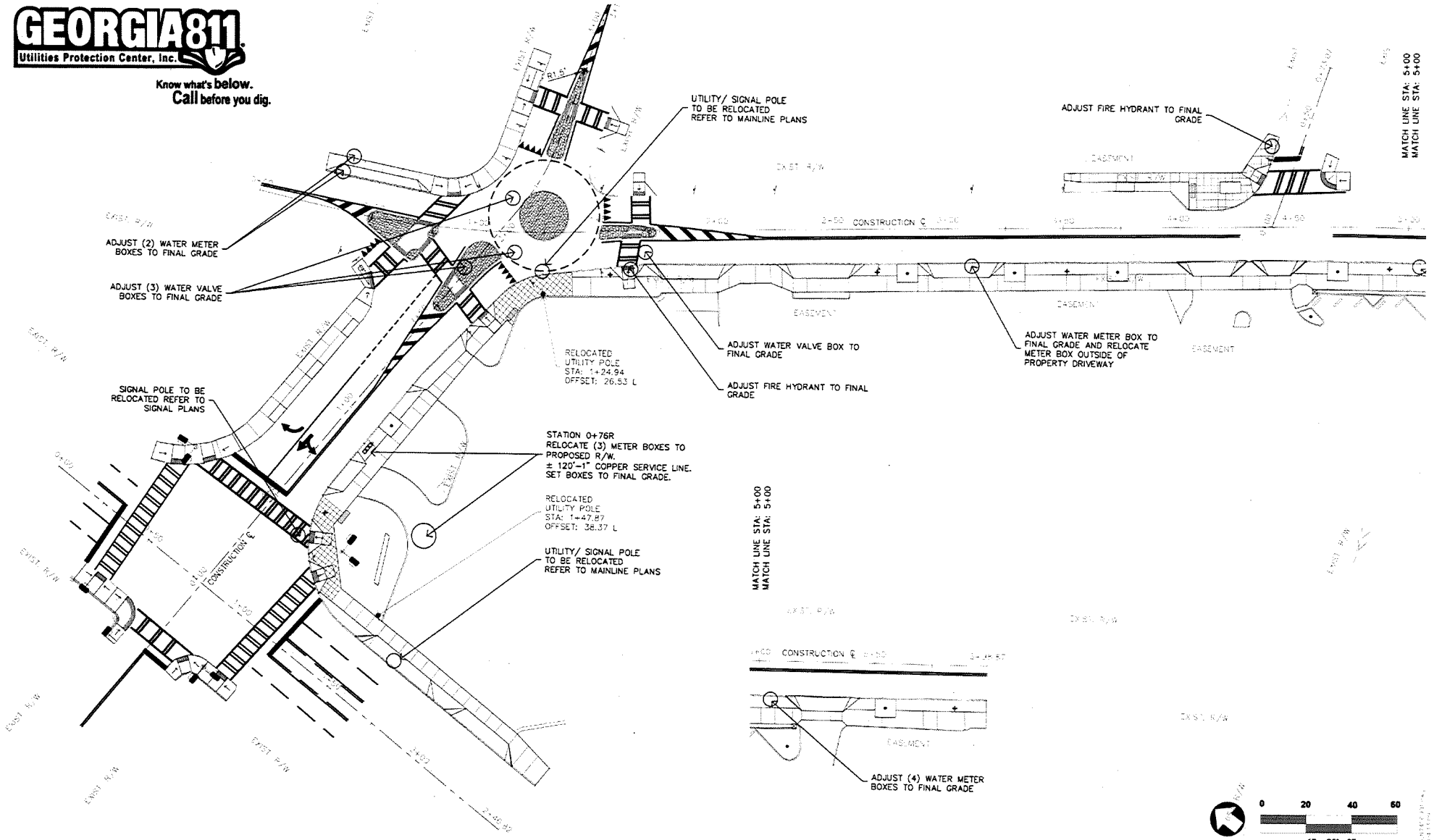
GLENWOOD AVENUE–PROPOSED SECTION
STA. 0+00 TO STA. 2+00
TYPICAL SECTION NO. 6

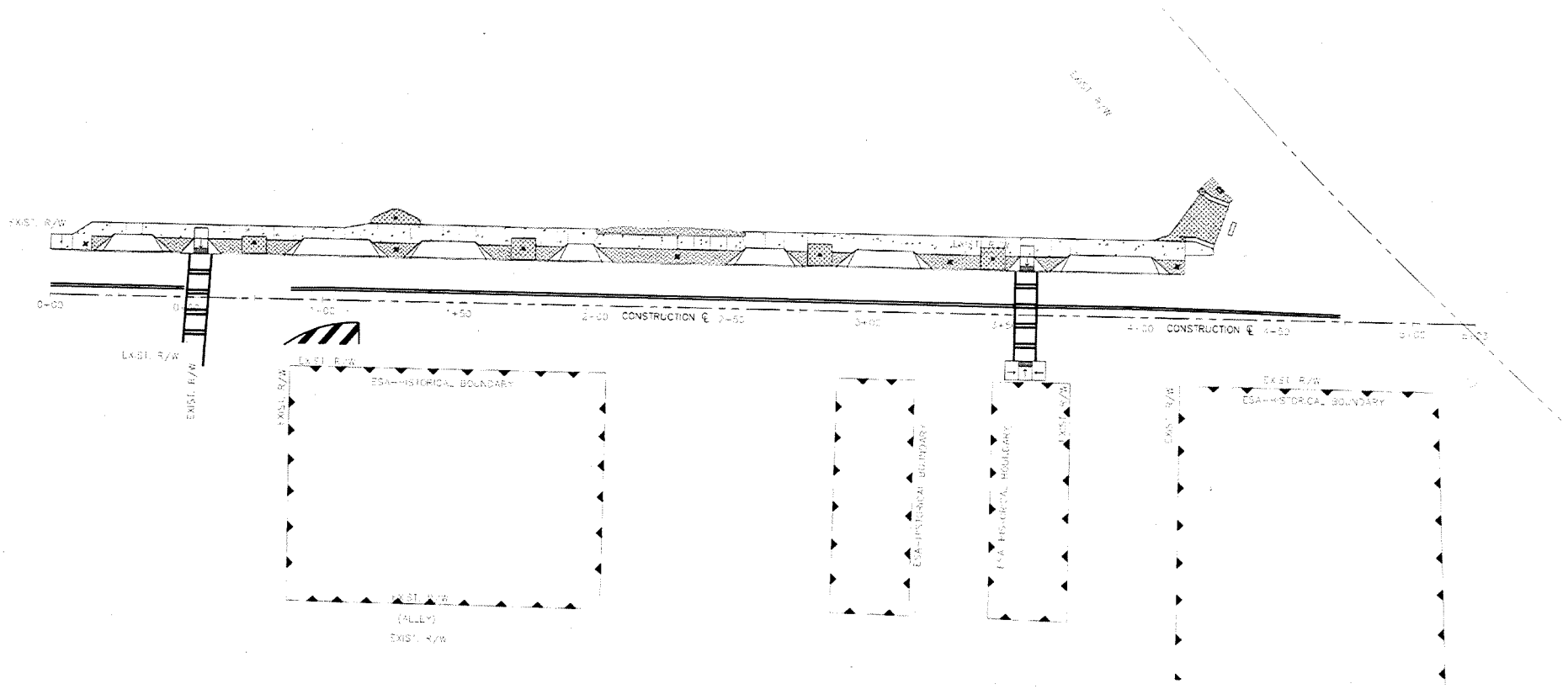
PAVEMENT DESIGN

- (A) 165 LBS/YD² ASPHALTIC CONCRETE, 12.5 mm SUPERPAVE
- (B) BITUMINOUS TACK COAT
- (C) 220 LBS/YD² ASPHALTIC CONCRETE BASE 19 mm SUPERPAVE
- (D) 12" GRADED AGGREGATE BASE
- (E) GEORGIA DOT 4" CONCRETE SIDEWALK
- (F) BRICK PAVERS (SEE SPECIAL DETAILS)
- (G) MILLING – VARIABLE DEPTH (1 ½" MINIMUM)
- (H) ASPHALTIC CONCRETE LEVELING AS REQUIRED
- (I) GEORGIA DOT 8" CONCRETE SIDEWALK

ATTACHMENTS:

LAYOUT PLANS


GEORGIA811
Utilities Protection Center, Inc.
Know what's below.
Call before you dig.
UTILITY/ SIGNAL POLE TO BE RELOCATED REFER TO MAINLINE PLANS
ADJUST FIRE HYDRANT TO FINAL GRADE
MATCH LINE STA: 5+00
MATCH LINE STA: 5+00
ADJUST (2) WATER METER BOXES TO FINAL GRADE
ADJUST (3) WATER VALVE BOXES TO FINAL GRADE
RELOCATED UTILITY POLE STA: 1+24.94 OFFSET: 26.53 L
ADJUST WATER VALVE BOX TO FINAL GRADE
ADJUST FIRE HYDRANT TO FINAL GRADE
ADJUST WATER METER BOX TO FINAL GRADE AND RELOCATE METER BOX OUTSIDE OF PROPERTY DRIVEWAY
SIGNAL POLE TO BE RELOCATED REFER TO SIGNAL PLANS
STATION 0+76R
RELOCATE (3) METER BOXES TO PROPOSED R/W.
± 120'-1" COPPER SERVICE LINE.
SET BOXES TO FINAL GRADE.
RELOCATED UTILITY POLE STA: 1+47.87 OFFSET: 38.37 L
UTILITY/ SIGNAL POLE TO BE RELOCATED REFER TO MAINLINE PLANS
MATCH LINE STA: 5+00
MATCH LINE STA: 5+00
CONSTRUCTION ℄
EASEMENT
EXIST R/W
ADJUST (4) WATER METER BOXES TO FINAL GRADE
0
20
40
60
1" = 20' - 0"



GEORGIA811
Utilities Protection Center, Inc.
Know what's below.
Call before you dig.

0 20 40 60
1" = 20' - 0"

ATTACHMENTS:

TRAFFIC ANALYSIS REPORT FOR PROPOSED ROUNDABOUT

Traffic Analysis Report

Proposed Roundabout for

Flat Shoals Avenue at McPherson Avenue

Atlanta, Georgia

Prepared for:

City of Atlanta

Prepared by:

December 2009

INTRODUCTION

The purpose of this study is to determine the traffic impacts of constructing a roundabout at the intersection of the Flat Shoals Avenue and McPherson Avenue in Atlanta, Georgia. This study is done as a part of the East Atlanta Streetscape project. **Figure 1** presents the existing alignment of the intersection. This report will summarize the data collection efforts and traffic analysis for the existing and proposed traffic conditions.

The following intersections were analyzed as part of this study:

- Moreland Avenue at McPherson Avenue/Faith Avenue (Signalized)
- Flat Shoals Avenue at McPherson Avenue (Unsignalized)

EXISTING TRAFFIC CONDITIONS

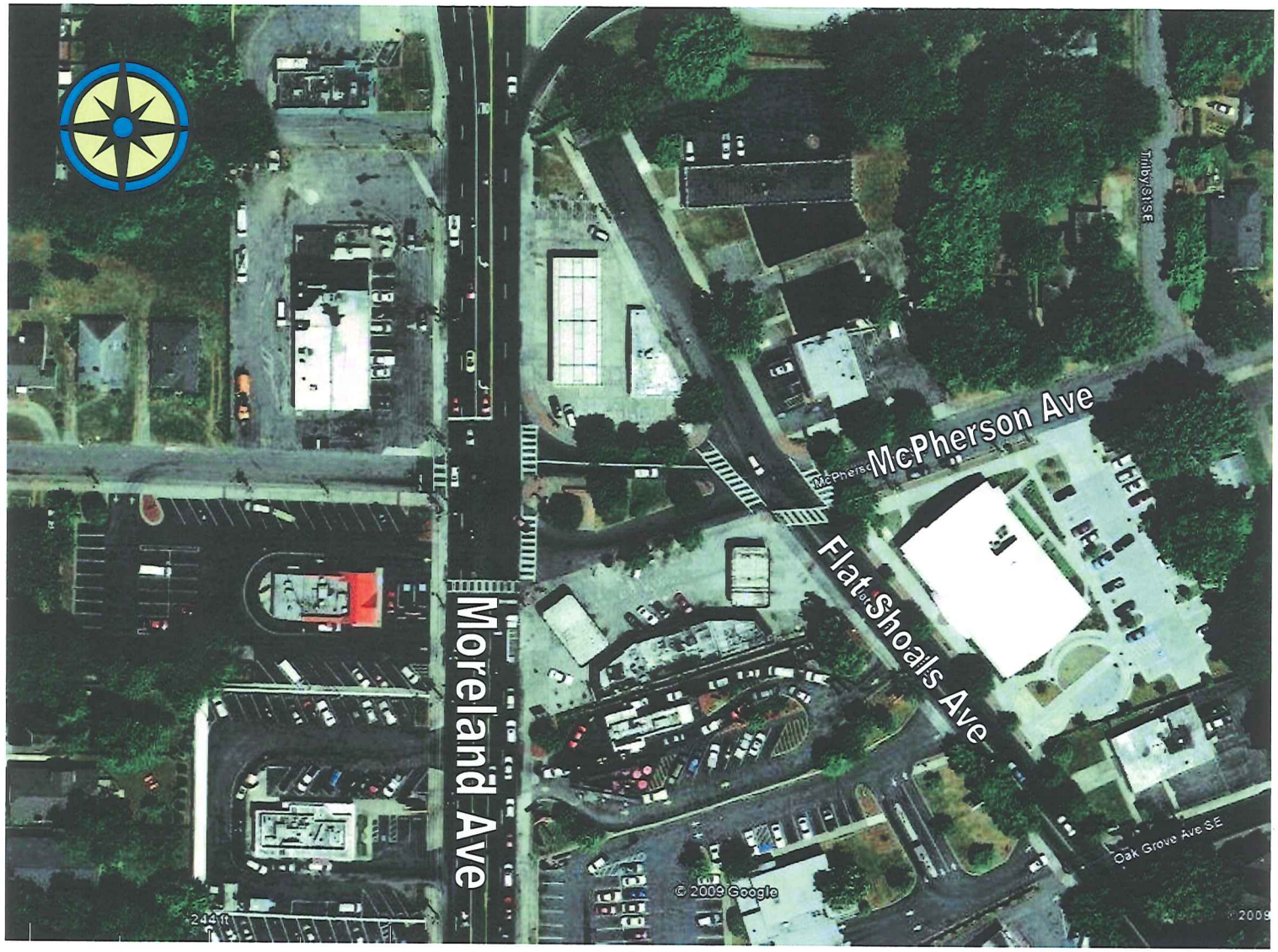
Data Collection

Existing traffic counts were taken in November 2009. 24-hour tube counts were collected on all intersection approaches. In addition, classification counts were taken on Flat Shoals Avenue. AM and PM peak hour turning movement counts were collected at all study intersections. The turning movement counts are included in the Appendix.

Study Area Roadways

Within the study area, Flat Shoals Avenue is generally a two lane roadway with posted speed limit of 25 MPH. McPherson Avenue is a two lane roadway with posted speed limit of 25 MPH. Flat Shoals Avenue carries approximately 8,600 vehicles per day with 3% trucks south of McPherson Avenue and 1,100 vehicles per day north of McPherson Avenue. McPherson Avenue carries approximately 1,300 vehicles per day east of Flat Shoals Avenue and 8,600 vehicles per day west of the Flat Shoals Avenue.

Figure 1: Project Location Map



Existing Traffic Volumes

The existing peak hour traffic and build traffic volumes are included in the Appendix.

Analysis Methodology

A level of service (LOS) analysis was prepared for both intersections. LOS is a qualitative measure describing operational conditions and driver perceptions within a traffic stream. According to the 2000 Highway Capacity Manual (2000 HCM), six LOS are defined for each type of facility. Letters designate each level, from A to F, with LOS A representing free-flow conditions with minimal delay and LOS F representing severe congestion with long vehicle delays. Intersection delay is a quantitative measure used to describe the average amount of time a vehicle approaching an intersection would have to wait in order to travel through the intersection.

LOS and delay for signalized intersections is reported for the entire intersection. Thus, the LOS and delay is the average of all intersection approaches. LOS for unsignalized intersections is reported for the side street stop sign controlled approaches. Since the main street approaches have no traffic control, vehicles on these approaches do not experience appreciable delay.

LOS determinations were made for weekday AM and PM peak hours at the study intersections using *SYCHRO, Version 6.0.* SYNCHRO Version 6.0 is a traffic analysis software based on the 2000 HCM. It is used to perform intersection capacity analysis and timing optimization.

Level of Service – Existing Conditions

Table 1 presents the LOS for both study intersections under existing (2009) conditions. As this table presents, the signalized intersection of Moreland Avenue at McPherson Avenue/Faith Avenue operates at LOS B in the AM peak hour and LOS A in the PM peak hour. The LOS results for the unsignalized, stop sign controlled side-street approaches of the Flat Shoals at McPherson Avenue intersection are LOS C or better under existing conditions.

Table 1

Level of Service Summary

Existing Conditions (2009)

Signalized and Unsignalized Intersections

Intersection				AM Peak		PM Peak	
				LOS	Delay (sec)	LOS	Delay (sec)
Signalized	Moreland Avenue at McPherson Avenue/Faith Avenue			B	11.7	A	7.8
Unsignalized	Flat Shoals Avenue at McPherson Avenue	NB	LTR	A	7.3	A	6.9
		SB	LTR	A	0.0	A	0.7
		EB	LTR	B	13.0	B	11.7
		WB	LTR	C	19.7	C	18.6

TRAFFIC CONDITIONS FOR PROPOSED ROUNDABOUT

The intersection of Flat Shoals Avenue at McPherson Avenue is proposed to be a single-lane urban compact roundabout. **Figure 2** presents the proposed roundabout configuration. As shown in Figure 2, Flat Shoals Avenue to the north would be converted to right-in right-out operation due to its proximity to the roundabout. Traffic wishing to enter this segment of Flat Shoals Avenue would traverse the roundabout to access this roadway. Traffic travelling south on this segment of Flat Shoals Avenue would have to turn right onto McPherson Avenue.

Analysis Methodology

A roundabout analysis was performed for the existing (2009) conditions. For this analysis, Georgia Department of Transportation's (GDOT) Roundabout Analysis Tool was utilized to study level-of-service and delay for the proposed single-lane roundabout. All three (3) approaches were analyzed as single-lane approaches, and the roundabout was analyzed as an urban compact roundabout.

Per GDOT's guidance for single-lane roundabouts, the total entering traffic volumes over a 24-hour period shall not exceed 20,000 vehicles per day. Additionally, the traffic volumes along the major street should be less than 80% of the total entering traffic volumes. The existing (2009) traffic volume travelling through this intersection is 10,008 vehicles per day. Additionally, the major street accounts for approximately 57% of the total traffic volume entering the intersection each day. Thus, the existing traffic conditions satisfy the GDOT criteria.

Level of Service – Proposed Roundabout Condition

A capacity analysis was performed for the proposed roundabout condition under existing traffic volumes. **Table 2** summarizes the AM and PM peak hour levels of service, delay in seconds, and volume-to-capacity ratio for the proposed roundabout at the Flat Shoals Avenue and McPherson Avenue intersection as well at the existing Moreland Avenue at McPherson Avenue signalized intersection. As presented in Table 2, all approaches to the roundabout would operate at LOS A for the AM and PM peak hour traffic conditions. While vehicle delay increases very slightly at the Moreland Avenue at McPherson Avenue intersection, LOS remains the same as existing conditions.

Table 2
Level of Service Summary
Build Conditions (2009)
Signalized and Unsignalized Intersections

Intersection/Approach			AM Peak			PM Peak		
			LOS	Delay (sec)	V/C Ratio	LOS	Delay (sec)	V/C Ratio
Signalized	Moreland Avenue at McPherson Avenue/Faith Avenue		B	11.9	N/A	A	8.6	N/A
Roundabout	Flat Shoals Avenue at McPherson Avenue	Southeast Leg	A	5.0	0.35	A	5.0	0.26
		Northeast Leg	A	5.0	0.05	A	5.0	0.07
		West Leg	A	3.0	0.07	A	4.0	0.25

CONCLUSIONS

For operational reasons, the intersection of Flat Shoals Avenue at McPherson Avenue is proposed to be converted from an unsignalized intersection to a single-lane urban compact roundabout. A review of the traffic analysis of the existing and proposed conditions reveals that the roundabout would reduce vehicle delay and improve LOS at this intersection.

APPENDIX

TRAFFIC DIAGRAMS

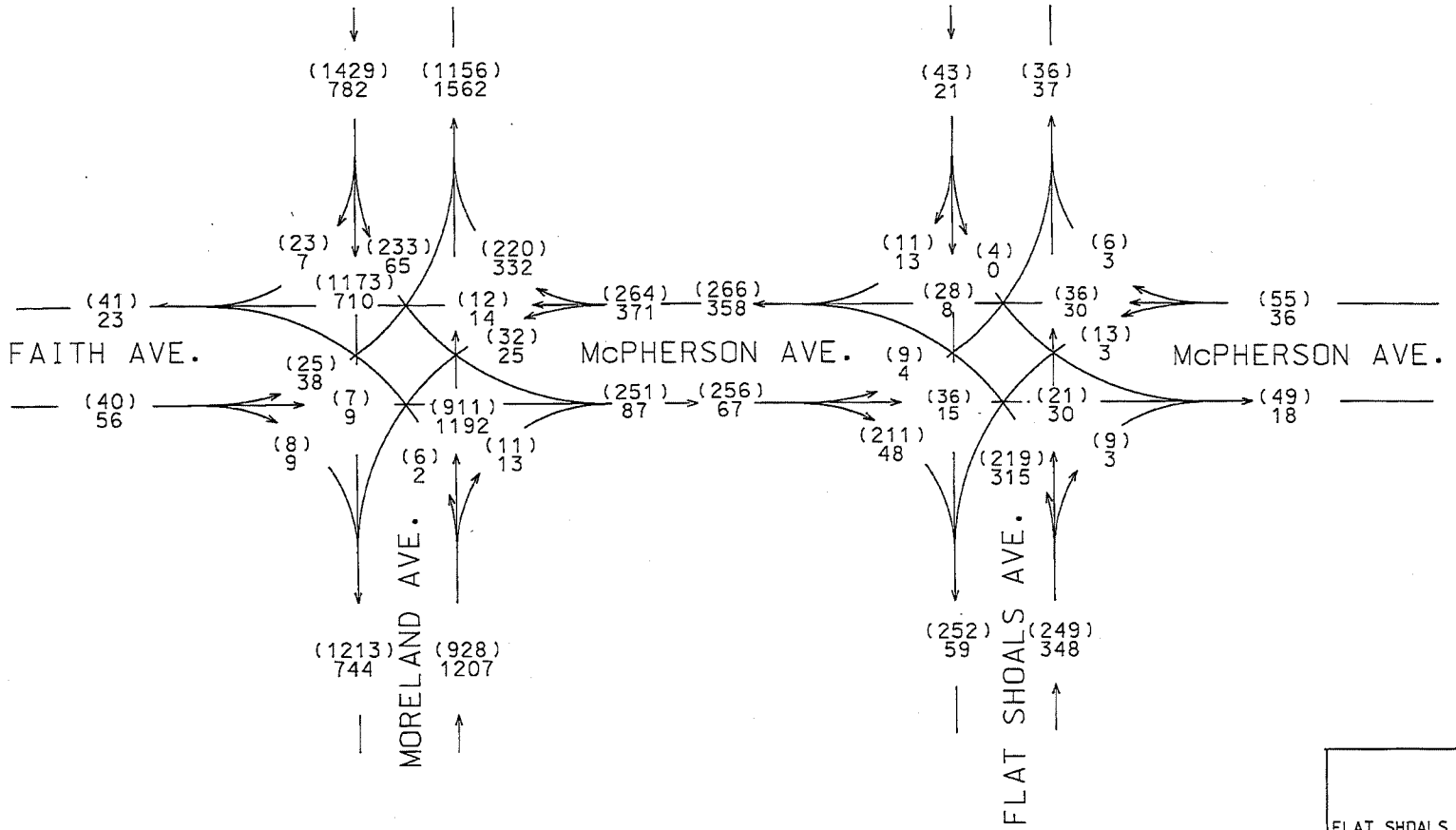


FIGURE 3

FLAT SHOALS AVE. AT McPHERSON AVE.

EXISTING (2009) DHV
AM (PM) = 000 (000)

...\Traffic diagrams.dgn 12/16/2009 9:43:19 AM

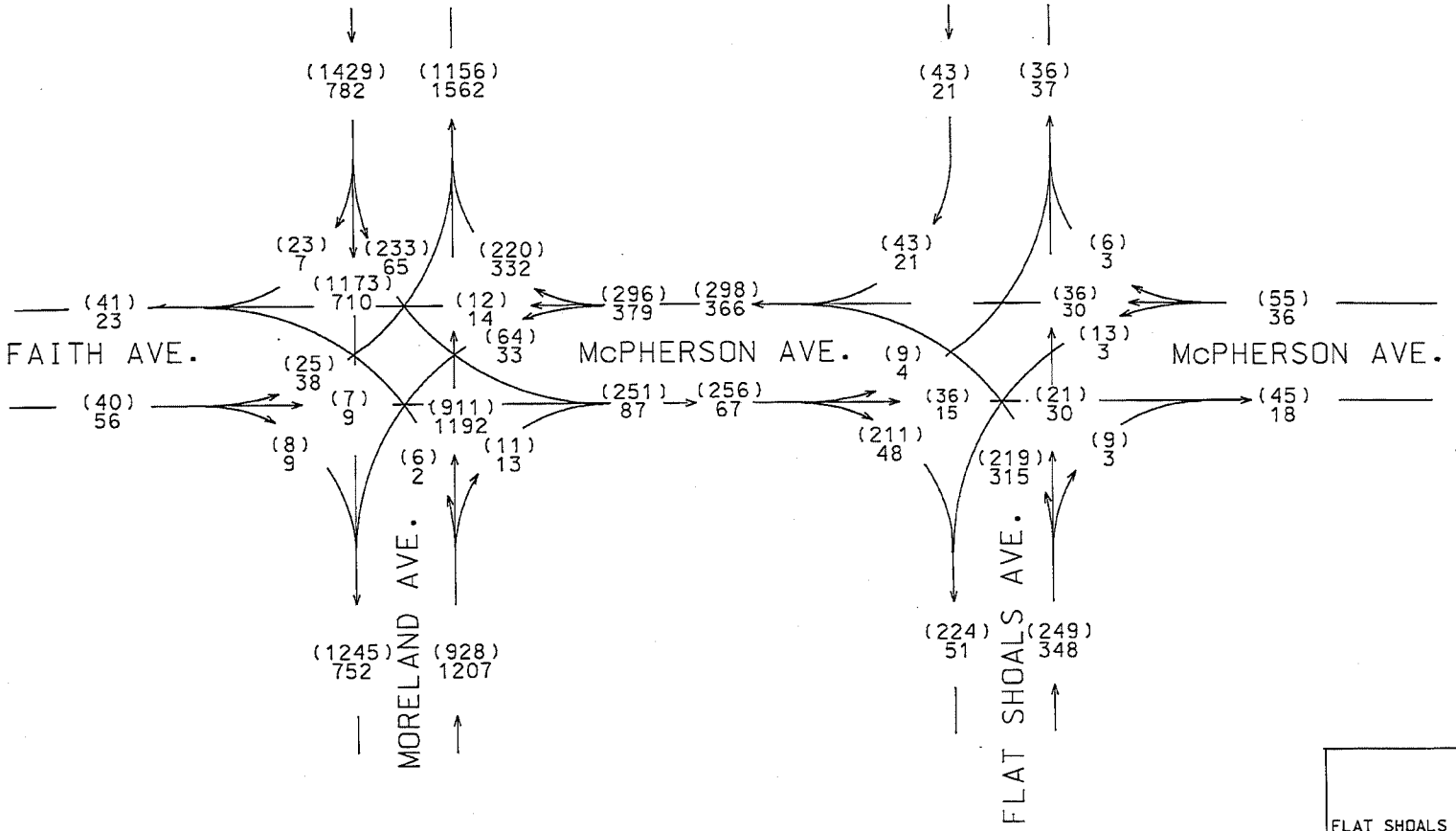


FIGURE 4

FLAT SHOALS AVE. AT McPHERSON AVE.

BUILD (2009) DHV
AM (PM) = 000 (000)

...\Traffic diagrams.dgn 12/16/2009 9:43:12 AM

SYNCHRO ANALYSIS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	300		0
Storage Lanes	0		0	0		0	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95
Frt		0.978			0.866			0.998			0.998	
Flt Protected		0.967			0.997					0.950		
Satd. Flow (prot)	0	1762	0	0	3056	0	0	3305	0	1656	3305	0
Flt Permitted		0.601			0.935			0.954		0.121		
Satd. Flow (perm)	0	1095	0	0	2866	0	0	3153	0	211	3305	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			173			2			3	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		298			214			317			292	
Travel Time (s)		6.8			4.9			7.2			6.6	
Volume (vph)	38	9	9	25	14	332	2	1192	13	65	710	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	9%	9%	9%	9%	9%	9%
Adj. Flow (vph)	41	10	10	27	15	361	2	1296	14	71	772	8
Lane Group Flow (vph)	0	61	0	0	403	0	0	1312	0	71	780	0
Turn Type	Perm			Perm			Perm			pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		8.0	20.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	50.0	50.0	0.0	10.0	60.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	62.5%	62.5%	0.0%	12.5%	75.0%	0.0%
Maximum Green (s)	16.0	16.0		16.0	16.0		46.0	46.0		6.0	56.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		11.7			11.7			52.1		60.3	60.3	
Actuated g/C Ratio		0.15			0.15			0.65		0.75	0.75	
v/c Ratio		0.36			0.94dr			0.64		0.26	0.31	
Control Delay		31.6			25.2			11.5		5.6	3.9	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		31.6			25.2			11.5		5.6	3.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C			C			B		A	A	
Approach Delay		31.6			25.2			11.5			4.0	
Approach LOS		C			C			B			A	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 11.7 Intersection LOS: B
Intersection Capacity Utilization 79.2% ICU Level of Service D
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: Faith Ave & Moreland Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	15	48	3	30	3	0	8	13	315	30	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	16	52	3	33	3	0	9	14	342	33	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	754	736	16	795	742	34	36			23		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	754	736	16	795	742	34	36			23		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	94	95	99	88	100	100			78		
cM capacity (veh/h)	246	272	1064	232	270	1039	1575			1592		

Direction, Lane #	EB 1	WB 1	SE 1	NW 1
Volume Total	78	39	23	378
Volume Left	10	3	0	342
Volume Right	52	3	14	3
cSH	526	283	1575	1592
Volume to Capacity	0.15	0.14	0.00	0.22
Queue Length 95th (ft)	13	12	0	20
Control Delay (s)	13.0	19.7	0.0	7.3
Lane LOS	B	C		A
Approach Delay (s)	13.0	19.7	0.0	7.3
Approach LOS	B	C		

Intersection Summary			
Average Delay	8.8		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	300		0
Storage Lanes	0		0	0		0	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95
Frt		0.972			0.875			0.998			0.997	
Flt Protected		0.970			0.994					0.950		
Satd. Flow (prot)	0	1756	0	0	3078	0	0	3431	0	1719	3428	0
Flt Permitted		0.749			0.918			0.945		0.153		
Satd. Flow (perm)	0	1356	0	0	2843	0	0	3243	0	277	3428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			239			2			6	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		298			214			317			292	
Travel Time (s)		6.8			4.9			7.2			6.6	
Volume (vph)	25	7	8	32	12	220	6	911	11	233	1173	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	27	8	9	35	13	239	7	990	12	253	1275	25
Lane Group Flow (vph)	0	44	0	0	287	0	0	1009	0	253	1300	0
Turn Type	Perm			Perm			Perm			pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		8.0	20.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	40.0	40.0	0.0	20.0	60.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	50.0%	50.0%	0.0%	25.0%	75.0%	0.0%
Maximum Green (s)	16.0	16.0		16.0	16.0		36.0	36.0		16.0	56.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		7.6			7.6			50.9		64.4	64.4	
Actuated g/C Ratio		0.10			0.10			0.64		0.80	0.80	
v/c Ratio		0.32			0.59			0.49		0.64	0.47	
Control Delay		33.8			13.1			9.6		13.3	3.3	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		33.8			13.1			9.6		13.3	3.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C			B			A		B	A	
Approach Delay		33.8			13.1			9.6			4.9	
Approach LOS		C			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 83.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 6: Faith Ave & Moreland Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	36	211	13	36	6	4	28	11	219	21	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	39	229	14	39	7	4	30	12	238	23	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	575	554	36	798	555	28	33			42		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	575	554	36	798	555	28	33			42		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	89	78	93	89	99	100			85		
cM capacity (veh/h)	346	373	1036	192	372	1048	1579			1567		

Direction, Lane #	EB 1	WB 1	SE 1	NW 1
Volume Total	273	60	47	271
Volume Left	4	14	4	238
Volume Right	229	7	12	10
cSH	805	323	1579	1567
Volume to Capacity	0.34	0.18	0.00	0.15
Queue Length 95th (ft)	38	17	0	13
Control Delay (s)	11.7	18.6	0.7	6.9
Lane LOS	B	C	A	A
Approach Delay (s)	11.7	18.6	0.7	6.9
Approach LOS	B	C		

Intersection Summary			
Average Delay	9.6		
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	300		0
Storage Lanes	0		0	0		0	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95
Frt		0.978			0.869			0.998			0.998	
Flt Protected		0.967			0.996					0.950		
Satd. Flow (prot)	0	1762	0	0	3063	0	0	3305	0	1656	3305	0
Flt Permitted		0.590			0.926			0.954		0.121		
Satd. Flow (perm)	0	1075	0	0	2848	0	0	3153	0	211	3305	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			173			2			3	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		298			214			317			292	
Travel Time (s)		6.8			4.9			7.2			6.6	
Volume (vph)	38	9	9	33	14	332	2	1192	13	65	710	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	9%	9%	9%	9%	9%	9%
Adj. Flow (vph)	41	10	10	36	15	361	2	1296	14	71	772	8
Lane Group Flow (vph)	0	61	0	0	412	0	0	1312	0	71	780	0
Turn Type	Perm			Perm			Perm			pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		8.0	20.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	50.0	50.0	0.0	10.0	60.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	62.5%	62.5%	0.0%	12.5%	75.0%	0.0%
Maximum Green (s)	16.0	16.0		16.0	16.0		46.0	46.0		6.0	56.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		11.9			11.9			51.9		60.1	60.1	
Actuated g/C Ratio		0.15			0.15			0.65		0.75	0.75	
v/c Ratio		0.36			0.93dr			0.64		0.26	0.31	
Control Delay		31.6			25.8			11.7		5.6	4.0	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		31.6			25.8			11.7		5.6	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C			C			B		A	A	
Approach Delay		31.6			25.8			11.7			4.1	
Approach LOS		C			C			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			

Splits and Phases: 6: Faith Ave & Moreland Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	15	48	3	30	3	0	0	13	315	30	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	16	52	3	33	3	0	0	14	342	33	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	739	721	0	786	733	34	36			14		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	739	721	0	786	733	34	36			14		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	94	95	99	88	100	100			79		
cM capacity (veh/h)	253	278	1085	236	274	1039	1575			1604		

Direction, Lane #	EB 1	WB 1	SE 1	NW 1
Volume Total	78	39	14	378
Volume Left	10	3	0	342
Volume Right	52	3	14	3
cSH	538	287	1700	1604
Volume to Capacity	0.15	0.14	0.01	0.21
Queue Length 95th (ft)	13	12	0	20
Control Delay (s)	12.8	19.5	0.0	7.3
Lane LOS	B	C		A
Approach Delay (s)	12.8	19.5	0.0	7.3
Approach LOS	B	C		

Intersection Summary			
Average Delay	8.9		
Intersection Capacity Utilization	35.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	300		0
Storage Lanes	0		0	0		0	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95
Frt		0.972			0.889			0.998			0.997	
Flt Protected		0.970			0.989					0.950		
Satd. Flow (prot)	0	1756	0	0	3112	0	0	3431	0	1719	3428	0
Flt Permitted		0.736			0.877			0.945		0.153		
Satd. Flow (perm)	0	1333	0	0	2759	0	0	3243	0	277	3428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			239			2			6	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		298			214			317			292	
Travel Time (s)		6.8			4.9			7.2			6.6	
Volume (vph)	25	7	8	64	12	220	6	911	11	233	1173	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	27	8	9	70	13	239	7	990	12	253	1275	25
Lane Group Flow (vph)	0	44	0	0	322	0	0	1009	0	253	1300	0
Turn Type	Perm			Perm			Perm			pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		8.0	20.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	40.0	40.0	0.0	20.0	60.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	50.0%	50.0%	0.0%	25.0%	75.0%	0.0%
Maximum Green (s)	16.0	16.0		16.0	16.0		36.0	36.0		16.0	56.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		8.3			8.3			50.1		63.7	63.7	
Actuated g/C Ratio		0.10			0.10			0.63		0.80	0.80	
v/c Ratio		0.30			0.64			0.50		0.64	0.48	
Control Delay		32.1			16.0			10.3		13.5	3.6	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		32.1			16.0			10.3		13.5	3.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C			B			B		B	A	
Approach Delay		32.1			16.0			10.3			5.2	
Approach LOS		C			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 6: Faith Ave & Moreland Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	36	211	13	36	6	0	0	43	219	21	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	39	229	14	39	7	0	0	47	238	23	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	530	509	0	776	551	28	33			47		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	530	509	0	776	551	28	33			47		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	90	79	93	90	99	100			85		
cM capacity (veh/h)	372	396	1085	203	375	1048	1579			1561		

Direction, Lane #	EB 1	WB 1	SE 1	NW 1
Volume Total	273	60	47	271
Volume Left	4	14	0	238
Volume Right	229	7	47	10
cSH	848	332	1700	1561
Volume to Capacity	0.32	0.18	0.03	0.15
Queue Length 95th (ft)	35	16	0	13
Control Delay (s)	11.2	18.2	0.0	6.9
Lane LOS	B	C		A
Approach Delay (s)	11.2	18.2	0.0	6.9
Approach LOS	B	C		

Intersection Summary			
Average Delay	9.3		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

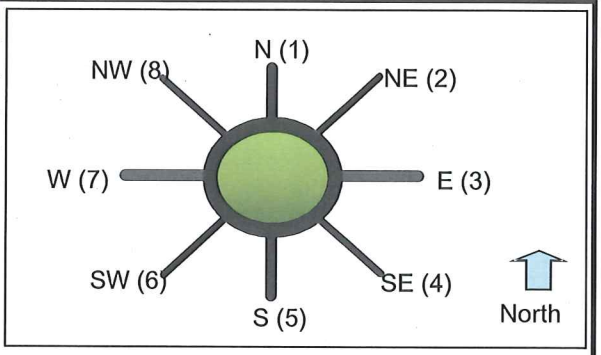
ROUNDABOUT ANALYSIS

Roundabout Analysis Tool
Single Lane

12/16/2009
Version 1.1

General & Site Information

Analyst:	JJG
Agency/Company:	JJG
Date:	12/1/2009
Project Name or PI#:	
Year, Peak Hour:	2009, AM Peak
County/District:	
Intersection:	Flat Shoals Avenue at McPherson Ave



Volumes

		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph								
	NE (2), vph				3			15	
	E (3), vph								
	SE (4), vph		3					48	
	S (5), vph								
	SW (6), vph								
	W (7), vph		33		345			4	
	NW (8), vph								
Output	Total Vehicles	0	36	0	348	0	0	67	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	100%	98%	100%	98%	100%	100%	98%	100%
% SU/ Bus	0%	2%	0%	2%	0%	0%	2%	0%
% Trucks/ Combin.	0%	0%	0%	0%	0%	0%	0%	0%
% Bicycle	0%	0%	0%	0%	0%	0%	0%	0%
PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
F_{HV}	1.000	0.990	1.000	0.990	1.000	1.000	0.990	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	0	0	0	0
NE (2), pcu/h	0	0	0	3	0	0	16	0
E (3), pcu/h	0	0	0	0	0	0	0	0
SE (4), pcu/h	0	3	0	0	0	0	53	0
S (5), pcu/h	0	0	0	0	0	0	0	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	0	36	0	379	0	0	4	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	0	40	0	382	0	0	74	0
Conflicting flow, pcu/h	0	383	0	21	0	0	3	0

Roundabout Type	Urban Compact=1 Standard Single Lane =2
Enter type here...	1

Results: Approach Measures of Effectiveness								
NCHRP-572 Model	**N**	**NE**	**E**	**SE**	**S**	**SW**	**W**	**NW**
Entry Capacity, pcu/h	NA	770	NA	1107	NA	NA	1126	NA
V/C ratio		**0.05**		**0.35**			**0.07**	
Control Delay, sec/pcu		**5**		**5**			**3**	
LOS		A		A			A	
95th % Queue (ft)		**4**		**39**			**5**	
UK Model	**N**	**NE**	**E**	**SE**	**S**	**SW**	**W**	**NW**
Entry Capacity, pcu/h	NA	934	NA	1203	NA	NA	1216	NA
V/C ratio		**0.04**		**0.32**			**0.06**	
Control Delay, sec/pcu		**4**		**4**			**3**	
LOS		A		A			A	
95th % Queue (ft)		**3**		**35**			**5**	

Notes:

Unit Legend:
vph = vehicles per hour
PHF = peak hour factor
F_{HV} = heavy vehicle factor
pcu = passenger car unit

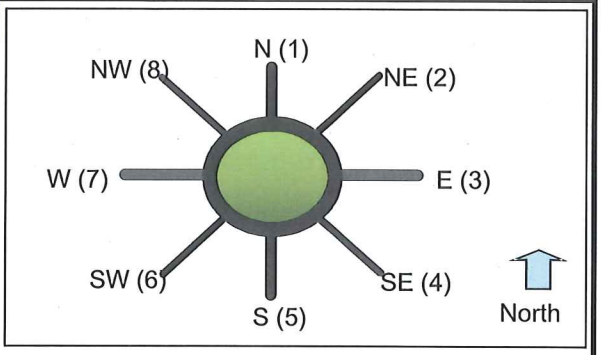
Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	**Bypass #1**	**Bypass #2**	**Bypass #3**	**Bypass #4**	**Bypass #5**	**Bypass #6**
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F_{HV}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Flow						
Bypass Lane Results (NCHRP-572 Model)						
Entry Capacity at bypass mergepoint, pcu/hr						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th % Queue (ft)						

Roundabout Analysis Tool
Single Lane

12/16/2009
Version 1.1

General & Site Information

Analyst:	JJG
Agency/Company:	JJG
Date:	12/1/2009
Project Name or PI#:	
Year, Peak Hour:	2009, PM Peak
County/District:	
Intersection:	Flat Shoals Avenue at McPherson Ave



Volumes

		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
	N (1), vph								
Exit	NE (2), vph				9			36	
Legs	E (3), vph								
(TO)	SE (4), vph		13					211	
	S (5), vph								
	SW (6), vph								
	W (7), vph		42		240			9	
	NW (8), vph								
Output	Total Vehicles	0	55	0	249	0	0	256	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	100%	96%	100%	96%	100%	100%	96%	100%
% SU/ Bus	0%	4%	0%	4%	0%	0%	4%	0%
% Trucks/ Combin.	0%	0%	0%	0%	0%	0%	0%	0%
% Bicycle	0%	0%	0%	0%	0%	0%	0%	0%
PHF	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*	*0.92*
F_{HV}	1.000	0.980	1.000	0.980	1.000	1.000	0.980	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	0	0	0	0
NE (2), pcu/h	0	0	0	10	0	0	40	0
E (3), pcu/h	0	0	0	0	0	0	0	0
SE (4), pcu/h	0	14	0	0	0	0	234	0
S (5), pcu/h	0	0	0	0	0	0	0	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	0	47	0	266	0	0	10	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	0	61	0	276	0	0	284	0
Conflicting flow, pcu/h	0	276	0	50	0	0	14	0

Roundabout Type	Urban Compact=1 Standard Single Lane =2
Enter type here...	1

Results: Approach Measures of Effectiveness								
NCHRP-572 Model	**N**	**NE**	**E**	**SE**	**S**	**SW**	**W**	**NW**
Entry Capacity, pcu/h	NA	857	NA	1075	NA	NA	1114	NA
V/C ratio		**0.07**		**0.26**			**0.25**	
Control Delay, sec/pcu		**5**		**5**			**4**	
LOS		A		A			A	
95th % Queue (ft)		**6**		**26**			**26**	
UK Model	**N**	**NE**	**E**	**SE**	**S**	**SW**	**W**	**NW**
Entry Capacity, pcu/h	NA	1014	NA	1181	NA	NA	1207	NA
V/C ratio		**0.06**		**0.23**			**0.24**	
Control Delay, sec/pcu		**4**		**4**			**4**	
LOS		A		A			A	
95th % Queue (ft)		**5**		**23**			**23**	

Notes:

Unit Legend:
vph = vehicles per hour
PHF = peak hour factor
F_{HV} = heavy vehicle factor
pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	**Bypass #1**	**Bypass #2**	**Bypass #3**	**Bypass #4**	**Bypass #5**	**Bypass #6**
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F_{HV}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Flow						
Bypass Lane Results (NCHRP-572 Model)						
Entry Capacity at bypass mergepoint, pcu/hr						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th % Queue (ft)						

TURNING MOVEMENT COUNTS

Greater Traffic Company

File Name : SITE01
Site Code : 00000002
Start Date : 11/19/2009
Page No : 1

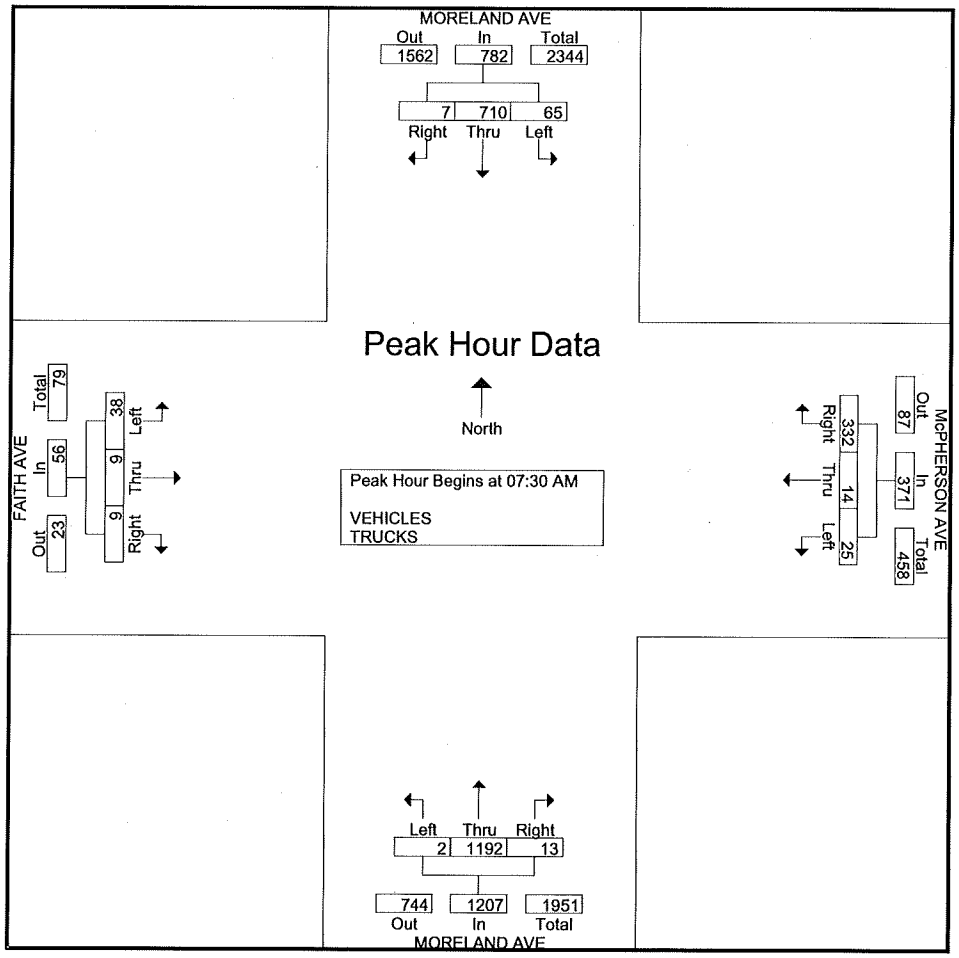
Groups Printed- VEHICLES - TRUCKS

	MORELAND AVE Southbound					McPHERSON AVE Westbound					MORELAND AVE Northbound					FAITH AVE Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	11	141	1	0	153	6	0	59	0	65	0	243	2	0	245	12	2	3	1	17	1	480	481
07:15 AM	21	158	2	0	181	3	0	74	1	77	0	275	2	0	277	10	0	5	6	15	7	550	557
07:30 AM	15	194	2	4	211	12	4	89	2	105	1	330	3	0	334	9	1	2	1	12	7	662	669
07:45 AM	11	203	0	0	214	7	3	77	0	87	0	292	3	1	295	10	0	2	1	12	2	608	610
Total	58	696	5	4	759	28	7	299	3	334	1	1140	10	1	1151	41	3	12	9	56	17	2300	2317
08:00 AM	25	152	1	1	178	3	2	84	5	89	1	292	4	2	297	8	4	2	0	14	8	578	586
08:15 AM	14	161	4	2	179	3	5	82	4	90	0	278	3	1	281	11	4	3	2	18	9	568	577
08:30 AM	19	181	3	2	203	4	2	74	1	80	0	250	2	0	252	8	1	2	2	11	5	546	551
08:45 AM	22	179	3	1	204	4	0	77	5	81	0	209	3	0	212	12	1	0	0	13	6	510	516
Total	80	673	11	6	764	14	9	317	15	340	1	1029	12	3	1042	39	10	7	4	56	28	2202	2230
*** BREAK ***																							
04:00 PM	52	295	6	5	353	5	3	60	5	68	2	213	5	6	220	8	1	1	5	10	21	651	672
04:15 PM	52	264	5	8	321	5	4	50	0	59	1	218	4	0	223	8	4	1	7	13	15	616	631
04:30 PM	55	307	5	2	367	10	2	59	6	71	1	224	4	2	229	8	3	0	6	11	16	678	694
04:45 PM	48	283	3	4	334	10	4	60	3	74	0	198	4	1	202	7	1	4	5	12	13	622	635
Total	207	1149	19	19	1375	30	13	229	14	272	4	853	17	9	874	31	9	6	23	46	65	2567	2632
05:00 PM	57	282	7	4	346	2	3	62	2	67	1	238	3	1	242	3	0	1	4	4	11	659	670
05:15 PM	70	278	6	2	354	7	3	51	6	61	3	226	2	0	231	7	3	2	0	12	8	658	666
05:30 PM	48	288	7	3	343	11	4	53	1	68	0	219	4	0	223	9	2	2	2	13	6	647	653
05:45 PM	58	325	3	2	386	12	2	54	5	68	2	228	2	0	232	6	2	3	0	11	7	697	704
Total	233	1173	23	11	1429	32	12	220	14	264	6	911	11	1	928	25	7	8	6	40	32	2661	2693
Grand Total	578	3691	58	40	4327	104	41	1065	46	1210	12	3933	50	14	3995	136	29	33	42	198	142	9730	9872
Apprch %	13.4	85.3	1.3			8.6	3.4	88			0.3	98.4	1.3			68.7	14.6	16.7					
Total %	5.9	37.9	0.6		44.5	1.1	0.4	10.9		12.4	0.1	40.4	0.5		41.1	1.4	0.3	0.3		2	1.4	98.6	
VEHICLES	565	3616	58		4279	103	41	1057		1247	12	3857	50		3933	136	29	32		239	0	0	9698
% VEHICLES	97.8	98	100	100	98	99	100	99.2	100	99.3	100	98.1	100	100	98.1	100	100	97	100	99.6	0	0	98.2
TRUCKS	13	75	0		88	1	0	8		9	0	76	0		76	0	0	1		1	0	0	174
% TRUCKS	2.2	2	0	0	2	1	0	0.8	0	0.7	0	1.9	0	0	1.9	0	0	3	0	0.4	0	0	1.8

Greater Traffic Company

File Name : SITE01
Site Code : 00000002
Start Date : 11/19/2009
Page No : 2

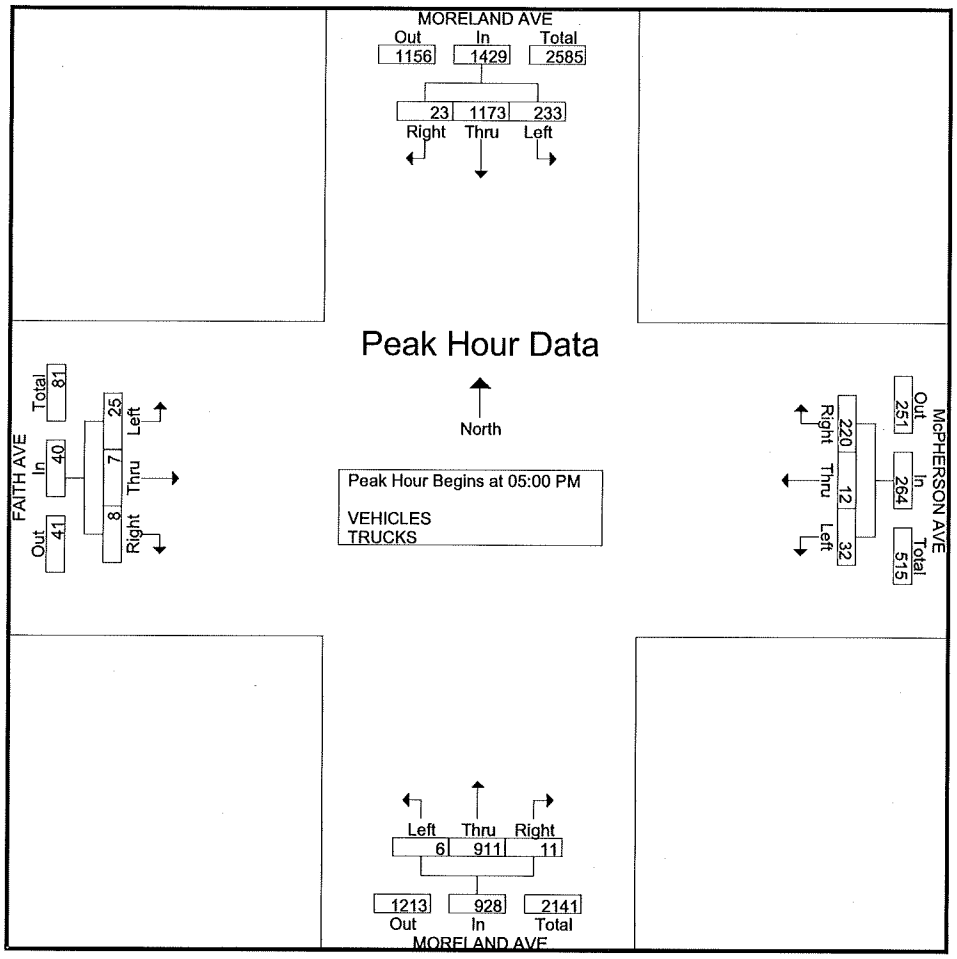
	MORELAND AVE Southbound				McPHERSON AVE Westbound				MORELAND AVE Northbound				FAITH AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	15	194	2	211	**12**		**89**	**105**	**1**	**330**		**334**					**662**
07:45 AM	11	**203**	0	**214**	7	3	77	87	0	292	3	295	10	0	2	12	608
08:00 AM	**25**	152	1	178	3	2	84	89	1	292	**4**	297	8	**4**	2	14	578
08:15 AM	14	161	**4**	179	3	**5**	82	90	0	278	3	281	**11**	4	**3**	**18**	568
Total Volume	65	710	7	782	25	14	332	371	2	1192	13	1207	38	9	9	56	2416
% App. Total	8.3	90.8	0.9		6.7	3.8	89.5		0.2	98.8	1.1		67.9	16.1	16.1		
PHF	.650	.874	.438	.914	.521	.700	.933	.883	.500	.903	.813	.903	.864	.563	.750	.778	.912



Greater Traffic Company

File Name : SITE01
Site Code : 00000002
Start Date : 11/19/2009
Page No : 3

	MORELAND AVE Southbound				McPHERSON AVE Westbound				MORELAND AVE Northbound				FAITH AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	57	282	**7**				**62**			**238**		**242**					
05:15 PM	**70**	278	6	354	7	3	51	61	**3**	226	2	231	7	**3**	2	12	658
05:30 PM	48	288	7	343	11	**4**	53	**68**	0	219	**4**	223	**9**	2	2	**13**	647
05:45 PM	58	**325**	3	**386**	**12**	2	54	68	2	228	2	232	6	2	**3**	11	**697**
Total Volume	233	1173	23	1429	32	12	220	264	6	911	11	928	25	7	8	40	2661
% App. Total	16.3	82.1	1.6		12.1	4.5	83.3		0.6	98.2	1.2		62.5	17.5	20		
PHF	.832	.902	.821	.926	.667	.750	.887	.971	.500	.957	.688	.959	.694	.583	.667	.769	.954



Greater Traffic Company

File Name : site02
Site Code : 00000001
Start Date : 11/19/2009
Page No : 1

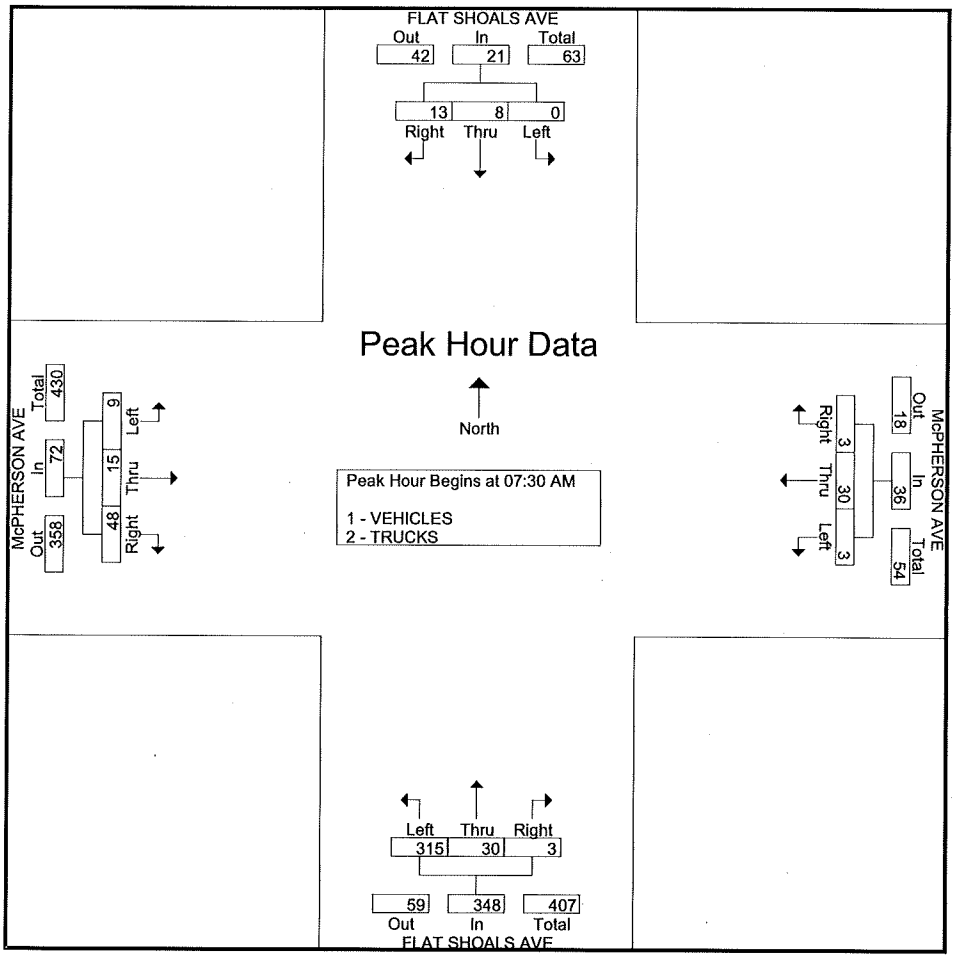
Groups Printed- VEHICLES - TRUCKS

	FLAT SHOALS AVE Southbound					McPHERSON AVE Westbound					FLAT SHOALS AVE Northbound					McPHERSON AVE Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	6	1	0	7	1	5	0	1	6	61	8	1	0	70	2	1	11	1	14	2	97	99
07:15 AM	2	2	1	0	5	0	2	1	0	3	64	4	0	1	68	1	3	15	1	19	2	95	97
07:30 AM	0	1	3	1	4	1	13	0	5	14	86	5	2	2	93	2	1	11	0	14	8	125	133
07:45 AM	0	1	4	0	5	0	7	1	2	8	76	8	1	2	85	2	7	7	1	16	5	114	119
Total	2	10	9	1	21	2	27	2	8	31	287	25	4	5	316	7	12	44	3	63	17	431	448
08:00 AM	0	4	3	2	7	2	2	0	1	4	79	8	0	1	87	4	6	17	3	27	7	125	132
08:15 AM	0	2	3	3	5	0	8	2	1	10	74	9	0	1	83	1	1	13	0	15	5	113	118
08:30 AM	0	1	1	0	2	1	8	0	1	9	66	5	1	0	72	1	2	19	0	22	1	105	106
08:45 AM	0	1	3	0	4	0	4	3	1	7	72	10	1	0	83	1	1	16	1	18	2	112	114
Total	0	8	10	5	18	3	22	5	4	30	291	32	2	2	325	7	10	65	4	82	15	455	470
*** BREAK ***																							
04:00 PM	0	2	5	3	7	0	7	1	7	8	51	4	8	3	63	1	6	55	4	62	17	140	157
04:15 PM	1	3	2	3	6	4	8	0	9	12	55	6	1	2	62	3	6	41	9	50	23	130	153
04:30 PM	2	1	3	2	6	1	10	1	6	12	53	5	3	2	61	1	7	49	1	57	11	136	147
04:45 PM	1	7	5	0	13	2	8	1	6	11	68	2	6	0	76	0	7	51	4	58	10	158	168
Total	4	13	15	8	32	7	33	3	28	43	227	17	18	7	262	5	26	196	18	227	61	564	625
05:00 PM	1	5	1	0	7	7	5	0	3	12	57	8	2	3	67	1	5	54	4	60	10	146	156
05:15 PM	1	7	4	4	12	1	6	3	1	10	48	6	3	1	57	0	7	65	1	72	7	151	158
05:30 PM	1	8	2	2	11	2	11	1	1	14	57	5	1	3	63	2	8	42	3	52	9	140	149
05:45 PM	1	8	4	3	13	3	14	2	6	19	57	2	3	3	62	1	16	50	2	67	14	161	175
Total	4	28	11	9	43	13	36	6	11	55	219	21	9	10	249	4	36	211	10	251	40	598	638
Grand Total	10	59	45	23	114	25	118	16	51	159	1024	95	33	24	1152	23	84	516	35	623	133	2048	2181
Apprch %	8.8	51.8	39.5			15.7	74.2	10.1			88.9	8.2	2.9			3.7	13.5	82.8					
Total %	0.5	2.9	2.2		5.6	1.2	5.8	0.8		7.8	50	4.6	1.6		56.2	1.1	4.1	25.2		30.4	6.1	93.9	
1 - VEHICLES	10	58	44		135	24	112	16		203	1022	94	32		1172	22	77	515		649	0	0	2159
% 1 - VEHICLES	100	98.3	97.8	100	98.5	96	94.9	100	100	96.7	99.8	98.9	97	100	99.7	95.7	91.7	99.8	100	98.6	0	0	99
2 - TRUCKS	0	1	1		2	1	6	0		7	2	1	1		4	1	7	1		9	0	0	22
% 2 - TRUCKS	0	1.7	2.2	0	1.5	4	5.1	0	0	3.3	0.2	1.1	3	0	0.3	4.3	8.3	0.2	0	1.4	0	0	1

Greater Traffic Company

File Name : site02
Site Code : 00000001
Start Date : 11/19/2009
Page No : 2

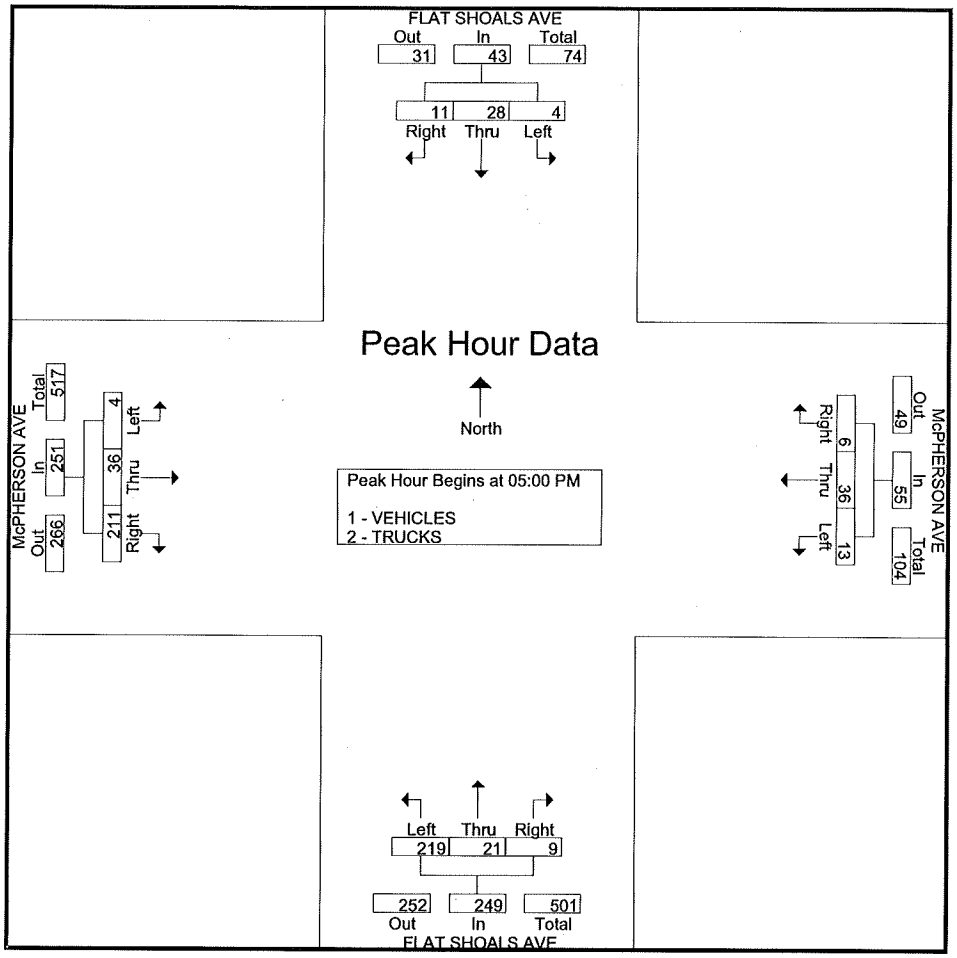
	FLAT SHOALS AVE Southbound				McPHERSON AVE Westbound				FLAT SHOALS AVE Northbound				McPHERSON AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	3	4	1	**13**		**14**	**86**		**2**	**93**					**125**
07:45 AM	0	1	4	5	0	7	1	8	76	8	1	85	2	7	7	16	114
08:00 AM	0	4	3	**7**	**2**	2	0	4	79	8	0	87	4	6	**17**	**27**	125
08:15 AM	0	2	3	5	0	8	**2**	10	74	**9**	0	83	1	1	13	15	113
Total Volume	0	8	13	21	3	30	3	36	315	30	3	348	9	15	48	72	477
% App. Total	0	38.1	61.9		8.3	83.3	8.3		90.5	8.6	0.9		12.5	20.8	66.7		
PHF	.000	.500	.813	.750	.375	.577	.375	.643	.916	.833	.375	.935	.563	.536	.706	.667	.954



Greater Traffic Company

File Name : site02
Site Code : 00000001
Start Date : 11/19/2009
Page No : 3

	FLAT SHOALS AVE Southbound				McPHERSON AVE Westbound				FLAT SHOALS AVE Northbound				McPHERSON AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**				**7**				**57**	**8**		**67**					
05:15 PM	1	7	4	12	1	6	**3**	10	48	6	**3**	57	0	7	**65**	**72**	151
05:30 PM	1	**8**	2	11	2	11	1	14	57	5	1	63	**2**	8	42	52	140
05:45 PM	1	8	4	**13**	3	**14**	2	**19**	57	2	3	62	1	**16**	50	67	**161**
Total Volume	4	28	11	43	13	36	6	55	219	21	9	249	4	36	211	251	598
% App. Total	9.3	65.1	25.6		23.6	65.5	10.9		88	8.4	3.6		1.6	14.3	84.1		
PHF	1.000	.875	.688	.827	.464	.643	.500	.724	.961	.656	.750	.929	.500	.563	.812	.872	.929



AVERAGE DAILY TRAFFIC COUNTS

GREATER TRAFFIC COMPANY

678-524-8489

McPHERSON AVE BTW MORELAND AVE & FLAT SHOALS AVE

JJGSITE03

Start Time	24-Nov-09 Tue	EB AM	EB PM	Hour Totals AM	Hour Totals PM	WB AM	WB PM	Hour Totals AM	Hour Totals PM
12:00		25	46			22	69		
12:15		18	58			23	72		
12:30		17	52			12	83		
12:45		17	48	77	204	12	82	69	306
01:00		13	59			13	70		
01:15		10	55			10	69		
01:30		8	54			17	89		
01:45		12	43	43	211	13	74	53	302
02:00		4	61			20	72		
02:15		10	62			11	78		
02:30		10	77			11	64		
02:45		2	64	26	264	17	73	59	287
03:00		8	69			17	64		
03:15		8	62			13	**96**		
03:30		6	67			10	**81**		
03:45		4	61	26	259	7	**71**	47	312
04:00		5	61			6	**67**		
04:15		3	57			8	70		
04:30		4	62			7	66		
04:45		2	60	14	240	6	84	27	287
05:00		3	67			12	73		
05:15		7	73			19	66		
05:30		9	56			26	71		
05:45		10	72	29	268	26	81	83	291
06:00		8	**69**			27	70		
06:15		10	**71**			45	74		
06:30		13	**73**			72	80		
06:45		16	**88**	47	301	75	70	219	294
07:00		19	58			71	72		
07:15		24	79			74	43		
07:30		17	62			**94**	49		
07:45		17	52	77	251	**90**	68	329	232
08:00		33	46			**89**	58		
08:15		15	53			**89**	62		
08:30		28	49			79	41		
08:45		21	47	97	195	76	38	333	199
09:00		26	60			80	34		
09:15		32	46			73	26		
09:30		35	49			74	38		
09:45		34	44	127	199	72	22	299	120
10:00		37	46			81	30		
10:15		40	42			82	39		
10:30		**53**	31			76	32		
10:45		**63**	41	193	160	77	18	316	119
11:00		**49**	41			74	19		
11:15		**41**	36			84	23		
11:30		44	19			92	23		
11:45		45	19	179	115	89	27	339	92
Peak		10:30	06:00			07:30	03:15		
Vol.		206	301			362	315		
P.H.F.		0.817	0.855			0.963	0.820		
Lane Total		3602				5014			

GREATER TRAFFIC COMPANY

678-524-8489

FLAT SHOALS AVE N OF McPHERSON AVE

jjgsite04

Start Time	19-Nov-09 Thu	NB AM	NB PM	Hour Totals AM	Hour Totals PM	SB AM	SB PM	Hour Totals AM	Hour Totals PM
12:00		0	9			0	20		
12:15		0	10			0	14		
12:30		0	8			1	14		
12:45		1	6	1	33	0	9	1	57
01:00		2	11			1	9		
01:15		0	6			1	8		
01:30		0	4			1	10		
01:45		0	8	2	29	2	12	5	39
02:00		0	9			1	14		
02:15		1	5			2	8		
02:30		0	7			0	22		
02:45		0	**10**	1	31	0	6	3	50
03:00		2	**11**			0	9		
03:15		0	**7**			0	8		
03:30		1	**11**			1	13		
03:45		2	8	5	37	0	12	1	42
04:00		0	5			0	9		
04:15		0	11			0	8		
04:30		0	7			3	5		
04:45		0	3	0	26	0	14	3	36
05:00		1	10			0	7		
05:15		1	8			0	**14**		
05:30		1	8			0	**10**		
05:45		4	6	7	32	1	**12**	1	43
06:00		3	7			1	**23**		
06:15		8	7			3	7		
06:30		7	7			8	7		
06:45		6	4	24	25	4	8	16	45
07:00		11	3			9	16		
07:15		7	6			3	6		
07:30		6	7			5	7		
07:45		11	4	35	20	6	7	23	36
08:00		**12**	5			7	12		
08:15		**11**	3			3	5		
08:30		**8**	2			4	3		
08:45		**16**	1	47	11	4	2	18	22
09:00		7	3			6	8		
09:15		8	2			6	7		
09:30		6	3			7	6		
09:45		5	2	26	10	9	7	28	28
10:00		1	6			0	3		
10:15		5	3			11	9		
10:30		9	5			**13**	3		
10:45		8	2	23	16	**18**	5	42	20
11:00		8	1			**7**	0		
11:15		12	0			**13**	4		
11:30		11	1			11	5		
11:45		6	0	37	2	10	3	41	12
Peak		08:00	02:45			10:30	05:15		
Vol.		47	39			51	59		
P.H.F.		0.734	0.886			0.708	0.641		
Lane Total		480				612			

GREATER TRAFFIC COMPANY

678-524-8489

McPHERSON AVE E OF FLAT SHOALS AVE

jjgsite05

Start Time	19-Nov-09 Thu	EB AM	EB PM	Hour Totals AM	Hour Totals PM	WB AM	WB PM	Hour Totals AM	Hour Totals PM
12:00		2	10			4	15		
12:15		2	12			1	11		
12:30		1	10			0	12		
12:45		1	8	6	40	1	15	6	53
01:00		1	10			2	13		
01:15		0	9			0	4		
01:30		1	10			1	11		
01:45		1	10	3	39	0	8	3	36
02:00		1	11			1	4		
02:15		1	6			0	20		
02:30		0	21			1	12		
02:45		1	9	3	47	1	11	3	47
03:00		1	12			0	15		
03:15		0	11			1	10		
03:30		1	12			0	15		
03:45		1	11	3	46	0	12	1	52
04:00		0	12			0	5		
04:15		0	11			0	10		
04:30		0	12			0	12		
04:45		2	11	2	46	2	10	2	37
05:00		0	12			6	11		
05:15		0	**13**			4	**11**		
05:30		0	**10**			1	**15**		
05:45		2	**17**	2	52	4	**20**	15	57
06:00		1	**14**			7	**17**		
06:15		3	13			4	11		
06:30		1	8			8	11		
06:45		6	18	11	53	9	13	28	52
07:00		3	10			4	7		
07:15		4	8			3	6		
07:30		3	9			13	6		
07:45		6	9	16	36	10	4	30	23
08:00		8	8			3	7		
08:15		2	9			10	6		
08:30		2	16			11	7		
08:45		4	7	16	40	6	6	30	26
09:00		7	9			6	6		
09:15		9	8			9	4		
09:30		8	6			6	4		
09:45		4	6	28	29	7	3	28	17
10:00		6	4			14	10		
10:15		**7**	6			6	5		
10:30		**7**	3			12	5		
10:45		**9**	7	29	20	11	6	43	26
11:00		**9**	5			**14**	7		
11:15		4	8			**12**	3		
11:30		8	3			**13**	3		
11:45		8	3	29	19	**14**	4	53	17
Peak		10:15	05:15			11:00	05:15		
Vol.		32	54			53	63		
P.H.F.		0.889	0.794			0.946	0.788		
Lane Total		615				685			

GREATER TRAFFIC COMPANY
678-524-8489

FLAT SHOALS AVE S OF McPHERSON AVE

NB

JJGSITE06

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/24/09	0	51	9	0	0	0	0	0	0	0	0	0	0	0	60
01:00	0	42	7	0	1	0	0	0	0	0	0	0	0	0	50
02:00	0	42	7	0	0	0	0	0	0	0	0	0	0	0	49
03:00	0	33	6	0	1	0	0	0	0	0	0	0	0	0	40
04:00	0	16	7	0	1	0	0	0	0	0	0	0	0	0	24
05:00	0	55	15	0	1	0	0	0	0	0	0	0	0	0	71
06:00	0	153	22	0	7	0	0	0	0	0	0	0	0	0	182
07:00	0	294	30	0	12	0	0	0	1	0	0	0	0	0	337
08:00	0	296	34	1	5	0	0	0	0	0	0	0	0	0	336
09:00	0	283	55	0	5	1	0	0	1	0	0	0	0	0	345
10:00	0	251	50	0	11	1	0	0	0	0	0	0	0	0	313
11:00	0	298	62	1	14	0	0	3	0	0	0	0	0	0	378
12 PM	0	263	45	1	9	1	0	1	0	0	0	0	0	0	320
13:00	0	288	44	0	6	0	0	0	0	0	0	0	0	0	338
14:00	0	272	65	0	7	0	0	0	0	0	0	0	0	0	344
15:00	1	261	52	0	5	0	0	1	0	0	0	0	0	0	320
16:00	0	230	38	3	8	0	0	0	0	0	0	0	0	0	279
17:00	0	234	27	1	9	0	0	1	0	0	0	0	0	0	272
18:00	0	232	42	0	8	0	0	0	0	0	0	0	0	0	282
19:00	0	180	39	0	0	0	0	0	0	0	0	0	0	0	219
20:00	0	176	32	1	3	1	0	0	0	0	0	0	0	0	213
21:00	0	111	11	0	2	0	0	0	0	0	0	0	0	0	124
22:00	0	99	17	0	1	0	0	0	0	0	0	0	0	0	117
23:00	0	85	10	0	1	0	0	0	0	0	0	0	0	0	96
Total	1	4245	726	8	117	4	0	6	2	0	0	0	0	0	5109
Percent	0.0%	83.1%	14.2%	0.2%	2.3%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	08:00	11:00	09:00		11:00	07:00						
Vol.		298	62	1	14	1		3	1						
PM Peak	15:00	13:00	14:00	16:00	12:00	12:00		12:00							
Vol.	1	288	65	3	9	1		1							
Grand Total	1	4245	726	8	117	4	0	6	2	0	0	0	0	0	5109
Percent	0.0%	83.1%	14.2%	0.2%	2.3%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

GREATER TRAFFIC COMPANY
678-524-8489

FLAT SHOALS AVE S OF McPHERSON AVE

SB

JJGSITE06

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/24/09	0	75	15	0	1	0	0	0	0	0	0	0	0	0	91
01:00	0	45	4	0	1	0	0	0	0	0	0	0	0	0	50
02:00	0	20	3	0	1	0	0	0	0	0	0	0	0	0	24
03:00	0	11	6	0	0	0	0	0	0	0	0	0	0	0	17
04:00	0	10	3	0	2	0	0	0	0	0	0	0	0	0	15
05:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
06:00	0	31	9	0	3	0	0	0	1	0	0	0	0	0	44
07:00	0	46	15	1	4	0	0	0	0	0	0	0	0	0	66
08:00	0	67	18	1	4	0	0	0	0	0	0	0	0	0	90
09:00	0	88	32	1	7	0	0	0	0	0	0	0	0	0	128
10:00	0	108	38	0	2	0	0	0	0	0	0	0	0	0	148
11:00	1	164	45	1	4	1	0	1	0	0	0	0	0	0	217
12 PM	0	161	36	2	5	0	0	1	0	0	0	0	0	0	205
13:00	0	139	40	0	10	0	0	2	0	0	0	0	0	0	191
14:00	1	184	52	0	6	0	0	1	0	0	0	0	0	0	244
15:00	0	203	31	0	4	0	0	1	0	0	0	0	0	0	239
16:00	1	199	27	1	5	0	0	0	0	0	0	0	0	0	233
17:00	0	218	26	0	9	0	0	1	0	0	0	0	0	0	254
18:00	1	269	38	0	2	0	0	0	0	0	0	0	0	0	310
19:00	0	231	27	0	3	0	0	1	0	0	0	0	0	0	262
20:00	0	156	36	0	2	0	0	0	0	0	0	0	0	0	194
21:00	0	141	19	0	0	0	0	1	0	0	0	0	0	0	161
22:00	0	125	19	0	5	0	0	0	0	0	0	0	0	0	149
23:00	1	109	13	0	1	0	0	0	0	0	0	0	0	0	124
Total	5	2808	554	7	81	1	0	9	1	0	0	0	0	0	3466
Percent	0.1%	81.0%	16.0%	0.2%	2.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	07:00	09:00	11:00		11:00	06:00						
Vol.	1	164	45	1	7	1		1	1						
PM Peak	14:00	18:00	14:00	12:00	13:00			13:00							
Vol.	1	269	52	2	10			2							
Grand Total	5	2808	554	7	81	1	0	9	1	0	0	0	0	0	3466
Percent	0.1%	81.0%	16.0%	0.2%	2.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

GREATER TRAFFIC COMPANY
678-524-8489

FLAT SHOALS AVE S OF McPHERSON AVE

NB, SB

JJGSITE06

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
11/24/09	0	126	24	0	1	0	0	0	0	0	0	0	0	0	151
01:00	0	87	11	0	2	0	0	0	0	0	0	0	0	0	100
02:00	0	62	10	0	1	0	0	0	0	0	0	0	0	0	73
03:00	0	44	12	0	1	0	0	0	0	0	0	0	0	0	57
04:00	0	26	10	0	3	0	0	0	0	0	0	0	0	0	39
05:00	0	63	17	0	1	0	0	0	0	0	0	0	0	0	81
06:00	0	184	31	0	10	0	0	0	1	0	0	0	0	0	226
07:00	0	340	45	1	16	0	0	0	1	0	0	0	0	0	403
08:00	0	363	52	2	9	0	0	0	0	0	0	0	0	0	426
09:00	0	371	87	1	12	1	0	0	1	0	0	0	0	0	473
10:00	0	359	88	0	13	1	0	0	0	0	0	0	0	0	461
11:00	1	462	107	2	18	1	0	4	0	0	0	0	0	0	595
12 PM	0	424	81	3	14	1	0	2	0	0	0	0	0	0	525
13:00	0	427	84	0	16	0	0	2	0	0	0	0	0	0	529
14:00	1	456	117	0	13	0	0	1	0	0	0	0	0	0	588
15:00	1	464	83	0	9	0	0	2	0	0	0	0	0	0	559
16:00	1	429	65	4	13	0	0	0	0	0	0	0	0	0	512
17:00	0	452	53	1	18	0	0	2	0	0	0	0	0	0	526
18:00	1	501	80	0	10	0	0	0	0	0	0	0	0	0	592
19:00	0	411	66	0	3	0	0	1	0	0	0	0	0	0	481
20:00	0	332	68	1	5	1	0	0	0	0	0	0	0	0	407
21:00	0	252	30	0	2	0	0	1	0	0	0	0	0	0	285
22:00	0	224	36	0	6	0	0	0	0	0	0	0	0	0	266
23:00	1	194	23	0	2	0	0	0	0	0	0	0	0	0	220
Total	6	7053	1280	15	198	5	0	15	3	0	0	0	0	0	8575
Percent	0.1%	82.3%	14.9%	0.2%	2.3%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	11:00	09:00		11:00	06:00						
Vol.	1	462	107	2	18	1		4	1						
PM Peak	14:00	18:00	14:00	16:00	17:00	12:00		12:00							
Vol.	1	501	117	4	18	1		2							
Grand Total	6	7053	1280	15	198	5	0	15	3	0	0	0	0	0	8575
Percent	0.1%	82.3%	14.9%	0.2%	2.3%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

GREATER TRAFFIC COMPANY
678-524-8489

FLAT SHOALS AVE S OF McPHERSON AVE

NB JJGSITE06

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
11/24/09	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
00:15	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
00:30	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
00:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
	0	51	9	0	0	0	0	0	0	0	0	0	0	0	60
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
01:15	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
01:30	0	10	5	0	0	0	0	0	0	0	0	0	0	0	15
01:45	0	13	0	0	1	0	0	0	0	0	0	0	0	0	14
	0	42	7	0	1	0	0	0	0	0	0	0	0	0	50
02:00	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
02:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
02:45	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
	0	42	7	0	0	0	0	0	0	0	0	0	0	0	49
03:00	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
03:15	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
03:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	33	6	0	1	0	0	0	0	0	0	0	0	0	40
04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
04:45	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
	0	16	7	0	1	0	0	0	0	0	0	0	0	0	24
05:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
05:15	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
05:30	0	16	6	0	0	0	0	0	0	0	0	0	0	0	22
05:45	0	23	6	0	1	0	0	0	0	0	0	0	0	0	30
	0	55	15	0	1	0	0	0	0	0	0	0	0	0	71
06:00	0	20	2	0	1	0	0	0	0	0	0	0	0	0	23
06:15	0	34	5	0	0	0	0	0	0	0	0	0	0	0	39
06:30	0	41	9	0	2	0	0	0	0	0	0	0	0	0	52
06:45	0	58	6	0	4	0	0	0	0	0	0	0	0	0	68
	0	153	22	0	7	0	0	0	0	0	0	0	0	0	182
07:00	0	70	7	0	2	0	0	0	0	0	0	0	0	0	79
07:15	0	61	8	0	5	0	0	0	0	0	0	0	0	0	74
07:30	0	87	4	0	3	0	0	0	1	0	0	0	0	0	95
07:45	0	76	11	0	2	0	0	0	0	0	0	0	0	0	89
	0	294	30	0	12	0	0	0	1	0	0	0	0	0	337
08:00	0	80	7	1	0	0	0	0	0	0	0	0	0	0	88
08:15	0	82	9	0	0	0	0	0	0	0	0	0	0	0	91
08:30	0	69	4	0	3	0	0	0	0	0	0	0	0	0	76
08:45	0	65	14	0	2	0	0	0	0	0	0	0	0	0	81
	0	296	34	1	5	0	0	0	0	0	0	0	0	0	336
09:00	0	70	11	0	2	0	0	0	0	0	0	0	0	0	83
09:15	0	66	18	0	2	0	0	0	1	0	0	0	0	0	87
09:30	0	76	12	0	1	0	0	0	0	0	0	0	0	0	89
09:45	0	71	14	0	0	1	0	0	0	0	0	0	0	0	86
	0	283	55	0	5	1	0	0	1	0	0	0	0	0	345
10:00	0	60	5	0	2	0	0	0	0	0	0	0	0	0	67
10:15	0	74	16	0	4	0	0	0	0	0	0	0	0	0	94
10:30	0	53	13	0	2	0	0	0	0	0	0	0	0	0	68
10:45	0	64	16	0	3	1	0	0	0	0	0	0	0	0	84
	0	251	50	0	11	1	0	0	0	0	0	0	0	0	313
11:00	0	57	18	0	4	0	0	0	0	0	0	0	0	0	79
11:15	0	77	16	1	3	0	0	1	0	0	0	0	0	0	98
11:30	0	87	15	0	2	0	0	1	0	0	0	0	0	0	105
11:45	0	77	13	0	5	0	0	1	0	0	0	0	0	0	96
	0	298	62	1	14	0	0	3	0	0	0	0	0	0	378
Total	0	1814	304	2	58	2	0	3	2	0	0	0	0	0	2185
Percent	0.0%	83.0%	13.9%	0.1%	2.7%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

GREATER TRAFFIC COMPANY
678-524-8489

FLAT SHOALS AVE S OF McPHERSON AVE

NB JJGSITE06

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	65	11	0	1	0	0	0	0	0	0	0	0	0	77
12:15	0	65	10	0	1	0	0	0	0	0	0	0	0	0	76
12:30	0	65	14	0	5	1	0	1	0	0	0	0	0	0	86
12:45	0	68	10	1	2	0	0	0	0	0	0	0	0	0	81
	0	263	45	1	9	1	0	1	0	0	0	0	0	0	320
13:00	0	63	14	0	1	0	0	0	0	0	0	0	0	0	78
13:15	0	59	11	0	1	0	0	0	0	0	0	0	0	0	71
13:30	0	72	8	0	2	0	0	0	0	0	0	0	0	0	82
13:45	0	94	11	0	2	0	0	0	0	0	0	0	0	0	107
	0	288	44	0	6	0	0	0	0	0	0	0	0	0	338
14:00	0	64	13	0	1	0	0	0	0	0	0	0	0	0	78
14:15	0	69	25	0	1	0	0	0	0	0	0	0	0	0	95
14:30	0	65	17	0	3	0	0	0	0	0	0	0	0	0	85
14:45	0	74	10	0	2	0	0	0	0	0	0	0	0	0	86
	0	272	65	0	7	0	0	0	0	0	0	0	0	0	344
15:00	0	42	9	0	0	0	0	0	0	0	0	0	0	0	51
15:15	0	78	12	0	1	0	0	0	0	0	0	0	0	0	91
15:30	1	78	20	0	2	0	0	1	0	0	0	0	0	0	102
15:45	0	63	11	0	2	0	0	0	0	0	0	0	0	0	76
	1	261	52	0	5	0	0	1	0	0	0	0	0	0	320
16:00	0	57	7	0	1	0	0	0	0	0	0	0	0	0	65
16:15	0	58	6	3	1	0	0	0	0	0	0	0	0	0	68
16:30	0	60	6	0	2	0	0	0	0	0	0	0	0	0	68
16:45	0	55	19	0	4	0	0	0	0	0	0	0	0	0	78
	0	230	38	3	8	0	0	0	0	0	0	0	0	0	279
17:00	0	58	5	0	4	0	0	1	0	0	0	0	0	0	68
17:15	0	56	6	0	3	0	0	0	0	0	0	0	0	0	65
17:30	0	60	7	0	2	0	0	0	0	0	0	0	0	0	69
17:45	0	60	9	1	0	0	0	0	0	0	0	0	0	0	70
	0	234	27	1	9	0	0	1	0	0	0	0	0	0	272
18:00	0	44	6	0	1	0	0	0	0	0	0	0	0	0	51
18:15	0	78	9	0	3	0	0	0	0	0	0	0	0	0	90
18:30	0	57	13	0	3	0	0	0	0	0	0	0	0	0	73
18:45	0	53	14	0	1	0	0	0	0	0	0	0	0	0	68
	0	232	42	0	8	0	0	0	0	0	0	0	0	0	282
19:00	0	63	12	0	0	0	0	0	0	0	0	0	0	0	75
19:15	0	36	7	0	0	0	0	0	0	0	0	0	0	0	43
19:30	0	38	12	0	0	0	0	0	0	0	0	0	0	0	50
19:45	0	43	8	0	0	0	0	0	0	0	0	0	0	0	51
	0	180	39	0	0	0	0	0	0	0	0	0	0	0	219
20:00	0	55	6	1	1	0	0	0	0	0	0	0	0	0	63
20:15	0	49	10	0	2	1	0	0	0	0	0	0	0	0	62
20:30	0	40	8	0	0	0	0	0	0	0	0	0	0	0	48
20:45	0	32	8	0	0	0	0	0	0	0	0	0	0	0	40
	0	176	32	1	3	1	0	0	0	0	0	0	0	0	213
21:00	0	33	7	0	0	0	0	0	0	0	0	0	0	0	40
21:15	0	22	1	0	1	0	0	0	0	0	0	0	0	0	24
21:30	0	40	1	0	0	0	0	0	0	0	0	0	0	0	41
21:45	0	16	2	0	1	0	0	0	0	0	0	0	0	0	19
	0	111	11	0	2	0	0	0	0	0	0	0	0	0	124
22:00	0	24	5	0	1	0	0	0	0	0	0	0	0	0	30
22:15	0	27	4	0	0	0	0	0	0	0	0	0	0	0	31
22:30	0	30	8	0	0	0	0	0	0	0	0	0	0	0	38
22:45	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18
	0	99	17	0	1	0	0	0	0	0	0	0	0	0	117
23:00	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
23:15	0	27	4	0	0	0	0	0	0	0	0	0	0	0	31
23:30	0	20	4	0	1	0	0	0	0	0	0	0	0	0	25
23:45	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
	0	85	10	0	1	0	0	0	0	0	0	0	0	0	96
Total	1	2431	422	6	59	2	0	3	0	0	0	0	0	0	2924
Percent	0.0%	83.1%	14.4%	0.2%	2.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	1	4245	726	8	117	4	0	6	2	0	0	0	0	0	5109
Percent	0.0%	83.1%	14.2%	0.2%	2.3%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

GREATER TRAFFIC COMPANY
678-524-8489

FLAT SHOALS AVE S OF McPHERSON AVE

SB

JJGSITE06

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
11/24/09	0	22	4	0	1	0	0	0	0	0	0	0	0	0	27
00:15	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
00:30	0	21	6	0	0	0	0	0	0	0	0	0	0	0	27
00:45	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
	0	75	15	0	1	0	0	0	0	0	0	0	0	0	91
01:00	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
01:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	16	0	0	1	0	0	0	0	0	0	0	0	0	17
	0	45	4	0	1	0	0	0	0	0	0	0	0	0	50
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
	0	20	3	0	1	0	0	0	0	0	0	0	0	0	24
03:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
03:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	11	6	0	0	0	0	0	0	0	0	0	0	0	17
04:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
04:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	10	3	0	2	0	0	0	0	0	0	0	0	0	15
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
06:00	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
06:15	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
06:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
06:45	0	11	2	0	2	0	0	0	1	0	0	0	0	0	16
	0	31	9	0	3	0	0	0	1	0	0	0	0	0	44
07:00	0	9	6	1	2	0	0	0	0	0	0	0	0	0	18
07:15	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
07:30	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
07:45	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
	0	46	15	1	4	0	0	0	0	0	0	0	0	0	66
08:00	0	17	4	0	1	0	0	0	0	0	0	0	0	0	22
08:15	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
08:30	0	17	7	1	0	0	0	0	0	0	0	0	0	0	25
08:45	0	14	3	0	3	0	0	0	0	0	0	0	0	0	20
	0	67	18	1	4	0	0	0	0	0	0	0	0	0	90
09:00	0	18	7	1	2	0	0	0	0	0	0	0	0	0	28
09:15	0	21	9	0	0	0	0	0	0	0	0	0	0	0	30
09:30	0	24	6	0	3	0	0	0	0	0	0	0	0	0	33
09:45	0	25	10	0	2	0	0	0	0	0	0	0	0	0	37
	0	88	32	1	7	0	0	0	0	0	0	0	0	0	128
10:00	0	21	11	0	0	0	0	0	0	0	0	0	0	0	32
10:15	0	26	8	0	1	0	0	0	0	0	0	0	0	0	35
10:30	0	34	8	0	0	0	0	0	0	0	0	0	0	0	42
10:45	0	27	11	0	1	0	0	0	0	0	0	0	0	0	39
	0	108	38	0	2	0	0	0	0	0	0	0	0	0	148
11:00	1	35	14	0	1	1	0	0	0	0	0	0	0	0	52
11:15	0	37	9	0	2	0	0	0	0	0	0	0	0	0	48
11:30	0	49	9	1	0	0	0	0	0	0	0	0	0	0	59
11:45	0	43	13	0	1	0	0	1	0	0	0	0	0	0	58
	1	164	45	1	4	1	0	1	0	0	0	0	0	0	217
Total	1	673	190	4	29	1	0	1	1	0	0	0	0	0	900
Percent	0.1%	74.8%	21.1%	0.4%	3.2%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

GREATER TRAFFIC COMPANY
678-524-8489

FLAT SHOALS AVE S OF McPHERSON AVE

SB

JJGSITE06

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	36	6	0	0	0	0	0	0	0	0	0	0	0	42
12:15	0	39	12	0	2	0	0	0	0	0	0	0	0	0	53
12:30	0	34	9	1	1	0	0	0	0	0	0	0	0	0	45
12:45	0	52	9	1	2	0	0	1	0	0	0	0	0	0	65
	0	161	36	2	5	0	0	1	0	0	0	0	0	0	205
13:00	0	47	3	0	1	0	0	0	0	0	0	0	0	0	51
13:15	0	43	16	0	5	0	0	0	0	0	0	0	0	0	64
13:30	0	29	21	0	1	0	0	2	0	0	0	0	0	0	53
13:45	0	20	0	0	3	0	0	0	0	0	0	0	0	0	23
	0	139	40	0	10	0	0	2	0	0	0	0	0	0	191
14:00	0	46	5	0	2	0	0	1	0	0	0	0	0	0	54
14:15	0	47	21	0	2	0	0	0	0	0	0	0	0	0	70
14:30	1	35	15	0	1	0	0	0	0	0	0	0	0	0	52
14:45	0	56	11	0	1	0	0	0	0	0	0	0	0	0	68
	1	184	52	0	6	0	0	1	0	0	0	0	0	0	244
15:00	0	44	11	0	1	0	0	0	0	0	0	0	0	0	56
15:15	0	49	5	0	0	0	0	1	0	0	0	0	0	0	55
15:30	0	58	5	0	0	0	0	0	0	0	0	0	0	0	63
15:45	0	52	10	0	3	0	0	0	0	0	0	0	0	0	65
	0	203	31	0	4	0	0	1	0	0	0	0	0	0	239
16:00	0	47	12	0	2	0	0	0	0	0	0	0	0	0	61
16:15	1	44	6	0	2	0	0	0	0	0	0	0	0	0	53
16:30	0	52	3	0	1	0	0	0	0	0	0	0	0	0	56
16:45	0	56	6	1	0	0	0	0	0	0	0	0	0	0	63
	1	199	27	1	5	0	0	0	0	0	0	0	0	0	233
17:00	0	49	13	0	2	0	0	0	0	0	0	0	0	0	64
17:15	0	61	4	0	2	0	0	1	0	0	0	0	0	0	68
17:30	0	52	3	0	4	0	0	0	0	0	0	0	0	0	59
17:45	0	56	6	0	1	0	0	0	0	0	0	0	0	0	63
	0	218	26	0	9	0	0	1	0	0	0	0	0	0	254
18:00	1	48	12	0	0	0	0	0	0	0	0	0	0	0	61
18:15	0	74	7	0	1	0	0	0	0	0	0	0	0	0	82
18:30	0	83	8	0	0	0	0	0	0	0	0	0	0	0	91
18:45	0	64	11	0	1	0	0	0	0	0	0	0	0	0	76
	1	269	38	0	2	0	0	0	0	0	0	0	0	0	310
19:00	0	58	9	0	1	0	0	0	0	0	0	0	0	0	68
19:15	0	44	12	0	0	0	0	1	0	0	0	0	0	0	57
19:30	0	56	3	0	1	0	0	0	0	0	0	0	0	0	60
19:45	0	73	3	0	1	0	0	0	0	0	0	0	0	0	77
	0	231	27	0	3	0	0	1	0	0	0	0	0	0	262
20:00	0	48	9	0	1	0	0	0	0	0	0	0	0	0	58
20:15	0	41	10	0	0	0	0	0	0	0	0	0	0	0	51
20:30	0	31	6	0	0	0	0	0	0	0	0	0	0	0	37
20:45	0	36	11	0	1	0	0	0	0	0	0	0	0	0	48
	0	156	36	0	2	0	0	0	0	0	0	0	0	0	194
21:00	0	37	5	0	0	0	0	1	0	0	0	0	0	0	43
21:15	0	38	4	0	0	0	0	0	0	0	0	0	0	0	42
21:30	0	32	5	0	0	0	0	0	0	0	0	0	0	0	37
21:45	0	34	5	0	0	0	0	0	0	0	0	0	0	0	39
	0	141	19	0	0	0	0	1	0	0	0	0	0	0	161
22:00	0	29	5	0	0	0	0	0	0	0	0	0	0	0	34
22:15	0	37	4	0	1	0	0	0	0	0	0	0	0	0	42
22:30	0	27	7	0	1	0	0	0	0	0	0	0	0	0	35
22:45	0	32	3	0	3	0	0	0	0	0	0	0	0	0	38
	0	125	19	0	5	0	0	0	0	0	0	0	0	0	149
23:00	0	26	3	0	0	0	0	0	0	0	0	0	0	0	29
23:15	0	32	4	0	1	0	0	0	0	0	0	0	0	0	37
23:30	1	23	6	0	0	0	0	0	0	0	0	0	0	0	30
23:45	0	28	0	0	0	0	0	0	0	0	0	0	0	0	28
	1	109	13	0	1	0	0	0	0	0	0	0	0	0	124
Total	4	2135	364	3	52	0	0	8	0	0	0	0	0	0	2566
Percent	0.2%	83.2%	14.2%	0.1%	2.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	5	2808	554	7	81	1	0	9	1	0	0	0	0	0	3466
Percent	0.1%	81.0%	16.0%	0.2%	2.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

GREATER TRAFFIC COMPANY
678-524-8489

FLAT SHOALS AVE S OF McPHERSON AVE

NB, SB

JJGSITE06

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
11/24/09	0	34	4	0	1	0	0	0	0	0	0	0	0	0	39
00:15	0	38	7	0	0	0	0	0	0	0	0	0	0	0	45
00:30	0	32	9	0	0	0	0	0	0	0	0	0	0	0	41
00:45	0	22	4	0	0	0	0	0	0	0	0	0	0	0	26
	0	126	24	0	1	0	0	0	0	0	0	0	0	0	151
01:00	0	24	1	0	0	0	0	0	0	0	0	0	0	0	25
01:15	0	20	4	0	0	0	0	0	0	0	0	0	0	0	24
01:30	0	14	6	0	0	0	0	0	0	0	0	0	0	0	20
01:45	0	29	0	0	2	0	0	0	0	0	0	0	0	0	31
	0	87	11	0	2	0	0	0	0	0	0	0	0	0	100
02:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
02:15	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
02:30	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
02:45	0	19	3	0	1	0	0	0	0	0	0	0	0	0	23
	0	62	10	0	1	0	0	0	0	0	0	0	0	0	73
03:00	0	15	6	0	1	0	0	0	0	0	0	0	0	0	22
03:15	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
03:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
03:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
	0	44	12	0	1	0	0	0	0	0	0	0	0	0	57
04:00	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13
04:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
04:45	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
	0	26	10	0	3	0	0	0	0	0	0	0	0	0	39
05:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
05:15	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
05:30	0	17	7	0	0	0	0	0	0	0	0	0	0	0	24
05:45	0	26	6	0	1	0	0	0	0	0	0	0	0	0	33
	0	63	17	0	1	0	0	0	0	0	0	0	0	0	81
06:00	0	26	4	0	2	0	0	0	0	0	0	0	0	0	32
06:15	0	42	7	0	0	0	0	0	0	0	0	0	0	0	49
06:30	0	47	12	0	2	0	0	0	0	0	0	0	0	0	61
06:45	0	69	8	0	6	0	0	0	1	0	0	0	0	0	84
	0	184	31	0	10	0	0	0	1	0	0	0	0	0	226
07:00	0	79	13	1	4	0	0	0	0	0	0	0	0	0	97
07:15	0	76	11	0	5	0	0	0	0	0	0	0	0	0	92
07:30	0	100	7	0	4	0	0	0	1	0	0	0	0	0	112
07:45	0	85	14	0	3	0	0	0	0	0	0	0	0	0	102
	0	340	45	1	16	0	0	0	1	0	0	0	0	0	403
08:00	0	97	11	1	1	0	0	0	0	0	0	0	0	0	110
08:15	0	101	13	0	0	0	0	0	0	0	0	0	0	0	114
08:30	0	86	11	1	3	0	0	0	0	0	0	0	0	0	101
08:45	0	79	17	0	5	0	0	0	0	0	0	0	0	0	101
	0	363	52	2	9	0	0	0	0	0	0	0	0	0	426
09:00	0	88	18	1	4	0	0	0	0	0	0	0	0	0	111
09:15	0	87	27	0	2	0	0	0	1	0	0	0	0	0	117
09:30	0	100	18	0	4	0	0	0	0	0	0	0	0	0	122
09:45	0	96	24	0	2	1	0	0	0	0	0	0	0	0	123
	0	371	87	1	12	1	0	0	1	0	0	0	0	0	473
10:00	0	81	16	0	2	0	0	0	0	0	0	0	0	0	99
10:15	0	100	24	0	5	0	0	0	0	0	0	0	0	0	129
10:30	0	87	21	0	2	0	0	0	0	0	0	0	0	0	110
10:45	0	91	27	0	4	1	0	0	0	0	0	0	0	0	123
	0	359	88	0	13	1	0	0	0	0	0	0	0	0	461
11:00	1	92	32	0	5	1	0	0	0	0	0	0	0	0	131
11:15	0	114	25	1	5	0	0	1	0	0	0	0	0	0	146
11:30	0	136	24	1	2	0	0	1	0	0	0	0	0	0	164
11:45	0	120	26	0	6	0	0	2	0	0	0	0	0	0	154
	1	462	107	2	18	1	0	4	0	0	0	0	0	0	595
Total	1	2487	494	6	87	3	0	4	3	0	0	0	0	0	3085
Percent	0.0%	80.6%	16.0%	0.2%	2.8%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

GREATER TRAFFIC COMPANY
678-524-8489

FLAT SHOALS AVE S OF McPHERSON AVE

NB, SB

JJGSITE06

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	101	17	0	1	0	0	0	0	0	0	0	0	0	119
12:15	0	104	22	0	3	0	0	0	0	0	0	0	0	0	129
12:30	0	99	23	1	6	1	0	1	0	0	0	0	0	0	131
12:45	0	120	19	2	4	0	0	1	0	0	0	0	0	0	146
	0	424	81	3	14	1	0	2	0	0	0	0	0	0	525
13:00	0	110	17	0	2	0	0	0	0	0	0	0	0	0	129
13:15	0	102	27	0	6	0	0	0	0	0	0	0	0	0	135
13:30	0	101	29	0	3	0	0	2	0	0	0	0	0	0	135
13:45	0	114	11	0	5	0	0	0	0	0	0	0	0	0	130
	0	427	84	0	16	0	0	2	0	0	0	0	0	0	529
14:00	0	110	18	0	3	0	0	1	0	0	0	0	0	0	132
14:15	0	116	46	0	3	0	0	0	0	0	0	0	0	0	165
14:30	1	100	32	0	4	0	0	0	0	0	0	0	0	0	137
14:45	0	130	21	0	3	0	0	0	0	0	0	0	0	0	154
	1	456	117	0	13	0	0	1	0	0	0	0	0	0	588
15:00	0	86	20	0	1	0	0	0	0	0	0	0	0	0	107
15:15	0	127	17	0	1	0	0	1	0	0	0	0	0	0	146
15:30	1	136	25	0	2	0	0	1	0	0	0	0	0	0	165
15:45	0	115	21	0	5	0	0	0	0	0	0	0	0	0	141
	1	464	83	0	9	0	0	2	0	0	0	0	0	0	559
16:00	0	104	19	0	3	0	0	0	0	0	0	0	0	0	126
16:15	1	102	12	3	3	0	0	0	0	0	0	0	0	0	121
16:30	0	112	9	0	3	0	0	0	0	0	0	0	0	0	124
16:45	0	111	25	1	4	0	0	0	0	0	0	0	0	0	141
	1	429	65	4	13	0	0	0	0	0	0	0	0	0	512
17:00	0	107	18	0	6	0	0	1	0	0	0	0	0	0	132
17:15	0	117	10	0	5	0	0	1	0	0	0	0	0	0	133
17:30	0	112	10	0	6	0	0	0	0	0	0	0	0	0	128
17:45	0	116	15	1	1	0	0	0	0	0	0	0	0	0	133
	0	452	53	1	18	0	0	2	0	0	0	0	0	0	526
18:00	1	92	18	0	1	0	0	0	0	0	0	0	0	0	112
18:15	0	152	16	0	4	0	0	0	0	0	0	0	0	0	172
18:30	0	140	21	0	3	0	0	0	0	0	0	0	0	0	164
18:45	0	117	25	0	2	0	0	0	0	0	0	0	0	0	144
	1	501	80	0	10	0	0	0	0	0	0	0	0	0	592
19:00	0	121	21	0	1	0	0	0	0	0	0	0	0	0	143
19:15	0	80	19	0	0	0	0	1	0	0	0	0	0	0	100
19:30	0	94	15	0	1	0	0	0	0	0	0	0	0	0	110
19:45	0	116	11	0	1	0	0	0	0	0	0	0	0	0	128
	0	411	66	0	3	0	0	1	0	0	0	0	0	0	481
20:00	0	103	15	1	2	0	0	0	0	0	0	0	0	0	121
20:15	0	90	20	0	2	1	0	0	0	0	0	0	0	0	113
20:30	0	71	14	0	0	0	0	0	0	0	0	0	0	0	85
20:45	0	68	19	0	1	0	0	0	0	0	0	0	0	0	88
	0	332	68	1	5	1	0	0	0	0	0	0	0	0	407
21:00	0	70	12	0	0	0	0	1	0	0	0	0	0	0	83
21:15	0	60	5	0	1	0	0	0	0	0	0	0	0	0	66
21:30	0	72	6	0	0	0	0	0	0	0	0	0	0	0	78
21:45	0	50	7	0	1	0	0	0	0	0	0	0	0	0	58
	0	252	30	0	2	0	0	1	0	0	0	0	0	0	285
22:00	0	53	10	0	1	0	0	0	0	0	0	0	0	0	64
22:15	0	64	8	0	1	0	0	0	0	0	0	0	0	0	73
22:30	0	57	15	0	1	0	0	0	0	0	0	0	0	0	73
22:45	0	50	3	0	3	0	0	0	0	0	0	0	0	0	56
	0	224	36	0	6	0	0	0	0	0	0	0	0	0	266
23:00	0	47	4	0	0	0	0	0	0	0	0	0	0	0	51
23:15	0	59	8	0	1	0	0	0	0	0	0	0	0	0	68
23:30	1	43	10	0	1	0	0	0	0	0	0	0	0	0	55
23:45	0	45	1	0	0	0	0	0	0	0	0	0	0	0	46
	1	194	23	0	2	0	0	0	0	0	0	0	0	0	220
Total	5	4566	786	9	111	2	0	11	0	0	0	0	0	0	5490
Percent	0.1%	83.2%	14.3%	0.2%	2.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	6	7053	1280	15	198	5	0	15	3	0	0	0	0	0	8575
Percent	0.1%	82.3%	14.9%	0.2%	2.3%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

ATTACHMENTS:

COA PROJECT FRAMEWORK AGREEMENT

Vance C. Smith, Jr., Commissioner

GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

January 4, 2011

The Honorable Kaseem Reed, Mayor
City of Atlanta
55 Trinity Avenue, S.W., Suite 2400
Atlanta, Georgia 30303

Dear Mr. Reed:

I am returning for your files an executed agreement between the Georgia Department of Transportation and the City of Atlanta for the following projects:

PROJECT#: CSSTP-0006-00(717) Fulton County, P.I. #0006717

We look forward to working with you on the successful completion of the joint project. Should you have any questions, please contact the Project Manager Mike Lobdell at (770)986-1765.

Sincerely,

Angela Robinson,
Financial Management Administrator

AR: rm

Enclosure

c: Bob Rogers
Bryant Poole – District 7
Mac Cranford – District 7
Jonathan Walker – District 7
Jeff Baker – Utilities
Ted Rhinehart

RECEIVED
JAN 27 2011
DISTRICT 7
TRAFFIC OPS

AGREEMENT

DO NOT OBLIGATE

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

THE CITY OF ATLANTA

FOR

TRANSPORTATION FACILITY IMPROVEMENTS

This Framework Agreement is made and entered into this 28th day of December, 2010, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the **CITY OF ATLANTA,** acting by and through its Mayor and City Council, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶I(a).

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. The LOCAL GOVERNMENT has applied for and received "Qualification Certification" to administer federal-aid projects. The GDOT Certification Committee has reviewed, confirmed and approved the certification for the Local Government to develop federal project(s) within the scope of its certification using the DEPARTMENT'S Local Administered Project Manual procedures. The Local Government shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, hereinafter referred to as "PE", all reimburseable utility relocations, all non-reimburseable utilities owned by the LOCAL GOVERNMENT, railroad costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT prior to the execution of this AGREEMENT or

subsequent funding agreements shall not be considered for reimbursement by the DEPARTMENT. PE expenditures incurred by the LOCAL GOVERNMENT after execution of this AGREEMENT shall be reimbursed by the DEPARTMENT once a written notice to proceed is given by the DEPARTMENT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the PE, right of way acquisitions, reimbursable utility relocations, railroad costs, or construction as specified in Attachment A.

3. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the PE. The Right of Way and Construction funding estimate levels as specified in Attachment "A" are provided herein for planning purposes and do not constitute a funding commitment for right of way and construction. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for funding applicable to Right of Way or Construction when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds if the PROJECT does not proceed forward to completion due to a lack of available funding in future PROJECT phases, changes in local priorities or cancellation of the PROJECT by the LOCAL GOVERNMENT without concurrence by the DEPARTMENT.

4. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and operations of any and all sidewalks and the grass strip between the curb and sidewalk within the PROJECT limits.

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program, hereinafter referred to as "TIP/STIP". Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the PROJECT's implementation until funds can be re-identified for right of way or construction, as applicable.

6. The LOCAL GOVERNMENT shall certify that the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT

REQUIREMENTS, STATE AUDIT REQUIREMENTS, and FEDERAL AUDIT REQUIREMENTS" are understood and will comply in full with said provisions.

7. The LOCAL GOVERNMENT shall accomplish the PE activities for the PROJECT. The PE activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process hereinafter referred to as "PDP", the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Transportation Systems, and all applicable design guidelines and policies of the DEPARTMENT to produce a cost effective PROJECT. Failure to follow the PDP and all applicable guidelines and policies will jeopardize the use of Federal Funds in some or all categories outlined in this agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. The LOCAL GOVERNMENT's responsibility for PE activities shall include, but is not limited to the following items:

a. Prepare the PROJECT Concept Report and Design Data Book in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be updated or modified by the LOCAL GOVERNMENT as

required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of PE due to updated guidelines, public input, environmental requirements, Value Engineering recommendations, Public Interest Determination (PID) for utilities, utility/railroad conflicts, or right of way considerations.

b. Prepare a Traffic Study for the PROJECT that includes Average Daily Traffic, hereinafter referred to as "ADT", volumes for the base year (year the PROJECT is expected to be open to traffic) and design year (base year plus 20 years) along with Design Hour Volumes, hereinafter referred to as "DHV", for the design year. DHV includes morning (AM) and evening (PM) peaks and other significant peak times. The Study shall show all through and turning movement volumes at intersections for the ADT and DHV volumes and shall indicate the percentage of trucks on the facility. The Study shall also include signal warrant evaluations for any additional proposed signals on the PROJECT.

c. Prepare environmental studies, documentation, reports and complete Environmental Document for the PROJECT along with all environmental re-evaluations required that show the PROJECT is in compliance with the provisions of the National Environmental Policy Act or the Georgia Environmental Policy Act as per the DEPARTMENT's Environmental Procedures Manual, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, community involvement, environmental justice, flood plains, underground storage tanks, and hazardous

waste site studies required. The completed Environmental Document approval shall occur prior to Right of Way funding authorization. A re-evaluation is required for any design change as described in Chapter 7 of the Environmental Procedures Manual. In addition, a re-evaluation document approval shall occur prior to any Federal funding authorizations if the latest approved document is more than 6 months old. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all studies, documents and reports for review and approval by the DEPARTMENT, the FHWA and other environmental resource agencies. The LOCAL GOVERNMENT shall provide Environmental staff to attend all PROJECT related meetings where Environmental issues are discussed. Meetings include, but are not limited to, concept, field plan reviews and value engineering studies.

d. Prepare all PROJECT public hearing and public information displays and conduct all required public hearings and public information meetings with appropriate staff in accordance with DEPARTMENT practice.

e. Perform all surveys, mapping, soil investigations and pavement evaluations needed for design of the PROJECT as per the appropriate DEPARTMENT Manual.

f. Perform all work required to obtain all applicable PROJECT permits, including, but not limited to, Cemetery, TVA and US Army Corps of Engineers permits, Stream Buffer Variances and Federal Emergency Management Agency (FEMA) approvals. The LOCAL GOVERNMENT shall provide all mitigation

required for the project, including but not limited to permit related mitigation. All mitigation costs are considered PE costs. PROJECT permits and non-construction related mitigation must be obtained and completed 3 months prior to the scheduled let date. These efforts shall be coordinated with the DEPARTMENT.

g. Prepare the stormwater drainage design for the PROJECT and any required hydraulic studies for FEMA Floodways within the PROJECT limits. Acquire of all necessary permits associated with the Hydraulic Study or drainage design.

h. Prepare utility relocation plans for the PROJECT following the DEPARTMENT's policies and procedures for identification, coordination and conflict resolution of existing and proposed utility facilities on the PROJECT. These policies and procedures, in part, require the Local Government to submit all requests for existing, proposed, and relocated facilities to each utility owner within the project area. Copies of all such correspondence, including executed agreements for reimbursable utility/railroad relocations, shall be forwarded to the DEPARTMENT's Project Manager and the District Utilities Engineer and require that any conflicts with the PROJECT be resolved by the LOCAL GOVERNMENT. If it is determined that the PROJECT is located on an on-system route or is a DEPARTMENT LET PROJECT, the LOCAL GOVERNMENT and the District Utilities Engineer shall ensure that permit applications are approved for each utility company in conflict with the project. If

it is determined through the DEPARTMENT's Project Manager and State Utilities Office during the concept or design phases the need to utilize Overhead/Subsurface Utility Engineering, hereinafter referred to as "SUE", to obtain the existing utilities, the LOCAL GOVERNMENT shall be responsible for acquiring those services. SUE costs are considered PE costs.

i. Prepare, in English units, Preliminary Construction plans, Right of Way plans and Final Construction plans that include the appropriate sections listed in the Plan Presentation Guide, hereinafter referred to as "PPG", for all phases of the PDP. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software respectively using the DEPARTMENT's Electronic Data Guidelines. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the final right of way plans and construction plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to acquire the right of way and construct the PROJECT.

j. Prepare PROJECT cost estimates for construction, Right of Way and Utility/railroad relocation along with a Benefit Cost, hereinafter referred to as "B/C ratio" at the following project stages: Concept, Preliminary Field Plan Review, Right of Way plan approval (Right of Way cost only), Final Field Plan Review and Final Plan submission using the applicable method approved by the DEPARTMENT. The cost estimates and B/C ratio shall also be updated yearly if the noted project stages occur at a longer frequency. Failure of the LOCAL GOVERNMENT to provide timely and accurate cost estimates and B/C

ratio may delay the PROJECT's implementation until additional funds can be identified for right of way or construction, as applicable.

k. Provide certification, by a Georgia Registered Professional Engineer, that the Design and Construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT Design Policies.

l. Provide certification, by a Level II Certified Design Professional that the Erosion Control Plans have been prepared under the guidance of the certified professional in accordance with the current Georgia National Pollutant Discharge Elimination System.

m. Provide a written certification that all appropriate staff (employees and consultants) involved in the PROJECT have attended or are scheduled to attend the Department's PDP Training Course and Local Administered Project Training. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

8. The Primary Consultant firm or subconsultants hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes. The LOCAL GOVERNMENT shall comply with all applicable

state and federal regulations for the procurement of design services and in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act, for any consultant hired to perform work on the PROJECT.

9. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

10. The LOCAL GOVERNMENT shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The LOCAL GOVERNMENT shall perform all necessary survey efforts in order to complete the hydraulic and hydrological studies and the design of the bridge(s). The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

11. The LOCAL GOVERNMENT unless otherwise noted in attachment "A" shall be responsible for funding all LOCAL GOVERNMENT owned utility relocations and all other reimbursable utility/railroad costs. The costs include but are not limited to PE, easement acquisition, and construction activities necessary for the utility/railroad to accommodate the PROJECT. The terms for any such reimbursable relocations shall be laid out in an agreement that is supported by plans, specifications, and itemized costs of the work agreed upon and shall be executed prior to certification by the DEPARTMENT.

The LOCAL GOVERNMENT shall certify via written letter to the DEPARTMENT's Project Manager and District Utilities Engineer that all Utility owners' exsiting and proposed facilities are shown on the plans with no conflicts 3 months prior to advertising the PROJECT for bids and that any required agreements for reimbursable utility/railroad costs have been fully executed. Further, this certification letter shall state that the LOCAL GOVERNMENT understands that it is responsible for the costs of any additional reimbursable utility/railroad confilcts that arise on construction.

12. The DEPARTMENT will be responsible for all railroad coordination on DEPARTMENT Let and/or State Route (On-System) projects; the LOCAL GOVERNMENT shall address concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT. If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A" on off-system routes, the LOCAL GOVERNMENT shall be responsible for all railroad coordination and addressing concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT for PROJECT.

13. The LOCAL GOVERNMENT shall be responsible for acquiring a Value Engineering Consultant for the DEPARTMENT to conduct a Value Engineering Study if the total estimated PROJECT cost is $10 million or more. The Value Engineering Study cost is considered a PE cost. The LOCAL GOVERNMENT shall provide project related design data and plans to be evaluated in the study along with appropriate staff to present and answer questions about the PROJECT to the study team. The LOCAL GOVERNMENT shall provide responses to the study recommendations indicating

whether they will be implemented or not. If not, a valid response for not implementing shall be provided. Total project costs include PE, right of way, and construction, reimbursable utility/railroad costs.

14. The LOCAL GOVERNMENT, unless shown otherwise on Attachment A, shall acquire the Right of way in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT. Upon the DEPARTMENT's approval of the PROJECT right of way plans, verification that the approved environmental document is valid and current, a written notice to proceed will be provided by the DEPARTMENT for the LOCAL GOVERNMENT to stake the right of way and proceed with all pre-acquisition right of way activities. The LOCAL GOVERNEMENT shall not proceed to property negotiation and acquisition whether or not the right of way funding is Federal, State or Local, until the right of way agreement named "Contract for the Acquisition of Right of Way" prepared by the DEPARTMENT's Office of Right of Way is executed between the LOCAL GOVERNMENT and the DEPARTMENT. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. Right of way costs eligible for reimbursement include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable right of way costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL GOVERNMENT

shall certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, 3 months prior to advertising the PROJECT for bids.

15. The DEPARTMENT unless otherwise shown in Attachment "A" shall be responsible for Letting the PROJECT to construction, solely responsible for executing any agreements with all applicable utility/railroad companies and securing and awarding the construction contract for the PROJECT when the following items have been completed and submitted by the LOCAL GOVERNMENT:

a. Submittal of acceptable PROJECT PE activity deliverables noted in this agreement.

b. Certification that all needed rights of way have been obtained and cleared of obstructions.

c. Certification that the environmental document is current and all needed permits and mitigation for the PROJECT have been obtained.

d. Certification that all Utility/Railroad facilities, existing and proposed, within the PROJECT limits are shown, any conflicts have been resolved and reimbursable agreements, if applicable, are executed.

If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A", the LOCAL GOVERNMENT shall provide the above deliverables and certifications and shall follow the requirements stated in Chapter 10 of the DEPARTMENT"s Local Administered Project Manual.

16. The LOCAL GOVERNMENT shall provide a review and recommendation by the engineer of record concerning all shop drawings prior to the DEPARTMENT review and approval. The DEPARTMENT shall have final authority concerning all shop drawings.

17. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer files and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if the PROJECT is being let by the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

18. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all reports, designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the reports,

designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or deficiencies within 30 days of notification shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

DEPARTMENT OF TRANSPORTATION

BY: _____
Commissioner

ATTEST:

_____
Treasurer

CITY OF ATLANTA

BY: _____
KASIM REED, MAYOR

Signed, sealed and delivered this 16 day of SEPTEMBER, 2010, in the presence of:

_____
Witness

_____
NOTARY PUBLIC

Theresa C. Payne
Notary Public
Fulton County, Georgia
Commission Expires
August 06, 2013

9-16-10

ATTEST:

_____
MUNICIPAL CLERK (Seal)

FORIS WEBB III
DEPUTY MUNICIPAL CLERK

APPROVED AS TO FORM:

_____
City Attorney

FEIN **58-6000511**

RECOMMENDED:

_____
Chief Financial Officer

APPROVED:

_____
Commissioner, Dept. of Public Works

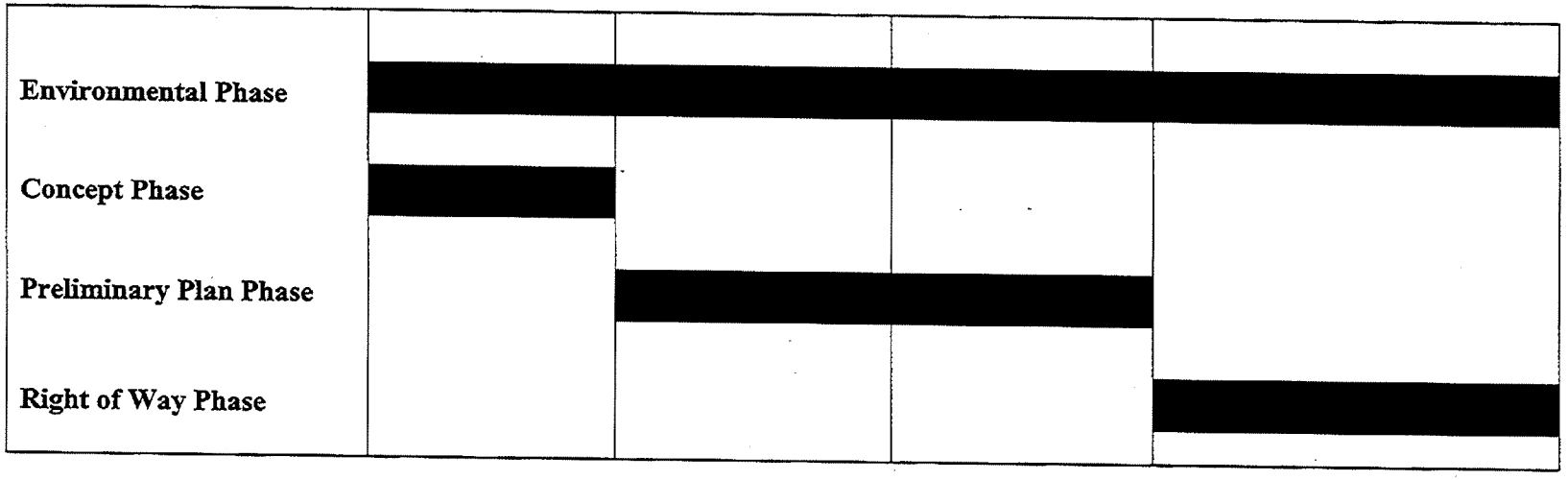
ATTACHMENT "A"
Project Number: 0006717 – City of Atlanta

Project	Preliminary Engineering		Right of Way			Construction		Utility Relocation	
(PI#, Project #, Description)	Funding	PE Activity by	*Funding of Real Property	Acq. by	Acq. Fund by	*Funding	Letting by	Utility Funding by	Railroad Funding by
P.I. # 0006717 CSSTP-0006-00(717), EAST ATLANTA VILLAGE STREETSCAPES – PHASE II	100% Local Gov.	Local Gov.	100% Local Gov.	Local Gov.	Local Gov.	(80%) Federal ($1,020,000) (20%) LCL GOV ($255,000) >($1,275,000) 100% Local Gov.	Local Gov.	100% Local Gov.	100% Local Gov.

Note: Maximum allowable GDOT participating amounts for PE category shall be shown above. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated. *R/W and Construction amounts shown are estimates for budget planning purposes only.

ATTACHMENT "B"
0006717 – City of Atlanta

Proposed Project Schedule



Deadlines for Responsible Parties	Execute Agreement	Month/Year (Approve Concept)	Month/Year (Approve Env. Document)	Month/Year (Authorize Right of Way funds)	Month/Year (Authorize Const. funds)

Annual Reporting Requirements

The Local Government shall provide a written status report to the Department's Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

ATTACHMENTS:

MEETING COMMENTS AND HANDOUTS

Brown, Tonia

From: Dennis Madsen [DMadsen@urbancollage.com]
Sent: Wednesday, February 10, 2010 5:55 PM
To: Johnson, Allen
Cc: Jones, Brad; Ogandaga, Danita; Marc Takacs; Austin Dickson
Subject: RE: EAV Streetscape Rendering

Categories: Filed by Newforma

Very well, the plans were well received, and folks liked the idea of the roundabout and the McPherson reconfiguration. One request, if possible: Can we talk about renaming from McPherson to Flat Shoals the section between Moreland and the roundabout? Since FS is the main street down EAV, it'd be nice to have that street visible at the gateway. Most folks know what a hassle it is to have to explain that extra street in the directions. Just something to consider, if it's not prohibitively difficult.

Thanks again for all the graphics. The community is excited about the project…

-D-

From: Johnson, Allen [mailto:aejohnson@AtlantaGa.Gov]
Sent: Wednesday, February 10, 2010 12:30 PM
To: Dennis Madsen; Jones, Brad
Cc: Ogandaga, Danita
Subject: RE: EAV Streetscape Rendering

How did the meeting go last night?

Allen D. Johnson, P.E.
Parsons/EGM PCMT
55 Trinity Avenue, S.W.
Suite 4310
Atlanta, GA 30303
Office: 404-330-6692
Fax: 404-546-8341
Email: aejohnson@atlantaga.gov

From: Dennis Madsen [mailto:DMadsen@urbancollage.com]
Sent: Tuesday, February 09, 2010 12:58 PM
To: Johnson, Allen; Jones, Brad
Cc: Ogandaga, Danita
Subject: RE: EAV Streetscape Rendering

Many thanks!

From: Johnson, Allen [mailto:aejohnson@AtlantaGa.Gov]
Sent: Tuesday, February 09, 2010 12:56 PM
To: Dennis Madsen; Jones, Brad
Cc: Ogandaga, Danita
Subject: RE: EAV Streetscape Rendering

Dennis:

Here is a quick update for tonight.

We are currently in the Right-of-way acquisition process and we are only acquiring easements. There are currently 9 parcels in the project, we have closed on 3, have options on 5, and are still working on 1.

We received GDOT comments on the roundabout at the end of January and are working on the responses. We will have the revised plans back to GDOT by the end this month.

If all goes well, we hope to get all of the ROW completed and plans approved this spring, followed by GDOT Construction Authorization in the Summer. We will advertise in late summer/early fall. After a month of advertisement, we will receive bids, which must be reviewed by the City Department of Public Works and Procurement and then approved by GDOT. The contract must then be approved by City Council. This approval process takes awhile, so we won't start construction until next Spring 2011.

Here are quick bullets:

- Design: GDOT Final Plan Approval: Spring 2010
- Right of Way Acquisition Complete: Spring 2010
- Construction Bid and Approval: Summer - Fall 2010
- Contract/Award Execution/Notice to Proceed: Fall 2010 - Spring 2011
- Construction Start: Spring 2011
- Construction Complete: Winter 2011

Allen D. Johnson, P.E.
Parsons/EGM PCMT
55 Trinity Avenue, S.W.
Suite 4310
Atlanta, GA 30303
Office: 404-330-6692
Fax: 404-546-8341
Email: aejohnson@atlantaga.gov

From: Dennis Madsen [mailto:DMadsen@urbancollage.com]
Sent: Tuesday, February 09, 2010 12:34 PM
To: Jones, Brad; Johnson, Allen
Subject: RE: EAV Streetscape Rendering

Perfect. I can print out a board-sized version. For the record, what would the timeline for design and construction be?

From: Jones, Brad [mailto:Brad.Jones@jjg.com]
Sent: Tuesday, February 09, 2010 12:19 PM
To: Johnson, Allen; Dennis Madsen
Subject: FW: EAV Streetscape Rendering

For your use tonight, showing current scope...

Brad Jones, ASLA

Landscape Architect
brad.jones@jjg.com
678-333-0391 (direct)
404-395-3305 (cell)
770-455-8555 (main)
Jordan, Jones & Goulding
6801 Governors Lake Parkway, Building 200
Norcross, GA 30071
www.jjg.com

From: Ellis, Emily
Sent: Tuesday, February 09, 2010 12:18 PM
To: Jones, Brad
Subject: EAV Streetscape Rendering

Emily Ellis
Landscape Architecture
emily.ellis@jjg.com
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Jordan, Jones & Goulding
6801 Governors Lake Parkway, Bldg 200
Norcross, GA 30071
www.jjg.com

East Atlanta Village Phase II Streetscapes
Public Information Meeting Comments

November 9, 2010

The following reflects the comments received during the public comment period as a result of the East Atlanta Village Phase II Streetscape Public Information Meeting held on November 9, 2010 at Brenan Towers located at 1200 Glenwood Avenue, SE in the City of Atlanta.

1. **Paul Gardner, 611 Flat Shoals Avenue, Atlanta, GA 30316**
    a. Comments: Good Plan
2. **Ronald Lall, 1027 Eden Avenue, Atlanta, GA 30316**
    a. Comments: Is there crash data for the current McPherson/Flat Shoals intersection? How does the re-design affect access to the Buddy's gas station from McPherson?
    b. What kind of education outreach will be done about roundabout before construction?
3. **Laid Ruth, 1357 Milton Place, Atlanta, GA 30316**
    a. I really like the progressive roundabout – this will improve traffic (both car and pedestrian. McPherson should be renamed Flat Shoals at the Moreland intersection. I like the crosswalks and believe they are very important. We also need more crosswalks. We also need more crosswalks across Moreland.
4. **Callie Lathangue, 1443 Newton Avenue, Atlanta, GA 30316**
    a. Comments: Love the plans. Roundabout is a GREAT idea for the Flat Shoals/McPherson intersection.
5. **Robert Titus, 1121 Portland Avenue/578 Moreland Avenue, Atlanta, GA 30316**
    a. Comments: Good work. Spend more money on public information for construction work. Do proactive intercommunication for final push out.
6. **Jeffery Kinsey, 429 Haas Avenue, Atlanta, GA 30316**
    a. Comments: Potential good solution for a known traffic problem. Thumbs up!
7. **Steve Carr, 855 Berne Street, Atlanta, GA 30316**
    a. Comments: I like it. Please lower speed limit postings to 15 or 20 mph. Thanks.
    b. Post preliminary information on community website. Hand out 8.5x11 copies before meeting starts. Coordinate with NPU and Transportation Committee Chairs.
8. **Rose Bigelow, 463 Metropolitan Place, Atlanta, GA 30316**
    a. Comments: I am excited about the changes with the streetscape project. Need pictures of the project in hand out form so that we can follow along usually if we are not close to the posters.

9. **Mary Moerlins, 1374 McPherson Avenue, Atlanta, GA 30316**
    a. Comments: I am in 100% favor of the addition of a mini round about. I've experienced a great deal of traffic frustration at the intersection of Moreland and McPherson.
10. **Heather Jallad, 468 Moreland Avenue, Atlanta, GA 30316**
    a. Comments:
11. **Jessica Cooper, 1681 Glenwood Avenue, Atlanta, GA 30316**
    a. Comments:

Brown, Tonia

From: Jones, Brad
Sent: Tuesday, December 21, 2010 2:39 PM
To: Mathis, Jennifer
Subject: FW: East Atlanta Village Phase II Streetscape- Roundabouts and how they work
Attachments: Project Update EAVII 11 2010 D Ogandaga.pdf; East Atlanta Village Phase II Streetscapes.pdf

Categories: Filed by Newforma

Jennifer:

Here is the handout

Brad Jones, ASLA
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www.jacobs.com

From: Johnson, Allen [mailto:aejohnson@AtlantaGa.Gov]
Sent: Wednesday, November 24, 2010 3:05 PM
To: Jones, Brad; Ellis, Emily
Cc: Ogandaga, Danita
Subject: FW: East Atlanta Village Phase II Streetscape- Roundabouts and how they work

Here is some more information given to the public for this project.

Allen D. Johnson, P.E.
Parsons/EGM PCMT
55 Trinity Avenue, S.W.
Suite 4310
Atlanta, GA 30303
Office: 404-330-6692
Fax: 404-546-8341
Email: aejohnson@atlantaga.gov

From: Ogandaga, Danita
Sent: Wednesday, November 24, 2010 1:13 PM
To: 'president@eaca.net'; 'vicepresident@eaca.net'; 'dmadsen@urbancollage.com'; 'secretary@eaca.net'; 'treasurer@eaca.net'
Cc: Mendoza, Richard; Grant, Madelyn; Johnson, Allen; Smith, Carla; Archibong, Natalyn
Subject: East Atlanta Village Phase II Streetscape- Roundabouts and how they work

Capital Improvement Project Update: East Atlanta Village Phase II Streetscape

Season's Greetings--

Thank you for allowing the City of Atlanta to be a part of the East Atlanta Community Association's (EACA) monthly meeting held on November 9, 2010.

Allen Johnson, City of Atlanta Project Manager provided an overview of the East Atlanta Village Phase II project which is scheduled to begin construction in Summer 2011. The improvement project, located in Council Districts 1 & 5 will take place along McPherson Avenue, from McPherson Avenue to Metropolitan Avenue and from Glenwood Avenue, from Joseph Avenue to Flat Shoals Avenue.

As a result of GDOT requirements, we approached the community on to receive comments for the roundabout that was warranted at the intersection of McPherson Avenue and Flat Shoals Avenue. Our two week comment period has ended and the public comments, which are attached, will be sent to our design team for incorporation into the final design.


Source: Atlanta Journal Constitution

In the meantime, please pick up a copy of today's AJC which provides a detailed overview of ROUNDABOUTS as well as an informational video and additional supportive white paper/research papers on designing roundabouts. We encourage you to share this video with your constituents.

Roundabouts and how they work: http://www.iihs.org/video.aspx/info/roundabout
State Proposes New Traffic Designs: http://www.ajc.com/news/state-to-give-new-752905.html

We are excited about the commencement of this project and look forward to working with the community and EACA! Please let me know if you need any additional information.

Danita Akendengue-Ogandaga
Senior Public Information Manager
Department of Public Works, Capital Projects Divison
55 Trinity Avenue, Suite 4500
Atlanta, GA 30303
404.330.6254: Office 678.206.9490: Phone
dogandaga@atlantaga.gov

Please don't print this e-mail unless really needed.

City of Atlanta Department of Public Works

CAPITAL IMPROVEMENT PROJECTS UPDATE– NOVEMBER 2010

East Atlanta Village Streetscape Improvement Project –Phase 2

Project Description:

East Atlanta Village Phase II is a streetscape improvement project located in Council Districts 1 and 5. The improvements will take place along McPherson Avenue, from McPherson Avenue to Metropolitan Avenue and from Glenwood Avenue, from Joseph Avenue to Flat Shoals Avenue .

Project Highlights:

- Replacement of sidewalks and curbing
- Installation of a roundabout at the intersection of Flat Shoals Avenue and McPherson Avenue
- Installation of painted crosswalks
- Installation of pedestrian and street lighting
- Installation of street trees
- Specialty paving

Funding Source:

$350,000– Quality of Life Bond/Transportation Impact Fees; $1,020,000– Federal Funds

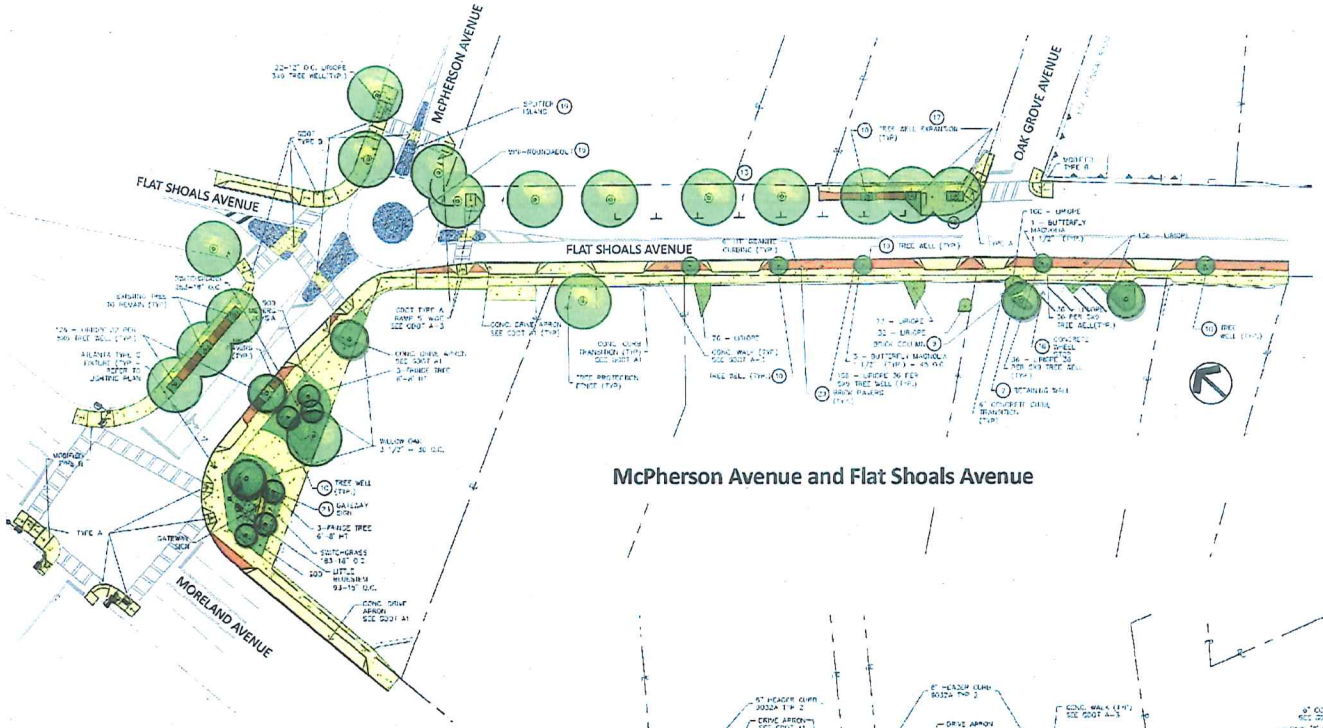
Status:

The right-of-way acquisition stage has been completed and the right-of-way has been certified by the Georgia Department of Transportation (GDOT). The final plans for the Final Field Plan Review (FFPR) are to be submitted to GDOT before the end of the week ending August 9, 2010. The FFPR is scheduled for September 2010. Following this review, final comments will be given from GDOT for response and the submission for final approval will occur. In expectation of GDOT's construction authorization, advertisement will occur in December 2010.

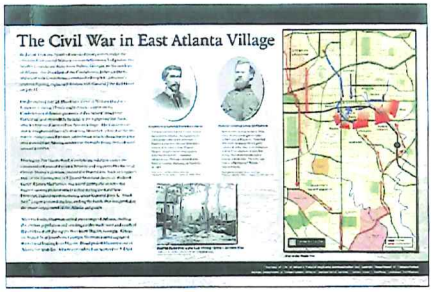
After 4 weeks of advertisement, bids are opened and approved by GDOT. Once the contract circulates through the City's legislative signature process, we anticipate construction commencing summer of 2011.

Tentative Construction Schedule:

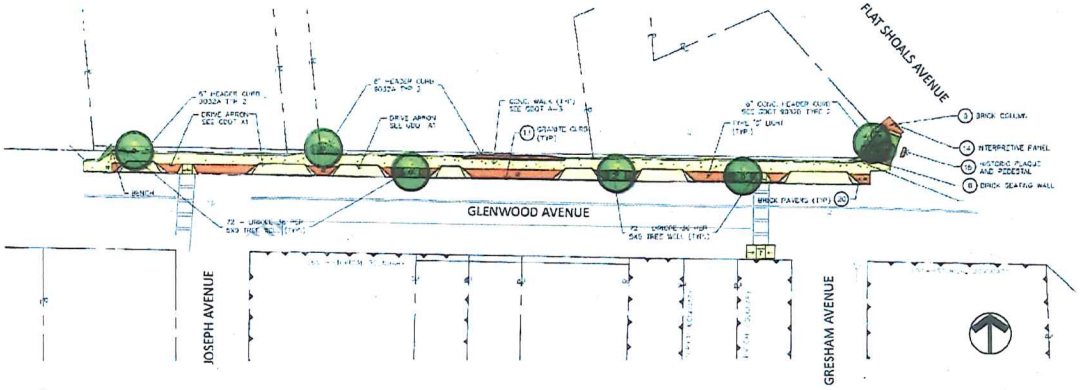
The information contained in this update is subject to change. For additional information, please contact Danita Ogandaga, Public Information Manager, 404.330.6254 or via email to dogandaga@atlantaga.gov Allen Johnson, Project Manager, aejohnson@atlantaga.gov.



McPherson Avenue and Flat Shoals Avenue



Interpretive Sign Panel



Glenwood Avenue - Joseph Avenue to Flat Shoals Avenue

Mini Roundabout Examples

EAV East Atlanta Village Streetscape Phase Two

Graphic Scale
0 20 40 60
(in feet)
1 inch = 20 ft.

JACOBS

Jones, Brad

From: Price-Via, Alia [X2APRICE@SOUTHERNCO.COM]
Sent: Monday, February 21, 2011 3:37 PM
To: Jones, Brad
Subject: RE: East Atlanta PI 0006717

Brad,

My name is Alia Potterbaum. I work with Seth Collins designing power utility lines for Georgia Power. He assigned PI 0006717 to me to design. I have marked-up the existing facilities as well as designed the new utility plans. However, the drawings are currently in our drafting department waiting to be plotted. Would you like me to send you a hand drawing of the existing and proposed? If not, it may be next week before I can get you an electronic copy. When the electronic copy is available, I will be glad to send it to you.

Currently, we are planning on moving the pole on the corner at the Citgo (the pole that was agreed to be in conflict). We also have to increase the height of the pole at the Citgo to maintain NESC clearance with the awning for the gas pumps. The adjacent poles will also need to be increased in height to not cause conductor uplift on our facilities. However, the adjacent poles will reside in the same location.

The estimate to build this job is approximately $47,207. This is just an estimate and could change after the project continues. Once the project goes to construction, we must acquire locates and easements which could raise the cost of the build.

If you have any further questions about this job, please feel free to call me.

Thanks,

Alia Potterbaum
x2aprice@southernco.com
Office: 404-506-4453
Cell: 770-550-6218
Linc *491

-----Original Message-----
From: Collins, Seth
Sent: Monday, February 21, 2011 3:14 PM
To: Price-Via, Alia
Subject: FW: East Atlanta PI 0006717

-----Original Message-----
From: Jones, Brad [mailto:Brad.Jones@jacobs.com]
Sent: Monday, February 21, 2011 3:04 PM
To: Collins, Seth
Subject: RE: East Atlanta PI 0006717

Seth: