



Intersection Safety Analysis

PREPARED FOR THE CITY OF TUCKER, GEORGIA
SEPTEMBER 2018



Kimley»»Horn



TABLE OF CONTENTS

- 1.0 Introduction 1
- 2.0 Methodology 1
- 3.0 On-System Intersections..... 5
 - 3.1 SR 410 (US 78/Stone Mountain Freeway) at Mountain Industrial Boulevard 5
 - 3.2 SR 410 (US 78/Stone Mountain Freeway) at Brockett Road 13
 - 3.3 SR 10 (US 78/Stone Mountain Freeway) at SR 236 (Hugh Howell Road)..... 21
 - 3.4 SR 236 (Hugh Howell Road) at Mountain Industrial Boulevard..... 26
 - 3.5 SR 410 (US 78/Stone Mountain Freeway) at SR 10 (Memorial Drive)..... 32
 - 3.6 SR 236 (Lavista Road) at Montreal Road..... 36
 - 3.7 SR 8 (US 29/Lawrenceville Highway) at Brockett Road 42
 - 3.8 SR 8 (US 29/Lawrenceville Highway) at Montreal Road East..... 49
 - 3.9 SR 8 (US 29/Lawrenceville Highway) at SR 236 (Lavista Road) 55
 - 3.10 SR 10 (Memorial Drive) at East Ponce de Leon Avenue 61
- 4.0 Off-System Intersections 68
 - 4.1 Chamblee Tucker Road at Tucker Norcross Road 68
 - 4.2 East Ponce de Leon Avenue at Mountain Industrial Boulevard/North Hairston Road..... 74
 - 4.3 Tucker Norcross Road at Britt Road 80
 - 4.4 Mountain Industrial Boulevard at Hammermill Road 85
 - 4.5 Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way 92
 - 4.6 Pleasantdale Road at Tucker Norcross Road 98
 - 4.7 East Ponce de Leon Avenue at Hambrick Road..... 105
 - 4.8 Juliette Road at Stone Mill Way/Wood Bend Drive..... 111
 - 4.9 Mountain Industrial Boulevard at Hirsch Drive 117
 - 4.10 Mountain Industrial Boulevard at Tuckerstone Parkway..... 123





LIST OF FIGURES

Figure 1: City of Tucker Study Intersections.....	3
Figure 2: SR 410 at Mountain Industrial Blvd.....	6
Figure 3: Crashes by Time of Day - SR 410 at Mountain Industrial Blvd	11
Figure 4: SR 410 at Brockett Rd.....	14
Figure 5: Crashes by Time of Day – SR 410 at Brockett Rd	19
Figure 6: SR 10 at SR 236	21
Figure 7: Crashes by Time of Day – SR 10 at SR 236.....	24
Figure 8: SR 236 at Mountain Industrial Blvd.....	27
Figure 9: Crashes by Time of Day – SR 236 at Mountain Industrial Blvd	31
Figure 10: SR 410 at SR 10.....	33
Figure 11: Crashes by Time of Day - SR 410 at SR 10.....	35
Figure 12: SR 236 at Montreal Rd.....	37
Figure 13: Crashes by Time of Day – SR 236 at Montreal Rd	41
Figure 14: SR 8 at Brockett Road.....	43
Figure 15: Crashes by Time of Day – SR 8 at Brockett Rd.....	47
Figure 16: SR 8 at Montreal Road East.....	50
Figure 17: Crashes by Time of Day – SR 8 at Montreal Rd East	54
Figure 18: SR 8 at SR 236	56
Figure 19: Crashes by Time of Day – SR 8 at SR 236.....	59
Figure 20: SR 10 at East Ponce de Leon Ave	61
Figure 21: Crashes by Time of Day – SR 10 at East Ponce de Leon Ave.....	65
Figure 22: Chamblee Tucker Rd at Tucker Norcross Rd	69
Figure 23: Crashes by Time of Day – Chamblee Tucker Rd at Tucker Norcross Rd.....	72
Figure 24: East Ponce de Leon Ave at Mountain Industrial Blvd/North Hairston Rd.....	75





Figure 25: Crashes by Time of Day – East Ponce de Leon Ave at Mountain Industrial Blvd/North Hairston Rd..... 78

Figure 26: Tucker Norcross Rd at Britt Rd 80

Figure 27: Crashes by Time of Day – Tucker Norcross Rd at Britt Rd 84

Figure 28: Mountain Industrial Blvd at Hammermill Rd..... 86

Figure 29: Crashes by Time of Day - Mountain Industrial Blvd at Hammermill Rd..... 90

Figure 30: Mountain Industrial Blvd at Elmdale Dr/Roger Marten Way..... 93

Figure 31: Crashes by Time of Day – Mountain Industrial Blvd at Elmdale Dr/Roger Marten Way 97

Figure 32: Pleasantdale Rd at Tucker Norcross Rd..... 99

Figure 33: Crashes by Time of Day – Pleasantdale Rd at Tucker Norcross Rd 103

Figure 34: East Ponce de Leon Ave at Hambrick Rd 105

Figure 35: Crashes by Time of Day – East Ponce de Leon Ave at Hambrick Rd..... 109

Figure 36: Juliette Rd at Stone Mill Way/Wood Bend Dr 112

Figure 37: Crashes by Time of Day – Juliette Rd at Stone Mill Way/Wood Bend Dr..... 115

Figure 38: Mountain Industrial Blvd at Hirsch Dr 118

Figure 39: Crashes by Time of Day – Mountain Industrial Blvd at Hirsch Dr..... 121

Figure 40: Mountain Industrial Blvd at Tuckerstone Pkwy..... 123

Figure 41: Crashes by Time of Day – Mountain Industrial Blvd at Tuckerstone Pkwy 126

LIST OF TABLES

Table 1: Top 10 On-System Intersections Sorted by Number of Crashes4

Table 2: Top 10 Off-System Intersections Sorted by Number of Crashes.....4

Table 3: AADT - SR 410 at Mountain Industrial Blvd6

Table 4: Signal Timings - SR 410 at Mountain Industrial Boulevard - North9

Table 5: Signal Timings - SR 410 at Mountain Industrial Boulevard - South.....9

Table 6: Summary of Crashes - SR 410 at Mountain Industrial Blvd 10





Table 7: Summary of Crashes by Type – SR 410 at Mountain Industrial Blvd	11
Table 8: Daily Volumes - SR 410 at Brockett Rd.....	14
Table 9: Signal Timings – SR 410 at Brockett Rd South Intersection.....	17
Table 10: Signal Timings – Brockett Rd at Cooledge Rd.....	18
Table 11: Summary of Crashes - SR 410 at Brockett Rd	18
Table 12: Summary of Crashes by Type – SR 410 at Brockett Rd	19
Table 13: Daily Volumes – SR 10 at SR 236	21
Table 14: Summary of Crashes - SR 10 at SR 236	24
Table 15: Summary of Crashes by Type – SR 10 at SR 236	25
Table 16: Daily Volumes - SR 236 at Mountain Industrial Blvd	27
Table 17: Signal Timings – SR 236 at Mountain Industrial Blvd	29
Table 18: Summary of Crashes – SR 236 at Mountain Industrial Blvd	30
Table 19: Summary of Crashes by Type – SR 236 at Mountain Industrial Blvd.....	31
Table 20: Daily Volumes - SR 410 at SR 10.....	32
Table 21: Summary of Crashes – SR 410 at SR 10	34
Table 22: Summary of Crashes by Type – SR 410 at SR 10	35
Table 23: Daily Volumes - SR 236 at Montreal Rd	37
Table 24: Signal Timings – SR 236 at Montreal Rd	40
Table 25: Summary of Crashes – SR 236 at Montreal Rd.....	40
Table 26: Summary of Crashes by Type – SR 236 at Montreal Rd	41
Table 27: Daily Volumes - SR 8 at Brockett Rd.....	43
Table 28: Signal Timings – SR 8 at Brockett Rd.....	46
Table 29: Signal Timings – Brockett Rd at Railroad Ave/Moon St.....	46
Table 30: Summary of Crashes – SR 8 at Brockett Rd	47
Table 31: Summary of Crashes by Type – SR 8 at Brockett Rd.....	48
Table 32: Daily Volumes - SR 8 at Montreal Rd East.....	50





Table 33: Signal Timings – SR 8 at Montreal Rd East.....	52
Table 34: Summary of Crashes – SR 8 at Montreal Rd East.....	53
Table 35: Summary of Crashes by Type – SR 8 at Montreal Rd East	54
Table 36: Daily Volumes - SR 8 at SR 236.....	56
Table 37: Signal Timings – SR 8 at SR 236.....	58
Table 38: Summary of Crashes – SR 8 at SR 236	59
Table 39: Summary of Crashes by Type – SR 8 at SR 236.....	60
Table 40: Daily Volumes - SR 10 at East Ponce de Leon Ave	61
Table 41: Summary of Crashes – SR 10 at East Ponce de Leon Ave	65
Table 42: Summary of Crashes by Type – SR 10 at East Ponce de Leon Ave.....	66
Table 43: Daily Volumes - Chamblee Tucker Rd at Tucker Norcross Rd	68
Table 44: Signal Timings – Chamblee Tucker Rd at Tucker Norcross Rd.....	71
Table 45: Summary of Crashes – Chamblee Tucker Rd at Tucker Norcross Rd	72
Table 46: Summary of Crashes by Type – Chamblee Tucker Rd at Tucker Norcross Rd.....	73
Table 47: ADT – East Ponce de Leon Ave at Mountain Industrial Blvd/North Hairston Rd	75
Table 48: Signal Timing – East Ponce de Leon Ave at Mountain Industrial Blvd/North Hairston Rd .	77
Table 49: Summary of Crashes – East Ponce de Leon Ave at Mountain Industrial Blvd/North Hairston Rd.....	78
Table 50: Summary of Crashes by Type – East Ponce de Leon Ave at Mountain Industrial Blvd/North Hairston Rd.....	79
Table 51: Daily Volumes - Tucker Norcross Rd at Britt Rd	81
Table 52: Signal Timings – Tucker Norcross Rd at Britt Rd	83
Table 53: Summary of Crashes – Tucker Norcross Rd at Britt Rd Road.....	83
Table 54: Summary of Crashes by Type – Tucker Norcross Rd at Britt Rd	84
Table 55: Daily Volumes - Mountain Industrial Blvd at Hammermill Rd	86
Table 56: Signal Timing – Mountain Industrial Blvd at Hammermill Rd	89
Table 57: Summary of Crashes – Mountain Industrial Blvd at Hammermill Rd.....	90





Table 58: Summary of Crashes by Type – Mountain Industrial Blvd at Hammermill Rd	91
Table 59: Daily Volumes - Mountain Industrial Blvd at Elmdale Dr/Roger Marten Way	93
Table 60: Mountain Industrial Blvd at Elmdale Dr/Roger Marten Way	96
Table 61: Summary of Crashes – Mountain Industrial Blvd at Elmdale Dr/Roger Marten Way.....	96
Table 62: Summary of Crashes by Type – Mountain Industrial Blvd at Elmdale Dr/Roger Marten Way	97
Table 63: ADT – Pleasantdale Rd at Tucker Norcross Rd	99
Table 64: Signal Timings – Pleasantdale Rd at Tucker Norcross Rd	101
Table 65: Summary of Crashes – Pleasantdale Rd at Tucker Norcross Rd.....	102
Table 66: Summary of Crashes by Type – Pleasantdale Rd at Tucker Norcross Rd	103
Table 67: Daily Volumes - East Ponce de Leon Ave at Hambrick Rd.....	105
Table 68: Signal Timings - East Ponce de Leon Ave at Hambrick Rd	108
Table 69: Summary of Crashes – East Ponce de Leon Ave at Hambrick Rd	108
Table 70: Summary of Crashes by Type – East Ponce de Leon Ave at Hambrick Rd.....	109
Table 71: Daily Volumes - Juliette Rd at Stone Mill Way/Wood Bend Dr	112
Table 72: Summary of Crashes – Juliette Rd at Stone Mill Way/Wood Bend Dr.....	115
Table 73: Summary of Crashes by Type – Juliette Rd at Stone Mill Way/Wood Bend Dr.....	115
Table 74: Daily Volumes - Mountain Industrial Blvd at Hirsch Dr	118
Table 75: Summary of Crashes – Mountain Industrial Blvd at Hirsch Dr	121
Table 76: Summary of Crashes by Type – Mountain Industrial Blvd at Hirsch Dr.....	122
Table 77: Daily Volumes - Mountain Industrial Blvd at Tuckerstone Pkwy	124
Table 78: Summary of Crashes – Mountain Industrial Blvd at Tuckerstone Pkwy.....	125
Table 79: Summary of Crashes by Type – Mountain Industrial Blvd at Tuckerstone Pkwy	126



APPENDICES

Appendix A: Recommendations Matrix

Appendix B: Conceptual Drawings of Recommendations

Appendix C: Photo Log

Appendix D: Signal Timing Data

Appendix E: Programmed Project Data Sheets

Appendix F: Detailed Crash Data Tables

STATUTORY NOTICE

23 U.S.C. § 409: US Code - Section 409: Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway- highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

1.0 INTRODUCTION

The City of Tucker in DeKalb County, Georgia retained Kimley-Horn and Associates, Inc., to conduct a safety analysis that reviews 20 high-crash intersections and interchanges located within its municipality with the intent to prioritize the implementation of projects within the City. Several recommendations were made for each of the study intersections with an emphasis on safety, crash reduction, improved visibility, and improved access for vulnerable roadway users. Some of the recommendations also identified the need for further analysis, audit of right-of-way constraints, or review of operations at the intersection. A project location map showing the study area and intersections is presented in **Figure 1**.

As part of this study, total crash frequency was determined for all intersections in Tucker where at least one leg of the intersection is under the City's jurisdiction. The intersections were then ranked based on their crash frequency and by the frequency of fatal and serious-injury crashes, and they were then reviewed with the City to determine the ten on-system and ten off-system high-crash study locations. On-system intersections are considered locations where at least one leg of the intersection is part of the Georgia Department of Transportation (GDOT) roadway system. Off-system intersections include local roadways where none of the legs include GDOT facilities. The high crash locations were then reviewed to understand existing conditions and intersection operations, to review past and planned improvement projects, to analyze possible trends in the crash history, and to recommend potential improvements for the intersection.

2.0 METHODOLOGY

Crash data for the entire City of Tucker was obtained for a five-year period from January 1, 2013 to December 31, 2017. The crash data was obtained from the GDOT Georgia Electronic Accident Reporting System (GEARS). Only the data available through GEARS was reviewed; individual crash reports were not. Based on this information, a short list of high-crash intersections and interchanges was developed based on overall crash frequency, as well as on the frequency of fatal and serious injury crashes. The City of Tucker selected the final ten on-system and ten off-system intersections/interchanges, which are summarized below in **Table 1** and **Table 2**, respectively. Where available, traffic volume data was collected from the GDOT *Geocounts* traffic count website, for informational purposes.

For each of the study intersections/interchanges, historical crash data were analyzed to identify any potentially correctable crash trends that may be related to, but not limited to, geometric configurations, lighting conditions, pavement conditions, signage, or access management. In addition to a review of

the historical crash data at each of the study intersections, signal timing clearance intervals were obtained and compared to minimum recommended intervals, per Table 687-1 and Table 687-2, respectively, from Section 687.3.02.02 of Special Provision 687 to GDOT's *Standard Specifications – Construction of Transportation Systems*. Suggested clearance interval modifications were made if existing intervals violated minimum or maximum requirements, or if there was a difference of 2.0 seconds or greater between the existing and calculated values.

Site visits were also conducted at each of the study intersections during both morning and evening peak periods to observe any operational impacts of the intersection and to identify any potential safety deficiencies at the intersection. Lastly, roadway improvement projects that were completed at each of the study intersections during the five-year history were analyzed to determine the impact of these projects on crash frequency at that intersection. A review of projects programmed for the next five years is also summarized in this report.

Several recommendations were made for each of the study intersections, including striping and signing improvements, maintenance or repairs, repaving projects, signal equipment upgrades, access management, pedestrian improvements, lighting upgrades, and improvements to roadway and geometric features. Some of the recommendations also included the need for further analysis.

Recommendations for each of the study intersections and interchanges were ranked in three tiers, as defined by the City of Tucker:

- Tier 1: Recommendations that are typically short-range maintenance issues that be implemented by submitting a work order with GDOT or DeKalb County. These types of recommendations include, but are not limited to, sign upgrades, pavement marking upgrades, and traffic signal equipment repair.
- Tier 2: Recommendations that are mid-range projects that can be completed with local funding or possible GDOT funding. These types of recommendations include, but are not limited to, signal modifications, sidewalk installations, and repaving project.
- Tier 3: Recommendations that are long-range improvement requiring additional funding. These types of recommendations include, but are not limited to, roundabout reconfigurations, roadway widenings, and roadway realignments.

A matrix of the recommended improvements is included in **Appendix A**. The recommendations are organized by intersection/interchange and are also categorized by on- and off-system designation, improvement tier, recommendation type, jurisdiction, and whether or not the intersection is included in the RTOP program. The conceptual drawings of recommended improvement that were prepared as part of this study are included in **Appendix B**.

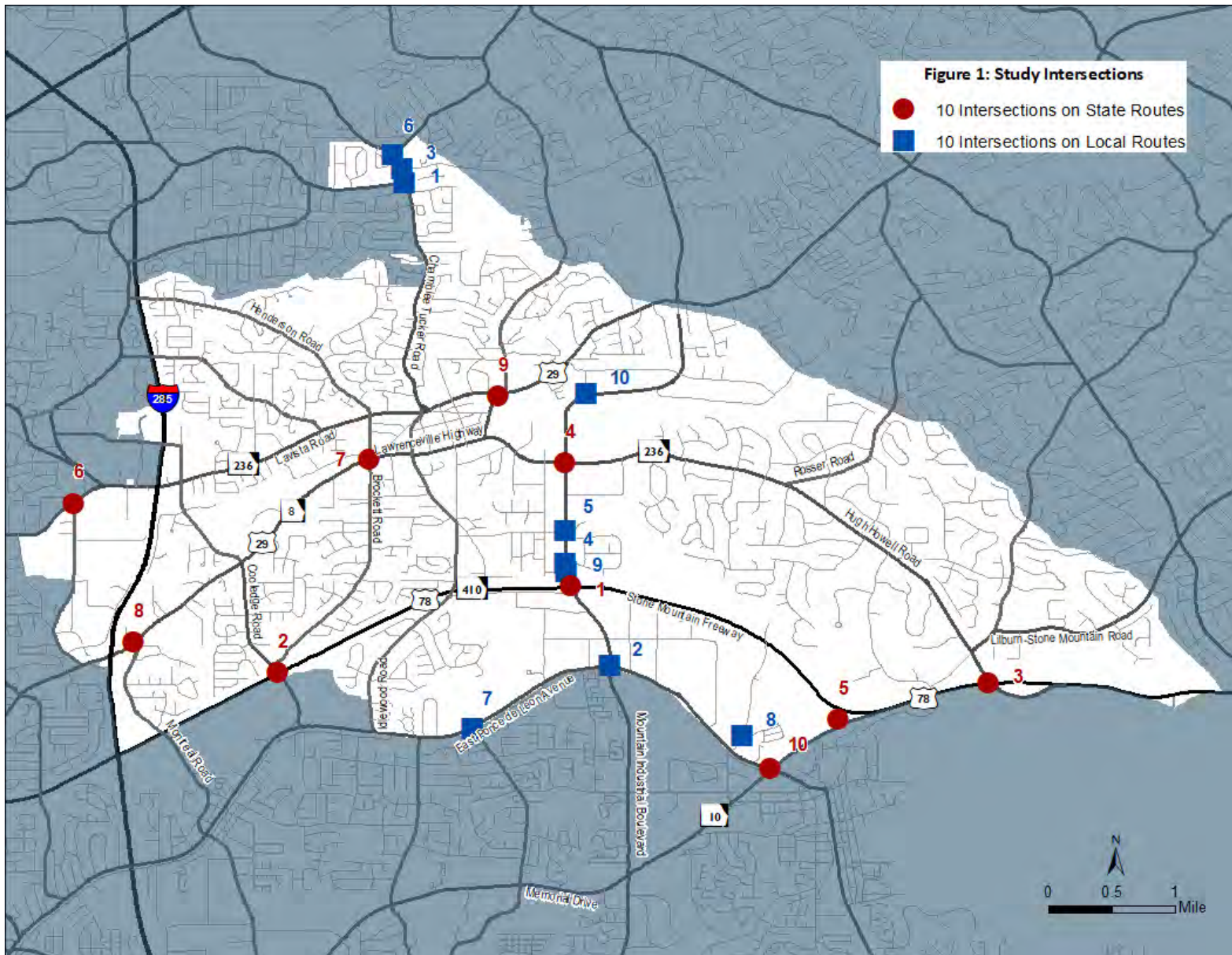


Figure 1: City of Tucker Study Intersections

Table 1: Top 10 On-System Intersections Sorted by Number of Crashes

#	Route	Intersecting Route	Total Number of Crashes	Fatal Crashes	Injury Crashes	Serious Injury Crashes	Fatal & Serious Injury Crashes	Crash Types		
								RE/SS*	Angle	Bike/Ped
1	SR 410 (Stone Mountain Fwy)	Mountain Industrial Blvd	993	3	262	7	10	650	231	0
2	SR 410 (Stone Mountain Fwy)	Brockett Rd	576	2	160	2	4	412	94	0
3	SR 10 (Stone Mountain Fwy)	SR 236 (Hugh Howell Rd)	429	2	132	3	5	280	52	0
4	SR 236 (Hugh Howell Rd)	Mountain Industrial Blvd	405	0	107	1	1	234	153	0
5	SR 410 (Stone Mountain Fwy)	SR 10 (Memorial Dr)	281	3	90	12	14	129	25	0
6	GA 236 (Lavista Rd)	Montreal Rd	153	1	46	1	2	72	74	0
7	SR 8 (Lawrenceville Hwy)	Brockett Rd	147	0	41	2	2	88	51	1
8	SR 8 (Lawrenceville Hwy)	Montreal Rd East	143	2	46	2	4	35	47	0
9	SR 8 (Lawrenceville Hwy)	GA 236 (Lavista Rd)	109	0	25	2	2	73	31	0
10	SR 10 (Memorial Dr)	East Ponce de Leon Ave	62	2	19	1	2	30	15	0

Table 2: Top 10 Off-System Intersections Sorted by Number of Crashes

#	Route	Intersecting Route	Total Number of Crashes	Fatal Crashes	Injury Crashes	Serious Injury Crashes	Fatal & Serious Injury Crashes	Crash Types		
								RE/SS*	Angle	Bike/Ped
1	Chamblee Tucker Rd	Tucker Norcross Rd	226	0	57	2	2	92	108	0
2	East Ponce de Leon Ave	Mountain Industrial Blvd/ North Hairston Rd	215	1	66	4	5	122	70	0
3	Tucker Norcross Rd	Bridd Rd	167	0	39	0	0	61	92	0
4	Mountain Industrial Blvd	Hammerhill Rd	153	0	41	1	1	88	61	0
5	Mountain Industrial Blvd	Elmdale Dr/Roger Marten Way	150	0	25	1	1	105	39	0
6	Pleasantdale Rd	Tucker Norcross Rd	148	0	37	3	3	48	86	0
7	East Ponce de Leon Ave	Hambrick Rd	67	0	23	2	2	40	15	0
8	Juliette Rd	Stone Mill Way/Wood Bend Dr	57	0	21	1	1	15	31	0
9	Mountain Industrial Blvd	Hirsch Dr	53	0	10	1	1	34	17	0
10	Mountain Industrial Blvd	Tuckerstone Pkwy	35	0	11	2	2	20	6	0

3.0 ON-SYSTEM INTERSECTIONS

Kimley-Horn reviewed and analyzed each of the ten on-system study intersections. This section of the report summarizes the following information for each:

- Existing intersection characteristics;
- Qualitative assessment of existing conditions and operations of the intersection based on field observations;
- Review of existing clearance intervals (for study intersections that are signalized);
- Discussion of programmed projects;
- Five-year crash history; and
- Recommendations for consideration.

3.1 SR 410 (US 78/STONE MOUNTAIN FREEWAY) AT MOUNTAIN INDUSTRIAL BOULEVARD

SR 410 (US 78/Stone Mountain Freeway) at Mountain Industrial Boulevard, shown in **Figure 2**, is a diamond interchange located in south Tucker. SR 410 is a six-lane, divided freeway oriented in the east-west direction with a posted speed limit of 65 mph. Mountain Industrial Boulevard is a four-lane, divided principal arterial oriented in the north-south direction with a posted speed limit of 45 mph. **Table 3** summarizes the annual average daily traffic (ADT) volumes at the interchange that are available from the GDOT *GeoCounts* traffic counts website.

The interchange consists of two signalized intersection nodes: the south node is the intersection of Mountain Industrial Boulevard with the SR 410 Eastbound ramps, and the north node is the intersection of Mountain Industrial Boulevard with the SR 410 Westbound ramps. Both intersections are controlled by a signal of mast arm design. As of May 2018, the signalized intersections at this interchange are controlled by the GDOT Regional Traffic Operations Program (RTOP). Turn laneage at both intersections is as follows:

- At the north node:
 - An exclusive left-turn lane is present at the northbound approach;
 - An exclusive right-turn lane is present at the westbound approach, and a channelized right-turn lane diverges from the outside southbound travel lane; and
 - A shared left-turn/right-turn lane is present at the westbound approach.
- At the south node:
 - An exclusive left-turn lane is present at the southbound and eastbound approaches;

- An exclusive right-turn lane is present at the eastbound approach, and an exclusive, channelized right-turn lane is present at the northbound approach; and
- A shared left-turn/right-turn lane is present at the eastbound approach.



Figure 2: SR 410 at Mountain Industrial Blvd

Table 3: AADT - SR 410 at Mountain Industrial Blvd

Count Location	2016 GeoCount AADT
North Mountain Industrial Blvd	38,100
SR 410 - WB Exit	4,820 ¹
SR 410 - WB Entrance	13,800 ¹
South Mountain Industrial Blvd	31,100 ¹
SR 410 - EB Entrance	4,450 ¹
SR 410 - EB Exit	12,200 ¹

At the study interchange, sidewalks are only present along the east side of Mountain Industrial Boulevard, though there are high-emphasis crosswalks striped across the north leg of the north node and the south leg of the south node, as well as across the channelized right-turn lanes at both nodes. All of the crosswalks are signalized with countdown pedestrian signal heads. No pedestrian connection

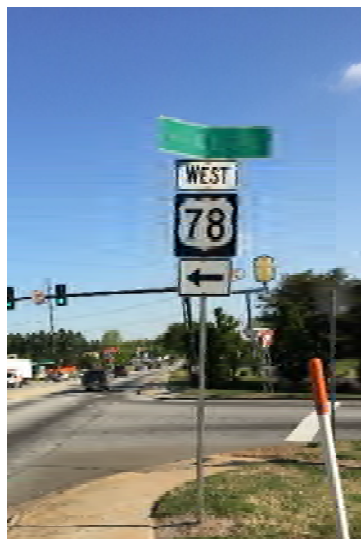
is provided on the Mountain Industrial Boulevard bridge crossing SR 410 between the two interchange nodes, and signs prohibiting pedestrians are post-mounted at each end of the bridge. A signed Metropolitan Atlanta Rapid Transit Authority (MARTA) bus stop is located 500 feet south of the south node along the northbound travel lanes. Overhead street lighting is provided along the bridge between the two intersections.

The area immediately surrounding the study interchange is primarily commercial and industrial with heavy truck traffic throughout the day. North of the north interchange node, a motel and liquor store are present on the east side of Mountain Industrial Boulevard, and an automobile care shop and tire store are located on the west side. South of the south interchange node, the Stars and Strikes Family Entertainment Center is located on the east side of Mountain Industrial Boulevard, and the Ethiopian Evangelical Church of Atlanta is located on the west side. Photo graphs of the study interchange are included in **Appendix C**.

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Thursday, April 19, 2018 during morning and afternoon peak periods. The following observations were noted:

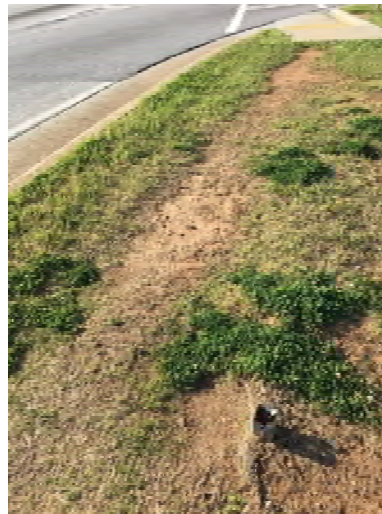
- At both interchange nodes, all the signal heads have backplates with no retroreflective borders; camera detection is present; and internally illuminated street signs are present.
- The northbound approach of the north node and the southbound approach of the south node have five-section signal heads for the left-turn lanes.
- The southbound approach of the north node and the northbound approach of the south node have movement prohibition signs restricting left-turn movements.
- The "Atlanta" destination guide sign on the southeast corner of the north node is faded:



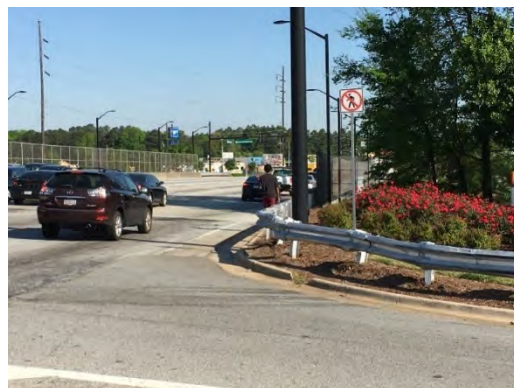
- During the evening peak period, queues in the southbound through lane at the north node extend past the outside lane splits, blocking right-turning motorists.
- The guardrail in the northeast corner of the south intersection appears struck in two locations:



- Rutting is present on the west side of Mountain Industrial Boulevard north of the interchange”:



- Pedestrians cross the bridge along the roadway without a pedestrian facility:



- The ramp pavement, striping, and signage is in good condition.

- The pavement and striping on Mountain Industrial Boulevard is in poor condition.
- At the south node, northbound motorists were observed changing lanes from the exclusive right-turn lane into the outside through lane immediately before the ramp, which may be an indication that mandatory lane movement signage may be inadequate:



Clearance Interval Review

Yellow and all-red clearance intervals from signal timings that were provided by the City of Tucker were reviewed and are included in **Appendix D**. The existing yellow and all-red times, as well as the calculated yellow and all-red times, are summarized in **Table 4** and **Table 5** for the north interchange node and south interchange node, respectively. Existing clearance interval times that are more than 2.0 seconds less than the corresponding calculated clearance interval are indicated in the tables in red. The study interchange nodes were recently added to the GDOT RTOP program in May 2018, and signal timings may change in the near future as various RTOP programs are implemented.

Table 4: Signal Timings - SR 410 at Mountain Industrial Boulevard - North

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
1	NBL	3.0	2.9	2.9	3.3
2	SB	4.4	4.0	2.0	1.5
4	WB	3.4	2.5	1.9	2.7
6	NB	4.4	4.4	2.0	1.9

Table 5: Signal Timings - SR 410 at Mountain Industrial Boulevard - South

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
1	NBL	3.0	2.9	2.9	3.3
2	SB	4.4	4.0	2.0	1.5
4	WB	3.4	2.5	1.9	2.7
6	NB	4.4	4.4	2.0	1.9

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash

history and if any future roadway improvements were planned for the study area. The following project was completed between 2013 and 2017:

- The Mountain Industrial Boulevard bridge over SR 410 was rehabilitated for heat straightening and structural member repairs in 2015.

No roadway improvement projects are currently programmed for the next five years; although, intersections recently added to the RTOP program are in various stages of improvement implementation, and improvement projects may be programmed for the study interchange in the near future.

Relevant project data sheets are included in **Appendix E**.

Crash Analysis

From January 1, 2013 to December 2017, a total of 993 crashes were reported for the interchange, including 262 injury crashes, resulting in 407 injuries, and three fatal crashes resulting in four fatalities. The number of crashes per year generally increased between 2013 and 2016 before declining again in 2017: 186 crashes were reported in 2013, 190 crashes in 2014, 206 crashes in 2015, 226 crashes in 2016, and 185 crashes were reported in 2017. The five-year crash history is summarized in **Table 6**. Detailed crash data tables are included in **Appendix F**.

Table 6: Summary of Crashes - SR 410 at Mountain Industrial Blvd

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	186	0	46	58	40
2014	190	1	59	55	18
2015	206	1	62	76	42
2016	226	0	47	71	32
2017	185	1	48	48	29
Total	993	3	262	308	161
Average	198.6	0.6	52.4	61.6	32.2
Percent		0.3%	26.4%	31.0%	16.2%

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 16 percent of the crashes occurred on wet pavement.
- 31 percent of the crashes occurred during dark conditions.
- One pedestrian crash and no bicycle crashes were reported over the five-year history.
- Twelve crashes occurred with a driver under the influence of alcohol.
- Two of the fatal crashes were rear-end crashes that occurred in 2014 and 2015. The third fatal crash was a single-vehicle crash that occurred in 2017.

- The peak period in crash frequency occurred from 6:00 AM to 9:00 AM. Crashes by time-of-day are summarized in **Figure 3**.
- Approximately 34 percent of the crashes occurred at-fault in the eastbound direction, and an additional 34 percent occurred at-fault in the westbound direction. Eastbound and westbound crashes were reviewed by time-of-day, and eastbound crashes were concentrated during the evening peak period, and westbound crashes were concentrated during the morning peak period, consistent with typical commute patterns of the area.

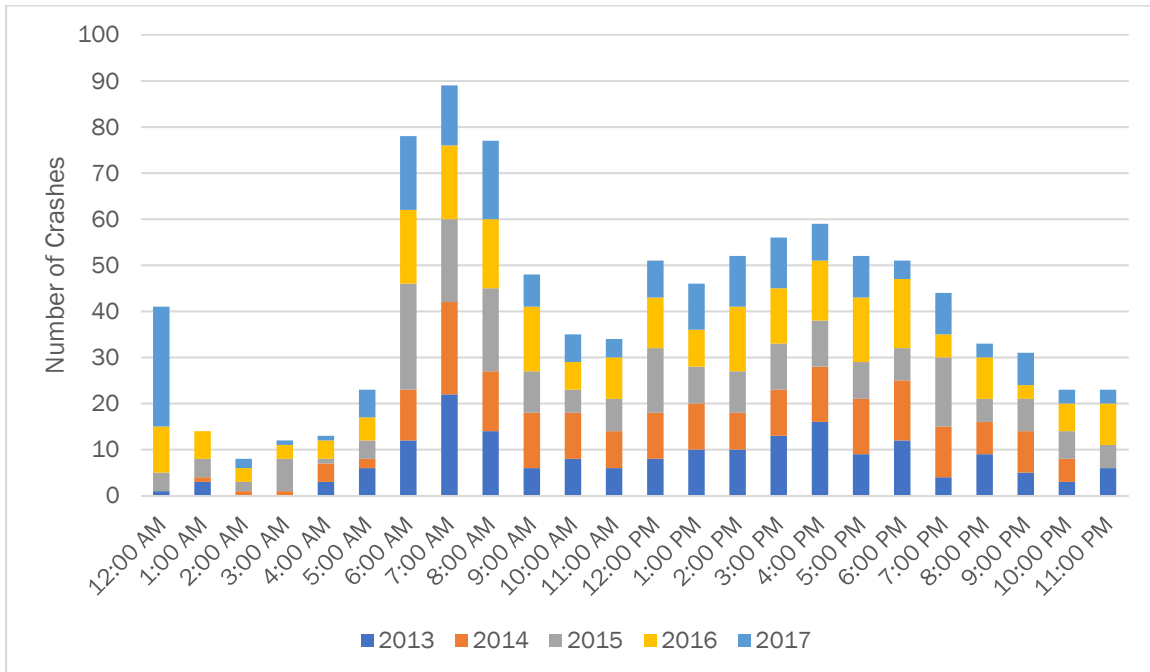


Figure 3: Crashes by Time of Day - SR 410 at Mountain Industrial Blvd

Table 7 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type at the study interchange was a rear-end crash (60 percent), and the second most common crash type was a sideswipe crash (11 percent), which is consistent with crash trends in congested areas. Approximately 45 percent of the rear-end crashes occurred at-fault in the eastbound direction, and 44 percent of the sideswipe crashes occurred at-fault in the westbound direction.

Table 7: Summary of Crashes by Type – SR 410 at Mountain Industrial Blvd

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	92	116	103	120	95	526	52.97%
Sideswipe	30	20	38	44	33	165	16.62%
Left-Turn	19	18	20	19	17	93	9.37%
Angle	17	17	19	19	16	88	8.86%
Hit Other Fixed Object	15	8	8	8	7	46	4.63%
Pedestrian/Bicycle	0	1	0	0	0	1	0.10%
All Others	13	10	18	16	17	74	7.45%
Total	186	190	206	226	185	993	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection.

Tier 1:

- Restripe Mountain Industrial Boulevard.
- Add retroreflective borders to all backplates at both intersections.
- Correct the striping of two-way left-turn lane between the SR 410 Westbound ramps and Hirsch Drive.
- Replace the faded "Atlanta" destination guide sign (MUTCD D1-1) located along the outside of the northbound travel lanes in the southeast corner of the south intersection.
- Move the guide sign configuration along the outside of the northbound travel lanes in the southeast corner of the south intersection further upstream.
- South of the interchange, install a mandatory movement lane control sign (MUTCD R3-5) along the outside of the northbound travel lane, approaching the south intersection, to identify the outside travel lane as a right-turn-only lane.
- At the south intersection, install a temporary raised median with rub traffic-separating curb, south of the intersection, removing the two-way left-turn lane.
- South of the interchange, install a triangular island with rubber traffic-separating curb at Sarr Parkway to modify its access to right-turn-in/right-turn-out-only.
- At the north intersection, restripe to delineate an exclusive southbound right-turn lane.

Tier 2:

- Repave Mountain Industrial Boulevard.
- Replace the northbound and southbound five-section signal heads to four-section signal heads with a flashing yellow arrow. Install an additional three-section signal head over the through travel lanes of both approaches.
- Repair and replace broken sidewalks along Mountain Industrial Boulevard.

Tier 3:

- At the southern intersection:
 - Install a permanent raised median south of the intersection, removing the two-way left-turn lane.

- Install a permanent raised triangular island or delineators for right-turn-in/right-turn-out-only access at Sarr Parkway.
- Identify a pedestrian connection along Mountain Industrial Boulevard over the bridge.
- Consider closing and consolidating access points on Mountain Industrial Boulevard near the interchange, encouraging inter-parcel access and driving sharing:
 - Close the northern access to Southern Auto Distributing.
 - Construct an inter-parcel driveway to connect the Southern Auto Distributing site to the 99 Warehouse site.
 - Modify the existing 99 Warehouse access to right-turn-in/right-turn-out-only access.
 - Delineate the SunTrust Bank driveway on Mountain Industrial Boulevard to right-turn-out-only access.
 - Close the southern access to Valero on Mountain Industrial Boulevard.
 - Consolidate driveways along the western side at the Public Storage and Valero.
- Because approximately 31 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the interchange to identify appropriate lighting upgrades.
- Consider an in-depth corridor study along Mountain Industrial Boulevard from the interchange at SR 10 (US 78/Stone Mountain Freeway) to SR 236 (Hugh Howell Road).

3.2 SR 410 (US 78/STONE MOUNTAIN FREEWAY) AT BROCKETT ROAD

The interchange of SR 410 (US 78/Stone Mountain Freeway) at Brockett Road is a diamond interchange located in southwest Tucker, as shown in **Figure 4**. SR 410 is a six-lane, divided freeway oriented in the northeast-southwest direction with a posted speed limit of 65 mph. The minor street, Brockett Road, is a four-lane, minor arterial roadway oriented in the northwest-southeast direction with a posted speed limit of 35 mph. For the purposes of this study, SR 410 will be considered east-west and Brockett Road will be considered north-south. The ADT volumes available for the study interchange from *GeoCounts* are summarized in **Table 8**.

The interchange consists of two nodes: the south node is the signalized intersection of Brockett Road at the SR 410 Eastbound ramps, and the north node the unsignalized intersection of Brockett Road with the SR 410 Westbound ramps. The south node is controlled by a drop box span wire signal, and the north node operates under side-street stop control. As of May 2018, the signalized intersection at this interchange is controlled by the GDOT RTOP. The signalized intersection of Brockett Road at

Coolidge Road is located directly north of the north interchange node and was included as part of the operational review of this study. Turn laneage at the interchange nodes is as follows:

- At the north node, an exclusive left-turn lane is present at the northbound approach.
- At the south node:
 - An exclusive left-turn lane is present at the southbound approach;
 - An exclusive right-turn lane is present at the northbound approach; and
 - An exclusive left-turn and an exclusive right-turn lane are present at the eastbound approach.



Figure 4: SR 410 at Brockett Rd

Table 8: Daily Volumes - SR 410 at Brockett Rd

Count Location	2016 GeoCounts ADT
South Brockett Road	21,500 ¹
Stone Mountain Fwy - WB Exit	3,790 ¹
Stone Mountain Fwy - WB Entrance	8,040 ¹
Stone Mountain Fwy - EB Entrance	4,280 ¹
Stone Mountain Fwy - EB Exit	7,280 ¹

Sidewalks are present along the east side of Brockett Road, and high-emphasis crosswalks are striped across the ramp legs of the north node. Crosswalks without high-emphasis markings are striped across the south and east legs of the south node. The crosswalks at the south node are signalized with countdown pedestrian signal heads. At the intersection with Cooledge Road, signalized crosswalks without high-emphasis markings are provided across the north and east legs. Overhead street lighting is provided at the southwest corner of the north node and at the northwest corner of the south node. No lighting is provided underneath the SR 410 bridge.

The area immediately surrounding the study intersection is both residential and commercial. At the south interchange node, a shopping center is located on the southeast corner and a multi-family residential complex is located at the southwest corner. A Chevron gas station and office building are located northeast of the north interchange node, and the United State Egg and Poultry Association headquarters is located west of it. Single family residential is located north of the study interchange, and multi-family residential is located south of the study interchange. Photographs of the study intersection are included in **Appendix C**.

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Tuesday, April 24, 2018, during morning peak hour conditions and Thursday, April 26, 2018 during afternoon peak hour conditions. The following observations were noted:

- The pavement and striping on Brockett Road is in poor condition.



- Ramp pavement markings were in good condition, including the crosswalks.
- Debris and trash were present underneath the bridge.

- At the north interchange node, overgrown vegetation along the west side of Brockett Road impeded visibility for southbound right-turning motorists.
- The vegetation on the west side of Brockett Road was very overgrown and made the west sidewalk nearly impassable.



- Drainage in the northeast corner of the south interchange node is poor, flooding the east sidewalk.
- No signal heads have backplates or reflective borders.
- The southbound approach of the south interchange node has a five-section signal head.
- Congestion is heavy along the eastbound travel lanes of SR 410 during the evening peak hour.
- The eastbound entrance ramp is metered during the evening peak period.
- The guardrail at the northeast corner of the south node was struck.



- The "Stone Mountain" destination guide sign (MUTCD D1-1) located along the outside of the southbound travel lanes in the northwest corner of the south node is faded.



- During the evening peak hour, right-turn volumes on the westbound exit ramp queue due to delay from the signal at Cooledge Road.
- During the evening peak hour, northbound right-turn queues at Cooledge Road blocked the northern interchange node on Brockett Road.
- During the evening peak hour, a heavy westbound left-turn movement at the Cooledge Road intersection onto the SR 410 Westbound entrance ramp was observed.

Clearance Interval Review

Yellow and all-red clearance intervals from signal timings that were provided by the City of Tucker were reviewed and are included in **Appendix D**. The existing yellow and all-red times, as well as the calculated yellow and all-red times, are summarized in **Table 9** and **Table 10** for the intersection with the eastbound ramps and for the intersection at Cooledge Road, respectively. Existing clearance interval times that are more than 2.0 seconds less than the corresponding calculated clearance interval are indicated in the tables in red. The intersection of SR 410 at Brockett Road and the intersection of Brockett Road at Cooledge Road were recently added to the GDOT RTOP program in May 2018, and signal timings may change in the near future as various RTOP programs are implemented.

Table 9: Signal Timings – SR 410 at Brockett Rd South Intersection

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
2	SB	4.2	4.0	1.5	2.7
4	EB	3.5	5.2	2.6	1.8
5	SBL	3.0	3.1	3.3	3.0
6	NB	4.2	3.8	1.5	1.7

Table 10: Signal Timings – Brockett Rd at Cooledge Rd

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
2	SB	4.3	4.9	1.8	1.7
4	WB	4.0	2.8	1.9	2.5
5	SBL	3.1	3.4	3.1	3.0
6	NB	4.3	3.2	1.8	1.4

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. The following projects were completed during the five-year crash history (2013 – 2017):

- SR 410 underwent a milling and resurfacing in 2016 to address portions of the existing pavement that were deteriorating.

The following projects are planned for future completion:

- The operational improvement project will consist of widening the westbound entrance ramp from one to two lanes and installing dual lane ramp meters in 2018.

Additionally, intersections recently added to the RTOP program are in various stages of improvement implementation, and improvement projects may be programmed for the study interchange in the near future.

Relevant project data sheets are included in **Appendix E**

Crash Analysis

From January 1, 2013 to December 2017, a total of 576 crashes were reported for the interchange, including 160 injury crashes resulting in 263 injuries, and two fatal crashes. The number of crashes per year generally increased between 2013 and 2017 with a spike in 2016: 76 crashes were reported in 2013, 85 crashes in 2014, 129 crashes in 2015, 162 crashes in 2016, and 124 crashes in 2017.

Table 11 summarizes the crash data by year. Detailed crash data tables are included in **Appendix F**.

Table 11: Summary of Crashes - SR 410 at Brockett Rd

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	76	1	19	25	25
2014	85	0	19	22	12
2015	129	1	30	44	29
2016	162	0	47	57	15
2017	124	0	45	35	20
Total	576	2	160	183	101
Average	115.2	0.4	32	36.6	20.2
Percent		0.3%	27.8%	31.8%	17.5%

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 18 percent of the crashes occurred on wet pavement.
- 32 percent of the crashes occurred during dark conditions. An additional three percent of crashes occurred during dusk/dawn conditions.
- Seven crashes occurred with a driver under the influence of alcohol.
- Crashes were more concentrated on weekdays rather than weekend days.
- The peak periods in crash frequency occurred from 7:00 AM to 8:00 AM and from 4:00 PM to 6:00 PM, as shown in **Figure 5**.
- Over 51 percent of the crashes occurred at-fault in the westbound direction.

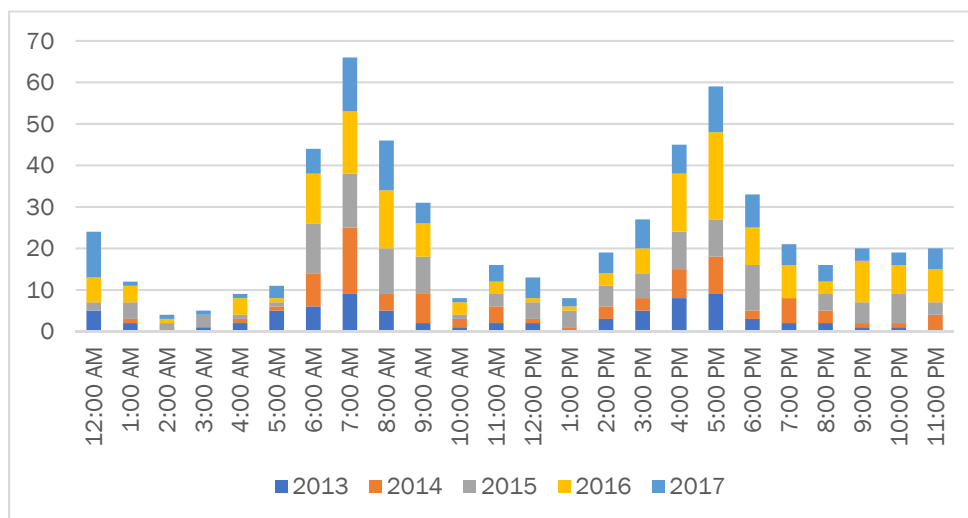


Figure 5: Crashes by Time of Day - SR 410 at Brockett Rd

Table 12 summarizes the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear-end crash (57 percent), of which 55 percent occurred in the westbound direction. The second most common crash type was a sideswipe crash (21 percent). The predominant at-fault direction of the sideswipe crashes was more evenly distributed between westbound (48 percent) and eastbound (44 percent).

Table 12: Summary of Crashes by Type - SR 410 at Brockett Rd

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	36	54	77	94	69	330	57.29%
Sideswipe	13	15	25	44	24	121	21.01%
Angle	5	4	6	9	10	34	5.90%
Hit Other Fixed Object	4	5	5	4	4	22	3.82%
Left-Turn	8	1	3	2	4	18	3.13%
All Others	10	6	13	9	13	51	8.85%
Total	76	85	129	162	124	576	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Restripe Brockett Road.
- Install backplates with retroreflective borders to the signal heads at the intersection of the SR 410 Eastbound ramps at Brockett Road and at the intersection of Brockett Road at Cooledge Road.
- Stripe high-emphasis markings on all crosswalks at the southern intersection of the interchange.
- Stripe high-emphasis markings on all crosswalks at the intersection of Brockett Road at Cooledge Road.
- Clear the debris from the sidewalk under the SR 410 bridge.
- Clear and grub vegetation on the west side of Brockett Road to improve visibility and to clear the sidewalk for pedestrian accessibility.
- Replace the faded "Stone Mountain" destination guide sign (MUTCD D1-1) located along the outside of the southbound travel lanes in the northwest corner of the south intersection.
- Review pedestrian signal timings at the south intersection of the interchange.

Tier 2:

- Repave Brockett Road.
- Repair and replace broken sidewalks along Mountain Industrial Boulevard.
- At the intersection of SR 410 Eastbound at Brockett Road, upgrade the southbound five-section signal head to a four-section signal head with a flashing yellow arrow.
- At the intersection of Brockett Road at Cooledge Road, upgrade the southbound five-section signal head to a four-section signal head with a flashing yellow arrow.
- Upgrade all pedestrian signal heads at the intersection of Brockett Road at Cooledge Road to countdown pedestrian signal heads.

Tier 3:

- Consider a roundabout solution for the close proximity of the intersections of SR 410 Westbound at Brockett Road and Brockett Road at Cooledge Road.
- Consider a roundabout solution for the interchange nodes.

- Because approximately 32 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the interchange to identify appropriate lighting upgrades.

3.3 SR 10 (US 78/STONE MOUNTAIN FREEWAY) AT SR 236 (HUGH HOWELL ROAD)

The interchange of SR 10 (US 78/Stone Mountain Freeway) at SR 236 (Hugh Howell Road) is located in southeast Tucker. An aerial of the study interchange is included in **Figure 6**. SR 10 is a four-lane, divided freeway oriented in the east-west direction with a posted speed limit of 65 mph, and SR 236 is a four-lane, minor arterial oriented in the north-south direction with a posted speed limit of 45 mph. The ADT volumes available for the study interchange from *GeoCounts* are summarized in **Table 13**.



Figure 6: SR 10 at SR 236

Table 13: Daily Volumes - SR 10 at SR 236

Count Location	2016 GeoCounts ADT
Stone Mountain Freeway - WB Exit	3,820
Stone Mountain Freeway - WB Entrance	6,890

The area immediately surrounding the interchange is primarily undeveloped, though there are two gas stations and a small office building north of the interchange on SR 236. Stone Mountain Park is situated south of the interchange; however, access to the park from SR 236 has been blocked. No bicycle, pedestrian, or transit facilities are located in the vicinity of the study interchange, and no overhead street lighting is provided. Photographs of the study interchange are provided in **Appendix C**.

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Tuesday, April 17, 2018 during afternoon peak hour conditions and Wednesday, April 18, 2018, during morning peak hour conditions. The following observations were noted:

- No rumble striping is present along any of the loop ramps.
- The Eastbound SR 10 exit ramp has a very tight-turning radius.
- Car tracks were present in the grass on the outside of the Eastbound SR 10 exit ramp, indicating a likely location of motorists running off the roadway due to high speeds and a tight turning radius.



- Few curve chevrons are present along the Eastbound SR 10 exit lane.
- The roadways need to be restriped and repaved.
- Overhead signage for the southbound approach is not aligned over the correct lanes.



- During the morning peak period, significant queuing was observed on the Westbound SR 10 entrance ramp, due to congestion downstream.
- During the evening peak hour, a heavy volume of motorists exiting Eastbound SR 10 merge into the outside northbound travel lane on SR 236 to make an immediate right-turn movement onto Lilburn-Stone Mountain Road, causing northbound queues that extend to the interchange ramps.

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. The following projects were completed during the crash history (2013 – 2017):

- SR 236 underwent a resurfacing in 2017 to address portions of the existing pavement that were deteriorating.

The following projects are planned for future completion:

- The intersection of SR 10 (US 78/Stone Mountain Freeway) and SR 236 (Hugh Howell Road) is projected to undergo a reconstruction/rehabilitation project that will be completed before 2020. The proposed quick operational improvement project would consist of widening the westbound entrance ramp to two lanes and installing a dual lane ramp meter. The concept report has been completed.

Relevant project data sheets are included in **Appendix E**.

Crash Analysis

From January 1, 2013 to December 2017, a total of 429 crashes were reported for the intersection, including 132 injury crashes resulting in 181 injuries, and two fatal crashes. The number of crashes per year were consistent between 2013 and 2015, then sharply increased in 2016, before decreasing again in 2017: 74 crashes were reported in 2013, 74 crashes in 2014, 75 crashes in 2015, 108 crashes in 2016, and 98 crashes in 2017. **Table 14** summarizes the crash data by year. Detailed crash data tables are included in **Appendix F**.

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Nearly 25 percent of the crashes occurred on wet pavement.
- 29 percent of the crashes occurred during dark conditions. An additional four percent of crashes occurred during dusk/dawn.

- Six crashes occurred with a driver under the influence of alcohol.
- Crashes were more concentrated on weekdays rather than weekend days.
- The peak periods in crash frequency occurred from 7:00 AM to 9:00 AM and from 5:00 PM to 7:00 PM, as depicted in **Figure 7**.
- 21 percent of the crashes were single-vehicle crashes.

Table 14: Summary of Crashes - SR 10 at SR 236

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	74	1	24	22	24
2014	74	0	18	27	17
2015	75	0	28	25	25
2016	108	0	31	25	23
2017	98	1	31	26	22
Total	429	2	132	125	111
Average	85.8	0.4	31	25	22.2
Percent		0.5%	36.1%	29.1%	25.9%

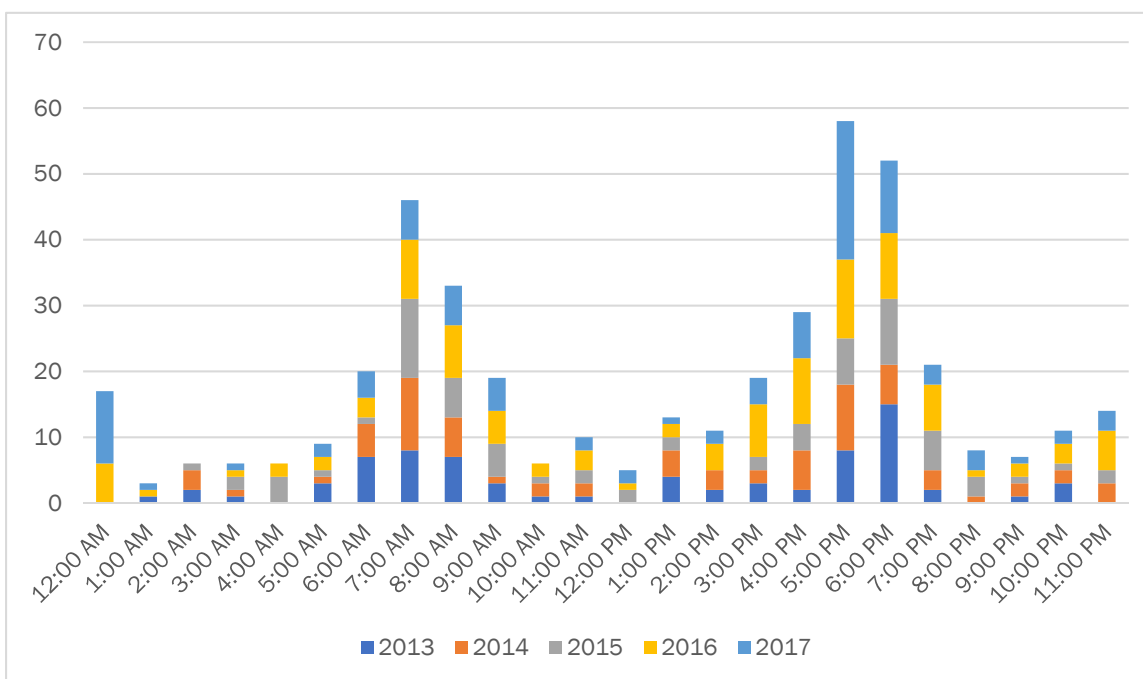


Figure 7: Crashes by Time of Day - SR 10 at SR 236

Table 15 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear-end crash (50 percent) evenly split between the eastbound and westbound directions. The second most common crash type was a sideswipe crash (25 percent), of which 48 percent occurred at-fault in the westbound direction.

Table 15: Summary of Crashes by Type – SR 10 at SR 236

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	38	35	40	55	48	216	50.35%
Sideswipe	16	19	15	32	25	107	24.94%
Hit Other Fixed Object	12	8	8	14	16	58	13.52%
Pedestrian/Bicycle	0	0	1	0	0	1	0.23%
All Others	8	12	11	7	9	47	10.96%
Total	74	74	75	108	98	429	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Review and upgrade curve warning signs (MUTCD W1- series) and speed advisory plaques (MUTCD W13- series) on all ramps to meet MUTCD and GDOT standards.
- On the Eastbound SR 10 exit ramp, install curve chevrons (MUTCD W1-8) with retroreflective strips on the sign post along the outside of the ramp.
- On the Westbound SR 10 exit ramp, install a traffic signal ahead warning sign (MUTCD W3-3) prior to the merge with SR 236.
- Restripe to better delineate where the inside southbound travel lane of SR 236 diverges at the ramp onto Westbound SR 10.
- Stripe lane-use arrow pavement markings on the southbound travel lanes of SR 236 upstream of the Westbound SR 10 entrance ramp.
- Relocate the "US 78" guide signs currently located immediately south of where the inside southbound travel lane of SR 236 splits to a location further upstream, along the southbound travel lanes.
- On the entrance ramp to Westbound SR 10, install curve chevrons (MUTCD W1-8) with retroreflective strips on the sign post along the ramp.
- Review the placement of the overhead lane control signs over both the northbound and southbound travel lanes of SR 236 and place over the appropriate lanes.
- Replace burned-out light bulbs along SR 236 under the SR 10 bridge.

Tier 2:

- On the SR 10 Eastbound exit ramp, install a shoulder on the outside of the ramp.
- On the SR 10 Eastbound exit ramp, install a rumble strip and a 6-inch retroreflective Edgeline on the inside of the ramp.

- On the SR 10 Westbound exit ramp, remove the curb on the inside of the ramp.
- On the SR 10 Westbound exit ramp, install a shoulder on the outside of the ramp.

Tier 3:

- On the SR 10 Eastbound exit ramp, review and correct, as necessary, slope and superelevation.
- At the entrance ramp to Westbound SR 10, review the necessity of the southbound inside lane split on SR 236 and consider the appropriateness of one through lane and one right-turn lane.
- Close the Shell driveway on SR 236.
- Close the western Shell driveway on Lilburn-Stone Mountain Road.
- Because approximately 29 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the interchange to identify appropriate lighting upgrades.
- Because approximately 25 percent of the crashes reported during the five-year history occurred on wet pavement, review drainage and pavement conditions at the interchange.

3.4 SR 236 (HUGH HOWELL ROAD) AT MOUNTAIN INDUSTRIAL BOULEVARD

The intersection of SR 236 (Hugh Howell Road) at Mountain Industrial Boulevard is located in central Tucker. An aerial of the study intersection is included in **Figure 8**. The major street, Mountain Industrial Boulevard, is a four-lane principal arterial oriented in the north-south direction, and the minor street, SR 236, is a four-lane minor arterial oriented in the east-west direction. Both roadways have a posted speed limit of 45 mph. The ADT volumes available for the study intersection from *GeoCounts* are summarized in **Table 16** Table 16.

The intersection of SR 236 at Mountain Industrial Boulevard is controlled by a signal of mast arm design. All four approaches provide exclusive left-turn lanes and two through lanes, and all left-turn movements operate with protected-permissive left-turn phasing. A sidewalk is present along the east side of the Mountain Industrial Boulevard south leg, and crosswalks with countdown pedestrian signals are present across all four legs of the intersection, with appropriate Americans with Disabilities Act (ADA)-accessible ramps and concrete staging areas. A westbound MARTA bus stop with a bench is located 150 feet west of the intersection, and a southbound MARTA bus stop is located 275 feet south of the intersection. No sidewalk is present between the intersection and either of the bus stops. Overhead street lighting is provided on the east side of Mountain Industrial Boulevard, on the southside of SR 236, and on the westside of Mountain Industrial Boulevard north of the study intersection.



Figure 8: SR 236 at Mountain Industrial Blvd

Table 16: Daily Volumes - SR 236 at Mountain Industrial Blvd

Count Location	2016 GeoCounts ADT
West Hugh Howell Rd	22,400 ¹
South Mountain Industrial Blvd	38,100

¹Count estimated from previous year

The area immediately surrounding the study intersection is primarily commercial. A BP gas station is in the southeast quadrant of the study intersection, an abandoned National Tire and Battery store is located on the northeast quadrant of the study intersection, a Wells Fargo Bank is in the southwest quadrant of the study intersection, and a business park is in the northwest quadrant of the study intersection. Photographs of the study intersection are included in **Appendix C**.

Qualitative Assessment

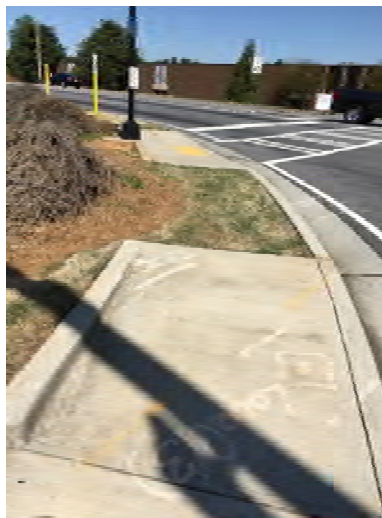
The existing conditions and operations of the study intersection were observed on Tuesday, April 19, 2018 during morning and evening peak hour conditions. The following observations were noted:

- All signal heads have backplates, but no reflective borders.
- All approaches have five-section signal heads.

- Each mast arm includes an internally illuminated street name sign.
- Video detection is present on all four approaches.
- Advanced signage identifies intersection lane configuration for the eastbound and westbound approaches.
- Rutting is present in the grass along the pedestrian approaches to the northeast and southwest corner of the study intersection.



- There is adequate pedestrian crossing time.
- SR 236 appears to have been recently restriped and repaved, but Mountain Industrial Boulevard is still in need of repaving and restriping.
- On the southwest corner, a concrete slab is missing between the west leg and south leg crosswalk staging areas.



- During afternoon peak hour conditions, queueing is heavy in the southbound and eastbound directions.
- A southbound pedestrian was observed crossing the east leg mid-block.
- Two eastbound pedestrians utilized the south leg crosswalk but did not use the activation button for the pedestrian signal.
- A westbound pedestrian was observed crossing the south leg.
- Multiple southbound motorists cut through the empty building parking lot on the northeast corner of the study intersection to avoid southbound left-turn maneuver.

Clearance Interval Review

Yellow and all-red clearance intervals from signal timings that were provided by the City of Tucker were reviewed and are included in **Appendix D**. The existing yellow and all-red times, as well as the calculated yellow and all-red times, are summarized for the study intersection in **Table 17**. Existing clearance interval times that are more than 2.0 seconds less than the corresponding calculated clearance interval are indicated in the tables in red. The study intersection was recently added to the GDOT RTOP program in May 2018, and signal timings may change in the near future as various RTOP programs are implemented.

Table 17: Signal Timings – SR 236 at Mountain Industrial Blvd

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
1	NBL	3.4	2.6	3.0	2.8
2	SB	4.8	3.8	1.8	1.8
3	WBL	3.5	2.7	3.0	3.5
4	EB	4.6	4.3	2.1	1.9
5	SBL	3.4	2.5	3.0	3.1
6	NB	4.8	3.9	1.8	1.8
7	EBL	3.5	2.8	3.0	3.5
8	WB	4.6	4.1	2.1	1.9

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. The following projects were completed during the crash history (2013 – 2017):

- SR 236 underwent a resurfacing in 2017 to address portions of the existing pavement that were deteriorating.

Additionally, intersections recently added to the RTOP program are in various stages of improvement implementation, and improvement projects may be programmed for the study interchange in the near future.

Relevant project data sheets are included in **Appendix E**.

Crash Analysis

From January 1, 2013 to December 2017, a total of 405 crashes were reported for the intersection, including 107 injury crashes resulting in 172 injuries, and zero fatal crashes. The number of crashes per year held steady between 2013 and 2014, then sharply increase in 2015 and 2016, and decreases again in 2017: 67 crashes were reported in 2013, 66 crashes in 2014, 80 crashes in 2015, 102 crashes in 2016, and 90 crashes in 2017. **Table 18** summarizes the crash data by year. Detailed crash data tables are included in **Appendix F**.

Table 18: Summary of Crashes – SR 236 at Mountain Industrial Blvd

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	67	0	16	8	11
2014	66	0	22	11	5
2015	80	0	19	14	14
2016	102	0	29	13	10
2017	90	0	21	10	11
Total	405	0	107	56	51
Average	81	0	21.4	11.2	10.2
Percent		0.0%	26.4%	13.8%	12.6%

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 13 percent of the crashes occurred on wet pavement.
- Nearly 14 percent of the crashes occurred during dark conditions. An additional three percent of crashes occurred during dusk/dawn.
- Three crashes occurred with a driver under the influence of alcohol.
- Crashes were more concentrated on weekdays rather than weekend days.
- The peak periods in crash frequency occurred from 4:00 PM to 5:00 PM, as shown in **Figure 9**.
- Almost 65 percent of the crashes occurred at-fault in either the northbound and southbound direction.

Table 19 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear-end crash (43 percent) of which 45 percent occurred in the southbound direction. The second most common crash type was an angle crash (22 percent) of which 47 percent occurred in the northbound direction. The third most common crash type was a sideswipe crash (21 percent), of which 41 percent occurred at-fault in the southbound direction.

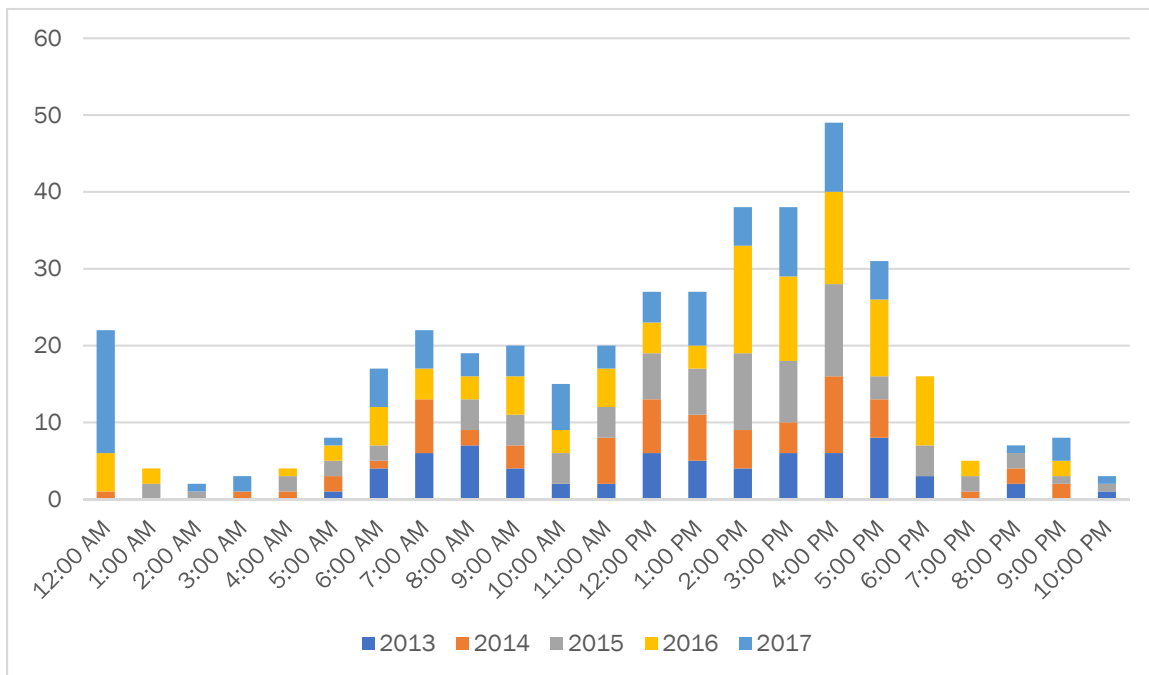


Figure 9: Crashes by Time of Day – SR 236 at Mountain Industrial Blvd

Table 19: Summary of Crashes by Type – SR 236 at Mountain Industrial Blvd

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	23	32	31	50	39	175	43.21%
Angle	21	14	21	16	15	87	21.48%
Sideswipe	14	10	14	24	24	86	21.23%
Left-Turn	7	5	8	5	4	29	7.16%
All Others	2	5	6	7	8	28	6.91%
Total	67	66	80	102	90	405	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Restripe Mountain Industrial Boulevard.
- Install retroreflective borders to all signal head backplates.

Tier 2:

- Repave Mountain Industrial Boulevard.

- Upgrade existing five-section signal heads to four-section signal heads with a flashing yellow arrow for all approaches. Install additional three-section signal heads over the through travel lanes of each approach.
- Fill in the gaps of the pedestrian network along Mountain Industrial Boulevard.

Tier 3:

- Consider closing the northern access point on Mountain Industrial Boulevard of the gas station in the southeast corner of the intersection.
- When the parcels in the northeast corner of the intersection redevelop, provide connectivity and a better grid network.
 - When redevelopment occurs, recommend an east-west roadway to relieve southbound left-turning vehicles, such as a jug handle reconfiguration.
- Consider an in-depth corridor study along Mountain Industrial Boulevard from the interchange at SR 10 (US 78/Stone Mountain Freeway) to SR 236 (Hugh Howell Road).

3.5 SR 410 (US 78/STONE MOUNTAIN FREEWAY) AT SR 10 (MEMORIAL DRIVE)

The interchange of SR 410 (US 78/Stone Mountain Freeway) at SR 10 (Memorial Drive) is located in south Tucker. SR 410 is a four-lane, divided freeway oriented in the northwest-southeast direction with a posted speed limit of 65 mph. SR 10 is a four-lane, divided principal arterial oriented in the northeast-southwest direction with a posted speed limit of 45 mph. The interchange merges the two roadways, continuing as SR 10/SR 410 (US 78/Stone Mountain Freeway) to the east. No pedestrian, bicycle, or transit facilities are located in the vicinity of the interchange, and no overhead street lighting is provided. The area immediately surrounding the interchange is undeveloped. The ADT volumes available for the study interchange are summarized in **Table 20**. An aerial of the study interchange is shown in **Figure 10**, and photographs of the study area are included in **Appendix C**.

Table 20: Daily Volumes - SR 410 at SR 10

Count Location	2016 GeoCounts ADT
Stone Mountain Freeway - WB Exit	10,700 ¹
Stone Mountain Freeway - WB Entrance	5,110 ¹
Memorial Drive - WB Entrance	4,850 ¹
Stone Mountain Freeway - EB Entrance	14,480 ²

¹Count estimated from previous year

²Count estimated from 2007



Figure 10: SR 410 at SR 10

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Tuesday, April 17, 2018 during afternoon peak hour conditions and Wednesday, April 18, 2018, during morning peak hour conditions. The following observations were noted:

- The following locations do not have rumble strips:
 - The inside of the ramp from Eastbound SR 10 onto Westbound SR 410.
 - The inside of the ramp from Eastbound SR 10 onto Eastbound SR 10/SR 410.
 - The inside of the ramp from Eastbound SR 410 onto Westbound SR 10.
 - The inside of the ramp from Westbound SR 10/SR 410 onto Westbound SR 10.
- The ramp from Eastbound SR 10 onto Westbound SR 410 has a tight turning radius.
- The distance between the entrance ramp from East Ponce de Leon Avenue onto Eastbound SR 10 and the exit ramp from Eastbound SR 10 onto Westbound SR 410 is approximately 1,000 feet. This distance may contribute to conflicts between vehicles weaving between the two interchanges.
- During the morning peak period, heavy queuing was observed along the ramp from Eastbound SR 10 onto Westbound SR 410.

- The guardrail on the inside of the ramp from Eastbound SR 10 onto Westbound SR 410 has been damaged.



Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. The following projects were completed during the crash history (2013 – 2017):

- SR 410 underwent a milling and resurfacing in 2016 to address portions of the existing pavement that were deteriorating.

Relevant project data sheets are included in **Appendix E**.

Crash Analysis

From January 1, 2013 to December 2017, a total of 281 crashes were reported for the intersection, including 90 injury crashes resulting in 118 injuries, and three fatal crashes. The number of crashes vary over the five-year history: 44 crashes were reported in 2013, 29 crashes in 2014, 59 crashes in 2015, 82 crashes in 2016, and 67 crashes in 2017. **Table 21** summarizes the crash data by year and **Figure 11** summarizes the crashes by time of day. Detailed crash data tables are included in **Appendix F**.

Table 21: Summary of Crashes – SR 410 at SR 10

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	44	1	17	23	17
2014	29	1	10	18	7
2015	59	1	18	25	25
2016	82	0	25	36	17
2017	67	0	20	30	14
Total	281	3	90	132	80
Average	56.2	0.6	18	26.4	16
Percent		1.1%	32.0%	47.0%	28.5%

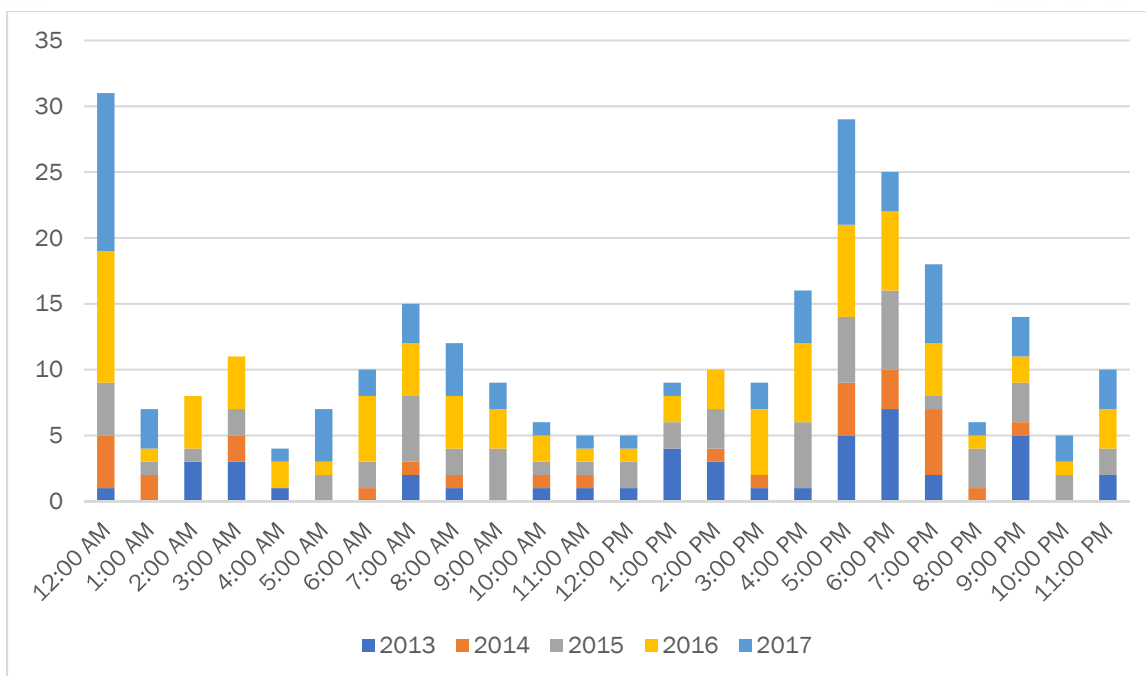


Figure 11: Crashes by Time of Day - SR 410 at SR 10

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Nearly 28 percent of the crashes occurred on wet pavement.
- 47 percent of the crashes occurred during dark conditions.
- One pedestrian crash was reported over the five-year history.
- Four crashes occurred with a driver under the influence of alcohol.
- The peak periods in crash frequency occurred from 5:00 PM to 7:00.
- 42 percent of all crashes were single-vehicle crashes, with 93 percent of run off the road crashes as single-vehicle crashes.

Table 22 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a run-off-the-road crash (40 percent) of which 54 percent occurred in the westbound direction and 42 percent occurred in the eastbound direction. The second most common crash type was a rear-end crash (29 percent) of which 64 percent occurred in the eastbound direction.

Table 22: Summary of Crashes by Type - SR 410 at SR 10

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Run off the Road	20	9	32	26	26	113	40.21%
Rear-End	14	5	18	24	21	82	29.18%
Sideswipe	7	13	8	23	18	69	24.56%
All Others	3	2	1	9	2	17	6.05%
Total	44	29	59	82	67	281	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Review and upgrade curve warning signs (MUTCD W1- series) and speed advisory plaques (MUTCD W13- series) on all ramps to meet MUTCD and GDOT standards.
- Install curve chevrons (MUTCD W1-8) with retroreflective strips on the sign post along the loop ramp from SR 10 Eastbound onto SR 410 Westbound.

Tier 2:

- Improvements for the eastbound Memorial Drive to westbound Stone Mountain Freeway ramp:
 - Install 6-inch retroreflective Edgeline on both sides of the ramp.
 - Replace the inside guardrail.
 - Add a shoulder to the outside of the ramp.
- Add rumble strips along the following ramp sides:
 - Inside and outside of the eastbound Memorial Drive to westbound Stone Mountain Freeway ramp
 - Inside of the eastbound Memorial Drive directional ramp
 - Inside and outside of the eastbound Stone Mountain Freeway to westbound Memorial Drive ramp
 - Inside of the westbound Stone Mountain Freeway directional ramp

Tier 3:

- Review and correct, as necessary, slope and super elevation of all ramps.
- Because approximately 47 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the interchange to identify appropriate lighting upgrades.
- Because approximately 28 percent of the crashes reported during the five-year history occurred on wet pavement, review drainage and pavement conditions at the interchange.

3.6 SR 236 (LAVISTA ROAD) AT MONTREAL ROAD

The intersection of SR 236 (Lavista Road) at Montreal Road is generally located in north Tucker. An aerial of the study intersection is included in **Figure 12**. SR 236 is a four-lane minor arterial oriented

in the northeast-southwest direction with a posted speed limit of 35 mph. The minor street, Montreal Road, is a two-lane major collector oriented in the north-south direction with a posted speed limit of 35 mph. For the purposes of this study, SR 236 will be considered east-west. The ADT volumes available for the study intersection from *GeoCounts* are summarized in **Table 23** Table 16.



Figure 12: SR 236 at Montreal Rd

Table 23: Daily Volumes - SR 236 at Montreal Rd

Count Location	2016 GeoCounts ADT
West Lavista Rd	17,000 ¹
South Montreal Rd	9,140 ¹

¹Count estimated from previous year

The intersection of SR 236 at Montreal Road is controlled by a signal of mast arm design. Exclusive left-turn lanes are present at the eastbound, westbound, and northbound approaches. An exclusive right-turn lane is present at the northbound approach, and a channelized, exclusive right-turn lane is present at the eastbound approach. The north leg of the intersection is a driveway serving the Goodyear Auto Service Center. The eastbound and westbound approaches operate with protected-permissive left-turn phasing, and the northbound approach operates with a right-turn overlap phase. Sidewalks are present along every leg of the intersection, except for the west side of Montreal Road.

Crosswalks with countdown pedestrian signals are present across all four legs of the intersection. A sheltered eastbound bus stop is located immediately west of the intersection, and westbound bus stop is located approximately 400 feet east of the intersection. Overhead street lighting is provided along the south side of SR 236 and the east side of Montreal Road.

The area immediately surrounding the study intersection is primarily commercial. A shopping center and Dunkin Donuts is located on the southeast corner, a restaurant is located on the southwest corner, and a Goodyear automobile repair shop is located on the northwest corner. Photographs of the study intersection are included in **Appendix C**.

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Tuesday, April 24, 2018, during morning peak hour conditions and Thursday, April 26, 2018 during afternoon peak hour conditions. The following observations were noted:

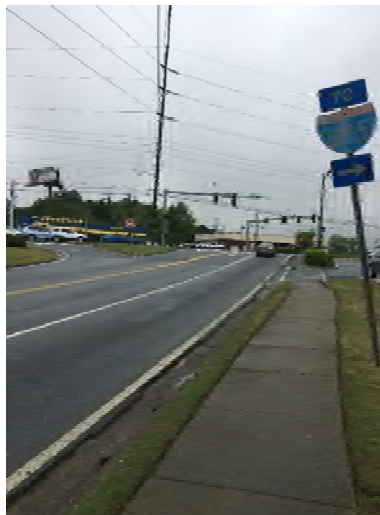
- All signal heads have backplates but no reflective borders.
- Video detection is present on all approaches.
- The intersection is at the crest of a vertical curve.
- Gravel is present along the eastbound right-turn slip lane, indicating trucks breaching the curb, as shown in the photo below.
- Pavement conditions and markings are in good condition.
- Montreal Road operates under split phasing.



- The pedestrian signal across west leg only comes up during westbound-protected left phase.
- The south sidewalk along SR 236 is broken



- Multiple mid-block pedestrians were observed crossing the south leg, south of the intersection.
- During afternoon peak hour, eastbound left-turning queues at Hendersonville Road, one block to the east, spilled back into the study intersection.
- Westbound left-turning motorists consistently stopped past the stop bar.
- Northbound right-turning motorists were consistently yielding, instead of stopping, at the red signal indication.
- The "I-285" Interstate shield sign (MUTCD M1-1) and guide sign configuration (MUTCD M4-5 and M6-1) along the northbound right-turn lanes are faded.



Clearance Interval Review

Yellow and all-red clearance intervals from signal timings that were provided by the City of Tucker were reviewed and are included in **Appendix D**. The existing yellow and all-red times, as well as the calculated yellow and all-red times, are summarized in **Table 24**. Existing clearance interval times that are more than 2.0 seconds less than the corresponding calculated clearance interval are indicated in the tables in red.

Table 24: Signal Timings – SR 236 at Montreal Rd

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
2	WB	3.5	3.5	2.0	2.0
3	SBL	3.5	2.8	2.7	2.7
4	NB	3.0	3.1	2.9	2.0
5	WBL	3.1	2.6	2.4	2.9
6	EB	3.5	3.3	2.0	1.8

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. The following projects were completed during the crash history (2013 – 2017):

- The section of SR 236 (Lavista Road) near the study intersection underwent a resurfacing in 2016 to address deterioration of existing pavement.

Relevant project data sheets are included in **Appendix E**.

Crash Analysis

From January 1, 2013 to December 2017, a total of 153 crashes were reported for the intersection, including 46 injury crashes resulting in 62 injuries, and one fatal crash. The number of crashes per year varied over the five-year history: 30 crashes were reported in 2013, 27 crashes in 2014, 38 crashes in 2015, 32 crashes in 2016, and 26 crashes in 2017. **Table 25** summarizes the crash data by year. Detailed crash data tables are included in **Appendix F**.

Table 25: Summary of Crashes – SR 236 at Montreal Rd

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	30	1	7	6	8
2014	27	0	10	4	1
2015	38	0	12	7	8
2016	32	0	9	2	3
2017	26	0	8	1	8
Total	153	1	46	20	28
Average	30.6	0.2	9.2	4	5.6
Percent		0.7%	30.1%	13.1%	18.3%

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 14 percent of the crashes occurred on wet pavement.
- 13 percent of the crashes occurred during dark conditions.
- One pedestrian crash was reported over the five-year history.
- One crash occurred with a driver under the influence of alcohol.

- The peak periods in crash frequency occurred from noon to 1:00 PM, as shown in **Figure 13**.
- 30 percent of the crashes occurred at-fault in either the eastbound direction.
- 29 percent of crashes occurred at-fault in the westbound direction.
- 25 percent of crashes occurred at-fault in the northbound direction.

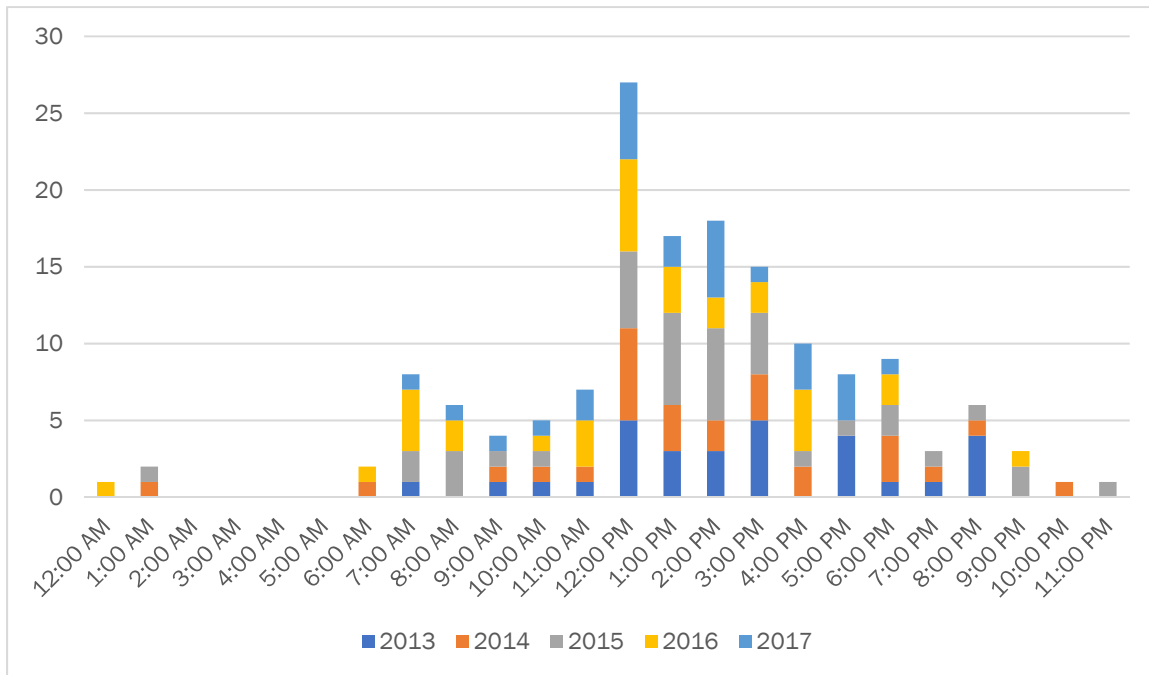


Figure 13: Crashes by Time of Day – SR 236 at Montreal Rd

Table 26 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear-end crash (36 percent). The second most common crash type was a sideswipe crash (25 percent).

Table 26: Summary of Crashes by Type – SR 236 at Montreal Rd

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	10	11	12	12	10	55	36.67%
Sideswipe	4	5	11	9	7	36	24.00%
Angle	6	4	10	6	8	34	22.67%
Left-Turn	6	4	3	2	1	16	10.67%
All Others	4	3	2	0	0	9	6.00%
Total	30	27	38	29	26	150	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Add retroreflective border to all backplates.

- Increase the pedestrian countdown time for the north leg by reallocating time from the “Walk” phase.
- Install a "State Law Stop for Pedestrians" regulatory sign (GDOT R560-5) along the northbound right-turn lane.
- Replace the faded "I-285" Interstate shield sign (MUTCD M1-1) and guide sign configuration (MUTCD M4-5 and M6-1) along the northbound right-turn lanes.

Tier 2:

- Upgrade the existing westbound five-section signal head to a four-section signal head with a flashing yellow arrow. Install an additional three-section signal head over the through travel lanes.
- Review signal head placement for the northbound approach. Reconfigure the signal head visors to limit visibility to eastbound traffic.
- Consider staggering the stop bars for the northbound travel lanes, placing the outside stop bar further north.
- Restripe the triangular gore in the southeast corner of the intersection (between the eastbound travel lanes and the northbound right-turn lane) and restripe the eastbound receiving lanes to better delineate the lane addition.
- Repair the decorative brick treatments for the north and south sidewalks along Lavista Road.
- Repair the Dunkin' Donuts driveway apron and improve crosswalk striping.

Tier 3:

- Adjust the curb on the southwest corner to be truck mountable for the eastbound right-turn movement.
- Review access management at the Dunkin' Donuts site to reconfigure the northbound right-turn lane to improve the turning movement for trucks.

3.7 SR 8 (US 29/LAWRENCEVILLE HIGHWAY) AT BROCKETT ROAD

The intersection of SR 8 (US 29/Lawrenceville Highway) at Brockett Road is located in central Tucker. An aerial of the study intersection is included in **Figure 14**. SR 8 is a four-lane, principal arterial oriented in the east-west direction with a posted speed limit of 45 mph. The minor street, Brockett Road, is a two-lane, major collector oriented in the north-south direction with a posted speed of 35 mph. The ADT volumes available for the study intersection are summarized in **Table 27**.



Figure 14: SR 8 at Brockett Road

Table 27: Daily Volumes - SR 8 at Brockett Rd

Count Location	2016 GeoCounts ADT
East Lawrenceville Road	25,700 ¹
West Lawrenceville Road	23,700 ¹
South Brockett Road	6,260 ¹

¹Count estimated from previous year

The intersection of SR 8 at Brockett Road is controlled by a signal of mast arm design. All four approaches have an exclusive left-turn lane, and all left-turn movement operate under protected-permissive left-turn phasing. Exclusive right-turn lanes are present along both Brockett Road approaches. Sidewalks are present along both sides of SR 8, and crosswalks with countdown pedestrian signals are present across all four legs of the intersection. A westbound bus stop is located directly east of the intersection. Overhead street lighting is provided at the southeast, southwest, and northwest corners of the study intersection. A Chessie Seaboard (CSX) rail line, as well as the signalized intersection of Brockett Road at Moon Street/Railroad Avenue, are located directly north of the study intersection.

The area immediately surrounding the study intersection is primarily commercial, though single-family residential neighborhoods are located to the north and south along Brockett Road. A tire shop is located on the northeast corner; an abandoned building within the Brockett Plaza shopping center is located on the southeast corner; Sherry's Produce Stand and the Brockett Square shopping center is located on the southwest corner, and an automobile repair shop is located on the northwest corner. Photographs of the study intersection are included in **Appendix C**.

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Thursday, April 19, 2018 during afternoon peak hour conditions and Tuesday, April 24, 2018, during morning peak hour conditions. The following observations were noted:

- All signal heads have backplates and reflective borders.
- All approaches have five-section signal heads.
- The northbound five-section head backplate is broken.



- Northbound right-turning motorists have difficulty seeing eastbound vehicles due to geometry of the road. Many motorists creep into the crosswalk to improve visibility before making the turn.



- The eastbound and westbound mast arms contain blank-out signs for westbound right-turning motorists and eastbound left-turning motorists when a train is crossing the railroad line.
- Video detection is present on all approaches.
- A pedestrian was observed crossing SR 8 300 feet west of the study intersection. The pedestrian crossed in two stages by stopping in the two-way left-turn lane.
- A northbound motorist was observed merging from the right-turn lane to the through lane in the middle of the intersection.
- Trucks are restricted from travelling on the south leg, although the regulatory signs are faded.
- During the afternoon peak hour, there are heavy eastbound queues west of the intersection, but they do not extend to the study intersection.
- During the afternoon peak hour, southbound queues extend on the north leg past the intersection at Moon Street/Railroad Avenue.
- Good platooning is present along SR 8.
- During the morning peak hour, westbound volumes are heavier than eastbound volumes.
- During the morning peak hour, southbound queues extend approximately two vehicles past the intersection at Moon Street.
- During the morning peak hour, heavy westbound queues were observed at the intersection of Brockett Road at Moon Street/Railroad Avenue, due to traffic from Bancroft Circle turning left onto southbound Brockett Road.

Clearance Interval Review

Yellow and all-red clearance intervals from signal timings that were provided by the City of Tucker were reviewed and are included in **Appendix D**. The existing yellow and all-red times, as well as the calculated yellow and all-red times, are summarized in **Table 28** and **Table 29** for the intersection of SR 8 at Brockett Road and the intersection of Brockett Road at Moon Street/Railroad Avenue, respectively. Existing clearance interval times that are more than 2.0 seconds less than the corresponding calculated clearance interval are indicated in the tables in red. Both the intersection of SR 8 at Brockett Road and the intersection of Brockett Road at Moon Street/Railroad Avenue are intersections in the GDOT RTOP program, and signal timings may change as part of active signal management.

Table 28: Signal Timings – SR 8 at Brockett Rd

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
1	WBL	3.3	3.1	2.9	3.6
2	EB	4.5	4.0	2.2	1.9
3	NBL	3.3	2.8	2.1	2.9
4	SB	3.6	3.6	2.5	2.4
5	EBL	3.3	2.6	2.9	3.8
6	WB	4.5	4.7	2.2	1.8
7	SBL	3.3	2.8	2.1	2.9
8	NB	4.0	2.8	2.5	2.4

Table 29: Signal Timings – Brockett Rd at Railroad Ave/Moon St

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
2	SB	3.7	3.6	2.5	2.5
4	WB	3.0	3.0	2.8	2.3
5	SBL	3.3	2.8	2.4	2.8
6	NB	3.7	3.6	2.5	1.3
8	EB	3.0	2.5	2.8	2.9

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. No projects were completed between 2013 and 2017. The following projects are planned for future completion:

- A bicycle and pedestrian plan scope was let in 2017. Per the scope, the deliverable will be a GDOT concept report to evaluate alternatives for pedestrian and bicycle facilities along Lawrenceville Hwy (SR 8) from Montreal Road West to Old Norcross Road.
- Per the RTOP program’s Flashing Yellow Arrow (FYA) upgrades list, the study intersection and the intersection of Brockett Road at Moon Street/Railroad Avenue are programmed for various improvements including signal head reconfigurations, FYA upgrades, signage upgrades, repaving, and restriping changes.

Relevant project data sheets are included in **Appendix E**.

Crash Analysis

From January 1, 2013 to December 2017, a total of 147 crashes were reported for the intersection, including 41 injury crashes resulting in 53 injuries, and zero fatal crashes. The number of crashes per year varied over the five-year history: 24 crashes were reported in 2013, 29 crashes in 2014, 39 crashes in 2015, 31 crashes in 2016, and 24 crashes in 2017. **Table 30** summarizes the crash data by year. Detailed crash data tables are included in **Appendix D**.

Table 30: Summary of Crashes – SR 8 at Brockett Rd

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	24	0	7	7	5
2014	29	0	8	3	2
2015	39	0	17	5	14
2016	31	0	4	5	0
2017	24	0	5	2	2
Total	147	0	41	22	23
Average	29.4	0	8.2	4.4	4.6
Percent		0.0%	27.9%	15.0%	15.6%

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 16 percent of the crashes occurred on wet pavement.
- 15 percent of the crashes occurred during dark conditions.
- One pedestrian crash and one bicycle crash was reported over the five-year history.
- Two crashes occurred with a driver under the influence of alcohol.
- The peak periods in crash frequency occurred from 8:00 AM to 9:00 AM and 3:00 PM to 8:00 PM, as shown in **Figure 15**.
- 33 percent of the crashes occurred at-fault in the westbound direction.
- 31 percent of crashes occurred at-fault in the northbound direction.
- 25 percent of crashes occurred at-fault in the eastbound direction.

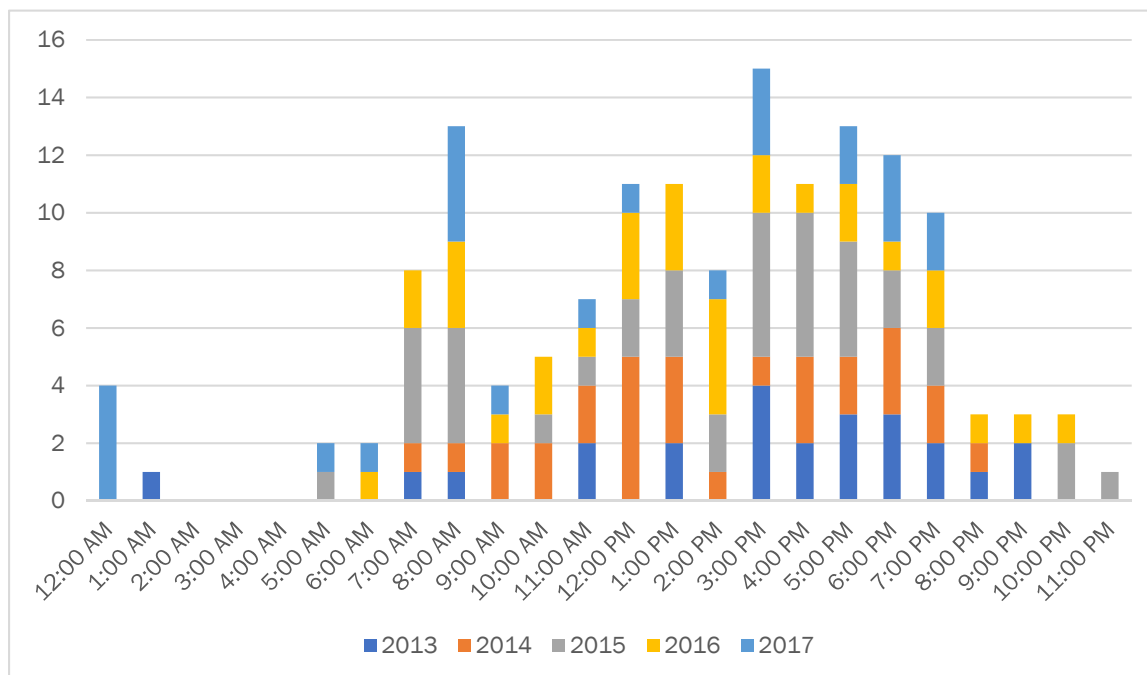


Figure 15: Crashes by Time of Day – SR 8 at Brockett Rd

Table 31 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear-end crash (46 percent) of which 35 percent occurred in the eastbound direction. The second most common crash type was a sideswipe crash (19 percent). The predominant at-fault direction of the sideswipe crashes was in the westbound direction (42 percent). The third most common crash type was an angle crash (16 percent), of which 53 percent occurred in the northbound direction.

Table 31: Summary of Crashes by Type - SR 8 at Brockett Rd

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	14	11	19	9	14	67	45.58%
Sideswipe	1	6	7	11	3	28	19.05%
Angle	2	6	6	6	3	23	15.65%
Left-Turn	5	2	4	3	0	14	9.52%
Pedestrian / Bicycle	1	0	0	1	0	2	1.36%
All Others	1	4	3	1	4	13	8.84%
Total	24	29	39	31	24	147	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Restripe Brockett Road.
- Replace the broken backplates on the northbound and westbound signal heads.
- In the southwest corner of the intersection, rotate the truck exclusion sign (MUTCD R5-2) along the southbound travel lanes to improve visibility to southbound motorists.
- Consider prohibiting northbound right-turn-on-red movements and installing the appropriate signage (MUTCD R10-11) on the north mast arm, right of the three-section signal head.
- Review signal timing coordination between the intersection of SR 8 at Brockett Road and Brockett Road at Moon Street/Railroad Avenue.

Tier 2:

- Upgrade the existing five-section signal heads for all of the approaches at the intersection of SR 8 at Brockett Road to four-section signal heads with a flashing yellow arrow. Install an additional three-section signal head over the through travel lanes for at least the SR 8 approaches.

- Upgrade the existing five-section signal head for the southbound approach of the intersection of Brockett Road at Moon Street/Railroad Avenue to a four-section signal head with a flashing yellow arrow.
- Consider installing a mid-block crossing with appropriate crossing treatment between the study intersection and the signalized intersection of Lawrenceville Highway at Northlake Parkway/Cooledge Road.
- At the intersection of Brockett Road at Moon Street/Railroad Avenue and at the adjacent railroad crossing: repave and restripe both roadways; install shoulders; and clear and grub both sides of the side street.
- Review and modify the railroad crossing treatment (signs, pavement markings, signal equipment, etc.) to meet the standards set in Part 8 of the MUTCD, including:
 - Installation of a minimum of one Grade Crossing sign (MUTCD R15-1) on each approach and a number-of-tracks sign (R15-2P);
 - Installation of a "Do Not Stop on Tracks" sign (MUTCD R8-8);
 - Installation of a "Stop Here on Red Sign (MUTCD R10-6); installation of a stop line at both approaches;
 - Consideration of grade crossing advance warning signs (MUTCD W10-1);
 - Consideration of grade crossing pavement markings; and
 - Review of flashing light signal equipment.
- Consider installation of a four-quadrant gate system at the railroad crossing.
- Review signal head placement of each approach at the intersection of Brockett Road at Moon Street/Railroad Avenue.

Tier 3:

- Realign the intersection of Brockett Road at Moon Street/Railroad Avenue further north to increase the distance between the intersection and the railroad crossing.

3.8 SR 8 (US 29/LAWRENCEVILLE HIGHWAY) AT MONTREAL ROAD EAST

The intersection of SR 8 (US 29/Lawrenceville Highway) at Montreal Road East is located in west Tucker. An aerial of the study intersection is included in **Figure 16**. SR 8 is a six-lane, divided, principal arterial roadway oriented in the northeast-southwest direction with a posted speed limit of 45 mph. The minor street, Montreal Road East, is a two-lane major collector oriented in the north-south direction with a posted speed limit of 35 mph. For the purposes of this study, SR 8 will be considered east-west. The ADT volumes available for the study intersection are summarized in **Table 32**.

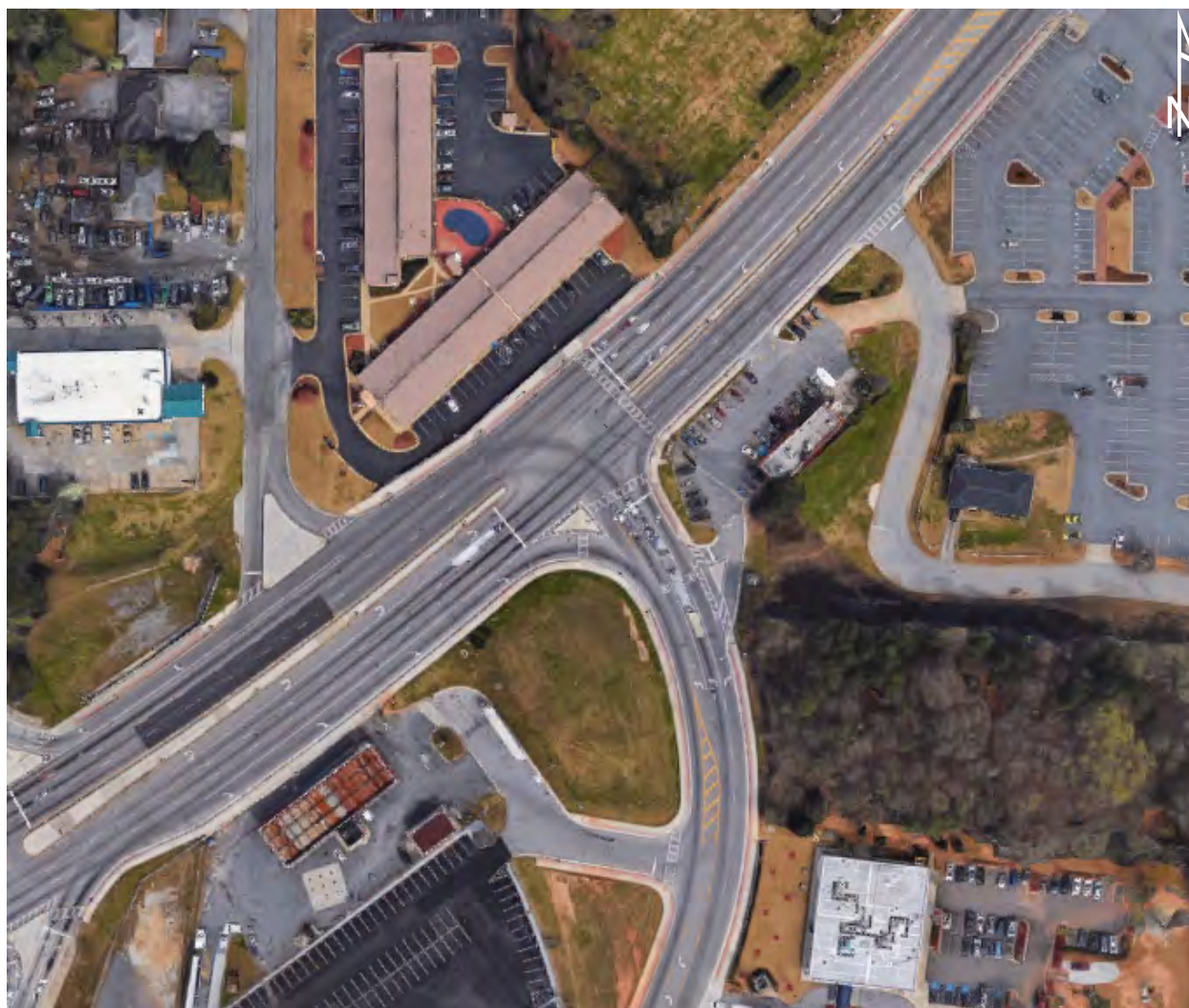


Figure 16: SR 8 at Montreal Road East

Table 32: Daily Volumes - SR 8 at Montreal Rd East

Count Location	2016 GeoCounts ADT
East Lawrenceville Rd	26,200 ¹

¹Count estimated from previous year

The intersection of SR 8 at Montreal Road East is controlled by a signal of drop box span wire design. The northbound approach has dual exclusive left-turn lanes, and the westbound approach has a single exclusive left-turn lane. The eastbound approach has an exclusive U-turn lane. The northbound approach has an exclusive right-turn lane, and the eastbound approach has a channelized, exclusive right-turn lane. The westbound left-turn movement and eastbound U-turn movement both operate with protected-permissive left-turn phasing. Sidewalks are present along both sides of both roadways, and crosswalks with signalized pedestrian crossings are present across the east and south legs of the intersection. Bus stops are located on both sides of the study intersection. Overhead street lighting provided along the south side of SR 8 and at the southwest corner of the study intersection.

The area immediately surrounding the study intersection is primarily commercial. A Waffle House is located on the southeast corner, a Citgo gas station is located on the southeast corner, and two motels are located on the north side of SR 8. Photographs of the study intersection are included in **Appendix C**.

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Tuesday, April 24, 2018 during morning peak hour conditions and Thursday, April 26, 2018, during evening peak hour conditions. The following observations were noted:

- All signal heads have backplates and reflective borders.
- The eastbound and westbound approaches have five-section signal heads.
- Advanced, overhead signage identifies intersection lane configuration for the northbound approach.
- Along the eastbound right-turn lane, the reflector pads are approximately one foot away from the lane striping, indicating that the lane was reconfigured and restriped.



- Motorists were aggressive with crossing pedestrians.
- The railing on the north side of SR 8 is deformed, possibly from a run-off-the-road crash.



- Vegetation obstructs the visibility of the “Bike Lane Ahead” sign on the east leg.
- A patch of spilled concrete is present in the crosswalk across the westbound through travel lanes.



- The crosswalk striping is faded.
- A closed-circuit television (CCTV) camera is located in the southeast corner of the intersection

Clearance Interval Review

Yellow and all-red clearance intervals from signal timings that were provided by the City of Tucker were reviewed and are included in **Appendix D**. The existing yellow and all-red times, as well as the calculated yellow and all-red times, are summarized in **Table 33**. Existing clearance interval times that are more than 2.0 seconds less than the corresponding calculated clearance interval are indicated in the tables in red. The study intersection is an intersection included in the GDOT RTOP program, and signal timings may change as part of active signal management.

Table 33: Signal Timings – SR 8 at Montreal Rd East

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
1	NBL	3.0	3.0	2.6	3.5
2	WB	4.3	4.3	1.7	1.6
5	WBL	3.0	2.8	2.6	3.4
6	EB	4.3	4.6	2.0	2.0

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. No projects were completed between 2013 and 2017. The following projects are planned for future completion:

- A bicycle and pedestrian plan scope was let in 2017. Per the scope, the deliverable will be a GDOT concept report to evaluate alternatives for pedestrian and bicycle facilities along Lawrenceville Hwy (SR 8) from Montreal Road West to Old Norcross Road.

Relevant project data sheets are included in **Appendix E**.

Crash Analysis

From January 1, 2013 to December 2017, a total of 143 crashes were reported for the intersection, including 46 injury crashes resulting in 82 injuries, and two fatal crashes. The number of crashes per year varied over the five-year crash history: 24 crashes were reported in 2013, 23 crashes in 2014, 40 crashes in 2015, 24 crashes in 2016, and 32 crashes in 2017. **Table 34** summarizes the crash data by year. Detailed crash data tables are included in **Appendix F**.

Table 34: Summary of Crashes – SR 8 at Montreal Rd East

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	24	0	5	11	6
2014	23	2	7	4	4
2015	40	0	11	16	5
2016	24	0	11	6	2
2017	32	0	12	4	5
Total	143	2	46	41	22
Average	28.6	0.4	9.2	8.2	4.4
Percent		1.4%	32.2%	28.7%	15.4%

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 15 percent of the crashes occurred on wet pavement.
- 29 percent of the crashes occurred during dark conditions.
- One pedestrian crash was reported over the five-year history.
- Two crashes occurred with a driver under the influence of alcohol.
- Crashes were evenly distributed between weekdays and weekend days.
- The peak periods in crash frequency occurred from 3:00 PM to 5:00 PM, as shown in **Figure 17**.
- 34 percent of the crashes occurred at-fault in the northbound direction.
- 24 percent of crashes occurred at-fault in the westbound direction.
- 23 percent of crashes occurred at-fault in the eastbound direction.

Table 35 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear-end crash (36 percent), of which 51 percent occurred in the northbound direction. The second most common crash type was a left turn crash (19 percent), of which 43 percent occurred in the westbound direction.

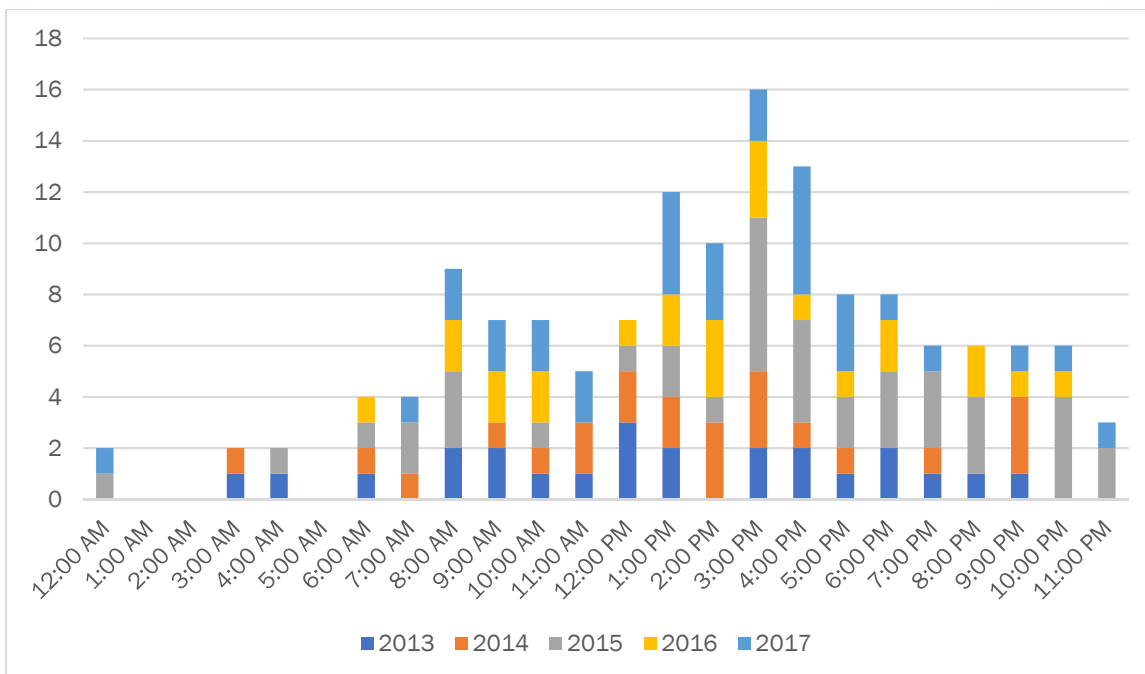


Figure 17: Crashes by Time of Day – SR 8 at Montreal Rd East

Table 35: Summary of Crashes by Type – SR 8 at Montreal Rd East

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	8	7	14	10	12	51	35.66%
Left-Turn	5	5	5	6	6	27	18.88%
Sideswipe	5	3	7	5	5	25	17.48%
Angle	4	3	11	2	5	25	17.48%
Pedestrian / Bicycle	0	0	1	0	0	1	0.70%
All Others	2	5	2	1	4	14	9.79%
Total	24	23	40	24	32	143	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Restripe the crosswalks across the east and south legs of the intersection.
 - In conjunction with this restriping, repair the pavement where spilled concrete dried on top of the westbound travel lanes.
- Remove the pavement reflectors in the eastbound right-turn lane where a former bicycle lane was removed. Remove the bicycle lane signage along the eastbound right-turn lane.

Tier 2:

- Upgrade the eastbound and westbound five-section signal heads to four-section signal heads with a flashing yellow arrow. Install an additional three-section signal head over the through travel lanes for both approaches.
 - Alternatively, review the appropriateness of converting the westbound left-turn phasing at the intersection from protected-permissive to protected-only
- Upgrade the signal heads on the northbound approach to include two three-section signal heads with left-turn arrows and one three-section signal head with a right-turn arrow.
- Upgrade the pedestrian signal heads to countdown heads for the following movements: eastbound, across the south leg of the intersection, and northbound, across the east leg of the intersection.
- Repair/replace the deformed railing along the outside westbound receiving lane; consider if guardrail is a more appropriate roadside treatment along the westbound travel lanes.

Tier 3:

- Because approximately 29 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.

3.9 SR 8 (US 29/LAWRENCEVILLE HIGHWAY) AT SR 236 (LAVISTA ROAD)

The intersection of SR 8 (US 29 / Lawrenceville Highway) at SR 236 (Lavista Road) is located in central Tucker. An aerial of the study intersection is included in **Figure 18**. SR 8 is a four-lane principal arterial oriented in the northeast-southwest direction with a posted speed limit of 45 mph. The minor street, SR 236, is a four-lane minor arterial oriented in the east-west direction, also with a posted speed limit of 45 mph. For the purposes of this study, SR 8 will be considered as north-south. The ADT volumes available for the study intersection are summarized in **Table 36**.

The intersection of SR 8 at SR 236 is controlled by a signal of mast arm design. The eastbound approach has dual exclusive left-turn lanes, and the northbound approach has a single exclusive left-turn lane. The eastbound approach has an exclusive right-turn lane, and the westbound and southbound approaches have channelized right-turn lanes, the latter of which is a large slip lane. SR 236 operates with split phasing, and the northbound left-turn phase operates with a lagging left-turn phase. The east leg of the intersection is a driveway serving a shopping center. Sidewalks are present along both sides of both roadways, and crosswalks with countdown pedestrian signals are present across the east, south, and west legs of the intersection. No bicycle or transit facilities are located at the study intersection. Overhead street lighting is provided at the southwest corner of the intersection.



Figure 18: SR 8 at SR 236

Table 36: Daily Volumes - SR 8 at SR 236

Count Location	2016 GeoCounts ADT
South Lawrenceville Rd	21,700 ¹
West LaVista Rd	23,200

¹Count estimated from previous year

The area immediately surrounding the study intersection is a mix of residential and commercial land uses. A Walgreens pharmacy is located in the southwest corner, a single-family residential neighborhood is located in the northwest corner, and a Walmart and Kroger shopping center is located to the east. Photographs of the study intersection are included in **Appendix C**.

Qualitative Assessment

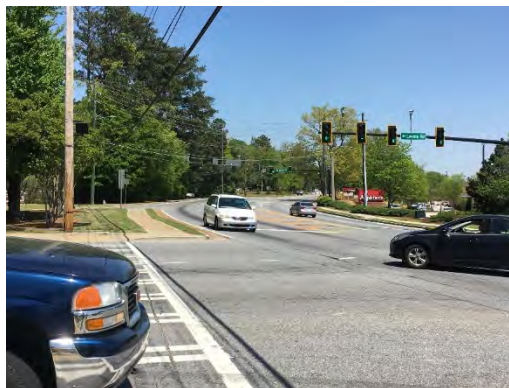
The existing conditions and operations of the study intersection were observed on Thursday, April 19, 2018 during evening peak hour conditions and Tuesday, April 24, 2018, during morning peak hour conditions. The following observations were noted:

- All signal heads have backplates and no reflective borders.
- A mast arm across the west leg, for eastbound movement has been installed but is not in use.
- Video detection is present on the northbound, southbound, and eastbound approaches.

- Advanced, overhead laneage signs identifies lane configuration for the northbound, southbound, and eastbound approaches. There are some visibility deficiencies of these signs at the northbound approach due to the curvature of the road.



- Many eastbound motorists were observed stopping past the stop bar, in the crosswalk.



- Multiple motorists were observed missing the southbound channelized right-turn lane and taking a right-turn onto SR 236 from the outside through travel lane.
- During both peak periods, northbound left-turn queues extended to Lynburn Drive.
- During the morning peak period, northbound left-turn queues to Old Norcross Road extended to study intersection.
- The northbound left-turn movement is tight for trucks.
- During the morning peak hour, southbound queues extend to the Walmart entrance.
- A CCTV camera is present in the northwest corner of the intersection.
- During the PM peak hour, eastbound left-turn queues are longer than the storage provided and extend into the adjacent through lane.

Clearance Interval Review

Yellow and all-red clearance intervals from signal timings that were provided by the City of Tucker were reviewed and are included in **Appendix D**. The existing yellow and all-red times, as well as the calculated yellow and all-red times, are summarized in **Table 37**. Existing clearance interval times that are more than 2.0 seconds less than the corresponding calculated clearance interval are indicated in the tables in red. The study intersection is an intersection included in the GDOT RTOP program, and signal timings may change as part of active signal management.

Table 37: Signal Timings – SR 8 at SR 236

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
1	NBL	3.2	2.8	2.2	2.9
2	SB	4.4	4.5	2.0	1.7
4	EB	4.6	5.0	2.5	1.8
6	NB	4.4	4.3	2.0	2.9
7	EBL	4.6	3.1	2.5	3.1

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. No projects were completed between 2013 and 2017. The following projects are planned for future completion:

- A bicycle and pedestrian plan scope was let in 2017. Per the scope, the deliverable will be a GDOT concept report to evaluate alternatives for pedestrian and bicycle facilities along Lawrenceville Hwy (SR 8) from Montreal Road West to Old Norcross Road.
- Per the RTOP program’s FYA upgrades list, the study intersection is programmed for various improvements including signal head reconfigurations, FYA upgrades, signage upgrades, repaving, and restriping changes.

Relevant project data sheets are included in **Appendix E**.

Crash Analysis

From January 1, 2013 to December 2017, a total of 109 crashes were reported for the intersection, including 25 injury crashes resulting in 36 injuries, and zero fatal crashes. The number of crashes per year varies of the five-year history: 21 crashes were reported in 2013, 24 crashes in 2014, 21 crashes in 2015, 23 crashes in 2016, and 20 crashes in 2017. **Table 38** summarizes the crash data by year and **Figure 19** summarizes the crashes by time of day. Detailed crash data tables are included in **Appendix F**.

Table 38: Summary of Crashes – SR 8 at SR 236

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	21	0	7	3	6
2014	24	0	7	8	2
2015	21	0	6	4	6
2016	23	0	1	3	1
2017	20	0	4	4	3
Total	109	0	25	22	18
Average	21.8	0	5	4.4	3.6
Percent		0.0%	22.9%	20.2%	16.5%

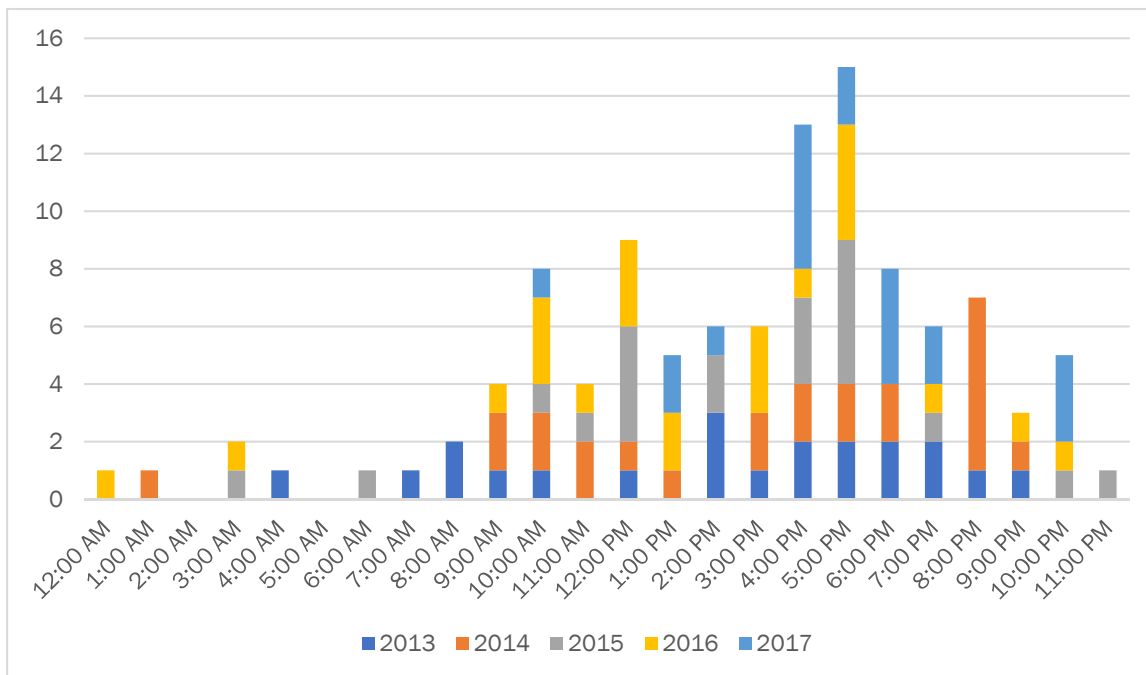


Figure 19: Crashes by Time of Day – SR 8 at SR 236

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 17 percent of the crashes occurred on wet pavement.
- 20 percent of the crashes occurred during dark conditions.
- One pedestrian crash was reported over the five-year history.
- One crash occurred with a driver under the influence of alcohol.
- Crashes were evenly distributed between weekdays and weekend days.
- The peak periods in crash frequency occurred from 4:00 PM to 6:00 PM.
- 34 percent of the crashes occurred at-fault in the eastbound direction.

Table 39 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear-end crash (46 percent), of which 40 percent occurred in the eastbound direction. The second most common crash type was sideswipe (36 percent).

Table 39: Summary of Crashes by Type – SR 8 at SR 236

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	7	12	10	8	13	50	45.87%
Sideswipe	8	6	9	12	4	39	35.78%
Angle	3	3	2	0	1	9	8.26%
Pedestrian / Bicycle	0	0	0	0	1	1	0.92%
All Others	3	3	0	3	1	10	9.17%
Total	21	24	21	23	20	109	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Clear and grub the vegetation south of the intersection along the northbound travel lanes to improve visibility of the overhead lane control signs, as well as of the posted guide signs and mandatory movement lane control signs located along the northbound right-turn lane.
- Review the placement of the overhead lane control signs over both the northbound and southbound travel lanes of SR 8 and place over the appropriate lanes.
- Install a "State Law Stop for Pedestrians" regulatory sign (GDOT R560-5) along the eastbound right-turn lane.
- Review countdown times for all pedestrian signal phases.

Tier 2:

- Consider a mid-block crossing treatment across Lavista Road, west of the study intersection (aligned with Pine Lake Place), to provide direct access from the senior citizen community southwest of the study intersection to the library in the northwest corner of the intersection.

Tier 3:

- Cut into the triangular raised island on the west leg of the intersection to widen the receiving lane on that leg to improve turning radius for northbound left-turning trucks.
- Reconfigure the study intersection to a traditional configuration, removing the southbound slip lane and installing a non-channelized, exclusive right-turn lane.

3.10 SR 10 (MEMORIAL DRIVE) AT EAST PONCE DE LEON AVENUE

The interchange of SR 10 (Memorial Drive) at East Ponce de Leon Avenue is a partial clover interchange located in south Tucker. An aerial of the study intersection is included in **Figure 20**. SR 10 is a four-lane, divided, principal arterial oriented in the northeast-southwest direction with a posted speed limit of 45 mph. The minor street, East Ponce de Leon Avenue, is a two-lane minor arterial roadway oriented in the northwest-southeast direction, also with a posted speed limit of 45 mph. For the purpose of this study, East Ponce de Leon Avenue will be considered east-west, and the interchange ramps will be considered north-south at each node. The ADT volumes available for the study interchange are summarized in **Table 40**.



Figure 20: SR 10 at East Ponce de Leon Ave

Table 40: Daily Volumes - SR 10 at East Ponce de Leon Ave

Count Location	2016 GeoCounts ADT
Memorial Dr - NB Exit	260
Memorial Dr - NB Entrance	6,290
Memorial Dr - SB Exit	5,370
Memorial Dr - SB Entrance	200
East - East Ponce de Leon Ave	13,800 ¹

¹Count estimated from previous year

The SR 10 at East Ponce de Leon Avenue interchange consists of two unsignalized nodes, with access to and from Westbound SR 10 provided at the western node, and access to and from Eastbound SR 10 provided at the eastern node. Yield-controlled, exclusive, channelized right-turn lanes are provided for each movement to and from the freeway, while left-turn movement exiting the freeway operate under stop control. The PATH multi-use trail runs along the south side of East Ponce de Leon Avenue, but there is no pedestrian or bicycle facility along the north side of the roadway. No crosswalks are present near the study interchange. A westbound sheltered bus stop is located approximately 1,000 feet west of the western node, and both eastbound and westbound bus stops are located nearly 450 feet east of the eastern node. Overhead street lighting is provided at the northwest corner of the western interchange node.

The area immediately surrounding the study intersection is primarily residential, with single-family residential east of the interchange and multi-family residential west of the interchange. Downtown Stone Mountain is also located along East Ponce de Leon Avenue, further east of the interchange. A CSX rail line parallels East Ponce De Leon Avenue to the south. Photographs of the study intersection are included in **Appendix C**.

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Tuesday, April 17, 2018 during evening peak hour conditions and Wednesday, April 18, 2018, during morning peak hour conditions. The following observations were noted:

- Pedestrians were observed exiting the residential area northwest of the intersection and crossing East Ponce de Leon Avenue at the westernmost interchange node, where no crosswalk was present.
- Geometric alignment at both interchange nodes are unclear with poor delineation and ramp entrances and exits that are angle towards one another.
- During the evening peak hour, eastbound queues formed as a result of left-turning motorists having difficulty finding a gap in westbound traffic to make the turn.
- During the evening peak hour, eastbound queues from the signalized intersection of East Ponce de Leon Avenue at James B. Memorial Drive/Silver Hill Road/Main Street in Downtown Stone Mountain extended into the study interchange.
- During the evening peak hour, the southbound left-turn movement at the western node queued and blocked the southbound right-turn slip lane.
- A power pole is located in the PATH multi-use trail west of the interchange.



- Multiple cyclists were observed traveling along East Ponce de Leon Avenue and not using the PATH multi-use trail.
- The PATH multi-use trail narrows on the East Ponce de Leon Avenue bridge crossing SR 10. Signage indicates bicyclists yield to pedestrians, but this was not typically observed.



- Pavement and striping at the interchange was in poor condition.
- The “West” guide sign (MUTCD M3-4) over the state road shield sign along the eastbound travel lane, west of the interchange, is skewed.



- The faded “No Parking” regulatory signs (MUTCD R8-3 and R7-4) along the westbound travel lanes, west of the interchange, are faded.



- The stop sign at the western interchange node is bent.



- The “Do Not Enter” regulatory sign (MUTCD R5-1) along the exit ramp from SR 10 Eastbound is bent.

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. No projects were completed between 2013 and 2017 and no future projects.

Crash Analysis

From January 1, 2013 to December 2017, a total of 62 crashes were reported for the intersection, including 19 injury crashes resulting in 27 injuries, and two fatal crashes. The number of crashes per year peaked in 2017: 11 crashes were reported in 2013, 5 crashes in 2014, 5 crashes in 2015, 16 crashes in 2016, and 25 crashes in 2017. **Table 41** summarizes the crash data by year, and crashes are depicted by time-of-day in **Figure 21**. Detailed crash data tables are included in **Appendix F**.

Table 41: Summary of Crashes – SR 10 at East Ponce de Leon Ave

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	11	0	3	7	3
2014	5	1	4	2	1
2015	5	0	3	2	2
2016	16	0	3	4	3
2017	25	1	6	9	3
Total	62	2	19	24	12
Average	12.4	0.4	3.8	4.8	2.4
Percent		3.2%	30.6%	38.7%	19.4%

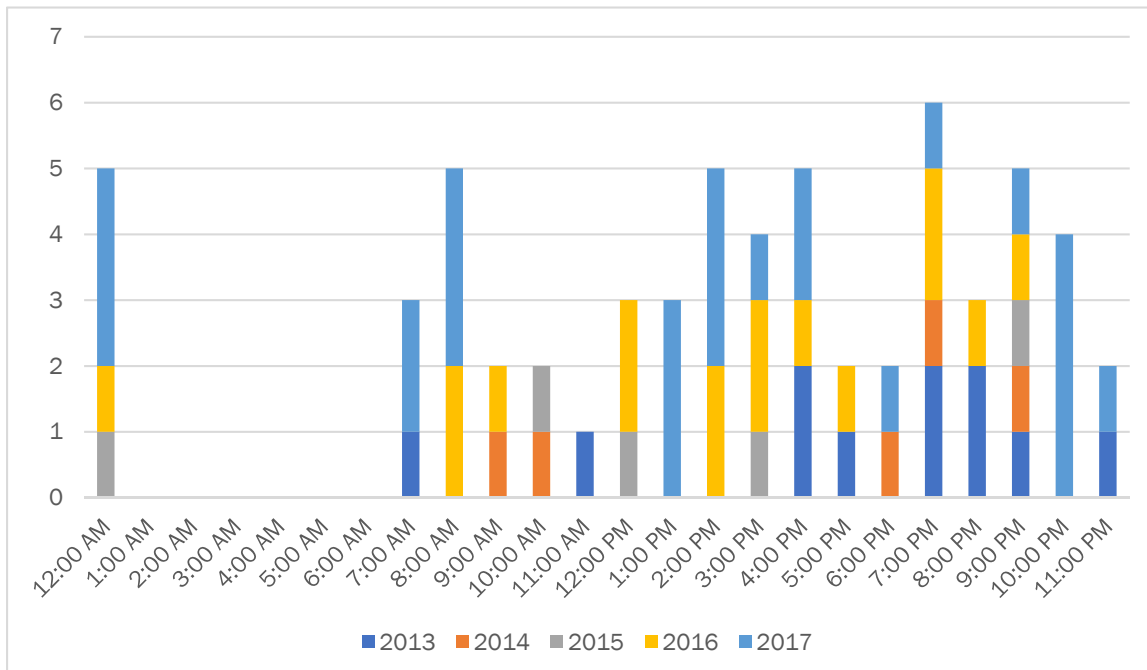


Figure 21: Crashes by Time of Day – SR 10 at East Ponce de Leon Ave

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 19 percent of the crashes occurred on wet pavement.
- 39 percent of the crashes occurred during dark conditions.
- One crash occurred with a driver under the influence of alcohol.
- 46 percent of the crashes occurred at-fault in the eastbound direction.

Table 42 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear-end crash (46 percent), of which 61 percent occurred in the eastbound direction. The second most common crash type was a single-vehicle run-off-the-road crash (24 percent) of which the predominant at-fault direction was equally eastbound (42 percent) and westbound (42 percent).

Table 42: Summary of Crashes by Type – SR 10 at East Ponce de Leon Ave

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	5	3	3	7	5	23	37.10%
Run off the Road	4	1	1	2	4	12	19.35%
Sideswipe	0	1	1	3	4	9	14.52%
Angle	2	0	0	1	3	6	9.68%
All Others	0	0	0	3	9	12	19.35%
Total	11	5	5	16	25	62	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Restripe the ramp lanes to include stop bars and striping around the raised medians.
- Coordinate with the City of Stone Mountain to review signal timings at the downstream intersection of East Ponce de Leon Avenue/Main Street at Silver Hill Road and James B. Rivers Memorial Drive, which impacts queueing along East Ponce de Leon Avenue.
- Clear and grub vegetation along the eastbound travel lane, west of the interchange, that currently obstruct visibility of guide signs and advanced warning signs.
- Secure the “West” guide sign (MUTCD M3-4) over the state road shield sign along the eastbound travel lane, west of the interchange.
- Replace the faded “No Parking” regulatory signs (MUTCD R8-3 and R7-4) along the westbound travel lanes, west of the interchange.
- Replace the bent stop sign at the SR 10 Westbound exit ramp.

- Straighten the “Do Not Enter” regulatory sign (MUTCD R5-1) along the exit ramp from SR 10 Eastbound.

Tier 2:

- Repave the ramp lanes.
- Install a sidewalk on the north side of East Ponce de Leon Avenue between Juliette Road and Richardson Street to connect residential neighborhoods to the PATH facility.
- Conduct a lighting study at the interchange and consider the installation of street lighting, full interchange lighting, or partial interchange lighting.

Tier 3:

- Reconfigure the approach and departure lanes of the interchange to better delineate and separate traffic entering and exiting the freeway and to improve turning sight distances for exiting vehicles.
- Consider reconfiguring the cross-section of the bridge: narrow the width of the westbound travel lane to tighten operations and to widen the PATH facility. As part of this, consider building an exclusive westbound right-turn lane at the western node of the interchange.
- Move the power pole located in the PATH facility, west of the interchange, from its current location to another location in the right-of-way that does not conflict with pedestrians and cyclists on the trail.
- Consider installing an exclusive left-turn lane on the directional exit ramp from SR 10 Westbound.
- Consider widening East Ponce de Leon Avenue west of the interchange to include an exclusive eastbound left-turn lane onto SR 10 Westbound.
- Consider widening East Ponce de Leon Avenue on the east side of the interchange to include an exclusive eastbound left-turn lane onto Eastbound Memorial Drive.

4.0 OFF-SYSTEM INTERSECTIONS

Kimley-Horn reviewed and analyzed each of the ten off-system study intersections. This section of the report summarizes the following information for each:

- Existing intersection characteristics;
- Qualitative assessment of existing conditions/operations of the intersection based on field observations;
- Review of existing clearance intervals;
- Discussion of programmed projects; and
- Recommendations for consideration.

4.1 CHAMBLEE TUCKER ROAD AT TUCKER NORCROSS ROAD

The intersection of Chamblee Tucker Road at Tucker Norcross Road is located in north Tucker. The major street, Tucker Norcross Road, is a four-lane minor arterial oriented in the north-south direction on the north leg. The minor street, Chamblee Tucker Road is a four-lane minor arterial oriented in the north-south direction on the south leg and an east-west direction on the west leg. Both Chamblee Tucker Road and Tucker Norcross Road have a posted speed limit of 40 mph. The ADT volumes available for the study interchange are summarized in **Table 43**, and an aerial of the study intersection is included in **Figure 22**.

Table 43: Daily Volumes - Chamblee Tucker Rd at Tucker Norcross Rd

Count Location	2016 GeoCounts ADT
South Chamblee Tucker Road	25,000 ¹
West Chamblee Tucker Road	21,200 ¹
North Pleasantdale Road	25,900
East Tucker Norcross Rd	24,900 ¹

¹Count estimated from previous year

The intersection of Chamblee Tucker Road at Tucker Norcross Road is controlled by a signal of mast arm design. The northbound approach has a single, exclusive left-turn lane; the eastbound approach has dual, exclusive left-turn lanes and a single, exclusive right-turn lane; and the southbound approach has a channelized right-turn lane. A center two-way left-turn lane is present along Tucker Norcross Road north of the intersection, providing storage for the southbound left-turn movement. The east leg of the intersection is a driveway that serves an automobile service center. Sidewalks are present along all four legs of the intersection, and crosswalks with countdown pedestrian signals are present across the south, east, and west legs of the intersection. Overhead street lighting is provided at northeast and the northwest corners of the intersection.



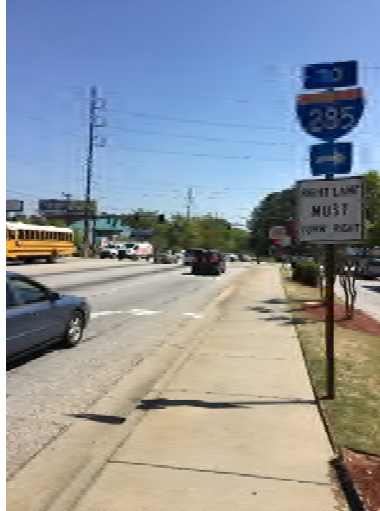
Figure 22: Chamblee Tucker Rd at Tucker Norcross Rd

The area immediately surrounding the study intersection is primarily commercial. A QT gas station is in the northwest quadrant of the study intersection, a CVS pharmacy is in the southwest quadrant of the study intersection, and an automotive repair is located on the eastern edge of the intersection. Photographs of the study intersection are included in **Appendix C**.

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Thursday, April 19, 2018 during evening peak hour conditions and on Friday, April 20, 2018, during morning peak hour conditions. The following observations were noted:

- All signal heads have backplates, but no reflective borders.
- The Chamblee Tucker Road northbound approach has a five-section signal head.
- Eastbound right-turn movements are prohibited during its red phase of the signal cycle.
- Multiple eastbound motorists were observed violating the no-turn-on-red sign.
- Pavement markings are severely faded for lanes and all crosswalks and all crosswalks.
- The "I-285" Interstate shield sign along the southbound right-turn lane is bent.



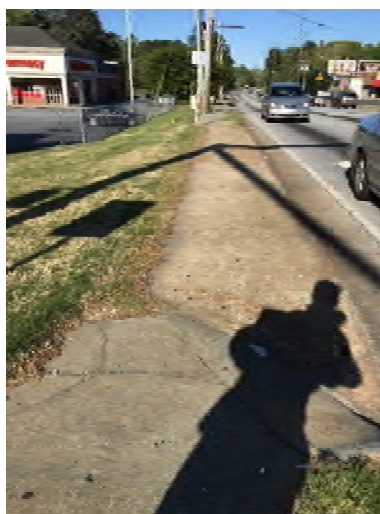
- The overhead lane control signs over the southbound approach are faded.



- Pavement and striping conditions along the major street are in very poor condition.
- A large pothole is present in the southbound right-turn lane.



- A curb is missing on the south side of the west leg where a previous curb cut existed.



Clearance Interval Review

Yellow and all-red clearance intervals from signal timings that were provided by the City of Tucker were reviewed and are included in **Appendix D**. The existing yellow and all-red times, as well as the calculated yellow and all-red times, are summarized in **Table 44**. Existing clearance interval times that are more than 2.0 seconds less than the corresponding calculated clearance interval are indicated in the tables in red.

Table 44: Signal Timings – Chamblee Tucker Rd at Tucker Norcross Rd

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
1	NBL	4.0	2.6	2.0	2.8
2	SB	4.1	3.9	2.5	2.0
3	EBL	3.8	2.6	2.5	2.6
4	WB	4.0	2.1	2.0	4.5
6	NB	4.1	3.6	2.5	1.6

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. No projects were completed between 2013 and 2017 and no future projects are currently planned.

Crash Analysis

From January 1, 2013 to December 2017, a total of 226 crashes were reported for the intersection, including 57 injury crashes resulting in 85 injuries, and zero fatal crashes. The number of crashes per year peaked in 2016: 35 crashes were reported in 2013, 35 crashes in 2014, 45 crashes in 2015, 66 crashes in 2016, and 45 crashes in 2017. **Table 45** summarizes the crash data by year. Detailed crash data tables are included in **Appendix F**.

Table 45: Summary of Crashes – Chamblee Tucker Rd at Tucker Norcross Rd

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	35	0	3	7	3
2014	35	0	13	12	1
2015	45	0	13	17	13
2016	66	0	15	12	9
2017	45	0	13	13	2
Total	226	0	57	61	28
Average	45.2	0	11.4	12.2	5.6
Percent		0.0%	25.2%	27.0%	12.4%

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 12 percent of the crashes occurred on wet pavement.
- 27 percent of the crashes occurred during dark conditions. An additional two percent of crashes occurred during dusk/dawn.
- Crashes were more concentrated on weekdays rather than weekend days.
- The peak periods in crash frequency occurred from 5:00 PM to 6:00 PM, as shown in **Figure 23**.
- The direction of the at-fault motorist was evenly distributed.

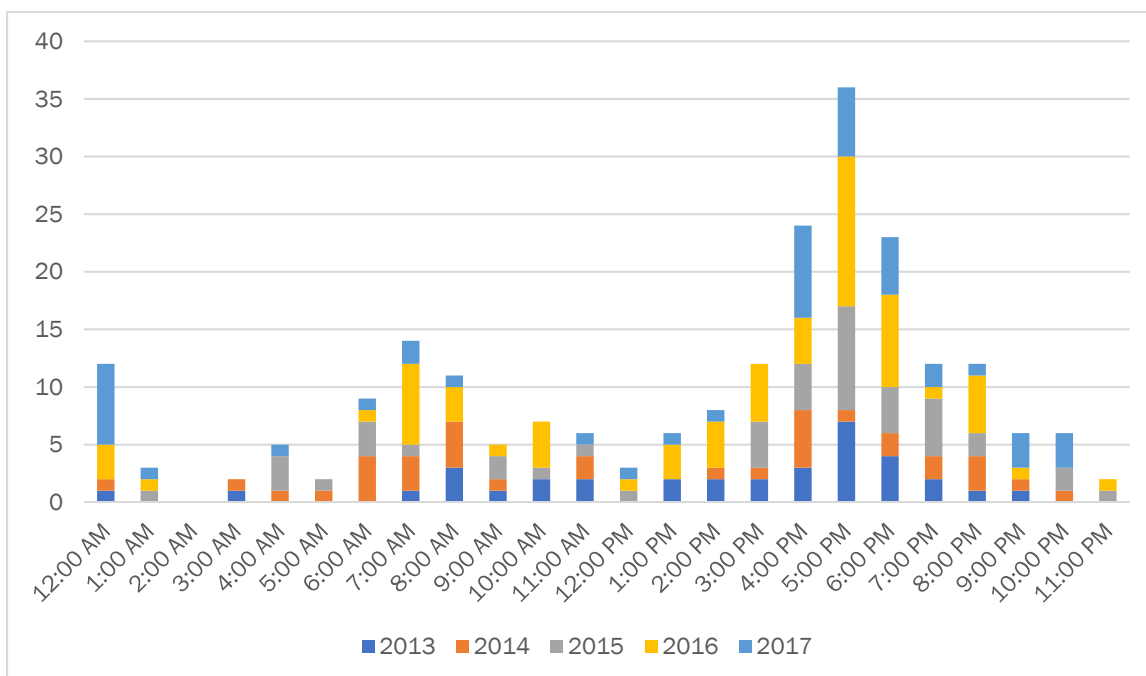


Figure 23: Crashes by Time of Day – Chamblee Tucker Rd at Tucker Norcross Rd

Table 46 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear-end crash (31 percent), of which 36 percent

occurred in the eastbound direction. The second most common crash type was a left turn crash (22 percent), of which the predominant at-fault direction was northbound (51 percent). The third most common crash type was an angle crash (21 percent), and the fourth most common crash type was a sideswipe crash (20 percent).

Table 46: Summary of Crashes by Type – Chamblee Tucker Rd at Tucker Norcross Rd

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	9	9	13	29	9	69	30.53%
Left Turn	8	8	12	11	10	49	21.68%
Angle	5	12	8	11	12	48	21.24%
Sideswipe	11	5	7	10	12	45	19.91%
All Others	2	1	5	5	2	15	6.64%
Total	35	35	45	66	45	226	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Restripe the major and minor streets.
- Restripe all crosswalks.
- Install retroreflective borders to all signal head backplates.
- Review signal timings for the appropriateness of extending the westbound split.
- Replace the faded overhead lane control signs over the southbound approach. Review the placement to confirm all signs are above the appropriate lanes.
- Replace the bent "I-285" Interstate shield sign along the southbound right-turn lane.
- Replace the faded "I-85" Interstate shield sign along the eastbound travel lanes.

Tier 2:

- Repave the major and minor streets.
- Upgrade the northbound five-section signal head to a four-section signal head with a flashing yellow arrow. Install an additional three-section signal head over the northbound travel lanes.
- Install a curb, gutter, and sidewalk on the south side of the west leg.

Tier 3:

- Widen the northbound receiving lanes.

- Restripe the west crosswalk and move further upstream, out of the intersection turning radii, to shorten the crossing distance. Remove the triangular raised pedestrian island and tighten the turning radius of the southbound right-turn lane.
- Move the overhead utilities along the east side of Tucker Norcross Road so that the wires do not obstruct visibility of the eastbound signal heads.
- Consider closing and consolidating access points on Tucker Norcross Road between Chamblee Tucker Road and Pleasantdale Road.
- Close the southern driveway of the Puesta Billiards site.
- Close the driveway on Tucker Norcross Road to the parcel in the northeast corner of the intersection.
- Because approximately 27 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.
- Consider an in-depth corridor study along Tucker Norcross Road from Chamblee Tucker Road to Pleasantdale Road.

4.2 EAST PONCE DE LEON AVENUE AT MOUNTAIN INDUSTRIAL BOULEVARD/NORTH HAIRSTON ROAD

The intersection of Mountain Industrial Boulevard/North Hairston Road at East Ponce de Leon Avenue is located in south Tucker. An aerial of the study intersection is included in **Figure 24**. Mountain Industrial Boulevard/North Hairston Road is a four-lane, principal arterial oriented in the north-south direction. East Ponce de Leon Avenue is a two-lane minor arterial oriented in the east-west direction. Both roadways have a posted speed limit of 45 mph. The ADT volumes available for the study interchange are summarized in **Table 47**.

The study intersection is controlled by a signal of mast arm design. All four approaches have single, exclusive left-turn lanes and operate under protected-permissive left-turn phasing. Sidewalks are present along both sides of Mountain Industrial Boulevard/North Hairston Road, and the PATH multi-use trail is present along the north side of East Ponce de Leon Avenue. No sidewalks are present along the south side of East Ponce de Leon Avenue. Crosswalks with countdown pedestrian signals are present across all four legs of the intersection. A southbound sheltered bus stop with a bus bay is located directly north of the study intersection, and an eastbound sheltered bus stop is located directly to the west. Overhead street lighting is provided at the northeast corner of the study intersection.



Figure 24: East Ponce de Leon Ave at Mountain Industrial Blvd/North Hairston Rd

Table 47: ADT - East Ponce de Leon Ave at Mountain Industrial Blvd/North Hairston Rd

Count Location	2016 GeoCounts ADT
Mountain Industrial Boulevard	31,100 ¹
North Hairston Road	22,400 ¹
East East Ponce de Leon Avenue	11,700 ¹
West East Ponce de Leon Avenue	10,900 ¹

¹Count estimated from previous year

The area immediately surrounding the study intersection is primarily commercial. Texaco gas station is in the northeast quadrant of the study intersection, Stone Mountain Industrial Park is in the northwest quadrant of the study intersection, and a primary east-west CSX rail line parallels East Ponce De Leon Avenue to the south. Photographs of the study intersection are included in **Appendix C**.

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Tuesday, April 17, 2018 during evening peak hour conditions and Wednesday, April 18, 2018, during morning peak hour conditions. The following observations were noted:

- All signal heads have backplates, but no reflective borders.

- All approaches have five-section signal heads.
- Each mast arms includes an internally illuminated street name sign.
- Video detection is present on all four approaches.
- Advanced overhead signage identifies intersection lane configuration for the northbound and southbound approaches.
- During the morning peak period, multiple vehicles were observed cutting through the gas station to avoid the queue to make a westbound right turn , although a small “No Thru Traffic” sign is present.
- The westbound PATH does not have an easily accessible push activation button for cyclists.
- The sidewalk on the southwest corner of the intersection is broken and does not reach the MARTA bus stop.



- The median nose on the south leg is damaged and the paint is faded, as shown in the photo below.



Clearance Interval Review

Yellow and all-red clearance intervals from signal timings that were provided by the City of Tucker were reviewed and are included in **Appendix D**. The existing yellow and all-red times, as well as the calculated yellow and all-red times, are summarized in **Table 48**. Existing clearance interval times that are more than 2.0 seconds less than the corresponding calculated clearance interval are indicated in the tables in red. The study intersections of the interchange were recently added to the GDOT RTOP program in May 2018, and signal timings may change in the near future as various RTOP programs are implemented.

Table 48: Signal Timing – East Ponce de Leon Ave at Mountain Industrial Blvd/North Hairston Rd

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
1	NBL	3.0	2.8	3.0	2.9
2	SB	4.4	4.5	1.5	1.3
3	WBL	3.1	2.7	3.0	2.8
4	EB	4.6	4.1	2.0	2.0
5	SBL	3.0	2.9	3.0	3.4
6	NB	4.4	4.3	1.5	1.4
7	EBL	3.1	2.7	3.0	2.9
8	WB	4.6	4.0	2.0	1.9

Programmed Projects

The GDOT Construction Work Program and the Tucker Public Works Projects list were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. No projects were completed between 2013 and 2017 and no future projects are currently planned. Although, intersections recently added to the RTOP program are in various stages of improvement implementation, and improvement projects may be programmed for the study intersection in the near future.

Crash Analysis

From January 1, 2013 to December 2017, a total of 215 crashes were reported for the intersection, including 66 injury crashes resulting in 112 injuries, and one fatal crash. The number of crashes per year peaked in 2016 with a drop in 2013 and 2014: 51 crashes were reported in 2013, 29 crashes in 2014, 36 crashes in 2015, 62 crashes in 2016, and 37 crashes in 2017. **Table 49** summarizes the crash data by year. Detailed crash data tables are included in **Appendix F**.

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 18 percent of the crashes occurred on wet pavement.
- 34 percent of the crashes occurred during dark conditions. Three percent of crashes occurred during dusk/dawn.

- One crash occurred with a driver under the influence of alcohol.
- Crashes were more concentrated on weekdays rather than weekend days.
- The peak periods in crash frequency occurred from 7:00 AM to 9:00 AM and 3:00 PM to 4:00 PM and 6:00 PM to 7:00 PM, as shown in **Figure 25**.
- The direction of the at-fault motorist was evenly distributed.

Table 49: Summary of Crashes – East Ponce de Leon Ave at Mountain Industrial Blvd/North Hairston Rd

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	51	0	12	15	11
2014	29	0	12	9	5
2015	36	0	10	14	10
2016	62	1	22	21	8
2017	37	0	10	13	4
Total	215	1	66	72	38
Average	43	0.2	13.2	14.4	7.6
Percent		0.5%	30.7%	33.5%	17.7%

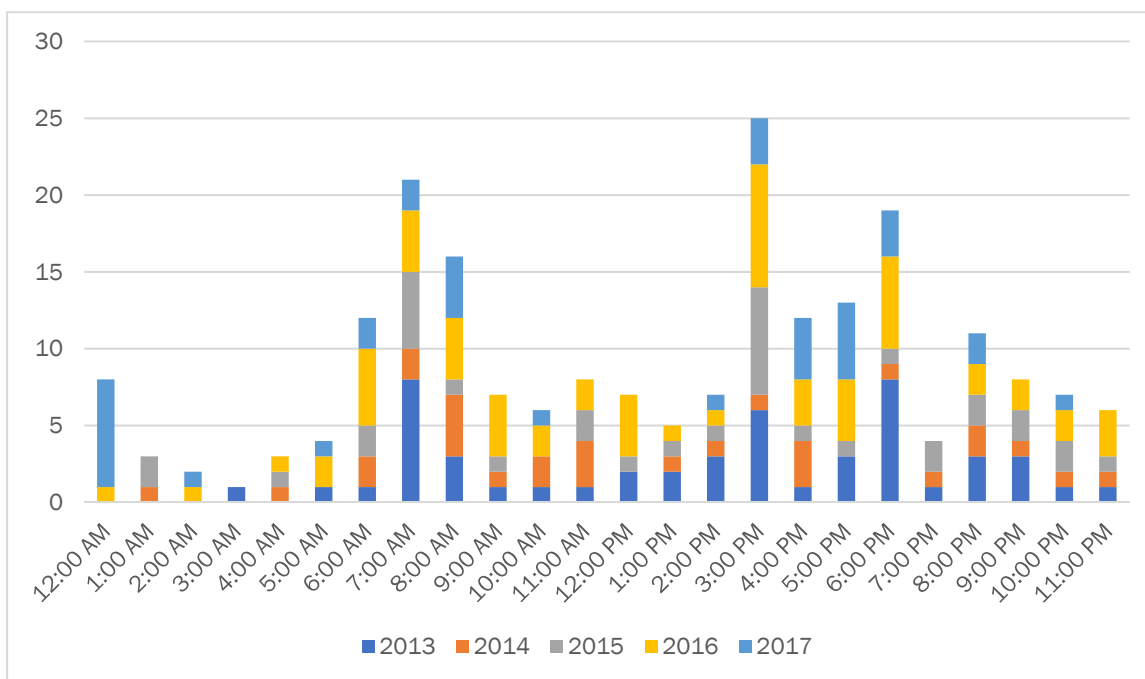


Figure 25: Crashes by Time of Day – East Ponce de Leon Ave at Mountain Industrial Blvd/North Hairston Rd

Table 50 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear-end crash (45 percent), of which 34 percent occurred in the northbound direction. The second most common crash type was a sideswipe crash (19 percent), which can often be attributed to congestion. The predominant at-fault direction of the sideswipe crashes was southbound (45 percent).

Table 50: Summary of Crashes by Type – East Ponce de Leon Ave at Mountain Industrial Blvd/North Hairston Rd

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	23	16	18	28	12	97	45.12%
Sideswipe	12	1	7	14	7	41	19.07%
Angle	6	4	2	7	11	30	13.95%
Left Turn	7	6	3	3	4	23	10.70%
All Others	3	2	6	10	3	24	11.16%
Total	51	29	36	62	37	215	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Restripe both the major and minor streets.
- Restripe the median nose on the south leg of the intersection.
- Restripe all crosswalks.
- Install retroreflective borders to all signal head backplates.
- Review signal timings for the appropriateness of extending the eastbound left-turn phase.
- Clear and grub vegetation along the eastbound travel lanes approaching the study intersection.

Tier 2:

- Repave the major and minor streets.
- Upgrade the existing five-section signal heads to four-section signal heads with a flashing yellow arrow for all approaches. Install additional three-section signal heads over the through travel lanes.
- Upgrade the existing northbound pedestrian signal head across the west leg to a countdown pedestrian signal head.
- Repair broken sidewalk along the south side of the west leg. Extend this sidewalk to the MARTA bus stop west of where this sidewalk terminates.

Tier 3:

- Move the pedestrian detection button in the northeast corner of the intersection so that its placement aligns with the PATH.
- Consolidate access to the Texaco parcel by closing the western driveway on East Ponce de Leon Avenue.

- Because approximately 34 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.

4.3 TUCKER NORCROSS ROAD AT BRITT ROAD

The intersection of Tucker Norcross Road at Britt Road is located in north Tucker. Tucker Norcross Road is a four-lane minor arterial roadway oriented in the north-south direction, divided by a center two-way left-turn lane. The minor street, Britt Road, is a two-lane local road oriented in the east-west direction. Tucker Norcross Road has a posted speed limit of 40 mph, and Britt Road has a posted speed limit of 35 mph. An aerial of the study intersection is included in **Figure 26**, and ADT volumes available for the study interchange are summarized in **Table 51**.



Figure 26: Tucker Norcross Rd at Britt Rd

Table 51: Daily Volumes - Tucker Norcross Rd at Britt Rd

Count Location	2016 GeoCounts ADT
South Chamblee Tucker Road	25,000 ¹
West Chamblee Tucker Road	21,200 ¹
North Pleasantdale Road	25,900
East Tucker Norcross Road	24,900 ¹

¹Count estimated from previous year

The intersection of Tucker Norcross Road at Britt Road is controlled by a drop box span wire signal configuration. The northbound, southbound, and westbound approaches of the intersection have single, exclusive left-turn lanes, and the westbound approach has a single, exclusive right-turn lane. The west leg of the intersection serves as a driveway to Waffle House and other connected parcels. Sidewalks are present along both sides of Tucker Norcross Road, and crosswalks with countdown pedestrian signals are present across the north, west, and east legs of the intersection. Overhead street lighting is provided along the east side of Tucker Norcross Road and at the northeast and southwest corners of the study intersection.

The area immediately surrounding the study intersection is primarily commercial. A Popeyes is in the northeast quadrant of the study intersection, a local pharmacy is in the southeast quadrant of the study intersection, and a small shopping center and Waffle House is located on the western edge of the intersection. Photographs of the study intersection are included in **Appendix C**.

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Thursday, April 19, 2018 during evening peak hour conditions and Friday, April 20, 2018, during morning peak hour conditions. The following observations were noted:

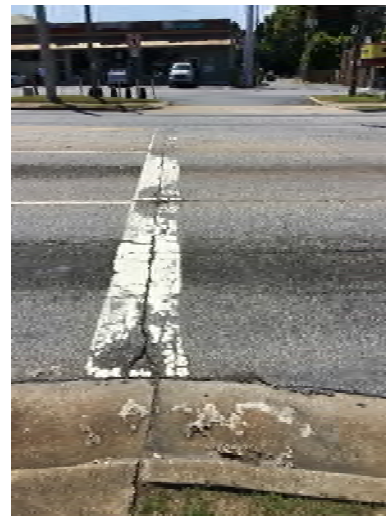
- All signal heads have backplates, but no reflective borders.
- The northbound and southbound approaches have five-section signal heads.
- The overhead lane control signs over the northbound and southbound approaches are faded.



- On the pedestrian signal head crossing the north leg of the intersection eastbound, the second countdown number has some bulbs that are burned out.
- Gravel is present on southeast corner of the intersection, indicating truck mounting.



- Vegetation is overgrown along the west sidewalk, which has sections of broken pavement.
- Visibility is limited for westbound motorists making right turns.
- The pavement and striping conditions along Tucker Norcross Road are in poor condition.
- Pavement markings are severely faded for lanes and all crosswalks.



Clearance Interval Review

Yellow and all-red clearance intervals from signal timings that were provided by the City of Tucker were reviewed and are included in **Appendix D**. The existing yellow and all-red times, as well as the calculated yellow and all-red times, are summarized in **Table 52**. Existing clearance interval times that are more than 2.0 seconds less than the corresponding calculated clearance interval are indicated in the tables in red.

Table 52: Signal Timings – Tucker Norcross Rd at Britt Rd

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
1	NBL	4.5	3.1	2.0	2.6
2	SB	4.5	3.9	2.0	1.5
4	EB	3.6	2.1	2.4	4.8
5	SBL	4.5	2.6	2.0	2.9
6	NB	4.5	4.7	2.0	1.4
8	WB	3.6	3.7	2.4	2.0

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. No projects were completed between 2013 and 2017 and no future projects are currently planned.

Crash Analysis

From January 1, 2013 to December 2017, a total of 167 crashes were reported for the intersection, including 39 injury crashes resulting in 74 injuries, and zero fatal crashes. The number of crashes per year varied over the five-year history: 29 crashes were reported in 2013, 30 crashes in 2014, 37 crashes in 2015, 31 crashes in 2016, and 40 crashes in 2017. **Table 53** summarizes the crash data by year. Detailed crash data tables are included in **Appendix F**.

Table 53: Summary of Crashes – Tucker Norcross Rd at Britt Rd Road

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	29	0	3	6	7
2014	30	0	6	11	6
2015	37	0	14	12	4
2016	31	0	6	9	7
2017	40	0	10	10	4
Total	167	0	39	48	28
Average	33.4	0	7.8	9.6	5.6
Percent		0.0%	23.4%	28.7%	16.8%

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 16 percent of the crashes occurred on wet pavement.
- 29 percent of the crashes occurred during dark conditions.
- Three crashes occurred with a driver under the influence of alcohol.
- Crashes were more concentrated on weekdays rather than weekend days.
- The peak periods in crash frequency occurred from 4:00 PM to 6:00 PM, as shown in **Figure 27**.

- The direction of the at-fault motorist was evenly distributed.

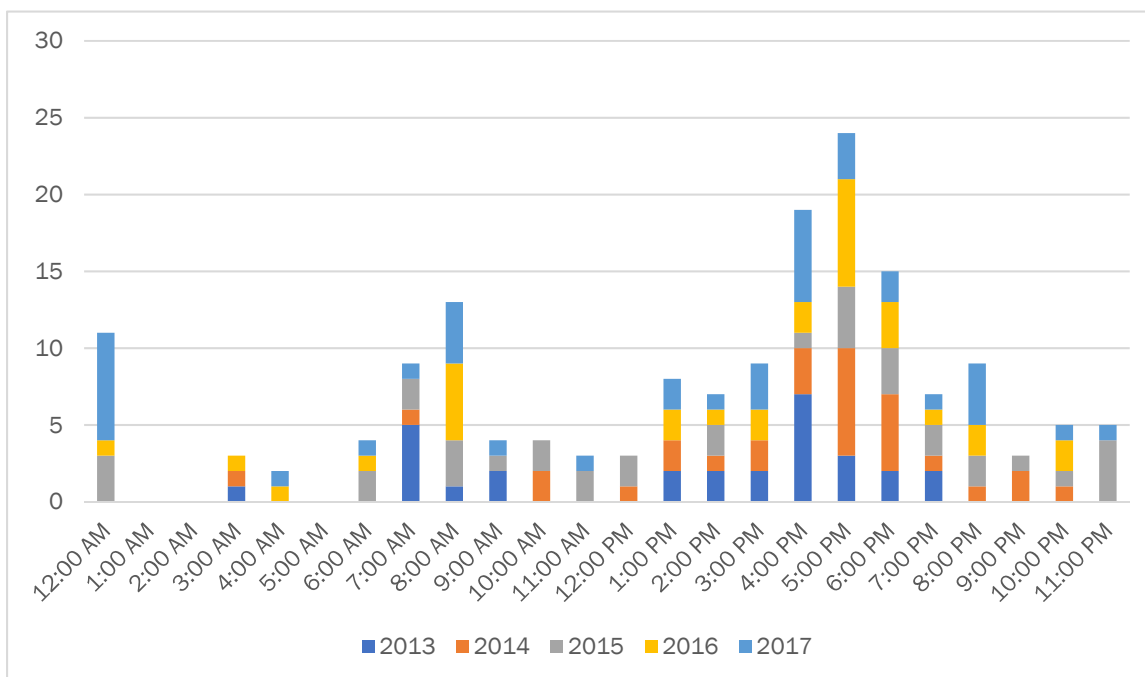


Figure 27: Crashes by Time of Day – Tucker Norcross Rd at Britt Rd

Table 54 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear-end crash (25 percent) of which 44 percent occurred in the southbound direction. The second most common crash type was an angle crash (24 percent), of which 35-percent occurred in the westbound direction. The third most common crash type was a sideswipe crash (23 percent).

Table 54: Summary of Crashes by Type – Tucker Norcross Rd at Britt Rd

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	10	5	7	9	11	42	25.15%
Angle	9	3	9	7	12	40	23.95%
Sideswipe	6	12	8	7	5	38	22.75%
Left Turn	4	9	9	6	5	33	19.76%
All Others	0	1	4	2	7	14	8.38%
Total	29	30	37	31	40	167	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Restripe Tucker Norcross Road.
- Restripe all crosswalks.

- Install retroreflective borders to all signal head backplates.
- Replace burned-out light bulbs in the eastbound pedestrian signal head across the north leg of the intersection.
- Replace the faded overhead lane control signs over the northbound and southbound approaches. Review the placement of all signs to confirm they are over the appropriate lanes.
- Restripe the westbound inside lane on Britt Road as a shared left-turn/through lane.
- Clear vegetation from the west sidewalk.

Tier 2:

- Repave Tucker Norcross Road.
- Upgrade the existing northbound and southbound five-section signal heads to four-section signal heads with a flashing yellow arrow. Install additional three-section signal heads over the northbound and southbound through travel lanes.
- Replace the gravel strip along the curb of the southeast corner with an apron.
- Repair broken sidewalk along both sides of Tucker Norcross Road.

Tier 3:

- Close the Market Plaza shopping center driveway south of the Waffle House driveway. Reconstruct the west approach so that the Waffle House driveway better aligns with Britt Road on the south side.
- Consider closing and consolidating access points between Chamblee Tucker Road and Pleasantdale Road.
- Because approximately 29 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.
- Consider an in-depth corridor study along Tucker Norcross Road from Chamblee Tucker Road to Pleasantdale Road.

4.4 MOUNTAIN INDUSTRIAL BOULEVARD AT HAMMERMILL ROAD

The intersection of Mountain Industrial Boulevard at Hammermill Road is located in central Tucker. An aerial of the study intersection is included in **Figure 28**. Mountain Industrial Boulevard is a four-lane principal arterial oriented in the north-south direction with a posted speed limit of 45 mph. The minor street, Hammermill Road, is a two-lane local road oriented in the east-west direction with a posted speed limit of 25 mph. ADT volumes available for the study interchange are summarized in **Table 55**.



Figure 28: Mountain Industrial Blvd at Hammermill Rd

Table 55: Daily Volumes - Mountain Industrial Blvd at Hammermill Rd

Count Location	2016 GeoCounts ADT
North Mountain Industrial Blvd	38,100
Stone Mountain Fwy - WB Exit	4,820 ¹
Stone Mountain Fwy - WB Entrance	13,800 ¹
South Mountain Industrial Blvd	31,100 ¹
Stone Mountain Fwy - EB Entrance	4,450 ¹
Stone Mountain Fwy - EB Exit	12,200 ¹

¹Count estimated from previous year

The intersection of Mountain Industrial Boulevard at Hammermill Road is controlled by a signal of mast arm design. The southbound approach has an exclusive left-turn lane and an exclusive right-turn lane. South of the intersection, the center two-way left-turn lane terminates with gore striping at the northbound approach at Hammermill Road. The west leg of the intersection serves as driveway access

for Sam's Club and Waffle House. No striping is present on the west leg of the intersection, and no signal equipment is provided for the approach. Sidewalks are present along both sides of Mountain Industrial Boulevard, a 200-foot sidewalk is present along the north side of Hammermill Road, and a 65-foot sidewalk is present along the south side of Hammermill Road. Crosswalks with countdown pedestrian signals are present across all four legs of the intersection. A northbound sheltered bus stop is located directly south of the study intersection, and a southbound bus stop is located further south of the intersection on Mountain Industrial Boulevard. Overhead street lighting is provided in the northwest and southeast corners of the study intersection.

The area immediately surrounding the study intersection is primarily commercial. A small strip mall is in the northeast quadrant of the study intersection, a SunTrust bank is in the southeast quadrant of the study intersection, a storage facility is in the southwest quadrant of the study intersection, and a Waffle House is in the northwest quadrant of the study. Photographs of the study intersection are included in **Appendix C**.

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Thursday, April 19, 2018 during the morning and evening peak hour. The following observations were noted:

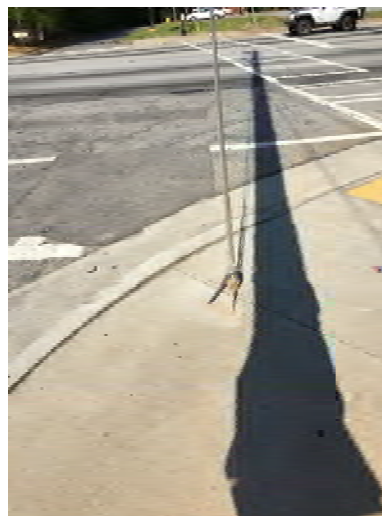
- All signal heads have backplates, but no reflective borders.
- The southbound approach has a five-section signal head.
- The west leg and south leg mast arms include internally illuminated street name signs.
- Video detection is present on all four approaches.
- Crosswalk striping across all legs is in poor condition
- Operation of the west leg is unclear. The roadway is approximately 16-feet wide, no signal equipment is provided for the approach, and a southbound right-turn lane is provided for entering the west leg. However, a "Do Not Enter" (MUTCD R5-1) sign is located along the south side of the roadway.



- During the evening peak period, motorists were observed using the southbound right-turn lane to bypass southbound queues in the through lane, cutting back into the through lanes in the middle of the intersection at Hammermill Road.



- During the evening peak period, many motorists were observed violating the red signal indication.
- Northbound right-turning trucks are making the turn wide.
- A northbound bicyclist was observed travelling along the outside southbound lane, against traffic.
- The eastbound pedestrian signal head across the south leg is rotated and cannot be seen by crossing pedestrians.
- On the northeast corner, a utility pole span wire is anchored in the sidewalk, causing an obstruction to pedestrians.



Clearance Interval Review

Yellow and all-red clearance intervals from signal timings that were provided by the City of Tucker were reviewed and are included in **Appendix D**. The existing yellow and all-red times, as well as the calculated yellow and all-red times, are summarized in **Table 56**. Existing clearance interval times that are more than 2.0 seconds less than the corresponding calculated clearance interval are indicated in the tables in red. The study intersection was recently added to the GDOT RTOP program in May 2018, and signal timings may change in the near future as various RTOP programs are implemented.

Table 56: Signal Timing – Mountain Industrial Blvd at Hammermill Rd

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
2	SB	4.3	4.5	1.5	1.1
4	WB	3.4	2.6	3.0	2.5
5	SBL	3.0	3.0	2.5	2.3
6	NB	4.3	4.6	1.5	1.5

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. No projects were completed between 2013 and 2017 and no future projects are currently planned. Although, intersections recently added to the RTOP program are in various stages of improvement implementation, and improvement projects may be programmed for the study intersection in the near future.

Crash Analysis

From January 1, 2013 to December 2017, a total of 153 crashes were reported for the intersection, including 41 injury crashes resulting in 55 injuries, and zero fatal crashes. The number of crashes per year varied over the five-year history: 22 crashes were reported in 2013, 23 crashes in 2014, 25 crashes in 2015, 41 crashes in 2016, and 42 crashes in 2017. **Table 57** summarizes the crash data by year. Detailed crash data tables are included in **Appendix F**.

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 15 percent of the crashes occurred on wet pavement.
- 12 percent of the crashes occurred during dark conditions. An additional three percent of crashes occurred during dusk/dawn.
- Crashes were more concentrated on weekdays rather than weekend days.

- The peak periods in crash frequency occurred from 3:00 PM to 6:00 PM, as shown in **Figure 29**.
- 44 percent of the crashes occurred at-fault in the northbound direction.

Table 57: Summary of Crashes – Mountain Industrial Blvd at Hammermill Rd

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	22	0	6	5	5
2014	23	0	9	1	3
2015	25	0	5	4	5
2016	41	0	11	3	7
2017	42	0	10	5	4
Total	153	0	41	18	24
Average	30.6	0	8.2	3.6	4.8
Percent		0.0%	26.8%	11.8%	15.7%

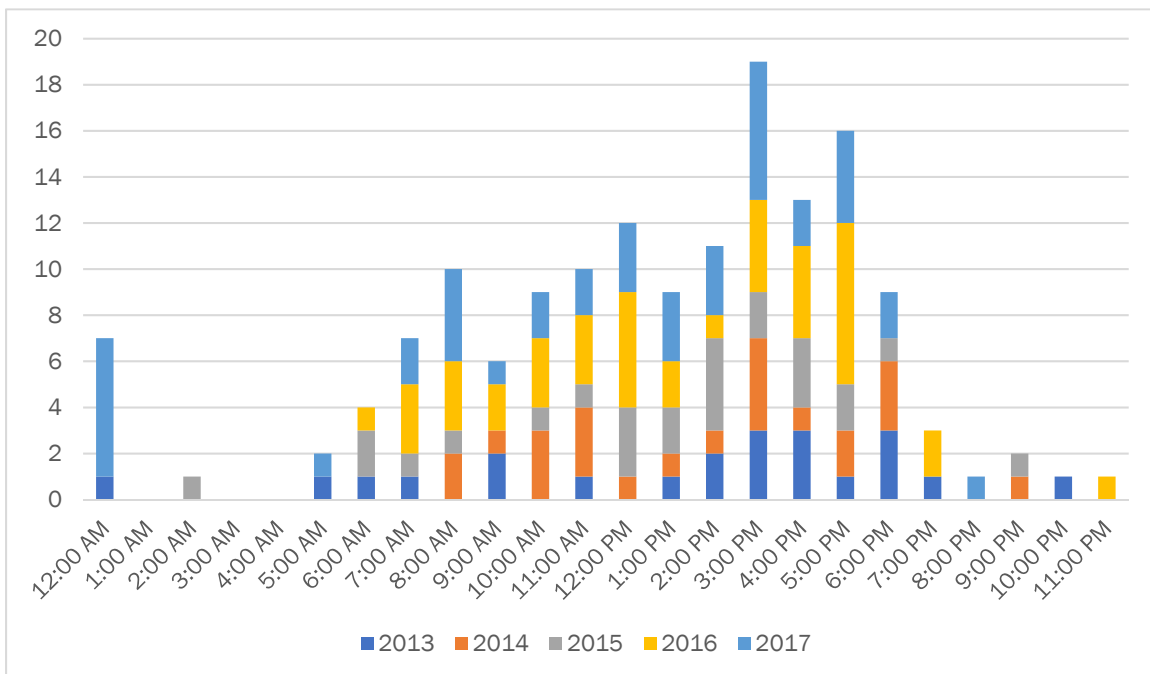


Figure 29: Crashes by Time of Day - Mountain Industrial Blvd at Hammermill Rd

Table 58 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear-end crash (46 percent), of which 58 percent occurred in the northbound direction. The second most common crash type was an angle crash (24 percent), of which 60 percent occurred in the westbound direction. The third most common crash type was a sideswipe crash (14 percent).

Table 58: Summary of Crashes by Type – Mountain Industrial Blvd at Hammermill Rd

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	13	14	8	17	18	70	45.75%
Angle	2	3	9	10	13	37	24.18%
Sideswipe	4	3	2	6	7	22	14.38%
All Others	3	3	6	8	4	24	15.69%
Total	22	23	25	41	42	153	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Restripe Mountain Industrial Boulevard.
- Restripe all crosswalks.
- Install retroreflective borders to all signal head backplates.
- Install a right-turn-only lane control sign (MUTCD R3-5R) along the outside northbound receiving lane.
- Install a right-turn-only lane control sign (MUTCD R3-5R) along the southbound right-turn lane.
- Consider installation of delineators on the inside of the southbound right-turn lane to enforce the right-turn movement at that lane.
- Rotate the eastbound pedestrian signal head across the south leg of the intersection so that the direction of the head aligns with the crosswalk and site path of pedestrians.
- To clarify west leg operations as entrance-only, remove the “Do Not Enter” exclusion sign (MUTCD R5-1) currently located on the south side of the west leg.

Tier 2:

- Repave Mountain Industrial Boulevard.
- Upgrade the southbound five-section signal head to a four-section signal head with a flashing yellow arrow. Install an additional three-section signal head over the southbound through lanes.

Tier 3:

- Consolidate driveways on Mountain Industrial Boulevard between Valero and Public Storage.
- Consider closing and consolidating access points on Mountain Industrial Boulevard and encourage inter-parcel access sharing.

- Delineate the SunTrust Bank driveway on Mountain Industrial Boulevard to right-turn-out-only access.
- Consider installation of a northbound left-turn lane.
- To clarify west leg operations, install a right-turn only sign (MUTCD R3-5R) at the southern Waffle House driveways.
- Relocate the utility wires currently anchored in the sidewalk of the northeast corner of the intersection to avoid obstructing the pedestrian travel path.
- Consider building a new bidirectional road at the west leg that connects to Tucker Industrial Road.
- Consider an in-depth corridor study along Mountain Industrial Boulevard from the interchange at SR 10 (US 78/Stone Mountain Freeway) to SR 236 (Hugh Howell Road).

4.5 MOUNTAIN INDUSTRIAL BOULEVARD AT ELMDALE DRIVE/ROGER MARTEN WAY

The intersection of Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way is located in central Tucker. An aerial of the study intersection is included in **Figure 30**. Mountain Industrial Boulevard is a four-lane principal arterial roadway oriented in the north-south direction, divided by a center two-way left-turn lane. The minor street, Elmdale Drive/Roger Marten Way is a two-lane local road oriented in the east-west direction. Mountain Industrial Boulevard has a posted speed limit of 45 mph and Elmdale Drive/Roger Marten Way has a posted speed limit of 25 mph. ADT volumes available for the study interchange from *GeoCounts* are summarized in **Table 59**.

The intersection of Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way is controlled by a signal of mast arm design. The eastbound approach provides a single, exclusive right-turn lane, and the major-street approaches provide single, exclusive left-turn lanes that operate under protected-permissive left-turn phasing. Sidewalks are present along the east side of Mountain Industrial Boulevard and along the west side of Mountain Industrial Boulevard, south of the study intersection. Crosswalks with countdown pedestrian signals are present across all four legs of the intersection. A northbound bus stop is located directly south of the intersection, and a southbound bus stop with a bench is located approximately 250 feet south of the intersection. Overhead street lighting is provided at the southeast corner of the study intersection.

The area immediately surrounding the study intersection is primarily commercial. A QT gas station is in the northeast quadrant of the study intersection, a McDonalds is in the southeast quadrant, a Sam's Club is in the southwest quadrant, a TSW distribution center located in the northwest quadrant of the

study intersection. The Marten Transport Ltd center is due east of the intersection. Photographs of the study intersection are included in **Appendix C**.



Figure 30: Mountain Industrial Blvd at Elmdale Dr/Roger Marten Way

Table 59: Daily Volumes - Mountain Industrial Blvd at Elmdale Dr/Roger Marten Way

Count Location	2016 GeoCounts ADT
North Mountain Industrial Blvd	38,100
Stone Mountain Fwy - WB Exit	4,820 ¹
Stone Mountain Fwy - WB Entrance	13,800 ¹
South Mountain Industrial Blvd	31,100 ¹
Stone Mountain Fwy - EB Entrance	4,450 ¹
Stone Mountain Fwy - EB Exit	12,200 ¹

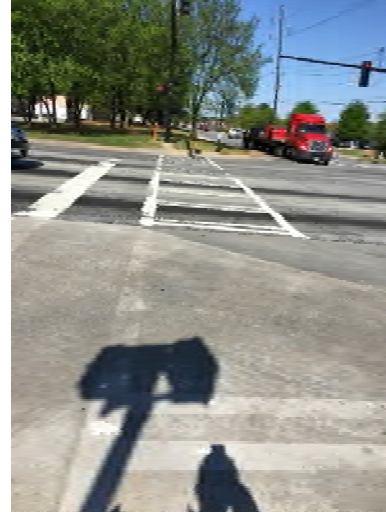
¹Count estimated from previous year

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Thursday, April 19, 2018 during the morning and evening peak hour. The following observations were noted:

- All signal heads have backplates, but no reflective borders.
- The northbound and southbound approaches have five-section signal heads.

- The north leg, south leg, and west leg mast arms include an internally illuminated street name signs.
- Video detection is present on all four approaches.
- Crosswalk markings are in very poor condition.



- The yellow lane delineation markings on the west leg are severely faded.
- Severe rutting is present in the pavement on Mountain Industrial Boulevard.



- Northbound left-turn motorists were observed driving aggressively with pedestrian in the west crosswalk.
- An eastbound pedestrian was observed crossing Mountain Industrial Boulevard mid-block, north of intersection.
- A southbound bicyclist was observed crossing the east leg of the intersection mid-block, approximately 100 feet east of Mountain Industrial Boulevard.



- A westbound pedestrian was observed crossing Mountain Industrial Boulevard mid-block, approximately 450 feet south of the study intersection.
- Southbound queues downstream at the signalized Hammermill Drive intersection extend north, making it difficult for southbound motorists at the study intersection to get through the intersection during the green phase.
- The eastbound right-turn movement is difficult for trucks to make, due to southbound queues.
- Some spilled concrete is located in the north leg crosswalk, at the westernmost southbound vehicular travel lane.



Clearance Interval Review

Yellow and all-red clearance intervals from signal timings that were provided by the City of Tucker were reviewed and are included in **Appendix D**. The existing yellow and all-red times, as well as the calculated yellow and all-red times, are summarized in **Table 60**. Existing clearance interval times that are more than 2.0 seconds less than the corresponding calculated clearance interval are indicated in the tables in red. The study intersection was recently added to the GDOT RTOP program in May 2018, and signal timings may change in the near future as various RTOP programs are implemented.

Table 60: Mountain Industrial Blvd at Elmdale Dr/Roger Marten Way

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
1	NBL	3.0	2.8	2.8	2.8
2	SB	4.4	4.3	1.6	1.5
3	WBL	3.3	2.8	3.0	2.9
4	EB	3.3	2.8	3.0	3.0
5	SBL	3.0	2.8	2.8	2.8
6	NB	4.4	4.3	1.6	1.4

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. No projects were completed between 2013 and 2017 and no future projects are currently planned. Although, intersection recently added to the RTOP program are in various stages of improvement implementation, and improvement projects may be programmed for the study interchange in the near future.

Crash Analysis

From January 1, 2013 to December 2017, a total of 150 crashes were reported for the intersection, including 25 injury crashes resulting in 41 injuries, and zero fatal crashes. The number of crashes per year varied over the five-year history: 21 crashes were reported in 2013, 21 crashes in 2014, 33 crashes in 2015, 38 crashes in 2016, and 37 crashes in 2017. **Table 61** summarizes the crash data by year. Detailed crash data tables are included in **Appendix F**.

Table 61: Summary of Crashes – Mountain Industrial Blvd at Elmdale Dr/Roger Marten Way

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	21	0	2	3	1
2014	21	0	5	5	3
2015	33	0	7	7	8
2016	38	0	5	15	4
2017	37	0	6	9	4
Total	150	0	25	39	20
Average	30	0	5	7.8	4
Percent		0.0%	16.7%	26.0%	13.3%

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 13 percent of the crashes occurred on wet pavement.
- 26 percent of the crashes occurred during dark conditions.
- Two crashes occurred with a driver under the influence of alcohol.
- Crashes were more concentrated on weekdays rather than weekend days.

- The peak periods in crash frequency occurred from 10:00 AM to 11:00 AM and 2:00 PM to 3:00 PM and 4:00 PM to 5:00 PM, as shown in **Figure 31**.
- 54 percent of the crashes occurred at-fault in the southbound direction.

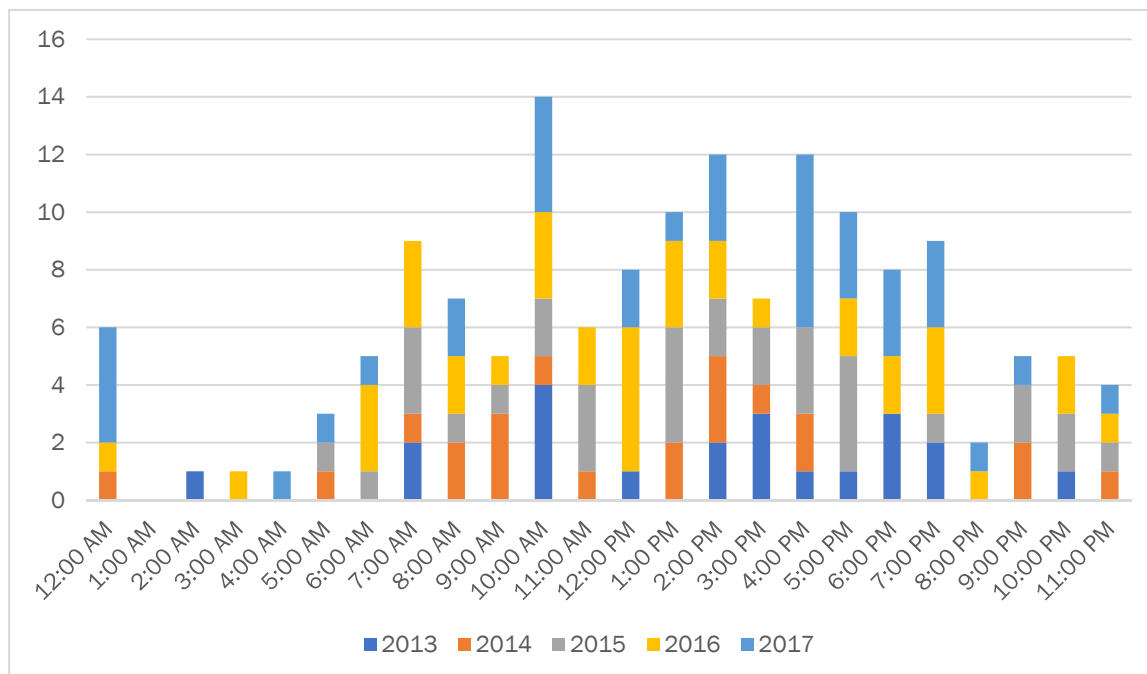


Figure 31: Crashes by Time of Day – Mountain Industrial Blvd at Elmdale Dr/Roger Marten Way

Table 62 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear-end crash (57 percent) of which 56 percent occurred in the southbound direction. The second most common crash type was a sideswipe crash (20 percent), which can typically be attributed to heavy congestion. The predominant at-fault directions of the sideswipe crashes were both the southbound and northbound direction, both at 47 percent.

Table 62: Summary of Crashes by Type – Mountain Industrial Blvd at Elmdale Dr/Roger Marten Way

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	12	11	18	23	21	85	56.67%
Sideswipe	5	5	6	8	6	30	20.00%
All Others	4	5	9	7	10	35	23.33%
Total	21	21	33	38	37	150	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Restripe both Mountain Industrial Boulevard and Elmdale Drive.

- Restripe all crosswalks.
- Install retroreflective borders to all signal head backplates.

Tier 2:

- Repave Mountain Industrial Boulevard.
- Upgrade the existing northbound and southbound five-section signal heads to four-section signal heads with a flashing yellow arrow. Install additional three-section signal heads over the northbound and southbound through travel lanes.
- Repair the pavement where a patch of uneven, possibly spilled, concrete dried on top of the southbound travel lanes and north crosswalk.
- Fill in the gap of the pedestrian network along the west side of Mountain Industrial Boulevard, north of Elmdale Drive.

Tier 3:

- Because approximately 26 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.
- Consider an in-depth corridor study along Mountain Industrial Boulevard from the interchange at SR 10 (US 78/Stone Mountain Freeway) to SR 236 (Hugh Howell Road).

4.6 PLEASANTDALE ROAD AT TUCKER NORCROSS ROAD

The intersection of Tucker Norcross Road at Pleasantdale Road is located in north Tucker. An aerial of the study intersection is included in **Figure 32**. Tucker Norcross Road is a four-lane minor arterial oriented in the northwest-southeast direction on the south leg and a northeast-southwest direction on the east leg. Pleasantdale Road is a four-lane minor arterial oriented in the northwest-southeast direction on the north leg. Tucker Norcross Road has a posted speed limit of 45 mph on the north leg and 40 mph on the south leg, and Pleasantdale Road has a posted speed limit of 35 mph. ADT volumes available for the study interchange from *GeoCounts* are summarized in **Table 63**.

The intersection of Tucker Norcross Road at Pleasantdale Road is controlled by a drop box span wire signal configuration. The westbound approach has dual left-turn lanes, and the northbound and southbound approaches have single, exclusive left-turn lanes that operate under protected-permissive left-turn phasing. The west leg of the intersection serves as driveway access for a shopping center. The eastbound and westbound approaches operate with split phasing. Sidewalks are present along the north and south legs of the intersection, and crosswalks with countdown pedestrian signals are

present across all legs of the intersection. A southbound sheltered bus stop is located directly north of the study intersection, and a northbound bus stop is also located north of the intersection. Overhead streetlighting is provided at the northeast and southeast corners of the study intersection.



Figure 32: Pleasantdale Rd at Tucker Norcross Rd

Table 63: ADT – Pleasantdale Rd at Tucker Norcross Rd

Count Location	2016 GeoCounts ADT
South Chamblee Tucker Road	25,000 ¹
West Chamblee Tucker Road	21,200 ¹
North Pleasantdale Road	25,900
East Tucker Norcross Road	24,900 ¹

¹Count estimated from previous year

The area immediately surrounding the study intersection is primarily commercial. A Shell gas station is in the northeast quadrant of the study intersection, a Walmart shopping center is in the southeast quadrant of the study intersection, and a small shopping center is located on the western edge of the intersection. Photographs of the study intersection are included in **Appendix C**.

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Thursday, April 19, 2018 during evening peak hour conditions and Friday, April 20, 2018, during morning peak hour conditions. The following observations were noted:

- All signal heads have backplates, but no reflective borders.
- The northbound and southbound approaches have five-section signal heads.
- Advanced overhead lane configuration signs over all approaches are faded.



- Pavement at the study intersection is in poor conditions. A pothole is located in the outside southbound travel lane, in the middle of the study intersection.



- Pavement markings at the study intersection are faded.



- The westbound through movement is permissible at the intersection; however, no lane markings indicate with westbound lane through-moving vehicles should use.

- The pedestrian button to cross north leg eastbound was not operating.
- The pedestrian button to cross north leg westbound was not operating.
- Crossing the east leg northbound, the pedestrian signal head countdown only flashed “00” throughout the entire countdown phase.
- Southbound left-turning motorists were aggressive with pedestrians in the east leg crosswalk.
- Westbound left-turning motorists consistently pulled past the stop bar.
- Pedestrians were observed crossing the major street without the crosswalk or pedestrian signal.
- An eastbound pedestrian in a wheelchair was observed traveling in the westbound right-turn lane to access the Shell gas station.



Clearance Interval Review

Yellow and all-red clearance intervals from signal timings that were provided by the City of Tucker were reviewed and are included in **Appendix D**. The existing yellow and all-red times, as well as the calculated yellow and all-red times, are summarized in **Table 64**. Existing clearance interval times that are more than 2.0 seconds less than the corresponding calculated clearance interval are indicated in the tables in red.

Table 64: Signal Timings – Pleasantdale Rd at Tucker Norcross Rd

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
1	NBL	4.5	2.9	2.0	2.3
2	SB	4.5	4.2	2.0	1.5
3	WBL	3.0	3.0	2.5	3.8
4	EB	4.1	2.0	2.5	4.3
5	SBL	4.5	2.7	2.0	2.3
6	NB	4.5	4.1	2.0	1.5

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash

history and if any future roadway improvements were planned for the study area. No projects were completed between 2013 and 2017 and no future projects are currently planned.

Crash Analysis

From January 1, 2013 to December 2017, a total of 148 crashes were reported for the intersection, including 37 injury crashes resulting in 65 injuries, and zero fatal crashes. The number of crashes per year varied over the five-year history: 15 crashes were reported in 2013, 33 crashes in 2014, 32 crashes in 2015, 38 crashes in 2016, and 30 crashes in 2017. **Table 65** summarizes the crash data by year. Detailed crash data tables are included in **Appendix F**.

Table 65: Summary of Crashes – Pleasantdale Rd at Tucker Norcross Rd

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	15	0	1	7	2
2014	33	0	5	10	5
2015	32	0	8	10	5
2016	38	0	13	17	5
2017	30	0	10	10	3
Total	148	0	37	54	20
Average	29.6	0	7.4	10.8	4
Percent		0.0%	25.0%	36.5%	13.5%

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 14 percent of the crashes occurred on wet pavement.
- 36 percent of the crashes occurred during dark conditions.
- Two crashes occurred with a driver under the influence of alcohol.
- Crashes were more concentrated on weekdays rather than weekend days.
- The peak periods in crash frequency occurred from 3:00 PM to 8:00 PM, as shown in **Figure 33**.
- 39 percent of the crashes occurred at-fault in the southbound direction.

Table 66 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a sideswipe crash (24 percent), of which 31 percent occurred in the southbound and westbound direction. The second most common crash type was a left turn crash (23 percent), of which 69 percent occurred in the southbound direction. The third most common crash type was an angle crash (22 percent), of which 32 percent occurred in the southbound direction.

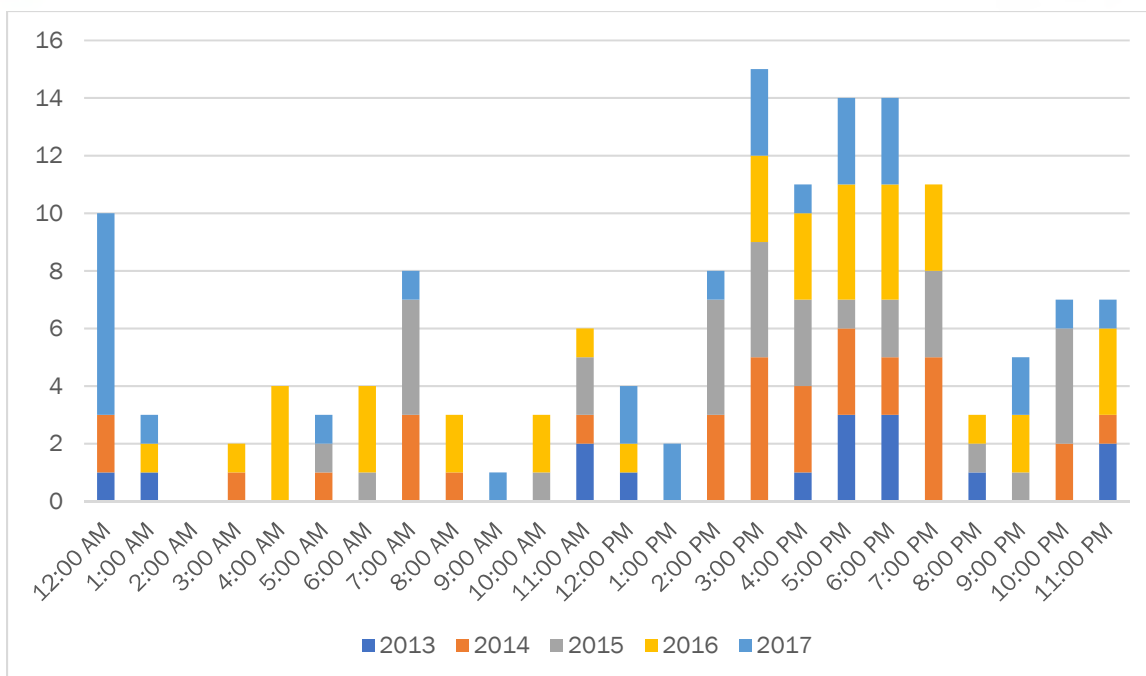


Figure 33: Crashes by Time of Day – Pleasantdale Rd at Tucker Norcross Rd

Table 66: Summary of Crashes by Type – Pleasantdale Rd at Tucker Norcross Rd

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Sideswipe	4	7	6	9	9	35	23.65%
Left-Turn	3	5	10	9	7	34	22.97%
Angle	2	8	6	11	6	33	22.30%
Rear-End	3	9	7	5	6	30	20.27%
All Others	3	4	3	4	2	16	10.81%
Total	15	33	32	38	30	148	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Restripe both Tucker Norcross Road and Pleasantdale Road.
- Restripe all crosswalks.
- Install skip striping along the two westbound left-turn lanes through the intersection.
- Install retroreflective borders to all signal head backplates.
- Replace the faded overhead lane control signs over the northbound, southbound, and westbound approaches. Review the placement to confirm all signs are above the appropriate lanes.
- Designate the middle westbound travel lane as a shared left-turn/through movement lane. Install the appropriate arrow lane marking and update the overhead lane control sign.

- Repair the pedestrian call button to cross the north crosswalk eastbound.
- Repair the northbound pedestrian signal head to cross the east leg. Currently, the countdown starts at time “00” and only flashes “00” throughout the entire pedestrian phase.
- Fix and fill the pothole located in the outside southbound through lane in the middle of the intersection.
- To address potential conflict between northbound right-turning motorists and southbound left-turning motorists: stripe a solid line for 50 feet between the receiving lanes on the east leg of the intersection and install skip striping along the outside of the southbound left-turn lane.

Tier 2:

- Repave both Tucker Norcross Road and Pleasantdale Road.
- Upgrade the existing northbound and southbound five-section signal heads to four-section signal heads with a flashing yellow arrow. Install additional three-section signal heads over the northbound and southbound travel lanes.
- Construct a sidewalk along the south side of the east leg that connects to the sidewalk at the Gwinnett Countyline.

Tier 3:

- Consider closing and consolidating access points on Tucker Norcross Road between Chamblee Tucker Road and Pleasantdale Road.
- Consider access management with landscaped median islands and directional turn lanes in the existing two-way left-turn lane north and south of the study intersection.
- Consider converting the Walmart driveway directly east of the study intersection to right-turn-in/right-turn-out-only access.
- Close the southern driveway on Tucker Norcross Road of the shopping center at the west leg of the study intersection.
- To address potential conflict between northbound right-turning motorists and southbound left-turning motorists, redesign the east leg of the intersection to create a larger turning radius for vehicles turning onto the receiving lanes of the east leg. Relocate the utility pole located in the southeast corner of the intersection.
- Because approximately 36 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.

- Consider an in-depth corridor study along Tucker Norcross Road from Chamblee Tucker Road to Pleasantdale Road.

4.7 EAST PONCE DE LEON AVENUE AT HAMBRICK ROAD

The intersection of East Ponce de Leon Avenue at Hambrick Road is located in south Tucker. An aerial of the study intersection is included in **Figure 34**. East Ponce de Leon Avenue is a two-lane minor arterial oriented in the east-west direction with a posted speed limit of 45 mph. The minor street, Hambrick Road, is a two-lane major collector oriented in the north-south direction with a posted speed limit of 35 mph. The ADT volumes available for the study interchange from *GeoCounts* are summarized in **Table 67**.



Figure 34: East Ponce de Leon Ave at Hambrick Rd

Table 67: Daily Volumes - East Ponce de Leon Ave at Hambrick Rd

Count Location	2016 GeoCounts ADT
East - East Ponce de Leon Avenue	10,900 ¹
West - East Ponce de Leon Avenue	18,700 ¹

¹Count estimated from previous year

The three-leg intersection of East Ponce de Leon Avenue at Hambrick Road is controlled by a drop box span wire signal configuration. Exclusive left-turn lanes are present at the westbound and northbound approaches, and channelized, exclusive right-turn lanes are present at the eastbound and northbound

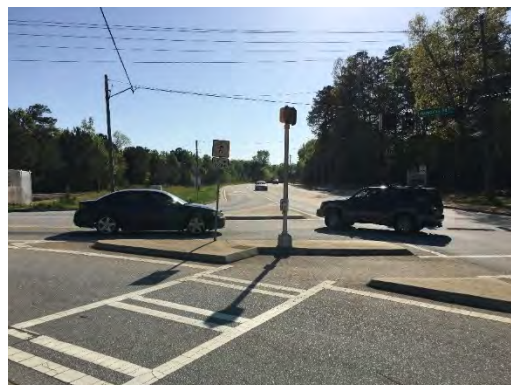
approaches. The westbound left-turn movement operates with protected-permissive left-turn phasing. A CSX railroad line crosses Hambrick Road approximately 100 feet south of the study intersection, and the PATH multi-use trail crosses Hambrick Road approximately 200 feet south of the study intersection with a crosswalk. The PATH trail then continues northbound along Hambrick Road, crossing East Ponce de Leon Avenue and continuing to the east along the north side of East Ponce de Leon Avenue. East of the intersection, a sidewalk is present along the north side of East Ponce de Leon Avenue. A crosswalk with a countdown pedestrian signal is present across the east leg of the intersection. Bus stops are located directly east of the intersection for both eastbound and westbound service. An additional eastbound bus stop is located approximately 400 feet west of the study intersection. Overhead street lighting is provided at the northwest corner of the study intersection.

The area immediately surrounding the study intersection is primarily residential with a senior housing complex, condominiums, and multi-family apartments north of the intersection and single-family homes south of the intersection. Photographs of the study intersection are included in **Appendix C**.

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Tuesday, April 17, 2018 during evening peak hour conditions and Wednesday, April 18, 2018, during morning peak hour conditions. The following observations were noted:

- No backplates are provided on the signal heads.
- The westbound approach has a five-section signal head.
- Loop detection is present on all three approaches.
- The southbound pedestrian signal is angled to the east and is not visible when waiting at the push button.
- The signage prohibiting pedestrian crossings outside of the sidewalk is faded.
- The no pedestrian, use crosswalk sign on the pedestrian island is faded, as shown in the photo below.



- During observations, two near-miss crashes occurred at Wamsley Way, an un-signalized entrance to the Wilshire condominium complex approximately 200 feet east of the study intersection.
 - While an eastbound left-turning motorist waited for a gap in westbound traffic, another eastbound motorist, three cars behind in the queue, pulled into the westbound left-turn lane at Hambrick Road to pass the queue at the same time a westbound motorist tried to move into the turn lane.
 - An eastbound bicyclist travelling on the PATH multi-use trail was almost hit by a southbound right-turning motorist that was looking east to find a gap in westbound through traffic.
- On the east leg of the study intersection, pedestrians at the eastbound MARTA bus, as well as eastbound and westbound bicyclists travelling were observed crossing mid-block and/or bypassing the signalized crosswalk at the intersection.



- Multiple bicyclists used the crosswalk without pushing the pedestrian detection button or waiting for the pedestrian phase.
- On the west leg of the intersection, pedestrians exiting the eastbound MARTA bus crossed East Ponce de Leon mid-block to Orchard Park Drive, as shown in the photo below



Clearance Interval Review

Yellow and all-red clearance intervals from signal timings that were provided by the City of Tucker were reviewed and are included in **Appendix D**. The existing yellow and all-red times, as well as the calculated yellow and all-red times, are summarized in **Table 68**. Existing clearance interval times that are more than 2.0 seconds less than the corresponding calculated clearance interval are indicated in the tables in red. The study intersection recently added to the GDOT RTOP program in May 2018, and signal timings may change in the near future as various RTOP programs are implemented.

Table 68: Signal Timings - East Ponce de Leon Ave at Hambrick Rd

Movement	Direction	Yellow (s)		All Red (s)	
		Existing	Calculated	Existing	Calculated
2	WB	4.5	4.0	1.1	0.9
4	NB	3.9	3.0	1.6	1.7
5	WBL	3.0	2.7	2.2	1.8
6	EB	4.5	4.6	1.1	0.8

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. No projects were completed between 2013 and 2017 and no future projects are currently planned. Although intersections recently added to the RTOP program are in various stages of improvement implementation, and improvement projects may be programmed for the study intersection in the near future.

Crash Analysis

From January 1, 2013 to December 2017, a total of 67 crashes were reported for the intersection, including 23 injury crashes resulting in 48 injuries, and zero fatal crashes. The number of crashes per year varied over the five-year history: 11 crashes were reported in 2013, 13 crashes in 2014, 15 crashes in 2015, 19 crashes in 2016, and 9 crashes in 2017. **Table 69** summarizes the crash data by year. Detailed crash data tables are included in **Appendix F**.

Table 69: Summary of Crashes - East Ponce de Leon Ave at Hambrick Rd

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	11	0	4	1	4
2014	13	0	3	8	2
2015	15	0	4	4	3
2016	19	0	6	3	4
2017	9	0	6	1	2
Total	67	0	23	17	15
Average	13.4	0	4.6	3.4	3
Percent		0.0%	34.3%	25.4%	22.4%

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 22 percent of the crashes occurred on wet pavement.
- 34 percent of the crashes occurred during dark conditions. Four percent of crashes occurred during dusk/dawn.
- One pedestrian crash occurred at the intersection.
- Crashes were more concentrated on weekdays rather than weekend days.
- The peak periods in crash frequency occurred from 3:00 PM to 4:00 PM, as shown in **Figure 35**.
- 46 percent of the crashes occurred at-fault in the eastbound direction.

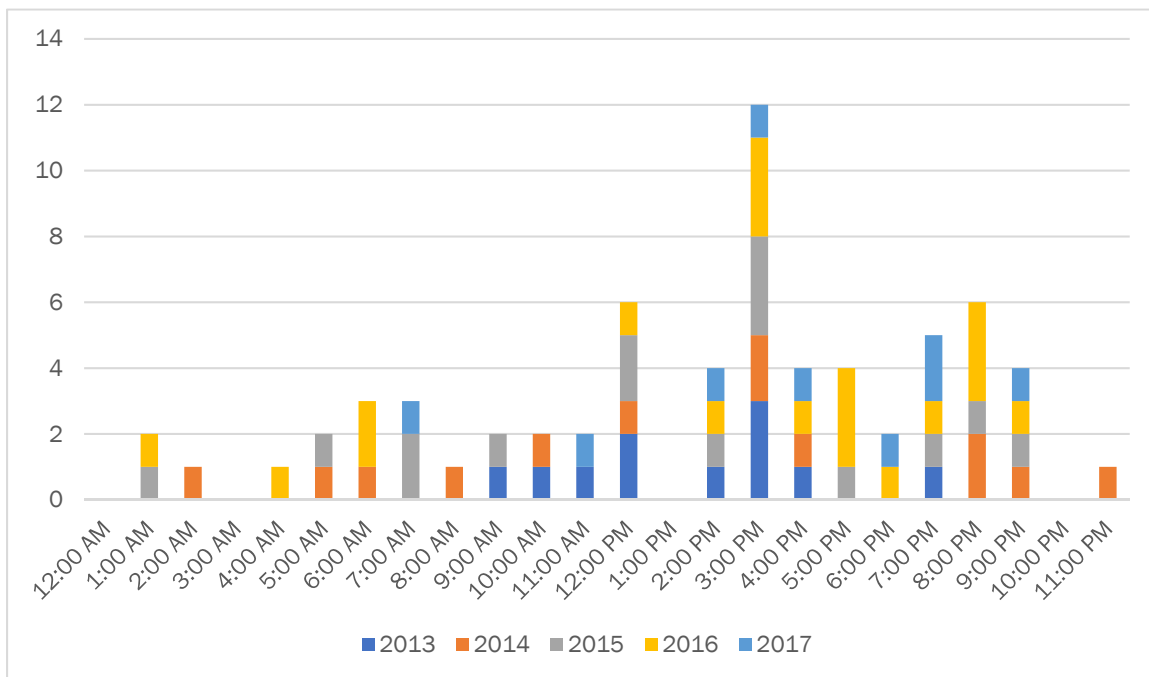


Figure 35: Crashes by Time of Day – East Ponce de Leon Ave at Hambrick Rd

Table 70 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear end crash (57 percent), of which 65 percent occurred in eastbound direction.

Table 70: Summary of Crashes by Type – East Ponce de Leon Ave at Hambrick Rd

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear End	8	5	12	10	3	38	56.72%
Angle	2	1	1	1	4	9	13.43%
Left Turn	0	2	1	4	1	8	11.94%
Pedestrian / Bicycle	0	0	0	1	0	1	1.49%
All Others	1	5	1	3	1	11	16.42%
Total	11	13	15	19	9	67	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Add backplates with retroreflective borders to all signal heads.
- Rotate the southbound pedestrian signal across the east leg so that the direction of the head aligns with the crosswalk and site path of pedestrians.
- Replace the faded regulatory sign prohibiting pedestrian crossings (MUTCD R9-3) and the “Use Crosswalk” plaque (MUTCD R9-3bP) located in the southeast triangular raised island.
- At the southbound approach of Wamsley Way, install a bicycle/ pedestrian warning sign (MUTCD W11-15) mounted to a "Trail X-ing" warning plaque (MUTCD W11-15P).
- Install delineator posts along the inside of the westbound left-turn lane and median striping to prevent eastbound left-turn movements from East Ponce de Leon Avenue onto Wamsley Way.

Tier 2:

- Upgrade the westbound five-section signal head to a four-section signal head with a flashing yellow arrow.
- Provide a two-stage pedestrian crosswalk with a raised pedestrian refuge and appropriate signage across East Ponce de Leon, east of Orchard Park Drive, for pedestrians crossing the major street to board and alight buses. Consider installation of a rectangular rapid flashing beacon as part of this crossing treatment.
- Provide a bus pad for riders using the bus stop located along the eastbound travel lane of East Ponce de Leon at Orchard Park Drive.
- Coordinate with MARTA to consolidate and aggregate appropriate bus stop locations within the vicinity of the study intersection.
- Install a triangular island with rubber traffic-separating curb at Wamsley Way to modify its access to right-turn-in/right-turn-out-only.

Tier 3:

- Install a permanent triangular raised island to restrict access at Wamsley Way to right-turn-in/right-out-only operation.

- In coordination with restricting access at Wamsley Way, install an eastbound left-turn lane at the intersection of East Ponce de Leon Avenue at Kingsgate Drive to accommodate the shift in Wilshire Condominiums traffic patterns after restricting Wamsley Way access.
- Review and modify the railroad crossing treatment (signs, pavement markings, signal equipment, etc.) to meet the standards set in Part 8 of the MUTCD, including: installation of a minimum of one Grade Crossing sign (MUTCD R15-1) on each approach and a number-of-tracks sign (R15-2P); installation of a "Do Not Stop on Tracks" sign (MUTCD R8-8); installation of a "Stop Here on Red Sign (MUTCD R10-6); installation of a stop line at both approaches; consideration of grade crossing advance warning signs (MUTCD W10-1); consideration of grade crossing pavement markings; and review of flashing light signal equipment.
- Because approximately 34 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.
- Conduct a study to determine the appropriateness of a continuous green T-intersection configuration.

4.8 JULIETTE ROAD AT STONE MILL WAY/WOOD BEND DRIVE

The intersection of Juliette Road at Stone Mill Way/Wood Bend Drive is located in south Tucker. An aerial of the study intersection is included in **Figure 36**. Juliette Road is a four-lane, divided, local road oriented in the north-south direction with a posted speed limit of 35 mph. Stone Mill Way and Wood Bend Drive are two-lane local roads oriented in the east-west direction with posted speed limits of 25 mph. Juliette Road has a posted speed limit of 35 mph and Stone Mill Way/Wood Bend Drive has a posted speed limit of 25 mph. The ADT volumes available for the study interchange from *GeoCounts* are summarized in **Table 71**.

The study intersection is a two-way stop-controlled intersection, with Stone Mill Way and Wood Bend Drive operating under stop control and with Juliette Road operating freely. Juliette Road is divided by a 12-foot grass median, and no turn lanes are provided at any of the approaches. No pedestrian or bicycle facilities are located at the study intersection, though bus stops are located directly north and south of the study intersection for each direction of travel along Juliette Road. Overhead street lighting is provided at northeast corner and 100 feet north of the northwest corner of the study intersection.



Figure 36: Juliette Rd at Stone Mill Way/Wood Bend Dr

Table 71: Daily Volumes - Juliette Rd at Stone Mill Way/Wood Bend Dr

Count Location	2016 GeoCounts ADT
North Juliette Road	1,130 ¹
West - East Ponce de Leon Avenue	11,700 ¹
East - East Ponce de Leon Avenue	13,800 ¹
Memorial Dr - SB Exit	5,370

¹Count estimated from previous year

The area immediately surrounding the study intersection is a gas station, convenience store, and liquor store on the southeast corner of the intersection, with a curb cut entrance 100 feet south of the intersection. The rest of the area is multi-family residential with access to Juliette Road only from Stone Mill Way or Wood Bend Drive. Photographs of the study intersection are included in **Appendix C**.

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Tuesday, April 17, 2018 during evening peak hour conditions and Wednesday, April 18, 2018, during morning peak hour conditions. The following observations were noted:

- Multiple vehicles were observed exiting the gas station curb cut on Juliette Road with a northbound right and immediately perform a U-turn movement at the Stone Mill Way/Wood Bend Drive intersection.

- A large pot hole in the outside northbound lane, 10 feet from the northeast corner of the intersection.



- Sight distance visibility was limited for eastbound motorists exiting Wood Bend Drive.
- Motorists traveling along the side streets were observed not making complete stops at the stop signs.
- Many motorists were traveling above the posted speed limit on Juliette Road.
- Motorists attempting a northbound left-turn movement were stacking in the median to wait for a gap in southbound traffic, but there is not enough room for a vehicle to completely leaving the inside travel lane and wait in the median.
- All-Terrain Vehicle (ATV) activity was observed around the study intersection on the road, in the parking lot, and on the sidewalk on the east side of the north leg.
- High levels of pedestrian activity were observed at the study intersection.
- A large number of pedestrians were observed walking between East Ponce de Leon Avenue and the study intersection. A sheltered bus stop for a bus route that does not travel on Juliette road is located at the intersection of Juliette Road at East Ponce de Leon Avenue.
- Ruts were present along both sides of Juliette Road and along the grass median from pedestrian use.



- No stop bars are present at either the east or west approaches.



Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. No projects were completed between 2013 and 2017 and no future projects are currently planned.

Crash Analysis

From January 1, 2013 to December 2017, a total of 57 crashes were reported for the intersection, including 21 injury crashes resulting in 30 injuries, and zero fatal crashes. The number of crashes per year peaks in 2016: 12 crashes were reported in 2013, 7 crashes in 2014, 8 crashes in 2015, 20 crashes in 2016, and 10 crashes in 2017. **Table 72** summarizes the crash data by year. Detailed crash data tables are included in **Appendix F**.

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 16 percent of the crashes occurred on wet pavement.
- 37 percent of the crashes occurred during dark conditions.
- Crashes were more concentrated on weekdays rather than weekend days.
- The peak periods in crash frequency occurred at midnight and from 3:00 PM to 8:00 PM, as shown in **Figure 37**.
- 43 percent of the crashes occurred at-fault in the westbound direction, and 40 percent occurred at-fault in the northbound direction.

Table 72: Summary of Crashes – Juliette Rd at Stone Mill Way/Wood Bend Dr

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	12	0	7	4	3
2014	7	0	3	3	0
2015	8	0	4	3	2
2016	20	0	5	6	3
2017	10	0	2	5	1
Total	57	0	21	21	9
Average	11.4	0	4.2	4.2	1.8
Percent		0.0%	36.8%	36.8%	15.8%

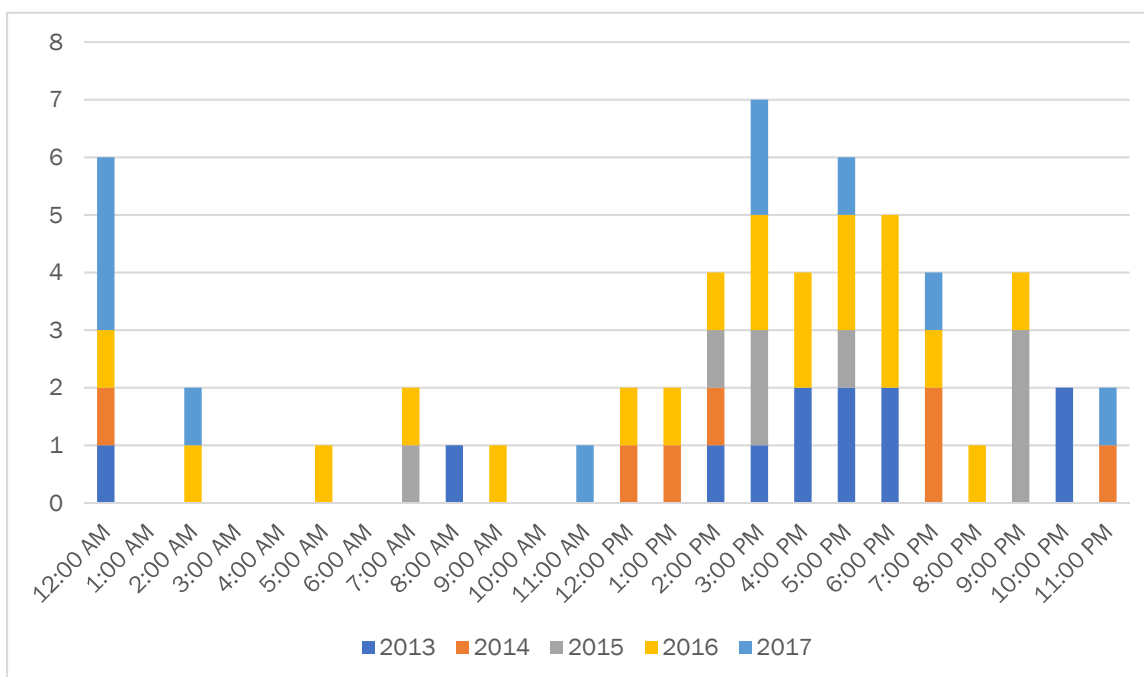


Figure 37: Crashes by Time of Day – Juliette Rd at Stone Mill Way/Wood Bend Dr

Table 73 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was an angle crash (33 percent), of which 94 percent occurred in westbound direction. The second most common crash type was a sideswipe crash (30 percent), of which 67 percent occurred in the northbound direction.

Table 73: Summary of Crashes by Type – Juliette Rd at Stone Mill Way/Wood Bend Dr

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Angle	5	2	2	7	3	19	33.33%
Sideswipe	2	4	3	5	3	17	29.82%
Rear-End	1	0	1	2	3	7	12.28%
All Others	4	1	2	6	1	14	24.56%
Total	12	7	8	20	10	57	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Restripe Juliette Road and Stone Mill Way. Install stop bars on the eastbound and westbound approaches.
- Install high-emphasis crosswalks across all four legs of the intersection.
- Fix and fill the pothole located in the eastbound travel lane at the intersection.
- Clear and grub vegetation along the southbound travel lanes, north of the intersection.
- Consider alternatives to address the conflict between northbound U-turning vehicles and southbound vehicles: Provide signage prohibiting northbound U-turn movements.

Tier 2:

- Repave Juliette Road and Stone Mill Way.
- Install sidewalks along the east side of Juliette Road from East Ponce de Leon Avenue to Stone Mill Way to provide access to the covered bus stop shelter and the PATH facility.
- Install ADA-accessible sidewalks and ramps on the northeast corner of the intersection to connect the existing sidewalk on the east side of Juliette Road north of the intersection to the gas station south of the intersection.
- Pave the existing gravel path along the west side of Juliette Road, south of the intersection, and extend the sidewalk to East Ponce de Leon Avenue.
- Consider using rubber traffic-separating curb and delineators to close off the outside travel lanes of Juliette Road to vehicular traffic, allowing bicyclists and pedestrians to move in the roadway, separated from vehicular traffic.

Tier 3:

- Consider reconfiguring the existing cross-section of Juliette Road to include one lane in each direction, the existing raised landscape median, and a buffered bicycle lane on each side.
- Consider alternatives to address the conflict between northbound U-turning vehicles and southbound vehicles: Close the gas station driveway on Juliette Road, forcing all gas station traffic to use the Stone Mill Way driveway.

- Consider alternatives to address the conflict between northbound U-turning vehicles and southbound vehicles: Restrict the gas station driveway on Juliette Road to a right-turn-in-only access point.
- Consider alternatives to address the conflict between northbound U-turning vehicles and southbound vehicles: Cut into the median on Juliette Road at the driveway to allow for left-turn movements from the gas station.
- Because approximately 37 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.

4.9 MOUNTAIN INDUSTRIAL BOULEVARD AT HIRSCH DRIVE

The intersection of Mountain Industrial Boulevard at Hirsch Drive is located in central Tucker. An aerial of the study intersection is included in **Figure 38**. Mountain Industrial Boulevard at Hirsch Drive is a four-lane principal arterial roadway oriented in the north-south direction with a posted speed limit of 45 mph. The minor street, Hirsch Drive, is a two-lane local road oriented in the east-west direction. The ADT volumes available for the study interchange from *GeoCounts* are summarized in **Table 74**.

The three-leg intersection is a side-street stop-controlled intersection with Hirsch Drive operating under stop control and Mountain Industrial Boulevard operating freely. While no dedicated turn lanes are present at the study intersection, a center two-way left-turn lane is present along Mountain Industrial Boulevard. Sidewalks are present along both sides of Mountain Industrial Boulevard, and a southbound bus stop is located directly north of the intersection. No crosswalks are provided at the study intersection. Overhead streetlighting is provided at the northwest corner of the study intersection.

The area immediately surrounding the study intersection is primarily commercial. A Valera gas station is in the northwest quadrant of the study intersection and Precision Tune Auto Care is located in the southwest quadrant of the study intersection. The Valero gas station has two entrances on Mountain Industrial Boulevard, 150 feet north of the intersection, and immediately adjacent to the intersection with a planted island on the northwest corner of the intersection, separating the gas station from Hirsch Drive. It also has two entrances on Hirsch Drive, 150 feet west of the intersection, and immediately adjacent to the intersection. The Precision Tune Auto Care has two entrances, one 75 feet west of the intersection on Hirsch Drive and one 125 feet south of the intersection on Mountain Industrial Boulevard. Photographs of the study intersection are included in **Appendix C**.



Figure 38: Mountain Industrial Blvd at Hirsch Dr

Table 74: Daily Volumes - Mountain Industrial Blvd at Hirsch Dr

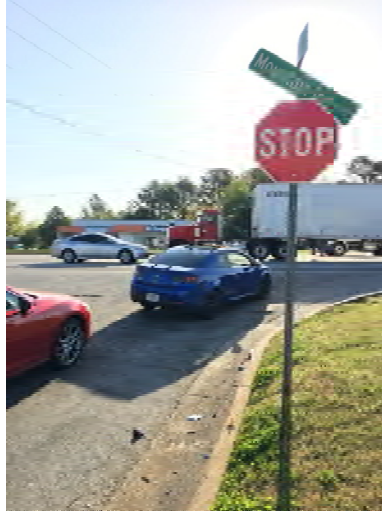
Count Location	2016 GeoCounts ADT
North Mountain Industrial Blvd	38,100
Stone Mountain Fwy - WB Exit	4,820 ¹
Stone Mountain Fwy - WB Entrance	13,800 ¹
South Mountain Industrial Blvd	31,100 ¹
Stone Mountain Fwy - EB Entrance	4,450 ¹
Stone Mountain Fwy - EB Exit	12,200 ¹

¹Count estimated from previous year

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Thursday, April 19, 2018 during the morning and evening peak hour. The following observations were noted:

- Striping along the center lane of Mountain Industrial Boulevard, south of the study intersection is unclear. Several conflicting left-turn movements were being attempted all along the center lane, contributing to congestion.
- There is no stop bar on the Hirsch Drive eastbound approach, and motorists were often pulling past the stop sign.



- No striping was visible on Hirsch Drive.



- Multiple pedestrians crossed Mountain Industrial Boulevard at the intersection even though there is no crosswalk.



- Heavy Truck volumes were present during both peak periods.
- Heavy rutting is present in the pavement along the Mountain Industrial Boulevard travel lanes.
- There is truck tire rutting in the grass on the southwest corner of the intersection.



- During the evening peak period, northbound queues extended into the study intersection from the intersection at Hammermill Road, 350 feet to the north.
- There are long queues on Hirsch Drive in the evening peak hour.
- During the evening peak period, multiple vehicles were observed bypassing the queue exiting Hirsch Drive and using the gas station parking lot to move onto Mountain Industrial Boulevard.



Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. No projects were completed between 2013 and 2017 and no future projects are currently planned.

Crash Analysis

From January 1, 2013 to December 2017, a total of 57 crashes were reported for the intersection, including 12 injury crashes resulting in 16 injuries, and zero fatal crashes. The number of crashes per year has increased over the past two years: 3 crashes were reported in 2013, 4 crashes in 2014, 9 crashes in 2015, 18 crashes in 2016, and 23 crashes in 2017. **Table 75** summarizes the crash data by year. Detailed crash data tables are included in **Appendix F**.

Table 75: Summary of Crashes – Mountain Industrial Blvd at Hirsch Dr

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	3	0	2	0	0
2014	4	0	1	1	1
2015	9	0	1	3	4
2016	18	0	6	1	4
2017	23	0	2	2	2
Total	57	0	12	7	11
Average	11.4	0	2.4	1.4	2.2
Percent		0.0%	21.1%	12.3%	19.3%

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 19 percent of the crashes occurred on wet pavement.
- 12 percent of the crashes occurred during dark conditions. Four percent of crashes occurred during dusk/dawn.
- Crashes were more concentrated on weekdays rather than weekend days.
- The peak periods in crash frequency occurred from 3:00 PM to 6:00 PM, as shown in **Figure 39**.
- 41 percent of the crashes occurred at-fault in the southbound direction.

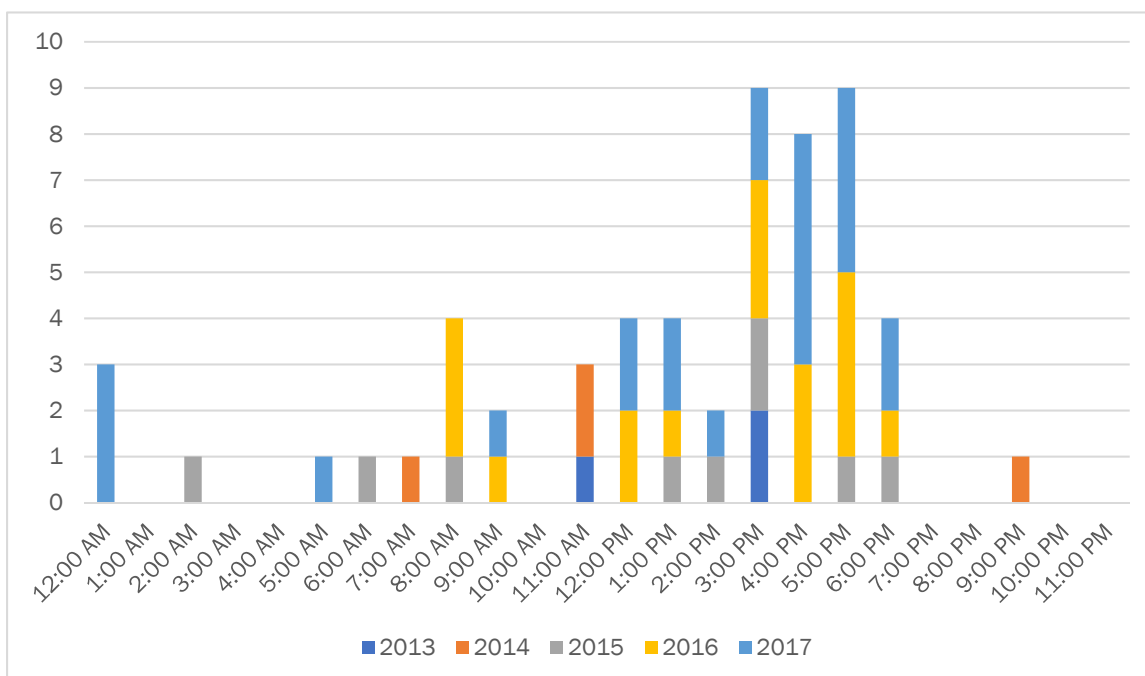


Figure 39: Crashes by Time of Day – Mountain Industrial Blvd at Hirsch Dr

Table 76 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear end crash (47 percent), of which 46 percent

occurred in southbound direction. The second most common crash type was a sideswipe crash (25 percent), of which 69 percent occurred at-fault in the southbound direction. The third most common crash type was an angle crash (18 percent).

Table 76: Summary of Crashes by Type – Mountain Industrial Blvd at Hirsch Dr

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear End	1	3	3	9	11	27	47.37%
Sideswipe	1	0	1	4	8	14	24.56%
Angle	0	1	4	3	2	10	17.54%
All Others	1	0	1	2	2	6	10.53%
Total	3	4	9	18	23	57	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Restripe both Mountain Industrial Boulevard and Hirsch Drive.
- Correct the striping of two-way left-turn lane between the SR 410 Westbound ramps and Hirsch Drive.
- Stripe a stop bar at the eastbound approach.

Tier 2:

- Repave both Mountain Industrial Boulevard and Hirsch Drive.
- Install an apron on the southwest corner of the intersection.
- Consider the installation of rubber traffic-separating curb to modify the operation of Hirsch Drive to right-turn-in/right-turn-out-only.

Tier 3:

- Consider closing and consolidating access points on Mountain Industrial Boulevard and encourage inter-parcel access sharing.
- Close the eastern access to Valero on Hirsch Drive.
- Close the southern access to Valero on Mountain Industrial Boulevard.
- Close the northern access to Southern Auto Distributing.
- Construct an inter-parcel driveway to connect the Southern Auto Distributing site to the 99 Warehouse site.
- Modify the existing 99 Warehouse access to right-turn-in/right-turn-out-only access.

- Conduct an origin-destination study to understand how Tucker Industrial Road is being used in relation to or as a bypass of Mountain Industrial Boulevard.
- Consider an in-depth corridor study along Mountain Industrial Boulevard from the interchange at SR 10 (US 78/Stone Mountain Freeway) to SR 236 (Hugh Howell Road).

4.10 MOUNTAIN INDUSTRIAL BOULEVARD AT TUCKERSTONE PARKWAY

The intersection of Mountain Industrial Boulevard at Tuckerstone Parkway is located in central Tucker. An aerial of the study intersection is included in **Figure 41**. Mountain Industrial Boulevard is a four-lane principal arterial oriented in the northeast-southwest direction with a posted speed limit of 45 mph. Tuckerstone Parkway is a two-lane local road oriented in the north-south direction with a posted speed limit of 25 mph. The intersection is directly east of the horizontal curve of Mountain Industrial Boulevard curves from north-south orientation to east-west orientation. The ADT volumes available for the study interchange from *GeoCounts* are summarized in **Table 77**.



Figure 40: Mountain Industrial Blvd at Tuckerstone Pkwy

Table 77: Daily Volumes - Mountain Industrial Blvd at Tuckerstone Pkwy

Count Location	2016 GeoCounts ADT
North Mountain Industrial Blvd	31,700 ¹

¹Count estimated from previous year

The three-leg intersection of Mountain Industrial Boulevard at Tuckerstone Parkway is a side-street stop-controlled intersection with Tuckerstone Parkway operating under stop control and Mountain Industrial Boulevard operating freely. A single, exclusive left-turn lane is provided at the eastbound approach. Sidewalks are present along the north side of Mountain Industrial Boulevard, east of the study intersection, and along the east side of Tuckerstone Parkway. A northbound bus stop is located directly east of the intersection. No crosswalks are present at the study intersection. Overhead street lighting is provided along the north side of Mountain Industrial Boulevard, east of the study intersection.

The area immediately surrounding the study intersection is primarily light industrial with office parks. Royal Atlanta Business Park is in the northeast quadrant of the study intersection and Precision Tune Auto Care is in the northwest quadrant of the study intersection. Photographs of the study intersection are included in **Appendix C**.

Qualitative Assessment

The existing conditions and operations of the study intersection were observed on Thursday, April 19, 2018 during the morning and evening peak hour. The following observations were noted:

- Striping on the dedicated eastbound left-turn lane is faded.



- Motorists on the major street were observed traveling above the posted speed limit.
- At two different times during the evening peak hour, a right-turning motorist in the queue was observed passing other vehicles waiting to turn right at the intersection, travelling in the northbound receiving lane and making the right turn.
- During the evening peak period, queues from the intersection at SR 236 extended to immediately southwest of Tuckerstone Parkway, but did not reach the intersection.

- During the evening peak hour, shade from trees and vegetation impeded visibility of eastbound motorists.

Programmed Projects

The GDOT Construction Work Program and project lists provided by the City of Tucker were reviewed to determine if any roadway improvement projects had been completed during the five-year crash history and if any future roadway improvements were planned for the study area. No projects were completed between 2013 and 2017 and no future projects are currently planned.

Crash Analysis

From January 1, 2013 to December 2017, a total of 35 crashes were reported for the intersection, including 11 injury crashes resulting in 13 injuries, and zero fatal crashes. The number of crashes per year varied over the five-year history: 6 crashes were reported in 2013, 8 crashes in 2014, 9 crashes in 2015, 5 crashes in 2016, and 7 crashes in 2017. **Table 78** summarizes the crash data by year. Detailed crash data tables are included in **Appendix F**.

Table 78: Summary of Crashes – Mountain Industrial Blvd at Tuckerstone Pkwy

Year	Total Number of Crashes	Number of Fatal Crashes	Number of Injury Crashes	Number of Dark Crashes	Number of Wet Crashes
2013	6	0	2	0	0
2014	8	0	2	1	0
2015	9	0	3	0	4
2016	5	0	2	0	1
2017	7	0	2	1	1
Total	35	0	11	2	6
Average	7	0	2.2	0.4	1.2
Percent		0.0%	31.4%	5.7%	17.1%

The crash data were manipulated to determine any significant trends in the circumstances surrounding each crash, and the following observations were made:

- Approximately 14 percent of the crashes occurred on wet pavement.
- Six percent of the crashes occurred during dark conditions.
- Crashes were more concentrated on weekdays rather than weekend days.
- The peak periods in crash frequency occurred from 7:00 AM and from 4:00 PM to 5:00 PM, as shown in **Figure 41**.
- 39 percent of the crashes occurred at-fault in the southbound direction, and 36 percent of the crashes occurred at-fault in the northbound direction.

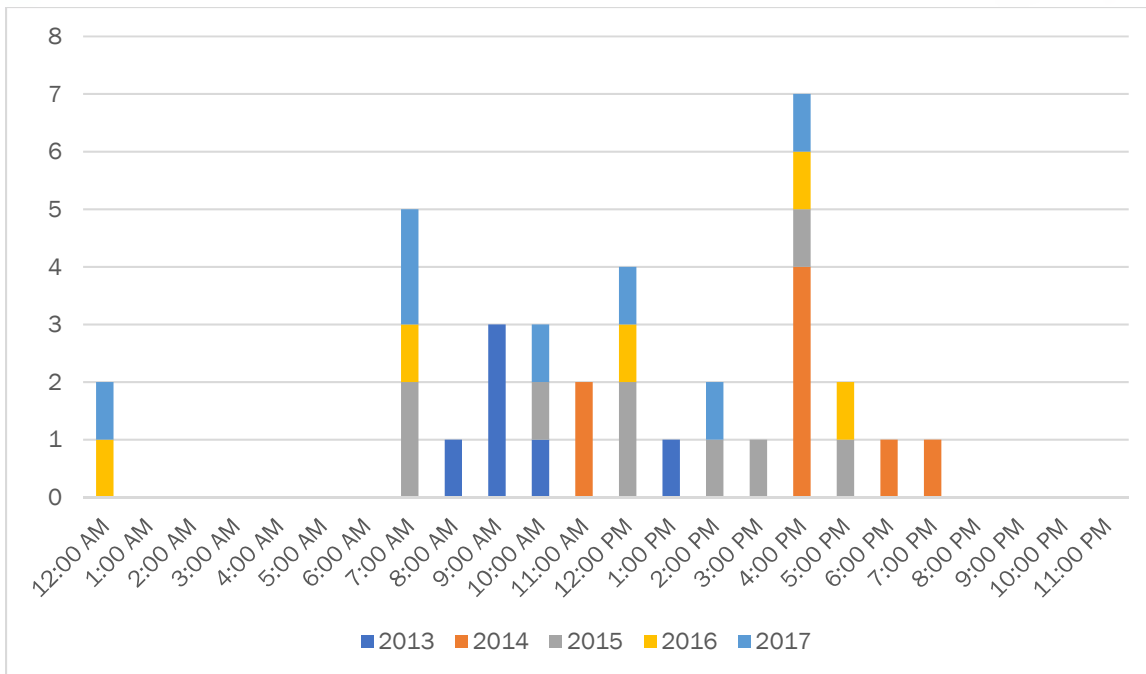


Figure 41: Crashes by Time of Day – Mountain Industrial Blvd at Tuckerstone Pkwy

Table 79 depicts the number of crashes that occurred in the study area by crash type and year the crash occurred. The predominant crash type was a rear end crash (57 percent), of which 50 percent occurred in southbound direction. The second most common crash type was a sideswipe crash (26 percent).

Table 79: Summary of Crashes by Type – Mountain Industrial Blvd at Tuckerstone Pkwy

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Rear-End	5	5	3	3	4	20	57.14%
Sideswipe	1	1	4	1	2	9	25.71%
All Others	0	2	2	1	1	6	17.14%
Total	6	8	9	5	7	35	100%

Recommendations

Based on the review of existing intersection characteristics, field observations, clearance intervals, programmed projects, and crash analysis, the following recommendations are proposed for consideration at the study intersection:

Tier 1:

- Restripe both Mountain Industrial Boulevard and Tuckerstone Parkway.
- Review the dimensions and restripe the faded northbound left-turn lane.
- Adjust the tilted Type 3 Object Marker sign (MUTCD OM3-R) located south of the bridge along the outside northbound travel lane.

- Install additional curve warning signage south of the horizontal curve along Mountain Industrial Boulevard, including a right curve warning sign (MUTCD W1-2R), a combination horizontal alignment/intersection warning sign (MUTCD W1-10), and curve chevrons (MUTCD W1-8).
- Install advanced intersection side street warning sign (MUTCD W2-2) with advanced street name plaque (MUTCD W16-8P) for Tuckerstone Parkway along both approaches of Mountain Industrial Boulevard.
- Clear and grub vegetation along both sides of Mountain Industrial Boulevard south of the study intersection.

Tier 2:

- Repave both roadways.

Tier 3:

- Conduct Intersection Control Evaluation analysis and implement results.

APPENDICES

APPENDIX A:
RECOMMENDATIONS MATRIX

Tucker Intersection Safety Analysis

Recommendations Matrix

On-System							
Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	1	Restripe Mountain Industrial Boulevard.	Striping
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	1	Correct the striping of two-way left-turn lane between the SR 410 Westbound ramps and Hirsch Drive.	Striping
On-1	SR 410 at Mountain Industrial Boulevard	On	State	Yes	1	Add retroreflective borders to all backplates at both signalized intersections.	Signals
On-1	SR 410 at Mountain Industrial Boulevard	On	State	Yes	1	Replace the faded "Atlanta" destination guide sign (MUTCD D1-1) located along the outside of the northbound travel lanes in the southeast corner of the south intersection.	Signing
On-1	SR 410 at Mountain Industrial Boulevard	On	State	Yes	1	Move the guide sign configuration along the outside of the northbound travel lanes in the southeast corner of the south intersection further upstream.	Signing
On-1	SR 410 at Mountain Industrial Boulevard	On	State	Yes	1	South of the interchange, install a mandatory movement lane control sign (MUTCD R3-5) along the outside of the northbound travel lane, approaching the south intersection, to identify the outside travel lane as a right-turn-only lane.	Signing
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	1	South of the interchange, install a triangular island with rubber traffic-separating curb at Sarr Parkway to modify its access to right-turn-in/right-turn-out-only.	Access Management
On-1	SR 410 at Mountain Industrial Boulevard	On	State	Yes	1	At the north intersection, restripe the north leg to delineate an exclusive southbound right-turn lane.	Striping
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	2	Repave Mountain Industrial Boulevard.	Paving
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	2	Repair and replace broken sidewalks along Mountain Industrial Boulevard.	Pedestrians

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-1	SR 410 at Mountain Industrial Boulevard	On	State	Yes	2	Upgrade the northbound and southbound five-section signal heads to four-section signal heads with a flashing yellow arrow. Install an additional three-section signal head over the through travel lanes of both approaches.	Signals
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	3	South of the interchange, install a permanent triangular raised island at Sarr Parkway to modify its access to right-turn-in/right-turn-out-only.	Access Management
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	3	Install a raised median south of the interchange to remove the two-way left-turn lane.	Access Management
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	3	Identify a pedestrian connection along Mountain Industrial Boulevard over the SR 410 bridge.	Pedestrians
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	3	Consider closing and consolidating access points on Mountain Industrial Boulevard near the interchange and encourage inter-parcel access sharing.	Access Management
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	3	Close the northern access to Southern Auto Distributing.	Access Management
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	3	Construct an inter-parcel driveway to connect the Southern Auto Distributing site to the 99 Warehouse site.	Access Management
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	3	Modify the existing 99 Warehouse access to right-turn-in/right-turn-out-only access.	Access Management
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	3	Delineate the SunTrust Bank driveway on Mountain Industrial Boulevard to right-turn-out-only access.	Access Management

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	3	Close the southern access to Valero on Mountain Industrial Boulevard.	Access Management
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	3	Consolidate driveways on Mountain Industrial Boulevard between Valero and Public Storage.	Access Management
On-1	SR 410 at Mountain Industrial Boulevard	On	State	Yes	3	Because approximately 31 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the interchange to identify appropriate lighting upgrades.	Lighting
On-1	SR 410 at Mountain Industrial Boulevard	On	Local	Yes	3	Consider an in-depth corridor study along Mountain Industrial Boulevard from the interchange at SR 410 to Hugh Howell Road.	Study
On-2	SR 410 at Brockett Road	On	Local	Yes	1	Restripe Brockett Road.	Striping
On-2	SR 410 at Brockett Road	On	State	Yes	1	Install backplates with retroreflective borders to the signal heads at the intersection of the SR 410 Eastbound ramps at Brockett Road and at the intersection of Brockett Road at Cooledge Road.	Signals
On-2	SR 410 at Brockett Road	On	State	Yes	1	Stripe high-emphasis markings on all crosswalks at the southern intersection of the interchange.	Striping
On-2	SR 410 at Brockett Road	On	State	Yes	1	Stripe high-emphasis markings on all crosswalks at the intersection of Brockett Road at Cooledge Road.	Striping
On-2	SR 410 at Brockett Road	On	State	Yes	1	Clear the debris from the sidewalk under the SR 410 bridge.	Maintenance
On-2	SR 410 at Brockett Road	On	State	Yes	1	Clear and grub the vegetation on the west side of Brockett Road to improve visibility and to clear the sidewalk for pedestrian accessibility.	Maintenance

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-2	SR 410 at Brockett Road	On	State	Yes	1	Replace the faded "Stone Mountain" destination guide sign (MUTCD D1-1) located along the outside of the southbound travel lanes in the northwest corner of the south intersection.	Signing
On-2	SR 410 at Brockett Road	On	Local	Yes	1	Review pedestrian signal timings at the south intersection of the interchange.	Signals
On-2	SR 410 at Brockett Road	On	Local	Yes	2	Repave Brockett Road.	Paving
On-2	SR 410 at Brockett Road	On	Local	Yes	2	Repair and replace broken sidewalks along Mountain Industrial Boulevard.	Pedestrians
On-2	SR 410 at Brockett Road	On	State	Yes	2	At the intersection of SR 410 Eastbound at Brockett Road, upgrade the southbound five-section signal head to a four-section signal head with a flashing yellow arrow.	Signals
On-2	SR 410 at Brockett Road	On	State	Yes	2	At the intersection of Brockett Road at Cooledge Road, upgrade the southbound five-section signal head to a four-section signal head with a flashing yellow arrow.	Signals
On-2	SR 410 at Brockett Road	On	State	Yes	2	Upgrade all pedestrian signal heads at the intersection of Brockett Road at Cooledge Road to countdown pedestrian signal heads.	Signals
On-2	SR 410 at Brockett Road	On	State	Yes	3	Consider a roundabout solution for the close proximity of the intersections of SR 410 Westbound at Brockett Road and Brockett Road at Cooledge Road.	Study
On-2	SR 410 at Brockett Road	On	State	Yes	3	Consider a roundabout solution for the interchange nodes.	Study

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-2	SR 410 at Brockett Road	On	State	Yes	3	Because approximately 32 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the interchange to identify appropriate lighting upgrades.	Lighting
On-3	SR 10 at SR 236	On	State	No	1	Review and upgrade curve warning signs (MUTCD W1- series) and speed advisory plaques (MUTCD W13- series) on all ramps to meet MUTCD and GDOT standards.	Signing
On-3	SR 10 at SR 236	On	State	No	1	On the SR 10 Eastbound exit ramp, install curve chevrons (MUTCD W1-8) with retroreflective strips on the sign post along the outside of the ramp.	Signing
On-3	SR 10 at SR 236	On	State	No	1	On the SR 10 Westbound exit ramp, install a traffic signal ahead warning sign (MUTCD W3-3) prior to the merge with SR 236.	Signing
On-3	SR 10 at SR 236	On	State	No	1	Restripe to better delineate where the inside southbound travel lane of SR 236 diverges at the ramp onto SR 10 Westbound.	Striping
On-3	SR 10 at SR 236	On	State	No	1	Stripe lane-use arrow pavement markings on the southbound travel lanes of SR 236 upstream of the SR 10 Westbound entrance ramp.	Striping
On-3	SR 10 at SR 236	On	State	No	1	Relocate the "US 78" guide signs currently located immediately south of where the inside southbound travel lane of SR 236 splits to a location further upstream, along the southbound travel lanes.	Signing

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-3	SR 10 at SR 236	On	State	No	1	On the entrance ramp to SR 10 Westbound, install curve chevrons (MUTCD W1-8) with retroreflective strips on the sign post along the ramp.	Signing
On-3	SR 10 at SR 236	On	State	No	1	Review the placement of the overhead lane control signs over both the northbound and southbound travel lanes of SR 236 and place over the appropriate lanes.	Signing
On-3	SR 10 at SR 236	On	State	No	1	Replace burned-out light bulbs along SR 236 under the SR 10 bridge.	Maintenance
On-3	SR 10 at SR 236	On	State	No	2	On the SR 10 Eastbound exit ramp, install a shoulder on the outside of the ramp.	Roadside
On-3	SR 10 at SR 236	On	State	No	2	On the SR 10 Eastbound exit ramp, install a rumble strip and a 6-inch retroreflective Edgeline on the inside of the ramp.	Roadside
On-3	SR 10 at SR 236	On	State	No	2	On the SR 10 Westbound exit ramp, remove the curb on the inside of the ramp.	Roadside
On-3	SR 10 at SR 236	On	State	No	2	On the SR 10 Westbound exit ramp, install a shoulder on the outside of the ramp.	Roadside
On-3	SR 10 at SR 236	On	State	No	3	On the SR 10 Eastbound exit ramp, review and correct, as necessary, slope and superelevation.	Roadway
On-3	SR 10 at SR 236	On	State	No	3	At the entrance ramp to Westbound SR 10, review the necessity of the southbound inside lane split on SR 236 and consider the appropriateness of one through lane and one right-turn lane.	Roadway
On-3	SR 10 at SR 236	On	State	No	3	Close the Shell driveway on SR 236.	Access Management

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-3	SR 10 at SR 236	On	State	No	3	Close the western Shell driveway on Lilburn-Stone Mountain Road.	Access Management
On-3	SR 10 at SR 236	On	State	No	3	Because approximately 29 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the interchange to identify appropriate lighting upgrades.	Lighting
On-3	SR 10 at SR 236	On	State	No	3	Because approximately 25 percent of the crashes reported during the five-year history occurred on wet pavement, review drainage and pavement conditions at the interchange.	Drainage
On-4	SR 236 at Mountain Industrial Boulevard	On	Local	Yes	1	Restripe Mountain Industrial Boulevard.	Striping
On-4	SR 236 at Mountain Industrial Boulevard	On	State	Yes	1	Add retroreflective borders to all backplates.	Signals
On-4	SR 236 at Mountain Industrial Boulevard	On	Local	Yes	2	Repave Mountain Industrial Boulevard.	Paving
On-4	SR 236 at Mountain Industrial Boulevard	On	State	Yes	2	Upgrade the existing five-section signal heads on all approaches to four-section signal heads with a flashing yellow arrow. Install an additional three-section signal head over the through travel lanes of all approaches.	Signals
On-4	SR 236 at Mountain Industrial Boulevard	On	Local	Yes	2	Fill in the gap of the pedestrian network along the west side of Mountain Industrial Boulevard, south of SR 236.	Pedestrians
On-4	SR 236 at Mountain Industrial Boulevard	On	Local	Yes	3	Close the northern BP driveway on Mountain Industrial Boulevard.	Access Management
On-4	SR 236 at Mountain Industrial Boulevard	On	Local	Yes	3	When the parcel in the northeast corner of the intersection redevelops, establish requirements to provide connectivity and a grid network through the site.	Policy

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-4	SR 236 at Mountain Industrial Boulevard	On	State	Yes	3	When redevelopment of the parcel in the northeast corner of the intersection occurs, consider an east-west roadway to relieve southbound left-turning motorists, such as a jug handle configuration.	Study
On-4	SR 236 at Mountain Industrial Boulevard	On	Local	Yes	3	Consider an in-depth corridor study along Mountain Industrial Boulevard from the interchange at SR 410 to Hugh Howell Road.	Study
On-5	SR 410 at SR 10	On	State	No	1	Review and upgrade curve warning signs (MUTCD W1- series) and speed advisory plaques (MUTCD W13- series) on all ramps to meet MUTCD and GDOT standards.	Signing
On-5	SR 410 at SR 10	On	State	No	1	Install curve chevrons (MUTCD W1-8) with retroreflective strips on the sign post along the loop ramp from SR 10 Eastbound onto SR 410 Westbound.	Signing
On-5	SR 410 at SR 10	On	State	No	2	On the loop ramp from SR 10 Eastbound onto SR 410 Westbound, install 6-inch retroreflective Edgeline on both sides of the ramp.	Roadside
On-5	SR 410 at SR 10	On	State	No	2	On the loop ramp from SR 10 Eastbound onto SR 410 Westbound, replace the inside guardrail.	Roadside
On-5	SR 410 at SR 10	On	State	No	2	On the loop ramp from SR 10 Eastbound onto SR 410 Westbound, add a shoulder to the outside of the ramp.	Roadside
On-5	SR 410 at SR 10	On	State	No	2	Add rumble strips to the inside and outside of the loop ramp from SR 10 Eastbound onto SR 410 Westbound.	Roadside

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-5	SR 410 at SR 10	On	State	No	2	Add rumble strips to the inside of the SR 10 Eastbound directional ramp.	Roadside
On-5	SR 410 at SR 10	On	State	No	2	Add rumble strips to the inside and outside of the ramp from SR 410 Eastbound onto SR 10 Westbound.	Roadside
On-5	SR 410 at SR 10	On	State	No	2	Add rumble strips to the inside of the SR 10 Westbound directional ramp.	Roadside
On-5	SR 410 at SR 10	On	State	No	3	On all ramps, review and correct, as necessary, slope and superelevation.	Roadway
On-5	SR 410 at SR 10	On	State	No	3	Because approximately 47 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the interchange to identify appropriate lighting upgrades.	Lighting
On-5	SR 410 at SR 10	On	State	No	3	Because approximately 28 percent of the crashes reported during the five-year history occurred on wet pavement, review drainage and pavement conditions at the interchange.	Drainage
On-6	SR 236 at Montreal Road	On	State	No	1	Add retroreflective borders to all backplates.	Signals
On-6	SR 236 at Montreal Road	On	State	No	1	Increase the pedestrian countdown time for the north leg by reallocating time from the "Walk" phase.	Pedestrians
On-6	SR 236 at Montreal Road	On	State	No	1	Install a "State Law Stop for Pedestrians" regulatory sign (GDOT R560-5) along the northbound right-turn lane.	Signing
On-6	SR 236 at Montreal Road	On	State	No	1	Replace the faded "I-285" Interstate shield sign (MUTCD M1-1) and guide sign configuration (MUTCD M4-5 and M6-1) along the northbound right-turn lanes.	Signing

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-6	SR 236 at Montreal Road	On	State	No	2	Upgrade the existing westbound five-section signal head to a four-section signal head with a flashing yellow arrow. Install an additional three-section signal head over the through travel lanes.	Signals
On-6	SR 236 at Montreal Road	On	State	No	2	Review signal head placement for the northbound approach. Reconfigure the signal head visors to limit visibility to eastbound traffic.	Signals
On-6	SR 236 at Montreal Road	On	State	No	2	Consider staggering the stop bars for the northbound travel lanes, placing the outside stop bar further north.	Striping
On-6	SR 236 at Montreal Road	On	State	No	2	Restripe the triangular gore in the southeast corner of the intersection (between the eastbound travel lanes and the northbound right-turn lane) and restripe the eastbound receiving lanes to better delineate the lane addition.	Striping
On-6	SR 236 at Montreal Road	On	Local	No	2	Repair the decorative brick treatments for the north and south sidewalks along Lavista Road.	Pedestrians
On-6	SR 236 at Montreal Road	On	Local	No	2	Repair the Dunkin' Donuts driveway apron and improve the crosswalk striping.	Pedestrians
On-6	SR 236 at Montreal Road	On	State	No	3	Adjust the curb on the southwest corner to be truck mountable for the eastbound right-turn movement.	Roadway
On-6	SR 236 at Montreal Road	On	State	No	3	Review access management at the Dunkin' Donuts site to reconfigure the northbound right-turn lane to improve the turning movement for trucks.	Roadway
On-7	SR 8 at Brockett Road	On	Local	Yes	1	Restripe Brockett Road.	Striping

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-7	SR 8 at Brockett Road	On	State	Yes	1	Replace the broken backplates on the northbound and westbound signal heads.	Signals
On-7	SR 8 at Brockett Road	On	State	Yes	1	In the southwest corner of the intersection, rotate the truck exclusion sign (MUTCD R5-2) along the southbound travel lanes to improve visibility to southbound motorists.	Signing
On-7	SR 8 at Brockett Road	On	State	Yes	1	Consider prohibiting northbound right-turn-on-red movements and installing the appropriate signage (MUTCD R10-11) on the north mast arm, right of the three-section signal head.	Signals
On-7	SR 8 at Brockett Road	On	State	Yes	1	Review signal timing coordination between the intersection of SR 8 at Brockett Road and Brockett Road at Moon Street/Railroad Avenue.	Signals
On-7	SR 8 at Brockett Road	On	State	Yes	2	Upgrade the existing five-section signal heads for all of the approaches at the intersection of SR 8 at Brockett Road to four-section signal heads with a flashing yellow arrow. Install an additional three-section signal head over the through travel lanes for at least the SR 8 approaches.	Signals
On-7	SR 8 at Brockett Road	On	State	Yes	2	Upgrade the existing five-section signal head for the southbound approach of the intersection of Brockett Road at Moon Street/Railroad Avenue to a four-section signal head with a flashing yellow arrow.	Signals

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-7	SR 8 at Brockett Road	On	State	Yes	2	Consider installing a mid-block crossing with appropriate crossing treatment between the study intersection and the signalized intersection of Lawrenceville Highway at Northlake Parkway/Cooledge Road.	Pedestrians
On-7	SR 8 at Brockett Road	On	State	Yes	2	At the intersection of Brockett Road at Moon Street/Railroad Avenue and at the adjacent railroad crossing: repave and restripe both roadways; install shoulders; and clear and grub both sides of the side street.	Railroad
On-7	SR 8 at Brockett Road	On	State	Yes	2	Review and modify the railroad crossing treatment (signs, pavement markings, signal equipment, etc.) to meet the standards set in Part 8 of the MUTCD, including: installation of a minimum of one Grade Crossing sign (MUTCD R15-1) on each approach and a number-of-tracks sign (R15-2P); installation of a "Do Not Stop on Tracks" sign (MUTCD R8-8); installation of a "Stop Here on Red Sign (MUTCD R10-6); installation of a stop line at both approaches; consideration of grade crossing advance warning signs (MUTCD W10-1); consideration of grade crossing pavement markings; and review of flashing light signal equipment.	Railroad
On-7	SR 8 at Brockett Road	On	State	Yes	2	Consider installation of a four quadrant gate system at the railroad crossing.	Railroad
On-7	SR 8 at Brockett Road	On	State	Yes	2	Review signal head placement of each approach at the intersection of Brockett Road at Moon Street/Railroad Avenue.	Signals

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-7	SR 8 at Brockett Road	On	State	Yes	3	Realign the intersection of Brockett Road at Moon Street/Railroad Avenue further north to increase the distance between the intersection and the railroad crossing.	Railroad
On-8	SR 8 at Montreal Road East	On	State	Yes	1	Restripe the crosswalks across the east and south legs of the intersection.	Striping
On-8	SR 8 at Montreal Road East	On	State	Yes	1	In conjunction with restriping the east crosswalk, repair the pavement where spilled concrete dried on top of the westbound travel lanes.	Paving
On-8	SR 8 at Montreal Road East	On	State	Yes	1	Remove the pavement reflectors in the eastbound right-turn lane where a former bicycle lane was removed. Remove the bicycle lane signage along the eastbound right-turn lane.	Signing
On-8	SR 8 at Montreal Road East	On	State	Yes	2	Upgrade the eastbound and westbound five-section signal heads to four-section signal heads with a flashing yellow arrow. Install an additional three-section signal head over the through travel lanes for both approaches.	Signals
On-8	SR 8 at Montreal Road East	On	State	Yes	2	Review the appropriateness of converting the westbound left-turn phasing at the intersection from protected-permissive to protected-only	Signals
On-8	SR 8 at Montreal Road East	On	State	Yes	2	Upgrade the signal heads on the northbound approach to include two three-section signal heads with left-turn arrows and one three-section signal head with a right-turn arrow.	Signals

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-8	SR 8 at Montreal Road East	On	State	Yes	2	Upgrade the pedestrian signal heads to countdown heads for the following movements: eastbound, across the south leg of the intersection, and northbound, across the east leg of the intersection.	Signals
On-8	SR 8 at Montreal Road East	On	State	Yes	2	Repair/replace the deformed railing along the outside westbound receiving lane; consider if guardrail is a more appropriate roadside treatment along the westbound travel lanes.	Roadside
On-8	SR 8 at Montreal Road East	On	State	Yes	3	Because approximately 29 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.	Lighting
On-9	SR 8 at SR 236	On	State	Yes	1	Clear and grub the vegetation south of the intersection along the northbound travel lanes to improve visibility of the overhead lane control signs, as well as of the posted guide signs and mandatory movement lane control signs located along the northbound right-turn lane.	Maintenance
On-9	SR 8 at SR 236	On	State	Yes	1	Review the placement of the overhead lane control signs over both the northbound and southbound travel lanes of SR 8 and place over the appropriate lanes.	Signing
On-9	SR 8 at SR 236	On	State	Yes	1	Install a "State Law Stop for Pedestrians" regulatory sign (GDOT R560-5) along the eastbound right-turn lane.	Signing
On-9	SR 8 at SR 236	On	State	Yes	1	Review countdown times for all pedestrian signal phases.	Signals

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-9	SR 8 at SR 236	On	State	Yes	2	Consider a mid-block crossing treatment across Lavista Road, west of the study intersection (aligned with Pine Lake Place), to provide direct access from the senior citizen community southwest of the study intersection to the library in the northwest corner of the intersection.	Pedestrians
On-9	SR 8 at SR 236	On	State	Yes	3	Cut into the triangular raised island on the west leg of the intersection to widen the receiving lane on that leg to improve turning radius for northbound left-turning trucks.	Roadway
On-9	SR 8 at SR 236	On	State	Yes	3	Reconfigure the study intersection to a traditional configuration, removing the southbound slip lane and installing a non-channelized, exclusive right-turn lane.	Roadway
On-10	SR 10 at East Ponce de Leon Avenue	On	State	No	1	Restripe the ramp lanes to include stop bars and striping around the raised medians.	Striping
On-10	SR 10 at East Ponce de Leon Avenue	On	Local	No	1	Coordinate with the City of Stone Mountain to review signal timings at the downstream intersection of East Ponce de Leon Avenue/Main Street at Silver Hill Road and James B. Rivers Memorial Drive, which impacts queuing along East Ponce de Leon Avenue.	Signals
On-10	SR 10 at East Ponce de Leon Avenue	On	Local	No	1	Clear and grub vegetation along the eastbound travel lane, west of the interchange, that currently obstruct visibility of guide signs and advanced warning signs.	Maintenance

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-10	SR 10 at East Ponce de Leon Avenue	On	State	No	1	Secure the "West" guide sign (MUTCD M3-4) over the state road shield sign along the eastbound travel lane, west of the interchange.	Signing
On-10	SR 10 at East Ponce de Leon Avenue	On	Local	No	1	Replace the faded "No Parking" regulatory signs (MUTCD R8-3 and R7-4) along the westbound travel lanes, west of the interchange.	Signing
On-10	SR 10 at East Ponce de Leon Avenue	On	State	No	1	Replace the bent stop sign at the SR 10 Westbound exit ramp.	Signing
On-10	SR 10 at East Ponce de Leon Avenue	On	State	No	1	Straighten the "Do Not Enter" regulatory sign (MUTCD R5-1) along the exit ramp from SR 10 Eastbound.	Signing
On-10	SR 10 at East Ponce de Leon Avenue	On	State	No	2	Repave the ramp lanes.	Signing
On-10	SR 10 at East Ponce de Leon Avenue	On	Local	No	2	Install a sidewalk on the north side of East Ponce de Leon Avenue between Juliette Road and Richardson Street to connect residential neighborhoods to the PATH facility.	Pedestrians
On-10	SR 10 at East Ponce de Leon Avenue	On	State	No	2	Conduct a lighting study at the interchange and consider the installation of street lighting, full interchange lighting, or partial interchange lighting.	Lighting
On-10	SR 10 at East Ponce de Leon Avenue	On	State	No	3	Reconfigure the approach and departure lanes of the interchange to better delineate and separate traffic entering and exiting the freeway and to improve turning sight distances for exiting vehicles.	Roadway

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
On-10	SR 10 at East Ponce de Leon Avenue	On	State	No	3	Consider reconfiguring the cross-section of the bridge: narrow the width of the westbound travel lane to tighten operations and to widen the PATH facility. As part of this, consider building an exclusive westbound right-turn lane at the western node of the interchange.	Roadway
On-10	SR 10 at East Ponce de Leon Avenue	On	Local	No	3	Move the power pole located in the PATH facility, west of the interchange, from its current location to another location in the right-of-way that does not conflict with pedestrians and cyclists on the trail.	Pedestrians
On-10	SR 10 at East Ponce de Leon Avenue	On	State	No	3	Consider installing an exclusive left-turn lane on the directional exit ramp from SR 10 Westbound.	Roadway
On-10	SR 10 at East Ponce de Leon Avenue	On	State	No	3	Consider widening East Ponce de Leon Avenue west of the interchange to include an exclusive eastbound left-turn lane onto SR 10 Westbound.	Roadway
On-10	SR 10 at East Ponce de Leon Avenue	On	State	No	3	Consider widening East Ponce de Leon Avenue on the east side of the interchange to include an exclusive eastbound left-turn lane onto Eastbound Memorial Drive.	Roadway

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-System							
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	1	Restripe the major and minor streets.	Striping
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	1	Restripe all crosswalks.	Striping
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	1	Install retroreflective borders to all signal head backplates.	Signals
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	1	Review signal timings for the appropriateness of extending the westbound split.	Signals
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	1	Replace the faded overhead lane control signs over the southbound approach. Review the placement to confirm all signs are above the appropriate lanes.	Signing
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	1	Replace the bent "I-285" Interstate shield sign along the southbound right-turn lane.	Signing
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	1	Replace the faded "I-85" Interstate shield sign along the eastbound travel lanes.	Signing
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	2	Repave the major and minor streets.	Paving
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	2	Upgrade the northbound five-section signal head to a four-section signal head with a flashing yellow arrow. Install an additional three-section signal head over the northbound travel lanes.	Signals
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	2	Install a curb, gutter, and sidewalk on the south side of the west leg.	Roadside
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	3	Widen the northbound receiving lanes.	Roadway

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	3	Restripe the west crosswalk and move further upstream, out of the intersection turning radii, to shorten the crossing distance. Remove the triangular raised pedestrian island and tighten the turning radius of the southbound right-turn lane.	Pedestrians
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	3	Move the overhead utilities along the east side of Tucker Norcross Road so that the wires do not obstruct visibility of the eastbound signal heads.	Roadside
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	3	Consider closing and consolidating access points on Tucker Norcross Road between Chamblee Tucker Road and Pleasantdale Road.	Access Management
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	3	Close the southern driveway of the Puesta Billiards site.	Access Management
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	3	Close the driveway on Tucker Norcross Road to the parcel in the northeast corner of the intersection.	Access Management
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	3	Because approximately 27 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.	Lighting
Off-1	Chamblee Tucker Road at Tucker Norcross Road	Off	Local	No	3	Consider an in-depth corridor study along Tucker Norcross Road from Chamblee Tucker Road to Pleasantdale Road.	Study
Off-2	East Ponce de Leon Avenue at Mountain Industrial Boulevard/North Hairston Road	Off	Local	Yes	1	Restripe both the major and minor streets.	Striping

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-2	East Ponce de Leon Avenue at Mountain Industrial Boulevard/North Hairston Road	Off	State	Yes	1	Restripe the median nose on the south leg of the intersection.	Striping
Off-2	East Ponce de Leon Avenue at Mountain Industrial Boulevard/North Hairston Road	Off	State	Yes	1	Restripe all crosswalks.	Striping
Off-2	East Ponce de Leon Avenue at Mountain Industrial Boulevard/North Hairston Road	Off	State	Yes	1	Install retroreflective borders to all signal head backplates.	Signals
Off-2	East Ponce de Leon Avenue at Mountain Industrial Boulevard/North Hairston Road	Off	State	Yes	1	Review signal timings for the appropriateness of extending the eastbound left-turn phase.	Signals
Off-2	East Ponce de Leon Avenue at Mountain Industrial Boulevard/North Hairston Road	Off	Local	Yes	1	Clear and grub vegetation along the eastbound travel lanes approaching the study intersection.	Maintenance
Off-2	East Ponce de Leon Avenue at Mountain Industrial Boulevard/North Hairston Road	Off	Local	Yes	2	Repave the major and minor streets.	Paving
Off-2	East Ponce de Leon Avenue at Mountain Industrial Boulevard/North Hairston Road	Off	State	Yes	2	Upgrade the existing five-section signal heads to four-section signal heads with a flashing yellow arrow for all approaches. Install additional three-section signal heads over the through travel lanes.	Signals
Off-2	East Ponce de Leon Avenue at Mountain Industrial Boulevard/North Hairston Road	Off	Local	Yes	2	Upgrade the existing northbound pedestrian signal head across the west leg to a countdown pedestrian signal head.	Pedestrians
Off-2	East Ponce de Leon Avenue at Mountain Industrial Boulevard/North Hairston Road	Off	Local	Yes	2	Repair broken sidewalk along the south side of the west leg. Extend this sidewalk to the MARTA bus stop west of where this sidewalk terminates.	Pedestrians
Off-2	East Ponce de Leon Avenue at Mountain Industrial Boulevard/North Hairston Road	Off	State	Yes	3	Move the pedestrian detection button in the northeast corner of the intersection so that its placement aligns with the PATH.	Pedestrians

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-2	East Ponce de Leon Avenue at Mountain Industrial Boulevard/North Hairston Road	Off	Local	Yes	3	Consolidate access to the Texaco parcel by closing the western driveway on East Ponce de Leon Avenue.	Access Management
Off-2	East Ponce de Leon Avenue at Mountain Industrial Boulevard/North Hairston Road	Off	Local	Yes	3	Because approximately 34 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.	Lighting
Off-3	Tucker Norcross Road at Britt Road	Off	Local	No	1	Restripe Tucker Norcross Road.	Striping
Off-3	Tucker Norcross Road at Britt Road	Off	Local	No	1	Restripe all crosswalks.	Striping
Off-3	Tucker Norcross Road at Britt Road	Off	Local	No	1	Install retroreflective borders to all signal head backplates.	Signals
Off-3	Tucker Norcross Road at Britt Road	Off	Local	No	1	Replace burned-out light bulbs in the eastbound pedestrian signal head across the north leg of the intersection.	Maintenance
Off-3	Tucker Norcross Road at Britt Road	Off	Local	No	1	Replace the faded overhead lane control signs over the northbound and southbound approaches. Review the placement of all signs to confirm they are over the appropriate lanes.	Signing
Off-3	Tucker Norcross Road at Britt Road	Off	Local	No	1	Restripe the westbound inside lane on Britt Road as a shared left-turn/through lane.	Striping
Off-3	Tucker Norcross Road at Britt Road	Off	Local	No	1	Clear vegetation from the west sidewalk.	Maintenance
Off-3	Tucker Norcross Road at Britt Road	Off	Local	No	2	Repave Tucker Norcross Road.	Paving
Off-3	Tucker Norcross Road at Britt Road	Off	Local	No	2	Upgrade the existing northbound and southbound five-section signal heads to four-section signal heads with a flashing yellow arrow. Install additional three-section signal heads over the northbound and southbound through travel lanes.	Signals

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-3	Tucker Norcross Road at Britt Road	Off	Local	No	2	Replace the gravel strip along the curb of the southeast corner with an apron.	Roadside
Off-3	Tucker Norcross Road at Britt Road	Off	Local	No	2	Repair broken sidewalk along both sides of Tucker Norcross Road.	Pedestrians
Off-3	Tucker Norcross Road at Britt Road	Off	Local	No	3	Close the Market Plaza shopping center driveway south of the Waffle House driveway. Reconstruct the west approach so that the Waffle House driveway better aligns with Britt Road on the south side.	Access Management
Off-3	Tucker Norcross Road at Britt Road	Off	Local	No	3	Consider closing and consolidating access points between Chamblee Tucker Road and Pleasantdale Road.	Access Management
Off-3	Tucker Norcross Road at Britt Road	Off	Local	No	3	Because approximately 29 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.	Lighting
Off-3	Tucker Norcross Road at Britt Road	Off	Local	No	3	Consider an in-depth corridor study along Tucker Norcross Road from Chamblee Tucker Road to Pleasantdale Road.	Study
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	Local	Yes	1	Restripe Mountain Industrial Boulevard.	Striping
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	State	Yes	1	Restripe all crosswalks.	Striping
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	State	Yes	1	Install retroreflective borders to all signal head backplates.	Signals
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	State	Yes	1	Install a right-turn-only lane control sign (MUTCD R3-5R) along the outside northbound receiving lane.	Signing

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	State	Yes	1	Install a right-turn-only lane control sign (MUTCD R3-5R) along the southbound right-turn lane.	Signing
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	State	Yes	1	Consider installation of delineators on the inside of the southbound right-turn lane to enforce the right-turn movement at that lane.	Roadway
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	State	Yes	1	Rotate the eastbound pedestrian signal head across the south leg of the intersection so that the direction of the head aligns with the crosswalk and site path of pedestrians.	Maintenance
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	State	Yes	1	To clarify west leg operations as entrance-only, remove the "Do Not Enter" exclusion sign (MUTCD R5-1) currently located on the south side of the west leg.	Signing
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	Local	Yes	2	Repave Mountain Industrial Boulevard.	Paving
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	State	Yes	2	Upgrade the southbound five-section signal head to a four-section signal head with a flashing yellow arrow. Install an additional three-section signal head over the southbound through lanes.	Signals
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	Local	Yes	3	Consolidate driveways on Mountain Industrial Boulevard between Valero and Public Storage.	Access Management
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	Local	Yes	3	Consider closing and consolidating access points on Mountain Industrial Boulevard and encourage inter-parcel access sharing.	Access Management
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	Local	Yes	3	Delineate the SunTrust Bank driveway on Mountain Industrial Boulevard to right-turn-out-only access.	Access Management

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	State	Yes	3	Consider installation of a northbound left-turn lane.	Roadway
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	Local	Yes	3	To clarify west leg operations, install a right-turn only sign (MUTCD R3-5R) at the southern Waffle House driveways.	Signing
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	Local	Yes	3	Relocate the utility wires currently anchored in the sidewalk of the northeast corner of the intersection to avoid obstructing the pedestrian travel path.	Roadside
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	Local	Yes	3	Consider building a new bidirectional road at the west leg that connects to Tucker Industrial Road.	Study
Off-4	Mountain Industrial Boulevard at Hammermill Road	Off	Local	Yes	3	Consider an in-depth corridor study along Mountain Industrial Boulevard from the interchange at SR 10 (US 78/Stone Mountain Freeway) to SR 236 (Hugh Howell Road).	Study
Off-5	Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way	Off	Local	Yes	1	Restripe both Mountain Industrial Boulevard and Elmdale Drive.	Striping
Off-5	Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way	Off	State	Yes	1	Restripe all crosswalks.	Striping
Off-5	Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way	Off	State	Yes	1	Install retroreflective borders to all signal head backplates.	Signals
Off-5	Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way	Off	Local	Yes	2	Repave Mountain Industrial Boulevard.	Paving
Off-5	Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way	Off	State	Yes	2	Upgrade the existing northbound and southbound five-section signal heads to four-section signal heads with a flashing yellow arrow. Install additional three-section signal heads over the northbound and southbound through travel lanes.	Signals

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-5	Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way	Off	Local	Yes	2	Repair the pavement where a patch of uneven, possibly spilled, concrete dried on top of the southbound travel lanes and north crosswalk.	Paving
Off-5	Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way	Off	Local	Yes	2	Fill in the gap of the pedestrian network along the west side of Mountain Industrial Boulevard, north of Elmdale Drive.	Pedestrians
Off-5	Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way	Off	Local	Yes	3	Because approximately 26 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.	Lighting
Off-5	Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way	Off	Local	Yes	3	Consider an in-depth corridor study along Mountain Industrial Boulevard from the interchange at SR 10 (US 78/Stone Mountain Freeway) to SR 236 (Hugh Howell Road).	Study
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	1	Restripe both Tucker Norcross Road and Pleasantdale Road.	Striping
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	1	Restripe all crosswalks.	Striping
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	1	Install skip striping along the two westbound left-turn lanes through the intersection.	Striping
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	1	Install retroreflective borders to all signal head backplates.	Signals
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	1	Replace the faded overhead lane control signs over the northbound, southbound, and westbound approaches. Review the placement to confirm all signs are above the appropriate lanes.	Signing

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	1	Designate the middle westbound travel lane as a shared left-turn/through movement lane. Install the appropriate arrow lane marking and update the overhead lane control sign.	Signing
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	1	Repair the pedestrian call button to cross the north crosswalk eastbound.	Signals
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	1	Repair the northbound pedestrian signal head to cross the east leg. Currently, the countdown starts at time "00" and only flashes "00" throughout the entire pedestrian phase.	Signals
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	1	Fix and fill the pothole located in the outside southbound through lane in the middle of the intersection.	Maintenance
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	1	To address potential conflict between northbound right-turning motorists and southbound left-turning motorists: stripe a solid line for 50 feet between the receiving lanes on the east leg of the intersection and install skip striping along the outside of the southbound left-turn lane.	Striping
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	2	Repave both Tucker Norcross Road and Pleasantdale Road.	Paving
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	2	Upgrade the existing northbound and southbound five-section signal heads to four-section signal heads with a flashing yellow arrow. Install additional three-section signal heads over the northbound and southbound travel lanes.	Signals

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	2	Construct a sidewalk along the south side of the east leg that connects to the sidewalk at the Gwinnett Countyline.	Pedestrians
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	3	Consider closing and consolidating access points on Tucker Norcross Road between Chamblee Tucker Road and Pleasantdale Road.	Access Management
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	3	Consider access management with landscaped median islands and directional turn lanes in the existing two-way left-turn lane north and south of the study intersection.	Access Management
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	3	Consider converting the Walmart driveway directly east of the study intersection to right-turn-in/right-turn-out-only access.	Access Management
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	3	Close the southern driveway on Tucker Norcross Road of the shopping center at the west leg of the study intersection.	Access Management
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	3	To address potential conflict between northbound right-turning motorists and southbound left-turning motorists, redesign the east leg of the intersection to create a larger turning radius for vehicles turning onto the receiving lanes of the east leg. Relocate the utility pole located in the southeast corner of the intersection.	Roadway
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	3	Because approximately 36 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.	Lighting

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-6	Pleasantdale Road at Tucker Norcross Road	Off	Local	No	3	Consider an in-depth corridor study along Tucker Norcross Road from Chamblee Tucker Road to Pleasantdale Road.	Study
Off-7	East Ponce de Leon Avenue at Hambrick Road	Off	State	Yes	1	Add backplates with retroreflective borders to all signal heads.	Signals
Off-7	East Ponce de Leon Avenue at Hambrick Road	Off	State	Yes	1	Rotate the southbound pedestrian signal across the east leg so that the direction of the head aligns with the crosswalk and site path of pedestrians.	Maintenance
Off-7	East Ponce de Leon Avenue at Hambrick Road	Off	State	Yes	1	Replace the faded regulatory sign prohibiting pedestrian crossings (MUTCD R9-3) and the "Use Crosswalk" plaque (MUTCD R9-3bP) located in the southeast triangular raised island.	Signing
Off-7	East Ponce de Leon Avenue at Hambrick Road	Off	Local	Yes	1	At the southbound approach of Wamsley Way, install a bicycle/ pedestrian warning sign (MUTCD W11-15) mounted to a "Trail X-ing" warning plaque (MUTCD W11-15P).	Signing
Off-7	East Ponce de Leon Avenue at Hambrick Road	Off	Local	Yes	1	Install delineator posts along the inside of the westbound left-turn lane and median striping to prevent eastbound left-turn movements from East Ponce de Leon Avenue onto Wamsley Way.	Access Management
Off-7	East Ponce de Leon Avenue at Hambrick Road	Off	State	Yes	2	Upgrade the westbound five-section signal head to a four-section signal head with a flashing yellow arrow.	Signals

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-7	East Ponce de Leon Avenue at Hambrick Road	Off	Local	Yes	2	Provide a two-stage pedestrian crosswalk with a raised pedestrian refuge and appropriate signage across East Ponce de Leon, east of Orchard Park Drive, for pedestrians crossing the major street to board and alight buses. Consider installation of a rectangular rapid flashing beacon as part of this crossing treatment.	Pedestrians
Off-7	East Ponce de Leon Avenue at Hambrick Road	Off	Local	Yes	2	Provide a bus pad for riders using the bus stop located along the eastbound travel lane of East Ponce de Leon at Orchard Park Drive.	Pedestrians
Off-7	East Ponce de Leon Avenue at Hambrick Road	Off	Local	Yes	2	Coordinate with MARTA to consolidate and aggregate appropriate bus stop locations within the vicinity of the study intersection.	Transit
Off-7	East Ponce de Leon Avenue at Hambrick Road	Off	Local	Yes	2	Install a triangular island with rubber traffic-separating curb at Wamsley Way to modify its access to right-turn-in/right-turn-out-only.	Access Management
Off-7	East Ponce de Leon Avenue at Hambrick Road	Off	Local	Yes	3	Install a permanent triangular raised island to restrict access at Wamsley Way to right-turn-in/right-out-only operation.	Access Management
Off-7	East Ponce de Leon Avenue at Hambrick Road	Off	Local	Yes	3	In coordination with restricting access at Wamsley Way, install an eastbound left-turn lane at the intersection of East Ponce de Leon Avenue at Kingsgate Drive to accommodate the shift in Wilshire Condominiums traffic patterns after restricting Wamsley Way access.	Roadway

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-7	East Ponce de Leon Avenue at Hambrick Road	Off	State	Yes	3	Review and modify the railroad crossing treatment (signs, pavement markings, signal equipment, etc.) to meet the standards set in Part 8 of the MUTCD, including: installation of a minimum of one Grade Crossing sign (MUTCD R15-1) on each approach and a number-of-tracks sign (R15-2P); installation of a "Do Not Stop on Tracks" sign (MUTCD R8-8); installation of a "Stop Here on Red Sign (MUTCD R10-6); installation of a stop line at both approaches; consideration of grade crossing advance warning signs (MUTCD W10-1); consideration of grade crossing pavement markings; and review of flashing light signal equipment.	Railroad
Off-7	East Ponce de Leon Avenue at Hambrick Road	Off	Local	Yes	3	Because approximately 34 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.	Lighting
Off-7	East Ponce de Leon Avenue at Hambrick Road	Off	Local	Yes	3	Conduct a study to determine the appropriateness of a continuous green T-intersection configuration.	Study
Off-8	Juliette Road at Stone Mill Way/Wood Bend Drive	Off	Local	No	1	Restripe Juliette Road and Stone Mill Way. Install stop bars on the eastbound and westbound approaches.	Striping
Off-8	Juliette Road at Stone Mill Way/Wood Bend Drive	Off	Local	No	1	Install high-emphasis crosswalks across all four legs of the intersection.	Striping
Off-8	Juliette Road at Stone Mill Way/Wood Bend Drive	Off	Local	No	1	Fix and fill the pothole located in the eastbound travel lane at the intersection.	Maintenance

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-8	Juliette Road at Stone Mill Way/Wood Bend Drive	Off	Local	No	1	Clear and grub vegetation along the southbound travel lanes, north of the intersection.	Maintenance
Off-8	Juliette Road at Stone Mill Way/Wood Bend Drive	Off	Local	No	2	Repave Juliette Road and Stone Mill Way.	Paving
Off-8	Juliette Road at Stone Mill Way/Wood Bend Drive	Off	Local	No	2	Install sidewalks along the east side of Juliette Road from East Ponce de Leon Avenue to Stone Mill Way to provide access to the covered bus stop shelter and the PATH facility.	Pedestrians
Off-8	Juliette Road at Stone Mill Way/Wood Bend Drive	Off	Local	No	2	Install ADA-accessible sidewalks and ramps on the northeast corner of the intersection to connect the existing sidewalk on the east side of Juliette Road north of the intersection to the gas station south of the intersection.	Pedestrians
Off-8	Juliette Road at Stone Mill Way/Wood Bend Drive	Off	Local	No	2	Pave the existing gravel path along the west side of Juliette Road, south of the intersection, and extend the sidewalk to East Ponce de Leon Avenue.	Pedestrians
Off-8	Juliette Road at Stone Mill Way/Wood Bend Drive	Off	Local	No	2	Consider using rubber traffic-separating curb and delineators to close off the outside travel lanes of Juliette Road to vehicular traffic, allowing bicyclists and pedestrians to move in the roadway, separated from vehicular traffic.	Complete Street
Off-8	Juliette Road at Stone Mill Way/Wood Bend Drive	Off	Local	No	3	Consider reconfiguring the existing cross-section of Juliette Road to include one lane in each direction, the existing raised landscape median, and a buffered bicycle lane on each side.	Complete Street

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-8	Juliette Road at Stone Mill Way/Wood Bend Drive	Off	Local	No	1	Consider alternatives to address the conflict between northbound U-turning vehicles and southbound vehicles: Provide signage prohibiting northbound U-turn movements.	Signing
Off-8	Juliette Road at Stone Mill Way/Wood Bend Drive	Off	Local	No	3	Consider alternatives to address the conflict between northbound U-turning vehicles and southbound vehicles: Close the gas station driveway on Juliette Road, forcing all gas station traffic to use the Stone Mill Way driveway.	Access Management
Off-8	Juliette Road at Stone Mill Way/Wood Bend Drive	Off	Local	No	3	Consider alternatives to address the conflict between northbound U-turning vehicles and southbound vehicles: Restrict the gas station driveway on Juliette Road to a right-turn-in-only access point.	Access Management
Off-8	Juliette Road at Stone Mill Way/Wood Bend Drive	Off	Local	No	3	Consider alternatives to address the conflict between northbound U-turning vehicles and southbound vehicles: Cut into the median on Juliette Road at the driveway to allow for left-turn movements from the gas station.	Roadway
Off-8	Juliette Road at Stone Mill Way/Wood Bend Drive	Off	Local	No	3	Because approximately 37 percent of the crashes reported during the five-year history occurred during dark conditions, conduct a lighting study at the intersection to identify appropriate lighting upgrades.	Lighting
Off-9	Mountain Industrial Boulevard at Hirsch Drive	Off	Local	No	1	Restripe both Mountain Industrial Boulevard and Hirsch Drive.	Striping
Off-9	Mountain Industrial Boulevard at Hirsch Drive	Off	Local	No	1	Correct the striping of two-way left-turn lane between the SR 410 Westbound ramps and Hirsch Drive.	Striping

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-9	Mountain Industrial Boulevard at Hirsch Drive	Off	Local	No	1	Stripe a stop bar at the eastbound approach.	Striping
Off-9	Mountain Industrial Boulevard at Hirsch Drive	Off	Local	No	2	Repave both Mountain Industrial Boulevard and Hirsch Drive.	Paving
Off-9	Mountain Industrial Boulevard at Hirsch Drive	Off	Local	No	2	Install an apron on the southwest corner of the intersection.	Roadside
Off-9	Mountain Industrial Boulevard at Hirsch Drive	Off	Local	No	2	Consider the installation of rubber traffic-separating curb to modify the operation of Hirsch Drive to right-turn-in/right-turn-out-only.	Access Management
Off-9	Mountain Industrial Boulevard at Hirsch Drive	Off	Local	Yes	3	Consider closing and consolidating access points on Mountain Industrial Boulevard and encourage inter-parcel access sharing.	Access Management
Off-9	Mountain Industrial Boulevard at Hirsch Drive	Off	Local	No	3	Close the eastern access to Valero on Hirsch Drive.	Study
Off-9	Mountain Industrial Boulevard at Hirsch Drive	Off	Local	No	3	Close the southern access to Valero on Mountain Industrial Boulevard.	Study
Off-9	Mountain Industrial Boulevard at Hirsch Drive	Off	Local	Yes	3	Close the northern access to Southern Auto Distributing.	Access Management
Off-9	Mountain Industrial Boulevard at Hirsch Drive	Off	Local	Yes	3	Construct an inter-parcel driveway to connect the Southern Auto Distributing site to the 99 Warehouse site.	Access Management
Off-9	Mountain Industrial Boulevard at Hirsch Drive	Off	Local	Yes	3	Modify the existing 99 Warehouse access to right-turn-in/right-turn-out-only access.	Access Management
Off-9	Mountain Industrial Boulevard at Hirsch Drive	Off	Local	No	3	Conduct an origin-destination study to understand how Tucker Industrial Road is being used in relation to or as a bypass of Mountain Industrial Boulevard.	Study

Tucker Intersection Safety Analysis

Recommendations Matrix

Identifier	Intersection	System	Jurisdiction	RTOP	Tier	Recommendation	Type
Off-9	Mountain Industrial Boulevard at Hirsch Drive	Off	Local	No	3	Consider an in-depth corridor study along Mountain Industrial Boulevard from the interchange at SR 10 (US 78/Stone Mountain Freeway) to SR 236 (Hugh Howell Road).	Study
Off-10	Mountain Industrial Boulevard at Tuckerstone Parkway	Off	Local	No	1	Restripe both Mountain Industrial Boulevard and Tuckerstone Parkway.	Striping
Off-10	Mountain Industrial Boulevard at Tuckerstone Parkway	Off	Local	No	1	Review the dimensions and restripe the faded northbound left-turn lane.	Striping
Off-10	Mountain Industrial Boulevard at Tuckerstone Parkway	Off	Local	No	1	Adjust the tilted Type 3 Object Marker sign (MUTCD OM3-R) located south of the bridge along the outside northbound travel lane.	Signing
Off-10	Mountain Industrial Boulevard at Tuckerstone Parkway	Off	Local	No	1	Install additional curve warning signage south of the horizontal curve along Mountain Industrial Boulevard, including a right curve warning sign (MUTCD W1-2R), a combination horizontal alignment/intersection warning sign (MUTCD W1-10), and curve chevrons (MUTCD W1-8).	Signing
Off-10	Mountain Industrial Boulevard at Tuckerstone Parkway	Off	Local	No	1	Install advanced intersection side street warning sign (MUTCD W2-2) with advanced street name plaque (MUTCD W16-8P) for Tuckerstone Parkway along both approaches of Mountain Industrial Boulevard.	Signing
Off-10	Mountain Industrial Boulevard at Tuckerstone Parkway	Off	Local	No	1	Clear and grub vegetation along both sides of Mountain Industrial Boulevard south of the study intersection.	Maintenance
Off-10	Mountain Industrial Boulevard at Tuckerstone Parkway	Off	Local	No	2	Repave both roadways.	Paving
Off-10	Mountain Industrial Boulevard at Tuckerstone Parkway	Off	Local	No	3	Conduct Intersection Control Evaluation analysis and implement results.	Study

APPENDIX B:
CONCEPTUAL DRAWINGS

MATCH EXISTING STRIPING TO EXHIBIT OFF-9

IDENTIFY PEDESTRIAN CONNECTION ACROSS BRIDGE

ADD RETROREFLECTIVE BORDERS TO ALL BACKPLATES

REPLACE FADED "ATLANTA" GUIDE SIGN

MOVE GUIDE SIGN FURTHER UPSTREAM

UPGRADE TO FLASHING YELLOW ARROW

TIER 1: CONVERT SARR PKWY TO RIGHT-IN/RIGHT-OUT ONLY USING RUBBER CURB.
TIER 3: CONSTRUCT RAISED MEDIAN



INSTALL 100' BAY TAPER

TIER 3: CONSTRUCT RAISED MEDIAN

REPAVE AND RESTRIPE MOUNTAIN INDUSTRIAL BLVD.

ADDITIONAL TIER 3 RECOMMENDATION:
- CONDUCT LIGHTING STUDY
- CLOSE/CONSOLIDATE ACCESS POINTS AND ENCOURAGE INTER-PARCEL CONNECTIVITY

REPAIR AND REPLACE SIDEWALKS

SEE EXHIBIT ON-1B

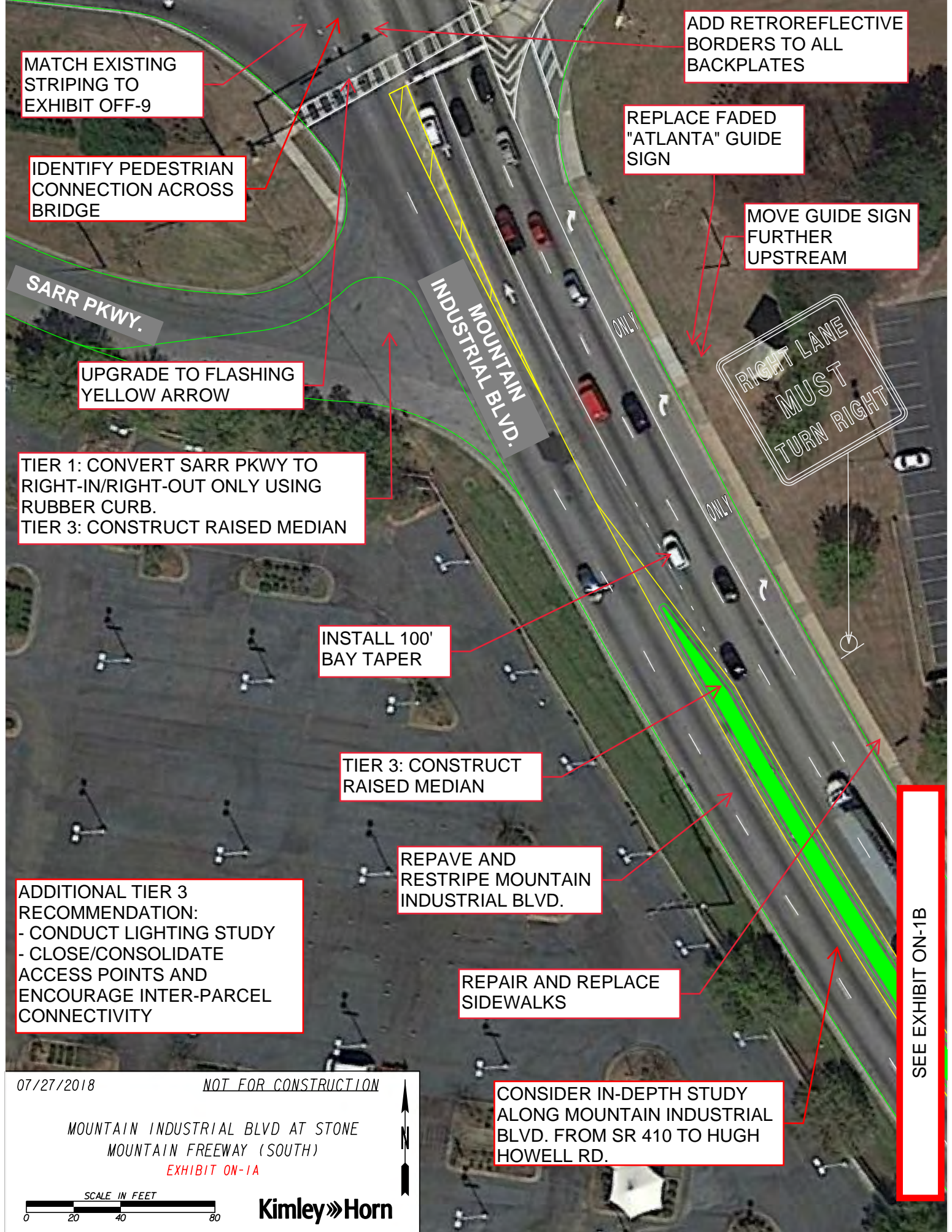
CONSIDER IN-DEPTH STUDY ALONG MOUNTAIN INDUSTRIAL BLVD. FROM SR 410 TO HUGH HOWELL RD.

07/27/2018 *NOT FOR CONSTRUCTION*

MOUNTAIN INDUSTRIAL BLVD AT STONE MOUNTAIN FREEWAY (SOUTH)
EXHIBIT ON-1A

SCALE IN FEET
0 20 40 80

Kimley»Horn

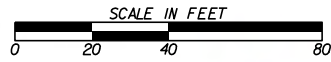


07/27/2018

NOT FOR CONSTRUCTION

MOUNTAIN INDUSTRIAL BLVD AT
GREER CIRCLE (NORTH)

EXHIBIT ON-1B



Kimley»Horn



SEE EXHIBIT ON-1A

INSTALL GDOT
DETAIL "B" YELLOW
HATCH (TYP.)

REPAVE AND
RESTRIPE MOUNTAIN
INDUSTRIAL BLVD.

CONSIDER
CONSTRUCTING A
RAISED MEDIAN

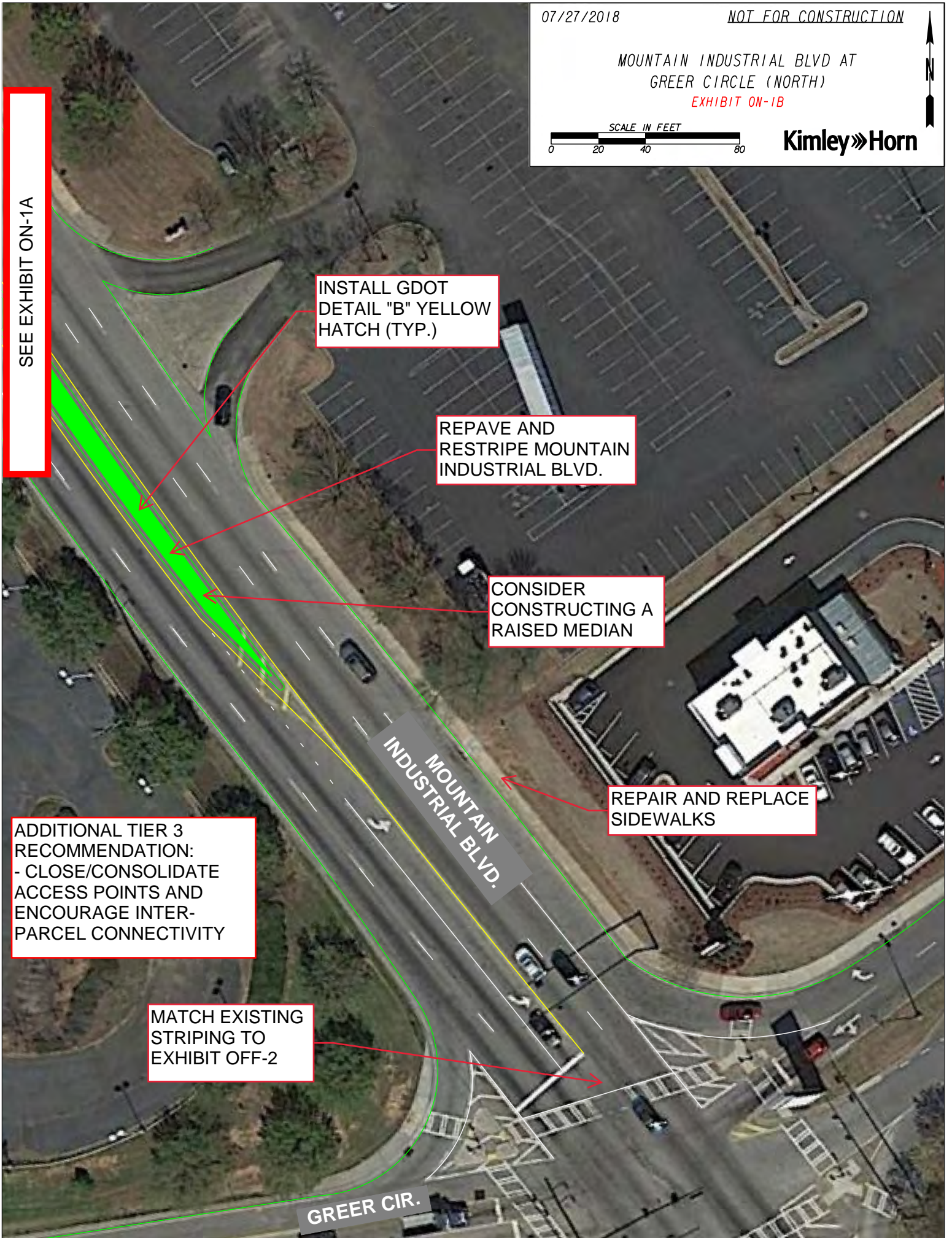
REPAIR AND REPLACE
SIDEWALKS

ADDITIONAL TIER 3
RECOMMENDATION:
- CLOSE/CONSOLIDATE
ACCESS POINTS AND
ENCOURAGE INTER-
PARCEL CONNECTIVITY

MATCH EXISTING
STRIPING TO
EXHIBIT OFF-2

GREER CIR.

MOUNTAIN
INDUSTRIAL BLVD.



INSTALL BACKPLATES WITH RETROREFLECTIVE BORDERS

UPGRADE TO FLASHING YELLOW ARROW

STRIPE HIGH-EMPHASIS MARKINGS ON ALL CROSSWALKS

REPAVE BROCKETT RD. AND RE-STRIPE TO MATCH EXISTING

UPGRADE PEDESTRIAN SIGNAL HEADS TO COUNTDOWN SIGNAL HEADS

REPAIR/REPLACE BROKEN SIDEWALKS

TIER 3 RECOMMENDATIONS:
- CONDUCT LIGHTING STUDY
- CONSIDER ROUNDABOUT SOLUTION FOR BROCKETT RD. AT COOLEGE RD. AND AT SR 410 WB RAMPS
- CONSIDER ROUNDABOUT SOLUTION FOR INTERCHANGE NODES

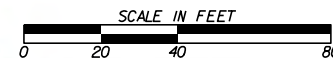
CLEAR AND GRUB VEGETATION FROM THE WEST SIDE OF BROCKETT RD.

07/27/2018

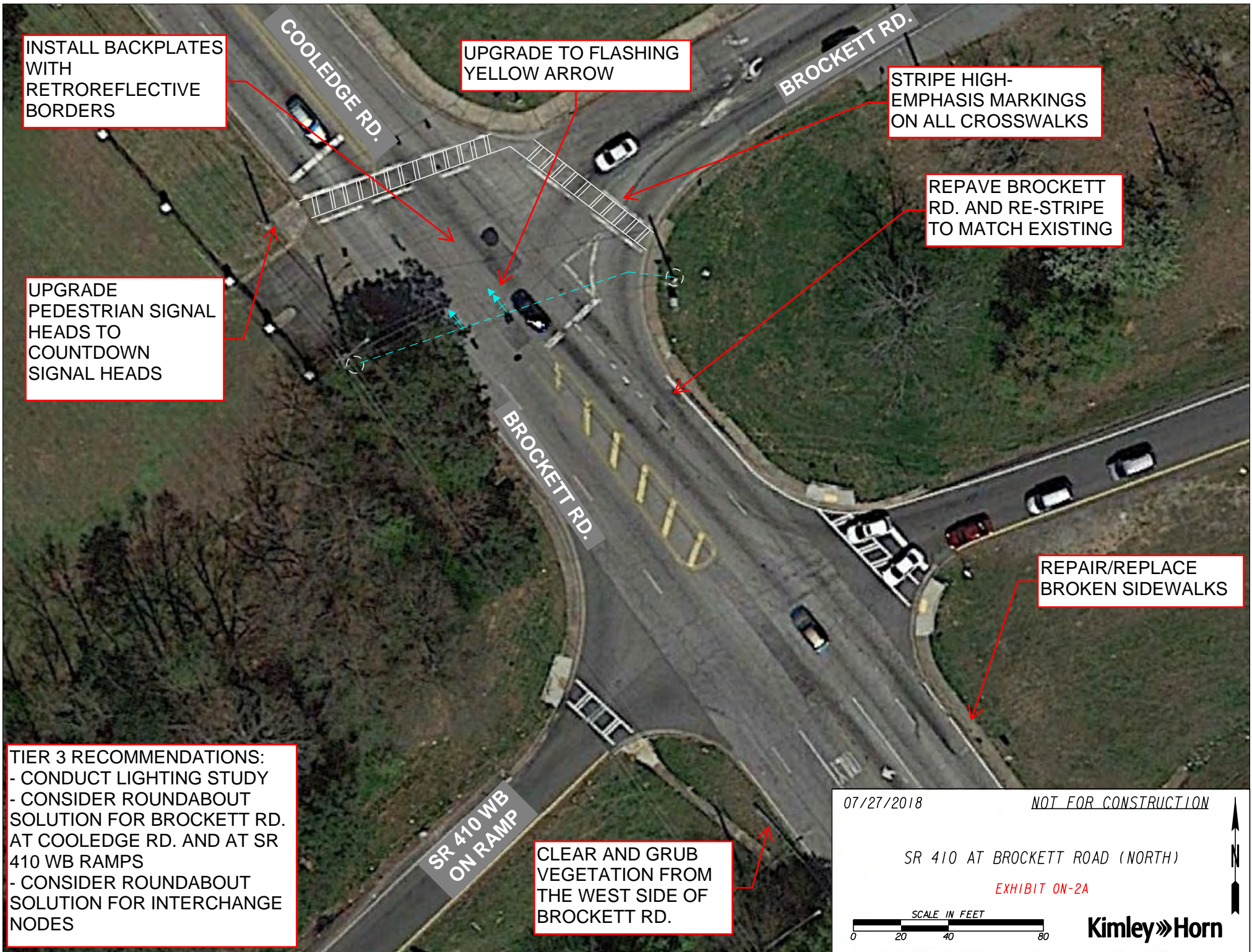
NOT FOR CONSTRUCTION

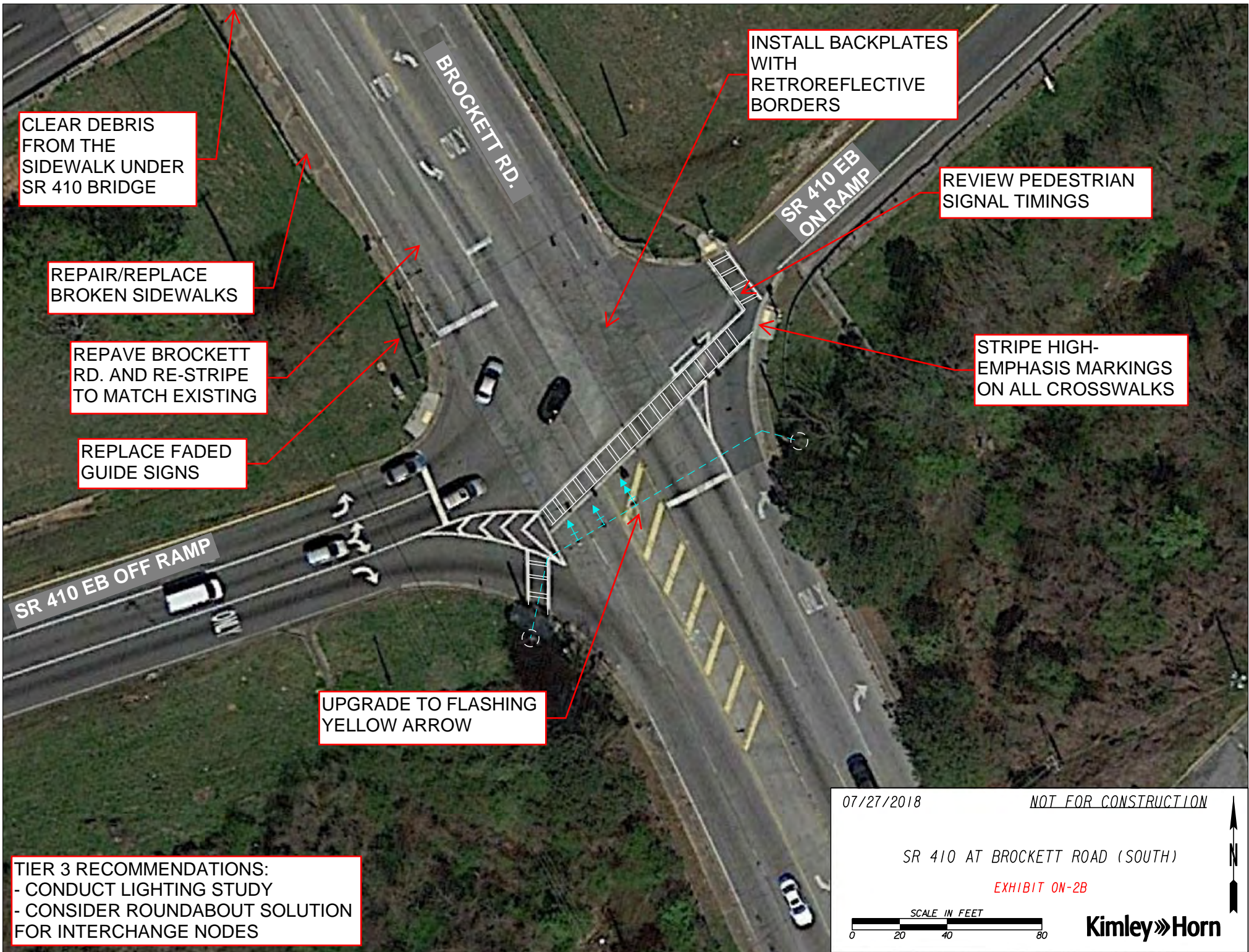
SR 410 AT BROCKETT ROAD (NORTH)

EXHIBIT ON-2A



Kimley»Horn





CLEAR DEBRIS FROM THE SIDEWALK UNDER SR 410 BRIDGE

INSTALL BACKPLATES WITH RETROREFLECTIVE BORDERS

REVIEW PEDESTRIAN SIGNAL TIMINGS

REPAIR/REPLACE BROKEN SIDEWALKS

STRIPE HIGH-EMPHASIS MARKINGS ON ALL CROSSWALKS

REPAVE BROCKETT RD. AND RE-STRIPE TO MATCH EXISTING

REPLACE FADED GUIDE SIGNS

UPGRADE TO FLASHING YELLOW ARROW

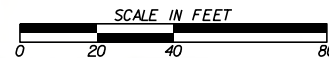
TIER 3 RECOMMENDATIONS:
- CONDUCT LIGHTING STUDY
- CONSIDER ROUNDABOUT SOLUTION FOR INTERCHANGE NODES

07/27/2018

NOT FOR CONSTRUCTION

SR 410 AT BROCKETT ROAD (SOUTH)

EXHIBIT ON-2B



Kimley»Horn

SEE EXHIBIT ON-3B

REVIEW/CORRECT
PLACEMENT OF
OVERHEAD LANE
CONTROL SIGNS

REVIEW AND UPGRADE ALL
CURVE WARNING SIGNS AND
SPEED ADVISORY PLAQUES,
PER MUTCD AND GDOT

ADDITIONAL TIER 3
RECOMMENDATIONS:
- CONDUCT LIGHTING STUDY
- REVIEW DRAINAGE AND
PAVEMENT CONDITIONS

RELOCATE GUIDE
SIGNS FURTHER
UPSTREAM

INSTALL SIGN POSTS
WITH RETROREFLECTIVE
STRIPS

TIER 1: RE-STRIPE TO
BETTER DELINEATE
LANE SPLIT AND
STRIPE LANE
ARROWS
TIER 3: REVIEW
NECESSITY OF
INSIDE LANE SPLIT

INSTALL
SHOULDER

INSTALL SIGN POSTS
WITH RETROREFLECTIVE
STRIPS

REMOVE CURB

INSTALL
SHOULDER

INSTALL RUMBLE STRIP
AND EDGELINE

REVIEW/CORRECT
SLOPE AND
SUPERELEVATION,
AS NECESSARY

REPLACE BURNED-OUT
LIGHT BULBS UNDER SR
10 BRIDGE

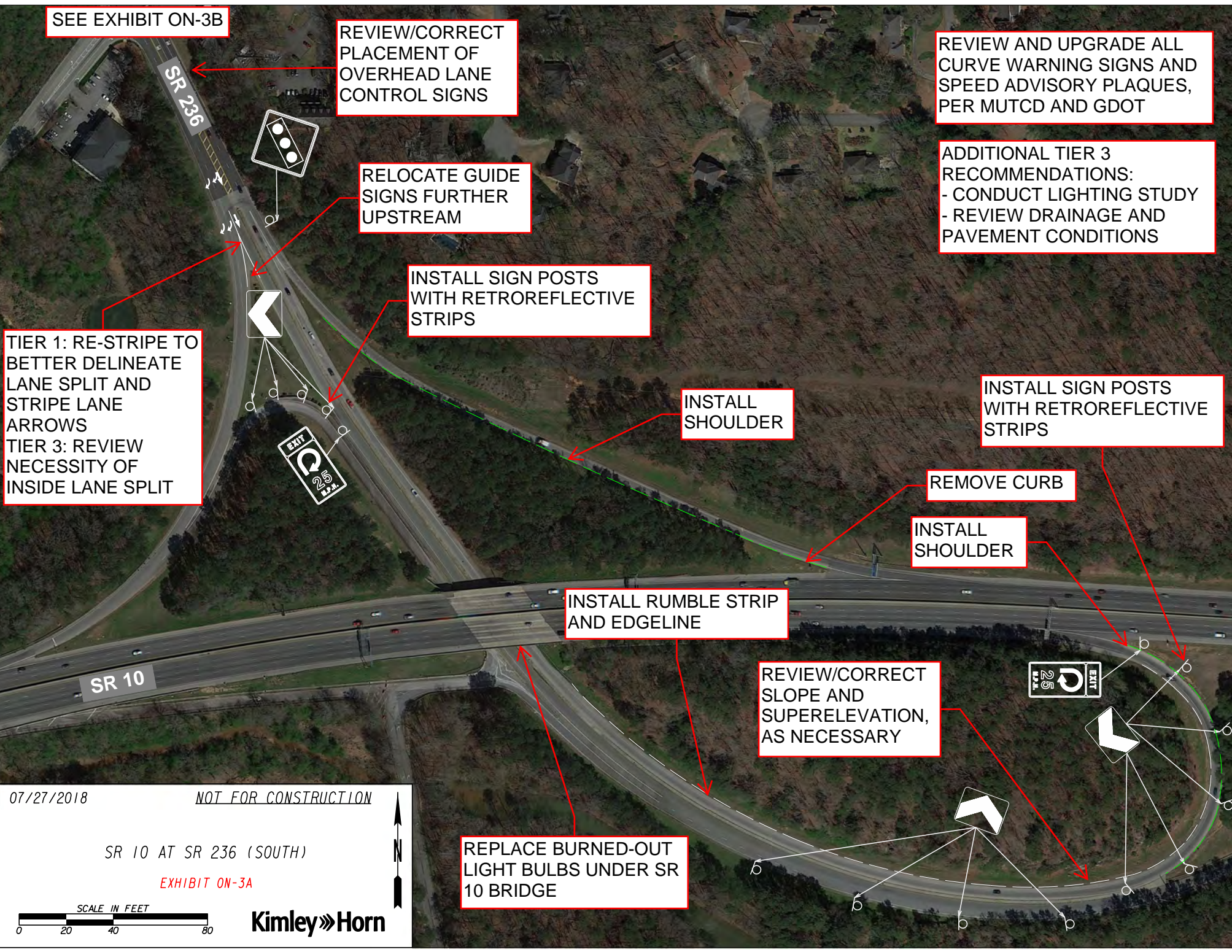
07/27/2018 NOT FOR CONSTRUCTION

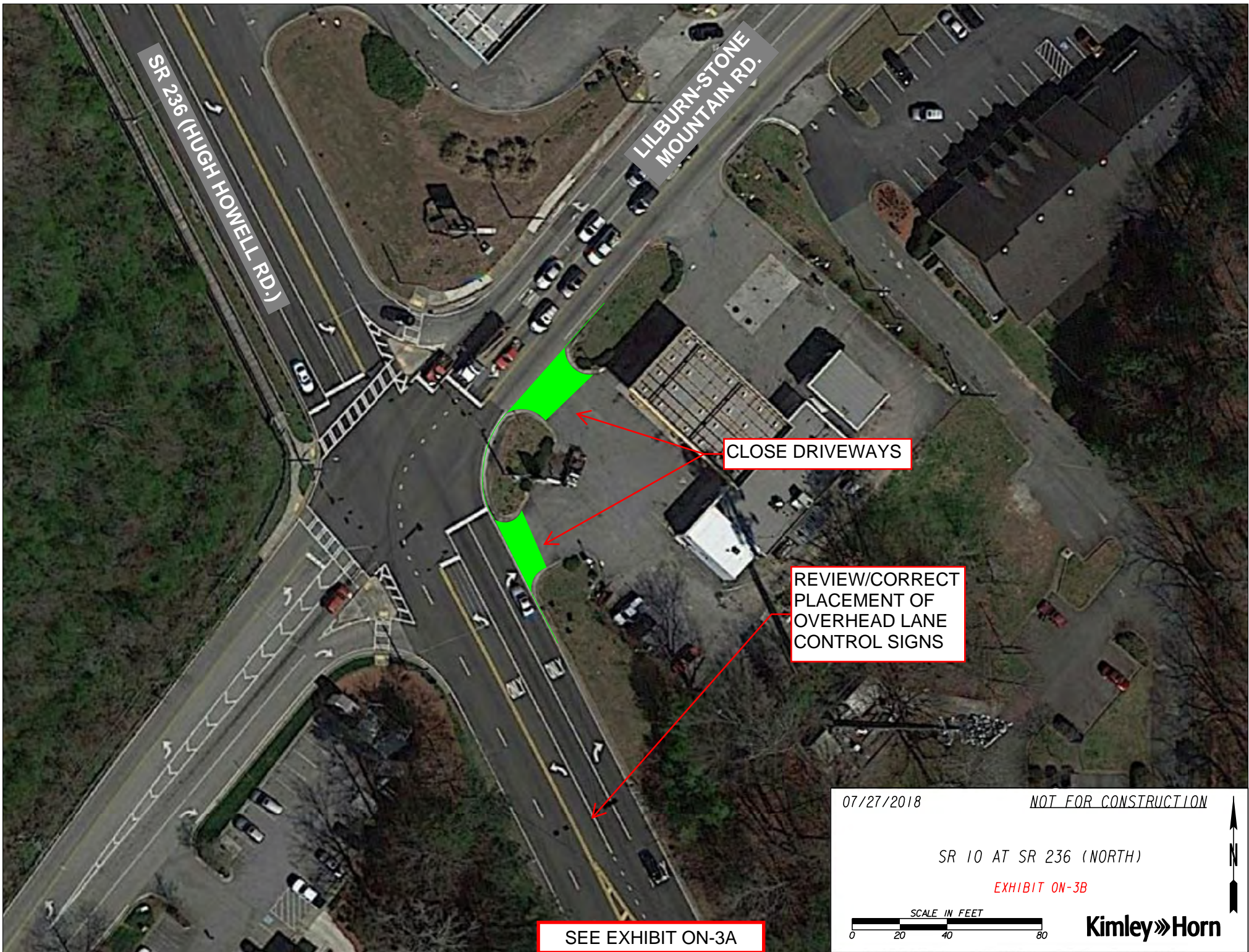
SR 10 AT SR 236 (SOUTH)

EXHIBIT ON-3A

SCALE IN FEET

Kimley»Horn





SR 236 (HUGH HOWELL RD.)

LILBURN-STONE MOUNTAIN RD.

CLOSE DRIVEWAYS

REVIEW/CORRECT PLACEMENT OF OVERHEAD LANE CONTROL SIGNS

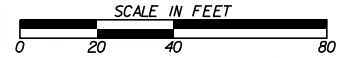
SEE EXHIBIT ON-3A

07/27/2018

NOT FOR CONSTRUCTION

SR 10 AT SR 236 (NORTH)

EXHIBIT ON-3B



Kimley»Horn



MATCH EXISTING STRIPING TO EXHIBIT OFF-10A

REPAVE AND RESTRIPE MOUNTAIN INDUSTRIAL BLVD.

ADD RETROREFLECTIVE BORDERS TO ALL BACKPLATES

INSTALL SIDEWALK SOUTH TO TUCKER INDUSTRIAL RD

INSTALL SIDEWALK SOUTH TO ELMDALE DR

CONSIDER IN-DEPTH CORRIDOR STUDY ALONG MOUNTAIN INDUSTRIAL BLVD. FROM SR 410 TO HUGH HOWELL RD.

MOUNTAIN INDUSTRIAL BLVD.

WHEN SITE REDEVELOPS, REQUIRE GRID CONNECTIVITY AND CONSIDER CREATING A JUG HANDLE

UPGRADE ALL TO FLASHING YELLOW ARROW

SR 236/ HUGH HOWELL RD.

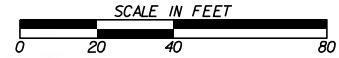
CLOSE DRIVEWAY

MATCH EXISTING STRIPING TO EXHIBIT OFF-5

07/27/2018

NOT FOR CONSTRUCTION

MOUNTAIN INDUSTRIAL BLVD AT SR 236/HUGH HOWELL ROAD
EXHIBIT ON-4



Kimley»Horn



INSTALL SIGN POSTS WITH RETROREFLECTIVE STRIPS

REPLACE GUARDRAIL

REVIEW AND UPGRADE ALL CURVE WARNING SIGNS AND SPEED ADVISORY PLAQUES, PER MUTCD AND GDOT

INSTALL RETROREFLECTIVE EDGELINE

INSTALL SHOULDER

SR 410

SR 10

INSTALL RUMBLE STRIPS

INSTALL RUMBLE STRIPS

INSTALL RUMBLE STRIPS

ON ALL RAMPS, REVIEW SLOPE AND SUPERELEVATION AND CORRECT, AS NECESSARY

INSTALL RUMBLE STRIPS

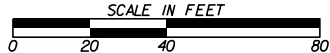
ADDITIONAL TIER 3 RECOMMENDATIONS:
- CONDUCT LIGHTING STUDY
- REVIEW DRAINAGE AND PAVEMENT CONDITIONS

07/27/2018

NOT FOR CONSTRUCTION

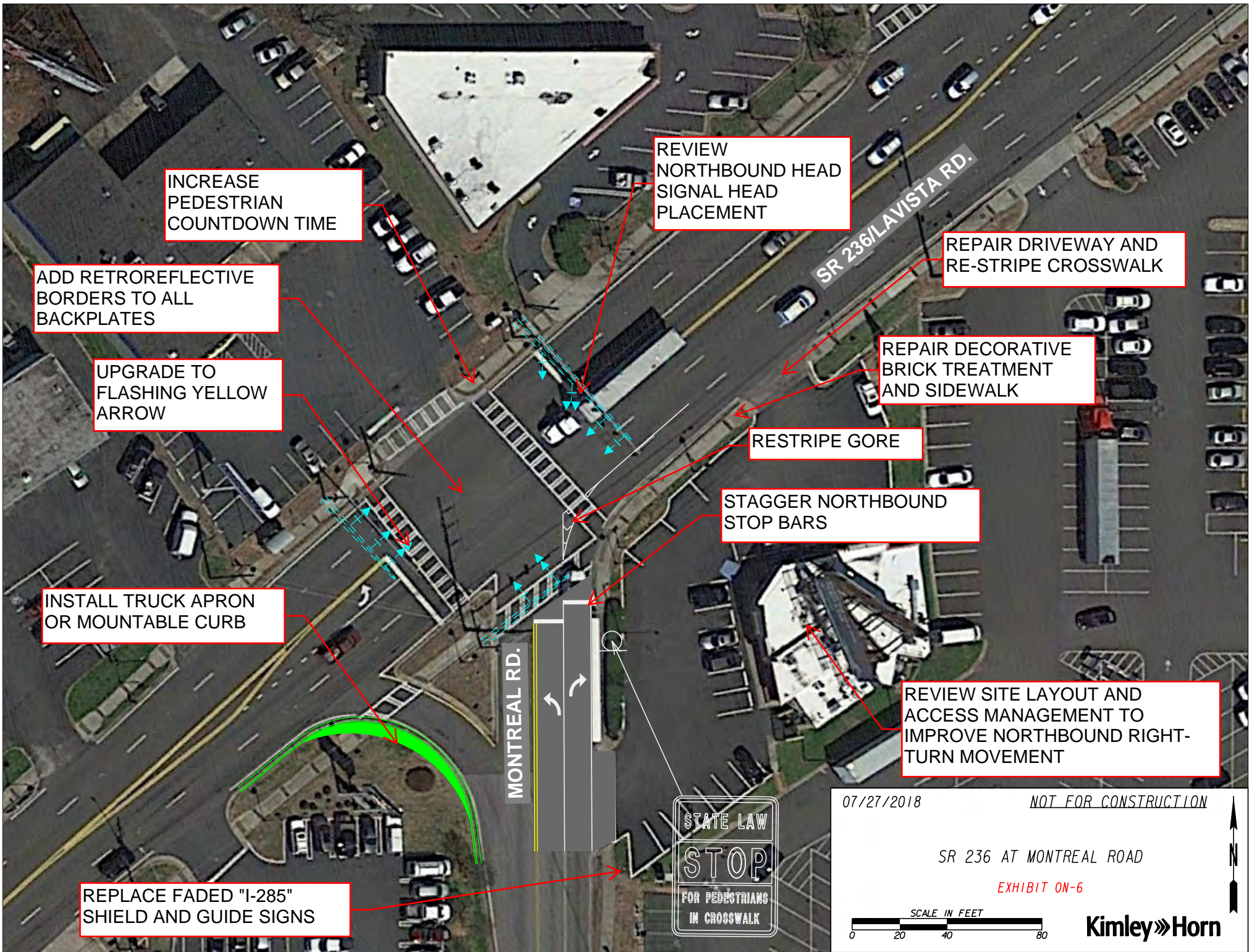
SR 410 AT SR 10

EXHIBIT ON-5



Kimley»Horn





INCREASE PEDESTRIAN COUNTDOWN TIME

ADD RETROREFLECTIVE BORDERS TO ALL BACKPLATES

UPGRADE TO FLASHING YELLOW ARROW

INSTALL TRUCK APRON OR MOUNTABLE CURB

REPLACE FADED "I-285" SHIELD AND GUIDE SIGNS

REVIEW NORTHBOUND HEAD SIGNAL HEAD PLACEMENT

REPAIR DRIVEWAY AND RE-STRIPE CROSSWALK

REPAIR DECORATIVE BRICK TREATMENT AND SIDEWALK

RESTRIPE GORE

STAGGER NORTHBOUND STOP BARS

REVIEW SITE LAYOUT AND ACCESS MANAGEMENT TO IMPROVE NORTHBOUND RIGHT-TURN MOVEMENT

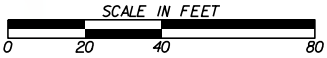


07/27/2018

NOT FOR CONSTRUCTION

SR 236 AT MONTREAL ROAD

EXHIBIT ON-6



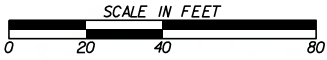
Kimley»Horn

07/27/2018

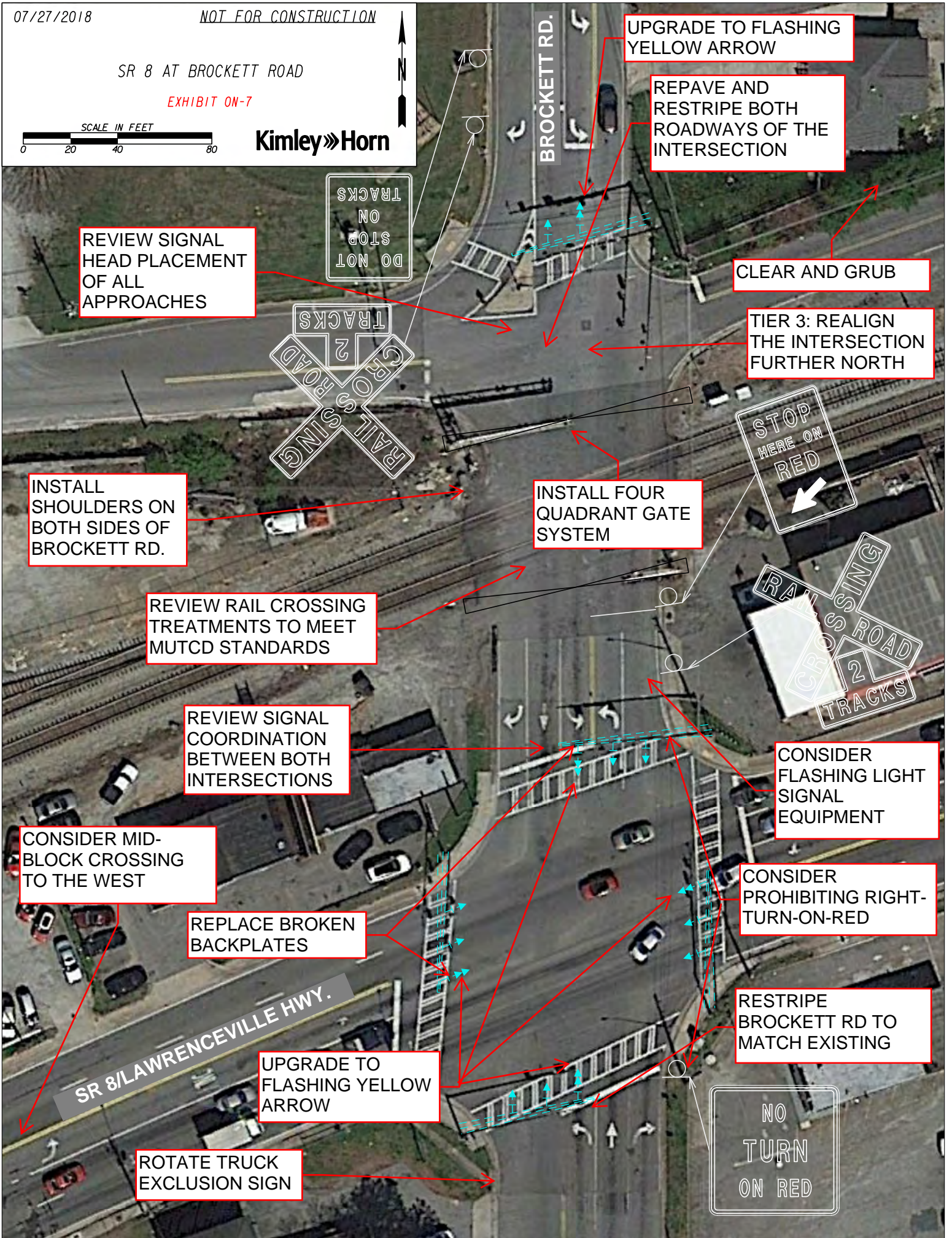
NOT FOR CONSTRUCTION

SR 8 AT BROCKETT ROAD

EXHIBIT ON-7



Kimley»Horn



UPGRADE TO FLASHING YELLOW ARROW

REPAVE AND RESTRIPE BOTH ROADWAYS OF THE INTERSECTION

CLEAR AND GRUB

TIER 3: REALIGN THE INTERSECTION FURTHER NORTH

REVIEW SIGNAL HEAD PLACEMENT OF ALL APPROACHES



INSTALL SHOULDERS ON BOTH SIDES OF BROCKETT RD.

INSTALL FOUR QUADRANT GATE SYSTEM



REVIEW RAIL CROSSING TREATMENTS TO MEET MUTCD STANDARDS

REVIEW SIGNAL COORDINATION BETWEEN BOTH INTERSECTIONS

CONSIDER FLASHING LIGHT SIGNAL EQUIPMENT

CONSIDER MID-BLOCK CROSSING TO THE WEST

REPLACE BROKEN BACKPLATES

CONSIDER PROHIBITING RIGHT-TURN-ON-RED

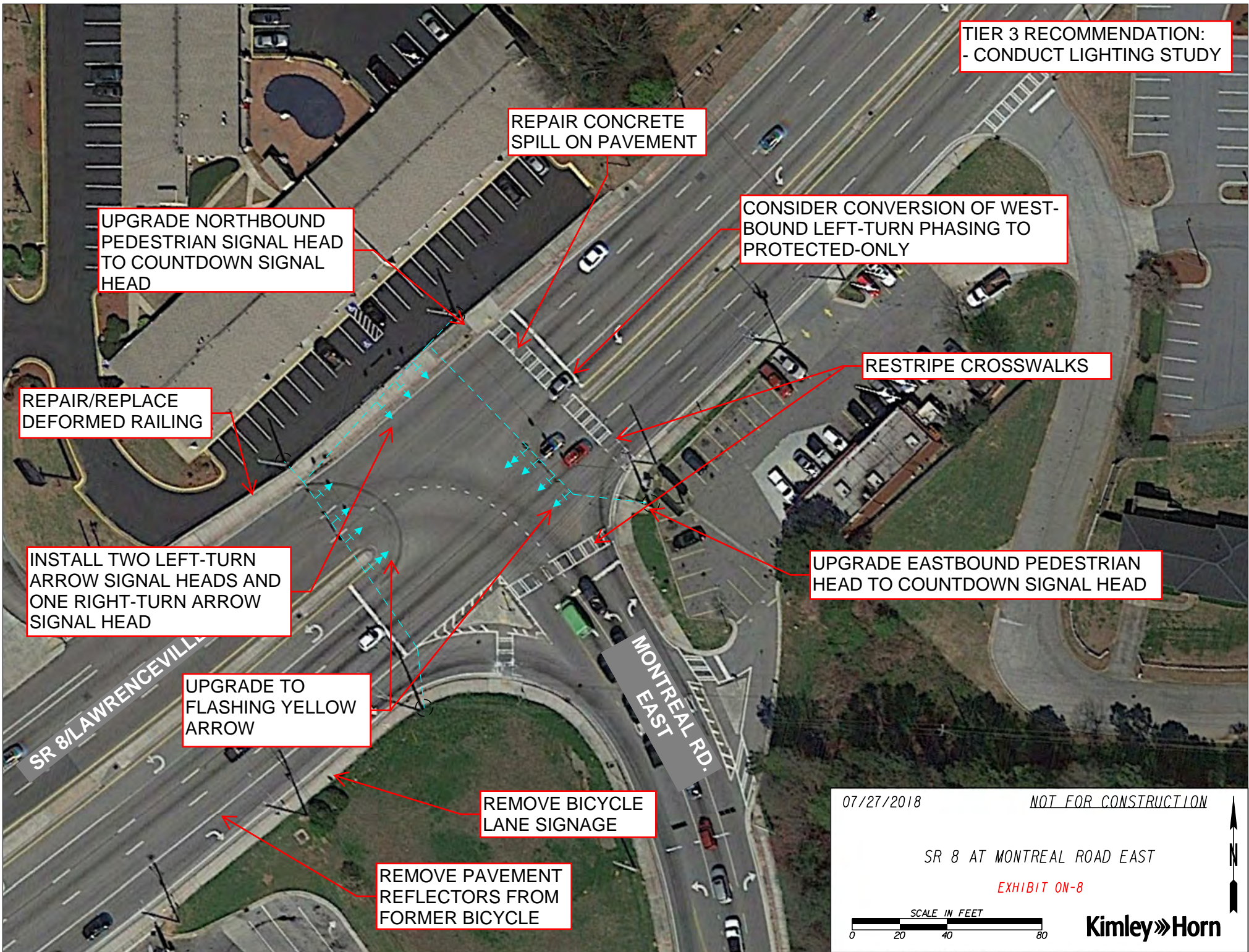
SR 8 LAWRENCEVILLE HWY.

UPGRADE TO FLASHING YELLOW ARROW

RESTRIPE BROCKETT RD TO MATCH EXISTING

ROTATE TRUCK EXCLUSION SIGN





TIER 3 RECOMMENDATION:
- CONDUCT LIGHTING STUDY

REPAIR CONCRETE
SPILL ON PAVEMENT

UPGRADE NORTHBOUND
PEDESTRIAN SIGNAL HEAD
TO COUNTDOWN SIGNAL
HEAD

CONSIDER CONVERSION OF WEST-
BOUND LEFT-TURN PHASING TO
PROTECTED-ONLY

RESTRIPE CROSSWALKS

REPAIR/REPLACE
DEFORMED RAILING

UPGRADE EASTBOUND PEDESTRIAN
HEAD TO COUNTDOWN SIGNAL HEAD

INSTALL TWO LEFT-TURN
ARROW SIGNAL HEADS AND
ONE RIGHT-TURN ARROW
SIGNAL HEAD

UPGRADE TO
FLASHING YELLOW
ARROW

REMOVE BICYCLE
LANE SIGNAGE

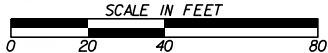
REMOVE PAVEMENT
REFLECTORS FROM
FORMER BICYCLE

07/27/2018

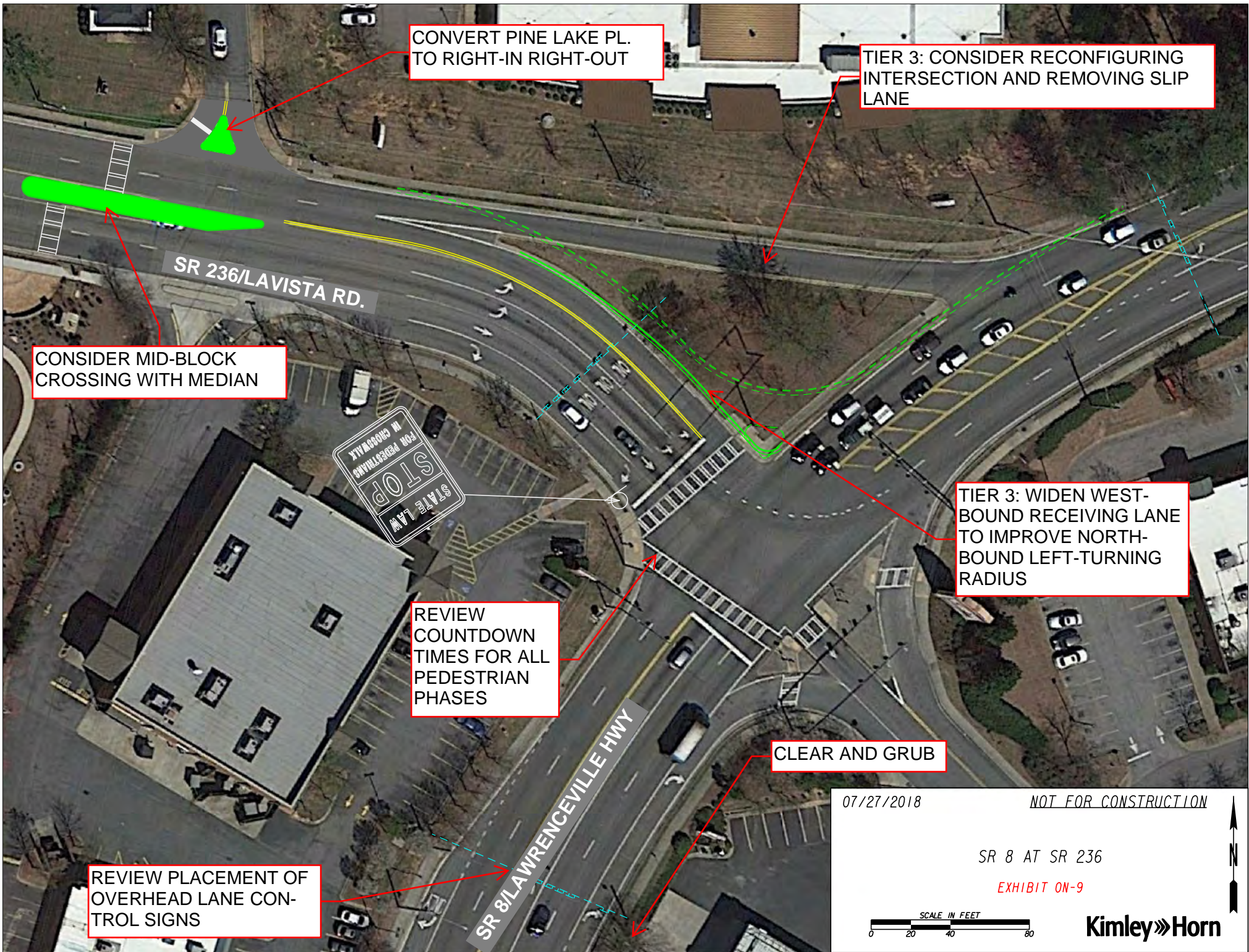
NOT FOR CONSTRUCTION

SR 8 AT MONTREAL ROAD EAST

EXHIBIT ON-8



Kimley»Horn



CONVERT PINE LAKE PL.
TO RIGHT-IN RIGHT-OUT

TIER 3: CONSIDER RECONFIGURING
INTERSECTION AND REMOVING SLIP
LANE

CONSIDER MID-BLOCK
CROSSING WITH MEDIAN

TIER 3: WIDEN WEST-
BOUND RECEIVING LANE
TO IMPROVE NORTH-
BOUND LEFT-TURNING
RADIUS

REVIEW
COUNTDOWN
TIMES FOR ALL
PEDESTRIAN
PHASES

CLEAR AND GRUB

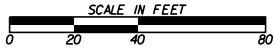
REVIEW PLACEMENT OF
OVERHEAD LANE CON-
TROL SIGNS

07/27/2018

NOT FOR CONSTRUCTION

SR 8 AT SR 236

EXHIBIT ON-9



Kimley»Horn

INSTALL SIDEWALK
BETWEEN JULIETTE
RD. AND RICHARDSON
ST.

REPLACE FADED "NO
PARKING" SIGNS

CONSIDER ADDING
EASTBOUND LEFT-
TURN LANE

TIER 1: RE-STRIPE RAMPS AND STOP
BARS AT BOTH EXIT RAMPS; RE-STRIPE
AROUND THE RAISED MEDIANS
TIER 3: RECONFIGURE APPROACH AND
DEPARTURE LANES AT BOTH RAMP
NODES TO BETTER DELINEATE

REPLACE
BENT STOP
SIGN

CONSIDER ADDING
NORTHBOUND RIGHT-
TURN LANE

REPAVE AND
RE-STRIPE ALL
RAMP LANES

E PONCE DE LEON AVE.

REDESIGN BRIDGE
CROSS-SECTION TO
WIDEN PATH FACILITY

CLEAR
AND GRUB

REPAIR
"WEST"
GUIDE SIGN

STRAIGHTEN
"DO NOT EN-
TER" SIGN

REVIEW SIGNAL
TIMING TO THE
EAST

RELOCATE
OVERHEAD UTIL-
ITY POLE IN
PATH FACILITY

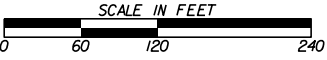
CONSIDER ADDING
SOUTHBOUND LEFT-
TURN LANE

CONSIDER WIDENING
AND ADDING AN EAST-
BOUND LEFT-TURN LANE

ADDITIONAL TIER 3 RECOMMENDATION:
- CONDUCT A LIGHTING STUDY

07/27/2018 NOT FOR CONSTRUCTION

SR 10 AT EAST PONCE DE LEON
AVENUE
EXHIBIT ON-10



Kimley»Horn

ADDITIONAL TIER 3 CONSIDERATIONS:
- CONDUCT A LIGHTING STUDY
- CONDUCT A CORRIDOR STUDY
ALONG TUCKER NORCROSS RD.

REPLACE FADED
OVERHEAD SIGNS

REPLACE THE
BENT "I-285" IN-
TERSTATE
SHIELD SIGN

WIDEN NORTHBOUND
RECEIVING LANES

CLOSE BOTH DRIVE-
WAY ACCESS
POINTS

CONSIDER CLOSING AND
CONSOLIDATING ACCESS
POINTS ON TUCKER
NORCROSS RD.

REMOVE EXISTING
MEDIAN AND
TIGHTEN CURVE
RADIUS

UPGRADE TO FLASHING
YELLOW ARROW

RELOCATE OVERHEAD
UTILITIES SO THEY NO
LONGER OBSTRUCT
SIGNAL VISIBILITY

RELOCATE CROSSWALK

REPLACE FADED
OVERHEAD LANE
CONTROL SIGNS.

REVIEW
WESTBOUND
SIGNAL SPLIT

REPLACE THE FADED
"I-85" INTERSTATE
SHIELD SIGN

CHAMBLEE TUCKER RD.

RE STRIPE ALL
CROSSWALKS

REMOVE APRON AND INSTALL
CURB & GUTTER AND SIDEWALK

REPAVE AND
RESTRIPED THE MAJOR
AND MINOR STREETS

ADD
RETROREFLECTIVE
BORDERS TO ALL
SIGNAL HEAD
BACKPLATES

07/27/2018 NOT FOR CONSTRUCTION

CHAMBLEE TUCKER ROAD AT TUCKER NORCROSS ROAD
EXHIBIT OFF-1

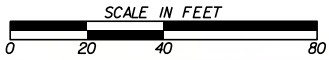


Kimley»Horn

07/27/2018

NOT FOR CONSTRUCTION

MOUNTAIN INDUSTRIAL BLVD AT EAST PONCE DE LEON AVENUE
EXHIBIT OFF-2



Kimley»Horn

ADDITIONAL TIER 3 CONSIDERATION:
- CONDUCT A LIGHTING STUDY

UPGRADE ALL TO FLASHING YELLOW ARROWS

UPGRADE TO COUNTDOWN PEDESTRIAN SIGNAL HEAD

REPAIR EXISTING SIDEWALK

INSTALL 175' OF SIDEWALK WITH HANDRAIL. RECONSTRUCT HEADER CURB

CLEAR AND GRUB

REVIEW LENGTH OF EASTBOUND LEFT-TURN PHASE

RESTRIPE ALL CROSSWALKS

RESTRIPE MEDIAN NOSE

MOUNTAIN INDUSTRIAL BLVD.

MATCH EXISTING STRIPING TO EXHIBIT ON-1B

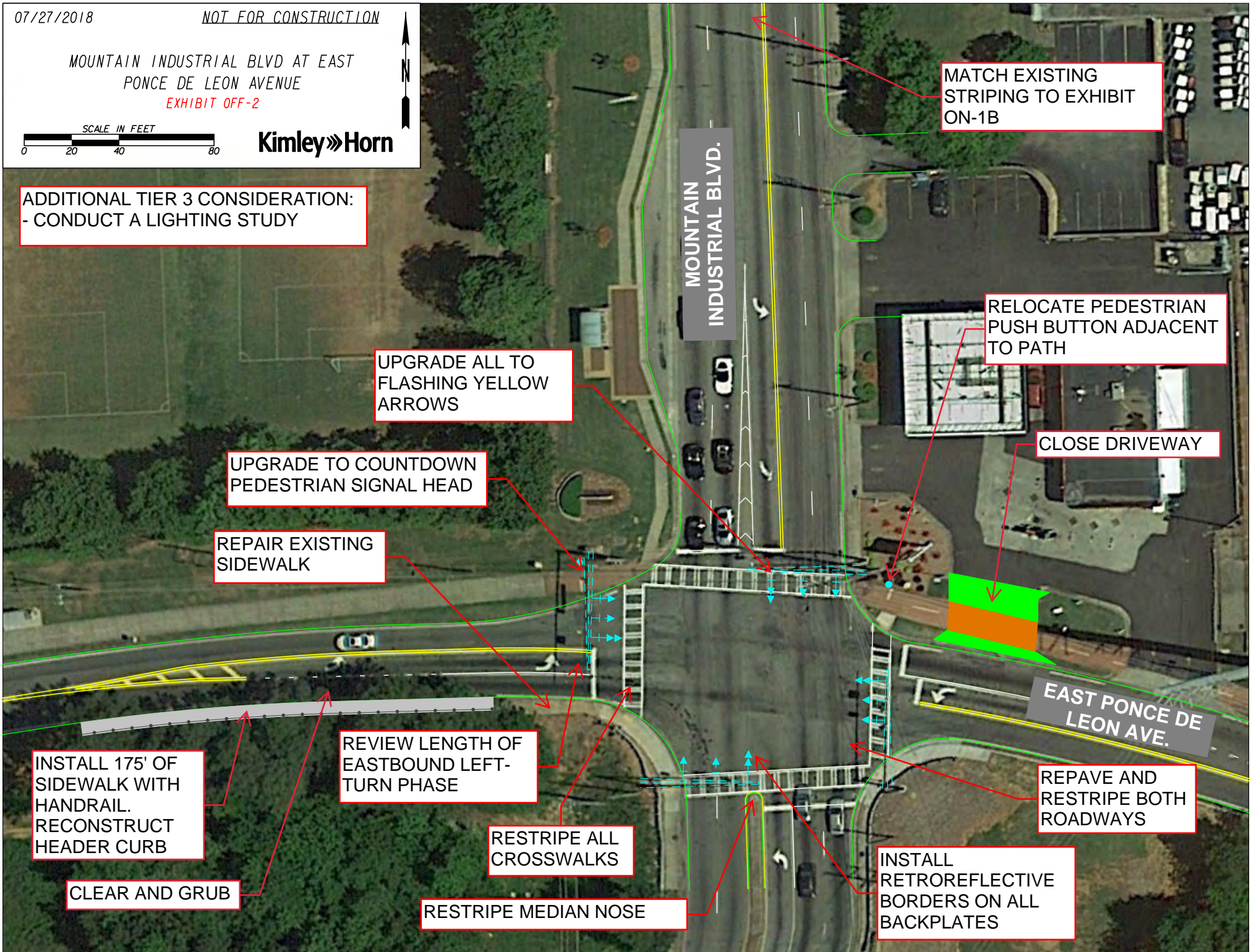
RELOCATE PEDESTRIAN PUSH BUTTON ADJACENT TO PATH

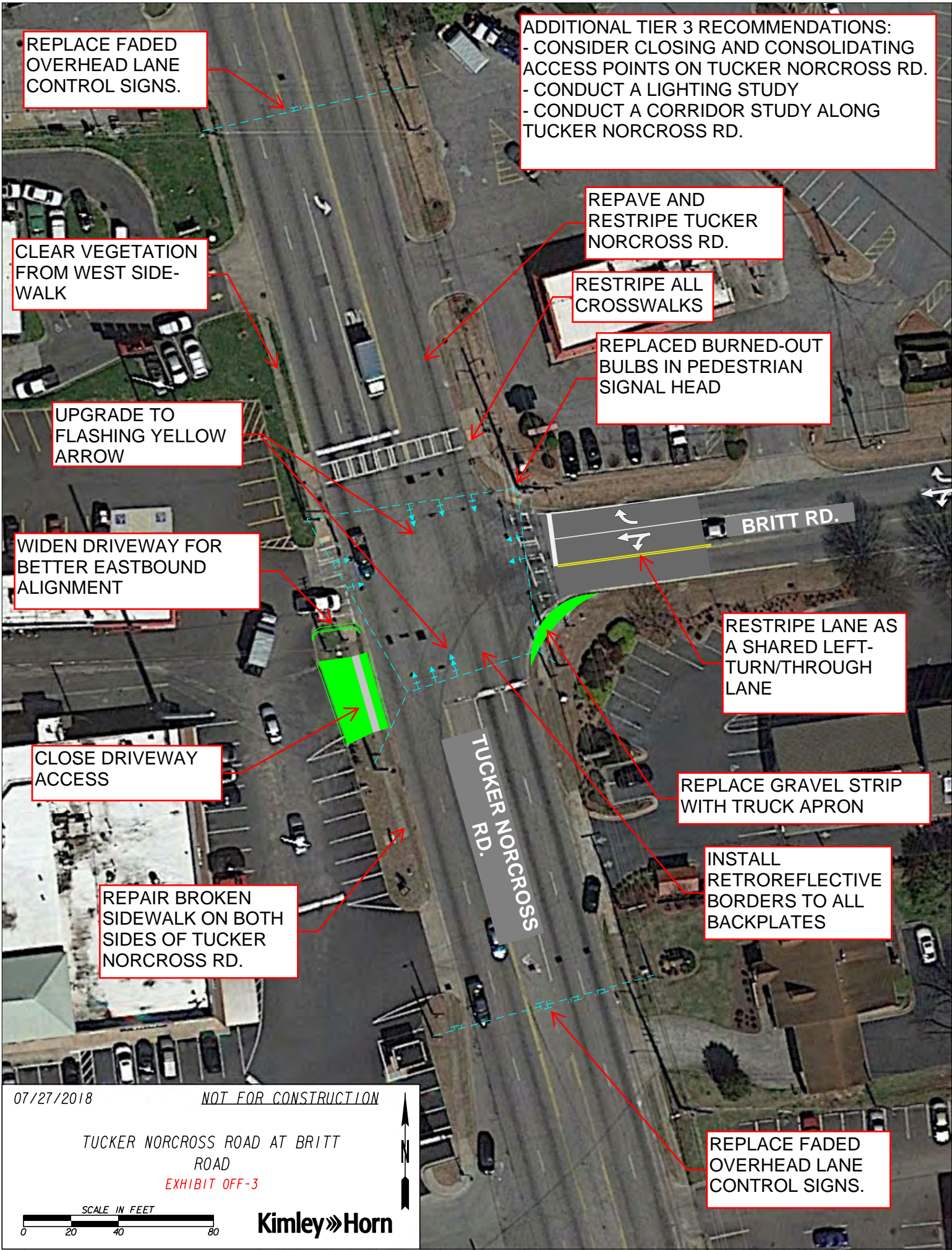
CLOSE DRIVEWAY

EAST PONCE DE LEON AVE.

REPAVE AND RESTRIPE BOTH ROADWAYS

INSTALL RETROREFLECTIVE BORDERS ON ALL BACKPLATES





REPLACE FADED OVERHEAD LANE CONTROL SIGNS.

ADDITIONAL TIER 3 RECOMMENDATIONS:
- CONSIDER CLOSING AND CONSOLIDATING ACCESS POINTS ON TUCKER NORCROSS RD.
- CONDUCT A LIGHTING STUDY
- CONDUCT A CORRIDOR STUDY ALONG TUCKER NORCROSS RD.

CLEAR VEGETATION FROM WEST SIDE-WALK

REPAVE AND RESTRIPE TUCKER NORCROSS RD.

RESTRIPE ALL CROSSWALKS

REPLACED BURNED-OUT BULBS IN PEDESTRIAN SIGNAL HEAD

UPGRADE TO FLASHING YELLOW ARROW

WIDEN DRIVEWAY FOR BETTER EASTBOUND ALIGNMENT

RESTRIPE LANE AS A SHARED LEFT-TURN/THROUGH LANE

CLOSE DRIVEWAY ACCESS

REPLACE GRAVEL STRIP WITH TRUCK APRON

REPAIR BROKEN SIDEWALK ON BOTH SIDES OF TUCKER NORCROSS RD.

INSTALL RETROREFLECTIVE BORDERS TO ALL BACKPLATES

REPLACE FADED OVERHEAD LANE CONTROL SIGNS.

07/27/2018 NOT FOR CONSTRUCTION

TUCKER NORCROSS ROAD AT BRITT ROAD
EXHIBIT OFF-3

SCALE IN FEET
0 20 40 80

Kimley»Horn

ADDITIONAL TIER 3 RECOMMENDATION:
- CLOSE/CONSOLIDATE ACCESS POINTS AND ENCOURAGE INTER-PARCEL CONNECTIVITY
- CONDUCT CORRIDOR STUDY OF MOUNTAIN INDUSTRIAL BLVD.

CONSIDER CONSTRUCTING BIDIRECTIONAL ROADWAY TO CONNECT TO TUCKER INDUSTRIAL RD.

MATCH EXISTING STRIPING TO EXHIBIT OFF-5

REPAVE AND RESTRIPE MOUNTAIN INDUSTRIAL BLVD.

RIGHT LANE MUST TURN RIGHT

RIGHT LANE MUST TURN RIGHT

RELOCATE UTILITY GUY WIRE OUT OF SIDEWALK

RESTRIPE ALL CROSSWALKS

INSTALL DELINEATORS TO ENFORCE RIGHT-TURN LANE

HAMMERMILL RD.

UPGRADE TO FLASHING YELLOW ARROW

ONLY

ONLY

REMOVE "DO NOT ENTER" SIGN

REALIGN EASTBOUND PEDESTRIAN SIGNAL HEAD

INSTALL RETROREFLECTIVE BORDERS TO ALL BACKPLATES

CONSIDER NORTHBOUND LEFT-TURN LANE

INTER-PARCEL ACCESS

CLOSE DRIVEWAY

CONVERT TO RIGHT-OUT ONLY, CONSIDER RECONSTRUCTING SOUTHERN CURB

SEE EXHIBIT OFF-9

07/27/2018 NOT FOR CONSTRUCTION

MOUNTAIN INDUSTRIAL BLVD AT HAMMERMILL RD
EXHIBIT OFF-4

SCALE IN FEET
0 20 40 80

Kimley»Horn

MATCH EXISTING STRIPING TO EXHIBIT ON-4

INSTALL SIDEWALK NORTH TO SR 236/HUGH HOWELL RD.

RESTRIPE ELMDALE DR.

REPAIR UNEVEN PAVEMENT

ELMDALE DR.

UPGRADE TO FLASHING YELLOW ARROW

MATCH EXISTING STRIPING TO EXHIBIT OFF-4

MOUNTAIN INDUSTRIAL BLVD.

ADDITIONAL TIER 3 RECOMMENDATIONS:
- CONDUCT A LIGHTING STUDY
- CONDUCT A CORRIDOR STUDY OF MOUNTAIN INDUSTRIAL BLVD.

INSTALL RETROREFLECTIVE BORDERS TO ALL BACKPLATES

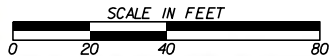
RESTRIPE ALL CROSSWALKS

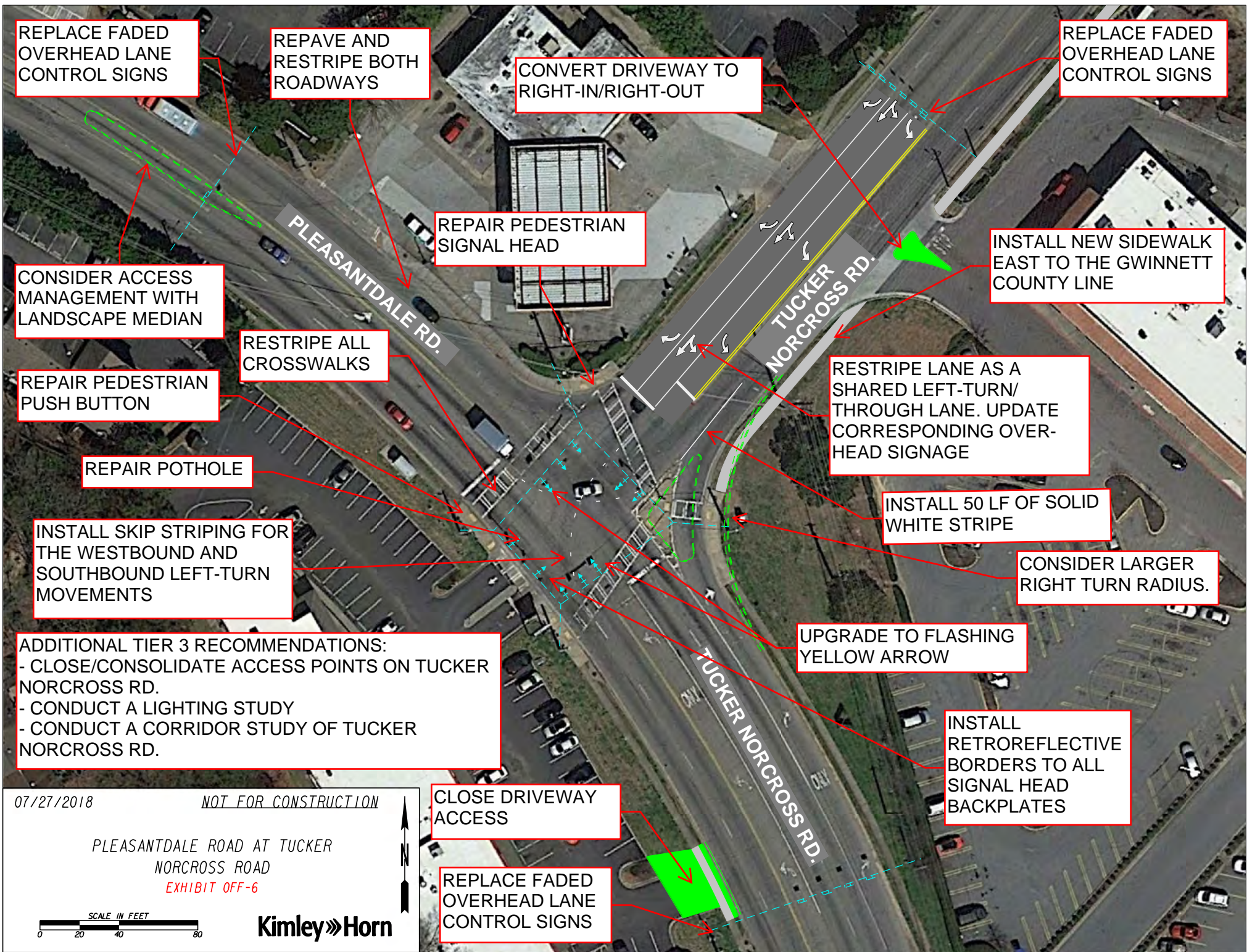
REPAVE AND RESTRIPE MOUNTAIN INDUSTRIAL BLVD.

07/27/2018

NOT FOR CONSTRUCTION

MOUNTAIN INDUSTRIAL BLVD AT ELMDALE DR/ROGER MARTEN WAY
EXHIBIT OFF-5





07/27/2018 NOT FOR CONSTRUCTION

PLEASANTDALE ROAD AT TUCKER NORCROSS ROAD
EXHIBIT OFF-6

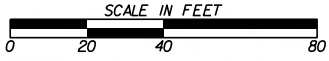
SCALE IN FEET
0 20 40 80

Kimley»Horn

07/27/2018

NOT FOR CONSTRUCTION

EAST PONCE DE LEON AVE AT
HAMBRICK RD
EXHIBIT OFF-7



Kimley»Horn

ADDITIONAL TIER 3 CONSIDERATION:
- CONDUCT A LIGHTING STUDY
- STUDY TO DETERMINE IF A GREEN T-INTERSECTION IS APPROPRIATE AND IMPLEMENT STUDY RESULTS

ADD BACKPLATES WITH
RETROREFLECTIVE BORDERS
TO ALL SIGNAL HEADS

PROVIDE A TWO-STAGE
PEDESTRIAN CROSSING TO THE
WEST, CONNECTING TO THE
EASTBOUND BUS STOP

UPGRADE TO
FLASHING YELLOW
ARROW

CONSOLIDATE MARTA
BUS STOPS

PROVIDE A BUS PAD
AT THE EASTBOUND
BUS STOP

ROTATE PEDESTRIAN SIGNAL HEAD TO
ALIGN WITH CROSSWALK DIRECTION

REPLACE
FADED SIGNS

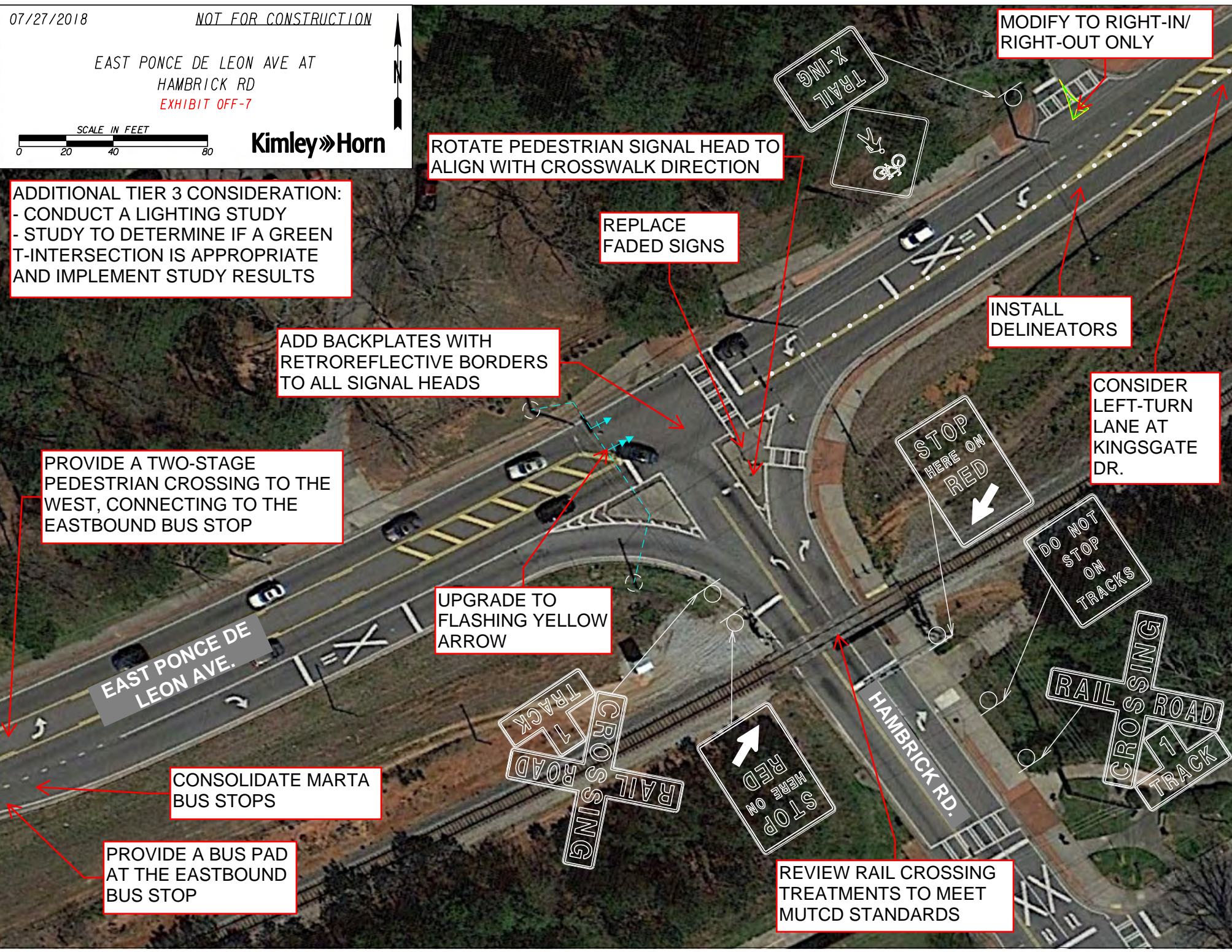
MODIFY TO RIGHT-IN/
RIGHT-OUT ONLY

INSTALL
DELINEATORS

CONSIDER
LEFT-TURN
LANE AT
KINGSGATE
DR.



REVIEW RAIL CROSSING
TREATMENTS TO MEET
MUTCD STANDARDS



WHEN RESTRIPIING JULIETTE RD.
CONSIDER COMPLETE-STREET
RETROFIT AND CONSIDER CLOSING
THE OUTSIDE TRAVEL LANES FOR
PEDESTRIAN AND BICYCLE ACCESS

ADDITIONAL TIER 3
CONSIDERATION:
- CONDUCT A LIGHTING STUDY

REPAVE AND
RESTRIPE
JULIETTE RD.

CLEAR AND GRUB
VEGETATION

INSTALL ADA-
ACCESSIBLE
RAMPS

REPAIR
POTHOLE

WOOD BEND DR.

RESTRIPE STOP
BAR

RESTRIPE STOP
BAR

STRIPE HIGH-
EMPHASIS MARKINGS
ON ALL CROSSWALKS

STONE MILL WAY

PAVE THE EXISTING
GRAVEL TRAIL AND
EXTEND SIDEWALK
TO EAST PONCE DE
LEON AVE

REPAVE AND
RESTRIPE STONE
MILL WAY



ACCESS MANAGEMENT
ALTERNATES:
-PROHIBIT NB U-TURNS
-ALLOW LEFT-TURN
EXITS FROM GAS
STATION
- CONSIDER RIGHT-
TURN-IN ONLY
- CLOSE GAS STATION
DRIVEWAY

07/27/2018 NOT FOR CONSTRUCTION

JULIETTE RD AT STONE MILL
WAY/WOOD BEND DR
EXHIBIT OFF-8

SCALE IN FEET
0 20 40 80

Kimley»Horn

INSTALL SIDEWALKS TO
CONNECT TO EAST PONCE
DE LEON AVE

SEE EXHIBIT OFF-4

CLOSE DRIVEWAY



MAKE DRIVEWAY RIGHT-IN RIGHT-OUT

CONSIDER RIGHT-IN/ RIGHT-OUT OPERATION

INSTALL RUBBER CURB OR RAISED MEDIAN

PROPOSED DRIVEWAY INTERCONNECT

HIRSCH DR.

INSTALL STOP BAR

CLOSE DRIVEWAY

INSTALL RIGHT-TURN APRON

INSTALL LEFT TURN LANE WITH 100' BAY TAPER

ADDITIONAL TIER 3 RECOMMENDATIONS:
- CLOSE/CONSOLIDATE ACCESS POINTS AND ENCOURAGE INTER-PARCEL CONNECTIVITY
- CONDUCT O-D STUDY TO UNDERSTAND USE OF TUCKER INDUSTRIAL RD.
- CONDUCT A CORRIDOR STUDY ALONG MOUNTAIN INDUSTRIAL BLVD.

INSTALL GDOT DETAIL "C" WHITE HATCH

INSTALL RUBBER CURB OR RAISED MEDIAN

REPAVE AND RESTRIPE THE MAJOR AND MINOR STREETS

INSTALL GDOT DETAIL "B" YELLOW HATCH (TYP.)

DELINEATE RIGHT-TURN LANE

ADJUST TWLTL STRIPING AND MAINTAIN LEFT-TURN DRIVEWAY ACCESS

IDENTIFY PEDESTRIAN CONNECTION ACROSS BRIDGE

ADD RETROREFLECTIVE BORDERS TO ALL BACKPLATES

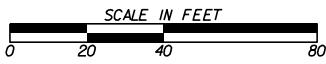
MOUNTAIN INDUSTRIAL BLVD.

MATCH EXISTING STRIPING TO EXHIBIT ON-1A

07/27/2018

NOT FOR CONSTRUCTION

MOUNTAIN INDUSTRIAL BLVD AT
HIRSCH DR
EXHIBIT OFF-9



Kimley»Horn

REVIEW AND UPGRADE ALL
CURVE WARNING SIGNS AND
SPEED ADVISORY PLAQUES,
PER MUTCD AND GDOT



REPAVE AND
RESTRIPE MOUNTAIN
INDUSTRIAL BLVD.

MOUNTAIN INDUS-
TRIAL BLVD.

TUCKERSTONE PKWY



ADJUST TILTED
OM3-R SIGN



INSTALL W1-2R AND W1-10 BEFORE
HORIZONTAL CURVE IN
ACCORDANCE WITH MUTCD

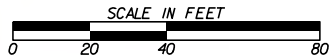


MATCH EXISTING STRIPING
TO EXHIBIT 2-G

07/27/2018

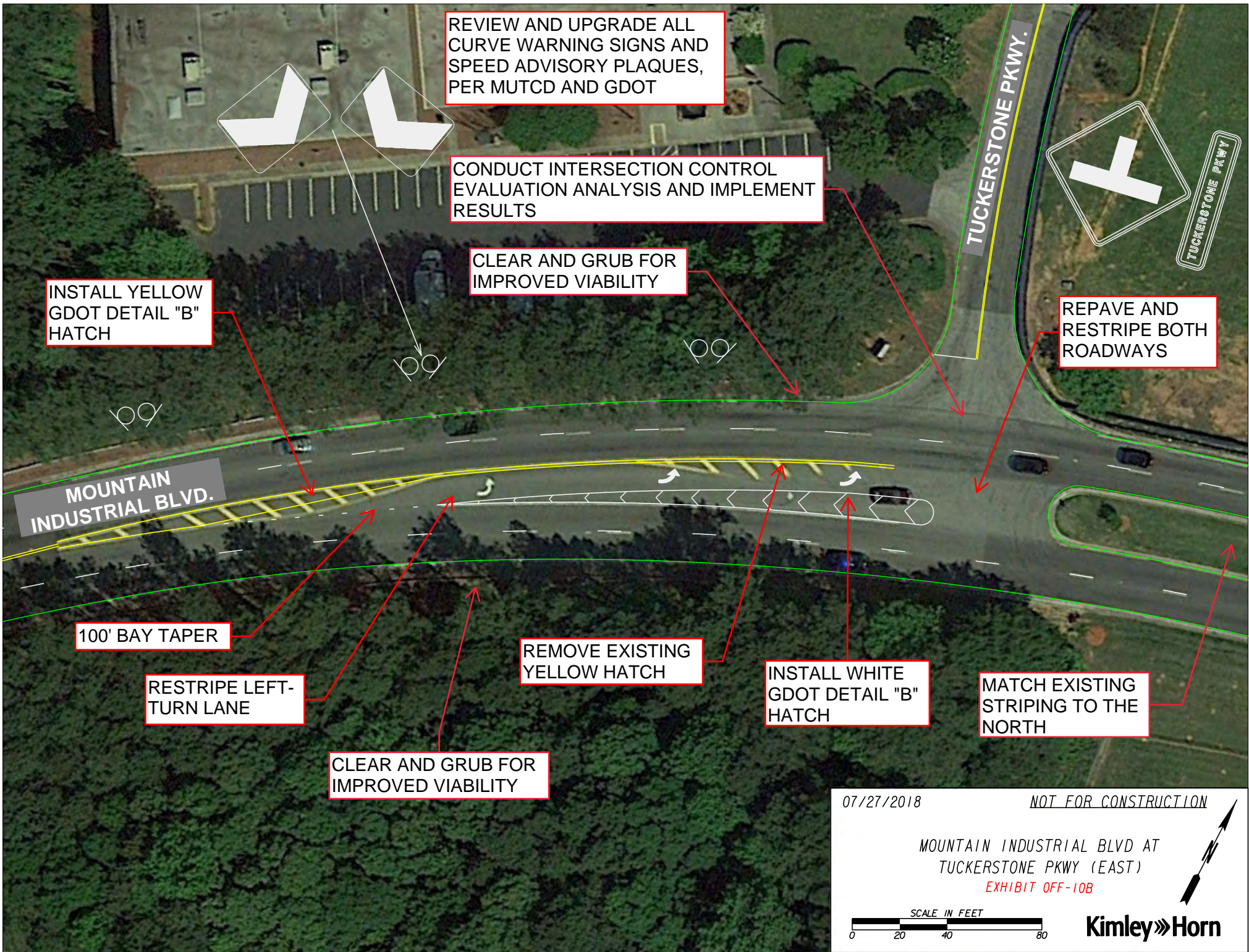
NOT FOR CONSTRUCTION

MOUNTAIN INDUSTRIAL BLVD AT
TUCKERSTONE PKWY (WEST)
EXHIBIT OFF-10A



Kimley»Horn





REVIEW AND UPGRADE ALL CURVE WARNING SIGNS AND SPEED ADVISORY PLAQUES, PER MUTCD AND GDOT

CONDUCT INTERSECTION CONTROL EVALUATION ANALYSIS AND IMPLEMENT RESULTS

CLEAR AND GRUB FOR IMPROVED VIABILITY

REPAVE AND RESTRIPE BOTH ROADWAYS

INSTALL YELLOW GDOT DETAIL "B" HATCH

MOUNTAIN INDUSTRIAL BLVD.

TUCKERSTONE PKWY.

TUCKERSTONE PKWY.

100' BAY TAPER

RESTRIPE LEFT-TURN LANE

REMOVE EXISTING YELLOW HATCH

INSTALL WHITE GDOT DETAIL "B" HATCH

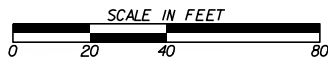
MATCH EXISTING STRIPING TO THE NORTH

CLEAR AND GRUB FOR IMPROVED VIABILITY

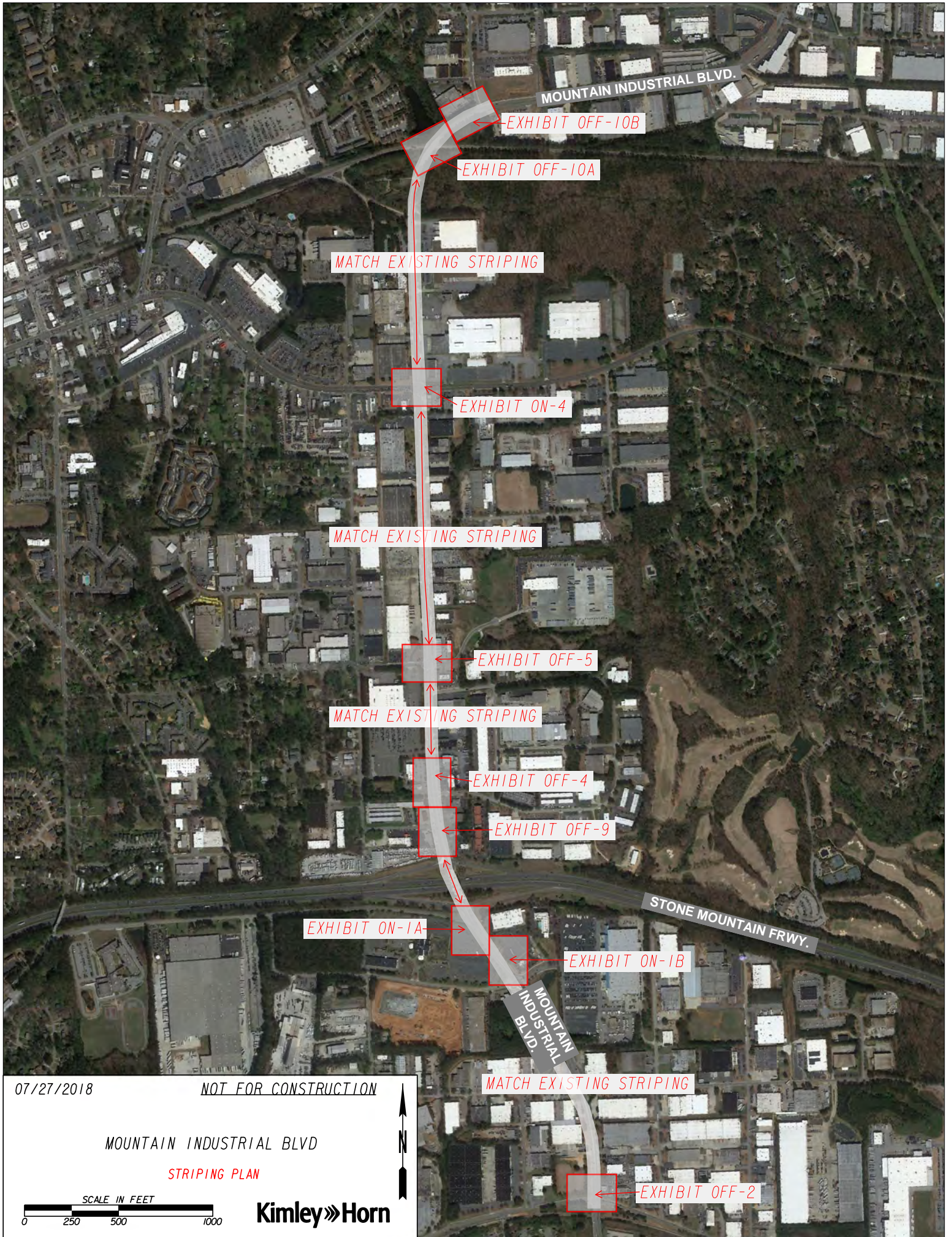
07/27/2018

NOT FOR CONSTRUCTION

MOUNTAIN INDUSTRIAL BLVD AT TUCKERSTONE PKWY (EAST)
EXHIBIT OFF-10B



Kimley»Horn



MOUNTAIN INDUSTRIAL BLVD.

EXHIBIT OFF-10B

EXHIBIT OFF-10A

MATCH EXISTING STRIPING

EXHIBIT ON-4

MATCH EXISTING STRIPING

EXHIBIT OFF-5

MATCH EXISTING STRIPING

EXHIBIT OFF-4

EXHIBIT OFF-9

EXHIBIT ON-1A

STONE MOUNTAIN FRWY.

EXHIBIT ON-1B

MOUNTAIN INDUSTRIAL BLVD.

MATCH EXISTING STRIPING

EXHIBIT OFF-2

07/27/2018 NOT FOR CONSTRUCTION

MOUNTAIN INDUSTRIAL BLVD
STRIPING PLAN

SCALE IN FEET
0 250 500 1000

Kimley»Horn

APPENDIX C:
PHOTO LOG



Figure A1: Westbound Approach, SR 410 at Mountain Industrial Boulevard (North Intersection)



Figure A2: Southbound Approach, SR 410 at Mountain Industrial Boulevard (North Intersection)



Figure A3: Northbound Approach, SR 410 at Mountain Industrial Boulevard (North Intersection)



Figure A4: Northbound Approach, SR 410 at Mountain Industrial Boulevard (South Intersection)



Figure A5: Eastbound Approach, SR 410 at Mountain Industrial Boulevard (South Intersection)



Figure A6: Southbound Approach, SR 410 at Mountain Industrial Boulevard (South Intersection)



Figure A7: Southbound Approach, SR 410 at Brockett Road (South Intersection)



Figure A8: Eastbound Approach, SR 410 at Brockett Road (South Intersection)



Figure A9: Northbound Approach, SR 410 at Brockett Road (South Intersection)



Figure A10: Southbound Approach, SR 410 at Brockett Road (North Intersection)



Figure A11: Northbound Approach, SR 410 at Brockett Road (North Intersection)



Figure A12: Westbound Approach, SR 410 at Brockett Road (North Intersection)



Figure A13: Eastbound Approach to Northbound Off-Ramp, SR 10 at SR 236



Figure A14: Westbound Approach to Northbound Off-Ramp, SR 10 at SR 236



Figure A15: Southbound Approach On-Ramp, SR 10 at SR 236



Figure A16: Westbound Approach, SR 236 at Mountain Industrial Boulevard



Figure A17: Eastbound Approach, SR 236 at Mountain Industrial Boulevard



Figure 18: Northbound Approach, SR 236 at Mountain Industrial Boulevard



Figure A19: Southbound Approach, SR 236 at Mountain Industrial Boulevard



Figure A20: Eastbound Approach, On-Ramp SR 410 at SR 10



Figure A21: Eastbound Approach, SR 236 at Montreal Road



Figure A22: Southbound Approach, SR 236 at Montreal Road



Figure A23: Northbound Approach, SR 236 at Montreal Road



Figure A24: Westbound Approach, SR 236 at Montreal Road



Figure A25: Westbound Approach, SR 8 at Brockett Road



Figure A26: Eastbound Approach, SR 8 at Brockett Road



Figure A27: Northbound Approach, SR 8 at Brockett Road



Figure A28: Southbound Approach, SR 8 at Brockett Road



Figure A29: Northbound Approach, SR 8 at Montreal Road East



Figure A30: Westbound Approach, SR 8 at Montreal Road East



Figure A31: Eastbound Approach, SR 8 at Montreal Road East



Figure A32: Eastbound Approach, SR 8 at SR 236



Figure A33: Southbound Approach, SR 8 at SR 236



Figure A34: Northbound Approach, SR 8 at SR 236



Figure A35: Westbound Approach, SR 8 at SR 236



Figure A36: Southbound Approach Off-Ramp, SR 10 at East Ponce de Leon Avenue



Figure A37: Westbound Approach to Southbound On-Ramp, SR 10 at East Ponce de Leon Avenue



Figure A38: Northbound Approach Off-Ramp, SR 10 at East Ponce de Leon Avenue



Figure A39: Eastbound Approach to Northbound On-Ramp, SR 10 at East Ponce de Leon Avenue



Figure A40: Eastbound Approach to Southbound On-Ramp, SR 10 at East Ponce de Leon Avenue



Figure A41: Westbound Approach, Chamblee Tucker Road at Tucker Norcross Road



Figure A42: Northbound Approach, Chamblee Tucker Road at Tucker Norcross Road



Figure A43: Southbound Approach, Chamblee Tucker Road at Tucker Norcross Road



Figure A44: Eastbound Approach, Chamblee Tucker Road at Tucker Norcross Road



Figure A45: Southbound Approach, Mountain Industrial Road at East Ponce de Leon Avenue



Figure A46: Eastbound Approach, Mountain Industrial Road at East Ponce de Leon Avenue



Figure A47: Northbound Approach, Mountain Industrial Road at East Ponce de Leon Avenue



Figure A48: Westbound Approach, Mountain Industrial Road at East Ponce de Leon Avenue



Figure A49: Southbound Approach, Tucker Norcross Road at Britt Road



Figure A50: Northbound Approach, Tucker Norcross Road at Britt Road



Figure A51: Westbound Approach, Tucker Norcross Road at Britt Road



Figure A52: Eastbound Approach, Tucker Norcross Road at Britt Road



Figure A53: Northbound Approach, Mountain Industrial Boulevard at Hammermill Road



Figure A54: Southbound Approach, Mountain Industrial Boulevard at Hammermill Road



Figure A55: Eastbound Approach, Mountain Industrial Boulevard at Hammermill Road



Figure A56: Westbound Approach, Mountain Industrial Boulevard at Hammermill Road



Figure A57: Westbound Approach, Mountain Industrial Blvd at Elmdale Road/Roger Marten Way



Figure A58: Northbound Approach, Mountain Industrial Blvd at Elmdale Rd/Roger Marten Way



Figure A59: Southbound Approach, Mountain Industrial Blvd at Elmdale Rd/Roger Marten Way



Figure A60: Eastbound Approach, Mountain Industrial Blvd at Elmdale Rd/Roger Marten Way



Figure A61: Northbound Approach, Tucker Norcross Road at Pleasantdale Road



Figure A62: Eastbound Approach, Tucker Norcross Road at Pleasantdale Road



Figure A63: Westbound Approach, Tucker Norcross Road at Pleasantdale Road



Figure A64: Southbound Approach, Tucker Norcross Road at Pleasantdale Road



Figure A65: Northbound Approach, East Ponce de Leon Avenue at Hambrick Road



Figure A66: Westbound Approach, East Ponce de Leon Avenue at Hambrick Road



Figure A67: Eastbound Approach, East Ponce de Leon Avenue at Hambrick Road



Figure A68: Northbound Approach, Juliette Road at Stone Mill Way/Wood Bend Drive



Figure A69: Westbound Approach, Juliette Road at Stone Mill Way/Wood Bend Drive



Figure A70: Southbound Approach, Juliette Road at Stone Mill Way/Wood Bend Drive



Figure A71: Eastbound Approach, Juliette Road at Stone Mill Way/Wood Bend Drive



Figure A72: Northbound Approach, Mountain Industrial Boulevard at Hirsch Drive



Figure A73: Eastbound Approach, Mountain Industrial Boulevard at Hirsch Drive



Figure A74: Eastbound Approach, Mountain Industrial Boulevard at Hirsch Drive



Figure A75: Southbound, Mountain Industrial Boulevard at Tuckerstone Parkway



Figure A76: Eastbound Approach, Mountain Industrial Boulevard at Tuckerstone Parkway



Figure A77: Westbound Approach, Mountain Industrial Boulevard at Tuckerstone Parkway

APPENDIX D:
SIGNAL TIMING DATA

Programmed EPAC Data

6/20/2018
10:08:12AM

Intersection Name: Mtn Ind Blvd @ US 78 Ramp WB

Intersection Alias: Mtn7

Access Code: 9999 Channel: Address: 1 Revision: 3.32g
IP: 172.21.251.34

Access Data

:1200 Baud

:19200 Baud

Phase Data

<u>Vehical Basic Timings</u>							<u>Vehical Density Timings</u>			Time B4	Cars	Time To
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Before	Reduce	Min_Gap
1	5	3.0	30	35	3.0	2.9	0.0	0	0	0	0	0.0
2	10	5.0	50	55	4.4	2.0	2.0	30	20	0	15	3.0
4	7	3.0	40	45	3.4	1.9	0.0	0	0	0	0	0.0
6	10	5.0	50	55	4.4	2.0	2.0	30	20	0	15	3.0

<u>Pedestrian Timing</u>			Extended	Actuated	<u>General Control</u>					<u>Miscellaneous</u>				
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
1	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No
2	0	0	No	0	No	Green	None	Min	None	0	No	Yes	No	No
4	5	24	No	0	No	Inactive	None	None	None	0	Yes	No	No	No
6	0	0	No	0	No	Green	None	Min	None	0	No	Yes	No	No

Special Sequence
Default Data

<u>Vehical Detector Phase Assignment</u>					
	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :3	2	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :5	2	Veh	0	0.0	0
Vehical Detector Channel :6	2	Veh	0	0.0	0
Vehical Detector Channel :7	2	Veh	0	0.0	0
Vehical Detector Channel :9	3	Veh	0	0.0	0
Vehical Detector Channel :11	4	Veh	0	0.0	0
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :13	4	Veh	0	0.0	0
Vehical Detector Channel :14	4	Veh	0	0.0	0
Vehical Detector Channel :15	4	Veh	0	0.0	0
Vehical Detector Channel :17	1	Veh	0	0.0	0
Vehical Detector Channel :18	3	Veh	0	0.0	0
Vehical Detector Channel :19	5	Veh	0	0.0	0
Vehical Detector Channel :21	1	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0
Vehical Detector Channel :23	6	Veh	0	0.0	0
Vehical Detector Channel :24	6	Veh	0	0.0	0
Vehical Detector Channel :25	6	Veh	0	0.0	0
Vehical Detector Channel :29	7	Veh	0	0.0	0
Vehical Detector Channel :31	8	Veh	0	0.0	0
Vehical Detector Channel :32	8	Veh	0	0.0	0
Vehical Detector Channel :33	8	Veh	0	0.0	0
Vehical Detector Channel :34	8	Veh	0	0.0	0
Vehical Detector Channel :35	8	Veh	0	0.0	0
Vehical Detector Channel :37	5	Veh	0	0.0	0
Vehical Detector Channel :38	7	Veh	0	0.0	0

Pedestrian Detector

Default Data

Special Detector Phase Assignment

Assign Phase Mode Switched Phase Extend Delay

Default Data

Unit Data

General Control

Startup Time: 0sec Startup State: Flash Red Revert: 5.0sec
 Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0
 ABC connector Input Modes: 0 Input Output
 ABC connector Output Modes: 0 Ring Response Selection
 D connector Input Modes: 0 1 Ring 1 Ring 1
 D connector Output Modes: 0 2 Ring 2 Ring 2
 3 None None
 4 None None

Remote Flash

Test A = Flash	Channel	Flash Color	Flash Alternat
Flash Entry Phase	1	Red	No
Flash Exit Phase	3	Red	No
Flash Entry Phase	4	Red	No
Flash Exit Phase	5	Red	No
Flash Entry Phase	7	Red	No
Flash Exit Phase	8	Red	No

Default Data - No Flash

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase	Concurrent Phases															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
2	1	3	5	5	7	7	2	2	4	4								
4	1	1	6	6	8	8	5	6	7	8								
6	2	7																

Alternate Sequences

Alternate Sequences

		1
Phase Pair(s)	1	1 2

Port 1 Data

BIU Port Message
 Addr Status 40

Default Data

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	1	1 - Phase 1 RYG	2 - Veh Phase 2	2	2 - Phase 2 RYG
3 - Veh Phase 3	3	3 - Phase 3 RYG	4 - Veh Phase 4	4	4 - Phase 4 RYG
5 - Veh Phase 5	5	5 - Phase 5 RYG	6 - Veh Phase 6	6	6 - Phase 6 RYG
7 - Veh Phase 7	7	7 - Phase 7 RYG	8 - Veh Phase 8	8	8 - Phase 8 RYG
18 - Ped Phase 2	9	10 - Phase 2 DPW	20 - Ped Phase 4	10	12 - Phase 4 DPW
22 - Ped Phase 6	11	14 - Phase 6 DPW	24 - Ped Phase 8	12	16 - Phase 8 DPW
33 - Overlap A	13	17 - Overlap A RYG	34 - Overlap B	14	18 - Overlap B RYG
35 - Overlap C	15	19 - Overlap C RYG	36 - Overlap D	16	20 - Overlap D RYG
17 - Ped Phase 1	17	9 - Phase 1 DPW	19 - Ped Phase 3	18	11 - Phase 3 DPW
21 - Ped Phase 5	19	13 - Phase 5 DPW	23 - Ped Phase 7	20	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto Offset Mode: 1=End Grn Manual Dial: 3
 Coordination Mode: 0=Permissive Force Mode: 0=Plan Manual Split: 1
 Maximun Mode: 0=Inhibit Max Dwell Time: 0 Manual Offset: 1
 Correction Mode: 2=Short Way Yield Period: 0

Dial/Split	Cycle
1/1	160
2/1	150
2/2	130
2/3	130
3/1	160
3/2	150
4/1	130
4/2	130

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	45	0=Actuated	2	64	1=Coordinate	4	51	0=Actuated	6	109	1=Coordinate

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	40	0=Actuated	2	73	1=Coordinate	4	37	0=Actuated	6	113	1=Coordinate

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	37	0=Actuated	2	56	1=Coordinate	4	37	0=Actuated	6	93	1=Coordinate

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	37	0=Actuated	2	56	1=Coordinate	4	37	0=Actuated	6	93	1=Coordinate

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	42	0=Actuated	2	80	1=Coordinate	4	38	0=Actuated	6	122	1=Coordinate

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	31	0=Actuated	2	82	1=Coordinate	4	37	0=Actuated	6	113	1=Coordinate

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	43	0=Actuated	2	50	1=Coordinate	4	37	0=Actuated	6	93	1=Coordinate

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	43	0=Actuated	2	50	1=Coordinate	4	37	0=Actuated	6	93	1=Coordinate

Traffic Plan Data

Plan: 1/1/1	Offset Time: 52	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 25	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 105	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/1	Offset Time: 119	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 65	Alt. Sequence: 1	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/1	Offset Time: 105	Alt. Sequence: 1	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/1	Offset Time: 110	Alt. Sequence: 1	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/2/1	Offset Time: 110	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
	2	3	4	5	6	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	1	8:0	4/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	1	20:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4	2	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	2	6:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	2	9:30	2/3/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7	2	11:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8	2	14:45	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9	2	19:0	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10	2	21:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11	7	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12	7	8:30	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13	7	21:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs			Det. Diag.	Det. Rpt.	Det. Mult100	Dimming	Special Function Outputs								
				1	2	3	D1	D2	D3		1	2	3	4	5	6	7	8	
1	1	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	2	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	7	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Dimming Data

Channel	Red	Yellow	Green	Alternate
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preempt 1, Preempt 1 > Preempt 2, Preempt 2 > Preempt 3, Preempt 3 > Preempt 4, Preempt 4 > Preempt 5, Preempt 5 > Preempt 6
 Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt	Preempt Timers								Select			Track				Dwell	Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out		Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red
1	No	0	0	0	0	0	0		8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0		8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0		8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0		8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0		8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0		8	40	20	10	8	40	20	10	8	40	20

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls

Priority Timers										
Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases		
1	No	0	0	0	0	0	0	0=Do not Skip Phases		
2	No	0	0	0	0	0	0	0=Do not Skip Phases		
3	No	0	0	0	0	0	0	0=Do not Skip Phases		
4	No	0	0	0	0	0	0	0=Do not Skip Phases		
5	No	0	0	0	0	0	0	0=Do not Skip Phases		
6	No	0	0	0	0	0	0	0=Do not Skip Phases		

Priority 1			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

Cycle Failure: No

Local Flash: No

Special Status 1: No

Local Free: No

Cycle Fault: No

Special Status 2: No

1st Phone:

Coord Failure: No

Coord Fault: No

Special Status 3: No

2nd Phone:

Conflict Flash: No

Preemption: No

Special Status 4: No

Remote Flash: No

Voltage Monitor: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Average Veh/Hr	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector	Channel	Veh/Hr	Time(mins)	Correction/10	Volume %	Detectors	Factor	Detectors	Detectors	Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level Enter Leave Dial / Split / Offset

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	60	0	0
3	60	0	0
4	60	0	0
11	60	0	0
12	60	0	0
21	60	0	0
22	60	0	0

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 0 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Volume Detector Data

Report Interval

Volume Controller
Detector Detector
Number Channel

Default Data

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 0 Valu

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Speed Trap Speed Trap
Low Treshold High Treshold

Dial/Split/Offset
//

Default Data

Programmed EPAC Data

6/20/2018
9:59:50AM

Intersection Name: Mtn Ind Blvd @ US 78 Ramp EB

Intersection Alias: Mtn8

Access Code: 9999 Channel: Address: 1 Revision: 3.32g
IP: 172.21.251.29

Access Data

:1200 Baud

:19200 Baud

Phase Data

<u>Vehical Basic Timings</u>							<u>Vehical Density Timings</u>			Time B4	Cars	Time To
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Before	Reduce	Min_Gap
2	10	5.0	50	55	4.3	1.8	2.0	30	20	0	15	3.0
4	7	3.0	40	45	3.4	2.0	0.0	0	0	0	0	0.0
5	5	3.0	30	35	3.7	3.0	0.0	0	0	0	0	0.0
6	10	5.0	50	55	4.3	1.8	2.0	30	20	0	15	3.0

<u>Pedestrian Timing</u>			Extended	Actuated	<u>General Control</u>					<u>Miscellaneous</u>				
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
2	0	0	No	0	Green	None	Min	None	0	No	Yes	No	No	No
4	5	27	No	0	Inactive	None	None	None	0	Yes	No	No	No	No
5	0	0	No	0	Inactive	None	None	None	0	Yes	No	No	No	No
6	0	0	No	0	Green	None	Min	None	0	No	Yes	No	No	No

Special Sequence
Default Data

<u>Vehical Detector Phase Assignment</u>					
	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :3	5	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :5	2	Veh	0	0.0	0
Vehical Detector Channel :6	2	Veh	0	0.0	0
Vehical Detector Channel :7	2	Veh	0	0.0	0
Vehical Detector Channel :9	3	Veh	0	0.0	0
Vehical Detector Channel :11	4	Veh	0	0.0	0
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :13	4	Veh	0	0.0	0
Vehical Detector Channel :14	4	Veh	0	0.0	0
Vehical Detector Channel :15	4	Veh	0	0.0	0
Vehical Detector Channel :17	1	Veh	0	0.0	0
Vehical Detector Channel :18	3	Veh	0	0.0	0
Vehical Detector Channel :19	5	Veh	0	0.0	0
Vehical Detector Channel :21	6	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0
Vehical Detector Channel :23	6	Veh	0	0.0	0
Vehical Detector Channel :24	6	Veh	0	0.0	0
Vehical Detector Channel :25	6	Veh	0	0.0	0
Vehical Detector Channel :29	7	Veh	0	0.0	0
Vehical Detector Channel :31	8	Veh	0	0.0	0
Vehical Detector Channel :32	8	Veh	0	0.0	0
Vehical Detector Channel :33	8	Veh	0	0.0	0
Vehical Detector Channel :34	8	Veh	0	0.0	0
Vehical Detector Channel :35	8	Veh	0	0.0	0
Vehical Detector Channel :37	5	Veh	0	0.0	0
Vehical Detector Channel :38	7	Veh	0	0.0	0

Pedestrian Detector

Default Data

Special Detector Phase Assignment

Assign Phase Mode Switched Phase Extend Delay

Default Data

Unit Data

General Control

Startup Time: 0sec Startup State: Flash Red Revert: 5.0sec
 Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0
 ABC connector Input Modes: 0 Input Output
 ABC connector Output Modes: 0 Ring Response Selection
 D connector Input Modes: 0 1 Ring 1 Ring 1
 D connector Output Modes: 0 2 Ring 2 Ring 2
 3 None None
 4 None None

Remote Flash

Test A = Flash	Channel	Flash Color	Flash Alternat
Flash Entry Phase	1	Red	No
Flash Exit Phase	3	Red	No
Flash Entry Phase	4	Red	No
Flash Exit Phase	5	Red	No
Default Data - No Flash			
	7	Red	No
	8	Red	No

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase	Concurrent Phases															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2	1	3	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
4	1	1	5	5	7	7	2	2	4	4								
5	2	6	6	6	8	8	5	6	7	8								
6	2	7																

Alternate Sequences

Alternate Sequences

		1
Phase Pair(s)	1	5
		6

Port 1 Data

BIU Port Message
 Addr Status 40

Default Data

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	1	1 - Phase 1 RYG	2 - Veh Phase 2	2	2 - Phase 2 RYG
3 - Veh Phase 3	3	3 - Phase 3 RYG	4 - Veh Phase 4	4	4 - Phase 4 RYG
5 - Veh Phase 5	5	5 - Phase 5 RYG	6 - Veh Phase 6	6	6 - Phase 6 RYG
7 - Veh Phase 7	7	7 - Phase 7 RYG	8 - Veh Phase 8	8	8 - Phase 8 RYG
18 - Ped Phase 2	9	10 - Phase 2 DPW	20 - Ped Phase 4	10	12 - Phase 4 DPW
22 - Ped Phase 6	11	14 - Phase 6 DPW	24 - Ped Phase 8	12	16 - Phase 8 DPW
33 - Overlap A	13	17 - Overlap A RYG	34 - Overlap B	14	18 - Overlap B RYG
35 - Overlap C	15	19 - Overlap C RYG	36 - Overlap D	16	20 - Overlap D RYG
17 - Ped Phase 1	17	9 - Phase 1 DPW	19 - Ped Phase 3	18	11 - Phase 3 DPW
21 - Ped Phase 5	19	13 - Phase 5 DPW	23 - Ped Phase 7	20	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto Offset Mode: 1=End Grn Manual Dial: 3
 Coordination Mode: 0=Permissive Force Mode: 0=Plan Manual Split: 1
 Maximun Mode: 0=Inhibit Max Dwell Time: 0 Manual Offset: 1
 Correction Mode: 2=Short Way Yield Period: 0

Dial/Split	Cycle
1/1	160
2/1	150
2/2	130
2/3	130
3/1	160
3/2	150
4/1	130
4/2	130

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	104	1=Coordinate	4	56	0=Actuated	5	22	0=Actuated	6	82	1=Coordinate

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	103	1=Coordinate	4	47	0=Actuated	5	26	0=Actuated	6	77	1=Coordinate

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	83	1=Coordinate	4	47	0=Actuated	5	26	0=Actuated	6	57	1=Coordinate

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	87	1=Coordinate	4	43	0=Actuated	5	23	0=Actuated	6	64	1=Coordinate

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	114	1=Coordinate	4	46	0=Actuated	5	36	0=Actuated	6	78	1=Coordinate

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	105	1=Coordinate	4	45	0=Actuated	5	42	0=Actuated	6	63	1=Coordinate

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	86	1=Coordinate	4	44	0=Actuated	5	38	0=Actuated	6	48	1=Coordinate

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	86	1=Coordinate	4	44	0=Actuated	5	38	0=Actuated	6	48	1=Coordinate

Traffic Plan Data

Plan: 1/1/1	Offset Time: 49	Alt. Sequence: 1	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 26	Alt. Sequence: 1	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 111	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/1	Offset Time: 116	Alt. Sequence: 1	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 78	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/1	Offset Time: 105	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/1	Offset Time: 116	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/2/1	Offset Time: 116	Alt. Sequence: 1	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	1	8:0	4/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	1	21:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4	2	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	2	6:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	2	9:30	2/3/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7	2	11:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8	2	14:45	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9	2	19:0	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10	2	21:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11	7	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12	7	8:30	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13	7	21:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

AUX. Events

Event	Program Day	Hour	Min.	Aux Outputs			Det. Diag.	Det. Rpt.	Det. Mult100	Dimming	Special Function Outputs								
				1	2	3	D1	D2	D3		1	2	3	4	5	6	7	8	
1	1	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	2	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	7	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 3	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Special Function 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel Red Yellow Green Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preempt 1, Preempt 1 > Preempt 2, Preempt 2 > Preempt 3, Preempt 3 > Preempt 4, Preempt 4 > Preempt 5, Preempt 5 > Preempt 6
 Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt	Preempt Timers								Select			Track				Dwell	Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red	
1	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
2	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
3	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
4	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls

Priority Timers										
Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases		
1	No	0	0	0	0	0	0	0=Do not Skip Phases		
2	No	0	0	0	0	0	0	0=Do not Skip Phases		
3	No	0	0	0	0	0	0	0=Do not Skip Phases		
4	No	0	0	0	0	0	0	0=Do not Skip Phases		
5	No	0	0	0	0	0	0	0=Do not Skip Phases		
6	No	0	0	0	0	0	0	0=Do not Skip Phases		

Priority 1			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

Cycle Failure: No

Local Flash: No

Special Status 1: No

Local Free: No

Cycle Fault: No

Special Status 2: No

1st Phone:

Coord Failure: No

Coord Fault: No

Special Status 3: No

2nd Phone:

Conflict Flash: No

Preemption: No

Special Status 4: No

Remote Flash: No

Voltage Monitor: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Average Veh/Hr	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector	Channel	Veh/Hr	Time(mins)	Correction/10	Volume %	Detectors	Factor	Detectors	Detectors	Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level Enter Leave Dial / Split / Offset

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
3	60	0	0
4	60	0	0
11	60	0	0
12	60	0	0
19	60	0	0
21	60	0	0
22	60	0	0

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 0 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Volume Detector Data

Report Interval

Volume Controller
Detector Detector
Number Channel

Default Data

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 0 Valu

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Speed Trap Speed Trap
Low Treshold High Treshold

Dial/Split/Offset
//

Default Data

Programmed EPAC Data

5/31/201

4:37:38PM

Intersection Name: Brockett Rd @ US 78 EB Ramps

Intersection Alias: BRO@78E

Access Code: 9999 Channel: Address: Revision: 3.32

Access Data

:1200 Baud

:19200 Baud

Phase Data

<u>Vehical Basic Timings</u>							<u>Vehical Density Timings</u>			Time B4	Cars Before Time To	
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Reduce	Min_Gap	
2	10	5.0	35	50	4.2	1.5	2.0	25	12	0	15	
4	7	5.0	35	50	3.5	2.6	0.0	0	0	0	0.0	
5	5	4.0	25	30	3.0	3.3	0.0	0	0	0	0.0	
6	10	5.0	35	50	4.2	1.5	2.0	25	12	0	15	

<u>Pedestrian Timing</u>			Extended	Actuated	<u>General Control</u>					<u>Miscellaneous</u>				No
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	Simultaneous Gap Out
2	0	0	No	0	No	Green	None	Min	None	0	No	Yes	No	No
4	7	33	No	0	No	Inactive	None	None	None	0	Yes	No	No	No
5	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No
6	7	8	No	0	Yes	Green	None	Min	None	0	No	Yes	No	No

<u>Special Sequence</u>			
Phase	Phase Omit	Minus Yellow Phase	Omit Call
2	0	0	0
4	0	0	0
5	6	0	0
6	0	0	0

<u>Vehical Detector Phase Assignment</u>					
	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :3	2	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :5	2	Veh	0	0.0	0
Vehical Detector Channel :6	2	Veh	0	0.0	0
Vehical Detector Channel :7	2	Veh	0	0.0	0
Vehical Detector Channel :9	3	Veh	0	0.0	0
Vehical Detector Channel :11	4	Veh	0	0.0	0
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :13	4	Veh	0	0.0	0
Vehical Detector Channel :14	4	Veh	0	0.0	0
Vehical Detector Channel :15	4	Veh	0	0.0	0
Vehical Detector Channel :17	1	Veh	0	0.0	0
Vehical Detector Channel :18	3	Veh	0	0.0	0
Vehical Detector Channel :19	5	Veh	0	0.0	0
Vehical Detector Channel :21	6	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0
Vehical Detector Channel :23	6	Veh	0	0.0	0
Vehical Detector Channel :24	6	Veh	0	0.0	0
Vehical Detector Channel :25	6	Veh	0	0.0	0
Vehical Detector Channel :29	7	Veh	0	0.0	0
Vehical Detector Channel :31	8	Veh	0	0.0	0
Vehical Detector Channel :32	8	Veh	0	0.0	0
Vehical Detector Channel :33	8	Veh	0	0.0	0
Vehical Detector Channel :34	8	Veh	0	0.0	0
Vehical Detector Channel :35	8	Veh	0	0.0	0
Vehical Detector Channel :37	5	Veh	0	0.0	0
Vehical Detector Channel :38	7	Veh	0	0.0	0

Pedestrian Detector
Default Data

Special Detector Phase Assignment
Assign Switched
Phase Mode Phase Extend Delay
:
Default Data

Unit Data

General Control

Startup Time: 0sec Startup State: Flash Red Revert: 5.0sec
Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0
ABC connector Output Modes: 0
D connector Input Modes: 0
D connector Output Modes: 0

Input Ring	Response	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash
Test A = Flash

Flash Channel	Flash Color	Flash Alternat
Flash Entry Phase	Flash Exit Phase	

Default Data - No Flash

Default Data - No Flash

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase	Concurrent Phases															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2	1	3	1	2	3	4	1	1	3	3	9	1	1	1	1	1	1	1
4	1	1	5	5	7	7	2	2	4	4								
5	2	6	6	6	8	8	5	6	7	8								
6	2	7																

Alternate Sequences
No Alternate Sequences Programmed

Port 1 Data
BIU Port Message
Addr Status 40

Default Data

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	1	1 - Phase 1 RYG	2 - Veh Phase 2	2	2 - Phase 2 RYG
3 - Veh Phase 3	3	3 - Phase 3 RYG	4 - Veh Phase 4	4	4 - Phase 4 RYG
5 - Veh Phase 5	5	5 - Phase 5 RYG	6 - Veh Phase 6	6	6 - Phase 6 RYG
7 - Veh Phase 7	7	7 - Phase 7 RYG	8 - Veh Phase 8	8	8 - Phase 8 RYG
18 - Ped Phase 2	9	10 - Phase 2 DPW	20 - Ped Phase 4	10	12 - Phase 4 DPW
22 - Ped Phase 6	11	14 - Phase 6 DPW	24 - Ped Phase 8	12	16 - Phase 8 DPW
33 - Overlap A	13	17 - Overlap A RYG	34 - Overlap B	14	18 - Overlap B RYG
35 - Overlap C	15	19 - Overlap C RYG	36 - Overlap D	16	20 - Overlap D RYG
17 - Ped Phase 1	17	9 - Phase 1 DPW	19 - Ped Phase 3	18	11 - Phase 3 DPW
21 - Ped Phase 5	19	13 - Phase 5 DPW	23 - Ped Phase 7	20	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto Offset Mode: 1=End Grn Manual Dial: 1
 Coordination Mode: 0=Permissive Force Mode: 1=Cycle Manual Split: 1
 Maximun Mode: 0=Inhibit Max Dwell Time: 0 Manual Offset: 1
 Correction Mode: 2=Short Way Yield Period: 0

Dial/Split Cycle

1/1 100
 2/1 90
 2/2 90
 2/3 90
 2/4 80
 3/1 110
 3/2 130

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	52	1=Coordinate	4	48	0=Actuated	5	12	0=Actuated	6	40	1=Coordinate

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	35	0=Actuated	5	15	0=Actuated	6	40	1=Coordinate

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	35	0=Actuated	5	15	0=Actuated	6	40	1=Coordinate

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	35	0=Actuated	5	15	0=Actuated	6	40	1=Coordinate

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	4	30	0=Actuated	5	15	0=Actuated	6	35	1=Coordinate

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	62	1=Coordinate	4	48	0=Actuated	5	25	0=Actuated	6	37	1=Coordinate

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	90	1=Coordinate	4	40	0=Actuated	5	30	0=Actuated	6	60	1=Coordinate

Traffic Plan Data

Plan: 1/1/2	Offset Time: 44	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 38	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 38	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/1	Offset Time: 38	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/4/1	Offset Time: 21	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/3	Offset Time: 23	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/3	Offset Time: 118	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 0 Min: 1
 End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days						
	1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	8:0	2/3/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	1	20:30	2/4/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	1	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4	2	5:0	1/1/2		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	2	9:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	2	14:30	3/1/3		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7	2	19:30	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8	2	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs			Det. Diag.	Det. Rpt.	Det. Mult100	Special Function Outputs									
				1	2	3	D1	D2	D3	Dimmin	1	2	3	4	5	6	7	8	
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel Red Yellow Green Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preempt 1, Preempt 1 > Preempt 2, Preempt 2 > Preempt 3, Preempt 3 > Preempt 4, Preempt 4 > Preempt 5, Preempt 5 > Preempt 6
 Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt	Preempt Timers								Select			Track				Dwell Green	Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Ped Clear		Yel	Red	
1	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
2	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
3	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
4	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers									
Priority	Non-Lockin	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases	
1	No	0	0	0	0	0	0	0=Do not Skip Phases	
2	No	0	0	0	0	0	0	0=Do not Skip Phases	
3	No	0	0	0	0	0	0	0=Do not Skip Phases	
4	No	0	0	0	0	0	0	0=Do not Skip Phases	
5	No	0	0	0	0	0	0	0=Do not Skip Phases	
6	No	0	0	0	0	0	0	0=Do not Skip Phases	

Priority 1			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	1	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	1	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	1	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	1	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	1	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	1	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	1	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 2

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	1	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	1	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	1	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	1	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	1	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	1	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	1	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 3

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

Cycle Failure: No

Local Flash: No

Special Status 1: No

1st Phone:

Coord Failure: No

Cycle Fault: No

Special Status 2: No

2nd Phone:

Conflict Flash: No

Coord Fault: No

Special Status 3: No

Remote Flash: No

Preemption: No

Special Status 4: No

Voltage Monitor: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

System	Detector	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight	
Detector	Channel	Veh/Hr	Time(mins)	Correction/10	Volume %	Detectors	Detectors	Factor	Detectors	Detectors	Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average
Detector Failed Level : 0

Queue: Level Enter Leave Dial / Split / Offset
/ /

Queue: 2 Input Selection: 0=Average
Detector Failed Level : 0

Default Data

Vehical Detector

Diagnostic Value 0
Max No Erratic
Detector Presence Activity Count

Vehical Detector

Diagnostic Value 1
Max No Erratic
Detector Presence Activity Count

Special Detector

Diagnostic Value 0
Max No Erratic
Detector Presence Activity Count

Default Data - Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0
Max No Erratic
Detector Presence Activity Count

Pedestrian Detector

Diagnostic Value 1
Max No Erratic
Detector Presence Activity Count

Special Detector

Diagnostic Value 1
Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Dial/Split/Offset
//

Speed Trap Speed Trap
Low Treshold High Treshold

Measurement:
Detector 1 Detector_2 Distance :

Default Data

Default Data

Volume Detector Data

Report Interval
Volume Controller
Detector Detector
Number Channel

Default Data

Programmed EPAC Data

5/31/201

4:39:38PM

Intersection Name: Brockett Rd @ Cooledge rd

Intersection Alias: BRO@COO

Access Code: 9999 Channel: Address: Revision: 3.32g

Access Data

:1200 Baud

:19200 Baud

Phase Data

<u>Vehical Basic Timings</u>							<u>Vehical Density Timings</u>			Time B4	Cars Before Time To	
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Reduce	Min_Gap	
2	10	5.0	50	50	4.3	1.8	2.5	25	20	0	10	
4	7	4.0	35	25	4.0	1.9	0.0	0	0	0	0.0	
5	5	0.0	15	15	3.1	3.1	0.0	0	0	0	0.0	
6	10	5.0	50	50	4.3	1.8	2.5	25	20	0	10	

<u>Pedestrian Timing</u>			Extended	Actuated	<u>General Control</u>					<u>Miscellaneous</u>				
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
2	7	19	No	0	Yes	Green	None	Min	None	0	No	Yes	No	No
4	7	19	No	0	No	Inactive	None	None	None	0	Yes	No	No	No
5	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No
6	7	15	No	0	Yes	Green	None	Min	None	0	No	Yes	No	No

<u>Special Sequence</u>			
Phase	Phase Omit	Minus Yellow Phase	Omit Call
2	0	0	0
4	0	0	0
5	6	0	0
6	0	0	0

<u>Vehical Detector Phase Assignment</u>					
	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :3	2	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :5	2	Veh	0	0.0	0
Vehical Detector Channel :6	2	Veh	0	0.0	0
Vehical Detector Channel :7	2	Veh	0	0.0	0
Vehical Detector Channel :9	3	Veh	0	0.0	0
Vehical Detector Channel :11	4	Veh	0	0.0	0
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :13	4	Veh	0	0.0	0
Vehical Detector Channel :14	4	Veh	0	0.0	0
Vehical Detector Channel :15	4	Veh	0	0.0	0
Vehical Detector Channel :17	1	Veh	0	0.0	0
Vehical Detector Channel :18	3	Veh	0	0.0	0
Vehical Detector Channel :19	5	Veh	0	0.0	0
Vehical Detector Channel :21	6	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0
Vehical Detector Channel :23	6	Veh	0	0.0	0
Vehical Detector Channel :24	6	Veh	0	0.0	0
Vehical Detector Channel :25	6	Veh	0	0.0	0
Vehical Detector Channel :29	7	Veh	0	0.0	0
Vehical Detector Channel :31	8	Veh	0	0.0	0
Vehical Detector Channel :32	8	Veh	0	0.0	0
Vehical Detector Channel :33	8	Veh	0	0.0	0
Vehical Detector Channel :34	8	Veh	0	0.0	0
Vehical Detector Channel :35	8	Veh	0	0.0	0
Vehical Detector Channel :37	5	Veh	0	0.0	0
Vehical Detector Channel :38	7	Veh	0	0.0	0

Pedestrian Detector
Default Data

Special Detector Phase Assignment
Assign Switched
Phase Mode Phase Extend Delay
:
Default Data

Unit Data

General Control
Startup Time: 0sec Startup State: Flash Red Revert: 5.0sec
Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0
ABC connector Input Modes: 0
ABC connector Output Modes: 0
D connector Input Modes: 0
D connector Output Modes: 0

Ring	Input Response	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash
Test A = Flash
Flash Entry Phase Flash Exit Phase
Flash Channel Color Flash Alternat
Default Data - No Flash

Phase(s)	Overlaps															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	Phase(s)	Concurrent Phases															
Phase Ring Next Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
2 1 3	1	2	3	4	1	1	3	3	9	1	1	1	1	1	1	1	
4 1 1	5	5	7	7	2	2	4	4									
5 2 6	6	6	8	8	5	6	7	8									
6 2 7																	

Alternate Sequences
No Alternate Sequences Programmed

Port 1 Data
BIU Port Message
Addr Status 40

Default Data

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	1	1 - Phase 1 RYG	2 - Veh Phase 2	2	2 - Phase 2 RYG
3 - Veh Phase 3	3	3 - Phase 3 RYG	4 - Veh Phase 4	4	4 - Phase 4 RYG
5 - Veh Phase 5	5	5 - Phase 5 RYG	6 - Veh Phase 6	6	6 - Phase 6 RYG
7 - Veh Phase 7	7	7 - Phase 7 RYG	8 - Veh Phase 8	8	8 - Phase 8 RYG
18 - Ped Phase 2	9	10 - Phase 2 DPW	20 - Ped Phase 4	10	12 - Phase 4 DPW
22 - Ped Phase 6	11	14 - Phase 6 DPW	24 - Ped Phase 8	12	16 - Phase 8 DPW
33 - Overlap A	13	17 - Overlap A RYG	34 - Overlap B	14	18 - Overlap B RYG
35 - Overlap C	15	19 - Overlap C RYG	36 - Overlap D	16	20 - Overlap D RYG
17 - Ped Phase 1	17	9 - Phase 1 DPW	19 - Ped Phase 3	18	11 - Phase 3 DPW
21 - Ped Phase 5	19	13 - Phase 5 DPW	23 - Ped Phase 7	20	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto Offset Mode: 1=End Grn Manual Dial: 1
 Coordination Mode: 0=Permissive Force Mode: 0=Plan Manual Split: 1
 Maximun Mode: 0=Inhibit Max Dwell Time: 0 Manual Offset: 1
 Correction Mode: 2=Short Way Yield Period: 0

Dial/Split Cycle

1/1 100
 2/1 90
 2/2 90
 2/3 90
 2/4 80
 3/1 110
 3/2 130

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	40	0=Actuated	5	13	0=Actuated	6	47	1=Coordinate

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	52	1=Coordinate	4	38	0=Actuated	5	13	0=Actuated	6	39	1=Coordinate

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	52	1=Coordinate	4	38	0=Actuated	5	13	0=Actuated	6	39	1=Coordinate

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	52	1=Coordinate	4	38	0=Actuated	5	13	0=Actuated	6	39	1=Coordinate

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	45	1=Coordinate	4	35	0=Actuated	5	12	0=Actuated	6	33	1=Coordinate

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	58	1=Coordinate	4	52	0=Actuated	5	13	0=Actuated	6	45	1=Coordinate

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	85	1=Coordinate	4	45	0=Actuated	5	20	0=Actuated	6	65	1=Coordinate

Traffic Plan Data

Plan: 1/1/2	Offset Time: 67	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 38	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 60	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/1	Offset Time: 60	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/4/1	Offset Time: 38	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/3	Offset Time: 30	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/3	Offset Time: 108	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 0 Min: 1
 End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days						
	1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	8:0	2/3/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	1	20:30	2/4/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	1	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4	2	5:0	1/1/2		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	2	9:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	2	14:30	3/1/3		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7	2	19:30	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8	2	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

AUX. Events

Event	Program	Day	Hour	Min.	Aux Ouputs			Det.	Det.	Det.	Special Function Outputs									
					1	2	3	Diag. D1	Rpt. D2	Mult100 D3	Dimmin	1	2	3	4	5	6	7	8	
					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel Red Yellow Green Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preempt 1, Preempt 1 > Preempt 2, Preempt 2 > Preempt 3, Preempt 3 > Preempt 4, Preempt 4 > Preempt 5, Preempt 5 > Preempt 6
 Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt	Preempt Timers								Select			Track				Dwell Green	Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Ped Clear		Yel	Red	
1	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
2	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
3	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
4	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers									
Priority	Non-Lockin	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases	
1	No	0	0	0	0	0	0	0=Do not Skip Phases	
2	No	0	0	0	0	0	0	0=Do not Skip Phases	
3	No	0	0	0	0	0	0	0=Do not Skip Phases	
4	No	0	0	0	0	0	0	0=Do not Skip Phases	
5	No	0	0	0	0	0	0	0=Do not Skip Phases	
6	No	0	0	0	0	0	0	0=Do not Skip Phases	

Priority 1			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	1	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	1	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	1	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	1	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	1	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	1	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	1	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 2

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	1	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	1	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	1	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	1	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	1	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	1	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	1	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 3

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Cycle Failure: No

Local Free: No

Coord Failure: No

Conflict Flash: No

Remote Flash: No

Local Flash: No

Cycle Fault: No

Coord Fault: No

Preemption: No

Voltage Monitor: No

Special Status 1: No

Special Status 2: No

Special Status 3: No

Special Status 4: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

System	Detector	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight	
Detector	Channel	Veh/Hr	Time(mins)	Correction/10	Volume %	Detectors	Detectors	Factor	Detectors	Detectors	Factor

Default Data

Sample Interval:

Queue: 1 Input Selection: 0=Average
Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average
Detector Failed Level : 0

Default Data

Queue:
Level Enter Leave Dial / Split / Offset
/ /

Default Data

Default Data

Vehical Detector

Diagnostic Value 0
Max No Erratic
Detector Presence Activity Count

Vehical Detector

Diagnostic Value 1
Max No Erratic
Detector Presence Activity Count

Special Detector

Diagnostic Value 0
Max No Erratic
Detector Presence Activity Count

Default Data - Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0
Max No Erratic
Detector Presence Activity Count

Pedestrian Detector

Diagnostic Value 1
Max No Erratic
Detector Presence Activity Count

Special Detector

Diagnostic Value 1
Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:
Detector 1 Detector_2 Distance :

Dial/Split/Offset
//

Default Data

Speed Trap Speed Trap
Low Treshold High Treshold

Default Data

Volume Detector Data

Report Interval
Volume Controller
Detector Detector
Number Channel

Default Data

Programmed EPAC Data

6/20/2018
9:18:54AM

Intersection Name: Mnt Ind Blvd @ Hugh Howell Rd

Intersection Alias: Mtn3

Access Code: 9999 Channel: Address: 1 Revision: 3.32g
IP: 172.21.251.54

Access Data

:1200 Baud

:19200 Baud

Phase Data

<u>Vehical Basic Timings</u>							<u>Vehical Density Timings</u>			Time B4	Cars	Time To	
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Before	Reduce	Min_Gap	
1	5	4.0	25	25	3.4	3.0	0.0	0	0	0	0	0.0	
2	10	5.0	50	50	4.8	1.8	2.0	27	20	0	15	3.0	
3	5	3.0	20	20	3.5	3.0	0.0	0	0	0	0	0.0	
4	7	4.0	45	45	4.6	2.1	0.0	0	0	0	0	0.0	
5	5	3.0	25	25	3.4	3.0	0.0	0	0	0	0	0.0	
6	10	5.0	50	50	4.8	1.8	2.0	27	20	0	15	3.0	
7	5	3.0	20	20	3.5	3.0	0.0	0	0	0	0	0.0	
8	7	4.0	45	45	4.6	2.1	0.0	0	0	0	0	0.0	

<u>Pedestrian Timing</u>			Extended	Actuated	<u>General Control</u>					<u>Miscellaneous</u>					
Phase	Walk	Ped Clear	Flashing Walk	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
1	0	0	No	0	No	Inactive	None	None	None	0	No	No	No	No	No
2	5	23	No	0	No	Green	None	Min	None	0	No	Yes	No	No	No
3	0	0	No	0	No	Inactive	None	None	None	0	No	No	No	No	No
4	5	26	No	0	No	Inactive	None	None	None	0	Yes	Yes	No	No	No
5	0	0	No	0	No	Inactive	None	None	None	0	No	No	No	No	No
6	5	23	No	0	No	Green	None	Min	None	0	No	Yes	No	No	No
7	0	0	No	0	No	Inactive	None	None	None	0	No	No	No	No	No
8	5	26	No	0	No	Inactive	None	None	None	0	Yes	Yes	No	No	No

Special Sequence			
Phase	Phase	Minus Yellow Phase	Omit Call
1	2	0	0
2	0	0	0
3	4	0	0
4	0	0	0
5	6	0	0
6	0	0	0
7	8	0	0
8	0	0	0

Vehical Detector Phase Assignment					
	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :1	1	Veh	0	0.0	0
Vehical Detector Channel :3	5	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :5	2	Veh	0	0.0	0
Vehical Detector Channel :6	2	Veh	0	0.0	0
Vehical Detector Channel :7	2	Veh	0	0.0	0
Vehical Detector Channel :9	3	Veh	0	0.0	0
Vehical Detector Channel :11	7	Veh	4	0.0	0
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :13	4	Veh	0	0.0	0
Vehical Detector Channel :14	4	Veh	0	0.0	0
Vehical Detector Channel :15	4	Veh	0	0.0	0
Vehical Detector Channel :17	1	Veh	0	0.0	0
Vehical Detector Channel :18	3	Veh	0	0.0	0
Vehical Detector Channel :19	5	Veh	0	0.0	0
Vehical Detector Channel :21	1	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0
Vehical Detector Channel :23	6	Veh	0	0.0	0
Vehical Detector Channel :24	6	Veh	0	0.0	0
Vehical Detector Channel :25	6	Veh	0	0.0	0
Vehical Detector Channel :29	7	Veh	0	0.0	0
Vehical Detector Channel :31	3	Veh	8	0.0	0
Vehical Detector Channel :32	8	Veh	0	0.0	0
Vehical Detector Channel :33	8	Veh	0	0.0	0
Vehical Detector Channel :34	8	Veh	0	0.0	0
Vehical Detector Channel :35	8	Veh	0	0.0	0
Vehical Detector Channel :36	0	Veh	0	2.0	99
Vehical Detector Channel :37	5	Veh	0	0.0	0
Vehical Detector Channel :38	7	Veh	0	0.0	0
Vehical Detector Channel :40	0	Veh	0	2.0	99

Pedestrian Detector
Default Data

Special Detector Phase Assignment					
	Assign Phase	Mode	Switched Phase	Extend	Delay
:					
Default Data					

Unit Data

General Control			
Startup Time: 0sec	Startup State: Flash	Red Revert: 5.0sec	
Auto Ped Clear: No	Stop Time Reset: No	Alternate Sequence: 0	
ABC connector Input Modes: 0		Input	Output
ABC connector Output Modes: 0		Ring Response	Selection
D connector Input Modes: 0		1 Ring 1	Ring 1
D connector Output Modes: 0		2 Ring 2	Ring 2
		3 None	None
		4 None	None

Remote Flash			Flash	Flash
Test A = Flash	Channel	Color	Alternat	
Flash	1	Red	No	
Entry	3	Red	No	
Exit	4	Red	No	
Phase	5	Red	No	
	7	Red	No	
	8	Red	No	

Default Data - No Flash

Overlaps		Overlaps															
Phase(s)		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow		4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring			Phase(s)															
Phase	Ring	Next Phase	Concurrent Phases															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
2	1	3	5	5	7	7	2	2	4	4								
3	1	4	6	6	8	8	5	6	7	8								
4	1	1																
5	2	6																
6	2	7																
7	2	8																
8	2	5																

Alternate Sequences
 No Alternate Sequences Programmed

Port 1 Data
 BIU Port Message
 Addr Status 40

Default Data

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	1	1 - Phase 1 RYG	2 - Veh Phase 2	2	2 - Phase 2 RYG
3 - Veh Phase 3	3	3 - Phase 3 RYG	4 - Veh Phase 4	4	4 - Phase 4 RYG
5 - Veh Phase 5	5	5 - Phase 5 RYG	6 - Veh Phase 6	6	6 - Phase 6 RYG
7 - Veh Phase 7	7	7 - Phase 7 RYG	8 - Veh Phase 8	8	8 - Phase 8 RYG
18 - Ped Phase 2	9	10 - Phase 2 DPW	20 - Ped Phase 4	10	12 - Phase 4 DPW
22 - Ped Phase 6	11	14 - Phase 6 DPW	24 - Ped Phase 8	12	16 - Phase 8 DPW
33 - Overlap A	13	17 - Overlap A RYG	34 - Overlap B	14	18 - Overlap B RYG
35 - Overlap C	15	19 - Overlap C RYG	36 - Overlap D	16	20 - Overlap D RYG
17 - Ped Phase 1	17	9 - Phase 1 DPW	19 - Ped Phase 3	18	11 - Phase 3 DPW
21 - Ped Phase 5	19	13 - Phase 5 DPW	23 - Ped Phase 7	20	15 - Phase 7 DPW

Coordination Data

General Coordination Data			Dial/Split	Cycle
Operation Mode: 1=Auto	Offset Mode: 1=End Grn	Manual Dial: 3	1/1	160
Coordination Mode: 0=Permissive	Force Mode: 1=Cycle	Manual Split: 1	2/1	150
Maximun Mode: 0=Inhibit	Max Dwell Time: 0	Manual Offset: 1	2/2	130
Correction Mode: 2=Short Way	Yield Period: 0		2/3	130
			3/1	160
			3/2	150
			4/1	130
			4/2	130

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	39	0=Actuated	2	55	1=Coordinate	3	16	0=Actuated	4	50	0=Actuated
5	17	0=Actuated	6	77	1=Coordinate	7	16	0=Actuated	8	50	0=Actuated

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	32	0=Actuated	2	61	1=Coordinate	3	16	0=Actuated	4	41	0=Actuated
5	17	0=Actuated	6	76	1=Coordinate	7	16	0=Actuated	8	41	0=Actuated

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	30	0=Actuated	2	43	1=Coordinate	3	16	0=Actuated	4	41	0=Actuated
5	17	0=Actuated	6	56	1=Coordinate	7	16	0=Actuated	8	41	0=Actuated

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	30	0=Actuated	2	44	1=Coordinate	3	16	0=Actuated	4	40	0=Actuated
5	17	0=Actuated	6	57	1=Coordinate	7	16	0=Actuated	8	40	0=Actuated

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	33	0=Actuated	2	60	1=Coordinate	3	17	0=Actuated	4	50	0=Actuated
5	17	0=Actuated	6	76	1=Coordinate	7	16	0=Actuated	8	51	0=Actuated

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	23	0=Actuated	2	59	1=Coordinate	3	16	0=Actuated	4	52	0=Actuated
5	24	0=Actuated	6	58	1=Coordinate	7	16	0=Actuated	8	52	0=Actuated

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	32	0=Actuated	2	43	1=Coordinate	3	16	0=Actuated	4	39	0=Actuated
5	17	0=Actuated	6	58	1=Coordinate	7	16	0=Actuated	8	39	0=Actuated

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	32	0=Actuated	2	43	1=Coordinate	3	16	0=Actuated	4	39	0=Actuated
5	17	0=Actuated	6	58	1=Coordinate	7	16	0=Actuated	8	39	0=Actuated

Traffic Plan Data

Plan: 1/1/1	Offset Time: 78	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 78	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 41	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/1	Offset Time: 25	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/2	Offset Time: 1	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/1	Offset Time: 50	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/1	Offset Time: 39	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/2/1	Offset Time: 39	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
	2	3	4	5	6	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	1	8:0	4/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	1	20:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4	2	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	2	6:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	2	9:30	2/3/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7	2	11:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8	2	14:45	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9	2	19:0	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10	2	21:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11	7	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12	7	8:30	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13	7	21:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs			Det. Diag.	Det. Rpt.	Det. Mult100	Dimming	Special Function Outputs								
				1	2	3	D1	D2	D3		1	2	3	4	5	6	7	8	
1	1	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	2	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	2	6	45	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	2	10	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	2	14	30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	2	19	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	7	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 2	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 3	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Special Function 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Passage 3 & Max 3	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel Red Yellow Green Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preempt 1, Preempt 1 > Preempt 2, Preempt 2 > Preempt 3, Preempt 3 > Preempt 4, Preempt 4 > Preempt 5, Preempt 5 > Preempt 6
 Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt	Preempt Timers								Select			Track				Dwell	Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red	
1	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
2	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
3	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
4	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls

Priority Timers										
Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases		
1	No	0	0	0	0	0	0	0=Do not Skip Phases		
2	No	0	0	0	0	0	0	0=Do not Skip Phases		
3	No	0	0	0	0	0	0	0=Do not Skip Phases		
4	No	0	0	0	0	0	0	0=Do not Skip Phases		
5	No	0	0	0	0	0	0	0=Do not Skip Phases		
6	No	0	0	0	0	0	0	0=Do not Skip Phases		

Priority 1			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

Cycle Failure: No

Local Flash: No

Special Status 1: No

Local Free: No

Cycle Fault: No

Special Status 2: No

1st Phone:

Coord Failure: No

Coord Fault: No

Special Status 3: No

2nd Phone:

Conflict Flash: No

Preemption: No

Special Status 4: No

Remote Flash: No

Voltage Monitor: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Average Veh/Hr	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector	Channel	Veh/Hr	Time(mins)	Correction/10	Volume %	Detectors	Factor	Detectors	Detectors	Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level Enter Leave Dial / Split / Offset

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	60	0	0
3	60	0	0
4	60	0	0
9	60	0	0
11	60	0	0
12	60	0	0
19	60	0	0
21	60	0	0
22	60	0	0
29	60	0	0
31	60	0	0
32	60	0	0

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 0 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Volume Detector Data

Report Interval

Volume Controller
Detector Detector
Number Channel

Default Data

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Dial/Split/Offset
//

Default Data

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 0 Valu

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Speed Trap Speed Trap
Low Treshold High Treshold

Programmed EPAC Data

5/31/201

4:42:11PM

Intersection Name: Lavista Rd @ Montreal Rd

Intersection Alias: Montreal

Access Code: 9999 Channel: 3 Address: Revision: 3.32g

Access Data

:1200 Baud

:19200 Baud

Phase Data

<u>Vehical Basic Timings</u>							<u>Vehical Density Timings</u>			Time B4	Cars Before Time To	
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Reduce	Min_Gap	
2	10	5.0	45	199	3.5	2.0	2.0	30	15	0	15	
3	7	3.0	40	99	3.5	2.7	0.0	0	0	0	0.0	
4	7	3.0	40	9	3.0	2.9	0.0	0	0	0	0.0	
5	5	3.0	40	99	3.1	2.4	0.0	0	0	0	0.0	
6	10	5.0	50	199	3.5	2.0	2.0	30	15	0	15	

<u>Pedestrian Timing</u>			<u>Extended Actuated</u>			<u>General Control</u>					<u>Miscellaneous</u>				
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out	
2	7	10	No	0	Yes	Green	None	Min	None	0	No	Yes	Yes	No	
3	7	23	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	
4	7	15	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	
5	4	10	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	
6	7	12	No	0	Yes	Green	None	Min	None	0	No	Yes	Yes	No	

<u>Special Sequence</u>			
Phase	Phase Omit	Minus Yellow Phase	Omit Call
2	0	0	0
3	0	0	0
4	0	0	0
5	6	0	0
6	0	0	0

<u>Vehical Detector Phase Assignment</u>					
	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :3	2	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :9	3	Veh	0	0.0	0
Vehical Detector Channel :10	3	Veh	0	0.0	0
Vehical Detector Channel :11	4	Veh	0	0.0	0
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :19	5	Veh	0	0.0	0
Vehical Detector Channel :21	6	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0

<u>Pedestrian Detector</u>					
	Assign Phase	Mode	Switched Phase	Extend	Delay
Pedestrian Detector Channel :1	1	Veh	0	0.0	0
Pedestrian Detector Channel :2	2	Ped	0	0.0	0
Pedestrian Detector Channel :3	3	Veh	0	0.0	0
Pedestrian Detector Channel :4	4	Ped	0	0.0	0
Pedestrian Detector Channel :5	5	Veh	0	0.0	0
Pedestrian Detector Channel :6	6	Ped	0	0.0	0
Pedestrian Detector Channel :7	7	Veh	0	0.0	0
Pedestrian Detector Channel :8	3	Ped	0	0.0	0

<u>Special Detector Phase Assignment</u>					
	Assign Phase	Mode	Switched Phase	Extend	Delay
Default Data					

Unit Data

General Control

Startup Time: 0sec Startup State: Flash Red Revert: 5.0sec
 Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0
 ABC connector Input Modes: 0
 ABC connector Output Modes: 0
 D connector Input Modes: 0
 D connector Output Modes: 0

Ring	Input Response	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash

Channel	Flash Color	Flash Alternat
---------	-------------	----------------

Flash Entry Phase	Flash Exit Phase
-------------------	------------------

Default Data - No Flash

Default Data - No Flash

Overlaps

Phase(s)	Overlaps															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase	Concurrent Phases	Phase(s)															
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2	1	3	1	2	3	4	1	1	3	3	9	1	1	1	1	1	1	1	
3	1	4	5	5	7	7	2	2	4	4									
4	1	1	6	6	8	8	5	6	7	8									
5	2	6																	
6	2	7																	

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Message
		40

Default Data

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	1	1 - Phase 1 RYG	2 - Veh Phase 2	2	2 - Phase 2 RYG
3 - Veh Phase 3	3	3 - Phase 3 RYG	4 - Veh Phase 4	4	4 - Phase 4 RYG
5 - Veh Phase 5	5	5 - Phase 5 RYG	6 - Veh Phase 6	6	6 - Phase 6 RYG
7 - Veh Phase 7	7	7 - Phase 7 RYG	8 - Veh Phase 8	8	8 - Phase 8 RYG
18 - Ped Phase 2	9	10 - Phase 2 DPW	20 - Ped Phase 4	10	12 - Phase 4 DPW
22 - Ped Phase 6	11	14 - Phase 6 DPW	19 - Ped Phase 3	12	16 - Phase 8 DPW
33 - Overlap A	13	17 - Overlap A RYG	34 - Overlap B	14	18 - Overlap B RYG
35 - Overlap C	15	19 - Overlap C RYG	36 - Overlap D	16	20 - Overlap D RYG
17 - Ped Phase 1	17	9 - Phase 1 DPW	19 - Ped Phase 3	18	11 - Phase 3 DPW
21 - Ped Phase 5	19	13 - Phase 5 DPW	23 - Ped Phase 7	20	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto Offset Mode: 1=End Grn Manual Dial: 1
 Coordination Mode: 0=Permissive Force Mode: 1=Cycle Manual Split: 1
 Maximun Mode: 2=Max 2 Max Dwell Time: 0 Manual Offset: 1
 Correction Mode: 2=Short Way Yield Period: 0

Dial/Split Cycle

1/1 150
 1/2 75
 2/1 120
 3/1 160
 3/2 90
 4/1 130
 4/4 160

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	107	1=Coordinate	3	28	0=Actuated	4	15	0=Actuated	5	48	0=Actuated
6	59	1=Coordinate									

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	42	1=Coordinate	3	18	0=Actuated	4	15	0=Actuated	5	17	0=Actuated
6	25	1=Coordinate									

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	79	1=Coordinate	3	24	0=Actuated	4	17	0=Actuated	5	32	0=Actuated
6	47	1=Coordinate									

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	119	1=Coordinate	3	26	0=Actuated	4	15	0=Actuated	5	50	4=Ped Recall
6	69	1=Coordinate									

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	3	20	0=Actuated	4	15	0=Actuated	5	21	0=Actuated
6	34	1=Coordinate									

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	79	1=Coordinate	3	36	0=Actuated	4	15	0=Actuated	5	29	0=Actuated
6	50	1=Coordinate									

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	119	1=Coordinate	3	26	0=Actuated	4	15	0=Actuated	5	55	3=Max Recall
6	64	1=Coordinate									

Traffic Plan Data

Plan: 1/1/1	Offset Time: 65	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 1/2/1	Offset Time: 36	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 10	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 130	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/1	Offset Time: 46	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/1	Offset Time: 80	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/4/1	Offset Time: 130	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
2	3	4	5	6	0	0	0
7	50	0	0	0	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	3/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	1	9:0	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	1	21:0	3/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4	2	0:1	3/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	2	5:30	1/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	2	7:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7	2	9:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8	2	14:0	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9	2	16:0	4/4/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10	2	18:0	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11	2	19:30	3/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12	7	0:1	3/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13	7	8:0	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
14	7	22:0	3/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs			Det. Diag.	Det. Rpt.	Det. Mult100	Dimmin	Special Function Outputs									
				1	2	3	D1	D2	D3		1	2	3	4	5	6	7	8		
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Event	Month	Day	Year	Special Day	Special Week
1	11	23	17	50	0
2	11	22	18	50	0
3	11	28	19	50	0
4	11	26	20	50	0
5	11	25	21	50	0
6	1	1	100	50	0
7	7	4	100	50	0
8	12	25	100	50	0

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 2	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 3	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Special Function 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel Red Yellow Green Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preempt 1, Preempt 1 > Preempt 2, Preempt 2 > Preempt 3, Preempt 3 > Preempt 4, Preempt 4 > Preempt 5, Preempt 5 > Preempt 6
 Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt	Preempt Timers								Select			Track				Dwell	Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red	
1	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
2	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
3	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
4	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	

Preempt 1		Preempt 2		Preempt 3		Preempt 4		Preempt 5		Preempt 6	
Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls

Priority Timers									
Priority	Non-Lockin	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases	
1	No	0	0	0	0	0	0	0=Do not Skip Phases	
2	No	0	0	0	0	0	0	0=Do not Skip Phases	
3	No	0	0	0	0	0	0	0=Do not Skip Phases	
4	No	0	0	0	0	0	0	0=Do not Skip Phases	
5	No	0	0	0	0	0	0	0=Do not Skip Phases	
6	No	0	0	0	0	0	0	0=Do not Skip Phases	

Priority 1		Priority 2		Priority 3		Priority 4		Priority 5		Priority 6	
Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls

Preempt 1

Vehical Phases			Pedestrian Phases			Overlaps					
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	1	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	1	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	1	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	1	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	1	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	1	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	1	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 2

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	1	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	1	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	1	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	1	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	1	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	1	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	1	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 3

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 4

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

Cycle Failure: No

Local Flash: No

Special Status 1: No

1st Phone:

Local Free: No

Cycle Fault: No

Special Status 2: No

2nd Phone:

Coord Failure: No

Coord Fault: No

Special Status 3: No

Conflict Flash: No

Preemption: No

Special Status 4: No

Remote Flash: No

Voltage Monitor: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

System Detector	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector Channel	Veh/Hr	Correction/10	Volume %	Detectors	Detectors	Factor	Detectors	Detectors	Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Queue:

Default Data

Detector Failed Level : 0

Level Enter Leave Dial / Split / Offset

Queue: 2 Input Selection: 0=Average

/ /

Detector Failed Level : 0

Default Data

Vehical Detector

Diagnostic Value 0

Max	No	Erratic
Detector	Presence	Activity Count

Vehical Detector

Diagnostic Value 1

Max	No	Erratic
Detector	Presence	Activity Count

Special Detector

Diagnostic Value 0

Max	No	Erratic
Detector	Presence	Activity Count

Default Data - Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

	Max	No	Erratic
Detector	Presence	Activity	Count

Default Data - No Diag 0 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Volume Detector Data

Report Interval

Volume Detector Number	Controller Detector Channel
1	3
2	4
3	5
4	11
5	12
6	13
7	21
8	22
9	23
10	9
11	18
13	74
16	76
19	78
22	75
23	80

Pedestrian Detector

Diagnostic Value 1

	Max	No	Erratic
Detector	Presence	Activity	Count

Default Data - No Diag 1 Values

Dial/Split/Offset
//

Default Data

Special Detector

Diagnostic Value 1

	Max	No	Erratic
Detector	Presence	Activity	Count

Default Data - No Diag 1 Values

Speed Trap	Speed Trap
Low Treshold	High Treshold

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:12 PM

Phase Timing Plans

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40		
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ped Clear	0	20	0	19	0	21	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Steady Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Min Green	5	15	5	7	5	15	5	7	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Min Green2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Passage	3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Max 1	30	40	30	35	30	40	30	35	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Max 2	35	50	35	40	35	50	35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Yellow Change	3.3	4.5	3.3	3.6	3.3	4.5	3.3	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Red Clear	2.9	2.2	2.1	2.5	2.9	2.2	2.1	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Added Initial	0.0	2.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Maximum Initial	0	37	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Time Before Reduction	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Time To Reduce	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Minimum Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Delayed Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Alt Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ped Service Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:13 PM

Phase Timing Plans

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40				
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Ped Clear	0	20	0	19	0	21	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Steady Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Min Green	5	15	5	7	5	15	5	7	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Min Green2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Max 1	30	40	30	35	30	40	30	35	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Max 2	35	50	35	40	35	50	35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Yellow Change	3.3	4.5	3.3	3.6	3.3	4.5	3.3	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Red Clear	2.9	2.2	2.1	2.5	2.9	2.2	2.1	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Added Initial	0.0	2.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Maximum Initial	0	37	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Time Before Reduction	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Minimum Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Service Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:14 PM

Phase Options Plans

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
Enable	X	X	X	X	X	X	X	X																																	
Auto Flash Entry	.	.	X	.	.	X
Auto Flash Exit	.	X	.	.	X
Non Actuated 1	.	X	.	.	X	
Non Actuated 2	
Non Lock Detector	X	.	X	X	X	.	X	X	
Min Vehicle Recall	.	X	.	.	X	
Max Vehicle Recall	
Ped Recall	
Soft Vehicle Recall	
Dual Entry	.	X	.	X	.	X	.	X	
Simultaneous Gap Disable	
Guaranteed Passage	
Actuated Rest in Walk	
Conditional Service Enable	
Add Initial Calculation	
Ped Clear During Yellow	
Ped Clear During Red Clear	
Conditional Reservice	
Yellow Change Min Override	
No Startup Call	
Advanced Warning	
No Ped Startup Call	
Ped Clear During OVTG	
Flash Exit Veh Call	
Flash Exit Ped Call	
Min Green 2	
Max Green 2	
Max Green 3	
Ped2	
Ped Clear During Pre Clear	
Ped NA+ Mode	
Red Rest	
Serve Every Other Even	
Serve Every Other Odd	
Force Coord Ped Yield	
Ped Recycle	

Intersection: 7517 - SR 8 @ Brockett Road 5/30/2018 2:15 PM

Phase Options Plans

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40						
Enable	X	X	X	X	X	X	X	X																																						
Auto Flash Entry	.	.	X	.	.	X			
Auto Flash Exit	.	X	.	.	.	X			
Non Actuated 1	.	X	.	.	.	X			
Non Actuated 2			
Non Lock Detector	X	.	X	X	X	.	X	X			
Min Vehicle Recall	.	X	.	.	.	X			
Max Vehicle Recall		
Ped Recall	.	X	.	.	.	X		
Soft Vehicle Recall		
Dual Entry	.	X	.	X	.	X	.	X		
Simultaneous Gap Disable		
Guaranteed Passage		
Actuated Rest in Walk	.	X	.	.	.	X		
Conditional Service Enable		
Add Initial Calculation		
Ped Clear During Yellow	
Ped Clear During Red Clear	
Conditional Reservice		
Yellow Change Min Override		
No Startup Call	
Advanced Warning	
No Ped Startup Call	
Ped Clear During OVTG	
Flash Exit Veh Call	
Flash Exit Ped Call	
Min Green 2	
Max Green 2	
Max Green 3	
Ped2	
Ped Clear During Pre Clear	
Ped NA+ Mode	
Red Rest	
Serve Every Other Even
Serve Every Other Odd	
Force Coord Ped Yield	.	X	.	.	.	X		
Ped Recycle	

Intersection: 7517 - SR 8 @ Brockett Road -5/30/2018 2:25 PM**Phase Configuration**

Phase	Startup	Ring	Concurrency	Phase Startup Min	Description
1	Phase Not On	1	5,6	0	
2	Green Walk	1	5,6	0	
3	Phase Not On	1	7,8	0	
4	Phase Not On	1	7,8	0	
5	Phase Not On	2	1,2	0	
6	Green Walk	2	1,2	0	
7	Phase Not On	2	3,4	0	
8	Phase Not On	2	3,4	0	
9	None	0		0	
10	None	0		0	
11	None	0		0	
12	None	0		0	
13	None	0		0	
14	None	0		0	
15	None	0		0	
16	None	0		0	
17	None	0		0	
18	None	0		0	
19	None	0		0	
20	None	0		0	
21	None	0		0	
22	None	0		0	
23	None	0		0	
24	None	0		0	
25	None	0		0	
26	None	0		0	
27	None	0		0	
28	None	0		0	
29	None	0		0	
30	None	0		0	
31	None	0		0	
32	None	0		0	
33	None	0		0	
34	None	0		0	
35	None	0		0	
36	None	0		0	
37	None	0		0	
38	None	0		0	
39	None	0		0	
40	None	0		0	

Intersection: 7517 - SR 8 @ Brockett Road 5/30/2018 2:26 PM

Backup Protection Table

No Backup Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40									
1						
2	X						
3					
4	.	X					
5					
6	.	.	.	X					
7	X					
8	X					
9	X					
10	X				
11	X				
12	X				
13	X				
14	X				
15	X				
16	X				
17	X				
18	X				
19	X				
20	X			
21	X			
22	X			
23	X			
24	X			
25	X			
26	X			
27	X			
28	X			
29	X			
30	X		
31	X		
32	X		
33	X		
34	X		
35	X		
36	X		
37	X	
38	X	
39	X
40	X	

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:28 PM

Sequence Parameters

Ring	Sequence Data
1	1,2,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:29 PM

Sequence Parameters

Ring	Sequence Data
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:30 PM

Sequence Parameters

Ring	Sequence Data
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:31 PM

Global Vehicle Detector Parameters

Global No Activity	Global Max Presence	Global Erratic Count	Global Failed Recall
0	0	0	None

Vehicle Detector Plans

Detector	Call Phase	Call Ped	Call Overlap	Additional Call Phases	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Count	Fail Time	Failed Recall	Failed Link	Description
1	1	0	0		6	0.0	0.0	0	0.0	0	60	0	255	None	0	
2	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
3	2	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
4	2	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
5	2	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
6	2	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
7	2	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
8	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
9	3	0	0		8	0.0	0.0	0	0.0	0	60	0	255	None	0	
10	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
11	4	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
12	4	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
13	4	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
14	4	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
15	4	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
16	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
17	1	0	0		6	0.0	0.0	0	0.0	0	0	0	0	None	0	
18	3	0	0		8	0.0	0.0	0	0.0	0	0	0	0	None	0	
19	5	0	0		2	0.0	0.0	0	0.0	0	60	0	255	None	0	
20	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
21	6	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
22	6	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
23	6	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
24	6	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
25	6	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
26	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
27	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
28	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
29	7	0	0		4	0.0	0.0	0	0.0	0	60	0	255	None	0	
30	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
31	8	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
32	8	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
33	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
34	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
35	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
36	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
37	5	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
38	7	0	0		4	2.0	0.0	0	0.0	0	0	0	0	None	0	
39	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
40	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
41	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
42	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
43	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
44	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
45	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
46	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
47	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
48	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
49	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
50	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
51	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
52	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
53	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
54	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
55	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
56	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
57	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
58	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
59	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
60	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
61	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
62	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
63	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
64	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
65	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
66	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
67	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
68	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
69	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
70	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
71	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
72	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	

Intersection: 7517 - SR 8 @ Brockett Road-5/30/2018 2:32 PM

Vehicle Detector Options

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54
Volume Detector	.	.	X	X	X	X	X	X	X	X	X	X
Occupancy Detector	.	.	X	X	X	X	X	X	X	X	X	X
Yellow Lock Call	
Red Lock Call	
Extend	X	.	X	X	X	X	X	.	X	X	X	X	X	X	.	X	X	X	X	X	.	X	X	X	X	X	.	.	X	.	X	X	X	X	X	X	X	X	X	.	X	X		
Added Initial	.	.	X	X	X	X	X	X	X	X	X	X
Queue Call	X	.	X	X	X	X	X	.	X	X	X	X	X	X	.	X	X	X	X	X	.	X	X	X	X	X	.	.	X	.	X	X	X	X	X	X	X	X	X	X	.	X	X		

Vehicle Detector Aux Options

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	
Terminate
MinGreen2	
Protected Perm	
Disable Delay Leading	
Disable TS2 Det Diag	

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:33 PM

Data Collection Periods

Data Collection Period	Number of Periods
60	1

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:33 PM

Global Pedestrian Detector Parameters

Global No Activity	Global Max Presence	Global Erratic Count
0	0	0

Pedestrian Detectors

Detector	Call Phase	Call Overlap	Additional Call Phases	Alt Time	Ped Clear 2 Enable Time	MaxViewNo Activity	MaxViewMax Presence	MaxViewErratic Count
1	0	0		0	0	0	0	0
2	2	0		0	0	0	0	0
3	0	0		0	0	0	0	0
4	4	0		0	0	0	0	0
5	0	0		0	0	0	0	0
6	6	0		0	0	0	0	0
7	0	0		0	0	0	0	0
8	8	0		0	0	0	0	0
9	0	0		0	0	0	0	0
10	0	0		0	0	0	0	0
11	0	0		0	0	0	0	0
12	0	0		0	0	0	0	0
13	0	0		0	0	0	0	0
14	0	0		0	0	0	0	0
15	0	0		0	0	0	0	0
16	0	0		0	0	0	0	0
17	0	0		0	0	0	0	0
18	0	0		0	0	0	0	0
19	0	0		0	0	0	0	0
20	0	0		0	0	0	0	0
21	0	0		0	0	0	0	0
22	0	0		0	0	0	0	0
23	0	0		0	0	0	0	0
24	0	0		0	0	0	0	0
25	0	0		0	0	0	0	0
26	0	0		0	0	0	0	0
27	0	0		0	0	0	0	0
28	0	0		0	0	0	0	0
29	0	0		0	0	0	0	0
30	0	0		0	0	0	0	0
31	0	0		0	0	0	0	0
32	0	0		0	0	0	0	0
33	0	0		0	0	0	0	0
34	0	0		0	0	0	0	0
35	0	0		0	0	0	0	0
36	0	0		0	0	0	0	0
37	0	0		0	0	0	0	0
38	0	0		0	0	0	0	0
39	0	0		0	0	0	0	0
40	0	0		0	0	0	0	0
41	0	0		0	0	0	0	0
42	0	0		0	0	0	0	0
43	0	0		0	0	0	0	0
44	0	0		0	0	0	0	0
45	0	0		0	0	0	0	0
46	0	0		0	0	0	0	0
47	0	0		0	0	0	0	0
48	0	0		0	0	0	0	0
49	0	0		0	0	0	0	0
50	0	0		0	0	0	0	0
51	0	0		0	0	0	0	0
52	0	0		0	0	0	0	0
53	0	0		0	0	0	0	0

54	0	0		0	0	0	0	0
55	0	0		0	0	0	0	0
56	0	0		0	0	0	0	0
57	0	0		0	0	0	0	0
58	0	0		0	0	0	0	0
59	0	0		0	0	0	0	0
60	0	0		0	0	0	0	0
61	0	0		0	0	0	0	0
62	0	0		0	0	0	0	0
63	0	0		0	0	0	0	0
64	0	0		0	0	0	0	0
65	0	0		0	0	0	0	0
66	0	0		0	0	0	0	0
67	0	0		0	0	0	0	0
68	0	0		0	0	0	0	0
69	0	0		0	0	0	0	0
70	0	0		0	0	0	0	0
71	0	0		0	0	0	0	0
72	0	0		0	0	0	0	0

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:35 PM

Coordination Parameters

Operational Mode	Automatic
Coordination Mode	Auto Permissive
Max Mode	Max Inhibit
Force Mode	Floating
Correction Mode	Shortway (Auto)
Max Cyc Limit %%	25
Min Cyc Limit %%	25
Max Dwell	0
Transition Ped Mode	Pattern

Intersection: 7517 - SR 8 @ Brockett Road-5/30/2018 2:37 PM

Pattern Parameters

Pattern	Cycle Time	Offset 1	Offset 2	Offset 3	Split Number	Seq Number	Ref Point	Coord Mode	Force Off	Max Mode	Trans Ped Mode	Phase Plan	Detector Plan	Ped Plan	Overlap Plan	Pri/Pre Plan	Description
1	0	0	0	0	1	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
2	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
3	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
4	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
5	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
6	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
7	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
8	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
9	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
10	160	120	0	0	10	1	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	2	1	1	1	1	
11	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
12	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
13	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
14	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
15	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
16	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
17	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
18	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
19	120	30	0	0	19	1	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	2	1	1	1	1	
20	120	30	0	0	20	1	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	2	1	1	1	1	
21	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
22	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
23	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
24	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
25	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
26	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
27	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
28	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
29	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
30	160	145	0	0	30	1	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	2	1	1	1	1	
31	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
32	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
33	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
34	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
35	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
36	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
37	120	115	0	0	37	1	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	2	1	1	1	1	
38	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
39	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
40	120	30	0	0	40	1	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	2	1	1	1	1	
41	0	0	0	0	0	0	Yellow	Auto	Fixed	Max	Phase	1	1	1	1	1	

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:54 PM**Pedestrian Intervals**

Interval	Description	Dont Walk	Clearance	Walk	Type
1	Not Active	On	Off	Off	Dont Walk
2	Delay Ped	On	Off	Off	Dont Walk
3	Walk	Off	Off	On	Walk
4	Walk Dwell	Off	Off	On	Walk
5	Flash Don't Walk	Flash	On	Off	Ped Clear
6	Don't Walk	On	Off	Off	Dont Walk

Intersection: 7517 - SR 8 @ Brockett Road-5/30/2018 2:38 PM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	20	0	0	.	.	.	Fixed	None	0	0
2	86	0	0	X	X	.	Fixed	None	0	0
3	17	0	0	.	.	.	Fixed	None	0	0
4	37	0	0	.	.	.	Fixed	None	0	0
5	20	0	0	.	.	.	Fixed	None	0	0
6	86	0	0	X	X	.	Fixed	None	0	0
7	17	0	0	.	.	.	Fixed	None	0	0
8	37	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7517 - SR 8 @ Brockett Road-5/30/2018 2:39 PM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	14	0	0	.	.	.	Fixed	None	0	0
2	56	0	0	X	X	.	Fixed	None	0	0
3	13	0	0	.	.	.	Fixed	None	0	0
4	37	0	0	.	.	.	Fixed	None	0	0
5	20	0	0	.	.	.	Fixed	None	0	0
6	50	0	0	X	X	.	Fixed	None	0	0
7	13	0	0	.	.	.	Fixed	None	0	0
8	37	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7517 - SR 8 @ Brockett Road-5/30/2018 2:40 PM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	14	0	0	.	.	.	Fixed	None	0	0
2	56	0	0	X	X	.	Fixed	None	0	0
3	13	0	0	.	.	.	Fixed	None	0	0
4	37	0	0	.	.	.	Fixed	None	0	0
5	20	0	0	.	.	.	Fixed	None	0	0
6	50	0	0	X	X	.	Fixed	None	0	0
7	13	0	0	.	.	.	Fixed	None	0	0
8	37	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7517 - SR 8 @ Brockett Road-5/30/2018 2:41 PM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	20	0	0	.	.	.	Fixed	None	0	0
2	86	0	0	X	X	.	Fixed	None	0	0
3	17	0	0	.	.	.	Fixed	None	0	0
4	37	0	0	.	.	.	Fixed	None	0	0
5	30	0	0	.	.	.	Fixed	None	0	0
6	76	0	0	X	X	.	Fixed	None	0	0
7	17	0	0	.	.	.	Fixed	None	0	0
8	37	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7517 - SR 8 @ Brockett Road-5/30/2018 2:41 PM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	13	0	0	.	.	.	Fixed	None	0	0
2	59	0	0	X	X	.	Fixed	None	0	0
3	12	0	0	.	.	.	Fixed	None	0	0
4	36	0	0	.	.	.	Fixed	None	0	0
5	21	0	0	.	.	.	Fixed	None	0	0
6	51	0	0	X	X	.	Fixed	None	0	0
7	12	0	0	.	.	.	Fixed	None	0	0
8	36	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7517 - SR 8 @ Brockett Road-5/30/2018 2:42 PM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	14	0	0	.	.	.	Fixed	None	0	0
2	56	0	0	X	X	.	Fixed	None	0	0
3	13	0	0	.	.	.	Fixed	None	0	0
4	37	0	0	.	.	.	Fixed	None	0	0
5	20	0	0	.	.	.	Fixed	None	0	0
6	50	0	0	X	X	.	Fixed	None	0	0
7	13	0	0	.	.	.	Fixed	None	0	0
8	37	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:44 PM

Day Plan Status

Current Day Plan
2

Day Plan Events

Event	Hour	Minute	Action	Description
1	0	0	1	
2	8	0	40	
3	22	0	1	
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		
11	0	0		
12	0	0		
13	0	0		
14	0	0		
15	0	0		
16	0	0		
17	0	0		
18	0	0		
19	0	0		
20	0	0		
21	0	0		
22	0	0		
23	0	0		
24	0	0		
25	0	0		
26	0	0		
27	0	0		
28	0	0		
29	0	0		
30	0	0		
31	0	0		
32	0	0		
33	0	0		
34	0	0		
35	0	0		
36	0	0		
37	0	0		
38	0	0		
39	0	0		
40	0	0		
41	0	0		
42	0	0		
43	0	0		
44	0	0		
45	0	0		
46	0	0		
47	0	0		
48	0	0		
49	0	0		
50	0	0		
51	0	0		
52	0	0		
53	0	0		
54	0	0		
55	0	0		

56	0	0		
57	0	0		
58	0	0		
59	0	0		
60	0	0		
61	0	0		
62	0	0		
63	0	0		
64	0	0		

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:45 PM

Day Plan Status

Current Day Plan
2

Day Plan Events

Event	Hour	Minute	Action	Description
1	0	0	1	
2	6	0	10	
3	10	0	20	
4	14	0	30	
5	19	0	37	
6	22	0	1	
7	0	0		
8	0	0		
9	0	0		
10	0	0		
11	0	0		
12	0	0		
13	0	0		
14	0	0		
15	0	0		
16	0	0		
17	0	0		
18	0	0		
19	0	0		
20	0	0		
21	0	0		
22	0	0		
23	0	0		
24	0	0		
25	0	0		
26	0	0		
27	0	0		
28	0	0		
29	0	0		
30	0	0		
31	0	0		
32	0	0		
33	0	0		
34	0	0		
35	0	0		
36	0	0		
37	0	0		
38	0	0		
39	0	0		
40	0	0		
41	0	0		
42	0	0		
43	0	0		
44	0	0		
45	0	0		
46	0	0		
47	0	0		
48	0	0		
49	0	0		
50	0	0		
51	0	0		
52	0	0		
53	0	0		
54	0	0		
55	0	0		

56	0	0		
57	0	0		
58	0	0		
59	0	0		
60	0	0		
61	0	0		
62	0	0		
63	0	0		
64	0	0		

Intersection: 7517 - SR 8 @ Brockett Road--5/30/2018 2:47 PM

Preempt Phasing

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enabled	Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Type	Rail Road	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh
Description																
Dwell Phase																
Exit Phase	4,7															
Overlaps																
Track Phase	4,7															
Track 2 Phases																
Track Overlap																
Track 2 Overlap																
Dwell Ped																
Dwell Overlap																
Cycling Phase	2,3,5,6															
Cycling Ped																
Cycling Overlap																
Recovery Exit Omit Phases																

Intersection: 7517 - SR 8 @ Brockett Road-5/30/2018 2:48 PM

Preempt Timings

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Link	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Duration	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Enter Min Green	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Walk	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enter Ped Clear	0	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Track Green	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Track Yellow Change	4.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	3.0	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Ext. Gate Down	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Ped Clear	8	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Exit Yellow Change	4.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	3.0	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Ext Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veh Exit Calls	1,3,5,7															
Ped Exit Calls	2,4,6,8															

Intersection: 7517 - SR 8 @ Brockett Road -5/30/2018 2:49 PM**Channel Configuration**

Channel	Control Type	Control Source	MMU Channel Override
1	Phase Vehicle	1	1
2	Phase Vehicle	2	2
3	Phase Vehicle	3	3
4	Phase Vehicle	4	4
5	Phase Vehicle	5	5
6	Phase Vehicle	6	6
7	Phase Vehicle	7	7
8	Phase Vehicle	8	8
9	Overlap	1	9
10	Overlap	2	10
11	Overlap	3	11
12	Overlap	4	12
13	Phase Ped	2	13
14	Phase Ped	4	14
15	Phase Ped	6	15
16	Phase Ped	8	16
17	Overlap	5	17
18	Overlap	6	18
19	None	0	19
20	None	0	20
21	None	0	21
22	None	0	22
23	None	0	23
24	None	0	24
25	None	0	25
26	None	0	26
27	None	0	27
28	None	0	28
29	None	0	29
30	None	0	30
31	None	0	31
32	None	0	32

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:50 PM

Channel Options

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32		
Flash Yellow
Flash Red	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Alternate Half Hertz	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:51 PM

Concurrency Mode

Concurrency Mode
Auto

Manual Concurrency

Channel	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	

Auto Concurrency

Channel	Concurrency
1	5,6,15
2	5,6,13,15
3	7,8,16
4	7,8,14,16
5	13
6	13,15
7	14
8	14,16
9	
10	13
11	
12	14
13	15
14	16
15	
16	
17	
18	

19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	

Conflict Monitor Card

Channel	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	

Intersection: 7517 - SR 8 @ Brockett Road -5/30/2018 2:52 PM**Input Points**

Input Point	Description	Input Control Type	Index
1	C1-39	Vehicle Det Call	3
2	C1-40	Vehicle Det Call	21
3	C1-41	Vehicle Det Call	11
4	C1-42	Vehicle Det Call	31
5	C1-43	Vehicle Det Call	4
6	C1-44	Vehicle Det Call	22
7	C1-45	Vehicle Det Call	12
8	C1-46	Vehicle Det Call	32
9	C1-47	Vehicle Det Call	7
10	C1-48	Vehicle Det Call	25
11	C1-49	Vehicle Det Call	15
12	C1-50	Vehicle Det Call	35
13	C1-51	Preempt Input	1
14	C1-52	Preempt Input	2
15	C1-53	Unit Manual Control Enable	1
16	C1-54	Not Active	0
17	C1-55	Vehicle Det Call	19
18	C1-56	Vehicle Det Call	1
19	C1-57	Vehicle Det Call	29
20	C1-58	Vehicle Det Call	9
21	C1-59	Vehicle Det Call	37
22	C1-60	Vehicle Det Call	17
23	C1-61	Vehicle Det Call	38
24	C1-62	Vehicle Det Call	18
25	C11-10	Not Active	0
26	C11-11	Not Active	0
27	C11-12	Not Active	0
28	C11-13	Not Active	0
29	C1-63	Vehicle Det Call	5
30	C1-64	Vehicle Det Call	23
31	C1-65	Vehicle Det Call	13
32	C1-66	Vehicle Det Call	33
33	C1-67	Ped Det Call	2
34	C1-68	Ped Det Call	6
35	C1-69	Ped Det Call	4
36	C1-70	Ped Det Call	8
37	C1-71	Preempt Input	3
38	C1-72	Preempt Input	4
39	C1-73	Preempt Input	5
40	C1-74	Preempt Input	6
41	C1-75	Not Active	0
42	C1-76	Vehicle Det Call	6
43	C1-77	Vehicle Det Call	24
44	C1-78	Vehicle Det Call	14
45	C1-79	Vehicle Det Call	34
46	C1-80	Unit Interval Advance	1
47	C1-81	Unit Local Flash Sense	1
48	C1-82	Unit Stop Time	1
49	C11-15	Not Active	0
50	C11-16	Not Active	0
51	C11-17	Not Active	0
52	C11-18	Not Active	0
53	C11-19	Not Active	0
54	C11-20	Not Active	0
55	C11-21	Not Active	0
56	C11-22	Not Active	0
57	C11-23	Unit Alarm	1
58	C11-24	Unit Alarm	2
59	C11-25	Unit Alarm	3
60	C11-26	Unit Stop Time	4
61	C11-27	Unit Stop Time	5

62	C11-28	Door Ajar	1
63	C11-29	Not Active	0
64	C11-30	Not Active	0
65	---	Not Active	0
66	---	Not Active	0
67	---	Not Active	0
68	---	Not Active	0
69	---	Not Active	0
70	---	Not Active	0
71	---	Not Active	0
72	---	Not Active	0
73	---	Not Active	0
74	---	Not Active	0
75	---	Not Active	0
76	---	Not Active	0
77	---	Not Active	0
78	---	Not Active	0
79	---	Not Active	0
80	---	Not Active	0
81	---	Not Active	0
82	---	Not Active	0
83	---	Not Active	0
84	---	Not Active	0
85	---	Not Active	0
86	---	Not Active	0
87	---	Not Active	0
88	---	Not Active	0
89	---	Not Active	0
90	---	Not Active	0
91	---	Not Active	0
92	---	Not Active	0
93	---	Not Active	0
94	---	Not Active	0
95	---	Not Active	0
96	---	Not Active	0
97	---	Not Active	0
98	---	Not Active	0
99	---	Not Active	0
100	---	Not Active	0
101	---	Not Active	0
102	---	Not Active	0
103	---	Not Active	0
104	---	Not Active	0
105	---	Not Active	0
106	---	Not Active	0
107	---	Not Active	0
108	---	Not Active	0
109	---	Not Active	0
110	---	Not Active	0
111	---	Not Active	0
112	---	Not Active	0
113	---	Not Active	0
114	---	Not Active	0
115	---	Not Active	0
116	---	Not Active	0
117	---	Not Active	0
118	---	Not Active	0
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0

	---	Not Active	0
--	-----	------------	---

Intersection: 7517 - SR 8 @ Brockett Road -5/30/2018 2:53 PM**Output Points**

Output Point	Description	Output Control Type	Index
1	C1-2	Channel Red Do Not Walk Driver	14
2	C1-3	Channel Green Walk Driver	14
3	C1-4	Channel Red Do Not Walk Driver	4
4	C1-5	Channel Yellow Ped Clear Driver	4
5	C1-6	Channel Green Walk Driver	4
6	C1-7	Channel Red Do Not Walk Driver	3
7	C1-8	Channel Yellow Ped Clear Driver	3
8	C1-9	Channel Green Walk Driver	3
9	C1-10	Channel Red Do Not Walk Driver	13
10	C1-11	Channel Green Walk Driver	13
11	C1-12	Channel Red Do Not Walk Driver	2
12	C1-13	Channel Yellow Ped Clear Driver	2
13	C1-15	Channel Green Walk Driver	2
14	C1-16	Channel Red Do Not Walk Driver	1
15	C1-17	Channel Yellow Ped Clear Driver	1
16	C1-18	Channel Green Walk Driver	1
17	C1-19	Channel Red Do Not Walk Driver	16
18	C1-20	Channel Green Walk Driver	16
19	C1-21	Channel Red Do Not Walk Driver	8
20	C1-22	Channel Yellow Ped Clear Driver	8
21	C1-23	Channel Green Walk Driver	8
22	C1-24	Channel Red Do Not Walk Driver	7
23	C1-25	Channel Yellow Ped Clear Driver	7
24	C1-26	Channel Green Walk Driver	7
25	C1-27	Channel Red Do Not Walk Driver	15
26	C1-28	Channel Green Walk Driver	15
27	C1-29	Channel Red Do Not Walk Driver	6
28	C1-30	Channel Yellow Ped Clear Driver	6
29	C1-31	Channel Green Walk Driver	6
30	C1-32	Channel Red Do Not Walk Driver	5
31	C1-33	Channel Yellow Ped Clear Driver	5
32	C1-34	Channel Green Walk Driver	5
33	C1-35	Preempt Status	1
34	C1-36	Preempt Status	2
35	C1-37	Preempt Status	3
36	C1-38	Preempt Status	4
37	C1-100	Channel Yellow Ped Clear Driver	18
38	C1-101	Channel Yellow Ped Clear Driver	17
39	C1-102	Detector Reset	1
40	C1-103	Watchdog	1
41	C1-83	Channel Red Do Not Walk Driver	18
42	C1-84	Channel Green Walk Driver	18
43	C1-85	Channel Red Do Not Walk Driver	12
44	C1-86	Channel Yellow Ped Clear Driver	12
45	C1-87	Channel Green Walk Driver	12
46	C1-88	Channel Red Do Not Walk Driver	11
47	C1-89	Channel Yellow Ped Clear Driver	11
48	C1-90	Channel Green Walk Driver	11
49	C1-91	Channel Red Do Not Walk Driver	17
50	C1-93	Channel Green Walk Driver	17
51	C1-94	Channel Red Do Not Walk Driver	10
52	C1-95	Channel Yellow Ped Clear Driver	10
53	C1-96	Channel Green Walk Driver	10
54	C1-97	Channel Red Do Not Walk Driver	9
55	C1-98	Channel Yellow Ped Clear Driver	9
56	C1-99	Channel Green Walk Driver	9
57	C11-1	Not Active	0
58	C11-2	Not Active	0
59	C11-3	Not Active	0
60	C11-4	Not Active	0
61	C11-5	Not Active	0

62	C11-6	Not Active	0
63	C11-7	Not Active	0
64	C11-8	Not Active	0
65	---	Not Active	0
66	---	Not Active	0
67	---	Not Active	0
68	---	Not Active	0
69	---	Not Active	0
70	---	Not Active	0
71	---	Not Active	0
72	---	Not Active	0
73	---	Not Active	0
74	---	Not Active	0
75	---	Not Active	0
76	---	Not Active	0
77	---	Not Active	0
78	---	Not Active	0
79	---	Not Active	0
80	---	Not Active	0
81	---	Not Active	0
82	---	Not Active	0
83	---	Not Active	0
84	---	Not Active	0
85	---	Not Active	0
86	---	Not Active	0
87	---	Not Active	0
88	---	Not Active	0
89	---	Not Active	0
90	---	Not Active	0
91	---	Not Active	0
92	---	Not Active	0
93	---	Not Active	0
94	---	Not Active	0
95	---	Not Active	0
96	---	Not Active	0
97	---	Not Active	0
98	---	Not Active	0
99	---	Not Active	0
100	---	Not Active	0
101	---	Not Active	0
102	---	Not Active	0
103	---	Not Active	0
104	---	Not Active	0
105	---	Not Active	0
106	---	Not Active	0
107	---	Not Active	0
108	---	Not Active	0
109	---	Not Active	0
110	---	Not Active	0
111	---	Not Active	0
112	---	Not Active	0
113	---	Not Active	0
114	---	Not Active	0
115	---	Not Active	0
116	---	Not Active	0
117	---	Not Active	0
118	---	Not Active	0
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0

	---	Not Active	0
--	-----	------------	---

Intersection: 7517 - SR 8 @ Brockett Road - 5/30/2018 2:54 PM**Phase Intervals**

Interval	Description	Red	Yellow	Green	Type
1	Not Active	On	Off	Off	Red
2	Delay Green	On	Off	Off	Red
3	Pre Green	Off	Off	On	Green
4	Min Green	Off	Off	On	Green
5	Green Extension	Off	Off	On	Green
6	Green Dwell	Off	Off	On	Green
7	Pre Clear	Off	Off	On	Green
8	Yellow Change	Off	On	Off	Yellow
9	Red Clear	On	Off	Off	Red
10	Red Dwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red

Intersection: 7516 - Brockett Road @ Bancroft Circle--5/30/2018 8:49 AM

Phase Timing Plans

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Steady Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	10	0	5	5	10	0	5	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Min Green2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	5.0	0.0	3.0	3.0	5.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Max 1	0	40	0	35	30	40	0	35	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Max 2	0	50	0	40	35	50	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.7	3.0	3.0	3.3	3.7	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Red Clear	0.0	2.5	0.0	2.8	2.4	2.5	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Added Initial	0.0	2.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Maximum Initial	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Time Before Reduction	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Time To Reduce	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Minimum Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Service Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Intersection: 7516 - Brockett Road @ Bancroft Circle 5/30/2018 8:51 AM

Phase Options Plans

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40		
Enable	X	X	X	X	X	X																																				
Auto Flash Entry			X			X																																				
Auto Flash Exit	X				X																																					
Non Actuated 1	X				X																																					
Non Actuated 2																																										
Non Lock Detector			X	X		X																																				
Min Vehicle Recall	X				X																																					
Max Vehicle Recall																																										
Ped Recall																																										
Soft Vehicle Recall																																										
Dual Entry	X	X	X	X	X																																					
Simultaneous Gap Disable																																										
Guaranteed Passage																																										
Actuated Rest in Walk																																										
Conditional Service Enable																																										
Add Initial Calculation																																										
Ped Clear During Yellow																																										
Ped Clear During Red Clear																																										
Conditional Reservice																																										
Yellow Change Min Override																																										
No Startup Call																																										
Advanced Warning																																										
No Ped Startup Call																																										
Ped Clear During OVTG																																										
Flash Exit Veh Call																																										
Flash Exit Ped Call																																										
Min Green 2																																										
Max Green 2																																										
Max Green 3																																										
Ped2																																										
Ped Clear During Pre Clear																																										
Ped NA+ Mode																																										
Red Rest																																										
Serve Every Other Even																																										
Serve Every Other Odd																																										
Force Coord Ped Yield																																										
Ped Recycle																																										

Intersection: 7516 - Brockett Road @ Bancroft Circle → 5/30/2018 8:53 AM

Phase Configuration

Phase	Startup	Ring	Concurrency	Phase Startup Min	Description
1	None	0		0	
2	Green No Walk	1	5,6	0	
3	None	0		0	
4	Phase Not On	1	8	0	
5	Phase Not On	2	2	0	
6	Green No Walk	2	2	0	
7	None	0		0	
8	Phase Not On	2	4	0	
9	None	0		0	
10	None	0		0	
11	None	0		0	
12	None	0		0	
13	None	0		0	
14	None	0		0	
15	None	0		0	
16	None	0		0	
17	None	0		0	
18	None	0		0	
19	None	0		0	
20	None	0		0	
21	None	0		0	
22	None	0		0	
23	None	0		0	
24	None	0		0	
25	None	0		0	
26	None	0		0	
27	None	0		0	
28	None	0		0	
29	None	0		0	
30	None	0		0	
31	None	0		0	
32	None	0		0	
33	None	0		0	
34	None	0		0	
35	None	0		0	
36	None	0		0	
37	None	0		0	
38	None	0		0	
39	None	0		0	
40	None	0		0	

Intersection: 7516 - Brockett Road @ Bancroft Circle-5/30/2018 8:55 AM

Backup Protection Table

No Backup Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40			
1
2
3
4
5
6	X
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40

Intersection: 7516 - Brockett Road @ Bancroft Circle→5/30/2018 8:57 AM

Sequence Parameters

Ring	Sequence Data
1	2,a,4,b
2	5,6,a,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Intersection: 7516 - Brockett Road @ Bancroft Circle-5/30/2018 8:59 AM

Global Vehicle Detector Parameters

Global No Activity	Global Max Presence	Global Erratic Count	Global Failed Recall
0	0	0	None

Vehicle Detector Plans

Detector	Call Phase	Call Ped	Call Overlap	Additional Call Phases	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Count	Fail Time	Failed Recall	Failed Link	Description
1	1	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
2	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
3	2	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
4	2	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
5	2	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
6	2	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
7	2	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
8	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
9	3	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
10	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
11	4	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
12	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
13	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
14	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
15	4	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
16	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
17	1	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
18	3	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
19	5	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
20	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
21	6	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
22	6	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
23	6	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
24	6	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
25	6	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
26	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
27	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
28	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
29	7	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
30	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
31	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
32	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
33	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
34	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
35	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
36	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
37	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
38	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
39	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
40	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
41	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
42	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
43	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
44	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
45	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
46	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
47	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
48	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
49	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
50	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
51	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
52	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
53	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
54	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
55	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
56	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
57	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
58	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
59	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
60	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
61	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
62	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
63	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
64	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
65	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
66	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
67	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
68	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
69	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
70	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
71	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
72	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	

Intersection: 7516 - Brockett Road @ Bancroft Circle--5/30/2018 9:00 AM

Vehicle Detector Options

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54				
Volume Detector	.	.	X	X	X	X	X	X	X	X	X	X		
Occupancy Detector	.	.	X	X	X	X	X	X	X	X	X	X		
Yellow Lock Call		
Red Lock Call		
Extend	X	.	X	X	X	X	X	.	X	X	X	X	X	X	.	X	X	X	X	.	X	X	X	X	X	.	.	.	X	.	X	X	X	X	X	X	X	X	X	.	X	X		
Added Initial	.	.	X	X	X	X	X	X	X	X	X	X
Queue Call	X	.	X	X	X	X	X	.	X	X	X	X	X	X	.	X	X	X	X	.	X	X	X	X	X	.	.	.	X	.	X	X	X	X	X	X	X	X	X	.	X	X		

Vehicle Detector Aux Options

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54					
Terminate
MinGreen2	
Protected Perm	
Disable Delay Leading	
Disable TS2 Det Diag

Intersection: 7516 - Brockett Road @ Bancroft Circle→5/30/2018 9:20 AM

Data Collection Periods

Data Collection Period	Number of Periods
60	1

Intersection: 7516 - Brockett Road @ Bancroft Circle→5/30/2018 9:23 AM

Coordination Parameters

Operational Mode	Automatic
Coordination Mode	Auto Permissive
Max Mode	Max Inhibit
Force Mode	Floating
Correction Mode	Shortway (Auto)
Max Cyc Limit %%	25
Min Cyc Limit %%	25
Max Dwell	0
Transition Ped Mode	Pattern

Intersection: 7516 - Brockett Road @ Bancroft Circle-5/30/2018 9:24 AM

Pattern Parameters

Pattern	Cycle Time	Offset 1	Offset 2	Offset 3	Split Number	Seq Number	Ref Point	Coord Mode	Force Off	Max Mode	Trans Ped Mode	Phase Plan	Detector Plan	Ped Plan	Overlap Plan	Pri/Pre Plan	Description
1	0	0	0	0	1	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
2	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
3	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
4	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
5	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
6	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
7	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
8	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
9	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
10	80	25	0	0	10	1	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
11	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
12	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
13	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
14	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
15	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
16	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
17	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
18	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
19	60	26	0	0	19	1	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
20	60	26	0	0	20	1	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
21	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
22	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
23	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
24	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
25	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
26	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
27	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
28	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
29	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
30	80	55	0	0	30	1	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
31	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
32	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
33	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
34	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
35	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
36	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
37	60	59	0	0	37	1	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
38	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
39	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
40	60	26	0	0	40	1	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
41	0	0	0	0	0	0	Yellow	Auto	Fixed	Max	Phase	1	1	1	1	1	

Intersection: 7516 - Brockett Road @ Bancroft Circle → 5/30/2018 9:26 AM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	0	0	0	.	.	.	Fixed	None	0	0
2	60	0	0	X	X	.	Fixed	None	0	0
3	0	0	0	.	.	.	Fixed	None	0	0
4	20	0	0	.	.	.	Fixed	None	0	0
5	12	0	0	.	.	.	Fixed	None	0	0
6	48	0	0	X	X	.	Fixed	None	0	0
7	0	0	0	.	.	.	Fixed	None	0	0
8	20	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7516 - Brockett Road @ Bancroft Circle 5/30/2018 9:27 AM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	0	0	0	.	.	.	Fixed	None	0	0
2	60	0	0	X	X	.	Fixed	None	0	0
3	0	0	0	.	.	.	Fixed	None	0	0
4	20	0	0	.	.	.	Fixed	None	0	0
5	12	0	0	.	.	.	Fixed	None	0	0
6	48	0	0	X	X	.	Fixed	None	0	0
7	0	0	0	.	.	.	Fixed	None	0	0
8	20	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7516 - Brockett Road @ Bancroft Circle 5/30/2018 9:38 AM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	0	0	0	.	.	.	Fixed	None	0	0
2	37	0	0	X	X	.	Fixed	None	0	0
3	0	0	0	.	.	.	Fixed	None	0	0
4	23	0	0	.	.	.	Fixed	None	0	0
5	12	0	0	.	.	.	Fixed	None	0	0
6	25	0	0	X	X	.	Fixed	None	0	0
7	0	0	0	.	.	.	Fixed	None	0	0
8	23	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7516 - Brockett Road @ Bancroft Circle 5/30/2018 9:33 AM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	0	0	0	.	.	.	Fixed	None	0	0
2	37	0	0	X	X	.	Fixed	None	0	0
3	0	0	0	.	.	.	Fixed	None	0	0
4	23	0	0	.	.	.	Fixed	None	0	0
5	12	0	0	.	.	.	Fixed	None	0	0
6	25	0	0	X	X	.	Fixed	None	0	0
7	0	0	0	.	.	.	Fixed	None	0	0
8	23	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7516 - Brockett Road @ Bancroft Circle 5/30/2018 9:36 AM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	0	0	0	.	.	.	Fixed	None	0	0
2	55	0	0	X	X	.	Fixed	None	0	0
3	0	0	0	.	.	.	Fixed	None	0	0
4	25	0	0	.	.	.	Fixed	None	0	0
5	15	0	0	.	.	.	Fixed	None	0	0
6	40	0	0	X	X	.	Fixed	None	0	0
7	0	0	0	.	.	.	Fixed	None	0	0
8	25	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7516 - Brockett Road @ Bancroft Circle 5/30/2018 10:00 AM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	0	0	0	.	.	.	Fixed	None	0	0
2	40	0	0	X	X	.	Fixed	None	0	0
3	0	0	0	.	.	.	Fixed	None	0	0
4	20	0	0	.	.	.	Fixed	None	0	0
5	12	0	0	.	.	.	Fixed	None	0	0
6	28	0	0	X	X	.	Fixed	None	0	0
7	0	0	0	.	.	.	Fixed	None	0	0
8	20	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7516 - Brockett Road @ Bancroft Circle 5/30/2018 9:42 AM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	0	0	0	.	.	.	Fixed	None	0	0
2	37	0	0	X	X	.	Fixed	None	0	0
3	0	0	0	.	.	.	Fixed	None	0	0
4	23	0	0	.	.	.	Fixed	None	0	0
5	12	0	0	.	.	.	Fixed	None	0	0
6	25	0	0	X	X	.	Fixed	None	0	0
7	0	0	0	.	.	.	Fixed	None	0	0
8	23	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7516 - Brockett Road @ Bancroft Circle 5/30/2018 10:17 AM**Output Points**

Output Point	Description	Output Control Type	Index
1	C1-2	Channel Red Do Not Walk Driver	14
2	C1-3	Channel Green Walk Driver	14
3	C1-4	Channel Red Do Not Walk Driver	4
4	C1-5	Channel Yellow Ped Clear Driver	4
5	C1-6	Channel Green Walk Driver	4
6	C1-7	Channel Red Do Not Walk Driver	3
7	C1-8	Channel Yellow Ped Clear Driver	3
8	C1-9	Channel Green Walk Driver	3
9	C1-10	Channel Red Do Not Walk Driver	13
10	C1-11	Channel Green Walk Driver	13
11	C1-12	Channel Red Do Not Walk Driver	2
12	C1-13	Channel Yellow Ped Clear Driver	2
13	C1-15	Channel Green Walk Driver	2
14	C1-16	Channel Red Do Not Walk Driver	1
15	C1-17	Channel Yellow Ped Clear Driver	1
16	C1-18	Channel Green Walk Driver	1
17	C1-19	Channel Red Do Not Walk Driver	16
18	C1-20	Channel Green Walk Driver	16
19	C1-21	Channel Red Do Not Walk Driver	8
20	C1-22	Channel Yellow Ped Clear Driver	8
21	C1-23	Channel Green Walk Driver	8
22	C1-24	Channel Red Do Not Walk Driver	7
23	C1-25	Channel Yellow Ped Clear Driver	7
24	C1-26	Channel Green Walk Driver	7
25	C1-27	Channel Red Do Not Walk Driver	15
26	C1-28	Channel Green Walk Driver	15
27	C1-29	Channel Red Do Not Walk Driver	6
28	C1-30	Channel Yellow Ped Clear Driver	6
29	C1-31	Channel Green Walk Driver	6
30	C1-32	Channel Red Do Not Walk Driver	5
31	C1-33	Channel Yellow Ped Clear Driver	5
32	C1-34	Channel Green Walk Driver	5
33	C1-35	Preempt Status	1
34	C1-36	Preempt Status	2
35	C1-37	Preempt Status	3
36	C1-38	Preempt Status	4
37	C1-100	Channel Yellow Ped Clear Driver	18
38	C1-101	Channel Yellow Ped Clear Driver	17
39	C1-102	Detector Reset	1
40	C1-103	Watchdog	1
41	C1-83	Channel Red Do Not Walk Driver	18
42	C1-84	Channel Green Walk Driver	18
43	C1-85	Channel Red Do Not Walk Driver	12
44	C1-86	Channel Yellow Ped Clear Driver	12
45	C1-87	Channel Green Walk Driver	12
46	C1-88	Channel Red Do Not Walk Driver	11
47	C1-89	Channel Yellow Ped Clear Driver	11
48	C1-90	Channel Green Walk Driver	11
49	C1-91	Channel Red Do Not Walk Driver	17
50	C1-93	Channel Green Walk Driver	17
51	C1-94	Channel Red Do Not Walk Driver	10
52	C1-95	Channel Yellow Ped Clear Driver	10
53	C1-96	Channel Green Walk Driver	10
54	C1-97	Channel Red Do Not Walk Driver	9
55	C1-98	Channel Yellow Ped Clear Driver	9
56	C1-99	Channel Green Walk Driver	9
57	C11-1	Not Active	0
58	C11-2	Not Active	0
59	C11-3	Not Active	0
60	C11-4	Not Active	0
61	C11-5	Not Active	0

62	C11-6	Not Active	0
63	C11-7	Not Active	0
64	C11-8	Not Active	0
65	---	Not Active	0
66	---	Not Active	0
67	---	Not Active	0
68	---	Not Active	0
69	---	Not Active	0
70	---	Not Active	0
71	---	Not Active	0
72	---	Not Active	0
73	---	Not Active	0
74	---	Not Active	0
75	---	Not Active	0
76	---	Not Active	0
77	---	Not Active	0
78	---	Not Active	0
79	---	Not Active	0
80	---	Not Active	0
81	---	Not Active	0
82	---	Not Active	0
83	---	Not Active	0
84	---	Not Active	0
85	---	Not Active	0
86	---	Not Active	0
87	---	Not Active	0
88	---	Not Active	0
89	---	Not Active	0
90	---	Not Active	0
91	---	Not Active	0
92	---	Not Active	0
93	---	Not Active	0
94	---	Not Active	0
95	---	Not Active	0
96	---	Not Active	0
97	---	Not Active	0
98	---	Not Active	0
99	---	Not Active	0
100	---	Not Active	0
101	---	Not Active	0
102	---	Not Active	0
103	---	Not Active	0
104	---	Not Active	0
105	---	Not Active	0
106	---	Not Active	0
107	---	Not Active	0
108	---	Not Active	0
109	---	Not Active	0
110	---	Not Active	0
111	---	Not Active	0
112	---	Not Active	0
113	---	Not Active	0
114	---	Not Active	0
115	---	Not Active	0
116	---	Not Active	0
117	---	Not Active	0
118	---	Not Active	0
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0

	---	Not Active	0
--	-----	------------	---

Intersection: 7516 - Brockett Road @ Bancroft Circle→5/30/2018 9:55 AM

Day Plan Status

Current Day Plan
2

Day Plan Events

Event	Hour	Minute	Action	Description
1	0	0	1	
2	8	0	40	
3	22	0	1	
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		
11	0	0		
12	0	0		
13	0	0		
14	0	0		
15	0	0		
16	0	0		
17	0	0		
18	0	0		
19	0	0		
20	0	0		
21	0	0		
22	0	0		
23	0	0		
24	0	0		
25	0	0		
26	0	0		
27	0	0		
28	0	0		
29	0	0		
30	0	0		
31	0	0		
32	0	0		
33	0	0		
34	0	0		
35	0	0		
36	0	0		
37	0	0		
38	0	0		
39	0	0		
40	0	0		
41	0	0		
42	0	0		
43	0	0		
44	0	0		
45	0	0		
46	0	0		
47	0	0		
48	0	0		
49	0	0		
50	0	0		
51	0	0		
52	0	0		
53	0	0		
54	0	0		
55	0	0		

56	0	0		
57	0	0		
58	0	0		
59	0	0		
60	0	0		
61	0	0		
62	0	0		
63	0	0		
64	0	0		

Intersection: 7516 - Brockett Road @ Bancroft Circle→5/30/2018 9:56 AM

Day Plan Status

Current Day Plan
2

Day Plan Events

Event	Hour	Minute	Action	Description
1	0	0	1	
2	6	0	10	
3	10	0	20	
4	14	0	30	
5	19	0	37	
6	22	0	1	
7	0	0		
8	0	0		
9	0	0		
10	0	0		
11	0	0		
12	0	0		
13	0	0		
14	0	0		
15	0	0		
16	0	0		
17	0	0		
18	0	0		
19	0	0		
20	0	0		
21	0	0		
22	0	0		
23	0	0		
24	0	0		
25	0	0		
26	0	0		
27	0	0		
28	0	0		
29	0	0		
30	0	0		
31	0	0		
32	0	0		
33	0	0		
34	0	0		
35	0	0		
36	0	0		
37	0	0		
38	0	0		
39	0	0		
40	0	0		
41	0	0		
42	0	0		
43	0	0		
44	0	0		
45	0	0		
46	0	0		
47	0	0		
48	0	0		
49	0	0		
50	0	0		
51	0	0		
52	0	0		
53	0	0		
54	0	0		
55	0	0		

56	0	0		
57	0	0		
58	0	0		
59	0	0		
60	0	0		
61	0	0		
62	0	0		
63	0	0		
64	0	0		

Intersection: 7516 - Brockett Road @ Bancroft Circle--5/30/2018 10:08 AM

Preempt Phasing

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enabled	Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Type	Rail Road	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh	Emergency Veh
Description																
Dwell Phase	4,8															
Exit Phase	2,6															
Exit Overlaps																
Track Phase	6															
Track 2 Phases																
Track Overlap																
Track 2 Overlap																
Dwell Ped																
Dwell Overlap																
Cycling Phase	4,5,8															
Cycling Ped																
Cycling Overlap																
Recovery Exit Omit Phases																

Intersection: 7516 - Brockett Road @ Bancroft Circle-5/30/2018 10:09 AM

Preempt Timings

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Link	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Enter Min Green	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Walk	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enter Ped Clear	0	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Track Green	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Track Yellow Change	4.0	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	2.0	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Ext. Gate Down	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwell Green	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Ped Clear	8	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Exit Yellow Change	4.0	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	2.0	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Ext Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veh Exit Calls	2,4,5,6															
Ped Exit Calls	8															

Intersection: 7516 - Brockett Road @ Bancroft Circle 5/30/2018 10:12 AM**Channel Configuration**

Channel	Control Type	Control Source	MMU Channel Override
1	Phase Vehicle	1	1
2	Phase Vehicle	2	2
3	Phase Vehicle	3	3
4	Phase Vehicle	4	4
5	Phase Vehicle	5	5
6	Phase Vehicle	6	6
7	Phase Vehicle	7	7
8	Phase Vehicle	8	8
9	Overlap	1	9
10	Overlap	2	10
11	Overlap	3	11
12	Overlap	4	12
13	Phase Ped	2	13
14	Phase Ped	4	14
15	Phase Ped	6	15
16	Phase Ped	8	16
17	Overlap	5	17
18	Overlap	6	18
19	None	0	19
20	None	0	20
21	None	0	21
22	None	0	22
23	None	0	23
24	None	0	24
25	None	0	25
26	None	0	26
27	None	0	27
28	None	0	28
29	None	0	29
30	None	0	30
31	None	0	31
32	None	0	32

Intersection: 7516 - Brockett Road @ Bancroft Circle → 5/30/2018 10:14 AM

Channel Options

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32		
Flash Yellow
Flash Red	.	X	.	X	.	X	.	X	
Flash Alternate Half Hertz	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Intersection: 7516 - Brockett Road @ Bancroft Circle→5/30/2018 10:15 AM

Concurrency Mode

Concurrency Mode
Auto

Manual Concurrency

Channel	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	

Auto Concurrency

Channel	Concurrency
1	
2	5,6,13,15
3	
4	8,14,16
5	13
6	13,15
7	
8	14,16
9	
10	13
11	
12	14
13	15
14	16
15	
16	
17	
18	

19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	

Conflict Monitor Card

Channel	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	

Intersection: 7516 - Brockett Road @ Bancroft Circle 5/30/2018 10:16 AM**Input Points**

Input Point	Description	Input Control Type	Index
1	C1-39	Vehicle Det Call	3
2	C1-40	Vehicle Det Call	21
3	C1-41	Vehicle Det Call	11
4	C1-42	Vehicle Det Call	31
5	C1-43	Vehicle Det Call	4
6	C1-44	Vehicle Det Call	22
7	C1-45	Vehicle Det Call	12
8	C1-46	Vehicle Det Call	32
9	C1-47	Vehicle Det Call	7
10	C1-48	Vehicle Det Call	25
11	C1-49	Vehicle Det Call	15
12	C1-50	Vehicle Det Call	35
13	C1-51	Preempt Input	1
14	C1-52	Preempt Input	2
15	C1-53	Unit Manual Control Enable	1
16	C1-54	Not Active	0
17	C1-55	Vehicle Det Call	19
18	C1-56	Vehicle Det Call	1
19	C1-57	Vehicle Det Call	29
20	C1-58	Vehicle Det Call	9
21	C1-59	Vehicle Det Call	37
22	C1-60	Vehicle Det Call	17
23	C1-61	Vehicle Det Call	38
24	C1-62	Vehicle Det Call	18
25	C11-10	Not Active	0
26	C11-11	Not Active	0
27	C11-12	Not Active	0
28	C11-13	Not Active	0
29	C1-63	Vehicle Det Call	5
30	C1-64	Vehicle Det Call	23
31	C1-65	Vehicle Det Call	13
32	C1-66	Vehicle Det Call	33
33	C1-67	Ped Det Call	2
34	C1-68	Ped Det Call	6
35	C1-69	Ped Det Call	4
36	C1-70	Ped Det Call	8
37	C1-71	Preempt Input	3
38	C1-72	Preempt Input	4
39	C1-73	Preempt Input	5
40	C1-74	Preempt Input	6
41	C1-75	Not Active	0
42	C1-76	Vehicle Det Call	6
43	C1-77	Vehicle Det Call	24
44	C1-78	Vehicle Det Call	14
45	C1-79	Vehicle Det Call	34
46	C1-80	Unit Interval Advance	1
47	C1-81	Unit Local Flash Sense	1
48	C1-82	Unit Stop Time	1
49	C11-15	Not Active	0
50	C11-16	Not Active	0
51	C11-17	Not Active	0
52	C11-18	Not Active	0
53	C11-19	Not Active	0
54	C11-20	Not Active	0
55	C11-21	Not Active	0
56	C11-22	Not Active	0
57	C11-23	Unit Alarm	1
58	C11-24	Unit Alarm	2
59	C11-25	Unit Alarm	3
60	C11-26	Unit Stop Time	4
61	C11-27	Unit Stop Time	5

62	C11-28	Door Ajar	1
63	C11-29	Not Active	0
64	C11-30	Not Active	0
65	---	Not Active	0
66	---	Not Active	0
67	---	Not Active	0
68	---	Not Active	0
69	---	Not Active	0
70	---	Not Active	0
71	---	Not Active	0
72	---	Not Active	0
73	---	Not Active	0
74	---	Not Active	0
75	---	Not Active	0
76	---	Not Active	0
77	---	Not Active	0
78	---	Not Active	0
79	---	Not Active	0
80	---	Not Active	0
81	---	Not Active	0
82	---	Not Active	0
83	---	Not Active	0
84	---	Not Active	0
85	---	Not Active	0
86	---	Not Active	0
87	---	Not Active	0
88	---	Not Active	0
89	---	Not Active	0
90	---	Not Active	0
91	---	Not Active	0
92	---	Not Active	0
93	---	Not Active	0
94	---	Not Active	0
95	---	Not Active	0
96	---	Not Active	0
97	---	Not Active	0
98	---	Not Active	0
99	---	Not Active	0
100	---	Not Active	0
101	---	Not Active	0
102	---	Not Active	0
103	---	Not Active	0
104	---	Not Active	0
105	---	Not Active	0
106	---	Not Active	0
107	---	Not Active	0
108	---	Not Active	0
109	---	Not Active	0
110	---	Not Active	0
111	---	Not Active	0
112	---	Not Active	0
113	---	Not Active	0
114	---	Not Active	0
115	---	Not Active	0
116	---	Not Active	0
117	---	Not Active	0
118	---	Not Active	0
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0

Programmed EPAC Data

6/1/2018
9:14:41A

Intersection Name: L'ville Hwy @ Montreal East

Intersection Alias: 218.80

Access Code: 9999 Channel: 1 Address: Revision: 3.32g

Access Data

:1200 Baud

:19200 Baud

Phase Data

<u>Vehical Basic Timings</u>							<u>Vehical Density Timings</u>			Time B4	Cars Before Time To	
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Reduce	Min_Gap	
1	5	2.0	25	25	3.0	2.6	0.0	0	0	0	0.0	
2	15	5.3	45	45	4.3	1.7	0.5	25	20	0	0.2	
4	6	2.0	35	35	4.0	2.0	0.0	0	0	0	0.0	
5	5	2.0	25	25	3.0	2.6	0.0	0	0	0	0.0	
6	15	5.3	45	45	4.3	2.0	0.5	25	20	0	0.2	
8	6	2.0	35	35	3.7	2.1	0.0	0	0	0	0.0	

<u>Pedestrian Timing</u>			<u>Extended Actuated</u>			<u>General Control</u>					<u>Miscellaneous</u>				
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out	
1	0	0	No	0	Inactive	None	None	None	0	Yes	No	No	No	No	
2	0	0	No	0	Green	NonActI	Min	None	0	No	Yes	No	No	No	
4	0	0	No	0	Dark	NonActII	None	None	0	Yes	No	No	No	No	
5	0	0	No	0	Inactive	None	None	None	0	Yes	No	No	No	No	
6	4	16	No	0	Green	NonActI	Min	None	0	No	Yes	No	No	No	
8	4	30	No	2	Inactive	NonActII	None	None	0	Yes	No	No	No	No	

Special Sequence			
Phase	Phase Omit	Minus Yellow Phase	Omit Call
1	2	0	0
2	0	0	0
4	0	0	0
5	6	0	0
6	0	0	0
8	0	0	0

Vehical Detector Phase Assignment					
	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :3	2	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :5	2	Veh	0	0.0	0
Vehical Detector Channel :6	2	Veh	0	0.0	0
Vehical Detector Channel :7	2	Veh	0	0.0	0
Vehical Detector Channel :9	3	Veh	0	0.0	0
Vehical Detector Channel :11	4	Veh	0	0.0	0
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :13	4	Veh	0	0.0	0
Vehical Detector Channel :14	4	Veh	0	0.0	0
Vehical Detector Channel :15	4	Veh	0	0.0	0
Vehical Detector Channel :17	1	Veh	0	0.0	0
Vehical Detector Channel :18	3	Veh	0	0.0	0
Vehical Detector Channel :19	5	Veh	0	0.0	0
Vehical Detector Channel :21	6	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0
Vehical Detector Channel :23	6	Veh	0	0.0	0
Vehical Detector Channel :24	6	Veh	0	0.0	0
Vehical Detector Channel :25	6	Veh	0	0.0	0
Vehical Detector Channel :29	7	Veh	0	0.0	0
Vehical Detector Channel :31	8	Veh	0	0.0	0
Vehical Detector Channel :32	8	Veh	0	0.0	0
Vehical Detector Channel :33	8	Veh	0	0.0	0
Vehical Detector Channel :34	8	Veh	0	0.0	0
Vehical Detector Channel :35	8	Veh	0	0.0	0
Vehical Detector Channel :37	5	Veh	0	0.0	0
Vehical Detector Channel :38	7	Veh	0	0.0	0

Pedestrian Detector
Default Data

Special Detector Phase Assignment				
	Assign Phase	Switched Mode	Switched Phase	Extend Delay
:				
Default Data				

Unit Data

General Control			
Startup Time: 0sec	Startup State: Flash	Red Revert: 4.0sec	
Auto Ped Clear: No	Stop Time Reset: No	Alternate Sequence: 0	
ABC connector Input Modes: 0		Input	Output
		Ring	Response Selection
ABC connector Output Modes: 0		1	Ring 1 Ring 1
D connector Input Modes: 0		2	Ring 2 Ring 2
D connector Output Modes: 0		3	None None
		4	None None

Remote Flash			Flash Channel	Flash Color	Flash Alternat
Test A = Flash					
	Flash Entry Phase	Flash Exit Phase			
Default Data - No Flash					
Default Data - No Flash					



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring			Phase(s)															
Phase	Ring	Next Phase	Concurrent Phases															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	1	2	3	4	1	1	3	3	9	1	1	1	1	1	1	1
2	1	3	5	5	7	7	2	2	4	4								
4	1	1	6	6	8	8	5	6	7	8								
5	2	6																
6	2	7																
8	2	5																

Alternate Sequences
Alternate Sequences

Port 1 Data
BIU Port Message
Addr Status 40

Phase
Pair(s)

Default Data

No Alternate
Sequences
Programmed

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
23 - Ped Phase 7	20	15 - Phase 7 DPW	21 - Ped Phase 5	19	13 - Phase 5 DPW
19 - Ped Phase 3	18	11 - Phase 3 DPW	17 - Ped Phase 1	17	9 - Phase 1 DPW
36 - Overlap D	16	20 - Overlap D RYG	35 - Overlap C	15	19 - Overlap C RYG
34 - Overlap B	14	18 - Overlap B RYG	33 - Overlap A	13	17 - Overlap A RYG
24 - Ped Phase 8	12	16 - Phase 8 DPW	22 - Ped Phase 6	11	14 - Phase 6 DPW
20 - Ped Phase 4	10	12 - Phase 4 DPW	18 - Ped Phase 2	9	10 - Phase 2 DPW
8 - Veh Phase 8	8	8 - Phase 8 RYG	7 - Veh Phase 7	7	7 - Phase 7 RYG
6 - Veh Phase 6	6	6 - Phase 6 RYG	5 - Veh Phase 5	5	5 - Phase 5 RYG
4 - Veh Phase 4	4	4 - Phase 4 RYG	3 - Veh Phase 3	3	3 - Phase 3 RYG
2 - Veh Phase 2	2	2 - Phase 2 RYG	1 - Veh Phase 1	1	1 - Phase 1 RYG

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 1=End Grn
Force Mode: 0=Plan
Max Dwell Time: 20
Yield Period: 20

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split Cycle

1/1	90
1/2	90
1/3	160
2/1	100
2/2	110
2/3	160
3/1	115
3/2	90
3/3	160
4/1	100
4/3	90

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	36	1=Coordinate	4	34	0=Actuated	5	20	0=Actuated
6	36	1=Coordinate	8	34	0=Actuated						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	24	0=Actuated	2	32	1=Coordinate	4	34	0=Actuated	5	23	0=Actuated
6	33	1=Coordinate	8	34	0=Actuated						

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	100	1=Coordinate	4	40	0=Actuated	5	30	0=Actuated
6	90	1=Coordinate	8	40	0=Actuated						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	30	0=Actuated	2	36	1=Coordinate	4	34	0=Actuated	5	30	0=Actuated
6	36	1=Coordinate	8	34	0=Actuated						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	58	1=Coordinate	4	36	0=Actuated	5	26	0=Actuated
6	48	1=Coordinate	8	36	0=Actuated						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	100	1=Coordinate	4	40	0=Actuated	5	30	0=Actuated
6	90	1=Coordinate	8	40	0=Actuated						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	68	1=Coordinate	4	31	0=Actuated	5	31	0=Actuated
6	53	1=Coordinate	8	31	0=Actuated						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	12	0=Actuated	2	52	1=Coordinate	4	26	0=Actuated	5	26	0=Actuated
6	38	1=Coordinate	8	26	0=Actuated						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	100	1=Coordinate	4	40	0=Actuated	5	25	0=Actuated
6	95	1=Coordinate	8	40	0=Actuated						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	12	0=Actuated	2	57	1=Coordinate	4	31	0=Actuated	5	26	0=Actuated
6	43	1=Coordinate	8	31	0=Actuated						

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	45	1=Coordinate	4	30	0=Actuated	5	15	0=Actuated
6	45	1=Coordinate	8	30	0=Actuated						

Traffic Plan Data

Plan: 1/2/1	Offset Time: 20	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 1/3/1	Offset Time: 40	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 25	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 58	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/1	Offset Time: 10	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 99	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/1	Offset Time: 40	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/3/1	Offset Time: 45	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/1	Offset Time: 57	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/3/1	Offset Time: 10	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 0 Week: 0 Cycle Zero Reference Hours: 24 Min: 0
 End of Daylight Saving Month: 0 Week: 0

Source	Equate Days						
Day	1	2	3	4	5	6	7
1	7	21	25	26	27	0	0
2	3	4	5	6	22	23	24
31	36	37	0	0	0	0	0
32	33	34	35	0	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	1	5:45	3/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	1	9:0	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4	1	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	2	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	2	6:0	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7	2	10:0	3/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8	2	15:0	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9	2	19:30	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10	2	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11	31	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12	31	5:45	3/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13	31	9:0	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
14	31	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
15	32	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
16	32	6:0	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
17	32	10:0	3/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
18	32	15:0	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
19	32	19:30	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
20	32	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

AUX. Events

Event	Program	Day	Hour	Min.	Aux Ouputs			Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimmin	Special Function Outputs							
					1	2	3					1	2	3	4	5	6	7	8
1	1	1	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	2	2	0	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Event	Month	Day	Year	Special Day	Special Week
1	11	22	100	0	2
2	11	29	100	0	3
3	11	30	100	0	0

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel Red Yellow Green Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preempt 1, Preempt 1 > Preempt 2, Preempt 2 > Preempt 3, Preempt 3 > Preempt 4, Preempt 4 > Preempt 5, Preempt 5 > Preempt 6
 Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt	Preempt Timers								Select			Track				Dwell	Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red	
1	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
2	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
3	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
4	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls

Priority Timers										
Priority	Non-Lockin	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases		
1	No	0	0	0	0	0	0	0=Do not Skip Phases		
2	No	0	0	0	0	0	0	0=Do not Skip Phases		
3	No	0	0	0	0	0	0	0=Do not Skip Phases		
4	No	0	0	0	0	0	0	0=Do not Skip Phases		
5	No	0	0	0	0	0	0	0=Do not Skip Phases		
6	No	0	0	0	0	0	0	0=Do not Skip Phases		

Priority 1			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	1	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	1	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	1	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	1	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	1	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	1	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	1	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 2

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	1	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	1	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	1	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	1	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	1	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	1	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	1	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 3

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 4

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

Cycle Failure: No

Local Flash: No

Special Status 1: No

Local Free: No

Cycle Fault: No

Special Status 2: No

1st Phone:

Coord Failure: No

Coord Fault: No

Special Status 3: No

2nd Phone:

Conflict Flash: No

Preemption: No

Special Status 4: No

Remote Flash: No

Voltage Monitor: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor
1	3	0	0	0	0						
2	4	0	0	0	0						
3	21	0	0	0	0						
4	22	0	0	0	0						
5	11	0	0	0	0						
6	12	0	0	0	0						
7	1	0	0	0	0						
8	19	0	0	0	0						

Sample Interval:

Queue: 1 Input Selection: 0=Average

Queue:

Detector Failed Level : 0

Level Enter Leave

Dial / Split / Offset

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Vehicle Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	60	0	0
3	60	0	0
4	60	0	0
5	60	0	0
19	60	0	0
21	60	0	0
22	60	0	0
23	60	0	0
31	60	0	0
32	60	0	0
33	60	0	0

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
6	5	0	0
8	5	0	0

Default Data - No Diag 0 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Volume Detector Data

Report Interval

Volume Detector Number	Controller Detector Channel
1	1
2	3
3	4
4	5
5	19
6	21
7	22
8	23
9	31
10	32
11	33

Vehicle Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 0 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Dial/Split/Offset

//

Default Data

Speed Trap
Low Threshold

Speed Trap
High Threshold

Intersection: 7511 - SR 8 @ Lavista Road-5/30/2018 2:57 PM

Phase Timing Plans

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40		
Walk	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ped Clear	0	20	0	23	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Steady Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	7	10	0	10	0	10	7	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Min Green2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	3.0	5.0	0.0	3.5	0.0	5.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Max 1	45	40	0	35	0	40	35	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Max 2	35	50	0	40	0	50	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.2	4.4	3.0	4.6	3.0	4.4	4.6	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.2	2.0	0.0	2.5	0.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Added Initial	0.0	2.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Maximum Initial	0	37	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Time Before Reduction	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Service Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection: 7511 - SR 8 @ Lavista Road - 5/30/2018 2:58 PM

Phase Timing Plans

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
Walk	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	20	0	23	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Steady Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	7	10	0	10	0	10	7	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Min Green2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	3.0	5.0	0.0	3.5	0.0	5.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Max 1	45	40	0	35	0	40	35	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Max 2	35	50	0	40	0	50	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.2	4.4	3.0	4.6	3.0	4.4	4.6	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Red Clear	2.2	2.0	0.0	2.5	0.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Added Initial	0.0	2.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Maximum Initial	0	37	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Time Before Reduction	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Minimum Gap	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Service Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Intersection: 7511 - SR 8 @ Lavista Road-5/30/2018 2:59 PM

Phase Options Plans

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
Enable	X	X	X	X	X	X	X																																		
Auto Flash Entry				X			X																																		
Auto Flash Exit		X				X																																			
Non Actuated 1		X				X																																			
Non Actuated 2																																									
Non Lock Detector	X			X			X																																		
Min Vehicle Recall		X				X																																			
Max Vehicle Recall																																									
Ped Recall																																									
Soft Vehicle Recall																																									
Dual Entry		X		X		X																																			
Simultaneous Gap Disable																																									
Guaranteed Passage																																									
Actuated Rest in Walk																																									
Conditional Service Enable																																									
Add Initial Calculation																																									
Ped Clear During Yellow																																									
Ped Clear During Red Clear																																									
Conditional Reservice																																									
Yellow Change Min Override																																									
No Startup Call																																									
Advanced Warning																																									
No Ped Startup Call																																									
Ped Clear During OVTG																																									
Flash Exit Veh Call																																									
Flash Exit Ped Call																																									
Min Green 2																																									
Max Green 2																																									
Max Green 3																																									
Ped2																																									
Ped Clear During Pre Clear																																									
Ped NA+ Mode																																									
Red Rest																																									
Serve Every Other Even																																									
Serve Every Other Odd																																									
Force Coord Ped Yield																																									
Ped Recycle																																									

Intersection: 7511 - SR 8 @ Lavista Road-5/30/2018 2:59 PM

Phase Options Plans

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40					
Enable	X	X	X	X	X	X																																							
Auto Flash Entry				X			X																																						
Auto Flash Exit		X				X																																							
Non Actuated 1		X				X																																							
Non Actuated 2																																													
Non Lock Detector	X			X			X																																						
Min Vehicle Recall		X				X																																							
Max Vehicle Recall																																													
Ped Recall		X				X																																							
Soft Vehicle Recall																																													
Dual Entry		X		X		X																																							
Simultaneous Gap Disable																																													
Guaranteed Passage																																													
Actuated Rest in Walk		X				X																																							
Conditional Service Enable																																													
Add Initial Calculation																																													
Ped Clear During Yellow																																													
Ped Clear During Red Clear																																													
Conditional Reservice																																													
Yellow Change Min Override																																													
No Startup Call																																													
Advanced Warning																																													
No Ped Startup Call																																													
Ped Clear During OVTG																																													
Flash Exit Veh Call																																													
Flash Exit Ped Call																																													
Min Green 2																																													
Max Green 2																																													
Max Green 3																																													
Ped2																																													
Ped Clear During Pre Clear																																													
Ped NA+ Mode																																													
Red Rest																																													
Serve Every Other Even																																													
Serve Every Other Odd																																													
Force Coord Ped Yield		X				X																																							
Ped Recycle																																													

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:01 PM**Phase Configuration**

Phase	Startup	Ring	Concurrency	Phase Startup Min	Description
1	Phase Not On	1	6	0	
2	Green Walk	1	6	0	
3	None	0		0	
4	Phase Not On	1	7	0	
5	None	0		0	
6	Green Walk	2	2,1	0	
7	Phase Not On	2	4	0	
8	None	0		0	
9	None	0		0	
10	None	0		0	
11	None	0		0	
12	None	0		0	
13	None	0		0	
14	None	0		0	
15	None	0		0	
16	None	0		0	
17	None	0		0	
18	None	0		0	
19	None	0		0	
20	None	0		0	
21	None	0		0	
22	None	0		0	
23	None	0		0	
24	None	0		0	
25	None	0		0	
26	None	0		0	
27	None	0		0	
28	None	0		0	
29	None	0		0	
30	None	0		0	
31	None	0		0	
32	None	0		0	
33	None	0		0	
34	None	0		0	
35	None	0		0	
36	None	0		0	
37	None	0		0	
38	None	0		0	
39	None	0		0	
40	None	0		0	

Intersection: 7511 - SR 8 @ Lavista Road→5/30/2018 3:01 PM

Sequence Parameters

Ring	Sequence Data
1	1,2,a,4,b
2	6,a,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:02 PM

Sequence Parameters

Ring	Sequence Data
1	2,1,a,4,b
2	6,a,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:03 PM

Global Phase Recalls

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40				
Min	
Max	X	
Ped	
Act. Walk Rest

Intersection: 7511 - SR 8 @ Lavista Road -5/30/2018 3:04 PM

Global Vehicle Detector Parameters

Global No Activity	Global Max Presence	Global Erratic Count	Global Failed Recall
0	0	0	None

Vehicle Detector Plans

Detector	Call Phase	Call Ped	Call Overlap	Additional Call Phases	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Count	Fail Time	Failed Recall	Failed Link	Description
1	1	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
2	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
3	2	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
4	2	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
5	2	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
6	2	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
7	2	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
8	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
9	3	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
10	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
11	4	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
12	4	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
13	4	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
14	4	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
15	4	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
16	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
17	1	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
18	3	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
19	5	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
20	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
21	6	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
22	6	0	0		0	0.0	0.0	0	0.0	0	60	0	255	None	0	
23	6	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
24	6	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
25	6	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
26	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
27	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
28	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
29	7	0	0		8	0.0	0.0	0	0.0	0	60	0	255	None	0	
30	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
31	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
32	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
33	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
34	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
35	8	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
36	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
37	5	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
38	7	0	0		4	2.0	0.0	0	0.0	0	0	0	0	None	0	
39	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
40	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
41	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
42	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
43	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
44	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
45	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
46	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
47	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
48	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
49	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
50	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
51	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
52	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
53	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
54	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
55	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
56	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
57	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
58	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
59	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
60	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
61	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
62	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
63	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
64	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
65	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
66	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
67	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
68	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
69	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
70	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
71	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
72	0	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	

Intersection: 7511 - SR 8 @ Lavista Road → 5/30/2018 3:06 PM

Data Collection Periods

Data Collection Period	Number of Periods
60	1

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:06 PM

Global Pedestrian Detector Parameters

Global No Activity	Global Max Presence	Global Erratic Count
0	0	0

Pedestrian Detectors

Detector	Call Phase	Call Overlap	Additional Call Phases	Alt Time	Ped Clear 2 Enable Time	MaxViewNo Activity	MaxViewMax Presence	MaxViewErratic Count
1	0	0		0	0	0	0	0
2	2	0		0	0	0	0	0
3	0	0		0	0	0	0	0
4	4	0		0	0	0	0	0
5	0	0		0	0	0	0	0
6	6	0		0	0	0	0	0
7	0	0		0	0	0	0	0
8	8	0		0	0	0	0	0
9	0	0		0	0	0	0	0
10	0	0		0	0	0	0	0
11	0	0		0	0	0	0	0
12	0	0		0	0	0	0	0
13	0	0		0	0	0	0	0
14	0	0		0	0	0	0	0
15	0	0		0	0	0	0	0
16	0	0		0	0	0	0	0
17	0	0		0	0	0	0	0
18	0	0		0	0	0	0	0
19	0	0		0	0	0	0	0
20	0	0		0	0	0	0	0
21	0	0		0	0	0	0	0
22	0	0		0	0	0	0	0
23	0	0		0	0	0	0	0
24	0	0		0	0	0	0	0
25	0	0		0	0	0	0	0
26	0	0		0	0	0	0	0
27	0	0		0	0	0	0	0
28	0	0		0	0	0	0	0
29	0	0		0	0	0	0	0
30	0	0		0	0	0	0	0
31	0	0		0	0	0	0	0
32	0	0		0	0	0	0	0
33	0	0		0	0	0	0	0
34	0	0		0	0	0	0	0
35	0	0		0	0	0	0	0
36	0	0		0	0	0	0	0
37	0	0		0	0	0	0	0
38	0	0		0	0	0	0	0
39	0	0		0	0	0	0	0
40	0	0		0	0	0	0	0
41	0	0		0	0	0	0	0
42	0	0		0	0	0	0	0
43	0	0		0	0	0	0	0
44	0	0		0	0	0	0	0
45	0	0		0	0	0	0	0
46	0	0		0	0	0	0	0
47	0	0		0	0	0	0	0
48	0	0		0	0	0	0	0
49	0	0		0	0	0	0	0
50	0	0		0	0	0	0	0
51	0	0		0	0	0	0	0
52	0	0		0	0	0	0	0
53	0	0		0	0	0	0	0

54	0	0		0	0	0	0	0
55	0	0		0	0	0	0	0
56	0	0		0	0	0	0	0
57	0	0		0	0	0	0	0
58	0	0		0	0	0	0	0
59	0	0		0	0	0	0	0
60	0	0		0	0	0	0	0
61	0	0		0	0	0	0	0
62	0	0		0	0	0	0	0
63	0	0		0	0	0	0	0
64	0	0		0	0	0	0	0
65	0	0		0	0	0	0	0
66	0	0		0	0	0	0	0
67	0	0		0	0	0	0	0
68	0	0		0	0	0	0	0
69	0	0		0	0	0	0	0
70	0	0		0	0	0	0	0
71	0	0		0	0	0	0	0
72	0	0		0	0	0	0	0

Intersection: 7511 - SR 8 @ Lavista Road→5/30/2018 3:08 PM

Coordination Parameters

Operational Mode	Automatic
Coordination Mode	Auto Permissive
Max Mode	Max Inhibit
Force Mode	Floating
Correction Mode	Shortway (Auto)
Max Cyc Limit %%	25
Min Cyc Limit %%	25
Max Dwell	0
Transition Ped Mode	Pattern

Intersection: 7511 - SR 8 @ Lavista Road -5/30/2018 3:08 PM

Pattern Parameters

Pattern	Cycle Time	Offset 1	Offset 2	Offset 3	Split Number	Seq Number	Ref Point	Coord Mode	Force Off	Max Mode	Trans Ped Mode	Phase Plan	Detector Plan	Ped Plan	Overlap Plan	Pri/Pre Plan	Description
1	0	0	0	0	1	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
2	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
3	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
4	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
5	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
6	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
7	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
8	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
9	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
10	160	25	0	0	10	2	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	2	1	1	1	1	
11	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
12	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
13	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
14	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
15	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
16	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
17	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
18	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
19	120	115	0	0	19	2	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	2	1	1	1	1	
20	120	115	0	0	20	2	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	2	1	1	1	1	
21	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
22	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
23	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
24	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
25	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
26	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
27	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
28	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
29	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
30	160	30	0	0	30	2	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	2	1	1	1	1	
31	160	30	0	0	31	2	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	2	1	1	1	1	
32	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
33	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
34	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
35	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
36	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
37	150	20	0	0	37	2	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	2	1	1	1	1	
38	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
39	0	0	0	0	0	0	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	1	1	1	1	1	
40	120	115	0	0	40	2	Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	2	1	1	1	1	
41	0	0	0	0	0	0	Yellow	Auto	Fixed	Max	Phase	1	1	1	1	1	

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:10 PM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	50	0	0	.	.	.	Fixed	None	0	0
2	75	0	0	X	X	.	Fixed	None	0	0
3	0	0	0	.	.	.	Fixed	None	0	0
4	35	0	0	.	.	.	Fixed	None	0	0
5	0	0	0	.	.	.	Fixed	None	0	0
6	125	0	0	X	X	.	Fixed	None	0	0
7	35	0	0	.	.	.	Fixed	None	0	0
8	0	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7511 - SR 8 @ Lavista Road → 5/30/2018 3:42 PM

Pedestrian Intervals

Interval	Description	Dont Walk	Clearance	Walk	Type
1	Not Active	On	Off	Off	Dont Walk
2	Delay Ped	On	Off	Off	Dont Walk
3	Walk	Off	Off	On	Walk
4	Walk Dwell	Off	Off	On	Walk
5	Flash Don't Walk	Flash	On	Off	Ped Clear
6	Don't Walk	On	Off	Off	Dont Walk

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:11 PM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	30	0	0	.	.	.	Fixed	None	0	0
2	50	0	0	X	X	.	Fixed	None	0	0
3	0	0	0	.	.	.	Fixed	None	0	0
4	40	0	0	.	.	.	Fixed	None	0	0
5	0	0	0	.	.	.	Fixed	None	0	0
6	80	0	0	X	X	.	Fixed	None	0	0
7	40	0	0	.	.	.	Fixed	None	0	0
8	0	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:13 PM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	30	0	0	.	.	.	Fixed	None	0	0
2	50	0	0	X	X	.	Fixed	None	0	0
3	0	0	0	.	.	.	Fixed	None	0	0
4	40	0	0	.	.	.	Fixed	None	0	0
5	0	0	0	.	.	.	Fixed	None	0	0
6	80	0	0	X	X	.	Fixed	None	0	0
7	40	0	0	.	.	.	Fixed	None	0	0
8	0	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:13 PM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	30	0	0	.	.	.	Fixed	None	0	0
2	55	0	0	X	X	.	Fixed	None	0	0
3	0	0	0	.	.	.	Fixed	None	0	0
4	75	0	0	.	.	.	Fixed	None	0	0
5	0	0	0	.	.	.	Fixed	None	0	0
6	85	0	0	X	X	.	Fixed	None	0	0
7	75	0	0	.	.	.	Fixed	None	0	0
8	0	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:14 PM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	20	0	0	.	.	.	Fixed	None	0	0
2	65	0	0	X	X	.	Fixed	None	0	0
3	0	0	0	.	.	.	Fixed	None	0	0
4	75	0	0	.	.	.	Fixed	None	0	0
5	0	0	0	.	.	.	Fixed	None	0	0
6	85	0	0	X	X	.	Fixed	None	0	0
7	75	0	0	.	.	.	Fixed	None	0	0
8	0	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:16 PM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	30	0	0	.	.	.	Fixed	None	0	0
2	45	0	0	X	X	.	Fixed	None	0	0
3	0	0	0	.	.	.	Fixed	None	0	0
4	75	0	0	.	.	.	Fixed	Min Veh Recall	0	0
5	0	0	0	.	.	.	Fixed	None	0	0
6	75	0	0	X	X	.	Fixed	None	0	0
7	75	0	0	.	.	.	Fixed	None	0	0
8	0	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:31 PM

Split Parameters

Phase	Time	Min	Max	Coord Phase	Ref Point	Trans Cover Ped	Force Off Mode	Mode	Pri Min	Pri Max
1	30	0	0	.	.	.	Fixed	None	0	0
2	50	0	0	X	X	.	Fixed	None	0	0
3	0	0	0	.	.	.	Fixed	None	0	0
4	40	0	0	.	.	.	Fixed	None	0	0
5	0	0	0	.	.	.	Fixed	None	0	0
6	80	0	0	X	X	.	Fixed	None	0	0
7	40	0	0	.	.	.	Fixed	None	0	0
8	0	0	0	.	.	.	Fixed	None	0	0
9	0	0	0	.	.	.	Fixed	None	0	0
10	0	0	0	.	.	.	Fixed	None	0	0
11	0	0	0	.	.	.	Fixed	None	0	0
12	0	0	0	.	.	.	Fixed	None	0	0
13	0	0	0	.	.	.	Fixed	None	0	0
14	0	0	0	.	.	.	Fixed	None	0	0
15	0	0	0	.	.	.	Fixed	None	0	0
16	0	0	0	.	.	.	Fixed	None	0	0
17	0	0	0	.	.	.	Fixed	None	0	0
18	0	0	0	.	.	.	Fixed	None	0	0
19	0	0	0	.	.	.	Fixed	None	0	0
20	0	0	0	.	.	.	Fixed	None	0	0
21	0	0	0	.	.	.	Fixed	None	0	0
22	0	0	0	.	.	.	Fixed	None	0	0
23	0	0	0	.	.	.	Fixed	None	0	0
24	0	0	0	.	.	.	Fixed	None	0	0
25	0	0	0	.	.	.	Fixed	None	0	0
26	0	0	0	.	.	.	Fixed	None	0	0
27	0	0	0	.	.	.	Fixed	None	0	0
28	0	0	0	.	.	.	Fixed	None	0	0
29	0	0	0	.	.	.	Fixed	None	0	0
30	0	0	0	.	.	.	Fixed	None	0	0
31	0	0	0	.	.	.	Fixed	None	0	0
32	0	0	0	.	.	.	Fixed	None	0	0
33	0	0	0	.	.	.	Fixed	None	0	0
34	0	0	0	.	.	.	Fixed	None	0	0
35	0	0	0	.	.	.	Fixed	None	0	0
36	0	0	0	.	.	.	Fixed	None	0	0
37	0	0	0	.	.	.	Fixed	None	0	0
38	0	0	0	.	.	.	Fixed	None	0	0
39	0	0	0	.	.	.	Fixed	None	0	0
40	0	0	0	.	.	.	Fixed	None	0	0

Intersection: 7511 - SR 8 @ Lavista Road → 5/30/2018 3:33 PM

Day Plan Status

Current Day Plan
2

Day Plan Events

Event	Hour	Minute	Action	Description
1	0	0	1	
2	8	0	40	
3	22	0	1	
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		
11	0	0		
12	0	0		
13	0	0		
14	0	0		
15	0	0		
16	0	0		
17	0	0		
18	0	0		
19	0	0		
20	0	0		
21	0	0		
22	0	0		
23	0	0		
24	0	0		
25	0	0		
26	0	0		
27	0	0		
28	0	0		
29	0	0		
30	0	0		
31	0	0		
32	0	0		
33	0	0		
34	0	0		
35	0	0		
36	0	0		
37	0	0		
38	0	0		
39	0	0		
40	0	0		
41	0	0		
42	0	0		
43	0	0		
44	0	0		
45	0	0		
46	0	0		
47	0	0		
48	0	0		
49	0	0		
50	0	0		
51	0	0		
52	0	0		
53	0	0		
54	0	0		
55	0	0		

56	0	0		
57	0	0		
58	0	0		
59	0	0		
60	0	0		
61	0	0		
62	0	0		
63	0	0		
64	0	0		

Intersection: 7511 - SR 8 @ Lavista Road → 5/30/2018 3:34 PM

Day Plan Status

Current Day Plan
2

Day Plan Events

Event	Hour	Minute	Action	Description
1	0	0	1	
2	6	0	10	
3	10	0	20	
4	14	0	30	
5	16	30	31	
6	17	30	30	
7	19	0	37	
8	22	0	1	
9	0	0		
10	0	0		
11	0	0		
12	0	0		
13	0	0		
14	0	0		
15	0	0		
16	0	0		
17	0	0		
18	0	0		
19	0	0		
20	0	0		
21	0	0		
22	0	0		
23	0	0		
24	0	0		
25	0	0		
26	0	0		
27	0	0		
28	0	0		
29	0	0		
30	0	0		
31	0	0		
32	0	0		
33	0	0		
34	0	0		
35	0	0		
36	0	0		
37	0	0		
38	0	0		
39	0	0		
40	0	0		
41	0	0		
42	0	0		
43	0	0		
44	0	0		
45	0	0		
46	0	0		
47	0	0		
48	0	0		
49	0	0		
50	0	0		
51	0	0		
52	0	0		
53	0	0		
54	0	0		
55	0	0		

56	0	0		
57	0	0		
58	0	0		
59	0	0		
60	0	0		
61	0	0		
62	0	0		
63	0	0		
64	0	0		

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:37 PM**Channel Configuration**

Channel	Control Type	Control Source	MMU Channel Override
1	Phase Vehicle	1	1
2	Phase Vehicle	2	2
3	Phase Vehicle	3	3
4	Phase Vehicle	4	4
5	Phase Vehicle	5	5
6	Phase Vehicle	6	6
7	Phase Vehicle	7	7
8	Phase Vehicle	8	8
9	Overlap	1	9
10	Overlap	2	10
11	Overlap	3	11
12	Overlap	4	12
13	Phase Ped	2	13
14	Phase Ped	4	14
15	Phase Ped	6	15
16	Phase Ped	8	16
17	Overlap	5	17
18	Overlap	6	18
19	None	0	19
20	None	0	20
21	None	0	21
22	None	0	22
23	None	0	23
24	None	0	24
25	None	0	25
26	None	0	26
27	None	0	27
28	None	0	28
29	None	0	29
30	None	0	30
31	None	0	31
32	None	0	32

Intersection: 7511 - SR 8 @ Lavista Road → 5/30/2018 3:38 PM

Channel Options

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32		
Flash Yellow
Flash Red	X	X	.	X	.	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Alternate Half Hertz	.	.	.	X	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:39 PM

Concurrency Mode

Concurrency Mode
Auto

Manual Concurrency

Channel	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	

Auto Concurrency

Channel	Concurrency
1	6,15
2	6,13,15
3	
4	7,14
5	
6	13,15
7	14
8	16
9	
10	13
11	
12	14
13	15
14	
15	
16	
17	
18	

19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	

Conflict Monitor Card

Channel	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:40 PM**Input Points**

Input Point	Description	Input Control Type	Index
1	C1-39	Vehicle Det Call	3
2	C1-40	Vehicle Det Call	21
3	C1-41	Vehicle Det Call	11
4	C1-42	Vehicle Det Call	31
5	C1-43	Vehicle Det Call	4
6	C1-44	Vehicle Det Call	22
7	C1-45	Vehicle Det Call	12
8	C1-46	Vehicle Det Call	32
9	C1-47	Vehicle Det Call	7
10	C1-48	Vehicle Det Call	25
11	C1-49	Vehicle Det Call	15
12	C1-50	Vehicle Det Call	35
13	C1-51	Preempt Input	1
14	C1-52	Preempt Input	2
15	C1-53	Unit Manual Control Enable	1
16	C1-54	Not Active	0
17	C1-55	Vehicle Det Call	19
18	C1-56	Vehicle Det Call	1
19	C1-57	Vehicle Det Call	29
20	C1-58	Vehicle Det Call	9
21	C1-59	Vehicle Det Call	37
22	C1-60	Vehicle Det Call	17
23	C1-61	Vehicle Det Call	38
24	C1-62	Vehicle Det Call	18
25	C11-10	Not Active	0
26	C11-11	Not Active	0
27	C11-12	Not Active	0
28	C11-13	Not Active	0
29	C1-63	Vehicle Det Call	5
30	C1-64	Vehicle Det Call	23
31	C1-65	Vehicle Det Call	13
32	C1-66	Vehicle Det Call	33
33	C1-67	Ped Det Call	2
34	C1-68	Ped Det Call	6
35	C1-69	Ped Det Call	4
36	C1-70	Ped Det Call	8
37	C1-71	Preempt Input	3
38	C1-72	Preempt Input	4
39	C1-73	Preempt Input	5
40	C1-74	Preempt Input	6
41	C1-75	Not Active	0
42	C1-76	Vehicle Det Call	6
43	C1-77	Vehicle Det Call	24
44	C1-78	Vehicle Det Call	14
45	C1-79	Vehicle Det Call	34
46	C1-80	Unit Interval Advance	1
47	C1-81	Unit Local Flash Sense	1
48	C1-82	Unit Stop Time	1
49	C11-15	Not Active	0
50	C11-16	Not Active	0
51	C11-17	Not Active	0
52	C11-18	Not Active	0
53	C11-19	Not Active	0
54	C11-20	Not Active	0
55	C11-21	Not Active	0
56	C11-22	Not Active	0
57	C11-23	Unit Alarm	1
58	C11-24	Unit Alarm	2
59	C11-25	Unit Alarm	3
60	C11-26	Unit Stop Time	4
61	C11-27	Unit Stop Time	5

62	C11-28	Door Ajar	1
63	C11-29	Not Active	0
64	C11-30	Not Active	0
65	---	Not Active	0
66	---	Not Active	0
67	---	Not Active	0
68	---	Not Active	0
69	---	Not Active	0
70	---	Not Active	0
71	---	Not Active	0
72	---	Not Active	0
73	---	Not Active	0
74	---	Not Active	0
75	---	Not Active	0
76	---	Not Active	0
77	---	Not Active	0
78	---	Not Active	0
79	---	Not Active	0
80	---	Not Active	0
81	---	Not Active	0
82	---	Not Active	0
83	---	Not Active	0
84	---	Not Active	0
85	---	Not Active	0
86	---	Not Active	0
87	---	Not Active	0
88	---	Not Active	0
89	---	Not Active	0
90	---	Not Active	0
91	---	Not Active	0
92	---	Not Active	0
93	---	Not Active	0
94	---	Not Active	0
95	---	Not Active	0
96	---	Not Active	0
97	---	Not Active	0
98	---	Not Active	0
99	---	Not Active	0
100	---	Not Active	0
101	---	Not Active	0
102	---	Not Active	0
103	---	Not Active	0
104	---	Not Active	0
105	---	Not Active	0
106	---	Not Active	0
107	---	Not Active	0
108	---	Not Active	0
109	---	Not Active	0
110	---	Not Active	0
111	---	Not Active	0
112	---	Not Active	0
113	---	Not Active	0
114	---	Not Active	0
115	---	Not Active	0
116	---	Not Active	0
117	---	Not Active	0
118	---	Not Active	0
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0

	---	Not Active	0
--	-----	------------	---

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:40 PM**Output Points**

Output Point	Description	Output Control Type	Index
1	C1-2	Channel Red Do Not Walk Driver	14
2	C1-3	Channel Green Walk Driver	14
3	C1-4	Channel Red Do Not Walk Driver	4
4	C1-5	Channel Yellow Ped Clear Driver	4
5	C1-6	Channel Green Walk Driver	4
6	C1-7	Channel Red Do Not Walk Driver	3
7	C1-8	Channel Yellow Ped Clear Driver	3
8	C1-9	Channel Green Walk Driver	3
9	C1-10	Channel Red Do Not Walk Driver	13
10	C1-11	Channel Green Walk Driver	13
11	C1-12	Channel Red Do Not Walk Driver	2
12	C1-13	Channel Yellow Ped Clear Driver	2
13	C1-15	Channel Green Walk Driver	2
14	C1-16	Channel Red Do Not Walk Driver	1
15	C1-17	Channel Yellow Ped Clear Driver	1
16	C1-18	Channel Green Walk Driver	1
17	C1-19	Channel Red Do Not Walk Driver	16
18	C1-20	Channel Green Walk Driver	16
19	C1-21	Channel Red Do Not Walk Driver	8
20	C1-22	Channel Yellow Ped Clear Driver	8
21	C1-23	Channel Green Walk Driver	8
22	C1-24	Channel Red Do Not Walk Driver	7
23	C1-25	Channel Yellow Ped Clear Driver	7
24	C1-26	Channel Green Walk Driver	7
25	C1-27	Channel Red Do Not Walk Driver	15
26	C1-28	Channel Green Walk Driver	15
27	C1-29	Channel Red Do Not Walk Driver	6
28	C1-30	Channel Yellow Ped Clear Driver	6
29	C1-31	Channel Green Walk Driver	6
30	C1-32	Channel Red Do Not Walk Driver	5
31	C1-33	Channel Yellow Ped Clear Driver	5
32	C1-34	Channel Green Walk Driver	5
33	C1-35	Channel Yellow Ped Clear Driver	13
34	C1-36	Channel Yellow Ped Clear Driver	15
35	C1-37	Channel Yellow Ped Clear Driver	14
36	C1-38	Channel Yellow Ped Clear Driver	16
37	C1-100	Channel Yellow Ped Clear Driver	18
38	C1-101	Channel Yellow Ped Clear Driver	17
39	C1-102	Detector Reset	1
40	C1-103	Watchdog	1
41	C1-83	Channel Red Do Not Walk Driver	18
42	C1-84	Channel Green Walk Driver	18
43	C1-85	Channel Red Do Not Walk Driver	12
44	C1-86	Channel Yellow Ped Clear Driver	12
45	C1-87	Channel Green Walk Driver	12
46	C1-88	Channel Red Do Not Walk Driver	11
47	C1-89	Channel Yellow Ped Clear Driver	11
48	C1-90	Channel Green Walk Driver	11
49	C1-91	Channel Red Do Not Walk Driver	17
50	C1-93	Channel Green Walk Driver	17
51	C1-94	Channel Red Do Not Walk Driver	10
52	C1-95	Channel Yellow Ped Clear Driver	10
53	C1-96	Channel Green Walk Driver	10
54	C1-97	Channel Red Do Not Walk Driver	9
55	C1-98	Channel Yellow Ped Clear Driver	9
56	C1-99	Channel Green Walk Driver	9
57	C11-1	Not Active	0
58	C11-2	Not Active	0
59	C11-3	Not Active	0
60	C11-4	Not Active	0
61	C11-5	Not Active	0

62	C11-6	Not Active	0
63	C11-7	Not Active	0
64	C11-8	Not Active	0
65	---	Not Active	0
66	---	Not Active	0
67	---	Not Active	0
68	---	Not Active	0
69	---	Not Active	0
70	---	Not Active	0
71	---	Not Active	0
72	---	Not Active	0
73	---	Not Active	0
74	---	Not Active	0
75	---	Not Active	0
76	---	Not Active	0
77	---	Not Active	0
78	---	Not Active	0
79	---	Not Active	0
80	---	Not Active	0
81	---	Not Active	0
82	---	Not Active	0
83	---	Not Active	0
84	---	Not Active	0
85	---	Not Active	0
86	---	Not Active	0
87	---	Not Active	0
88	---	Not Active	0
89	---	Not Active	0
90	---	Not Active	0
91	---	Not Active	0
92	---	Not Active	0
93	---	Not Active	0
94	---	Not Active	0
95	---	Not Active	0
96	---	Not Active	0
97	---	Not Active	0
98	---	Not Active	0
99	---	Not Active	0
100	---	Not Active	0
101	---	Not Active	0
102	---	Not Active	0
103	---	Not Active	0
104	---	Not Active	0
105	---	Not Active	0
106	---	Not Active	0
107	---	Not Active	0
108	---	Not Active	0
109	---	Not Active	0
110	---	Not Active	0
111	---	Not Active	0
112	---	Not Active	0
113	---	Not Active	0
114	---	Not Active	0
115	---	Not Active	0
116	---	Not Active	0
117	---	Not Active	0
118	---	Not Active	0
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0

	---	Not Active	0
--	-----	------------	---

Intersection: 7511 - SR 8 @ Lavista Road 5/30/2018 3:41 PM**Phase Intervals**

Interval	Description	Red	Yellow	Green	Type
1	Not Active	On	Off	Off	Red
2	Delay Green	On	Off	Off	Red
3	Pre Green	Off	Off	On	Green
4	Min Green	Off	Off	On	Green
5	Green Extension	Off	Off	On	Green
6	Green Dwell	Off	Off	On	Green
7	Pre Clear	Off	Off	On	Green
8	Yellow Change	Off	On	Off	Yellow
9	Red Clear	On	Off	Off	Red
10	Red Dwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red

Programmed EPAC Data

5/31/201
4:44:20PM

Intersection Name: Tucker Norcross @ Chamblee Tuc

Intersection Alias: Chamb

Access Code: 9999 Channel: 1 Address: Revision: 3.32g

Access Data

:1200 Baud

:19200 Baud

Phase Data

<u>Vehical Basic Timings</u>							<u>Vehical Density Timings</u>		Time B4	Cars Before Time To		
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Reduce	Min_Gap	
1	5	2.5	35	0	4.0	2.0	0.0	0	0	0	3.0	
2	10	5.5	40	0	4.1	2.5	2.0	20	15	0	10	
3	5	2.5	35	0	3.8	2.5	0.0	0	0	0	3.3	
4	5	2.0	35	0	4.0	2.0	0.0	0	0	0	3.0	
6	10	5.5	40	0	4.1	2.5	2.0	20	15	0	10	

<u>Pedestrian Timing</u>			<u>Extended Actuated</u>		<u>General Control</u>					<u>Miscellaneous</u>				
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
1	0	0	No	0	Inactive	None	None	None	0	Yes	No	No	No	No
2	7	14	No	0	Green	NonActI	Min	None	0	No	Yes	No	No	No
3	7	18	No	0	Inactive	None	None	None	0	No	No	No	No	No
4	0	0	No	0	Inactive	None	None	None	0	Yes	No	No	No	No
6	7	9	No	0	Green	NonActI	Min	None	0	No	Yes	No	No	No

Special Sequence

Phase	Phase Omit	Minus Yellow Phase	Omit Call
1	2	0	0
2	0	0	0
3	0	0	0
4	0	0	0
6	0	0	0

Vehical Detector Phase Assignment

	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :3	2	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :9	3	Veh	0	0.0	0
Vehical Detector Channel :10	3	Veh	0	0.0	0
Vehical Detector Channel :11	3	Veh	0	0.0	0
Vehical Detector Channel :21	6	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0
Vehical Detector Channel :31	4	Veh	0	0.0	0

Pedestrian Detector

Pedestrian Detector Channel :8	3	Ped	0	0.0	0
--------------------------------	---	-----	---	-----	---

Special Detector Phase Assignment

	Assign Phase	Switched Mode	Phase	Extend	Delay
:					
Default Data					

Unit Data

General Control

Startup Time: 0sec Startup State: Flash Red Revert: 5.0sec
 Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

Ring	Input Response	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

ABC connector Output Modes: 0

D connector Input Modes: 0

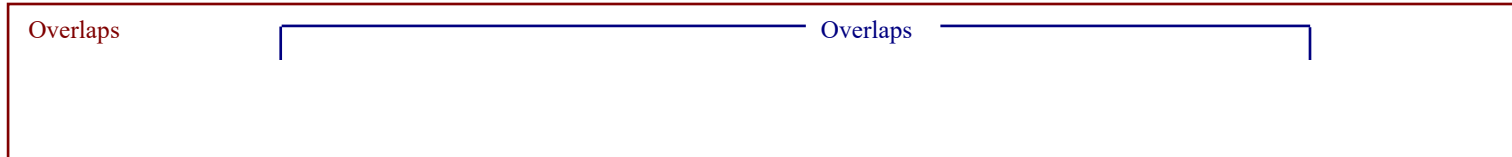
D connector Output Modes: 0

Remote Flash

Test A = Flash	Flash Channel	Flash Color	Flash Alternat
Default Data - No Flash			

Default Data - No Flash

Phase	Flash Entry Phase	Flash Exit Phase
Default Data - No Flash		



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)	1															
	4															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring			Phase(s)															
Phase	Ring	Next Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
			Concurrent Phases															
1	1	2	1	2	3	4	1	1	3	3	9	1	1	1	1	1	1	1
2	1	3	5	5	7	7	2	2	4	4								
3	1	4	6	6	8	8	5	6	7	8								
4	1	1																
6	2	7																

Alternate Sequences

Alternate Sequences

Port 1 Data

BIU	Port	Message
Addr	Status	40

Phase
Pair(s)

Default Data

No Alternate
Sequences
Programmed

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
23 - Ped Phase 7	20	15 - Phase 7 DPW	21 - Ped Phase 5	19	13 - Phase 5 DPW
19 - Ped Phase 3	18	11 - Phase 3 DPW	17 - Ped Phase 1	17	9 - Phase 1 DPW
36 - Overlap D	16	20 - Overlap D RYG	35 - Overlap C	15	19 - Overlap C RYG
34 - Overlap B	14	18 - Overlap B RYG	33 - Overlap A	13	17 - Overlap A RYG
19 - Ped Phase 3	12	16 - Phase 8 DPW	22 - Ped Phase 6	11	14 - Phase 6 DPW
20 - Ped Phase 4	10	12 - Phase 4 DPW	18 - Ped Phase 2	9	10 - Phase 2 DPW
8 - Veh Phase 8	8	8 - Phase 8 RYG	7 - Veh Phase 7	7	7 - Phase 7 RYG
6 - Veh Phase 6	6	6 - Phase 6 RYG	5 - Veh Phase 5	5	5 - Phase 5 RYG
4 - Veh Phase 4	4	4 - Phase 4 RYG	3 - Veh Phase 3	3	3 - Phase 3 RYG
2 - Veh Phase 2	2	2 - Phase 2 RYG	1 - Veh Phase 1	1	1 - Phase 1 RYG

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximum Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 1=End Grn

Force Mode: 0=Plan

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split Cycle

1/1 110

2/1 110

3/1 100

4/1 90

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	40	1=Coordinate	3	32	0=Actuated	4	23	0=Actuated
6	55	1=Coordinate	8	55	0=Actuated						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	26	0=Actuated	2	52	1=Coordinate	3	18	0=Actuated	4	14	0=Actuated
6	78	1=Coordinate	8	32	0=Actuated						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	13	3=Max Recall	2	35	1=Coordinate	3	37	0=Actuated	4	15	0=Actuated
6	48	1=Coordinate	8	47	0=Actuated						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	17	0=Actuated	2	35	1=Coordinate	3	24	0=Actuated	4	14	0=Actuated
6	52	1=Coordinate	8	33	0=Actuated						

Traffic Plan Data

Plan: 1/1/1 Offset Time: 62	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1 Offset Time: 105	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1 Offset Time: 59	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 0 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	1	10:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	1	13:0	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4	1	17:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	2	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	2	6:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7	2	9:0	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8	2	16:0	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9	2	20:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10	7	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11	7	9:0	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12	7	19:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13	8	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

AUX. Events

Event	Program	Day	Hour	Min.	Aux	Ouputs	Det. Diag.	Det. Rpt.	Det. Mult100	Special Function Outputs										
										1	2	3	Dimmin	1	2	3	4	5	6	7	8
					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Event	Month	Day	Year	Special Day	Special Week
1	1	1	100	8	0
2	7	4	100	8	0
3	12	25	100	8	0

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel Red Yellow Green Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preempt 1, Preempt 1 > Preempt 2, Preempt 2 > Preempt 3, Preempt 3 > Preempt 4, Preempt 4 > Preempt 5, Preempt 5 > Preempt 6
 Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt	Preempt Timers								Select			Track				Dwell	Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red	
1	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
2	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
3	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
4	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	

Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6
Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase
Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase

Priority Timers									
Priority	Non-Lockin	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases	
1	No	0	0	0	0	0	0	0=Do not Skip Phases	
2	No	0	0	0	0	0	0	0=Do not Skip Phases	
3	No	0	0	0	0	0	0	0=Do not Skip Phases	
4	No	0	0	0	0	0	0	0=Do not Skip Phases	
5	No	0	0	0	0	0	0	0=Do not Skip Phases	
6	No	0	0	0	0	0	0	0=Do not Skip Phases	

Priority 1	Priority 2	Priority 3	Priority 4	Priority 5	Priority 6
Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase
Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	1	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	1	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	1	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	1	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	1	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	1	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	1	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 2

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	1	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	1	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	1	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	1	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	1	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	1	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	1	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 3

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 4

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

Cycle Failure: No

Local Flash: No

Special Status 1: No

1st Phone:

Local Free: No

Cycle Fault: No

Special Status 2: No

2nd Phone:

Coord Failure: No

Coord Fault: No

Special Status 3: No

Conflict Flash: No

Preemption: No

Special Status 4: No

Remote Flash: No

Voltage Monitor: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

System Detector	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector Channel	Veh/Hr	Correction/10	Volume %	Detectors	Detectors	Factor	Detectors	Detectors	Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Queue:

Default Data

Detector Failed Level : 0

Level Enter Leave Dial / Split / Offset

Queue: 2 Input Selection: 0=Average

/ /

Detector Failed Level : 0

Default Data

Vehical Detector

Diagnostic Value 0

Max	No	Erratic
Detector	Presence	Activity Count

Vehical Detector

Diagnostic Value 1

Max	No	Erratic
Detector	Presence	Activity Count

Special Detector

Diagnostic Value 0

Max	No	Erratic
Detector	Presence	Activity Count

Default Data - Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 0 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Volume Detector Data

Report Interval

Volume Controller
Detector Detector
Number Channel

Default Data

Pedestrian Detector

Diagnostic Value 1

Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 1 Values

Dial/Split/Offset

//

Default Data

Special Detector

Diagnostic Value 1

Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 1 Values

Speed Trap Speed Trap
Low Treshold High Treshold

Programmed EPAC Data

6/19/2018
10:57:29AM

Intersection Name: EPDL @ MIB/N. HARISTON RD. Intersection Alias: (F)EPD

Access Code: 9999 Channel: 1 Address: 0 Revision: 3.32g
IP:

Access Data
:1200 Baud
:19200 Baud

Phase Data

<u>Vehical Basic Timings</u>							<u>Vehical Density Timings</u>			Time B4	Cars	Time To
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Before	Reduce	Min_Gap
1	8	3.0	20	25	3.0	3.0	0.0	0	0	0	0	0.0
2	10	5.0	50	55	4.4	1.5	2.0	30	20	0	15	3.0
3	5	3.0	20	25	3.1	3.0	0.0	0	0	0	0	0.0
4	7	3.0	35	40	4.6	2.0	0.0	0	0	0	0	0.0
5	5	3.0	20	25	3.0	3.0	0.0	0	0	0	0	0.0
6	10	5.0	50	55	4.4	1.5	2.0	30	20	0	15	3.0
7	5	3.0	20	25	3.1	3.0	0.0	0	0	0	0	0.0
8	7	3.0	35	40	4.6	2.0	0.0	0	0	0	0	0.0

<u>Pedestrian Timing</u>			<u>Extended Actuated</u>			<u>General Control</u>					<u>Miscellaneous</u>				
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Non-Act Initialize	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	Simultaneous Gap	No Out	
1	0	0	No	0	Inactive	None	Min	None	0	Yes	No	No	No	No	
2	7	18	No	0	Green	None	Min	None	0	No	Yes	No	No	No	
3	0	0	No	0	Inactive	None	None	None	0	Yes	No	No	No	No	
4	7	25	No	0	Inactive	None	None	None	0	Yes	Yes	No	No	No	
5	0	0	No	0	Inactive	None	None	None	0	Yes	No	No	No	No	
6	7	18	No	0	Green	None	Min	None	0	No	Yes	No	No	No	
7	0	0	No	0	Inactive	None	None	None	0	Yes	No	No	No	No	
8	7	25	No	0	Inactive	None	None	None	0	Yes	Yes	No	No	No	

Special Sequence			
Phase	Phase Omit	Minus Yellow Phase	Omit Call
1	2	0	0
2	0	0	0
3	4	0	0
4	0	0	0
5	6	0	0
6	0	0	0
7	8	0	0
8	0	0	0

Vehical Detector Phase Assignment					
	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :1	1	Veh	0	0.0	0
Vehical Detector Channel :3	5	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :5	2	Veh	0	0.0	0
Vehical Detector Channel :6	2	Veh	0	0.0	0
Vehical Detector Channel :7	2	Veh	0	0.0	0
Vehical Detector Channel :9	3	Veh	0	0.0	0
Vehical Detector Channel :11	7	Veh	4	0.0	0
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :13	4	Veh	0	0.0	0
Vehical Detector Channel :14	4	Veh	0	0.0	0
Vehical Detector Channel :15	4	Veh	0	0.0	0
Vehical Detector Channel :17	1	Veh	0	0.0	0
Vehical Detector Channel :18	3	Veh	0	0.0	0
Vehical Detector Channel :19	5	Veh	0	0.0	0
Vehical Detector Channel :21	1	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0
Vehical Detector Channel :23	6	Veh	0	0.0	0
Vehical Detector Channel :24	6	Veh	0	0.0	0
Vehical Detector Channel :25	6	Veh	0	0.0	0
Vehical Detector Channel :29	7	Veh	0	0.0	0
Vehical Detector Channel :31	3	Veh	8	0.0	0
Vehical Detector Channel :32	8	Veh	0	0.0	0
Vehical Detector Channel :33	8	Veh	0	0.0	0
Vehical Detector Channel :34	8	Veh	0	0.0	0
Vehical Detector Channel :35	8	Veh	0	0.0	0
Vehical Detector Channel :37	5	Veh	0	0.0	0
Vehical Detector Channel :38	7	Veh	0	0.0	0

Pedestrian Detector
Default Data

Special Detector Phase Assignment

	Assign Phase	Switched Mode	Phase	Extend	Delay
:					
Default Data					

Unit Data

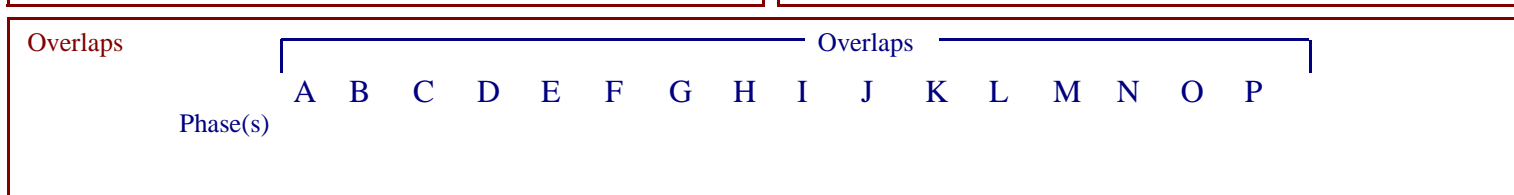
General Control

Startup Time: 0sec Startup State: Flash Red Revert: 5.0sec
 Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0	Input Ring	Output Response	Selection
ABC connector Output Modes: 0	1	Ring 1	Ring 1
D connector Input Modes: 0	2	Ring 2	Ring 2
D connector Output Modes: 0	3	None	None
	4	None	None

Remote Flash

Test A = Flash	Channel	Flash Color	Flash Alternat
Flash Entry Phase	1	Red	No
Flash Exit Phase	3	Red	No
Flash Phase	4	Red	No
	5	Red	No
	7	Red	No
Default Data - No Flash	8	Red	No



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring			Phase(s)															
Phase	Ring	Next Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
2	1	3	5	5	7	7	2	2	4	4								
3	1	4	6	6	8	8	5	6	7	8								
4	1	1																
5	2	6																
6	2	7																
7	2	8																
8	2	5																

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU	Port	Message
Addr	Status	40

Default Data

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	1	1 - Phase 1 RYG	2 - Veh Phase 2	2	2 - Phase 2 RYG
3 - Veh Phase 3	3	3 - Phase 3 RYG	4 - Veh Phase 4	4	4 - Phase 4 RYG
5 - Veh Phase 5	5	5 - Phase 5 RYG	6 - Veh Phase 6	6	6 - Phase 6 RYG
7 - Veh Phase 7	7	7 - Phase 7 RYG	8 - Veh Phase 8	8	8 - Phase 8 RYG
18 - Ped Phase 2	9	10 - Phase 2 DPW	20 - Ped Phase 4	10	12 - Phase 4 DPW
22 - Ped Phase 6	11	14 - Phase 6 DPW	24 - Ped Phase 8	12	16 - Phase 8 DPW
33 - Overlap A	13	17 - Overlap A RYG	34 - Overlap B	14	18 - Overlap B RYG
35 - Overlap C	15	19 - Overlap C RYG	36 - Overlap D	16	20 - Overlap D RYG
17 - Ped Phase 1	17	9 - Phase 1 DPW	19 - Ped Phase 3	18	11 - Phase 3 DPW
21 - Ped Phase 5	19	13 - Phase 5 DPW	23 - Ped Phase 7	20	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
 Coordination Mode: 0=Permissive
 Maximun Mode: 0=Inhibit
 Correction Mode: 2=Short Way

Offset Mode: 1=End Grn
 Force Mode: 1=Cycle
 Max Dwell Time: 0
 Yield Period: 0

Manual Dial: 3
 Manual Split: 1
 Manual Offset: 1

Dial/Split Cycle

1/1	160
2/1	150
2/2	130
2/3	130
3/1	160
3/2	150
4/1	130
4/2	130

Split Times and Phase Mode:

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	17	0=Actuated	2	74	1=Coordinate	3	16	0=Actuated	4	53	0=Actuated
5	19	0=Actuated	6	72	1=Coordinate	7	17	0=Actuated	8	52	0=Actuated

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	73	1=Coordinate	3	15	0=Actuated	4	47	0=Actuated
5	25	0=Actuated	6	63	1=Coordinate	7	18	0=Actuated	8	44	0=Actuated

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	52	1=Coordinate	3	15	0=Actuated	4	47	0=Actuated
5	24	0=Actuated	6	44	1=Coordinate	7	18	0=Actuated	8	44	0=Actuated

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	52	1=Coordinate	3	15	0=Actuated	4	47	0=Actuated
5	24	0=Actuated	6	44	1=Coordinate	7	18	0=Actuated	8	44	0=Actuated

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	17	0=Actuated	2	80	1=Coordinate	3	18	0=Actuated	4	45	0=Actuated
5	21	0=Actuated	6	76	1=Coordinate	7	18	0=Actuated	8	45	0=Actuated

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	74	1=Coordinate	3	16	0=Actuated	4	44	0=Actuated
5	33	0=Actuated	6	57	1=Coordinate	7	16	0=Actuated	8	44	0=Actuated

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	58	1=Coordinate	3	16	0=Actuated	4	40	0=Actuated
5	24	0=Actuated	6	50	1=Coordinate	7	18	0=Actuated	8	38	0=Actuated

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0=Actuated	2	58	1=Coordinate	3	16	0=Actuated	4	40	0=Actuated
5	24	0=Actuated	6	50	1=Coordinate	7	18	0=Actuated	8	38	0=Actuated

Traffic Plan Data

Plan: 1/1/1 Offset Time: 152 Alt. Sequence: 0 Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1 Offset Time: 80 Alt. Sequence: 0 Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1 Offset Time: 45 Alt. Sequence: 0 Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/1 Offset Time: 45 Alt. Sequence: 0 Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1 Offset Time: 120 Alt. Sequence: 0 Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/1 Offset Time: 25 Alt. Sequence: 0 Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/1 Offset Time: 51 Alt. Sequence: 0 Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/2/1 Offset Time: 51 Alt. Sequence: 0 Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero ReferenceHours: 24 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
	2	3	4	5	6	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	1	8:0	4/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	1	20:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4	2	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	2	6:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	2	9:30	2/3/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7	2	11:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8	2	14:45	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9	2	19:0	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10	2	21:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11	7	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12	7	8:30	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13	7	21:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

AUX. Events

Event	Program	Day	Hour	Min.	Aux Ouputs			Det. Diag.	Det. Rpt.	Det. Mult100	Dimming	Special Function Outputs								
					1	2	3	D1	D2	D3		1	2	3	4	5	6	7	8	
1	1	1	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	2	2	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	7	7	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 3	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Special Function 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel Red Yellow Green Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preepmt 1, Preepmt 1 > Preempt 2, Preepmt 2 > Preempt 3, Preepmt 3 > Preempt 4, Preepmt 4 > Preempt 5, Preepmt 5 > Preempt 6
 Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt	Preempt Timers								Select			Track				Dwell	Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red	
1	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
2	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
3	No	3	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
4	No	4	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls
						1	No	Yes	1	No	Yes						
						2	Yes	Yes	2	Yes	Yes						
						5	No	Yes	5	No	Yes						
						6	Yes	Yes	6	Yes	Yes						

Priority Timers									
Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases	
1	No	0	0	0	0	0	0	0=Do not Skip Phases	
2	No	0	0	0	0	0	0	0=Do not Skip Phases	
3	No	0	0	0	0	0	90	0=Do not Skip Phases	
4	No	0	0	0	0	0	90	0=Do not Skip Phases	
5	No	0	0	0	0	0	0	0=Do not Skip Phases	
6	No	0	0	0	0	0	0	0=Do not Skip Phases	

Priority 1			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls
						2	Yes	No	2	Yes	No						
						3	No	Yes	3	No	Yes						
						4	No	Yes	4	No	Yes						
						6	Yes	No	6	Yes	No						
						7	No	Yes	7	No	Yes						
						8	No	Yes	8	No	Yes						

Preempt 1

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 2

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 3

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Green	Actuated	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Green	Actuated	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Green	Green	Actuated	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Green	Green	Actuated	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

Cycle Failure: No

Local Flash: No

Special Status 1: No

1st Phone:

Local Free: No

Cycle Fault: No

Special Status 2: No

2nd Phone:

Coord Failure: No

Coord Fault: No

Special Status 3: No

Conflict Flash: No

Preemption: No

Special Status 4: No

Remote Flash: No

Voltage Monitor: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

System	Detector	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector	Channel	Veh/Hr	Time(mins)	Correction/10	Volume %	Detectors	Detectors	Detectors	Detectors	Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average
 Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level Enter Leave Dial / Split / Offset
 / /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	60	0	0
3	60	0	0
4	60	0	0
9	60	0	0
11	60	0	0
12	60	0	0
19	60	0	0
21	60	0	0
22	60	0	0
29	60	0	0
31	60	0	0
32	60	0	0

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Dial/Split/Offset

//

Default Data

Speed Trap Low Threshold Speed Trap High Threshold

Default Data

Volume Detector Data

Report Interval

Volume Controller
 Detector Detector
 Number Channel

Default Data

Programmed EPAC Data

5/31/201

4:45:48PM

Intersection Name: Tucker Norcross Rd @ Britt Rd

Intersection Alias: Tucker

Access Code: 9999 Channel: 1 Address: Revision: 3.32g

Access Data

:1200 Baud

:19200 Baud

Phase Data

<u>Vehical Basic Timings</u>							<u>Vehical Density Timings</u>			<u>Time B4</u>	<u>Cars Before Time To</u>	
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Reduce	Min_Gap	
1	5	2.0	15	0	4.5	2.0	0.0	0	0	0	2.5	
2	10	5.5	70	0	4.5	2.0	2.8	20	15	0	3.5	
4	7	2.5	55	0	3.6	2.4	0.0	0	0	0	2.5	
5	5	2.0	20	20	4.5	2.0	0.0	0	0	0	2.5	
6	10	5.5	45	0	4.5	2.0	2.8	20	15	0	3.5	
8	8	2.5	70	0	3.6	2.4	0.0	0	0	0	2.5	

<u>Pedestrian Timing</u>			<u>Extended Actuated</u>		<u>General Control</u>					<u>Miscellaneous</u>				
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
1	0	0	No	0	Inactive	None	None	None	0	Yes	No	No	No	No
2	7	8	No	0	Green	NonActI	Min	None	0	No	Yes	No	No	No
4	7	15	No	0	Inactive	None	None	None	0	Yes	Yes	No	No	No
5	0	0	No	0	Inactive	None	None	None	0	Yes	No	No	No	No
6	7	9	No	0	Green	NonActI	Min	None	0	No	Yes	No	No	No
8	0	0	No	0	Inactive	None	None	None	0	Yes	Yes	No	No	No

Special Sequence			
Phase	Phase Omit	Minus Yellow Phase	Omit Call
1	2	0	0
2	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
8	0	0	0

Vehical Detector Phase Assignment					
	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :3	2	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :5	2	Veh	0	0.0	0
Vehical Detector Channel :6	2	Veh	0	0.0	0
Vehical Detector Channel :7	2	Veh	0	0.0	0
Vehical Detector Channel :9	3	Veh	0	0.0	0
Vehical Detector Channel :11	4	Veh	0	0.0	0
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :13	4	Veh	0	0.0	0
Vehical Detector Channel :14	4	Veh	0	0.0	0
Vehical Detector Channel :15	4	Veh	0	0.0	0
Vehical Detector Channel :17	1	Veh	0	0.0	0
Vehical Detector Channel :18	3	Veh	0	0.0	0
Vehical Detector Channel :19	5	Veh	0	0.0	0
Vehical Detector Channel :21	6	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0
Vehical Detector Channel :23	6	Veh	0	0.0	0
Vehical Detector Channel :24	6	Veh	0	0.0	0
Vehical Detector Channel :25	6	Veh	0	0.0	0
Vehical Detector Channel :29	7	Veh	0	0.0	0
Vehical Detector Channel :31	8	Veh	0	0.0	0
Vehical Detector Channel :32	8	Veh	0	0.0	0
Vehical Detector Channel :33	8	Veh	0	0.0	0
Vehical Detector Channel :34	8	Veh	0	0.0	0
Vehical Detector Channel :35	8	Veh	0	0.0	0
Vehical Detector Channel :37	5	Veh	0	0.0	0
Vehical Detector Channel :38	7	Veh	0	0.0	0

Pedestrian Detector
Default Data

Special Detector Phase Assignment				
	Assign Phase	Switched Mode	Extend	Delay
:				
Default Data				

Unit Data

General Control			
Startup Time: 0sec	Startup State: Flash	Red Revert: 5.0sec	
Auto Ped Clear: No	Stop Time Reset: No	Alternate Sequence: 0	
ABC connector Input Modes: 0		Input Ring	Output Selection
ABC connector Output Modes: 0		1 Ring 1	Ring 1
D connector Input Modes: 0		2 Ring 2	Ring 2
D connector Output Modes: 0		3 None	None
		4 None	None

Remote Flash			Flash Channel	Flash Color	Flash Alternat
Test A = Flash					
	Flash Entry Phase	Flash Exit Phase			
Default Data - No Flash					
Default Data - No Flash					



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring			Phase(s)															
Phase	Ring	Next Phase	Concurrent Phases															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	1	2	3	4	1	1	3	3	9	1	1	1	1	1	1	1
2	1	3	5	5	7	7	2	2	4	4								
4	1	1	6	6	8	8	5	6	7	8								
5	2	6																
6	2	7																
8	2	5																

Alternate Sequences
Alternate Sequences

Port 1 Data
BIU Port Message
Addr Status 40

Phase
Pair(s)

Default Data

No Alternate
Sequences
Programmed

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	1	1 - Phase 1 RYG	2 - Veh Phase 2	2	2 - Phase 2 RYG
3 - Veh Phase 3	3	3 - Phase 3 RYG	4 - Veh Phase 4	4	4 - Phase 4 RYG
5 - Veh Phase 5	5	5 - Phase 5 RYG	6 - Veh Phase 6	6	6 - Phase 6 RYG
7 - Veh Phase 7	7	7 - Phase 7 RYG	8 - Veh Phase 8	8	8 - Phase 8 RYG
18 - Ped Phase 2	9	10 - Phase 2 DPW	20 - Ped Phase 4	10	12 - Phase 4 DPW
22 - Ped Phase 6	11	14 - Phase 6 DPW	24 - Ped Phase 8	12	16 - Phase 8 DPW
33 - Overlap A	13	17 - Overlap A RYG	34 - Overlap B	14	18 - Overlap B RYG
35 - Overlap C	15	19 - Overlap C RYG	36 - Overlap D	16	20 - Overlap D RYG
17 - Ped Phase 1	17	9 - Phase 1 DPW	19 - Ped Phase 3	18	11 - Phase 3 DPW
21 - Ped Phase 5	19	13 - Phase 5 DPW	23 - Ped Phase 7	20	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 1=End Grn
Force Mode: 0=Plan
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split Cycle

1/1 110
2/1 110
3/1 100
4/1 90

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	13	0=Actuated	2	59	1=Coordinate	4	36	0=Actuated	5	13	0=Actuated
6	59	1=Coordinate	8	36	0=Actuated						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	14	0=Actuated	2	42	1=Coordinate	4	54	0=Actuated	5	14	0=Actuated
6	42	1=Coordinate	8	54	0=Actuated						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	13	0=Actuated	2	62	1=Coordinate	4	25	0=Actuated	5	25	0=Actuated
6	50	1=Coordinate	8	25	0=Actuated						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	14	0=Actuated	2	46	1=Coordinate	4	30	0=Actuated	5	20	0=Actuated
6	40	1=Coordinate	8	30	0=Actuated						

Traffic Plan Data

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	1	10:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	1	13:0	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4	1	17:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	2	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	2	6:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7	2	9:0	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8	2	16:0	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9	2	20:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10	7	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11	7	9:0	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12	7	19:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13	8	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

AUX. Events

Event	Program Day	Hour	Min.	Aux	Ouputs	Det. Diag.	Det. Rpt.	Det. Mult100	Dimmin	Special Function Outputs									
										1	2	3	1	2	3	4	5	6	7	8
1	1	1	100	8	0														
2	7	4	100	0	0														
3	12	25	100	8	0														

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel Red Yellow Green Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preempt 1, Preempt 1 > Preempt 2, Preempt 2 > Preempt 3, Preempt 3 > Preempt 4, Preempt 4 > Preempt 5, Preempt 5 > Preempt 6
 Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt	Preempt Timers								Select			Track				Dwell	Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red	
1	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
2	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
3	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
4	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls

Priority Timers									
Priority	Non-Lockin	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases	
1	No	0	0	0	0	0	0	0=Do not Skip Phases	
2	No	0	0	0	0	0	0	0=Do not Skip Phases	
3	No	0	0	0	0	0	0	0=Do not Skip Phases	
4	No	0	0	0	0	0	0	0=Do not Skip Phases	
5	No	0	0	0	0	0	0	0=Do not Skip Phases	
6	No	0	0	0	0	0	0	0=Do not Skip Phases	

Priority 1			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	1	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	1	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	1	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	1	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	1	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	1	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	1	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 2

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	1	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	1	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	1	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	1	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	1	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	1	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	1	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 3

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 4

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

Cycle Failure: No

Local Flash: No

Special Status 1: No

1st Phone:

Local Free: No

Cycle Fault: No

Special Status 2: No

2nd Phone:

Coord Failure: No

Coord Fault: No

Special Status 3: No

Conflict Flash: No

Preemption: No

Special Status 4: No

Remote Flash: No

Voltage Monitor: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

System Detector	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector Channel	Veh/Hr	Correction/10	Volume %	Detectors	Detectors	Factor	Detectors	Detectors	Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Queue:

Default Data

Detector Failed Level : 0

Level Enter Leave Dial / Split / Offset

Queue: 2 Input Selection: 0=Average

/ /

Detector Failed Level : 0

Default Data

Vehical Detector

Diagnostic Value 0

Max	No	Erratic
Detector	Presence	Activity Count

Vehical Detector

Diagnostic Value 1

Max	No	Erratic
Detector	Presence	Activity Count

Special Detector

Diagnostic Value 0

Max	No	Erratic
Detector	Presence	Activity Count

Default Data - Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 0 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Volume Detector Data

Report Interval 0
Volume Controller 10
Detector Detector 30
Number Channel

Default Data

Pedestrian Detector

Diagnostic Value 1

Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 1 Values

Dial/Split/Offset

//

Default Data

Special Detector

Diagnostic Value 1

Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 1 Values

Speed Trap Speed Trap
Low Treshold High Treshold

Programmed EPAC Data

6/20/2018
9:43:34AM

Intersection Name: Mtn Ind Blvd @ Hammermill Rd

Intersection Alias: Mtn6

Access Code: 9999 Channel: Address: 1 Revision: 3.32g
IP: 172.21.251.39

Access Data

:1200 Baud

:19200 Baud

Phase Data

<u>Vehical Basic Timings</u>							<u>Vehical Density Timings</u>			Time B4	Cars	Time To
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Before	Reduce	Min_Gap
2	10	5.0	50	55	4.3	1.5	2.0	30	20	0	15	3.0
4	7	3.0	30	35	3.4	3.0	0.0	0	0	0	0	0.0
5	5	3.0	25	30	3.0	2.5	0.0	0	0	0	0	0.0
6	10	5.0	50	55	4.3	1.5	2.0	30	20	0	15	3.0

<u>Pedestrian Timing</u>			Extended	Actuated	<u>General Control</u>					<u>Miscellaneous</u>				
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
2	7	13	No	0	Green	None	Min	None	0	No	Yes	No	No	No
4	5	27	No	0	Inactive	None	None	None	0	Yes	No	No	No	No
5	0	0	No	0	Inactive	None	None	None	0	Yes	No	No	No	No
6	7	13	No	0	Green	None	Min	None	0	No	Yes	No	No	No

<u>Special Sequence</u>			
Phase	Phase Omit	Minus Yellow Phase	Omit Call
2	0	0	0
4	0	0	0
5	6	0	0
6	0	0	0

<u>Vehical Detector Phase Assignment</u>					
	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :3	5	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :5	2	Veh	0	0.0	0
Vehical Detector Channel :6	2	Veh	0	0.0	0
Vehical Detector Channel :7	2	Veh	0	0.0	0
Vehical Detector Channel :9	3	Veh	0	0.0	0
Vehical Detector Channel :11	4	Veh	0	0.0	0
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :13	4	Veh	0	0.0	0
Vehical Detector Channel :14	4	Veh	0	0.0	0
Vehical Detector Channel :15	4	Veh	0	0.0	0
Vehical Detector Channel :17	1	Veh	0	0.0	0
Vehical Detector Channel :18	3	Veh	0	0.0	0
Vehical Detector Channel :19	5	Veh	0	0.0	0
Vehical Detector Channel :21	6	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0
Vehical Detector Channel :23	6	Veh	0	0.0	0
Vehical Detector Channel :24	6	Veh	0	0.0	0
Vehical Detector Channel :25	6	Veh	0	0.0	0
Vehical Detector Channel :29	7	Veh	0	0.0	0
Vehical Detector Channel :31	8	Veh	0	0.0	0
Vehical Detector Channel :32	8	Veh	0	0.0	0
Vehical Detector Channel :33	8	Veh	0	0.0	0
Vehical Detector Channel :34	8	Veh	0	0.0	0
Vehical Detector Channel :35	8	Veh	0	0.0	0
Vehical Detector Channel :37	5	Veh	0	0.0	0
Vehical Detector Channel :38	7	Veh	0	0.0	0

Pedestrian Detector

Default Data

Special Detector Phase Assignment

Assign Phase Mode Switched Phase Extend Delay

Default Data

Unit Data

General Control

Startup Time: 0sec Startup State: Flash Red Revert: 5.0sec
 Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0
 ABC connector Input Modes: 0 Input Output
 ABC connector Output Modes: 0 Ring Response Selection
 D connector Input Modes: 0 1 Ring 1 Ring 1
 D connector Output Modes: 0 2 Ring 2 Ring 2
 3 None None
 4 None None

Remote Flash

Test A = Flash	Channel	Flash Color	Flash Alternat
Flash Entry Phase	1	Red	No
Flash Exit Phase	3	Red	No
Flash Entry Phase	4	Red	No
Flash Exit Phase	5	Red	No
Flash Entry Phase	7	Red	No
Flash Exit Phase	8	Red	No

Default Data - No Flash

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase	Concurrent Phases															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2	1	3	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
4	1	1	5	5	7	7	2	2	4	4								
5	2	6	6	6	8	8	5	6	7	8								
6	2	7																

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Message
		40

Default Data

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	1	1 - Phase 1 RYG	2 - Veh Phase 2	2	2 - Phase 2 RYG
3 - Veh Phase 3	3	3 - Phase 3 RYG	4 - Veh Phase 4	4	4 - Phase 4 RYG
5 - Veh Phase 5	5	5 - Phase 5 RYG	6 - Veh Phase 6	6	6 - Phase 6 RYG
7 - Veh Phase 7	7	7 - Phase 7 RYG	8 - Veh Phase 8	8	8 - Phase 8 RYG
18 - Ped Phase 2	9	10 - Phase 2 DPW	20 - Ped Phase 4	10	12 - Phase 4 DPW
22 - Ped Phase 6	11	14 - Phase 6 DPW	24 - Ped Phase 8	12	16 - Phase 8 DPW
33 - Overlap A	13	17 - Overlap A RYG	34 - Overlap B	14	18 - Overlap B RYG
35 - Overlap C	15	19 - Overlap C RYG	36 - Overlap D	16	20 - Overlap D RYG
17 - Ped Phase 1	17	9 - Phase 1 DPW	19 - Ped Phase 3	18	11 - Phase 3 DPW
21 - Ped Phase 5	19	13 - Phase 5 DPW	23 - Ped Phase 7	20	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto Offset Mode: 1=End Grn Manual Dial: 3
 Coordination Mode: 0=Permissive Force Mode: 0=Plan Manual Split: 1
 Maximun Mode: 0=Inhibit Max Dwell Time: 0 Manual Offset: 1
 Correction Mode: 2=Short Way Yield Period: 0

Dial/Split	Cycle
1/1	160
2/1	150
2/2	130
2/3	130
3/1	160
3/2	150
4/1	130
4/2	130

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	120	1=Coordinate	4	40	0=Actuated	5	15	0=Actuated	6	105	1=Coordinate

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	110	1=Coordinate	4	40	0=Actuated	5	15	0=Actuated	6	95	1=Coordinate

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	90	1=Coordinate	4	40	0=Actuated	5	15	0=Actuated	6	75	1=Coordinate

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	90	1=Coordinate	4	40	0=Actuated	5	15	0=Actuated	6	75	1=Coordinate

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	120	1=Coordinate	4	40	0=Actuated	5	15	0=Actuated	6	105	1=Coordinate

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	110	1=Coordinate	4	40	0=Actuated	5	15	0=Actuated	6	95	1=Coordinate

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	90	1=Coordinate	4	40	0=Actuated	5	15	0=Actuated	6	75	1=Coordinate

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	90	1=Coordinate	4	40	0=Actuated	5	15	0=Actuated	6	75	1=Coordinate

Traffic Plan Data

Plan: 1/1/1	Offset Time: 90	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 12	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 113	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/1	Offset Time: 113	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 75	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/1	Offset Time: 110	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/1	Offset Time: 11	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/2/1	Offset Time: 11	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	1	8:0	4/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	1	21:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4	2	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	2	6:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	2	9:30	2/3/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7	2	11:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8	2	14:45	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9	2	19:0	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10	2	21:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11	7	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12	7	8:30	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13	7	21:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs			Det. Diag.	Det. Rpt.	Det. Mult100	Dimming	Special Function Outputs								
				1	2	3	D1	D2	D3		1	2	3	4	5	6	7	8	
1	1	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	2	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	7	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Dimming Data

Channel	Red	Yellow	Green	Alternate
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preempt 1, Preempt 1 > Preempt 2, Preempt 2 > Preempt 3, Preempt 3 > Preempt 4, Preempt 4 > Preempt 5, Preempt 5 > Preempt 6
 Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt	Preempt Timers								Select			Track				Dwell	Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red	
1	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
2	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
3	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
4	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls

Priority Timers										
Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases		
1	No	0	0	0	0	0	0	0=Do not Skip Phases		
2	No	0	0	0	0	0	0	0=Do not Skip Phases		
3	No	0	0	0	0	0	0	0=Do not Skip Phases		
4	No	0	0	0	0	0	0	0=Do not Skip Phases		
5	No	0	0	0	0	0	0	0=Do not Skip Phases		
6	No	0	0	0	0	0	0	0=Do not Skip Phases		

Priority 1			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

Cycle Failure: No

Local Flash: No

Special Status 1: No

Local Free: No

Cycle Fault: No

Special Status 2: No

1st Phone:

Coord Failure: No

Coord Fault: No

Special Status 3: No

2nd Phone:

Conflict Flash: No

Preemption: No

Special Status 4: No

Remote Flash: No

Voltage Monitor: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Average Veh/Hr	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector	Channel	Veh/Hr	Time(mins)	Correction/10	Volume %	Detectors	Factor	Detectors	Detectors	Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level Enter Leave Dial / Split / Offset

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
3	60	0	0
4	60	0	0
11	60	0	0
12	60	0	0
19	60	0	0
21	60	0	0
22	60	0	0

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 0 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Volume Detector Data

Report Interval

Volume Controller
Detector Detector
Number Channel

Default Data

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 0 Valu

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Speed Trap Speed Trap
Low Treshold High Treshold

Dial/Split/Offset
//

Default Data

Programmed EPAC Data

6/20/2018
10:19:46AM

Intersection Name: Mtn Ind Blv@ Roger Marten Way

Intersection Alias: Mtn5

Access Code: 9999 Channel: Address: 1 Revision: 3.32g
IP: 172.21.251.44

Access Data

:1200 Baud

:19200 Baud

Phase Data

<u>Vehical Basic Timings</u>							<u>Vehical Density Timings</u>			Time B4	Cars	Time To
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Before	Reduce	Min_Gap
1	5	3.0	20	25	3.0	2.8	0.0	0	0	0	0	0.0
2	10	5.0	50	55	4.4	1.6	2.0	30	20	0	15	3.0
3	7	3.0	25	30	3.3	3.0	0.0	0	0	0	0	0.0
4	7	3.0	25	30	3.3	3.0	0.0	0	0	0	0	0.0
5	5	3.0	20	25	3.0	2.8	0.0	0	0	0	0	0.0
6	10	5.0	50	55	4.4	1.6	2.0	30	20	0	15	3.0

<u>Pedestrian Timing</u>			Extended	Actuated	<u>General Control</u>					<u>Miscellaneous</u>					No
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	Simultaneous Gap Out	
1	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
2	7	20	No	0	No	Green	None	Min	None	0	No	Yes	No	No	No
3	4	22	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
4	4	22	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
5	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
6	7	20	No	0	No	Green	None	Min	None	0	No	Yes	No	No	No

<u>Special Sequence</u>			
Phase	Phase Omit	Minus Yellow Phase	Omit Call
1	2	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0

<u>Vehical Detector Phase Assignment</u>					
	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :3	5	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :5	2	Veh	0	0.0	0
Vehical Detector Channel :6	2	Veh	0	0.0	0
Vehical Detector Channel :7	2	Veh	0	0.0	0
Vehical Detector Channel :9	3	Veh	0	0.0	0
Vehical Detector Channel :11	4	Veh	0	0.0	0
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :13	4	Veh	0	0.0	0
Vehical Detector Channel :14	4	Veh	0	0.0	0
Vehical Detector Channel :15	4	Veh	0	0.0	0
Vehical Detector Channel :17	1	Veh	0	0.0	0
Vehical Detector Channel :18	3	Veh	0	0.0	0
Vehical Detector Channel :19	5	Veh	0	0.0	0
Vehical Detector Channel :21	1	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0
Vehical Detector Channel :23	6	Veh	0	0.0	0
Vehical Detector Channel :24	6	Veh	0	0.0	0
Vehical Detector Channel :25	6	Veh	0	0.0	0
Vehical Detector Channel :29	7	Veh	0	0.0	0
Vehical Detector Channel :31	8	Veh	0	0.0	0
Vehical Detector Channel :32	8	Veh	0	0.0	0
Vehical Detector Channel :33	8	Veh	0	0.0	0
Vehical Detector Channel :34	8	Veh	0	0.0	0
Vehical Detector Channel :35	8	Veh	0	0.0	0
Vehical Detector Channel :37	5	Veh	0	0.0	0
Vehical Detector Channel :38	7	Veh	0	0.0	0

Pedestrian Detector
 Pedestrian Detector Channel :8 3 Ped 0 0.0 0

Special Detector Phase Assignment
 Assign Switched
 Phase Mode Phase Extend Delay
 :
Default Data

Unit Data

General Control
 Startup Time: 0sec Startup State: Flash Red Revert: 5.0sec
 Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0
 ABC connector Input Modes: 0 Input Output
 ABC connector Output Modes: 0 Ring Response Selection
 D connector Input Modes: 0 1 Ring 1 Ring 1
 D connector Output Modes: 0 2 Ring 2 Ring 2
 3 None None
 4 None None

Remote Flash
 Test A = Flash Channel Flash Flash
 Color Alternat
 1 Red No
 3 Red No
 4 Red No
 5 Red No
 7 Red No
 8 Red No
Default Data - No Flash

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase	Concurrent Phases															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
2	1	3	5	5	7	7	2	2	4	4								
3	1	4	6	6	8	8	5	6	7	8								
4	1	1																
5	2	6																
6	2	7																

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Port Message
 Addr Status 40

Default Data

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	1	1 - Phase 1 RYG	2 - Veh Phase 2	2	2 - Phase 2 RYG
3 - Veh Phase 3	3	3 - Phase 3 RYG	4 - Veh Phase 4	4	4 - Phase 4 RYG
5 - Veh Phase 5	5	5 - Phase 5 RYG	6 - Veh Phase 6	6	6 - Phase 6 RYG
7 - Veh Phase 7	7	7 - Phase 7 RYG	8 - Veh Phase 8	8	8 - Phase 8 RYG
18 - Ped Phase 2	9	10 - Phase 2 DPW	20 - Ped Phase 4	10	12 - Phase 4 DPW
22 - Ped Phase 6	11	14 - Phase 6 DPW	19 - Ped Phase 3	12	16 - Phase 8 DPW
33 - Overlap A	13	17 - Overlap A RYG	34 - Overlap B	14	18 - Overlap B RYG
35 - Overlap C	15	19 - Overlap C RYG	36 - Overlap D	16	20 - Overlap D RYG
17 - Ped Phase 1	17	9 - Phase 1 DPW	19 - Ped Phase 3	18	11 - Phase 3 DPW
21 - Ped Phase 5	19	13 - Phase 5 DPW	23 - Ped Phase 7	20	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 1=End Grn

Force Mode: 0=Plan

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 3

Manual Split: 1

Manual Offset: 1

Dial/Split

Cycle

1/1	160
2/1	150
2/2	130
2/3	130
3/1	160
3/2	150
4/1	130
4/2	130

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	71	1=Coordinate	3	34	0=Actuated	4	30	0=Actuated
5	15	0=Actuated	6	81	1=Coordinate						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	18	0=Actuated	2	66	1=Coordinate	3	33	0=Actuated	4	33	0=Actuated
5	15	0=Actuated	6	69	1=Coordinate						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	41	1=Coordinate	3	34	0=Actuated	4	35	0=Actuated
5	15	0=Actuated	6	46	1=Coordinate						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	55	1=Coordinate	3	30	0=Actuated	4	30	0=Actuated
5	15	0=Actuated	6	55	1=Coordinate						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	18	0=Actuated	2	78	1=Coordinate	3	34	0=Actuated	4	30	0=Actuated
5	15	0=Actuated	6	81	1=Coordinate						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	70	1=Coordinate	3	30	0=Actuated	4	30	0=Actuated
5	15	0=Actuated	6	75	1=Coordinate						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	46	1=Coordinate	3	34	0=Actuated	4	35	0=Actuated
5	15	0=Actuated	6	46	1=Coordinate						

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	46	1=Coordinate	3	34	0=Actuated	4	35	0=Actuated
5	15	0=Actuated	6	46	1=Coordinate						

Traffic Plan Data

Plan: 1/1/1	Offset Time: 53	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 102	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 111	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/1	Offset Time: 92	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 55	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/1	Offset Time: 81	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/1	Offset Time: 120	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/2/1	Offset Time: 120	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
	2	3	4	5	6	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	1	8:0	4/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	1	20:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4	2	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	2	6:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	2	9:30	2/3/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7	2	11:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8	2	14:45	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9	2	19:0	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10	2	21:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11	7	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12	7	8:30	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13	7	21:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

AUX. Events

Event	Program Day	Hour	Min.	Aux Outputs			Det. Diag.	Det. Rpt.	Det. Mult100	Dimming	Special Function Outputs								
				1	2	3	D1	D2	D3		1	2	3	4	5	6	7	8	
1	1	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	2	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	7	0	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Dimming Data

Channel	Red	Yellow	Green	Alternate
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preempt 1, Preempt 1 > Preempt 2, Preempt 2 > Preempt 3, Preempt 3 > Preempt 4, Preempt 4 > Preempt 5, Preempt 5 > Preempt 6
 Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt	Preempt Timers								Select			Track				Dwell	Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out		Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red
1	No	0	0	0	0	0	0		8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0		8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0		8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0		8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0		8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0		8	40	20	10	8	40	20	10	8	40	20

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls

Priority Timers										
Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases		
1	No	0	0	0	0	0	0	0=Do not Skip Phases		
2	No	0	0	0	0	0	0	0=Do not Skip Phases		
3	No	0	0	0	0	0	0	0=Do not Skip Phases		
4	No	0	0	0	0	0	0	0=Do not Skip Phases		
5	No	0	0	0	0	0	0	0=Do not Skip Phases		
6	No	0	0	0	0	0	0	0=Do not Skip Phases		

Priority 1			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps			
Ph	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

Cycle Failure: No

Local Flash: No

Special Status 1: No

Local Free: No

Cycle Fault: No

Special Status 2: No

1st Phone:

Coord Failure: No

Coord Fault: No

Special Status 3: No

2nd Phone:

Conflict Flash: No

Preemption: No

Special Status 4: No

Remote Flash: No

Voltage Monitor: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Average Veh/Hr	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector	Channel	Veh/Hr	Time(mins)	Correction/10	Volume %	Detectors	Factor	Detectors	Detectors	Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level Enter Leave Dial / Split / Offset

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	60	0	0
3	60	0	0
4	60	0	0
9	60	0	0
11	60	0	0
12	60	0	0
19	60	0	0
21	60	0	0
22	60	0	0

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 0 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Volume Detector Data

Report Interval

Volume Controller
Detector Detector
Number Channel

Default Data

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Dial/Split/Offset
//

Default Data

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 0 Valu

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
----------	--------------	-------------	---------------

Default Data - No Diag 1 Values

Speed Trap Speed Trap
Low Treshold High Treshold

Programmed EPAC Data

5/31/201

4:47:17PM

Intersection Name: Tucker Norcross @ Pleasantdale

Intersection Alias: Pleasant

Access Code: 9999 Channel: 1 Address: Revision: 3.32g

Access Data

:1200 Baud

:19200 Baud

Phase Data

<u>Vehical Basic Timings</u>							<u>Vehical Density Timings</u>		Time B4	Cars Before Time To		
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Reduce	Min_Gap	
1	5	2.0	20	0	4.5	2.0	0.0	0	0	0	2.5	
2	10	5.5	75	0	4.5	2.0	1.6	15	15	0	3.0	
3	7	2.5	25	0	3.0	2.5	0.0	0	0	0	0.0	
4	7	2.5	50	0	4.1	2.5	0.0	0	0	0	0.0	
5	5	2.0	20	0	4.5	2.0	0.0	0	0	0	2.5	
6	10	5.5	75	0	4.5	2.0	1.6	15	15	0	3.0	

<u>Pedestrian Timing</u>			<u>Extended Actuated</u>			<u>General Control</u>					<u>Miscellaneous</u>				
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out	
1	0	0	No	0	Inactive	None	None	None	0	Yes	No	No	No	No	
2	7	9	No	0	Green	NonActI	Min	None	0	No	Yes	No	No	No	
3	7	16	No	0	Inactive	None	None	None	0	Yes	No	No	No	No	
4	7	20	No	0	Inactive	None	None	None	0	Yes	No	No	No	No	
5	0	0	No	0	Inactive	None	None	None	0	Yes	No	No	No	No	
6	7	14	No	0	Green	NonActI	Min	None	0	No	Yes	No	No	No	

Special Sequence			
Phase	Phase Omit	Minus Yellow Phase	Omit Call
1	2	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	6	0	0
6	0	0	0

Vehical Detector Phase Assignment					
	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :3	2	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :5	2	Veh	0	0.0	0
Vehical Detector Channel :6	2	Veh	0	0.0	0
Vehical Detector Channel :7	2	Veh	0	0.0	0
Vehical Detector Channel :9	3	Veh	0	0.0	0
Vehical Detector Channel :11	4	Veh	0	0.0	0
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :13	4	Veh	0	0.0	0
Vehical Detector Channel :14	4	Veh	0	0.0	0
Vehical Detector Channel :15	4	Veh	0	0.0	0
Vehical Detector Channel :17	1	Veh	0	0.0	0
Vehical Detector Channel :18	3	Veh	0	0.0	0
Vehical Detector Channel :19	5	Veh	0	0.0	0
Vehical Detector Channel :21	6	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0
Vehical Detector Channel :23	6	Veh	0	0.0	0
Vehical Detector Channel :24	6	Veh	0	0.0	0
Vehical Detector Channel :25	6	Veh	0	0.0	0
Vehical Detector Channel :29	7	Veh	0	0.0	0
Vehical Detector Channel :31	8	Veh	0	0.0	0
Vehical Detector Channel :32	8	Veh	0	0.0	0
Vehical Detector Channel :33	8	Veh	0	0.0	0
Vehical Detector Channel :34	8	Veh	0	0.0	0
Vehical Detector Channel :35	8	Veh	0	0.0	0
Vehical Detector Channel :37	5	Veh	0	0.0	0
Vehical Detector Channel :38	7	Veh	0	0.0	0

Pedestrian Detector					
Pedestrian Detector Channel :8	3	Ped	0	0.0	0

Special Detector Phase Assignment					
	Assign Phase	Mode	Switched Phase	Extend	Delay
:					
Default Data					

Unit Data

General Control			
Startup Time: 0sec	Startup State: Flash	Red Revert: 5.0sec	
Auto Ped Clear: No	Stop Time Reset: No	Alternate Sequence: 0	
ABC connector Input Modes: 0	Ring	Input Response	Output Selection
ABC connector Output Modes: 0	1	Ring 1	Ring 1
D connector Input Modes: 0	2	Ring 2	Ring 2
D connector Output Modes: 0	3	None	None
	4	None	None

Remote Flash			
Test A = Flash	Channel	Flash Color	Flash Alternat
Flash Entry Phase	Flash Exit Phase	Default Data - No Flash	
Default Data - No Flash			



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring			Phase(s)															
Phase	Ring	Next Phase	Concurrent Phases															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	1	2	3	4	1	1	3	3	9	1	1	1	1	1	1	1
2	1	3	5	5	7	7	2	2	4	4								
3	1	4	6	6	8	8	5	6	7	8								
4	1	1																
5	2	6																
6	2	7																

Alternate Sequences

Alternate Sequences

Port 1 Data

BIU Addr	Port Status	Message
		40

Phase Pair(s)

Default Data

No Alternate Sequences Programmed

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	1	1 - Phase 1 RYG	2 - Veh Phase 2	2	2 - Phase 2 RYG
3 - Veh Phase 3	3	3 - Phase 3 RYG	4 - Veh Phase 4	4	4 - Phase 4 RYG
5 - Veh Phase 5	5	5 - Phase 5 RYG	6 - Veh Phase 6	6	6 - Phase 6 RYG
7 - Veh Phase 7	7	7 - Phase 7 RYG	8 - Veh Phase 8	8	8 - Phase 8 RYG
18 - Ped Phase 2	9	10 - Phase 2 DPW	20 - Ped Phase 4	10	12 - Phase 4 DPW
22 - Ped Phase 6	11	14 - Phase 6 DPW	19 - Ped Phase 3	12	16 - Phase 8 DPW
33 - Overlap A	13	17 - Overlap A RYG	34 - Overlap B	14	18 - Overlap B RYG
35 - Overlap C	15	19 - Overlap C RYG	36 - Overlap D	16	20 - Overlap D RYG
17 - Ped Phase 1	17	9 - Phase 1 DPW	19 - Ped Phase 3	18	11 - Phase 3 DPW
21 - Ped Phase 5	19	13 - Phase 5 DPW	23 - Ped Phase 7	20	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
 Coordination Mode: 0=Permissive
 Maximun Mode: 0=Inhibit
 Correction Mode: 2=Short Way

Offset Mode: 1=End Grn
 Force Mode: 0=Plan
 Max Dwell Time: 0
 Yield Period: 0

Manual Dial: 1
 Manual Split: 1
 Manual Offset: 1

Dial/Split Cycle

1/1	110
2/1	110
3/1	125
4/1	90

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	14	0=Actuated	2	52	1=Coordinate	3	14	0=Actuated	4	30	0=Actuated
5	26	0=Actuated	6	40	1=Coordinate						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	13	0=Actuated	2	42	1=Coordinate	3	13	0=Actuated	4	40	0=Actuated
5	13	0=Actuated	6	42	1=Coordinate						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	13	0=Actuated	2	64	1=Coordinate	3	13	0=Actuated	4	35	0=Actuated
5	37	0=Actuated	6	40	1=Coordinate						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	14	0=Actuated	2	38	1=Coordinate	3	13	0=Actuated	4	25	0=Actuated
5	16	0=Actuated	6	36	1=Coordinate						

Traffic Plan Data

Plan: 1/1/1	Offset Time: 10	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 17	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 16	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	1	10:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	1	13:0	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4	1	17:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	2	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	2	6:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7	2	9:0	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8	2	16:0	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9	2	20:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10	7	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11	7	9:0	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12	7	19:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13	8	0:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

AUX. Events

Event	Program	Day	Hour	Min.	Aux	Ouputs	Det. Diag.	Det. Rpt.	Det. Mult100	Special Function Outputs										
										1	2	3	Dimmin	1	2	3	4	5	6	7	8
					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Event	Month	Day	Year	Special Day	Special Week
1	1	1	100	8	0
2	7	4	100	8	0
3	12	25	100	8	0

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel Red Yellow Green Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preempt 1, Preempt 1 > Preempt 2, Preempt 2 > Preempt 3, Preempt 3 > Preempt 4, Preempt 4 > Preempt 5, Preempt 5 > Preempt 6
 Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt	Preempt Timers								Select			Track				Dwell	Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red	
1	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
2	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
3	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
4	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers									
Priority	Non-Lockin	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases	
1	No	0	0	0	0	0	0	0=Do not Skip Phases	
2	No	0	0	0	0	0	0	0=Do not Skip Phases	
3	No	0	0	0	0	0	0	0=Do not Skip Phases	
4	No	0	0	0	0	0	0	0=Do not Skip Phases	
5	No	0	0	0	0	0	0	0=Do not Skip Phases	
6	No	0	0	0	0	0	0	0=Do not Skip Phases	

Priority 1			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	1	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	1	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	1	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	1	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	1	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	1	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	1	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 2

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	1	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	1	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	1	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	1	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	1	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	1	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	1	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 3

Vehical Phases				Pedestrian Phases			Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Cycle Failure: No

Local Free: No

Coord Failure: No

Conflict Flash: No

Remote Flash: No

Local Flash: No

Cycle Fault: No

Coord Fault: No

Preemption: No

Voltage Monitor: No

Special Status 1: No

Special Status 2: No

Special Status 3: No

Special Status 4: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

System	Detector	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight	
Detector	Channel	Veh/Hr	Time(mins)	Correction/10	Volume %	Detectors	Detectors	Factor	Detectors	Detectors	Factor

Default Data

Sample Interval:

Queue: 1 Input Selection: 0=Average
Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average
Detector Failed Level : 0

Default Data

Queue:
Level Enter Leave Dial / Split / Offset
/ /

Default Data

Vehical Detector

Diagnostic Value 0
Max No Erratic
Detector Presence Activity Count

Vehical Detector

Diagnostic Value 1
Max No Erratic
Detector Presence Activity Count

Special Detector

Diagnostic Value 0
Max No Erratic
Detector Presence Activity Count

Default Data - Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0
Max No Erratic
Detector Presence Activity Count

Pedestrian Detector

Diagnostic Value 1
Max No Erratic
Detector Presence Activity Count

Special Detector

Diagnostic Value 1
Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Dial/Split/Offset
//

Speed Trap Speed Trap
Low Treshold High Treshold

Default Data

Default Data

Volume Detector Data

Report Interval 30
Volume Controller
Detector Detector
Number Channel

Default Data

Programmed EPAC Data

6/19/2018
10:45:18AM

Intersection Name: EPDL @ HAMBRICK RD

Intersection Alias: (D)EPD

Access Code: 9999 Channel: 1 Address: 0 Revision: 3.32g
IP:

Access Data
:1200 Baud
:19200 Baud

Phase Data

<u>Vehical Basic Timings</u>							<u>Vehical Density Timings</u>			Time B4	Cars	Time To	
Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red	Added	Initial	Max_Initial	Reduction	Before	Reduce	Min_Gap
2	10	10.0	55	65	4.5	1.1	2.5	30		15	0	10	5.0
4	7	3.0	35	40	3.9	1.6	0.0	30		0	0	0	4.0
5	5	2.0	20	35	3.0	2.2	0.0	30		0	0	0	0.0
6	10	10.0	40	65	4.5	1.1	2.5	30		15	0	10	5.0

<u>Pedestrian Timing</u>			<u>Extended Actuated</u>			<u>General Control</u>					<u>Miscellaneous</u>				
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Non-Act	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	Simultaneous Gap	No Simultaneous Out	
2	0	0	No	0	Green	None	Min	None	0	No	Yes	No	No	No	
4	7	10	No	0	Inactive	None	None	None	0	Yes	No	No	No	No	
5	0	0	No	0	Inactive	None	None	None	0	Yes	No	No	No	No	
6	0	0	No	0	Green	None	Min	None	0	No	Yes	No	No	No	

<u>Special Sequence</u>				<u>Vehical Detector Phase Assignment</u>					
Phase	Phase Omit	Minus Yellow Phase	Omit Call	Vehical Detector Channel	Assigned Phase	Mode	Switched Phase	Extend	Delay
2	0	0	0	Vehical Detector Channel :1	1	Veh	0	0.0	0
4	0	0	0	Vehical Detector Channel :3	2	Veh	0	0.0	0
5	6	0	0	Vehical Detector Channel :4	2	Veh	0	0.0	0
6	0	0	0	Vehical Detector Channel :5	2	Veh	0	0.0	50
				Vehical Detector Channel :6	2	Veh	0	0.0	0
				Vehical Detector Channel :7	2	Veh	0	0.0	0
				Vehical Detector Channel :9	3	Veh	0	0.0	0
				Vehical Detector Channel :11	4	Veh	0	0.0	0
				Vehical Detector Channel :12	4	Veh	0	0.0	0
				Vehical Detector Channel :13	4	Veh	0	0.0	0
				Vehical Detector Channel :14	4	Veh	0	0.0	0
				Vehical Detector Channel :15	4	Veh	0	0.0	0
				Vehical Detector Channel :17	1	Veh	0	0.0	0
				Vehical Detector Channel :18	3	Veh	0	0.0	0
				Vehical Detector Channel :19	5	Veh	0	0.0	5
				Vehical Detector Channel :21	6	Veh	0	0.0	0
				Vehical Detector Channel :22	6	Veh	0	0.0	0
				Vehical Detector Channel :23	6	Veh	0	0.0	0
				Vehical Detector Channel :24	6	Veh	0	0.0	0
				Vehical Detector Channel :25	6	Veh	0	0.0	0
				Vehical Detector Channel :29	7	Veh	0	0.0	0
				Vehical Detector Channel :31	8	Veh	0	0.0	0
				Vehical Detector Channel :32	8	Veh	0	0.0	0
				Vehical Detector Channel :33	8	Veh	0	0.0	0
				Vehical Detector Channel :34	8	Veh	0	0.0	0
				Vehical Detector Channel :35	8	Veh	0	0.0	0
				Vehical Detector Channel :37	5	Veh	0	0.0	0
				Vehical Detector Channel :38	7	Veh	0	0.0	0

Pedestrian Detector
Default Data

Special Detector Phase Assignment

Assign Switched
Phase Mode Phase Extend Delay

Default Data

Unit Data

General Control

Startup Time: 0sec Startup State: Flash Red Revert: 5.0sec
Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0
ABC connector Input Modes: 0 Input Output
ABC connector Output Modes: 4 Ring Response Selection
D connector Input Modes: 0 1 Ring 1 Ring 1
D connector Output Modes: 0 2 Ring 2 Ring 2
3 None None
4 None None

Remote Flash

Test A = Flash No Flash Channel Color Flash Alternat
Flash Flash
Entry Exit
Phase Phase Phase
2 Yes Yes
6 Yes Yes

Default Data - No Flash

Overlaps

Phase(s)	Overlaps															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase	Concurrent Phases	Phase(s)															
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2	1	3		1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
4	1	1		5	5	7	7	2	2	4	4								
5	2	6		6	6	8	8	5	6	7	8								
6	2	7																	

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Port Message
Addr Status 40

Default Data

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	1	1 - Phase 1 RYG	2 - Veh Phase 2	2	2 - Phase 2 RYG
3 - Veh Phase 3	3	3 - Phase 3 RYG	4 - Veh Phase 4	4	4 - Phase 4 RYG
5 - Veh Phase 5	5	5 - Phase 5 RYG	6 - Veh Phase 6	6	6 - Phase 6 RYG
7 - Veh Phase 7	7	7 - Phase 7 RYG	8 - Veh Phase 8	8	8 - Phase 8 RYG
18 - Ped Phase 2	9	10 - Phase 2 DPW	20 - Ped Phase 4	10	12 - Phase 4 DPW
22 - Ped Phase 6	11	14 - Phase 6 DPW	24 - Ped Phase 8	12	16 - Phase 8 DPW
33 - Overlap A	13	17 - Overlap A RYG	34 - Overlap B	14	18 - Overlap B RYG
35 - Overlap C	15	19 - Overlap C RYG	36 - Overlap D	16	20 - Overlap D RYG
17 - Ped Phase 1	17	9 - Phase 1 DPW	19 - Ped Phase 3	18	11 - Phase 3 DPW
21 - Ped Phase 5	19	13 - Phase 5 DPW	23 - Ped Phase 7	20	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto Offset Mode: 1=End Grn Manual Dial: 1
 Coordination Mode: 0=Permissive Force Mode: 0=Plan Manual Split: 1
 Maximum Mode: 0=Inhibit Max Dwell Time: 0 Manual Offset: 1
 Correction Mode: 2=Short Way Yield Period: 0

Dial/Split	Cycle
1/1	100
2/1	90
2/2	90
2/3	90
2/4	80
3/1	110
3/2	130

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	40	0=Actuated	5	15	0=Actuated	6	40	1=Coordinate

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	30	0=Actuated	5	15	0=Actuated	6	45	1=Coordinate

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	30	0=Actuated	5	15	0=Actuated	6	45	1=Coordinate

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	30	0=Actuated	5	15	0=Actuated	6	45	1=Coordinate

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	55	1=Coordinate	4	25	0=Actuated	5	15	0=Actuated	6	40	1=Coordinate

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	80	1=Coordinate	4	30	0=Actuated	5	20	0=Actuated	6	60	1=Coordinate

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	95	1=Coordinate	4	35	0=Actuated	5	25	0=Actuated	6	70	1=Coordinate

Traffic Plan Data

Plan: 1/1/2	Offset Time: 22	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 23	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 17	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/1	Offset Time: 17	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/4/1	Offset Time: 19	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/3	Offset Time: 29	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/3	Offset Time: 115	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero ReferenceHours: 0 Min: 1
 End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days						
	1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	8:0	2/3/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	1	20:30	2/4/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	1	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4	2	5:0	1/1/2		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	2	9:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	2	14:30	3/1/3		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7	2	19:30	2/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8	2	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

AUX. Events

Event	Program	Day	Hour	Min.	Aux Ouputs			Det.	Det.	Det.	Special Function Outputs									
					1	2	3	Diag.	Rpt.	Mult100	Dimming	1	2	3	4	5	6	7	8	
					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 3	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Function 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Special Function 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel Red Yellow Green Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preempt 1, Preempt 1 > Preempt 2, Preempt 2 > Preempt 3, Preempt 3 > Preempt 4, Preempt 4 > Preempt 5, Preempt 5 > Preempt 6
 Ring 1 Min GRN/WLK = 0 Ring 2 Min GRN/WLK = 0 Ring 3 Min GRN/WLK = 0 Ring 4 Min GRN/WLK = 0

Preempt	Preempt Timers								Select			Track				Dwell	Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red	
1	Yes	0	0	0	5	0	0	15	40	20	15	0	40	20	5	5	40	20	
2	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
3	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
4	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20	

Preempt 1		Preempt 2		Preempt 3		Preempt 4		Preempt 5		Preempt 6	
Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls
4	Yes	Yes									

Priority Timers									
Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases	
1	No	0	0	0	0	0	0	0=Do not Skip Phases	
2	No	0	0	0	0	0	0	0=Do not Skip Phases	
3	No	0	0	0	0	0	0	0=Do not Skip Phases	
4	No	0	0	0	0	0	0	0=Do not Skip Phases	
5	No	0	0	0	0	0	0	0=Do not Skip Phases	
6	No	0	0	0	0	0	0	0=Do not Skip Phases	

Priority 1		Priority 2		Priority 3		Priority 4		Priority 5		Priority 6	
Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls	Exit Phase	Exit Calls

Preempt 1

Vehical Phases			Pedestrian Phases			Overlaps					
Ph	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Green	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Green	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Green	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

Cycle Failure: No

Local Flash: No

Special Status 1: No

1st Phone:

Local Free: No

Cycle Fault: No

Special Status 2: No

2nd Phone:

Coord Failure: No

Coord Fault: No

Special Status 3: No

Conflict Flash: No

Preemption: No

Special Status 4: No

Remote Flash: No

Voltage Monitor: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

System Detector	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector Channel	Veh/Hr	Time(mins)	Correction/10	Volume %	Detectors	Factor	Detectors	Detectors	Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average Queue:

Default Data

Detector Failed Level : 0

Level Enter Leave Dial / Split / Offset

Queue: 2 Input Selection: 0=Average

/ /

Detector Failed Level : 0

Default Data

Vehical Detector

Diagnostic Value 0

Max No Erratic
Detector Presence Activity Count

Vehical Detector

Diagnostic Value 1

Max No Erratic
Detector Presence Activity Count

Special Detector

Diagnostic Value 0

Max No Erratic
Detector Presence Activity Count

Default Data - Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 0 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Volume Detector Data

Report Interval

Volume Controller

Detector Detector

Number Channel

Default Data

Pedestrian Detector

Diagnostic Value 1

Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 1 Values

Dial/Split/Offset

//

Default Data

Special Detector

Diagnostic Value 1

Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 1 Values

Speed Trap

Low Threshold

Speed Trap

High Threshold

APPENDIX E:
PROGRAMMED PROJECT DATA SHEETS

MAY - 6 2015

May 2015

**SUMMARY OF ADDITIONS TO THE LUMP SUM PROGRAMS
WHICH WERE ADDED IN APRIL 2015**

PROJ ID	COUNTY	WORK TYPE	DESCRIPTION	CONG DIST
0013543	Jones	Signing	OFF-SYSTEM SAFETY IMPROVEMENTS @ 11 LOCS IN JONES COUNTY	8
0013547	Bibb	Signing	OFF-SYSTEM SAFETY IMPROVEMENTS @ 19 CR LOCS IN BIBB COUNTY	2, 8
0013548	Monroe	Signing	OFF-SYSTEM SAFETY IMPROVEMENTS @ 13 LOCS IN MONROE COUNTY	8
0013550	All Counties	Preliminary Engineering	RC CONTRACT FOR PLANNING/ENVIRONMENT/LOC SERVICES - FY 2016	99
0013621	Chatham, Effingham, Jenkins, Screven	RRX Signing & Marking	SIGNING & PAVEMENT MARKINGS @ 44 NS RR LOC IN DISTRICT 2 & 5	1, 12
M005371	Carroll, Haralson	Bridges	I-20 @ 15 LOCS - BRIDGE PRESERVATION	14, 3
M005372	Bibb, Crawford, Monroe	Bridges	BRIDGE PRESERVATION @ 12 SR LOCS IN BIBB; CRAWFORD & MONROE	2, 8
M005373	All Counties	Bridges	BRIDGE PRESERVATION @ 6 SR LOCS IN DISTRICT 6	11, 14, 9
M005374	All Counties	Bridges	BRIDGE PRESERVATION @ 14 SR LOCS IN DISTRICT 4	2, 8
M005375	DeKalb, Fulton	Bridges	SR 8; SR 400 & SR 410 @ 3 LOCS - BRIDGE REHAB	4, 5, 6
M005376	DeKalb, Fulton	Bridges	I-75 @ 1 LOC & I-285 @ 7 LOCS - BRIDGE REHAB	11, 4, 5, 6
M005377	Hall	Bridges	I-985 @ 8 LOCS IN HALL COUNTY - BRIDGE PRESERVATION	9
M005378	Clayton, Fulton	Bridges	I-75 @ 7 LOCS IN CLAYTON & FULTON - BRIDGE PRESERVATION	5
M005379	Fulton	Bridges	SR 154 @ 4 LOCS IN FULTON COUNTY - BRIDGE PRESERVATION	5
M005380	Houston	Bridges	SR 247 @ SANDY RUN CREEK - BRIDGE PRESERVATION	8

Approved:

Cynthia L. Nungke

Director of Planning

Approved:

Margaret B. Purcell

Chief Engineer

RECEIVED
D.O.T. GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

2015 AUG -5 PM 1:44

INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #M005375 OFFICE Environmental Services
FROM Kristin Boggs, Ecologist *KB* DATE July 24, 2015
TO File
SUBJECT SR 6, SR 400 and SR 410 Bridge Rehabilitation, DeKalb and Fulton Counties

GDOT P.I. number M005375 proposes bridge rehabilitation at three bridges in Fulton and DeKalb Counties. Bridge preservation activities consist of heat straightening damaged steel superstructure members at the following three bridge locations:

- 1) Bridge structure ID 089-0132-0 is located on Mountain Industrial Blvd over SR 410/Stone Mountain Freeway in DeKalb County.
- 2) Bridge structure ID 121-0044-0 is located on US 29 over SR 6 in Fulton County.
- 3) Bridge structure ID 121-0476-0 is located on Pitts Rd over SR 400/US 19 in Fulton County.

The proposed work would take place within the existing right-of-way and has less than one acre of ground disturbance.

The project's activities are listed in Appendix A (#18, bridge deck rehabilitation or replacement where not over Waters of the US) of the June 24, 2003 Endangered Species Act and Fish and Wildlife Coordination Act Joint Coordination Procedures (JCP), amended January 2007, and will have no effect on federally listed species or habitat. However, obligations under section 7 of the Endangered Species Act must be reconsidered if: (1) new information reveals impacts of this identified action that may affect listed species or habitat in a manner not previously considered; (2) a new species is listed or habitat is determined that may be affected by the identified action; or (3) the project is modified in a manner not previously considered.

According to the October 1, 2010 Clarification of Requirements for Road Maintenance Projects letter from the Georgia Department of Natural Resources Environmental Protection Division (EPD), "road maintenance projects that result in total land disturbances of less than five (5) acres and consist solely of routine maintenance as defined by NPDES General Permit No. GAR100002 are exempt from the State-mandated buffer requirements and copies of the erosion and sedimentation control plans are not submitted to the EPD for review. In order to be eligible for this exemption, the road maintenance project must comply with the following conditions: (1) no mass grading shall occur on the project, (2) the project shall be stabilized by the end of each day with temporary or permanent stabilization, and (3) the project shall have a duration of less than 90 calendar days."

The proposed project will disturb less than one acre of ground. Therefore, it is exempt from state-mandated buffer requirements as per the NPDES General Permit No. GAR100002.

Migratory birds or nests were observed during the field survey to bridge structure ID 089-0132-0. The attached Special Provisions 107.23G will be implemented to minimize impacts to migratory birds during bridge maintenance. Therefore, there is no potential for conflict under the Migratory Bird Treaty Act.

Essential fish habitat (EFH) occurs in the coastal counties of Georgia and is protected under the Magnuson-Stevens Fishery Conservation and Management Act. The project is located in an inland county. Therefore, the proposed project would have no impact on essential fish habitat.

There is no bald eagle nest known to exist within one mile of the project. The project would not result in "take", as defined under the Bald and Golden Eagle Protection Act. Therefore, the project would have "no effect" to the bald eagle.

During the construction process, the Department will take measures to prevent or minimize the spread of invasive species as appropriate for the time of year. These measures will include removal and disposal of vegetative parts in the soil that may reproduce by root raking prior to moving the soil, burning on site any such parts and aboveground parts that bear fruit, controlling or eradicating infestations prior to construction, and cleaning vehicles and other equipment prior to leaving the infested site. The measures used will be those that are appropriate for the specific site conditions which exist on the project, as described in the Georgia Standard Specifications Section 201, Clearing and Grubbing of Right-of-Way.

KB

cc: Elliott Robertson, GDOT NEPA
Clayton Bennett, GDOT Project Manager
Katý Allen, FHWA

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL PROVISION

PROJECT: P.I. # M005375
DEKALB AND FULTON COUNTIES

Section 107 – Legal Regulations and Responsibility to the Public

Add the following to Subsection 107.23:

G. Protection of Federally Protected Species

The following conditions are intended as a minimum to protect this species and its habitat during any activities that are in close proximity to the known location(s) of this species.

1. The Contractor shall advise all Project personnel employed on this Project about the potential presence and appearance of the federally protected barn swallow (*Hirundo rustica*), cliff swallow (*Petrochelidon pyrrhonota*), and eastern phoebe (*Sayornis phoebe*). All personnel shall be advised that there are civil and criminal penalties for harassing, harming, pursuing, hunting, shooting, wounding, killing, capturing, or collecting these species in knowing violation of the Migratory Bird Treaty Act of 1918. The law protects adults, fledglings, nestlings, eggs, and active nests. Bat species may also be observed utilizing structures within the project limits. Pictures and habitat information are attached and shall be posted in a conspicuous location in the Project field office until such time that Project construction has been completed and time charges have stopped.
2. The Contractor shall follow one of the following three options to prevent impacts to bird species protected under the Migratory Bird Treaty Act.

Option 1: Work below the bridge deck shall take place outside of the breeding and nesting season of phoebes and swallows, which begins April 1 and ends August 31.

Option 2: Exclusionary devices shall be put in place to prevent birds from nesting beneath the existing bridge. Exclusionary devices in the form of netting made of plastic, canvas or other materials that are proposed by the contractor may be installed on the bridge(s) prior to March 1 or after August 31, but in no time in between this period. Exclusionary devices are not a guaranteed method of preventing migratory birds from nesting beneath bridges and work schedules shall take into account the possibility that barriers will not be successful. If exclusionary barriers are to be used, these steps shall be followed:

- a. The project ecologist shall be notified by phone (404) 631-1100 of the decision to install exclusionary devices under the existing bridge and the date of the proposed installation prior to the installation of any exclusionary devices.
- b. The underside of the bridge shall be checked for nests prior to the placement of exclusionary barriers. If nests are present, they shall be inspected to ensure that eggs or birds are not present. If the nests are found to be occupied, construction activities associated with the bridge shall be postponed until after August 31 when the breeding season is complete.

Section 107 – Legal Regulations and Responsibilities to the Public

- c. Exclusionary barriers shall be placed along the full length of the bridge to prevent the birds from accessing any existing nesting habitat. Barriers shall be installed prior to March 1 and left in place until August 31 or until the bridgework is complete, whichever occurs first. If the exclusionary netting fails to prevent nesting (i.e., birds are able to bypass barriers and build nests), construction activities associated with the bridge shall be postponed until after August 31.
- d. During construction activities, exclusionary barriers shall be inspected daily for holes or other defects that impair its ability to exclude migratory birds from nesting beneath the bridge. Any holes or defects shall be repaired immediately.
- e. Entanglement of barn swallows, cliff swallows, and eastern phoebes in exclusionary netting constitutes harm to migratory birds. In the event that entanglement of migratory birds in the netting occurs, the Contractor shall report the incident immediately to the Project Engineer who in turn will notify the State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services at (404) 631-1101.

Option 3: The contractor shall employ an ecologist prequalified in Area Class 1.06(e) to conduct an inspection of the bridges prior to the start of maintenance activities. If this option is chosen the following steps shall be followed:

- a. The ecologist shall attend the Preconstruction Conference.
 - b. The ecologist shall inspect the entire underside of the bridge no more than 24 hours before the scheduled start of work on the bridge.
 - c. If the ecologist observes active bird nests or nests that are actively being constructed within 20 feet of where the proposed work is to take place, then the maintenance activities on the underside of the bridge shall be postponed until after the nesting season is complete on August 31.
 - d. If the ecologist does not observe active nests within 20 feet of the proposed work, then maintenance activities may proceed on the underside of the bridge. The ecologist shall be present as a monitor until work on the underside of the bridge has been completed. If migratory birds establish nests within 20 feet of the ongoing work, then work shall cease until after the nesting season is complete on August 31.
 - e. The contract ecologist shall keep a log detailing the findings of their initial inspection and their observations of migratory bird activity in the vicinity of the bridge throughout their period of monitoring. The ecologist shall submit the report along with pictures of the work activity and nesting birds. The report shall be submitted to the State Environmental Administrator (600 West Peachtree Street NW, Atlanta, Georgia 30308) prior to the Final Acceptance of the project.
3. In the event any incident occurs that causes harm or injury to the barn swallow, cliff swallow, and eastern phoebe along the Project corridor, the Contractor shall report the incident immediately to the Project Engineer who in turn will notify the State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services at (404) 631-1101. All activity shall cease pending consultation by the Department with the U. S. Fish and Wildlife Service and the lead Federal Agency.
4. All costs pertaining to any requirement contained herein shall be included in the overall bid submitted unless such requirement is designated as a separate Pay Item in the Proposal.

GEORGIA DEPARTMENT OF TRANSPORTATION

FEDERAL-AID S.T.I.P WORK AUTHORIZATION/FEDERAL-AID PROJECT AGREEMENT

M005375

RECEIVED
NOV 16 2015
D.O.T. REVIEWED AND RECORDED

DATE: 16-Nov-15

PROJECT ACCOUNTING NUMBER COUNTY DEKALB	CONG DIST 4	PHASE OF WORK MPE	REMARKS PI	Character of Proposed Work and Remarks/ Stipulation PROGRAM TYPE: Maintenance WORK TYPE: Bridges REMARKS: AC FOR FY 2016 FUNDS NOTE: Includes all utility work related to the above phase of work. Includes ROW appraisals and associated Incidentals. Federal participation will be limited to the areas incorporated into the final right-of-way for the project. Future ENVIRONMENTAL, PLANNING and/or DESIGN Consultant Services are eligible.																					
Ref A. State Transportation Improvement Program P.I.# M005375 B. M.P.O Transportation Improvement Program # C. National Highway System D. J.A Oversight E. Force Account Work By GDOT, County OR City F. This Project is being advanced in conformance with the Network Year design in ARC's conforming RTP and Travel Demand Model.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> FULL <input type="checkbox"/> EXEMPT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	FMIS DATA ELEMENTS <table style="width: 100%; border-collapse: collapse;"> <tr> <td>Env Class:</td> <td>6</td> <td>6</td> </tr> <tr> <td>Number Of Lanes:</td> <td>6</td> <td>6</td> </tr> <tr> <td>Federal-Aid System:</td> <td>I-Interstate</td> <td></td> </tr> <tr> <td>Urban Code:</td> <td>025-Atlanta</td> <td></td> </tr> <tr> <td>Urban/Rural:</td> <td>URBAN</td> <td>Bridge 1 ID#: 089-0132-0 Bridge 2 ID#: 121-0044-0</td> </tr> <tr> <td>Functional System:</td> <td>F-Freeways and Expressways</td> <td></td> </tr> <tr> <td>Improvement Type:</td> <td>15-Preliminary Engineering</td> <td></td> </tr> </table>			Env Class:	6	6	Number Of Lanes:	6	6	Federal-Aid System:	I-Interstate		Urban Code:	025-Atlanta		Urban/Rural:	URBAN	Bridge 1 ID#: 089-0132-0 Bridge 2 ID#: 121-0044-0	Functional System:	F-Freeways and Expressways		Improvement Type:	15-Preliminary Engineering	
Env Class:	6	6																							
Number Of Lanes:	6	6																							
Federal-Aid System:	I-Interstate																								
Urban Code:	025-Atlanta																								
Urban/Rural:	URBAN	Bridge 1 ID#: 089-0132-0 Bridge 2 ID#: 121-0044-0																							
Functional System:	F-Freeways and Expressways																								
Improvement Type:	15-Preliminary Engineering																								
Eligibility and authorization granted to proceed. A conditional authorization approval is applicable due to Rights-of-way (Utilities); or see REMARKS(). Conditions are to be resolved prior to bid opening. Signed: <u>FMIS</u> 12-60 Date: 12/07/15 for the Division Administrator, FHWA or for EXEMPT projects Signed: <u>[Signature]</u> Date: 11/17/15 State Project Review Engineer																									
I hereby certify that this project and phase is correctly programmed in the current approved S.T.I.P. on S.T.I.P page 3 <input checked="" type="checkbox"/> LUMP SUM 0009746 This authorization is requested only for the phase of work and Federal funding as shown. The Georgia Department of Transportation agrees that as a condition to payment of the Federal funds obligated, it accepts and will comply with the agreement provision set forth in 23 CFR 630.307, and its signature constitutes the making of the certification Signed: _____ Date: NOV 16 2015 Commissioner, Georgia Department of Transportation																									

PROJECT AUTHORIZATION INFORMATION

PROJECT NUMBER	N/A	AUTHORIZED BY FHWA	
PI NUMBER	M005375	RECOMMENDED BY GDOT PROJECT REVIEW ENGINEER	11/17/2015
COUNTY	DEKALB	TYPE AUTHORIZATION	PE
WORK DESCRIPTION	BRIDGE MAINTENANCE		
TYPE OVERSIGHT	EX		
LETTING			
R/W CERTIFICATION	N/A		
ENVIR CERTIFICATION	N/A		
UTILITY CERTIFICATION	N/A		
RR CERTIFICATION	N/A		
ENG SERVICES CLEAR	11/17/2015		
FEMA COORD	N/A		
COMMENTS:	PE FUNDS		

2015 11/17/2015
PI 11/17/2015
11/17/2015

FINAL FIELD PLAN REVIEW INSPECTION REPORT

PI No.: M005375, DeKalb and Fulton Counties

Bridge Maintenance - SR 6; SR 400 & SR 410 @ 3 Locations

INSPECTION DATE: May 26, 2016

REPORT DATE: May 27, 2016

RESPONSE ACCEPTED DATE: June 28, 2016

This inspection was requested by Clayton Bennett, State Bridge Inspection Engineer. The Project Manager is Leisa Jones. DOT RECEIVED FILES
2016 JUN 30 PM 1:24

The plans were prepared by Moreland Altobelli Associates, Inc.

The report was prepared by Ted Crabtree, and accepted by Lisa L. Myers, State Project Review Engineer, Office of Engineering Services.

The NEPA Document was approved August 25, 2015.

This report is being distributed via E-mail.

The Inspection Plans were reviewed via an E-mail review.

A PFPR was not required for this type of project. The complete FFPR request package was received by Engineering Services on May 2, 2016.

All comments marked with an arrow symbol (\Rightarrow) shall be addressed with a written response by the Project Manager. As per Plan Development Process, responses to all comments will be written in complete sentences and will clearly state the action taken to address the comment. If a comment requests a specific action and the Project Manager determines that no action or a different action will be taken, the response should clearly explain the Project Manager's decision. All responses shall be submitted in Word format (a pdf of the document will not be accepted).

Projects Let to construction after July 1, 2013 will require the use of the 2011 AASHTO "GREEN BOOK", GDOT Design Manual, 2011 Roadside Design Guide, 2012 Guide for the Development of Bicycle Facilities. Projects Let to Construction after October 2013 will require the use of the 2013 Georgia Standard Specifications. Please revise all notes that make reference to previous GDOT Design Manuals and Specifications. Any substandard features that cannot be complied with due to project restraints will require the submission of a design exception/variance to the State Design Policy and Support Engineer.

PROJECT DESCRIPTION

The proposed project will heat straighten and repair structural members at 3 locations in DeKalb and Fulton Counties. The locations are:

- Mountain Industrial Blvd over SR 410 / Stone Mountain Freeway
- Main Street / US 29 over SR 6 / Camp Creek Parkway
- Pitts Road over US 19 / SR 400

The project has a combined total project length of 0.112 miles. The project has a scheduled Management Let Date of December 2016.

DESIGN DATA

CURRENT TRAFFIC ADT: Not provided

DESIGN TRAFFIC ADT: Not provided

PERCENT TRUCKS: Not provided

CURRENT POSTED SPEED: Not provided

SPEED DESIGN: Not provided

FUNCTIONAL CLASSIFICATION: Urban Minor Arterial & Urban Principal Arterial

A Concept Report was not required for this type of project.

ENVIRONMENTAL

ENVIRONMENTAL COMMITMENTS: Migratory Birds (see 107.23.G)

GENERAL ENVIRONMENTAL COMMENTS:

⇒ The Environmental Resources Impact Table (Environmental Resources Impact Table) will be coordinated with the project's Environmental Commitments Table and other plan notes to illustrate the restrictions associated with various environmental resources. The responsibility for inserting the table into the plans will rest with the designer, and its content and accuracy will be confirmed by the NEPA analyst who is responsible for environmentally certifying the project. The table shall be included in the General Notes section of all plans beginning with projects that have field plan reviews scheduled for September 1, 2010, and later and/or projects that are scheduled to be let in November 2010 or later. All Environmentally Sensitive Area (ESA) flags on plan sheets shall be changed to read "ESA - See Environmental Resources Impact Table in General Notes for construction restrictions." The ESA notes shall be placed on ALL plan sheets where an ESA exists.

An ERIT will be added to the Plans according to the Environmental Commitments Table.

⇒ Add ERIT to Drawing 02-001.
The ERIT will be added to Drawing 02-001

RIGHT OF WAY

NUMBER OF PARCELS: 0 APPRAISED: N/A

ACQUIRED DEEDS: N/A

ACQUISITION BY: N/A

TYPE ACCESS CONTROL: By permit

GENERAL RIGHT OF WAY COMMENTS:

All proposed work within existing R/W.

DESIGN EXCEPTIONS

DESIGN EXCEPTIONS REQUIRED: None

DESIGN EXCEPTIONS REQUESTED: None

DESIGN EXCEPTIONS APPROVED: None

DESIGN VARIANCES

DESIGN VARIANCES REQUIRED: None

DESIGN VARIANCES REQUESTED: None

DESIGN VARIANCES APPROVED: None

SPECIAL PROVISIONS

PROJECT SPECIFIC SPECIAL PROVISIONS FURNISHED FOR THE INSPECTION:

Section 107.23.G – Protection of Federally Threatened and / or Protected Species

Section 108.08.C – Intermediate Completion Schedule

Section 150.11 –Special Conditions

Section 999 – Heat Straightening and Repair of Structural Members

ADDITIONAL PROJECT SPECIFIC SPECIAL PROVISIONS REQUIRED:

None

GENERAL SPECIAL PROVISION COMMENTS:

Contracts Administration should not include the Special Provision adding the Fine Grader because there is less than 1 mile (1.6 km) of full width pavement.

Restrictions to traffic interruptions are recommended.

The Contractor shall not have lane closures or move equipment or materials on the traveled way on the mainline or major local streets between the hours of 5:00 a.m. to 9:00 p.m., Monday through Friday. Equipment or materials moved across the traveled way at other times shall be done in a manner as not to interfere with traffic.

Shoulder closures are allowed 24 hours/ 7 days.

Lane closures as follows:

1. Mountain Industrial Boulevard over SR 410

- Single lane closures will be allowed between the hours of 10:00 PM to 5:00 AM Monday through Thursday.
- Single lane closures are allowed between the hours of 9:00 PM Friday to 5:00 AM Monday.

2. US 29 over SR 6

- Single lane closures will be allowed between the hours of 10:00 PM to 5:00 AM Monday through Thursday.
- Single lane closures are allowed between the hours of 9:00 PM Friday to 5:00 AM Monday.

3. Pitts Road over SR 400

- Single/Double lane closures are allowed between the hours of 10:00 PM to 5:00 AM Monday through Thursday.

- Single/Double lane closures are allowed between the hours of 9:00 PM Friday to 5:00 AM Monday.
 - ⇒ Section 108.08 SP – reference to the 150.11.B is not correct. It should be 150.11.G. We will change the Special Provision 108.08 accordingly.
 - ⇒ Section 150.11 SP – remove "Draft" from "Section 150 – Traffic Control." We will remove "Draft" from the document.
 - ⇒ Section 150.11 SP – verify that District Construction is agreeable with no restrictions for shoulder closures. We will check with the District Construction regarding shoulder restrictions as currently written in the SP 150.11.
 - ⇒ Special provisions shall be formatted in accordance with GDOT Policy 2445-1. Revise special provisions (headings) accordingly. We will check and correct formatting accordingly.
 - ⇒ Please submit the Section 108 and Section 150 Special Provisions to the Office of Construction for their review. This should be done after the Preliminary Field Plan Review, but prior to the assembly of the Final Plan Documents. We will send the Section 108 and Section 150 Special Provisions to the Office of Construction for review.
- ESTIMATED CONTRACT TIME:** The Inspection Team recommends 3 months.

VALUE ENGINEERING

Total Project Programmed Cost: \$536,065.17

VE Study Date: N/A

VE Implementation Approval Date: N/A

General VE Comments:

None

CONSTRUCTION PLANS

The Project Manager is advised that this project is located within a NPDES Municipal Separate Storm Sewer System (MS4) Permitted area. Linear roadway projects that disturb 1 acre or more of land, or site development that creates or adds 5,000-sqft or greater of new impervious surface area are required to comply with section 4.2.5.1a of the permit. Section 4.2.5.1a of the permit requires design of storm water structures at outfall locations that provide:

- Removal of 80% of total suspended solids (TSS) from the first 1.2-inches of rainfall;
- Detention storage for the 1 year 24 hour storm event;
- Match pre-developed flow rates for the 25 year 24 hour storm event; and
- Control the 100 year 24 hour storm event.

Seeing this project is located within a MS4 area, the Project Manager and the Design Phase Leader should follow the Department's Post Construction Stormwater Management BMP Design (Guidelines)*.

Projects excluded from section 4.2.5.1a of the permit include:

- Projects that have environmental approval by June 30, 2012;
- Projects that have right of way plans submitted for review and approval by June 30, 2012;
- Design Build and P3 projects that have been awarded or received environmental approval by June 30, 2012.

- Maintenance and safety improvements: Examples include repaving, driveway access paving, shoulder paving and building, fiber optic line installation, sign addition, safety barrier, and sound barrier installations.
- Safety projects whereby the sites are not connected and the individual site disturbs less than one acre.

This project is excluded from section 4.2.5.1a of the permit due to this project being a maintenance improvement project.

COVER SHEET

- ⇒ Add SR 14 to description for Main Street.
SR 14 will be added.

INDEX / GENERAL NOTES

No comments

SUMMARY OF QUANTITIES

- ⇒ Please ensure correct pay items and quantities are entered into CES (Cost Estimation System) after the plans have been revised according to the FFPR Inspection comments. CES items and quantities will be entered and/or updated after FFPR corrections have been made.
- ⇒ Per District Traffic Operations any damaged striping and or Asphaltic Concrete Pavement or Concrete Pavement shall be replaced per current Signing and Marking guidelines, Contrast Striping for all concrete surfaces, Thermoplastic for Asphaltic Concrete Striping. This includes any Deck Replacement striping as needed. Ensure this is addressed in quantities and / or notes. Additional quantities and/or notes for potential striping damage are not needed to these plans. The heat straightening work will be contained to underneath the bridge deck.

24-XXX UTILITY PLANS

Electrical:	Georgia Power
Gas:	Atlanta Gas Light Company
Sewer:	Fulton County
Water:	DeKalb County Water and Sewer; City of Atlanta; Fulton County
Telephone:	AT&T
Railroad:	N/A
Cable TV:	N/A
Other:	N/A

Utility location was performed by Utility Owner Mark-ups.

Plans have been sent to Utility Companies.

Marked Plans have been received from some Utility Companies.

The Public Interest Determination (PID) Procedure (in accordance with Policy 6863-12) for the relocation, removal, and adjustment of Utility facilities is not applicable to this project.

General Utility Comments:

None

35-XXX BRIDGE PLANS

Existing Bridge ID No.: 089-013200; 121-0044-0; 121-0476-0

Proposed Bridges: None

General Bridge Comments:

None

FIELD INSPECTION

Comments from the Site Inspection have been included elsewhere in the body of this report.

LLM / TJC

PERSONNEL SUBMITTING E-MAIL COMMENTS

Patrick Werho

GDOT – District Traffic Operations

c: Meg Pirkle
Hiral Patel
Andy Doyle
Clayton Bennett
Leisa Jones
Shun Pringle
Dona Welch
Scott Gibson
Sebastian Nesbitt
Desmore Joseph
Scott Lee
Patrick Allen
Nicholas Fields
Jimmy Witherow
James Harry
Kelly Hairston
Charles Hasty
David Patterson
Dale Brantley
Lee Upkins
Andrew Heath
Walt Taylor
Andy Casey
Bill Duvall
Chris Rudd
Troy Byers
Cindy VanDyke
Eric Duff
Carla Benton-Hooks
Glenn Williams
Derrick Cameron
Troy Patterson
Daryl Williams

SCORING RESULTS PER TOPPS 2440-2

Project Number: M005375		County: DeKalb & Fulton	PI No.: M005375	Project Designed By: Bridge Maintenance	
Date FPR Held: May 26, 2016		<input type="checkbox"/> Preliminary <input checked="" type="checkbox"/> Final	DOT Office: Leisa Jones	Project Manager: MAAI	
Project Type: Choose appropriate project type:		<input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Rural Widening & Reconstruction <input type="checkbox"/> Urban Widening & Reconstruction <input type="checkbox"/> Maintenance Resurfacing <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Rural Interstate Reconstruction <input type="checkbox"/> Urban Interstate Reconstruction <input type="checkbox"/> Design-Build <input type="checkbox"/> New Location Roadway <input type="checkbox"/> Traffic Signal Upgrades <input checked="" type="checkbox"/> Bridge Maintenance			
<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural				
FOCUS AREAS	SCORE	RESULTS			
Presentation	100	<input type="checkbox"/> Did not follow PDP <input type="checkbox"/> Did not follow PPG <input type="checkbox"/> Unclear requirements <input type="checkbox"/> Missing information <input type="checkbox"/> Conflicting information <input type="checkbox"/> Incorrect information <input type="checkbox"/> Incorrect quantities <input type="checkbox"/> Missing pay items <input type="checkbox"/> Incorrect pay items Notes:			
Judgment	100	<input type="checkbox"/> Did not follow Concept Report <input type="checkbox"/> Did not follow AASHTO requirements <input type="checkbox"/> Did not follow GDOT policy <input type="checkbox"/> Did not perform adequate QA/QC procedures Notes:			
Environmental	80	<input type="checkbox"/> Not consistent with Environmental Document <input type="checkbox"/> Not consistent with Environmental Permits <input checked="" type="checkbox"/> ESA's not shown/incorrect on plans <input type="checkbox"/> Did not address environmental commitments <input type="checkbox"/> Unreasonable environmental commitments/requirements Notes: No ERIT.			
Right of Way	100	<input type="checkbox"/> Did not provide adequate Right of Way/Easements <input type="checkbox"/> Did not show physical characteristics of property <input type="checkbox"/> Was not consistent with constraints to accessing property Notes:			
Utility	100	<input type="checkbox"/> Did not show existing Utilities on plans <input type="checkbox"/> Did not show Strain Pole locations <input type="checkbox"/> Utility Legend discrepancies <input type="checkbox"/> Did not show all relocations <input type="checkbox"/> Did not define all conflicts <input type="checkbox"/> Did not show Contract items Notes:			
Constructability	100	<input type="checkbox"/> Did not provide Staging Cross Sections <input type="checkbox"/> Did not address Temporary Drainage <input type="checkbox"/> Did not include Intermediate Completion Dates <input type="checkbox"/> Did not address Side Road Staging <input type="checkbox"/> Staging will not work as shown Notes:			
Schedule	100	<input type="checkbox"/> Submitted late for Management Let Date <input type="checkbox"/> Additional Field Plan Review required <input type="checkbox"/> Incomplete Initial Submittal <input type="checkbox"/> Extensive Re-do work <input type="checkbox"/> Submitted late for R/W Authorization Notes:			

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. M005375, DeKalb and Fulton Counties OFFICE Engineering Services
Bridge Maintenance - SR 6; SR 400 & Atlanta, Georgia
SR 410 @ 3 LOCS

DATE May 4, 2016

FROM Lisa L. Myers, State Project Review Engineer

TO Kathy Zahul, District Engineer, Chamblee
Attn.: Shun Pringle, District Construction Engineer

SUBJECT FINAL FIELD PLAN REVIEW INSPECTION - EMAIL

A Final Field Plan Review Inspection by Email will be conducted for this project. Comments for inclusion in the inspection report are to be sent to tcrabtree@dot.ga.gov by May 26, 2016.

The proposed project will heat straighten and repair structural members at 3 locations in DeKalb and Fulton Counties. The locations are:

- Mountain Industrial Blvd over SR 410 / Stone Mountain Freeway
- Main Street / US 29 over SR 6 / Camp Creek Parkway
- Pitts Road over US 19 / SR 400

The project has a combined total project length of 0.112 miles.

The project has a scheduled Management Let Date of December 2016.

The following offices are requested to submit comments for the review:

Construction, District 7
Traffic Operations, District 7
Utilities, District 7
Environmental Services, General Office
Traffic Operations, TMC
Construction, General Office
Bridge Design, General Office

Since a scheduled field inspection will not be conducted it is required that District / Area representatives conduct their own field inspections and ensure that field condition comments and discrepancies are submitted for inclusion in the report. All other representatives are required to conduct their own review of the Plans and Special Provisions and ensure that their review comments are submitted for inclusion in the report.

The Project Manager has determined that the Public Interest Determination Procedure for Utilities in accordance with Procedure 6863-12 is not applicable to this project

If representatives from the offices listed above have not received Plans and Special Provisions by receipt of this scheduling letter, they should contact Leisa Jones at (404) 635-2804 and notify Ted Crabtree of the Office of Engineering Service at (404) 631-1767. Other personnel planning to

RECEIVED
D.O.T. OFFICE FILES
2016 MAY -2 11:11:07

participate in this review should access electronic plans and Special Provisions at ProjectWise FFPR PKG. If you are unable to access the electronic plans or Special Provisions contact Leisa Jones at (404) 635-2804.

LLM / TJC

c: Meg Pirkle
Hiral Patel
Andy Doyle
Clayton Bennett
Leisa Jones
Shun Pringle
Dona Welch
Scott Gibson
Sebastian Nesbitt
Desmore Joseph
Scott Lee
Patrick Allen
Nicholas Fields
Jimmy Witherow
James Harry
Kelly Hairston
Charles Hasty
David Patterson
Dale Brantley
Felicity Davis
Dylan Eagleton

Lee Upkins
Andrew Heath
Christopher Raymond
Andy Casey
Bill Duvall
Chris Rudd
Anton Sova
Walt Taylor
Troy Byers
Cindy VanDyke
Eric Duff
Carla Benton-Hooks
Glenn Williams
Brad McManus
Lisa Myers
Daryl Williams
Troy Patterson
Derrick Cameron
Ted Crabtree

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. M005375, DeKalb and Fulton Counties OFFICE Engineering Services
Bridge Maintenance - SR 6; SR 400 & Atlanta, Georgia
SR 410 @ 3 LOCS

DATE May 4, 2016

FROM Lisa L. Myers, State Project Review Engineer

TO Kathy Zahul, District Engineer, Chamblee
Attn.: Shun Pringle, District Construction Engineer

SUBJECT FINAL FIELD PLAN REVIEW INSPECTION - EMAIL

RECEIVED
D.O.T. GENERAL FILES
2016 MAY -2 PM 1:19

A Final Field Plan Review Inspection by Email will be conducted for this project. Comments for inclusion in the inspection report are to be sent to tcrabtree@dot.ga.gov by May 26, 2016.

The proposed project will heat straighten and repair structural members at 3 locations in DeKalb and Fulton Counties. The project has a combined total project length of 0.111 miles.

The project has a scheduled Management Let Date of December 2016.

The following offices are requested to submit comments for the review:

- Construction, District 7
- Traffic Operations, District 7
- Utilities, District 7
- Environmental Services, General Office
- Traffic Operations, TMC
- Construction, General Office
- Bridge Design, General Office

Since a scheduled field inspection will not be conducted it is required that District / Area representatives conduct their own field inspections and ensure that field condition comments and discrepancies are submitted for inclusion in the report. All other representatives are required to conduct their own review of the Plans and Special Provisions and ensure that their review comments are submitted for inclusion in the report.

The Project Manager has determined that the Public Interest Determination Procedure for Utilities in accordance with Procedure 6863-12 is not applicable to this project

If representatives from the offices listed above have not received Plans and Special Provisions by receipt of this scheduling letter, they should contact Leisa Jones at (404) 635-2804 and notify Ted Crabtree of the Office of Engineering Service at (404) 631-1767. Other personnel planning to participate in this review should access electronic plans and Special Provisions at ProjectWise FFPR PKG. If you are unable to access the electronic plans or Special Provisions contact Leisa Jones at (404) 635-2804.

LLM / TJC

c: Meg Pirkle
Hiral Patel
Andy Doyle
Clayton Bennett
Leisa Jones
Shun Pringle
Dona Welch
Scott Gibson
Sebastian Nesbitt
Desmore Joseph
Scott Lee
Patrick Allen
Nicholas Fields
Jimmy Witherow
James Harry
Kelly Hairtson
Charles Hasty
David Patterson
Dale Brantley
Felicity Davis
Dylan Eagleton

Lee Upkins
Andrew Heath
Christopher Raymond
Andy Casey
Bill Duvall
Chris Rudd
Anton Sova
Walt Taylor
Troy Byers
Cindy VanDyke
Eric Duff
Carla Benton-Hooks
Glenn Williams
Brad McManus
Lisa Myers
Daryl Williams
Troy Patterson
Derrick Cameron
Ted Crabtree

Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

January 13, 2015
PI 0010634, DeKalb County
Twin Brothers Lake Connection to Atlanta-Stone Mountain Trail @ 4 Loc

Mr. David Pelton
DeKalb County
1950 West Exchange Place, 4th Floor
Tucker, GA 30084

RE: Concept Report Submission

Dear Mr. Pelton:

In September 2014 the Department wrote all Sponsors regarding the placement of all TE projects in a fiscal year based on their assigned readiness score. As stated in our previous letter projects are placed in a fiscal year based on their assigned readiness score. A score of 8 indicates the concept and environmental approvals are complete, the preliminary plans submitted, the right of way (ROW) requirements verified, and, if acquisition is required, the necessary approvals to begin ROW acquisition are in place. There are over 40 projects that have ROW verification completed. These projects have been placed in the FY 2015 and 2016 lettings. This project did not meet the criteria for an FY 2015 or 2016 let date at this time.

This project was awarded funds in 2011. In 2011 the Memorandum of Understanding (MOU) was executed and the Notice to Proceed with Preliminary Engineering (NTP-PE) was issued. The MOU states the project design will be completed in 30 months. This timeframe has expired and a Concept Report has not been submitted/approved. This project has been placed in FY 2020. In order to confirm your continued interest in the project, please submit the Concept Report for review in the next 90 days.

The Department does recognize that your County's circumstances may have changed since the initial project award. If the timing for this project is no longer acceptable for your County, you may withdraw the project. There is no penalty for withdrawing a project. If you would like to withdraw this project, you may endorse the line below and return this letter to the GDOT TE Program Manager, Ms. Jeanne Kerney. The letter may be returned electronically to jkerney@dot.ga.gov or mailed to the attention of Ms. Kerney, Georgia Department of Transportation, 600 West Peachtree St. Atlanta, GA 30308.

If you have any questions please contact Ms. Jeanne Kerney at 404-631-1982 or jkerney@dot.ga.gov.

Sincerely,

Albert V. Shelby, III
State Program Delivery Engineer

guk
AVS:JK

cc: Mr. Robert L. Brown, Jr., State Transportation Board Member
Ms. Shannon Skinner, Kimley-Horn

RECEIVED
GA DEPT. OF TRANSPORTATION

JAN 30 2015

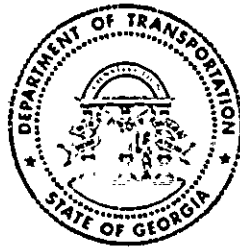
RECORDS MANAGEMENT

DeKalb County respectfully declines this project award.

Concur: _____

Date: _____

Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

June 30, 2014

Mr. David Pelton
DeKalb County
1950 West Exchange Place, 4th Floor
Tucker, GA 30084

RE: Request to Transfer Transportation Enhancement (TE) funding from PI# 0010634 Dekalb and PI# 0010635 Dekalb to PI# 0008114 Dekalb

Dear Mr. Pelton:

The Department is in receipt of your letter dated May 9, 2014 regarding the above referenced requested action. Due to the limited amount of funding that is available for the TE/TAP program, the Department will be unable to transfer funding from PI# 0010634 and PI# 0010635 to PI# 0008114.

The County was notified these projects were selected for TE funding in June 2011. As of the date of this letter neither project has an approved concept report. The Department is currently assessing all TE projects based on design completion and placing them in funding years. Projects without approved concept reports are being placed in out-years, beyond 2018. The Department does recognize that your county's circumstances may have changed since the initial project award. If the timing for this project funding is not acceptable for your county, you may withdraw the project. There is no penalty for withdrawing a project. The Department's policy as stated in the project Memorandum of Understanding (MOU) is funds are reimbursed for construction. Since construction did not occur on this project, no project expenses are eligible for reimbursement.

If you have any questions, please contact Ms. Jeanne Kerney, P.E. at jkerney@dot.ga.gov or (404) 631-1982.

Sincerely,

Handwritten signature of Albert V. Shelby in cursive.

Albert V. Shelby
State Program Delivery Engineer

^{galk}
AVS:JK

AUG - 1 2014

cc: Stacey Key, State Transportation Board Member
Genetha Rice-Singleton, Assistant Director – Program Delivery/P3
K. Joe Carpenter – Director – Program Delivery/P3
Russell McMurry, P.E., Chief Engineer
File

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE M004584, DeKalb County
S.R. 410 Maintenance Resurfacing

OFFICE Atlanta, Georgia
Engineering Services

DATE January 16, 2014

FROM Lisa L. Myers, State Project Review Engineer

TO Dale Brantley, State Maintenance Engineer
Attn.: Nicoe Alexander

SUBJECT Maintenance Review

RECORDS MANAGEMENT
JAN 22 2014
RECEIVED
GA DEPT. OF TRANSPORTATION

Our office has reviewed the Plans and Special Provision package dated December 20, 2013 and received January 16, 2014 for the above subject project and have the following comments:

- ⇒ Curb and gutter references should be changed to concrete v gutter in several areas.
- ⇒ Page 2: Provide all details complete with their name, number and revision dates.
- ⇒ Page 4: Separate typical sections should be shown for mainline with and without v gutter. A single typical section drawing does not differentiate areas of concrete v gutter and areas that do not have v gutter.
- ⇒ Page 4: Concrete curb locations do not match in the typical sections verses what is given in the log. Westbound log indicates concrete curb from 0.00 to 0.23. The typical sections show curb and gutter at 4.3 to 4.35.
- ⇒ Page 4 & 5: The varies dimensions should be given.
- ⇒ Page 5: Separate typical sections should be shown for ramps with and without v gutter. A single typical section drawing does not differentiate areas of concrete v gutter and areas that do not have v gutter.
- ⇒ Page 5: Note 4 and 5, correct the typos for Mountain Ind. Curb Blvd and Gutter verses Mountain Ind. Blvd concrete v gutter.
- ⇒ Page 9: At log 0.000 note to begin conc curb. (It is ending at 0.23.)
- ⇒ Page 9 & 10: Ensure the terms conc curb and v gutter are used correctly. Use consistent wording.
- ⇒ Page 14: Verify pay items for gutter. Line item 441-6222 vs 441-3999.
- ⇒ Page 14: There are no grassing items set up, but general note 5, p16, indicates potential shoulder blading.

⇒ Page 16: General note 5 indicates potential shoulder blading. There are no erosion control measures in place. There is no note to indicate maximum disturbance allowed. Erosion control special provisions or directions were not included in the submittal.

⇒ SP 108.08.C.3: Ensure note is written correctly, "Striping should not begin until 15 days after final surface course."

LLM / GMP

- c: Nicholas Fields
- ✓ Emay Robinson-Perry
- E. Reid Mathews
- David Patterson
- Nicoe Alexander
- Shun Pringle
- Emanuel Jackson
- L. Horacio Puerta
- Mike Lobdell
- Patrick Allen
- Ted Crabtree
- Christy Lovett



C. W. MATTHEWS CONTRACTING CO., INC.

DRAWER 970

MARIETTA, GEORGIA 30061

TELEPHONE (770) 422-7520

CERTIFICATE OF SELF-INSURANCE

This is to certify that C. W. Matthews Contracting Co., Inc. has qualified as required by law, as a self-insurer with the appropriate agencies within the State of Georgia, and provides coverages under its program of self-insurance as follows:

TYPE OF INSURANCE	DESCRIPTION	EXPIRATION DATE	LIMITS OF LIABILITY		
			EACH OCCURENCE	AGGREGATE	
GENERAL LIABILITY Comprehensive Coverage Explosion and Collapse Hazard Underground Hazard Contractual Coverage Independent Contractors Personal Injury Products/Completed Operations Hazard	Self-Insured (C. W. Matthews Contracting Co., Inc. has set aside funds to provide the following Limits of Liability)	12-31-16	Bodily Injury and Property Damage Combined	\$3,000,000	\$3,000,000
AUTOMOBILE LIABILITY Comprehensive Coverage Owned & Non-Owned Vehicles	Self Insurance Certificate No. SI-5729014 issued by Georgia Department of Insurance	12-31-16	Bodily Injury and Property Damage Combined	\$3,000,000	
WORKERS' COMPENSATION AND EMPLOYERS' LIABILITY	Qualified Self-Insurer with Georgia State Board of Workers' Compensation by proof of ability to pay compensation direct	Continuous Renewal 01-01-16 to 12-31-16	Workers' Compensation - Statutory		
			Employers' Liability - \$1,000,000 Each Accident		

RECEIVED
 D.O.T. GENERAL FILES
 2016 FEB -3 01 10: 41

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES:

Project No. M004584, Dekalb-5.080 miles of Milling, Inlay and Plant Mix Resurfacing on US 78/SR 410 beginning at Montcal Rd. (CR 5172) and extending to SR 10. CWM# 32157

CHANGES: Should any of the above described coverages be changed before the expiration date thereof, C. W. Matthews Contracting Co., Inc. will endeavor to mail thirty (30) days written notice to the below named certificate holder.

NAME AND ADDRESS OF CERTIFICATE HOLDER:

Georgia Dept. of
Transportation
One Georgia Center-11th
Floor
600 West Peachtree Street, NW
Atlanta, GA 30308

DATE ISSUED: December 10, 2015

BY: *Sheldon Fram*

SHELDON FRAM
DIRECTOR OF RISK MANAGEMENT
C. W. MATTHEWS CONTRACTING CO., INC.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

OFFICE Area I
Dekalb/Rockdale/City Of A

DATE March 8, 2016

FROM Desmore Joseph, Assistant Area Construction Engineer

TO STATE RIGHT-OF-WAY ENGINEER
Department of Transportation
#2 Capitol Square
Atlanta, Ga. 30334

RECEIVED
D.O.T. GENERAL FILES
2016 MAR 22 PM 1:31

SUBJECT OBSTRUCTION CLEARANCE REPORT

CONTRACT ID NO.

PROJECT NO. M004942

COUNTY Dekalb.

P.I. NO.

DESCRIPTION ~~4.270 MILES OF MILLING, AND PLANT MIX RESURFACING OF SR 236~~
BEGINNING AT SR 8(LAWRENCEVILLE HWY) EXTENDING TO SR 10 (STONE MOUNTAIN FWY).

In compliance with the resolution passed by the State Highway Board of Georgia, April 4, 1950, relative to clearing the right of way of all obstructions prior to the issuance of a work order to the Contractor, we wish to certify that all obstructions have been removed from the right of way on the above project according to the approved plans.

Signed ^(SU) Kathy Sabud
DISTRICT OR RESIDENT ENGINEER

Date 3/9/2016

Shun J. Pringle, DCE

CC:

**RECEIVED
GENERAL FILES**

**SUMMARY OF ADDITIONS TO THE LUMP SUM PROGRAMS
WHICH WERE ADDED IN SEPTEMBER 2013**

OCTOBER 2013

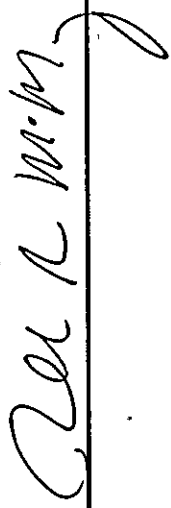
2013 OCT 17 PM 2:12

PROJ ID	COUNTY	WORK TYPE	DESCRIPTION	CONG DIST
M004895	Decatur	Resurface & Maintenance	SR 105 27 FROM SR 38 TO SR 38	2
M004896	Dougherty	Resurface & Maintenance	SR 520BU/US 19 FROM SR 520 TO CS 1595/RADIUM SPRING ROAD	2
M004897	Lowndes	Resurface & Maintenance	SR 31 FROM FLORIDA STATE LINE TO I-75	8
M004898	Colquitt	Resurface & Maintenance	SR 133 FROM BROOKS COUNTY LINE TO SR 35	8
M004900	Camden	Resurface & Maintenance	SR 40 FROM E OF CS 556/HENRIETTA ST TO CS 599/KINGS BAY RD	1
M004901	Chatham	Resurface & Maintenance	SR 21 FM 0.10 MI N OF CSX RR TO CS 590/SMITH AVE IN SAVANNAH	1
M004902	Muscogee	Resurface & Maintenance	SR 22 SPUR FROM SR 1 TO CS 2111/REESE ROAD	2
M004903	Chatham	Resurface & Maintenance	SR 204 FROM CS 645/37TH STREET TO I-16	1
M004904	Camden	Resurface & Maintenance	SR 40 FROM CS 432/JULIA STREET TO CS 416/CHURCH STREET	1
M004905	Paulding	Resurface & Maintenance	SR 92 FROM DOUGLAS COUNTY LINE TO 0.08 MI S OF SR 6	14
M004910	Fulton	Resurface & Maintenance	SR 120 FROM SR 9 TO CS 3143/BROOKHOLLOW TRAIL	6
M004911	Fulton	Resurface & Maintenance	SR 92 FROM COBB COUNTY LINE TO SR 9	6
M004912	DeKalb	Resurface & Maintenance	SR 236 FROM FULTON COUNTY LINE TO I-285	4, 5, 6
M004913	Fulton	Resurface & Maintenance	SR 9 FROM CS 9049/CHURCH STREET TO FORSYTH COUNTY LINE	6
M004914	DeKalb	Resurface & Maintenance	SR 42 FROM I-285 TO S OF CR 5218/KEY ROAD	5
M004918	Chatham	Resurface & Maintenance	I-16 FROM 1.39 MI W OF LITTLE OGEECHEE RIVER TO CSX #641178T	1
M004919	Banks	Resurface & Maintenance	I-85 FROM SR 15 TO SR 63	9
M004920	McDuffie, Warren	Resurface & Maintenance	I-20 FROM SR 12/WARREN TO SR 17/MCDUFFIE	10
M004921	Harris, Troup	Resurface & Maintenance	I-85 FROM ALABAMA STATE LINE TO SR 219	3
M004922	Gordon, Whitfield	Resurface & Maintenance	I-75 FROM SR 156/GORDON TO SR 3/JUS 41/WHITFIELD	14
M004923	Catoosa, Whitfield	Resurface & Maintenance	I-75 FROM SR 3/JUS 41 TO TENNESSEE STATE LINE	14
M004924	Hall	Bridges	SR 347 @ NS #717815K - BRIDGE REHAB	9
M004930	Fulton	Resurface & Maintenance	SR 120 FROM COBB COUNTY LINE TO SR 9	6
M004931	Fulton	Resurface & Maintenance	SR 70 FROM SR 154 TO SR 139	5
M004932	Fulton	Resurface & Maintenance	SR 139 FROM CLAYTON COUNTY LINE TO SR 14/JUS 29	5
M004933	Wilkes	Resurface & Maintenance	SR 17 FROM SR 47 TO 0.60 MI N OF SR 44	10
M004934	Richmond	Resurface & Maintenance	SR 104 FROM 15TH STREET TO COLUMBIA COUNTY LINE	12
M004935	Cobb	Resurface & Maintenance	SR 5 CONN FROM SR 3 TO I-575	11
M004936	Morgan	Resurface & Maintenance	SR 24 FROM PUTNAM COUNTY LINE TO I-20	10
M004937	Hall	Resurface & Maintenance	SR 347 FM LAKE LANIER ISLANDS TO 0.02 M I S OF CR 591/LEE DR	9
M004938	Gwinnett	Resurface & Maintenance	SR 13 FROM DEKALB COUNTY LINE TO CR 3761/OLD PEACHTREE ROAD	7
M004940	Hall	Resurface & Maintenance	SR 60 FROM SR 11 TO SR 11BU	9
M004941	Cobb	Resurface & Maintenance	SR 8 FROM SR 5 TO CR 2407/JAMES ROAD	13
M004942	DeKalb	Resurface & Maintenance	SR 236 FROM SR 8 TO SR 10	4
M004943	Glynn	Resurface & Maintenance	SR 25 FROM N OF SR 25 SPUR TO S OF CR 371/STUART RD	1
M004944	Fulton	Resurface & Maintenance	SR 70 FROM DOUGLAS COUNTY LINE TO SR 154	13, 5
M004945	Troup	Resurface & Maintenance	SR 14 FROM ALABAMA STATE LINE TO SR 18	14

SUMMARY OF ADDITIONS TO THE LUMP SUM PROGRAMS
WHICH WERE ADDED IN SEPTEMBER 2013

PROJ ID	COUNTY	WORK TYPE	DESCRIPTION	CONG DIST
M004946	Wilkes	Resurface & Maintenance	SR 17BU FROM SR 17 TO SR 10	10
M004947	Hall	Resurface & Maintenance	SR 11 FROM JACKSON COUNTY LINE TO SR 323	9
M004948	Pulaski	Resurface & Maintenance	SR 112 FROM WILCOX COUNTY LINE TO SR 11	8
M004949	Columbia, Richmond	Resurface & Maintenance	SR 232 FM SR 104/COLUMBIA TO CR 1689/OLD TRAIL ROAD/RICHMOND	12
M004950	Fayette	Resurface & Maintenance	SR 92 FROM SR 85 TO FULTON COUNTY LINE	13, 3
M004951	Fayette	Resurface & Maintenance	SR 314 FROM SR 85 TO SR 279	13, 3
M004952	Houston	Resurface & Maintenance	SR 11 CONN FROM SR 7 TO SR 11	8
M004953	Troup	Resurface & Maintenance	SR 14 FROM SR 18 TO N OF CS 1187/MEDICAL PKWY	3
M004954	Troup	Resurface & Maintenance	SR 109 FROM SR 1 TO MERIWETHER COUNTY LINE	3
M004955	Fayette	Resurface & Maintenance	SR 54 FROM COWETA COUNTY LINE TO MCDONOUGH ROAD	13, 3
M004956	Hall	Resurface & Maintenance	SR 11 FROM CR 719/MONROE DRIVE TO CS 848/MLK JR BLVD	9
M004957	Fulton	Resurface & Maintenance	SR 14 ALT FROM SR 14 TO SR 70	13

Approved:  Director of Planning

Approved:  Chief Engineer

**RECEIVED SUMMARY OF ADDITIONS TO THE CONSTRUCTION WORK PROGRAM
FROM THE ARC TIP**

April 2016

PI#	COUNTY	WORK TYPE	DESCRIPTION	CONG DIST
0015061	DeKalb	Special Studies	CR 5160N DRUID HILLS RD @ SPRING CREEK RD SCOPING STUDY	004
0015063	DeKalb	Special Studies	SR 42 FROM SR 54 CONN TO CR 5188/BAILEY STREET SCOPING STUDY	005
0015064	DeKalb	Special Studies	COVINGTON TRAILS & KENSINGTON MARTA STATION ROAD DIET STUDY	004
0015065	DeKalb	Multi-use Trail	S RIVER TRAIL FM ENTRENCHMENT CRK PARK TO FULTON CO LN-STUDY	005
0015066	DeKalb	Special Studies	CLIFTON CORRIDOR BICYCLE & PEDESTRIAN STUDY	005
0015067	DeKalb	Special Studies	SR 8 FM MONTREAL RD TO OLD NORCROSS RD BIKEPED ALT STUDY	004, 006
0015068	DeKalb	Special Studies	WESTSIDE CONNECTOR STUDY	006
0015069	DeKalb	Special Studies	CHAMBLEE DUNWOODY RD FM WOMACK RD TO ROBERTS DR STUDY - PH V	006
0015070	DeKalb, Fulton	Bicycle/Ped. Facility	MEDICAL CTR TO DUNWOODY MARTA BIKEPED & TRANSIT CONNECTIVITY	006
0015071	DeKalb	Pedestrian Crossings	SR 10/US 278 FM CS 721/ASHTON PLACE TO CR 5206/SAMS CROSSING	004
0015072	Douglas	Bridges	CS 1044/RIVERSIDE PKWY @ SWEETWATER CREEK IN DOUGLASVILLE	013
0015073	Douglas	Special Studies	LEE ROAD EXTENSION FEASIBILITY STUDY	013
0015074	Douglas	Special Studies	I-20 @ CR 2365/CHAPEL HILL ROAD - DDI STUDY	013
0015075	Fayette	Planning	FAYETTE COUNTY MASTER PATH PLAN	003, 013
0015076	Fayette, Fulton	Special Studies	SR 74 FROM SR 14/US 29 TO SR 54 - CORRIDOR STUDY	003, 013
0015077	Fulton	Widening	CS 9284/WINDWARD PKWY FROM SR 400 TO SR 9 IN ALPHARETTA	006
0015078	Fulton	Multi-use Trail	BIG CRK GREENWAY CONN FM BETHANY BEND RD TO BIG CRK GREENWAY	006
0015079	Fulton	Special Studies	CS 262/HAMMOND DR FM SR 9 TO BARFIELD RD - FEASIBILITY STUDY	006
0015080	Clayton, Fulton	Multi-use Trail	GLOBAL GATEWAY CONNECTOR	005
0015081	Fulton	Special Studies	SOUTH FULTON MULTI-MODAL STUDY	013
0015082	Fulton	Intersection Improvement	CR 1374/BUTNER ROAD @ SR 6	005, 013
0015083	Fulton	Bridges	DEMOONEY RD @ DEEP CRK; COCHRAN RD @ DEEP CRK & @ CAMP CRK	013
0015084	Fulton	Special Studies	N CENTRAL AVE PEDESTRIAN & TRANSIT IMPROVEMENT STUDY-PHASE II	005
0015085	Gwinnett	Resturface & Maintenance	CR 7238/RONALD REAGAN PKWY FROM SR 124 TO PLEASANT HILL ROAD	007
0015086	Gwinnett	Special Studies	SR 141 FM CHATTAHOOCHEE RIVER TO HOLCOMB BRIDGE RD STUDY	007
0015087	Gwinnett	Special Studies	INNOVATION DISTRICT MULTI-USE TRAIL STUDY	007
0015088	Gwinnett	Bicycle/Ped. Facility	CS 1086/MORENO ST FROM W MAIN ST TO E MAIN ST IN BUFORD	007
0015089	Henry	Widening	SR 81 FROM E OF SR 81 WE TO CR 371/BETHANY ROAD	010
0015090	Henry	Widening	ROCK QUARRY ROAD FROM EAGLES LANDING PKWY TO SR 42/SR 138	013
0015092	DeKalb	Transit Facilities	AVONDALE MARTA STATION INTERMODAL FACILITY	004
0015093	DeKalb	Transit Facilities	BROOKHAVEN MARTA STATION PEDESTRIAN IMPROVEMENTS	006
0015094	Cobb, DeKalb, Fulton	Transit Projects	REGIONAL BUS STOP SIGN UPGRADES@VAR LOC IN COBB; FULTON & DEK	004, 005, 006, 011, 013
0015095	Newton	Realignment	ACCESS RD @ I-20 FM E OF CROWELL RD TO W OF HAROLD DOBBS RD	004
0015096	Newton	Bridges	CR 511/BROWN BRIDGE RD @ YELLOW RIVER	004
0015097	Newton	Bridges	CR 511/BROWN BRIDGE RD @ SNAPPING SHOALS CRK; INC REALIGNMENT	004
0015098	Paulding	Special Studies	SR 61 FROM SR 6BU TO CS 811/COOPER PLACE SCOPING STUDY	014
0015099	Rockdale	Lighting	I-20 @ CR 66/SIGMAN RD & @ SR 162 - LIGHTING	004
0015100	Rockdale	Bridges	CR 505/HONEY CREEK ROAD @ SNAPPING SHOALS CREEK	004

**SUMMARY OF ADDITIONS TO THE CONSTRUCTION WORK PROGRAM
FROM THE ARC TIP**

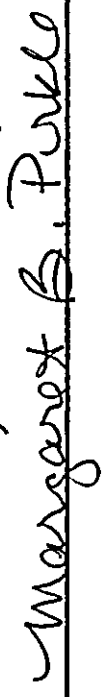
April 2016

PI#	COUNTY	WORK TYPE	DESCRIPTION	CONG DIST
0015101	Spalding	Special Studies	SOLOMON STREET @ SEARCY AVE & @ SPALDING STREET SCOPING STUDY	003
0015133	Gwinnett	Equip. Purchase	GCT - PURCHASE PARATRANSIT VEHICLES	004, 007, 010
0015134	Cobb	Transit Projects	CCT - FIXED ROUTE BUS REPLACEMENT	008, 011, 013
0015135	All Counties	Transit Projects	GRTA - XPRESS BUS MAINTENANCE & REHABILITATION	003, 004, 005, 006, 007, 009, 010, 011, 013, 014
0015137	DeKalb, Fulton	Equip. Purchase	MARTA - BUS PROCUREMENT - REPLACEMENT	004, 005, 006, 011, 013

Approved: _____
Director of Planning



Approved: _____
Chief Engineer



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE M004912, Dekalb County
S.R. 236 Maintenance Resurfacing

OFFICE Atlanta, Georgia
Engineering Services

DATE March 28, 2014

FROM Lisa L. Myers, State Project Review Engineer

TO Dale Brantley, State Maintenance Engineer
Attn.: Nicoe Alexander

SUBJECT Maintenance Review

Our office has reviewed the Plans and Special Provision package dated March 26, 2014 and received March 27, 2014 for the above subject project and found them to be satisfactory.

LLM / DKG

c: Nicholas Fields
Ernay Robinson
E. Reid Mathews
David Patterson
Nicoe Alexander
Shun Pringle
Emanuel Jackson
Horacio Puerta
Mike Lobdell
Patrick Allen
Ira Witherspoon
Donna Garrison
Christy Lovett

RECORDS MANAGEMENT

MAY - 5 2014

RECEIVED
GA DEPT. OF TRANSPORTATION

EXHIBIT 4 – SR 8 (DeKalb – East)

DISTRICT: 7

COUNTY: DeKalb

SCOPE OF WORK:

- FYA CONVERSION
- POLE INSTALLATION / REPLACEMENT / REMOVAL
- CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT
- SIGNAL FIELD WIRING
- SIGNAL HEAD / BACKPLATE INSTALLATION / REPLACEMENT
- STRIPING / MARKING / SIGNING

You must fill in the Work Order Details spreadsheet that is included as a separate attachment from the ITB document and return it with your bid. Failure to return this document will cause a delay in the evaluation of the bid and may result in your bid being rejected.

INTERSECTION IMPROVEMENTS

DISTRICT 7

GENERAL NOTES:

- **THIS PROJECT IS TO COMPLETE FYA WORK ON SR 8 IN DEKALB COUNTY.**
- **THESE QUANTITIES ARE AN ESTIMATE ONLY AND MAY NOT BE ACCURATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE BID PRICE COVERS ALL MATERIALS REQUIRED TO COMPLETE THE INSTALLATION.**
- THE DETAILS ON WHAT WAS COMPLETED AND WHAT NEEDS TO BE INSTALLED WILL BE PROVIDED ON EACH WORK ORDER. THE LIST OF MATERIALS WILL EXPLAIN WHAT EQUIPMENT GDOT/MAINTAINING AGENCY HAS AND NEEDS TO BE INSTALLED, AND/OR WHAT EQUIPEMENT NEEDS TO BE PURCHASED AND INSTALLED BY THE WINNING CONTRACTOR.
- SIGNAL PLANS SHOW ALL WORK THAT IS TO BE DONE AT THE INTERSECTION, WHETHER COMPLETED ALREADY OR NEEDS TO BE INSTALLED.
- GDOT MAY BE IN POSSESSION OF MATERIAL NEEDED TO COMPLETE JOB. CONTRACTOR NEEDS TO PICK MATERIAL UP FROM THE TMC.
- GDOT REQUIRES WALKING THE INTERSECTIONS BEFORE YOU SUBMIT A BID ON THE PROJECT.
- GDOT WILL HOLD A WALKTHROUGH BEFORE THE BIDDNG PERIOD ON THIS PROJECT.
- ALL NIGHT WORK SHALL BE APPROVED BY GDOT.
- CONTRACTOR TO ENSURE PHASING IN THE FIELD MATCHES THAT SHOWN ON THE PLANS.
- ALL OLD SIGNAL EQUIPMENT TO BE RETURNED TO THE MAINTAINING AGENCY'S SIGNAL SHOP.
- THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION).
- ALL INSTALLATION MATERIALS AND METHODS SHALL COMPLY WITH THE CURRENT GEORGIA DEPARTMENT OF TRANSPORTATION AND MAINTAINING AGENCY STANDARDS AND SPECIFICATIONS INCLUDING GDOT'S MOST RECENT QUALIFIED PRODUCTS LIST.
- CONTRACTOR SHALL ADHERE TO THE CALL BEFORE YOU DIG LAW BY CALLING THE UNDERGROUND PROTECTION CENTER AT GEORGIA811 BEFORE BEGINNING CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE APPROPRIATE CLEARANCES FROM UTILITIES.
- CONTRACTOR SHOULD MAINTAIN REQUIRED NESC CLEARANCES FROM EXISTING AERIAL UTILITIES AND CONTACT PROPER UTILITY OR POLE OWNER IN THE EVENT THEY ARE IMPACTED BY THE ADJUSTMENTS.

INTERSECTION IMPROVEMENTS

DISTRICT 7

- CONTRACTOR IS TO CONTACT UTILITIES WITH ANY CLEARANCE ISSUES OR CONCERNS.
- CONTRACTOR SHALL MAINTAIN EXISTING TRAFFIC SIGNAL DURING CONSTRUCTION. AT NO TIME SHALL THE CONTRACTOR CAUSE ANY PART OF THE SIGNAL OPERATION, INCLUDING EXISTING VEHICLE DETECTION, TO BE INOPERABLE.
- AFTER INSTALLATION, CONTRACTOR SHALL TEST ALL NEW SIGNAL EQUIPMENT AND VERIFY ITS FUNCTIONALITY PRIOR TO OPERATION AND DEACTIVATION OF EXISTING SIGNAL EQUIPMENT.
- WHEN COMMUNICATIONS EXIST AT THE INTERSECTION, CONTRACTOR TO ENSURE THAT COMMUNICATIONS TO CENTRAL ARE MAINTAINED DURING CONSTRUCTION. AT NO TIME SHALL COMMUNICATIONS TO CENTRAL BE INTERRUPTED.
- WHEN NO 1-C CPU EXISTS IN THE CONTROLLER, CONTRACTOR TO REPLACE EXISTING CPU CARD IN EXISTING 2070 CONTROLLER AND RETURN EXISTING EQUIPMENT TO THE MAINTAINING AGENCY. ALL CPU'S SHALL BE 1C-CPU, INTELIGHT. CONTRACTOR TO PROVIDE NEW 1-C CPU CARD TO CORRIDOR MANAGER AT LEAST TWO WEEKS PRIOR TO SIGNAL TURN-ON TO ENSURE THE TRAFFIC ENGINEER HAS AMPLE TIME TO PREPARE FOR SIGNAL TURN-ON.
- WHEN NEEDED, GDOT WILL FURNISH NEW 1-C CPU WITH UP-TO-DATE FIRMWARE.
- EVEN IF NOT SHOWN ON THE PLAN, CONTRACTOR TO INSTALL NEW POWER DISCONNECT FOR ELECTRICAL SERVICE ON TOP OF THE CABINET CORNER POLE WHEN NECESSARY; IF NEEDED, CONTRACTOR CAN INSTALL POWER DISCONNECT AT THE TOP OF ANOTHER POLE AT THE INTERSECTION IF THE CABINET CORNER POLE IS NOT AVAILABLE. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW POWER DISCONNECT WITH FIELD ENGINEER.
- EVEN IF NOT SHOWN ON THE PLAN, CONTRACTOR TO INSTALL MAIN POWER METER BASE CAN (FOR ELECTRICAL SERVICE) WHEN NECESSARY; CONTRACTOR TO COORDINATE WITH POWER COMPANY. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW MAIN POWER METER BASE CAN WITH FIELD ENGINEER.
- THE AUXILIARY FILE TO BE INSTALLED SHALL MATCH THE MANUFACTURED CABINET.
- ALL EXISTING TEMPLE CABINETS REQUIRE 4 DC ISOLATORS FOR MANUAL CONTROL; CONTRACTOR TO PROVIDE 4 DC ISOLATORS AT ALL INTERSECTIONS WITH EXISTING TEMPLE CABINETS (WHETHER ACCOUNTED FOR ON THE PLAN OR NOT).
- ALL WIRING FOR SIGNAL HEADS TO THE CABINET SHOULD COMPLY WITH GDOT SPECIFICATIONS SECTION 647. WIRES SHOULD ALSO BE LABELED AND THE LABELS SHOULD BE EMBOSSED.

INTERSECTION IMPROVEMENTS

DISTRICT 7

- ALL SIGNAL CABLING IN CABINETS SHALL BE LABELED, SECURED, AND BUNDLED CORRECTLY. ALL CABLES NEED TO BE LABELED IN CABINET WITH NON-SMEAR U/V PROTECTED AND WRAPPED WITH CLEAR TAPE.
- WHERE EXISTING SIGNAL CABLE IS TO BE MAINTAINED, INSTALL ONE (1) NEW RUN OF 7-CONDUCTOR SIGNAL CABLE FOR EACH APPROACH FOR NEW FYA SIGNAL HEADS. AT NO TIME SHALL THE SIGNAL CABLE RUN TO A FYA SIGNAL HEAD BE RUN/JUMPERED TO ANY OTHER PHASE SIGNAL HEADS.
- WHERE EXISTING SIGNAL CABLE IS TO BE MAINTAINED, INSTALL ONE (1) RUN OF NEW 7-CONDUCTOR SIGNAL CABLE FOR EACH APPROACH TO ANY NEW SUPPLEMENTAL SIGNAL HEADS.
- UPON REMOVAL OF THE EXISTING 5-SECTION PROTECTED-PERMISSIVE SIGNAL HEAD THE CONTRACTOR FINDS THAT THE EXISTING SIGNAL CABLE IS NOT LONG ENOUGH TO REACH THE 3-SECTION SIGNAL HEADS FOR THE ASSOCIATED THRU MOVEMENT, THE CONTRACTOR IS TO REMOVE THAT EXISTING 7-CONDUCTOR SIGNAL CABLE AND RUN A NEW 7-CONDUCTOR SIGNAL CABLE TO THE FURTHEST SIGNAL HEAD FOR THAT APPROACH. AT NO TIME SHALL THE CONTRACTOR USE THE EXISTING SIGNAL CABLE TO WIRE ANY FYA SIGNAL HEAD.
- THE SIGNAL HEAD HANGER BRACKET FOR ALL SIGNAL HEADS (INCLUDING BOTH EXISTING SIGNAL HEADS AND PROPOSED SIGNAL HEADS) SHALL FOLLOW THE PATH OF THE SIGNAL CABLE ROUTED IN THE DIRECTION TOWARDS THE SIGNAL CABINET. CONTRACTOR SHALL ADJUST ALL EXISTING SIGNAL HEAD BRACKETS THAT DO NOT FOLLOW THE SAME PATH AS THE SIGNAL CABLE.
- INSTALL ONE (1) RUN OF 7-CONDUCTOR SIGNAL CABLE TO EACH QUADRANT WHERE NEW PEDESTRIAN SIGNAL HEADS ARE TO BE INSTALLED.
- AT NO TIME IS THE CONTRACTOR PERMITTED TO INSTALL 10-CONDUCTOR SIGNAL CABLE.
- ALL LEAD-IN CABLE SHALL BE 3 PAIR, 14 AWG.
- AT SPAN WIRE LOCATIONS, LASHING RODS TO BE INSTALLED WITH NEW RUNS OF 7-CONDUCTOR SIGNAL CABLE AND/OR WHEN ADJUSTMENT OF EXISTING SIGNAL HEADS NECESSITATES ALTERING OF EXISTING SIGNAL CABLE AND/OR LOOP LEAD-IN CABLES; SECURE CABLES TO LASHING ROD.
- CONDUIT RUNS LESS THAN OR EQUAL TO 10 FEET SHALL NOT BE INSTALLED BY DIRECTIONAL BORING; INSTALL IN OPEN TRENCH AND COVER WITH CONCRETE.
- WHEN SUFFICIENT MAST ARM LENGTH IS NOT PROVIDED, FYA SIGNAL HEADS SHALL BE INSTALLED AT THE END OF THE MAST ARM WITH SUBSEQUENT SIGNAL HEADS INSTALLED AS CLOSELY AS POSSIBLE TO GEORGIA DEPARTMENT OF TRANSPORTATION STANDARDS.
- WHEN APPLICABLE, CONTRACTOR TO RAISE ATTACHMENT POINTS ON STRAIN POLES, INSTALL HELPER CABLE, AND/OR INCREASE TENSION IN

INTERSECTION IMPROVEMENTS

DISTRICT 7

EXISTING SPAN WIRE TO ENSURE MINIMUM SIGNAL HEAD HEIGHT REQUIREMENTS ARE MET.

- INSTALL GUY ROD AND ANCHOR ASSEMBLY ON EXISTING AND PROPOSED TIMBER POLES (WHERE NEEDED); CONTRACTOR TO COORDINATE WITH FIELD ENGINEER AS TO THE NEED AND PLACEMENT OF ALL GUY AND ANCHOR ASSEMBLIES BEFORE BEGINNING CONSTRUCTION. CONTRACTOR TO FURNISH AND INSTALL ALL NECESSARY GUY AND ANCHOR ASSEMBLIES PER THE FIELD ENGINEER'S DISCRETION, EVEN IF THE ASSEMBLY IS NOT CALLED OUT DIRECTLY ON THE PLAN.
- CONTRACTOR SHALL VERIFY WITH FIELD ENGINEER THE PLACEMENT OF ALL SIGNAL HEAD LOCATIONS PRIOR TO INSTALLATION AND FINAL ACCEPTANCE.
- ALIGN THE SIGNAL HEADS FOR ALL APPROACHES TO ACHIEVE PROPER SIGNAL HEAD ALIGNMENT. CENTER EACH THRU SIGNAL HEAD OVER THRU RECEIVING LANE; CENTER EACH LEFT-TURN SIGNAL HEAD OVER THE LEFT-TURN APPROACH LANE. EVEN IF NOT SHOWN ON THE PLANS AS NEEDING TO BE REALIGNED, CONTRACTOR TO FIELD VERIFY AND REALIGN ALL EXISTING SIGNAL HEADS WHERE NEEDED IN ORDER TO ACHIEVE PROPER SIGNAL HEAD ALIGNMENT FOR ALL APPROACHES.
- ALL NEW AND EXISTING SIGNAL HEADS TO BE INSTALLED WITH NEW BACKPLATES WITH MANUFACTURER INSTALLED 2" RETRO-REFLECTIVE TAPE. ALL BACKPLATES INSTALLED SHALL MATCH THE MANUFACTURED SIGNAL HEADS.
- ALL MOUNTING HARDWARE FOR VEHICULAR AND PEDESTRIAN SIGNAL HEADS, PUSH BUTTON STATIONS, ETC. SHALL BE NATURAL ALUMINUM FINISH.
- ALL SIGNAL HEADS SHALL BE BLACK FACE AND BLACK BODY.
- GDOT ENCOURAGES CONTRACTOR TO PRE-MARK AND PRE-DRILL MAST ARMS, WHENEVER POSSIBLE, FOR NEW 7-CONDUCTOR RUNS PRIOR TO REMOVING EXISTING SIGNAL HEADS OR INSTALLING NEW SIGNAL HEADS.
- ALL ABANDONED HOLES LEFT IN STRAIN POLES, UPRIGHTS, MAST ARMS, AND/OR PEDESTRIAN PEDESTAL POLES SHALL BE PLUGGED WITH CAPS TO MITIGATE WATER INTRUSION.
- FOR MAST ARM LOCATIONS, ADJUST ALL ASTRO-BRACKETS TO ENSURE CORRECT SIGNAL HEAD HEIGHT TO 17' CLEARANCE, WHERE POSSIBLE, AND ENSURE ALL SIGNAL HEADS ARE LEVEL. DOCUMENT AND PROVIDE JUSTIFICATION FOR LOCATIONS WHERE 17' CLEARANCE IS NOT ACHIEVABLE.
- CONTRACTOR TO VERIFY THAT THE LOCATION OF ALL SIGNS (EXISTING AND PROPOSED) ON MAST ARM/SPAN WIRE ARE IN ACCORDANCE WITH CHAPTER 2A OF THE MUTCD. REGULATORY SIGNS, INCLUDING BLANK-OUT SIGNS, SHALL BE ALIGNED AS CLOSELY AS POSSIBLE TO THEIR CORRESPONDING APPROACH LANE. DIRECTIONAL SIGNS, INCLUDING D3-1 SIGNS, CAN BE LOCATED WHERE SPACE ALLOWS ON THE MAST ARM/SPAN

INTERSECTION IMPROVEMENTS

DISTRICT 7

WIRE. IN EXTREME CASES, THE R10-5A SIGN CAN BE REMOVED WHERE SPACE IS A CONSTRAINT; THIS SHALL BE VERIFIED WITH THE FIELD ENGINEER. IF NEEDED, THE FYA SIGNAL HEAD MAY BE OFF-CENTERED AS LONG AS IT IS STILL ALIGNED WITHIN THE CORRESPONDING LEFT-TURN LANE; ALL SIGNS AND SIGNAL HEADS SHALL MEET CONE OF VISION REQUIREMENTS AS STATED IN THE MUTCD.

- CONTRACTOR TO ENSURE THAT THE R10-5A IS INSTALLED SUCH THAT THE SIGN DOES NOT OBSTRUCT THE VIEW OF OPPOSING SIGNAL HEADS.
- INSTALL FYA SIGNS (R10-5A) TO THE RIGHT OF ALL FYA SIGNAL HEADS WHEN POSSIBLE.
- CONTRACTOR TO REMOVE, RELOCATE, AND/OR INSTALL R560-5 (STATE LAW STOP FOR PEDESTRIANS IN CROSSWALK) AND R1-2 (YIELD) POST-MOUNTED SIGNS WITH BREAK-AWAY MOUNT AND POST IN ACCORDANCE WITH FIGURE 10-1 IN GEORGIA DEPARTMENT OF TRANSPORTATION'S TRAFFIC SIGNAL DESIGN GUIDELINES, VERSION 4.1. WHETHER STATED DIRECTLY IN THE PLANS OR NOT, ALL EXISTING R560-5 AND R1-2 SIGNS THAT DO NOT MEET STANDARD PLACEMENT/LOCATION SHALL BE RELOCATED OR REMOVED ACCORDING TO GDOT'S GUIDELINES. WHETHER STATED DIRECTLY IN THE PLANS OR NOT, ALL NEW R560-5 AND R1-2 SIGNS SHALL BE INSTALLED ACCORDING TO GDOT'S GUIDELINES.
- ALL D3-1 SIGNS SHALL BE ADJUSTED TO ACCOMMODATE NEW SIGNAL HEAD LOCATIONS. RELOCATE EXISTING AND/OR INSTALL NEW OVERHEAD STREET NAME SIGNS BETWEEN SIGNAL HEADS WITH 1' SPACE WHEN POSSIBLE.
- ALL STRIPING AND MARKINGS SHALL BE THERMOPLASTIC.
- ALL EXISTING STRIPING IN CONFLICT WITH PROPOSED STRIPING SHALL BE REMOVED WITH HYDROBLASTING OR SANDBLASTING AS DIRECTED. AT NO TIME IS THE CONTRACTOR PERMITTED TO USE GRINDING OR PAINTING OVER EXISTING STRIPING AS METHODS FOR REMOVING EXISTING STRIPING.

INTERSECTION IMPROVEMENTS

DISTRICT 7

LOCATION: WO1 – SR 8/US 29/Lawrenceville Hwy
@ Brockett Rd

COUNTY: DeKalb

THE ATTACHED ENGINEER'S ESTIMATE OF PROBABLE COSTS ARE AN ESTIMATE ONLY AND MAY NOT BE ACCURATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE BID PRICE COVERS ALL MATERIALS REQUIRED TO COMPLETE THE INSTALLATION.

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE FURNISHED BY GDOT AND INSTALLED BY CONTRACTOR

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- 1C-CPU 1 TOTAL

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR

FYA CONVERSION

- 4-SECTION 12" LED FLASHING YELLOW ARROW SIGNAL HEAD, PLASTIC, BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø1, Ø3, Ø5, Ø7) 4 TOTAL
- 30" X 36" OVERHEAD FYA SIGN WITH BRACKET (R10-5A) 4 TOTAL

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- INSTALL NEW MANUFACTURED AUXILARY FILE, 8 DETECTOR CARDS, 16 LOAD SWITCHES, 4 DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET 1 TOTAL
- 5' CAT-5E CABLE FOR CONFLICT MONITOR 1 TOTAL
- POWER DISCONNECT (INCLUDES 1" RIGID RISER FOR TOP-OF-POLE MOUNTING) 1 TOTAL
- MAIN POWER METER BASE CAN 1 TOTAL

SIGNAL FIELD WIRING

- 7-CONDUCTOR SIGNAL CABLE (14 AWG) 1 REEL

INTERSECTION IMPROVEMENTS

DISTRICT 7

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR (cont.)

SIGNAL HEAD / BACKPLATE INSTALLATION / REPLACEMENT

- | | |
|---|---------|
| • 3-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE | 8 TOTAL |
| • 4-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE | 4 TOTAL |
| • 3-SECTION 12" LED STANDARD SIGNAL HEAD, PLASTIC, BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø2, Ø4, Ø6, Ø8) | 4 TOTAL |

STRIPING / MARKING / SIGNING

- | | |
|--|---------|
| • RR/HWY CROSSING WHITE SYMBOL - THERMOPLASTIC | 2 TOTAL |
| • REMOVE EXISTING TRAFFIC MARKINGS, THERMOPLASTIC | 5 SY |
| • POST-MOUNTED SIGN WITH BREAK-AWAY MOUNT AND POST (W10-1) | 2 TOTAL |

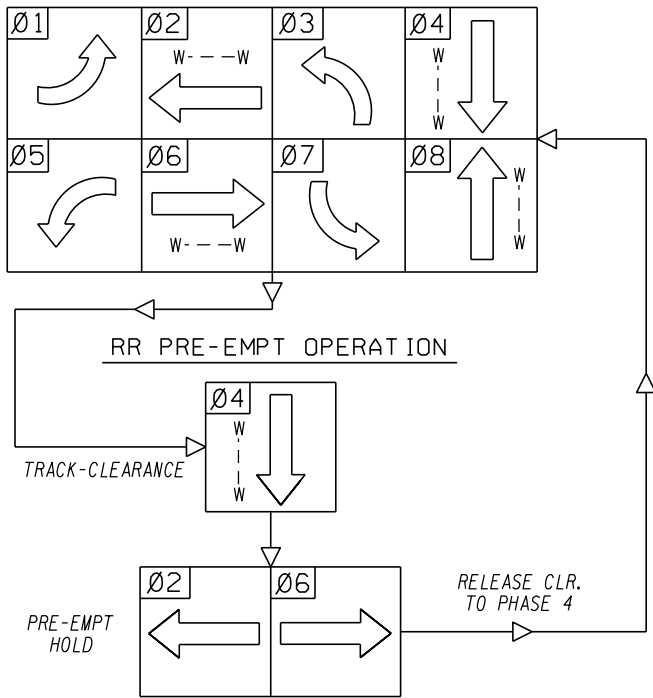
INTERSECTION IMPROVEMENTS

DISTRICT 7

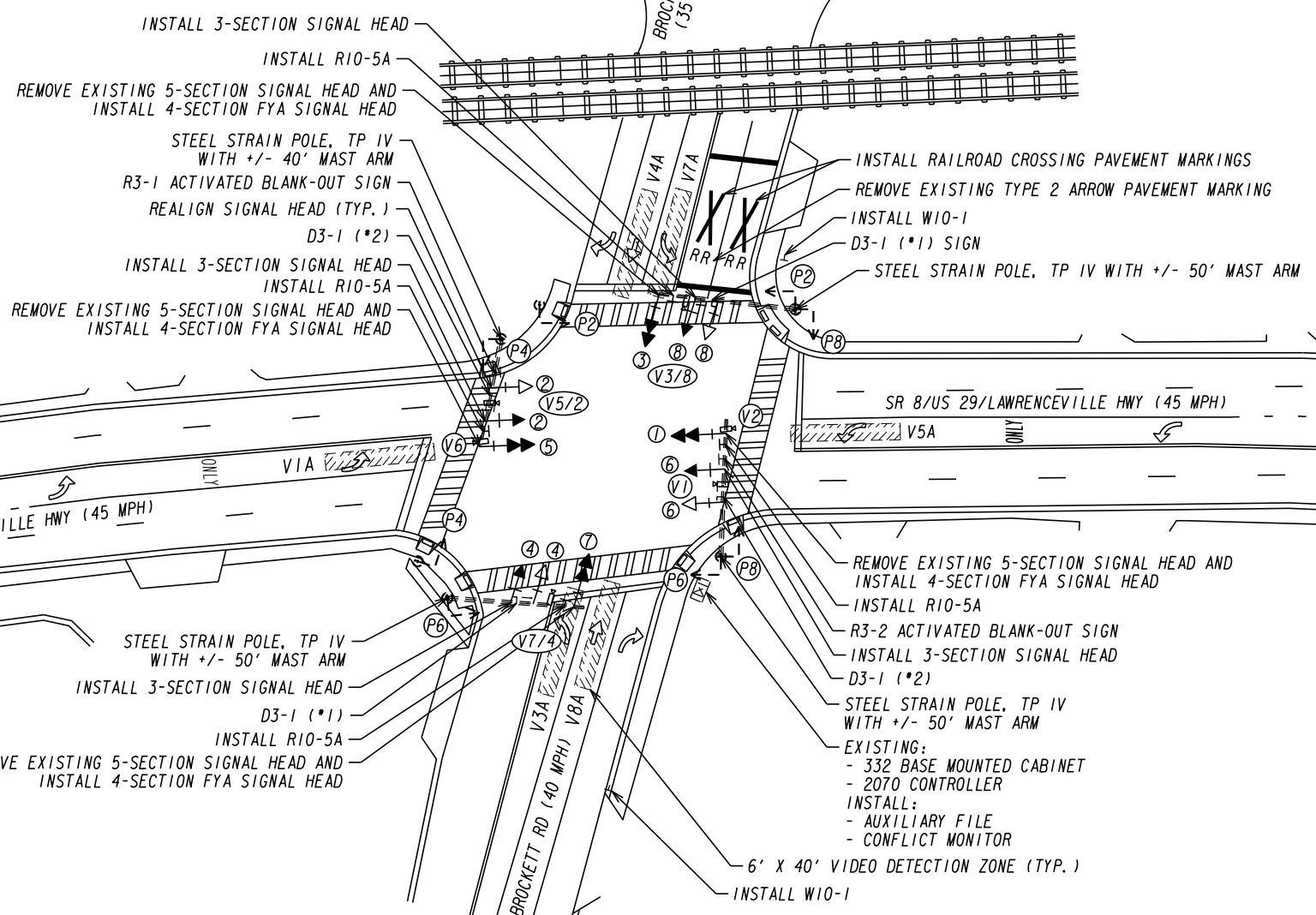
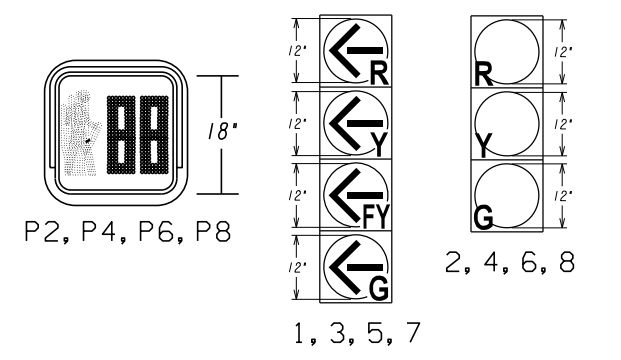
WORK ORDER 1 NOTES:

- INSTALL NEW MANUFACTURED AUXILIARY FILE, 1-C PROCESSOR, DETECTOR CARDS, LOAD SWITCHES, DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET.
- INSTALL NEW POWER DISCONNECT FOR ELECTRICAL SERVICE ON TOP OF THE CABINET CORNER POLE; IF NEEDED, CONTRACTOR CAN INSTALL POWER DISCONNECT AT THE TOP OF ANOTHER POLE AT THE INTERSECTION IF THE CABINET CORNER POLE IS NOT AVAILABLE. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW POWER DISCONNECT WITH FIELD ENGINEER.
- INSTALL MAIN POWER METER BASE CAN (FOR ELECTRICAL SERVICE); CONTRACTOR TO COORDINATE WITH POWER COMPANY. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW MAIN POWER METER BASE CAN WITH FIELD ENGINEER.
- REMOVE THE EXISTING 5-SECTION SIGNAL HEAD (Ø1/6, Ø5/2, Ø3/8, Ø7/4) AND INSTALL A 4-SECTION FYA SIGNAL HEAD (Ø1, Ø3, Ø5, Ø7) AND ONE ADDITIONAL 3-SECTION SIGNAL HEAD (Ø2, Ø4, Ø6, Ø8) FOR ALL FOUR APPROACHES.
- INSTALL 3-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 3-SECTION SIGNAL HEADS.
- INSTALL 4-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 4-SECTION SIGNAL HEADS.
- ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
- INSTALL R10-5A OVERHEAD SIGN FOR ALL FOUR APPROACHES.
- INSTALL W10-1 POST-MOUNTED SIGN WITH BREAK-AWAY MOUNT AND POST FOR THE NORTHBOUND APPROACH ON BOTH THE NORTH AND SOUTH LEGS OF THE INTERSECTION.
- INSTALL NEW RR/HWY CROSSING WHITE PAVEMENT MARKINGS FOR THE NORTHBOUND APPROACH ON THE NORTH LEG OF THE INTERSECTION.
- REMOVE THE EXISTING TYPE 2 WHITE ARROW PAVEMENT MARKING FOR THE NORTHBOUND APPROACH ON THE NORTH LEG OF THE INTERSECTION.

PHASING DIAGRAM

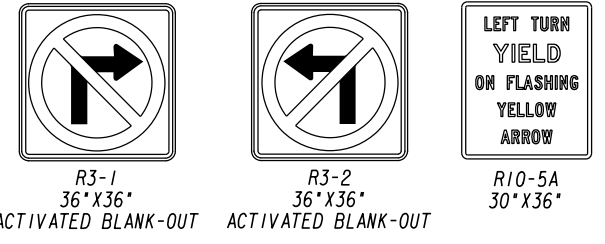


LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACK PLATES

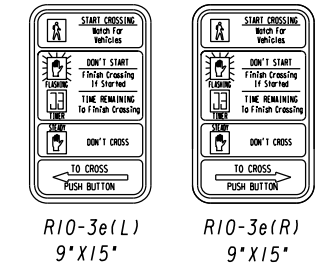


- NOTES:**
- CONTRACTOR TO INSTALL BACKPLATES WITH TP IX RETRO-REFLECTIVE TAPE ON ALL SIGNAL HEADS.
 - ALL D3-1 SIGNS SHALL BE ADJUSTED TO ACCOMMODATE NEW SIGNAL HEAD LOCATIONS. RELOCATE EXISTING OVERHEAD STREET NAME SIGNS BETWEEN SIGNAL HEADS WITH 1" SPACE WHEN POSSIBLE.
 - RETURN ALL OLD SIGNAL EQUIPMENT TO THE MAINTAINING AGENCY'S SIGNAL SHOP.
 - ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
 - WHEN SUFFICIENT MAST ARM LENGTH IS NOT PROVIDED, FYA SIGNAL HEADS SHALL BE INSTALLED AT THE END OF THE MAST ARM WITH SUBSEQUENT SIGNAL HEADS INSTALLED AT 8' INCREMENTS. ALIGN ALL SIGNAL HEADS AS CLOSELY AS POSSIBLE TO GEORGIA DEPARTMENT OF TRANSPORTATION STANDARDS.
 - ALL EXISTING STRIPING IN CONFLICT WITH PROPOSED STRIPING SHALL BE REMOVED AS DIRECTED.

REGULATORY SIGNS



PEDESTRIAN SIGNS



WARNING SIGNS

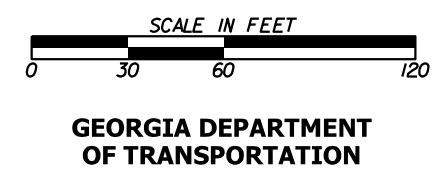


OVERHEAD STREET NAME SIGNS



SIGNAL LEGEND	
➔	PROPOSED 3-SEC SIGNAL HEAD
➔➔	PROPOSED 4-SEC SIGNAL HEAD
-➔	EXISTING 3-SEC SIGNAL HEAD
➔➔	PROPOSED 5-SEC (CLUSTER)/T-SHAPED SIGNAL HEAD
➔➔	RELOCATED 3-SEC SIGNAL HEAD
⊙	PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND	
	PROPOSED VIRTUAL DETECTION ZONE
	PROPOSED INDUCTIVE LOOP
	PROPOSED VIDEO DETECTION CAMERA
	PROPOSED MAGNETOMETER
	PROPOSED RADAR



REVISION DATES	

SIGNAL PLANS		
SR 8 / US 29 / LAWRENCEVILLE HWY @ BROCKETT RD		
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

INTERSECTION IMPROVEMENTS

DISTRICT 7

LOCATION: WO2 – Brockett Rd
@ Bancroft Cir/Moon St

COUNTY: DeKalb

THE ATTACHED ENGINEER'S ESTIMATE OF PROBABLE COSTS ARE AN ESTIMATE ONLY AND MAY NOT BE ACCURATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE BID PRICE COVERS ALL MATERIALS REQUIRED TO COMPLETE THE INSTALLATION.

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE FURNISHED BY GDOT AND INSTALLED BY CONTRACTOR

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- 1C-CPU 1 TOTAL

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR

FYA CONVERSION

- 4-SECTION 12" LED FLASHING YELLOW ARROW SIGNAL HEAD, PLASTIC, BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø5) 1 TOTAL
- 3-SECTION 12" LED PERMISSIVE-ONLY FLASHING YELLOW ARROW SIGNAL HEAD, PLASTIC, BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø6A) 1 TOTAL
- 30" X 36" OVERHEAD FYA SIGN WITH BRACKET (R10-5A) 2 TOTAL

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- INSTALL NEW MANUFACTURED AUXILARY FILE, 5 DETECTOR CARDS, 8 LOAD SWITCHES, 4 DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET 1 TOTAL
- 5' CAT-5E CABLE FOR CONFLICT MONITOR 1 TOTAL
- POWER DISCONNECT (INCLUDES 1" RIGID RISER FOR TOP-OF-POLE MOUNTING) 1 TOTAL
- MAIN POWER METER BASE CAN 1 TOTAL

SIGNAL FIELD WIRING

- 7-CONDUCTOR SIGNAL CABLE (14 AWG) 1 REEL

INTERSECTION IMPROVEMENTS

DISTRICT 7

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR (cont.)

SIGNAL HEAD / BACKPLATE INSTALLATION / REPLACEMENT

- | | |
|--|---------|
| • 3-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE | 2 TOTAL |
| • 4-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE | 1 TOTAL |
| • 3-SECTION 12" LED STANDARD SIGNAL HEAD, PLASTIC, BLACK BODY
INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø2) | 1 TOTAL |

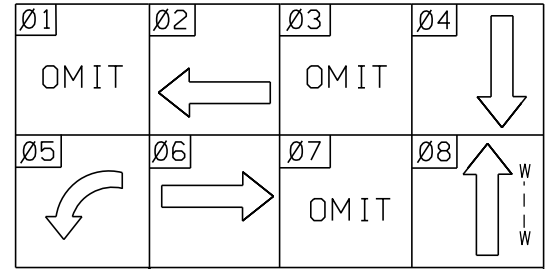
INTERSECTION IMPROVEMENTS

DISTRICT 7

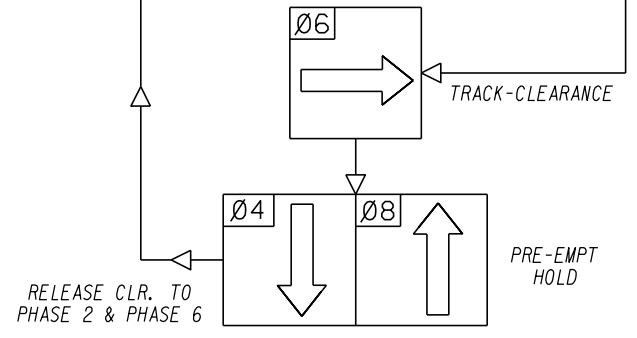
WORK ORDER 2 NOTES:

- INSTALL NEW MANUFACTURED AUXILIARY FILE, 1-C PROCESSOR, DETECTOR CARDS, LOAD SWITCHES, DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET.
- INSTALL NEW POWER DISCONNECT FOR ELECTRICAL SERVICE ON TOP OF THE CABINET CORNER POLE; IF NEEDED, CONTRACTOR CAN INSTALL POWER DISCONNECT AT THE TOP OF ANOTHER POLE AT THE INTERSECTION IF THE CABINET CORNER POLE IS NOT AVAILABLE. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW POWER DISCONNECT WITH FIELD ENGINEER.
- INSTALL MAIN POWER METER BASE CAN (FOR ELECTRICAL SERVICE); CONTRACTOR TO COORDINATE WITH POWER COMPANY. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW MAIN POWER METER BASE CAN WITH FIELD ENGINEER.
- INSTALL A 3-SECTION PERMISSIVE-ONLY FYA SIGNAL HEAD (Ø6A) FOR THE NORTHBOUND APPROACH.
- REMOVE THE EXISTING 5-SECTION SIGNAL HEAD (Ø5/2) AND INSTALL A 4-SECTION FYA SIGNAL HEAD (Ø5) AND ONE ADDITIONAL 3-SECTION SIGNAL HEAD (Ø2) FOR THE SOUTHBOUND APPROACH.
- INSTALL 3-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 3-SECTION SIGNAL HEADS.
- INSTALL 4-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 4-SECTION SIGNAL HEADS.
- ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
- INSTALL R10-5A OVERHEAD SIGN FOR THE NORTHBOUND AND SOUTHBOUND APPROACHES.

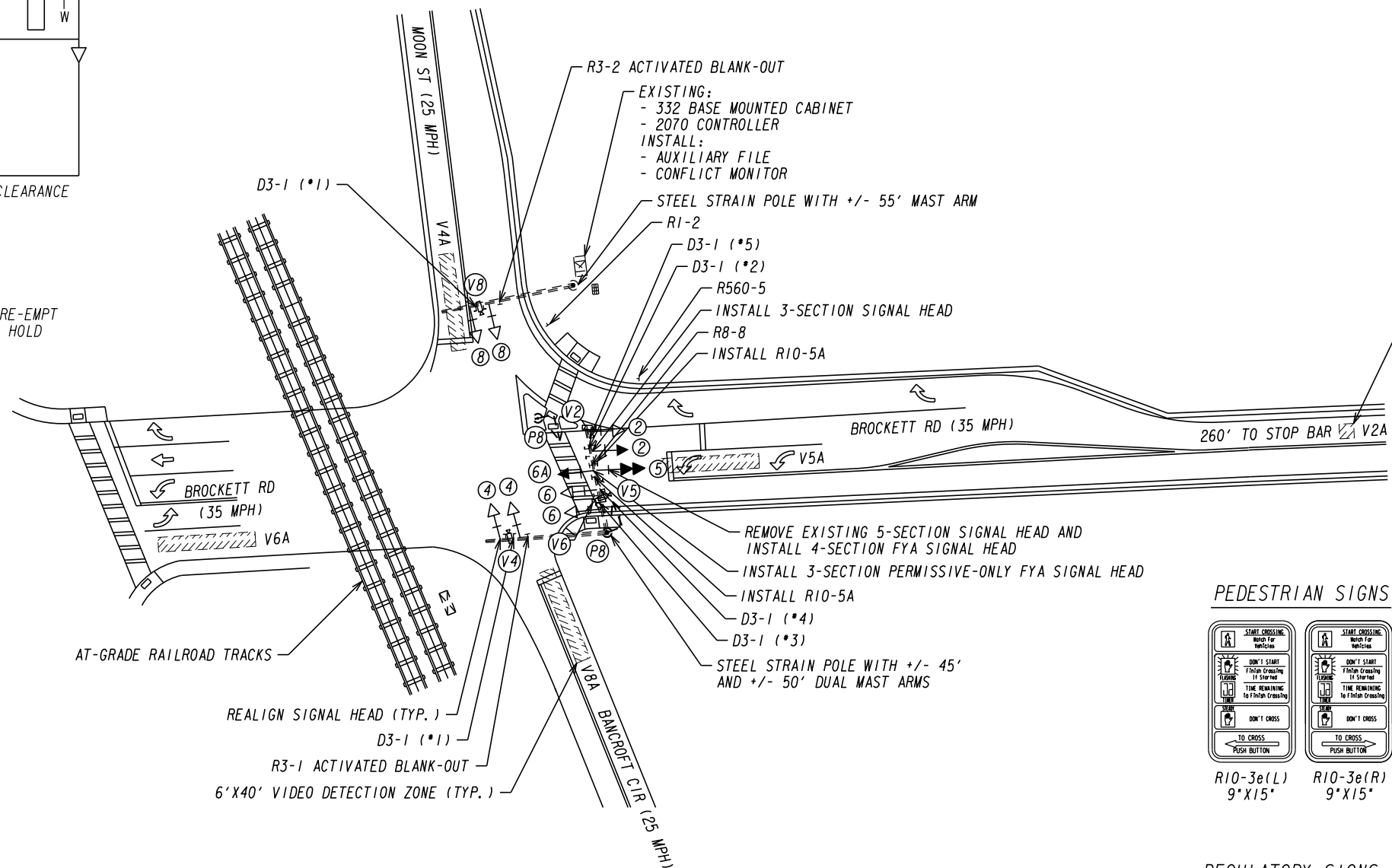
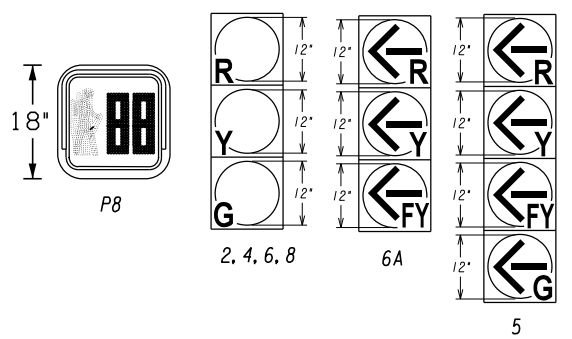
PHASING DIAGRAM



RR PRE-EMPT OPERATION

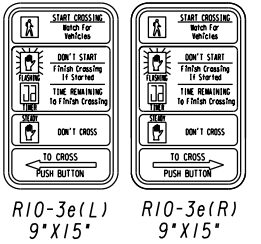


LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACK PLATES

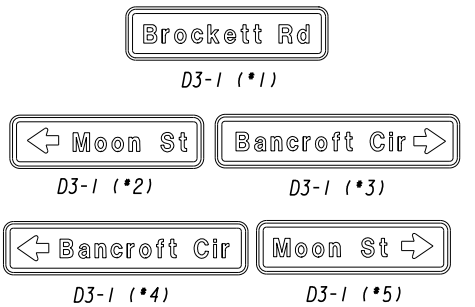


- NOTES:**
 1. CONTRACTOR TO INSTALL BACKPLATES WITH TP 1X RETRO-REFLECTIVE TAPE ON ALL NEW SIGNAL HEADS.
 2. ALL D3-1 SIGNS SHALL BE ADJUSTED TO ACCOMMODATE NEW SIGNAL HEAD LOCATIONS. RELOCATE EXISTING OVERHEAD STREET NAME SIGNS BETWEEN SIGNAL HEADS WITH 1' SPACE WHEN POSSIBLE.
 3. ALL OLD SIGNAL EQUIPMENT TO BE RETURNED TO THE MAINTAINING AGENCY'S SIGNAL SHOP.
 4. ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.

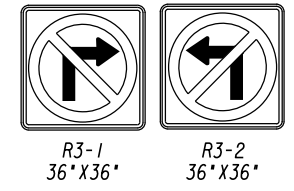
PEDESTRIAN SIGNS



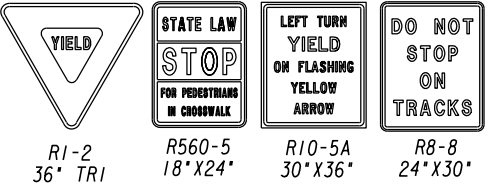
OVERHEAD STREET NAME SIGNS



REGULATORY SIGNS (ACTIVATED BLANK-OUT)



REGULATORY SIGNS

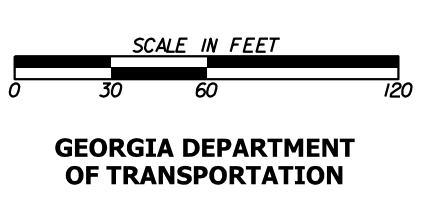


SIGNAL LEGEND

➔ PROPOSED 3-SEC SIGNAL HEAD	➔➔ PROPOSED 4-SEC SIGNAL HEAD
-|➔ EXISTING 3-SEC SIGNAL HEAD	➔➔ PROPOSED 5-SEC (CLUSTER)/T-SHAPED SIGNAL HEAD
➔➔ RELOCATED 3-SEC SIGNAL HEAD	⊙ PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND

▨ PROPOSED VIRTUAL DETECTION ZONE	▬ PROPOSED INDUCTIVE LOOP
◀ PROPOSED VIDEO DETECTION CAMERA	⊙ PROPOSED MAGNETOMETER
◼ PROPOSED RADAR	



REVISION DATES

SIGNAL PLANS
 BROCKETT RD @
 BANCROFT CIR / MOON ST

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

INTERSECTION IMPROVEMENTS

DISTRICT 7

LOCATION: WO3 – SR 8/US 29/Lawrenceville Hwy
@ Fellowship Rd

COUNTY: DeKalb

THE ATTACHED ENGINEER'S ESTIMATE OF PROBABLE COSTS ARE AN ESTIMATE ONLY AND MAY NOT BE ACCURATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE BID PRICE COVERS ALL MATERIALS REQUIRED TO COMPLETE THE INSTALLATION.

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE FURNISHED BY GDOT AND INSTALLED BY CONTRACTOR

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- 1C-CPU 1 TOTAL

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR

FYA CONVERSION

- 4-SECTION 12" LED FLASHING YELLOW ARROW SIGNAL HEAD, PLASTIC, BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø1, Ø3, Ø5, Ø7) 4 TOTAL
- 30" X 36" OVERHEAD FYA SIGN WITH BRACKET (R10-5A) 4 TOTAL

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- INSTALL NEW MANUFACTURED AUXILARY FILE, 8 DETECTOR CARDS, 16 LOAD SWITCHES, 4 DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET 1 TOTAL
- 5' CAT-5E CABLE FOR CONFLICT MONITOR 1 TOTAL
- POWER DISCONNECT (INCLUDES 1" RIGID RISER FOR TOP-OF-POLE MOUNTING) 1 TOTAL
- MAIN POWER METER BASE CAN 1 TOTAL

SIGNAL FIELD WIRING

- 7-CONDUCTOR SIGNAL CABLE (14 AWG) 1 REEL

INTERSECTION IMPROVEMENTS

DISTRICT 7

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR (cont.)

SIGNAL HEAD / BACKPLATE INSTALLATION / REPLACEMENT

- 3-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE 8 TOTAL
- 4-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE 4 TOTAL
- 3-SECTION 12" LED STANDARD SIGNAL HEAD, PLASTIC, BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø2, Ø4, Ø6, Ø8) 4 TOTAL

STRIPING / MARKING / SIGNING

- DETAIL "C" WHITE HATCHED AREA 80 SY
- REMOVE EXISTING TRAFFIC MARKINGS, THERMOPLASTIC 5 SY

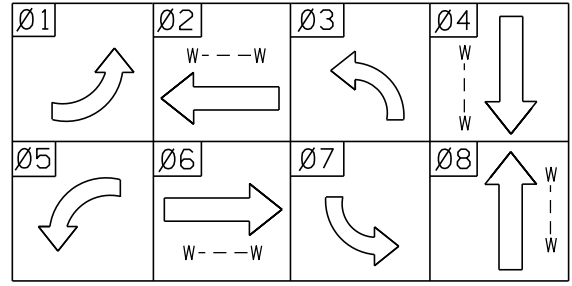
INTERSECTION IMPROVEMENTS

DISTRICT 7

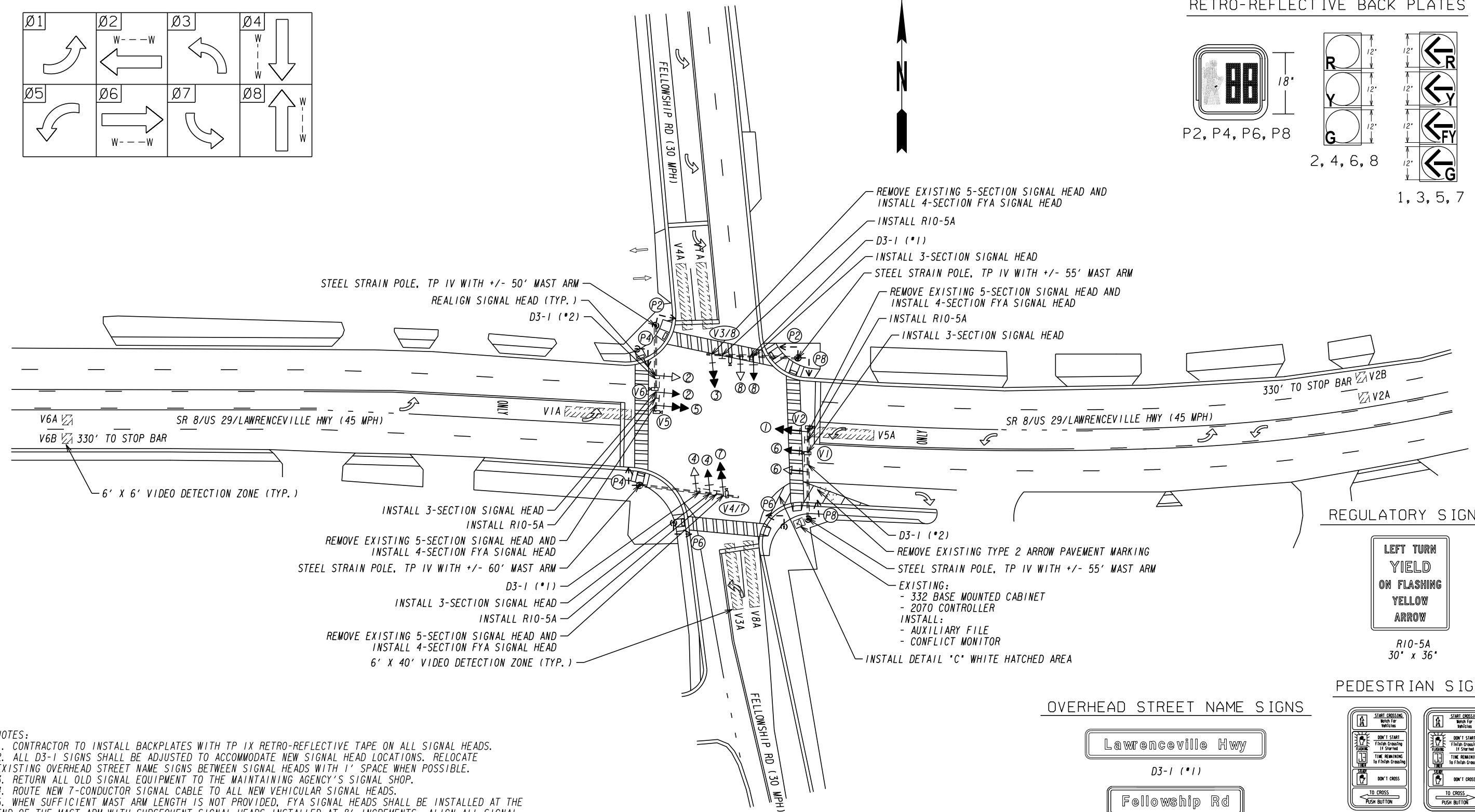
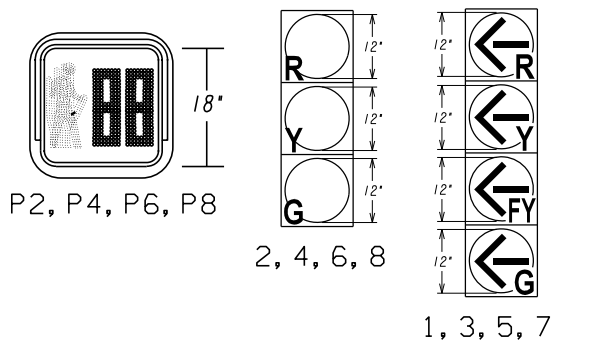
WORK ORDER 3 NOTES:

- INSTALL NEW MANUFACTURED AUXILIARY FILE, 1-C PROCESSOR, DETECTOR CARDS, LOAD SWITCHES, DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET.
- INSTALL NEW POWER DISCONNECT FOR ELECTRICAL SERVICE ON TOP OF THE CABINET CORNER POLE; IF NEEDED, CONTRACTOR CAN INSTALL POWER DISCONNECT AT THE TOP OF ANOTHER POLE AT THE INTERSECTION IF THE CABINET CORNER POLE IS NOT AVAILABLE. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW POWER DISCONNECT WITH FIELD ENGINEER.
- INSTALL MAIN POWER METER BASE CAN (FOR ELECTRICAL SERVICE); CONTRACTOR TO COORDINATE WITH POWER COMPANY. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW MAIN POWER METER BASE CAN WITH FIELD ENGINEER.
- REMOVE THE EXISTING 5-SECTION SIGNAL HEAD (Ø1/6, Ø5/2, Ø3/8, Ø7/4) AND INSTALL A 4-SECTION FYA SIGNAL HEAD (Ø1, Ø3, Ø5, Ø7) AND ONE ADDITIONAL 3-SECTION SIGNAL HEAD (Ø2, Ø4, Ø6, Ø8) FOR ALL FOUR APPROACHES.
- INSTALL 3-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 3-SECTION SIGNAL HEADS.
- INSTALL 4-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 4-SECTION SIGNAL HEADS.
- ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
- INSTALL R10-5A OVERHEAD SIGN FOR ALL FOUR APPROACHES.
- INSTALL DETAIL "C" WHITE HATCHED AREA IN THE SOUTHEAST QUADRANT.
- REMOVE THE EXISTING TYPE 2 WHITE ARROW PAVEMENT MARKING FOR THE EASTBOUND RIGHT-TURN LANE ON THE EAST LEG OF THE INTERSECTION AS SHOWN ON THE PLAN.

PHASING DIAGRAM

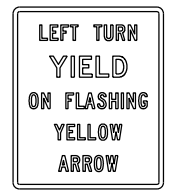


LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACK PLATES

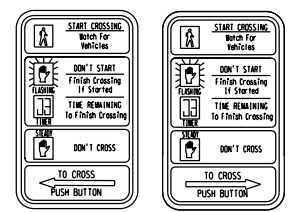


- NOTES:**
1. CONTRACTOR TO INSTALL BACKPLATES WITH TP IX RETRO-REFLECTIVE TAPE ON ALL SIGNAL HEADS.
 2. ALL D3-1 SIGNS SHALL BE ADJUSTED TO ACCOMMODATE NEW SIGNAL HEAD LOCATIONS. RELOCATE EXISTING OVERHEAD STREET NAME SIGNS BETWEEN SIGNAL HEADS WITH 1' SPACE WHEN POSSIBLE.
 3. RETURN ALL OLD SIGNAL EQUIPMENT TO THE MAINTAINING AGENCY'S SIGNAL SHOP.
 4. ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
 5. WHEN SUFFICIENT MAST ARM LENGTH IS NOT PROVIDED, FYA SIGNAL HEADS SHALL BE INSTALLED AT THE END OF THE MAST ARM WITH SUBSEQUENT SIGNAL HEADS INSTALLED AT 8' INCREMENTS. ALIGN ALL SIGNAL HEADS AS CLOSELY AS POSSIBLE TO GEORGIA DEPARTMENT OF TRANSPORTATION STANDARDS.
 6. ALL EXISTING STRIPING IN CONFLICT WITH PROPOSED STRIPING SHALL BE REMOVED AS DIRECTED.

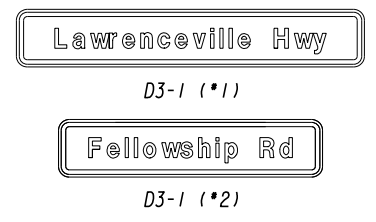
REGULATORY SIGNS



PEDESTRIAN SIGNS



OVERHEAD STREET NAME SIGNS

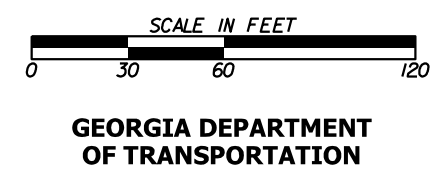


SIGNAL LEGEND

	PROPOSED 3-SEC SIGNAL HEAD		PROPOSED 4-SEC SIGNAL HEAD
	EXISTING 3-SEC SIGNAL HEAD		PROPOSED 5-SEC (CLUSTER)/T-SHAPED SIGNAL HEAD
	RELOCATED 3-SEC SIGNAL HEAD		PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND

	PROPOSED VIRTUAL DETECTION ZONE		PROPOSED INDUCTIVE LOOP
	PROPOSED VIDEO DETECTION CAMERA		PROPOSED MAGNETOMETER
	PROPOSED RADAR		



REVISION DATES

SIGNAL PLANS
SR 8 / US 29 / LAWRENCEVILLE HWY @ FELLOWSHIP RD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

INTERSECTION IMPROVEMENTS

DISTRICT 7

LOCATION: WO4 – SR 8/US 29/Lawrenceville Hwy
@ Main St/Idlewood Rd

COUNTY: DeKalb

THE ATTACHED ENGINEER'S ESTIMATE OF PROBABLE COSTS ARE AN ESTIMATE ONLY AND MAY NOT BE ACCURATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE BID PRICE COVERS ALL MATERIALS REQUIRED TO COMPLETE THE INSTALLATION.

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE FURNISHED BY GDOT AND INSTALLED BY CONTRACTOR

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- 1C-CPU 1 TOTAL

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR

FYA CONVERSION

- 4-SECTION 12" LED FLASHING YELLOW ARROW SIGNAL HEAD, PLASTIC, BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø1, Ø3, Ø5, Ø7) 4 TOTAL
- 30" X 36" OVERHEAD FYA SIGN WITH BRACKET (R10-5A) 4 TOTAL

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- INSTALL NEW MANUFACTURED AUXILARY FILE, 8 DETECTOR CARDS, 16 LOAD SWITCHES, 4 DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET 1 TOTAL
- 5' CAT-5E CABLE FOR CONFLICT MONITOR 1 TOTAL
- POWER DISCONNECT (INCLUDES 1" RIGID RISER FOR TOP-OF-POLE MOUNTING) 1 TOTAL
- MAIN POWER METER BASE CAN 1 TOTAL

SIGNAL FIELD WIRING

- 7-CONDUCTOR SIGNAL CABLE (14 AWG) 1 REEL

INTERSECTION IMPROVEMENTS

DISTRICT 7

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR (cont.)

SIGNAL HEAD / BACKPLATE INSTALLATION / REPLACEMENT

- 3-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE 8 TOTAL
- 4-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE 4 TOTAL
- 3-SECTION 12" LED STANDARD SIGNAL HEAD, PLASTIC, BLACK BODY 4 TOTAL
INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø2,
Ø4, Ø6, Ø8)

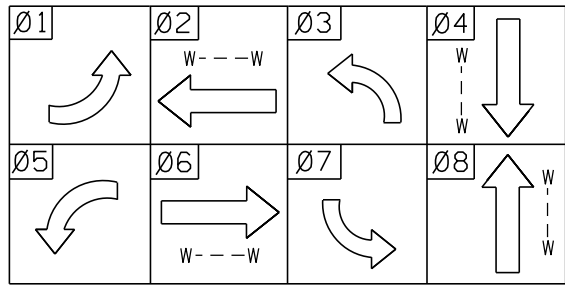
INTERSECTION IMPROVEMENTS

DISTRICT 7

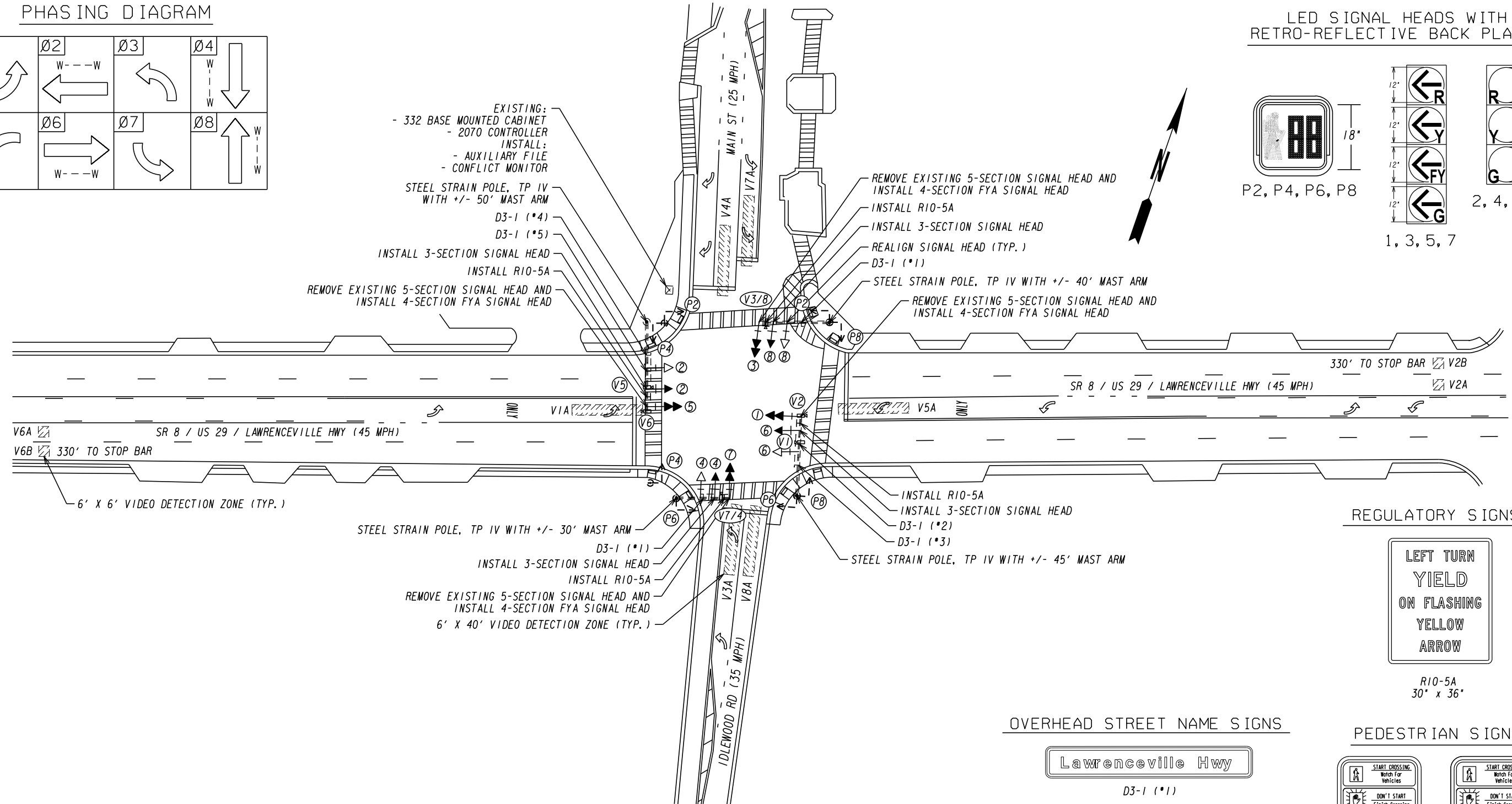
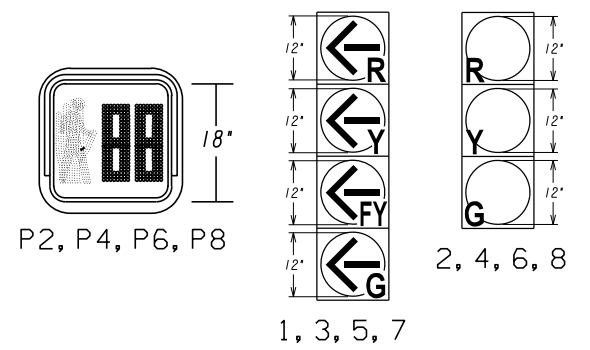
WORK ORDER 4 NOTES:

- INSTALL NEW MANUFACTURED AUXILIARY FILE, 1-C PROCESSOR, DETECTOR CARDS, LOAD SWITCHES, DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET.
- INSTALL NEW POWER DISCONNECT FOR ELECTRICAL SERVICE ON TOP OF THE CABINET CORNER POLE; IF NEEDED, CONTRACTOR CAN INSTALL POWER DISCONNECT AT THE TOP OF ANOTHER POLE AT THE INTERSECTION IF THE CABINET CORNER POLE IS NOT AVAILABLE. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW POWER DISCONNECT WITH FIELD ENGINEER.
- INSTALL MAIN POWER METER BASE CAN (FOR ELECTRICAL SERVICE); CONTRACTOR TO COORDINATE WITH POWER COMPANY. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW MAIN POWER METER BASE CAN WITH FIELD ENGINEER.
- REMOVE THE EXISTING 5-SECTION SIGNAL HEAD (Ø1/6, Ø5/2, Ø3/8, Ø7/4) AND INSTALL A 4-SECTION FYA SIGNAL HEAD (Ø1, Ø3, Ø5, Ø7) AND ONE ADDITIONAL 3-SECTION SIGNAL HEAD (Ø2, Ø4, Ø6, Ø8) FOR ALL FOUR APPROACHES.
- INSTALL 3-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 3-SECTION SIGNAL HEADS.
- INSTALL 4-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 4-SECTION SIGNAL HEADS.
- ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
- INSTALL R10-5A OVERHEAD SIGN FOR ALL FOUR APPROACHES.

PHASING DIAGRAM



LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACK PLATES



EXISTING:
 - 332 BASE MOUNTED CABINET
 - 2070 CONTROLLER
 INSTALL:
 - AUXILIARY FILE
 - CONFLICT MONITOR

STEEL STRAIN POLE, TP IV WITH +/- 50' MAST ARM

D3-1 (*4)
 D3-1 (*5)

INSTALL 3-SECTION SIGNAL HEAD

INSTALL R10-5A

REMOVE EXISTING 5-SECTION SIGNAL HEAD AND INSTALL 4-SECTION FYA SIGNAL HEAD

REMOVE EXISTING 5-SECTION SIGNAL HEAD AND INSTALL 4-SECTION FYA SIGNAL HEAD

INSTALL R10-5A

INSTALL 3-SECTION SIGNAL HEAD

REALIGN SIGNAL HEAD (TYP.)

D3-1 (*1)

STEEL STRAIN POLE, TP IV WITH +/- 40' MAST ARM

REMOVE EXISTING 5-SECTION SIGNAL HEAD AND INSTALL 4-SECTION FYA SIGNAL HEAD

6' x 6' VIDEO DETECTION ZONE (TYP.)

STEEL STRAIN POLE, TP IV WITH +/- 30' MAST ARM

D3-1 (*1)

INSTALL 3-SECTION SIGNAL HEAD

INSTALL R10-5A

REMOVE EXISTING 5-SECTION SIGNAL HEAD AND INSTALL 4-SECTION FYA SIGNAL HEAD

6' x 40' VIDEO DETECTION ZONE (TYP.)

STEEL STRAIN POLE, TP IV WITH +/- 45' MAST ARM

INSTALL R10-5A

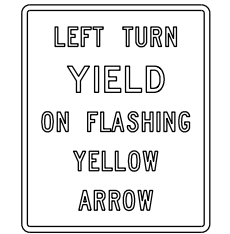
INSTALL 3-SECTION SIGNAL HEAD

D3-1 (*2)

D3-1 (*3)

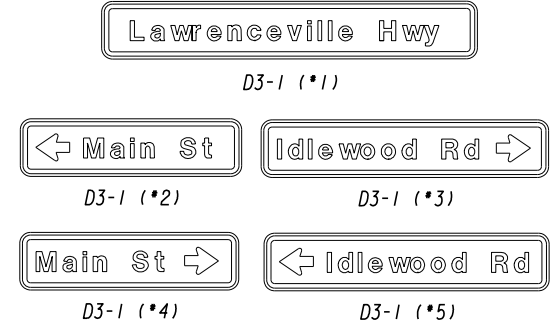
NOTES:
 1. CONTRACTOR TO INSTALL BACKPLATES WITH TP IX RETRO-REFLECTIVE TAPE ON ALL SIGNAL HEADS.
 2. ALL D3-1 SIGNS SHALL BE ADJUSTED TO ACCOMMODATE NEW SIGNAL HEAD LOCATIONS. RELOCATE EXISTING OVERHEAD STREET NAME SIGNS BETWEEN SIGNAL HEADS WITH 1' SPACE WHEN POSSIBLE.
 3. RETURN ALL OLD SIGNAL EQUIPMENT TO THE MAINTAINING AGENCY'S SIGNAL SHOP.
 4. ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
 5. WHEN SUFFICIENT MAST ARM LENGTH IS NOT PROVIDED, FYA SIGNAL HEADS SHALL BE INSTALLED AT THE END OF THE MAST ARM WITH SUBSEQUENT SIGNAL HEADS INSTALLED AT 8' INCREMENTS. ALIGN ALL SIGNAL HEADS AS CLOSELY AS POSSIBLE TO GEORGIA DEPARTMENT OF TRANSPORTATION STANDARDS.

REGULATORY SIGNS

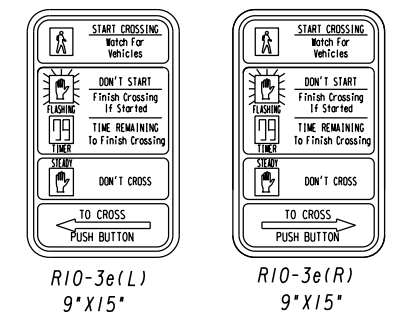


R10-5A
 30" x 36"

OVERHEAD STREET NAME SIGNS



PEDESTRIAN SIGNS

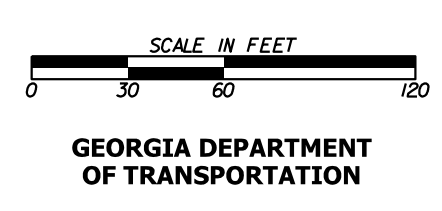


SIGNAL LEGEND

➔ PROPOSED 3-SEC SIGNAL HEAD	➔➔ PROPOSED 4-SEC SIGNAL HEAD
-➔ EXISTING 3-SEC SIGNAL HEAD	➔➔ PROPOSED 5-SEC (CLUSTER)/T-SHAPED SIGNAL HEAD
➔➔ RELOCATED 3-SEC SIGNAL HEAD	⊙ PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND

▨ PROPOSED VIRTUAL DETECTION ZONE	⊙ PROPOSED MAGNETOMETER
▬ PROPOSED INDUCTIVE LOOP	⊙ PROPOSED RADAR
⬛ PROPOSED VIDEO DETECTION CAMERA	



REVISION DATES

SIGNAL PLANS
 SR 8 / US 29 / LAWRENCEVILLE HWY @ MAIN ST / IDLEWOOD RD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

INTERSECTION IMPROVEMENTS

DISTRICT 7

COUNTY: DeKalb

LOCATION: WO5 – SR 8/SR 236/US 29/Lawrenceville Hwy/Hugh Howell Rd
@ SR 8/SR 236/US 29/Lawrenceville Hwy/Tucker Plaza

THE ATTACHED ENGINEER'S ESTIMATE OF PROBABLE COSTS ARE AN ESTIMATE ONLY AND MAY NOT BE ACCURATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE BID PRICE COVERS ALL MATERIALS REQUIRED TO COMPLETE THE INSTALLATION.

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE FURNISHED BY GDOT AND INSTALLED BY CONTRACTOR

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- 1C-CPU 1 TOTAL

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR

FYA CONVERSION

- 3-SECTION 12" LED PERMISSIVE-ONLY FLASHING YELLOW ARROW SIGNAL HEAD, PLASTIC, BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø2A, Ø4A, Ø6A, Ø8A) 1 TOTAL
- 30" X 36" OVERHEAD FYA SIGN WITH BRACKET (R10-5A) 1 TOTAL

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- INSTALL NEW MANUFACTURED AUXILARY FILE, 5 DETECTOR CARDS, 10 LOAD SWITCHES, 4 DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET 1 TOTAL
- 5' CAT-5E CABLE FOR CONFLICT MONITOR 1 TOTAL
- POWER DISCONNECT (INCLUDES 1" RIGID RISER FOR TOP-OF-POLE MOUNTING) 1 TOTAL
- MAIN POWER METER BASE CAN 1 TOTAL

SIGNAL FIELD WIRING

- 7-CONDUCTOR SIGNAL CABLE (14 AWG) 1 REEL

INTERSECTION IMPROVEMENTS

DISTRICT 7

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR (cont.)

SIGNAL HEAD / BACKPLATE INSTALLATION / REPLACEMENT

- | | |
|--|----------|
| • 3-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE | 10 TOTAL |
| • 4-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE | 2 TOTAL |
| • 3-SECTION 12" LED STANDARD SIGNAL HEAD, PLASTIC, BLACK BODY
INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø4) | 1 TOTAL |

STRIPING / MARKING / SIGNING

- | | |
|--|--------|
| • 5" SKIP WHITE (2' SEG, 6' GAP) PAVEMENT MARKINGS | 50 GLF |
| • DETAIL "C" WHITE HATCHED AREA | 100 SY |
| • REMOVE EXISTING TRAFFIC MARKINGS, THERMOPLASTIC | 5 SY |

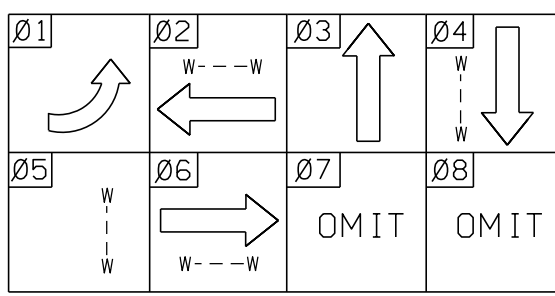
INTERSECTION IMPROVEMENTS

DISTRICT 7

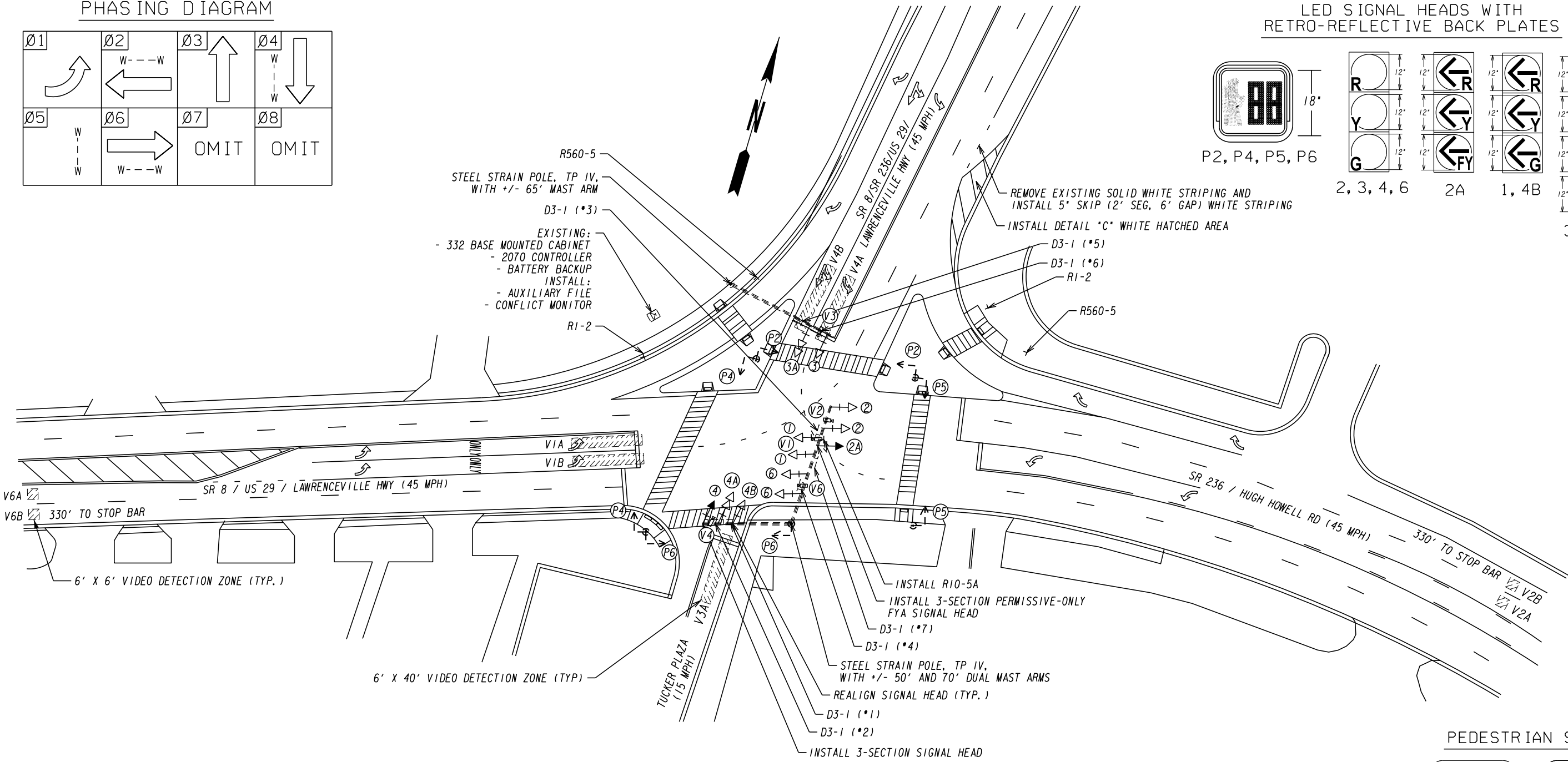
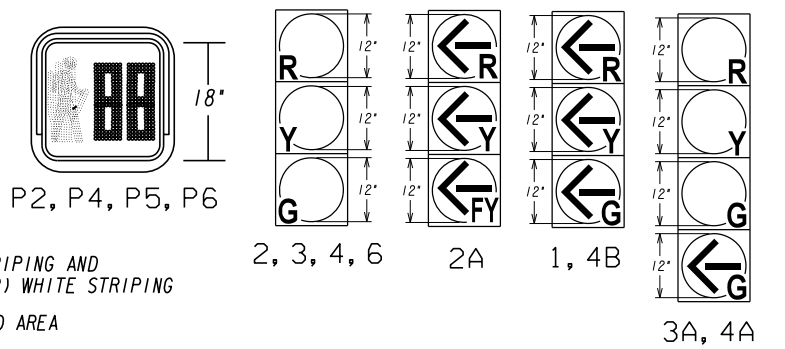
WORK ORDER 5 NOTES:

- INSTALL NEW MANUFACTURED AUXILIARY FILE, 1-C PROCESSOR, DETECTOR CARDS, LOAD SWITCHES, DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET.
- INSTALL NEW POWER DISCONNECT FOR ELECTRICAL SERVICE ON TOP OF THE CABINET CORNER POLE; IF NEEDED, CONTRACTOR CAN INSTALL POWER DISCONNECT AT THE TOP OF ANOTHER POLE AT THE INTERSECTION IF THE CABINET CORNER POLE IS NOT AVAILABLE. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW POWER DISCONNECT WITH FIELD ENGINEER.
- INSTALL MAIN POWER METER BASE CAN (FOR ELECTRICAL SERVICE); CONTRACTOR TO COORDINATE WITH POWER COMPANY. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW MAIN POWER METER BASE CAN WITH FIELD ENGINEER.
- INSTALL A 3-SECTION SIGNAL HEAD (Ø4) FOR THE SOUTHBOUND APPROACH.
- INSTALL A 3-SECTION PERMISSIVE-ONLY FYA SIGNAL HEAD (Ø2A) FOR THE WESTBOUND APPROACH.
- INSTALL 3-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 3-SECTION SIGNAL HEADS.
- INSTALL 4-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 4-SECTION SIGNAL HEADS.
- ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
- INSTALL R10-5A OVERHEAD SIGN FOR THE WESTBOUND APPROACH.
- REMOVE PORTION OF EXISTING SOLID WHITE STRIPING AND INSTALL NEW 5" SKIP (2' SEG, 6' GAP) WHITE STRIPING FOR THE NORTHBOUND RIGHT-TURN LANE ON THE NORTH LEG OF THE INTERSECTION AS SHOWN ON THE PLAN.
- INSTALL DETAIL "C" WHITE HATCHED AREA IN THE NORTHEAST QUADRANT AS SHOWN ON THE PLAN.

PHASING DIAGRAM



LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACK PLATES



R560-5
 STEEL STRAIN POLE, TP IV,
 WITH +/- 65' MAST ARM
 D3-1 (*3)
 EXISTING:
 - 332 BASE MOUNTED CABINET
 - 2070 CONTROLLER
 - BATTERY BACKUP
 INSTALL:
 - AUXILIARY FILE
 - CONFLICT MONITOR
 RI-2

REMOVE EXISTING SOLID WHITE STRIPING AND
 INSTALL 5" SKIP (2' SEG, 6' GAP) WHITE STRIPING
 INSTALL DETAIL "C" WHITE HATCHED AREA

VIA
 VIB
 SR 8 / US 29 / LAWRENCEVILLE HWY (45 MPH)
 V6A
 V6B 330' TO STOP BAR
 6' X 6' VIDEO DETECTION ZONE (TYP.)

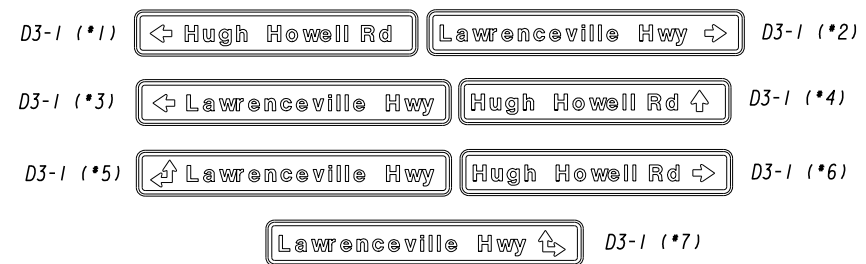
6' X 40' VIDEO DETECTION ZONE (TYP.)

INSTALL R10-5A
 INSTALL 3-SECTION PERMISSIVE-ONLY
 FYA SIGNAL HEAD
 D3-1 (*7)

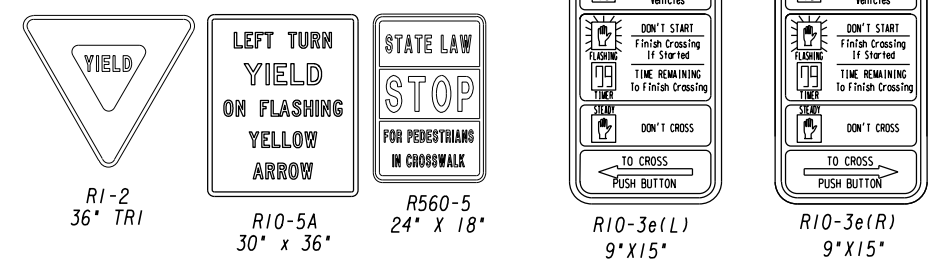
STEEL STRAIN POLE, TP IV,
 WITH +/- 50' AND 70' DUAL MAST ARMS
 REALIGN SIGNAL HEAD (TYP.)
 D3-1 (*1)
 D3-1 (*2)

INSTALL 3-SECTION SIGNAL HEAD

OVERHEAD STREET NAME SIGNS



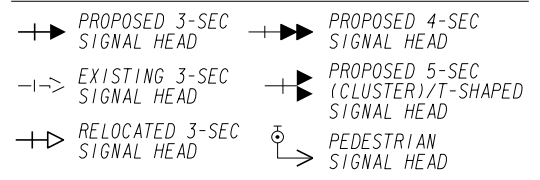
REGULATORY SIGNS



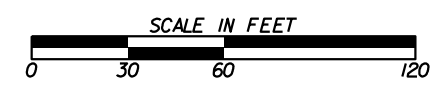
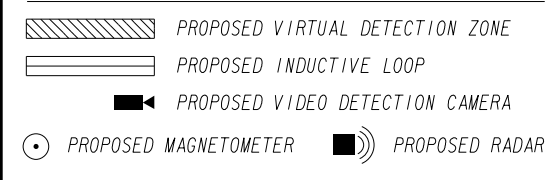
PEDESTRIAN SIGNS

NOTES:
 1. CONTRACTOR TO INSTALL BACKPLATES WITH TP IX RETRO-REFLECTIVE TAPE ON ALL SIGNAL HEADS.
 2. ALL D3-1 SIGNS SHALL BE ADJUSTED TO ACCOMMODATE NEW SIGNAL HEAD LOCATIONS. RELOCATE EXISTING OVERHEAD STREET NAME SIGNS BETWEEN SIGNAL HEADS WITH 1' SPACE WHEN POSSIBLE.
 3. RETURN ALL OLD SIGNAL EQUIPMENT TO THE MAINTAINING AGENCY'S SIGNAL SHOP.
 4. RETURN ALL OLD SIGNAL EQUIPMENT TO THE MAINTAINING AGENCY'S SIGNAL SHOP.
 5. WHEN SUFFICIENT MAST ARM LENGTH IS NOT PROVIDED, FYA SIGNAL HEADS SHALL BE INSTALLED AT THE END OF THE MAST ARM WITH SUBSEQUENT SIGNAL HEADS INSTALLED AT 8' INCREMENTS. ALIGN ALL SIGNAL HEADS AS CLOSELY AS POSSIBLE TO GEORGIA DEPARTMENT OF TRANSPORTATION STANDARDS.
 6. ALL EXISTING STRIPING IN CONFLICT WITH PROPOSED STRIPING SHALL BE REMOVED AS DIRECTED.

SIGNAL LEGEND



DETECTION LEGEND



GEORGIA DEPARTMENT OF TRANSPORTATION

REVISION DATES

SIGNAL PLANS

SR 8/SR 236/US 29/LAWRENCEVILLE HWY/HUGH HOWELL RD @
 SR 8/SR 236/US 29/LAWRENCEVILLE HWY/TUCKER PLAZA

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

INTERSECTION IMPROVEMENTS

DISTRICT 7

LOCATION: WO6 – SR 8/SR 236/US 29/Lawrenceville Hwy
@ Lynburn Dr/Cofer Crossing

COUNTY: DeKalb

THE ATTACHED ENGINEER'S ESTIMATE OF PROBABLE COSTS ARE AN ESTIMATE ONLY AND MAY NOT BE ACCURATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE BID PRICE COVERS ALL MATERIALS REQUIRED TO COMPLETE THE INSTALLATION.

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE FURNISHED BY GDOT AND INSTALLED BY CONTRACTOR

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- 1C-CPU 1 TOTAL

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR

FYA CONVERSION

- 4-SECTION 12" LED FLASHING YELLOW ARROW SIGNAL HEAD, PLASTIC, BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø1, Ø3, Ø5) 3 TOTAL
- 30" X 36" OVERHEAD FYA SIGN WITH BRACKET (R10-5A) 3 TOTAL

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- INSTALL NEW MANUFACTURED AUXILARY FILE, 7 DETECTOR CARDS, 14 LOAD SWITCHES, 4 DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET 1 TOTAL
- 5' CAT-5E CABLE FOR CONFLICT MONITOR 1 TOTAL
- POWER DISCONNECT (INCLUDES 1" RIGID RISER FOR TOP-OF-POLE MOUNTING) 1 TOTAL
- MAIN POWER METER BASE CAN 1 TOTAL

SIGNAL FIELD WIRING

- 7-CONDUCTOR SIGNAL CABLE (14 AWG) 1 REEL

INTERSECTION IMPROVEMENTS

DISTRICT 7

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR (cont.)

SIGNAL HEAD / BACKPLATE INSTALLATION / REPLACEMENT

- 3-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE 8 TOTAL
- 4-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE 3 TOTAL
- 3-SECTION 12" LED STANDARD SIGNAL HEAD, PLASTIC, BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø2, Ø6) 2 TOTAL

STRIPING / MARKING / SIGNING

- MAST ARM-MOUNTED OVERHEAD STREET NAME SIGN WITH BRACKET (D3-1 #1) 1 TOTAL

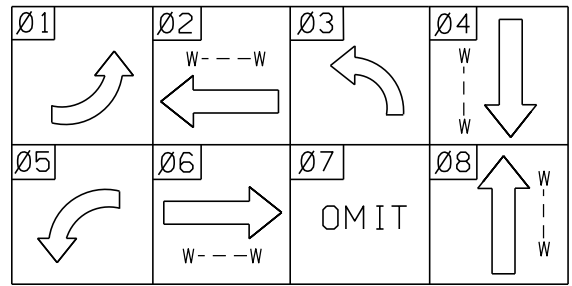
INTERSECTION IMPROVEMENTS

DISTRICT 7

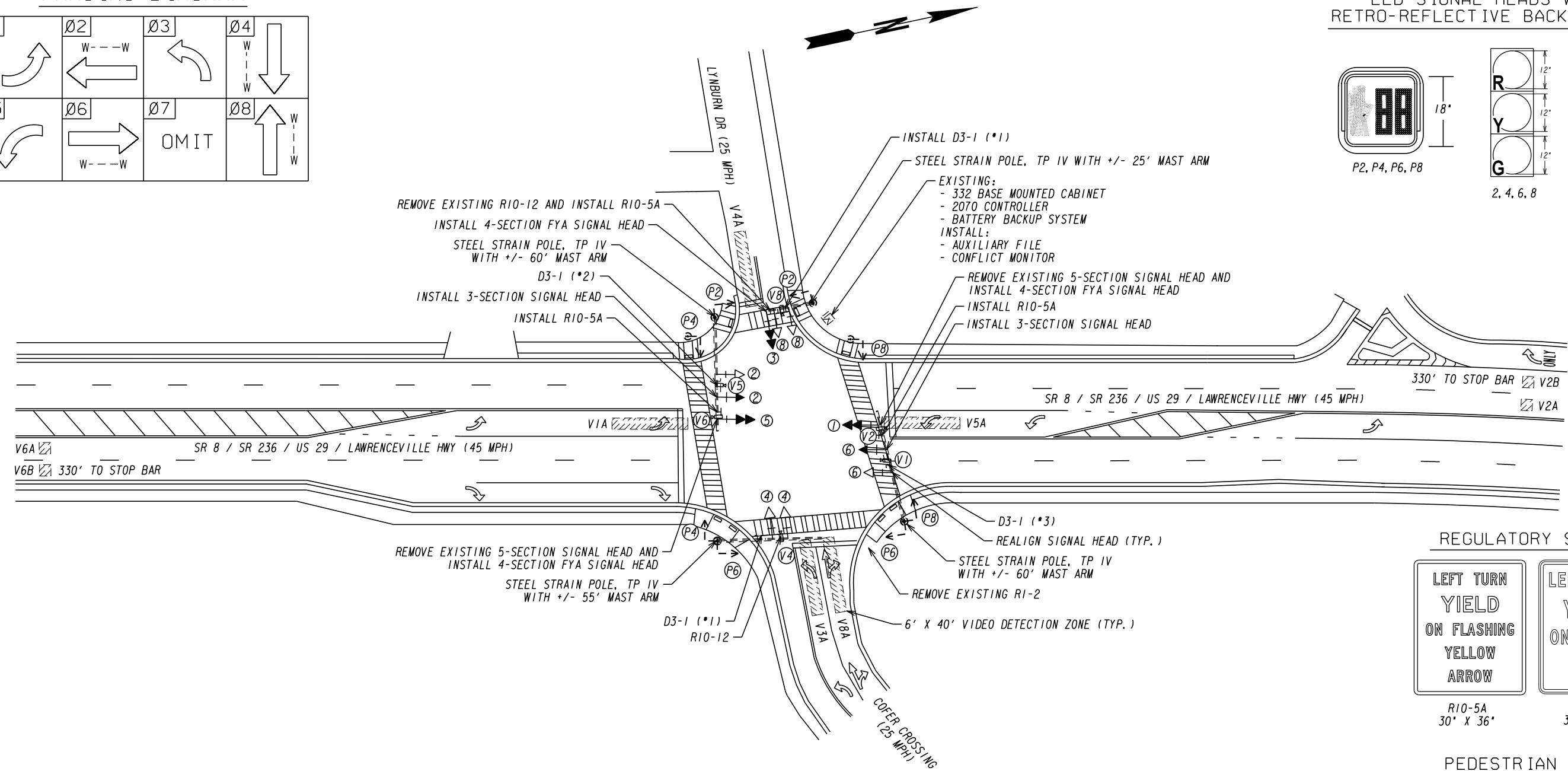
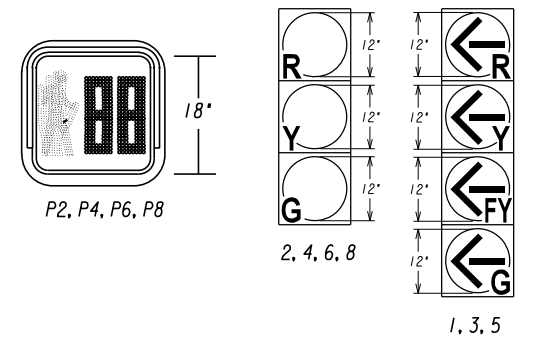
WORK ORDER 6 NOTES:

- CHANGE THE PHASING FOR THE WESTBOUND LEFT-TURN MOVEMENT FROM A PERMISSIVE-ONLY LEFT-TURN PHASE TO A PROTECTED-PERMISSIVE LEFT-TURN PHASE (Ø3).
- INSTALL NEW MANUFACTURED AUXILIARY FILE, 1-C PROCESSOR, DETECTOR CARDS, LOAD SWITCHES, DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET.
- INSTALL NEW POWER DISCONNECT FOR ELECTRICAL SERVICE ON TOP OF THE CABINET CORNER POLE; IF NEEDED, CONTRACTOR CAN INSTALL POWER DISCONNECT AT THE TOP OF ANOTHER POLE AT THE INTERSECTION IF THE CABINET CORNER POLE IS NOT AVAILABLE. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW POWER DISCONNECT WITH FIELD ENGINEER.
- INSTALL MAIN POWER METER BASE CAN (FOR ELECTRICAL SERVICE); CONTRACTOR TO COORDINATE WITH POWER COMPANY. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW MAIN POWER METER BASE CAN WITH FIELD ENGINEER.
- INSTALL A 4-SECTION FYA SIGNAL HEAD (Ø3) FOR THE WESTBOUND APPROACH.
- REMOVE THE EXISTING 5-SECTION SIGNAL HEAD (Ø1/6, Ø5/2) AND INSTALL A 4-SECTION FYA SIGNAL HEAD (Ø1, Ø5) AND ONE ADDITIONAL 3-SECTION SIGNAL HEAD (Ø2, Ø6) FOR THE NORTHBOUND AND SOUTHBOUND APPROACHES.
- INSTALL 3-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 3-SECTION SIGNAL HEADS.
- INSTALL 4-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 4-SECTION SIGNAL HEADS.
- ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
- REMOVE EXISTING R10-12 OVERHEAD SIGN FOR THE WESTBOUND APPROACH.
- INSTALL R10-5A OVERHEAD SIGN FOR THE NORTHBOUND, SOUTHBOUND, AND WESTBOUND APPROACHES.
- INSTALL NEW OVERHEAD STREET NAME SIGN (D3-1) FOR THE WESTBOUND APPROACH.
- INSTALL R1-2 POST-MOUNTED SIGN WITH BREAK-AWAY MOUNT AND POST IN THE NORTHEAST QUADRANT.

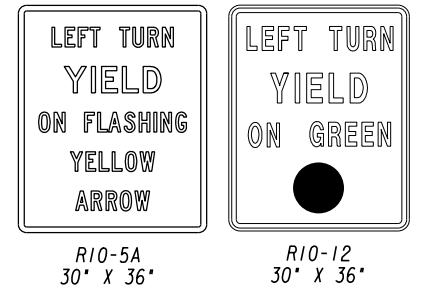
PHASING DIAGRAM



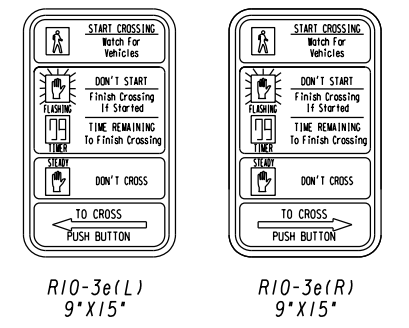
LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACK PLATES



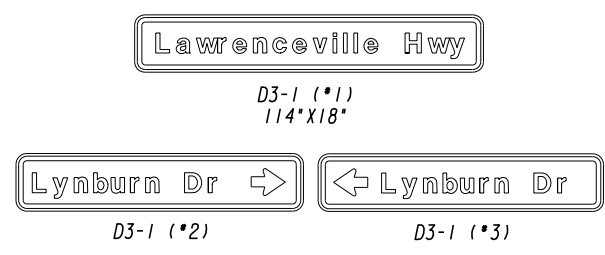
REGULATORY SIGNS



PEDESTRIAN SIGNS

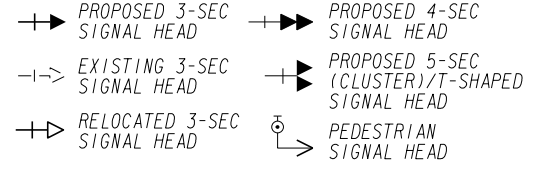


OVERHEAD STREET NAME SIGNS

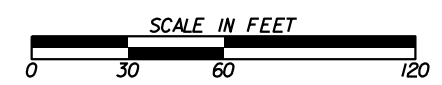
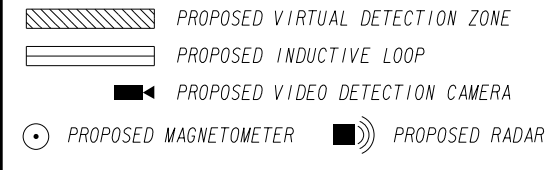


- NOTES:**
1. CONTRACTOR TO INSTALL BACKPLATES WITH TP IX RETRO-REFLECTIVE TAPE ON ALL SIGNAL HEADS.
 2. ALL D3-1 SIGNS SHALL BE ADJUSTED TO ACCOMMODATE NEW SIGNAL HEAD LOCATIONS. INSTALL NEW AND RELOCATE EXISTING OVERHEAD STREET NAME SIGNS BETWEEN SIGNAL HEADS WITH 1' SPACE WHEN POSSIBLE.
 3. RETURN ALL OLD SIGNAL EQUIPMENT TO THE MAINTAINING AGENCY'S SIGNAL SHOP.
 4. ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
 5. WHEN SUFFICIENT MAST ARM LENGTH IS NOT PROVIDED, FYA SIGNAL HEADS SHALL BE INSTALLED AT THE END OF THE MAST ARM WITH SUBSEQUENT SIGNAL HEADS ALIGNED AS CLOSELY AS POSSIBLE TO GEORGIA DEPARTMENT OF TRANSPORTATION STANDARDS.

SIGNAL LEGEND



DETECTION LEGEND



GEORGIA DEPARTMENT OF TRANSPORTATION

REVISION DATES

SIGNAL PLANS

SR 8 / SR 236 / US 29 / LAWRENCEVILLE HWY @ LYNBURN DR / COFER CROSSING

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

INTERSECTION IMPROVEMENTS

DISTRICT 7

LOCATION: WO7 – SR 8/SR 236/US 29/Lawrenceville Hwy
@ SR 236/Lavista Rd/Cofer Crossing

COUNTY: DeKalb

THE ATTACHED ENGINEER'S ESTIMATE OF PROBABLE COSTS ARE AN ESTIMATE ONLY AND MAY NOT BE ACCURATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE BID PRICE COVERS ALL MATERIALS REQUIRED TO COMPLETE THE INSTALLATION.

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE FURNISHED BY GDOT AND INSTALLED BY CONTRACTOR

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- 1C-CPU 1 TOTAL

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR

FYA CONVERSION

- 4-SECTION 12" LED FLASHING YELLOW ARROW SIGNAL HEAD, PLASTIC, BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø1) 1 TOTAL
- 30" X 36" OVERHEAD FYA SIGN WITH BRACKET (R10-5A) 1 TOTAL

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- INSTALL NEW MANUFACTURED AUXILARY FILE, 5 DETECTOR CARDS, 8 LOAD SWITCHES, 4 DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET 1 TOTAL
- 5' CAT-5E CABLE FOR CONFLICT MONITOR 1 TOTAL
- POWER DISCONNECT (INCLUDES 1" RIGID RISER FOR TOP-OF-POLE MOUNTING) 1 TOTAL
- MAIN POWER METER BASE CAN 1 TOTAL

SIGNAL FIELD WIRING

- 7-CONDUCTOR SIGNAL CABLE (14 AWG) 1 REEL

INTERSECTION IMPROVEMENTS

DISTRICT 7

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR (cont.)

SIGNAL HEAD / BACKPLATE INSTALLATION / REPLACEMENT

- | | |
|---|---------|
| • 3-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE | 8 TOTAL |
| • 4-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE | 1 TOTAL |
| • 3-SECTION 12" LED SIGNAL HEAD w/ GREEN THRU ARROW, PLASTIC,
BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM
(FOR PHASE Ø2A) | 1 TOTAL |

STRIPING / MARKING / SIGNING

- | | |
|--|----------|
| • 5" SOLID YELLOW STRIPING - THERMOPLASTIC | 320 LF |
| • 5" SOLID WHITE STRIPING - THERMOPLASTIC | 55 LF |
| • 5" SKIP WHITE (2' SEG, 6' GAP) PAVEMENT MARKINGS | 85 GLF |
| • REMOVE EXISTING TRAFFIC MARKINGS, THERMOPLASTIC | 80 SY |
| • PLASTIC FLEXIBLE DELINEATOR, TP 2B | 22 TOTAL |

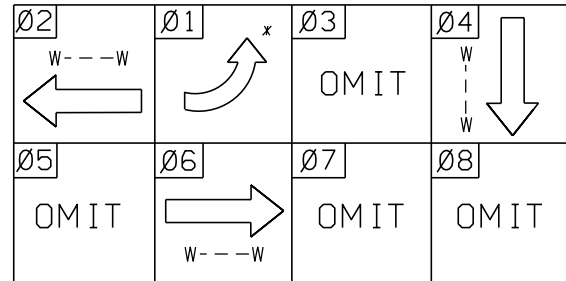
INTERSECTION IMPROVEMENTS

DISTRICT 7

WORK ORDER 7 NOTES:

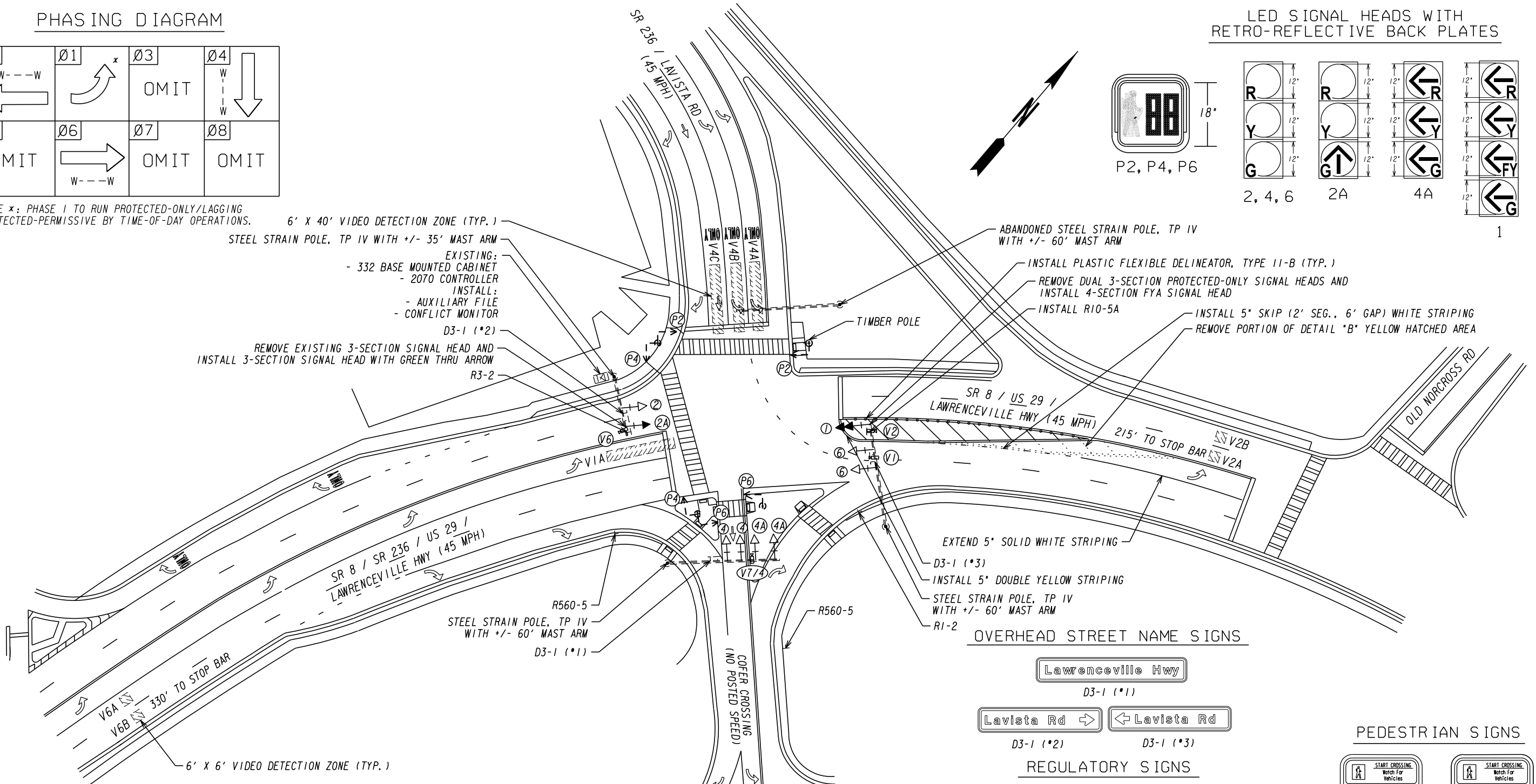
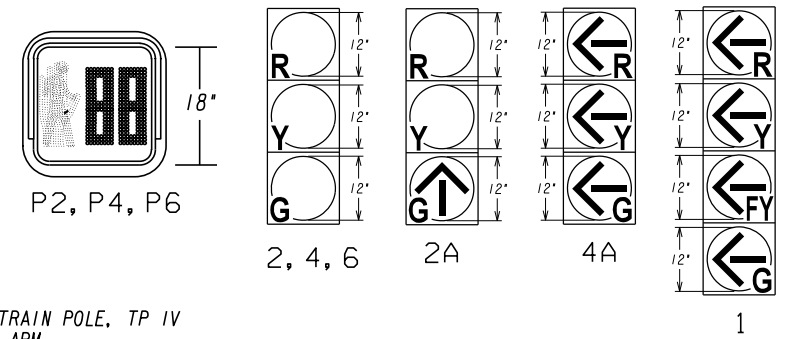
- CHANGE THE PHASING FOR THE EASTBOUND LEFT-TURN MOVEMENT FROM A PROTECTED-ONLY LEFT-TURN PHASE TO A PROTECTED-ONLY/LAGGING PROTECTED-PERMISSIVE BY TIME-OF-DAY LEFT-TURN PHASE (Ø1).
- RTOP CORRIDOR MANAGER TO COORDINATE LAGGING AND BY TIME-OF-DAY OPERATIONS WITH DISTRICT 7 AND DEKALB COUNTY.
- INSTALL NEW MANUFACTURED AUXILIARY FILE, 1-C PROCESSOR, DETECTOR CARDS, LOAD SWITCHES, DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET.
- INSTALL NEW POWER DISCONNECT FOR ELECTRICAL SERVICE ON TOP OF THE CABINET CORNER POLE; IF NEEDED, CONTRACTOR CAN INSTALL POWER DISCONNECT AT THE TOP OF ANOTHER POLE AT THE INTERSECTION IF THE CABINET CORNER POLE IS NOT AVAILABLE. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW POWER DISCONNECT WITH FIELD ENGINEER.
- INSTALL MAIN POWER METER BASE CAN (FOR ELECTRICAL SERVICE); CONTRACTOR TO COORDINATE WITH POWER COMPANY. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW MAIN POWER METER BASE CAN WITH FIELD ENGINEER.
- REMOVE ONE (1) EXISTING 3-SECTION SIGNAL HEAD (Ø2) AND INSTALL A 3-SECTION SIGNAL HEAD w/ GREEN THRU ARROW (Ø2A) FOR THE WESTBOUND APPROACH.
- REMOVE THE DUAL 3-SECTION PROTECTED-ONLY SIGNAL HEADS AND INSTALL A 4-SECTION FYA SIGNAL HEAD (Ø1) FOR THE EASTBOUND APPROACH.
- INSTALL 3-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 3-SECTION SIGNAL HEADS.
- INSTALL 4-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 4-SECTION SIGNAL HEADS.
- ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
- ABANDON IN-PLACE EXISTING STEEL STRAIN POLE WITH MAST ARM IN THE NORTHEAST QUADRANT.
- INSTALL R10-5A OVERHEAD SIGN FOR THE EASTBOUND APPROACH.
- INSTALL PLASTIC FLEXIBLE DELINEATORS, TYPE 2B, IN THE MEDIAN ON THE EAST LEG OF THE INTERSECTION.
- RESTRIPE THE MEDIAN ON THE EAST LEG OF THE INTERSECTION AS SHOWN ON THE PLAN. REMOVE PORTION OF DETAIL "B" YELLOW HATCHED AREA AND INSTALL 5" SOLID DOUBLE YELLOW STRIPING. INSTALL 5" SKIP (2' SEG, 6' GAP) WHITE STRIPING AND 5" SOLID WHITE STRIPING FOR THE EASTBOUND LEFT-TURN LANE.

PHASING DIAGRAM



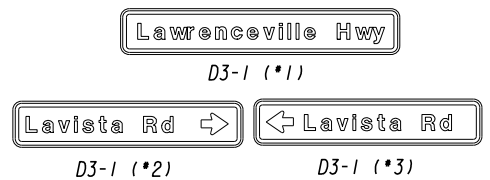
NOTE *: PHASE 1 TO RUN PROTECTED-ONLY/LAGGING PROTECTED-PERMISSIVE BY TIME-OF-DAY OPERATIONS.

LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACK PLATES

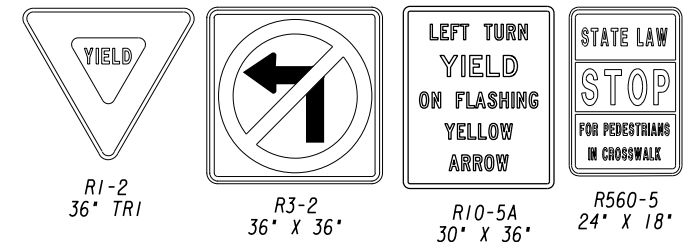


- NOTES:**
1. CONTRACTOR TO INSTALL BACKPLATES WITH TP IX RETRO-REFLECTIVE TAPE ON ALL SIGNAL HEADS.
 2. ALL D3-1 SIGNS SHALL BE ADJUSTED TO ACCOMMODATE NEW SIGNAL HEAD LOCATIONS. RELOCATE EXISTING OVERHEAD STREET NAME SIGNS BETWEEN SIGNAL HEADS WITH 1' SPACE WHEN POSSIBLE.
 3. RETURN ALL OLD SIGNAL EQUIPMENT TO THE MAINTAINING AGENCY'S SIGNAL SHOP.
 4. ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
 5. WHEN SUFFICIENT MAST ARM LENGTH IS NOT PROVIDED, FYA SIGNAL HEADS SHALL BE INSTALLED AT THE END OF THE MAST ARM WITH SUBSEQUENT SIGNAL HEADS INSTALLED AT 8' INCREMENTS. ALIGN ALL SIGNAL HEADS AS CLOSELY AS POSSIBLE TO GEORGIA DEPARTMENT OF TRANSPORTATION STANDARDS.
 6. ALL EXISTING STRIPING IN CONFLICT WITH PROPOSED STRIPING SHALL BE REMOVED AS DIRECTED.
 7. RTOP CORRIDOR MANAGER TO COORDINATE LAGGING AND BY TIME-OF-DAY OPERATIONS WITH DISTRICT 7 AND DEKALB COUNTY.

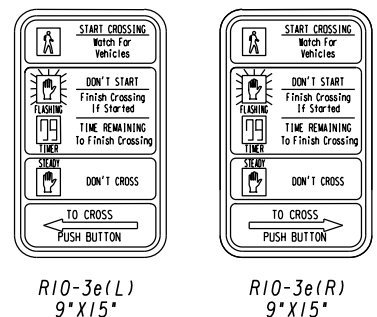
OVERHEAD STREET NAME SIGNS



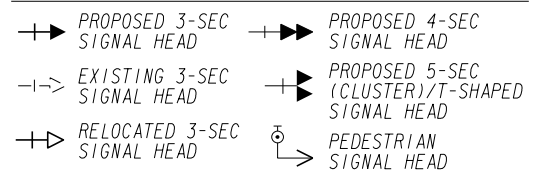
REGULATORY SIGNS



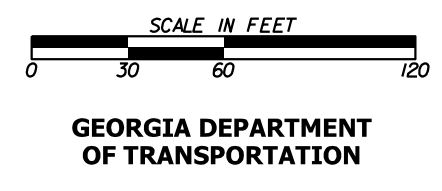
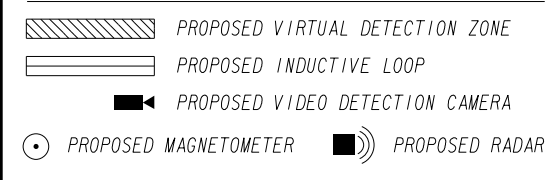
PEDESTRIAN SIGNS



SIGNAL LEGEND



DETECTION LEGEND



REVISION DATES

SIGNAL PLANS

SR 8 / SR 236 / US 29 / LAWRENCEVILLE HWY @ LAVISTA RD / COFER CROSSING

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

INTERSECTION IMPROVEMENTS

DISTRICT 7

LOCATION: WO8 – SR 8/US 29/Lawrenceville Hwy
@ Old Norcross Rd

COUNTY: DeKalb

THE ATTACHED ENGINEER'S ESTIMATE OF PROBABLE COSTS ARE AN ESTIMATE ONLY AND MAY NOT BE ACCURATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE BID PRICE COVERS ALL MATERIALS REQUIRED TO COMPLETE THE INSTALLATION.

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE FURNISHED BY GDOT AND INSTALLED BY CONTRACTOR

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- 1C-CPU 1 TOTAL

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR

FYA CONVERSION

- 4-SECTION 12" LED FLASHING YELLOW ARROW SIGNAL HEAD, PLASTIC, BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø1) 1 TOTAL
- 30" X 36" OVERHEAD FYA SIGN WITH BRACKET (R10-5A) 1 TOTAL

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- INSTALL NEW MANUFACTURED AUXILARY FILE, 4 DETECTOR CARDS, 8 LOAD SWITCHES, 4 DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET 1 TOTAL
- 5' CAT-5E CABLE FOR CONFLICT MONITOR 1 TOTAL
- POWER DISCONNECT (INCLUDES 1" RIGID RISER FOR TOP-OF-POLE MOUNTING) 1 TOTAL
- MAIN POWER METER BASE CAN 1 TOTAL

SIGNAL FIELD WIRING

- 7-CONDUCTOR SIGNAL CABLE (14 AWG) 1 REEL

INTERSECTION IMPROVEMENTS

DISTRICT 7

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR (cont.)

SIGNAL HEAD / BACKPLATE INSTALLATION / REPLACEMENT

- | | |
|--|---------|
| • 3-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE | 6 TOTAL |
| • 4-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE | 1 TOTAL |
| • 5-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE | 1 TOTAL |
| • 3-SECTION 12" LED STANDARD SIGNAL HEAD, PLASTIC, BLACK BODY
INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø6) | 1 TOTAL |

STRIPING / MARKING / SIGNING

- | | |
|----------------------------------|--------|
| • DETAIL "B" YELLOW HATCHED AREA | 245 SY |
|----------------------------------|--------|

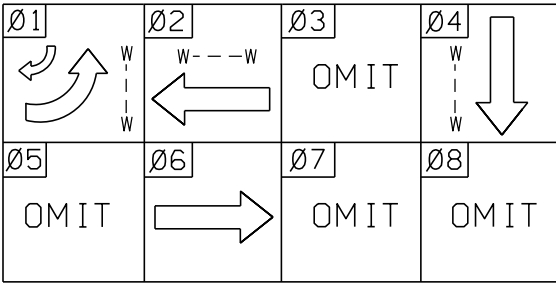
INTERSECTION IMPROVEMENTS

DISTRICT 7

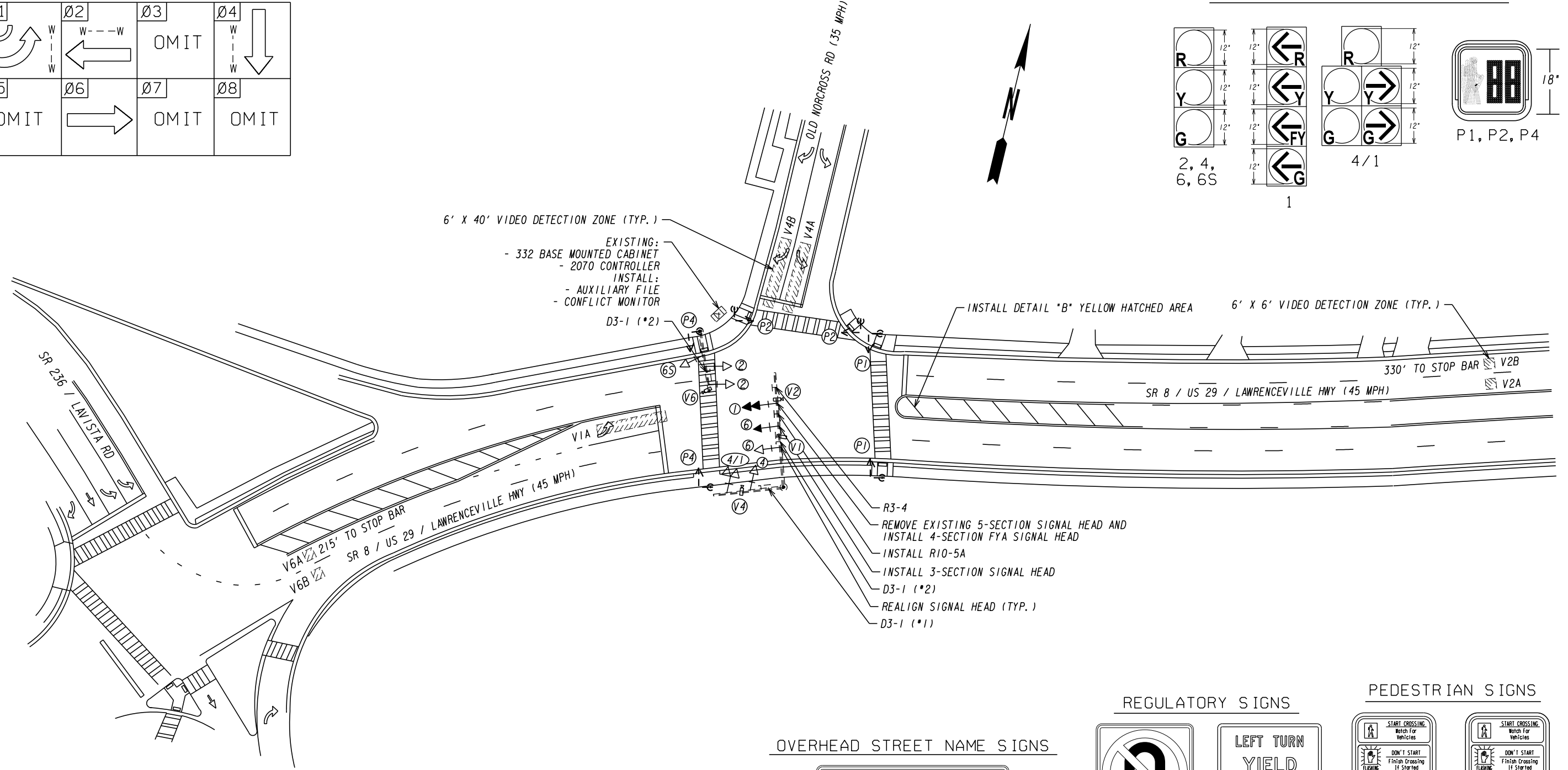
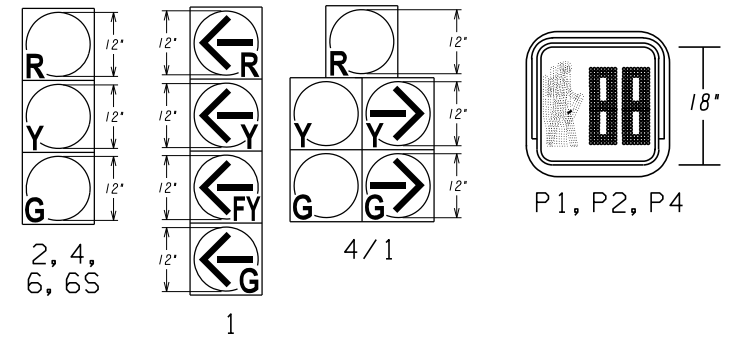
WORK ORDER 8 NOTES:

- INSTALL NEW MANUFACTURED AUXILIARY FILE, 1-C PROCESSOR, DETECTOR CARDS, LOAD SWITCHES, DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET.
- INSTALL NEW POWER DISCONNECT FOR ELECTRICAL SERVICE ON TOP OF THE CABINET CORNER POLE; IF NEEDED, CONTRACTOR CAN INSTALL POWER DISCONNECT AT THE TOP OF ANOTHER POLE AT THE INTERSECTION IF THE CABINET CORNER POLE IS NOT AVAILABLE. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW POWER DISCONNECT WITH FIELD ENGINEER.
- INSTALL MAIN POWER METER BASE CAN (FOR ELECTRICAL SERVICE); CONTRACTOR TO COORDINATE WITH POWER COMPANY. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW MAIN POWER METER BASE CAN WITH FIELD ENGINEER.
- REMOVE THE EXISTING 5-SECTION SIGNAL HEAD (Ø1/6) AND INSTALL A 4-SECTION FYA SIGNAL HEAD (Ø1) AND ONE ADDITIONAL 3-SECTION SIGNAL HEAD (Ø6) FOR THE EASTBOUND APPROACH.
- INSTALL 3-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 3-SECTION SIGNAL HEADS.
- INSTALL 4-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 4-SECTION SIGNAL HEADS.
- INSTALL 5-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 5-SECTION SIGNAL HEADS.
- ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
- INSTALL R10-5A OVERHEAD SIGN FOR THE EASTBOUND APPROACH.
- INSTALL DETAIL "B" YELLOW HATCHED AREA IN THE MEDIAN ON THE EAST LEG OF THE INTERSECTION.

PHASING DIAGRAM

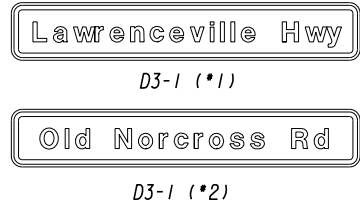


LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACK PLATES

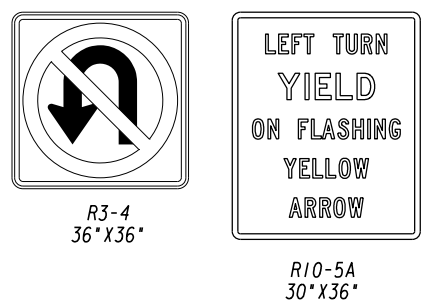


- NOTES:**
1. CONTRACTOR TO INSTALL BACKPLATES WITH TP 1X RETRO-REFLECTIVE TAPE ON ALL SIGNAL HEADS.
 2. ALL D3-1 SIGNS SHALL BE ADJUSTED TO ACCOMMODATE NEW SIGNAL HEAD LOCATIONS. RELOCATE EXISTING OVERHEAD STREET NAME SIGNS BETWEEN SIGNAL HEADS WITH 1' SPACE WHEN POSSIBLE.
 3. RETURN ALL OLD SIGNAL EQUIPMENT TO THE MAINTAINING AGENCY'S SIGNAL SHOP.
 4. ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
 5. WHEN SUFFICIENT MAST ARM LENGTH IS NOT PROVIDED, FYA SIGNAL HEADS SHALL BE INSTALLED AT THE END OF THE MAST ARM WITH SUBSEQUENT SIGNAL HEADS INSTALLED AT 8' INCREMENTS. ALIGN ALL SIGNAL HEADS AS CLOSELY AS POSSIBLE TO GEORGIA DEPARTMENT OF TRANSPORTATION STANDARDS.
 6. ALL EXISTING STRIPING IN CONFLICT WITH PROPOSED STRIPING SHALL BE REMOVED AS DIRECTED.

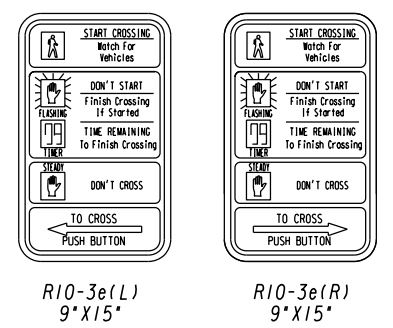
OVERHEAD STREET NAME SIGNS



REGULATORY SIGNS



PEDESTRIAN SIGNS

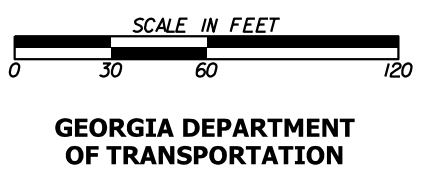


SIGNAL LEGEND

	PROPOSED 3-SEC SIGNAL HEAD		PROPOSED 4-SEC SIGNAL HEAD
	EXISTING 3-SEC SIGNAL HEAD		PROPOSED 5-SEC (CLUSTER)/T-SHAPED SIGNAL HEAD
	RELOCATED 3-SEC SIGNAL HEAD		PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND

	PROPOSED VIRTUAL DETECTION ZONE		PROPOSED INDUCTIVE LOOP
	PROPOSED VIDEO DETECTION CAMERA		PROPOSED MAGNETOMETER
	PROPOSED RADAR		



REVISION DATES

SIGNAL PLANS

SR 8 / US 29 / LAWRENCEVILLE HWY @ OLD NORCROSS RD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

INTERSECTION IMPROVEMENTS

DISTRICT 7

LOCATION: WO9 – SR 8/US 29/Lawrenceville Hwy
@ Wal-Mart Entrance/Cofer Crossing

COUNTY: DeKalb

THE ATTACHED ENGINEER'S ESTIMATE OF PROBABLE COSTS ARE AN ESTIMATE ONLY AND MAY NOT BE ACCURATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE BID PRICE COVERS ALL MATERIALS REQUIRED TO COMPLETE THE INSTALLATION.

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE FURNISHED BY GDOT AND INSTALLED BY CONTRACTOR

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- 1C-CPU 1 TOTAL

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR

FYA CONVERSION

- 4-SECTION 12" LED FLASHING YELLOW ARROW SIGNAL HEAD, PLASTIC, BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø5) 1 TOTAL
- 3-SECTION 12" LED PERMISSIVE-ONLY FLASHING YELLOW ARROW SIGNAL HEAD, PLASTIC, BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø6A) 1 TOTAL
- 30" X 36" OVERHEAD FYA SIGN WITH BRACKET (R10-5A) 2 TOTAL

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- INSTALL NEW MANUFACTURED AUXILARY FILE, 4 DETECTOR CARDS, 9 LOAD SWITCHES, 4 DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET 1 TOTAL
- 5' CAT-5E CABLE FOR CONFLICT MONITOR 1 TOTAL
- POWER DISCONNECT (INCLUDES 1" RIGID RISER FOR TOP-OF-POLE MOUNTING) 1 TOTAL
- MAIN POWER METER BASE CAN 1 TOTAL

SIGNAL FIELD WIRING

- 7-CONDUCTOR SIGNAL CABLE (14 AWG) 1 REEL

INTERSECTION IMPROVEMENTS

DISTRICT 7

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR (cont.)

SIGNAL HEAD / BACKPLATE INSTALLATION / REPLACEMENT

- | | |
|--|---------|
| • 3-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE | 7 TOTAL |
| • 4-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE | 1 TOTAL |
| • 3-SECTION 12" LED STANDARD SIGNAL HEAD, PLASTIC, BLACK BODY
INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø2) | 1 TOTAL |

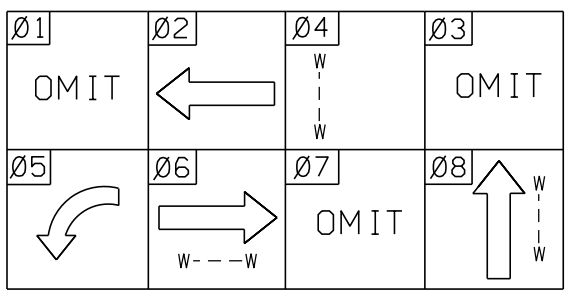
INTERSECTION IMPROVEMENTS

DISTRICT 7

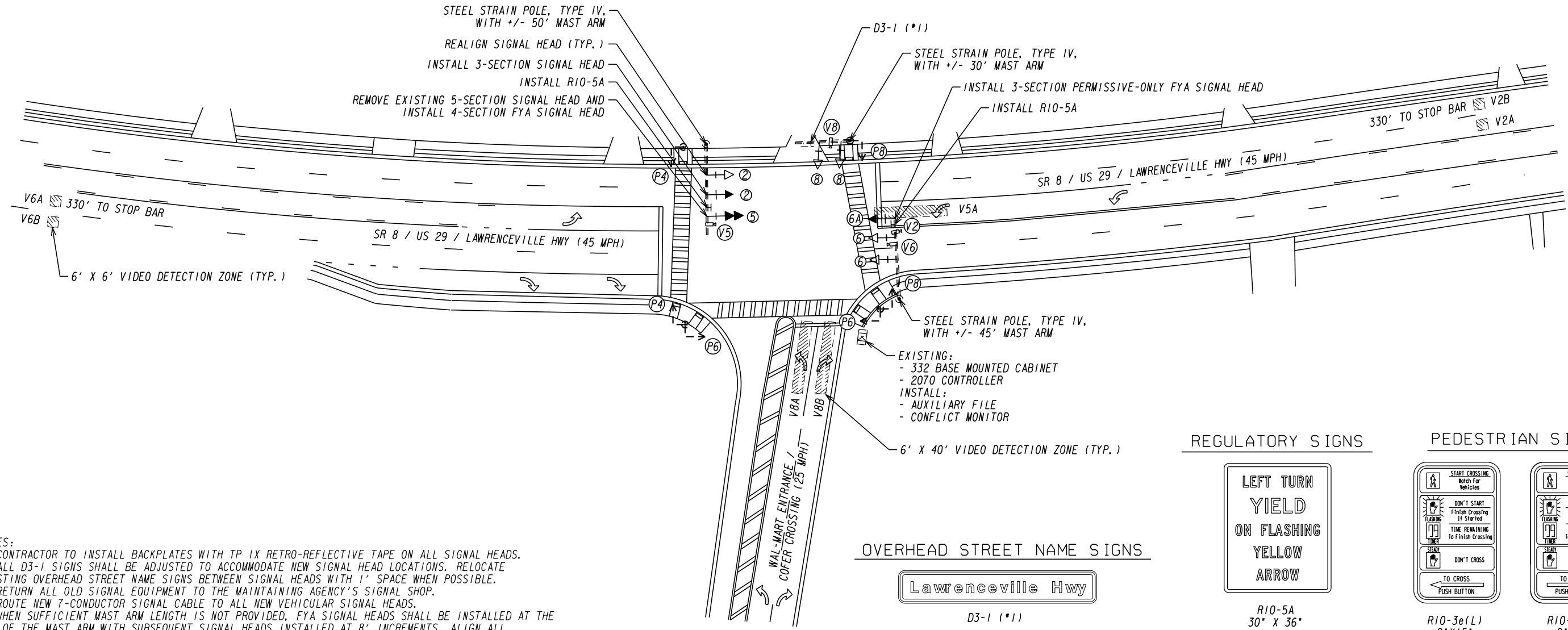
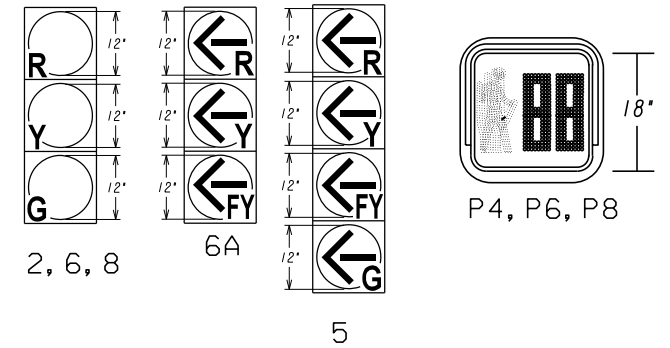
WORK ORDER 9 NOTES:

- INSTALL NEW MANUFACTURED AUXILIARY FILE, 1-C PROCESSOR, DETECTOR CARDS, LOAD SWITCHES, DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET.
- INSTALL NEW POWER DISCONNECT FOR ELECTRICAL SERVICE ON TOP OF THE CABINET CORNER POLE; IF NEEDED, CONTRACTOR CAN INSTALL POWER DISCONNECT AT THE TOP OF ANOTHER POLE AT THE INTERSECTION IF THE CABINET CORNER POLE IS NOT AVAILABLE. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW POWER DISCONNECT WITH FIELD ENGINEER.
- INSTALL MAIN POWER METER BASE CAN (FOR ELECTRICAL SERVICE); CONTRACTOR TO COORDINATE WITH POWER COMPANY. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW MAIN POWER METER BASE CAN WITH FIELD ENGINEER.
- INSTALL A 3-SECTION PERMISSIVE-ONLY FYA SIGNAL HEAD (Ø6A) FOR THE EASTBOUND APPROACH.
- REMOVE THE EXISTING 5-SECTION SIGNAL HEAD (Ø5/2) AND INSTALL A 4-SECTION FYA SIGNAL HEAD (Ø5) AND ONE ADDITIONAL 3-SECTION SIGNAL HEAD (Ø2) FOR THE WESTBOUND APPROACH.
- INSTALL 3-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 3-SECTION SIGNAL HEADS.
- INSTALL 4-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 4-SECTION SIGNAL HEADS.
- ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
- INSTALL R10-5A OVERHEAD SIGN FOR THE EASTBOUND AND WESTBOUND APPROACHES.

PHASING DIAGRAM

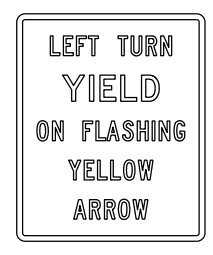


LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACK PLATES

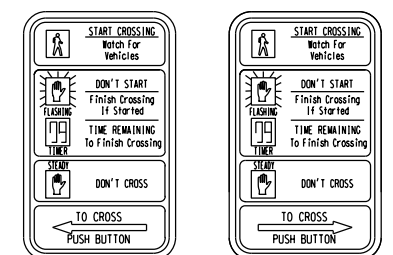


- NOTES:**
1. CONTRACTOR TO INSTALL BACKPLATES WITH TP 1X RETRO-REFLECTIVE TAPE ON ALL SIGNAL HEADS.
 2. ALL D3-1 SIGNS SHALL BE ADJUSTED TO ACCOMMODATE NEW SIGNAL HEAD LOCATIONS. RELOCATE EXISTING OVERHEAD STREET NAME SIGNS BETWEEN SIGNAL HEADS WITH 1' SPACE WHEN POSSIBLE.
 3. RETURN ALL OLD SIGNAL EQUIPMENT TO THE MAINTAINING AGENCY'S SIGNAL SHOP.
 4. ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
 5. WHEN SUFFICIENT MAST ARM LENGTH IS NOT PROVIDED, FYA SIGNAL HEADS SHALL BE INSTALLED AT THE END OF THE MAST ARM WITH SUBSEQUENT SIGNAL HEADS INSTALLED AT 8' INCREMENTS. ALIGN ALL SIGNAL HEADS AS CLOSELY AS POSSIBLE TO GEORGIA DEPARTMENT OF TRANSPORTATION STANDARDS.

REGULATORY SIGNS



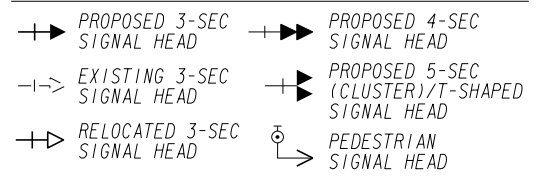
PEDESTRIAN SIGNS



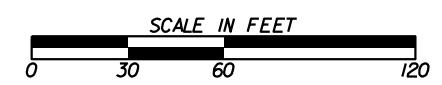
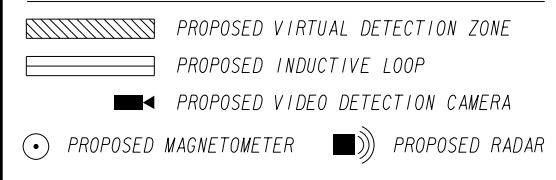
OVERHEAD STREET NAME SIGNS



SIGNAL LEGEND



DETECTION LEGEND



GEORGIA DEPARTMENT OF TRANSPORTATION

REVISION DATES

NO.	DATE	DESCRIPTION

SIGNAL PLANS

SR 8 / US 29 / LAWRENCEVILLE HWY @ WAL-MART ENTRANCE / COFER CROSSING

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

INTERSECTION IMPROVEMENTS

DISTRICT 7

LOCATION: WO10 – SR 8/US 29/Lawrenceville Hwy
@ North Royal Atlanta Dr

COUNTY: DeKalb

THE ATTACHED ENGINEER'S ESTIMATE OF PROBABLE COSTS ARE AN ESTIMATE ONLY AND MAY NOT BE ACCURATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE BID PRICE COVERS ALL MATERIALS REQUIRED TO COMPLETE THE INSTALLATION.

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE FURNISHED BY GDOT AND INSTALLED BY CONTRACTOR

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- 1C-CPU 1 TOTAL

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR

FYA CONVERSION

- 4-SECTION 12" LED FLASHING YELLOW ARROW SIGNAL HEAD, PLASTIC, BLACK BODY INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø5) 1 TOTAL
- 30" X 36" OVERHEAD FYA SIGN WITH BRACKET (R10-5A) 1 TOTAL

CABINET / CABINET EQUIPMENT INSTALLATION / REPLACEMENT

- INSTALL NEW MANUFACTURED AUXILARY FILE, 4 DETECTOR CARDS, 7 LOAD SWITCHES, 4 DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET 1 TOTAL
- 5' CAT-5E CABLE FOR CONFLICT MONITOR 1 TOTAL
- POWER DISCONNECT (INCLUDES 1" RIGID RISER FOR TOP-OF-POLE MOUNTING) 1 TOTAL
- MAIN POWER METER BASE CAN 1 TOTAL

SIGNAL FIELD WIRING

- 7-CONDUCTOR SIGNAL CABLE (14 AWG) 1 REEL

INTERSECTION IMPROVEMENTS

DISTRICT 7

DESCRIPTION:

QUANTITY:

EQUIPMENT TO BE PURCHASED AND INSTALLED BY CONTRACTOR (cont.)

SIGNAL HEAD / BACKPLATE INSTALLATION / REPLACEMENT

- | | |
|--|---------|
| • 3-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE | 6 TOTAL |
| • 4-SECTION BACKPLATE, PLASTIC, W/ 2" RETROREFLECTIVE TAPE | 1 TOTAL |
| • 3-SECTION 12" LED STANDARD SIGNAL HEAD, PLASTIC, BLACK BODY
INCLUDING MOUNTING HARDWARE FOR MAST ARM (FOR PHASE Ø2) | 1 TOTAL |

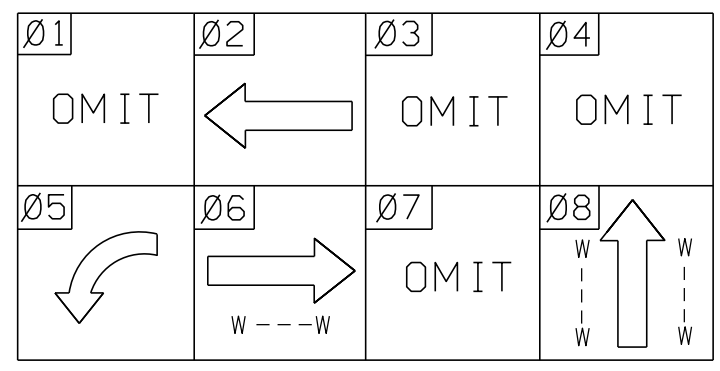
INTERSECTION IMPROVEMENTS

DISTRICT 7

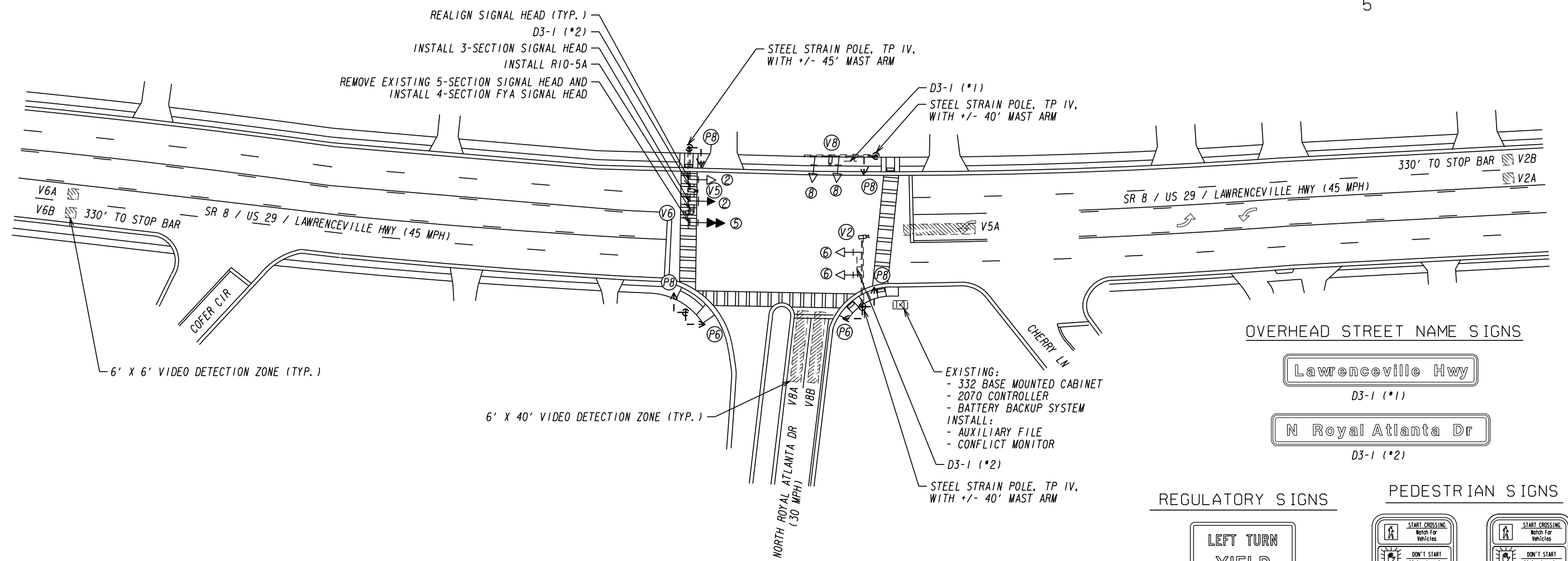
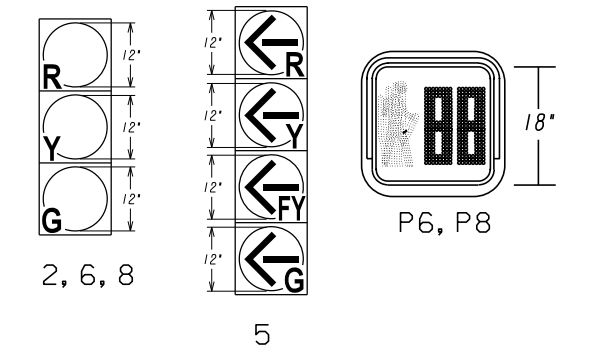
WORK ORDER 10 NOTES:

- INSTALL NEW MANUFACTURED AUXILIARY FILE, 1-C PROCESSOR, DETECTOR CARDS, LOAD SWITCHES, DC ISOLATORS, IP CONFLICT MONITOR, AND SURGE PROTECTOR IN EXISTING 332 BASE MOUNTED CABINET.
- INSTALL NEW POWER DISCONNECT FOR ELECTRICAL SERVICE ON TOP OF THE CABINET CORNER POLE; IF NEEDED, CONTRACTOR CAN INSTALL POWER DISCONNECT AT THE TOP OF ANOTHER POLE AT THE INTERSECTION IF THE CABINET CORNER POLE IS NOT AVAILABLE. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW POWER DISCONNECT WITH FIELD ENGINEER.
- INSTALL MAIN POWER METER BASE CAN (FOR ELECTRICAL SERVICE); CONTRACTOR TO COORDINATE WITH POWER COMPANY. CONTRACTOR TO FIELD VERIFY LOCATION OF NEW MAIN POWER METER BASE CAN WITH FIELD ENGINEER.
- REMOVE THE EXISTING 5-SECTION SIGNAL HEAD (Ø5/2) AND INSTALL A 4-SECTION FYA SIGNAL HEAD (Ø5) AND ONE ADDITIONAL 3-SECTION SIGNAL HEAD (Ø2) FOR THE WESTBOUND APPROACH.
- INSTALL 3-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 3-SECTION SIGNAL HEADS.
- INSTALL 4-SECTION BACKPLATE WITH 2" RETRO-REFLECTIVE TAPE TO ALL 4-SECTION SIGNAL HEADS.
- ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
- INSTALL R10-5A OVERHEAD SIGN FOR THE WESTBOUND APPROACH.

PHASING DIAGRAM

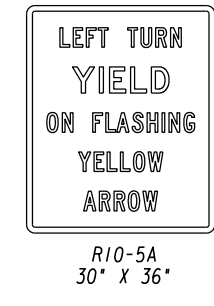


LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACK PLATES

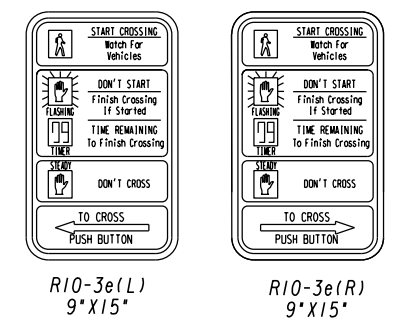


- NOTES:**
- CONTRACTOR TO INSTALL BACKPLATES WITH RETRO-REFLECTIVE BACK PLATES ON ALL NEW SIGNAL HEADS.
 - RETURN ALL OLD SIGNAL EQUIPMENT TO THE MAINTAINING AGENCY'S SIGNAL SHOP.
 - ROUTE NEW 7-CONDUCTOR SIGNAL CABLE TO ALL NEW VEHICULAR SIGNAL HEADS.
 - ALL D3-1 SIGNS SHALL BE ADJUSTED TO ACCOMMODATE NEW SIGNAL HEAD LOCATIONS. RELOCATE EXISTING OVERHEAD STREET NAME SIGNS BETWEEN SIGNAL HEADS WITH 1' SPACE WHEN POSSIBLE.
 - WHEN SUFFICIENT MAST ARM LENGTH IS NOT PROVIDED, FYA SIGNAL HEADS SHALL BE INSTALLED AT THE END OF THE MAST ARM WITH SUBSEQUENT SIGNAL HEADS INSTALLED AT 8' INCREMENTS. ALIGN ALL SIGNAL HEADS AS CLOSELY AS POSSIBLE TO GDOT STANDARDS.

REGULATORY SIGNS

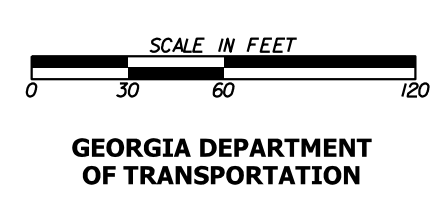


PEDESTRIAN SIGNS



SIGNAL LEGEND	
→	PROPOSED 3-SEC SIGNAL HEAD
→→	PROPOSED 4-SEC SIGNAL HEAD
-→	EXISTING 3-SEC SIGNAL HEAD
→→	PROPOSED 5-SEC (CLUSTER)/T-SHAPED SIGNAL HEAD
→→	RELOCATED 3-SEC SIGNAL HEAD
⊙	PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND	
▨	PROPOSED VIRTUAL DETECTION ZONE
▬	PROPOSED INDUCTIVE LOOP
◀	PROPOSED VIDEO DETECTION CAMERA
⊙	PROPOSED MAGNETOMETER
⊞	PROPOSED RADAR



REVISION DATES	

SIGNAL PLANS		
SR 8 / US 29 / LAWRENCEVILLE HWY @ NORTH ROYAL ATLANTA DR		
CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

APPENDIX F:
DETAILED CRASH DATA TABLES

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 **Through** Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4316994	01/05/13	Saturday	20	Left Turn	1	0	Dark - Lighted	Wet	North	South	2	No
2	4319934	01/09/13	Wednesday	13	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
3	4320446	01/10/13	Thursday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
4	4327669	01/16/13	Wednesday	8	Rear End	0	0	Daylight	Wet	West	West	3	No
5	4327764	01/16/13	Wednesday	12	Rear End	3	0	Daylight	Wet	East	East	2	No
6	4329987	01/17/13	Thursday	14	Left Turn	2	0	Daylight	Wet	North	South	2	No
7	4331300	01/18/13	Friday	9	Hit Other Fixed Object	0	0	Daylight	Dry	West	N/A	1	No
8	4337156	01/25/13	Friday	13	Angle	1	0	Daylight	Dry	West	South	2	No
9	4337077	01/25/13	Friday	12	Rear End	0	0	Daylight	Dry	West	West	2	No
10	4339672	01/30/13	Wednesday	7	Rear End	0	0	Dark - Not Lighted	Wet	West	West	3	No
11	4340854	01/31/13	Thursday	20	Angle	0	0	Dark - Not Lighted	Dry	East	South	2	No
12	4348330	02/07/13	Thursday	7	Rear End	0	0	Dark - Lighted	Wet	West	West	3	No
13	4348663	02/07/13	Thursday	16	Rear End	1	0	Daylight	Wet	East	East	2	No
14	4349543	02/08/13	Friday	13	Sideswipe - Same Direction	0	0	Daylight	Wet	South	South	2	No
15	4349788	02/09/13	Saturday	6	Left Turn	1	0	Dark - Not Lighted	Dry	Northwest	South	2	Yes
16	4351355	02/11/13	Monday	14	Rear End	0	0	Daylight	Wet	Northeast	East	2	No
17	4353893	02/13/13	Wednesday	10	Rear End	0	0	Daylight	Wet	East	East	2	No
18	4353894	02/13/13	Wednesday	9	Sideswipe - Same Direction	1	0	Daylight	Wet	North	North	2	No
19	4354748	02/14/13	Thursday	15	Rear End	2	0	Daylight	Dry	Southwest	South	3	No
20	4374421	02/14/13	Thursday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
21	4354747	02/14/13	Thursday	15	Angle	1	0	Daylight	Dry	West	South	2	No
22	4357574	02/18/13	Monday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
23	4357575	02/18/13	Monday	16	Hit Guardrail	0	0	Daylight	Dry	East	N/A	1	No
24	4359570	02/19/13	Tuesday	6	Rear End	1	0	Dark - Not Lighted	Wet	West	West	2	No
25	4366585	02/25/13	Monday	20	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
26	4367064	02/26/13	Tuesday	10	Hit Guardrail	0	0	Daylight	Wet	West	N/A	1	No
27	4368854	02/27/13	Wednesday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
28	4369759	02/28/13	Thursday	18	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
29	4369468	02/28/13	Thursday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
30	4370853	03/01/13	Friday	14	Rear End	0	0	Daylight	Dry	None	North	2	No
31	4370754	03/01/13	Friday	16	Rear End	1	0	Daylight	Dry	West	West	2	No
32	4370909	03/02/13	Saturday	4	Hit Other Fixed Object	0	0	Dark - Lighted	Dry	East	N/A	1	No
33	4446409	03/04/13	Monday	17	Sideswipe - Opposite Direction	0	0	Daylight	Dry	None	None	2	No
34	4376537	03/08/13	Friday	14	Hit Other Fixed Object	0	0	Daylight	Dry	East	N/A	1	No
35	4377134	03/10/13	Sunday	11	Left Turn	1	0	Daylight	Dry	North	South	2	No
36	4378003	03/11/13	Monday	18	Rear End	0	0	Dark - Lighted	Wet	East	East	2	No
37	4377957	03/11/13	Monday	16	Angle	1	0	Daylight	Wet	West	South	2	No
38	4383286	03/16/13	Saturday	23	Hit Guardrail	0	0	Dark - Lighted	Dry	West	N/A	1	No
39	4383664	03/17/13	Sunday	23	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
40	4383675	03/17/13	Sunday	22	Left Turn	0	0	Dark - Not Lighted	Dry	North	South	2	No
41	4384314	03/18/13	Monday	5	Left Turn	1	0	Dark - Lighted	Dry	North	South	2	No
42	4388076	03/20/13	Wednesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
43	4392173	03/23/13	Saturday	16	Hit Other Fixed Object	0	0	Daylight	Wet	East	N/A	1	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 **Through** Dec-17 **Duration:** 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
44	4394532	03/25/13	Monday	16	Other	0	0	Daylight	Dry	East	East	2	No
45	4394512	03/25/13	Monday	15	Other ROTR	1	0	Daylight	Dry	West	N/A	1	No
46	4397111	03/28/13	Thursday	7	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
47	4401593	04/01/13	Monday	4	Sideswipe - Same Direction	2	0	Dark - Not Lighted	Wet	East	East	4	No
48	4400314	04/01/13	Monday	7	Rear End	2	0	Daylight	Wet	West	West	2	No
49	4400272	04/01/13	Monday	7	Hit Median Barrier	0	0	Daylight	Wet	West	N/A	1	No
50	4404908	04/04/13	Thursday	16	Sideswipe - Same Direction	0	0	Daylight	Wet	South	South	2	No
51	4405303	04/05/13	Friday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
52	4413401	04/14/13	Sunday	8	Rear End	1	0	Daylight	Dry	West	West	2	No
53	4416049	04/17/13	Wednesday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
54	4422472	04/22/13	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
55	4421745	04/22/13	Monday	23	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
56	4421288	04/22/13	Monday	6	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
57	4422559	04/23/13	Tuesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
58	4425764	04/27/13	Saturday	5	Hit Guardrail	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
59	4427746	04/28/13	Sunday	1	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	East	East	2	No
60	4429694	04/30/13	Tuesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
61	4429692	04/30/13	Tuesday	10	Rear End	0	0	Daylight	Dry	West	West	2	No
62	4430842	05/01/13	Wednesday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
63	4433964	05/05/13	Sunday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
64	4435933	05/06/13	Monday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
65	4435935	05/06/13	Monday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
66	4436391	05/07/13	Tuesday	5	Left Turn	3	0	Dark - Not Lighted	Wet	North	South	2	No
67	4436897	05/07/13	Tuesday	17	Rear End	0	0	Daylight	Dry	East	West	2	No
68	4437590	05/08/13	Wednesday	8	Rear End	1	0	Daylight	Dry	West	West	2	No
69	4437795	05/08/13	Wednesday	20	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
70	4441122	05/12/13	Sunday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
71	4441855	05/13/13	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
72	4442586	05/14/13	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
73	4443674	05/14/13	Tuesday	17	Other Single Vehicle	0	0	Daylight	Dry	East	N/A	1	No
74	4444229	05/15/13	Wednesday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
75	4445876	05/17/13	Friday	9	Rear End	0	0	Daylight	Dry	East	East	2	No
76	4447988	05/18/13	Saturday	21	Angle	1	0	Dark - Lighted	Dry	South	West	2	No
77	4450594	05/20/13	Monday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
78	4454652	05/23/13	Thursday	18	Rear End	0	0	Daylight	Dry	West	West	2	No
79	4455561	05/24/13	Friday	23	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
80	4455850	05/25/13	Saturday	10	Rear End	0	0	Daylight	Dry	West	West	2	No
81	4462576	05/29/13	Wednesday	10	Left Turn	2	0	Daylight	Dry	South	Northeast	2	Yes
82	4468429	06/05/13	Wednesday	14	Rear End	0	0	Daylight	Dry	Unknown	South	2	No
83	4471236	06/08/13	Saturday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
84	4471224	06/08/13	Saturday	17	Angle	0	0	Daylight	Dry	Unknown	West	2	No
85	4476024	06/12/13	Wednesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
86	4476182	06/12/13	Wednesday	23	Angle	4	0	Dark - Lighted	Dry	West	South	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
87	4478849	06/16/13	Sunday	9	Rear End	0	0	Daylight	Dry	East	East	2	No
88	4479881	06/17/13	Monday	6	Rear End	0	0	Dark - Lighted	Wet	East	East	2	No
89	4481634	06/18/13	Tuesday	21	Angle	2	0	Dark - Lighted	Dry	West	South	2	No
90	4481145	06/18/13	Tuesday	5	Hit Tree	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
91	4482106	06/19/13	Wednesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
92	4484221	06/21/13	Friday	15	Sideswipe - Opposite Direction	0	0	Daylight	Dry	North	South	2	No
93	4490309	06/30/13	Sunday	12	Sideswipe - Same Direction	1	0	Daylight	Dry	East	East	2	No
94	4491140	07/01/13	Monday	12	Rear End	1	0	Daylight	Dry	North	North	2	No
95	4491141	07/01/13	Monday	12	Left Turn	0	0	Daylight	Dry	North	South	2	No
96	4493733	07/03/13	Wednesday	20	Hit Other Fixed Object	2	0	Dark - Lighted	Wet	West	N/A	1	No
97	4494886	07/05/13	Friday	13	Overtuned	1	0	Daylight	Wet	East	N/A	1	No
98	4497071	07/08/13	Monday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
99	4498921	07/10/13	Wednesday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
100	4498234	07/10/13	Wednesday	1	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
101	4499676	07/11/13	Thursday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	3	No
102	4499534	07/11/13	Thursday	14	Rear End	0	0	Daylight	Wet	East	East	2	No
103	4505674	07/16/13	Tuesday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
104	4507658	07/18/13	Thursday	21	Angle	0	0	Dark - Not Lighted	Dry	South	East	2	No
105	4507455	07/18/13	Thursday	14	Angle	0	0	Daylight	Dry	East	South	2	No
106	4518654	07/23/13	Tuesday	20	Rear End	0	0	Daylight	Dry	East	East	2	No
107	4525225	07/30/13	Tuesday	21	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
108	4526110	07/31/13	Wednesday	11	Rear End	0	0	Daylight	Wet	East	East	2	No
109	4526592	07/31/13	Wednesday	22	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
110	4528697	08/02/13	Friday	10	Sideswipe - Same Direction	0	0	Dawn	Dry	East	East	2	No
111	4529593	08/03/13	Saturday	19	Rear End	0	0	Daylight	Dry	West	West	2	No
112	4533584	08/07/13	Wednesday	16	Rear End	0	0	Daylight	Dry	Southeast	Southeast	2	No
113	4533941	08/08/13	Thursday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
114	4535377	08/09/13	Friday	7	Rear End	0	0	Daylight	Dry	South	South	2	No
115	4535151	08/09/13	Friday	5	Hit Other Fixed Object	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
116	4535848	08/09/13	Friday	21	Hit Other Fixed Object	0	0	Dark - Not Lighted	Dry	South	N/A	1	No
117	4538368	08/13/13	Tuesday	13	Sideswipe - Opposite Direction	0	0	Daylight	Dry	Unknown	East	3	No
118	4538246	08/13/13	Tuesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
119	4557591	09/01/13	Sunday	6	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	Unknown	East	2	No
120	4558227	09/02/13	Monday	10	Left Turn	1	0	Daylight	Wet	Northwest	South	2	No
121	4561385	09/04/13	Wednesday	15	Rear End	2	0	Daylight	Dry	South	South	2	No
122	4562070	09/05/13	Thursday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
123	4564817	09/09/13	Monday	11	Angle	1	0	Daylight	Dry	East	North	2	No
124	4568570	09/12/13	Thursday	15	Left Turn	0	0	Daylight	Dry	North	South	2	No
125	4568577	09/12/13	Thursday	18	Rear End	0	0	Daylight	Dry	Southeast	Southeast	2	No
126	4568176	09/12/13	Thursday	8	Hit Guardrail	0	0	Daylight	Dry	West	N/A	1	No
127	4570072	09/14/13	Saturday	4	Sideswipe - Same Direction	4	0	Dark - Not Lighted	Dry	East	East	3	No
128	4569646	09/14/13	Saturday	7	Rear End	3	0	Daylight	Dry	East	East	3	No
129	4569684	09/14/13	Saturday	7	Rear End	0	0	Daylight	Dry	East	East	3	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
130	4569980	09/14/13	Saturday	16	Rear End	0	0	Daylight	Dry	West	West	2	No
131	4575312	09/19/13	Thursday	6	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
132	4577955	09/23/13	Monday	7	Rear End	0	0	Daylight	Dry	Northwest	Northwest	2	No
133	4587541	09/30/13	Monday	22	Left Turn	1	0	Dark - Lighted	Dry	North	South	2	No
134	4590206	10/03/13	Thursday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	3	No
135	4597680	10/04/13	Friday	23	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	Yes
136	4590531	10/04/13	Friday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
137	4598973	10/07/13	Monday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
138	4603232	10/10/13	Thursday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
139	4605850	10/14/13	Monday	7	Hit Guardrail	0	0	Daylight	Dry	East	N/A	1	No
140	4610967	10/18/13	Friday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
141	4612275	10/19/13	Saturday	14	Rear End	2	0	Daylight	Wet	West	West	2	No
142	4614836	10/21/13	Monday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
143	4614274	10/21/13	Monday	7	Hit Other Fixed Object	0	0	Dark - Lighted	Dry	East	N/A	1	No
144	4615496	10/22/13	Tuesday	8	Rear End	0	0	Daylight	Wet	North	North	2	No
145	4617227	10/23/13	Wednesday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
146	4617013	10/23/13	Wednesday	8	Left Turn	0	0	Daylight	Dry	North	South	2	No
147	4617729	10/24/13	Thursday	7	Left Turn	1	0	Daylight	Dry	North	South	2	No
148	4619477	10/25/13	Friday	6	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
149	4619658	10/25/13	Friday	5	Other	0	0	Unknown	Unknown	Unknown	N/A	0	No
150	4621844	10/28/13	Monday	7	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
151	4621839	10/28/13	Monday	8	Rear End	0	0	Daylight	Wet	West	West	2	No
152	4626045	10/30/13	Wednesday	20	Rear End	0	0	Daylight	Dry	Unknown	East	2	No
153	4630147	10/31/13	Thursday	0	Hit Other Fixed Object	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
154	4628419	11/01/13	Friday	11	Rear End	0	0	Daylight	Dry	East	East	2	No
155	4628418	11/01/13	Friday	7	Rear End	0	0	Dark - Lighted	Wet	West	West	2	No
156	4630988	11/04/13	Monday	16	Other	1	0	Daylight	Dry	East	East	4	No
157	4631014	11/04/13	Monday	19	Angle	3	0	Dark - Lighted	Dry	North	South	2	No
158	4633278	11/07/13	Thursday	7	Rear End	0	0	Dawn	Wet	West	West	3	No
159	4633279	11/07/13	Thursday	6	Rear End	0	0	Dusk	Wet	West	West	2	No
160	4634807	11/08/13	Friday	18	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
161	4651267	11/08/13	Friday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
162	4637281	11/10/13	Sunday	19	Sideswipe - Same Direction	4	0	Dark - Lighted	Dry	North	North	3	Yes
163	4636045	11/10/13	Sunday	18	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
164	4636063	11/10/13	Sunday	19	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No
165	4640078	11/13/13	Wednesday	18	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
166	4647444	11/19/13	Tuesday	11	Angle	2	0	Daylight	Dry	West	South	3	No
167	4647510	11/19/13	Tuesday	7	Rear End	1	0	Daylight	Dry	West	West	2	No
168	4649876	11/21/13	Thursday	6	Rear End	2	0	Dark - Lighted	Dry	West	West	3	No
169	4656677	11/27/13	Wednesday	12	Angle	0	0	Daylight	Dry	Unknown	South	2	No
170	4659188	12/01/13	Sunday	8	Overtaken	3	0	Daylight	Dry	East	N/A	1	Yes
171	4663301	12/04/13	Wednesday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
172	4663303	12/04/13	Wednesday	17	Angle	2	0	Daylight	Dry	West	South	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 **Through** Dec-17 **Duration:** 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
173	4665477	12/06/13	Friday	17	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
174	4666617	12/07/13	Saturday	6	Sideswipe - Same Direction	0	0	Dawn	Dry	West	West	2	No
175	4668368	12/09/13	Monday	13	Rear End	1	0	Daylight	Wet	West	West	2	No
176	4668099	12/09/13	Monday	6	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	West	West	2	No
177	4668488	12/09/13	Monday	13	Overturned	0	0	Daylight	Wet	West	N/A	1	No
178	4671356	12/11/13	Wednesday	8	Rear End	0	0	Daylight	Dry	South	South	2	No
179	4672925	12/12/13	Thursday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
180	4675152	12/15/13	Sunday	10	Rear End	0	0	Daylight	Dry	East	East	2	No
181	4680057	12/16/13	Monday	20	Angle	0	0	Dark - Lighted	Dry	North	None	2	No
182	4680194	12/17/13	Tuesday	15	Rear End	0	0	Daylight	Dry	Southeast	Southeast	2	No
183	4686521	12/25/13	Wednesday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
184	4687049	12/26/13	Thursday	1	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
185	4689515	12/28/13	Saturday	20	Angle	1	0	Dark - Not Lighted	Wet	West	South	2	No
186	4691504	12/31/13	Tuesday	6	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No
187	4697751	01/08/14	Wednesday	20	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
188	4697738	01/08/14	Wednesday	14	Rear End	1	0	Daylight	Dry	North	North	2	No
189	4698931	01/09/14	Thursday	18	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No
190	4700478	01/11/14	Saturday	21	Rear End	0	0	Dark - Lighted	Dry	North	North	3	No
191	4706567	01/17/14	Friday	13	Rear End	0	0	Daylight	Dry	North	North	2	No
192	4712382	01/24/14	Friday	4	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
193	4721063	01/28/14	Tuesday	2	Rear End	1	0	Dark - Lighted	Dry	West	West	2	No
194	4721379	02/02/14	Sunday	18	Angle	1	0	Dark - Lighted	Dry	West	South	2	No
195	4722638	02/03/14	Monday	22	Pedestrian	0	0	Dark - Not Lighted	Dry	Unknown	East	1	No
196	4724745	02/06/14	Thursday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
197	4725689	02/07/14	Friday	10	Rear End	0	0	Daylight	Dry	East	East	2	No
198	4726038	02/07/14	Friday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
199	4735857	02/17/14	Monday	16	Rear End	1	0	Daylight	Dry	West	West	2	No
200	4736617	02/18/14	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	3	No
201	4738255	02/20/14	Thursday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
202	4867205	02/21/14	Friday	19	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
203	4740255	02/21/14	Friday	17	Other Single Vehicle	0	0	Daylight	Dry	East	N/A	1	No
204	4741188	02/23/14	Sunday	17	Angle	1	0	Daylight	Dry	Unknown	West	2	No
205	4744153	02/25/14	Tuesday	13	Rear End	0	0	Daylight	Dry	East	East	3	No
206	4744177	02/25/14	Tuesday	21	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
207	4747924	03/02/14	Sunday	4	Rear End	0	2	Dark - Not Lighted	Dry	East	East	3	No
208	4748671	03/03/14	Monday	8	Rear End	2	0	Daylight	Wet	West	West	3	No
209	4748692	03/03/14	Monday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
210	4752292	03/05/14	Wednesday	18	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
211	4767767	03/08/14	Saturday	19	Sideswipe - Opposite Direction	1	0	Dark - Lighted	Dry	North	South	3	No
212	4754966	03/08/14	Saturday	19	Rear End	0	0	Dark - Not Lighted	Dry	North	North	2	No
213	4755090	03/09/14	Sunday	4	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	West	West	2	No
214	4755446	03/09/14	Sunday	16	Rear End	1	0	Daylight	Dry	West	West	2	No
215	4755447	03/09/14	Sunday	16	Rear End	1	0	Daylight	Dry	West	West	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17 **Duration:** 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
216	4755448	03/09/14	Sunday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
217	4757710	03/11/14	Tuesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
218	4760166	03/13/14	Thursday	7	Angle	0	0	Dark - Lighted	Dry	West	South	2	No
219	4763346	03/17/14	Monday	8	Rear End	0	0	Daylight	Wet	West	West	2	No
220	4765243	03/18/14	Tuesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
221	4766763	03/19/14	Wednesday	13	Angle	2	0	Daylight	Dry	East	South	2	No
222	4767540	03/20/14	Thursday	9	Angle	0	0	Daylight	Dry	West	South	2	No
223	4768759	03/21/14	Friday	8	Rear End	1	0	Daylight	Dry	East	East	2	No
224	4769731	03/23/14	Sunday	7	Hit Guardrail	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
225	4772533	03/26/14	Wednesday	11	Rear End	0	0	Daylight	Dry	East	East	2	No
226	4773873	03/27/14	Thursday	18	Rear End	0	0	Daylight	Dry	West	West	2	No
227	4774526	03/28/14	Friday	7	Rear End	0	0	Dawn	Wet	West	West	3	No
228	4774960	03/28/14	Friday	21	Rear End	0	0	Dark - Lighted	Dry	Unknown	North	2	No
229	4774895	03/28/14	Friday	18	Sideswipe - Same Direction	0	0	Dusk	Wet	West	West	2	No
230	4775244	03/29/14	Saturday	12	Rear End	0	0	Daylight	Dry	West	West	2	No
231	4776487	03/31/14	Monday	12	Left Turn	0	0	Daylight	Dry	South	North	2	No
232	4777915	04/01/14	Tuesday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
233	4777927	04/01/14	Tuesday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
234	4779269	04/02/14	Wednesday	19	Angle	0	0	Daylight	Dry	East	South	2	No
235	4780030	04/03/14	Thursday	6	Angle	0	0	Dark - Lighted	Dry	South	West	2	No
236	4787061	04/10/14	Thursday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
237	4787869	04/11/14	Friday	13	Rear End	0	0	Daylight	Dry	South	South	2	No
238	4787733	04/11/14	Friday	10	Angle	0	0	Daylight	Dry	West	South	2	No
239	4789470	04/12/14	Saturday	22	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
240	4790897	04/14/14	Monday	14	Rear End	0	0	Daylight	Wet	East	East	2	No
241	4793589	04/16/14	Wednesday	9	Rear End	0	0	Dawn	Wet	East	East	2	No
242	4794525	04/17/14	Thursday	9	Rear End	0	0	Daylight	Dry	North	North	2	No
243	4796341	04/18/14	Friday	15	Rear End	0	0	Daylight	Wet	East	East	2	No
244	4822119	04/21/14	Monday	19	Rear End	0	0	Daylight	Dry	East	East	2	No
245	4823314	04/22/14	Tuesday	15	Rear End	0	0	Daylight	Wet	North	North	2	No
246	4834585	05/02/14	Friday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
247	4834960	05/03/14	Saturday	9	Sideswipe - Same Direction	2	0	Daylight	Dry	West	West	3	No
248	4838221	05/06/14	Tuesday	7	Left Turn	1	0	Daylight	Dry	South	North	2	No
249	4876844	05/09/14	Friday	7	Rear End	0	0	Daylight	Dry	East	East	2	No
250	4847960	05/16/14	Friday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
251	4848623	05/17/14	Saturday	12	Rear End	0	0	Daylight	Dry	West	West	2	No
252	4852156	05/19/14	Monday	17	Rear End	1	0	Daylight	Dry	Northeast	Northeast	2	No
253	4855985	05/22/14	Thursday	20	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
254	4856667	05/23/14	Friday	7	Other Single Vehicle	1	0	Daylight	Dry	Southeast	N/A	1	No
255	4861628	05/28/14	Wednesday	17	Hit Other Fixed Object	0	0	Daylight	Dry	East	N/A	1	No
256	4867615	06/03/14	Tuesday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
257	4868849	06/04/14	Wednesday	22	Angle	2	0	Dark - Lighted	Dry	West	Northwest	2	No
258	4868447	06/04/14	Wednesday	12	Rear End	0	0	Daylight	Dry	West	West	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 **Through** Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
259	4870596	06/07/14	Saturday	4	Rear End	2	0	Dark - Lighted	Dry	East	East	2	No
260	4871517	06/07/14	Saturday	21	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
261	4870703	06/07/14	Saturday	6	Hit Guardrail	0	0	Dark - Lighted	Dry	East	N/A	1	No
262	4872449	06/09/14	Monday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
263	4872212	06/09/14	Monday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
264	4874880	06/10/14	Tuesday	6	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	North	2	No
265	4882984	06/19/14	Thursday	21	Left Turn	2	0	Dark - Lighted	Dry	North	South	2	No
266	4903343	06/22/14	Sunday	14	Rear End	1	0	Daylight	Dry	East	East	2	No
267	4884847	06/22/14	Sunday	11	Rear End	0	0	Daylight	Dry	West	West	2	No
268	4895132	07/02/14	Wednesday	7	Left Turn	0	0	Daylight	Dry	North	South	2	No
269	4895794	07/02/14	Wednesday	17	Angle	0	0	Daylight	Dry	West	South	2	No
270	4900861	07/08/14	Tuesday	10	Hit Median Barrier	1	0	Daylight	Dry	East	N/A	1	No
271	4901865	07/09/14	Wednesday	7	Rear End	1	0	Daylight	Dry	East	East	2	No
272	4902117	07/09/14	Wednesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
273	4902209	07/09/14	Wednesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
274	4902116	07/09/14	Wednesday	15	Rear End	1	0	Daylight	Dry	West	West	2	No
275	4904641	07/11/14	Friday	21	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
276	4905006	07/12/14	Saturday	9	Left Turn	0	0	Daylight	Dry	North	South	2	No
277	4907687	07/15/14	Tuesday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
278	4907413	07/15/14	Tuesday	11	Left Turn	4	0	Daylight	Dry	Northwest	South	2	No
279	4908152	07/16/14	Wednesday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
280	4908971	07/16/14	Wednesday	12	Backed Into	1	0	Daylight	Dry	West	West	2	No
281	4916472	07/23/14	Wednesday	5	Rear End	0	0	Dark - Lighted	Wet	East	East	2	No
282	4922793	07/25/14	Friday	6	Rear End	0	0	Daylight	Dry	West	West	3	No
283	4921733	07/29/14	Tuesday	11	Left Turn	1	0	Daylight	Dry	North	South	2	No
284	4922535	07/30/14	Wednesday	8	Left Turn	0	0	Daylight	Dry	South	North	2	No
285	4928284	08/05/14	Tuesday	7	Rear End	0	0	Daylight	Dry	East	West	2	No
286	4930398	08/07/14	Thursday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
287	4931540	08/08/14	Friday	10	Other Single Vehicle	1	0	Daylight	Dry	West	N/A	1	No
288	4934010	08/11/14	Monday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
289	4935466	08/12/14	Tuesday	13	Rear End	1	0	Daylight	Dry	North	North	2	No
290	4936082	08/13/14	Wednesday	6	Sideswipe - Same Direction	0	0	Dawn	Dry	Unknown	West	2	No
291	4942080	08/18/14	Monday	15	Backed Into	0	0	Daylight	Dry	North	South	2	No
292	4948548	08/22/14	Friday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
293	4948467	08/22/14	Friday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
294	4949170	08/23/14	Saturday	7	Hit Guardrail	0	0	Dawn	Dry	East	N/A	1	Yes
295	4950852	08/25/14	Monday	7	Rear End	0	0	Daylight	Dry	West	West	3	No
296	4952033	08/26/14	Tuesday	12	Other Single Vehicle	1	0	Daylight	Dry	North	N/A	1	No
297	4966792	09/06/14	Saturday	17	Rear End	0	0	Daylight	Dry	South	South	4	No
298	4969062	09/08/14	Monday	9	Hit Other Fixed Object	1	0	Daylight	Dry	West	N/A	1	No
299	4972785	09/10/14	Wednesday	18	Hit Guardrail	0	0	Daylight	Dry	East	N/A	1	No
300	4977210	09/12/14	Friday	8	Rear End	0	0	Daylight	Wet	West	West	3	No
301	4977468	09/12/14	Friday	15	Rear End	0	0	Daylight	Dry	North	North	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 **Through** Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
302	4977211	09/12/14	Friday	6	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	West	West	2	No
303	4977903	09/13/14	Saturday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
304	4977715	09/13/14	Saturday	3	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
305	4978443	09/14/14	Sunday	7	Angle	2	0	Daylight	Dry	South	West	2	No
306	4981588	09/15/14	Monday	14	Rear End	0	0	Daylight	Dry	North	North	3	No
307	4979499	09/15/14	Monday	7	Backed Into	0	0	Daylight	Dry	East	East	2	No
308	4983455	09/17/14	Wednesday	8	Rear End	0	0	Daylight	Dry	Unknown	South	2	No
309	4985751	09/18/14	Thursday	6	Rear End	3	0	Dark - Lighted	Dry	West	West	3	No
310	4986818	09/20/14	Saturday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
311	4986790	09/20/14	Saturday	20	Rear End	0	0	Dark - Lighted	Dry	Unknown	West	2	No
312	4987136	09/21/14	Sunday	8	Rear End	0	0	Daylight	Dry	East	East	2	No
313	4993101	09/23/14	Tuesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
314	4994427	09/24/14	Wednesday	11	Other	0	0	Daylight	Dry	East	East	2	No
315	4999652	09/29/14	Monday	10	Rear End	0	0	Daylight	Dry	East	East	2	No
316	5002804	10/01/14	Wednesday	10	Rear End	0	0	Daylight	Dry	East	East	2	No
317	5003901	10/02/14	Thursday	9	Rear End	0	0	Daylight	Dry	West	West	3	No
318	5005798	10/03/14	Friday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
319	5006482	10/04/14	Saturday	15	Hit Guardrail	0	0	Daylight	Dry	East	N/A	1	No
320	5009989	10/07/14	Tuesday	20	Angle	4	0	Dark - Lighted	Dry	West	South	2	No
321	5009576	10/07/14	Tuesday	7	Rear End	1	0	Dawn	Dry	West	West	2	No
322	5016718	10/08/14	Wednesday	11	Rear End	2	0	Daylight	Dry	West	West	2	No
323	5013773	10/09/14	Thursday	5	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
324	5013284	10/10/14	Friday	6	Rear End	1	0	Daylight	Dry	West	West	4	No
325	5013336	10/10/14	Friday	10	Rear End	0	0	Daylight	Dry	East	East	2	No
326	5014195	10/11/14	Saturday	20	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
327	5014653	10/12/14	Sunday	15	Left Turn	2	0	Daylight	Dry	Northwest	South	2	No
328	5021614	10/19/14	Sunday	11	Left Turn	3	0	Daylight	Dry	Northwest	South	2	No
329	5021794	10/19/14	Sunday	14	Rear End	1	0	Daylight	Dry	South	South	2	No
330	5023935	10/21/14	Tuesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
331	5024821	10/22/14	Wednesday	9	Rear End	3	0	Daylight	Dry	West	West	4	No
332	5024121	10/22/14	Wednesday	7	Rear End	0	0	Daylight	Dry	West	West	3	No
333	5024880	10/22/14	Wednesday	13	Sideswipe - Same Direction	1	0	Daylight	Dry	East	East	2	No
334	5024108	10/22/14	Wednesday	7	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	East	East	2	No
335	5028614	10/24/14	Friday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
336	5032950	10/28/14	Tuesday	19	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
337	5032926	10/28/14	Tuesday	19	Left Turn	2	0	Dark - Lighted	Dry	Northeast	South	2	No
338	5033707	10/29/14	Wednesday	12	Sideswipe - Same Direction	0	0	Daylight	Wet	North	North	2	No
339	5033706	10/29/14	Wednesday	10	Sideswipe - Same Direction	0	0	Daylight	Wet	North	North	2	No
340	5038804	11/03/14	Monday	18	Sideswipe - Same Direction	1	0	Dark - Lighted	Dry	East	East	5	No
341	5040240	11/04/14	Tuesday	17	Rear End	0	0	Daylight	Dry	North	North	2	No
342	5043387	11/07/14	Friday	20	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
343	5045819	11/08/14	Saturday	22	Left Turn	0	0	Dark - Not Lighted	Dry	East	West	2	No
344	5045464	11/10/14	Monday	12	Rear End	1	0	Daylight	Dry	South	South	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 **Through** Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
345	5046588	11/11/14	Tuesday	10	Rear End	0	0	Daylight	Dry	East	East	2	No
346	5052251	11/15/14	Saturday	19	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
347	5052654	11/15/14	Saturday	21	Rear End	4	0	Dark - Lighted	Dry	North	North	2	No
348	5053105	11/17/14	Monday	6	Rear End	0	0	Dark - Lighted	Wet	West	West	2	No
349	5055775	11/18/14	Tuesday	14	Rear End	3	0	Daylight	Dry	Unknown	North	3	No
350	5056787	11/18/14	Tuesday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
351	5056279	11/19/14	Wednesday	6	Rear End	0	0	Dawn	Dry	West	West	2	No
352	5057182	11/20/14	Thursday	8	Rear End	0	0	Daylight	Dry	East	East	2	No
353	5058181	11/20/14	Thursday	18	Rear End	0	0	Dark - Not Lighted	Dry	North	North	2	No
354	5063705	11/24/14	Monday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
355	5062998	11/24/14	Monday	7	Rear End	0	0	Daylight	Wet	North	North	2	No
356	5065589	11/25/14	Tuesday	17	Sideswipe - Same Direction	0	0	Dusk	Dry	East	East	2	No
357	5065970	11/26/14	Wednesday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
358	5065690	11/26/14	Wednesday	11	Rear End	1	0	Daylight	Dry	West	West	2	No
359	5067068	11/27/14	Thursday	21	Angle	2	0	Dark - Not Lighted	Dry	West	South	2	No
360	5067629	11/29/14	Saturday	19	Rear End	1	0	Dark - Lighted	Dry	East	East	2	No
361	5071279	11/29/14	Saturday	22	Left Turn	1	0	Dark - Not Lighted	Dry	North	South	2	No
362	5069526	12/01/14	Monday	17	Angle	1	0	Dusk	Dry	West	South	2	No
363	5071242	12/02/14	Tuesday	19	Left Turn	2	0	Dark - Lighted	Dry	South	Northeast	2	No
364	5074204	12/04/14	Thursday	9	Rear End	0	0	Daylight	Dry	West	East	2	No
365	5088433	12/10/14	Wednesday	6	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
366	5089476	12/11/14	Thursday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
367	5093302	12/14/14	Sunday	1	Left Turn	2	0	Dark - Not Lighted	Dry	Northwest	South	2	No
368	5102374	12/19/14	Friday	20	Angle	0	0	Dark - Lighted	Dry	West	South	2	No
369	5103729	12/22/14	Monday	13	Angle	0	0	Daylight	Wet	East	North	2	No
370	5103526	12/22/14	Monday	9	Rear End	0	0	Daylight	Wet	North	North	2	No
371	5107274	12/27/14	Saturday	7	Hit Other Fixed Object	0	0	Dawn	Dry	East	N/A	1	No
372	5107823	12/28/14	Sunday	18	Rear End	1	0	Dark - Not Lighted	Dry	East	N/A	3	No
373	5107824	12/28/14	Sunday	18	Rear End	1	0	Dark - Not Lighted	Dry	East	East	2	No
374	5108819	12/29/14	Monday	21	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
375	5112765	12/30/14	Tuesday	16	Left Turn	1	0	Daylight	Dry	North	South	2	No
376	5114754	12/31/14	Wednesday	19	Angle	0	0	Dark - Not Lighted	Dry	Unknown	East	3	No
377	5116766	01/03/15	Saturday	17	Angle	3	0	Dark - Lighted	Wet	West	South	2	No
378	5119472	01/06/15	Tuesday	17	Left Turn	2	0	Dark - Lighted	Dry	Southeast	North	2	No
379	5120446	01/07/15	Wednesday	8	Left Turn	1	0	Daylight	Dry	Northwest	South	2	No
380	5121044	01/08/15	Thursday	3	Other	1	0	Dark - Not Lighted	Dry	West	East	3	No
381	5121650	01/08/15	Thursday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
382	5124195	01/09/15	Friday	19	Rear End	1	0	Dark - Lighted	Dry	Southeast	Southeast	2	No
383	5126190	01/12/15	Monday	19	Left Turn	0	0	Dark - Lighted	Wet	Northwest	South	2	No
384	5125867	01/12/15	Monday	6	Rear End	0	0	Dark - Not Lighted	Wet	West	West	2	No
385	5125868	01/12/15	Monday	6	Rear End	0	0	Dark - Not Lighted	Wet	West	West	2	No
386	5128326	01/14/15	Wednesday	6	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
387	5130003	01/15/15	Thursday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
388	5132512	01/16/15	Friday	19	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	South	South	2	No
389	5131998	01/16/15	Friday	5	Overtuned	1	0	Dark - Not Lighted	Dry	East	N/A	1	No
390	5133422	01/19/15	Monday	18	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
391	5137447	01/23/15	Friday	7	Rear End	2	0	Dark - Not Lighted	Wet	West	West	3	No
392	5138288	01/23/15	Friday	11	Rear End	0	0	Daylight	Wet	Northeast	Northeast	2	No
393	5138224	01/24/15	Saturday	1	Hit Ditch	0	0	Dark - Lighted	Wet	West	N/A	1	No
394	5140241	01/26/15	Monday	7	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
395	5151702	01/30/15	Friday	6	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
396	5153135	01/31/15	Saturday	21	Angle	0	0	Dark - Lighted	Dry	West	South	2	No
397	5166255	01/31/15	Saturday	14	Rear End	0	0	Daylight	Dry	West	West	2	No
398	5158051	02/01/15	Sunday	15	Other Single Vehicle	0	0	Daylight	Dry	West	N/A	1	No
399	5165019	02/03/15	Tuesday	16	Left Turn	1	0	Daylight	Dry	South	North	2	No
400	5165782	02/04/15	Wednesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
401	5171265	02/09/15	Monday	6	Rear End	1	0	Dark - Lighted	Wet	West	West	2	No
402	5174056	02/11/15	Wednesday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
403	5174055	02/11/15	Wednesday	6	Right Turn	0	0	Dark - Lighted	Dry	West	North	2	No
404	5184353	02/11/15	Wednesday	19	Angle	3	0	Dark - Not Lighted	Dry	West	South	2	No
405	5184355	02/17/15	Tuesday	16	Rear End	1	0	Daylight	Dry	East	East	2	No
406	5179250	02/17/15	Tuesday	8	Other	0	0	Daylight	Wet	West	West	2	No
407	5186116	02/20/15	Friday	12	Rear End	0	0	Daylight	Dry	West	West	2	No
408	5191947	02/21/15	Saturday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
409	5220700	02/24/15	Tuesday	17	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	North	North	2	No
410	5197360	02/25/15	Wednesday	7	Hit Tree	1	0	Daylight	Dry	West	N/A	1	No
411	5202493	03/02/15	Monday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
412	5205448	03/03/15	Tuesday	13	Angle	0	0	Daylight	Wet	West	North	2	No
413	5205710	03/04/15	Wednesday	19	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
414	5213342	03/05/15	Thursday	15	Sideswipe - Opposite Direction	1	0	Daylight	Dry	South	North	2	No
415	5231455	03/06/15	Friday	17	Angle	1	0	Dark - Lighted	Dry	Unknown	South	2	No
416	5210146	03/09/15	Monday	7	Rear End	0	0	Daylight	Dry	West	West	3	No
417	5214380	03/12/15	Thursday	8	Rear End	0	0	Daylight	Dry	West	West	3	No
418	5214799	03/12/15	Thursday	17	Rear End	0	0	Daylight	Wet	East	East	2	No
419	5217351	03/15/15	Sunday	20	Left Turn	0	0	Dark - Lighted	Dry	Northwest	South	2	No
420	5224965	03/15/15	Sunday	14	Hit Median Barrier	2	0	Daylight	Dry	West	West	2	No
421	5218169	03/16/15	Monday	11	Rear End	0	0	Daylight	Dry	East	East	2	No
422	5220040	03/18/15	Wednesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
423	5221412	03/19/15	Thursday	6	Rear End	2	0	Dark - Not Lighted	Wet	West	West	5	No
424	5222654	03/19/15	Thursday	23	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
425	5221420	03/19/15	Thursday	6	Rear End	0	0	Dark - Not Lighted	Wet	West	West	2	No
426	5257004	03/20/15	Friday	14	Rear End	1	0	Daylight	Dry	East	East	2	No
427	5230212	03/25/15	Wednesday	11	Left Turn	2	0	Daylight	Dry	North	South	2	No
428	5230235	03/25/15	Wednesday	9	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
429	5231446	03/26/15	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
430	5237195	03/31/15	Tuesday	7	Rear End	0	0	Daylight	Dry	North	North	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 **Through** Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
431	5237196	03/31/15	Tuesday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
432	5237893	04/01/15	Wednesday	7	Rear End	0	0	Daylight	Dry	West	West	3	No
433	5269154	04/01/15	Wednesday	19	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
434	5238051	04/01/15	Wednesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
435	5238399	04/01/15	Wednesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
436	5240213	04/02/15	Thursday	22	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	West	West	2	No
437	5248126	04/09/15	Thursday	16	Rear End	0	0	Daylight	Dry	West	West	2	No
438	5253556	04/15/15	Wednesday	8	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
439	5254055	04/16/15	Thursday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
440	5258612	04/20/15	Monday	19	Rear End	1	0	Daylight	Dry	East	East	2	No
441	5260508	04/21/15	Tuesday	6	Hit Other Fixed Object	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
442	5266496	04/25/15	Saturday	21	Sideswipe - Opposite Direction	0	0	Dark - Lighted	Dry	Unknown	West	2	No
443	5270788	04/29/15	Wednesday	5	Left Turn	2	0	Daylight	Wet	North	South	2	No
444	5271778	04/30/15	Thursday	8	Rear End	0	0	Daylight	Dry	Unknown	West	4	No
445	5274037	05/02/15	Saturday	4	Angle	0	0	Dark - Not Lighted	Dry	Unknown	East	2	No
446	5276466	05/03/15	Sunday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
447	5277221	05/05/15	Tuesday	8	Rear End	1	0	Daylight	Dry	West	West	2	No
448	5277245	05/05/15	Tuesday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
449	5279610	05/07/15	Thursday	9	Rear End	1	0	Daylight	Dry	West	West	2	No
450	5280465	05/08/15	Friday	7	Angle	0	0	Daylight	Dry	West	South	2	No
451	5285519	05/11/15	Monday	12	Rear End	0	0	Daylight	Dry	North	North	2	No
452	5284758	05/11/15	Monday	11	Rear End	0	0	Daylight	Dry	West	West	2	No
453	5286224	05/12/15	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
454	5288750	05/14/15	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
455	5316235	05/15/15	Friday	6	Angle	1	0	Dawn	Dry	East	North	2	No
456	5291192	05/16/15	Saturday	15	Rear End	1	0	Daylight	Dry	East	East	2	No
457	5291407	05/17/15	Sunday	16	Sideswipe - Same Direction	2	0	Daylight	Dry	East	East	2	No
458	5291196	05/17/15	Sunday	12	Rear End	0	0	Daylight	Dry	North	North	2	No
459	5291372	05/17/15	Sunday	14	Left Turn	2	0	Daylight	Dry	North	South	2	No
460	5291195	05/17/15	Sunday	7	Hit Other Fixed Object	1	0	Daylight	Dry	West	N/A	1	No
461	5300910	05/24/15	Sunday	0	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
462	5305472	05/26/15	Tuesday	19	Rear End	0	0	Daylight	Wet	East	East	2	No
463	5316236	06/04/15	Thursday	0	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
464	5316253	06/04/15	Thursday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
465	5316234	06/07/15	Sunday	1	Rear End	0	1	Dark - Lighted	Dry	East	East	2	No
466	5317988	06/08/15	Monday	23	Rear End	1	0	Dark - Not Lighted	Dry	East	East	3	No
467	5317345	06/08/15	Monday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
468	5325354	06/10/15	Wednesday	22	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	North	North	2	No
469	5323812	06/14/15	Sunday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
470	5323453	06/14/15	Sunday	0	Left Turn	3	0	Dark - Lighted	Dry	North	South	2	No
471	5328202	06/17/15	Wednesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
472	5329694	06/18/15	Thursday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
473	5332862	06/22/15	Monday	22	Angle	0	0	Dark - Not Lighted	Dry	East	South	3	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 **Through** Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
474	5334285	06/22/15	Monday	5	Angle	0	0	Daylight	Dry	West	South	2	No
475	5338166	06/27/15	Saturday	3	Sideswipe - Same Direction	2	0	Dark - Lighted	Dry	South	South	3	No
476	5338963	06/28/15	Sunday	10	Hit Guardrail	0	0	Daylight	Dry	West	West	2	No
477	5342078	06/30/15	Tuesday	6	Rear End	3	0	Daylight	Dry	West	West	2	No
478	5342761	07/01/15	Wednesday	14	Rear End	0	0	Daylight	Dry	North	North	2	No
479	5342497	07/01/15	Wednesday	7	Rear End	1	0	Daylight	Dry	West	West	2	No
480	5347411	07/04/15	Saturday	23	Rear End	2	0	Dark - Not Lighted	Wet	West	West	3	No
481	5347565	07/04/15	Saturday	19	Rear End	0	0	Dawn	Dry	East	East	2	No
482	5345953	07/04/15	Saturday	17	Hit Guardrail	0	0	Daylight	Dry	East	N/A	1	No
483	5351131	07/07/15	Tuesday	23	Angle	0	0	Dark - Lighted	Dry	Unknown	None	2	No
484	5395982	07/07/15	Tuesday	3	Rear End	0	0	Dark - Not Lighted	Dry	South	South	2	No
485	5351263	07/10/15	Friday	2	Angle	2	0	Dark - Lighted	Dry	West	South	2	No
486	5353671	07/11/15	Saturday	16	Rear End	1	0	Daylight	Dry	East	East	2	No
487	5354952	07/14/15	Tuesday	3	Hit Guardrail	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
488	5358687	07/16/15	Thursday	10	Left Turn	1	0	Daylight	Dry	North	South	2	No
489	5361113	07/18/15	Saturday	19	Rear End	0	0	Daylight	Dry	South	South	2	No
490	5361111	07/19/15	Sunday	14	Other	0	0	Daylight	Dry	East	East	2	No
491	5361044	07/19/15	Sunday	10	Hit Guardrail	0	0	Daylight	Dry	West	N/A	1	No
492	5361916	07/20/15	Monday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	North	West	2	No
493	5363612	07/21/15	Tuesday	14	Angle	0	0	Daylight	Dry	West	North	2	No
494	5363292	07/21/15	Tuesday	9	Angle	2	0	Daylight	Dry	South	West	2	No
495	5365559	07/22/15	Wednesday	16	Rear End	0	0	Daylight	Dry	North	North	2	No
496	5366763	07/23/15	Thursday	15	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
497	5369541	07/24/15	Friday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
498	5371786	07/27/15	Monday	21	Rear End	1	0	Dusk	Dry	West	East	3	No
499	5375791	07/31/15	Friday	19	Sideswipe - Same Direction	0	0	Daylight	Wet	East	East	2	No
500	5377851	08/03/15	Monday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
501	5387613	08/12/15	Wednesday	6	Left Turn	2	0	Dark - Lighted	Dry	Northwest	South	2	No
502	5396847	08/15/15	Saturday	14	Rear End	2	0	Daylight	Dry	West	West	2	No
503	5392726	08/17/15	Monday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
504	5395830	08/18/15	Tuesday	18	Rear End	3	0	Daylight	Wet	West	West	2	No
505	5396312	08/19/15	Wednesday	9	Rear End	1	0	Daylight	Dry	North	North	3	No
506	5396009	08/19/15	Wednesday	3	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	East	East	2	No
507	5396313	08/19/15	Wednesday	8	Rear End	1	0	Daylight	Dry	West	West	2	No
508	5398906	08/21/15	Friday	13	Angle	0	0	Daylight	Dry	Unknown	East	2	No
509	5410475	09/01/15	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
510	5412668	09/02/15	Wednesday	18	Rear End	1	0	Daylight	Dry	East	East	2	No
511	5412820	09/02/15	Wednesday	21	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
512	5415871	09/05/15	Saturday	20	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	South	South	2	No
513	5416361	09/06/15	Sunday	16	Other	1	0	Daylight	Dry	West	West	5	No
514	5416499	09/06/15	Sunday	22	Left Turn	0	0	Dark - Not Lighted	Dry	North	South	2	No
515	5416136	09/06/15	Sunday	12	Hit Ditch	0	0	Daylight	Dry	East	N/A	1	No
516	5424888	09/14/15	Monday	15	Sideswipe - Same Direction	1	0	Daylight	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 **Through** Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
517	5425796	09/14/15	Monday	21	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
518	5424434	09/14/15	Monday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
519	5425563	09/15/15	Tuesday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
520	5429740	09/18/15	Friday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
521	5429741	09/18/15	Friday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
522	5429991	09/19/15	Saturday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
523	5441486	09/24/15	Thursday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
524	5446751	09/28/15	Monday	6	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
525	5448005	09/29/15	Tuesday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
526	5450204	10/01/15	Thursday	9	Rear End	0	0	Daylight	Dry	East	East	2	No
527	5450232	10/01/15	Thursday	10	Overtuned	1	0	Daylight	Dry	West	N/A	1	No
528	5452093	10/02/15	Friday	12	Rear End	0	0	Daylight	Wet	North	North	2	No
529	5463631	10/04/15	Sunday	2	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
530	5458848	10/06/15	Tuesday	7	Rear End	0	0	Dark - Not Lighted	Dry	West	West	3	No
531	5464369	10/07/15	Wednesday	20	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
532	5462795	10/09/15	Friday	13	Rear End	0	0	Daylight	Dry	North	North	2	No
533	5465818	10/09/15	Friday	23	Rear End	0	0	Daylight	Dry	West	West	2	No
534	5467249	10/13/15	Tuesday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
535	5477254	10/20/15	Tuesday	22	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No
536	5476108	10/20/15	Tuesday	8	Angle	0	0	Daylight	Dry	Unknown	West	2	No
537	5477405	10/21/15	Wednesday	6	Left Turn	1	0	Dark - Lighted	Dry	North	South	2	No
538	5477683	10/21/15	Wednesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
539	5477698	10/21/15	Wednesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
540	5479034	10/22/15	Thursday	8	Rear End	1	0	Daylight	Dry	East	East	2	No
541	5482039	10/22/15	Thursday	21	Left Turn	0	0	Dark - Not Lighted	Dry	North	South	2	No
542	5494023	10/22/15	Thursday	8	Rear End	1	0	Daylight	Dry	West	West	2	No
543	5482289	10/23/15	Friday	22	Hit Guardrail	0	0	Dark - Not Lighted	Dry	West	N/A	1	Yes
544	5481044	10/23/15	Friday	7	Rear End	0	0	Daylight	Dry	West	West	3	No
545	5482034	10/24/15	Saturday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
546	5483696	10/26/15	Monday	7	Rear End	0	0	Dark - Not Lighted	Wet	West	West	2	No
547	5484692	10/27/15	Tuesday	5	Left Turn	0	0	Dark - Lighted	Wet	North	South	2	No
548	5485445	10/27/15	Tuesday	7	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	West	West	2	No
549	5488468	10/28/15	Wednesday	6	Rear End	0	0	Dark - Lighted	Wet	West	West	2	No
550	5490485	10/30/15	Friday	17	Rear End	3	0	Daylight	Dry	East	East	2	No
551	5490618	10/31/15	Saturday	0	Rear End	0	0	Dark - Not Lighted	Dry	Unknown	East	2	No
552	5496495	11/01/15	Sunday	19	Other Single Vehicle	1	0	Dark - Lighted	Wet	East	N/A	1	No
553	5496443	11/03/15	Tuesday	20	Angle	0	0	Dark - Not Lighted	Wet	West	North	2	No
554	5497120	11/03/15	Tuesday	6	Rear End	0	0	Dawn	Wet	West	West	2	No
555	5497337	11/04/15	Wednesday	9	Rear End	0	0	Daylight	Wet	East	East	2	No
556	5497416	11/04/15	Wednesday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
557	5499043	11/05/15	Thursday	6	Rear End	1	0	Dawn	Wet	West	West	2	No
558	5500633	11/06/15	Friday	13	Angle	0	0	Daylight	Wet	East	North	2	No
559	5502220	11/08/15	Sunday	3	Rear End	0	0	Dark - Not Lighted	Wet	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
560	5503746	11/09/15	Monday	6	Rear End	1	0	Dark - Lighted	Wet	West	West	2	No
561	5503747	11/09/15	Monday	6	Rear End	0	0	Dawn	Wet	West	West	2	No
562	5506749	11/11/15	Wednesday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
563	5532530	11/13/15	Friday	20	Sideswipe - Opposite Direction	2	0	Dark - Lighted	Dry	South	North	2	Yes
564	5509799	11/13/15	Friday	21	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
565	5508757	11/13/15	Friday	3	Hit Culvert	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
566	5509798	11/14/15	Saturday	1	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
567	5511253	11/15/15	Sunday	18	Left Turn	2	0	Dark - Lighted	Dry	North	South	2	No
568	5512763	11/16/15	Monday	19	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
569	5514460	11/18/15	Wednesday	6	Rear End	1	0	Daylight	Wet	South	South	2	No
570	5514687	11/18/15	Wednesday	9	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
571	5515256	11/18/15	Wednesday	18	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	West	West	2	No
572	5518087	11/20/15	Friday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
573	5519699	11/20/15	Friday	1	Other Single Vehicle	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
574	5520832	11/23/15	Monday	14	Rear End	0	0	Daylight	Dry	North	North	2	No
575	5521904	11/24/15	Tuesday	12	Rear End	1	0	Daylight	Dry	South	South	2	No
576	5524330	11/25/15	Wednesday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
577	5530285	11/30/15	Monday	7	Rear End	0	0	Daylight	Dry	Unknown	West	3	No
578	5532683	12/01/15	Tuesday	12	Hit Other Fixed Object	0	0	Daylight	Dry	East	N/A	1	No
579	5534537	12/03/15	Thursday	6	Angle	0	0	Daylight	Dry	West	South	2	No
580	5539376	12/06/15	Sunday	19	Rear End	5	0	Dark - Lighted	Dry	East	East	2	No
581	5560183	12/18/15	Friday	18	Sideswipe - Same Direction	3	0	Dark - Not Lighted	Dry	West	West	2	No
582	5573346	12/29/15	Tuesday	19	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
583	5578057	01/01/16	Friday	14	Angle	1	0	Daylight	Dry	South	East	2	No
584	5578545	01/03/16	Sunday	8	Rear End	2	0	Daylight	Dry	East	East	2	Yes
585	5579937	01/04/16	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
586	5579651	01/04/16	Monday	12	Rear End	0	0	Daylight	Dry	North	North	2	No
587	5583106	01/06/16	Wednesday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
588	5584059	01/06/16	Wednesday	23	Left Turn	1	0	Dark - Lighted	Dry	North	South	2	No
589	5585230	01/07/16	Thursday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	3	No
590	5584866	01/07/16	Thursday	6	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
591	5587657	01/08/16	Friday	12	Backed Into	0	0	Daylight	Wet	West	West	2	No
592	5595747	01/08/16	Friday	21	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	Unknown	West	2	No
593	5587053	01/08/16	Friday	11	Hit Median Barrier	1	0	Daylight	Wet	East	N/A	1	No
594	5592220	01/09/16	Saturday	18	Rear End	6	0	Dark - Lighted	Wet	East	East	3	No
595	5592067	01/10/16	Sunday	3	Angle	3	0	Dark - Not Lighted	Wet	West	South	3	Yes
596	5592055	01/10/16	Sunday	2	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Wet	East	East	2	No
597	5600994	01/14/16	Thursday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
598	5608402	01/21/16	Thursday	18	Rear End	1	0	Dark - Lighted	Wet	East	East	3	No
599	5608403	01/21/16	Thursday	20	Angle	1	0	Dark - Not Lighted	Wet	West	South	2	No
600	5607877	01/22/16	Friday	7	Sideswipe - Same Direction	0	0	Daylight	Wet	East	East	2	No
601	5608673	01/23/16	Saturday	1	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	North	North	2	No
602	5609020	01/23/16	Saturday	14	Angle	1	0	Daylight	Dry	West	South	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 **Through** Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
603	5612406	01/26/16	Tuesday	12	Angle	0	0	Daylight	Dry	West	South	2	No
604	5612958	01/27/16	Wednesday	15	Rear End	1	0	Daylight	Dry	East	East	3	No
605	5613293	01/28/16	Thursday	6	Rear End	0	0	Dark - Not Lighted	Dry	Unknown	West	3	No
606	5613404	01/28/16	Thursday	7	Rear End	1	0	Daylight	Dry	North	North	2	No
607	5613272	01/28/16	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
608	5613416	01/28/16	Thursday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
609	5617943	01/30/16	Saturday	22	Sideswipe - Opposite Direction	1	0	Dark - Lighted	Dry	North	South	2	No
610	5621409	02/02/16	Tuesday	19	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
611	5624018	02/04/16	Thursday	18	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
612	5625501	02/05/16	Friday	15	Rear End	1	0	Daylight	Dry	West	West	2	No
613	5625950	02/06/16	Saturday	4	Hit Median Barrier	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
614	5626372	02/06/16	Saturday	16	Hit Embankment	0	0	Daylight	Dry	West	N/A	1	No
615	5632230	02/10/16	Wednesday	13	Rear End	0	0	Daylight	Dry	North	North	2	No
616	5661227	02/10/16	Wednesday	12	Left Turn	0	0	Daylight	Dry	South	North	2	No
617	5631966	02/10/16	Wednesday	7	Left Turn	1	0	Daylight	Dry	North	South	2	No
618	5634589	02/11/16	Thursday	19	Rear End	1	0	Dark - Lighted	Dry	West	West	2	No
619	5635078	02/12/16	Friday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
620	5635189	02/12/16	Friday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
621	5638113	02/14/16	Sunday	23	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
622	5639089	02/16/16	Tuesday	16	Rear End	0	0	Daylight	Dry	South	None	2	No
623	5639127	02/16/16	Tuesday	16	Rear End	0	0	Daylight	Dry	South	South	2	No
624	5638492	02/16/16	Tuesday	7	Rear End	0	0	Daylight	Other	West	West	2	No
625	5639449	02/17/16	Wednesday	2	Rear End	2	0	Dark - Not Lighted	Wet	East	East	2	No
626	5645622	02/22/16	Monday	14	Sideswipe - Same Direction	0	0	Daylight	Wet	East	East	2	No
627	5664409	02/23/16	Tuesday	12	Angle	0	0	Daylight	Wet	East	North	2	No
628	5648165	02/24/16	Wednesday	11	Angle	0	0	Daylight	Wet	West	South	2	No
629	5647927	02/24/16	Wednesday	6	Rear End	0	0	Daylight	Wet	West	West	2	No
630	5651108	02/26/16	Friday	16	Rear End	1	0	Daylight	Dry	East	East	2	No
631	5651109	02/26/16	Friday	16	Rear End	1	0	Daylight	Dry	East	East	2	No
632	5654683	02/29/16	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
633	5658415	03/02/16	Wednesday	10	Rear End	0	0	Daylight	Dry	West	West	2	No
634	5661910	03/04/16	Friday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
635	5666954	03/05/16	Saturday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
636	5661832	03/05/16	Saturday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
637	5667508	03/09/16	Wednesday	10	Rear End	0	0	Daylight	Dry	North	North	2	No
638	5667840	03/09/16	Wednesday	21	Angle	3	0	Dark - Lighted	Dry	West	South	2	No
639	5667346	03/09/16	Wednesday	6	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
640	5685931	03/12/16	Saturday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
641	5674669	03/15/16	Tuesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
642	5677322	03/16/16	Wednesday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
643	5680339	03/19/16	Saturday	4	Hit Guardrail	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
644	5681475	03/20/16	Sunday	0	Angle	0	0	Dark - Lighted	Dry	South	East	2	No
645	5691288	03/22/16	Tuesday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 **Through** Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
646	5686023	03/23/16	Wednesday	11	Left Turn	0	0	Daylight	Dry	North	South	2	No
647	5687953	03/24/16	Thursday	23	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
648	5703963	03/26/16	Saturday	16	Rear End	0	0	Daylight	Dry	West	West	2	Yes
649	5689689	03/27/16	Sunday	0	Angle	0	0	Dark - Lighted	Wet	West	South	2	No
650	5703967	03/28/16	Monday	18	Rear End	0	0	Daylight	Dry	Unknown	West	2	No
651	5694305	03/30/16	Wednesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
652	5699169	04/01/16	Friday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
653	5699577	04/03/16	Sunday	8	Rear End	0	0	Daylight	Dry	East	East	2	No
654	5703832	04/06/16	Wednesday	11	Rear End	0	0	Daylight	Dry	East	East	2	No
655	5705102	04/06/16	Wednesday	4	Rear End	0	0	Dark - Not Lighted	Dry	West	South	2	No
656	5704556	04/07/16	Thursday	9	Rear End	0	0	Daylight	Dry	West	West	3	No
657	5731836	04/07/16	Thursday	20	Left Turn	1	0	Dark - Not Lighted	Dry	North	South	2	No
658	5707291	04/07/16	Thursday	19	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
659	5709658	04/11/16	Monday	13	Rear End	0	0	Daylight	Dry	West	West	2	No
660	5708741	04/11/16	Monday	2	Hit Other Fixed Object	1	0	Dark - Lighted	Dry	East	N/A	1	No
661	5736317	04/11/16	Monday	13	Hit Guardrail	0	0	Daylight	Dry	East	N/A	1	No
662	5715437	04/15/16	Friday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
663	5715460	04/16/16	Saturday	1	Angle	0	0	Dark - Not Lighted	Wet	East	West	2	No
664	5719855	04/19/16	Tuesday	14	Rear End	0	0	Daylight	Dry	North	North	2	No
665	5726584	04/23/16	Saturday	0	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	West	West	2	No
666	5727618	04/24/16	Sunday	14	Rear End	0	0	Daylight	Dry	North	North	2	No
667	5731551	04/26/16	Tuesday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	3	No
668	5732392	04/26/16	Tuesday	16	Rear End	0	0	Daylight	Dry	North	North	2	No
669	5735452	04/29/16	Friday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
670	5745850	04/30/16	Saturday	17	Rear End	0	0	Daylight	Wet	East	East	2	No
671	5737520	05/01/16	Sunday	18	Left Turn	1	0	Daylight	Wet	Northwest	South	2	No
672	5742295	05/04/16	Wednesday	23	Hit Parked Vehicle	0	0	Dark - Lighted	Wet	Unknown	East	3	No
673	5742193	05/04/16	Wednesday	22	Rear End	0	0	Dark - Not Lighted	Wet	East	East	2	No
674	5742303	05/04/16	Wednesday	23	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	East	East	2	No
675	5742194	05/04/16	Wednesday	22	Left Turn	1	0	Dark - Not Lighted	Wet	North	South	2	No
676	5746876	05/08/16	Sunday	9	Rear End	0	0	Daylight	Dry	East	East	2	No
677	5777609	05/12/16	Thursday	1	Hit Guardrail	0	0	Dark - Lighted	Dry	East	N/A	1	No
678	5760716	05/18/16	Wednesday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
679	5763676	05/18/16	Wednesday	6	Left Turn	1	0	Dawn	Dry	North	South	2	No
680	5763771	05/20/16	Friday	11	Left Turn	1	0	Daylight	Dry	Northwest	Southeast	2	No
681	5769375	05/24/16	Tuesday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
682	5772684	05/26/16	Thursday	6	Left Turn	1	0	Daylight	Dry	South	North	2	No
683	5775266	05/27/16	Friday	20	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
684	5778183	05/28/16	Saturday	12	Rear End	0	0	Daylight	Dry	West	West	2	No
685	5780011	06/01/16	Wednesday	19	Rear End	0	0	Daylight	Dry	East	East	2	No
686	5779941	06/01/16	Wednesday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
687	5779625	06/01/16	Wednesday	12	Rear End	0	0	Daylight	Dry	West	West	2	No
688	5783629	06/03/16	Friday	23	Sideswipe - Same Direction	1	0	Dark - Lighted	Dry	West	West	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 **Through** Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
689	5793749	06/06/16	Monday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
690	5786348	06/07/16	Tuesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
691	5790215	06/09/16	Thursday	15	Rear End	1	0	Daylight	Dry	East	East	2	No
692	5789140	06/09/16	Thursday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
693	5788452	06/09/16	Thursday	8	Angle	0	0	Daylight	Dry	West	South	2	No
694	5796266	06/15/16	Wednesday	10	Other	0	0	Daylight	Dry	West	West	2	No
695	5802011	06/16/16	Thursday	18	Left Turn	2	0	Daylight	Dry	North	South	2	No
696	5799026	06/17/16	Friday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
697	5800085	06/19/16	Sunday	15	Left Turn	0	0	Daylight	Dry	South	North	2	No
698	5802438	06/21/16	Tuesday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
699	5814213	06/21/16	Tuesday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
700	5808924	06/22/16	Wednesday	16	Left Turn	0	0	Daylight	Dry	North	South	2	No
701	5808158	06/23/16	Thursday	5	Backed Into	0	0	Dark - Lighted	Dry	South	North	2	No
702	5810813	06/24/16	Friday	14	Left Turn	2	0	Daylight	Dry	South	North	2	No
703	5811587	06/26/16	Sunday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
704	5813440	06/27/16	Monday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
705	5814372	06/28/16	Tuesday	6	Rear End	2	0	Daylight	Dry	West	West	3	No
706	5815263	06/29/16	Wednesday	7	Rear End	5	0	Daylight	Dry	West	West	5	No
707	5816177	06/30/16	Thursday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
708	5817941	07/01/16	Friday	15	Left Turn	0	0	Daylight	Dry	North	South	2	No
709	5818041	07/02/16	Saturday	4	Left Turn	3	0	Dark - Not Lighted	Dry	Southeast	North	2	Yes
710	5818005	07/02/16	Saturday	3	Angle	0	0	Dark - Lighted	Dry	Unknown	South	2	No
711	5935140	07/04/16	Monday	23	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
712	5822366	07/06/16	Wednesday	13	Rear End	0	0	Daylight	Wet	West	West	3	No
713	5822943	07/07/16	Thursday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
714	5824693	07/08/16	Friday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
715	5826013	07/10/16	Sunday	11	Rear End	0	0	Daylight	Dry	North	North	2	No
716	5828232	07/12/16	Tuesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
717	5828257	07/12/16	Tuesday	11	Rear End	0	0	Daylight	Dry	West	West	2	No
718	5829515	07/13/16	Wednesday	5	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
719	5829746	07/13/16	Wednesday	5	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	Northeast	Northeast	2	No
720	5829134	07/13/16	Wednesday	12	Rear End	0	0	Daylight	Dry	West	West	2	No
721	5837700	07/15/16	Friday	22	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
722	5841792	07/19/16	Tuesday	6	Rear End	0	0	Daylight	Dry	North	North	2	No
723	5845772	07/21/16	Thursday	17	Sideswipe - Same Direction	1	0	Daylight	Wet	East	East	2	No
724	5850129	07/25/16	Monday	20	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Wet	West	West	2	No
725	5854351	07/28/16	Thursday	8	Hit Other Fixed Object	0	0	Daylight	Dry	West	N/A	1	No
726	5856570	07/30/16	Saturday	12	Other	0	0	Daylight	Dry	East	East	2	No
727	5859973	08/02/16	Tuesday	6	Sideswipe - Same Direction	0	0	Dawn	Dry	West	West	2	No
728	5859471	08/02/16	Tuesday	1	Hit Guardrail	0	0	Dark - Lighted	Wet	East	N/A	1	No
729	5865623	08/04/16	Thursday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
730	5867869	08/08/16	Monday	7	Rear End	0	0	Daylight	Dry	East	East	2	No
731	5868767	08/08/16	Monday	9	Rear End	0	0	Daylight	Dry	West	West	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
732	5873645	08/11/16	Thursday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
733	5886308	08/15/16	Monday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
734	5880465	08/17/16	Wednesday	11	Rear End	0	0	Daylight	Dry	East	East	2	No
735	5891824	08/19/16	Friday	7	Angle	0	0	Daylight	Dry	West	South	2	No
736	5888194	08/22/16	Monday	17	Rear End	0	0	Daylight	Dry	East	Southeast	2	No
737	5893906	08/26/16	Friday	20	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
738	5896652	08/29/16	Monday	15	Rear End	0	0	Daylight	Dry	Southeast	Southeast	2	No
739	5902685	09/02/16	Friday	17	Rear End	0	0	Daylight	Dry	West	West	2	No
740	5918280	09/10/16	Saturday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
741	5915049	09/12/16	Monday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	Northeast	Northeast	2	No
742	5913723	09/12/16	Monday	7	Rear End	0	0	Dawn	Dry	West	West	2	No
743	5921256	09/15/16	Thursday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
744	5922298	09/16/16	Friday	5	Rear End	0	0	Dark - Lighted	Dry	Unknown	West	2	No
745	5925475	09/19/16	Monday	8	Rear End	0	0	Daylight	Wet	West	West	2	No
746	5931700	09/23/16	Friday	23	Rear End	1	0	Dark - Not Lighted	Dry	East	East	2	No
747	5931252	09/23/16	Friday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
748	5935484	09/27/16	Tuesday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
749	5938759	09/28/16	Wednesday	21	Rear End	2	0	Dark - Not Lighted	Dry	East	East	2	No
750	5938277	09/28/16	Wednesday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
751	5940172	10/01/16	Saturday	9	Rear End	0	0	Daylight	Dry	North	North	2	No
752	5959493	10/05/16	Wednesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
753	5949190	10/06/16	Thursday	0	Hit Median Barrier	1	0	Daylight	Dry	East	N/A	1	No
754	5948673	10/07/16	Friday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
755	5948552	10/07/16	Friday	10	Rear End	0	0	Daylight	Dry	West	West	2	No
756	5951389	10/10/16	Monday	11	Rear End	0	0	Daylight	Dry	West	West	2	No
757	5952394	10/11/16	Tuesday	6	Left Turn	2	0	Dark - Lighted	Dry	Northwest	South	2	No
758	5954094	10/12/16	Wednesday	0	Sideswipe - Same Direction	0	0	Dawn	Dry	West	West	2	No
759	5958788	10/13/16	Thursday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
760	5960448	10/17/16	Monday	16	Rear End	1	0	Daylight	Dry	East	East	2	No
761	5960555	10/17/16	Monday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
762	5968425	10/22/16	Saturday	14	Other	1	0	Daylight	Dry	East	East	2	No
763	5974757	10/25/16	Tuesday	8	Rear End	1	0	Daylight	Dry	East	East	2	No
764	5974613	10/27/16	Thursday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	3	No
765	5982812	10/27/16	Thursday	20	Head-On	3	0	Dark - Lighted	Dry	None	South	2	No
766	5978407	10/30/16	Sunday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
767	5979219	10/31/16	Monday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
768	5983716	11/01/16	Tuesday	0	Rear End	0	0	Daylight	Dry	South	South	2	No
769	5983282	11/02/16	Wednesday	5	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
770	5983473	11/02/16	Wednesday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
771	5985031	11/02/16	Wednesday	10	Sideswipe - Opposite Direction	0	0	Daylight	Dry	South	North	2	No
772	5985435	11/02/16	Wednesday	17	Other Single Vehicle	0	0	Daylight	Dry	East	N/A	1	No
773	5986909	11/04/16	Friday	22	Rear End	2	0	Dark - Lighted	Dry	East	East	2	No
774	5987780	11/05/16	Saturday	20	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 **Through** Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
775	5988591	11/06/16	Sunday	22	Angle	2	0	Dark - Lighted	Dry	West	South	2	No
776	5989464	11/07/16	Monday	9	Other	0	0	Daylight	Dry	East	East	2	No
777	5990185	11/07/16	Monday	18	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
778	5993182	11/09/16	Wednesday	17	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
779	6046843	11/10/16	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	3	No
780	5995223	11/11/16	Friday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
781	5995423	11/11/16	Friday	18	Backed Into	0	0	Dark - Not Lighted	Dry	West	West	2	No
782	5999475	11/15/16	Tuesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
783	6004402	11/18/16	Friday	6	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
784	6007897	11/21/16	Monday	10	Angle	0	0	Daylight	Dry	Unknown	East	2	No
785	6009036	11/21/16	Monday	16	Rear End	0	0	Daylight	Dry	West	West	2	No
786	6007302	11/21/16	Monday	1	Hit Guardrail	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
787	6012878	11/24/16	Thursday	17	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
788	6034236	11/25/16	Friday	8	Angle	0	0	Daylight	Dry	South	East	2	No
789	6015216	11/27/16	Sunday	1	Hit Other Fixed Object	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
790	6020262	11/30/16	Wednesday	0	Rear End	0	0	Dark - Lighted	Wet	West	West	2	No
791	6021525	12/01/16	Thursday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
792	6023894	12/03/16	Saturday	23	Rear End	0	0	Dark - Lighted	Wet	North	North	3	No
793	6026885	12/05/16	Monday	19	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	Unknown	East	2	No
794	6037665	12/12/16	Monday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
795	6036967	12/12/16	Monday	7	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
796	6040861	12/14/16	Wednesday	13	Rear End	0	0	Daylight	Dry	West	West	2	No
797	6042761	12/16/16	Friday	0	Rear End	0	0	Daylight	Dry	West	West	2	No
798	6042528	12/16/16	Friday	6	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
799	6043405	12/17/16	Saturday	3	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
800	6044623	12/18/16	Sunday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
801	6044991	12/18/16	Sunday	20	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	West	West	2	No
802	6049836	12/20/16	Tuesday	17	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
803	6048396	12/20/16	Tuesday	18	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
804	6049628	12/21/16	Wednesday	18	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
805	6051403	12/22/16	Thursday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
806	6052439	12/23/16	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
807	6053320	12/24/16	Saturday	15	Angle	0	0	Daylight	Dry	Unknown	South	2	No
808	6061406	12/30/16	Friday	20	Angle	2	0	Dark - Not Lighted	Dry	West	South	2	No
809	6063622	01/02/17	Monday	19	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	North	North	2	No
810	6065515	01/03/17	Tuesday	14	Rear End	0	0	Daylight	Wet	West	West	2	No
811	6071137	01/08/17	Sunday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
812	6071296	01/08/17	Sunday	10	Rear End	1	0	Daylight	Dry	South	South	2	No
813	6071237	01/08/17	Sunday	11	Rear End	0	0	Daylight	Dry	South	South	2	No
814	6072311	01/09/17	Monday	11	Rear End	0	0	Daylight	Dry	West	West	2	No
815	6073812	01/10/17	Tuesday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
816	6073629	01/10/17	Tuesday	13	Rear End	1	0	Daylight	Dry	West	West	2	No
817	6076265	01/12/17	Thursday	18	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
818	6078680	01/14/17	Saturday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
819	6084365	01/18/17	Wednesday	0	Rear End	2	0	Daylight	Dry	East	East	2	No
820	6084021	01/18/17	Wednesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
821	6087691	01/20/17	Friday	9	Sideswipe - Same Direction	2	0	Daylight	Wet	North	North	3	No
822	6087690	01/20/17	Friday	8	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	3	No
823	6087851	01/20/17	Friday	0	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
824	6087945	01/20/17	Friday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
825	6090953	01/23/17	Monday	14	Left Turn	0	0	Daylight	Dry	South	North	2	No
826	6092565	01/24/17	Tuesday	19	Left Turn	0	0	Dark - Lighted	Dry	Northwest	South	2	No
827	6093530	01/25/17	Wednesday	19	Angle	1	0	Dark - Lighted	Dry	West	South	2	No
828	6093525	01/25/17	Wednesday	20	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
829	6093935	01/26/17	Thursday	7	Rear End	2	0	Daylight	Dry	West	West	3	No
830	6107653	01/28/17	Saturday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
831	6096760	01/28/17	Saturday	22	Rear End	0	0	Dark - Not Lighted	Dry	Unknown	West	2	No
832	6097208	01/29/17	Sunday	18	Hit Other Fixed Object	0	0	Daylight	Dry	East	N/A	1	No
833	6101703	02/01/17	Wednesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
834	6103508	02/02/17	Thursday	17	Rear End	0	0	Dusk	Wet	East	East	3	No
835	6102358	02/02/17	Thursday	8	Left Turn	3	0	Daylight	Dry	North	South	2	No
836	6118344	02/03/17	Friday	12	Sideswipe - Same Direction	2	0	Daylight	Dry	South	South	2	No
837	6106547	02/04/17	Saturday	17	Rear End	0	0	Daylight	Dry	East	East	3	No
838	6105899	02/04/17	Saturday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
839	6106765	02/05/17	Sunday	23	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
840	6106910	02/06/17	Monday	5	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
841	6110733	02/08/17	Wednesday	19	Angle	1	0	Dark - Lighted	Dry	West	South	2	No
842	6110945	02/09/17	Thursday	6	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
843	6114826	02/11/17	Saturday	15	Other	0	0	Daylight	Dry	East	East	2	No
844	6114752	02/11/17	Saturday	0	Rear End	0	0	Daylight	Dry	East	East	2	No
845	6115214	02/12/17	Sunday	8	Hit Other Fixed Object	0	0	Daylight	Dry	East	N/A	1	No
846	6116179	02/13/17	Monday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
847	6117127	02/14/17	Tuesday	6	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
848	6117721	02/14/17	Tuesday	12	Rear End	0	0	Daylight	Dry	West	West	2	No
849	6118642	02/15/17	Wednesday	0	Sideswipe - Same Direction	0	0	Daylight	Wet	North	North	2	No
850	6122020	02/17/17	Friday	0	Hit Other Fixed Object	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
851	6123151	02/19/17	Sunday	0	Rear End	1	0	Dark - Not Lighted	Dry	West	West	2	No
852	6127134	02/22/17	Wednesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
853	6132840	02/28/17	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
854	6145615	03/10/17	Friday	7	Rear End	0	0	Daylight	Wet	East	East	2	No
855	6146260	03/10/17	Friday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
856	6145358	03/10/17	Friday	5	Sideswipe - Opposite Direction	0	0	Dark - Lighted	Wet	North	South	2	No
857	6146935	03/11/17	Saturday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
858	6165833	03/26/17	Sunday	12	Rear End	0	0	Daylight	Dry	North	North	2	No
859	6167184	03/27/17	Monday	8	Rear End	2	0	Daylight	Dry	West	West	4	No
860	6169413	03/28/17	Tuesday	21	Left Turn	2	0	Dark - Lighted	Dry	North	South	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 **Through** Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
861	6171967	03/30/17	Thursday	15	Other	0	1	Daylight	Dry	East	East	2	No
862	6172474	03/31/17	Friday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
863	6176151	04/03/17	Monday	13	Other Single Vehicle	0	0	Daylight	Wet	East	N/A	1	No
864	6183844	04/07/17	Friday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
865	6190779	04/12/17	Wednesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
866	6190469	04/12/17	Wednesday	6	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
867	6192402	04/13/17	Thursday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
868	6194208	04/14/17	Friday	21	Rear End	0	0	Dark - Lighted	Dry	Unknown	North	2	No
869	6202874	04/22/17	Saturday	0	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
870	6204767	04/24/17	Monday	6	Left Turn	1	0	Dark - Lighted	Wet	Northwest	South	2	No
871	6206324	04/25/17	Tuesday	6	Rear End	0	0	Dark - Not Lighted	Dry	West	West	3	No
872	6206097	04/25/17	Tuesday	0	Hit Other Fixed Object	1	0	Dark - Not Lighted	Dry	East	N/A	1	No
873	6207552	04/26/17	Wednesday	5	Rear End	1	0	Dark - Lighted	Dry	North	North	2	No
874	6197139	04/29/17	Saturday	21	Sideswipe - Opposite Direction	0	0	Daylight	Dry	West	West	2	No
875	6216720	05/03/17	Wednesday	9	Rear End	0	0	Daylight	Dry	North	None	2	No
876	6220445	05/05/17	Friday	20	Angle	0	0	Dark - Lighted	Dry	Unknown	South	2	No
877	6231739	05/13/17	Saturday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
878	6232788	05/14/17	Sunday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
879	6232652	05/14/17	Sunday	13	Other	0	0	Daylight	Dry	West	West	2	No
880	6232455	05/14/17	Sunday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
881	6234070	05/15/17	Monday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
882	6240926	05/19/17	Friday	0	Rear End	1	0	Daylight	Dry	West	West	2	No
883	6242558	05/21/17	Sunday	17	Rear End	0	0	Daylight	Dry	Southeast	Southeast	2	No
884	6253100	05/22/17	Monday	17	Rear End	0	0	Daylight	Dry	East	East	3	No
885	6245535	05/23/17	Tuesday	0	Right Turn	0	0	Daylight	Wet	East	South	2	No
886	6248005	05/24/17	Wednesday	0	Rear End	0	0	Daylight	Wet	North	North	2	No
887	6248538	05/25/17	Thursday	4	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Wet	West	West	3	No
888	6250740	05/26/17	Friday	12	Angle	0	0	Daylight	Dry	None	South	2	No
889	6250892	05/26/17	Friday	15	Rear End	1	0	Daylight	Dry	South	South	2	No
890	6252280	05/28/17	Sunday	21	Left Turn	0	0	Dark - Lighted	Dry	Northeast	South	2	No
891	6253170	05/29/17	Monday	21	Left Turn	2	0	Dark - Lighted	Dry	Northwest	South	2	No
892	6260652	05/30/17	Tuesday	10	Left Turn	0	0	Daylight	Dry	Northwest	South	2	No
893	6257693	05/31/17	Wednesday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
894	6259252	06/01/17	Thursday	22	Left Turn	3	0	Dark - Lighted	Dry	North	South	2	No
895	6261482	06/04/17	Sunday	10	Hit Other Fixed Object	0	0	Daylight	Wet	East	N/A	1	No
896	6267329	06/08/17	Thursday	21	Angle	0	0	Dark - Lighted	Dry	Unknown	South	2	No
897	6266603	06/08/17	Thursday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
898	6268974	06/10/17	Saturday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
899	6273444	06/12/17	Monday	18	Rear End	0	0	Daylight	Dry	South	South	2	No
900	6275421	06/15/17	Thursday	23	Sideswipe - Opposite Direction	0	0	Dark - Not Lighted	Wet	Northwest	South	2	No
901	6275006	06/15/17	Thursday	12	Angle	1	0	Daylight	Dry	West	South	2	No
902	6276922	06/16/17	Friday	15	Angle	3	0	Daylight	Dry	North	East	2	No
903	6275686	06/16/17	Friday	6	Backed Into	0	0	Daylight	Dry	North	North	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
904	6275476	06/16/17	Friday	5	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
905	6278739	06/19/17	Monday	0	Left Turn	2	0	Dark - Lighted	Dry	North	South	2	No
906	6282133	06/21/17	Wednesday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
907	6283178	06/22/17	Thursday	6	Rear End	0	0	Daylight	Wet	West	West	2	No
908	6287539	06/26/17	Monday	6	Rear End	1	0	Daylight	Dry	West	West	4	No
909	6290271	06/28/17	Wednesday	0	Angle	0	0	Dark - Lighted	Dry	South	East	2	No
910	6293533	06/30/17	Friday	14	Rear End	0	0	Daylight	Dry	Unknown	East	2	No
911	6294713	07/01/17	Saturday	19	Rear End	1	0	Dusk	Dry	East	East	2	No
912	6296913	07/03/17	Monday	23	Angle	0	0	Dark - Lighted	Dry	West	South	2	No
913	6302215	07/07/17	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Wet	East	East	2	No
914	6306097	07/11/17	Tuesday	19	Sideswipe - Same Direction	3	0	Daylight	Dry	West	West	2	No
915	6307093	07/12/17	Wednesday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
916	6309626	07/14/17	Friday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
917	6312226	07/17/17	Monday	9	Rear End	0	0	Daylight	Dry	East	East	2	No
918	6312495	07/17/17	Monday	14	Left Turn	1	0	Daylight	Dry	North	South	2	No
919	6314424	07/19/17	Wednesday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
920	6316669	07/21/17	Friday	7	Angle	1	0	Daylight	Dry	East	South	2	No
921	6320184	07/22/17	Saturday	13	Rear End	2	0	Daylight	Dry	East	East	2	No
922	6323168	07/25/17	Tuesday	7	Rear End	0	0	Daylight	Dry	East	East	2	No
923	6323076	07/25/17	Tuesday	7	Hit Guardrail	0	0	Daylight	Dry	East	N/A	1	No
924	6330279	07/30/17	Sunday	0	Hit Median Barrier	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
925	6332498	07/31/17	Monday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
926	6331888	07/31/17	Monday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
927	6338252	08/03/17	Thursday	11	Rear End	1	0	Daylight	Dry	East	East	2	No
928	6340169	08/04/17	Friday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
929	6347709	08/08/17	Tuesday	18	Rear End	1	0	Daylight	Dry	East	East	2	No
930	6345391	08/08/17	Tuesday	9	Rear End	0	0	Daylight	Wet	North	North	2	No
931	6345459	08/08/17	Tuesday	6	Angle	1	0	Daylight	Wet	West	South	2	No
932	6347908	08/09/17	Wednesday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
933	6349129	08/10/17	Thursday	15	Rear End	2	0	Daylight	Dry	East	East	2	No
934	6349955	08/11/17	Friday	8	Angle	0	0	Daylight	Dry	North	East	2	No
935	6356929	08/17/17	Thursday	0	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
936	6358355	08/18/17	Friday	6	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
937	6360460	08/19/17	Saturday	19	Rear End	0	0	Daylight	Dry	East	East	2	No
938	6367699	08/24/17	Thursday	20	Angle	0	0	Dark - Lighted	Dry	West	South	2	No
939	6375340	08/31/17	Thursday	0	Rear End	0	0	Daylight	Dry	East	East	2	No
940	6385728	09/08/17	Friday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
941	6393241	09/15/17	Friday	7	Rear End	1	0	Daylight	Dry	West	West	2	No
942	6396729	09/18/17	Monday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
943	6398332	09/19/17	Tuesday	13	Backed Into	0	0	Daylight	Dry	East	East	2	No
944	6398045	09/19/17	Tuesday	14	Rear End	1	0	Daylight	Dry	North	North	2	No
945	6399424	09/20/17	Wednesday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
946	6398725	09/20/17	Wednesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
947	6405450	09/25/17	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
948	6406770	09/26/17	Tuesday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
949	6406204	09/26/17	Tuesday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
950	6406011	09/26/17	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
951	6406056	09/26/17	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
952	6408182	09/27/17	Wednesday	21	Rear End	0	0	Dawn	Dry	East	East	2	No
953	6407124	09/27/17	Wednesday	5	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No
954	6407228	09/27/17	Wednesday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
955	6409304	09/28/17	Thursday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
956	6411497	09/30/17	Saturday	12	Rear End	3	0	Daylight	Dry	North	North	2	No
957	6412905	10/02/17	Monday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
958	6415966	10/04/17	Wednesday	10	Rear End	1	0	Daylight	Dry	East	East	2	No
959	6423500	10/10/17	Tuesday	10	Left Turn	0	0	Daylight	Dry	North	South	2	No
960	6428232	10/14/17	Saturday	19	Rear End	0	0	Daylight	Dry	East	East	2	No
961	6429375	10/16/17	Monday	9	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
962	6431643	10/18/17	Wednesday	5	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
963	6432733	10/18/17	Wednesday	16	Hit Guardrail	0	0	Daylight	Dry	East	N/A	1	No
964	6433131	10/19/17	Thursday	6	Rear End	0	0	Daylight	Dry	East	East	2	No
965	6437841	10/21/17	Saturday	22	Hit Animal	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
966	6438834	10/23/17	Monday	0	Rear End	0	0	Dark - Not Lighted	Wet	West	West	2	No
967	6440019	10/24/17	Tuesday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
968	6439441	10/24/17	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
969	6494876	10/26/17	Thursday	11	Angle	0	0	Daylight	Dry	West	Southeast	2	No
970	6452994	10/31/17	Tuesday	0	Rear End	0	0	Daylight	Dry	East	East	2	No
971	6460165	11/01/17	Wednesday	2	Hit Animal	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
972	6456349	11/02/17	Thursday	0	Rear End	0	0	Dark - Not Lighted	Dry	Unknown	N/A	2	No
973	6460149	11/06/17	Monday	2	Left Turn	1	0	Dark - Not Lighted	Dry	South	North	2	No
974	6463917	11/08/17	Wednesday	8	Rear End	0	0	Daylight	Wet	West	West	2	No
975	6469889	11/13/17	Monday	6	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
976	6472749	11/14/17	Tuesday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
977	6475081	11/16/17	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
978	6479277	11/19/17	Sunday	15	Rear End	0	0	Daylight	Dry	South	North	2	No
979	6480292	11/20/17	Monday	10	Left Turn	1	0	Daylight	Dry	North	South	2	No
980	6490230	11/28/17	Tuesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
981	6497169	12/03/17	Sunday	7	Hit Embankment	0	0	Dark - Not Lighted	Dry	Unknown	N/A	1	No
982	6499169	12/04/17	Monday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
983	6508541	12/11/17	Monday	8	Rear End	1	0	Daylight	Dry	East	East	2	No
984	6513292	12/13/17	Wednesday	19	Angle	2	0	Dark - Lighted	Dry	West	South	2	No
985	6514691	12/14/17	Thursday	13	Backed Into	1	0	Daylight	Dry	North	North	2	No
986	6516760	12/17/17	Sunday	3	Left Turn	3	0	Dark - Lighted	Dry	North	South	2	No
987	6517930	12/18/17	Monday	9	Rear End	1	0	Daylight	Wet	South	South	2	No
988	6517516	12/18/17	Monday	6	Hit Ditch	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
989	6523314	12/21/17	Thursday	6	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	West	West	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Mountain Industrial Boulevard

County: DeKalb

Period: Jan-13 **Through** Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
990	6631459	12/23/17	Saturday	13	Backed Into	0	0	Daylight	Dry	Unknown	None	2	No
991	6528832	12/27/17	Wednesday	0	Rear End	0	0	Daylight	Wet	North	North	2	No
992	6532057	12/28/17	Thursday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
993	6533873	12/30/17	Saturday	0	Angle	0	0	Dark - Lighted	Dry	South	East	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4319777	01/09/13	Wednesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
2	4326938	01/15/13	Tuesday	7	Rear End	0	0	Dawn	Wet	West	West	2	No
3	4346918	01/17/13	Thursday	17	Rear End	1	0	Dark - Lighted	Wet	East	East	2	No
4	4350927	02/11/13	Monday	9	Rear End	0	0	Daylight	Wet	West	West	2	No
5	4356154	02/16/13	Saturday	11	Rear End	6	0	Daylight	Dry	West	West	2	No
6	4364379	02/23/13	Saturday	3	Other Single Vehicle	0	0	Dark - Not Lighted	Wet	West	N/A	1	Yes
7	4364348	02/23/13	Saturday	0	Rear End	0	0	Dark - Lighted	Wet	East	East	2	No
8	4364888	02/24/13	Sunday	20	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
9	4369469	02/28/13	Thursday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
10	4374380	03/05/13	Tuesday	18	Other Single Vehicle	0	0	Dark - Lighted	Dry	West	N/A	1	No
11	4376352	03/08/13	Friday	12	Rear End	0	0	Daylight	Dry	East	West	2	No
12	4377078	03/10/13	Sunday	0	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	West	West	2	Yes
13	4377085	03/10/13	Sunday	1	Sideswipe - Same Direction	1	0	Dark - Lighted	Dry	East	East	2	No
14	4379030	03/12/13	Tuesday	9	Hit Guardrail	0	0	Daylight	Dry	West	N/A	1	No
15	4382537	03/15/13	Friday	18	Left Turn	0	0	Daylight	Dry	North	South	2	No
16	4390188	03/22/13	Friday	5	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
17	4392096	03/23/13	Saturday	14	Rear End	0	0	Daylight	Wet	East	East	3	No
18	4394513	03/25/13	Monday	16	Backed Into	0	0	Daylight	Dry	East	East	2	No
19	4397439	03/28/13	Thursday	18	Angle	0	0	Daylight	Dry	West	North	2	No
20	4404825	04/04/13	Thursday	15	Hit Parked Vehicle	2	1	Daylight	Wet	West	West	2	No
21	4409857	04/09/13	Tuesday	16	Sideswipe - Same Direction	1	0	Daylight	Dry	East	East	2	No
22	4412571	04/11/13	Thursday	22	Hit Median Barrier	0	0	Dark - Not Lighted	Wet	East	N/A	1	No
23	4413065	04/13/13	Saturday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
24	4417361	04/18/13	Thursday	15	Angle	0	0	Daylight	Dry	West	South	2	No
25	4424329	04/22/13	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
26	4422474	04/23/13	Tuesday	14	Angle	0	0	Daylight	Dry	Unknown	South	2	No
27	4428438	04/29/13	Monday	16	Left Turn	1	0	Daylight	Dry	North	South	2	No
28	4432154	05/03/13	Friday	5	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
29	4435939	05/06/13	Monday	16	Rear End	1	0	Daylight	Dry	East	East	2	No
30	4437007	05/07/13	Tuesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
31	4447611	05/17/13	Friday	21	Hit Guardrail	0	0	Dark - Lighted	Wet	West	N/A	1	No
32	4447574	05/18/13	Saturday	0	Left Turn	0	0	Dark - Not Lighted	Wet	North	South	2	No
33	4451240	05/21/13	Tuesday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
34	4451636	05/22/13	Wednesday	1	Hit Animal	1	0	Dark - Not Lighted	Dry	West	N/A	1	No
35	4476409	06/13/13	Thursday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
36	4479882	06/17/13	Monday	8	Rear End	0	0	Daylight	Wet	West	West	2	No
37	4480403	06/17/13	Monday	6	Rear End	0	0	Dark - Not Lighted	Wet	Unknown	West	2	No
38	4481722	06/18/13	Tuesday	5	Hit Other Fixed Object	0	0	Daylight	Wet	West	N/A	1	No
39	4482962	06/18/13	Tuesday	6	Hit Parked Vehicle	2	0	Dark - Not Lighted	Wet	West	West	2	No
40	4480749	06/18/13	Tuesday	6	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
41	4482567	06/19/13	Wednesday	17	Angle	0	0	Daylight	Dry	West	South	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
42	4519266	06/26/13	Wednesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
43	4487132	06/26/13	Wednesday	6	Rear End	0	0	Dawn	Dry	West	West	2	No
44	4495882	07/07/13	Sunday	6	Hit Other Fixed Object	0	0	Daylight	Wet	East	N/A	1	No
45	4499402	07/11/13	Thursday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
46	4502831	07/12/13	Friday	16	Left Turn	0	0	Daylight	Wet	Southeast	Northwest	2	No
47	4502759	07/12/13	Friday	17	Rear End	0	0	Daylight	Wet	East	East	2	No
48	4503374	07/14/13	Sunday	5	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
49	4504198	07/15/13	Monday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
50	4507451	07/18/13	Thursday	19	Rear End	1	0	Daylight	Dry	West	West	2	No
51	4529738	08/04/13	Sunday	0	Left Turn	3	0	Dark - Lighted	Dry	South	North	2	No
52	4536497	08/11/13	Sunday	4	Hit Ditch	2	0	Dark - Lighted	Dry	East	N/A	1	No
53	4541283	08/16/13	Friday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
54	4562434	09/05/13	Thursday	4	Left Turn	3	0	Dark - Lighted	Dry	South	North	2	Yes
55	4567646	09/11/13	Wednesday	14	Rear End	0	0	Daylight	Dry	North	North	2	No
56	4568166	09/12/13	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
57	4569377	09/13/13	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
58	4573836	09/19/13	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
59	4575976	09/20/13	Friday	7	Rear End	1	0	Daylight	Dry	West	West	2	No
60	4579689	09/24/13	Tuesday	8	Rear End	0	0	Daylight	Wet	West	West	2	No
61	4581601	09/25/13	Wednesday	7	Backed Into	0	0	Daylight	Wet	West	West	4	No
62	4589374	10/02/13	Wednesday	17	Rear End	1	0	Daylight	Dry	Southeast	Southeast	2	No
63	4612444	10/20/13	Sunday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
64	4627635	10/31/13	Thursday	17	Sideswipe - Same Direction	0	0	Dusk	Dry	East	East	2	No
65	4629379	11/02/13	Saturday	16	Rear End	0	0	Daylight	Dry	West	West	2	No
66	4633388	11/07/13	Thursday	6	Rear End	0	0	Dark - Lighted	Wet	West	West	2	No
67	4635518	11/09/13	Saturday	20	Angle	1	0	Dark - Lighted	Dry	West	South	2	No
68	4641336	11/14/13	Thursday	15	Sideswipe - Same Direction	2	0	Daylight	Dry	Unknown	West	2	No
69	4643985	11/15/13	Friday	19	Head-On	0	0	Dark - Lighted	Wet	North	South	2	No
70	4648075	11/19/13	Tuesday	17	Rear End	0	0	Daylight	Dry	Unknown	West	2	No
71	4652918	11/23/13	Saturday	15	Rear End	0	0	Daylight	Dry	West	West	2	No
72	4660342	12/02/13	Monday	7	Rear End	1	0	Daylight	Wet	East	West	3	No
73	4662940	12/04/13	Wednesday	10	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
74	4671162	12/11/13	Wednesday	5	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
75	4671789	12/11/13	Wednesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
76	4684422	12/23/13	Monday	0	Rear End	0	0	Dark - Lighted	Wet	Unknown	East	2	No
77	4699909	01/10/14	Friday	17	Rear End	0	0	Daylight	Wet	South	South	2	No
78	4700180	01/11/14	Saturday	9	Rear End	0	0	Daylight	Wet	Unknown	N/A	3	No
79	4705636	01/16/14	Thursday	10	Rear End	2	0	Daylight	Dry	West	West	2	No
80	4712219	01/23/14	Thursday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
81	4713899	01/26/14	Sunday	23	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	East	East	2	No
82	4722396	02/03/14	Monday	16	Rear End	0	0	Daylight	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
83	4727713	02/10/14	Monday	4	Hit Other Fixed Object	0	0	Dark - Not Lighted	Dry	East	N/A	1	Yes
84	4740600	02/20/14	Thursday	7	Rear End	1	0	Dawn	Dry	West	West	3	No
85	4743198	02/22/14	Saturday	20	Rear End	1	0	Dark - Not Lighted	Dry	East	East	2	No
86	4743879	02/25/14	Tuesday	13	Angle	0	0	Daylight	Dry	West	South	2	No
87	4744824	02/26/14	Wednesday	6	Rear End	1	0	Daylight	Wet	West	West	3	No
88	4748693	03/03/14	Monday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
89	4760519	03/13/14	Thursday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
90	4767514	03/20/14	Thursday	9	Rear End	1	0	Daylight	Dry	West	West	2	No
91	4773882	03/27/14	Thursday	20	Other Single Vehicle	0	0	Dark - Not Lighted	Dry	South	N/A	1	No
92	4774460	03/28/14	Friday	7	Rear End	0	0	Dark - Lighted	Wet	West	West	2	No
93	4775458	03/29/14	Saturday	18	Hit Curb	0	0	Daylight	Wet	West	N/A	1	No
94	4778952	04/01/14	Tuesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	East	2	No
95	4780449	04/03/14	Thursday	19	Rear End	0	0	Daylight	Dry	Northwest	North	2	No
96	4789136	04/12/14	Saturday	9	Rear End	0	0	Daylight	Dry	North	West	2	No
97	4793609	04/16/14	Wednesday	6	Rear End	0	0	Dawn	Dry	West	West	2	No
98	4797351	04/20/14	Sunday	19	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
99	4830822	04/29/14	Tuesday	8	Rear End	0	0	Daylight	Wet	West	West	2	No
100	4836489	05/05/14	Monday	11	Rear End	0	0	Daylight	Dry	West	West	2	No
101	4840055	05/07/14	Wednesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
102	4851740	05/19/14	Monday	6	Rear End	0	0	Daylight	Wet	West	West	2	No
103	4851737	05/19/14	Monday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
104	4853232	05/20/14	Tuesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
105	4857195	05/23/14	Friday	23	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
106	4874279	06/10/14	Tuesday	23	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
107	4880103	06/17/14	Tuesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
108	4885978	06/23/14	Monday	14	Rear End	0	0	Daylight	Dry	West	West	2	No
109	4891763	06/27/14	Friday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
110	4898324	07/05/14	Saturday	20	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
111	4900883	07/08/14	Tuesday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
112	4901115	07/08/14	Tuesday	17	Rear End	7	0	Daylight	Dry	South	South	4	No
113	4902246	07/09/14	Wednesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
114	4902245	07/09/14	Wednesday	17	Rear End	0	0	Daylight	Dry	North	East	2	No
115	4904639	07/11/14	Friday	23	Hit Other Fixed Object	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
116	4913846	07/21/14	Monday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
117	4929449	07/26/14	Saturday	21	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
118	4937521	08/11/14	Monday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
119	4935892	08/12/14	Tuesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
120	4936010	08/13/14	Wednesday	1	Rear End	1	0	Dark - Not Lighted	Dry	East	East	2	No
121	4945186	08/20/14	Wednesday	17	Rear End	0	0	Daylight	Dry	West	West	2	No
122	4945187	08/20/14	Wednesday	17	Rear End	0	0	Daylight	Dry	West	West	2	No
123	4949411	08/23/14	Saturday	16	Angle	3	0	Daylight	Dry	West	North	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
124	4955444	08/28/14	Thursday	6	Rear End	0	0	Dawn	Dry	West	West	2	No
125	4959313	09/02/14	Tuesday	7	Rear End	0	0	Dawn	Dry	West	West	2	No
126	4971882	09/09/14	Tuesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
127	4972556	09/10/14	Wednesday	7	Hit Other Fixed Object	1	0	Daylight	Dry	West	N/A	1	No
128	4983721	09/17/14	Wednesday	19	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
129	4985750	09/19/14	Friday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
130	4987172	09/21/14	Sunday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
131	4987135	09/21/14	Sunday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
132	4993100	09/23/14	Tuesday	6	Rear End	1	0	Dark - Lighted	Dry	West	West	2	No
133	4999594	09/29/14	Monday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
134	5003139	10/01/14	Wednesday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
135	5008575	10/04/14	Saturday	22	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
136	5015029	10/09/14	Thursday	9	Hit Culvert	1	0	Daylight	Dry	West	N/A	1	No
137	5017830	10/15/14	Wednesday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
138	5021248	10/18/14	Saturday	16	Rear End	0	0	Daylight	Dry	West	West	2	No
139	5022349	10/20/14	Monday	8	Rear End	0	0	Daylight	Dry	West	West	2	Yes
140	5024107	10/22/14	Wednesday	6	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
141	5033639	10/29/14	Wednesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
142	5038829	11/03/14	Monday	19	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
143	5043067	11/07/14	Friday	7	Rear End	1	0	Daylight	Dry	West	West	2	No
144	5049614	11/13/14	Thursday	6	Rear End	1	0	Dark - Lighted	Dry	West	West	2	No
145	5053720	11/17/14	Monday	15	Rear End	2	0	Daylight	Wet	East	East	2	No
146	5056784	11/18/14	Tuesday	15	Rear End	2	0	Daylight	Dry	East	East	3	No
147	5056269	11/19/14	Wednesday	6	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
148	5060403	11/22/14	Saturday	7	Hit Embankment	0	0	Dark - Lighted	Dry	East	N/A	1	No
149	5074245	12/04/14	Thursday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	3	No
150	5087874	12/09/14	Tuesday	12	Hit Guardrail	0	0	Daylight	Dry	East	N/A	1	No
151	5087994	12/10/14	Wednesday	11	Rear End	0	0	Daylight	Dry	East	East	2	No
152	5091201	12/11/14	Thursday	9	Rear End	2	0	Daylight	Dry	West	West	3	No
153	5089534	12/11/14	Thursday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
154	5098812	12/17/14	Wednesday	7	Rear End	0	0	Dawn	Dry	West	West	2	No
155	5102531	12/20/14	Saturday	14	Hit Guardrail	0	0	Daylight	Dry	West	N/A	1	No
156	5102474	12/20/14	Saturday	15	Angle	0	0	Daylight	Dry	West	South	2	No
157	5107091	12/26/14	Friday	18	Angle	0	0	Dark - Lighted	Dry	East	Southeast	2	No
158	5107206	12/26/14	Friday	5	Overtuned	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
159	5106847	12/26/14	Friday	9	Sideswipe - Same Direction	1	0	Daylight	Dry	East	East	3	No
160	5107382	12/27/14	Saturday	19	Rear End	0	0	Dark - Lighted	Wet	East	East	2	No
161	5112126	12/30/14	Tuesday	19	Backed Into	0	0	Dark - Not Lighted	Dry	North	North	2	No
162	5118368	01/02/15	Friday	18	Rear End	2	0	Dark - Lighted	Dry	East	East	2	No
163	5118147	01/05/15	Monday	9	Other	0	0	Daylight	Dry	West	West	2	No
164	5124184	01/08/15	Thursday	21	Rear End	0	0	Dark - Lighted	Dry	East	East	4	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
165	5137938	01/23/15	Friday	18	Hit Embankment	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
166	5145417	01/28/15	Wednesday	16	Rear End	1	0	Daylight	Dry	East	East	2	No
167	5157974	02/02/15	Monday	17	Angle	0	0	Daylight	Dry	West	North	2	No
168	5165784	02/04/15	Wednesday	7	Rear End	0	0	Daylight	Dry	West	West	3	No
169	5169454	02/06/15	Friday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
170	5169583	02/06/15	Friday	22	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	East	East	2	No
171	5173850	02/11/15	Wednesday	6	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
172	5175545	02/12/15	Thursday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
173	5177441	02/14/15	Saturday	5	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
174	5177844	02/15/15	Sunday	20	Hit Other Fixed Object	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
175	5215281	02/21/15	Saturday	22	Rear End	0	0	Dark - Lighted	Wet	South	South	2	No
176	5203506	03/03/15	Tuesday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
177	5215571	03/04/15	Wednesday	18	Rear End	0	0	Dusk	Dry	None	None	2	No
178	5213088	03/11/15	Wednesday	7	Rear End	1	0	Dark - Not Lighted	Dry	West	West	2	No
179	5219507	03/16/15	Monday	18	Rear End	0	0	Daylight	Dry	South	South	2	No
180	5220202	03/18/15	Wednesday	7	Rear End	0	0	Daylight	Dry	West	West	3	No
181	5230208	03/21/15	Saturday	22	Hit Guardrail	0	0	Dark - Not Lighted	Wet	North	N/A	1	No
182	5226626	03/23/15	Monday	16	Rear End	0	0	Daylight	Dry	Unknown	East	5	No
183	5231872	03/26/15	Thursday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
184	5233212	03/27/15	Friday	15	Backed Into	0	0	Daylight	Dry	South	South	2	No
185	5233213	03/27/15	Friday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
186	5237338	03/30/15	Monday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
187	5235431	03/30/15	Monday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
188	5235407	03/30/15	Monday	8	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
189	5238073	04/01/15	Wednesday	6	Rear End	0	0	Dark - Lighted	Wet	West	West	2	No
190	5242173	04/06/15	Monday	6	Other Single Vehicle	1	0	Daylight	Dry	East	N/A	1	No
191	5242916	04/06/15	Monday	6	Rear End	0	0	Dark - Lighted	Dry	East	East	3	No
192	5248402	04/10/15	Friday	4	Left Turn	2	0	Dark - Lighted	Dry	North	South	2	No
193	5250423	04/12/15	Sunday	20	Other	0	0	Dark - Not Lighted	Dry	East	East	2	No
194	5255017	04/16/15	Thursday	12	Rear End	2	0	Daylight	Dry	West	West	2	No
195	5256097	04/16/15	Thursday	13	Rear End	0	0	Daylight	Dry	West	West	2	No
196	5270492	04/25/15	Saturday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
197	5273781	05/01/15	Friday	16	Sideswipe - Opposite Direction	0	0	Daylight	Dry	East	East	2	No
198	5275530	05/03/15	Sunday	8	Angle	0	0	Daylight	Dry	Unknown	East	2	No
199	5278947	05/07/15	Thursday	1	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
200	5285507	05/11/15	Monday	22	Rear End	1	0	Dark - Lighted	Dry	East	East	4	No
201	5287248	05/12/15	Tuesday	21	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
202	5287310	05/13/15	Wednesday	6	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
203	5288089	05/13/15	Wednesday	18	Rear End	0	0	Daylight	Dry	South	South	2	No
204	5297237	05/20/15	Wednesday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
205	5300185	05/22/15	Friday	22	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
206	5300924	05/23/15	Saturday	23	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
207	5304484	05/26/15	Tuesday	21	Rear End	0	0	Dark - Lighted	Wet	East	East	2	No
208	5304371	05/26/15	Tuesday	22	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	West	West	2	No
209	5308288	05/28/15	Thursday	18	Angle	0	0	Daylight	Wet	East	South	2	No
210	5307799	05/29/15	Friday	15	Sideswipe - Same Direction	2	0	Daylight	Dry	South	South	2	No
211	5313137	06/03/15	Wednesday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
212	5318001	06/08/15	Monday	1	Backed Into	0	0	Dark - Not Lighted	Dry	East	East	2	No
213	5322789	06/09/15	Tuesday	2	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
214	5339260	06/28/15	Sunday	20	Rear End	2	0	Daylight	Dry	East	East	2	No
215	5341103	06/30/15	Tuesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
216	5344080	07/02/15	Thursday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	3	No
217	5344077	07/02/15	Thursday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
218	5346242	07/05/15	Sunday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
219	5350790	07/09/15	Thursday	8	Rear End	1	0	Daylight	Dry	West	West	2	No
220	5352335	07/11/15	Saturday	1	Left Turn	0	0	Dark - Not Lighted	Dry	North	South	2	No
221	5356333	07/14/15	Tuesday	7	Rear End	0	0	Daylight	Dry	West	West	3	No
222	5356836	07/14/15	Tuesday	23	Rear End	0	0	Dark - Not Lighted	Wet	West	West	4	No
223	5357879	07/15/15	Wednesday	16	Rear End	3	0	Daylight	Dry	West	West	2	No
224	5359073	07/16/15	Thursday	18	Rear End	4	0	Daylight	Dry	East	East	2	No
225	5360453	07/18/15	Saturday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
226	5361110	07/19/15	Sunday	14	Other	0	0	Daylight	Dry	Unknown	East	2	No
227	5365064	07/22/15	Wednesday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
228	5372583	07/25/15	Saturday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
229	5371460	07/28/15	Tuesday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
230	5371615	07/28/15	Tuesday	9	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
231	5372578	07/29/15	Wednesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
232	5377876	08/03/15	Monday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
233	5380893	08/05/15	Wednesday	21	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
234	5380058	08/05/15	Wednesday	1	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
235	5382210	08/06/15	Thursday	22	Hit Embankment	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
236	5394156	08/17/15	Monday	8	Rear End	0	0	Daylight	Wet	West	West	2	No
237	5396983	08/19/15	Wednesday	20	Rear End	0	0	Dark - Lighted	Wet	East	East	2	No
238	5415084	08/29/15	Saturday	13	Rear End	2	0	Daylight	Dry	West	West	2	No
239	5408997	08/29/15	Saturday	21	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
240	5414258	09/03/15	Thursday	17	Rear End	0	0	Daylight	Wet	South	South	2	No
241	5416102	09/06/15	Sunday	8	Other	0	0	Daylight	Dry	West	West	2	No
242	5417241	09/08/15	Tuesday	9	Rear End	1	0	Daylight	Dry	West	West	2	No
243	5426380	09/14/15	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
244	5424982	09/14/15	Monday	11	Rear End	1	0	Dark - Lighted	Dry	East	East	3	No
245	5424367	09/14/15	Monday	10	Rear End	0	0	Daylight	Dry	West	West	2	No
246	5424435	09/14/15	Monday	9	Rear End	0	0	Daylight	Dry	West	West	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
247	5427026	09/16/15	Wednesday	17	Angle	2	0	Daylight	Dry	West	South	2	No
248	5427867	09/17/15	Thursday	18	Rear End	1	0	Daylight	Dry	East	East	2	No
249	5427731	09/17/15	Thursday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
250	5431195	09/21/15	Monday	7	Rear End	0	0	Dawn	Dry	West	West	2	No
251	5431199	09/21/15	Monday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
252	5431198	09/21/15	Monday	6	Rear End	0	0	Daylight	Dry	West	West	3	No
253	5431848	09/22/15	Tuesday	7	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
254	5440506	09/23/15	Wednesday	9	Rear End	1	0	Daylight	Dry	West	West	4	No
255	5444474	09/28/15	Monday	0	Hit Tree	0	1	Dark - Not Lighted	Dry	East	N/A	1	No
256	5477842	10/01/15	Thursday	14	Rear End	0	0	Daylight	Wet	East	East	2	No
257	5455543	10/03/15	Saturday	23	Rear End	1	0	Dark - Not Lighted	Wet	East	East	3	No
258	5459494	10/06/15	Tuesday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
259	5460801	10/07/15	Wednesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
260	5461670	10/08/15	Thursday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
261	5465716	10/12/15	Monday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
262	5465698	10/12/15	Monday	17	Sideswipe - Same Direction	1	0	Daylight	Dry	Northeast	Northeast	2	No
263	5466723	10/13/15	Tuesday	7	Rear End	1	0	Dawn	Wet	West	West	2	No
264	5470121	10/15/15	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	3	No
265	5473231	10/19/15	Monday	3	Hit Guardrail	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
266	5476472	10/20/15	Tuesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
267	5479477	10/22/15	Thursday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
268	5493969	10/24/15	Saturday	3	Angle	0	0	Dark - Lighted	Dry	East	South	2	No
269	5491159	10/27/15	Tuesday	9	Rear End	0	0	Daylight	Wet	West	West	2	No
270	5486047	10/27/15	Tuesday	16	Angle	0	0	Daylight	Wet	West	South	2	No
271	5488993	10/29/15	Thursday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
272	5488186	10/29/15	Thursday	6	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
273	5493450	11/02/15	Monday	7	Hit Guardrail	1	0	Dark - Not Lighted	Wet	East	N/A	1	No
274	5493478	11/02/15	Monday	8	Rear End	1	0	Daylight	Wet	West	West	2	No
275	5496452	11/03/15	Tuesday	16	Sideswipe - Same Direction	0	0	Daylight	Wet	East	East	2	No
276	5498248	11/05/15	Thursday	6	Rear End	0	0	Daylight	Wet	West	West	2	No
277	5498540	11/05/15	Thursday	6	Rear End	0	0	Daylight	Wet	West	West	2	No
278	5505942	11/10/15	Tuesday	12	Other	0	0	Daylight	Dry	West	West	2	No
279	5518561	11/21/15	Saturday	12	Other Single Vehicle	0	0	Daylight	Dry	East	N/A	1	No
280	5528669	11/29/15	Sunday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	East	2	No
281	5529252	11/30/15	Monday	6	Rear End	1	0	Dark - Not Lighted	Dry	West	West	2	No
282	5532323	12/01/15	Tuesday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
283	5539427	12/07/15	Monday	2	Rear End	2	0	Dark - Not Lighted	Dry	East	East	2	No
284	5541239	12/08/15	Tuesday	3	Hit Other Fixed Object	0	0	Dark - Lighted	Dry	East	N/A	1	No
285	5549887	12/14/15	Monday	18	Rear End	1	0	Dark - Not Lighted	Dry	East	East	3	No
286	5559359	12/17/15	Thursday	8	Rear End	0	0	Daylight	Wet	Unknown	East	2	No
287	5559733	12/19/15	Saturday	15	Left Turn	1	0	Daylight	Dry	North	South	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
288	5566319	12/25/15	Friday	16	Sideswipe - Same Direction	3	0	Daylight	Wet	East	East	2	No
289	5571536	12/28/15	Monday	14	Rear End	0	0	Daylight	Wet	East	East	2	No
290	5578224	12/31/15	Thursday	0	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	West	West	2	No
291	5578080	01/02/16	Saturday	18	Sideswipe - Same Direction	3	0	Dark - Not Lighted	Dry	West	West	2	No
292	5578077	01/02/16	Saturday	19	Rear End	0	0	Dark - Not Lighted	Dry	West	West	3	No
293	5578255	01/02/16	Saturday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
294	5589827	01/02/16	Saturday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
295	5578075	01/02/16	Saturday	19	Angle	0	0	Dark - Not Lighted	Dry	West	South	2	No
296	5578226	01/03/16	Sunday	1	Hit Mailbox	0	0	Dark - Lighted	Dry	East	N/A	1	No
297	5579144	01/04/16	Monday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
298	5579034	01/04/16	Monday	7	Rear End	2	0	Daylight	Dry	West	West	4	No
299	5582014	01/05/16	Tuesday	17	Hit Median Barrier	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
300	5582197	01/06/16	Wednesday	4	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
301	5597369	01/13/16	Wednesday	17	Rear End	1	0	Dark - Lighted	Dry	East	East	2	No
302	5601361	01/13/16	Wednesday	14	Rear End	0	0	Daylight	Dry	Unknown	East	3	No
303	5610962	01/25/16	Monday	22	Hit Other Fixed Object	0	0	Dark - Lighted	Dry	West	N/A	1	No
304	5610392	01/25/16	Monday	10	Rear End	0	0	Daylight	Dry	North	North	2	No
305	5619216	01/29/16	Friday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
306	5617132	01/29/16	Friday	17	Rear End	0	0	Daylight	Dry	West	West	2	No
307	5622645	02/02/16	Tuesday	20	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
308	5624136	02/04/16	Thursday	21	Rear End	1	0	Daylight	Dry	East	East	2	No
309	5632607	02/10/16	Wednesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
310	5632643	02/10/16	Wednesday	0	Rear End	3	0	Dark - Not Lighted	Dry	West	West	2	No
311	5632606	02/10/16	Wednesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
312	5637316	02/11/16	Thursday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
313	5638396	02/16/16	Tuesday	6	Sideswipe - Same Direction	1	0	Dark - Lighted	Wet	West	West	2	No
314	5644846	02/22/16	Monday	6	Rear End	1	0	Dark - Not Lighted	Wet	West	West	3	No
315	5648641	02/22/16	Monday	23	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	Unknown	East	2	No
316	5646901	02/23/16	Tuesday	7	Rear End	1	0	Daylight	Wet	West	West	3	No
317	5648330	02/23/16	Tuesday	22	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	Unknown	East	2	No
318	5648644	02/24/16	Wednesday	6	Rear End	0	0	Dark - Not Lighted	Wet	East	East	2	No
319	5668262	02/24/16	Wednesday	13	Rear End	0	0	Daylight	Wet	East	East	2	No
320	5649520	02/25/16	Thursday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
321	5653451	02/29/16	Monday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
322	5657082	03/01/16	Tuesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
323	5661911	03/03/16	Thursday	20	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
324	5668265	03/04/16	Friday	18	Left Turn	1	0	Daylight	Dry	South	North	2	No
325	5663830	03/07/16	Monday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
326	5667854	03/09/16	Wednesday	16	Rear End	5	0	Daylight	Dry	East	East	4	No
327	5670907	03/11/16	Friday	23	Rear End	0	0	Dark - Not Lighted	Dry	East	East	3	No
328	5670899	03/11/16	Friday	22	Rear End	2	0	Dark - Not Lighted	Dry	East	East	3	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
329	5678097	03/15/16	Tuesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
330	5674193	03/15/16	Tuesday	6	Rear End	1	0	Dark - Not Lighted	Dry	West	West	2	No
331	5677157	03/16/16	Wednesday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
332	5675381	03/16/16	Wednesday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	East	2	No
333	5685307	03/22/16	Tuesday	21	Hit Other Fixed Object	1	0	Dark - Not Lighted	Dry	East	N/A	1	No
334	5688707	03/25/16	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	3	No
335	5691453	03/28/16	Monday	19	Rear End	0	0	Daylight	Dry	East	East	2	No
336	5726140	03/31/16	Thursday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
337	5695648	03/31/16	Thursday	14	Rear End	0	0	Daylight	Wet	East	East	2	No
338	5699166	04/02/16	Saturday	16	Other ROTR	1	0	Daylight	Dry	East	N/A	1	No
339	5699165	04/02/16	Saturday	16	Other Single Vehicle	0	0	Daylight	Dry	East	N/A	1	No
340	5699238	04/02/16	Saturday	16	Rear End	1	0	Daylight	Dry	East	East	2	No
341	5731719	04/03/16	Sunday	1	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
342	5704820	04/07/16	Thursday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
343	5708005	04/09/16	Saturday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
344	5711397	04/09/16	Saturday	20	Rear End	0	0	Dusk	Dry	East	East	2	No
345	5710406	04/12/16	Tuesday	4	Angle	0	0	Dark - Not Lighted	Wet	West	North	2	No
346	5721696	04/20/16	Wednesday	5	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
347	5735767	04/29/16	Friday	7	Rear End	1	0	Daylight	Dry	West	West	3	No
348	5737330	05/01/16	Sunday	10	Sideswipe - Same Direction	3	0	Daylight	Wet	East	East	2	No
349	5740746	05/03/16	Tuesday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
350	5741706	05/04/16	Wednesday	7	Rear End	1	0	Daylight	Dry	West	West	3	No
351	5741806	05/04/16	Wednesday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
352	5742886	05/05/16	Thursday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
353	5745510	05/07/16	Saturday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
354	5751876	05/11/16	Wednesday	6	Rear End	1	0	Dark - Lighted	Dry	West	West	2	No
355	5751903	05/11/16	Wednesday	17	Rear End	0	0	Daylight	Dry	West	West	2	No
356	5753476	05/12/16	Thursday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
357	5754772	05/13/16	Friday	21	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
358	5759707	05/13/16	Friday	21	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
359	5755372	05/13/16	Friday	22	Rear End	0	0	Dark - Lighted	Dry	Unknown	West	2	No
360	5755187	05/13/16	Friday	21	Sideswipe - Same Direction	5	0	Dark - Lighted	Dry	West	West	2	No
361	5754614	05/13/16	Friday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
362	5760572	05/16/16	Monday	16	Rear End	0	0	Daylight	Dry	South	South	3	No
363	5760032	05/18/16	Wednesday	7	Rear End	0	0	Dawn	Dry	West	West	2	No
364	5770026	05/24/16	Tuesday	18	Angle	0	0	Daylight	Dry	West	North	2	No
365	5772669	05/26/16	Thursday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
366	5779620	05/31/16	Tuesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
367	5779045	05/31/16	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	3	No
368	5778257	05/31/16	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
369	5782680	06/02/16	Thursday	17	Rear End	0	0	Daylight	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Brockett Road

County: Dekalb

Period: Jan-13 **Through** Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
370	5793832	06/13/16	Monday	17	Hit Guardrail	0	0	Daylight	Dry	West	N/A	1	No
371	5794000	06/13/16	Monday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
372	5801746	06/20/16	Monday	8	Rear End	1	0	Daylight	Dry	West	West	3	No
373	5806352	06/22/16	Wednesday	7	Rear End	0	0	Daylight	Dry	West	West	3	No
374	5808351	06/23/16	Thursday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
375	5814695	06/28/16	Tuesday	21	Hit Ditch	0	0	Dark - Not Lighted	Dry	East	N/A	1	Yes
376	5819368	07/03/16	Sunday	23	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
377	5819217	07/03/16	Sunday	23	Rear End	1	0	Dark - Not Lighted	Dry	West	West	4	No
378	5819854	07/04/16	Monday	23	Rear End	1	0	Dark - Not Lighted	Dry	West	West	3	No
379	5819858	07/04/16	Monday	23	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
380	5823124	07/07/16	Thursday	8	Rear End	1	0	Daylight	Dry	West	West	2	No
381	5824657	07/08/16	Friday	17	Angle	0	0	Daylight	Dry	North	South	2	No
382	5827577	07/11/16	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
383	5828520	07/12/16	Tuesday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
384	5828231	07/12/16	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
385	5842261	07/19/16	Tuesday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
386	5844984	07/21/16	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
387	5851035	07/25/16	Monday	21	Sideswipe - Same Direction	1	0	Dark - Lighted	Wet	East	East	2	No
388	5857688	07/31/16	Sunday	4	Rear End	2	0	Dark - Not Lighted	Dry	East	East	2	No
389	5857572	07/31/16	Sunday	18	Rear End	0	0	Daylight	Wet	South	South	2	No
390	5859113	08/01/16	Monday	19	Angle	0	0	Daylight	Dry	East	South	2	No
391	5885437	08/07/16	Sunday	21	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	West	West	2	No
392	5868768	08/07/16	Sunday	1	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
393	5867255	08/08/16	Monday	6	Angle	0	0	Daylight	Wet	East	South	2	No
394	5880127	08/17/16	Wednesday	7	Rear End	1	0	Daylight	Dry	West	West	2	No
395	5880204	08/17/16	Wednesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
396	5882781	08/17/16	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
397	5880486	08/17/16	Wednesday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
398	5888239	08/22/16	Monday	4	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	East	East	2	No
399	5888993	08/23/16	Tuesday	9	Rear End	2	0	Daylight	Dry	West	West	2	No
400	5888856	08/23/16	Tuesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
401	5888373	08/23/16	Tuesday	6	Rear End	0	0	Dawn	Dry	West	West	3	No
402	5892496	08/24/16	Wednesday	0	Rear End	0	0	Dawn	Dry	West	West	3	No
403	5890160	08/24/16	Wednesday	12	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
404	5893905	08/26/16	Friday	19	Rear End	0	0	Daylight	Dry	East	East	2	No
405	5895889	08/29/16	Monday	8	Rear End	1	0	Daylight	Dry	Northwest	West	2	No
406	5897303	08/30/16	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
407	5897389	08/30/16	Tuesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
408	5900552	09/01/16	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
409	5904095	09/04/16	Sunday	0	Hit Tree	0	0	Dark - Lighted	Dry	West	N/A	1	No
410	5904099	09/04/16	Sunday	0	Hit Tree	0	0	Dark - Lighted	Dry	West	N/A	1	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
411	5908143	09/07/16	Wednesday	17	Sideswipe - Same Direction	1	0	Daylight	Dry	East	East	2	No
412	5917346	09/13/16	Tuesday	18	Angle	1	0	Daylight	Dry	West	South	2	No
413	5922139	09/16/16	Friday	8	Rear End	0	0	Daylight	Dry	Unknown	East	2	No
414	5927833	09/21/16	Wednesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
415	5930523	09/22/16	Thursday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
416	5939874	09/30/16	Friday	21	Angle	1	0	Dark - Not Lighted	Dry	East	South	2	No
417	5942463	10/03/16	Monday	0	Sideswipe - Same Direction	1	0	Dawn	Dry	West	West	2	No
418	5942991	10/03/16	Monday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
419	5944787	10/04/16	Tuesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
420	5945765	10/05/16	Wednesday	14	Hit Parked Vehicle	3	0	Daylight	Dry	East	N/A	3	No
421	5945975	10/05/16	Wednesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
422	5960543	10/17/16	Monday	16	Rear End	3	0	Daylight	Dry	East	East	3	No
423	5968047	10/21/16	Friday	23	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	3	No
424	5972929	10/25/16	Tuesday	22	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
425	5971476	10/25/16	Tuesday	7	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
426	5974944	10/26/16	Wednesday	19	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
427	5976623	10/28/16	Friday	0	Sideswipe - Same Direction	2	0	Daylight	Dry	West	West	2	No
428	5977934	10/29/16	Saturday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
429	5978047	10/29/16	Saturday	23	Sideswipe - Same Direction	2	0	Dark - Lighted	Dry	South	South	2	No
430	5981396	11/01/16	Tuesday	8	Rear End	0	0	Daylight	Dry	Unknown	West	3	No
431	5984591	11/03/16	Thursday	6	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
432	5990838	11/08/16	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
433	5995395	11/11/16	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
434	5995657	11/12/16	Saturday	11	Hit Other Fixed Object	2	0	Daylight	Dry	East	N/A	1	No
435	5997050	11/13/16	Sunday	22	Rear End	1	0	Dark - Not Lighted	Dry	East	East	3	No
436	5998651	11/14/16	Monday	19	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	East	East	2	No
437	5998641	11/14/16	Monday	16	Rear End	0	0	Daylight	Dry	South	South	2	No
438	6087539	11/21/16	Monday	16	Hit Parked Vehicle	0	0	Daylight	Dry	East	East	2	No
439	6008197	11/21/16	Monday	10	Rear End	0	0	Daylight	Dry	North	North	3	No
440	6012325	11/25/16	Friday	1	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
441	6014910	11/26/16	Saturday	19	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	East	East	2	No
442	6021918	12/01/16	Thursday	22	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	Unknown	East	3	No
443	6084024	12/05/16	Monday	8	Rear End	0	0	Daylight	Wet	East	East	2	No
444	6025298	12/05/16	Monday	7	Rear End	0	0	Dark - Lighted	Wet	West	West	2	No
445	6031524	12/07/16	Wednesday	17	Left Turn	0	0	Dusk	Dry	North	South	2	No
446	6036810	12/12/16	Monday	6	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
447	6037839	12/12/16	Monday	17	Angle	0	0	Daylight	Dry	West	South	2	No
448	6038327	12/13/16	Tuesday	7	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
449	6041372	12/15/16	Thursday	2	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	East	East	2	No
450	6043204	12/16/16	Friday	21	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	Unknown	East	2	No
451	6051826	12/22/16	Thursday	16	Rear End	2	0	Daylight	Dry	West	West	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
452	6060212	12/29/16	Thursday	15	Rear End	0	0	Daylight	Dry	Unknown	West	2	No
453	6066394	01/04/17	Wednesday	7	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
454	6071290	01/08/17	Sunday	0	Rear End	12	0	Daylight	Dry	East	East	2	No
455	6071294	01/08/17	Sunday	11	Rear End	4	0	Daylight	Dry	East	East	3	No
456	6134115	01/10/17	Tuesday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
457	6078068	01/13/17	Friday	17	Rear End	0	0	Daylight	Dry	West	West	2	No
458	6079149	01/15/17	Sunday	13	Hit Ditch	0	0	Daylight	Dry	East	N/A	1	No
459	6083424	01/17/17	Tuesday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
460	6089502	01/22/17	Sunday	12	Rear End	0	0	Daylight	Wet	West	West	2	No
461	6089527	01/22/17	Sunday	12	Rear End	0	0	Daylight	Wet	West	West	2	No
462	6098663	01/23/17	Monday	18	Rear End	2	0	Dark - Not Lighted	Dry	East	East	2	No
463	6094374	01/26/17	Thursday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
464	6094644	01/26/17	Thursday	15	Angle	1	0	Daylight	Dry	West	North	2	No
465	6098173	01/29/17	Sunday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
466	6100436	01/31/17	Tuesday	17	Sideswipe - Same Direction	1	0	Daylight	Dry	East	East	2	No
467	6100805	02/01/17	Wednesday	0	Hit Ditch	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
468	6100821	02/01/17	Wednesday	5	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
469	6107785	02/06/17	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
470	6116499	02/13/17	Monday	12	Hit Ditch	1	0	Daylight	Dry	East	N/A	1	No
471	6122862	02/19/17	Sunday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
472	6126329	02/22/17	Wednesday	8	Rear End	2	0	Daylight	Wet	West	West	2	No
473	6129146	02/24/17	Friday	15	Angle	0	0	Daylight	Dry	East	North	2	No
474	6129197	02/24/17	Friday	16	Angle	1	0	Daylight	Dry	West	North	2	No
475	6129701	02/25/17	Saturday	11	Other	0	0	Daylight	Dry	West	West	2	No
476	6130738	02/26/17	Sunday	18	Sideswipe - Same Direction	3	0	Daylight	Dry	East	East	3	No
477	6135490	03/02/17	Thursday	0	Sideswipe - Same Direction	2	0	Daylight	Dry	West	West	3	No
478	6135491	03/02/17	Thursday	8	Rear End	1	0	Daylight	Dry	West	West	2	No
479	6140632	03/06/17	Monday	21	Angle	1	0	Dark - Lighted	Dry	West	South	2	No
480	6144924	03/09/17	Thursday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
481	6166657	03/27/17	Monday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
482	6168272	03/27/17	Monday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
483	6167820	03/28/17	Tuesday	0	Left Turn	1	0	Dark - Lighted	Wet	North	South	2	No
484	6169454	03/29/17	Wednesday	2	Hit Guardrail	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
485	6170953	03/30/17	Thursday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
486	6171356	03/30/17	Thursday	9	Rear End	1	0	Daylight	Dry	West	West	2	No
487	6173429	03/31/17	Friday	14	Rear End	3	0	Daylight	Dry	East	East	3	No
488	6173791	04/01/17	Saturday	0	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
489	6179692	04/05/17	Wednesday	8	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
490	6184638	04/08/17	Saturday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
491	6190229	04/12/17	Wednesday	12	Rear End	1	0	Daylight	Dry	East	East	3	No
492	6192459	04/13/17	Thursday	16	Rear End	1	0	Daylight	Dry	West	West	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
493	6193839	04/14/17	Friday	15	Rear End	0	0	Daylight	Dry	West	West	2	No
494	6196496	04/17/17	Monday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
495	6199197	04/19/17	Wednesday	6	Rear End	0	0	Dark - Not Lighted	Wet	West	West	2	No
496	6208014	04/26/17	Wednesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
497	6209763	04/27/17	Thursday	19	Rear End	1	0	Daylight	Dry	East	East	2	No
498	6209928	04/27/17	Thursday	20	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No
499	6211133	04/28/17	Friday	23	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
500	6218002	05/04/17	Thursday	8	Rear End	0	0	Daylight	Wet	West	West	2	No
501	6226738	05/09/17	Tuesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
502	6238079	05/17/17	Wednesday	22	Hit Ditch	0	0	Dark - Lighted	Dry	West	N/A	1	No
503	6237894	05/17/17	Wednesday	20	Rear End	0	0	Daylight	Dry	East	East	2	No
504	6241223	05/20/17	Saturday	0	Sideswipe - Opposite Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
505	6252389	05/28/17	Sunday	23	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
506	6253020	05/29/17	Monday	18	Angle	0	0	Daylight	Wet	West	South	2	No
507	6258185	05/31/17	Wednesday	13	Hit Other Fixed Object	2	0	Daylight	Dry	East	N/A	1	No
508	6260981	06/03/17	Saturday	14	Rear End	4	0	Daylight	Dry	East	East	2	No
509	6263651	06/05/17	Monday	23	Overtuned	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
510	6274287	06/15/17	Thursday	1	Sideswipe - Same Direction	1	0	Dark - Lighted	Dry	East	East	2	No
511	6276861	06/16/17	Friday	0	Sideswipe - Same Direction	3	0	Daylight	Dry	West	West	2	No
512	6285843	06/23/17	Friday	22	Angle	2	0	Dark - Not Lighted	Dry	West	South	2	No
513	6286765	06/25/17	Sunday	6	Hit Guardrail	1	0	Daylight	Wet	West	West	2	No
514	6287625	06/26/17	Monday	8	Rear End	1	0	Daylight	Dry	West	West	2	No
515	6291527	06/27/17	Tuesday	19	Rear End	0	0	Daylight	Dry	West	West	2	No
516	6289806	06/27/17	Tuesday	17	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
517	6295359	07/01/17	Saturday	19	Other Single Vehicle	0	0	Daylight	Wet	West	N/A	1	No
518	6296510	07/03/17	Monday	16	Rear End	1	0	Daylight	Dry	East	East	3	No
519	6299201	07/05/17	Wednesday	14	Angle	0	0	Daylight	Dry	West	North	2	No
520	6299686	07/06/17	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
521	6313131	07/18/17	Tuesday	7	Rear End	0	0	Daylight	Wet	West	West	3	No
522	6314173	07/18/17	Tuesday	17	Rear End	0	0	Daylight	Dry	Unknown	South	2	No
523	6314380	07/19/17	Wednesday	7	Rear End	1	0	Daylight	Dry	West	West	2	No
524	6315407	07/20/17	Thursday	7	Rear End	2	0	Daylight	Dry	West	West	2	No
525	6325533	07/26/17	Wednesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
526	6325532	07/26/17	Wednesday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
527	6327940	07/27/17	Thursday	20	Rear End	1	0	Dark - Not Lighted	Wet	East	East	2	No
528	6328444	07/28/17	Friday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
529	6328431	07/28/17	Friday	8	Angle	1	0	Daylight	Dry	West	North	2	No
530	6331198	07/31/17	Monday	7	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
531	6331322	07/31/17	Monday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
532	6333455	08/01/17	Tuesday	7	Rear End	1	0	Daylight	Dry	West	West	2	No
533	6340376	08/04/17	Friday	7	Rear End	1	0	Daylight	Dry	West	West	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
534	6343415	08/07/17	Monday	7	Rear End	3	0	Daylight	Wet	West	West	2	No
535	6347364	08/09/17	Wednesday	10	Hit Embankment	0	0	Daylight	Wet	East	N/A	1	No
536	6347108	08/09/17	Wednesday	0	Rear End	0	0	Daylight	Wet	West	West	2	No
537	6347109	08/09/17	Wednesday	0	Rear End	0	0	Daylight	Wet	Unknown	West	3	No
538	6350409	08/11/17	Friday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
539	6359197	08/17/17	Thursday	21	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
540	6363657	08/22/17	Tuesday	17	Left Turn	0	0	Daylight	Dry	North	South	2	No
541	6370414	08/28/17	Monday	20	Rear End	2	0	Dark - Not Lighted	Dry	East	N/A	2	No
542	6373837	08/30/17	Wednesday	17	Rear End	3	0	Daylight	Wet	East	East	3	No
543	6374423	08/31/17	Thursday	7	Rear End	1	0	Daylight	Wet	West	West	2	No
544	6393005	09/15/17	Friday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
545	6393014	09/15/17	Friday	6	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
546	6394641	09/16/17	Saturday	17	Angle	2	0	Daylight	Dry	East	North	2	No
547	6429902	10/03/17	Tuesday	18	Hit Guardrail	1	0	Daylight	Dry	East	N/A	1	No
548	6429928	10/16/17	Monday	23	Sideswipe - Same Direction	1	0	Dark - Lighted	Dry	North	North	2	No
549	6430009	10/17/17	Tuesday	5	Angle	1	0	Dark - Not Lighted	Dry	South	East	2	No
550	6434873	10/20/17	Friday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
551	6439125	10/23/17	Monday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
552	6445623	10/25/17	Wednesday	15	Left Turn	1	0	Daylight	Dry	South	North	2	No
553	6453212	10/25/17	Wednesday	18	Head-On	1	0	Daylight	Dry	South	North	2	Yes
554	6455211	11/01/17	Wednesday	21	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
555	6455239	11/01/17	Wednesday	22	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	3	No
556	6455238	11/01/17	Wednesday	23	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
557	6456550	11/02/17	Thursday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
558	6461529	11/06/17	Monday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	3	No
559	6468748	11/11/17	Saturday	19	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
560	6468058	11/11/17	Saturday	3	Rear End	0	0	Dark - Not Lighted	Dry	Unknown	West	2	No
561	6471544	11/13/17	Monday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
562	6469860	11/13/17	Monday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
563	6477448	11/17/17	Friday	17	Rear End	2	0	Daylight	Dry	West	West	2	No
564	6477842	11/17/17	Friday	17	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
565	6483866	11/22/17	Wednesday	15	Rear End	0	0	Daylight	Dry	West	West	2	No
566	6487468	11/23/17	Thursday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
567	6486376	11/26/17	Sunday	14	Rear End	0	0	Daylight	Dry	West	West	3	No
568	6503407	12/06/17	Wednesday	18	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
569	6505986	12/08/17	Friday	19	Hit Sign/Sign Post	0	0	Dark - Not Lighted	Slush	East	N/A	1	No
570	6512203	12/13/17	Wednesday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
571	6514893	12/15/17	Friday	6	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
572	6516762	12/16/17	Saturday	0	Rear End	0	0	Daylight	Dry	East	East	2	No
573	6522700	12/20/17	Wednesday	0	Other Single Vehicle	0	0	Daylight	Dry	West	N/A	1	No
574	6523253	12/21/17	Thursday	5	Hit Cable Barrier	0	0	Dark - Lighted	Wet	West	N/A	1	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at Brockett Road

County: DeKalb

Period: Jan-13 **Through** Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
575	6523344	12/21/17	Thursday	4	Sideswipe - Same Direction	2	0	Dark - Not Lighted	Wet	East	East	5	No
576	6534199	12/31/17	Sunday	14	Rear End	0	0	Daylight	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 10 (US 78 / Stone Mountain Freeway) at SR 236 (Hugh Howell Road)

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4314284	01-Jan-13	Tuesday	18	Rear End	0	0	Dark - Not Lighted	Wet	East	East	2	No
2	4316395	04-Jan-13	Friday	13	Other Single Vehicle	1	0	Daylight	Dry	East	N/A	1	No
3	4318642	07-Jan-13	Monday	18	Sideswipe - Same Direction	0	0	Dusk	Dry	East	East	2	No
4	4319246	08-Jan-13	Tuesday	18	Rear End	0	0	Dusk	Dry	East	East	2	No
5	4328358	16-Jan-13	Wednesday	22	Hit Median Barrier	1	0	Dark - Not Lighted	Wet	East	N/A	1	No
6	4328251	16-Jan-13	Wednesday	19	Angle	1	0	Dark - Not Lighted	Wet	Unknown	East	2	No
7	4331222	18-Jan-13	Friday	6	Hit Median Barrier	1	0	Dark - Lighted	Ice/Frost	East	N/A	1	No
8	4331214	18-Jan-13	Friday	6	Hit Median Barrier	1	0	Dark - Lighted	Ice/Frost	East	N/A	1	No
9	4351770	12-Feb-13	Tuesday	8	Rear End	1	0	Daylight	Wet	West	West	2	No
10	4353896	12-Feb-13	Tuesday	9	Rear End	0	0	Daylight	Wet	West	West	3	No
11	4354551	14-Feb-13	Thursday	7	Rear End	1	0	Daylight	Dry	West	West	2	No
12	4355992	15-Feb-13	Friday	18	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
13	4370800	27-Feb-13	Wednesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
14	4376572	08-Mar-13	Friday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
15	4396801	27-Mar-13	Wednesday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
16	4398871	31-Mar-13	Sunday	8	Hit Median Barrier	1	0	Daylight	Wet	West	N/A	1	No
17	4400259	01-Apr-13	Monday	8	Rear End	0	0	Daylight	Wet	West	West	2	No
18	4400306	01-Apr-13	Monday	9	Rear End	0	0	Daylight	Wet	West	West	2	No
19	4402662	02-Apr-13	Tuesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
20	4423971	24-Apr-13	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Wet	East	East	2	No
21	4425167	26-Apr-13	Friday	6	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
22	4427632	26-Apr-13	Friday	5	Hit Median Barrier	1	0	Dark - Not Lighted	Dry	West	N/A	1	No
23	4425821	27-Apr-13	Saturday	6	Hit Other Fixed Object	1	0	Dark - Lighted	Dry	East	N/A	1	No
24	4427518	28-Apr-13	Sunday	15	Other ROTR	0	0	Daylight	Wet	West	N/A	1	No
25	4428486	28-Apr-13	Sunday	17	Hit Ditch	0	0	Daylight	Wet	East	N/A	1	No
26	4441947	13-May-13	Monday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
27	4447575	18-May-13	Saturday	2	Hit Animal	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
28	4451638	21-May-13	Tuesday	22	Rear End	1	0	Dark - Not Lighted	Dry	East	N/A	2	Yes
29	4457663	26-May-13	Sunday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
30	4464201	01-Jun-13	Saturday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
31	4467761	05-Jun-13	Wednesday	1	Hit Median Barrier	0	0	Dark - Lighted	Dry	East	N/A	1	Yes
32	4469498	07-Jun-13	Friday	3	Hit Guardrail	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
33	4486901	22-Jun-13	Saturday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	Southwest	West	2	No
34	4492547	02-Jul-13	Tuesday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
35	4492549	02-Jul-13	Tuesday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
36	4495898	06-Jul-13	Saturday	10	Sideswipe - Same Direction	1	0	Daylight	Wet	West	West	2	No
37	4518566	23-Jul-13	Tuesday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
38	4533593	07-Aug-13	Wednesday	18	Rear End	0	0	Daylight	Wet	East	East	2	No
39	4541572	16-Aug-13	Friday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
40	4543958	19-Aug-13	Monday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
41	4547386	22-Aug-13	Thursday	17	Rear End	1	0	Dawn	Dry	East	East	2	No
42	4547099	22-Aug-13	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	3	No
43	4546612	22-Aug-13	Thursday	2	Hit Animal	0	0	Dark - Not Lighted	Dry	West	N/A	1	No

CRASH DATA DETAIL

Intersection: SR 10 (US 78 / Stone Mountain Freeway) at SR 236 (Hugh Howell Road)

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
44	4549798	24-Aug-13	Saturday	19	Hit Tree	3	0	Daylight	Dry	Southeast	N/A	1	No
45	4559749	03-Sep-13	Tuesday	22	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
46	4578661	23-Sep-13	Monday	17	Rear End	0	0	Daylight	Dry	East	East	3	No
47	4578397	23-Sep-13	Monday	13	Other	0	0	Daylight	Dry	East	East	3	No
48	4580044	24-Sep-13	Tuesday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
49	4581533	25-Sep-13	Wednesday	7	Rear End	1	0	Dawn	Wet	West	West	3	No
50	4583287	26-Sep-13	Thursday	6	Rear End	0	0	Dark - Not Lighted	Wet	West	West	2	No
51	4588949	02-Oct-13	Wednesday	13	Hit Guardrail	1	0	Daylight	Dry	West	N/A	1	No
52	4598062	05-Oct-13	Saturday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
53	4599770	07-Oct-13	Monday	18	Rear End	0	0	Daylight	Dry	East	East	3	No
54	4617257	23-Oct-13	Wednesday	17	Rear End	1	0	Daylight	Dry	East	East	4	No
55	4620105	25-Oct-13	Friday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
56	4620108	25-Oct-13	Friday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
57	4625526	30-Oct-13	Wednesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
58	4632819	06-Nov-13	Wednesday	15	Rear End	0	0	Daylight	Dry	East	East	3	No
59	4633451	07-Nov-13	Thursday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
60	4658734	30-Nov-13	Saturday	8	Hit Guardrail	1	0	Daylight	Dry	East	N/A	1	No
61	4663039	04-Dec-13	Wednesday	8	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
62	4663741	05-Dec-13	Thursday	5	Hit Other Fixed Object	0	0	Dark - Not Lighted	Wet	East	N/A	1	No
63	4671477	06-Dec-13	Friday	18	Rear End	2	0	Dark - Not Lighted	Dry	East	East	4	No
64	4668692	09-Dec-13	Monday	16	Sideswipe - Same Direction	1	0	Daylight	Wet	West	West	2	No
65	4669979	10-Dec-13	Tuesday	18	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
66	4671315	11-Dec-13	Wednesday	9	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
67	4671160	11-Dec-13	Wednesday	7	Rear End	1	0	Daylight	Dry	West	West	2	No
68	4672837	12-Dec-13	Thursday	5	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
69	4678087	17-Dec-13	Tuesday	6	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
70	4681980	19-Dec-13	Thursday	21	Rear End	0	0	Dark - Not Lighted	Dry	North	North	2	No
71	4693352	23-Dec-13	Monday	6	Rear End	0	0	Dark - Lighted	Wet	West	West	2	No
72	4685934	24-Dec-13	Tuesday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
73	4686047	24-Dec-13	Tuesday	8	Hit Guardrail	0	0	Daylight	Dry	West	N/A	1	No
74	4691018	30-Dec-13	Monday	15	Rear End	2	0	Daylight	Dry	East	East	2	No
75	4698867	09-Jan-14	Thursday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	1	No
76	4699351	10-Jan-14	Friday	7	Rear End	0	0	Dark - Not Lighted	Wet	West	West	2	No
77	4700041	11-Jan-14	Saturday	2	Hit Median Barrier	1	0	Dark - Not Lighted	Wet	West	N/A	1	No
78	4703275	14-Jan-14	Tuesday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
79	4703231	14-Jan-14	Tuesday	7	Rear End	0	0	Daylight	Dry	West	West	3	No
80	4705218	15-Jan-14	Wednesday	20	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
81	4711307	22-Jan-14	Wednesday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
82	4712259	23-Jan-14	Thursday	18	Rear End	0	0	Dark - Lighted	Dry	East	East	3	No
83	4728323	27-Jan-14	Monday	6	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
84	4720343	31-Jan-14	Friday	16	Other Single Vehicle	0	0	Daylight	Dry	None	N/A	1	No
85	4723553	04-Feb-14	Tuesday	21	Hit Median Barrier	0	0	Dark - Not Lighted	Wet	East	N/A	1	No
86	4752290	05-Mar-14	Wednesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 10 (US 78 / Stone Mountain Freeway) at SR 236 (Hugh Howell Road)

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
87	4760314	13-Mar-14	Thursday	10	Hit Median Barrier	0	0	Daylight	Dry	West	N/A	1	No
88	4762621	16-Mar-14	Sunday	16	Hit Median Barrier	0	0	Daylight	Wet	West	N/A	1	Yes
89	4767677	20-Mar-14	Thursday	13	Hit Guardrail	0	0	Daylight	Dry	West	N/A	1	No
90	4769008	21-Mar-14	Friday	14	Other	0	0	Daylight	Dry	East	East	2	No
91	4780351	03-Apr-14	Thursday	18	Rear End	0	0	Daylight	Dry	East	East	3	No
92	4780607	03-Apr-14	Thursday	22	Hit Parked Vehicle	2	0	Dark - Not Lighted	Dry	East	East	2	No
93	4786875	10-Apr-14	Thursday	6	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
94	4794451	17-Apr-14	Thursday	6	Rear End	0	0	Dawn	Dry	West	West	2	No
95	4821961	21-Apr-14	Monday	17	Rear End	2	0	Daylight	Dry	East	East	4	No
96	4823586	23-Apr-14	Wednesday	3	Overtuned	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
97	4826531	24-Apr-14	Thursday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
98	4831769	29-Apr-14	Tuesday	23	Hit Tree	1	0	Dark - Not Lighted	Wet	East	N/A	1	No
99	4836890	05-May-14	Monday	18	Hit Tree	0	1	Daylight	Dry	West	N/A	1	No
100	4842151	10-May-14	Saturday	2	Hit Median Barrier	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
101	4853559	20-May-14	Tuesday	18	Rear End	0	0	Daylight	Dry	East	East	3	No
102	4867137	03-Jun-14	Tuesday	8	Other Single Vehicle	1	0	Daylight	Dry	West	N/A	1	No
103	4870609	06-Jun-14	Friday	23	Hit Guardrail	1	0	Dark - Not Lighted	Dry	West	N/A	1	No
104	4876598	13-Jun-14	Friday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
105	4878174	15-Jun-14	Sunday	19	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
106	4888078	24-Jun-14	Tuesday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
107	4903384	10-Jul-14	Thursday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
108	4915253	22-Jul-14	Tuesday	10	Hit Ditch	0	0	Daylight	Wet	South	N/A	1	No
109	4924000	31-Jul-14	Thursday	21	Other Single Vehicle	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
110	4928733	05-Aug-14	Tuesday	7	Rear End	1	0	Daylight	Dry	West	West	2	No
111	4931821	08-Aug-14	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
112	4955930	29-Aug-14	Friday	2	Left Turn	2	0	Dark - Not Lighted	Dry	North	South	2	No
113	4963193	03-Sep-14	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
114	4965104	04-Sep-14	Thursday	23	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	East	East	2	No
115	4964093	04-Sep-14	Thursday	8	Rear End	1	0	Daylight	Wet	West	West	2	No
116	4964092	04-Sep-14	Thursday	8	Rear End	1	0	Daylight	Wet	West	West	2	No
117	4966605	06-Sep-14	Saturday	11	Rear End	0	0	Daylight	Dry	East	East	2	No
118	4967196	07-Sep-14	Sunday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
119	4969067	08-Sep-14	Monday	7	Rear End	2	0	Daylight	Wet	West	West	2	No
120	4976168	10-Sep-14	Wednesday	7	Rear End	0	0	Daylight	Dry	Unknown	West	2	No
121	4977162	12-Sep-14	Friday	8	Rear End	0	0	Daylight	Wet	East	East	2	No
122	4991555	22-Sep-14	Monday	6	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
123	4991577	22-Sep-14	Monday	7	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
124	4998221	27-Sep-14	Saturday	16	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
125	5006470	04-Oct-14	Saturday	15	Hit Embankment	1	0	Daylight	Dry	East	N/A	1	No
126	5009606	07-Oct-14	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
127	5016575	14-Oct-14	Tuesday	8	Hit Other Fixed Object	0	0	Daylight	Wet	East	N/A	1	No
128	5024789	22-Oct-14	Wednesday	7	Rear End	2	0	Dawn	Dry	West	West	2	No
129	5029047	24-Oct-14	Friday	16	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 10 (US 78 / Stone Mountain Freeway) at SR 236 (Hugh Howell Road)

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
130	5031837	26-Oct-14	Sunday	22	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	Yes
131	5031185	27-Oct-14	Monday	13	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
132	5053657	17-Nov-14	Monday	19	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	3	No
133	5056786	18-Nov-14	Tuesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
134	5056785	18-Nov-14	Tuesday	18	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
135	5059983	21-Nov-14	Friday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
136	5069533	01-Dec-14	Monday	17	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
137	5087923	10-Dec-14	Wednesday	6	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
138	5087146	10-Dec-14	Wednesday	5	Hit Animal	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
139	5094970	15-Dec-14	Monday	7	Rear End	0	0	Daylight	Dry	West	West	4	No
140	5095386	15-Dec-14	Monday	7	Rear End	0	0	Dawn	Dry	West	West	2	No
141	5096100	15-Dec-14	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
142	5097310	16-Dec-14	Tuesday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
143	5098778	17-Dec-14	Wednesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
144	5100937	18-Dec-14	Thursday	17	Rear End	2	0	Dark - Not Lighted	Dry	East	East	3	No
145	5102067	19-Dec-14	Friday	19	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
146	5103984	22-Dec-14	Monday	17	Rear End	2	0	Dark - Not Lighted	Wet	West	West	2	No
147	5103939	22-Dec-14	Monday	14	Rear End	0	0	Daylight	Wet	West	West	2	No
148	5114656	31-Dec-14	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
149	5116031	02-Jan-15	Friday	15	Hit Curb	0	0	Daylight	Wet	East	N/A	1	No
150	5118404	05-Jan-15	Monday	18	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
151	5134469	20-Jan-15	Tuesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
152	5167946	05-Feb-15	Thursday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
153	5205740	28-Feb-15	Saturday	19	Sideswipe - Same Direction	3	0	Dark - Lighted	Dry	West	West	2	No
154	5200911	28-Feb-15	Saturday	20	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	East	East	2	No
155	5205464	03-Mar-15	Tuesday	11	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
156	5205331	04-Mar-15	Wednesday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
157	5228294	24-Mar-15	Tuesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
158	5250407	12-Apr-15	Sunday	19	Hit Other Fixed Object	0	0	Dark - Lighted	Dry	West	N/A	1	No
159	5323262	12-Apr-15	Sunday	19	Hit Other Fixed Object	0	0	Dark - Lighted	Dry	West	N/A	1	No
160	5258651	20-Apr-15	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
161	5271634	30-Apr-15	Thursday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
162	5277216	05-May-15	Tuesday	9	Rear End	1	0	Daylight	Dry	West	West	3	No
163	5285411	11-May-15	Monday	18	Rear End	1	0	Daylight	Dry	East	East	2	No
164	5286131	12-May-15	Tuesday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	3	No
165	5291412	17-May-15	Sunday	16	Other Single Vehicle	0	0	Daylight	Wet	West	N/A	1	No
166	5295956	19-May-15	Tuesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
167	5301176	24-May-15	Sunday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
168	5302034	25-May-15	Monday	5	Other Single Vehicle	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
169	5310701	01-Jun-15	Monday	17	Rear End	1	0	Daylight	Wet	East	East	2	No
170	5316611	07-Jun-15	Sunday	19	Angle	0	0	Daylight	Dry	East	N/A	2	No
171	5320570	10-Jun-15	Wednesday	18	Rear End	2	0	Daylight	Dry	East	East	3	No
172	5330076	18-Jun-15	Thursday	7	Hit Guardrail	0	0	Daylight	Wet	East	N/A	1	No

CRASH DATA DETAIL

Intersection: SR 10 (US 78 / Stone Mountain Freeway) at SR 236 (Hugh Howell Road)

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
173	5341997	30-Jun-15	Tuesday	17	Rear End	1	0	Daylight	Wet	East	East	3	No
174	5348910	04-Jul-15	Saturday	23	Rear End	0	0	Daylight	Wet	West	West	2	No
175	5352194	10-Jul-15	Friday	20	Hit Guardrail	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
176	5353250	12-Jul-15	Sunday	4	Hit Median Barrier	1	0	Dark - Not Lighted	Dry	East	N/A	1	No
177	5370280	25-Jul-15	Saturday	12	Overtuned	3	0	Daylight	Dry	West	N/A	1	No
178	5377679	03-Aug-15	Monday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
179	5383880	08-Aug-15	Saturday	23	Hit Other Fixed Object	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
180	5395772	18-Aug-15	Tuesday	20	Hit Median Barrier	0	0	Dark - Lighted	Wet	West	N/A	1	No
181	5396844	19-Aug-15	Wednesday	18	Rear End	1	0	Daylight	Wet	West	N/A	2	No
182	5397432	19-Aug-15	Wednesday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
183	5401971	25-Aug-15	Tuesday	6	Rear End	1	0	Dusk	Dry	West	West	2	No
184	5410479	01-Sep-15	Tuesday	9	Rear End	1	0	Daylight	Dry	West	West	2	No
185	5413853	02-Sep-15	Wednesday	13	Hit Other Fixed Object	0	0	Daylight	Dry	East	N/A	1	No
186	5415985	06-Sep-15	Sunday	4	Hit Curb	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
187	5426923	14-Sep-15	Monday	12	Sideswipe - Opposite Direction	0	0	Dark - Lighted	Dry	East	East	2	No
188	5425795	14-Sep-15	Monday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
189	5425710	15-Sep-15	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
190	5424981	15-Sep-15	Tuesday	3	Hit Embankment	1	0	Dark - Lighted	Dry	East	N/A	1	Yes
191	5431403	21-Sep-15	Monday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
192	5440415	22-Sep-15	Tuesday	8	Rear End	1	0	Daylight	Dry	West	West	2	No
193	5432566	22-Sep-15	Tuesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
194	5444694	27-Sep-15	Sunday	3	Rear End	1	0	Dark - Not Lighted	Wet	East	East	2	No
195	5452614	28-Sep-15	Monday	18	Rear End	0	0	Daylight	Wet	East	East	2	No
196	5448004	29-Sep-15	Tuesday	7	Rear End	1	0	Dusk	Wet	West	West	2	No
197	5449243	30-Sep-15	Wednesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
198	5492049	30-Sep-15	Wednesday	10	Other	0	0	Daylight	Dry	East	East	2	No
199	5455073	04-Oct-15	Sunday	4	Rear End	1	0	Dark - Not Lighted	Wet	East	East	2	No
200	5460777	07-Oct-15	Wednesday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
201	5463655	08-Oct-15	Thursday	19	Rear End	0	0	Dusk	Dry	East	East	2	No
202	5463398	10-Oct-15	Saturday	2	Hit Ditch	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
203	5464196	11-Oct-15	Sunday	8	Sideswipe - Same Direction	7	0	Daylight	Wet	West	West	4	No
204	5464204	11-Oct-15	Sunday	8	Rear End	1	0	Daylight	Wet	West	West	2	No
205	5466605	13-Oct-15	Tuesday	7	Rear End	1	0	Daylight	Wet	West	West	2	No
206	5466603	13-Oct-15	Tuesday	8	Rear End	0	0	Daylight	Wet	West	West	2	No
207	5468454	14-Oct-15	Wednesday	9	Rear End	3	0	Daylight	Dry	East	East	2	No
208	5473234	18-Oct-15	Sunday	22	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
209	5480750	23-Oct-15	Friday	7	Rear End	0	0	Daylight	Dry	West	West	3	No
210	5486914	28-Oct-15	Wednesday	7	Rear End	2	0	Dawn	Wet	West	West	2	No
211	5486414	28-Oct-15	Wednesday	4	Rear End	0	0	Dark - Not Lighted	Wet	West	West	2	No
212	5497836	04-Nov-15	Wednesday	18	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
213	5497752	04-Nov-15	Wednesday	18	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
214	5501922	06-Nov-15	Friday	18	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
215	5501921	06-Nov-15	Friday	19	Rear End	1	0	Dark - Not Lighted	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 10 (US 78 / Stone Mountain Freeway) at SR 236 (Hugh Howell Road)

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
216	5502749	08-Nov-15	Sunday	18	Pedestrian	1	0	Dark - Not Lighted	Wet	West	N/A	1	No
217	5515137	18-Nov-15	Wednesday	16	Rear End	0	0	Daylight	Wet	East	East	2	No
218	5516713	19-Nov-15	Thursday	18	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
219	5526320	26-Nov-15	Thursday	16	Sideswipe - Same Direction	3	0	Daylight	Dry	West	West	2	No
220	5526686	26-Nov-15	Thursday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
221	5530935	30-Nov-15	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
222	5539106	06-Dec-15	Sunday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
223	5541009	07-Dec-15	Monday	21	Hit Tree	2	0	Dark - Not Lighted	Dry	East	N/A	1	No
224	5583840	06-Jan-16	Wednesday	18	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
225	5600993	14-Jan-16	Thursday	9	Rear End	1	0	Daylight	Dry	West	West	2	No
226	5599051	15-Jan-16	Friday	7	Rear End	0	0	Dawn	Wet	Unknown	West	3	No
227	5604852	19-Jan-16	Tuesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
228	5604850	19-Jan-16	Tuesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
229	5606064	20-Jan-16	Wednesday	19	Rear End	0	0	Dark - Not Lighted	Wet	East	East	2	No
230	5606767	21-Jan-16	Thursday	12	Sideswipe - Same Direction	0	0	Daylight	Wet	East	East	2	No
231	5607265	21-Jan-16	Thursday	17	Rear End	1	0	Daylight	Wet	East	East	2	No
232	5607512	22-Jan-16	Friday	0	Hit Ditch	1	0	Daylight	Wet	East	N/A	1	No
233	5610706	25-Jan-16	Monday	18	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
234	5610963	25-Jan-16	Monday	0	Hit Median Barrier	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
235	5612310	27-Jan-16	Wednesday	7	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
236	5619156	31-Jan-16	Sunday	14	Hit Other Fixed Object	0	0	Daylight	Dry	East	N/A	1	No
237	5622859	04-Feb-16	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
238	5630119	09-Feb-16	Tuesday	6	Rear End	1	0	Dawn	Dry	West	West	2	No
239	5637703	15-Feb-16	Monday	13	Sideswipe - Same Direction	1	0	Daylight	Dry	East	East	2	No
240	5643328	16-Feb-16	Tuesday	8	Rear End	2	0	Daylight	Wet	West	West	2	No
241	5644030	20-Feb-16	Saturday	23	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
242	5646575	22-Feb-16	Monday	16	Backed Into	0	0	Daylight	Wet	Unknown	East	2	No
243	5647928	24-Feb-16	Wednesday	8	Rear End	0	0	Daylight	Wet	West	West	2	No
244	5652797	28-Feb-16	Sunday	13	Sideswipe - Same Direction	4	0	Daylight	Dry	West	West	2	No
245	5654681	29-Feb-16	Monday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
246	5666417	08-Mar-16	Tuesday	8	Sideswipe - Same Direction	1	0	Daylight	Dry	East	East	2	No
247	5668038	10-Mar-16	Thursday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
248	5668033	10-Mar-16	Thursday	6	Rear End	1	0	Daylight	Dry	West	West	2	No
249	5670482	11-Mar-16	Friday	14	Rear End	0	0	Daylight	Dry	West	West	2	No
250	5671747	13-Mar-16	Sunday	10	Hit Guardrail	0	0	Daylight	Dry	West	N/A	1	No
251	5683757	15-Mar-16	Tuesday	16	Hit Median Barrier	0	0	Daylight	Dry	East	N/A	1	No
252	5684818	22-Mar-16	Tuesday	7	Rear End	0	0	Daylight	Dry	East	East	2	No
253	5684819	22-Mar-16	Tuesday	7	Rear End	0	0	Daylight	Dry	Unknown	West	2	No
254	5688991	23-Mar-16	Wednesday	19	Rear End	0	0	Daylight	Dry	East	East	2	No
255	5688784	25-Mar-16	Friday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
256	5691551	28-Mar-16	Monday	19	Hit Median Barrier	1	0	Dusk	Dry	West	N/A	1	No
257	5694636	30-Mar-16	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
258	5695660	31-Mar-16	Thursday	17	Rear End	0	0	Daylight	Wet	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 10 (US 78 / Stone Mountain Freeway) at SR 236 (Hugh Howell Road)

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
259	5702785	04-Apr-16	Monday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
260	5701327	04-Apr-16	Monday	18	Rear End	1	0	Daylight	Dry	East	East	2	No
261	5702657	05-Apr-16	Tuesday	8	Rear End	0	0	Daylight	Dry	South	South	2	No
262	5720133	05-Apr-16	Tuesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
263	5711665	12-Apr-16	Tuesday	11	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
264	5711064	12-Apr-16	Tuesday	11	Rear End	0	0	Daylight	Dry	West	West	3	No
265	5721982	21-Apr-16	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
266	5734358	28-Apr-16	Thursday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
267	5735078	28-Apr-16	Thursday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
268	5755783	14-May-16	Saturday	22	Rear End	1	0	Daylight	Dry	West	West	2	No
269	5756344	15-May-16	Sunday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
270	5757739	16-May-16	Monday	16	Hit Median Barrier	0	0	Daylight	Dry	East	N/A	1	No
271	5756661	16-May-16	Monday	5	Hit Guardrail	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
272	5767824	22-May-16	Sunday	11	Angle	3	0	Daylight	Dry	East	N/A	2	No
273	5772419	26-May-16	Thursday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
274	5775683	28-May-16	Saturday	21	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
275	5775277	28-May-16	Saturday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
276	5791500	12-Jun-16	Sunday	18	Hit Median Barrier	1	0	Daylight	Dry	East	N/A	1	No
277	5814677	28-Jun-16	Tuesday	15	Other Single Vehicle	0	0	Daylight	Wet	West	N/A	1	No
278	5815412	29-Jun-16	Wednesday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
279	5819861	04-Jul-16	Monday	22	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
280	5822636	05-Jul-16	Tuesday	18	Rear End	0	0	Daylight	Wet	East	East	3	No
281	5820868	05-Jul-16	Tuesday	18	Rear End	0	0	Daylight	Wet	East	East	2	No
282	5822525	06-Jul-16	Wednesday	17	Rear End	0	0	Daylight	Dry	South	West	2	No
283	5826220	07-Jul-16	Thursday	19	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
284	5837699	15-Jul-16	Friday	23	Hit Other Fixed Object	0	0	Dark - Lighted	Dry	West	N/A	1	No
285	5840305	18-Jul-16	Monday	17	Rear End	0	0	Dawn	Dry	East	East	2	No
286	5847840	23-Jul-16	Saturday	23	Sideswipe - Same Direction	2	0	Dark - Not Lighted	Wet	West	West	3	No
287	5873783	23-Jul-16	Saturday	22	Sideswipe - Same Direction	1	0	Dark - Lighted	Wet	East	East	3	No
288	5860815	02-Aug-16	Tuesday	16	Sideswipe - Same Direction	1	0	Daylight	Wet	West	West	3	No
289	5864550	04-Aug-16	Thursday	23	Hit Other Fixed Object	2	0	Dark - Lighted	Dry	East	N/A	1	No
290	5865183	04-Aug-16	Thursday	5	Hit Embankment	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
291	5880306	10-Aug-16	Wednesday	16	Rear End	1	0	Daylight	Wet	East	East	4	No
292	5878383	16-Aug-16	Tuesday	8	Rear End	0	0	Daylight	Dry	Unknown	West	2	No
293	5880167	17-Aug-16	Wednesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
294	5884257	19-Aug-16	Friday	15	Rear End	1	0	Daylight	Dry	West	West	2	No
295	5885392	20-Aug-16	Saturday	15	Sideswipe - Same Direction	1	0	Daylight	Wet	West	West	4	No
296	5890529	20-Aug-16	Saturday	15	Rear End	3	0	Daylight	Wet	Unknown	West	3	No
297	5885313	20-Aug-16	Saturday	15	Rear End	0	0	Daylight	Wet	West	West	2	No
298	5888191	22-Aug-16	Monday	19	Rear End	0	0	Daylight	Dry	East	East	2	No
299	5897712	30-Aug-16	Tuesday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
300	5901440	01-Sep-16	Thursday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
301	5929806	07-Sep-16	Wednesday	15	Rear End	1	0	Daylight	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 10 (US 78 / Stone Mountain Freeway) at SR 236 (Hugh Howell Road)

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
302	5910159	07-Sep-16	Wednesday	23	Hit Animal	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
303	5931548	23-Sep-16	Friday	16	Rear End	0	0	Daylight	Dry	East	East	3	No
304	5935304	27-Sep-16	Tuesday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
305	5939822	30-Sep-16	Friday	17	Rear End	0	0	Daylight	Dry	West	West	2	No
306	5944691	04-Oct-16	Tuesday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
307	5949586	08-Oct-16	Saturday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
308	5995313	08-Oct-16	Saturday	15	Rear End	0	0	Daylight	Dry	West	West	2	No
309	5955719	12-Oct-16	Wednesday	0	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
310	5957625	15-Oct-16	Saturday	4	Hit Other Fixed Object	0	0	Dark - Lighted	Dry	East	N/A	1	No
311	5968746	22-Oct-16	Saturday	19	Rear End	0	0	Dark - Not Lighted	Dry	West	West	4	No
312	5983719	25-Oct-16	Tuesday	9	Rear End	1	0	Dawn	Dry	West	West	3	No
313	5972153	25-Oct-16	Tuesday	0	Rear End	0	0	Daylight	Dry	West	West	3	No
314	5972116	25-Oct-16	Tuesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
315	5984755	25-Oct-16	Tuesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
316	5986808	28-Oct-16	Friday	21	Sideswipe - Same Direction	1	0	Dark - Lighted	Dry	West	West	3	No
317	5977485	28-Oct-16	Friday	17	Rear End	0	0	Daylight	Dry	Unknown	East	2	No
318	5977899	29-Oct-16	Saturday	15	Angle	3	0	Daylight	Dry	East	N/A	2	No
319	5987757	05-Nov-16	Saturday	3	Hit Other Fixed Object	1	0	Dark - Not Lighted	Dry	East	N/A	1	No
320	5987714	06-Nov-16	Sunday	1	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
321	5995184	09-Nov-16	Wednesday	0	Rear End	0	0	Daylight	Dry	West	West	2	No
322	5994123	10-Nov-16	Thursday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
323	5995948	12-Nov-16	Saturday	20	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	Unknown	West	2	No
324	6000934	15-Nov-16	Tuesday	18	Rear End	0	0	Dark - Lighted	Dry	East	East	3	No
325	6013320	25-Nov-16	Friday	23	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	East	East	2	No
326	6022166	27-Nov-16	Sunday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
327	6017575	29-Nov-16	Tuesday	0	Hit Median Barrier	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
328	6031549	06-Dec-16	Tuesday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
329	6033462	08-Dec-16	Thursday	19	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
330	6053521	23-Dec-16	Friday	4	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	East	East	2	No
331	6058620	29-Dec-16	Thursday	7	Hit Other Fixed Object	1	0	Dawn	Wet	East	N/A	1	No
332	6065658	03-Jan-17	Tuesday	16	Rear End	0	0	Daylight	Dry	East	East	3	No
333	6070597	07-Jan-17	Saturday	7	Hit Median Barrier	2	0	Dark - Not Lighted	Ice/Frost	West	N/A	1	No
334	6070572	07-Jan-17	Saturday	8	Hit Median Barrier	1	0	Daylight	Ice/Frost	West	N/A	1	No
335	6070598	07-Jan-17	Saturday	9	Hit Median Barrier	0	0	Daylight	Ice/Frost	West	N/A	1	No
336	6073976	10-Jan-17	Tuesday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
337	6076329	12-Jan-17	Thursday	20	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
338	6087669	20-Jan-17	Friday	8	Rear End	0	0	Daylight	Wet	West	West	3	No
339	6088159	20-Jan-17	Friday	21	Hit Median Barrier	0	0	Dark - Lighted	Dry	East	N/A	1	No
340	6089620	22-Jan-17	Sunday	15	Hit Median Barrier	1	0	Daylight	Wet	West	N/A	1	No
341	6093792	26-Jan-17	Thursday	5	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	East	East	2	No
342	6097215	28-Jan-17	Saturday	23	Sideswipe - Same Direction	1	0	Dark - Lighted	Dry	East	East	2	No
343	6101932	01-Feb-17	Wednesday	20	Rear End	3	0	Dark - Not Lighted	Dry	East	East	3	No
344	6102037	01-Feb-17	Wednesday	20	Hit Other Fixed Object	0	0	Dark - Not Lighted	Dry	East	N/A	1	No

CRASH DATA DETAIL

Intersection: SR 10 (US 78 / Stone Mountain Freeway) at SR 236 (Hugh Howell Road)

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
345	6114033	10-Feb-17	Friday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
346	6114048	10-Feb-17	Friday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
347	6125396	14-Feb-17	Tuesday	16	Rear End	0	0	Daylight	Dry	East	East	3	No
348	6123686	20-Feb-17	Monday	8	Hit Other Fixed Object	0	0	Daylight	Dry	East	N/A	1	No
349	6127428	23-Feb-17	Thursday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
350	6131036	27-Feb-17	Monday	3	Hit Median Barrier	1	0	Dark - Not Lighted	Dry	Unknown	N/A	1	No
351	6184955	03-Mar-17	Friday	12	Hit Median Barrier	0	0	Daylight	Dry	West	N/A	1	No
352	6145278	08-Mar-17	Wednesday	18	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
353	6152079	15-Mar-17	Wednesday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
354	6153552	16-Mar-17	Thursday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
355	6155498	18-Mar-17	Saturday	5	Rear End	0	0	Dark - Not Lighted	Dry	Unknown	East	2	No
356	6155539	18-Mar-17	Saturday	0	Hit Other Fixed Object	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
357	6155195	18-Mar-17	Saturday	8	Hit Median Barrier	1	0	Daylight	Wet	West	N/A	1	No
358	6163033	23-Mar-17	Thursday	18	Rear End	1	0	Daylight	Dry	East	East	3	No
359	6163006	23-Mar-17	Thursday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
360	6164437	24-Mar-17	Friday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
361	6164441	24-Mar-17	Friday	17	Rear End	0	0	Daylight	Dry	Unknown	East	3	No
362	6168762	28-Mar-17	Tuesday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
363	6169269	28-Mar-17	Tuesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
364	6180261	05-Apr-17	Wednesday	18	Angle	0	0	Daylight	Wet	Unknown	East	2	No
365	6192823	13-Apr-17	Thursday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
366	6201259	20-Apr-17	Thursday	16	Other	1	0	Daylight	Dry	West	West	3	No
367	6268633	04-May-17	Thursday	22	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	West	West	2	No
368	6221627	06-May-17	Saturday	22	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	West	West	2	No
369	6229967	11-May-17	Thursday	18	Rear End	0	0	Daylight	Dry	West	West	2	No
370	6241655	20-May-17	Saturday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
371	6245686	22-May-17	Monday	18	Sideswipe - Same Direction	1	0	Dusk	Wet	West	West	2	No
372	6253107	22-May-17	Monday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
373	6255166	27-May-17	Saturday	14	Hit Animal	0	0	Daylight	Dry	East	N/A	1	No
374	6257711	31-May-17	Wednesday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
375	6261128	03-Jun-17	Saturday	19	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
376	6261097	03-Jun-17	Saturday	0	Hit Median Barrier	0	0	Daylight	Dry	West	N/A	1	No
377	6260922	03-Jun-17	Saturday	0	Head-On	0	0	Daylight	Dry	Unknown	West	3	No
378	6264831	05-Jun-17	Monday	17	Rear End	0	0	Daylight	Wet	East	East	2	No
379	6274740	15-Jun-17	Thursday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
380	6283989	22-Jun-17	Thursday	16	Rear End	1	0	Daylight	Dry	East	East	2	No
381	6291383	28-Jun-17	Wednesday	17	Rear End	5	0	Daylight	Dry	East	East	4	No
382	6292446	28-Jun-17	Wednesday	0	Rear End	0	0	Daylight	Dry	East	East	3	No
383	6297348	04-Jul-17	Tuesday	0	Hit Median Barrier	0	0	Daylight	Wet	West	N/A	1	No
384	6299179	05-Jul-17	Wednesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
385	6300613	06-Jul-17	Thursday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
386	6308457	13-Jul-17	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	Southeast	Southeast	2	No
387	6308177	13-Jul-17	Thursday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	N/A	2	No

CRASH DATA DETAIL

Intersection: SR 10 (US 78 / Stone Mountain Freeway) at SR 236 (Hugh Howell Road)

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
388	6324532	25-Jul-17	Tuesday	15	Rear End	0	0	Daylight	Wet	West	West	2	No
389	6327761	27-Jul-17	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
390	6329349	28-Jul-17	Friday	23	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
391	6341565	04-Aug-17	Friday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
392	6341723	05-Aug-17	Saturday	6	Hit Guardrail	0	0	Daylight	Wet	East	N/A	1	No
393	6344155	07-Aug-17	Monday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
394	6346281	08-Aug-17	Tuesday	16	Rear End	1	0	Daylight	Wet	East	East	2	No
395	6345340	08-Aug-17	Tuesday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
396	6359372	17-Aug-17	Thursday	0	Hit Other Fixed Object	1	0	Dark - Not Lighted	Dry	East	N/A	1	No
397	6368585	21-Aug-17	Monday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	Yes
398	6365609	24-Aug-17	Thursday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
399	6368761	27-Aug-17	Sunday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
400	6371730	28-Aug-17	Monday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
401	6381437	05-Sep-17	Tuesday	17	Rear End	0	0	Daylight	Dry	East	East	5	No
402	6384470	07-Sep-17	Thursday	18	Rear End	2	0	Daylight	Dry	East	East	2	No
403	6389974	13-Sep-17	Wednesday	6	Rear End	0	0	Dark - Not Lighted	Wet	West	West	2	No
404	6393817	15-Sep-17	Friday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
405	6393233	15-Sep-17	Friday	8	Rear End	0	0	Daylight	Dry	Unknown	West	3	No
406	6400039	20-Sep-17	Wednesday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
407	6405140	25-Sep-17	Monday	0	Rear End	0	0	Daylight	Dry	West	West	2	No
408	6408281	27-Sep-17	Wednesday	23	Head-On	1	1	Dark - Not Lighted	Dry	West	East	2	No
409	6409437	28-Sep-17	Thursday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
410	6415568	04-Oct-17	Wednesday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
411	6420461	07-Oct-17	Saturday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
412	6426508	12-Oct-17	Thursday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
413	6434386	13-Oct-17	Friday	18	Rear End	1	0	Dark - Lighted	Dry	East	East	2	No
414	6429398	16-Oct-17	Monday	0	Sideswipe - Same Direction	1	0	Daylight	Dry	Unknown	South	2	No
415	6434366	19-Oct-17	Thursday	18	Rear End	2	0	Dark - Not Lighted	Dry	North	North	2	No
416	6448209	28-Oct-17	Saturday	12	Angle	1	0	Daylight	Dry	Unknown	West	2	No
417	6454982	30-Oct-17	Monday	19	Hit Animal	0	0	Dark - Lighted	Dry	West	N/A	1	No
418	6450423	30-Oct-17	Monday	7	Hit Animal	0	0	Dark - Lighted	Dry	West	N/A	1	No
419	6461549	06-Nov-17	Monday	17	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
420	6462808	07-Nov-17	Tuesday	6	Angle	0	0	Daylight	Dry	Unknown	West	3	No
421	6464019	08-Nov-17	Wednesday	9	Sideswipe - Same Direction	1	0	Daylight	Wet	West	West	2	No
422	6489704	28-Nov-17	Tuesday	19	Rear End	1	0	Dawn	Dry	East	East	2	No
423	6499471	04-Dec-17	Monday	17	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
424	6504942	07-Dec-17	Thursday	16	Rear End	1	0	Dark - Lighted	Dry	East	East	2	No
425	6503914	07-Dec-17	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
426	6528268	08-Dec-17	Friday	17	Rear End	1	0	Dark - Not Lighted	Wet	East	West	2	No
427	6521021	19-Dec-17	Tuesday	14	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
428	6525591	22-Dec-17	Friday	11	Hit Median Barrier	1	0	Daylight	Wet	West	N/A	1	No
429	6527075	24-Dec-17	Sunday	1	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 236 (Hugh Howell Road) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4316413	01/04/13	Friday	17	Rear End	0	0	Daylight	Dry	North	North	2	No
2	4327766	01/16/13	Wednesday	7	Rear End	5	0	Dawn	Wet	West	West	2	No
3	4328273	01/16/13	Wednesday	17	Left Turn	1	0	Dark - Lighted	Wet	North	South	2	No
4	4329675	01/17/13	Thursday	8	Rear End	0	0	Daylight	Wet	South	South	2	No
5	4331282	01/18/13	Friday	6	Angle	0	0	Dark - Lighted	Dry	Unknown	South	2	No
6	4334812	01/22/13	Tuesday	13	Left Turn	0	0	Daylight	Dry	South	North	2	No
7	4350934	02/11/13	Monday	7	Left Turn	1	0	Daylight	Wet	North	South	2	No
8	4356081	02/15/13	Friday	21	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No
9	4374385	03/05/13	Tuesday	16	Angle	0	0	Daylight	Wet	North	East	2	No
10	4375940	03/07/13	Thursday	18	Rear End	1	0	Dusk	Dry	East	East	2	No
11	4379924	03/13/13	Wednesday	18	Angle	1	0	Daylight	Dry	North	East	2	No
12	4382402	03/15/13	Friday	14	Angle	0	0	Daylight	Dry	North	East	2	No
13	4388080	03/20/13	Wednesday	21	Sideswipe - Same Direction	1	0	Dark - Lighted	Dry	West	West	2	No
14	4389882	03/21/13	Thursday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
15	4396006	03/26/13	Tuesday	10	Angle	4	0	Daylight	Dry	North	East	2	No
16	4397118	03/28/13	Thursday	11	Rear End	0	0	Daylight	Dry	North	North	2	No
17	4398604	03/30/13	Saturday	14	Angle	0	0	Daylight	Dry	Northeast	North	2	No
18	4398603	03/30/13	Saturday	14	Rear End	0	0	Daylight	Dry	North	North	3	No
19	4399054	03/31/13	Sunday	19	Angle	2	0	Daylight	Dry	West	South	2	No
20	4412884	04/13/13	Saturday	10	Angle	0	0	Daylight	Dry	Southeast	South	2	No
21	4422515	04/23/13	Tuesday	14	Head-On	0	0	Daylight	Dry	North	South	2	No
22	4423974	04/24/13	Wednesday	17	Angle	0	0	Daylight	Wet	North	East	2	No
23	4430546	05/01/13	Wednesday	7	Rear End	2	0	Daylight	Dry	North	North	3	No
24	4431952	05/02/13	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
25	4432365	05/03/13	Friday	13	Head-On	1	0	Daylight	Dry	West	East	2	No
26	4435202	05/06/13	Monday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
27	4453263	05/22/13	Wednesday	16	Rear End	0	0	Daylight	Dry	South	South	3	No
28	4454300	05/23/13	Thursday	8	Rear End	0	0	Daylight	Dry	South	South	2	No
29	4460484	05/29/13	Wednesday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
30	4464372	06/01/13	Saturday	16	Rear End	0	0	Daylight	Dry	North	North	2	No
31	4466634	06/03/13	Monday	13	Rear End	1	0	Daylight	Dry	East	East	2	No
32	4469555	06/06/13	Thursday	23	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
33	4470746	06/07/13	Friday	15	Rear End	1	0	Daylight	Dry	North	North	4	No
34	4470794	06/07/13	Friday	16	Angle	0	0	Daylight	Wet	East	South	2	No
35	4482595	06/19/13	Wednesday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
36	4484178	06/20/13	Thursday	19	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
37	4484569	06/21/13	Friday	18	Angle	0	0	Daylight	Dry	North	East	2	No
38	4489575	06/28/13	Friday	13	Angle	0	0	Daylight	Dry	West	South	2	No
39	4497810	07/09/13	Tuesday	12	Angle	0	0	Daylight	Dry	North	East	2	No
40	4498924	07/10/13	Wednesday	15	Angle	0	0	Daylight	Dry	West	North	2	No
41	4503221	07/13/13	Saturday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
42	4506499	07/17/13	Wednesday	18	Sideswipe - Same Direction	0	0	Daylight	Wet	South	South	2	No
43	4527211	08/01/13	Thursday	18	Rear End	0	0	Daylight	Dry	South	South	2	No
44	4529012	08/02/13	Friday	14	Angle	0	0	Daylight	Dry	West	N/A	2	No
45	4535847	08/09/13	Friday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
46	4552869	08/27/13	Tuesday	11	Rear End	0	0	Daylight	Dry	East	East	2	No
47	4556791	08/30/13	Friday	16	Angle	2	0	Daylight	Dry	Northwest	East	2	No
48	4561280	09/04/13	Wednesday	18	Rear End	0	0	Daylight	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 236 (Hugh Howell Road) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
49	4561977	09/05/13	Thursday	8	Rear End	0	0	Daylight	Dry	East	East	2	No
50	4564527	09/09/13	Monday	9	Left Turn	3	0	Daylight	Dry	West	East	2	No
51	4564618	09/09/13	Monday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
52	4564622	09/09/13	Monday	9	Angle	0	0	Daylight	Dry	None	South	2	No
53	4564812	09/09/13	Monday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
54	4568471	09/12/13	Thursday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
55	4575977	09/20/13	Friday	9	Rear End	0	0	Daylight	Dry	South	South	2	No
56	4578052	09/23/13	Monday	10	Angle	0	0	Daylight	Dry	North	Southwest	2	No
57	4585127	09/28/13	Saturday	10	Angle	0	0	Daylight	Dry	North	East	2	No
58	4588801	10/02/13	Wednesday	9	Rear End	0	0	Daylight	Dry	South	South	2	No
59	4601601	10/07/13	Monday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	North	2	No
60	4633834	11/07/13	Thursday	19	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
61	4639616	11/13/13	Wednesday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
62	4642910	11/15/13	Friday	17	Angle	0	0	Dark - Lighted	Wet	East	South	2	No
63	4660810	12/02/13	Monday	18	Rear End	0	0	Dark - Lighted	Wet	West	West	2	No
64	4668098	12/09/13	Monday	8	Rear End	1	0	Daylight	Wet	West	West	2	No
65	4673759	12/13/13	Friday	9	Angle	0	0	Daylight	Dry	North	Southwest	2	No
66	4678369	12/17/13	Tuesday	13	Sideswipe - Same Direction	2	0	Daylight	Dry	South	South	2	No
67	4678245	12/17/13	Tuesday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
68	4699827	01/10/14	Friday	17	Sideswipe - Same Direction	1	0	Dark - Lighted	Wet	West	West	2	No
69	4700387	01/11/14	Saturday	14	Rear End	1	0	Daylight	Dry	East	East	3	No
70	4701429	01/13/14	Monday	10	Rear End	0	0	Daylight	Dry	West	West	2	No
71	4705215	01/15/14	Wednesday	16	Angle	0	0	Daylight	Dry	North	East	2	No
72	4708029	01/19/14	Sunday	5	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
73	4712676	01/24/14	Friday	8	Rear End	2	0	Daylight	Dry	West	West	2	No
74	4712707	01/24/14	Friday	12	Angle	0	0	Daylight	Dry	East	South	2	No
75	4720289	01/31/14	Friday	17	Rear End	0	0	Daylight	Dry	North	North	2	No
76	4723122	02/04/14	Tuesday	13	Angle	3	0	Daylight	Wet	West	North	2	No
77	4734830	02/15/14	Saturday	21	Left Turn	0	0	Dark - Not Lighted	Dry	North	South	2	Yes
78	4746760	02/28/14	Friday	12	Rear End	1	0	Daylight	Dry	North	North	2	No
79	4747069	02/28/14	Friday	15	Left Turn	0	0	Daylight	Dry	West	East	2	No
80	4750317	03/04/14	Tuesday	15	Angle	0	0	Daylight	Dry	North	East	2	No
81	4754905	03/07/14	Friday	18	Angle	3	0	Dark - Lighted	Dry	South	North	2	No
82	4759701	03/12/14	Wednesday	22	Sideswipe - Opposite Direction	0	0	Dark - Lighted	Dry	North	South	2	No
83	4759598	03/12/14	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
84	4765167	03/18/14	Tuesday	17	Rear End	1	0	Daylight	Dry	South	South	2	No
85	4767020	03/19/14	Wednesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
86	4781328	04/04/14	Friday	12	Angle	0	0	Daylight	Dry	North	East	2	No
87	4783569	04/07/14	Monday	13	Rear End	2	0	Daylight	Wet	East	East	2	No
88	4786910	04/10/14	Thursday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
89	4787931	04/11/14	Friday	14	Angle	0	0	Daylight	Dry	Northwest	East	2	No
90	4791019	04/14/14	Monday	16	Rear End	0	0	Daylight	Wet	South	South	2	No
91	4828203	04/25/14	Friday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
92	4829090	04/27/14	Sunday	12	Backed Into	0	0	Daylight	Dry	North	North	2	No
93	4832623	04/30/14	Wednesday	10	Rear End	0	0	Daylight	Dry	West	West	2	No
94	4835815	05/05/14	Monday	4	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
95	4839296	05/07/14	Wednesday	6	Other	0	0	Daylight	Dry	South	South	2	No
96	4848630	05/17/14	Saturday	13	Rear End	0	0	Daylight	Dry	South	South	2	No

CRASH DATA DETAIL

Intersection: SR 236 (Hugh Howell Road) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
97	4863195	05/30/14	Friday	8	Rear End	0	0	Daylight	Dry	South	South	2	No
98	4864066	05/31/14	Saturday	8	Angle	0	0	Daylight	Dry	West	North	2	No
99	4870958	06/07/14	Saturday	15	Rear End	1	0	Daylight	Dry	South	South	2	No
100	4877111	06/13/14	Friday	18	Rear End	1	0	Daylight	Dry	South	South	2	No
101	4881718	06/18/14	Wednesday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
102	4894529	07/01/14	Tuesday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
103	4917271	07/03/14	Thursday	15	Rear End	1	0	Daylight	Dry	South	South	2	No
104	4904540	07/11/14	Friday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
105	4923663	07/31/14	Thursday	6	Rear End	0	0	Daylight	Dry	South	South	2	No
106	4954427	08/07/14	Thursday	16	Rear End	0	0	Daylight	Dry	South	South	3	No
107	4934128	08/11/14	Monday	18	Rear End	1	0	Daylight	Dry	South	South	2	No
108	4951110	08/25/14	Monday	14	Rear End	1	0	Daylight	Dry	South	South	2	No
109	4951052	08/25/14	Monday	14	Sideswipe - Opposite Direction	1	0	Daylight	Dry	Northwest	South	2	No
110	4954463	08/27/14	Wednesday	21	Angle	1	0	Dark - Lighted	Dry	North	West	3	No
111	4957925	08/31/14	Sunday	14	Rear End	0	0	Daylight	Dry	West	West	2	No
112	4963447	09/03/14	Wednesday	17	Rear End	1	0	Daylight	Dry	North	North	2	No
113	4961231	09/03/14	Wednesday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
114	4984984	09/18/14	Thursday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
115	4993292	09/23/14	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
116	4993526	09/23/14	Tuesday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
117	5005785	10/03/14	Friday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
118	5008053	10/06/14	Monday	8	Angle	0	0	Daylight	Dry	West	North	2	No
119	5009605	10/07/14	Tuesday	9	Left Turn	0	0	Daylight	Dry	North	South	2	No
120	5017386	10/15/14	Wednesday	0	Angle	1	0	Dark - Not Lighted	Dry	North	West	2	No
121	5027440	10/23/14	Thursday	12	Angle	0	0	Daylight	Dry	Unknown	North	2	No
122	5046594	11/10/14	Monday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
123	5051036	11/14/14	Friday	7	Angle	0	0	Daylight	Dry	South	West	2	No
124	5064917	11/25/14	Tuesday	15	Rear End	1	0	Daylight	Dry	North	North	3	No
125	5074809	12/04/14	Thursday	17	Rear End	0	0	Daylight	Dry	West	West	2	No
126	5076748	12/05/14	Friday	20	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	East	East	2	No
127	5078750	12/07/14	Sunday	9	Other Single Vehicle	0	0	Daylight	Dry	West	N/A	1	No
128	5087903	12/10/14	Wednesday	8	Rear End	0	0	Daylight	Dry	South	South	2	No
129	5096119	12/14/14	Sunday	17	Left Turn	1	0	Dark - Lighted	Dry	North	South	2	No
130	5099480	12/17/14	Wednesday	17	Angle	1	0	Daylight	Dry	Northwest	East	2	No
131	5106848	12/26/14	Friday	13	Rear End	2	0	Daylight	Dry	South	South	2	No
132	5106849	12/26/14	Friday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
133	5114851	12/31/14	Wednesday	22	Left Turn	3	0	Dark - Lighted	Dry	North	South	2	No
134	5117109	01/03/15	Saturday	11	Angle	1	0	Daylight	Wet	Northwest	East	2	No
135	5124391	01/10/15	Saturday	11	Rear End	0	0	Daylight	Dry	East	East	2	No
136	5130716	01/16/15	Friday	1	Hit Other Fixed Object	0	0	Dark - Lighted	Dry	North	N/A	1	Yes
137	5134895	01/20/15	Tuesday	13	Angle	2	0	Daylight	Dry	East	South	4	No
138	5138355	01/23/15	Friday	20	Left Turn	0	0	Dark - Lighted	Wet	North	South	2	No
139	5184357	01/30/15	Friday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
140	5152786	02/01/15	Sunday	2	Angle	2	0	Dark - Lighted	Dry	East	North	2	No
141	5156306	02/02/15	Monday	12	Rear End	0	0	Daylight	Dry	South	South	2	No
142	5165037	02/03/15	Tuesday	18	Angle	1	0	Dark - Lighted	Dry	North	East	2	No
143	5173372	02/10/15	Tuesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
144	5175483	02/12/15	Thursday	15	Left Turn	0	0	Dusk	Dry	South	North	2	No

CRASH DATA DETAIL

Intersection: SR 236 (Hugh Howell Road) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
145	5178299	02/16/15	Monday	10	Rear End	0	0	Daylight	Dry	North	North	2	No
146	5184421	02/18/15	Wednesday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
147	5193944	02/23/15	Monday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
148	5196952	02/25/15	Wednesday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
149	5204503	03/03/15	Tuesday	17	Left Turn	0	0	Daylight	Dry	North	South	2	No
150	5209358	03/08/15	Sunday	19	Rear End	0	0	Daylight	Dry	North	North	2	No
151	5219524	03/17/15	Tuesday	17	Rear End	1	0	Daylight	Dry	North	North	2	No
152	5224750	03/21/15	Saturday	14	Rear End	2	0	Daylight	Dry	East	East	2	No
153	5237337	03/30/15	Monday	19	Angle	0	0	Daylight	Dry	South	West	2	No
154	5235432	03/30/15	Monday	13	Sideswipe - Opposite Direction	0	0	Daylight	Dry	East	West	2	No
155	5241198	04/03/15	Friday	11	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
156	5240908	04/03/15	Friday	16	Angle	0	0	Daylight	Dry	East	North	2	No
157	5241577	04/04/15	Saturday	23	Rear End	0	0	Dark - Lighted	Dry	None	None	2	No
158	5257240	04/18/15	Saturday	18	Rear End	0	0	Daylight	Dry	South	South	2	No
159	5269269	04/27/15	Monday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
160	5291592	04/30/15	Thursday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
161	5276473	05/04/15	Monday	16	Angle	0	0	Daylight	Dry	North	East	2	No
162	5280179	05/07/15	Thursday	19	Angle	0	0	Daylight	Dry	North	East	2	No
163	5281980	05/08/15	Friday	16	Angle	0	0	Daylight	Dry	Unknown	East	2	No
164	5285354	05/11/15	Monday	15	Left Turn	3	0	Daylight	Dry	Northeast	South	5	No
165	5290218	05/15/15	Friday	14	Angle	0	0	Daylight	Dry	North	East	2	No
166	5313123	06/03/15	Wednesday	11	Left Turn	0	0	Daylight	Dry	North	South	2	No
167	5325102	06/04/15	Thursday	15	Rear End	0	0	Daylight	Dry	West	West	2	No
168	5319011	06/09/15	Tuesday	17	Rear End	0	0	Daylight	Wet	South	South	2	No
169	5323129	06/13/15	Saturday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
170	5327204	06/16/15	Tuesday	17	Rear End	0	0	Daylight	Dry	North	North	2	No
171	5337896	06/26/15	Friday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
172	5338390	06/26/15	Friday	21	Angle	0	0	Daylight	Dry	Unknown	East	2	No
173	5342079	06/30/15	Tuesday	12	Sideswipe - Same Direction	2	0	Daylight	Dry	East	East	2	No
174	5357456	07/15/15	Wednesday	12	Angle	1	0	Daylight	Dry	West	South	2	No
175	5357750	07/15/15	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
176	5365681	07/22/15	Wednesday	20	Rear End	0	0	Daylight	Wet	East	East	2	No
177	5365573	07/22/15	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
178	5375452	07/31/15	Friday	10	Hit Fence	0	0	Daylight	Dry	South	South	2	No
179	5378178	08/03/15	Monday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
180	5380363	08/05/15	Wednesday	9	Rear End	0	0	Daylight	Dry	South	South	3	No
181	5382589	08/07/15	Friday	6	Sideswipe - Same Direction	0	0	Dawn	Wet	North	North	2	No
182	5385190	08/10/15	Monday	9	Sideswipe - Same Direction	2	0	Daylight	Dry	North	North	2	No
183	5390078	08/14/15	Friday	19	Angle	4	0	Daylight	Dry	West	South	2	No
184	5396838	08/19/15	Wednesday	17	Rear End	0	0	Dusk	Wet	South	South	2	No
185	5397085	08/20/15	Thursday	5	Rear End	1	0	Dark - Lighted	Wet	South	South	2	No
186	5397508	08/20/15	Thursday	10	Angle	1	0	Daylight	Dry	West	North	2	No
187	5407991	08/30/15	Sunday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
188	5410969	09/01/15	Tuesday	16	Sideswipe - Same Direction	1	0	Daylight	Dry	South	South	2	No
189	5412661	09/01/15	Tuesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
190	5414524	09/03/15	Thursday	13	Left Turn	0	0	Daylight	Dry	West	East	2	No
191	5415355	09/04/15	Friday	16	Rear End	0	0	Daylight	Dry	South	South	2	No
192	5424735	09/14/15	Monday	15	Angle	0	0	Daylight	Dry	North	East	2	No

CRASH DATA DETAIL

Intersection: SR 236 (Hugh Howell Road) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
193	5426669	09/16/15	Wednesday	13	Rear End	0	0	Daylight	Dry	South	South	2	No
194	5431606	09/21/15	Monday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
195	5446870	09/29/15	Tuesday	7	Left Turn	3	0	Dark - Lighted	Wet	North	South	2	No
196	5446716	09/29/15	Tuesday	1	Angle	2	0	Dark - Lighted	Wet	East	South	2	No
197	5448707	09/30/15	Wednesday	6	Hit Other Fixed Object	0	0	Dark - Lighted	Dry	North	N/A	1	No
198	5459496	10/06/15	Tuesday	17	Angle	0	0	Daylight	Dry	Northwest	North	2	No
199	5462013	10/08/15	Thursday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
200	5482025	10/23/15	Friday	15	Rear End	1	0	Daylight	Dry	North	North	2	No
201	5484213	10/26/15	Monday	17	Rear End	0	0	Daylight	Wet	East	East	2	No
202	5486126	10/27/15	Tuesday	21	Angle	2	0	Dark - Lighted	Wet	None	North	2	No
203	5487441	10/28/15	Wednesday	16	Rear End	0	0	Daylight	Dry	South	South	3	No
204	5490244	10/30/15	Friday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
205	5496296	11/03/15	Tuesday	15	Angle	0	0	Daylight	Wet	East	Northwest	2	No
206	5501969	11/07/15	Saturday	5	Hit Tree	0	0	Dark - Not Lighted	Wet	North	N/A	1	No
207	5504678	11/09/15	Monday	18	Sideswipe - Opposite Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
208	5515140	11/18/15	Wednesday	17	Rear End	0	0	Daylight	Wet	North	North	2	No
209	5516717	11/19/15	Thursday	14	Angle	0	0	Daylight	Dry	North	East	2	No
210	5544225	12/02/15	Wednesday	22	Angle	1	0	Dark - Lighted	Dry	East	South	2	No
211	5534690	12/03/15	Thursday	10	Left Turn	0	0	Daylight	Dry	South	North	2	No
212	5536775	12/04/15	Friday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
213	5545256	12/10/15	Thursday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
214	5601488	01/16/16	Saturday	6	Sideswipe - Opposite Direction	0	0	Daylight	Dry	Unknown	East	2	No
215	5609600	01/24/16	Sunday	19	Angle	1	0	Dark - Lighted	Dry	North	South	3	No
216	5622075	02/03/16	Wednesday	7	Rear End	0	0	Dark - Not Lighted	Wet	South	South	2	No
217	5632193	02/10/16	Wednesday	8	Rear End	1	0	Daylight	Dry	East	East	4	No
218	5635464	02/12/16	Friday	16	Rear End	2	0	Daylight	Dry	South	South	2	No
219	5635077	02/12/16	Friday	8	Left Turn	2	0	Daylight	Dry	Northwest	Southeast	2	No
220	5641426	02/18/16	Thursday	17	Rear End	0	0	Daylight	Dry	North	North	2	No
221	5643332	02/20/16	Saturday	12	Rear End	0	0	Daylight	Dry	West	West	2	No
222	5651105	02/24/16	Wednesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
223	5654899	02/29/16	Monday	18	Rear End	0	0	Daylight	Dry	West	West	2	No
224	5657445	03/01/16	Tuesday	12	Left Turn	0	0	Daylight	Dry	South	North	2	No
225	5664714	03/07/16	Monday	17	Sideswipe - Same Direction	3	0	Daylight	Dry	South	South	4	No
226	5667347	03/09/16	Wednesday	9	Rear End	0	0	Daylight	Dry	Unknown	East	3	No
227	5668360	03/10/16	Thursday	13	Rear End	6	0	Daylight	Dry	North	North	2	No
228	5668666	03/10/16	Thursday	16	Rear End	2	0	Daylight	Dry	South	South	3	No
229	5687863	03/23/16	Wednesday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
230	5691452	03/24/16	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
231	5694783	03/30/16	Wednesday	18	Angle	1	0	Daylight	Dry	North	South	2	No
232	5695368	03/30/16	Wednesday	19	Rear End	0	0	Daylight	Dry	South	South	2	No
233	5702937	04/05/16	Tuesday	19	Rear End	1	0	Dark - Lighted	Dry	North	North	3	No
234	5709614	04/11/16	Monday	10	Rear End	0	0	Daylight	Dry	South	South	2	No
235	5711063	04/12/16	Tuesday	10	Angle	0	0	Daylight	Dry	West	South	2	No
236	5718622	04/19/16	Tuesday	8	Rear End	2	0	Daylight	Dry	South	South	2	No
237	5723467	04/21/16	Thursday	15	Angle	1	0	Daylight	Dry	West	South	3	No
238	5725653	04/21/16	Thursday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
239	5732979	04/27/16	Wednesday	5	Rear End	1	0	Dark - Not Lighted	Dry	North	North	2	No
240	5739489	05/03/16	Tuesday	0	Angle	0	0	Dark - Lighted	Wet	East	South	2	No

CRASH DATA DETAIL

Intersection: SR 236 (Hugh Howell Road) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
241	5757558	05/05/16	Thursday	19	Rear End	2	0	Daylight	Dry	South	South	2	No
242	5754568	05/05/16	Thursday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
243	5744343	05/06/16	Friday	18	Angle	0	0	Daylight	Dry	South	West	2	No
244	5750479	05/10/16	Tuesday	19	Rear End	0	0	Dusk	Dry	East	East	2	No
245	5756398	05/15/16	Sunday	15	Angle	0	0	Daylight	Dry	West	North	2	No
246	5762433	05/19/16	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	3	No
247	5762434	05/19/16	Thursday	18	Rear End	0	0	Dusk	Dry	South	South	2	No
248	5762435	05/19/16	Thursday	19	Rear End	0	0	Dusk	Dry	South	South	2	No
249	5767825	05/23/16	Monday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
250	5771321	05/25/16	Wednesday	18	Angle	0	0	Daylight	Dry	West	North	2	No
251	5771387	05/25/16	Wednesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
252	5772418	05/26/16	Thursday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
253	5778917	05/31/16	Tuesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
254	5779942	06/01/16	Wednesday	16	Angle	2	0	Daylight	Wet	West	East	3	No
255	5780445	06/02/16	Thursday	7	Other Single Vehicle	1	0	Dawn	Dry	Unknown	N/A	1	No
256	5785712	06/06/16	Monday	18	Sideswipe - Same Direction	0	0	Daylight	Wet	South	South	2	No
257	5789139	06/09/16	Thursday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
258	5795208	06/14/16	Tuesday	15	Sideswipe - Same Direction	1	0	Daylight	Dry	East	East	3	No
259	5797650	06/16/16	Thursday	16	Sideswipe - Opposite Direction	0	0	Daylight	Dry	South	South	3	No
260	5804052	06/21/16	Tuesday	12	Sideswipe - Opposite Direction	1	0	Daylight	Dry	Unknown	South	2	No
261	5808733	06/22/16	Wednesday	18	Angle	0	0	Daylight	Dry	North	N/A	2	No
262	5809968	06/24/16	Friday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
263	5813436	06/27/16	Monday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
264	5814680	06/28/16	Tuesday	16	Rear End	1	0	Daylight	Wet	East	East	2	No
265	5816403	06/30/16	Thursday	13	Angle	0	0	Daylight	Dry	Northwest	East	2	No
266	5817934	07/01/16	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
267	5820617	07/05/16	Tuesday	12	Rear End	0	0	Daylight	Dry	Unknown	East	2	No
268	5822092	07/06/16	Wednesday	7	Rear End	1	0	Daylight	Dry	Unknown	South	2	No
269	5827574	07/08/16	Friday	14	Sideswipe - Same Direction	1	0	Daylight	Dry	South	South	7	No
270	5825994	07/10/16	Sunday	11	Rear End	0	0	Daylight	Dry	East	East	2	No
271	5838663	07/17/16	Sunday	14	Angle	0	0	Daylight	Dry	North	Southwest	2	No
272	5840038	07/18/16	Monday	6	Rear End	0	0	Dawn	Dry	West	West	2	No
273	5842267	07/19/16	Tuesday	22	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
274	5842169	07/19/16	Tuesday	18	Rear End	0	0	Daylight	Dry	North	North	2	No
275	5856004	07/29/16	Friday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
276	5865619	08/04/16	Thursday	19	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
277	5865626	08/04/16	Thursday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
278	5870980	08/05/16	Friday	17	Rear End	2	0	Daylight	Dry	Unknown	South	3	No
279	5865987	08/06/16	Saturday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
280	5873644	08/11/16	Thursday	17	Rear End	0	0	Daylight	Dry	South	South	3	No
281	5875018	08/13/16	Saturday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
282	5889470	08/23/16	Tuesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
283	5927190	08/31/16	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
284	5991375	09/09/16	Friday	19	Rear End	1	0	Daylight	Dry	South	South	2	No
285	5917528	09/13/16	Tuesday	17	Angle	1	0	Daylight	Dry	East	South	2	No
286	5923627	09/18/16	Sunday	15	Angle	0	0	Daylight	Wet	Southwest	East	2	No
287	5925929	09/19/16	Monday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
288	5931549	09/23/16	Friday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No

CRASH DATA DETAIL

Intersection: SR 236 (Hugh Howell Road) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
289	5935996	09/27/16	Tuesday	17	Rear End	0	0	Daylight	Dry	North	North	2	No
290	5945591	10/04/16	Tuesday	0	Rear End	1	0	Daylight	Dry	North	North	2	No
291	5944260	10/04/16	Tuesday	12	Angle	0	0	Daylight	Dry	North	East	2	No
292	5949607	10/08/16	Saturday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	East	2	No
293	5953205	10/11/16	Tuesday	15	Rear End	0	0	Daylight	Dry	West	West	2	No
294	5984754	10/19/16	Wednesday	9	Rear End	0	0	Daylight	Dry	North	North	3	No
295	5968757	10/23/16	Sunday	1	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
296	5982958	11/01/16	Tuesday	17	Sideswipe - Same Direction	0	0	Dusk	Dry	South	South	2	No
297	5990426	11/04/16	Friday	11	Rear End	1	0	Daylight	Dry	South	South	2	No
298	6002554	11/16/16	Wednesday	20	Angle	1	0	Dark - Lighted	Dry	East	South	3	No
299	6002391	11/16/16	Wednesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
300	6003683	11/17/16	Thursday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
301	6005373	11/18/16	Friday	20	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	South	South	2	No
302	6010095	11/21/16	Monday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
303	6010342	11/22/16	Tuesday	19	Left Turn	2	0	Dark - Lighted	Dry	North	South	2	No
304	6012814	11/25/16	Friday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
305	6014903	11/26/16	Saturday	0	Backed Into	0	0	Dark - Lighted	Dry	East	East	2	No
306	6016780	11/28/16	Monday	13	Rear End	0	0	Daylight	Dry	West	West	2	No
307	6017623	11/29/16	Tuesday	7	Sideswipe - Same Direction	0	0	Dusk	Wet	West	West	2	No
308	6020365	11/30/16	Wednesday	15	Sideswipe - Same Direction	0	0	Daylight	Wet	East	East	2	No
309	6025025	12/04/16	Sunday	22	Rear End	0	0	Dark - Lighted	Wet	North	North	2	No
310	6029482	12/06/16	Tuesday	11	Rear End	0	0	Daylight	Wet	North	North	2	No
311	6030890	12/07/16	Wednesday	10	Sideswipe - Opposite Direction	0	0	Daylight	Dry	West	North	2	No
312	6035001	12/10/16	Saturday	1	Hit Other Fixed Object	1	0	Dark - Lighted	Dry	South	N/A	1	No
313	6043122	12/16/16	Friday	16	Rear End	2	0	Daylight	Dry	South	South	3	No
314	6048576	12/20/16	Tuesday	15	Rear End	0	0	Daylight	Dry	West	West	2	No
315	6061185	12/30/16	Friday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
316	6078667	01/14/17	Saturday	0	Rear End	0	0	Daylight	Dry	South	South	2	No
317	6116531	02/13/17	Monday	13	Angle	1	0	Daylight	Dry	North	East	2	No
318	6124512	02/20/17	Monday	22	Hit Animal	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
319	6126305	02/22/17	Wednesday	0	Rear End	1	0	Daylight	Wet	West	West	2	No
320	6126685	02/22/17	Wednesday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
321	6130027	02/24/17	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
322	6132323	02/28/17	Tuesday	4	Rear End	1	0	Dark - Lighted	Dry	South	South	2	No
323	6139505	03/06/17	Monday	7	Rear End	0	0	Daylight	Dry	South	South	2	No
324	6159071	03/21/17	Tuesday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
325	6159629	03/22/17	Wednesday	10	Rear End	0	0	Daylight	Dry	East	East	2	No
326	6162217	03/23/17	Thursday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
327	6173040	03/31/17	Friday	0	Sideswipe - Same Direction	3	0	Daylight	Dry	North	North	2	No
328	6172641	03/31/17	Friday	7	Sideswipe - Same Direction	0	0	Dawn	Wet	North	North	2	No
329	6173240	03/31/17	Friday	15	Right Turn	0	0	Daylight	Dry	Northeast	East	2	No
330	6180609	04/06/17	Thursday	7	Sideswipe - Same Direction	0	0	Dawn	Dry	West	West	2	No
331	6182860	04/06/17	Thursday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
332	6189325	04/11/17	Tuesday	18	Rear End	0	0	Daylight	Dry	South	South	2	No
333	6195511	04/16/17	Sunday	16	Angle	1	0	Daylight	Dry	Unknown	South	2	No
334	6198374	04/18/17	Tuesday	0	Rear End	0	0	Daylight	Dry	West	West	2	No
335	6206973	04/25/17	Tuesday	9	Hit Parked Vehicle	2	0	Daylight	Dry	South	N/A	3	No
336	6209666	04/27/17	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 236 (Hugh Howell Road) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
337	6217133	05/03/17	Wednesday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
338	6223624	05/08/17	Monday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
339	6227025	05/09/17	Tuesday	16	Rear End	2	0	Daylight	Dry	South	South	3	No
340	6224436	05/09/17	Tuesday	8	Rear End	1	0	Daylight	Dry	West	West	3	No
341	6229672	05/11/17	Thursday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
342	6229415	05/11/17	Thursday	10	Rear End	0	0	Daylight	Dry	South	South	2	No
343	6231532	05/12/17	Friday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
344	6231260	05/12/17	Friday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
345	6230828	05/12/17	Friday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
346	6235711	05/16/17	Tuesday	6	Angle	1	0	Daylight	Dry	West	South	2	No
347	6235828	05/16/17	Tuesday	0	Angle	0	0	Daylight	Dry	South	West	2	No
348	6241821	05/20/17	Saturday	0	Angle	2	0	Daylight	Wet	North	East	3	No
349	6241920	05/20/17	Saturday	22	Right Turn	1	0	Dark - Not Lighted	Wet	West	North	2	No
350	6250579	05/26/17	Friday	13	Rear End	0	0	Daylight	Dry	West	West	2	No
351	6251770	05/27/17	Saturday	23	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
352	6253138	05/29/17	Monday	21	Angle	1	0	Dark - Not Lighted	Dry	North	West	2	No
353	6254529	05/30/17	Tuesday	16	Backed Into	1	0	Daylight	Wet	North	North	2	No
354	6256086	05/30/17	Tuesday	17	Rear End	0	0	Daylight	Wet	South	South	2	Yes
355	6258333	06/01/17	Thursday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
356	6265627	06/07/17	Wednesday	11	Left Turn	0	0	Daylight	Dry	South	North	2	No
357	6265676	06/07/17	Wednesday	0	Angle	0	0	Daylight	Dry	North	East	2	No
358	6269404	06/11/17	Sunday	2	Rear End	0	0	Dark - Lighted	Dry	Unknown	North	2	No
359	6272786	06/13/17	Tuesday	17	Angle	1	0	Daylight	Dry	East	South	2	No
360	6291447	06/28/17	Wednesday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
361	6296648	07/03/17	Monday	14	Rear End	0	0	Daylight	Dry	West	West	2	No
362	6297622	07/05/17	Wednesday	0	Left Turn	6	0	Dark - Lighted	Dry	East	West	2	No
363	6310969	07/16/17	Sunday	14	Angle	3	0	Daylight	Dry	West	North	2	No
364	6320118	07/22/17	Saturday	11	Angle	0	0	Daylight	Dry	West	South	2	No
365	6321195	07/23/17	Sunday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
366	6328934	07/28/17	Friday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
367	6431131	08/01/17	Tuesday	12	Rear End	0	0	Daylight	Dry	South	South	2	No
368	6336061	08/01/17	Tuesday	17	Angle	0	0	Daylight	Dry	North	East	2	No
369	6343648	08/07/17	Monday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
370	6347927	08/09/17	Wednesday	0	Left Turn	0	0	Daylight	Wet	South	North	2	No
371	6349140	08/10/17	Thursday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
372	6362233	08/21/17	Monday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
373	6370330	08/28/17	Monday	17	Angle	0	0	Daylight	Dry	North	East	2	No
374	6376662	09/01/17	Friday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
375	6384260	09/07/17	Thursday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
376	6386161	09/08/17	Friday	22	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
377	6389117	09/11/17	Monday	17	Sideswipe - Same Direction	0	0	Daylight	standing or	South	South	2	No
378	6392309	09/14/17	Thursday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
379	6397109	09/18/17	Monday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
380	6397533	09/19/17	Tuesday	8	Rear End	0	0	Daylight	Dry	East	East	2	No
381	6406642	09/26/17	Tuesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
382	6411974	09/29/17	Friday	16	Hit Parked Vehicle	0	0	Daylight	Dry	North	North	3	No
383	6409962	09/29/17	Friday	8	Backed Into	0	0	Daylight	Dry	North	North	2	No
384	6422301	10/09/17	Monday	10	Left Turn	0	0	Daylight	Wet	Northwest	Northeast	2	No

CRASH DATA DETAIL

Intersection: SR 236 (Hugh Howell Road) at Mountain Industrial Boulevard
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
385	6424234	10/11/17	Wednesday	0	Rear End	0	0	Daylight	Dry	South	South	2	No
386	6427710	10/13/17	Friday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
387	6431833	10/18/17	Wednesday	8	Rear End	0	0	Daylight	Dry	South	South	2	No
388	6431747	10/18/17	Wednesday	7	Angle	0	0	Daylight	Dry	Unknown	North	2	No
389	6448106	10/28/17	Saturday	11	Rear End	0	0	Daylight	Wet	West	West	2	No
390	6451510	10/30/17	Monday	17	Rear End	2	0	Daylight	Dry	Unknown	South	2	No
391	6450889	10/30/17	Monday	0	Rear End	0	0	Daylight	Dry	South	South	2	No
392	6450323	10/30/17	Monday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	South	2	No
393	6461454	11/03/17	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
394	6461061	11/06/17	Monday	11	Sideswipe - Same Direction	1	0	Daylight	Dry	South	South	2	No
395	6461359	11/06/17	Monday	13	Rear End	0	0	Daylight	Dry	South	South	2	No
396	6464016	11/08/17	Wednesday	0	Rear End	1	0	Daylight	Dry	South	South	2	No
397	6466794	11/10/17	Friday	4	Angle	0	0	Dark - Lighted	Dry	North	West	2	No
398	6473251	11/14/17	Tuesday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
399	6481025	11/20/17	Monday	17	Angle	1	0	Dark - Lighted	Dry	East	North	2	No
400	6480416	11/20/17	Monday	7	Hit Other Fixed Object	0	0	Daylight	Dry	North	N/A	1	No
401	6485904	11/25/17	Saturday	16	Rear End	0	0	Daylight	Dry	South	South	2	No
402	6488093	11/27/17	Monday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
403	6490852	11/29/17	Wednesday	11	Rear End	0	0	Daylight	Wet	East	East	2	No
404	6515361	12/15/17	Friday	13	Rear End	0	0	Daylight	Dry	North	North	2	No
405	6518115	12/18/17	Monday	9	Rear End	1	0	Daylight	Dry	North	North	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at SR 10 (Memorial Drive)

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4316717	03-Jan-13	Thursday	18	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
2	4345354	04-Feb-13	Monday	23	Hit Ditch	0	0	Dark - Not Lighted	Dry	Northwest	N/A	1	No
3	4349580	08-Feb-13	Friday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
4	4354064	12-Feb-13	Tuesday	18	Rear End	0	0	Dark - Not Lighted	Wet	East	East	2	No
5	4368984	24-Feb-13	Sunday	3	Hit Guardrail	0	0	Dark - Not Lighted	Wet	Southwest	N/A	1	Yes
6	4402594	04-Mar-13	Monday	14	Other	0	0	Daylight	Dry	West	West	2	No
7	4406394	06-Apr-13	Saturday	21	Hit Animal	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
8	4416487	17-Apr-13	Wednesday	13	Sideswipe - Same Direction	1	0	Daylight	Dry	East	East	2	No
9	4433967	05-May-13	Sunday	15	Sideswipe - Same Direction	1	0	Daylight	Dry	Unknown	West	2	No
10	4436943	07-May-13	Tuesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
11	4440598	11-May-13	Saturday	19	Hit Tree	1	0	Daylight	Wet	West	N/A	1	No
12	4453910	23-May-13	Thursday	0	Other Single Vehicle	1	0	Dark - Lighted	Wet	West	N/A	1	No
13	4462959	30-May-13	Thursday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
14	4472883	10-Jun-13	Monday	10	Hit Other Fixed Object	1	0	Daylight	Wet	Southwest	N/A	1	No
15	4473251	10-Jun-13	Monday	14	Hit Tree	0	0	Daylight	Wet	West	N/A	1	No
16	4477436	13-Jun-13	Thursday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
17	4480484	17-Jun-13	Monday	18	Rear End	0	0	Daylight	Wet	East	East	2	No
18	4488435	27-Jun-13	Thursday	13	Angle	1	1	Daylight	Wet	West	East	2	No
19	4498145	04-Jul-13	Thursday	19	Hit Other Fixed Object	1	0	Daylight	Wet	West	N/A	1	No
20	4498144	09-Jul-13	Tuesday	17	Hit Other Fixed Object	2	0	Daylight	Wet	West	N/A	1	No
21	4538630	12-Aug-13	Monday	12	Other	0	0	Daylight	Dry	Unknown	East	2	No
22	4538803	13-Aug-13	Tuesday	23	Hit Animal	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
23	4542399	18-Aug-13	Sunday	2	Hit Tree	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
24	4558091	02-Sep-13	Monday	2	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	East	N/A	2	Yes
25	4566086	10-Sep-13	Tuesday	16	Hit Median Barrier	0	0	Daylight	Dry	West	N/A	1	No
26	4570046	14-Sep-13	Saturday	3	Hit Ditch	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
27	4570373	14-Sep-13	Saturday	21	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
28	4581200	24-Sep-13	Tuesday	21	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	3	No
29	4611252	18-Oct-13	Friday	14	Rear End	1	0	Daylight	Dry	East	East	2	No
30	4611977	19-Oct-13	Saturday	7	Other ROTR	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
31	4620431	26-Oct-13	Saturday	7	Other Single Vehicle	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
32	4621360	28-Oct-13	Monday	4	Hit Median Barrier	1	0	Dark - Not Lighted	Wet	West	N/A	1	No
33	4621356	28-Oct-13	Monday	2	Hit Guardrail	0	0	Dark - Not Lighted	Wet	East	N/A	1	No
34	4627637	31-Oct-13	Thursday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	3	No
35	4638755	12-Nov-13	Tuesday	18	Rear End	1	0	Dark - Lighted	Dry	Unknown	East	2	No
36	4648958	13-Nov-13	Wednesday	18	Rear End	1	0	Dark - Not Lighted	Dry	East	East	3	No
37	4652024	22-Nov-13	Friday	18	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
38	4663304	04-Dec-13	Wednesday	17	Rear End	1	0	Dark - Not Lighted	Dry	East	East	2	No
39	4675296	15-Dec-13	Sunday	13	Other	0	0	Daylight	Dry	East	West	2	No
40	4681953	19-Dec-13	Thursday	21	Overtuned	1	0	Dark - Not Lighted	Dry	West	N/A	1	No
41	4681979	20-Dec-13	Friday	3	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
42	4683939	22-Dec-13	Sunday	11	Rear End	2	0	Daylight	Wet	East	West	2	No
43	4684424	22-Dec-13	Sunday	21	Hit Tree	0	0	Dark - Not Lighted	Wet	South	N/A	1	No
44	4686519	25-Dec-13	Wednesday	8	Rear End	2	0	Daylight	Dry	East	East	2	No
45	4694630	04-Jan-14	Saturday	0	Hit Other Fixed Object	1	0	Dark - Not Lighted	Dry	East	N/A	1	No
46	4702050	13-Jan-14	Monday	19	Rear End	1	0	Dark - Lighted	Wet	Unknown	East	2	No
47	4722456	01-Feb-14	Saturday	19	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	East	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at SR 10 (Memorial Drive)

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
48	4724292	02-Feb-14	Sunday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	East	2	No
49	4740921	23-Feb-14	Sunday	3	Hit Animal	1	0	Dark - Not Lighted	Dry	East	N/A	1	No
50	4754548	07-Mar-14	Friday	21	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
51	4756705	10-Mar-14	Monday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
52	4794087	17-Apr-14	Thursday	0	Hit Guardrail	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
53	4856850	23-May-14	Friday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
54	4876290	13-Jun-14	Friday	0	Hit Other Fixed Object	2	0	Dark - Not Lighted	Dry	West	N/A	1	No
55	4894815	01-Jul-14	Tuesday	14	Hit Sign/Signpost	2	0	Daylight	Dry	West	N/A	1	No
56	4936457	13-Aug-14	Wednesday	10	Hit Guardrail	0	1	Daylight	Dry	East	N/A	1	No
57	4944873	20-Aug-14	Wednesday	8	Sideswipe - Same Direction	1	0	Daylight	Dry	East	East	2	No
58	4944046	20-Aug-14	Wednesday	0	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	East	East	2	No
59	4963334	02-Sep-14	Tuesday	20	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	East	East	2	No
60	4970543	08-Sep-14	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
61	4976902	12-Sep-14	Friday	7	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	West	West	2	No
62	4997005	26-Sep-14	Friday	6	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	West	West	2	No
63	5011065	08-Oct-14	Wednesday	17	Hit Curb	0	0	Daylight	Dry	West	West	2	No
64	5021764	18-Oct-14	Saturday	19	Hit Post/ Pole Support	0	0	Daylight	Dry	West	N/A	1	No
65	5040241	04-Nov-14	Tuesday	18	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
66	5043913	08-Nov-14	Saturday	15	Angle	0	0	Daylight	Dry	East	West	2	No
67	5051781	15-Nov-14	Saturday	1	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	East	East	2	No
68	5052997	17-Nov-14	Monday	1	Hit Embankment	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
69	5053721	17-Nov-14	Monday	18	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
70	5061683	24-Nov-14	Monday	3	Hit Guardrail	0	0	Dark - Lighted	Wet	East	N/A	1	No
71	5096107	15-Dec-14	Monday	19	Sideswipe - Same Direction	2	0	Dark - Not Lighted	Dry	West	West	2	No
72	5100965	18-Dec-14	Thursday	19	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
73	5114657	31-Dec-14	Wednesday	18	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	East	East	3	No
74	5116149	02-Jan-15	Friday	16	Sideswipe - Same Direction	3	0	Daylight	Wet	West	West	2	No
75	5120831	06-Jan-15	Tuesday	21	Rear End	1	0	Dark - Lighted	Dry	East	N/A	2	Yes
76	5119027	06-Jan-15	Tuesday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
77	5118828	06-Jan-15	Tuesday	7	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
78	5121920	09-Jan-15	Friday	5	Overtuned	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
79	5134611	20-Jan-15	Tuesday	16	Hit Tree	1	0	Daylight	Dry	West	N/A	1	No
80	5138225	24-Jan-15	Saturday	2	Hit Guardrail	0	0	Dark - Not Lighted	Wet	East	N/A	1	No
81	5174510	11-Feb-15	Wednesday	20	Hit Ditch	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
82	5194256	23-Feb-15	Monday	21	Hit Tree	1	0	Daylight	Dry	East	N/A	1	No
83	5201259	01-Mar-15	Sunday	8	Hit Other Fixed Object	1	0	Daylight	Wet	East	N/A	1	No
84	5220734	19-Mar-15	Thursday	3	Hit Other Fixed Object	0	0	Dark - Lighted	Wet	West	N/A	1	No
85	5220758	19-Mar-15	Thursday	3	Hit Other Fixed Object	0	0	Dark - Lighted	Wet	West	N/A	1	No
86	5241576	04-Apr-15	Saturday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
87	5249735	11-Apr-15	Saturday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
88	5252875	13-Apr-15	Monday	20	Hit Tree	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
89	5257504	19-Apr-15	Sunday	13	Hit Tree	1	0	Daylight	Wet	West	N/A	1	No
90	5257655	19-Apr-15	Sunday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
91	5266241	25-Apr-15	Saturday	6	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	West	West	2	No
92	5282529	09-May-15	Saturday	7	Hit Ditch	0	0	Daylight	Wet	West	N/A	1	No
93	5285368	11-May-15	Monday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
94	5296735	20-May-15	Wednesday	13	Rear End	0	0	Daylight	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at SR 10 (Memorial Drive)

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
95	5320300	10-Jun-15	Wednesday	11	Hit Tree	0	0	Daylight	Dry	South	N/A	1	No
96	5328741	18-Jun-15	Thursday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
97	5336549	25-Jun-15	Thursday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
98	5345654	04-Jul-15	Saturday	12	Hit Tree	0	0	Daylight	Wet	West	N/A	1	No
99	5349720	08-Jul-15	Wednesday	10	Hit Tree	1	0	Daylight	Dry	East	N/A	1	No
100	5353062	11-Jul-15	Saturday	14	Other Single Vehicle	0	0	Daylight	Dry	East	N/A	1	No
101	5370867	27-Jul-15	Monday	18	Hit Other Fixed Object	0	0	Daylight	Wet	West	N/A	1	No
102	5462404	28-Jul-15	Tuesday	0	Hit Sign/Sign Post	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
103	5377264	02-Aug-15	Sunday	23	Hit Curb	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
104	5379912	04-Aug-15	Tuesday	21	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
105	5395387	18-Aug-15	Tuesday	14	Rear End	0	0	Daylight	Wet	East	East	2	No
106	5405617	20-Aug-15	Thursday	18	Rear End	0	0	Daylight	Wet	East	East	2	No
107	5400106	22-Aug-15	Saturday	23	Rear End	2	0	Dark - Lighted	Wet	West	West	2	No
108	5400129	23-Aug-15	Sunday	5	Hit Tree	1	0	Dark - Not Lighted	Wet	West	N/A	1	No
109	5403238	25-Aug-15	Tuesday	18	Rear End	2	0	Daylight	Dry	East	East	3	No
110	5440470	23-Sep-15	Wednesday	9	Hit Tree	0	0	Daylight	Dry	West	N/A	1	No
111	5446125	28-Sep-15	Monday	7	Rear End	1	0	Daylight	Wet	West	West	2	No
112	5467272	12-Oct-15	Monday	22	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
113	5466057	13-Oct-15	Tuesday	0	Hit Other Fixed Object	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
114	5471568	16-Oct-15	Friday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
115	5471569	16-Oct-15	Friday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
116	5476109	19-Oct-15	Monday	17	Hit Guardrail	0	0	Daylight	Dry	East	N/A	1	No
117	5476461	20-Oct-15	Tuesday	20	Hit Guardrail	1	0	Dark - Not Lighted	Dry	East	N/A	1	No
118	5480940	23-Oct-15	Friday	12	Hit Guardrail	1	0	Daylight	Dry	West	N/A	1	No
119	5484401	26-Oct-15	Monday	17	Other Single Vehicle	0	0	Daylight	Wet	West	N/A	1	No
120	5493731	02-Nov-15	Monday	9	Rear End	1	0	Daylight	Wet	West	West	2	No
121	5493732	02-Nov-15	Monday	9	Hit Tree	1	0	Daylight	Wet	West	N/A	1	No
122	5496600	04-Nov-15	Wednesday	0	Hit Other Fixed Object	2	0	Dark - Lighted	Wet	West	N/A	1	No
123	5499029	05-Nov-15	Thursday	6	Rear End	0	0	Daylight	Wet	West	West	2	No
124	5499592	05-Nov-15	Thursday	19	Hit Guardrail	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
125	5500024	06-Nov-15	Friday	1	Hit Tree	0	0	Dark - Lighted	Wet	East	N/A	1	No
126	5501475	07-Nov-15	Saturday	7	Other Single Vehicle	1	0	Daylight	Wet	West	N/A	1	No
127	5534397	12-Nov-15	Thursday	0	Hit Culvert	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
128	5535767	26-Nov-15	Thursday	22	Pedestrian	0	1	Dark - Not Lighted	Dry	Unknown	East	1	No
129	5530895	29-Nov-15	Sunday	16	Other Single Vehicle	0	0	Daylight	Dry	East	N/A	1	No
130	5530899	30-Nov-15	Monday	18	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
131	5573347	29-Dec-15	Tuesday	18	Rear End	0	0	Dark - Not Lighted	Dry	Unknown	East	3	No
132	5575116	30-Dec-15	Wednesday	18	Rear End	0	0	Dark - Not Lighted	Wet	West	West	2	No
133	5576574	01-Jan-16	Friday	9	Hit Guardrail	0	0	Daylight	Dry	East	N/A	1	No
134	5609605	24-Jan-16	Sunday	21	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	Unknown	East	2	No
135	5612113	27-Jan-16	Wednesday	5	Rear End	1	0	Dark - Not Lighted	Wet	West	West	2	No
136	5617275	29-Jan-16	Friday	0	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	Unknown	East	2	No
137	5630311	09-Feb-16	Tuesday	11	Other	1	0	Daylight	Dry	Unknown	West	2	No
138	5629370	09-Feb-16	Tuesday	6	Sideswipe - Opposite Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
139	5639468	17-Feb-16	Wednesday	2	Hit Ditch	0	0	Dark - Not Lighted	Wet	East	N/A	1	No
140	5661551	05-Mar-16	Saturday	3	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
141	5671688	13-Mar-16	Sunday	7	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at SR 10 (Memorial Drive)

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
142	5699639	03-Apr-16	Sunday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
143	5699640	03-Apr-16	Sunday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
144	5705196	08-Apr-16	Friday	7	Hit Tree	1	0	Daylight	Dry	West	N/A	1	No
145	5705093	08-Apr-16	Friday	0	Hit Ditch	0	0	Dark - Not Lighted	Wet	East	N/A	1	No
146	5733324	27-Apr-16	Wednesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
147	5744345	06-May-16	Friday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
148	5745984	07-May-16	Saturday	14	Hit Guardrail	1	0	Daylight	Dry	East	N/A	1	No
149	5753130	12-May-16	Thursday	16	Rear End	0	0	Daylight	Wet	East	East	2	No
150	5753346	12-May-16	Thursday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
151	5770004	24-May-16	Tuesday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
152	5771243	25-May-16	Wednesday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
153	5781291	30-May-16	Monday	0	Sideswipe - Same Direction	2	0	Dark - Not Lighted	Dry	East	East	3	Yes
154	5779627	01-Jun-16	Wednesday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
155	5782729	02-Jun-16	Thursday	15	Rear End	1	0	Daylight	Wet	West	West	2	No
156	5780554	02-Jun-16	Thursday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
157	5791005	11-Jun-16	Saturday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
158	5793790	13-Jun-16	Monday	18	Rear End	1	0	Daylight	Dry	East	East	2	No
159	5800034	19-Jun-16	Sunday	6	Hit Tree	0	0	Daylight	Dry	West	N/A	1	No
160	5809122	23-Jun-16	Thursday	23	Hit Animal	1	0	Dark - Not Lighted	Dry	West	N/A	1	No
161	5814679	28-Jun-16	Tuesday	17	Other Single Vehicle	0	0	Daylight	Wet	West	N/A	1	No
162	5815546	29-Jun-16	Wednesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
163	5827581	11-Jul-16	Monday	14	Hit Guardrail	1	0	Daylight	Dry	East	N/A	1	No
164	5845385	20-Jul-16	Wednesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
165	5852690	23-Jul-16	Saturday	19	Hit Ditch	0	0	Daylight	Wet	South	N/A	1	No
166	5859407	01-Aug-16	Monday	17	Rear End	0	0	Daylight	Wet	East	East	2	No
167	5864605	01-Aug-16	Monday	18	Hit Tree	0	0	Dusk	Dry	West	N/A	1	No
168	5862226	02-Aug-16	Tuesday	16	Other	2	0	Daylight	Wet	West	West	2	No
169	5872592	11-Aug-16	Thursday	0	Other Single Vehicle	1	0	Dark - Not Lighted	Dry	Unknown	N/A	1	No
170	5879837	16-Aug-16	Tuesday	8	Rear End	1	0	Daylight	Dry	East	East	2	No
171	5878384	16-Aug-16	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	3	No
172	5890551	20-Aug-16	Saturday	15	Rear End	0	0	Daylight	Wet	West	West	2	No
173	5887482	22-Aug-16	Monday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
174	5890531	24-Aug-16	Wednesday	14	Hit Median Barrier	0	0	Daylight	Wet	West	N/A	1	No
175	5893629	25-Aug-16	Thursday	0	Hit Parked Vehicle	1	0	Dark - Not Lighted	Dry	Unknown	West	2	No
176	5895734	25-Aug-16	Thursday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
177	5896832	29-Aug-16	Monday	17	Sideswipe - Same Direction	0	0	Dawn	Dry	East	East	2	No
178	5895246	29-Aug-16	Monday	6	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
179	5896362	29-Aug-16	Monday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
180	5905669	06-Sep-16	Tuesday	2	Hit Animal	0	0	Dark - Lighted	Dry	West	N/A	1	No
181	5913769	11-Sep-16	Sunday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
182	5918154	14-Sep-16	Wednesday	7	Rear End	0	0	Daylight	Ice/Frost	West	West	2	No
183	5921270	15-Sep-16	Thursday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
184	5933307	26-Sep-16	Monday	0	Other Single Vehicle	0	0	Dark - Lighted	Dry	West	N/A	1	No
185	5939994	01-Oct-16	Saturday	0	Hit Guardrail	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
186	5944449	04-Oct-16	Tuesday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
187	5950283	09-Oct-16	Sunday	16	Hit Other Fixed Object	0	0	Daylight	Dry	East	N/A	1	No
188	5955000	13-Oct-16	Thursday	2	Hit Culvert	0	0	Dark - Not Lighted	Dry	West	N/A	1	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at SR 10 (Memorial Drive)

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
189	5980573	25-Oct-16	Tuesday	19	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
190	5972472	25-Oct-16	Tuesday	6	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
191	5974433	27-Oct-16	Thursday	2	Hit Tree	1	0	Dark - Not Lighted	Dry	East	N/A	1	No
192	5978137	28-Oct-16	Friday	23	Other	1	0	Dark - Lighted	Dry	East	West	2	No
193	5980423	30-Oct-16	Sunday	1	Hit Animal	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
194	5983021	01-Nov-16	Tuesday	21	Hit Animal	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
195	5984550	03-Nov-16	Thursday	6	Hit Animal	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
196	5987314	04-Nov-16	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
197	5991651	08-Nov-16	Tuesday	18	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
198	5995963	11-Nov-16	Friday	19	Hit Animal	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
199	6021875	12-Nov-16	Saturday	4	Angle	1	0	Dark - Lighted	Dry	Unknown	West	2	No
200	5997115	13-Nov-16	Sunday	23	Hit Guardrail	1	0	Dark - Not Lighted	Dry	East	N/A	1	No
201	6002543	16-Nov-16	Wednesday	18	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
202	6010383	22-Nov-16	Tuesday	20	Rear End	0	0	Dark - Not Lighted	Dry	Unknown	East	2	No
203	6010588	23-Nov-16	Wednesday	0	Rear End	1	0	Dark - Not Lighted	Dry	West	West	2	No
204	6011582	23-Nov-16	Wednesday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
205	6022881	02-Dec-16	Friday	17	Hit Tree	0	0	Daylight	Dry	East	N/A	1	No
206	6023983	04-Dec-16	Sunday	4	Hit Guardrail	0	0	Dark - Lighted	Wet	West	N/A	1	No
207	6029559	06-Dec-16	Tuesday	0	Rear End	1	0	Daylight	Wet	West	West	2	No
208	6030210	06-Dec-16	Tuesday	22	Hit Median Barrier	1	0	Dark - Not Lighted	Wet	West	N/A	1	No
209	6043482	17-Dec-16	Saturday	3	Sideswipe - Same Direction	3	0	Dark - Not Lighted	Dry	East	East	2	No
210	6043483	17-Dec-16	Saturday	3	Head-On	2	0	Dark - Not Lighted	Dry	East	East	2	No
211	6043481	17-Dec-16	Saturday	3	Hit Guardrail	1	0	Dark - Not Lighted	Dry	East	N/A	1	No
212	6047027	17-Dec-16	Saturday	19	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
213	6051402	21-Dec-16	Wednesday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
214	6054935	26-Dec-16	Monday	18	Rear End	1	0	Dark - Not Lighted	Wet	West	West	2	No
215	6063791	02-Jan-17	Monday	23	Hit Ditch	0	0	Dark - Not Lighted	Wet	East	N/A	1	No
216	6069260	04-Jan-17	Wednesday	0	Rear End	1	0	Dark - Lighted	Dry	East	East	3	No
217	6069126	05-Jan-17	Thursday	19	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
218	6070530	07-Jan-17	Saturday	8	Hit Median Barrier	0	0	Daylight	Ice/Frost	East	N/A	1	No
219	6076237	12-Jan-17	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	3	No
220	6076382	12-Jan-17	Thursday	7	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
221	6076557	13-Jan-17	Friday	1	Hit Other Fixed Object	1	0	Dark - Lighted	Dry	East	N/A	1	No
222	6093851	26-Jan-17	Thursday	0	Rear End	2	0	Daylight	Wet	North	North	2	No
223	6100484	31-Jan-17	Tuesday	19	Hit Animal	0	0	Dark - Not Lighted	Dry	North	N/A	1	No
224	6105480	04-Feb-17	Saturday	5	Hit Guardrail	0	0	Dark - Not Lighted	Dry	Northwest	N/A	1	No
225	6106824	05-Feb-17	Sunday	23	Hit Tree	0	0	Dark - Lighted	Dry	East	N/A	1	No
226	6107819	06-Feb-17	Monday	19	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
227	6116870	13-Feb-17	Monday	21	Hit Guardrail	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
228	6117009	13-Feb-17	Monday	22	Other Single Vehicle	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
229	6117010	13-Feb-17	Monday	22	Other Single Vehicle	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
230	6124513	20-Feb-17	Monday	17	Sideswipe - Same Direction	1	0	Daylight	Dry	Southwest	Southwest	2	No
231	6126406	22-Feb-17	Wednesday	11	Hit Culvert	0	0	Daylight	Wet	West	N/A	1	No
232	6126941	22-Feb-17	Wednesday	19	Other Single Vehicle	0	0	Dark - Lighted	Dry	Northwest	N/A	1	No
233	6130372	26-Feb-17	Sunday	6	Hit Guardrail	1	0	Dawn	Dry	East	N/A	1	No
234	6137311	03-Mar-17	Friday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
235	6143362	08-Mar-17	Wednesday	0	Rear End	1	0	Daylight	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 410 (US 78 / Stone Mountain Freeway) at SR 10 (Memorial Drive)

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
236	6158808	21-Mar-17	Tuesday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
237	6164486	24-Mar-17	Friday	19	Rear End	1	0	Daylight	Dry	East	East	2	No
238	6179954	05-Apr-17	Wednesday	9	Hit Other Fixed Object	3	0	Daylight	Wet	East	N/A	1	No
239	6184878	08-Apr-17	Saturday	1	Rear End	1	0	Dark - Not Lighted	Dry	East	East	2	No
240	6184331	08-Apr-17	Saturday	7	Hit Guardrail	0	0	Daylight	Dry	East	N/A	1	No
241	6198253	15-Apr-17	Saturday	5	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
242	6205649	24-Apr-17	Monday	4	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
243	6206278	25-Apr-17	Tuesday	0	Rear End	0	0	Daylight	Dry	West	West	2	No
244	6293781	04-May-17	Thursday	23	Overtuned	2	0	Dark - Not Lighted	Wet	West	N/A	1	No
245	6234498	15-May-17	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
246	6242375	21-May-17	Sunday	12	Sideswipe - Same Direction	0	0	Daylight	Wet	East	East	2	No
247	6246112	23-May-17	Tuesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
248	6247872	24-May-17	Wednesday	0	Overtuned	3	0	Dark - Not Lighted	Wet	North	N/A	1	No
249	6251665	25-May-17	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
250	6264830	05-Jun-17	Monday	18	Other ROTR	0	0	Daylight	Wet	West	N/A	1	No
251	6268713	10-Jun-17	Saturday	5	Hit Tree	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
252	6280102	19-Jun-17	Monday	16	Overtuned	1	0	Daylight	Dry	West	N/A	1	No
253	6288669	26-Jun-17	Monday	18	Rear End	1	0	Daylight	Dry	East	East	2	No
254	6302427	08-Jul-17	Saturday	15	Rear End	0	0	Daylight	Dry	West	West	2	No
255	6342250	05-Aug-17	Saturday	16	Other Single Vehicle	0	0	Daylight	Dry	West	N/A	1	No
256	6347131	09-Aug-17	Wednesday	10	Rear End	1	0	Daylight	Wet	West	West	2	No
257	6382838	06-Sep-17	Wednesday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
258	6385864	07-Sep-17	Thursday	0	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	Unknown	West	2	No
259	6386282	09-Sep-17	Saturday	0	Overtuned	3	0	Daylight	Dry	West	N/A	1	No
260	6388992	12-Sep-17	Tuesday	6	Rear End	0	0	Daylight	Wet	East	East	2	No
261	6389867	13-Sep-17	Wednesday	1	Hit Tree	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
262	6399729	20-Sep-17	Wednesday	0	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	Unknown	East	2	No
263	6399926	21-Sep-17	Thursday	5	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
264	6404141	25-Sep-17	Monday	0	Hit Animal	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
265	6413428	02-Oct-17	Monday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
266	6420347	07-Oct-17	Saturday	21	Hit Guardrail	2	0	Dark - Not Lighted	Dry	Northwest	N/A	1	No
267	6421297	08-Oct-17	Sunday	21	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Water (standing or moving)	West	West	2	No
268	6429232	15-Oct-17	Sunday	19	Hit Guardrail	0	0	Dark - Not Lighted	Dry	West	N/A	1	No
269	6434330	19-Oct-17	Thursday	16	Rear End	0	0	Daylight	Dry	Unknown	East	2	No
270	6440164	23-Oct-17	Monday	20	Hit Guardrail	1	0	Dark - Not Lighted	Wet	West	N/A	1	No
271	6440153	24-Oct-17	Tuesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
272	6439438	24-Oct-17	Tuesday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
273	6442081	24-Oct-17	Tuesday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
274	6473868	15-Nov-17	Wednesday	8	Rear End	0	0	Daylight	Dry	West	East	2	No
275	6488695	27-Nov-17	Monday	18	Rear End	3	0	Dark - Lighted	Dry	East	East	3	No
276	6489149	28-Nov-17	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
277	6512106	13-Dec-17	Wednesday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
278	6527914	21-Dec-17	Thursday	17	Rear End	2	0	Dark - Not Lighted	Wet	East	East	2	No
279	6530617	27-Dec-17	Wednesday	0	Other Single Vehicle	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
280	6533476	30-Dec-17	Saturday	9	Rear End	0	0	Daylight	Dry	East	East	2	No
281	6534185	31-Dec-17	Sunday	0	Hit Other Fixed Object	0	0	Daylight	Dry	East	N/A	1	No

CRASH DATA DETAIL

Intersection: SR 236 (Lavista Road) at Montreal Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4324908	14-Jan-13	Monday	11	Rear End	1	0	Daylight	Wet	Southwest	Southwest	2	No
2	4331728	18-Jan-13	Friday	17	Right Turn	0	0	Daylight	Dry	South	East	2	No
3	4332861	20-Jan-13	Sunday	9	Left Turn	1	0	Daylight	Dry	Northwest	Northeast	2	No
4	4339999	30-Jan-13	Wednesday	12	Angle	0	0	Daylight	Wet	South	West	2	No
5	4350226	10-Feb-13	Sunday	14	Rear End	2	0	Daylight	Dry	North	North	2	No
6	4369773	28-Feb-13	Thursday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
7	4398317	29-Mar-13	Friday	20	Other Single Vehicle	1	0	Dark - Not Lighted	Dry	West	N/A	1	No
8	4404955	04-Apr-13	Thursday	18	Angle	0	0	Daylight	Wet	South	West	2	No
9	4413368	14-Apr-13	Sunday	13	Rear End	0	0	Daylight	Wet	East	East	2	No
10	4419543	20-Apr-13	Saturday	15	Angle	2	0	Daylight	Dry	North	West	3	No
11	4437783	08-May-13	Wednesday	15	Left Turn	3	0	Daylight	Dry	West	East	2	No
12	4479959	17-Jun-13	Monday	10	Rear End	0	0	Dawn	Dry	East	East	2	No
13	4498709	10-Jul-13	Wednesday	7	Angle	0	0	Daylight	Dry	South	North	2	No
14	4499367	11-Jul-13	Thursday	12	Left Turn	0	0	Daylight	Wet	West	East	2	No
15	4548861	23-Aug-13	Friday	12	Angle	0	0	Daylight	Dry	West	North	2	No
16	4562302	05-Sep-13	Thursday	14	Sideswipe - Same Direction	1	0	Daylight	Dry	North	North	2	No
17	4573526	18-Sep-13	Wednesday	20	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
18	4581756	25-Sep-13	Wednesday	13	Rear End	0	0	Daylight	Wet	West	West	2	No
19	4584824	27-Sep-13	Friday	19	Rear End	0	0	Daylight	Dry	East	East	2	No
20	4611240	18-Oct-13	Friday	14	Left Turn	0	0	Daylight	Dry	West	East	2	No
21	4620039	25-Oct-13	Friday	17	Rear End	0	0	Daylight	Dry	West	West	3	No
22	4629798	03-Nov-13	Sunday	12	Backed Into	0	0	Daylight	Dry	Southeast	Southeast	2	No
23	4630067	03-Nov-13	Sunday	15	Angle	0	0	Daylight	Dry	North	East	2	No
24	4638035	12-Nov-13	Tuesday	13	Rear End	0	0	Daylight	Dry	North	North	2	No
25	4652380	22-Nov-13	Friday	17	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
26	4656052	26-Nov-13	Tuesday	17	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	West	West	2	No
27	4657055	27-Nov-13	Wednesday	20	Pedestrian	0	1	Dark - Lighted	Dry	Unknown	West	1	No
28	4674222	13-Dec-13	Friday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
29	4684223	22-Dec-13	Sunday	20	Left Turn	0	0	Dark - Lighted	Wet	East	West	2	No
30	4685743	23-Dec-13	Monday	12	Left Turn	0	0	Daylight	Dry	West	East	2	No
31	4694819	04-Jan-14	Saturday	14	Rear End	0	0	Daylight	Dry	West	West	2	No
32	4704869	15-Jan-14	Wednesday	12	Left Turn	0	0	Daylight	Dry	North	South	2	No
33	4713807	26-Jan-14	Sunday	16	Rear End	1	0	Daylight	Dry	North	North	2	No
34	4720293	31-Jan-14	Friday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
35	4756426	10-Mar-14	Monday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
36	4786520	09-Apr-14	Wednesday	15	Angle	1	0	Daylight	Dry	East	South	2	No
37	4787788	11-Apr-14	Friday	6	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
38	4792345	15-Apr-14	Tuesday	12	Rear End	1	0	Daylight	Dry	East	East	2	No
39	4829128	27-Apr-14	Sunday	13	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
40	4831135	29-Apr-14	Tuesday	12	Rear End	0	0	Daylight	Dry	East	East	3	No
41	4832771	30-Apr-14	Wednesday	1	Left Turn	2	0	Daylight	Dry	West	East	2	No
42	4833475	01-May-14	Thursday	10	Rear End	0	0	Daylight	Dry	East	East	2	No
43	4836504	05-May-14	Monday	11	Rear End	0	0	Daylight	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: SR 236 (Lavista Road) at Montreal Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
44	4848183	16-May-14	Friday	14	Rear End	1	0	Daylight	Dry	South	South	2	No
45	4849132	18-May-14	Sunday	13	Rear End	0	0	Daylight	Wet	West	West	2	No
46	4854698	21-May-14	Wednesday	18	Angle	0	0	Daylight	Dry	South	East	2	No
47	4877475	14-Jun-14	Saturday	9	Angle	0	0	Daylight	Dry	East	North	2	No
48	4910045	18-Jul-14	Friday	13	Rear End	0	0	Daylight	Dry	South	South	3	No
49	4925483	02-Aug-14	Saturday	18	Other Single Vehicle	1	0	Daylight	Dry	North	N/A	1	No
50	4940494	16-Aug-14	Saturday	19	Left Turn	0	0	Daylight	Dry	East	West	2	No
51	4955796	28-Aug-14	Thursday	20	Other	0	0	Dark - Lighted	Dry	East	East	2	No
52	4997764	26-Sep-14	Friday	22	Sideswipe - Opposite Direction	2	0	Dark - Lighted	Dry	Northeast	Southwest	3	Yes
53	4998023	27-Sep-14	Saturday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
54	5008096	06-Oct-14	Monday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
55	5052260	15-Nov-14	Saturday	18	Left Turn	1	0	Dark - Lighted	Dry	West	East	2	No
56	5080939	08-Dec-14	Monday	15	Angle	1	0	Daylight	Dry	South	East	2	No
57	5091605	12-Dec-14	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	3	No
58	5115820	02-Jan-15	Friday	14	Sideswipe - Same Direction	0	0	Daylight	Wet	North	North	2	No
59	5118443	05-Jan-15	Monday	14	Rear End	1	0	Daylight	Dry	South	South	2	No
60	5124118	09-Jan-15	Friday	13	Rear End	0	0	Daylight	Dry	North	North	2	No
61	5174495	11-Feb-15	Wednesday	20	Rear End	1	0	Dark - Lighted	Dry	Northeast	Northeast	2	No
62	5191978	20-Feb-15	Friday	12	Left Turn	0	0	Daylight	Dry	South	North	2	No
63	5196260	24-Feb-15	Tuesday	21	Angle	0	0	Dark - Lighted	Wet	South	West	2	No
64	5210330	08-Mar-15	Sunday	14	Rear End	1	0	Daylight	Dry	Northeast	Northeast	2	No
65	5225188	22-Mar-15	Sunday	12	Angle	0	0	Daylight	Wet	East	South	2	No
66	5231863	26-Mar-15	Thursday	14	Rear End	1	0	Daylight	Dry	North	North	2	No
67	5251385	13-Apr-15	Monday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
68	5257507	19-Apr-15	Sunday	9	Angle	1	0	Daylight	Wet	Southwest	East	2	No
69	5276642	04-May-15	Monday	23	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
70	5306288	28-May-15	Thursday	13	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
71	5316440	07-Jun-15	Sunday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	Southwest	Southwest	2	No
72	5329067	18-Jun-15	Thursday	18	Rear End	0	0	Daylight	Wet	East	East	2	No
73	5329037	18-Jun-15	Thursday	15	Angle	0	0	Daylight	Dry	North	West	2	No
74	5336486	25-Jun-15	Thursday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
75	5353127	11-Jul-15	Saturday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
76	5418558	29-Aug-15	Saturday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
77	5443305	18-Sep-15	Friday	17	Angle	1	0	Daylight	Dry	South	West	2	No
78	5429998	19-Sep-15	Saturday	21	Backed Into	0	0	Dark - Lighted	Dry	North	North	2	No
79	5430241	20-Sep-15	Sunday	12	Rear End	1	0	Daylight	Dry	North	North	2	No
80	5441383	24-Sep-15	Thursday	7	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
81	5463121	09-Oct-15	Friday	15	Sideswipe - Same Direction	2	0	Daylight	Dry	West	West	2	No
82	5465940	12-Oct-15	Monday	18	Angle	0	0	Daylight	Dry	West	None	2	No
83	5472980	18-Oct-15	Sunday	19	Angle	0	0	Dark - Lighted	Dry	Southwest	North	2	No
84	5486038	27-Oct-15	Tuesday	16	Angle	0	0	Daylight	Dry	East	West	2	No
85	5488507	29-Oct-15	Thursday	7	Angle	1	0	Dark - Lighted	Dry	South	East	2	No
86	5496013	03-Nov-15	Tuesday	13	Rear End	0	0	Daylight	Wet	West	West	2	No

CRASH DATA DETAIL

Intersection: SR 236 (Lavista Road) at Montreal Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
87	5501690	06-Nov-15	Friday	13	Sideswipe - Same Direction	0	0	Daylight	Wet	North	North	2	No
88	5508004	12-Nov-15	Thursday	13	Rear End	0	0	Daylight	Dry	South	South	2	No
89	5509372	13-Nov-15	Friday	13	Left Turn	1	0	Daylight	Dry	Southwest	Northeast	2	No
90	5510509	14-Nov-15	Saturday	15	Rear End	1	0	Daylight	Dry	North	North	2	No
91	5517750	20-Nov-15	Friday	8	Angle	0	0	Daylight	Dry	East	North	2	No
92	5546069	11-Dec-15	Friday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
93	5559365	18-Dec-15	Friday	1	Left Turn	0	0	Daylight	Dry	East	West	2	No
94	5561419	21-Dec-15	Monday	12	Rear End	0	0	Daylight	Dry	South	South	2	No
95	5565796	24-Dec-15	Thursday	14	Right Turn	0	0	Daylight	Wet	East	North	2	No
96	5593738	11-Jan-16	Monday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	Northeast	2	No
97	5600656	15-Jan-16	Friday	16	Rear End	1	0	Daylight	Wet	South	South	2	No
98	5621287	01-Feb-16	Monday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
99	5635152	12-Feb-16	Friday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
100	5661888	05-Mar-16	Saturday	11	Rear End	1	0	Daylight	Dry	South	South	2	No
101	5670532	11-Mar-16	Friday	14	Left Turn	1	0	Daylight	Dry	West	East	2	No
102	5677800	16-Mar-16	Wednesday	10	Sideswipe - Same Direction	1	0	Daylight	Dry	North	North	2	No
103	5677230	16-Mar-16	Wednesday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
104	5691136	28-Mar-16	Monday	12	Rear End	1	0	Daylight	Dry	North	North	2	No
105	5695315	31-Mar-16	Thursday	13	Angle	0	0	Daylight	Dry	West	North	2	No
106	5702415	05-Apr-16	Tuesday	11	Angle	2	0	Daylight	Dry	East	North	2	No
107	5733528	27-Apr-16	Wednesday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
108	5751978	11-May-16	Wednesday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
109	5761848	19-May-16	Thursday	12	Angle	0	0	Daylight	Dry	West	North	2	No
110	5784073	05-Jun-16	Sunday	21	Right Turn	0	0	Dark - Lighted	Dry	North	East	2	No
111	5787881	08-Jun-16	Wednesday	14	Angle	3	0	Daylight	Dry	North	East	3	No
112	5798737	17-Jun-16	Friday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
113	5848566	24-Jul-16	Sunday	12	Left Turn	1	0	Daylight	Dry	Southwest	Northeast	2	No
114	5852480	27-Jul-16	Wednesday	12	Backed Into	0	0	Daylight	Dry	East	East	2	No
115	5854809	28-Jul-16	Thursday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
116	5928638	21-Sep-16	Wednesday	0	Rear End	0	0	Daylight	Dry	North	North	2	No
117	5932062	24-Sep-16	Saturday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
118	5961592	18-Oct-16	Tuesday	13	Rear End	2	0	Daylight	Dry	West	West	2	No
119	5962400	19-Oct-16	Wednesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
120	5965647	20-Oct-16	Thursday	6	Sideswipe - Same Direction	0	0	Daylight	Dry	Southwest	Southwest	2	No
121	5971579	25-Oct-16	Tuesday	8	Angle	0	0	Daylight	Dry	West	North	2	No
122	5991324	08-Nov-16	Tuesday	11	Rear End	0	0	Daylight	Dry	West	West	2	No
123	6002954	17-Nov-16	Thursday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
124	6006035	19-Nov-16	Saturday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
125	6009367	22-Nov-16	Tuesday	7	Backed Into	0	0	Daylight	Dry	South	South	2	No
126	6042273	14-Dec-16	Wednesday	18	Angle	0	0	Dark - Lighted	Dry	None	North	2	No
127	6052250	21-Dec-16	Wednesday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
128	6096561	28-Jan-17	Saturday	16	Rear End	0	0	Daylight	Dry	West	West	2	No
129	6103748	03-Feb-17	Friday	7	Angle	0	0	Dark - Lighted	Dry	Southwest	East	2	No

CRASH DATA DETAIL

Intersection: SR 236 (Lavista Road) at Montreal Road

Period: Jan-13 **Through** Dec-17

Duration: 1,826 Days

County: Dekalb

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
130	6123925	20-Feb-17	Monday	12	Rear End	1	0	Daylight	Dry	West	West	2	No
131	6139814	06-Mar-17	Monday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
132	6149217	13-Mar-17	Monday	14	Angle	0	0	Daylight	Wet	East	West	2	No
133	6153472	16-Mar-17	Thursday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	South	2	No
134	6156054	19-Mar-17	Sunday	14	Rear End	0	0	Daylight	Dry	West	West	2	No
135	6160194	22-Mar-17	Wednesday	18	Rear End	0	0	Daylight	Dry	North	North	2	No
136	6223853	08-May-17	Monday	11	Rear End	0	0	Daylight	Dry	North	North	2	No
137	6226334	09-May-17	Tuesday	14	Rear End	2	0	Daylight	Dry	West	West	2	No
138	6228206	10-May-17	Wednesday	15	Rear End	1	0	Daylight	Dry	West	West	3	No
139	6249133	25-May-17	Thursday	14	Angle	2	0	Daylight	Dry	West	North	2	No
140	6301804	01-Jul-17	Saturday	16	Angle	0	0	Daylight	Wet	East	South	2	No
141	6350992	12-Aug-17	Saturday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
142	6364474	18-Aug-17	Friday	13	Sideswipe - Same Direction	2	0	Daylight	Dry	North	North	2	No
143	6382825	06-Sep-17	Wednesday	17	Angle	0	0	Daylight	Dry	West	North	2	No
144	6386485	09-Sep-17	Saturday	11	Left Turn	0	0	Daylight	Dry	East	West	2	No
145	6390576	13-Sep-17	Wednesday	12	Angle	2	0	Daylight	Dry	North	West	2	No
146	6425544	11-Oct-17	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
147	6439600	24-Oct-17	Tuesday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
148	6448192	28-Oct-17	Saturday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
149	6482492	21-Nov-17	Tuesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
150	6494264	27-Nov-17	Monday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
151	6495018	01-Dec-17	Friday	8	Rear End	2	0	Daylight	Dry	East	East	3	No
152	6502949	06-Dec-17	Wednesday	12	Angle	1	0	Daylight	Wet	East	North	2	No
153	6518425	18-Dec-17	Monday	13	Angle	0	0	Daylight	Dry	West	North	2	No

CRASH DATA DETAIL

Intersection: SR 8 (US 29 / Lawrenceville Highway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4318639	07-Jan-13	Monday	19	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
2	4346260	05-Feb-13	Tuesday	21	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
3	4364608	23-Feb-13	Saturday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
4	4407714	08-Apr-13	Monday	13	Rear End	0	0	Daylight	Dry	North	North	2	No
5	4419118	20-Apr-13	Saturday	1	Rear End	0	0	Dark - Lighted	Dry	South	South	2	Yes
6	4422664	23-Apr-13	Tuesday	17	Rear End	2	0	Daylight	Dry	West	West	2	No
7	4441411	13-May-13	Monday	11	Rear End	0	0	Daylight	Dry	North	North	2	No
8	4472780	10-Jun-13	Monday	7	Rear End	0	0	Daylight	Wet	East	East	2	No
9	4492988	03-Jul-13	Wednesday	8	Pedestrian	1	0	Daylight	Wet	Unknown	North	1	No
10	4503163	13-Jul-13	Saturday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
11	4526483	31-Jul-13	Wednesday	20	Left Turn	0	0	Dark - Not Lighted	Wet	East	West	2	No
12	4527167	01-Aug-13	Thursday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
13	4535880	09-Aug-13	Friday	16	Left Turn	0	0	Daylight	Dry	West	East	2	No
14	4574356	19-Sep-13	Thursday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
15	4576901	21-Sep-13	Saturday	17	Angle	0	0	Daylight	Wet	North	West	2	No
16	4599894	07-Oct-13	Monday	19	Left Turn	2	0	Daylight	Dry	West	East	2	No
17	4602889	10-Oct-13	Thursday	13	Rear End	1	0	Daylight	Dry	East	East	2	No
18	4605076	13-Oct-13	Sunday	11	Rear End	0	0	Daylight	Dry	East	East	3	No
19	4612136	19-Oct-13	Saturday	16	Left Turn	0	0	Daylight	Wet	West	East	2	No
20	4614901	21-Oct-13	Monday	17	Rear End	2	0	Daylight	Dry	East	East	3	No
21	4622753	28-Oct-13	Monday	18	Left Turn	1	0	Dark - Not Lighted	Dry	North	South	2	No
22	4622772	28-Oct-13	Monday	18	Head-On	0	0	Dark - Lighted	Dry	West	East	2	No
23	4624747	29-Oct-13	Tuesday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
24	4632820	06-Nov-13	Wednesday	21	Angle	1	0	Dark - Lighted	Dry	Southeast	East	2	No
25	4713152	15-Jan-14	Wednesday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
26	4724584	06-Feb-14	Thursday	7	Angle	0	0	Daylight	Dry	Unknown	West	2	No
27	4725722	07-Feb-14	Friday	13	Angle	1	0	Daylight	Dry	North	East	2	No
28	4750001	04-Mar-14	Tuesday	12	Left Turn	1	0	Daylight	Dry	West	East	2	No
29	4771009	24-Mar-14	Monday	18	Rear End	1	0	Daylight	Dry	North	North	2	No
30	4776870	31-Mar-14	Monday	15	Rear End	0	0	Daylight	Dry	West	West	2	No
31	4782511	06-Apr-14	Sunday	10	Rear End	1	0	Daylight	Dry	West	West	2	No
32	4836784	05-May-14	Monday	18	Rear End	0	0	Daylight	Dry	North	North	2	No
33	4841848	09-May-14	Friday	12	Rear End	1	0	Daylight	Dry	West	West	2	No
34	4854615	21-May-14	Wednesday	16	Backed Into	0	0	Daylight	Dry	West	West	2	No
35	4855562	22-May-14	Thursday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
36	4857822	25-May-14	Sunday	12	Angle	1	0	Daylight	Dry	Northwest	East	2	No
37	4869248	05-Jun-14	Thursday	12	Backed Into	0	0	Daylight	Dry	East	West	2	No
38	4880722	16-Jun-14	Monday	16	Rear End	0	0	Daylight	Dry	North	North	4	No
39	4882583	19-Jun-14	Thursday	11	Left Turn	0	0	Daylight	Dry	East	West	2	No
40	4895819	02-Jul-14	Wednesday	18	Rear End	0	0	Daylight	Dry	West	West	2	No
41	4902244	09-Jul-14	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
42	4905031	12-Jul-14	Saturday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
43	4913848	21-Jul-14	Monday	9	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No

CRASH DATA DETAIL

Intersection: SR 8 (US 29 / Lawrenceville Highway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
44	4972829	10-Sep-14	Wednesday	14	Angle	0	0	Daylight	Dry	South	East	2	No
45	4994905	24-Sep-14	Wednesday	13	Backed Into	0	0	Daylight	Dry	North	East	2	No
46	5020772	17-Oct-14	Friday	17	Sideswipe - Same Direction	1	0	Daylight	Dry	South	South	2	No
47	5052258	15-Nov-14	Saturday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
48	5053262	17-Nov-14	Monday	8	Backed Into	0	0	Daylight	Wet	North	North	2	No
49	5065734	26-Nov-14	Wednesday	9	Angle	0	0	Daylight	Dry	North	West	2	No
50	5074263	04-Dec-14	Thursday	10	Rear End	0	0	Daylight	Dry	North	None	2	No
51	5092974	13-Dec-14	Saturday	19	Angle	0	0	Dark - Lighted	Dry	North	South	2	No
52	5102016	19-Dec-14	Friday	19	Rear End	2	0	Dark - Lighted	Dry	East	East	3	No
53	5109407	28-Dec-14	Sunday	20	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
54	5122217	09-Jan-15	Friday	8	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
55	5127758	13-Jan-15	Tuesday	16	Rear End	1	0	Daylight	Wet	West	West	2	No
56	5127260	13-Jan-15	Tuesday	12	Right Turn	1	0	Daylight	Wet	Northeast	East	2	No
57	5171919	09-Feb-15	Monday	16	Angle	0	0	Daylight	Wet	North	East	2	No
58	5182886	18-Feb-15	Wednesday	8	Angle	1	0	Daylight	Dry	East	South	2	No
59	5196964	25-Feb-15	Wednesday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
60	5237453	31-Mar-15	Tuesday	17	Angle	0	0	Daylight	Dry	North	East	2	No
61	5243246	06-Apr-15	Monday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
62	5252776	13-Apr-15	Monday	22	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	Southwest	Southwest	2	No
63	5256524	17-Apr-15	Friday	15	Left Turn	0	0	Daylight	Wet	West	East	2	No
64	5257527	19-Apr-15	Sunday	13	Rear End	0	0	Daylight	Wet	North	North	2	No
65	5265942	24-Apr-15	Friday	17	Rear End	1	0	Daylight	Dry	South	South	2	No
66	5282508	09-May-15	Saturday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	Southwest	Southwest	2	No
67	5290219	15-May-15	Friday	17	Rear End	2	0	Daylight	Dry	East	East	2	No
68	5289770	15-May-15	Friday	7	Left Turn	1	0	Daylight	Dry	South	North	2	No
69	5300747	23-May-15	Saturday	19	Rear End	0	0	Daylight	Dry	North	North	2	No
70	5328520	18-Jun-15	Thursday	8	Rear End	0	0	Daylight	Dry	Unknown	West	2	No
71	5332386	22-Jun-15	Monday	10	Sideswipe - Same Direction	2	0	Daylight	Dry	East	East	2	No
72	5337015	26-Jun-15	Friday	5	Angle	1	0	Dark - Lighted	Dry	West	South	2	No
73	5338164	26-Jun-15	Friday	22	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
74	5342793	01-Jul-15	Wednesday	18	Angle	3	0	Daylight	Wet	South	East	2	No
75	5353610	12-Jul-15	Sunday	19	Angle	1	0	Daylight	Dry	South	East	2	No
76	5356402	14-Jul-15	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	3	No
77	5360141	17-Jul-15	Friday	18	Left Turn	1	0	Daylight	Dry	West	East	3	Yes
78	5376084	31-Jul-15	Friday	23	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
79	5424736	14-Sep-15	Monday	17	Other	1	0	Daylight	Dry	East	East	2	No
80	5431200	17-Sep-15	Thursday	13	Rear End	0	0	Daylight	Dry	North	North	2	No
81	5449316	29-Sep-15	Tuesday	7	Rear End	2	0	Dawn	Wet	West	West	2	No
82	5449317	29-Sep-15	Tuesday	7	Rear End	1	0	Dawn	Wet	West	West	2	No
83	5452628	02-Oct-15	Friday	15	Left Turn	2	0	Daylight	Wet	West	East	2	No
84	5454749	03-Oct-15	Saturday	16	Rear End	0	0	Daylight	Wet	West	West	2	No
85	5454753	03-Oct-15	Saturday	14	Sideswipe - Same Direction	0	0	Daylight	Wet	North	North	2	No
86	5461992	08-Oct-15	Thursday	14	Rear End	0	0	Daylight	Dry	North	North	2	No

CRASH DATA DETAIL

Intersection: SR 8 (US 29 / Lawrenceville Highway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
87	5466944	13-Oct-15	Tuesday	15	Rear End	0	0	Daylight	Dry	Unknown	North	2	No
88	5487353	27-Oct-15	Tuesday	16	Rear End	0	0	Daylight	Wet	South	South	3	No
89	5532827	01-Dec-15	Tuesday	16	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	East	East	2	No
90	5542042	08-Dec-15	Tuesday	13	Backed Into	1	0	Daylight	Dry	South	South	2	No
91	5553264	15-Dec-15	Tuesday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
92	5575826	31-Dec-15	Thursday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
93	5597305	13-Jan-16	Wednesday	16	Left Turn	0	0	Daylight	Dry	West	East	2	No
94	5602016	17-Jan-16	Sunday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
95	5609346	23-Jan-16	Saturday	13	Angle	1	0	Daylight	Dry	West	North	2	No
96	5636340	13-Feb-16	Saturday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
97	5649592	25-Feb-16	Thursday	19	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
98	5661074	04-Mar-16	Friday	12	Angle	0	0	Daylight	Dry	North	East	2	No
99	5664754	06-Mar-16	Sunday	22	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
100	5677804	12-Mar-16	Saturday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
101	5683794	20-Mar-16	Sunday	17	Bicycle	0	0	Daylight	Dry	West	North	2	No
102	5696150	31-Mar-16	Thursday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
103	5723155	21-Apr-16	Thursday	14	Rear End	0	0	Daylight	Dry	North	North	2	No
104	5727025	23-Apr-16	Saturday	19	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
105	5736099	29-Apr-16	Friday	18	Angle	0	0	Daylight	Dry	West	Southwest	2	No
106	5801831	20-Jun-16	Monday	14	Rear End	0	0	Daylight	Dry	Unknown	East	2	No
107	5823981	08-Jul-16	Friday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
108	5836397	14-Jul-16	Thursday	17	Sideswipe - Same Direction	1	0	Daylight	Dry	North	Northeast	2	No
109	5838056	16-Jul-16	Saturday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
110	5856466	29-Jul-16	Friday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
111	5868769	08-Aug-16	Monday	10	Left Turn	0	0	Daylight	Dry	East	West	2	No
112	5885012	19-Aug-16	Friday	11	Rear End	0	0	Daylight	Dry	North	North	2	No
113	5892716	25-Aug-16	Thursday	10	Rear End	0	0	Daylight	Dry	East	East	2	No
114	5941809	03-Oct-16	Monday	6	Left Turn	2	0	Dark - Lighted	Dry	West	East	2	No
115	5967671	21-Oct-16	Friday	14	Angle	0	0	Daylight	Dry	North	East	2	No
116	5987571	05-Nov-16	Saturday	20	Backed Into	0	0	Dark - Not Lighted	Dry	West	West	2	No
117	5989027	07-Nov-16	Monday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
118	5994931	11-Nov-16	Friday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	East	North	2	No
119	6001720	16-Nov-16	Wednesday	9	Rear End	0	0	Daylight	Dry	West	West	3	No
120	6020990	01-Dec-16	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
121	6033568	08-Dec-16	Thursday	21	Angle	0	0	Dark - Lighted	Dry	South	North	2	No
122	6034750	09-Dec-16	Friday	15	Angle	0	0	Daylight	Dry	East	West	2	No
123	6040786	14-Dec-16	Wednesday	13	Sideswipe - Same Direction	1	0	Daylight	Dry	North	North	2	No
124	6133234	28-Feb-17	Tuesday	8	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
125	6151942	15-Mar-17	Wednesday	0	Angle	2	0	Daylight	Dry	North	East	2	No
126	6157473	20-Mar-17	Monday	19	Backed Into	0	0	Dawn	Dry	North	West	2	No
127	6168420	28-Mar-17	Tuesday	0	Rear End	0	0	Dark - Lighted	Wet	Unknown	East	2	No
128	6192050	13-Apr-17	Thursday	9	Backed Into	0	0	Daylight	Dry	South	West	2	No
129	6198829	18-Apr-17	Tuesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No

CRASH DATA DETAIL

Intersection: SR 8 (US 29 / Lawrenceville Highway) at Brockett Road

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
130	6213000	01-May-17	Monday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
131	6229946	11-May-17	Thursday	18	Backed Into	0	0	Daylight	Dry	North	None	2	No
132	6240820	19-May-17	Friday	0	Rear End	0	0	Daylight	Dry	West	West	2	No
133	6242786	21-May-17	Sunday	17	Rear End	0	0	Daylight	Dry	East	None	2	No
134	6248557	25-May-17	Thursday	5	Angle	0	0	Dark - Lighted	Wet	North	East	2	No
135	6260249	02-Jun-17	Friday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
136	6266069	07-Jun-17	Wednesday	18	Rear End	0	0	Daylight	Dry	West	West	2	No
137	6273871	12-Jun-17	Monday	18	Rear End	1	0	Daylight	Dry	South	South	2	No
138	6295423	02-Jul-17	Sunday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
139	6307693	13-Jul-17	Thursday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
140	6309551	14-Jul-17	Friday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
141	6386387	09-Sep-17	Saturday	8	Sideswipe - Opposite Direction	0	0	Daylight	Dry	North	None	2	No
142	6403234	22-Sep-17	Friday	14	Angle	0	0	Daylight	Dry	Unknown	West	2	No
143	6431320	17-Oct-17	Tuesday	19	Rear End	1	0	Daylight	Dry	East	East	2	No
144	6430138	17-Oct-17	Tuesday	0	Rear End	0	0	Daylight	Dry	East	East	2	No
145	6452264	31-Oct-17	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
146	6458939	04-Nov-17	Saturday	12	Rear End	1	0	Daylight	Dry	West	West	2	No
147	6519795	19-Dec-17	Tuesday	8	Rear End	0	0	Daylight	Dry	West	West	2	No

CRASH DATA DETAIL

Intersection: SR 8 (US 29 / Lawrenceville Highway) at Montreal Road East

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4318638	07-Jan-13	Monday	18	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
2	4322824	13-Jan-13	Sunday	19	Left Turn	2	0	Dark - Not Lighted	Dry	West	East	2	Yes
3	4337304	26-Jan-13	Saturday	11	Rear End	0	0	Daylight	Dry	Southwest	Southwest	2	No
4	4352376	12-Feb-13	Tuesday	20	Angle	0	0	Daylight	Wet	South	East	2	No
5	4352324	12-Feb-13	Tuesday	14	Rear End	0	0	Daylight	Wet	North	North	2	No
6	4375146	06-Mar-13	Wednesday	8	Left Turn	0	0	Daylight	Dry	Southwest	North	2	No
7	4384481	18-Mar-13	Monday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
8	4410443	10-Apr-13	Wednesday	10	Rear End	0	0	Daylight	Dry	East	East	2	No
9	4435975	06-May-13	Monday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
10	4457474	25-May-13	Saturday	22	Left Turn	0	0	Dark - Lighted	Dry	West	East	3	No
11	4478920	15-Jun-13	Saturday	15	Angle	1	0	Daylight	Dry	South	East	2	No
12	4497759	09-Jul-13	Tuesday	12	Backed Into	0	0	Daylight	Dry	West	West	2	No
13	4508695	20-Jul-13	Saturday	21	Left Turn	1	0	Dark - Not Lighted	Dry	North	South	2	No
14	4565299	09-Sep-13	Monday	6	Backed Into	0	0	Dark - Lighted	Dry	East	East	2	No
15	4572458	17-Sep-13	Tuesday	10	Rear End	0	0	Daylight	Dry	North	North	2	No
16	4584825	27-Sep-13	Friday	20	Angle	2	0	Dark - Not Lighted	Dry	South	East	2	No
17	4617250	23-Oct-13	Wednesday	14	Rear End	1	0	Daylight	Dry	Northeast	Northeast	2	No
18	4642900	15-Nov-13	Friday	18	Left Turn	0	0	Dark - Lighted	Wet	West	East	2	No
19	4642346	15-Nov-13	Friday	11	Rear End	0	0	Daylight	Wet	North	North	2	No
20	4653516	24-Nov-13	Sunday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
21	4655991	26-Nov-13	Tuesday	17	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	East	East	2	No
22	4663730	04-Dec-13	Wednesday	23	Angle	0	0	Dark - Not Lighted	Wet	Unknown	N/A	2	No
23	4679614	18-Dec-13	Wednesday	7	Rear End	0	0	Dark - Lighted	Dry	Northeast	Northeast	2	No
24	4690136	29-Dec-13	Sunday	17	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
25	4705897	16-Jan-14	Thursday	16	Rear End	0	0	Daylight	Dry	North	North	2	No
26	4720882	01-Feb-14	Saturday	14	Other Single Vehicle	1	0	Daylight	Dry	Northeast	N/A	1	No
27	4738530	20-Feb-14	Thursday	13	Left Turn	2	0	Daylight	Dry	South	North	2	No
28	4739921	21-Feb-14	Friday	6	Left Turn	0	0	Daylight	Wet	Southwest	North	2	No
29	4753133	06-Mar-14	Thursday	12	Other Single Vehicle	0	1	Daylight	Dry	Unknown	Northeast	1	No
30	4762269	16-Mar-14	Sunday	3	Sideswipe - Same Direction	0	1	Dark - Lighted	Dry	West	West	2	Yes
31	4775913	30-Mar-14	Sunday	19	Left Turn	2	0	Daylight	Dry	South	North	2	No
32	4832956	07-Apr-14	Monday	21	Rear End	2	0	Dark - Lighted	Wet	East	East	2	No
33	4793606	16-Apr-14	Wednesday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
34	4796845	19-Apr-14	Saturday	11	Rear End	0	0	Daylight	Wet	West	West	2	No
35	4830343	28-Apr-14	Monday	14	Hit Other Fixed Object	0	0	Daylight	Dry	North	N/A	1	No
36	4836738	05-May-14	Monday	15	Angle	0	0	Daylight	Dry	Northwest	North	2	No
37	4847237	15-May-14	Thursday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	Northeast	Northeast	2	No
38	4848643	17-May-14	Saturday	13	Backed Into	0	0	Daylight	Dry	North	North	2	No
39	4854670	21-May-14	Wednesday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
40	4883462	03-Jun-14	Tuesday	21	Left Turn	1	0	Dark - Not Lighted	Dry	South	North	2	No
41	4909306	17-Jul-14	Thursday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
42	4917982	25-Jul-14	Friday	10	Angle	0	0	Daylight	Dry	East	South	2	No
43	4931942	08-Aug-14	Friday	21	Left Turn	1	0	Dark - Lighted	Wet	Southeast	Northeast	2	No

CRASH DATA DETAIL

Intersection: SR 8 (US 29 / Lawrenceville Highway) at Montreal Road East

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
44	4970467	08-Sep-14	Monday	17	Rear End	2	0	Daylight	Dry	North	North	3	No
45	4971929	09-Sep-14	Tuesday	14	Hit Other Fixed Object	0	0	Daylight	Dry	East	N/A	1	No
46	4981590	16-Sep-14	Tuesday	12	Rear End	0	0	Daylight	Dry	West	West	2	No
47	5008584	06-Oct-14	Monday	15	Angle	0	0	Daylight	Dry	West	East	2	No
48	5133005	18-Jan-15	Sunday	19	Left Turn	2	0	Dark - Not Lighted	Dry	North	South	2	No
49	5158055	02-Feb-15	Monday	15	Angle	0	0	Daylight	Dry	West	North	2	No
50	5169837	06-Feb-15	Friday	14	Left Turn	2	0	Daylight	Dry	Southwest	Northeast	2	No
51	5181425	17-Feb-15	Tuesday	22	Angle	1	0	Dark - Lighted	Dry	South	East	2	No
52	5201024	28-Feb-15	Saturday	22	Angle	2	0	Dark - Lighted	Dry	South	East	2	No
53	5215652	13-Mar-15	Friday	7	Rear End	0	0	Daylight	Wet	East	East	3	No
54	5222660	19-Mar-15	Thursday	22	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
55	5243204	06-Apr-15	Monday	20	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	North	North	2	No
56	5246039	07-Apr-15	Tuesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	Northeast	Northeast	2	No
57	5268485	27-Apr-15	Monday	22	Left Turn	0	0	Dark - Lighted	Dry	West	East	2	No
58	5272356	30-Apr-15	Thursday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
59	5277366	05-May-15	Tuesday	13	Rear End	0	0	Daylight	Dry	South	South	2	No
60	5327919	17-Jun-15	Wednesday	6	Rear End	0	0	Daylight	Dry	East	East	2	No
61	5336485	25-Jun-15	Thursday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
62	5358770	16-Jul-15	Thursday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
63	5366488	23-Jul-15	Thursday	7	Rear End	3	0	Daylight	Dry	East	East	3	No
64	5385274	10-Aug-15	Monday	12	Angle	0	0	Daylight	Dry	Northeast	East	2	No
65	5386975	11-Aug-15	Tuesday	20	Angle	0	0	Daylight	Dry	North	East	3	No
66	5396484	19-Aug-15	Wednesday	8	Angle	0	0	Daylight	Dry	West	North	2	No
67	5414269	03-Sep-15	Thursday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
68	5430076	20-Sep-15	Sunday	0	Left Turn	0	0	Dark - Lighted	Dry	East	West	2	No
69	5431196	21-Sep-15	Monday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
70	5431504	21-Sep-15	Monday	19	Rear End	0	0	Daylight	Dry	East	East	2	No
71	5482198	24-Oct-15	Saturday	4	Other Single Vehicle	2	0	Dark - Lighted	Dry	Southeast	N/A	1	No
72	5488994	29-Oct-15	Thursday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
73	5492087	31-Oct-15	Saturday	23	Angle	0	0	Dark - Lighted	Wet	East	North	2	No
74	5499567	05-Nov-15	Thursday	18	Left Turn	0	0	Dark - Lighted	Wet	North	South	2	No
75	5501879	07-Nov-15	Saturday	18	Rear End	0	0	Dark - Lighted	Dry	Unknown	North	2	No
76	5505955	10-Nov-15	Tuesday	19	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
77	5509579	13-Nov-15	Friday	17	Angle	0	0	Daylight	Dry	West	South	2	No
78	5528257	28-Nov-15	Saturday	18	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
79	5537968	04-Dec-15	Friday	16	Angle	2	0	Daylight	Dry	Southeast	North	2	No
80	5537940	04-Dec-15	Friday	16	Rear End	1	0	Daylight	Dry	East	East	2	No
81	5539871	07-Dec-15	Monday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
82	5544336	09-Dec-15	Wednesday	15	Angle	0	0	Daylight	Dry	North	East	2	No
83	5547093	12-Dec-15	Saturday	20	Pedestrian	1	0	Dark - Not Lighted	Dry	Unknown	North	1	No
84	5549889	14-Dec-15	Monday	15	Rear End	1	0	Daylight	Dry	East	East	2	No
85	5555123	16-Dec-15	Wednesday	23	Angle	3	0	Dark - Not Lighted	Wet	Southwest	East	2	No
86	5558696	18-Dec-15	Friday	15	Right Turn	0	0	Daylight	Dry	North	East	2	No

CRASH DATA DETAIL

Intersection: SR 8 (US 29 / Lawrenceville Highway) at Montreal Road East

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
87	5561673	21-Dec-15	Monday	17	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	Southwest	Southwest	2	No
88	5625254	05-Feb-16	Friday	8	Sideswipe - Same Direction	1	0	Daylight	Dry	North	North	2	No
89	5645869	22-Feb-16	Monday	18	Left Turn	3	0	Dark - Lighted	Wet	South	Northeast	5	No
90	5651179	26-Feb-16	Friday	15	Left Turn	0	0	Daylight	Dry	West	East	2	No
91	5673456	14-Mar-16	Monday	16	Left Turn	3	0	Daylight	Dry	South	Northeast	2	No
92	5673054	14-Mar-16	Monday	6	Sideswipe - Same Direction	2	0	Dark - Not Lighted	Dry	North	Northwest	2	No
93	5691137	28-Mar-16	Monday	13	Left Turn	0	0	Daylight	Dry	Southwest	South	2	No
94	5772401	26-May-16	Thursday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
95	5799655	18-Jun-16	Saturday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
96	5815539	29-Jun-16	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
97	5816281	30-Jun-16	Thursday	10	Rear End	1	0	Daylight	Dry	North	North	2	No
98	5822775	06-Jul-16	Wednesday	22	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
99	5839787	18-Jul-16	Monday	8	Right Turn	0	0	Daylight	Dry	North	East	2	No
100	5874331	12-Aug-16	Friday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
101	5894192	14-Aug-16	Sunday	21	Angle	1	0	Dark - Lighted	Dry	West	N/A	3	No
102	5884010	19-Aug-16	Friday	12	Left Turn	9	0	Daylight	Dry	Southwest	East	2	No
103	5889899	24-Aug-16	Wednesday	9	Rear End	1	0	Daylight	Dry	South	South	2	No
104	5894005	27-Aug-16	Saturday	14	Rear End	0	0	Daylight	Dry	North	North	2	No
105	5932035	24-Sep-16	Saturday	15	Angle	1	0	Daylight	Dry	South	East	3	No
106	5932813	25-Sep-16	Sunday	14	Rear End	0	0	Daylight	Dry	Unknown	East	2	No
107	5946832	06-Oct-16	Thursday	10	Rear End	0	0	Daylight	Dry	West	West	2	No
108	5974188	26-Oct-16	Wednesday	20	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
109	6011470	22-Nov-16	Tuesday	14	Rear End	1	0	Daylight	Dry	East	East	2	No
110	6042088	13-Dec-16	Tuesday	13	Left Turn	1	0	Daylight	Wet	West	East	3	No
111	6047321	19-Dec-16	Monday	20	Rear End	0	0	Dark - Lighted	Dry	Unknown	North	2	No
112	6065449	03-Jan-17	Tuesday	16	Rear End	0	0	Daylight	Dry	West	West	2	No
113	6067752	04-Jan-17	Wednesday	19	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
114	6074038	10-Jan-17	Tuesday	16	Angle	2	0	Daylight	Dry	South	East	2	No
115	6103633	02-Feb-17	Thursday	23	Angle	1	0	Dark - Lighted	Dry	Unknown	North	2	No
116	6115380	12-Feb-17	Sunday	13	Angle	2	0	Daylight	Dry	East	North	2	No
117	6126504	22-Feb-17	Wednesday	0	Rear End	0	0	Daylight	Dry	West	West	2	No
118	6127668	23-Feb-17	Thursday	11	Angle	0	0	Daylight	Dry	South	East	2	No
119	6144390	09-Mar-17	Thursday	13	Right Turn	0	0	Daylight	Dry	South	East	2	No
120	6151183	15-Mar-17	Wednesday	8	Rear End	0	0	Daylight	Dry	South	South	2	No
121	6164162	24-Mar-17	Friday	16	Left Turn	2	0	Daylight	Dry	East	West	2	No
122	6175978	03-Apr-17	Monday	10	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
123	6212375	30-Apr-17	Sunday	13	Rear End	2	0	Daylight	Dry	East	East	2	No
124	6216768	03-May-17	Wednesday	10	Rear End	0	0	Daylight	Dry	North	North	2	No
125	6249958	26-May-17	Friday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
126	6264205	06-Jun-17	Tuesday	9	Rear End	1	0	Daylight	Dry	North	North	2	No
127	6266899	08-Jun-17	Thursday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
128	6296810	28-Jun-17	Wednesday	9	Left Turn	1	0	Daylight	Dry	West	East	3	No
129	6307160	12-Jul-17	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	Southeast	Southeast	2	No

CRASH DATA DETAIL

Intersection: SR 8 (US 29 / Lawrenceville Highway) at Montreal Road East

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
130	6320084	21-Jul-17	Friday	17	Head-On	1	0	Daylight	Dry	West	East	2	No
131	6356585	16-Aug-17	Wednesday	18	Rear End	0	0	Daylight	Dry	North	North	2	No
132	6396858	18-Sep-17	Monday	17	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
133	6401038	21-Sep-17	Thursday	16	Left Turn	5	0	Daylight	Dry	West	East	5	No
134	6406499	26-Sep-17	Tuesday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
135	6428891	15-Oct-17	Sunday	15	Left Turn	0	0	Daylight	Dry	South	Northeast	2	No
136	6448553	28-Oct-17	Saturday	21	Left Turn	1	0	Dark - Lighted	Wet	South	Northeast	2	No
137	6477333	17-Nov-17	Friday	14	Rear End	1	0	Daylight	Dry	South	South	2	No
138	6502937	06-Dec-17	Wednesday	14	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	3	No
139	6503029	06-Dec-17	Wednesday	14	Sideswipe - Opposite Direction	0	0	Daylight	Wet	Unknown	South	2	No
140	6504513	07-Dec-17	Thursday	13	Angle	0	0	Daylight	Dry	South	East	2	No
141	6516734	16-Dec-17	Saturday	22	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
142	6524931	18-Dec-17	Monday	11	Other Single Vehicle	0	0	Daylight	Dry	West	N/A	1	No
143	6526828	23-Dec-17	Saturday	16	Left Turn	0	0	Daylight	Wet	West	East	2	No

CRASH DATA DETAIL

Intersection: SR 8 (US 29 / Lawrenceville Highway) at SR 236 (Lavista Road)
Period: Jan-13 **Through** Dec-17

Duration: 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4322775	13-Jan-13	Sunday	19	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
2	4364595	23-Feb-13	Saturday	14	Angle	1	0	Daylight	Dry	North	East	2	No
3	4392185	23-Mar-13	Saturday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
4	4404909	04-Apr-13	Thursday	14	Sideswipe	1	0	Daylight	Wet	Unknown	North	2	No
5	4418656	19-Apr-13	Friday	10	Sideswipe - Same Direction	0	0	Daylight	Wet	East	East	2	No
6	4435988	06-May-13	Monday	17	Rear End	1	0	Daylight	Wet	North	North	2	No
7	4444466	12-May-13	Sunday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
8	4449731	20-May-13	Monday	8	Rear End	1	0	Daylight	Dry	South	South	2	No
9	4476026	12-Jun-13	Wednesday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
10	4476114	12-Jun-13	Wednesday	20	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
11	4489573	28-Jun-13	Friday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
12	4494988	05-Jul-13	Friday	16	Rear End	1	0	Daylight	Dry	East	East	2	No
13	4537834	12-Aug-13	Monday	21	Right Turn	0	0	Dark - Lighted	Wet	West	North	2	No
14	4568472	12-Sep-13	Thursday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
15	4583822	26-Sep-13	Thursday	19	Angle	0	0	Daylight	Dry	South	East	2	No
16	4585405	29-Sep-13	Sunday	4	Hit Post/ Pole Support	0	0	Dark - Lighted	Dry	North	N/A	1	No
17	4611050	17-Oct-13	Thursday	17	Angle	0	0	Daylight	Wet	Unknown	South	2	No
18	4617028	23-Oct-13	Wednesday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
19	4623856	29-Oct-13	Tuesday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
20	4647521	19-Nov-13	Tuesday	8	Sideswipe - Same Direction	1	0	Daylight	Dry	East	East	2	No
21	4683341	21-Dec-13	Saturday	9	Rear End	1	0	Daylight	Wet	East	East	3	No
22	4700887	12-Jan-14	Sunday	20	Angle	2	0	Dark - Lighted	Dry	East	North	2	No
23	4703678	14-Jan-14	Tuesday	18	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
24	4715089	27-Jan-14	Monday	20	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
25	4769752	23-Mar-14	Sunday	11	Angle	0	0	Daylight	Dry	North	East	2	No
26	4775453	29-Mar-14	Saturday	13	Rear End	2	0	Daylight	Dry	East	East	2	No
27	4846220	14-May-14	Wednesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
28	4908477	16-Jul-14	Wednesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
29	4925284	02-Aug-14	Saturday	10	Rear End	0	0	Daylight	Dry	South	South	2	No
30	4927119	04-Aug-14	Monday	11	Rear End	0	0	Daylight	Dry	East	East	2	No
31	4935465	12-Aug-14	Tuesday	1	Rear End	0	0	Daylight	Dry	West	West	2	No
32	4940970	17-Aug-14	Sunday	18	Rear End	0	0	Daylight	Dry	North	North	2	No
33	4941671	18-Aug-14	Monday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
34	4959628	02-Sep-14	Tuesday	9	Rear End	0	0	Daylight	Dry	South	South	2	No
35	4970592	08-Sep-14	Monday	21	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No
36	4986759	19-Sep-14	Friday	20	Left Turn	2	0	Dark - Not Lighted	Dry	East	West	3	Yes
37	4993492	23-Sep-14	Tuesday	17	Rear End	2	0	Daylight	Dry	East	East	3	No
38	5004643	02-Oct-14	Thursday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
39	5012146	09-Oct-14	Thursday	10	Rear End	0	0	Daylight	Dry	North	North	2	No
40	5019260	16-Oct-14	Thursday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	North	None	2	No
41	5021462	18-Oct-14	Saturday	20	Rear End	2	0	Dark - Lighted	Dry	East	East	2	No
42	5043915	08-Nov-14	Saturday	20	Right Turn	0	0	Dark - Lighted	Dry	East	South	2	No

CRASH DATA DETAIL

Intersection: SR 8 (US 29 / Lawrenceville Highway) at SR 236 (Lavista Road)
Period: Jan-13 **Through** Dec-17

Duration: 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
43	5077871	06-Dec-14	Saturday	15	Sideswipe - Same Direction	1	0	Daylight	Wet	South	South	2	No
44	5105753	24-Dec-14	Wednesday	15	Angle	1	0	Daylight	Wet	Northwest	East	2	No
45	5108824	29-Dec-14	Monday	20	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
46	5124292	09-Jan-15	Friday	23	Angle	1	0	Dark - Lighted	Dry	South	East	2	No
47	5130617	15-Jan-15	Thursday	16	Angle	1	0	Daylight	Wet	North	East	2	No
48	5177592	15-Feb-15	Sunday	12	Rear End	0	0	Daylight	Dry	West	West	2	No
49	5215613	13-Mar-15	Friday	6	Rear End	0	0	Dark - Lighted	Wet	South	South	2	No
50	5217350	15-Mar-15	Sunday	17	Sideswipe - Same Direction	1	0	Daylight	Dry	North	North	2	No
51	5226340	23-Mar-15	Monday	10	Rear End	0	0	Daylight	Dry	South	South	2	No
52	5249539	11-Apr-15	Saturday	12	Rear End	0	0	Daylight	Dry	South	South	2	No
53	5261474	22-Apr-15	Wednesday	22	Sideswipe - Same Direction	1	0	Dark - Lighted	Dry	North	North	2	No
54	5267926	27-Apr-15	Monday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
55	5267943	27-Apr-15	Monday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
56	5285233	11-May-15	Monday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
57	5290222	15-May-15	Friday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
58	5349227	05-Jul-15	Sunday	3	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
59	5379944	22-Jul-15	Wednesday	19	Rear End	0	0	Daylight	Wet	East	East	2	No
60	5392352	17-Aug-15	Monday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	Northwest	Northwest	2	No
61	5424641	13-Sep-15	Sunday	16	Rear End	1	0	Daylight	Dry	North	North	2	No
62	5446461	28-Sep-15	Monday	14	Rear End	1	0	Daylight	Wet	East	East	2	No
63	5464479	11-Oct-15	Sunday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
64	5472277	16-Oct-15	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
65	5486015	27-Oct-15	Tuesday	17	Sideswipe - Same Direction	0	0	Daylight	Wet	North	North	2	No
66	5504398	09-Nov-15	Monday	17	Rear End	0	0	Daylight	Wet	East	East	2	No
67	5616757	29-Jan-16	Friday	12	Hit Curb	0	0	Daylight	Dry	West	N/A	1	No
68	5619145	01-Feb-16	Monday	10	Rear End	0	0	Daylight	Dry	West	North	2	No
69	5640049	17-Feb-16	Wednesday	10	Rear End	0	0	Daylight	Dry	South	South	2	No
70	5651152	26-Feb-16	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	West	2	No
71	5660906	03-Mar-16	Thursday	13	Sideswipe - Same Direction	0	0	Daylight	Wet	South	South	2	No
72	5671686	13-Mar-16	Sunday	10	Rear End	1	0	Daylight	Dry	South	South	2	No
73	5721649	20-Apr-16	Wednesday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
74	5840327	18-Jul-16	Monday	21	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	East	East	2	No
75	5847503	22-Jul-16	Friday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
76	5847821	23-Jul-16	Saturday	19	Rear End	0	0	Daylight	Dry	East	South	2	No
77	5850525	26-Jul-16	Tuesday	3	Hit Light/Utility Pole	0	0	Dark - Lighted	Dry	South	N/A	1	No
78	5860371	02-Aug-16	Tuesday	13	Rear End	0	0	Daylight	Dry	Northeast	Northeast	2	No
79	5909129	08-Sep-16	Thursday	9	Left Turn	0	0	Daylight	Dry	West	East	2	No
80	5909959	08-Sep-16	Thursday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
81	5926294	19-Sep-16	Monday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
82	5936100	21-Sep-16	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	South	2	No
83	5984756	02-Nov-16	Wednesday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
84	5987015	03-Nov-16	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No

CRASH DATA DETAIL

Intersection: SR 8 (US 29 / Lawrenceville Highway) at SR 236 (Lavista Road)
Period: Jan-13 **Through** Dec-17

Duration: 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
85	5986942	03-Nov-16	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
86	5987274	05-Nov-16	Saturday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
87	6012258	24-Nov-16	Thursday	22	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
88	6017204	28-Nov-16	Monday	0	Rear End	0	0	Daylight	Dry	None	North	2	No
89	6053301	22-Dec-16	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	Southeast	East	2	No
90	6093455	24-Jan-17	Tuesday	17	Pedestrian	0	0	Daylight	Dry	East	N/A	1	No
91	6118128	14-Feb-17	Tuesday	18	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
92	6122560	18-Feb-17	Saturday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
93	6130028	25-Feb-17	Saturday	16	Rear End	0	0	Daylight	Dry	West	West	2	No
94	6150843	14-Mar-17	Tuesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
95	6157298	20-Mar-17	Monday	16	Rear End	1	0	Daylight	Dry	Unknown	South	2	No
96	6188461	10-Apr-17	Monday	18	Rear End	0	0	Daylight	Dry	South	South	2	No
97	6189341	11-Apr-17	Tuesday	19	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
98	6204352	23-Apr-17	Sunday	19	Angle	0	0	Daylight	Wet	Southwest	East	3	No
99	6251946	28-May-17	Sunday	10	Left Turn	5	0	Daylight	Dry	West	East	2	No
100	6259093	01-Jun-17	Thursday	18	Rear End	0	0	Daylight	Dry	Northeast	Northeast	2	No
101	6263455	04-Jun-17	Sunday	13	Rear End	0	0	Daylight	Wet	South	None	2	No
102	6350801	11-Aug-17	Friday	22	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
103	6363921	18-Aug-17	Friday	16	Rear End	0	0	Daylight	Dry	North	None	2	No
104	6366150	24-Aug-17	Thursday	18	Rear End	0	0	Daylight	Dry	Unknown	Northeast	2	No
105	6396596	18-Sep-17	Monday	13	Rear End	0	0	Daylight	Dry	West	West	2	No
106	6450997	25-Oct-17	Wednesday	22	Sideswipe - Same Direction	3	0	Dark - Not Lighted	Dry	West	West	2	No
107	6467693	10-Nov-17	Friday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
108	6489806	28-Nov-17	Tuesday	16	Rear End	0	0	Daylight	Dry	Northwest	Northwest	2	No
109	6519145	17-Dec-17	Sunday	22	Rear End	1	0	Dark - Lighted	Wet	Southwest	Southwest	2	No

CRASH DATA DETAIL

Intersection: SR 10 (Memorial Drive) at East Ponce de Leon Avenue

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4337505	26-Jan-13	Saturday	23	Angle	0	0	Dark - Lighted	Dry	South	West	2	No
2	4339976	30-Jan-13	Wednesday	7	Rear End	1	0	Daylight	Wet	East	East	2	No
3	4349897	09-Feb-13	Saturday	16	Angle	0	0	Daylight	Dry	South	East	2	No
4	4375543	21-Feb-13	Thursday	19	Rear End	0	0	Dark - Not Lighted	Dry	West	West	2	No
5	4424738	24-Feb-13	Sunday	19	Rear End	0	0	Dark - Not Lighted	Dry	East	East	2	No
6	4388980	21-Mar-13	Thursday	11	Rear End	1	0	Daylight	Dry	West	West	2	No
7	4489255	27-Jun-13	Thursday	17	Rear End	0	0	Dark - Lighted	Dry	Northeast	Northeast	2	No
8	4506604	17-Jul-13	Wednesday	20	Hit Tree	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
9	4650148	21-Nov-13	Thursday	20	Hit Guardrail	0	0	Dark - Lighted	Dry	West	N/A	1	No
10	4652293	22-Nov-13	Friday	16	Hit Other Fixed Object	0	0	Daylight	Dry	South	N/A	1	No
11	4663717	04-Dec-13	Wednesday	21	Hit Tree	1	0	Dark - Not Lighted	Wet	West	N/A	1	No
12	4740842	22-Feb-14	Saturday	21	Rear End	2	0	Dark - Not Lighted	Dry	East	East	2	No
13	4757354	11-Mar-14	Tuesday	9	Hit Tree	2	1	Daylight	Dry	East	N/A	1	No
14	4957735	31-Aug-14	Sunday	10	Sideswipe - Same Direction	0	0	Dawn	Dry	East	East	2	No
15	5012671	09-Oct-14	Thursday	18	Rear End	2	0	Daylight	Dry	West	West	2	No
16	5107455	27-Dec-14	Saturday	19	Rear End	1	0	Dark - Not Lighted	Wet	East	East	2	No
17	5125730	12-Jan-15	Monday	12	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
18	5134513	20-Jan-15	Tuesday	10	Rear End	0	0	Daylight	Dry	East	East	2	No
19	5257698	19-Apr-15	Sunday	15	Rear End	0	0	Daylight	Wet	Unknown	East	2	No
20	5350775	25-Jun-15	Thursday	21	Rear End	1	0	Dark - Not Lighted	Dry	West	West	2	No
21	5443088	26-Sep-15	Saturday	0	Other ROTR	1	0	Dark - Lighted	Wet	North	N/A	1	Yes
22	5607286	21-Jan-16	Thursday	20	Rear End	0	0	Dark - Not Lighted	Wet	East	East	2	No
23	5646904	23-Feb-16	Tuesday	9	Head-On	0	0	Daylight	Wet	East	West	3	No
24	5658542	02-Mar-16	Wednesday	12	Left Turn	2	0	Daylight	Dry	East	West	2	No
25	5818909	03-Jul-16	Sunday	14	Rear End	1	0	Daylight	Dry	West	West	2	No
26	5865628	03-Aug-16	Wednesday	19	Rear End	0	0	Dusk	Dry	East	East	2	No
27	5908645	08-Sep-16	Thursday	8	Rear End	0	0	Daylight	Dry	Unknown	East	2	No
28	5932141	24-Sep-16	Saturday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
29	5936501	28-Sep-16	Wednesday	8	Left Turn	0	0	Daylight	Dry	South	North	2	No
30	5950096	09-Oct-16	Sunday	15	Angle	0	0	Daylight	Dry	West	South	2	No
31	5966609	20-Oct-16	Thursday	19	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
32	5975404	27-Oct-16	Thursday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
33	5985129	02-Nov-16	Wednesday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
34	6021542	01-Dec-16	Thursday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
35	6025024	04-Dec-16	Sunday	21	Hit Curb	0	0	Dark - Not Lighted	Wet	West	N/A	1	No
36	6050036	22-Dec-16	Thursday	0	Hit Ditch	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
37	6060913	30-Dec-16	Friday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
38	6075844	12-Jan-17	Thursday	0	Left Turn	2	0	Dark - Not Lighted	Dry	East	West	2	No
39	6084053	18-Jan-17	Wednesday	8	Rear End	0	0	Daylight	Dry	Southeast	Southeast	2	No
40	6093427	22-Jan-17	Sunday	19	Hit Embankment	1	0	Daylight	Dry	East	N/A	1	No
41	6095248	26-Jan-17	Thursday	0	Sideswipe - Same Direction	0	0	Daylight	Wet	North	North	2	No
42	6097168	29-Jan-17	Sunday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	East	3	No
43	6113732	10-Feb-17	Friday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No

CRASH DATA DETAIL

Intersection: SR 10 (Memorial Drive) at East Ponce de Leon Avenue

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
44	6159415	22-Mar-17	Wednesday	8	Hit Ditch	0	0	Daylight	Dry	Unknown	N/A	1	No
45	6164587	24-Mar-17	Friday	23	Head-On	2	0	Dark - Not Lighted	Dry	Southeast	Northwest	2	No
46	6169552	29-Mar-17	Wednesday	7	Rear End	0	0	Daylight	Dry	South	South	2	No
47	6195101	15-Apr-17	Saturday	22	Hit Ditch	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
48	6197326	17-Apr-17	Monday	16	Right Turn	0	0	Daylight	Dry	Southwest	West	2	No
49	6207462	25-Apr-17	Tuesday	22	Hit Median Barrier	0	1	Dark - Not Lighted	Dry	West	N/A	1	No
50	6251658	21-May-17	Sunday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
51	6251564	27-May-17	Saturday	14	Right Turn	0	0	Daylight	Dry	Southwest	West	2	No
52	6280220	19-Jun-17	Monday	22	Angle	0	0	Dark - Lighted	Dry	South	East	2	No
53	6292445	28-Jun-17	Wednesday	16	Left Turn	2	0	Daylight	Dry	East	West	2	No
54	6294545	01-Jul-17	Saturday	13	Angle	0	0	Daylight	Dry	South	East	2	No
55	6302653	08-Jul-17	Saturday	21	Sideswipe - Same Direction	2	0	Dark - Not Lighted	Wet	North	North	2	No
56	6320048	22-Jul-17	Saturday	8	Hit Ditch	1	0	Daylight	Dry	Northeast	N/A	1	No
57	6327801	27-Jul-17	Thursday	0	Rear End	0	0	Dark - Not Lighted	Dry	Unknown	East	2	No
58	6459275	05-Nov-17	Sunday	7	Rear End	0	0	Dark - Not Lighted	Dry	West	N/A	2	No
59	6485153	24-Nov-17	Friday	15	Other ROTR	0	0	Daylight	Dry	East	N/A	1	No
60	6528267	08-Dec-17	Friday	14	Sideswipe - Opposite Direction	0	0	Daylight	Wet	West	East	2	No
61	6532470	28-Dec-17	Thursday	13	Angle	0	0	Daylight	Dry	South	East	2	No
62	6533276	29-Dec-17	Friday	22	Hit Guardrail	0	0	Dark - Lighted	Dry	Northwest	N/A	1	No

CRASH DATA DETAIL

Intersection: Chamblee Tucker Road at Tucker Norcross Road

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: Dekalb

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4324793	14-Jan-13	Monday	8	Angle	1	0	Daylight	Wet	East	South	2	No
2	4339078	29-Jan-13	Tuesday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
3	4340147	30-Jan-13	Wednesday	18	Right Turn	0	0	Dark - Lighted	Wet	West	North	2	No
4	4346727	06-Feb-13	Wednesday	8	Rear End	0	0	Daylight	Dry	South	South	2	No
5	4356251	16-Feb-13	Saturday	10	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
6	4369400	28-Feb-13	Thursday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
7	4390347	22-Mar-13	Friday	10	Rear End	0	0	Daylight	Dry	South	South	2	No
8	4391215	22-Mar-13	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
9	4397440	28-Mar-13	Thursday	21	Left Turn	1	0	Dark - Lighted	Dry	South	North	2	No
10	4406318	06-Apr-13	Saturday	17	Angle	0	0	Daylight	Dry	East	West	2	No
11	4413129	13-Apr-13	Saturday	14	Left Turn	0	0	Daylight	Dry	West	East	2	No
12	4421429	22-Apr-13	Monday	11	Angle	0	0	Daylight	Dry	South	Southwest	2	No
13	4424731	24-Apr-13	Wednesday	20	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
14	4433958	05-May-13	Sunday	15	Left Turn	0	0	Daylight	Dry	West	East	2	No
15	4439001	09-May-13	Thursday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
16	4438791	09-May-13	Thursday	8	Left Turn	0	0	Daylight	Dry	North	South	2	No
17	4481558	18-Jun-13	Tuesday	19	Rear End	0	0	Daylight	Dry	East	East	2	No
18	4483363	20-Jun-13	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
19	4484214	21-Jun-13	Friday	17	Left Turn	0	0	Daylight	Dry	East	West	2	No
20	4490709	01-Jul-13	Monday	3	Angle	0	0	Dark - Not Lighted	Dry	South	East	2	No
21	4491558	01-Jul-13	Monday	17	Sideswipe - Same Direction	0	0	Daylight	Wet	South	South	2	No
22	4544029	19-Aug-13	Monday	18	Rear End	0	0	Daylight	Dry	West	West	2	No
23	4546514	21-Aug-13	Wednesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
24	4550903	26-Aug-13	Monday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
25	4563184	06-Sep-13	Friday	18	Rear End	0	0	Daylight	Dry	East	East	4	No
26	4569438	13-Sep-13	Friday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
27	4583849	26-Sep-13	Thursday	17	Rear End	0	0	Daylight	Dry	North	North	3	No
28	4584914	28-Sep-13	Saturday	0	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
29	4611223	18-Oct-13	Friday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
30	4621132	27-Oct-13	Sunday	14	Rear End	0	0	Daylight	Dry	North	North	2	No
31	4629183	02-Nov-13	Saturday	13	Left Turn	1	0	Daylight	Dry	West	East	2	No
32	4632773	04-Nov-13	Monday	17	Other	0	0	Daylight	Dry	South	East	2	No
33	4640933	14-Nov-13	Thursday	11	Angle	0	0	Daylight	Dry	North	West	2	No
34	4642793	15-Nov-13	Friday	16	Left Turn	0	0	Dawn	Dry	East	West	3	No
35	4653500	24-Nov-13	Sunday	19	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
36	4694767	04-Jan-14	Saturday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
37	4700892	12-Jan-14	Sunday	18	Rear End	1	0	Dark - Lighted	Dry	West	West	2	No
38	4773384	27-Mar-14	Thursday	5	Sideswipe - Same Direction	1	0	Dark - Lighted	Dry	South	South	2	No
39	4777665	01-Apr-14	Tuesday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
40	4783040	07-Apr-14	Monday	6	Left Turn	0	0	Dark - Lighted	Wet	North	South	2	No
41	4786484	09-Apr-14	Wednesday	16	Rear End	3	0	Daylight	Dry	East	East	3	No
42	4832685	30-Apr-14	Wednesday	6	Angle	1	0	Daylight	Dry	West	South	2	No
43	4857020	23-May-14	Friday	17	Angle	0	0	Daylight	Dry	West	North	2	No

CRASH DATA DETAIL

Intersection: Chamblee Tucker Road at Tucker Norcross Road

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: DeKalb

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
44	4860285	27-May-14	Tuesday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
45	4862830	30-May-14	Friday	0	Angle	0	0	Dark - Lighted	Dry	East	South	2	No
46	4868654	02-Jun-14	Monday	21	Angle	0	0	Dark - Not Lighted	Dry	East	North	2	No
47	4897022	03-Jul-14	Thursday	11	Angle	1	0	Daylight	Dry	West	South	2	No
48	4901702	09-Jul-14	Wednesday	7	Left Turn	0	0	Daylight	Dry	North	South	2	No
49	4906742	14-Jul-14	Monday	16	Left Turn	0	0	Daylight	Dry	Northwest	South	2	No
50	4908427	15-Jul-14	Tuesday	19	Rear End	1	0	Daylight	Dry	South	South	2	No
51	4919120	26-Jul-14	Saturday	3	Angle	1	0	Dark - Lighted	Dry	West	East	2	No
52	4938853	15-Aug-14	Friday	8	Angle	0	0	Daylight	Dry	South	West	2	No
53	4955681	28-Aug-14	Thursday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
54	4971918	08-Sep-14	Monday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
55	4981825	16-Sep-14	Tuesday	6	Angle	0	0	Dawn	Dry	West	N/A	2	No
56	5001926	30-Sep-14	Tuesday	19	Rear End	0	0	Dusk	Dry	West	West	2	No
57	5007407	06-Oct-14	Monday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
58	5010764	08-Oct-14	Wednesday	6	Angle	2	0	Dark - Lighted	Dry	West	South	2	No
59	5012529	09-Oct-14	Thursday	20	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No
60	5021042	17-Oct-14	Friday	7	Left Turn	2	0	Daylight	Dry	Northwest	South	2	No
61	5020883	17-Oct-14	Friday	20	Other Single Vehicle	1	0	Dark - Lighted	Dry	Unknown	N/A	1	No
62	5023887	21-Oct-14	Tuesday	15	Angle	0	0	Daylight	Dry	South	East	2	No
63	5035236	29-Oct-14	Wednesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
64	5050495	13-Nov-14	Thursday	20	Left Turn	1	0	Dark - Lighted	Dry	North	South	2	No
65	5051035	14-Nov-14	Friday	8	Rear End	0	0	Daylight	Dry	South	South	2	No
66	5054994	18-Nov-14	Tuesday	8	Left Turn	1	0	Daylight	Dry	West	East	2	No
67	5066071	26-Nov-14	Wednesday	22	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
68	5073072	03-Dec-14	Wednesday	16	Angle	0	0	Daylight	Dry	South	East	2	No
69	5093352	14-Dec-14	Sunday	4	Angle	0	0	Dark - Lighted	Dry	South	East	2	No
70	5098811	17-Dec-14	Wednesday	9	Left Turn	3	0	Daylight	Dry	North	South	3	No
71	5121379	08-Jan-15	Thursday	9	Rear End	0	0	Daylight	Dry	North	North	2	No
72	5122248	09-Jan-15	Friday	11	Rear End	1	0	Daylight	Dry	West	West	2	No
73	5127669	13-Jan-15	Tuesday	18	Rear End	0	0	Dark - Lighted	Wet	South	South	2	No
74	5138340	23-Jan-15	Friday	17	Angle	0	0	Daylight	Wet	West	None	2	No
75	5153140	31-Jan-15	Saturday	17	Left Turn	0	0	Daylight	Dry	South	North	2	No
76	5161421	03-Feb-15	Tuesday	6	Left Turn	2	0	Daylight	Dry	West	East	2	No
77	5170053	07-Feb-15	Saturday	18	Backed Into	0	0	Daylight	Dry	East	East	2	No
78	5197021	24-Feb-15	Tuesday	19	Rear End	2	0	Dark - Lighted	Wet	East	East	2	No
79	5210617	09-Mar-15	Monday	15	Rear End	2	0	Daylight	Dry	Northeast	Northeast	3	No
80	5216817	15-Mar-15	Sunday	1	Pedestrian	1	0	Dark - Not Lighted	Dry	Unknown	North	1	No
81	5292832	18-May-15	Monday	17	Left Turn	0	0	Daylight	Wet	North	South	2	No
82	5296750	20-May-15	Wednesday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
83	5312046	02-Jun-15	Tuesday	22	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No
84	5328036	17-Jun-15	Wednesday	7	Other	1	0	Daylight	Dry	Northwest	South	2	No
85	5338814	28-Jun-15	Sunday	4	Angle	0	0	Dark - Lighted	Dry	North	East	2	No
86	5360086	17-Jul-15	Friday	15	Angle	0	0	Daylight	Dry	West	North	2	No

CRASH DATA DETAIL

Intersection: Chamblee Tucker Road at Tucker Norcross Road

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: DeKalb

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
87	5371783	21-Jul-15	Tuesday	18	Rear End	1	0	Daylight	Dry	East	East	2	No
88	5366739	23-Jul-15	Thursday	17	Angle	0	0	Daylight	Dry	West	South	2	No
89	5374239	30-Jul-15	Thursday	16	Backed Into	0	0	Daylight	Dry	West	East	2	No
90	5375852	31-Jul-15	Friday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
91	5376660	01-Aug-15	Saturday	4	Rear End	1	0	Dark - Lighted	Dry	North	North	2	No
92	5399332	21-Aug-15	Friday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
93	5400238	23-Aug-15	Sunday	12	Left Turn	2	0	Daylight	Dry	Northwest	South	2	No
94	5403189	25-Aug-15	Tuesday	16	Left Turn	1	0	Daylight	Dry	North	South	2	No
95	5411008	01-Sep-15	Tuesday	20	Angle	0	0	Dark - Not Lighted	Dry	North	East	2	No
96	5415852	05-Sep-15	Saturday	17	Left Turn	1	0	Daylight	Dry	North	South	2	No
97	5417628	08-Sep-15	Tuesday	20	Left Turn	1	0	Dark - Lighted	Dry	North	South	2	No
98	5422445	11-Sep-15	Friday	22	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	Unknown	East	2	No
99	5441326	24-Sep-15	Thursday	10	Rear End	0	0	Daylight	Dry	North	North	2	No
100	5443307	24-Sep-15	Thursday	19	Angle	0	0	Dark - Lighted	Wet	Unknown	West	2	No
101	5463781	10-Oct-15	Saturday	17	Angle	0	0	Daylight	Wet	North	East	2	No
102	5486547	28-Oct-15	Wednesday	6	Rear End	0	0	Daylight	Wet	North	North	2	No
103	5494551	28-Oct-15	Wednesday	5	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	East	East	2	No
104	5490603	30-Oct-15	Friday	23	Left Turn	0	0	Dark - Lighted	Dry	East	West	2	No
105	5494802	02-Nov-15	Monday	19	Angle	3	0	Dark - Lighted	Wet	East	South	2	No
106	5496019	02-Nov-15	Monday	19	Rear End	0	0	Dark - Lighted	Wet	North	North	2	No
107	5502215	08-Nov-15	Sunday	4	Left Turn	0	0	Dark - Lighted	Wet	North	South	2	No
108	5505949	10-Nov-15	Tuesday	19	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
109	5506582	11-Nov-15	Wednesday	6	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
110	5515262	18-Nov-15	Wednesday	16	Hit Other Fixed Object	0	0	Daylight	Wet	South	N/A	1	No
111	5518085	19-Nov-15	Thursday	15	Left Turn	0	0	Daylight	Dry	Northwest	South	2	No
112	5522162	24-Nov-15	Tuesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
113	5545296	10-Dec-15	Thursday	16	Left Turn	0	0	Daylight	Dry	North	South	2	No
114	5545297	10-Dec-15	Thursday	18	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
115	5575124	30-Dec-15	Wednesday	17	Rear End	0	0	Daylight	Wet	East	East	2	No
116	5586309	07-Jan-16	Thursday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
117	5605829	08-Jan-16	Friday	10	Sideswipe - Same Direction	0	0	Daylight	Wet	South	South	2	No
118	5609345	22-Jan-16	Friday	13	Angle	0	0	Daylight	Wet	Northwest	East	2	No
119	5613468	28-Jan-16	Thursday	7	Other	0	0	Daylight	Dry	North	North	2	No
120	5637331	13-Feb-16	Saturday	20	Head-On	1	0	Dark - Lighted	Dry	South	North	2	No
121	5642878	19-Feb-16	Friday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
122	5645662	22-Feb-16	Monday	20	Angle	0	0	Dark - Lighted	Wet	North	West	2	No
123	5645624	22-Feb-16	Monday	16	Sideswipe - Same Direction	0	0	Daylight	Wet	East	East	2	No
124	5647100	23-Feb-16	Tuesday	14	Rear End	0	0	Daylight	Wet	West	N/A	3	No
125	5667231	09-Mar-16	Wednesday	10	Hit Curb	0	0	Daylight	Dry	East	N/A	1	No
126	5678603	17-Mar-16	Thursday	17	Rear End	0	0	Daylight	Dry	South	South	3	No
127	5695756	29-Mar-16	Tuesday	18	Left Turn	2	0	Daylight	Dry	South	North	3	No
128	5698509	01-Apr-16	Friday	20	Angle	0	0	Dark - Lighted	Dry	Unknown	East	2	No
129	5702656	05-Apr-16	Tuesday	10	Rear End	2	0	Daylight	Dry	North	North	2	No

CRASH DATA DETAIL

Intersection: Chamblee Tucker Road at Tucker Norcross Road

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: Dekalb

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
130	5708515	09-Apr-16	Saturday	20	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
131	5711664	12-Apr-16	Tuesday	7	Rear End	0	0	Daylight	Wet	West	West	3	No
132	5712407	13-Apr-16	Wednesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
133	5726801	22-Apr-16	Friday	18	Left Turn	2	0	Daylight	Dry	West	East	2	No
134	5726493	22-Apr-16	Friday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
135	5727640	23-Apr-16	Saturday	19	Hit Post/ Pole Support	0	0	Daylight	Dry	West	N/A	1	No
136	5729592	25-Apr-16	Monday	14	Rear End	0	0	Daylight	Dry	West	West	2	No
137	5754742	13-May-16	Friday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
138	5755986	15-May-16	Sunday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
139	5759436	17-May-16	Tuesday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
140	5781844	18-May-16	Wednesday	7	Left Turn	0	0	Daylight	Dry	Northwest	Northwest	2	No
141	5761969	19-May-16	Thursday	7	Left Turn	0	0	Daylight	Dry	North	South	2	No
142	5768450	23-May-16	Monday	13	Other	0	0	Daylight	Dry	East	East	2	No
143	5775265	27-May-16	Friday	18	Angle	0	0	Daylight	Dry	South	East	2	No
144	5795209	14-Jun-16	Tuesday	18	Rear End	0	0	Daylight	Wet	South	South	2	No
145	5797651	16-Jun-16	Thursday	17	Rear End	1	0	Daylight	Dry	North	North	2	No
146	5806394	22-Jun-16	Wednesday	7	Left Turn	1	0	Daylight	Dry	South	North	2	No
147	5807979	22-Jun-16	Wednesday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
148	5809486	24-Jun-16	Friday	8	Left Turn	0	0	Daylight	Dry	Northwest	South	2	No
149	5823908	08-Jul-16	Friday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
150	5828472	11-Jul-16	Monday	12	Left Turn	0	0	Daylight	Dry	Northwest	Southwest	2	No
151	5840039	18-Jul-16	Monday	8	Left Turn	1	0	Daylight	Dry	Northwest	South	2	No
152	5840308	18-Jul-16	Monday	18	Rear End	1	0	Daylight	Dry	East	East	2	No
153	5843656	19-Jul-16	Tuesday	21	Rear End	0	0	Dark - Lighted	Wet	North	North	2	No
154	5842168	19-Jul-16	Tuesday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
155	5843908	20-Jul-16	Wednesday	16	Sideswipe - Same Direction	1	0	Daylight	Dry	North	North	2	No
156	5847505	22-Jul-16	Friday	17	Rear End	0	0	Daylight	Dry	West	North	2	No
157	5856562	30-Jul-16	Saturday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
158	5872397	10-Aug-16	Wednesday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
159	5891936	11-Aug-16	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
160	5874292	11-Aug-16	Thursday	20	Angle	0	0	Dark - Lighted	Dry	East	South	2	No
161	5888185	22-Aug-16	Monday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
162	5893892	27-Aug-16	Saturday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
163	5912072	09-Sep-16	Friday	0	Rear End	0	0	Daylight	Dry	Unknown	North	2	No
164	5921242	15-Sep-16	Thursday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
165	5936083	27-Sep-16	Tuesday	0	Rear End	0	0	Daylight	Wet	East	East	2	No
166	5938568	29-Sep-16	Thursday	17	Angle	1	0	Daylight	Dry	West	South	2	No
167	5938908	29-Sep-16	Thursday	23	Left Turn	1	0	Dark - Lighted	Dry	North	South	2	No
168	5946591	06-Oct-16	Thursday	9	Rear End	0	0	Daylight	Dry	North	North	2	No
169	5970860	24-Oct-16	Monday	0	Rear End	0	0	Daylight	Dry	South	South	2	No
170	5987479	04-Nov-16	Friday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
171	5988260	06-Nov-16	Sunday	1	Angle	0	0	Dark - Lighted	Dry	South	Northeast	2	No
172	5988166	06-Nov-16	Sunday	17	Sideswipe - Same Direction	0	0	Dusk	Dry	East	East	2	No

CRASH DATA DETAIL

Intersection: Chamblee Tucker Road at Tucker Norcross Road

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: Dekalb

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
173	6000252	10-Nov-16	Thursday	8	Angle	3	0	Daylight	Dry	East	West	3	No
174	6005378	18-Nov-16	Friday	17	Angle	1	0	Dark - Lighted	Dry	North	East	2	No
175	6005159	18-Nov-16	Friday	16	Rear End	0	0	Daylight	Dry	West	West	2	No
176	6005397	18-Nov-16	Friday	18	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
177	6011451	23-Nov-16	Wednesday	17	Left Turn	0	0	Dusk	Dry	East	West	2	No
178	6043160	16-Dec-16	Friday	17	Angle	0	0	Daylight	Dry	North	None	2	No
179	6045496	19-Dec-16	Monday	6	Angle	1	0	Dark - Lighted	Dry	West	South	2	No
180	6048579	20-Dec-16	Tuesday	18	Left Turn	6	0	Dark - Lighted	Dry	North	South	2	No
181	6060231	29-Dec-16	Thursday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
182	6064305	03-Jan-17	Tuesday	6	Left Turn	1	0	Dark - Lighted	Wet	North	South	2	No
183	6072793	09-Jan-17	Monday	16	Angle	0	0	Daylight	Dry	South	East	2	No
184	6079098	15-Jan-17	Sunday	11	Angle	0	0	Daylight	Dry	West	North	2	No
185	6082536	16-Jan-17	Monday	22	Backed Into	0	0	Dark - Lighted	Dry	South	North	2	No
186	6085377	19-Jan-17	Thursday	7	Left Turn	1	0	Daylight	Dry	North	South	2	No
187	6113746	10-Feb-17	Friday	0	Rear End	0	0	Daylight	Dry	South	South	2	No
188	6122040	17-Feb-17	Friday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
189	6136355	03-Mar-17	Friday	0	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
190	6162966	23-Mar-17	Thursday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
191	6163923	24-Mar-17	Friday	0	Angle	0	0	Daylight	Dry	West	South	2	No
192	6169400	28-Mar-17	Tuesday	21	Left Turn	0	0	Dark - Lighted	Dry	West	East	2	No
193	6171947	30-Mar-17	Thursday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
194	6182922	06-Apr-17	Thursday	0	Rear End	0	0	Daylight	Dry	South	West	2	No
195	6194168	13-Apr-17	Thursday	19	Rear End	0	0	Daylight	Dry	East	East	2	No
196	6202651	21-Apr-17	Friday	21	Angle	0	0	Dark - Lighted	Dry	Unknown	South	2	No
197	6216076	02-May-17	Tuesday	16	Rear End	1	0	Daylight	Dry	North	North	2	No
198	6236377	16-May-17	Tuesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
199	6239251	18-May-17	Thursday	18	Angle	0	0	Daylight	Dry	North	West	2	No
200	6242752	21-May-17	Sunday	22	Angle	2	0	Dark - Lighted	Dry	West	South	2	No
201	6257695	31-May-17	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
202	6258207	01-Jun-17	Thursday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
203	6262320	05-Jun-17	Monday	8	Angle	1	0	Daylight	Dry	West	South	2	No
204	6267290	08-Jun-17	Thursday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
205	6267828	09-Jun-17	Friday	0	Left Turn	1	0	Daylight	Dry	North	South	2	No
206	6272842	13-Jun-17	Tuesday	18	Sideswipe - Same Direction	1	0	Daylight	Dry	West	West	2	No
207	6293807	30-Jun-17	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Wet	Unknown	East	2	No
208	6299504	06-Jul-17	Thursday	4	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
209	6301827	07-Jul-17	Friday	16	Rear End	0	0	Daylight	Dry	Southeast	Southeast	2	No
210	6312668	17-Jul-17	Monday	17	Angle	0	0	Daylight	Dry	North	South	2	No
211	6330730	29-Jul-17	Saturday	22	Hit Parked Vehicle	1	0	Dark - Lighted	Dry	North	N/A	2	No
212	6330311	30-Jul-17	Sunday	1	Angle	0	0	Dark - Lighted	Dry	West	North	2	No
213	6358047	17-Aug-17	Thursday	17	Left Turn	2	0	Daylight	Dry	North	South	2	No
214	6364869	23-Aug-17	Wednesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
215	6366224	24-Aug-17	Thursday	0	Rear End	4	0	Daylight	Dry	West	West	3	No

CRASH DATA DETAIL

Intersection: Chamblee Tucker Road at Tucker Norcross Road

County: Dekalb

Period: Jan-13 **Through** Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
216	6368693	26-Aug-17	Saturday	18	Angle	0	0	Daylight	Dry	South	East	2	No
217	6370368	28-Aug-17	Monday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
218	6385716	08-Sep-17	Friday	14	Sideswipe - Same Direction	2	0	Daylight	Dry	South	South	2	No
219	6387012	09-Sep-17	Saturday	12	Left Turn	1	0	Daylight	Dry	West	East	3	No
220	6458402	03-Nov-17	Friday	20	Angle	0	0	Dark - Lighted	Dry	West	South	2	No
221	6474751	15-Nov-17	Wednesday	17	Rear End	1	0	Dark - Lighted	Dry	East	East	2	No
222	6477936	17-Nov-17	Friday	19	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	South	South	2	No
223	6487846	27-Nov-17	Monday	0	Left Turn	0	0	Daylight	Dry	East	West	2	No
224	6524252	18-Dec-17	Monday	21	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	Unknown	West	2	No
225	6533086	29-Dec-17	Friday	17	Angle	0	0	Daylight	Dry	West	North	2	No
226	6533576	30-Dec-17	Saturday	13	Left Turn	0	0	Daylight	Dry	West	East	2	No

CRASH DATA DETAIL

Intersection: East Ponce de Leon Avenue at Mountain Industrial Boulevard / North Hairston Road
Period: Jan-13 Through Dec-17 **Duration:** 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4327110	15-Jan-13	Tuesday	15	Rear End	0	0	Daylight	Wet	South	South	2	No
2	4356160	16-Feb-13	Saturday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
3	4367238	26-Feb-13	Tuesday	18	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
4	4369768	28-Feb-13	Thursday	21	Angle	0	0	Dark - Lighted	Dry	East	North	2	No
5	4374384	05-Mar-13	Tuesday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
6	4377282	10-Mar-13	Sunday	18	Angle	2	0	Daylight	Dry	East	North	2	No
7	4383570	17-Mar-13	Sunday	19	Rear End	1	0	Dark - Lighted	Dry	West	West	2	No
8	4384449	18-Mar-13	Monday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
9	4386129	19-Mar-13	Tuesday	14	Rear End	2	0	Daylight	Dry	South	South	2	No
10	4398680	30-Mar-13	Saturday	20	Rear End	0	0	Dark - Lighted	Wet	South	South	2	No
11	4412513	12-Apr-13	Friday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
12	4414703	15-Apr-13	Monday	15	Angle	0	0	Daylight	Dry	Northwest	West	2	No
13	4414537	15-Apr-13	Monday	12	Rear End	0	0	Daylight	Dry	North	North	2	No
14	4414702	15-Apr-13	Monday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
15	4427446	28-Apr-13	Sunday	14	Left Turn	5	0	Daylight	Wet	North	South	2	No
16	4450199	20-May-13	Monday	7	Sideswipe - Same Direction	0	0	Daylight	Wet	East	East	2	No
17	4454718	23-May-13	Thursday	18	Rear End	0	0	Daylight	Dry	South	South	2	No
18	4489586	28-Jun-13	Friday	17	Left Turn	1	0	Daylight	Wet	South	North	2	No
19	4507112	18-Jul-13	Thursday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
20	4521094	25-Jul-13	Thursday	20	Rear End	0	0	Dusk	Dry	South	South	2	No
21	4522922	27-Jul-13	Saturday	21	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	South	South	2	No
22	4531017	05-Aug-13	Monday	15	Left Turn	2	0	Daylight	Dry	South	North	2	No
23	4543482	19-Aug-13	Monday	7	Sideswipe - Same Direction	0	0	Dawn	Wet	West	West	2	No
24	4546161	21-Aug-13	Wednesday	11	Sideswipe - Same Direction	1	0	Daylight	Wet	South	South	2	No
25	4551192	25-Aug-13	Sunday	16	Rear End	0	0	Daylight	Dry	West	West	2	No
26	4555028	28-Aug-13	Wednesday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
27	4559518	03-Sep-13	Tuesday	18	Rear End	0	0	Daylight	Dry	West	West	2	No
28	4561007	04-Sep-13	Wednesday	7	Rear End	0	0	Daylight	Dry	South	South	2	No
29	4563133	06-Sep-13	Friday	13	Sideswipe - Opposite Direction	0	0	Daylight	Dry	South	North	2	No
30	4578715	23-Sep-13	Monday	23	Left Turn	0	0	Dark - Lighted	Dry	West	East	2	No
31	4578396	23-Sep-13	Monday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
32	4588799	02-Oct-13	Wednesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
33	4597507	04-Oct-13	Friday	15	Rear End	0	0	Daylight	Dry	Unknown	North	2	No
34	4597813	05-Oct-13	Saturday	12	Angle	0	0	Daylight	Dry	East	North	2	No
35	4606087	14-Oct-13	Monday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
36	4607607	15-Oct-13	Tuesday	7	Rear End	0	0	Dawn	Dry	West	West	2	No
37	4608659	16-Oct-13	Wednesday	6	Left Turn	0	0	Dark - Lighted	Dry	East	West	2	No
38	4628356	01-Nov-13	Friday	7	Rear End	0	0	Daylight	Wet	North	North	2	No
39	4633741	07-Nov-13	Thursday	17	Sideswipe - Same Direction	0	0	Dawn	Dry	South	South	2	No
40	4653991	13-Nov-13	Wednesday	21	Angle	1	0	Dark - Not Lighted	Dry	South	West	2	No
41	4641043	13-Nov-13	Wednesday	18	Left Turn	1	0	Dark - Lighted	Dry	North	South	2	No
42	4658686	30-Nov-13	Saturday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
43	4662786	04-Dec-13	Wednesday	5	Pedestrian	1	0	Dark - Lighted	Wet	Unknown	North	1	No
44	4664565	05-Dec-13	Thursday	18	Rear End	0	0	Dark - Lighted	Wet	North	North	2	No
45	4665464	06-Dec-13	Friday	18	Left Turn	0	0	Dark - Lighted	Dry	East	West	2	No
46	4676041	16-Dec-13	Monday	3	Rear End	2	0	Dark - Lighted	Dry	South	South	2	No
47	4678088	17-Dec-13	Tuesday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
48	4688875	22-Dec-13	Sunday	20	Hit Curb	0	0	Dark - Lighted	Wet	West	N/A	1	No

CRASH DATA DETAIL

Intersection: East Ponce de Leon Avenue at Mountain Industrial Boulevard / North Hairston Road
Period: Jan-13 Through Dec-17 **Duration:** 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
49	4686461	24-Dec-13	Tuesday	22	Angle	4	0	Dark - Lighted	Dry	South	Northwest	2	No
50	4688876	27-Dec-13	Friday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
51	4688633	27-Dec-13	Friday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
52	4700624	11-Jan-14	Saturday	10	Left Turn	0	0	Daylight	Wet	South	North	2	No
53	4701431	13-Jan-14	Monday	6	Rear End	0	0	Dark - Lighted	Dry	West	West	3	No
54	4709609	21-Jan-14	Tuesday	7	Angle	4	0	Daylight	Dry	East	North	3	No
55	4712264	23-Jan-14	Thursday	16	Rear End	2	0	Daylight	Dry	East	East	2	No
56	4712724	24-Jan-14	Friday	7	Rear End	0	0	Daylight	Dry	South	South	2	No
57	4716885	28-Jan-14	Tuesday	1	Left Turn	0	0	Dark - Not Lighted	Dry	North	South	2	No
58	4719861	31-Jan-14	Friday	10	Rear End	1	0	Daylight	Wet	East	East	2	No
59	4720298	31-Jan-14	Friday	18	Rear End	0	0	Daylight	Dry	Unknown	West	2	No
60	4754974	07-Mar-14	Friday	20	Angle	0	0	Dark - Lighted	Dry	West	South	2	No
61	4769007	21-Mar-14	Friday	14	Rear End	1	0	Daylight	Dry	North	North	2	No
62	4773612	27-Mar-14	Thursday	8	Rear End	3	0	Daylight	Dry	Southeast	Southeast	2	No
63	4781326	04-Apr-14	Friday	16	Sideswipe - Opposite Direction	0	0	Daylight	Dry	Northeast	South	2	No
64	4829828	28-Apr-14	Monday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
65	4869671	05-Jun-14	Thursday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
66	4872587	09-Jun-14	Monday	20	Rear End	0	0	Daylight	Dry	North	North	2	No
67	4880398	17-Jun-14	Tuesday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
68	4882556	19-Jun-14	Thursday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
69	4915004	22-Jul-14	Tuesday	11	Rear End	1	0	Daylight	Wet	North	North	2	No
70	4937708	07-Aug-14	Thursday	13	Left Turn	1	0	Daylight	Dry	South	North	2	No
71	4938185	14-Aug-14	Thursday	21	Left Turn	1	0	Dark - Lighted	Dry	South	North	3	No
72	4963558	03-Sep-14	Wednesday	23	Angle	1	0	Dark - Not Lighted	Wet	South	West	2	No
73	4978823	14-Sep-14	Sunday	22	Left Turn	5	0	Dark - Not Lighted	Dry	South	North	2	No
74	5040989	13-Oct-14	Monday	8	Rear End	1	0	Dawn	Dry	North	North	2	No
75	5017178	14-Oct-14	Tuesday	15	Rear End	0	0	Daylight	Wet	South	South	2	No
76	5021116	18-Oct-14	Saturday	11	Rear End	0	0	Daylight	Dry	East	East	2	No
77	5049613	13-Nov-14	Thursday	6	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
78	5078949	07-Dec-14	Sunday	11	Backed Into	0	0	Daylight	Dry	East	East	2	No
79	5107550	27-Dec-14	Saturday	4	Angle	1	0	Dark - Lighted	Dry	West	North	2	Yes
80	5107468	27-Dec-14	Saturday	19	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
81	5133696	20-Jan-15	Tuesday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
82	5140275	26-Jan-15	Monday	6	Rear End	0	0	Dark - Lighted	Dry	North	North	3	No
83	5144245	28-Jan-15	Wednesday	7	Other	0	0	Unknown	Unknown	Unknown	N/A	0	No
84	5166259	04-Feb-15	Wednesday	15	Rear End	0	0	Daylight	Dry	North	None	2	No
85	5174384	11-Feb-15	Wednesday	15	Rear End	0	0	Daylight	Dry	None	North	2	No
86	5184356	18-Feb-15	Wednesday	15	Left Turn	0	0	Daylight	Dry	East	West	2	No
87	5216668	14-Mar-15	Saturday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
88	5224497	21-Mar-15	Saturday	13	Rear End	0	0	Daylight	Dry	West	West	2	No
89	5228230	24-Mar-15	Tuesday	12	Rear End	1	0	Daylight	Dry	North	North	3	No
90	5230500	25-Mar-15	Wednesday	19	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
91	5274071	03-Apr-15	Friday	22	Left Turn	3	0	Dark - Lighted	Dry	South	North	3	No
92	5240638	03-Apr-15	Friday	6	Rear End	1	0	Dark - Lighted	Wet	North	North	2	No
93	5248943	07-Apr-15	Tuesday	19	Rear End	0	0	Dark - Lighted	Wet	West	West	2	No
94	5271780	29-Apr-15	Wednesday	7	Hit Curb	0	0	Dusk	Wet	West	N/A	1	No
95	5276614	04-May-15	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
96	5286461	12-May-15	Tuesday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No

CRASH DATA DETAIL

Intersection: East Ponce de Leon Avenue at Mountain Industrial Boulevard / North Hairston Road
Period: Jan-13 Through Dec-17 **Duration:** 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
97	5292370	18-May-15	Monday	14	Sideswipe - Same Direction	2	0	Daylight	Wet	West	West	2	No
98	5291614	18-May-15	Monday	4	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	North	North	2	No
99	5305469	22-May-15	Friday	16	Rear End	0	0	Daylight	Dry	West	West	2	No
100	5300908	22-May-15	Friday	23	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
101	5301051	24-May-15	Sunday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	3	No
102	5339332	28-Jun-15	Sunday	22	Angle	7	0	Dark - Lighted	Dry	East	North	3	No
103	5346016	03-Jul-15	Friday	15	Pedestrian	1	0	Daylight	Wet	North	N/A	1	No
104	5369537	24-Jul-15	Friday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
105	5376080	01-Aug-15	Saturday	1	Left Turn	1	0	Dark - Not Lighted	Dry	East	West	2	No
106	5430060	29-Aug-15	Saturday	1	Angle	1	0	Dark - Lighted	Dry	North	South	2	No
107	5421665	11-Sep-15	Friday	9	Rear End	0	0	Daylight	Dry	West	West	3	No
108	5443082	25-Sep-15	Friday	21	Rear End	2	0	Dark - Lighted	Wet	West	West	3	No
109	5460842	07-Oct-15	Wednesday	20	Backed Into	0	0	Dark - Lighted	Dry	East	East	2	No
110	5476648	20-Oct-15	Tuesday	20	Rear End	0	0	Dark - Lighted	Dry	South	East	2	No
111	5483996	26-Oct-15	Monday	11	Rear End	0	0	Daylight	Wet	Unknown	East	2	No
112	5487057	28-Oct-15	Wednesday	8	Rear End	0	0	Daylight	Wet	North	North	2	No
113	5488549	29-Oct-15	Thursday	7	Head-On	0	0	Daylight	Dry	East	West	3	No
114	5504502	09-Nov-15	Monday	18	Rear End	0	0	Dark - Lighted	Wet	East	East	2	No
115	5539102	06-Dec-15	Sunday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
116	5573231	28-Dec-15	Monday	21	Head-On	1	0	Dark - Lighted	Wet	West	East	2	No
117	5578367	03-Jan-16	Sunday	9	Rear End	1	0	Daylight	Dry	East	East	2	No
118	5583385	05-Jan-16	Tuesday	13	Left Turn	2	0	Daylight	Dry	West	East	2	No
119	5583767	06-Jan-16	Wednesday	18	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
120	5618056	31-Jan-16	Sunday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	South	2	No
121	5621350	02-Feb-16	Tuesday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
122	5628775	07-Feb-16	Sunday	20	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	South	South	2	No
123	5649442	25-Feb-16	Thursday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
124	5651107	26-Feb-16	Friday	15	Rear End	2	0	Daylight	Dry	East	East	3	No
125	5664859	07-Mar-16	Monday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
126	5674354	15-Mar-16	Tuesday	6	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	South	South	2	No
127	5679649	18-Mar-16	Friday	8	Angle	0	0	Daylight	Dry	West	North	2	No
128	5683649	20-Mar-16	Sunday	20	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	Unknown	South	2	No
129	5682981	21-Mar-16	Monday	9	Rear End	0	0	Daylight	Dry	South	South	2	No
130	5691550	28-Mar-16	Monday	18	Rear End	0	0	Daylight	Dry	South	South	2	No
131	5692980	29-Mar-16	Tuesday	6	Rear End	1	0	Dark - Not Lighted	Dry	North	North	3	No
132	5703064	05-Apr-16	Tuesday	5	Angle	1	0	Dark - Lighted	Dry	East	North	2	No
133	5708491	07-Apr-16	Thursday	21	Left Turn	4	0	Dark - Lighted	Wet	South	North	2	No
134	5704697	07-Apr-16	Thursday	9	Angle	2	0	Daylight	Dry	Northwest	North	2	No
135	5725377	18-Apr-16	Monday	6	Backed Into	0	0	Dark - Lighted	Dry	North	North	2	No
136	5718047	18-Apr-16	Monday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
137	5722065	21-Apr-16	Thursday	8	Rear End	0	0	Daylight	Dry	Unknown	East	2	No
138	5740445	03-May-16	Tuesday	12	Rear End	0	0	Daylight	Dry	North	North	2	No
139	5749882	10-May-16	Tuesday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
140	5754307	13-May-16	Friday	6	Rear End	0	0	Daylight	Dry	North	North	2	No
141	5755684	14-May-16	Saturday	17	Hit Tree	0	0	Daylight	Dry	East	N/A	1	No
142	5763561	20-May-16	Friday	9	Rear End	0	0	Daylight	Dry	Unknown	North	2	No
143	5775022	27-May-16	Friday	23	Sideswipe - Opposite Direction	0	0	Dark - Not Lighted	Dry	East	South	2	No
144	5787536	08-Jun-16	Wednesday	7	Pedestrian	1	0	Daylight	Dry	North	N/A	1	No

CRASH DATA DETAIL

Intersection: East Ponce de Leon Avenue at Mountain Industrial Boulevard / North Hairston Road
Period: Jan-13 Through Dec-17 **Duration:** 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
145	5793541	11-Jun-16	Saturday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
146	5795193	13-Jun-16	Monday	15	Right Turn	1	0	Daylight	Dry	South	West	2	No
147	5805906	21-Jun-16	Tuesday	23	Rear End	1	0	Dark - Lighted	Dry	South	South	2	No
148	5822658	06-Jul-16	Wednesday	22	Angle	4	0	Dark - Not Lighted	Wet	West	South	2	No
149	5836380	14-Jul-16	Thursday	17	Rear End	1	0	Daylight	Dry	West	West	2	No
150	5849179	24-Jul-16	Sunday	15	Angle	0	0	Daylight	Dry	East	West	2	No
151	5851667	26-Jul-16	Tuesday	21	Pedestrian	0	1	Dark - Not Lighted	Dry	Unknown	South	1	No
152	5856262	26-Jul-16	Tuesday	2	Hit Post/ Pole Support	0	0	Dark - Lighted	Dry	South	N/A	1	No
153	5853495	27-Jul-16	Wednesday	22	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	West	West	2	No
154	5869360	08-Aug-16	Monday	23	Right Turn	1	0	Dark - Lighted	Wet	East	South	2	No
155	5892497	24-Aug-16	Wednesday	0	Rear End	2	0	Daylight	Wet	South	South	2	No
156	5893688	26-Aug-16	Friday	5	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
157	5893881	27-Aug-16	Saturday	12	Rear End	1	0	Daylight	Dry	South	South	2	No
158	5896539	29-Aug-16	Monday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
159	5898581	30-Aug-16	Tuesday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
160	5903539	02-Sep-16	Friday	11	Rear End	2	0	Daylight	Wet	West	West	3	No
161	5903008	02-Sep-16	Friday	4	Other	0	0	Dark - Lighted	Wet	Unknown	East	2	No
162	5912330	10-Sep-16	Saturday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
163	5922175	16-Sep-16	Friday	15	Rear End	1	0	Daylight	Dry	West	West	2	No
164	5930823	23-Sep-16	Friday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
165	5931550	23-Sep-16	Friday	15	Rear End	0	0	Daylight	Dry	None	North	2	No
166	5937036	28-Sep-16	Wednesday	11	Angle	1	0	Daylight	Dry	West	North	2	No
167	5944278	04-Oct-16	Tuesday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
168	5959562	17-Oct-16	Monday	8	Rear End	0	0	Daylight	Dry	South	South	2	No
169	5967709	21-Oct-16	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	North	2	No
170	5981259	01-Nov-16	Tuesday	8	Rear End	1	0	Daylight	Dry	North	North	2	No
171	5993174	09-Nov-16	Wednesday	18	Rear End	0	0	Dark - Lighted	Dry	South	East	2	No
172	5995460	10-Nov-16	Thursday	6	Sideswipe - Opposite Direction	0	0	Daylight	Dry	North	South	2	No
173	6042872	01-Dec-16	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
174	6023812	03-Dec-16	Saturday	18	Sideswipe - Same Direction	2	0	Dark - Lighted	Wet	East	East	3	No
175	6024466	04-Dec-16	Sunday	17	Left Turn	0	0	Dark - Not Lighted	Wet	South	North	2	No
176	6037848	12-Dec-16	Monday	15	Angle	0	0	Daylight	Dry	South	West	2	No
177	6042161	14-Dec-16	Wednesday	18	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
178	6053939	25-Dec-16	Sunday	12	Rear End	1	0	Daylight	Dry	East	East	2	No
179	6100912	01-Feb-17	Wednesday	6	Rear End	1	0	Dark - Lighted	Dry	North	North	3	No
180	6107381	06-Feb-17	Monday	7	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	South	South	2	No
181	6127303	23-Feb-17	Thursday	0	Angle	0	0	Daylight	Dry	Unknown	North	2	No
182	6138104	04-Mar-17	Saturday	17	Angle	0	0	Daylight	Dry	West	Northeast	2	No
183	6155518	18-Mar-17	Saturday	20	Angle	0	0	Dark - Lighted	Dry	Southwest	East	2	No
184	6163065	23-Mar-17	Thursday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	South	2	No
185	6172041	30-Mar-17	Thursday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
186	6182921	06-Apr-17	Thursday	0	Angle	0	0	Dark - Not Lighted	Dry	South	East	2	No
187	6185619	10-Apr-17	Monday	5	Hit Curb	0	0	Dark - Not Lighted	Dry	East	N/A	1	No
188	6206159	25-Apr-17	Tuesday	0	Angle	1	0	Daylight	Dry	Unknown	East	2	No
189	6210984	28-Apr-17	Friday	18	Angle	0	0	Daylight	Dry	Southeast	West	2	No
190	6210718	28-Apr-17	Friday	15	Angle	0	0	Daylight	Dry	East	South	2	No
191	6213402	30-Apr-17	Sunday	20	Left Turn	0	0	Dark - Lighted	Dry	East	West	2	No
192	6213423	01-May-17	Monday	8	Rear End	2	0	Daylight	Dry	Unknown	North	2	No

CRASH DATA DETAIL

Intersection: East Ponce de Leon Avenue at Mountain Industrial Boulevard / North Hairston Road
Period: Jan-13 Through Dec-17 **Duration:** 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
193	6258992	01-Jun-17	Thursday	18	Rear End	0	0	Daylight	Dry	West	West	2	No
194	6315508	20-Jul-17	Thursday	8	Left Turn	2	0	Daylight	Dry	North	South	2	No
195	6332518	31-Jul-17	Monday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
196	6363141	22-Aug-17	Tuesday	8	Rear End	1	0	Daylight	Dry	East	East	4	No
197	6376676	01-Sep-17	Friday	0	Angle	0	0	Daylight	Wet	Unknown	South	2	No
198	6388867	12-Sep-17	Tuesday	6	Angle	1	0	Dark - Not Lighted	Wet	South	West	2	No
199	6389702	12-Sep-17	Tuesday	17	Angle	1	0	Daylight	Wet	East	North	2	No
200	6400149	21-Sep-17	Thursday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
201	6405717	25-Sep-17	Monday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
202	6410935	29-Sep-17	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	East	2	No
203	6414145	03-Oct-17	Tuesday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
204	6432734	18-Oct-17	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
205	6457822	03-Nov-17	Friday	0	Rear End	1	0	Dark - Not Lighted	Dry	North	North	3	No
206	6459193	05-Nov-17	Sunday	0	Left Turn	1	0	Dark - Lighted	Wet	South	North	2	No
207	6461869	06-Nov-17	Monday	18	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
208	6468479	11-Nov-17	Saturday	0	Rear End	0	0	Daylight	Dry	West	West	2	No
209	6474392	15-Nov-17	Wednesday	15	Backed Into	0	0	Daylight	Dry	South	South	2	No
210	6474393	15-Nov-17	Wednesday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
211	6478225	18-Nov-17	Saturday	10	Rear End	0	0	Daylight	Dry	West	West	2	No
212	6496980	02-Dec-17	Saturday	14	Angle	2	0	Daylight	Dry	North	West	2	No
213	6503358	06-Dec-17	Wednesday	17	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	South	South	2	No
214	6508043	09-Dec-17	Saturday	22	Head-On	0	0	Dark - Not Lighted	Dry	North	South	2	No
215	6508085	10-Dec-17	Sunday	2	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No

CRASH DATA DETAIL

Intersection: Tucker Norcross Road at Britt Road
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4316728	05-Jan-13	Saturday	18	Angle	0	0	Dark - Lighted	Dry	West	South	2	No
2	4319064	07-Jan-13	Monday	7	Angle	0	0	Dark - Lighted	Dry	South	West	2	No
3	4322000	11-Jan-13	Friday	7	Left Turn	0	0	Dark - Lighted	Wet	Southwest	North	2	No
4	4328235	16-Jan-13	Wednesday	18	Left Turn	0	0	Dark - Lighted	Wet	South	North	2	No
5	4329763	17-Jan-13	Thursday	7	Rear End	0	0	Daylight	Wet	West	West	2	No
6	4344120	03-Feb-13	Sunday	16	Rear End	0	0	Daylight	Dry	West	East	2	No
7	4359783	19-Feb-13	Tuesday	16	Rear End	0	0	Daylight	Dry	North	North	2	No
8	4364597	23-Feb-13	Saturday	16	Left Turn	0	0	Daylight	Dry	West	East	2	No
9	4369036	27-Feb-13	Wednesday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
10	4376334	07-Mar-13	Thursday	7	Left Turn	0	0	Daylight	Dry	South	North	2	No
11	4423915	24-Apr-13	Wednesday	15	Angle	0	0	Daylight	Wet	West	South	2	No
12	4433432	04-May-13	Saturday	13	Sideswipe - Same Direction	0	0	Daylight	Wet	North	North	3	No
13	4438999	09-May-13	Thursday	14	Rear End	0	0	Daylight	Dry	West	West	2	No
14	4439000	09-May-13	Thursday	16	Rear End	0	0	Daylight	Dry	West	West	2	No
15	4439995	10-May-13	Friday	16	Angle	0	0	Daylight	Dry	North	East	2	No
16	4493557	03-Jul-13	Wednesday	16	Angle	0	0	Daylight	Wet	East	North	2	No
17	4494694	05-Jul-13	Friday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
18	4520826	25-Jul-13	Thursday	8	Rear End	0	0	Daylight	Dry	Northwest	Northwest	2	No
19	4538374	13-Aug-13	Tuesday	7	Rear End	0	0	Daylight	Dry	South	South	2	No
20	4543120	19-Aug-13	Monday	3	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	West	West	2	No
21	4555032	28-Aug-13	Wednesday	19	Rear End	0	0	Daylight	Dry	West	West	2	No
22	4557292	29-Aug-13	Thursday	17	Rear End	0	0	Daylight	Dry	Northwest	Northwest	2	No
23	4563634	07-Sep-13	Saturday	17	Angle	3	0	Daylight	Dry	South	East	2	No
24	4573468	18-Sep-13	Wednesday	17	Sideswipe - Same Direction	1	0	Daylight	Dry	North	North	2	No
25	4634804	08-Nov-13	Friday	15	Angle	0	0	Daylight	Dry	North	West	2	No
26	4642753	15-Nov-13	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
27	4651362	22-Nov-13	Friday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
28	4671796	11-Dec-13	Wednesday	19	Angle	1	0	Dark - Lighted	Dry	Northeast	West	2	No
29	4678086	17-Dec-13	Tuesday	9	Angle	0	0	Daylight	Dry	North	East	2	No
30	4708598	20-Jan-14	Monday	10	Rear End	0	0	Daylight	Dry	South	South	2	No
31	4724258	04-Feb-14	Tuesday	17	Rear End	2	0	Daylight	Wet	South	South	3	No
32	4749124	02-Mar-14	Sunday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
33	4768078	20-Mar-14	Thursday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
34	4822951	09-Apr-14	Wednesday	20	Left Turn	3	0	Dark - Lighted	Dry	Southeast	North	2	No
35	4870606	07-Jun-14	Saturday	3	Rear End	0	0	Dark - Lighted	Dry	West	West	2	Yes
36	4877498	14-Jun-14	Saturday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
37	4901359	08-Jul-14	Tuesday	22	Left Turn	2	0	Dark - Lighted	Dry	South	Northeast	2	Yes
38	4904375	11-Jul-14	Friday	16	Rear End	0	0	Daylight	Wet	South	South	2	No
39	4904433	11-Jul-14	Friday	21	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	Unknown	None	2	No
40	4931911	08-Aug-14	Friday	17	Left Turn	1	0	Daylight	Wet	East	West	3	No
41	4944812	20-Aug-14	Wednesday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
42	4952128	22-Aug-14	Friday	18	Angle	0	0	Daylight	Dry	West	South	2	No
43	4963208	03-Sep-14	Wednesday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
44	5005505	03-Oct-14	Friday	10	Rear End	0	0	Daylight	Wet	West	West	2	No
45	5005799	03-Oct-14	Friday	16	Left Turn	0	0	Daylight	Dry	North	South	2	No
46	5017191	14-Oct-14	Tuesday	15	Left Turn	0	0	Daylight	Wet	East	West	2	No
47	5018728	15-Oct-14	Wednesday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
48	5023845	21-Oct-14	Tuesday	19	Sideswipe - Same Direction	2	0	Dark - Lighted	Dry	North	North	2	No

CRASH DATA DETAIL

Intersection: Tucker Norcross Road at Britt Road
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
49	5029054	24-Oct-14	Friday	17	Left Turn	0	0	Daylight	Dry	East	West	2	No
50	5036418	31-Oct-14	Friday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
51	5056322	31-Oct-14	Friday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
52	5040118	04-Nov-14	Tuesday	21	Sideswipe - Opposite Direction	0	0	Dark - Lighted	Dry	Unknown	None	2	No
53	5046598	11-Nov-14	Tuesday	7	Left Turn	0	0	Daylight	Dry	North	South	2	No
54	5053739	16-Nov-14	Sunday	17	Left Turn	0	0	Dark - Lighted	Dry	East	West	2	No
55	5059375	21-Nov-14	Friday	13	Angle	3	0	Daylight	Dry	West	None	2	No
56	5065941	26-Nov-14	Wednesday	17	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
57	5065943	26-Nov-14	Wednesday	17	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
58	5076538	05-Dec-14	Friday	18	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No
59	5101005	18-Dec-14	Thursday	17	Angle	0	0	Dark - Lighted	Dry	West	South	2	No
60	5118029	05-Jan-15	Monday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
61	5121909	09-Jan-15	Friday	0	Angle	1	0	Dark - Lighted	Dry	North	West	2	No
62	5176573	26-Jan-15	Monday	17	Rear End	0	0	Dusk	Dry	West	West	2	No
63	5144784	28-Jan-15	Wednesday	10	Rear End	0	0	Daylight	Dry	South	South	2	No
64	5151703	30-Jan-15	Friday	7	Left Turn	2	0	Dark - Lighted	Dry	North	South	2	No
65	5185658	19-Feb-15	Thursday	23	Sideswipe - Same Direction	1	0	Dark - Lighted	Dry	East	East	2	No
66	5207318	06-Mar-15	Friday	6	Angle	0	0	Dark - Lighted	Dry	East	South	2	No
67	5218572	16-Mar-15	Monday	20	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
68	5226630	23-Mar-15	Monday	18	Angle	0	0	Daylight	Dry	North	West	2	No
69	5233208	27-Mar-15	Friday	19	Angle	2	0	Daylight	Dry	North	West	2	No
70	5251164	13-Apr-15	Monday	14	Angle	3	0	Daylight	Dry	North	West	2	No
71	5258384	19-Apr-15	Sunday	11	Left Turn	0	0	Daylight	Wet	South	North	2	No
72	5270018	25-Apr-15	Saturday	21	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	Southeast	Southeast	2	No
73	5305748	28-Apr-15	Tuesday	23	Left Turn	2	0	Dark - Lighted	Dry	South	North	2	No
74	5282951	10-May-15	Sunday	0	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
75	5284849	11-May-15	Monday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
76	5365678	05-Jun-15	Friday	17	Angle	0	0	Daylight	Dry	Northeast	South	2	No
77	5336767	10-Jun-15	Wednesday	19	Left Turn	0	0	Daylight	Dry	East	West	2	No
78	5339001	28-Jun-15	Sunday	9	Other Single Vehicle	1	0	Daylight	Dry	North	N/A	1	No
79	5349097	07-Jul-15	Tuesday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
80	5354951	14-Jul-15	Tuesday	0	Angle	0	0	Dark - Lighted	Dry	West	South	2	No
81	5356401	14-Jul-15	Tuesday	6	Left Turn	0	0	Dawn	Dry	South	North	2	No
82	5363644	21-Jul-15	Tuesday	17	Angle	2	0	Daylight	Dry	Unknown	South	2	No
83	5363282	21-Jul-15	Tuesday	7	Rear End	0	0	Daylight	Dry	South	South	2	No
84	5363293	21-Jul-15	Tuesday	8	Rear End	0	0	Daylight	Dry	South	South	2	No
85	5372577	29-Jul-15	Wednesday	11	Left Turn	2	0	Daylight	Dry	South	North	2	No
86	5382049	06-Aug-15	Thursday	18	Sideswipe - Same Direction	0	0	Daylight	Wet	Southeast	Southeast	2	No
87	5386160	11-Aug-15	Tuesday	8	Left Turn	1	0	Daylight	Dry	East	West	2	No
88	5402564	25-Aug-15	Tuesday	8	Rear End	0	0	Daylight	Dry	East	East	4	No
89	5415381	04-Sep-15	Friday	20	Left Turn	1	0	Daylight	Dry	East	West	3	No
90	5441800	24-Sep-15	Thursday	22	Backed Into	0	0	Dark - Lighted	Wet	South	South	2	No
91	5448426	29-Sep-15	Tuesday	17	Angle	1	0	Daylight	Dry	Unknown	East	2	No
92	5464063	10-Oct-15	Saturday	23	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	South	South	2	No
93	5466056	11-Oct-15	Sunday	23	Hit Tree	1	0	Dark - Not Lighted	Dry	West	N/A	1	No
94	5501654	07-Nov-15	Saturday	10	Left Turn	2	0	Daylight	Dry	South	North	2	No
95	5505948	10-Nov-15	Tuesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
96	5518712	21-Nov-15	Saturday	14	Right Turn	0	0	Daylight	Dry	East	North	2	No

CRASH DATA DETAIL

Intersection: Tucker Norcross Road at Britt Road
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
97	5595171	12-Jan-16	Tuesday	8	Left Turn	0	0	Daylight	Dry	South	North	2	No
98	5602364	17-Jan-16	Sunday	4	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	North	None	4	No
99	5602892	18-Jan-16	Monday	18	Left Turn	2	0	Dark - Not Lighted	Dry	East	West	2	No
100	5606060	20-Jan-16	Wednesday	17	Rear End	0	0	Dark - Lighted	Wet	South	South	2	No
101	5609022	23-Jan-16	Saturday	15	Left Turn	3	0	Daylight	Dry	South	North	2	No
102	5647191	23-Feb-16	Tuesday	19	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Wet	Northeast	Northeast	2	No
103	5698779	29-Feb-16	Monday	22	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
104	5656812	01-Mar-16	Tuesday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
105	5703906	03-Mar-16	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Wet	East	East	2	No
106	5667722	09-Mar-16	Wednesday	16	Angle	0	0	Daylight	Dry	Northeast	South	2	No
107	5680683	19-Mar-16	Saturday	6	Hit Other Fixed Object	0	0	Dark - Lighted	Dry	North	N/A	1	No
108	5759165	17-May-16	Tuesday	8	Rear End	2	0	Daylight	Wet	West	West	2	No
109	5765012	21-May-16	Saturday	16	Sideswipe - Same Direction	1	0	Daylight	Dry	East	East	2	No
110	5772643	26-May-16	Thursday	22	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
111	5795191	14-Jun-16	Tuesday	17	Angle	0	0	Daylight	Wet	Northeast	North	2	No
112	5802010	16-Jun-16	Thursday	17	Rear End	0	0	Daylight	Dry	North	North	2	No
113	5799030	16-Jun-16	Thursday	18	Left Turn	0	0	Daylight	Dry	East	West	4	No
114	5843466	20-Jul-16	Wednesday	8	Rear End	0	0	Daylight	Dry	South	South	2	No
115	5875225	05-Aug-16	Friday	17	Rear End	0	0	Daylight	Dry	North	North	2	No
116	5871105	09-Aug-16	Tuesday	20	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
117	5910045	08-Sep-16	Thursday	17	Angle	0	0	Daylight	Dry	West	North	2	No
118	5924631	18-Sep-16	Sunday	14	Angle	0	0	Daylight	Dry	South	West	2	No
119	5943000	30-Sep-16	Friday	18	Angle	0	0	Daylight	Dry	South	West	2	No
120	5940565	01-Oct-16	Saturday	20	Rear End	0	0	Daylight	Dry	South	South	2	No
121	5942381	03-Oct-16	Monday	0	Angle	4	0	Daylight	Dry	West	South	2	No
122	5950327	09-Oct-16	Sunday	3	Rear End	0	0	Dark - Lighted	Dry	North	North	2	Yes
123	5964243	19-Oct-16	Wednesday	13	Left Turn	2	0	Daylight	Dry	West	East	2	No
124	5979262	31-Oct-16	Monday	8	Angle	0	0	Daylight	Dry	Unknown	West	2	No
125	6011554	23-Nov-16	Wednesday	17	Rear End	0	0	Daylight	Dry	West	West	2	No
126	6020161	30-Nov-16	Wednesday	15	Left Turn	0	0	Daylight	Wet	North	West	2	No
127	6065267	21-Dec-16	Wednesday	13	Right Turn	0	0	Daylight	Dry	South	East	2	No
128	6065892	03-Jan-17	Tuesday	19	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
129	6070675	07-Jan-17	Saturday	11	Hit Other Fixed Object	0	0	Daylight	Ice/Frost	West	N/A	1	No
130	6076487	10-Jan-17	Tuesday	20	Angle	4	0	Dark - Lighted	Dry	East	North	3	No
131	6094548	26-Jan-17	Thursday	16	Angle	0	0	Daylight	Dry	Southeast	West	2	No
132	6106720	05-Feb-17	Sunday	22	Angle	0	0	Dark - Lighted	Dry	South	None	2	No
133	6114123	10-Feb-17	Friday	0	Rear End	0	0	Daylight	Dry	Southeast	Southeast	2	No
134	6132497	28-Feb-17	Tuesday	6	Angle	1	0	Dark - Lighted	Dry	West	South	2	No
135	6148271	13-Mar-17	Monday	8	Rear End	0	0	Daylight	Dry	West	West	2	No
136	6154746	17-Mar-17	Friday	16	Left Turn	1	0	Daylight	Dry	South	East	2	No
137	6155724	19-Mar-17	Sunday	4	Sideswipe - Opposite Direction	0	0	Dark - Not Lighted	Dry	Unknown	West	2	No
138	6158886	21-Mar-17	Tuesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
139	6203585	22-Apr-17	Saturday	20	Other	0	0	Daylight	Dry	West	West	2	No
140	6208599	26-Apr-17	Wednesday	20	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
141	6212026	29-Apr-17	Saturday	20	Angle	0	0	Dark - Lighted	Dry	East	West	2	No
142	6223169	08-May-17	Monday	7	Left Turn	0	0	Daylight	Dry	East	West	2	No
143	6228219	10-May-17	Wednesday	16	Rear End	1	0	Daylight	Dry	East	East	3	No
144	6227321	10-May-17	Wednesday	8	Angle	0	0	Daylight	Dry	West	South	2	No

CRASH DATA DETAIL

Intersection: Tucker Norcross Road at Britt Road
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
145	6232789	14-May-17	Sunday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
146	6234325	15-May-17	Monday	8	Left Turn	2	0	Daylight	Dry	East	West	2	No
147	6241248	20-May-17	Saturday	0	Hit Light/Utility Pole	0	0	Dark - Lighted	Dry	North	N/A	1	No
148	6246382	22-May-17	Monday	17	Rear End	2	0	Daylight	Wet	South	South	2	No
149	6260921	03-Jun-17	Saturday	13	Angle	0	0	Daylight	Dry	North	West	2	No
150	6263460	04-Jun-17	Sunday	15	Hit Curb	0	0	Daylight	Wet	East	N/A	1	No
151	6266688	08-Jun-17	Thursday	8	Rear End	0	0	Daylight	Dry	South	South	2	No
152	6303986	10-Jul-17	Monday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
153	6304395	10-Jul-17	Monday	18	Rear End	0	0	Daylight	Wet	South	South	2	No
154	6309794	14-Jul-17	Friday	15	Left Turn	2	0	Daylight	Dry	North	South	2	No
155	6328761	28-Jul-17	Friday	13	Backed Into	0	0	Daylight	Dry	West	N/A	1	No
156	6329017	28-Jul-17	Friday	17	Rear End	0	0	Daylight	Dry	North	North	2	No
157	6382965	02-Aug-17	Wednesday	16	Left Turn	3	0	Daylight	Dry	South	North	2	No
158	6401149	21-Sep-17	Thursday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
159	6404124	24-Sep-17	Sunday	23	Angle	3	0	Dark - Lighted	Dry	South	East	2	No
160	6417227	05-Oct-17	Thursday	0	Rear End	0	0	Daylight	Dry	South	South	2	No
161	6423468	10-Oct-17	Tuesday	0	Angle	1	0	Daylight	Dry	North	South	2	No
162	6427578	13-Oct-17	Friday	0	Angle	0	0	Daylight	Dry	Unknown	East	2	No
163	6459641	05-Nov-17	Sunday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
164	6471336	13-Nov-17	Monday	0	Sideswipe - Same Direction	0	0	Dawn	Dry	North	North	2	No
165	6478655	18-Nov-17	Saturday	18	Backed Into	0	0	Dark - Lighted	Dry	North	South	2	No
166	6483588	22-Nov-17	Wednesday	14	Angle	0	0	Daylight	Dry	West	South	2	No
167	6511907	13-Dec-17	Wednesday	0	Angle	0	0	Daylight	Dry	South	East	2	No

CRASH DATA DETAIL

Intersection: Mountain Industrial Boulevard at Hammernill Road
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4319245	08-Jan-13	Tuesday	19	Rear End	0	0	Dark - Lighted	Dry	North	North	3	No
2	4337210	25-Jan-13	Friday	22	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
3	4345908	05-Feb-13	Tuesday	16	Rear End	0	0	Daylight	Dry	North	North	2	No
4	4349928	09-Feb-13	Saturday	15	Angle	2	0	Daylight	Dry	East	North	2	No
5	4355813	15-Feb-13	Friday	9	Rear End	1	0	Daylight	Dry	West	West	2	No
6	4366413	25-Feb-13	Monday	11	Rear End	0	0	Daylight	Dry	North	North	2	No
7	4371104	01-Mar-13	Friday	17	Right Turn	0	0	Daylight	Dry	East	South	2	No
8	4386729	20-Mar-13	Wednesday	6	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
9	4398206	29-Mar-13	Friday	16	Rear End	1	0	Daylight	Dry	North	North	2	No
10	4405302	05-Apr-13	Friday	7	Sideswipe - Same Direction	0	0	Daylight	Wet	North	North	2	No
11	4419934	21-Apr-13	Sunday	14	Left Turn	0	0	Daylight	Dry	North	South	2	No
12	4423996	24-Apr-13	Wednesday	18	Rear End	0	0	Daylight	Wet	South	South	2	No
13	4483940	20-Jun-13	Thursday	13	Backed Into	0	0	Daylight	Dry	West	West	2	No
14	4497070	08-Jul-13	Monday	15	Rear End	1	0	Daylight	Dry	North	North	2	No
15	4532738	06-Aug-13	Tuesday	18	Rear End	0	0	Daylight	Wet	North	N/A	2	No
16	4557294	31-Aug-13	Saturday	14	Sideswipe - Same Direction	1	0	Daylight	Dry	North	North	2	No
17	4597566	04-Oct-13	Friday	18	Rear End	0	0	Daylight	Dry	North	North	3	No
18	4601566	08-Oct-13	Tuesday	16	Rear End	0	0	Daylight	Dry	North	North	2	No
19	4629601	03-Nov-13	Sunday	0	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
20	4641224	14-Nov-13	Thursday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
21	4649506	21-Nov-13	Thursday	5	Angle	2	0	Dark - Lighted	Wet	North	West	2	No
22	4669802	04-Dec-13	Wednesday	9	Rear End	0	0	Daylight	Wet	East	East	2	No
23	4698683	09-Jan-14	Thursday	10	Rear End	2	0	Daylight	Dry	North	North	3	No
24	4722010	03-Feb-14	Monday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
25	4724299	05-Feb-14	Wednesday	17	Rear End	0	0	Daylight	Dry	North	North	2	No
26	4740281	21-Feb-14	Friday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
27	4772007	25-Mar-14	Tuesday	18	Angle	0	0	Daylight	Dry	North	South	2	No
28	4773874	27-Mar-14	Thursday	18	Angle	1	0	Daylight	Dry	West	North	2	No
29	4774583	28-Mar-14	Friday	11	Sideswipe - Same Direction	1	0	Daylight	Wet	South	South	2	No
30	4775763	30-Mar-14	Sunday	11	Rear End	1	0	Daylight	Dry	North	North	3	No
31	4859755	27-May-14	Tuesday	11	Rear End	0	0	Daylight	Dry	North	North	2	No
32	4894817	01-Jul-14	Tuesday	18	Rear End	0	0	Daylight	Dry	West	West	2	No
33	4908159	16-Jul-14	Wednesday	13	Rear End	1	0	Daylight	Dry	North	North	2	No
34	4924604	01-Aug-14	Friday	8	Rear End	0	0	Daylight	Wet	North	North	3	No
35	4951234	25-Aug-14	Monday	17	Rear End	2	0	Daylight	Dry	North	North	2	No
36	5006780	05-Oct-14	Sunday	10	Rear End	0	0	Daylight	Dry	South	South	3	No
37	5014215	11-Oct-14	Saturday	21	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No
38	5022576	20-Oct-14	Monday	14	Rear End	0	0	Daylight	Dry	South	North	3	No
39	5042329	06-Nov-14	Thursday	15	Left Turn	0	0	Daylight	Dry	South	Northeast	2	No
40	5053740	17-Nov-14	Monday	15	Sideswipe - Opposite Direction	0	0	Daylight	Dry	South	North	2	No
41	5055738	18-Nov-14	Tuesday	16	Rear End	0	0	Daylight	Dry	South	South	2	No
42	5066310	27-Nov-14	Thursday	10	Rear End	1	0	Daylight	Dry	South	South	2	No
43	5091295	12-Dec-14	Friday	9	Rear End	0	0	Daylight	Dry	None	None	2	No
44	5103575	22-Dec-14	Monday	8	Rear End	1	0	Dawn	Wet	North	North	4	No
45	5107092	26-Dec-14	Friday	15	Angle	1	0	Daylight	Dry	West	North	2	No
46	5171376	09-Feb-15	Monday	12	Rear End	0	0	Daylight	Wet	North	North	2	No
47	5194754	24-Feb-15	Tuesday	6	Rear End	0	0	Dawn	Slush	North	North	2	No
48	5196951	25-Feb-15	Wednesday	6	Rear End	1	0	Dark - Lighted	Dry	North	North	2	No

CRASH DATA DETAIL

Intersection: Mountain Industrial Boulevard at Hammermill Road
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
49	5238312	01-Apr-15	Wednesday	13	Angle	1	0	Daylight	Dry	East	South	2	No
50	5252922	14-Apr-15	Tuesday	17	Rear End	0	0	Daylight	Dry	Unknown	North	2	No
51	5272418	30-Apr-15	Thursday	17	Backed Into	0	0	Daylight	Dry	East	East	2	No
52	5316650	07-Jun-15	Sunday	21	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
53	5322563	12-Jun-15	Friday	14	Angle	0	0	Daylight	Dry	Unknown	North	2	No
54	5342055	01-Jul-15	Wednesday	2	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
55	5345320	03-Jul-15	Friday	14	Left Turn	0	0	Daylight	Dry	South	North	2	No
56	5382841	07-Aug-15	Friday	13	Angle	3	0	Daylight	Dry	South	North	2	No
57	5405806	27-Aug-15	Thursday	16	Head-On	0	0	Daylight	Dry	South	North	2	No
58	5415354	04-Sep-15	Friday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
59	5429080	18-Sep-15	Friday	12	Angle	0	0	Daylight	Dry	West	North	2	No
60	5440512	23-Sep-15	Wednesday	11	Angle	0	0	Dusk	Dry	West	North	2	No
61	5464725	08-Oct-15	Thursday	12	Angle	0	0	Daylight	Dry	West	North	2	No
62	5465641	12-Oct-15	Monday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
63	5477795	21-Oct-15	Wednesday	10	Angle	1	0	Daylight	Dry	East	North	2	No
64	5506965	09-Nov-15	Monday	18	Backed Into	0	0	Dark - Lighted	Wet	South	South	2	No
65	5518711	21-Nov-15	Saturday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
66	5546922	11-Dec-15	Friday	14	Angle	0	0	Daylight	Dry	West	North	2	No
67	5559559	18-Dec-15	Friday	16	Head-On	1	0	Daylight	Dry	West	None	2	No
68	5558167	18-Dec-15	Friday	8	Left Turn	0	0	Daylight	Dry	South	North	2	No
69	5563091	22-Dec-15	Tuesday	7	Rear End	0	0	Daylight	Wet	North	North	2	No
70	5564710	23-Dec-15	Wednesday	16	Angle	0	0	Daylight	Wet	Southeast	South	2	No
71	5591321	08-Jan-16	Friday	16	Left Turn	0	0	Daylight	Dry	South	North	2	No
72	5597309	13-Jan-16	Wednesday	16	Angle	0	0	Daylight	Dry	West	North	2	No
73	5608267	22-Jan-16	Friday	15	Rear End	0	0	Daylight	Wet	West	West	2	No
74	5619146	01-Feb-16	Monday	8	Sideswipe - Opposite Direction	0	0	Daylight	Wet	North	North	2	No
75	5631311	09-Feb-16	Tuesday	17	Rear End	0	0	Daylight	Dry	West	South	2	No
76	5643287	20-Feb-16	Saturday	10	Angle	1	0	Daylight	Dry	West	North	2	No
77	5652063	26-Feb-16	Friday	10	Rear End	0	0	Dark - Lighted	Dry	North	North	4	No
78	5652088	27-Feb-16	Saturday	11	Rear End	0	0	Daylight	Dry	North	North	2	No
79	5674545	06-Mar-16	Sunday	16	Angle	0	0	Daylight	Dry	East	South	2	No
80	5666968	08-Mar-16	Tuesday	17	Rear End	1	0	Daylight	Dry	North	North	2	No
81	5672228	12-Mar-16	Saturday	6	Sideswipe - Opposite Direction	0	0	Dawn	Dry	North	South	2	No
82	5681012	19-Mar-16	Saturday	10	Rear End	0	0	Daylight	Dry	North	North	3	No
83	5696725	01-Apr-16	Friday	12	Right Turn	0	0	Daylight	Dry	West	North	2	No
84	5706890	08-Apr-16	Friday	12	Angle	0	0	Daylight	Dry	West	North	2	No
85	5758808	17-May-16	Tuesday	8	Left Turn	0	0	Daylight	Wet	Southeast	North	2	No
86	5790099	10-Jun-16	Friday	17	Rear End	0	0	Daylight	Dry	Northeast	N/A	2	No
87	5814678	28-Jun-16	Tuesday	16	Rear End	1	0	Daylight	Wet	North	North	2	No
88	5817684	30-Jun-16	Thursday	15	Angle	2	0	Daylight	Dry	North	West	2	No
89	5818263	02-Jul-16	Saturday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
90	5828269	12-Jul-16	Tuesday	9	Angle	0	0	Daylight	Dry	West	North	2	No
91	5914709	18-Jul-16	Monday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
92	5843915	20-Jul-16	Wednesday	17	Left Turn	1	0	Daylight	Dry	South	North	2	No
93	5846329	22-Jul-16	Friday	11	Angle	0	0	Daylight	Dry	North	West	2	No
94	5852352	27-Jul-16	Wednesday	12	Rear End	0	0	Daylight	Dry	South	South	2	No
95	5854354	28-Jul-16	Thursday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
96	5880513	17-Aug-16	Wednesday	12	Rear End	0	0	Daylight	Dry	South	South	2	No

CRASH DATA DETAIL

Intersection: Mountain Industrial Boulevard at Hammermill Road
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: Dekalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
97	5889471	23-Aug-16	Tuesday	17	Left Turn	2	0	Daylight	Dry	Northwest	South	2	No
98	5896309	28-Aug-16	Sunday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
99	5896512	29-Aug-16	Monday	15	Angle	1	0	Daylight	Dry	West	South	2	No
100	5934482	26-Sep-16	Monday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
101	5935976	27-Sep-16	Tuesday	17	Angle	0	0	Daylight	Dry	West	North	2	No
102	5972959	25-Oct-16	Tuesday	23	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	North	2	No
103	6011567	23-Nov-16	Wednesday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
104	6017031	25-Nov-16	Friday	9	Other Single Vehicle	0	0	Daylight	Dry	North	N/A	1	No
105	6014867	26-Nov-16	Saturday	15	Rear End	1	0	Daylight	Dry	North	North	2	No
106	6024240	04-Dec-16	Sunday	12	Rear End	1	0	Daylight	Wet	North	North	2	No
107	6029548	06-Dec-16	Tuesday	11	Rear End	1	0	Daylight	Wet	South	South	2	No
108	6029547	06-Dec-16	Tuesday	13	Rear End	0	0	Daylight	Wet	South	South	2	No
109	6033919	09-Dec-16	Friday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
110	6035413	10-Dec-16	Saturday	19	Angle	2	0	Dark - Lighted	Dry	Unknown	North	2	No
111	6094680	19-Dec-16	Monday	19	Rear End	0	0	Dusk	Dry	North	North	3	No
112	6063487	02-Jan-17	Monday	15	Rear End	0	0	Daylight	Wet	North	North	2	No
113	6098368	30-Jan-17	Monday	0	Rear End	0	0	Dark - Not Lighted	Dry	West	South	2	No
114	6101937	01-Feb-17	Wednesday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
115	6135797	10-Feb-17	Friday	11	Angle	0	0	Daylight	Dry	West	North	2	No
116	6127664	23-Feb-17	Thursday	0	Angle	3	0	Daylight	Dry	West	North	2	No
117	6131705	27-Feb-17	Monday	9	Rear End	0	0	Daylight	Dry	South	South	2	No
118	6189386	11-Apr-17	Tuesday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
119	6224365	08-May-17	Monday	5	Sideswipe - Opposite Direction	0	0	Dark - Not Lighted	Dry	East	West	2	No
120	6230966	12-May-17	Friday	0	Angle	0	0	Daylight	Dry	Unknown	North	2	No
121	6231892	13-May-17	Saturday	15	Sideswipe - Same Direction	0	0	Daylight	Wet	North	North	2	No
122	6264878	06-Jun-17	Tuesday	18	Rear End	0	0	Daylight	Wet	South	South	2	No
123	6266765	08-Jun-17	Thursday	12	Rear End	0	0	Daylight	Dry	North	North	2	No
124	6267978	09-Jun-17	Friday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	3	No
125	6271478	12-Jun-17	Monday	14	Angle	0	0	Daylight	Dry	Northeast	North	2	No
126	6297961	05-Jul-17	Wednesday	8	Rear End	1	0	Daylight	Dry	North	North	2	No
127	6301653	07-Jul-17	Friday	11	Angle	0	0	Daylight	Dry	West	North	2	No
128	6304623	09-Jul-17	Sunday	20	Angle	1	0	Daylight	Wet	North	West	2	No
129	6306777	12-Jul-17	Wednesday	13	Rear End	1	0	Daylight	Dry	North	North	2	No
130	6314676	19-Jul-17	Wednesday	8	Angle	1	0	Daylight	Dry	South	None	2	No
131	6335983	02-Aug-17	Wednesday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
132	6359013	18-Aug-17	Friday	13	Backed Into	0	0	Daylight	Dry	West	West	2	No
133	6358555	18-Aug-17	Friday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
134	6363590	22-Aug-17	Tuesday	15	Sideswipe - Same Direction	1	0	Daylight	Dry	South	South	3	No
135	6366228	24-Aug-17	Thursday	0	Rear End	0	0	Daylight	Dry	South	South	2	No
136	6377371	02-Sep-17	Saturday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
137	6406206	26-Sep-17	Tuesday	0	Angle	0	0	Daylight	Dry	West	North	2	No
138	6412904	02-Oct-17	Monday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
139	6416917	05-Oct-17	Thursday	7	Angle	0	0	Dark - Lighted	Dry	Unknown	North	2	No
140	6427059	13-Oct-17	Friday	8	Left Turn	0	0	Daylight	Dry	South	North	2	No
141	6442030	25-Oct-17	Wednesday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
142	6445542	26-Oct-17	Thursday	0	Angle	0	0	Daylight	Dry	West	North	2	No
143	6452979	31-Oct-17	Tuesday	16	Left Turn	0	0	Daylight	Dry	Northwest	South	2	No
144	6473454	08-Nov-17	Wednesday	17	Rear End	1	0	Daylight	Dry	North	North	3	No

CRASH DATA DETAIL

Intersection: Mountain Industrial Boulevard at Hammermill Road
Period: Jan-13 **Through** Dec-17

Duration: 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
145	6471614	13-Nov-17	Monday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
146	6486293	25-Nov-17	Saturday	12	Angle	0	0	Daylight	Dry	South	West	2	No
147	6491405	29-Nov-17	Wednesday	18	Rear End	2	0	Dark - Not Lighted	Dry	South	South	4	No
148	6499470	04-Dec-17	Monday	16	Rear End	1	0	Daylight	Dry	South	South	2	No
149	6519583	18-Dec-17	Monday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
150	6520289	19-Dec-17	Tuesday	13	Angle	3	0	Daylight	Dry	West	North	2	No
151	6521047	19-Dec-17	Tuesday	17	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	South	South	2	No
152	6520972	19-Dec-17	Tuesday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
153	6523570	21-Dec-17	Thursday	8	Angle	0	0	Daylight	Dry	Unknown	North	2	No

CRASH DATA DETAIL

Intersection: Mountain Industrial Boulevard at Elmdale Drive / Roger Marten Way

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4322032	11-Jan-13	Friday	10	Rear End	0	0	Daylight	Wet	South	South	2	No
2	4363012	21-Feb-13	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
3	4367239	26-Feb-13	Tuesday	18	Hit Curb	0	0	Dark - Not Lighted	Dry	East	North	2	No
4	4368847	27-Feb-13	Wednesday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
5	4396813	27-Mar-13	Wednesday	10	Rear End	0	0	Daylight	Dry	North	North	2	No
6	4397427	28-Mar-13	Thursday	19	Angle	1	0	Daylight	Dry	South	West	2	No
7	4400415	01-Apr-13	Monday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
8	4431625	02-May-13	Thursday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
9	4437591	08-May-13	Wednesday	2	Rear End	0	0	Daylight	Dry	West	West	2	No
10	4447384	17-May-13	Friday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
11	4466676	03-Jun-13	Monday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
12	4487415	26-Jun-13	Wednesday	7	Left Turn	0	0	Daylight	Dry	South	North	2	No
13	4494990	05-Jul-13	Friday	16	Rear End	0	0	Daylight	Dry	South	South	2	No
14	4535996	09-Aug-13	Friday	22	Rear End	0	0	Dark - Not Lighted	Dry	South	South	2	No
15	4547390	21-Aug-13	Wednesday	18	Rear End	1	0	Daylight	Dry	North	North	3	No
16	4561281	04-Sep-13	Wednesday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
17	4589938	03-Oct-13	Thursday	7	Rear End	0	0	Daylight	Dry	South	South	2	No
18	4603240	10-Oct-13	Thursday	19	Angle	0	0	Dark - Lighted	Dry	West	East	2	No
19	4618912	24-Oct-13	Thursday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
20	4620007	25-Oct-13	Friday	14	Rear End	0	0	Daylight	Dry	North	North	3	No
21	4682393	20-Dec-13	Friday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
22	4691923	01-Jan-14	Wednesday	0	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
23	4695399	05-Jan-14	Sunday	14	Rear End	5	0	Daylight	Dry	South	South	3	No
24	4701433	13-Jan-14	Monday	8	Left Turn	1	0	Daylight	Dry	North	South	2	No
25	4796587	18-Apr-14	Friday	23	Rear End	0	0	Dark - Lighted	Wet	North	North	2	No
26	4848844	17-May-14	Saturday	16	Sideswipe - Same Direction	3	0	Daylight	Dry	North	North	2	No
27	4885645	23-Jun-14	Monday	13	Angle	1	0	Daylight	Dry	South	West	2	No
28	4905493	13-Jul-14	Sunday	13	Rear End	0	0	Daylight	Dry	South	South	3	No
29	4918345	25-Jul-14	Friday	21	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No
30	4922001	29-Jul-14	Tuesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
31	4922665	30-Jul-14	Wednesday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
32	4931926	08-Aug-14	Friday	21	Left Turn	1	0	Dark - Lighted	Wet	South	North	2	No
33	4944942	15-Aug-14	Friday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
34	4959642	02-Sep-14	Tuesday	9	Rear End	0	0	Daylight	Dry	South	South	2	No
35	4995534	24-Sep-14	Wednesday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
36	4996135	25-Sep-14	Thursday	14	Rear End	0	0	Daylight	Dry	North	North	2	No
37	5043713	08-Nov-14	Saturday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
38	5053155	17-Nov-14	Monday	11	Rear End	0	0	Daylight	Wet	North	North	2	No
39	5058652	21-Nov-14	Friday	8	Rear End	0	0	Daylight	Dry	North	North	2	No
40	5098677	17-Dec-14	Wednesday	9	Rear End	0	0	Daylight	Dry	North	North	2	No
41	5106845	26-Dec-14	Friday	9	Angle	0	0	Daylight	Dry	Unknown	None	2	No
42	5114097	31-Dec-14	Wednesday	5	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
43	5129285	14-Jan-15	Wednesday	14	Rear End	1	0	Daylight	Dry	South	South	2	No

CRASH DATA DETAIL

Intersection: Mountain Industrial Boulevard at Elmdale Drive / Roger Marten Way

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
44	5138357	23-Jan-15	Friday	16	Rear End	0	0	Daylight	Wet	South	South	3	No
45	5143305	27-Jan-15	Tuesday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
46	5165017	03-Feb-15	Tuesday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
47	5204437	03-Mar-15	Tuesday	16	Rear End	0	0	Daylight	Wet	South	South	2	No
48	5242935	06-Apr-15	Monday	13	Rear End	0	0	Daylight	Dry	South	South	2	No
49	5242875	06-Apr-15	Monday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
50	5252639	14-Apr-15	Tuesday	11	Rear End	0	0	Daylight	Dry	North	North	2	No
51	5283764	11-May-15	Monday	7	Left Turn	0	0	Daylight	Dry	South	North	2	No
52	5286223	12-May-15	Tuesday	10	Rear End	1	0	Daylight	Dry	North	North	2	No
53	5289010	13-May-15	Wednesday	14	Rear End	0	0	Daylight	Dry	None	None	2	No
54	5308587	30-May-15	Saturday	21	Angle	3	0	Dark - Lighted	Dry	West	North	2	No
55	5322903	11-Jun-15	Thursday	22	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	South	South	2	No
56	5328011	16-Jun-15	Tuesday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
57	5329050	18-Jun-15	Thursday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
58	5353432	12-Jul-15	Sunday	6	Sideswipe - Opposite Direction	0	0	Daylight	Dry	North	South	2	Yes
59	5368204	24-Jul-15	Friday	10	Rear End	2	0	Daylight	Dry	North	North	3	No
60	5376851	01-Aug-15	Saturday	19	Rear End	1	0	Daylight	Dry	South	South	2	No
61	5383219	07-Aug-15	Friday	21	Rear End	2	0	Dark - Lighted	Dry	North	North	2	No
62	5399607	22-Aug-15	Saturday	7	Rear End	0	0	Daylight	Dry	South	South	2	No
63	5443293	26-Sep-15	Saturday	11	Other Single Vehicle	1	0	Daylight	Wet	South	N/A	1	No
64	5448030	29-Sep-15	Tuesday	5	Angle	0	0	Dark - Lighted	Wet	South	East	2	No
65	5458201	05-Oct-15	Monday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
66	5462755	09-Oct-15	Friday	9	Rear End	0	0	Daylight	Dry	North	North	2	No
67	5482664	24-Oct-15	Saturday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
68	5490324	30-Oct-15	Friday	17	Left Turn	0	0	Daylight	Dry	North	South	2	No
69	5502680	08-Nov-15	Sunday	17	Left Turn	0	0	Dark - Not Lighted	Wet	North	South	2	No
70	5506212	10-Nov-15	Tuesday	22	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No
71	5516166	19-Nov-15	Thursday	7	Sideswipe - Same Direction	0	0	Daylight	Wet	North	North	2	No
72	5525921	25-Nov-15	Wednesday	23	Angle	0	0	Dark - Lighted	Dry	West	South	2	No
73	5541014	07-Dec-15	Monday	16	Rear End	0	0	Daylight	Dry	North	North	2	No
74	5562995	22-Dec-15	Tuesday	13	Rear End	0	0	Daylight	Wet	North	North	3	No
75	5562874	22-Dec-15	Tuesday	8	Rear End	0	0	Daylight	Wet	North	North	2	No
76	5591322	08-Jan-16	Friday	17	Rear End	0	0	Daylight	Wet	South	South	2	No
77	5605831	13-Jan-16	Wednesday	8	Rear End	0	0	Daylight	Dry	South	South	2	No
78	5597532	14-Jan-16	Thursday	6	Rear End	1	0	Dark - Lighted	Dry	North	North	2	No
79	5601942	17-Jan-16	Sunday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
80	5673786	15-Mar-16	Tuesday	6	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
81	5674192	15-Mar-16	Tuesday	12	Rear End	0	0	Daylight	Dry	North	North	2	No
82	5705165	27-Mar-16	Sunday	7	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
83	5691735	28-Mar-16	Monday	6	Left Turn	4	0	Dark - Not Lighted	Dry	North	South	2	No
84	5690556	28-Mar-16	Monday	7	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	South	South	2	No
85	5707559	08-Apr-16	Friday	12	Backed Into	0	0	Daylight	Dry	West	South	2	No
86	5722488	20-Apr-16	Wednesday	19	Sideswipe - Same Direction	0	0	Dusk	Dry	North	North	2	No

CRASH DATA DETAIL

Intersection: Mountain Industrial Boulevard at Elmdale Drive / Roger Marten Way

County: Dekalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
87	5748381	09-May-16	Monday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
88	5755125	14-May-16	Saturday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
89	5759164	17-May-16	Tuesday	10	Rear End	0	0	Daylight	Wet	South	South	2	No
90	5788722	09-Jun-16	Thursday	11	Rear End	0	0	Daylight	Dry	South	South	2	No
91	5797647	16-Jun-16	Thursday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
92	5816196	29-Jun-16	Wednesday	8	Other Single Vehicle	0	0	Daylight	Dry	South	N/A	1	No
93	5829146	13-Jul-16	Wednesday	10	Left Turn	1	0	Daylight	Dry	South	North	2	No
94	5859458	01-Aug-16	Monday	23	Left Turn	0	0	Dark - Lighted	Wet	South	North	2	No
95	5866268	07-Aug-16	Sunday	3	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
96	5875940	14-Aug-16	Sunday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
97	5892616	26-Aug-16	Friday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
98	5932270	24-Sep-16	Saturday	20	Rear End	0	0	Dark - Lighted	Dry	Unknown	West	2	No
99	5938598	29-Sep-16	Thursday	18	Rear End	0	0	Daylight	Dry	South	South	3	No
100	5954802	12-Oct-16	Wednesday	19	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
101	5957806	15-Oct-16	Saturday	13	Rear End	0	0	Daylight	Dry	North	North	2	No
102	5960128	17-Oct-16	Monday	13	Rear End	1	0	Daylight	Dry	South	South	2	No
103	5968227	22-Oct-16	Saturday	10	Rear End	0	0	Daylight	Dry	South	South	2	No
104	5970368	24-Oct-16	Monday	12	Rear End	0	0	Daylight	Dry	South	South	2	No
105	5987641	05-Nov-16	Saturday	18	Rear End	1	0	Dark - Lighted	Dry	South	South	2	No
106	5995698	12-Nov-16	Saturday	9	Rear End	0	0	Daylight	Dry	North	North	3	No
107	6006452	19-Nov-16	Saturday	17	Rear End	0	0	Dark - Not Lighted	Dry	North	North	2	No
108	6012588	25-Nov-16	Friday	13	Rear End	0	0	Daylight	Dry	South	South	2	No
109	6023139	02-Dec-16	Friday	22	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
110	6024283	04-Dec-16	Sunday	12	Rear End	0	0	Daylight	Wet	North	North	4	No
111	6031787	07-Dec-16	Wednesday	19	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
112	6054189	25-Dec-16	Sunday	22	Angle	0	0	Dark - Lighted	Dry	Southeast	South	2	No
113	6061622	31-Dec-16	Saturday	0	Angle	0	0	Dark - Not Lighted	Dry	South	West	2	No
114	6073045	10-Jan-17	Tuesday	5	Right Turn	0	0	Dark - Lighted	Dry	West	North	2	No
115	6078244	13-Jan-17	Friday	21	Rear End	0	0	Daylight	Dry	South	South	2	Yes
116	6083266	13-Jan-17	Friday	0	Backed Into	0	0	Daylight	Dry	Unknown	None	2	No
117	6084385	18-Jan-17	Wednesday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
118	6087867	20-Jan-17	Friday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
119	6093621	25-Jan-17	Wednesday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	3	No
120	6096520	28-Jan-17	Saturday	10	Rear End	0	0	Daylight	Wet	North	North	2	No
121	6128868	24-Feb-17	Friday	12	Rear End	0	0	Daylight	Dry	South	South	2	No
122	6130026	24-Feb-17	Friday	16	Backed Into	0	0	Daylight	Dry	East	North	2	No
123	6135996	02-Mar-17	Thursday	19	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
124	6168980	28-Mar-17	Tuesday	8	Angle	1	0	Daylight	Wet	Unknown	North	2	No
125	6202484	21-Apr-17	Friday	16	Rear End	2	0	Daylight	Dry	South	South	2	No
126	6210556	28-Apr-17	Friday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
127	6219104	01-May-17	Monday	16	Rear End	3	0	Daylight	Dry	South	None	2	No
128	6213888	01-May-17	Monday	12	Angle	0	0	Daylight	Wet	South	East	2	No
129	6216316	02-May-17	Tuesday	23	Other Single Vehicle	1	0	Dark - Lighted	Dry	Unknown	South	1	No

CRASH DATA DETAIL

Intersection: Mountain Industrial Boulevard at Elmdale Drive / Roger Marten Way

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
130	6237611	17-May-17	Wednesday	17	Left Turn	1	0	Dark - Lighted	Dry	Northwest	South	2	No
131	6239071	18-May-17	Thursday	16	Rear End	0	0	Daylight	Dry	South	South	2	No
132	6272583	12-Jun-17	Monday	10	Angle	0	0	Daylight	Dry	Unknown	North	2	No
133	6291259	28-Jun-17	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
134	6316664	21-Jul-17	Friday	6	Rear End	0	0	Daylight	Dry	West	West	2	No
135	6334566	01-Aug-17	Tuesday	19	Rear End	0	0	Daylight	Dry	North	North	2	No
136	6333850	01-Aug-17	Tuesday	10	Rear End	0	0	Daylight	Dry	North	North	2	No
137	6366488	18-Aug-17	Friday	18	Rear End	0	0	Daylight	Dry	South	South	3	No
138	6359710	19-Aug-17	Saturday	14	Rear End	0	0	Daylight	Dry	West	West	2	No
139	6391356	13-Sep-17	Wednesday	20	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
140	6408183	27-Sep-17	Wednesday	16	Rear End	0	0	Daylight	Dry	South	South	2	No
141	6429730	30-Sep-17	Saturday	0	Backed Into	0	0	Daylight	Dry	South	South	3	No
142	6440066	24-Oct-17	Tuesday	17	Rear End	1	0	Daylight	Dry	South	South	2	No
143	6440129	24-Oct-17	Tuesday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
144	6492509	08-Nov-17	Wednesday	19	Rear End	0	0	Dark - Lighted	Dry	South	South	3	No
145	6473049	14-Nov-17	Tuesday	16	Angle	0	0	Daylight	Dry	South	North	2	No
146	6485625	25-Nov-17	Saturday	10	Rear End	0	0	Daylight	Dry	North	North	2	No
147	6560436	28-Nov-17	Tuesday	4	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
148	6503505	06-Dec-17	Wednesday	18	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	South	South	2	No
149	6504465	07-Dec-17	Thursday	8	Rear End	0	0	Daylight	Dry	Unknown	South	4	No
150	6513325	14-Dec-17	Thursday	0	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No

CRASH DATA DETAIL

Intersection: Pleasantdale Road at Tucker Norcross Road

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4337388	26-Jan-13	Saturday	20	Left Turn	0	0	Dark - Not Lighted	Dry	East	West	2	No
2	4349405	08-Feb-13	Friday	12	Sideswipe - Same Direction	0	0	Daylight	Wet	South	South	2	No
3	4379253	12-Mar-13	Tuesday	17	Rear End	0	0	Daylight	Dry	North	North	3	No
4	4388939	21-Mar-13	Thursday	11	Rear End	0	0	Daylight	Dry	East	East	2	No
5	4437773	08-May-13	Wednesday	17	Pedestrian	1	0	Daylight	Dry	Unknown	East	1	No
6	4498228	09-Jul-13	Tuesday	23	Angle	0	0	Dark - Not Lighted	Dry	Northeast	West	2	No
7	4508256	19-Jul-13	Friday	16	Angle	0	0	Daylight	Dry	North	West	2	No
8	4508869	21-Jul-13	Sunday	0	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	Unknown	South	2	No
9	4563629	07-Sep-13	Saturday	18	Left Turn	0	0	Daylight	Dry	South	North	2	No
10	4565329	10-Sep-13	Tuesday	1	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
11	4573137	18-Sep-13	Wednesday	11	Sideswipe - Opposite Direction	0	0	Daylight	Dry	West	East	2	No
12	4589261	01-Oct-13	Tuesday	23	Sideswipe - Opposite Direction	0	0	Dark - Lighted	Dry	South	North	2	No
13	4664656	05-Dec-13	Thursday	18	Left Turn	0	0	Dark - Lighted	Wet	East	West	2	No
14	4666862	07-Dec-13	Saturday	18	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
15	4671801	11-Dec-13	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	Southwest	Southwest	2	No
16	4734294	15-Feb-14	Saturday	0	Sideswipe - Same Direction	2	0	Dark - Lighted	Wet	North	North	2	No
17	4736947	17-Feb-14	Monday	16	Rear End	0	0	Dusk	Dry	Unknown	North	2	No
18	4752332	05-Mar-14	Wednesday	15	Angle	0	0	Daylight	Dry	South	East	2	No
19	4754550	07-Mar-14	Friday	22	Angle	0	0	Dark - Lighted	Wet	North	East	2	No
20	4781317	04-Apr-14	Friday	19	Angle	0	0	Daylight	Dry	North	East	2	No
21	4791018	14-Apr-14	Monday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
22	4792674	15-Apr-14	Tuesday	18	Hit Curb	0	0	Daylight	Dry	South	N/A	1	No
23	4826532	24-Apr-14	Thursday	14	Angle	0	0	Daylight	Dry	West	Southeast	2	No
24	4835813	04-May-14	Sunday	3	Sideswipe - Opposite Direction	0	0	Dark - Lighted	Dry	East	North	2	No
25	4846249	14-May-14	Wednesday	16	Rear End	0	0	Daylight	Dry	East	East	2	No
26	4848271	16-May-14	Friday	19	Left Turn	0	0	Daylight	Dry	South	North	2	No
27	4864441	31-May-14	Saturday	0	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
28	4864799	01-Jun-14	Sunday	19	Left Turn	4	0	Daylight	Dry	South	North	2	No
29	4867595	03-Jun-14	Tuesday	15	Head-On	1	0	Daylight	Dry	North	South	3	No
30	4883851	20-Jun-14	Friday	15	Sideswipe - Same Direction	3	0	Daylight	Dry	East	East	4	No
31	4934012	11-Aug-14	Monday	17	Angle	0	0	Daylight	Dry	Northeast	West	2	No
32	4951118	25-Aug-14	Monday	19	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
33	4978196	13-Sep-14	Saturday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
34	4991510	22-Sep-14	Monday	7	Rear End	0	0	Daylight	Dry	North	North	2	No
35	5002141	30-Sep-14	Tuesday	5	Angle	0	0	Dark - Lighted	Wet	Southwest	Southeast	2	Yes
36	5004044	02-Oct-14	Thursday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
37	5013801	10-Oct-14	Friday	22	Left Turn	0	0	Dark - Not Lighted	Dry	South	North	2	No
38	5030751	27-Oct-14	Monday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
39	5047482	31-Oct-14	Friday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
40	5038551	03-Nov-14	Monday	14	Left Turn	0	0	Daylight	Dry	West	East	2	No
41	5042330	06-Nov-14	Thursday	15	Rear End	0	0	Daylight	Dry	West	West	2	No
42	5053658	17-Nov-14	Monday	17	Angle	0	0	Dark - Lighted	Dry	South	West	2	No
43	5053239	17-Nov-14	Monday	7	Rear End	0	0	Daylight	Wet	South	South	2	No

CRASH DATA DETAIL

Intersection: Pleasantdale Road at Tucker Norcross Road

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
44	5055952	18-Nov-14	Tuesday	23	Left Turn	3	0	Dark - Lighted	Dry	South	North	2	No
45	5101698	19-Dec-14	Friday	11	Hit Other Fixed Object	0	0	Daylight	Dry	None	N/A	1	No
46	5102459	20-Dec-14	Saturday	16	Rear End	0	0	Daylight	Dry	South	South	2	No
47	5105351	23-Dec-14	Tuesday	7	Rear End	0	0	Dark - Not Lighted	Wet	West	West	2	No
48	5111498	30-Dec-14	Tuesday	19	Angle	0	0	Dark - Lighted	Dry	Northeast	East	2	No
49	5121048	07-Jan-15	Wednesday	22	Hit Post/ Pole Support	0	0	Dark - Lighted	Dry	North	N/A	1	No
50	5124053	09-Jan-15	Friday	17	Left Turn	0	0	Daylight	Dry	Northwest	South	2	No
51	5138804	24-Jan-15	Saturday	15	Left Turn	0	0	Daylight	Dry	South	North	2	No
52	5140139	26-Jan-15	Monday	7	Angle	0	0	Dawn	Wet	South	East	2	No
53	5177235	14-Feb-15	Saturday	19	Left Turn	0	0	Dark - Lighted	Dry	North	South	2	No
54	5192808	22-Feb-15	Sunday	20	Left Turn	0	0	Dark - Lighted	Wet	North	South	2	No
55	5201158	27-Feb-15	Friday	7	Angle	0	0	Daylight	Dry	East	North	2	No
56	5216810	13-Mar-15	Friday	22	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	South	Southwest	2	No
57	5228635	24-Mar-15	Tuesday	15	Angle	1	0	Daylight	Dry	East	North	2	No
58	5237537	30-Mar-15	Monday	5	Left Turn	1	0	Dark - Lighted	Dry	Southeast	Northwest	2	No
59	5261406	22-Apr-15	Wednesday	19	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
60	5262211	23-Apr-15	Thursday	19	Rear End	0	0	Daylight	Dry	North	North	2	No
61	5315634	05-Jun-15	Friday	22	Rear End	2	0	Dark - Lighted	Dry	West	West	2	No
62	5327378	16-Jun-15	Tuesday	11	Left Turn	2	0	Daylight	Dry	Southeast	North	2	No
63	5328761	18-Jun-15	Thursday	6	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
64	5336766	25-Jun-15	Thursday	18	Angle	0	0	Daylight	Dry	South	West	2	No
65	5345476	03-Jul-15	Friday	22	Left Turn	0	0	Dark - Lighted	Dry	Southwest	Northeast	2	No
66	5346297	05-Jul-15	Sunday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
67	5349096	07-Jul-15	Tuesday	15	Left Turn	0	0	Daylight	Dry	South	North	2	No
68	5374238	30-Jul-15	Thursday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
69	5383891	08-Aug-15	Saturday	16	Angle	0	0	Daylight	Dry	East	North	2	No
70	5395664	18-Aug-15	Tuesday	14	Left Turn	0	0	Daylight	Wet	North	South	2	No
71	5401413	24-Aug-15	Monday	7	Rear End	0	0	Daylight	Dry	South	South	2	No
72	5415348	04-Sep-15	Friday	14	Angle	1	0	Daylight	Dry	North	West	2	No
73	5417629	08-Sep-15	Tuesday	21	Left Turn	0	0	Dark - Lighted	Dry	South	North	2	No
74	5448428	29-Sep-15	Tuesday	16	Rear End	2	0	Daylight	Wet	West	West	2	No
75	5472274	16-Oct-15	Friday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
76	5486741	28-Oct-15	Wednesday	7	Right Turn	0	0	Dark - Lighted	Wet	South	West	2	No
77	5512257	16-Nov-15	Monday	10	Rear End	0	0	Daylight	Dry	West	West	2	No
78	5530922	30-Nov-15	Monday	14	Right Turn	0	0	Daylight	Dry	West	North	2	No
79	5550041	14-Dec-15	Monday	14	Rear End	2	0	Daylight	Dry	Unknown	South	3	No
80	5550042	14-Dec-15	Monday	18	Rear End	1	0	Dark - Lighted	Dry	North	North	2	No
81	5578274	03-Jan-16	Sunday	3	Rear End	0	0	Dark - Lighted	Dry	West	West	2	No
82	5595212	11-Jan-16	Monday	19	Left Turn	2	0	Dark - Lighted	Dry	East	West	2	No
83	5602891	18-Jan-16	Monday	18	Left Turn	0	0	Dark - Not Lighted	Dry	South	North	2	No
84	5711406	23-Jan-16	Saturday	15	Angle	0	0	Daylight	Dry	North	East	2	No
85	5665535	24-Feb-16	Wednesday	6	Left Turn	3	0	Dark - Lighted	Wet	South	North	2	No
86	5669812	11-Mar-16	Friday	10	Left Turn	0	0	Daylight	Dry	South	North	2	No

CRASH DATA DETAIL

Intersection: Pleasantdale Road at Tucker Norcross Road

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
87	5673576	14-Mar-16	Monday	21	Angle	4	0	Dark - Lighted	Dry	South	East	2	No
88	5678917	17-Mar-16	Thursday	23	Head-On	2	0	Dark - Lighted	Dry	North	South	2	Yes
89	5679973	17-Mar-16	Thursday	17	Angle	0	0	Daylight	Dry	North	East	2	No
90	5685859	23-Mar-16	Wednesday	10	Angle	1	0	Daylight	Dry	South	West	2	No
91	5715514	15-Apr-16	Friday	12	Angle	0	0	Daylight	Dry	South	West	2	No
92	5720302	19-Apr-16	Tuesday	23	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	South	South	2	No
93	5725532	22-Apr-16	Friday	6	Angle	0	0	Dark - Lighted	Wet	West	North	2	No
94	5733844	27-Apr-16	Wednesday	17	Rear End	0	0	Daylight	Dry	South	South	2	No
95	5735922	28-Apr-16	Thursday	17	Angle	2	0	Daylight	Dry	East	North	3	No
96	5755852	15-May-16	Sunday	4	Left Turn	2	0	Dark - Lighted	Dry	South	North	2	No
97	5772446	26-May-16	Thursday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
98	5793540	11-Jun-16	Saturday	16	Angle	0	0	Daylight	Dry	East	North	2	No
99	5808942	23-Jun-16	Thursday	16	Angle	0	0	Daylight	Dry	North	East	2	No
100	5817683	30-Jun-16	Thursday	19	Rear End	0	0	Daylight	Dry	West	West	2	No
101	5865233	05-Aug-16	Friday	15	Left Turn	0	0	Daylight	Dry	South	North	2	No
102	5876760	15-Aug-16	Monday	8	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
103	5888726	23-Aug-16	Tuesday	6	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
104	5891744	25-Aug-16	Thursday	11	Angle	0	0	Daylight	Dry	Unknown	South	2	No
105	5899765	31-Aug-16	Wednesday	8	Angle	1	0	Daylight	Dry	West	North	2	No
106	5900281	01-Sep-16	Thursday	1	Hit Curb	0	0	Dark - Lighted	Dry	North	N/A	1	No
107	5904693	04-Sep-16	Sunday	4	Rear End	0	0	Dark - Lighted	Dry	Unknown	West	2	No
108	5912904	11-Sep-16	Sunday	4	Hit Post/ Pole Support	2	0	Dark - Lighted	Dry	North	N/A	1	No
109	5930405	22-Sep-16	Thursday	18	Sideswipe - Same Direction	1	0	Daylight	Dry	East	East	2	No
110	5930603	22-Sep-16	Thursday	4	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
111	5958880	16-Oct-16	Sunday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
112	5986714	04-Nov-16	Friday	17	Left Turn	0	0	Daylight	Dry	South	North	2	No
113	5986731	04-Nov-16	Friday	18	Sideswipe - Same Direction	0	0	Dusk	Dry	North	North	2	No
114	6009026	21-Nov-16	Monday	19	Left Turn	7	0	Dark - Lighted	Dry	South	North	2	No
115	6020399	30-Nov-16	Wednesday	20	Left Turn	1	0	Dark - Lighted	Wet	South	North	2	No
116	6027177	05-Dec-16	Monday	21	Sideswipe - Same Direction	1	0	Dark - Lighted	Wet	North	Northeast	2	No
117	6061117	30-Dec-16	Friday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
118	6062150	31-Dec-16	Saturday	23	Other	0	0	Dark - Not Lighted	Wet	Unknown	West	2	No
119	6078098	13-Jan-17	Friday	18	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
120	6085177	18-Jan-17	Wednesday	0	Left Turn	0	0	Dark - Lighted	Dry	West	East	2	No
121	6091171	23-Jan-17	Monday	0	Rear End	1	0	Daylight	Dry	West	West	2	No
122	6091189	23-Jan-17	Monday	18	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	South	South	2	No
123	6116793	11-Feb-17	Saturday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
124	6120411	16-Feb-17	Thursday	15	Angle	0	0	Daylight	Dry	Northeast	West	2	No
125	6127797	21-Feb-17	Tuesday	12	Left Turn	1	0	Daylight	Dry	Southeast	North	2	No
126	6146996	11-Mar-17	Saturday	13	Left Turn	1	0	Daylight	Dry	South	North	2	No
127	6155962	19-Mar-17	Sunday	13	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
128	6164485	24-Mar-17	Friday	17	Left Turn	1	0	Daylight	Dry	South	North	2	No
129	6165012	24-Mar-17	Friday	17	Left Turn	1	0	Daylight	Dry	North	South	2	No

CRASH DATA DETAIL

Intersection: Pleasantdale Road at Tucker Norcross Road

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
130	6193339	14-Apr-17	Friday	0	Sideswipe - Same Direction	1	0	Daylight	Dry	North	North	2	No
131	6216050	02-May-17	Tuesday	21	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
132	6220302	05-May-17	Friday	15	Angle	1	0	Daylight	Wet	East	North	2	No
133	6232341	14-May-17	Sunday	1	Angle	0	0	Dark - Lighted	Dry	Unknown	North	2	No
134	6238000	17-May-17	Wednesday	0	Angle	1	0	Daylight	Dry	South	N/A	2	No
135	6276976	16-Jun-17	Friday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	West	West	2	No
136	6295012	02-Jul-17	Sunday	5	Backed Into	0	0	Dark - Lighted	Dry	South	South	2	No
137	6322583	24-Jul-17	Monday	16	Sideswipe - Same Direction	0	0	Daylight	Wet	North	North	2	No
138	6325286	26-Jul-17	Wednesday	0	Angle	0	0	Dawn	Dry	East	North	2	No
139	6333390	01-Aug-17	Tuesday	7	Rear End	0	0	Daylight	Dry	West	West	2	No
140	6365074	20-Aug-17	Sunday	21	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	South	South	2	No
141	6376738	01-Sep-17	Friday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	Northeast	Northeast	2	No
142	6407051	26-Sep-17	Tuesday	22	Rear End	1	0	Dark - Lighted	Dry	North	North	2	No
143	6428299	14-Oct-17	Saturday	23	Rear End	0	0	Dark - Lighted	Dry	South	South	2	No
144	6471473	13-Nov-17	Monday	18	Angle	0	0	Dusk	Dry	Northeast	West	2	No
145	6486405	26-Nov-17	Sunday	17	Left Turn	0	0	Daylight	Dry	South	Northwest	2	No
146	6497145	03-Dec-17	Sunday	0	Hit Other Fixed Object	1	0	Dark - Lighted	Wet	West	N/A	1	No
147	6508733	11-Dec-17	Monday	9	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
148	6534170	31-Dec-17	Sunday	12	Left Turn	0	0	Daylight	Dry	South	North	2	No

CRASH DATA DETAIL

Intersection: East Ponce de Leon Avenue at Hambrick Road
Period: Jan-13 **Through** Dec-17

Duration: 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4345285	04-Feb-13	Monday	14	Rear End	1	0	Daylight	Dry	East	East	2	No
2	4348722	07-Feb-13	Thursday	17	Angle	0	0	Daylight	Wet	None	East	2	No
3	4360575	20-Feb-13	Wednesday	21	Angle	1	0	Dark - Lighted	Dry	North	East	2	No
4	4364436	23-Feb-13	Saturday	11	Rear End	0	0	Daylight	Wet	East	East	2	No
5	4367267	26-Feb-13	Tuesday	18	Rear End	0	0	Dusk	Dry	East	East	2	No
6	4403917	01-Mar-13	Friday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
7	4413563	14-Apr-13	Sunday	15	Rear End	0	0	Daylight	Wet	East	East	2	No
8	4418686	19-Apr-13	Friday	12	Rear End	0	0	Dusk	Wet	West	West	2	No
9	4535846	09-Aug-13	Friday	17	Other	0	0	Daylight	Dry	West	East	2	No
10	4638674	12-Nov-13	Tuesday	17	Rear End	2	0	Daylight	Dry	East	East	2	No
11	4652313	22-Nov-13	Friday	16	Rear End	1	0	Daylight	Dry	East	East	2	No
12	4747439	01-Mar-14	Saturday	8	Rear End	5	0	Daylight	Dry	East	East	3	No
13	4782505	05-Apr-14	Saturday	2	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	West	West	2	No
14	4848236	24-Apr-14	Thursday	21	Left Turn	1	0	Dark - Lighted	Dry	West	East	2	No
15	4833605	01-May-14	Thursday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
16	4846414	15-May-14	Thursday	5	Left Turn	0	0	Dark - Lighted	Wet	West	East	2	No
17	4895809	02-Jul-14	Wednesday	16	Rear End	0	0	Daylight	Dry	Unknown	East	3	No
18	4910403	18-Jul-14	Friday	23	Rear End	0	0	Dark - Lighted	Wet	Unknown	East	2	No
19	4984775	18-Sep-14	Thursday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
20	4996730	19-Sep-14	Friday	20	Other Single Vehicle	0	0	Dark - Lighted	Dry	West	N/A	1	No
21	5027459	23-Oct-14	Thursday	6	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	East	2	No
22	5043009	07-Nov-14	Friday	10	Rear End	0	0	Dark - Lighted	Dry	North	North	2	No
23	5059292	21-Nov-14	Friday	12	Angle	2	0	Daylight	Dry	Southwest	East	3	No
24	5112106	30-Dec-14	Tuesday	20	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
25	5262189	23-Apr-15	Thursday	17	Rear End	0	0	Daylight	Dry	Northeast	Northeast	2	No
26	5269222	28-Apr-15	Tuesday	15	Rear End	0	0	Daylight	Dry	West	West	2	No
27	5275984	04-May-15	Monday	5	Rear End	1	0	Daylight	Dry	West	West	2	No
28	5304374	26-May-15	Tuesday	21	Rear End	0	0	Dark - Not Lighted	Wet	North	North	2	No
29	5329076	18-Jun-15	Thursday	15	Rear End	0	0	Daylight	Dry	East	Southeast	2	No
30	5343129	02-Jul-15	Thursday	9	Rear End	0	0	Daylight	Dry	North	North	2	No
31	5344193	02-Jul-15	Thursday	15	Rear End	0	0	Daylight	Dry	East	East	2	No
32	5362737	21-Jul-15	Tuesday	1	Left Turn	1	0	Dark - Not Lighted	Dry	West	East	2	No
33	5375472	31-Jul-15	Friday	12	Rear End	0	0	Daylight	Dry	East	West	2	No
34	5405350	02-Aug-15	Sunday	12	Angle	6	0	Daylight	Dry	East	North	2	No
35	5394406	12-Aug-15	Wednesday	7	Rear End	0	0	Daylight	Dry	East	East	3	No
36	5452609	28-Sep-15	Monday	19	Rear End	0	0	Dark - Not Lighted	Wet	East	East	2	No
37	5451994	02-Oct-15	Friday	7	Rear End	2	0	Daylight	Wet	East	East	2	No
38	5467251	13-Oct-15	Tuesday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
39	5497895	29-Oct-15	Thursday	20	Backed Into	0	0	Dark - Lighted	Dry	East	East	2	No
40	5621219	02-Feb-16	Tuesday	12	Rear End	1	0	Daylight	Dry	North	North	2	No
41	5666951	05-Mar-16	Saturday	19	Left Turn	0	0	Dark - Lighted	Dry	West	East	2	No
42	5674779	15-Mar-16	Tuesday	15	Pedestrian	2	0	Daylight	Dry	Unknown	West	1	No

CRASH DATA DETAIL

Intersection: East Ponce de Leon Avenue at Hambrick Road
Period: Jan-13 **Through** Dec-17

Duration: 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
43	5678604	17-Mar-16	Thursday	18	Rear End	0	0	Daylight	Dry	East	East	2	No
44	5712697	14-Apr-16	Thursday	6	Rear End	0	0	Dark - Not Lighted	Wet	West	West	2	No
45	5737027	30-Apr-16	Saturday	20	Left Turn	0	0	Dusk	Wet	East	West	2	No
46	5768122	23-May-16	Monday	17	Rear End	2	0	Daylight	Dry	East	East	3	No
47	5776583	30-May-16	Monday	1	Head-On	0	0	Dark - Lighted	Dry	West	East	3	No
48	5790100	10-Jun-16	Friday	20	Rear End	0	0	Daylight	Dry	West	West	2	No
49	5811146	26-Jun-16	Sunday	4	Hit Other Fixed Object	0	0	Dark - Lighted	Dry	Northwest	N/A	1	No
50	5895863	29-Aug-16	Monday	6	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	West	West	2	No
51	5902919	01-Sep-16	Thursday	15	Rear End	1	0	Daylight	Wet	West	West	2	No
52	5931943	24-Sep-16	Saturday	14	Rear End	0	0	Daylight	Dry	East	East	2	No
53	5958957	15-Oct-16	Saturday	16	Angle	0	0	Daylight	Dry	West	North	2	No
54	5984430	02-Nov-16	Wednesday	21	Rear End	0	0	Dark - Not Lighted	Dry	Unknown	East	2	No
55	5987313	04-Nov-16	Friday	17	Rear End	1	0	Daylight	Dry	East	East	2	No
56	5997068	11-Nov-16	Friday	20	Left Turn	2	0	Dark - Lighted	Dry	West	East	2	No
57	5998518	14-Nov-16	Monday	17	Rear End	0	0	Daylight	Dry	East	East	2	No
58	6020364	30-Nov-16	Wednesday	15	Left Turn	0	0	Daylight	Wet	West	East	2	No
59	6094722	26-Jan-17	Thursday	19	Left Turn	0	0	Dark - Not Lighted	Dry	West	East	2	No
60	6100888	01-Feb-17	Wednesday	7	Rear End	1	0	Daylight	Dry	North	North	2	No
61	6205110	24-Apr-17	Monday	11	Angle	0	0	Daylight	Wet	South	West	2	No
62	6266234	07-Jun-17	Wednesday	19	Angle	0	0	Daylight	Dry	South	East	2	No
63	6277059	16-Jun-17	Friday	21	Angle	3	0	Dark - Not Lighted	Dry	South	East	2	No
64	6314770	19-Jul-17	Wednesday	14	Angle	1	0	Daylight	Dry	East	South	2	No
65	6458174	03-Nov-17	Friday	16	Rear End	3	0	Daylight	Dry	East	East	3	No
66	6490811	27-Nov-17	Monday	18	Sideswipe - Same Direction	5	0	Dark - Lighted	Dry	East	East	2	No
67	6517182	17-Dec-17	Sunday	15	Rear End	3	0	Daylight	Wet	East	East	2	No

CRASH DATA DETAIL

Intersection: Juliette Road at Stone Mill Way / Wood Bend Drive
Period: Jan-13 **Through** Dec-17

Duration: 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4316930	05-Jan-13	Saturday	17	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	East	East	2	No
2	4379217	12-Mar-13	Tuesday	17	Angle	0	0	Daylight	Dry	Unknown	West	2	No
3	4413216	13-Apr-13	Saturday	22	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	North	North	2	No
4	4431951	02-May-13	Thursday	16	Hit Other Fixed Object	0	0	Daylight	Wet	Northwest	N/A	1	No
5	4450526	20-May-13	Monday	16	Angle	2	0	Daylight	Dry	West	North	2	No
6	4462066	29-May-13	Wednesday	18	Angle	1	0	Daylight	Dry	West	North	2	No
7	4464967	02-Jun-13	Sunday	18	Left Turn	3	0	Daylight	Dry	South	North	2	No
8	4539880	09-Jul-13	Tuesday	0	Other Single Vehicle	1	0	Dark - Not Lighted	Dry	Unknown	East	1	No
9	4534957	08-Aug-13	Thursday	14	Angle	1	0	Daylight	Wet	West	North	2	No
10	4537025	11-Aug-13	Sunday	22	Angle	1	0	Dark - Lighted	Dry	West	North	2	No
11	4573207	18-Sep-13	Wednesday	8	Other Single Vehicle	1	0	Daylight	Dry	Unknown	N/A	1	No
12	4589284	02-Oct-13	Wednesday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
13	4707943	18-Jan-14	Saturday	0	Other ROTR	1	0	Dark - Lighted	Dry	North	N/A	1	No
14	4711323	22-Jan-14	Wednesday	19	Angle	0	0	Dark - Lighted	Dry	West	North	2	No
15	4897803	04-Jul-14	Friday	19	Sideswipe - Same Direction	1	0	Daylight	Dry	Northeast	Northeast	2	No
16	4909308	16-Jul-14	Wednesday	14	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
17	4971734	09-Sep-14	Tuesday	13	Angle	0	0	Daylight	Dry	West	South	2	No
18	5046084	09-Nov-14	Sunday	23	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	East	East	2	No
19	5052025	15-Nov-14	Saturday	12	Sideswipe - Same Direction	4	0	Daylight	Dry	North	North	2	No
20	5119441	06-Jan-15	Tuesday	14	Angle	2	0	Daylight	Dry	West	North	2	No
21	5137600	23-Jan-15	Friday	7	Left Turn	1	0	Daylight	Wet	South	North	2	No
22	5213341	06-Mar-15	Friday	21	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	North	North	3	No
23	5231801	26-Mar-15	Thursday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
24	5254954	15-Apr-15	Wednesday	21	Angle	1	0	Dark - Not Lighted	Dry	North	West	2	No
25	5282226	08-May-15	Friday	21	Hit Curb	2	0	Dark - Not Lighted	Dry	North	N/A	1	No
26	5342690	01-Jul-15	Wednesday	15	Rear End	0	0	Daylight	Dry	North	North	2	No
27	5396846	19-Aug-15	Wednesday	17	Sideswipe - Same Direction	0	0	Daylight	Wet	Unknown	North	2	No
28	5611026	15-Jan-16	Friday	12	Angle	0	0	Daylight	Wet	West	South	2	No
29	5607357	21-Jan-16	Thursday	18	Left Turn	0	0	Dark - Lighted	Wet	West	East	2	No
30	5608587	22-Jan-16	Friday	20	Head-On	0	0	Dark - Lighted	Wet	Unknown	West	2	No
31	5649519	25-Feb-16	Thursday	15	Angle	0	0	Daylight	Dry	West	North	2	No
32	5650080	26-Feb-16	Friday	0	Backed Into	0	0	Dark - Lighted	Dry	West	North	2	No
33	5708545	05-Apr-16	Tuesday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
34	5708516	08-Apr-16	Friday	17	Angle	2	0	Daylight	Dry	West	South	2	No
35	5718291	18-Apr-16	Monday	18	Other ROTR	1	0	Daylight	Dry	North	N/A	1	No
36	5789132	09-Jun-16	Thursday	16	Rear End	0	0	Daylight	Dry	North	North	2	No
37	5846679	22-Jul-16	Friday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
38	5864606	02-Aug-16	Tuesday	17	Angle	1	0	Daylight	Dry	West	North	2	No
39	5879773	15-Aug-16	Monday	19	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
40	5903704	03-Sep-16	Saturday	18	Rear End	0	0	Daylight	Dry	West	West	2	No
41	5913137	11-Sep-16	Sunday	13	Angle	0	0	Daylight	Dry	West	North	2	No
42	5913360	11-Sep-16	Sunday	21	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No

CRASH DATA DETAIL

Intersection: Juliette Road at Stone Mill Way / Wood Bend Drive

County: DeKalb

Period: Jan-13 **Through** Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
43	5915051	12-Sep-16	Monday	14	Angle	1	0	Daylight	Dry	West	North	2	No
44	5921653	16-Sep-16	Friday	7	Hit Tree	0	0	Daylight	Dry	North	N/A	1	No
45	5931716	24-Sep-16	Saturday	2	Hit Curb	0	0	Dark - Lighted	Dry	Unknown	N/A	1	No
46	5974775	27-Oct-16	Thursday	9	Angle	1	0	Daylight	Dry	West	Northeast	2	No
47	6010649	23-Nov-16	Wednesday	5	Sideswipe - Same Direction	0	0	Dark - Not Lighted	Dry	South	South	2	No
48	6088251	21-Jan-17	Saturday	2	Rear End	0	0	Dark - Lighted	Wet	Unknown	West	2	No
49	6107745	06-Feb-17	Monday	11	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
50	6127166	23-Feb-17	Thursday	0	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No
51	6136791	03-Mar-17	Friday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
52	6164543	24-Mar-17	Friday	23	Rear End	0	0	Dark - Not Lighted	Dry	North	North	2	No
53	6400750	21-Sep-17	Thursday	15	Hit Other Fixed Object	0	0	Daylight	Dry	Unknown	N/A	1	No
54	6459625	05-Nov-17	Sunday	0	Rear End	0	0	Daylight	Dry	North	North	2	No
55	6461475	06-Nov-17	Monday	15	Angle	1	0	Daylight	Dry	West	North	2	No
56	6468669	11-Nov-17	Saturday	17	Angle	0	0	Dark - Lighted	Dry	West	North	2	No
57	6488455	27-Nov-17	Monday	19	Angle	1	0	Dark - Lighted	Dry	West	South	2	No

CRASH DATA DETAIL

Intersection: Mountain Industrial Boulevard at Hirsch Drive

County: DeKalb

Period: Jan-13 Through Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4422237	23-Apr-13	Tuesday	11	Right Turn	0	0	Daylight	Dry	East	North	2	No
2	4555052	28-Aug-13	Wednesday	15	Rear End	1	0	Daylight	Dry	East	East	2	No
3	4620661	26-Oct-13	Saturday	15	Sideswipe - Same Direction	3	0	Daylight	Dry	East	East	2	No
4	4884254	21-Jun-14	Saturday	11	Angle	1	0	Daylight	Dry	East	West	2	No
5	5035910	31-Oct-14	Friday	11	Rear End	0	0	Daylight	Dry	North	North	2	No
6	5058720	21-Nov-14	Friday	7	Rear End	0	0	Dawn	Dry	North	North	2	No
7	5103056	21-Dec-14	Sunday	21	Rear End	0	0	Dark - Lighted	Wet	North	North	2	No
8	5116095	02-Jan-15	Friday	18	Rear End	0	0	Dark - Lighted	Wet	North	North	2	No
9	5247408	08-Apr-15	Wednesday	14	Angle	0	0	Daylight	Dry	East	South	2	No
10	5357737	15-Jul-15	Wednesday	17	Right Turn	0	0	Daylight	Dry	East	South	2	No
11	5409553	27-Aug-15	Thursday	2	Rear End	0	0	Dark - Lighted	Dry	East	East	2	No
12	5441375	24-Sep-15	Thursday	8	Rear End	0	0	Daylight	Dry	East	East	2	No
13	5443922	25-Sep-15	Friday	13	Angle	0	0	Daylight	Wet	North	East	2	No
14	5446874	29-Sep-15	Tuesday	6	Sideswipe - Same Direction	0	0	Dark - Lighted	Wet	West	West	2	No
15	5452617	02-Oct-15	Friday	15	Angle	0	0	Daylight	Wet	North	West	2	No
16	5518862	21-Nov-15	Saturday	15	Angle	1	0	Daylight	Dry	None	South	2	No
17	5617354	29-Jan-16	Friday	8	Rear End	1	0	Daylight	Dry	South	South	3	No
18	5625273	05-Feb-16	Friday	9	Angle	1	0	Daylight	Dry	South	West	2	No
19	5632147	10-Feb-16	Wednesday	12	Sideswipe - Same Direction	0	0	Daylight	Dry	Unknown	South	2	No
20	5646682	23-Feb-16	Tuesday	8	Hit Parked Vehicle	1	0	Daylight	Wet	North	North	2	No
21	5694957	31-Mar-16	Thursday	8	Rear End	0	0	Dawn	Dry	South	South	2	No
22	5741933	04-May-16	Wednesday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
23	5770005	24-May-16	Tuesday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	East	North	2	No
24	5781038	02-Jun-16	Thursday	15	Rear End	0	0	Daylight	Wet	North	North	2	No
25	5785217	06-Jun-16	Monday	12	Angle	1	0	Daylight	Dry	East	North	2	No
26	5814676	28-Jun-16	Tuesday	13	Rear End	0	0	Daylight	Wet	South	South	2	No
27	5828591	12-Jul-16	Tuesday	16	Rear End	0	0	Daylight	Dry	South	South	2	No
28	5888189	22-Aug-16	Monday	17	Angle	0	0	Daylight	Dry	Northeast	North	2	No
29	5920941	15-Sep-16	Thursday	17	Backed Into	0	0	Daylight	Dry	West	East	2	No
30	5950201	09-Oct-16	Sunday	16	Rear End	0	0	Daylight	Dry	North	North	3	No
31	5950200	09-Oct-16	Sunday	16	Rear End	0	0	Daylight	Dry	North	North	2	No
32	5992867	09-Nov-16	Wednesday	15	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
33	6011657	23-Nov-16	Wednesday	15	Rear End	2	0	Daylight	Dry	South	South	2	Yes
34	6020366	30-Nov-16	Wednesday	17	Rear End	1	0	Dark - Not Lighted	Wet	South	South	2	No
35	6091061	23-Jan-17	Monday	16	Angle	0	0	Daylight	Dry	North	East	2	No
36	6132930	28-Feb-17	Tuesday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
37	6149616	13-Mar-17	Monday	18	Rear End	0	0	Daylight	Wet	Southeast	South	2	No
38	6168981	28-Mar-17	Tuesday	12	Left Turn	0	0	Daylight	Dry	North	South	2	No
39	6172034	30-Mar-17	Thursday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
40	6182904	06-Apr-17	Thursday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
41	6183813	07-Apr-17	Friday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
42	6187893	10-Apr-17	Monday	16	Sideswipe - Same Direction	0	0	Dark - Lighted	Dry	North	North	2	No

CRASH DATA DETAIL

Intersection: Mountain Industrial Boulevard at Hirsch Drive

County: DeKalb

Period: Jan-13 **Through** Dec-17

Duration: 1,826 Days

City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
43	6199653	19-Apr-17	Wednesday	13	Rear End	0	0	Daylight	Dry	East	East	2	No
44	6272669	12-Jun-17	Monday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
45	6301705	07-Jul-17	Friday	0	Rear End	0	0	Daylight	Dry	Unknown	South	2	No
46	6309522	14-Jul-17	Friday	0	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
47	6323594	25-Jul-17	Tuesday	9	Rear End	1	0	Daylight	Dry	South	South	3	No
48	6336277	03-Aug-17	Thursday	5	Angle	2	0	Dark - Not Lighted	Dry	West	South	2	No
49	6346233	08-Aug-17	Tuesday	16	Rear End	0	0	Daylight	Wet	North	North	2	No
50	6347853	09-Aug-17	Wednesday	17	Rear End	0	0	Daylight	Dry	Unknown	South	2	No
51	6426456	12-Oct-17	Thursday	17	Rear End	0	0	Daylight	Dry	South	North	2	No
52	6434222	19-Oct-17	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
53	6440152	24-Oct-17	Tuesday	18	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
54	6478254	18-Nov-17	Saturday	12	Rear End	0	0	Daylight	Dry	East	East	2	No
55	6509557	11-Dec-17	Monday	13	Rear End	0	0	Daylight	Dry	South	South	2	No
56	6512858	13-Dec-17	Wednesday	15	Rear End	0	0	Daylight	Dry	South	South	2	No
57	6525665	22-Dec-17	Friday	14	Right Turn	0	0	Daylight	Dry	East	South	2	No

CRASH DATA DETAIL

Intersection: Mountain Industrial Boulevard at Tuckerstone Parkway
Period: Jan-13 Through Dec-17

Duration: 1,826 Days

County: DeKalb
City: Tucker

No.	Crash No.	Date	Day of Week	Time	Crash Type	# of Injuries	# of Fatalities	Lighting	Wet/Dry	Direction 1	Direction 2	# of Vehicles	Alcohol
1	4462668	30-May-13	Thursday	8	Rear End	1	0	Daylight	Dry	South	South	3	No
2	4479872	17-Jun-13	Monday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
3	4519084	24-Jul-13	Wednesday	13	Rear End	1	0	Daylight	Dry	South	South	2	No
4	4554742	28-Aug-13	Wednesday	9	Rear End	0	0	Daylight	Dry	West	West	2	No
5	4586975	30-Sep-13	Monday	9	Rear End	0	0	Daylight	Dry	North	North	2	No
6	4607488	15-Oct-13	Tuesday	9	Rear End	0	0	Daylight	Dry	South	West	2	No
7	4740841	22-Feb-14	Saturday	19	Hit Animal	0	0	Dark - Not Lighted	Dry	North	N/A	1	No
8	4786906	10-Apr-14	Thursday	11	Rear End	0	0	Daylight	Dry	South	South	2	No
9	4859719	27-May-14	Tuesday	11	Rear End	1	0	Daylight	Dry	Southwest	Southwest	2	No
10	4891944	27-Jun-14	Friday	18	Rear End	0	0	Daylight	Dry	North	South	3	No
11	4906743	14-Jul-14	Monday	16	Rear End	0	0	Daylight	Dry	South	South	2	No
12	4956880	29-Aug-14	Friday	16	Rear End	0	0	Daylight	Dry	South	South	2	No
13	4993494	23-Sep-14	Tuesday	16	Head-On	1	0	Daylight	Dry	North	South	3	No
14	5100913	18-Dec-14	Thursday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
15	5179224	17-Feb-15	Tuesday	7	Angle	2	0	Daylight	Ice/Frost	South	North	2	No
16	5179407	17-Feb-15	Tuesday	7	Rear End	0	0	Daylight	Wet	South	South	2	No
17	5265506	24-Apr-15	Friday	12	Rear End	1	0	Daylight	Dry	West	East	2	No
18	5280726	08-May-15	Friday	10	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
19	5320464	21-May-15	Thursday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	North	North	2	No
20	5357736	15-Jul-15	Wednesday	16	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
21	5494020	02-Nov-15	Monday	12	Rear End	1	0	Daylight	Wet	North	North	2	No
22	5501010	06-Nov-15	Friday	15	Sideswipe - Same Direction	0	0	Daylight	Wet	West	West	2	No
23	5595713	15-Dec-15	Tuesday	14	Hit Other Fixed Object	0	0	Daylight	Dry	North	N/A	1	No
24	5772417	26-May-16	Thursday	16	Rear End	2	0	Daylight	Dry	South	South	2	No
25	5885758	15-Aug-16	Monday	0	Other ROTR	0	0	Daylight	Dry	North	N/A	1	No
26	5926297	19-Sep-16	Monday	17	Sideswipe - Same Direction	0	0	Daylight	Dry	South	South	2	No
27	6015383	27-Nov-16	Sunday	12	Rear End	1	0	Daylight	Dry	North	North	2	No
28	6017901	29-Nov-16	Tuesday	7	Rear End	0	0	Daylight	Wet	Unknown	North	2	No
29	6072352	09-Jan-17	Monday	12	Rear End	0	0	Daylight	Dry	West	West	2	No
30	6132649	28-Feb-17	Tuesday	7	Sideswipe - Same Direction	0	0	Daylight	Dry	East	East	2	No
31	6171035	30-Mar-17	Thursday	7	Rear End	0	0	Daylight	Dry	East	East	2	No
32	6227908	10-May-17	Wednesday	14	Rear End	0	0	Daylight	Dry	South	South	2	No
33	6309292	14-Jul-17	Friday	10	Hit Animal	0	0	Daylight	Dry	West	N/A	1	No
34	6418151	06-Oct-17	Friday	0	Sideswipe - Same Direction	1	0	Dark - Not Lighted	Dry	South	South	2	No
35	6503661	06-Dec-17	Wednesday	16	Rear End	1	0	Daylight	Wet	West	West	2	No