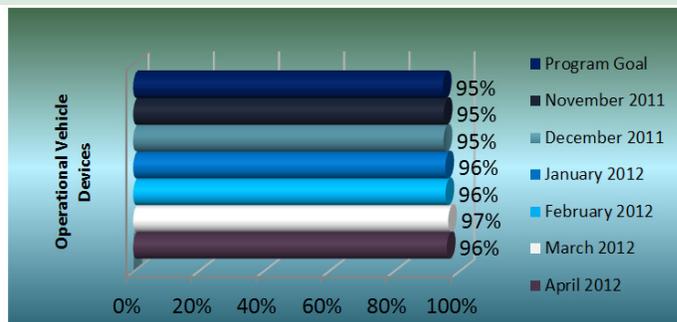


Overall Status of Devices

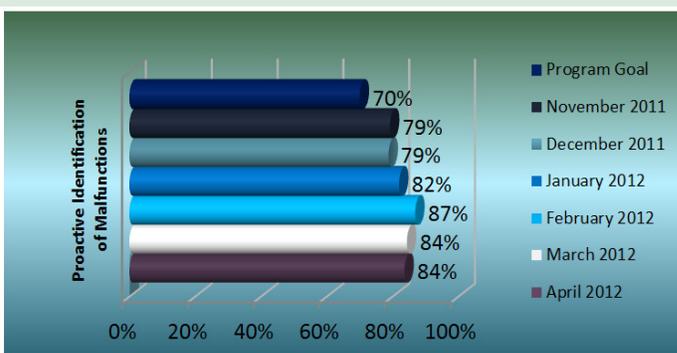
Vehicle Detection Devices			
Month	Percentage	Total Devices	Operational Devices
Program Goal	95%		
November 2011	95%	3901	3717
December 2011	95%	3912	3726
January 2012	96%	3912	3746
February 2012	96%	3916	3752
March 2012	97%	3929	3797
April 2012	96%	3929	3780



Pedestrian Detection Devices			
Month	Percentage	Total Devices	Operational Devices
Program Goal	95%		
November 2011	98%	2558	2512
December 2011	99%	2560	2523
January 2012	99%	2560	2524
February 2012	99%	2560	2526
March 2012	98%	2587	2547
April 2012	99%	2587	2558



Proactive Identification of Malfunctions			
Month	Percentage	Total Reported by Local Agency	Total Found by CM
Program Goal	70%		
November 2011	79%	21	80
December 2011	79%	21	78
January 2012	82%	22	100
February 2012	87%	16	106
March 2012	84%	20	108
April 2012	84%	20	102



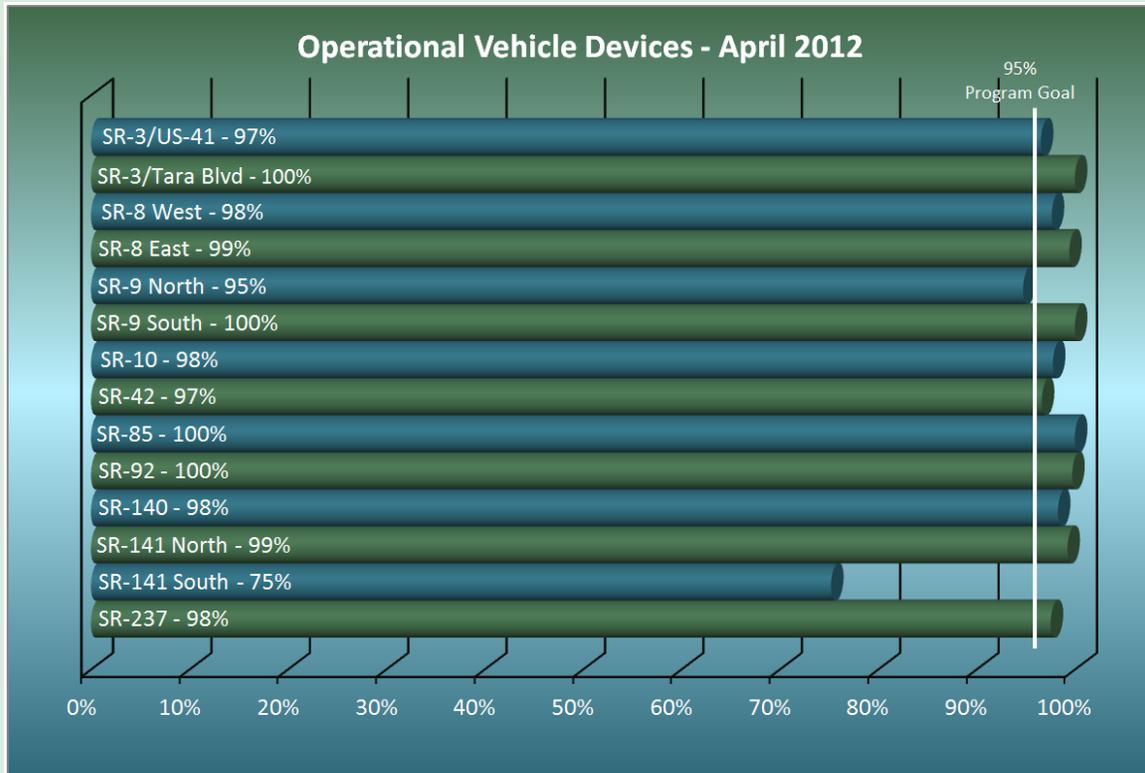
Status of Devices by Corridor

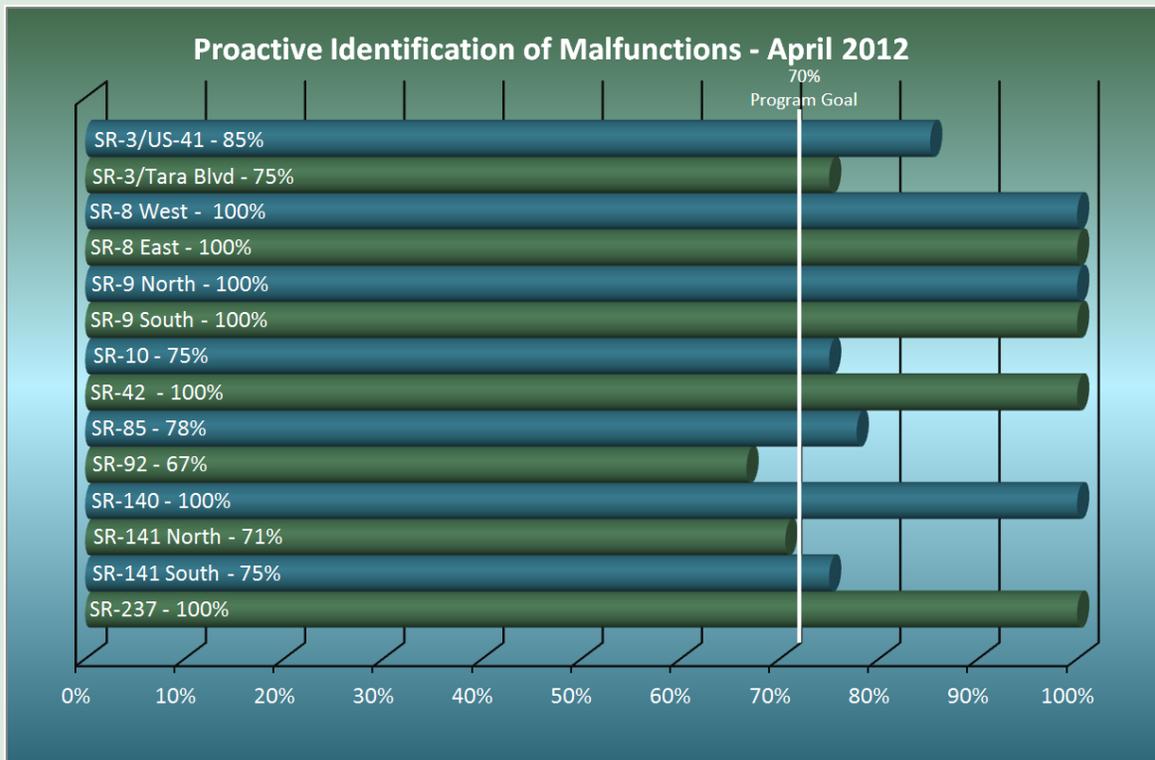
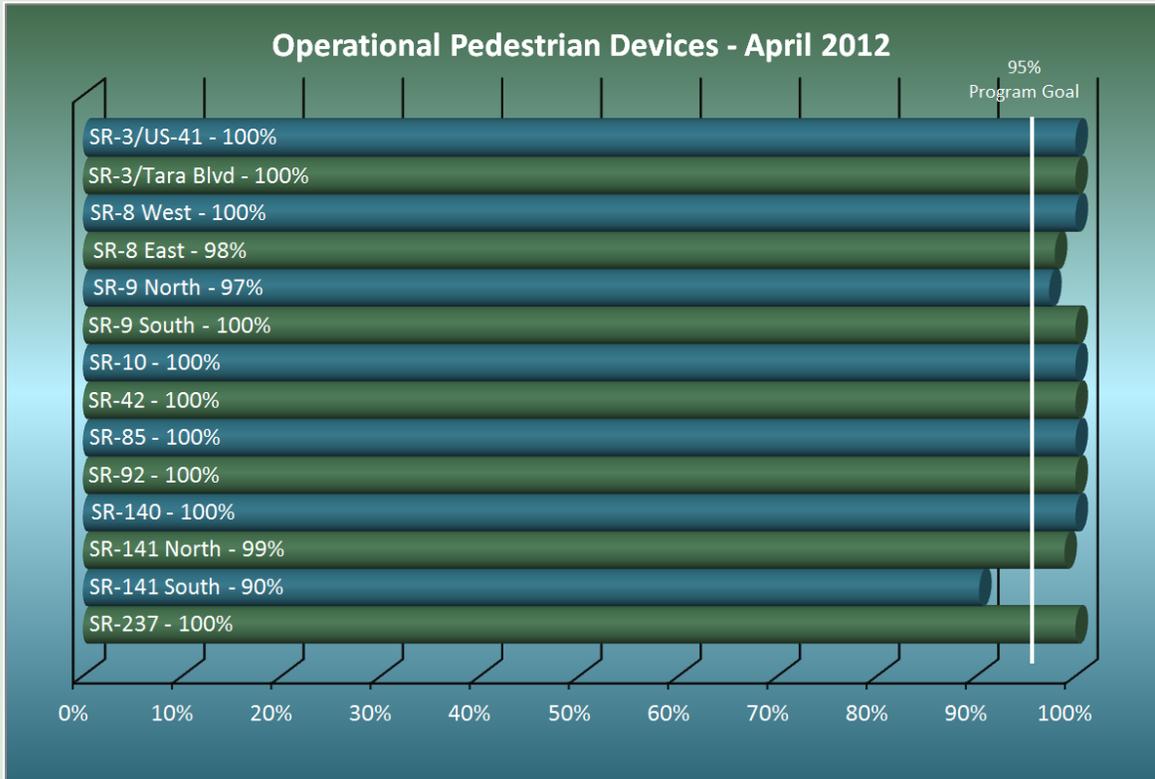
Status by Corridor									
Actively Managed Corridors	Vehicle			Pedestrian			Proactive Identification of Malfunctions		
	Detection Total	Detection Operational	April Status	Detection Total	Detection Operational	April Status	Total Reported by Local Agency	Total Found by CM	April Status
SR-3/US-41	695	671	97%	376	376	100%	4	23	85%
SR-3/Tara Blvd	340	340	100%	204	204	100%	1	3	75%
SR-8 West	85	83	98%	65	65	100%	0	1	100%
SR-8 East	175	174	99%	96	94	98%	0	10	100%
SR-9 North*	247	234	95%	188	183	97%	0	2	100%
SR-9 South	147	147	100%	118	118	100%	0	6	100%
SR-10	224	219	98%	150	150	100%	2	6	75%
SR-42	149	144	97%	106	106	100%	0	8	100%
SR-85	362	362	100%	246	246	100%	4	14	78%
SR-92*	366	365	100%	244	244	100%	2	4	67%
SR-140	406	399	98%	278	278	100%	0	3	100%
SR-141 North*	264	262	99%	180	178	99%	5	12	71%
SR-141 South*	347	261	75%	206	186	90%	2	6	75%
SR-237	122	119	98%	130	130	100%	0	4	100%
TOTALS	3929	3780	96%	2587	2558	99%	20	102	84%

***Note:**

- **SR-9 North** – Existing FTO to fix loops and camera processor cards are being replaced. Number of vehicle detection devices changed due to the addition of setback loops in the City of Atlanta. Many loops are in the ground but are not connected to the cabinets.
- **SR-92** – Existing FTO to recut loop
- **SR-141 North** – The pedestrian detection outages are due to construction projects that are still on-going at SR 120. The vehicular detection outages are due to loop lead-ins damaged by AT&T at SR 141 @ Deerlake. FTO has been issued to address the issue.
- **SR-141 South** – 7 intersections within the corridor are currently near the end of traffic signal construction. 14 intersections were recently reconstructed with new added detection.

Status of Devices by Corridor





Traffic Volume by Corridor

Average Throughput - April 2012		
<i>Actively Managed Corridors</i>	<i>AM</i>	<i>PM</i>
SR-3/US-41	4884	9259
SR-3/Tara Blvd	8419	10786
SR-8 West	5840	7075
SR-8 East	7468	11417
SR-9 North	4828	8185
SR-9 South	6571	13008
SR-10	8893	11587
SR-42	7942	9599
SR-85	6912	9022
SR-92	9270	13084
SR-140	10506	15013
SR-141 North	13105	14442
SR-141 South	6363	10489
SR-237	4435	7696

Note: AM – 6:00 AM to 10:00 AM
PM – 3:00 PM to 7:00 PM

Additional Notes:

- SR-10 – Count station at Fountain Drive was dropped due to invalid WB hourly volume counts
- SR-141 North – Corridor Manager had to use the count station at Bell Road instead of the intersection at JC Penny due to the construction at Johns Creek Parkway
- SR-141 South – Corridor Manager added 2 count stations at Mathieson Drive and North Shallowford Road
- SR-237 – Corridor Manager added a count station at Morosgo Drive