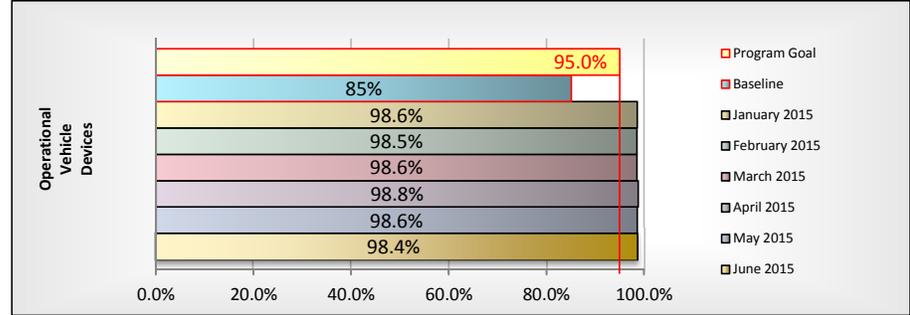
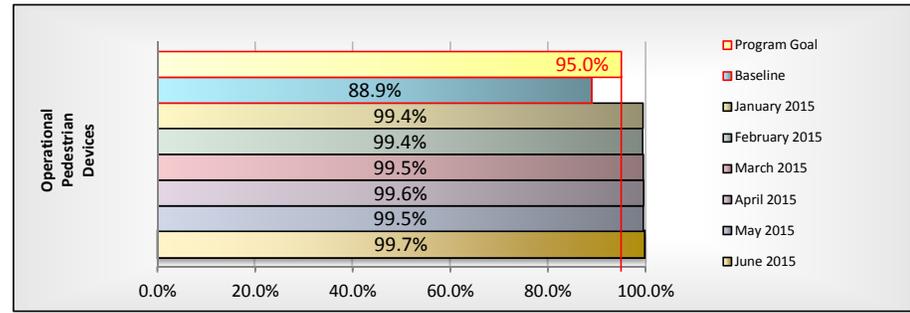


Overall Status of Devices

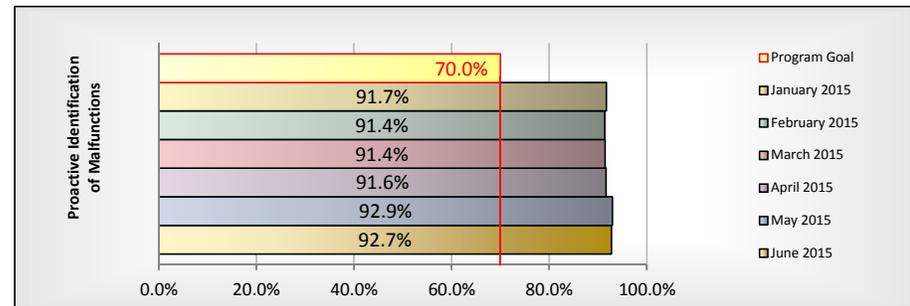
| Vehicle Detection Devices | | | |
|---------------------------|------------|---------------|---------------------|
| Month | Percentage | Total Devices | Operational Devices |
| Program Goal | 95.0% | | |
| Baseline | 85.1% | 3374 | 2872 |
| January 2015 | 98.6% | 4694 | 4629 |
| February 2015 | 98.5% | 4696 | 4627 |
| March 2015 | 98.6% | 4713 | 4645 |
| April 2015 | 98.8% | 4730 | 4674 |
| May 2015 | 98.6% | 4730 | 4662 |
| June 2015 | 98.4% | 4730 | 4654 |



| Pedestrian Detection Devices | | | |
|------------------------------|------------|---------------|---------------------|
| Month | Percentage | Total Devices | Operational Devices |
| Program Goal | 95.0% | | |
| Baseline | 88.9% | 2686 | 2389 |
| January 2015 | 99.4% | 3127 | 3109 |
| February 2015 | 99.4% | 3127 | 3107 |
| March 2015 | 99.5% | 3129 | 3113 |
| April 2015 | 99.6% | 3129 | 3116 |
| May 2015 | 99.5% | 3132 | 3116 |
| June 2015 | 99.7% | 3134 | 3126 |



| Proactive Identification of Malfunctions | | | |
|--|------------|----------------------------|---------------------------------|
| Month | Percentage | Identified by Local Agency | Identified by Corridor Managers |
| Program Goal | 70.0% | | |
| January 2015 | 91.7% | 13 | 143 |
| February 2015 | 91.4% | 15 | 159 |
| March 2015 | 91.4% | 14 | 149 |
| April 2015 | 91.6% | 13 | 142 |
| May 2015 | 92.9% | 10 | 131 |
| June 2015 | 92.7% | 14 | 178 |



Status of Devices by Corridor

| Actively Managed Corridors | Status by Corridor | | | | | | | | |
|----------------------------|--------------------|-----------------------|--------------|-----------------|-----------------------|--------------|--|-------------------|--------------|
| | Vehicle | | | Pedestrian | | | Proactive Identification of Malfunctions | | |
| | Detection Total | Detection Operational | June Status | Detection Total | Detection Operational | June Status | Total Reported by Local Agency | Total Found by CM | June Status |
| SR-3/US-41 | 721 | 717 | 99.4% | 399 | 399 | 100.0% | 0 | 8 | 100.0% |
| SR-3/Tara Blvd | 505 | 504 | 99.8% | 280 | 280 | 100.0% | 4 | 33 | 89.2% |
| SR-8 West | 101 | 98 | 97.0% | 73 | 73 | 100.0% | 0 | 5 | 100.0% |
| SR-8 East | 180 | 178 | 98.9% | 96 | 96 | 100.0% | 0 | 11 | 100.0% |
| SR-9 North | 248 | 232 | 93.5% | 188 | 182 | 96.8% | 0 | 7 | 100.0% |
| SR-9 South | 147 | 140 | 95.2% | 118 | 118 | 100.0% | 0 | 7 | 100.0% |
| SR-10 | 225 | 217 | 96.4% | 154 | 154 | 100.0% | 5 | 10 | 66.7% |
| SR-42 | 162 | 159 | 98.1% | 134 | 134 | 100.0% | 0 | 11 | 100.0% |
| SR-85 | 530 | 522 | 98.5% | 380 | 380 | 100.0% | 0 | 30 | 100.0% |
| SR-92 | 438 | 438 | 100.0% | 292 | 292 | 100.0% | 0 | 6 | 100.0% |
| SR-140 | 406 | 395 | 97.3% | 278 | 276 | 99.3% | 0 | 18 | 100.0% |
| SR-141 North | 381 | 377 | 99.0% | 276 | 276 | 100.0% | 4 | 12 | 75.0% |
| SR-141 South | 529 | 527 | 99.6% | 336 | 336 | 100.0% | 1 | 14 | 93.3% |
| SR-237 | 157 | 150 | 95.5% | 130 | 130 | 100.0% | 0 | 6 | 100.0% |
| TOTALS | 4730 | 4654 | 98.4% | 3134 | 3126 | 99.7% | 14 | 178 | 92.7% |

Reason for changes in number of vehicle and/or pedestrian detector devices:

SR-3/US-41:

- SR 3/US-41 @ SR-5 Ramp - 2 pedestrian detection devices were added at the SR 5 on ramp.

SR-9 North:

- SR 9 @ Vernon Woods - Phase 2, Ch. 1 & 2 and Phase 5, Ch. 1 are both not working due to a sidewalk construction project in the area
- SR 9 @ W Wieuca - Phase 4, Ch. 2 is not working due to bad pavement (CM is currently looking for options other than Sensys Pucks to replace the loop).
- SR 9 @ Windsor Pkwy - Phase 2, Ch. 1 & 2 are not working due to construction in the area
- SR 9 @ I-285 EB - Phase 4, Ch. 1 & 2 has been reported as not working to the City of Sandy Springs; Sandy Springs is waiting to replace all the cameras at this intersection when they expand adaptive control south along SR 9
- SR 9 @ I-285 WB - All approaches (totaling 7 detectors) are not working and have been reported to the City of Sandy Springs; Sandy Springs is waiting to replace all the cameras at this intersection when they expand adaptive control south along SR 9

SR-85:

- Forest Parkway @ Clark Howell Highway, vehicle detection loops are damaged due to re-location of this intersection.

Average Throughput

| Average Throughput - June 2015 | | | | | |
|--------------------------------|---------------------------|--------------|-----------------------|--------------|-----------------------|
| Actively Managed Corridors | | AM | Changes in Percentage | PM | Changes in Percentage |
| SR-3/US-41 | Baseline Dec. 2010 | 4628 | -- | 9357 | -- |
| | May 2015 | 7324 | 58.3% | 10430 | 11.5% |
| | June 2015 | 5319 | 14.9% | 10186 | 8.9% |
| SR-3/Tara Blvd* | Baseline Jan. 2011 | 8151 | -- | 10640 | -- |
| | May 2015 | 9179 | 12.61% | 11550 | 8.55% |
| | June 2015 | 8860 | 8.70% | 11651 | 9.50% |
| SR-8 West | Baseline Apr. 2011 | 6592 | -- | 8245 | -- |
| | May 2015 | 7023 | 6.54% | 8548 | 3.67% |
| | June 2015 | 6956 | 5.52% | 8460 | 2.61% |
| SR-8 East | Baseline Jan. 2011 | 6415 | -- | 9491 | -- |
| | May 2015 | 7282 | 13.52% | 8522 | -10.21% |
| | June 2015 | 7594 | 18.38% | 8716 | -8.17% |
| SR-9 North* | Baseline Jan. 2011 | 4329 | -- | 7422 | -- |
| | May 2015 | 6303 | 45.60% | 9306 | 25.38% |
| | June 2015 | 5920 | 36.75% | 9235 | 24.43% |
| SR-9 South | Baseline Mar. 2011 | 5156 | -- | 10412 | -- |
| | May 2015 | 6720 | 30.33% | 11579 | 11.21% |
| | June 2015 | 6211 | 20.46% | 11378 | 9.28% |
| SR-10 | Baseline Jan. 2011 | 8270 | -- | 9446 | -- |
| | May 2015 | 10705 | 29.44% | 14021 | 48.43% |
| | June 2015 | 10632 | 28.56% | 12991 | 37.53% |
| SR-42 | Baseline Apr. 2011 | 7974 | -- | 10097 | -- |
| | May 2015 | 8763 | 9.89% | 10242 | 1.44% |
| | June 2015 | 8589 | 7.71% | 9842 | -2.53% |
| SR-85 | Baseline Feb. 2011 | 7322 | -- | 9410 | -- |
| | May 2015 | 7726 | 5.52% | 10718 | 13.90% |
| | June 2015 | 7427 | 1.43% | 10499 | 11.57% |
| SR-92 | Baseline Nov. 2010 | 8238 | -- | 11494 | -- |
| | May 2015 | 10442 | 26.75% | 13711 | 19.29% |
| | June 2015 | 10054 | 22.04% | 13486 | 17.33% |
| SR-140* | Baseline Oct. 2010 | 9811 | -- | 13613 | -- |
| | May 2015 | 11013 | 12.25% | 14961 | 9.90% |
| | June 2015 | 10060 | 2.54% | 13325 | -2.12% |
| SR-141 North | Baseline Oct. 2010 | 12306 | -- | 13474 | -- |
| | May 2015 | 13431 | 9.14% | 14753 | 9.49% |
| | June 2015 | 13635 | 10.80% | 14681 | 8.96% |
| SR-141 South | Baseline Apr. 2011 | 6494 | -- | 9434 | -- |
| | May 2015 | 7550 | 16.26% | 11485 | 21.74% |
| | June 2015 | 7145 | 10.02% | 11292 | 19.69% |
| SR-237 | Baseline Mar. 2011 | 3126 | -- | 6877 | -- |
| | May 2015 | 4443 | 42.13% | 7707 | 12.07% |
| | June 2015 | 4146 | 32.63% | 7668 | 11.50% |

Throughput is the average daily total volume for the given peak period, collected in both directions at multiple intersections, for each roadway segment. Throughput volumes for the AM were recorded on weekdays from 6:00 AM to 10:00 AM. Throughput volumes for the PM were recorded on weekdays from 3:00 PM to 7:00 PM.

SR-3/Tara Blvd: Corridor Manager reported issues with the Arrowhead count station. Therefore, the counts at Arrowhead were not used.

SR-9 North ADT: Corridor Manager reported issues with the Hilderbrand count station. Therefore, the counts at Hilderbrand were not used.

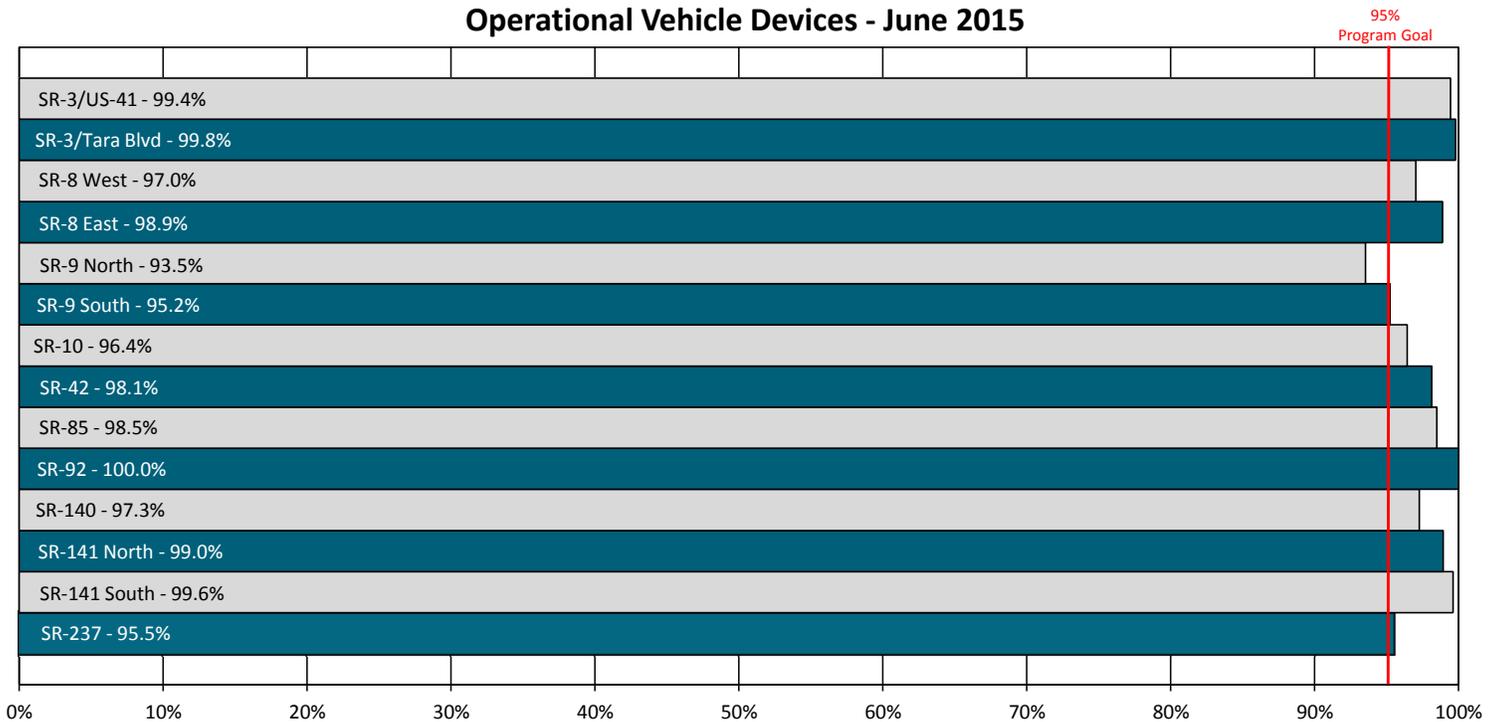
SR-140: Corridor Manager reported issues with the Dogwood count station. Therefore, the counts at Dogwood were not used.

VEHICLE DETECTION DEVICES

| Actively Managed Corridors | Percentage (%) | Total | Operational | Actively Managed Corridors | Percentage (%) | Total | Operational | Actively Managed Corridors | Percentage (%) | Total | Operational | | | |
|----------------------------|----------------|-------|-------------|----------------------------|----------------|-----------|-------------|----------------------------|----------------|--------------|-------------|--------|-----|-----|
| SR 3 US-41 | Baseline | 96.0% | 376 | 361 | SR 9 South | Baseline | 27.3% | 110 | 30 | SR 140 | Baseline | 93.6% | 406 | 380 |
| | Apr 2015 | 99.7% | 721 | 719 | | Apr 2015 | 95.9% | 147 | 141 | | Apr 2015 | 97.8% | 406 | 397 |
| | May 2015 | 99.3% | 721 | 716 | | May 2015 | 95.2% | 147 | 140 | | May 2015 | 97.8% | 406 | 397 |
| | June 2015 | 99.4% | 721 | 717 | | June 2015 | 95.2% | 147 | 140 | | June 2015 | 97.3% | 406 | 395 |
| SR 3 Tara Blvd | Baseline | 96.2% | 340 | 327 | SR 10 | Baseline | 85.6% | 216 | 185 | SR 141 North | Baseline | 95.4% | 241 | 230 |
| | Apr 2015 | 99.6% | 505 | 503 | | Apr 2015 | 98.2% | 225 | 221 | | Apr 2015 | 100.0% | 381 | 381 |
| | May 2015 | 99.6% | 505 | 503 | | May 2015 | 98.7% | 225 | 222 | | May 2015 | 99.5% | 381 | 379 |
| | June 2015 | 99.8% | 505 | 504 | | June 2015 | 96.4% | 225 | 217 | | June 2015 | 99.0% | 381 | 377 |
| SR 8 West | Baseline | 26.1% | 88 | 23 | SR 42 | Baseline | 85.5% | 124 | 106 | SR 141 South | Baseline | 66.5% | 334 | 222 |
| | Apr 2015 | 97.0% | 101 | 98 | | Apr 2015 | 98.1% | 162 | 159 | | Apr 2015 | 100.0% | 529 | 529 |
| | May 2015 | 97.0% | 101 | 98 | | May 2015 | 98.1% | 162 | 159 | | May 2015 | 99.6% | 529 | 527 |
| | June 2015 | 97.0% | 101 | 98 | | June 2015 | 98.1% | 162 | 159 | | June 2015 | 99.6% | 529 | 527 |
| SR 8 East | Baseline | 26.1% | 88 | 23 | SR 85 | Baseline | 95.7% | 347 | 332 | SR 237 | Baseline | 79.2% | 120 | 95 |
| | Apr 2015 | 98.9% | 180 | 178 | | Apr 2015 | 99.6% | 530 | 528 | | Apr 2015 | 96.2% | 157 | 151 |
| | May 2015 | 99.4% | 180 | 179 | | May 2015 | 98.5% | 530 | 522 | | May 2015 | 95.5% | 157 | 150 |
| | June 2015 | 98.9% | 180 | 178 | | June 2015 | 98.5% | 530 | 522 | | June 2015 | 95.5% | 157 | 150 |
| SR 9 North | Baseline | 91.6% | 225 | 206 | SR 92 | Baseline | 98.1% | 359 | 352 | | | | | |
| | Apr 2015 | 93.5% | 248 | 232 | | Apr 2015 | 99.5% | 438 | 436 | | | | | |
| | May 2015 | 94.0% | 248 | 233 | | May 2015 | 99.8% | 438 | 437 | | | | | |
| | June 2015 | 93.5% | 248 | 232 | | June 2015 | 100.0% | 438 | 438 | | | | | |

The Vehicle Detection Devices table compares the number of operational versus malfunctioning vehicle detection devices, loops, or video. The RTOP goal is to have 95.0% of the vehicle detection devices operational.

Operational Vehicle Devices - June 2015

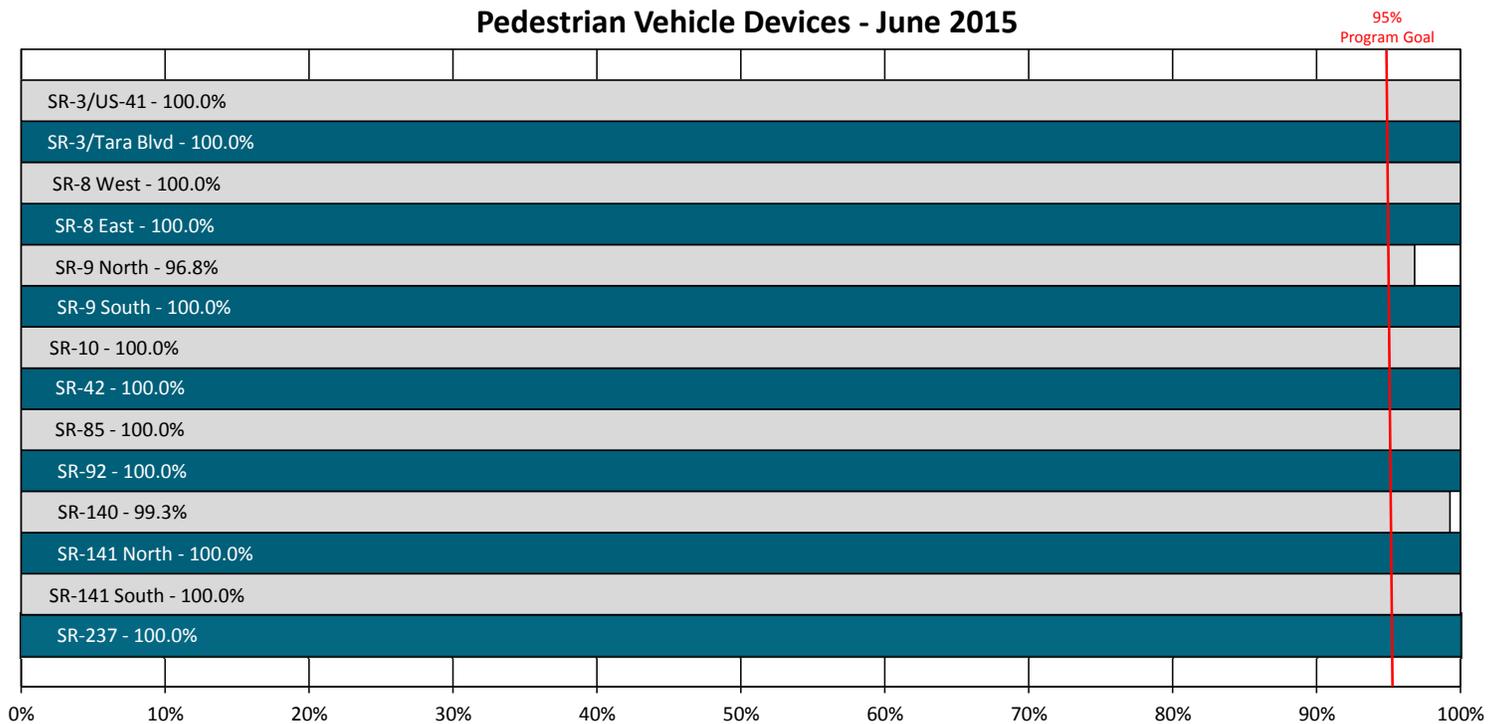


PEDESTRIAN DETECTION DEVICES

| Actively Managed Corridors | Percentage (%) | Total | Operational | Actively Managed Corridors | Percentage (%) | Total | Operational | Actively Managed Corridors | Percentage (%) | Total | Operational | | | |
|----------------------------|----------------|--------|-------------|----------------------------|----------------|-----------|-------------|----------------------------|----------------|--------------|-------------|--------|-----|-----|
| SR 3 US-41 | Baseline | 96.0% | 376 | 361 | SR 9 South | Baseline | 27.3% | 110 | 30 | SR 140 | Baseline | 99.3% | 278 | 276 |
| | Apr 2015 | 100.0% | 394 | 394 | | Apr 2015 | 100.0% | 118 | 118 | | Apr 2015 | 98.9% | 278 | 275 |
| | May 2015 | 99.2% | 397 | 394 | | May 2015 | 100.0% | 118 | 118 | | May 2015 | 99.3% | 278 | 276 |
| | June 2015 | 100.0% | 399 | 399 | | June 2015 | 100.0% | 118 | 118 | | June 2015 | 99.3% | 278 | 276 |
| SR 3 Tara Blvd | Baseline | 97.1% | 204 | 198 | SR 10 | Baseline | 97.3% | 146 | 142 | SR 141 North | Baseline | 98.8% | 166 | 164 |
| | Apr 2015 | 99.3% | 280 | 278 | | Apr 2015 | 98.7% | 154 | 152 | | Apr 2015 | 100.0% | 276 | 276 |
| | May 2015 | 99.3% | 280 | 278 | | May 2015 | 98.7% | 154 | 152 | | May 2015 | 100.0% | 276 | 276 |
| | June 2015 | 100.0% | 280 | 280 | | June 2015 | 100.0% | 154 | 154 | | June 2015 | 100.0% | 276 | 276 |
| SR 8 West | Baseline | 67.1% | 73 | 49 | SR 42 | Baseline | 73.6% | 110 | 81 | SR 141 South | Baseline | 76.2% | 181 | 138 |
| | Apr 2015 | 100.0% | 73 | 73 | | Apr 2015 | 100.0% | 134 | 134 | | Apr 2015 | 100.0% | 336 | 336 |
| | May 2015 | 100.0% | 73 | 73 | | May 2015 | 100.0% | 134 | 134 | | May 2015 | 99.7% | 336 | 335 |
| | June 2015 | 100.0% | 73 | 73 | | June 2015 | 100.0% | 134 | 134 | | June 2015 | 100.0% | 336 | 336 |
| SR 8 East | Baseline | 93.6% | 94 | 88 | SR 85 | Baseline | 100.0% | 380 | 380 | SR 237 | Baseline | 54.0% | 124 | 67 |
| | Apr 2015 | 100.0% | 96 | 96 | | Apr 2015 | 100.0% | 380 | 380 | | Apr 2015 | 100.0% | 130 | 130 |
| | May 2015 | 100.0% | 96 | 96 | | May 2015 | 100.0% | 380 | 380 | | May 2015 | 100.0% | 130 | 130 |
| | June 2015 | 100.0% | 96 | 96 | | June 2015 | 100.0% | 380 | 380 | | June 2015 | 100.0% | 130 | 130 |
| SR 9 North | Baseline | 97.9% | 188 | 184 | SR 92 | Baseline | 90.2% | 256 | 231 | | | | | |
| | Apr 2015 | 96.8% | 188 | 182 | | Apr 2015 | 100.0% | 292 | 292 | | | | | |
| | May 2015 | 96.8% | 188 | 182 | | May 2015 | 100.0% | 292 | 292 | | | | | |
| | June 2015 | 96.8% | 188 | 182 | | June 2015 | 100.0% | 292 | 292 | | | | | |

The Pedestrian Detection Devices table compares the number of operational versus malfunctioning pedestrian detection devices. The RTOP goal is to have 95.0% of the pedestrian detection devices operational.

Pedestrian Vehicle Devices - June 2015



PROACTIVE IDENTIFICATION OF MALFUNCTIONS

| Actively Managed Corridors | Percentage (%) | Total Reported by Local Agency | Total Found by CM | Actively Managed Corridors | Percentage (%) | Total Reported by Local Agency | Total Found by CM | Actively Managed Corridors | Percentage (%) | Total Reported by Local Agency | Total Found by CM |
|----------------------------|----------------|--------------------------------|-------------------|----------------------------|----------------|--------------------------------|-------------------|----------------------------|----------------|--------------------------------|-------------------|
| SR 3 US-41 | Apr 2015 | 81.8% | 2 | SR 9 South | Apr 2015 | 100.0% | 0 | SR 140 | Apr 2015 | 100.0% | 0 |
| | May 2015 | 100.0% | 0 | | May 2015 | 100.0% | 0 | | May 2015 | 90.9% | 1 |
| | June 2015 | 100.0% | 0 | | June 2015 | 100.0% | 0 | | June 2015 | 100.0% | 0 |
| SR 3 Tara Blvd | Apr 2015 | 90.9% | 2 | SR 10 | Apr 2015 | 81.8% | 2 | SR 141 North | Apr 2015 | 70.0% | 3 |
| | May 2015 | 87.5% | 1 | | May 2015 | 55.6% | 4 | | May 2015 | 75.0% | 3 |
| | June 2015 | 89.2% | 4 | | June 2015 | 66.7% | 5 | | June 2015 | 75.0% | 4 |
| SR 8 West | Apr 2015 | 100.0% | 0 | SR 42 | Apr 2015 | 100.0% | 0 | SR 141 South | Apr 2015 | 100.0% | 0 |
| | May 2015 | 100.0% | 0 | | May 2015 | 100.0% | 0 | | May 2015 | 100.0% | 0 |
| | June 2015 | 100.0% | 0 | | June 2015 | 100.0% | 0 | | June 2015 | 93.3% | 1 |
| SR 8 East | Apr 2015 | 97.1% | 1 | SR 85 | Apr 2015 | 88.9% | 2 | SR 237 | Apr 2015 | 100.0% | 0 |
| | May 2015 | 100.0% | 0 | | May 2015 | 100.0% | 0 | | May 2015 | 100.0% | 0 |
| | June 2015 | 100.0% | 0 | | June 2015 | 100.0% | 0 | | June 2015 | 100.0% | 0 |
| SR 9 North | Apr 2015 | 93.3% | 1 | SR 92 | Apr 2015 | 100.0% | 0 | | | | |
| | May 2015 | 85.7% | 1 | | May 2015 | 100.0% | 0 | | | | |
| | June 2015 | 100.0% | 0 | | June 2015 | 100.0% | 0 | | | | |

The RTOP team is actively monitoring every corridor in order to identify and resolve malfunctioning equipment and signal timing. The Proactive Identification Malfunctions table compares the number of malfunctioning equipment reported by local agencies versus the RTOP team. The RTOP goal is to have 70.0% of the equipment malfunctions reported by the RTOP team.

Proactive Identification Malfunctions - June 2015

