DeKalb County
GEORGIA

Michael Thurmond
Chief Executive Officer

DeKalb County Department of Planning & Sustainability

330 Ponce De Leon Avenue, Suite 300
Decatur, GA 30030
(404) 371-2155 / www.dekalbcountyga.gov/planning

Planning Commission Hearing Date: September 01, 2020
Board of Commissioners Hearing Date: September 24, 2020

STAFF ANALYSIS

Case No.:	Z-20-1243841	**Agenda #:** D.2
Location/Address:	The property is located along the south side of Stephenson Road, approximately 1,067 feet east of the intersection of Stephenson Road and South Deshon Road at 1467, 1503 and 1513 Stephenson Road, Lithonia, GA.	**Commission District:** 5 **Super District:** 7
Parcel ID:	16-159-01-003; 16-162-05-002; 16-162-05-003	
Request:	To rezone property from R-100 (Residential Medium Lot) District to RSM (Small Lot Residential Mix) District to develop a 160-lot single-family detached subdivision at a density of 3.50 units per acre.	
Property Owner:	Paul King; Vickie S. McGhee; Wayne A. Gunter	
Applicant/Agent:	Parkland Communities, LLC / co Battle Law, P.C.	
Acreage:	45.66 Acres	
Existing Land Use:	Three Single Family Residences and Accessory Structures	
Surrounding Properties Adjacent Zoning:	Adjacent to the site along the west, south and east property lines are single-family detached subdivisions zoned RSM. Along the north side of Stephenson Road are properties zoned R-100 and RSM and developed with single-family detached residences. R-100 zoned properties abut the subject site. Further west at the southeast intersection of Stephenson Road and South Deshon Road is property zoned C-1 (Local Commercial) District and developed with a childcare and vet clinic.	
Comprehensive Plan:	**Suburban (SUB)**	[X] **Consistent** [ ] **Inconsistent**

Proposed Residential Units.: 160	**Existing Residential Units:** 3
Proposed Lot Coverage: Maximum 50% Per Lot	**Existing Lot Coverage:** <35% Per Lot

SUBJECT PROPERTY

The subject 45.66 -acre site consists of three contiguous tracts of land with frontage on Stephenson Road (a two-lane collector street). Properties are developed with moderate size single-family detached residences with accessory structures. All properties are heavily wooded with dense vegetation and mature trees. The west and south property lines run the centerline of a creek adjacent to the site. A mixture of residential developments, institutional and nearby commercial uses surround the site. Adjacent to the site along the west property line is Breckenridge Estates subdivision. East and south adjacent to the site is Greystone subdivision. Along the north side of Stephenson Road is Stonebrook, Stonemill Manor and Asborough subdivisions. Adjacent to the site along internal property lines is the Cross of Calvary Baptist Church. Other places of worship in the area near the site are Voices of Praise Church of God and Christ Apostolic Church. Child Time childcare and Deshon Animal Hospital are located west of the site at the intersection of South Deshon Road and Stephenson Road. The site has been zoned R-100 (Residential Medium Lot) District since the original adoption of the DeKalb County Zoning Ordinance in 1956.

ZONING ANALYSIS

The revised site plan submitted to planning staff on July 15, 2020 requests an amendment to the Official Zoning Map pursuant to Chapter 27, Article 7.3 of the DeKalb Code of Ordinances to rezone the 45.66-acre site to the RSM (Small Lot Residential Mix) District to allow for the development of 160 detached single-family residences at a density of 3.50 units per acre. The proposed RSM zoning district is consistent and compatible with RSM zoned residential properties adjacent west, east and south of the site. North of the site on Stephenson Road are RSM zoned properties. The proposed rezoning to RSM (Small Lot Residential Mix) District is appropriate for this site given its consistency with the 2035 Comprehensive Land Use Plan which designates this within the Suburban (SUB) Character Area. The intent of the Suburban (SUB) Character Area is to recognize those areas of the county that have developed in traditional suburban land use patterns while encouraging new development to have increased connectivity and accessibility. The future land use for the surrounding properties to the west, north and east are all designated Suburban (SUB) Character Area.

PROJECT ANALYSIS

The applicant submitted a revised site plan to planning staff on July 15, 2020. In summary, the changes from the site plan presented to the Planning Commission are as follows:

1. The total number of lots were reduced from 164 to 160.
2. The total number of lots having 50 feet of frontage has decreased from 150 lots to 130.
3. The total number of lots having 60 feet of more or frontage has increased from 14 lots to 30.
4. A third access point was added that allows residents to exit only from the subdivision onto Stephenson Road;
5. A right in/right out was relocated to make the greenspace work better. The super boulevard entrance at the front is being kept as the primary entrance.

The proposed subdivision includes an amenity area next to the property entrance consisting of a tot lot, pavilion and playfield. As part of the amenity area, the site proposes a mulch trail within the required stream buffer along the west and south property lines. Per information on the revised site plan, variances will be requested to grade and replant the buffer. A tree save area (dedicated open space) is depicted interior to the development across from the amenity area. A landscaped stormwater management area is depicted along the southwest portion of the site adjacent to the required stream buffer. A 25-feet wide transitional buffer along 60-foot wide lots is depicted along the east property line adjacent to the Greystone subdivision in compliance with Article 5.2.3.B Compatibility of new and existing subdivisions

of the DeKalb County Zoning Ordinance. Sidewalks and landscaping are proposed along Stephenson Road frontage and interior to the development along public street frontage.

The DeKalb County Code requires two access points for more than 150 units. Access to and from the subdivision is proposed via three proposed curb cuts on Stephenson Road. One access is a full-service curb cut at the property entrance next to the amenity area. The second proposed access is a right-in, right-out only on the opposite side of the amenity area. The third access point is an exit only onto Stephenson Road.

Impact Analysis

Section 27-7.3.4 of the DeKalb County Code states that the following standards and factors shall govern the review of all proposed amendments to the Official Zoning Map.

A. Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan:

The 2035 Comprehensive Plan designates the subject site within the Suburban (SUB) Character Area. The intent of the Suburban (SUB) Character Area is to recognize those areas of the county that have developed in traditional suburban land use patterns while encouraging new development to have increased connectivity and accessibility. The proposed rezoning is in conformity with the policy and intent of the 2035 Comprehensive Plan.

B. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties:

The proposed rezoning to the RSM (Small Lot Residential Mix) District complies with Chapter 27- Article 5.2.3 Compatibility of new and existing subdivisions by providing a 25-foot wide transitional buffer along the perimeter property lines adjacent to single-family detached residences on minimum lot sizes of 5,000 square feet. Therefore, the proposed residences are suitable in view of adjacent residential properties.

C. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned:

The site as currently zoned R-100 would not provide the greatest economic use for the site. Larger homes on larger lots would produce fewer residences resulting in increased costs for construction and purchase.

D. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property:

The rezoning request to the RSM (Small Lot Residential Mix) District should not adversely affect the use or usability of adjacent and/or nearby residential properties in the area along Stephenson Road.

E. Whether there are other existing or changing conditions affecting the use and development of the property, which give supporting grounds for either approval or disapproval of the zoning proposal:

The opportunity for home ownership for DeKalb County residents and compliance to development standards provide supporting grounds for approval of the zoning request.

F. Whether the zoning proposal will adversely affect historic buildings, sites, districts, or archaeological resources:

It appears that the proposed rezoning will not adversely affect historic buildings, sites, districts or archaeological resources.

G. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools:

The zoning proposal to the RSM District to develop 160 residences would increase traffic along Stephenson Road (a collector street). The Department of Public Works Traffic Engineering did not find any traffic concerns that would disrupt traffic flow. The DeKalb County School District stated that this development would add approximately 86 students to the following schools: 20 at Princeton Elementary School, 13 at Stephenson Middle School, 23 at Stephenson High School and 26 at other DeKalb County School District schools and three at private schools. All three neighborhood schools have capacity for additional students.

Since BOC 7/30/20

The applicant requested a traffic impact study for the project area to determine if any recommendations (i.e. site improvements) would alleviate possible future traffic congestion in the area. The attached study prepared by Kimley Horn and Associates was submitted to Planning and Sustainability after the Planning Commission staff report was finalized and distributed. Planning staff has now reviewed the traffic impact study which states the following conclusion: All study intersections, with the exception of the intersection of Stephenson Road at S Deshon Road E (Intersection 1), are expected to operate at an acceptable overall LOS (Level of Service) under all future conditions. The traffic impact study recommends the following site development improvements to alleviate traffic from the proposed development that staff will include in the recommended conditions:

• Stephenson Road at Site Driveway West (Intersection 5)
On the site, construct a right-out only stop-controlled driveway with one (1) egress lane exiting the site, per the site plan.

• Stephenson Road at Site Driveway Center (Intersection 6)
On the site, construct a right-in right-out only stop-controlled driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site, per the site plan.

• Stephenson Road at Site Driveway East (Intersection 3)
Along Stephenson Road, construct one (1) eastbound right turn lane.
On the site, construct a conventional stop-controlled driveway with two (2) ingress lanes entering the site and two (2) egress lanes exiting the site, per the site plan.

H. Whether the zoning proposal adversely impacts the environment or surrounding natural resources.

The rezoning proposal to the RSM district will not adversely impact the environment or surrounding natural resources.

COMPLIANCE WITH DISTRICT STANDARDS

Per the chart below, the proposed RSM (Residential Small Lot) single-family detached subdivision can comply with minimum development standards of the RSM (Residential Small Lot) District per Table 2.2 of the DeKalb County Zoning Ordinance.

RSM STANDARD	REQUIREMENT	PROPOSED	COMPLIANCE
MIN. LOT WIDTH	Min. 50 feet	Min. 50 feet	YES
MIN. LOT AREA	5,000 sq. ft.	5,000 sq. ft.	YES
FRONT SETBACK	Min 20 ft. for SFD & 15 ft. for SFA	20 ft. & 15 ft.	YES
INTERIOR LOT - SIDE	3 ft. with minimum 10 ft. building separation for SFD	3 ft. with minimum 10 ft. building separation for SFD	YES
REAR	20 feet	20 feet	YES
DWELLING UNITS PER ACRE	4 – 8	3.50 Units Per Acre	YES
MAX. LOT COVERAGE	Max 50% Per Lot	50% Per Lot	YES
HEIGHT	3 stories or 45 ft.	35 Feet	YES
MIN. PARKING Article 6	Minimum 2 parking spaces per dwelling unit = 328 spaces	Min. 674 parking spaces (includes garage parking)	YES
TRANSITIONAL BUFFER Article 5.2.3.B.3	20-feett wide adjacent to existing lots	25 feet wide with grading and replanting in remaining 5 feet	YES
OPEN SPACE	Minimum 20% if site is > 5 acres.	20.2%	YES
Linear Feet of Sidewalk	6-feet wide	5-feet wide	NO- The site must comply.

STAFF RECOMMENDATION: APPROVAL WITH CONDITIONS

The proposed request to rezone property from R-100 (Residential Medium Lot-100) District to RSM (Small Lot Residential Mix) District to construct 160 single-family detached residences at a proposed density of 3.50 units per acre is compatible with other surrounding zoned RSM properties in the area. The request is compatible with the Suburban (SUB) Character Area in the 2035 Comprehensive Land Use Plan and the following policies: density increases, infill development and residential protection. The traffic impact study submitted by the applicant suggests site development improvements to address the potential impact of increased traffic along Stephenson Road. Staff has incorporated these improvements in the recommended conditions. Therefore, the Planning and Sustainability Department recommends Approval Conditional subject to the following conditions:

1. The development shall have a maximum of 160 single-family detached residential units. Conceptual layout and building design shall be in substantial compliance with the revised site plan dated 7/15/2020 and subject to approval of the Director of Planning & Sustainability Department.
2. Vehicular ingress and egress shall be subject to approval by the DeKalb County Department of Public Works, Transportation Division.
3. Construct a right-out only stop-controlled driveway with one (1) egress lane exiting the site; construct a right-in right-out only stop-controlled driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site; along Stephenson Road, construct one (1) eastbound right turn lane; and construct a conventional stop-controlled driveway with two (2) ingress lanes entering the site and two (2) egress lanes exiting the site .
4. Dedicate a minimum 35 feet of right of way from centerline of Stephenson Road or the amount needed for all public infrastructure (required 6-feet wide sidewalks, bike lanes, street lights), whichever greater.
5. Professional engineer must provide signed and sealed sight distance calculations for access points on Stephenson Road to ensure driveway has intersection and stopping sight distance based on AASHTO (American Association of State Highway and Transportation Officials) sight distance guidelines prior to permitting.
6. Six-feet wide sidewalks required along Stephenson Road frontage.
7. A mandatory homeowners' association shall be created and shall be governed by a declaration of covenants, conditions, and restrictions. The homeowner association shall be responsible for the maintenance of required transitional buffer, open space within the property, street lighting, amenity areas and pedestrian paths.
8. Provide open space in compliance to Chapter 27-Article 5 of the DeKalb Code of Ordinances per conceptual site plan.
9. Allow grading and replanting within the extra 5-feet wide of transitional buffer provided along the eastern property line.
10. Front building facades shall be made of 50% brick, stacked stone, or masonry stucco.
11. No residential units shall directly face Stephenson Road.
12. All exterior lighting shall be screened from adjacent properties or shielded to minimize glare and keep light inside the development.
13. Provide a minimum six-foot high fence adjacent to lots along the eastern interior property line.
14. The entrance points into the subdivision shall be as shown on the site plan submitted to planning staff stating revised 07/15/20 and as approved per the DeKalb County Transportation Department. Prior to the issuance of the LDP for the proposed subdivision, a traffic study shall be completed and submitted to the DeKalb County Transportation Department to determine whether a dedicated left turn lane into the subdivision is needed, and if so, the developer of the subdivision shall be obligated to install the dedicated left turn lane.
15. Sidewalks shall be installed in the existing public right of way along the frontage of the property located at 1451 Stephenson Road adjacent to the subject property.

16. The approval of this rezoning application by the Board of Commissioners has no bearing on other approvals by the Zoning Board of Appeals or other authority, whose decision should be based on the merits of the application before said authority.

Attachments

1. Department Comments
2. Application
3. Site Plan
4. Zoning Map
5. Land Use Map
6. Aerial Map

NEXT STEPS

Following an approval of this zoning action, one or several of the following may be required:

- ✓ **Land Disturbance Permit** *(Required for of new building construction on non-residential properties, or land disturbance/improvement such as storm water detention, paving, digging, or landscaping.)*

- ✓ **Building Permit** *(New construction or renovation of a building (interior or exterior) may require full plan submittal or other documentation. zoning, site development, watershed and health department standards will be checked for compliance.)*

- ✓ **Certificate of Occupancy** *(Required prior to occupation of a commercial space and for use of property for any business type. The issuance follows the review of submitted plans if required based on the type occupancy.)*

- ✓ **Plat Approval** *(Required if any parcel is being subdivided, re-parceled, or combined. Issued "administratively"; no public hearing required.)*

- ✓ **Variance or Special Exception** *(Required seeking relief from any development standards of the Zoning Ordinance. A public hearing and action by the Board of Appeals are required for most variances.)*

Each of the approvals and permits listed above require submittal of application, fees and supporting documents. Please consult with the appropriate department/division.

TRANSPORTATION COMMENTS-JULY 2020 ZONING AGENDA CASES

N1., N2 No comment

N3. No Comment

N4. Stephenson Rd is classified as a collector road. ROW dedication of 35 feet from centerline or to accommodate all public infrastructure, whichever greater. Bike lanes, 6-foot sidewalk, streetlights required. Add sidewalks across frontage of outparcel at 1451 Stephenson Road (16 162 05 001). Interior Streets residential: 55 right of way, 5 foot sidewalks, streetlights required. Contact Herman Fowler at hefowler@dekalbcountyga.gov for street lighting.

N5. Stephenson Rd is classified as a collector road. ROW dedication of 35 feet from centerline or to accommodate all public infrastructure, whichever greater. Bike lanes, 6-foot sidewalk, streetlights required. Alford is classified at a local road. ROW dedication of 27.5 feet from centerline or to accommodate all public infrastructure, whichever greater. 5-foot sidewalk, streetlights required. Provide an enhanced pedestrian crossing with a pedestrian refuge median and rectangular rapid flashing beacon for access to school. Add sidewalks across frontage of outparcel at 949 Stephenson Road (16 129 02 008). Contact Herman Fowler at hefowler@dekalbcountyga.gov for street lighting.

N6 & N7. Wesley Chapel Road is classified as a major arterial. ROW dedication of 50 feet from centerline or to accommodate all public infrastructure, whichever greater. Bike lanes, 6-foot sidewalk, streetlights required. Contact Herman Fowler at hefowler@dekalbcountyga.gov for street lighting.

N8. Parcel has no frontage to right of way. Verify access easements.

N9. Panola Industrial and Acuity Way are both classified as collectors. ROW dedication of 35 feet from centerline or to accommodate all public infrastructure, whichever greater. Bike lanes, 6-foot sidewalk, streetlights required on all public right of way frontages. Contact Herman Fowler at hefowler@dekalbcountyga.gov for street lighting. Access to interior road needs to meet at a 90-degree angle to the existing street to meet county code.

N10. Memorial Drive. GDOT review and permits required prior to LDP. The right of way falls within the jurisdiction of the City of Atlanta. Professional courtesy would allow COA a chance to comment. No comments.

N11. Bermuda Road is classified as a collector. ROW dedication of 35 feet from centerline or to accommodate all public infrastructure, whichever greater. Bike lanes, 6 -foot sidewalk, streetlights required. Interior roads are shown as private. If public- ROW must be 55 feet, 5-foot sidewalks and streetlights required. Contact Herman Fowler at hefowler@dekalbcountyga.gov for street lighting.

N12. Columbia Drive is classified as a minor arterial. ROW dedication of 40 feet from centerline or to accommodate all public infrastructure, whichever greater. Bike lanes, 6-foot sidewalk, streetlights required. Watch required ROW dedication as it may impact offsets and # of lots. Contact Herman Fowler at hefowler@dekalbcountyga.gov for street lighting.

DeKalb County School District
Development Review Comments

Analysis Date: 6/15/2020

Submitted to: DeKalb County

Case #: Z-20-1243841
Parcel #: 16-159-01-003, 16-162-05-002/-003

Name of Development: 1503 Stephenson Road
Location: 1467, 1503, 1513 Stephenson Road

Description: 164 single-family detached homes

Impact of Development: When fully constructed, this development would be expected to generate 86 students: 20 at Princeton ES, 13 at Stephenson MS, 24 at Stephenson HS, 26 at other DCSD schools, and 3 at private schools. All three neighborhood schools have capacity for additional students.

Current Condition of Schools	Princeton ES	Stephenson MS	Stephenson HS	Other DCSD Schools	Private Schools	Total
Capacity	900	1,366	2,040			
Portables	0	0	0			
Enrollment (Fcast. Oct. 2020)	726	975	1,338			
Seats Available	174	391	702			
Utilization (%)	80.7%	71.4%	65.6%			
New students from development	20	13	24	26	3	86
New Enrollment	746	988	1,362			
New Seats Available	154	378	678			
New Utilization	82.9%	72.3%	66.8%			

Yield Rates	Attend Home School	Attend other DCSD School	Private School	Total
Elementary	0.124507	0.084531	0.007040	0.216077
Middle	0.080199	0.026049	0.003396	0.109644
High	0.147398	0.045451	0.006568	0.199416
Total	**0.3521**	**0.1560**	**0.0170**	**0.5251**

Student Calculations

Proposed Units	164
Unit Type	SF
Cluster	Stephenson HS

Units x Yield	Attend Home School	Attend other DCSD School	Private School	Total
Elementary	20.42	13.86	1.15	35.43
Middle	13.15	4.27	0.56	17.98
High	24.17	7.45	1.08	32.70
Total	**57.74**	**25.58**	**2.79**	**86.11**

Anticipated Students	Attend Home School	Attend other DCSD School	Private School	Total
Princeton ES	20	14	1	35
Stephenson MS	13	4	1	18
Stephenson HS	24	8	1	33
Total	**57**	**26**	**3**	**86**

DEKALB COUNTY GOVERNMENT
PLANNING DEPARTMENT
DISTRIBUTION FORM

The following areas below may warrant comments from the Development Division. Please respond accordingly as the issues relate to the proposed request and the site plan enclosed as it relates to Chapter 14. You may address applicable disciplines.

DEVELOPMENT ANALYSIS:

- **Transportation/Access/Row**

  Consult the Georgia DOT as well as the DeKalb County Transportation Department prior to land development permit. Verify widths from the centerline of the roadways to the property line for possible right-of-way dedication. Improvements within the right-of-way may be required as a condition for land development application review approval. Safe vehicular circulation is required. Paved off-street parking is required.

- **Storm Water Management**

  Compliance with the Georgia Stormwater Management Manual, DeKalb County Code of Ordinances 14-40 for Stormwater Management and 14-42 for Storm Water Quality Control, to include Runoff Reduction Volume where applicable is required as a condition of land development permit approval. Use Volume Three of the G.S.M.M. for best maintenance practices. Use the NOAA Atlas 14 Point Precipitation Data set specific to the site.. Recommend Low Impact Development features/ Green Infrastructure be included in the proposed site design to protect as much as practicable the statewaters and special flood hazard areas.

- **Flood Hazard Area/Wetlands**

  The presence of FEMA Flood Hazard Area was indicated in the County G.I.S. mapping records for the site; and should be noted in the plans at the time of any land development permit application. Encroachment of flood hazard areas require compliance with Article IV of Chapter 14 and FEMA floodplain regulations.

- **Landscaping/Tree Preservation**

Landscaping and tree preservation plans for any building, or parking lot must comply with DeKalb County Code of Ordinances 14-39 as well as Chapter 27 Article 5 and are subject to approval from the County Arborist.

- **Tributary Buffer**

  State water buffer was reflected in the G.I.S. records for the site. Typical state waters buffer have a 75' undisturbed stream buffer and land development within the undisturbed creek buffer is prohibited without a variance per DeKalb County Code of Ordinances 14-44.1.

- **Fire Safety**

  Plans for land development permit must comply with Chapter 12 DeKalb County Code for fire protection and prevention.

DEKALB COUNTY GOVERNMENT
PLANNING DEPARTMENT
DISTRIBUTION FORM

NOTE: PLEASE RETURN ALL COMMENTS VIA EMAIL OR FAX TO EXPEDITE THE PROCESS TO MICHELLE M ALEXANDER mmalexander@dekalbcountyga.gov OR JOHN REID JREID@DEKALBCOUNTYGA.GOV

COMMENTS FORM:
PUBLIC WORKS WATER AND SEWER

Case No.: Z-20-1243841

Parcel I.D. #: 16-159-01-003; 16-162-05-002; 16-162-05-003

Address: 1467, 1503, and 1513 Stephenson Road

Lithonia, Georgia

WATER:

Size of existing water main: 6" CI, Water Main (adequate/inadequate)

Distance from property to nearest main: Adjacent to Property

Size of line required, if inadequate: N/A

SEWER:

Outfall Servicing Project: Swift Creek Basin

Is sewer adjacent to property: Yes (X) No ( ) If no, distance to nearest line:

Water Treatment Facility: Pole Bridge WTF ( ) adequate ( ) inadequate

Sewage Capacity; * (MGPD) **Current Flow:** 6.48 (MGPD)

COMMENTS:

*** Please note that the sewer capacity has not been reviewed or approved for this project. A Sewer Capacity Request (SCR) must be completed and submitted for review. This can be a lengthy process and should be addressed early in the process.**

NOTE: EX 6" CI WATERLINE ALONG STEPHENSON RD WILL BE REQUIRED TO BE UPGRADED TO 8" DI TO SERVICE SUBDIVISION MH

Signature:

06/15/2020

To: Mr. John Reid, Senior Planner
From: Ryan Cira, Environmental Health Manager
Cc: Alan Gaines, Technical Services Manager
Re: Rezone Application Review

General Comments:

DeKalb County Health Regulations prohibit use of on-site sewage disposal systems for

- multiple dwellings
- food service establishments
- hotels and motels
- commercial laundries
- funeral homes
- schools
- nursing care facilities
- personal care homes with more than six (6) clients
- child or adult day care facilities with more than six (6) clients
- residential facilities containing food service establishments

If proposal will use on-site sewage disposal, please contact the Land Use Section (404) 508-7900.

Any proposal, which will alter wastewater flow to an on-site sewage disposal system, must be reviewed by this office prior to construction.

This office must approve any proposed food service operation or swimming pool prior to starting construction.

Public health recommends the inclusion of sidewalks to continue a preexisting sidewalk network or begin a new sidewalk network. Sidewalks can provide safe and convenient pedestrian access to a community-oriented facility and access to adjacent facilities and neighborhoods.

For a public transportation route, there shall be a 5ft. sidewalk with a buffer between the sidewalk and the road. There shall be enough space next to sidewalk for bus shelter's concrete pad installation. Recommendation: Provide trash can with liner at each bus stop with bench and monitor for proper removal of waste.

Since DeKalb County is classified as a Zone 1 radon county, this office recommends the use of radon resistant construction.

N.1 Z-20-1243838 2020-0598 / 15-013-01, 15-013-01-018
4341 East Conley Road, Conley, GA 30288
- Please review general comments.

N.2 Z-20-1243839 2020-0599 / 15-013-02-017
4388 East Conley Road, Conley, GA 30288
- Please review general comments.

N.3 CZ-20-1243935 2020-0600 / 18-261-01-006, 18-261-01-062
4575 Chamblee Tucker Road, Tucker, GA 30084
- Please review general comments.

N.4 Z-20-1243841 2020-0601/ 16-159-01-003, 16-162-05-002, 16-162-05-003
1503 Stephenson Road, Lithonia, GA 30058
- Please review general comments.

N.5 Z-20-1243958 2020-0602 / 16-128-02-001, 16-128-02-003, 16-128-02-011, 16-129-02-009
800 Alford Road, Stone Mountain, GA 30087
- Please review general comments.

N.6 Z-20-1243955 2020-0603 15-131-03-009, 15-131-03-001, 15-131-03-012, 15-131-03-013
2450 Wesley Chapel Road, Decatur, GA 30035
- Please review general comments.

N.7 SLUP-20-1243956 2020-0604 15-131-03-009, 15-131-03-001, 15-131-03-012, 15-131-03-013
2450 Wesley Chapel Road, Decatur, GA 30035
- Please review general comments.

N.8 SLUP-20-1243957 2020-0605 / 15-015-04-013
3468 Moreland Ave., Conley, GA 30288
- Please review general comments.

N.9 CZ-2—1243960 2020-0606 16-009-01-001,18-024-06-001
2620 Shell Bark Road, Decatur, GA 30035

N.10 Z-20-1243968 2020-0607 / 15-179-11-025
2017 Memorial Drive, Atlanta, GA 30317
- Please review general comments.

N.11 Z-20-1243972 2020-0608 /18-083-01-010
1347 Bermuda Road, Stone Mountain, GA 30087
- Please review general comments.

N.12 Z-20-1243977 2020-0609 15-154-12-003
2043 Columbia Drive, Decatur, GA 30032
- Septic system installed on this property on June 24, 1975
- Please review general comments.

N.13 TA-20-1244029 2020-0610
DeKalb County, GA
- Please review general comments.

N.14 RE: Public Art 2020-0611 / 16-071-09-001
2387 Wellborn Road, Lithonia, GA 30058
- Please review general comments.

DeKalb County Department of Planning & Sustainability

Michael L. Thurmond
Chief Executive Officer

Andrew A. Baker, AICP
Director

AMENDED AND RESTATED
APPLICATION TO AMEND OFFICIAL ZONING MAP OF DEKALB COUNTY, GEORGIA

Z/CZ No. Z-20-1243841
Filing Fee: $500

Date Received: February 27,2020 Application No.: _____

Applicant: Parkland Communities, Inc. c/o Battle Law, P.C. E-Mail: mlb@battlelawpc.com

Applicant Mailing Address:
One West Court Square,Ste. 750 Decatur, GA 30030

Applicant Phone: 404.601.7616 Fax: 404.745.0045

****

Owner(s): See Attached E-Mail: _____
(If more than one owner, attach as Exhibit "A")

Owner's Mailing Address:
See Attached

Owner(s) Phone: _____ Fax: _____

Address/Location of Subject Property: 1513 Stephenson Road Lithonia, GA 30058 Tax Parcel 16 162 05 003
1467 & 1503 Stephenson Road, Lithonia, GA 30058

District(s): 16 Land Lot(s): 159 &162 Block: 01 & 05 Parcel(s): 003 & 002

Acreage: ~~46.000~~ 45.662 Commission District(s): 5 & 7

Present Zoning Category: R-100 Proposed Zoning Category: RSM

Present Land Use Category: SUB

****

PLEASE READ THE FOLLOWING BEFORE SIGNING

This form must be completed in its entirety before the Planning Department accepts it. It must include the attachments and filing fees identified on the attachments. An application, which lacks any of the required attachments, shall be determined as incomplete and shall not be accepted.

Disclosure of Campaign Contributions

In accordance with the Conflict of Interest in Zoning Act, O.C.G.A., Chapter 36-67A, the following questions must be answered:

Have you the applicant made $250 or more in campaign contributions to a local government official within two years immediately preceding the filling of this application? _____ Yes __X__ No

If the answer is yes, you must file a disclosure report with the governing authority of DeKalb County showing;

1. The name and official position of the local government official to whom the campaign contribution was made.
2. The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution.

The disclosure must be filed within 10 days after the application is first filed and must be submitted to the C.E.O. and the Board of Commissioners, DeKalb County, 1300 Commerce Drive, Decatur, Ga. 30030.

NOTARY

Parkland Communities, Inc.
SIGNATURE OF APPLICANT / DATE

EXPIRATION DATE/ SEAL

Check One: Owner _____ Agent __X__

MICHELE L BATTLE NOTARY PUBLIC COBB COUNTY GEORGIA

FEB 26 2020

330 West Ponce de Leon Avenue – Suites 100-500 – Decatur, Georgia – 30030
[Main] 404.371.2155 [Planning Fax] (404) 371-4556 [Development Fax] (404) 371-3007
Web Address http://www.dekalbcountyga.gov/planning
Email Address: planninganddevelopment@dekalbcountyga.gov

Battle Law, P.C.
Commercial Real Estate & Zoning

ONE WEST COURT SQUARE, SUITE 750
DECATUR, GA 30030

What is a Community Meeting?

Community meetings are designed to inform the surrounding communities of current rezoning, and special land use permit applications. It's an opportunity for the community to learn about the proposed projects, ask questions, present concerns, and make suggestions. We take this opportunity to encourage you to come out and participate. Owner? Renter? Doesn't matter. All are welcome.

For More Info Contact Batoya Clements at:
Phone: 404-601-7616 ext. 2
Fax: 404-745-0045
Email: bdc@battlelawpc.com

Rezoning Application From R-100 to RSM for the Development of a Single Family Detached Subdivision

COMMUNITY MEETING
Tuesday, February 25, 2020
6:30 pm until 8:00 pm
Colonnade Room
8010 Rockbridge Road, SW
Lithonia, Georgia 30058

Please note that the Colonnade Room is located in the same shopping plaza as the Department of Driver Services.

SUBJECT PROPERTIES:
1467 & 1503 Stephenson Road
Lithonia, Georgia 30058

Name	Address	City	State	Zip
2015 3 IH2 Borrower Lp	1717 Main St	Dallas	TX	75201-4612
884 South Deshon Road Llc	884 S Deshon Rd	Lithonia	GA	30058-3008
Aaron J Williams	311 Fernhill Ct	Jonesboro	GA	30236-4227
Adan Family Trust Adan Victor	Po Box 5006	Buena Vista	CO	81211-5006
Addi Matthews	6990 Brecken Trce	Lithonia	GA	30058-6724
Adrainne P Butts	1011 Brecken Ln	Lithonia	GA	30058-6722
Africa N Williams	6978 Brecken Pl	Lithonia	GA	30058-3238
Akua James	7028 Brecken Pl	Lithonia	GA	30058-2969
Alana D Ogle	1100 Palmer Rd	Lithonia	GA	30058-2945
Alesha Puckett	7036 Brecken Pl	Lithonia	GA	30058-2969
Alexis C Populus	7017 Brecken Pl	Lithonia	GA	30058-2965
Alfred Anderson	902 Mountain Creek Vw	Lithonia	GA	30058-2914
Allen Gathers	1040 S Deshon Rd	Lithonia	GA	30058-6027
Allen Scott	1105 Old Greystone Dr	Lithonia	GA	30058-9094
Andre Boozer	6997 Brecken Cir	Lithonia	GA	30058-2972
Andre J 15 Montgomery	882 Stonebrook Dr	Lithonia	GA	30058-9041
Andrea M Plater	966 Old Greystone Dr	Lithonia	GA	30058-9011
Andrea Mitchell	1090 Palmer Rd	Lithonia	GA	30058-9086
Angela Bryan	5727 Walter Trl	Stone Mou	GA	30087-5911
Angella C Gordon	1073 Leslie Pl	Lithonia	GA	30058-8287
Angie Vidal	7124 Brecken Pl	Lithonia	GA	30058-2970
Anita Williams	7246 Wheeler Ct	Lithonia	GA	30058-9043
Anna Rosa Jackson	1138 Leslie Pl	Lithonia	GA	30058-8201
Annette Hurst	996 Palmer Rd	Lithonia	GA	30058-9087
Anthony Marshall	7003 Brecken Trce	Lithonia	GA	30058-2975
Anthony Sylvester	944 Stonemill Mnr	Lithonia	GA	30058-8237
Antoinette D Harper	6998 Deshon Ridge Dr	Lithonia	GA	30058-8203
Antuane D King	3543 W 72nd Pl	Chicago	IL	60629-4303
April Ammons	3541 Fannin Dr	Lithonia	GA	30038-2821
Aretha Fuqua	213 S 42nd St	Louisville	KY	40212-2513
Arnold J Teasley	1420 Stephenson Rd	Lithonia	GA	30058-5935
Arthur D Drayton	7247 Wheeler Trl	Lithonia	GA	30058-9017
Asdb Services Llc	510 Persimmon Pt	Fayetteville	GA	30214-7825
Astiee Jackson Khan	1080 Palmer Rd	Lithonia	GA	30058-9086
Atl 2 Sf Llc	445 Bush St	San Francis	CA	94108-3707
Azza S Malik	1321 Eli Ln	Lawrencevi	GA	30045-8216
Bacilla Perry Mary	1117 Palmer Trl	Lithonia	GA	30058-9093
Barbara Sydney Romeo	6994 Brecken Pl	Lithonia	GA	30058-3238
Barry Anthony Wright	7232 Asbury Dr	Lithonia	GA	30058-5901
Bart Williams	6992 Deshon Ridge Dr	Lithonia	GA	30058-8203
Bayou Peach Realty Llc	3269 Meadowview Ln Sw	Marietta	GA	30008-5916
Beckey N Smith	954 Palmer Rd	Lithonia	GA	30058-9087
Belinda Ellington	6986 Brecken Cir	Lithonia	GA	30058-2971

Bernarda Castillo	1589 Stephenson Rd	Lithonia	GA	30058-6024
Beth Harper Rodriguez	993 Palmer Rd	Lithonia	GA	30058-9088
Betty Bey	7257 Wheeler Trl	Lithonia	GA	30058-9017
Betty McCullough	7217 Iverson Trl	Lithonia	GA	30058-9019
Billy R David	7119 Stonebrook Ln	Lithonia	GA	30058-9033
Bobbie Triplett	6934 Timbers East Dr	Lithonia	GA	30058-6072
Breckenridge Estates Homerowr	Po Box 922149	Norcross	GA	30010-2149
Breken Place Trust	3225 McLeod Dr Ste 777	Las Vegas	NV	89121-2257
Brian Gibson	329 Jerome St	Brooklyn	NY	11207-3807
Byron C Middleton	1063 Old Greystone Dr	Lithonia	GA	30058-9014
Carl S Hope	1111 Old Greystone Dr	Lithonia	GA	30058-9094
Carl Washington Jr	6968 Deshon Ridge Dr	Lithonia	GA	30058-8203
Carmen Peoples Nelson	7231 Iverson Trl	Lithonia	GA	30058-9019
Carol Mattox	1017 Brecken Ln	Lithonia	GA	30058-6722
Carol Williams	908 Stonebrook Dr	Lithonia	GA	30058-9041
Caroline Cusack	Po Box 68	Stone Mou	GA	30086-0068
Carolyn P Richards	Po Box 870022	Stone Mou	GA	30087-0001
Carolyn Scott	1029 Brecken Ln	Lithonia	GA	30058-6722
Cecil C Pryor	984 S Deshon Rd	Lithonia	GA	30058-6025
Cerberus Sfr Holdings Lp	875 3rd Ave	New York	NY	10022-6225
Charles Osborne	7000 Brecken Pl	Lithonia	GA	30058-2969
Charlotte R Ross	7094 Brecken Pl	Lithonia	GA	30058-2969
Chavez Ma Martha Gamez	959 Old Greystone Dr	Lithonia	GA	30058-9012
Cheryl A McKay	7235 Wheeler Ct	Lithonia	GA	30058-9043
Cheryl Parker	6995 Brecken Trce	Lithonia	GA	30058-6745
Chinoel Gregg Kendrich	6519 Cheval Ct	Stone Mou	GA	30087-6077
Chiron Lashay Rutledge	1017 Palmer Rd	Lithonia	GA	30058-9083
Cindy Gordon	1040 Palmer Rd	Lithonia	GA	30058-9085
Clift Pettway	7041 Brecken Trce	Lithonia	GA	30058-2975
Constella L Hughes	923 Stonemill Mnr	Lithonia	GA	30058-8238
Courtney Kahlil Jones	7250 Wheeler Ct	Lithonia	GA	30058-9043
Courtney Sanders	1079 Old Greystone Dr	Lithonia	GA	30058-9081
Cross Of Calvary Baptist Churc	1451 Stephenson Rd	Lithonia	GA	30058-5934
Curtis Kinsel	7211 Wheeler Trl	Lithonia	GA	30058-9017
Curtis Sharon	894 Stonebrook Dr	Lithonia	GA	30058-9041
Cyntelia Abrams	7213 Iverson Trl	Lithonia	GA	30058-9019
Cynthia M Jones	899 Stonebrook Dr	Lithonia	GA	30058-9040
Cynthia Walton M Morris	982 Old Greystone Dr	Lithonia	GA	30058-9011
Daen Alexandre	948 S Deshon Rd	Lithonia	GA	30058-6025
Daisy D Jones	929 Stonemill Mnr	Lithonia	GA	30058-8238
Daisy Vershia Walker	1020 Leslie Pl	Lithonia	GA	30058-8286
Daniel J Pierre	1109 Palmer Rd	Lithonia	GA	30058-2947
Daniel Mahoney	7225 Wheeler Trl	Lithonia	GA	30058-9017
Daphne Alice Smith	7030 Brecken Trce	Lithonia	GA	30058-2974

Daphne L Dimery	7248 Wheeler Trl	Lithonia	GA	30058-9016
Darien D Woods	7001 Brecken Pl	Lithonia	GA	30058-2965
Darrell D Robinson	1122 Leslie Pl	Lithonia	GA	30058-8201
David Allen	7260 Wheeler Trl	Lithonia	GA	30058-9016
Daynier Brown	3045 Riviera Dr Nw	Conyers	GA	30012-2756
Daynier Brown	3045 Riviera Dr Nw	Conyers	GA	30012-2756
Debra Ann Cyrus	7244 Wheeler Trl	Lithonia	GA	30058-9016
Debra S Woods	7194 Iverson Trl	Lithonia	GA	30058-9018
Dekalb County	4380 Memorial Dr	Decatur	GA	30032-1239
Demetreia Dommonique Head	892 Stonemill Mnr	Lithonia	GA	30058-8235
Dennis Lanier	940 S Deshon Rd	Lithonia	GA	30058-6025
Derek Kellam	Po Box 870481	Stone Mou	GA	30087-0013
Derrick D Matthews	7055 Brecken Pl	Lithonia	GA	30058-2965
Detrie Bell	1172 Leslie Pl	Lithonia	GA	30058-8201
Dibruga Investments Llc	340 S Lemon Ave # 1806	Walnut	CA	91789-2706
Doretha Douglas	7043 Brecken Pl	Lithonia	GA	30058-2965
Doretha McCord	1011 Leslie Pl	Lithonia	GA	30058-8287
Doris V Ellick	899 Stonemill Mnr	Lithonia	GA	30058-8236
Durmon Carter	7238 Iverson Trl	Lithonia	GA	30058-9019
Dwight J Daniels	900 Stonebrook Dr	Lithonia	GA	30058-9041
Earlie A Hudson	7115 Stonebrook Ln	Lithonia	GA	30058-9033
Edmond R Bynum	7137 Brecken Pl	Lithonia	GA	30058-2968
Elliott W Story	947 Old Greystone Dr	Lithonia	GA	30058-9012
Emma J Ussery	6931 Timbers East Dr	Lithonia	GA	30058-6099
Emma Lee Daniel Ragsdale	95 Northwood Creek Way	Oxford	GA	30054-4629
Emogene Johnson Smith	189 Pratts Ct	Stoughton	MA	02072-2225
Eno Nnenna Ikoku	7256 Iverson Trl	Lithonia	GA	30058-9019
Erica Pitts	937 Stonemill Mnr	Lithonia	GA	30058-8238
Errol Keddo	970 Palmer Rd	Lithonia	GA	30058-9087
Erskine Bell	7150 Brecken Pl	Lithonia	GA	30058-2970
Ethel Maxine Jackson Perry	975 Palmer Rd	Lithonia	GA	30058-9088
Ethel N Johnson	924 S Deshon Rd	Lithonia	GA	30058-6025
Eugene Cox III	950 Old Greystone Dr	Lithonia	GA	30058-9011
Evelyn Thomas	1092 Old Greystone Dr	Lithonia	GA	30058-9082
Fannie Moore	446 Stonemill Mnr	Lithonia	GA	30058-9068
Fitzroy Sinclair	1113 Palmer Trl	Lithonia	GA	30058-9093
Frances M King	7210 Wheeler Trl	Lithonia	GA	30058-2957
Francine Sommersell Dacosta	1098 Old Greystone Dr	Lithonia	GA	30058-9082
Frank E Sutherland	1012 Brecken Ln	Lithonia	GA	30058-6721
Frank V Ingram	7201 Wheeler Trl	Lithonia	GA	30058-9017
Franklin G Taylor	2195 Defoor Hills Rd Nw	Atlanta	GA	30318-2210
Frantz H Zephirin	1015 Old Greystone Dr	Lithonia	GA	30058-9014
Frederick Jackson	1064 Old Greystone Dr	Lithonia	GA	30058-9015
Fyr Sfr Borrower Llc	5100 Tamarind Reef	Christianste	VI	00820-4849

Gabriel I Adams	7005 Brecken Cir	Lithonia	GA	30058-2976
Garry C Baker	960 Old Greystone Dr	Lithonia	GA	30058-9011
George E Clarke	904 S Deshon Rd	Lithonia	GA	30058-6025
Geraldine Hawkins Robinson	1056 Palmer Rd	Lithonia	GA	30058-9085
Gloria A Ortiz	976 Palmer Rd	Lithonia	GA	30058-9087
Gloria Minta	1046 Palmer Rd	Lithonia	GA	30058-9085
Gordon Persons	1141 Leslie Pl	Lithonia	GA	30058-8202
Grace C Rodriques	27 Dearborn St	Springfield	MA	01109-2703
Greystone Community	2555 Westside Pkwy	Alpharetta	GA	30004-4187
Gwendolyn L Nicolls	980 Palmer Rd	Lithonia	GA	30058-9087
H Benedict Telesford	7245 Wheeler Ct	Lithonia	GA	30058-9043
Harlene Moise	983 Old Greystone Dr	Lithonia	GA	30058-9012
Harvey L Jones	990 Palmer Rd	Lithonia	GA	30058-9087
Hillsworth E Charles	7236 Wheeler Ct	Lithonia	GA	30058-9043
Holly Semple	1115 Leslie Pl	Lithonia	GA	30058-8202
Home Sfr Borrower Llc	8300 N Mopac Expy	Austin	TX	78759-8330
Horace McClarin III	1023 Brecken Ln	Lithonia	GA	30058-6722
Hubert Karl Thomas	971 Old Greystone Dr	Lithonia	GA	30058-9012
Ibitola O Alalade	Po Box 52553	Atlanta	GA	30355-0553
Ingrid R Williams	1156 Leslie Pl	Lithonia	GA	30058-8201
Itamar Zamor	898 Stonemill Mnr	Lithonia	GA	30058-8235
Jacin Q Thompson	911 Stonemill Mnr	Lithonia	GA	30058-8238
Jackie Wilborn	7002 Brecken Trce	Lithonia	GA	30058-6719
James A Williams	7195 Iverson Trl	Lithonia	GA	30058-9018
James E Jones	956 S Deshon Rd	Lithonia	GA	30058-6025
James H Ward	1045 Leslie Pl	Lithonia	GA	30058-8287
James N Carmichael	885 Stonebrook Dr	Lithonia	GA	30058-9040
James Tyler Pattman	7252 Iverson Trl	Lithonia	GA	30058-9019
Jameson Jervier	994 Brecken Ln	Lithonia	GA	30058-6720
Janaun J Ivy	1035 Leslie Pl	Lithonia	GA	30058-8287
Janee A Dixon	1082 Old Greystone Dr	Lithonia	GA	30058-9082
Janie Asante	2308 Lochinver Ln Sw	Conyers	GA	30094-6851
Jason Whitfield	7125 Brecken Pl	Lithonia	GA	30058-2968
Jerry McMillan	5033 Doby Ln	Austell	GA	30106-2836
Joann Harris	7256 Wheeler Trl	Lithonia	GA	30058-9016
Joann W Benford	1085 Leslie Pl	Lithonia	GA	30058-8287
John H Cowart	1370 Center Dr	Atlanta	GA	30338-4132
John H Herriott	944 Old Greystone Dr	Lithonia	GA	30058-9011
John Z Clemons Jr	1110 Palmer Trl	Lithonia	GA	30058-9092
Johnny Billings	999 Palmer Rd	Lithonia	GA	30058-9088
Jonathan Brewer	7129 Stonebrook Ln	Lithonia	GA	30058-9033
Joseph G Locurto	6982 Kimberland Gardens Ln	Lithonia	GA	30058-6019
Justin Myers	5245 Mainstreet Park Dr	Stone Mou	GA	30088-2407
Kathy E Boozer King	1411 Stephenson Rd	Lithonia	GA	30058-5934

Katrina Farrow	984 Palmer Rd	Lithonia	GA	30058-9087
Kavon A Fitchett	966 S Deshon Rd	Lithonia	GA	30058-6025
Kayla P Durrant	957 Palmer Rd	Lithonia	GA	30058-9088
Keisha J Samuels	7243 Asbury Dr	Lithonia	GA	30058-5977
Keith Farmer	1199 Leslie Pl	Lithonia	GA	30058-8202
Keith Isaac Hinch	7245 Iverson Trl	Lithonia	GA	30058-9019
Kelvin Crawford	965 Old Greystone Dr	Lithonia	GA	30058-9012
Kenneth E Robinson	1012 Leslie Pl	Lithonia	GA	30058-8286
Kenney Guidry	1095 Old Greystone Dr	Lithonia	GA	30058-9081
Kensington Real Estate Llc	333 Sandy Springs Cir	Atlanta	GA	30328-3897
Kenton Donelle Hodge	7204 Brighton Ct	Lithonia	GA	30058-8239
Keren W Hunter	1180 Leslie Pl	Lithonia	GA	30058-8201
Keysha L Ross	960 Palmer Rd	Lithonia	GA	30058-9087
Khaleef Cray	1127 Leslie Pl	Lithonia	GA	30058-8202
Kipper M McMillan	1171 Leslie Pl	Lithonia	GA	30058-8202
Laf Go Llc	853 Broadway	New York	NY	10003-4703
Lakesha Farmer	1109 Palmer Trl	Lithonia	GA	30058-9093
Larrita Browning	7251 Iverson Trl	Lithonia	GA	30058-9019
Lavan Floyd	Po Box 6944	Athens	GA	30604-6944
Lavonne Lee	976 S Deshon Rd	Lithonia	GA	30058-6025
Layne Fontes	7119 Brecken Pl	Lithonia	GA	30058-2968
Ledgister Marjorie Hyacinth Trus	7259 Wheeler Trl	Lithonia	GA	30058-9017
Lemuel Ryan	1151 Leslie Pl	Lithonia	GA	30058-8202
Lennex Annor	3250 Old Salem Rd Se	Conyers	GA	30013-2231
Lester Love	1050 Palmer Rd	Lithonia	GA	30058-9085
Like Yu	6989 Brecken Pl	Lithonia	GA	30058-2964
Linwood Williams	1117 Old Greystone Dr	Lithonia	GA	30058-9094
Lisa L Head	1188 Leslie Pl	Lithonia	GA	30058-8201
Lisa N Roberson	6960 Deshon Ridge Dr	Lithonia	GA	30058-8203
Lloyd Thomas	3258 Old Salem Rd Se	Conyers	GA	30013-2231
Lnv Corp	1 Corporate Dr Ste 360	Lake Zurich	IL	60047-8945
Lois T El	Po Box 482	New Ellento	SC	29809-0482
Lonnie Chaney	1208 Old Greystone Ct	Lithonia	GA	30058-2952
Lori Campbell	1154 Leslie Pl	Lithonia	GA	30058-8201
Lorna Joshua	7199 Iverson Trl	Lithonia	GA	30058-9018
Louis Dinwiddie	1029 Old Greystone Dr	Lithonia	GA	30058-9014
Louis Rene Pierre Jr	1087 Leslie Pl	Lithonia	GA	30058-8287
Lynn Mace	7049 Brecken Pl	Lithonia	GA	30058-2965
Marcia A Watson	7241 Iverson Trl	Lithonia	GA	30058-9019
Marcia J Halvorson	432 Stonemill Mnr	Lithonia	GA	30058-9068
Margaret E Okokon	1005 Brecken Ln	Lithonia	GA	30058-6722
Marguerite A Davis	969 Palmer Rd	Lithonia	GA	30058-9088
Mark A Barker	7042 Brecken Trce	Lithonia	GA	30058-2974
Martha Banks	891 Stonebrook Dr	Lithonia	GA	30058-9040

Martha Glover	988 Brecken Ln	Lithonia	GA	30058-6720
Marva Reid	1089 Leslie Pl	Lithonia	GA	30058-8287
Mary J Stevenson	7202 Wheeler Trl	Lithonia	GA	30058-9070
Mary Jones	978 Old Greystone Dr	Lithonia	GA	30058-9011
Mary McRae	6991 Brecken Trce	Lithonia	GA	30058-6745
Matthew O Lindsay	1146 Leslie Pl	Lithonia	GA	30058-8201
Maurice Heron	3306 Waterford Way	Conyers	GA	30012-8110
Maurice N Coleman	1085 Palmer Rd	Lithonia	GA	30058-9084
Maxwell Donna Williams	1093 Palmer Rd	Lithonia	GA	30058-9084
Melaf Ga Llc	853 Broadway Fl 5	New York	NY	10003-4724
Melissa Bolden	1037 Palmer Rd	Lithonia	GA	30058-9083
Melvyn Dean Underwood	1427 Stephenson Rd	Lithonia	GA	30058-5934
Messa Sewa	7100 Brecken Pl	Lithonia	GA	30058-2970
Michael D Anderson II	1091 Old Greystone Dr	Lithonia	GA	30058-9081
Michael H Macon	1119 Leslie Pl	Lithonia	GA	30058-8202
Michael J Stephens	7050 Brecken Pl	Lithonia	GA	30058-2969
Michelle Tulloch	8420 Austin St	Kew Garden	NY	11415-2235
Mills Valencia N Strickland	1117 Palmer Rd	Lithonia	GA	30058-2947
Monica Nwogu	7231 Wheeler Trl	Lithonia	GA	30058-9017
Monica S Carthen	982 Brecken Ln	Lithonia	GA	30058-6720
Mort Com Everhome	8100 Nations Way	Jacksonville	FL	32256-4405
Mr Paul W King	1467 Stephenson Rd	Lithonia	GA	30058-5934
Mupr 3 Assets Llc	5001 Plaza On The Lk Ste 200	Austin	TX	78746-1053
Myreon Tyree Miller	1116 Palmer Rd	Lithonia	GA	30058-2945
Myrtle A Richards	7101 Brecken Pl	Lithonia	GA	30058-2968
Nakeeta Dozier	1202 Old Greystone Ct	Lithonia	GA	30058-2952
Nancy M Thomas	7235 Iverson Trl	Lithonia	GA	30058-9019
Netsanet Zeleke	7007 Brecken Pl	Lithonia	GA	30058-2965
Nicole Hilliard	7248 Iverson Trl	Lithonia	GA	30058-9019
Novelette Dacres	7011 Brecken Pl	Lithonia	GA	30058-2965
Obadiah T Yusuf	1105 Palmer Rd	Lithonia	GA	30058-2947
Pamela L Ross	6952 Deshon Ridge Dr	Lithonia	GA	30058-8203
Pamela W Price	1025 Leslie Pl	Lithonia	GA	30058-8287
Patricia A Cooper	7196 Iverson Trl	Lithonia	GA	30058-9018
Patricia Ann Byrd	972 Old Greystone Dr	Lithonia	GA	30058-9011
Patricia McShane-Cody	1086 Leslie Pl	Lithonia	GA	30058-8286
Patricia Walker	7080 Brecken Pl	Lithonia	GA	30058-2969
Paulette E Wiltshire	1164 Leslie Pl	Lithonia	GA	30058-8201
Pfin Ii F Llc	6300 Powers Ferry Rd Ste 600	Atlanta	GA	30339-2961
Philip Nash	1098 Palmer Trl	Lithonia	GA	30058-2941
Predency Moore	7235 Wheeler Trl	Lithonia	GA	30058-9017
Quantrell Devon Fortune	1031 Palmer Rd	Lithonia	GA	30058-9083
Quentin Stephen Starnes	1030 Palmer Rd	Lithonia	GA	30058-9085
Rachel Casey	7113 Brecken Pl	Lithonia	GA	30058-2968

Radaria N Glenn	1002 Palmer Rd	Lithonia	GA	30058-9085
Raul N Boston	1197 Old Greystone Ct	Lithonia	GA	30058-2954
Raymond J Stafford Jr	433 Stonemill Mnr	Lithonia	GA	30058-9069
Raymond Smith	938 Stonemill Mnr	Lithonia	GA	30058-8237
Regina Chapman	1114 Old Greystone Dr	Lithonia	GA	30058-9095
Reiko R Ellis	1043 Palmer Rd	Lithonia	GA	30058-9083
Rejoyce Dablah	2402 Tiffany Pl	Decatur	GA	30035-3332
Renata Fleming	7004 Brecken Cir	Lithonia	GA	30058-2976
Reva Goffigan	7149 Brecken Pl	Lithonia	GA	30058-2968
Rewan C Wade	955 Old Greystone Dr	Lithonia	GA	30058-9012
Rf Holdings Llc	505 Executive Park	Louisville	KY	40207-4205
Rh Partners Ownerco Llc	5001 Plaza On The Lk Ste 200	Austin	TX	78746-1053
Rhonda G Kyles	1121 Leslie Pl	Lithonia	GA	30058-8202
Ricardo Investments Llc	196 John Frank Ward Blvd	McDonough	GA	30253-3230
Richard Callaway	981 Brecken Ln	Lithonia	GA	30058-6720
Rita Warwell	1026 Timbers Ct	Lithonia	GA	30058-6066
Robert McDonald	7198 Wheeler Trl	Lithonia	GA	30058-9070
Rodger Neblett	7021 Brecken Trce	Lithonia	GA	30058-2975
Romayne E Haywood	6971 Brecken Pl	Lithonia	GA	30058-2964
Sam D Payne Jr	7253 Wheeler Trl	Lithonia	GA	30058-9017
Samalex Lp	990 Hammond Dr Ste 300	Atlanta	GA	30328-5519
Sande Ngartoubam	7081 Brecken Pl	Lithonia	GA	30058-2966
Sandra D Priest	7024 Brecken Trce	Lithonia	GA	30058-2974
Sandra Spence	7130 Brecken Pl	Lithonia	GA	30058-2970
Sandra W Northern	7201 Brighton Ct	Lithonia	GA	30058-8239
Sandre A Bell	1118 Old Greystone Dr	Lithonia	GA	30058-9095
Search Chappel	434 Stonemill Mnr	Lithonia	GA	30058-9068
Sfr 2014 Ga Llc	30601 Agoura Rd	Agoura Hills	CA	91301-2150
Shane Antonio Smith	1025 Old Greystone Dr	Lithonia	GA	30058-9014
Sharetta Scott	1106 Palmer Trl	Lithonia	GA	30058-9092
Sharon E Tonge	7228 Iverson Trl	Lithonia	GA	30058-9019
Shawn Smith	954 Old Greystone Dr	Lithonia	GA	30058-9011
Shela A Andrews	1081 Palmer Rd	Lithonia	GA	30058-9084
Shelia D Gary	7062 Brecken Pl	Lithonia	GA	30058-2969
Shellon M Scantlebury	244 Sullivan Pl	Brooklyn	NY	11225-2905
Shelly D Fowler	6965 Brecken Pl	Lithonia	GA	30058-2964
Shirley Ann Gleaton	1132 Leslie Pl	Lithonia	GA	30058-8201
Sian Egbert	1196 Leslie Pl	Lithonia	GA	30058-8201
Sibyl S Patterson	1009 Old Greystone Dr	Lithonia	GA	30058-9014
Sole Source Llc	2918 Professional Pkwy Ste 209	Augusta	GA	30907-3593
Sonya C Williams	867 Stonemill Mnr	Lithonia	GA	30058-8233
Stacy Lynn Gettys	7027 Brecken Trce	Lithonia	GA	30058-2975
Stanley W Haynes Jr	6996 Brecken Cir	Lithonia	GA	30058-2971
Steven Harris	1102 Palmer Trl	Lithonia	GA	30058-9092

Steven Spivey	1068 Leslie Pl	Lithonia	GA	30058-8286
Stevie Jackson	1204 Leslie Pl	Lithonia	GA	30058-9066
Stuart H Dorfman	989 S Deshon Rd	Lithonia	GA	30058-6008
Suleiman Mahamed Hassan	966 Palmer Rd	Lithonia	GA	30058-9087
Sylvia Samuel	7044 Brecken Pl	Lithonia	GA	30058-2969
Tah 2018 1 Borrower Llc	1508 Brookhollow Dr	Santa Ana	CA	92705-5433
Tah Ms Borrower Llc	1508 Brookhollow Dr	Santa Ana	CA	92705-5433
Takawira P Sanganza	1104 Leslie Pl	Lithonia	GA	30058-8201
Takiya M Nelson	6988 Brecken Pl	Lithonia	GA	30058-3238
Tangula L Wright	7223 Iverson Trl	Lithonia	GA	30058-9019
Tanya Louise Lynn Smith	1401 Stephenson Rd	Lithonia	GA	30058-5995
Teesha Thomas	1110 Palmer Rd	Lithonia	GA	30058-2945
Teresa Gail Teasley Vickery	1470 Stephenson Rd	Lithonia	GA	30058-5935
Terri Lawson-Adams	1899 Chedworth Ct	Stone Mou	GA	30087-2130
Theresa A Brown	6992 Brecken Cir	Lithonia	GA	30058-2971
Theresa Anntionette Carter	7068 Brecken Pl	Lithonia	GA	30058-2969
Thomas J Marshall	7133 Stonebrook Ln	Lithonia	GA	30058-9033
Tiawanna T Thompson	7193 Iverson Trl	Lithonia	GA	30058-9018
Tiffany Butler	2319 Cherokee Valley Cir	Lithonia	GA	30058-5383
Timothy H Finney	445 Stonemill Mnr	Lithonia	GA	30058-9069
Timothy Lee King	1006 Palmer Rd	Lithonia	GA	30058-9085
Timothy R Paul	4988 Fairhaven Way Ne	Roswell	GA	30075-6111
Todd P Tyler	7036 Brecken Trce	Lithonia	GA	30058-2974
Toni P Walker	1061 Leslie Pl	Lithonia	GA	30058-8287
Tracy D Adams	1108 Old Greystone Dr	Lithonia	GA	30058-9095
Trina N Stroupe	7035 Brecken Pl	Lithonia	GA	30058-2965
Troy M Lewis	1106 Palmer Rd	Lithonia	GA	30058-2945
Troy Strohman	7106 Brecken Pl	Lithonia	GA	30058-2970
Tyler Penny	1094 Palmer Rd	Lithonia	GA	30058-9086
Tyrone Rogers	1212 Old Greystone Ct	Lithonia	GA	30058-2952
Ucall L Gooden	7090 Brecken Pl	Lithonia	GA	30058-2969
Union Jack Properties Llc	Po Box 8503	Atlanta	GA	31106-0503
Valerie Campbell	7033 Brecken Trce	Lithonia	GA	30058-2975
Vanessa Goodridge	932 S Deshon Rd	Lithonia	GA	30058-6025
Vanessa Luke	7202 Brighton Ct	Lithonia	GA	30058-8239
Vanessa Peterson	983 Palmer Rd	Lithonia	GA	30058-9088
Vanessa R Byams	990 Old Greystone Dr	Lithonia	GA	30058-9011
Vickie S McGhee	10460 Saint Simonds Ct	Johns Creek	GA	30022-6026
Voice Of Praise New Testament	1368 Stephenson Rd	Lithonia	GA	30058-5933
Voice Of Praise New Testament	1368 Stephenson Rd	Lithonia	GA	30058-5933
W H J Properties Llc	4173 Bent Willow Dr Sw	Lilburn	GA	30047-3366
Wade Wimberly	438 Stonemill Mnr	Lithonia	GA	30058-9068
Wentworth E Rennalls	1034 Brecken Ln	Lithonia	GA	30058-6721
Wesley Murdock	7191 Iverson Trl	Lithonia	GA	30058-9018

William Cunnigham	6983 Brecken Pl	Lithonia	GA	30058-2964
William Hobbs	1201 Old Greystone Ct	Lithonia	GA	30058-2950
William Michael Graham Jr	1099 Old Greystone Dr	Lithonia	GA	30058-9081
Willie Frink	1000 Brecken Ln	Lithonia	GA	30058-6721
Willie Lockhart	931 Timberclair Way	Lithonia	GA	30058-6063
Winifred Ibe	907 Stonemill Mnr	Lithonia	GA	30058-8238
Winston L Hill Sr	4540 Sunlight Ct	Lilburn	GA	30047-4585
Wonder Athill	1014 Palmer Rd	Lithonia	GA	30058-9085
Yanan Wang	90 S Shore Dr	South Amb	NJ	08879-3431
Ynz Properties Llc	2620 Spring Harbor Dr	Cumming	GA	30041-9338
Yvette H Johnson	1099 Leslie Pl	Lithonia	GA	30058-8287
Yvonne D Jamieson	439 Stonemill Mnr	Lithonia	GA	30058-9069
Zandra M Turner	987 Brecken Ln	Lithonia	GA	30058-6720
Zezar M Holder	7226 Wheeler Trl	Lithonia	GA	30058-2957

COMMUNITY MEETING

SIGN IN SHEET

1467 & 1503 Stephenson Road, Lithonia, GA 30058

Colonnade Room, 8010 Rockbridge Road, SW, Lithonia, GA 30058

Tuesday, February 25, 2020 6:30 PM – 8:00 PM

Please print legibly

First Name	Last Name	Address	City, State	Zip Code	Phone Number	Email Address
Paulinda	Hall	1932 Young Rd,	Lithonia, GA	30058	770-634-1805	paulindahall@att.net
* Pat	Holcombe	651 Stonecliff Manor	Lithonia	30058	770 633 7429	wes9384@hotmail.com
Priscilla	Brown	6921 Springbank Way	Stone Mtn.	30087	4) 376-3882	brow8556@bellsouth.net
Gail	Cassar	457 Watson Bay, ~~Stone Mtn~~ 30087	Stone Mtn	30087		gailCassar@yahoo.com
* Louise	Bembry	7156 Woodstone Dr	Lithonia Ga	30058	7) 413-7852	l.bembry@yahoo.com
Faye	Parker	616 Woodstone Rd	Lithonia	30058	7) 490-3744	fparker1974@AOL.com
Lisa	Verrett	495 Wrens Nest Ct	St MT	30087	4) 353-0026	LCVERI@aol.com
Lance	Hammonds	6933 Waters Edge Dr	St Mt	30087	(6) 485-3118	LANCE.HAMMONDS@aH.net
Star	Morris	6959 Deshon Ridge DR	Lithonia	30058	478 5164437	starmorris@earthlink.net
Glenda	Lee	6935 Deshon Ridge Dr	Lithonia	30058	404-402-7074	glendalee101@gmail.com
Margaret	Jones	6975 Deshon Ridge Dr	Lithonia	30058	770482-5113	Sengj40@bellsouth.net

* Site Plan → Middleton

COMMUNITY MEETING

SIGN IN SHEET

1467 & 1503 Stephenson Road, Lithonia, GA 30058

Colonnade Room, 8010 Rockbridge Road, SW, Lithonia, GA 30058

Tuesday, February 25, 2020 6:30 PM – 8:00 PM

Please print legibly

First Name	Last Name	Address	City, State	Zip Code	Phone Number	Email Address
JAN	Costello	1813 S Hidden Hills	Stone Mtn	30088	770 815 0105	jan r costello @ gmail.com
S	Williams	Stonebrook Subdv	Lithonia	30058	7) 826-7196	SCWMS 908 @ gmail.com
R	Franc		Lithon	30058		RickNyce@gmail.com
* LASHANA	Middleton	1063 Old Greystone Dr	LITHONIA	30058	678 906 1169	SHANAIsyouragent@gmail.com
Rhonda	Burns		St Mtn	30087		rtyson14@yahoo.com
HERBERT	THOMAS	971 OLD GREYSTONE DR	LITHONIA	30058		CANJAM@BELLSOUTH.NET

* Site Plan

COMMUNITY MEETING

SIGN IN SHEET

1467 & 1503 Stephenson Road, Lithonia, GA 30058

Colonnade Room, 8010 Rockbridge Road, SW, Lithonia, GA 30058

Tuesday, February 25, 2020 6:30 PM – 8:00 PM

Please print legibly

	First Name	Last Name	Address	City, State	Zip Code	Phone Number	Email Address
#	Nancy	Thomas	7235 Iverson Trail	Lithonia	30058	770-482-1670	nmthomas visions@comcast.net
#	Rhonda	Beal					rgbeal@gmail.com
#	Tina	Winters					clementinawinters@comcast.net
#	JW	Eady					jweady@bellsouth.net
#	Veronice	Ford					Veronicaford@yahoo.com
#	Juandell	Wilson	363 Harbor Pt Dr Stn Mtn. 30087			6.938.9491	Juandell wilson@gmail.com

Site Plan

AMENDED AND RESTATED
STATEMENT OF INTENT AND
IMPACT ANALYSIS

and

Other Material Required by
DeKalb County Zoning Ordinance
for the
Application for Rezoning

of

Parkland Communities, Inc.
c/o Battle Law, P.C.

for

45.662± acres of land located at
1467, 1503 & 1513 Stephenson Road

Submitted for Applicant by:

Michèle L. Battle, Esq.
Battle Law, P.C.
One West Court Square, Suite 750
Decatur, Georgia 30030
Phone: (404) 601-7616
Fax: (404) 745-0045
Email: mlb@battlelawpc.com

I. AMENDED STATEMENT OF INTENT

The Applicant, Parkland Communities, Inc., is seeking to rezone the properties located at 1467, 1503 and 1513 Stephenson Road, Lithonia, Unincorporated DeKalb County, GA having an aggregate acreage of 45.662 acres (the "Subject Property") from R-100 to RSM for the development of a 164 unit single-family detached subdivision at a density of 3.59 units per acre. The Subject Property has a land use designation of Suburban.

This document is submitted both as a Statement of Intent regarding this Application, a preservation of the Applicant's constitutional rights, and the Impact Analysis of this Application as required by the DeKalb County Zoning Ordinance. A surveyed plat and conceptual site plan of the Subject Property controlled by the Applicant has been filed contemporaneously with the Application, along with other required materials.

II. IMPACT ANALYSIS

(a) Suitability of use: The proposed rezoning will allow for the development of residential lots at a density that is suitable for the area considering the existing uses and zoning classifications in the area. The Subject Property is located on Stephenson Road, and all ingress and egress to the Subject Property will be through Stephenson Road. The Subject Property wraps around the Cross of Calvary Baptist Church located at 1451 Stephenson Road, which is zoned R-100. Abutting the Subject Property are three residential subdivisions which are zoned RSM, being Breckenridge Estates, and Units 1 and 2 of the Greystone Subdivision. Additionally, the Stonebrook and Stonemill Manor Subdivisions, which are also zoned RSM, are across the street on the North side of Stephenson Road. It

is the Applicant's intent to develop the Subject Property to allow for the building of two story homes which have a minimum square footage of 1,800 sq. ft., with an anticipated minimum sales price of $225,000, without any interior upgrades. .

(b) Effect on adjacent property: The proposed development will have a positive impact on the surrounding community. The Subject Property has a long history of criminal activity, including drugs and robbery. According to one of the heirs of the Estate of Dorothy Cape, the property at 1513 Stephenson Road in the past being used as meth lab/drug distribution house. For years they tried to clean up the property and keep squatters out but then they finally gave up once the tax bills mounted up. Therefore, removing this blight and element from the community will be a major win.

The proposed subdivision will also help support the continued recovery of the area from the 2007 economic downturn which devastated South DeKalb. The proposed homes will be sold at a price point which will be in excess of many of the surrounding values. Furthermore, the community will have sidewalks, pedestrian scale lighting, greenspace areas around the perimeter of the subdivision, as well as trees plated throughout the community, a mulched walking trail, an amenity area, a pocket park and a mandatory homeowners association, all of which enhance the viability and marketability of the community.

(c) Effect on public facilities: The Subject Property is in an area with public utility availability. The proposed rezoning will not cause excessive use of streets, transportation facilities, or utilities in the area. The Applicant will be installing sidewalks along Stephenson Road, which will support the continued improvement of the Stephenson Road right of way.

With respect to the impact on the local schools, the proposed subdivision will bring new student into the school system, which in this area is needed. According to the DeKalb County Public School Enrollment Capacity information, the elementary school, middle school and high school for the area in which the Subject Property is located are all currently well below enrollment capacity. Declining enrollment is an indicator that new families with children are not moving into the neighborhood, and that those currently in the community are either empty nesters or chose to send their children to private schools. Either way, without a new influx of students the public schools in the area will suffer. This project provides an opportunity to address this trend.

Facility/School	Type	Cluster	Region	Enrollment	Capacity
Pine Ridge ES	ES	Stephenson	3	570	856
Princeton ES	ES	Stephenson	3	743	958
Rock Chapel ES	ES	Stephenson	3	537	697
Stephenson HS	HS	Stephenson	3	1387	2041
Stephenson MS	MS	Stephenson	3	988	1374

(d) Economic use of current zoning: The Subject Property has minimal use as currently zoned R-100. The development of large lot single family homes is not currently marketable in the area as the sales prices of the homes and lots would be significantly higher than current market rates due to building and infrastructure costs. Additionally, smaller residential lots reduce the impact of continue urban sprawl and allows for homes to be built which support working families.

(e) Effect on historic building, sites, etc. The approval of this Application will not have any adverse impact on any historic buildings, sites, districts or archaeological resources in the area.

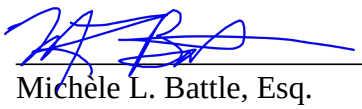
(f) Compatibility with Comprehensive Land Use Plan. The Subject Property has a land use designation of Suburban which supports the RSM zoning district.

IV. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that the Land use Amendment Application at issue be approved. Please note that the Applicant's Notice of Constitutional Allegations and Preservation of Constitutional Rights have been submitted with this Application and are attached hereto and by this reference incorporated herein.

This 5th day of May, 2020.

Respectfully submitted,



Michèle L. Battle, Esq.
Attorney For Applicant

NOTICE OF CONSTITUTIONAL ALLEGATIONS AND PRESERVATION OF

CONSTUTIONAL RIGHTS

The portions of the DeKalb County Zoning Ordinance, facially and as applied to the Subject Property, which restrict or classify or may restrict or classify the Subject Property so as to prohibit its development as proposed by the Applicant are or would be unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States and Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and would be in violation of the Commerce Clause, Article I, Section 8, Clause 3 of the Constitution of the United States.

The application of the DeKalb County Zoning Ordinance to the Subject Property which restricts its use to any classification other than that proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I, and Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary irrational abuse of discretion and unreasonable use of the zoning power because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant in violation of the due process and equal protection rights guaranteed by the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph 1 of the Constitution of the State of Georgia.

A refusal by the DeKalb County Board of Commissioners to rezone the Subject Property to the classification as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Subject Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

A refusal to allow the rezoning in questions would be unjustified from a fact-based standpoint and instead would result only from constituent opposition, which would be an unlawful delegation of authority in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution.

A refusal to allow the rezoning in question would be invalid inasmuch as it would be denied pursuant to an ordinance which is not in compliance with the Zoning Procedures Law, O.C.G.A Section 36-66/1 et seq., due to the manner in which the Ordinance as a whole and its map(s) have been adopted.

The existing zoning classification on the Subject Property is unconstitutional as it applies to the Subject Property. This notice is being given to comply with the provisions of O.C.G.A. Section 36-11-1 to afford the County an opportunity to revise the Property to a constitutional classification. If action is not taken by the County to rectify this unconstitutional zoning classification within a reasonable time, the Applicant is hereby placing the County on notice that it may elect to file a claim in the Superior Court of DeKalb County demanding just and adequate compensation under Georgia law for the taking of the Subject Property, diminution of value of the Subject Property, attorney's fees and other damages arising out of the unlawful deprivation of the Applicant's property rights.

770.621.7200 (o)
770.621.7271 (f)
DeKalbCountyga.gov

Watershed Management
1580 Roadhaven Drive
Stone Mountain, GA 30083

DeKalb County
GEORGIA

LETTER SHOWING SEWER CAPACITY

December 4, 2019

Attention: Kevin Cardinal
AEP
299 S. Main St., Suite. A
Alpharetta, GA 30009

Re: 1467 & 1503 Stephenson Rd.
16th Dist, LL 162
Stephenson Tracts
Polebridge

Dear Mr. Cardinal:

The DeKalb County Department of Watershed Management ("DWM") received a sewer capacity request regarding the potential availability of sanitary sewer capacity at the above-referenced location. In response to the inquiry, DWM staff confirms that sanitary sewer capacity may be available for the subject property at this time. **After evaluating your capacity request, it has been determined based on the criteria set forth in DWM's Interim Sanitary Sewer Capacity Evaluation Program dated July 13, 2018 that DWM's wastewater collection, transmission, and treatment system has adequate capacity to receive the wastewater flow contribution from your sewer service connection as documented in your sewer capacity request. As such, approval to proceed with the project is granted with regards to sanitary sewer capacity.**

Please note that the determination of available capacity expressed herein is not guaranteed as it is based upon the known conditions as of the date of this correspondence and on the provided anticipated capacity needs associated with the project. In the event that sewer system infrastructure improvements are required to accommodate any new flow contribution and ensure adequate sewer system capacity as a result of development on the referenced property, the developer will be responsible for the cost associated with installing any such improvements to the existing sewer system infrastructure pursuant to DeKalb County Code of Ordinances, Chapter 25, Article IV – "Sewers and Sewerage Disposal". Once installed and accepted by DeKalb County, the improvements will be owned and maintained by DeKalb County.

This information is based on currently available data and should only be used to substantiate the potential availability of sewer services as of the date of this correspondence. Circumstances are subject to change and the potential capacity indicated herein is in no way guaranteed.

Should you have any questions or concerns in reference to this response, please do not hesitate to contact the Division of Planning & Development of DWM at mlotts@dekalbcountyga.gov.

Sincerely,

Zachary L. Williams
Executive Assistant/Chief Operating Officer

Darren Eastall
Program Administrator-Consent Decree

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT.

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	1597.82'	267.90'	267.86'	S 69°50'50" E	9°20'19"
C2	1825.67'	328.88'	328.43'	S 76°40'31" E	10°19'16"

LINE TABLE

LINE	BEARING	DISTANCE
L1	S 67°53'34" E	64.91'
L2	S 79°09'50" W	52.95'
L3	N 81°17'36" W	55.51'
L4	S 78°23'10" W	29.44'
L5	S 52°46'36" W	27.00'
L6	N 80°51'53" W	34.83'
L7	N 70°03'33" W	28.94'
L8	S 66°20'16" W	21.67'
L9	S 88°54'01" W	40.15'
L10	N 72°01'49" W	49.65'
L11	N 77°20'20" W	60.81'
L12	N 87°22'37" W	31.20'
L13	N 67°22'05" W	48.54'
L14	N 64°01'37" W	21.95'
L15	S 70°44'16" W	27.99'
L16	S 40°09'52" W	26.96'
L17	S 29°00'33" W	62.40'
L18	S 53°58'13" W	57.14'
L19	S 70°05'05" W	95.38'
L20	N 51°06'28" W	51.63'
L21	N 56°27'15" W	38.26'
L22	N 42°00'51" W	81.73'
L23	N 75°41'32" W	16.27'
L24	N 30°46'00" W	68.21'
L25	N 07°02'21" W	27.18'
L26	N 2°27'55" W	61.61'
L27	N 10°15'55" E	26.01'
L28	N 15°00'19" W	38.35'
L29	N 49°00'47" W	15.70'
L30	N 33°22'15" W	37.87'
L31	N 04°38'23" E	24.74'
L32	N 30°33'51" W	17.90'
L33	N 51°21'39" E	6.22'
L34	N 01°53'41" E	16.41'
L35	N 10°54'08" E	22.46'
L36	N 35°15'36" W	25.26'
L37	N 04°11'30" W	18.28'
L38	N 71°55'37" W	45.96'
L39	N 13°48'55" E	20.05'
L40	N 14°37'59" W	35.89'
L41	N 69°54'15" W	26.19'
L42	N 23°04'25" W	111.08'
L43	N 19°05'34" E	28.19'
L44	N 07°29'57" W	29.44'
L45	N 02°59'16" W	18.63'
L46	N 20°57'40" E	29.79'
L47	N 12°38'51" W	24.61'
L48	N 11°42'53" W	67.96'
L49	N 41°00'36" E	63.17'
L50	N 56°36'23" E	28.28'
L51	N 52°03'47" E	25.46'

LEGEND

SIGN; WATER VALVE; FIRE HYDRANT; WATER METER; GRATE INLET; STORM SEWER MANHOLE; SANITARY SEWER MANHOLE; UTILITY POLE; GUY WIRE; GAS VALVE; GAS METER; SPECIMEN TREE; MAILBOX; IRON PIN SET

(M) MEASURED DISTANCE; (C) CALCULATED DISTANCE; (R) RECORD DISTANCE; STORM SEWER LINE; SANITARY SEWER; WATER LINE; GAS LINE; OVERHEAD ELECTRIC; PROPERTY LINE; ADJACENT PROPERTY LINE; FENCE; IRON PIN FOUND; CALCULATED POINT; R/W MARKER; LAND LOT

SANITARY SEWER INVERTS

SSMH #1
TOP OF RIM: 781.65
INV. IN: 772.52
INV. OUT: 772.44

SSMH #2
TOP OF RIM: 787.07
INV. IN: 773.94
INV. IN(10" DIP-SOUTH): 774.94
INV. OUT: 773.80

SSMH #3
TOP OF RIM: 783.59
INV. IN: 774.83
INV. OUT: 774.77

SSMH #4
TOP OF RIM: 785.68
INV. IN: 775.51
INV. OUT: 775.42

SSMH #5
TOP OF RIM: 785.31
INV. IN: 776.08
INV. IN(10" DIP-SOUTH): 776.70
INV. OUT: 776.00

SSMH #6
TOP OF RIM: 787.05
INV. IN: 776.43
INV. OUT: 776.36

SURVEYOR'S CERTIFICATION

TO: Parkland Communities Inc., and Trinity Title Insurance Agency.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(a)(b), 8, 11, 13, 14, 16, 17, 18, AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED DURING THE MONTH OF JANUARY 2020.

David L. Anderson 1-28-2020

DAVID L. ANDERSON, GA. R.L.S. #3305 DATE

THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. 15-6-67.

0 100 200 300

1 INCH = 100 FEET

PARCEL N/F UNION JACK

THIS PARCEL IS NOT CURRENTLY INCLUDED IN THE TITLE COMMITMENT PROVIDED FOR THE SURVEYOR OR SHOWN HEREON

SURVEY NOTES

1. All easements and rights of way of which the surveyor has knowledge are shown hereon; others may exist of which the surveyor has no knowledge and of which there is no observable evidence.
2. The property shown hereon is subject to all easements and restrictions of record both written and unwritten.
3. According to the Flood Insurance Rate Map (FIRM) for Dekalb County, Georgia, (Community-panel number 13089C0113K, dated December 18, 2016), a portion of the subject property lies within Zone AE which is defined as "base flood elevations determined", another portion lies within Zone X shaded which is defined as 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile", the final portion lines within Zone X which is defined as "areas determined to be outside the 0.2% annual chance floodplain."
4. The locations of underground utilities shown hereon are based on visible structures and maps and/or field located markings provided by 811 that were present at the time of the field survey and are approximate only. The property shown hereon may be served by underground utilities which are not shown hereon. Alliance makes no warranties or claims that all utilities are marked or accurate. All Utility Companies should be contacted before beginning any design or construction.
5. North arrow and bearings shown hereon are based on GA West Zone – NAD 83 adjusted 2011. Using Global Positional System (GPS) and obtained by RTK observations on 01-07-2020 using the Leica Smartnet System. All distances are horizontal ground measurements expressed in U.S. Survey Feet.
6. The field data upon which this plat is based has a closure precision of one foot in 27,100 feet and an angular error of 7 seconds per angle point and was adjusted using the compass rule method.
7. This plat has been calculated for closure and is found to be accurate within one foot in 287,164 feet.
8. Equipment used for measurement:
   Angular: Leica TS16I Robotic Total Station
   Linear: Leica TS16I Robotic Total Station
   GPS: Leica GS GPS Reciever
9. This plat was prepared for the exclusive use of the person, persons, or entity named hereon. This Plat does not extend to any unnamed person, persons or entity without express written certification by the surveyor naming said person, persons, or entity.
10. State, County, & Local Buffers and Setbacks might exist on the subject property that are not shown hereon.
11. This survey is not valid without the Original Signature and Seal of a Georgia Licensed Surveyor.
12. There was no observable evidence of Human Burials or Cemeteries on the Subject Property at the time of the field Survey.
13. Alliance Surveying does not warrant the existence or nonexistence of any wetlands or hazardous wastes located on the Subject Property.

VICINITY MAP – NOT TO SCALE

SURVEY CERTIFICATION:

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

David L. Anderson 1-28-2020

DAVID L. ANDERSON, GA. R.L.S. #3305 DATE

GEORGIA REGISTERED LAND SURVEYOR DAVID L. ANDERSON LSO03305 1-28-2020

ALLIANCE ENGINEERING & SURVEYING LAND SURVEYING
L.S.F. 1322
6095 ATLANTA HIGHWAY SUITE 100
FLOWERY BRANCH, GA. 30542
678.828.7421 | www.oaepll.com

LOCATED IN
LAND LOTS 159 AND 162
16TH DISTRICT
DEKALB COUNTY, GEORGIA

ALTA/NSPS LAND TITLE SURVEY
STEPHENSON TRACT
LITHONIA GEORGIA

FOR
PARKLAND COMMUNITIES, INC.
ALPHARETTA, GEORGIA

Issue:	Date:	Description:
Rev. (1)	1/24/20	added new parcel
Rev. (2)		
Rev. (3)		
Rev. (4)		
Rev. (5)		
Rev. (6)		
Rev. (7)		

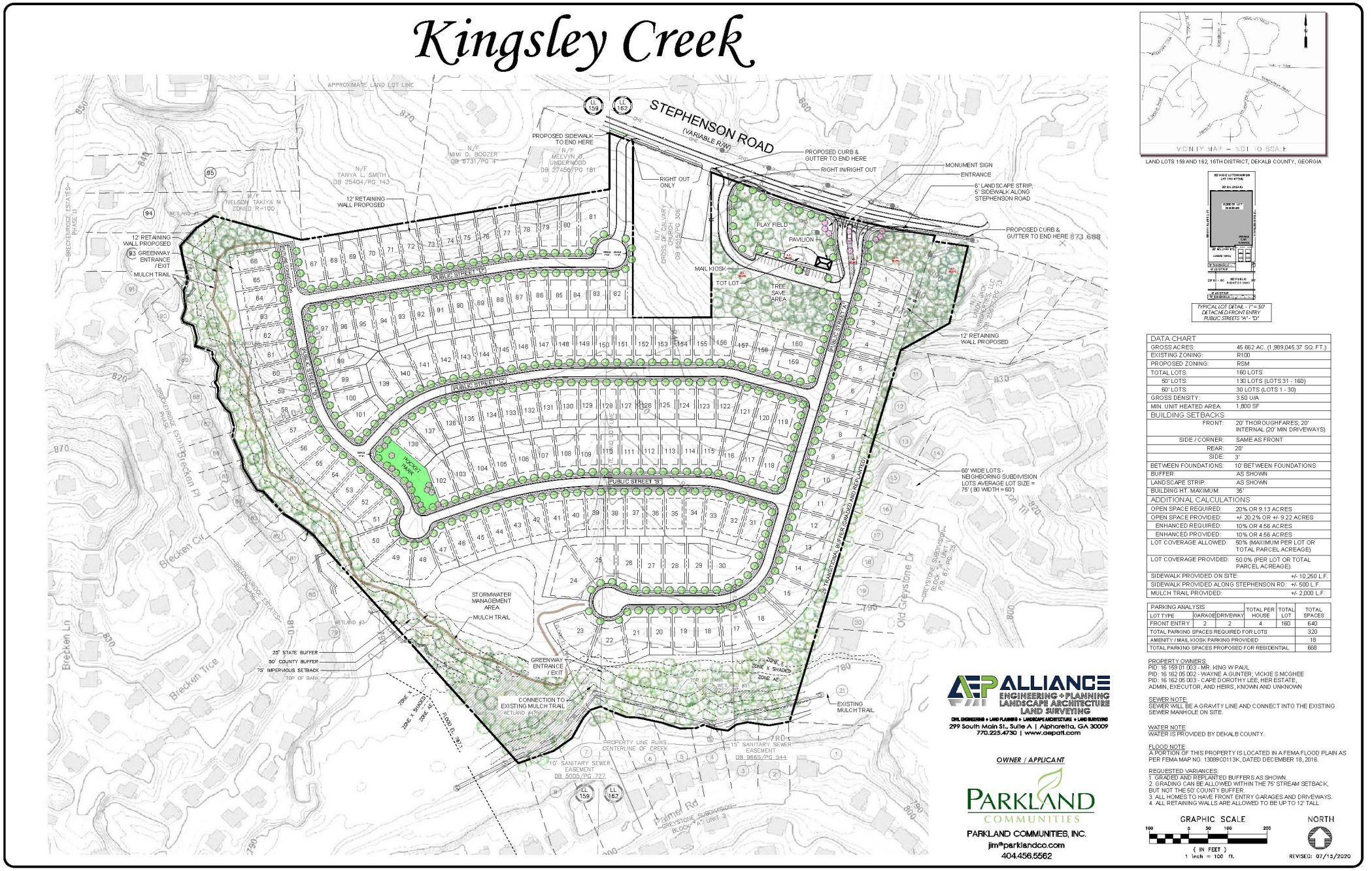
Drafted by M.C.B.
Checked by D.L.A.
Project # 19062

811 Know what's below. Call before you dig.

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

SHEET NO: 1 OF 2

D.2 Z-20-1243841 Revised Site Plan Dated July 15, 2020



LAND LOTS 159 AND 162, 16TH DISTRICT, DEKALB COUNTY, GEORGIA

TYPICAL LOT DETAIL - 1" = 50'
DETACHED FRONT ENTRY
PUBLIC STREETS "A" - "D"

DATA CHART	
GROSS ACRES:	45.662 AC. (1,989,045.37 SQ. FT.)
EXISTING ZONING:	R100
PROPOSED ZONING:	RSM
TOTAL LOTS:	160 LOTS
50' LOTS:	130 LOTS (LOTS 31 - 160)
60' LOTS:	30 LOTS (LOTS 1 - 30)
GROSS DENSITY:	3.50 U/A
MIN. UNIT HEATED AREA:	1,800 SF
BUILDING SETBACKS	
FRONT:	20' THOROUGHFARES; 20' INTERNAL (20' MIN DRIVEWAYS)
SIDE / CORNER:	SAME AS FRONT
REAR:	20'
SIDE:	3'
BETWEEN FOUNDATIONS:	10' BETWEEN FOUNDATIONS
BUFFER:	AS SHOWN
LANDSCAPE STRIP:	AS SHOWN
BUILDING HT. MAXIMUM:	35'
ADDITIONAL CALCULATIONS	
OPEN SPACE REQUIRED:	20% OR 9.13 ACRES
OPEN SPACE PROVIDED:	+/- 20.2% OR +/- 9.22 ACRES
ENHANCED REQUIRED:	10% OR 4.56 ACRES
ENHANCED PROVIDED:	10% OR 4.56 ACRES
LOT COVERAGE ALLOWED:	50% (MAXIMUM PER LOT OR TOTAL PARCEL ACREAGE)
LOT COVERAGE PROVIDED:	50.0% (PER LOT OR TOTAL PARCEL ACREAGE)
SIDEWALK PROVIDED ON SITE:	+/- 10,250 L.F.
SIDEWALK PROVIDED ALONG STEPHENSON RD:	+/- 500 L.F.
MULCH TRAIL PROVIDED:	+/- 2,000 L.F.

PARKING ANALYSIS			TOTAL PER HOUSE	TOTAL LOT	TOTAL SPACES
LOT TYPE	GARAGE	DRIVEWAY			
FRONT ENTRY	2	2	4	160	640
TOTAL PARKING SPACES REQUIRED FOR LOTS					320
AMENITY / MAIL KIOSK PARKING PROVIDED					19
TOTAL PARKING SPACES PROPOSED FOR RESIDENTIAL					668

PROPERTY OWNERS:
PID: 16 169 01 003 - MR. KING W PAUL
PID: 16 162 05 002 - WAYNE A GUNTER; VICKIE S MCGHEE
PID: 16 162 05 003 - CAPE DOROTHY LEE, HER ESTATE, ADMIN, EXECUTOR, AND HEIRS, KNOWN AND UNKNOWN

SEWER NOTE:
SEWER WILL BE A GRAVITY LINE AND CONNECT INTO THE EXISTING SEWER MANHOLE ON SITE.

WATER NOTE:
WATER IS PROVIDED BY DEKALB COUNTY.

FLOOD NOTE:
A PORTION OF THIS PROPERTY IS LOCATED IN A FEMA FLOOD PLAIN AS PER FEMA MAP NO. 13089C0113K, DATED DECEMBER 18, 2016.

REQUESTED VARIANCES:
1. GRADED AND REPLANTED BUFFERS AS SHOWN.
2. GRADING CAN BE ALLOWED WITHIN THE 75' STREAM SETBACK, BUT NOT THE 50' COUNTY BUFFER.
3. ALL HOMES TO HAVE FRONT ENTRY GARAGES AND DRIVEWAYS.
4. ALL RETAINING WALLS ARE ALLOWED TO BE UP TO 12' TALL

AEP ALLIANCE
ENGINEERING • PLANNING
LANDSCAPE ARCHITECTURE
LAND SURVEYING
CIVIL ENGINEERING • LAND PLANNING • LANDSCAPE ARCHITECTURE • LAND SURVEYING
299 South Main St., Suite A | Alpharetta, GA 30009
770.225.4730 | www.aepatl.com

OWNER / APPLICANT
PARKLAND COMMUNITIES
PARKLAND COMMUNITIES, INC.
jim@parklandco.com
404.456.5562

GRAPHIC SCALE
100 0 50 100 200
(IN FEET)
1 inch = 100 ft.

NORTH

REVISED: 07/15/2020

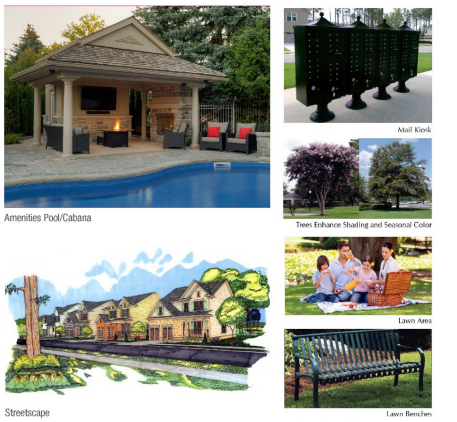
KINGSLEY CREEK

CHARACTER IMAGES

50′ LOTS

60′ LOTS

AMENITY AREA



THESE CHARACTER IMAGES ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE

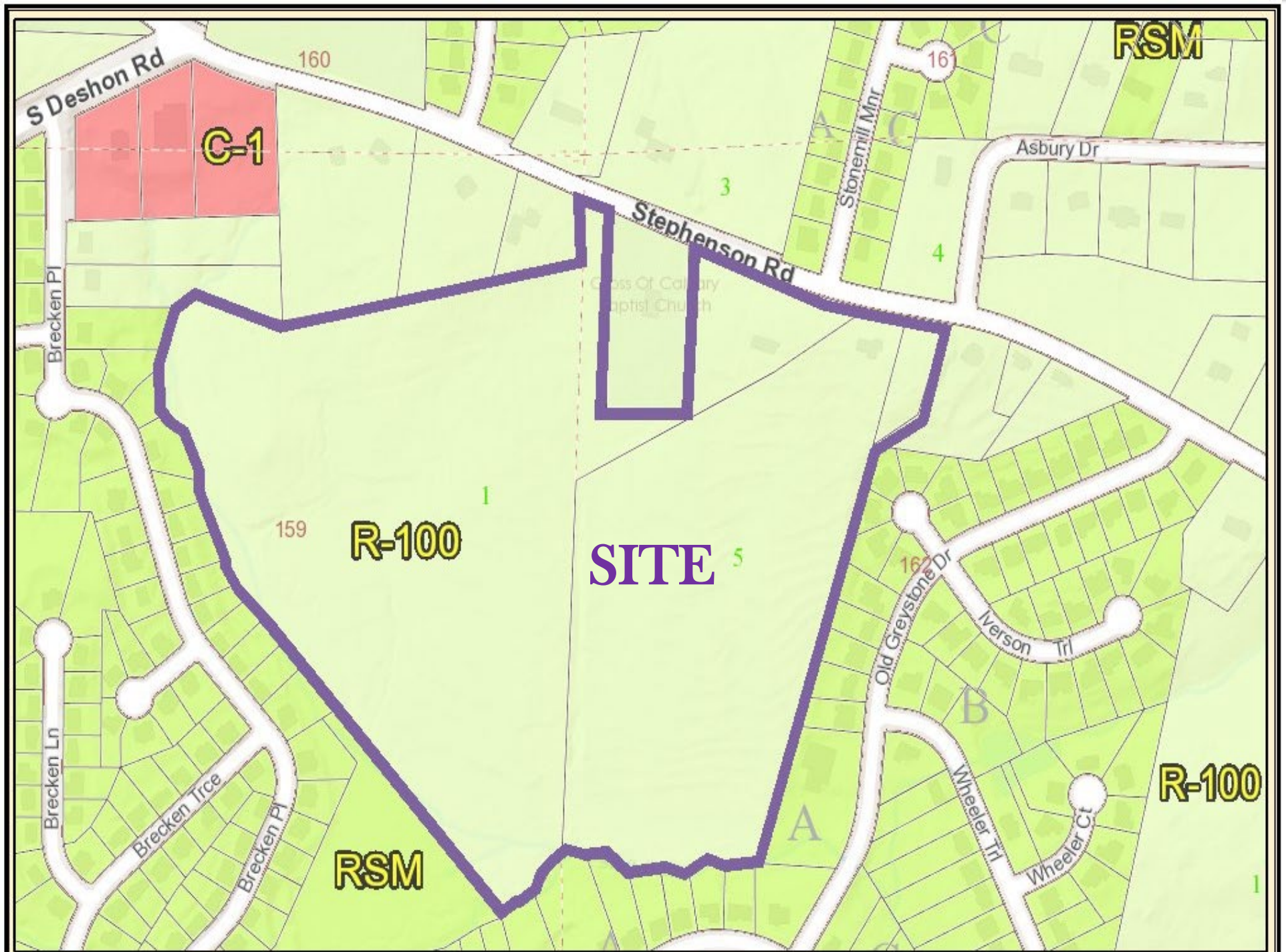
Stephenson Road Elevations

PARKLAND COMMUNITIES

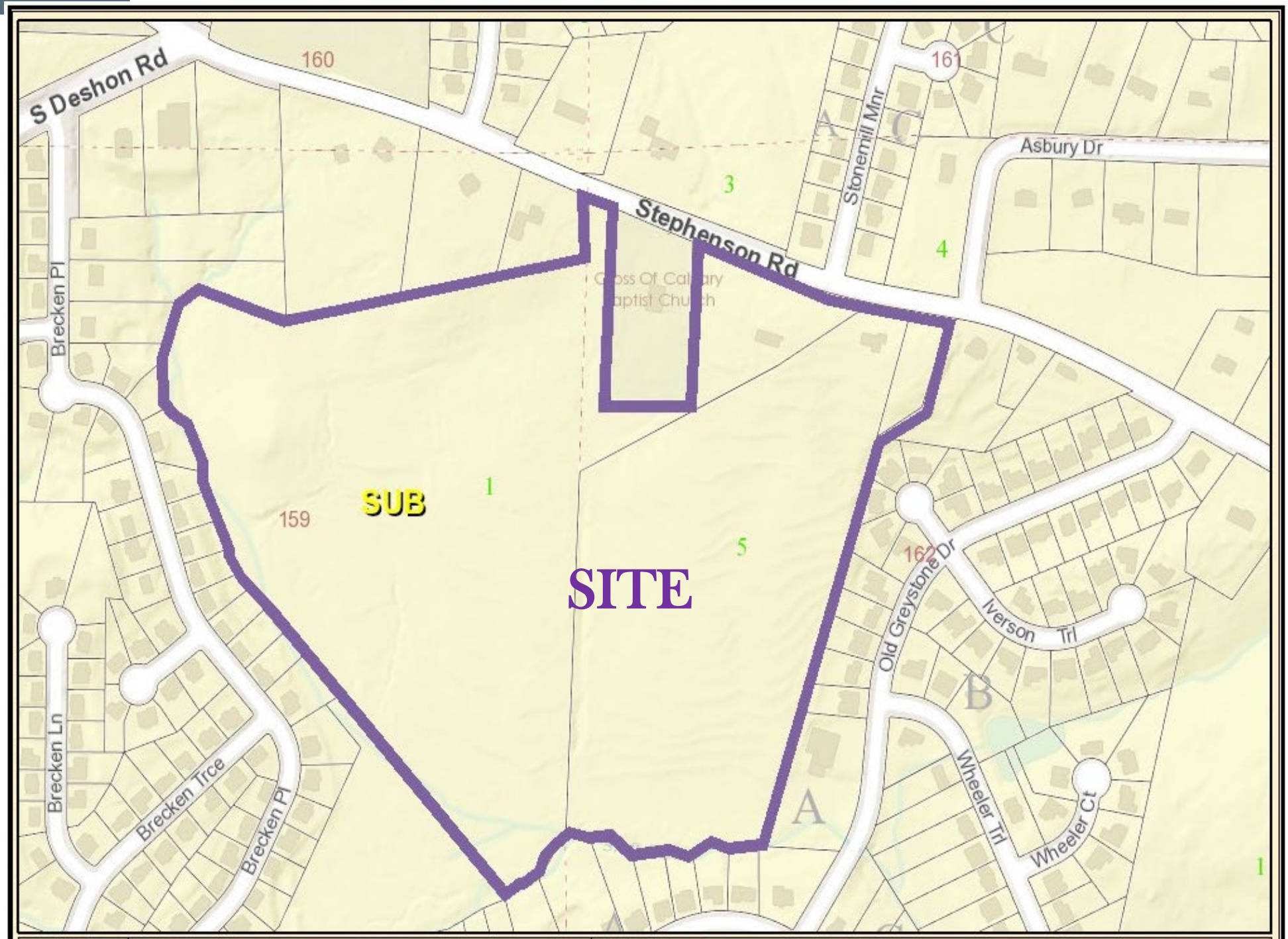
Stephenson Road School Capacity

Facility/School	Type	Cluster	Region	Enrollment	Capacity
Pine Ridge ES	ES	Stephenson	3	570	856
Princeton ES	ES	Stephenson	3	743	958
Rock Chapel ES	ES	Stephenson	3	537	697
Stephenson HS	HS	Stephenson	3	1387	2041
Stephenson MS	MS	Stephenson	3	988	1374

D.2 Z-20-1243841 Zoning Map



D.2 Z-20-1243841 Land Use Map



D.2 Z-20-1243841 Aerial

Traffic Impact Study

Kingsley Creek - Stephenson Road Tract

Dekalb County, Georgia

Report Prepared:

August 2020

Prepared for:

Parkland Communities, Inc.

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009
KHA Project #019380012

Traffic Impact Study

Kingsley Creek - Stephenson Road Tract

Dekalb County, Georgia

Report Prepared:

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Alpharetta, Georgia 30009
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8/21/2020

Kimley»Horn

CONTENTS

Kimley»Horn

FIGURES

TABLES

APPENDICES

1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the *Kingsley Creek-Stephenson Road Tract* development, which is expected to be completed in 2026 (referred to herein as "build-out year"). This study evaluates the impact of constructing 160 single-family housing units. The approximately 45.7-acre site is located east of S Deshon Road E and south of Stephenson Road in DeKalb County, Georgia.

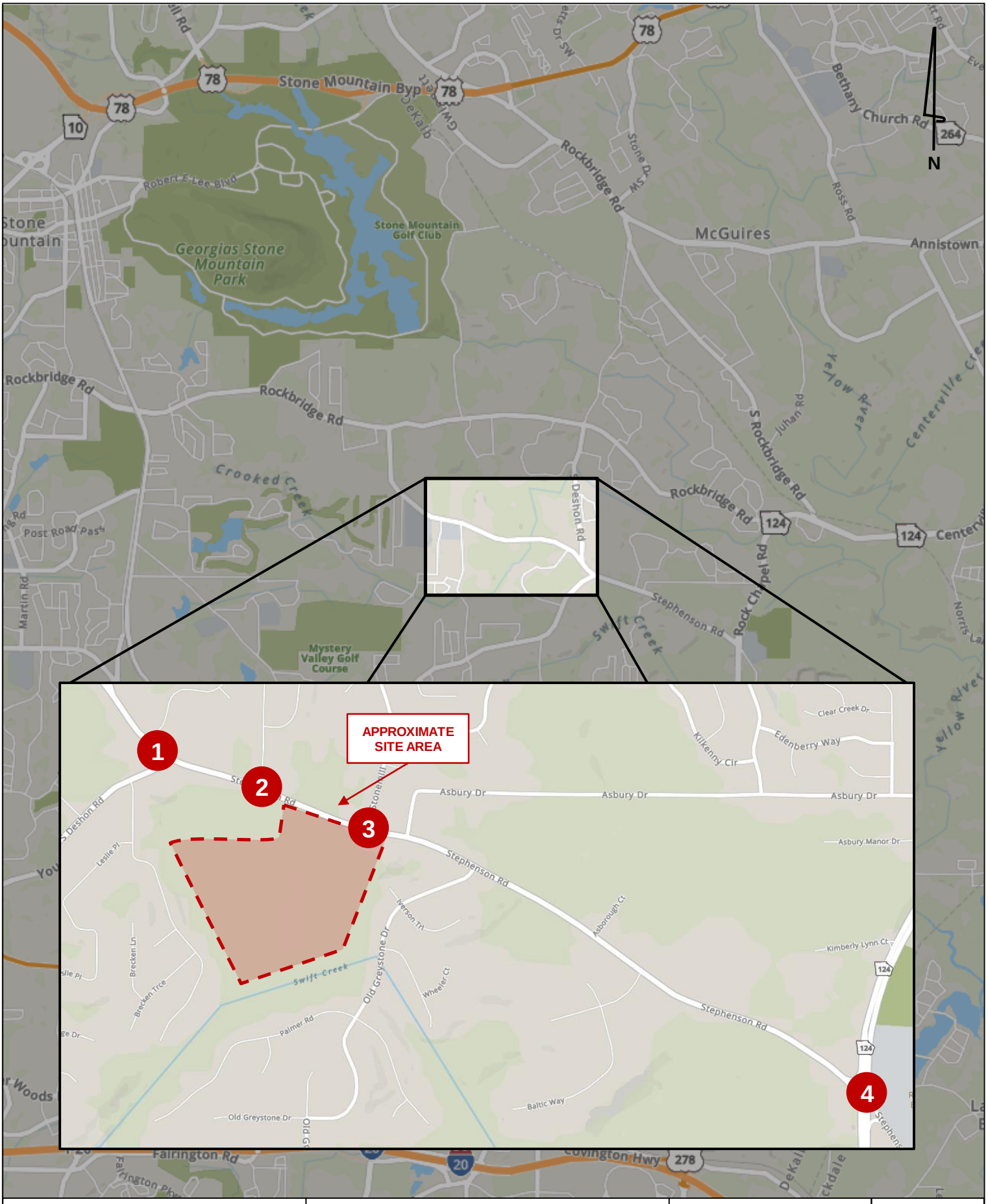
Figure 1 provides a location map of the project site. **Figure 2** provides an aerial image that captures the project site and the study roadway network. A site plan is also included in **Appendix A**.

2.0 STUDY AREA DETERMINATION

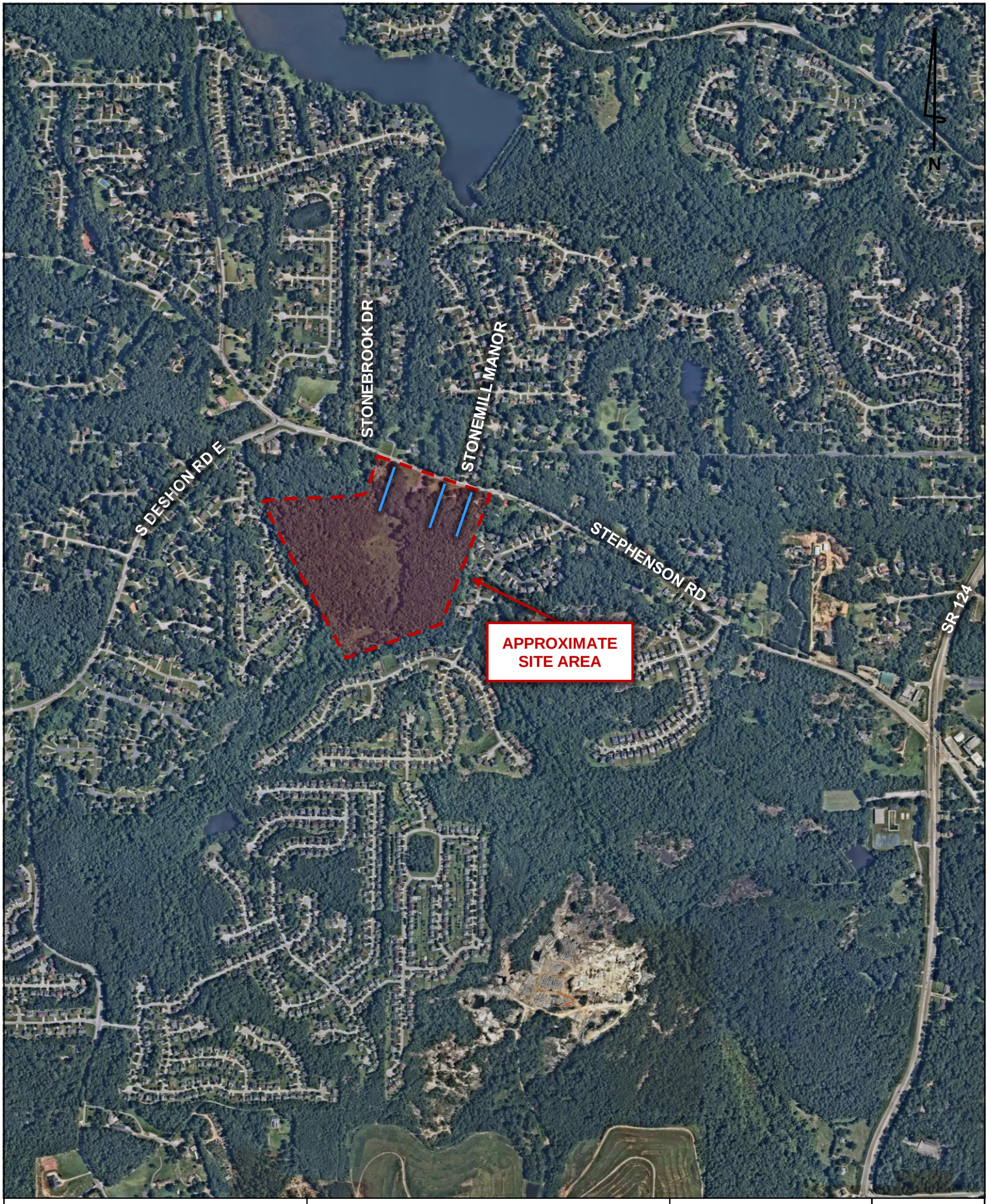
The study area consists of the following existing intersections:

1. Stephenson Road at S Deshon Road E (Signalized)
2. Stephenson Road at Stonebrook Drive (Unsignalized)
3. Stephenson Road at Stonemill Manor (Unsignalized)
4. Stephenson Road at SR 124 (Signalized)

For purposes of the traffic impact study, Stephenson Road is considered to have an east-west orientation. S Deshon Road E, Stonebrook Drive, Stonemill Manor, SR 124 and all proposed site driveways are considered to have a north-south orientation.



Kimley»Horn	**Kingsley Creek-Stephenson Road Tract Traffic Impact Study**	**Site Location Map**	**Figure 1**
			Page 2



Kimley»Horn	Kingsley Creek-Stephenson Road Tract Traffic Impact Study	Site Aerial	Figure 2
			Page 3

3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CONDITIONS

The roadways within the study network have the following characteristics:

Stephenson Road is a two-lane, major collector roadway with a posted speed limit of 45 MPH in the vicinity of the study network. A center two-way left-turn lane (TWLTL) is present along the majority of the roadway segment. GDOT counts taken along Stephenson Road west of SR 124 indicate an annual average daily traffic (AADT) of approximately 7,470 vehicles per day in 2019. Kimley-Horn collected counts from August 2020 (no school traffic and COVID-19 impacts) indicate an average daily traffic (ADT) of approximately 7,575 vehicles per day.

SR 124 is a four-lane, principal arterial roadway with turn lanes and a posted speed limit of 45 mph in the vicinity of the network. GDOT counts taken along SR124 north of Asbury Drive indicate an annual average daily traffic (AADT) of approximately 36,800 vehicles per day in 2019. Kimley-Horn collected counts from August 2020 (no school traffic and COVID-19 impacts) indicate an average daily traffic (ADT) of approximately 30,000 vehicles per day

S Deshon Road E is a two-lane, major collector roadway with a posted speed limit of 45 MPH in the vicinity of the study network.

Stonebrook Drive and Stonemill Manor are two-lane, local roadways with posted speed limits of 25 MPH in the vicinity of the study network.

3.2 VEHICULAR VOLUMES

Vehicle peak hour turning movement counts were performed at all four (4) existing study intersections. 24-hour, bi-directional tube counts were collected along Stephenson Road west of SR 124.

The peak hour turning movement counts and daily traffic counts were performed on Thursday, August 6, 2020. The AM and PM peak hours for each intersection are listed below in **Table 1**. The peak hour traffic counts were used to perform the analysis presented in this report.

Table 1: Intersection Peak Hours

Intersection	AM Peak Hour	PM Peak Hour
1. Stephenson Road at S Deshon Road E (Signalized)	7:45 AM – 8:45 AM	5:00 PM – 6:00 PM
2. Stephenson Road at Stonebrook Drive (Unsignalized)	7:45 AM – 8:45 AM	5:00 PM – 6:00 PM
3. Stephenson Road at Stonemill Manor (Unsignalized)	7:45 AM – 8:45 AM	5:00 PM – 6:00 PM
4. Stephenson Road at SR 124 (Signalized)	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM

The complete traffic count data is provided in **Appendix B**.

3.3 EXISTING VOLUME ADJUSTMENT

Due to COVID-19 and traffic counts being collected when schools were not in session, the existing turning movement counts were adjusted based on historical data and engineering judgement.

Average Daily Traffic (ADT) volumes and Annual Average Daily Traffic (AADT) volumes from GDOT's Traffic Analysis & Data Application (TADA) were used to compare typical traffic volumes in the vicinity of the project site to the ADT volumes collected by Kimley-Horn. After comparing the data, growth factors were determined for the AM and PM peak hours and applied to the existing turning movement counts to use in the analysis. The volume comparison is shown in tabular format in **Table 2** and graphically in **Figure 3**, **Figure 4**, and **Figure 5**.

Table 2: Traffic Count Comparison and Adjustment Calculations

Count Station	Location	GDOT					Collected		
		2019 AADT	ADT Date	ADT	AM Peak	PM Peak	2020 ADT	AM Peak	PM Peak
089-0458	Stephenson Road (w/o Alford Road)	7660	Feb 2012	8249	835	768	6350	260	504
089-0461	Stephenson Road (w/o SR 124)	7470	Jan 2017	7668	662	626	7573	329	630
089-0161	SR 124 (n/o Asbury Road)	36800	Jan 2020	36385	2785	3273	30003	1510	2631

Difference Calculations		ADT			AM Peak			PM Peak		
		Vol	Percent	Factor	Vol	Percent	Factor	Vol	Percent	Factor
089-0458	Stephenson Road (w/o Alford Road)	-1,899	-23%	1.3	-575	-69%	3.2	-264	-34%	1.5
089-0461	Stephenson Road (w/o SR 124)	-95	-1%	1.0	-333	-50%	2.0	4	1%	1.0
089-0161	SR 124 (n/o Asbury Road)	-6,382	-18%	1.2	-1,275	-46%	1.8	-642	-20%	1.2

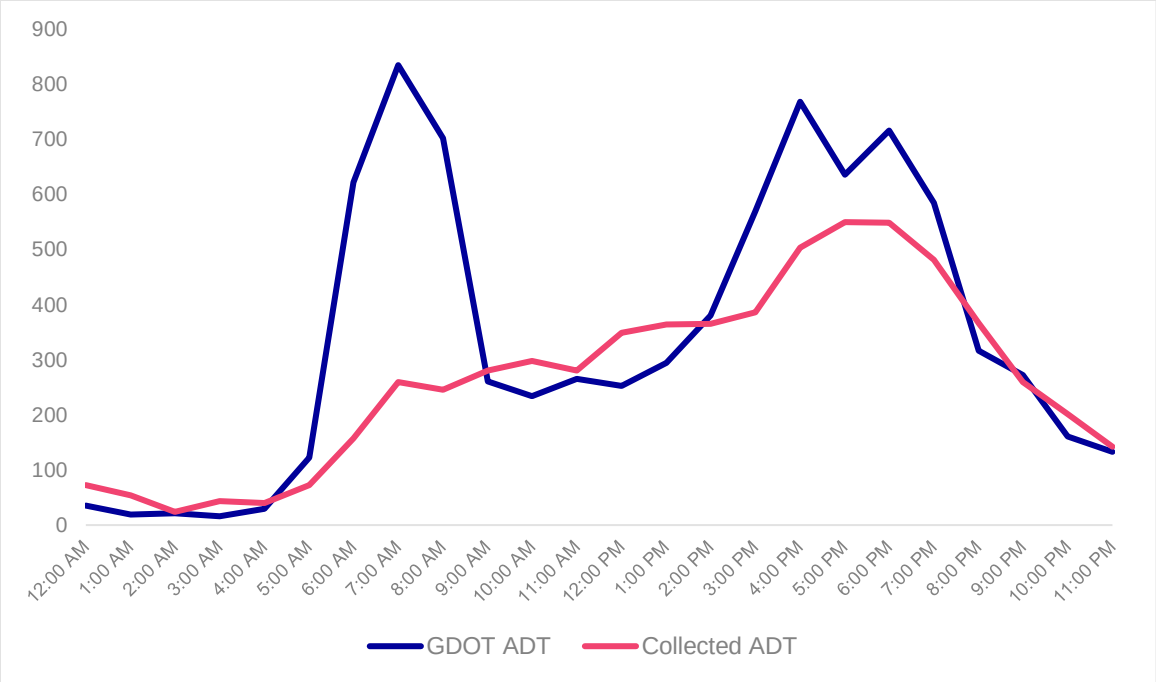


Figure 3: ADT along Stephenson Road west of Alford Road

Figure 4: ADT along Stephenson Road west of SR 124

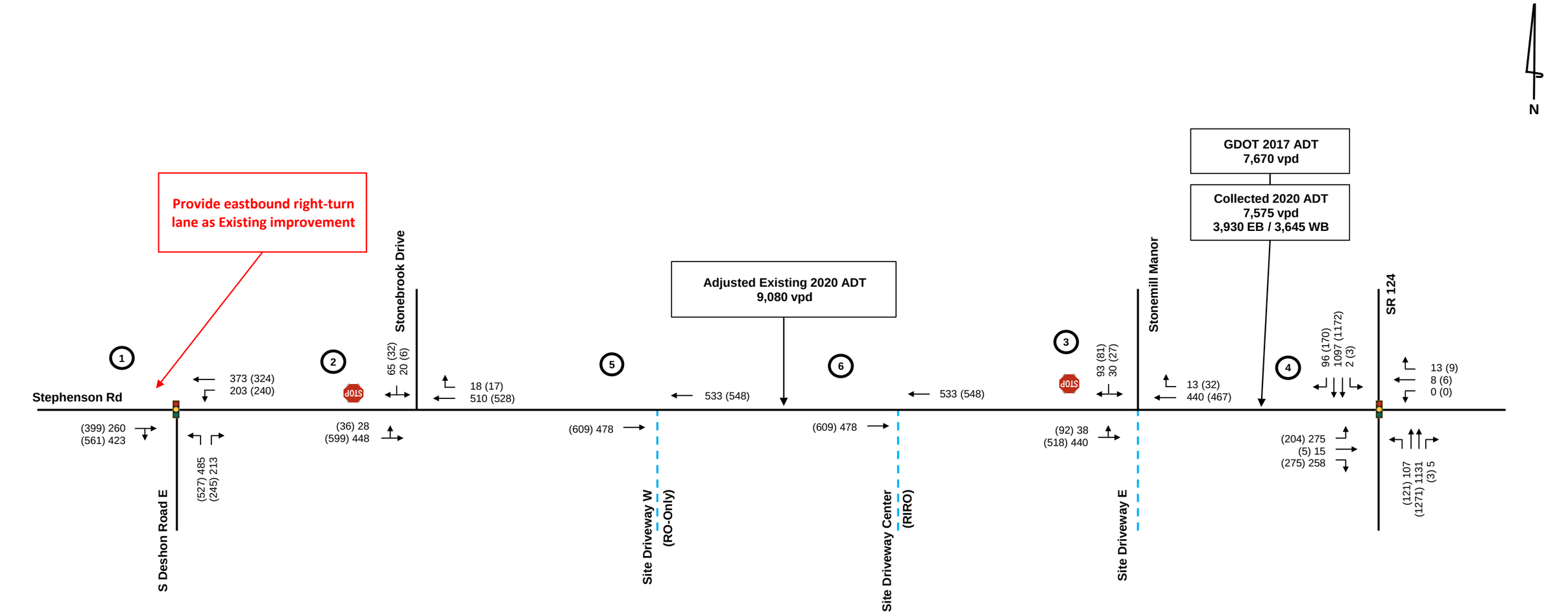
Figure 5: ADT along SR 124 north of Asbury Road

The figures above indicate that the collected AM peak volumes are currently much lower than historical volumes during the AM time period. However, the collected mid-day peak volumes are generally the same if not higher when compared to historical volumes during the mid-day time period. The collected PM peak volumes have the most variability when compared to the historical volumes during the PM time period. PM volumes along Stephenson Road are lower than historical volumes at the count station west of Alford Road and the same or higher at the count station west of SR 124. The collected PM peak volumes along SR 124 are lower than historical volumes during the PM time period.

A growth factor of 1.5 was used to adjust the AM peak hour turning movement counts along SR 124 (Intersection 4 northbound and southbound approaches). The PM peak hour turning movement counts along SR 124 (Intersection 4 northbound and southbound approaches) were not adjusted.

A growth factor of 2.5 was used to adjust the existing AM peak hour turning movement counts at all other study intersections and approaches. A growth factor of 1.5 was used to adjust the existing PM peak hour turning movement counts at all other study intersections and approaches.

Figure 6 illustrates the Existing 2020 adjusted peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout).



LEGEND

- Existing Laneage
- XX — AM Peak Hour Traffic Volume
- (XX) — PM Peak Hour Traffic Volume
- Existing Traffic Signal
- Existing Stop Control
- XXX — Average Daily Traffic Volumes
- X — Intersection Reference Number

Note: School volumes are not known due to COVID. However, traffic volumes have been adjusted as described in Section 3.3.

4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the *Kingsley Creek-Stephenson Road Tract* development. The adjusted Existing 2020 peak hour traffic volumes were increased by 1.0% per year for six (6) years to account for the expected background growth in traffic through year 2026 build-out of the project. **Figure 4** illustrates the Projected 2026 No-Build traffic volumes for the AM and PM peak hours.

4.1 FUTURE ROADWAY / INTERSECTION PROJECTS

ARC's Atlanta Region's Plan, GDOT Statewide TIP (STIP), and DeKalb County transportation projects were researched to identify any currently programmed transportation projects within the vicinity of the proposed development that may impact the study network during the analysis period. No programmed projects were identified.

5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed development and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of adding the new trips generated by the proposed *Kingsley Creek-Stephenson Road Tract* development.

5.1 PROJECT SITE ACCESS

Access to the site will be provided via three (3) site driveways, which are shown on the proposed site plan in **Appendix A**. A brief description of the site driveways are as follows:

- Site Driveway West – a proposed right-out only (RO-Only), side-street stop-controlled driveway with one (1) egress lane exiting the site. The driveway is located approximately 140 feet west of the Cross of Calvary Church Driveway.
- Site Driveway Center – a proposed right-in right-out (RIRO), side-street stop-controlled driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site. The driveway is located approximately 185 feet east of the Site Driveway West.
- Site Driveway East– a proposed full-movement, side-street stop-controlled driveway with two (2) ingress lanes entering the site and two (2) egress lanes exiting the site. The driveway is located approximately 220 feet east of Site Driveway Center.

The site driveways provide vehicular access to the entire development. Internal, public roadways throughout the site provide access to all residential units. Refer to the site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

LEGEND

- Existing Laneage
- XX — AM Peak Hour Traffic Volume
- (XX) — PM Peak Hour Traffic Volume
- Existing Traffic Signal
- Existing Stop Control
- XXX — Average Daily Traffic Volumes
- X — Intersection Reference Number

5.2 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017,* using equations where available. Trip generation for the proposed development was calculated based upon the following land uses:

- Land Use 210: Single-Family Detached Housing

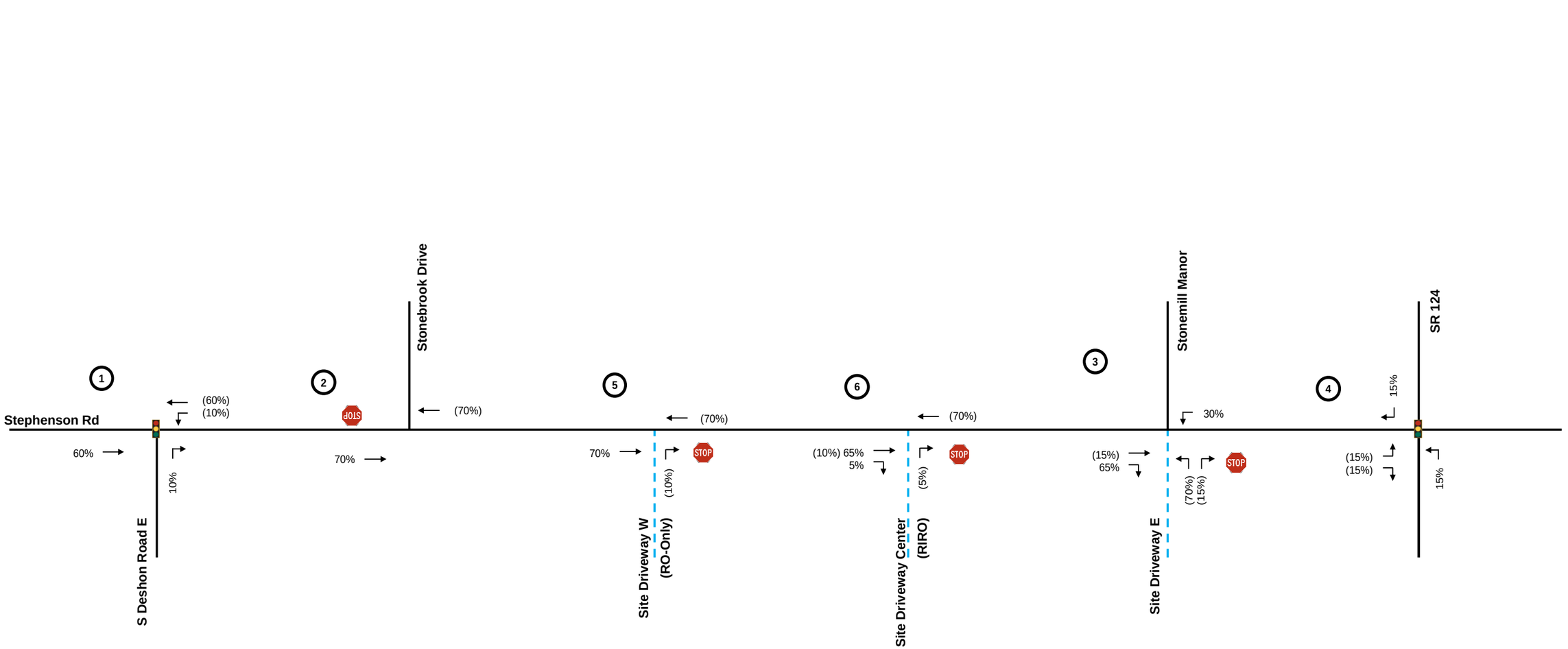
Table 3 summarizes the anticipated net trip generation for the proposed development upon full build-out (2026). **Appendix C** provides the detailed trip generation worksheet for the proposed development.

Table 3: Project Trip Generation Summary

ITE Code	Land Use	Density	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
210	Single-Family Housing	*160 units*	801	801	30	88	101	59
Total New Trips			**801**	**801**	**30**	**88**	**101**	**59**

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of adding new trips (project trips) related to the proposed development was based on a review of land uses and population densities in the area, existing travel patterns in the area, and engineering judgement. A detailed trip distribution and assignment is shown in **Figure 5**. Based on trip generation from **Table 3** and the anticipated trip distribution, new project trips were assigned to the study roadway network. **Figure 6** illustrates the new project trips distributed throughout the study network. **Figure 7** illustrates the Projected 2026 Build traffic volumes for the AM and PM peak hours. **Appendix D** provides intersection volume worksheets for all study intersections.



LEGEND

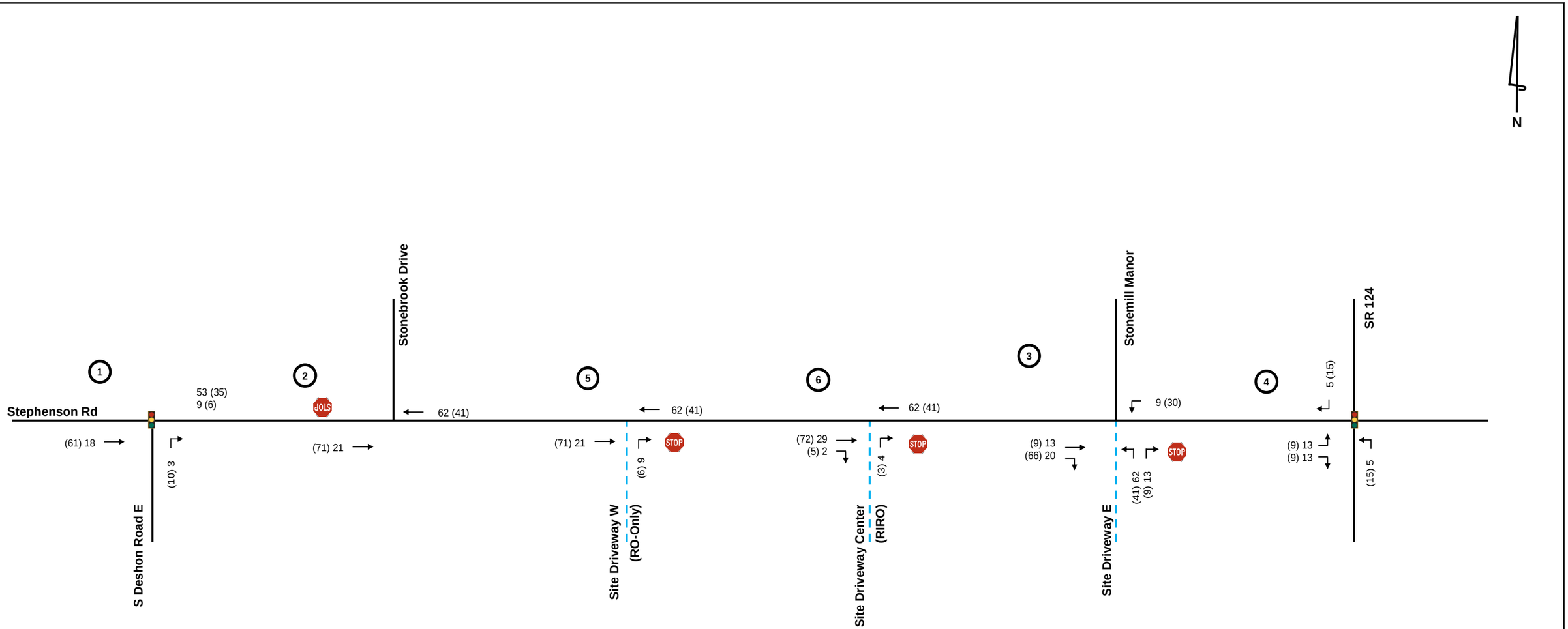
- Turning Movement
- XX % Entering Traffic
- (XX) % Exiting Traffic
- Existing Traffic Signal
- Existing Stop Control
- X Intersection Reference Number

Kimley»Horn

Kinglsey Creek-Stephenson Road Tract
Traffic Impact Study

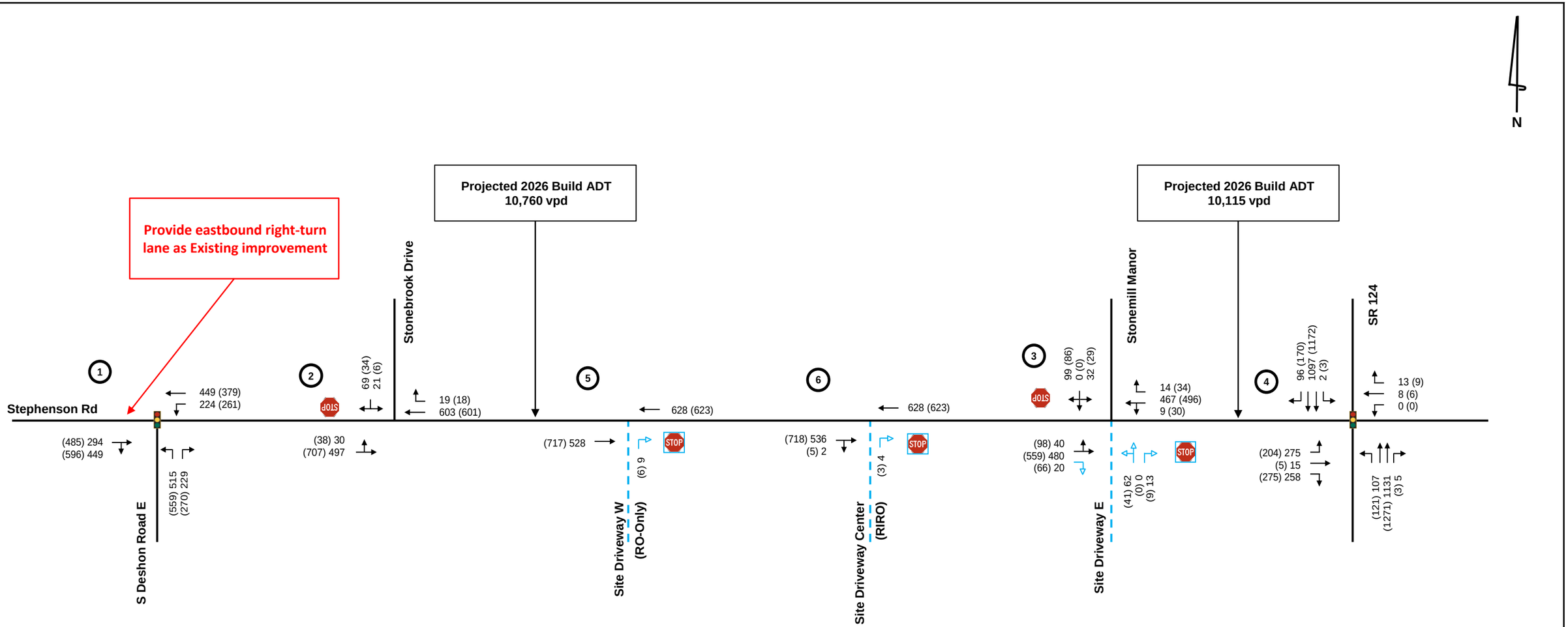
Trip Distribution and Assignment

Figure 8



LEGEND

- Turning Movement
- XX — AM Peak Hour Project Trips
- (XX) — PM Peak Hour Project Trips
- Existing Traffic Signal
- Existing Stop Control
- X — Intersection Reference Number



LEGEND

- Existing Laneage
- Proposed Build Laneage
- XX — AM Peak Hour Traffic Volume
- (XX) — PM Peak Hour Traffic Volume
- Existing Traffic Signal
- Existing Stop Control
- Proposed Stop Control
- XXX — Average Daily Traffic Volumes
- X — Intersection Reference Number

6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro, Version 10.* The program uses methodologies contained in the *6th Edition Highway Capacity Manual* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

LOS for signalized intersections are reported for this intersection as a whole. One or more movements at an intersection may experience a low LOS while the intersection as a whole may operate acceptably.

LOS for unsignalized intersections, with stop control on the minor streets only, are reported for the side-street approaches and major street left-turns. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience delay turning onto a major roadway.

LOS analyses were performed for the AM and PM peak hours under adjusted Existing 2020 conditions, Projected 2026 No-Build conditions, and Projected 2026 Build conditions. The results of each analysis are summarized in **Table 4**. *Synchro* analysis reports are included in **Appendix E**.

Table 4: Level-of-Service Summary *LOS (Delay in Seconds)*							
Intersection	**Approach/ Movement**	**Adjusted Existing 2020**		**Projected 2026 No-Build**		**Projected 2026 Build**	
		AM Peak	**PM Peak**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
1. Stephenson Road at S Deshon Road E (Signalized)	Overall	D (37.4)	F (88.3)	D (53.5)	F (109.2)	D (53.9)	F (121.5)
2. Stephenson Road at Stonebrook Drive (TWSC)	SB	C (16.5)	C (16.5)	C (17.7)	C (17.5)	C (19.6)	C (19.4)
	EBL	A (8.7)	A (9.0)	A (8.8)	A (9.1)	A (9.1)	A (9.3)
3. Stephenson Road at Stonemill Manor/Site Driveway East (TWSC)	SB	C (17.1)	C (21.9)	C (18.8)	D (25.4)	B (13.0)	B (13.2)
	EBL	A (8.6)	A (9.0)	A (8.7)	A (9.1)	A (8.7)	A (9.1)
	NB					F (55.8)	F (115.0)
	WBL					A (8.5)	A (8.9)
4. Stephenson Road at SR 124 (Signalized)	Overall	C (24.4)	C (23.2)	C (25.7)	C (24.6)	C (26.7)	C (25.9)
5. Stephenson Road at Site Driveway West (RO-Only)	NB					B (12.1)	B (14.5)
6. Stephenson Road at Site Driveway Center (RIRO)	NB					B (12.1)	B (14.5)

As shown in **Table 4**, the analyses indicate that all study intersections but one are projected to operate at an acceptable overall LOS during the AM and PM peak hours under adjusted Existing 2020 conditions, Projected 2026 No-Build conditions, and Projected 2026 Build conditions.

It should be noted that low levels-of-service for side street approaches are not uncommon, as vehicles may experience delay turning onto a major roadway.

The signalized intersection of Stephenson Road at S Deshon Road E operates at LOS F during the PM peak hour under adjusted Existing 2020 conditions and is projected to operate at LOS F during the PM peak hour under Projected 2026 No-Build conditions and Projected 2026 Build conditions. However, with the addition of an exclusive eastbound right turn-lane, Intersection 1 is projected to operate an acceptable LOS for all scenarios. The LOS results for the addition of an eastbound right-turn lane at Intersection 1 is shown below in **Table 5**.

Table 5: Intersection 1 Improvements Level-of-Service Summary *LOS (Delay in Seconds)*							
Intersection	**Approach/ Movement**	**Adjusted Existing 2020**		**Projected 2026 No-Build**		**Projected 2026 Build**	
		AM Peak	**PM Peak**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
1. Stephenson Road at S Deshon Road E (Signalized)	Overall	C (24.9)	D (40.0)	C (27.0)	D (47.2)	C (26.8)	D (46.4)

7.0 ROADWAY SEGMENT CAPACITY ANALYSIS

Roadway segments can be rated for operational effectiveness in terms of LOS based on ADT. The LOS for a roadway segment follows the same pattern as intersection LOS with A being the best and F being the worst. The LOS of a roadway can vary depending on the prevailing roadway and traffic control conditions. GRTA's Generalized Annual Average Daily Volumes table was referenced to determine LOS based on ADT. The table can be found in **Appendix F**. For the purposes of this traffic impact study, Stephenson Road is assumed to be a non-state other signalized roadway with two lanes. **Table 6** summarizes the ADT volumes and LOS for the roadway segments.

Table 6: Roadway Segment Capacity Summary

Roadway Segment	Volume, vehicles per day (LOS)		
	Adjusted Existing 2020 ADT	**Projected 2026 No-Build ADT**	**Projected 2026 Build ADT**
Stephenson Road between S Deshon Road W and Site Location	9,080 *(LOS D)*	9,635 *(LOS D)*	10,760 *(LOS D)*
Stephenson Road between Site Location and SR 124	9,080 *(LOS D)*	9,635 *(LOS D)*	10,115 *(LOS D)*

Currently, both segments along Stephenson Road operate at LOS D. Under Projected 2026 No-Build conditions, both roadway segments are projected to continue to operate at LOS D. Under Projected 2026 Build conditions, the daily project trips are anticipated to follow the same trip distribution as the peak hour trips as shown in **Figure 8**. With the addition of the daily project trips, the Projected 2026 Build ADT for both the Stephenson Road between S Deshon Road E and the site location roadway segment and the Stephenson Road between the site location and SR 124 segment is projected to continue to operate at LOS D.

8.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *Kingsley Creek-Stephenson Road Tract* development located east of S Deshon Road E and south of Stephenson Road in DeKalb County, Georgia. The development, which is approximately 45.7-acres in size, will include 160 single-family housing units.

The study network, which consists of four (4) intersections, was analyzed for the weekday AM and PM peak hours under adjusted Existing 2020 conditions, Projected 2026 No-Build conditions (six years of background traffic growth), and Projected 2026 Build conditions (six years of background traffic growth plus traffic generated by the proposed *Kingsley Creek-Stephenson Road Tract* development).

All study intersections, with the exception of the intersection of Stephenson Road at S Deshon Road E (Intersection 1), are expected to operate at an acceptable overall LOS under all future conditions. Intersection 1 currently operates at LOS F during the PM peak hour under adjusted Existing 2020 conditions. With the addition of an eastbound right-turn lane, Intersection 1 is projected to operate at an acceptable LOS under all existing and future scenarios.

The roadway segments along Stephenson Road to the east and to the west of the development are currently operating at and projected to operate at LOS D under all existing and future scenarios.

8.1 SYSTEM IMPROVEMENT RECOMMENDATIONS

Based on the results of this traffic impact study, the following system (no-build) improvements are recommended to serve the Projected 2026 No-Build conditions (Note: These are improvements needed without the development traffic):

- Stephenson Road at S Deshon Road W (Intersection 1)
    - Provide an exclusive eastbound right-turn lane.

8.2 SITE ACCESS IMPROVEMENT RECOMMENDATIONS

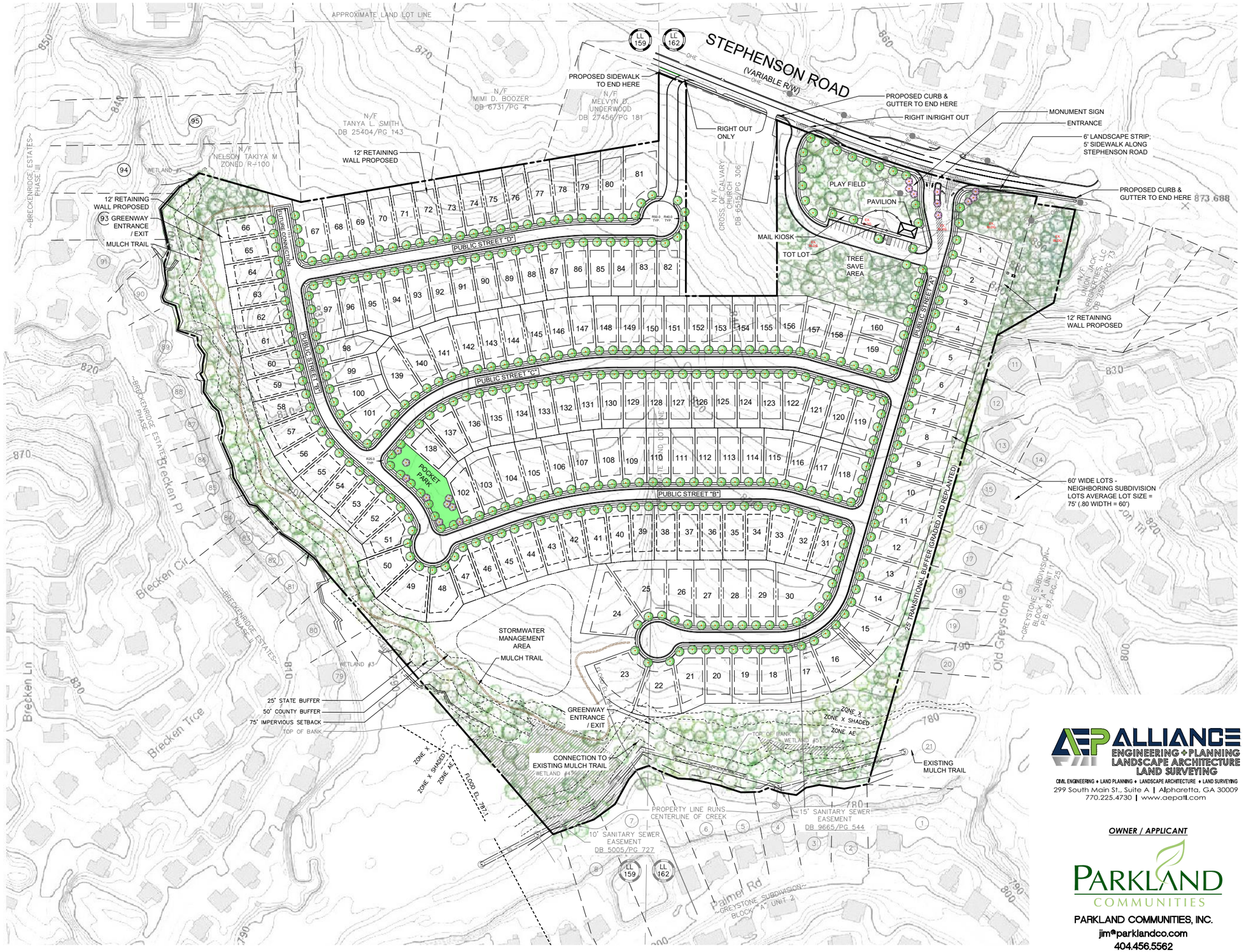
The following site access improvements are recommended to serve the *Kingsley Creek-Stephenson Road Tract* development (Note: These are improvements needed due to the proposed development traffic):

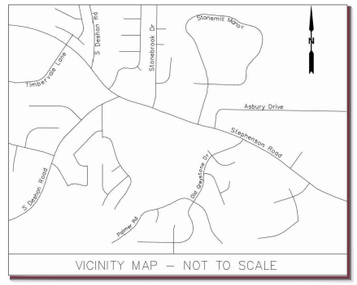
- Stephenson Road at Site Driveway West (Intersection 5)
    - On the site, construct a right-out only stop-controlled driveway with one (1) egress lane exiting the site, per the site plan.
- Stephenson Road at Site Driveway Center (Intersection 6)
    - On the site, construct a right-in right-out only stop-controlled driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site, per the site plan.
- Stephenson Road at Site Driveway East (Intersection 3)
    - Along Stephenson Road, construct one (1) eastbound right turn lane.
    - On the site, construct a conventional stop-controlled driveway with two (2) ingress lanes entering the site and two (2) egress lanes exiting the site, per the site plan.

APPENDIX A

Site Plan

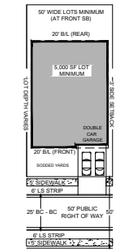
Kingsley Creek





VICINITY MAP – NOT TO SCALE

LAND LOTS 159 AND 162, 16TH DISTRICT, DEKALB COUNTY, GEORGIA



TYPICAL LOT DETAIL - 1" = 50'
DETACHED FRONT ENTRY
PUBLIC STREETS "A" - "D"

DATA CHART	
GROSS ACRES:	45.662 AC. (1,989,045.37 SQ. FT.)
EXISTING ZONING:	R100
PROPOSED ZONING:	RSM
TOTAL LOTS:	160 LOTS
50' LOTS:	130 LOTS (LOTS 31 - 160)
60' LOTS:	30 LOTS (LOTS 1 - 30)
GROSS DENSITY:	3.50 U/A
MIN. UNIT HEATED AREA:	1,800 SF
BUILDING SETBACKS	
FRONT:	20' THOROUGHFARES; 20' INTERNAL (20' MIN DRIVEWAYS)
SIDE / CORNER:	SAME AS FRONT
REAR:	20'
SIDE:	3'
BETWEEN FOUNDATIONS:	10' BETWEEN FOUNDATIONS
BUFFER:	AS SHOWN
LANDSCAPE STRIP:	AS SHOWN
BUILDING HT. MAXIMUM:	35'
ADDITIONAL CALCULATIONS	
OPEN SPACE REQUIRED:	20% OR 9.13 ACRES
OPEN SPACE PROVIDED:	+/- 20.2% OR +/- 9.22 ACRES
ENHANCED REQUIRED:	10% OR 4.56 ACRES
ENHANCED PROVIDED:	10% OR 4.56 ACRES
LOT COVERAGE ALLOWED:	50% (MAXIMUM PER LOT OR TOTAL PARCEL ACREAGE)
LOT COVERAGE PROVIDED:	50.0% (PER LOT OR TOTAL PARCEL ACREAGE).
SIDEWALK PROVIDED ON SITE:	+/- 10,250 L.F.
SIDEWALK PROVIDED ALONG STEPHENSON RD:	+/- 500 L.F.
MULCH TRAIL PROVIDED:	+/- 2,000 L.F.

PARKING ANALYSIS					
LOT TYPE	GARAGE	DRIVEWAY	TOTAL PER HOUSE	TOTAL LOT	TOTAL SPACES
FRONT ENTRY	2	2	4	160	640
TOTAL PARKING SPACES REQUIRED FOR LOTS					320
AMENITY / MAIL KIOSK PARKING PROVIDED					18
TOTAL PARKING SPACES PROPOSED FOR RESIDENTIAL					668

PROPERTY OWNERS:
PID: 16 159 01 003 - MR. KING W PAUL
PID: 16 162 05 002 - WAYNE A GUNTER; VICKIE S MCGHEE
PID: 16 162 05 003 - CAPE DOROTHY LEE, HER ESTATE, ADMIN, EXECUTOR, AND HEIRS, KNOWN AND UNKNOWN

SEWER NOTE:
SEWER WILL BE A GRAVITY LINE AND CONNECT INTO THE EXISTING SEWER MANHOLE ON SITE.

WATER NOTE:
WATER IS PROVIDED BY DEKALB COUNTY.

FLOOD NOTE:
A PORTION OF THIS PROPERTY IS LOCATED IN A FEMA FLOOD PLAIN AS PER FEMA MAP NO. 13089C0113K, DATED DECEMBER 18, 2016.

REQUESTED VARIANCES:
1. GRADED AND REPLANTED BUFFERS AS SHOWN.
2. GRADING CAN BE ALLOWED WITHIN THE 75' STREAM SETBACK, BUT NOT THE 50' COUNTY BUFFER.
3. ALL HOMES TO HAVE FRONT ENTRY GARAGES AND DRIVEWAYS.
4. ALL RETAINING WALLS ARE ALLOWED TO BE UP TO 12' TALL

ALLIANCE
ENGINEERING + PLANNING
LANDSCAPE ARCHITECTURE
LAND SURVEYING
CIVIL ENGINEERING ♦ LAND PLANNING ♦ LANDSCAPE ARCHITECTURE ♦ LAND SURVEYING
299 South Main St., Suite A | Alpharetta, GA 30009
770.225.4730 | www.aepatl.com

OWNER / APPLICANT

PARKLAND COMMUNITIES
PARKLAND COMMUNITIES, INC.
jim@parklandco.com
404.456.5562

GRAPHIC SCALE
100 0 50 100 200
(IN FEET)
1 inch = 100 ft.

NORTH

REVISED: 07/15/2020

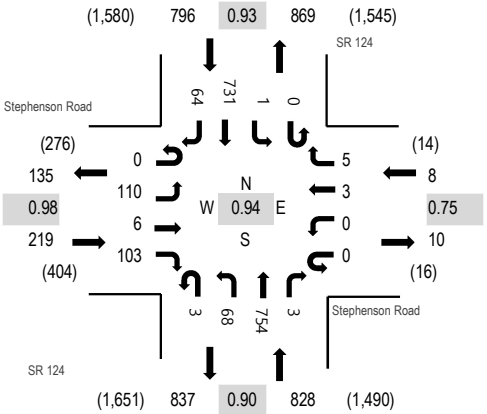
APPENDIX B

Traffic Count Data

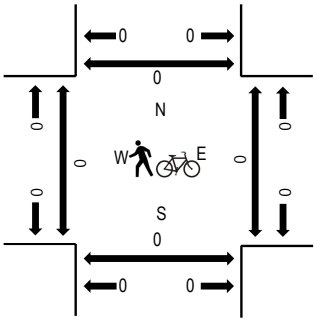
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 SR 124 & Stephenson Road AM
Date: Thursday, August 6, 2020
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Stephenson Road Eastbound				Stephenson Road Westbound				SR 124 Northbound				SR 124 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	15	0	28	0	0	0	0	1	9	170	0	0	0	145	12	380	1,755	0	0	0	0
7:15 AM	0	35	0	15	0	1	0	1	0	22	148	1	0	1	190	20	434	1,820	0	0	0	0
7:30 AM	0	30	1	24	0	0	0	2	0	18	210	1	0	0	191	14	491	1,851	0	0	0	0
7:45 AM	0	27	0	29	0	0	0	1	3	15	191	1	0	0	161	22	450	1,776	0	0	0	0
8:00 AM	0	24	3	28	0	0	2	0	0	15	162	1	0	1	197	12	445	1,733	0	0	0	0
8:15 AM	0	29	2	22	0	0	1	2	0	20	191	0	0	0	182	16	465		0	0	0	0
8:30 AM	0	20	0	26	0	0	1	0	0	21	125	1	0	0	206	16	416		0	0	0	0
8:45 AM	0	20	2	24	0	1	1	1	0	23	141	0	0	1	177	16	407		0	0	0	0

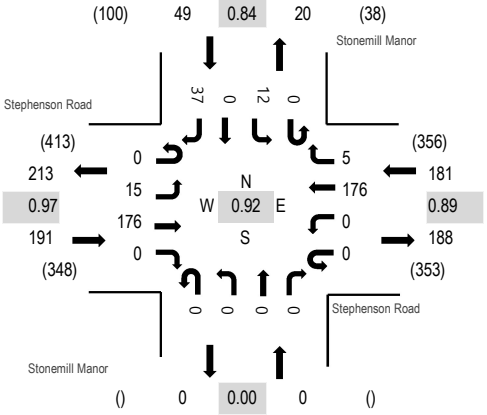
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	1	0	12	0	0	0	6	0	20
Lights	0	107	6	100	0	0	3	4	0	67	705	3	0	1	694	63	1,753
Mediums	0	2	0	3	0	0	0	1	2	1	37	0	0	0	31	1	78
Total	0	110	6	103	0	0	3	5	3	68	754	3	0	1	731	64	1,851

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

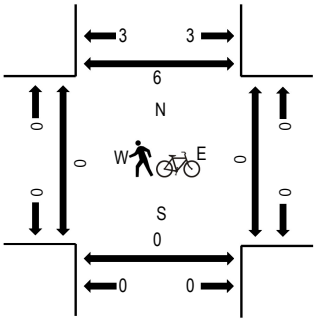
Location: 2 Stonemill Manor & Stephenson Road AM
Date: Thursday, August 6, 2020
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Stephenson Road Eastbound				Stephenson Road Westbound				Stonemill Manor Northbound				Stonemill Manor Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	34	0	0	0	37	0	0	0	0	0	0	3	0	5	82	391	0	0	0	1
7:15 AM	0	3	32	0	0	0	46	3	0	0	0	0	0	5	0	10	99	404	0	0	0	1
7:30 AM	0	2	41	0	0	0	39	0	0	0	0	0	0	5	0	9	96	416	0	0	0	3
7:45 AM	0	3	46	0	0	0	48	1	0	0	0	0	0	5	0	11	114	421	0	0	0	3
8:00 AM	0	2	46	0	0	0	36	2	0	0	0	0	0	3	0	6	95	413	0	0	0	0
8:15 AM	0	6	40	0	0	0	49	2	0	0	0	0	0	3	0	11	111		0	0	0	1
8:30 AM	0	4	44	0	0	0	43	0	0	0	0	0	0	1	0	9	101		0	0	0	1
8:45 AM	0	2	40	0	0	0	45	5	0	0	0	0	0	5	0	9	106		0	0	0	0

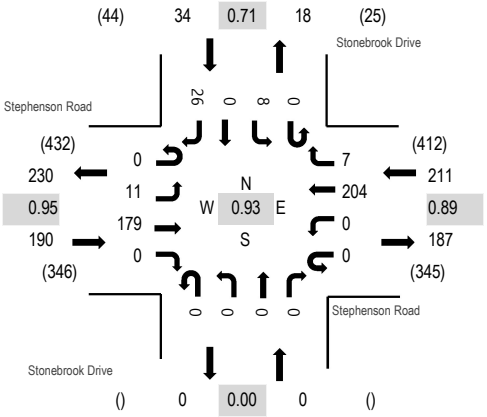
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	14	170	0	0	0	172	5	0	0	0	0	0	12	0	36	409
Mediums	0	1	6	0	0	0	4	0	0	0	0	0	0	0	0	1	12
Total	0	15	176	0	0	0	176	5	0	0	0	0	0	12	0	37	421

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

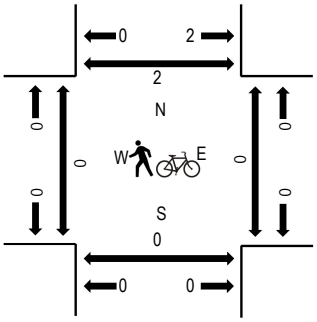
Location: 3 Stonebrook Drive & Stephenson Road AM
Date: Thursday, August 6, 2020
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Stephenson Road Eastbound				Stephenson Road Westbound				Stonebrook Drive Northbound				Stonebrook Drive Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	36	0	0	0	40	0	0	0	0	0	0	0	0	0	76	385	0	0	0	0
7:15 AM	0	1	35	0	0	0	57	1	0	0	0	0	0	1	0	0	95	405	0	0	0	1
7:30 AM	0	2	42	0	0	0	48	1	0	0	0	0	0	2	0	3	98	427	0	0	0	3
7:45 AM	0	3	47	0	0	0	55	3	0	0	0	0	0	1	0	7	116	435	0	0	0	2
8:00 AM	0	0	46	0	0	0	42	0	0	0	0	0	0	3	0	5	96	417	0	0	0	0
8:15 AM	0	3	43	0	0	0	57	2	0	0	0	0	0	4	0	8	117		0	0	0	0
8:30 AM	0	5	43	0	0	0	50	2	0	0	0	0	0	0	0	6	106		0	0	0	0
8:45 AM	0	1	39	0	0	0	53	1	0	0	0	0	0	3	0	1	98		0	0	0	0

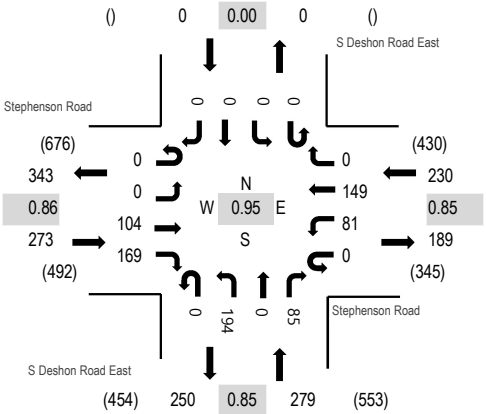
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	11	174	0	0	0	199	7	0	0	0	0	0	8	0	26	425
Mediums	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	10
Total	0	11	179	0	0	0	204	7	0	0	0	0	0	8	0	26	435

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

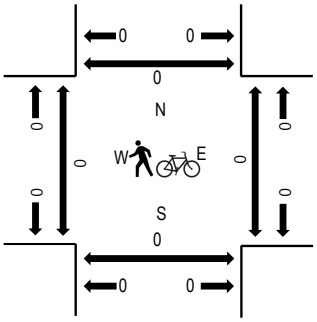
Location: 4 S Deshon Road East & Stephenson Road AM
Date: Thursday, August 6, 2020
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Stephenson Road Eastbound				Stephenson Road Westbound				S Deshon Road East Northbound				S Deshon Road East Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	23	31	0	11	33	0	0	46	0	14	0	0	0	0	158	700	0	0	0	0
7:15 AM	0	0	12	29	0	18	31	0	0	45	0	22	0	0	0	0	157	714	0	0	0	0
7:30 AM	0	0	23	37	0	16	40	0	0	41	0	23	0	0	0	0	180	758	0	0	0	0
7:45 AM	0	0	29	34	0	22	37	0	0	61	0	22	0	0	0	0	205	782	0	0	0	0
8:00 AM	0	0	20	38	0	18	29	0	0	44	0	23	0	0	0	0	172	775	0	0	0	0
8:15 AM	0	0	21	51	0	22	46	0	0	38	0	23	0	0	0	0	201		0	0	0	0
8:30 AM	0	0	34	46	0	19	37	0	0	51	0	17	0	0	0	0	204		0	0	0	0
8:45 AM	0	0	20	44	0	18	33	0	0	64	0	19	0	0	0	0	198		0	0	0	0

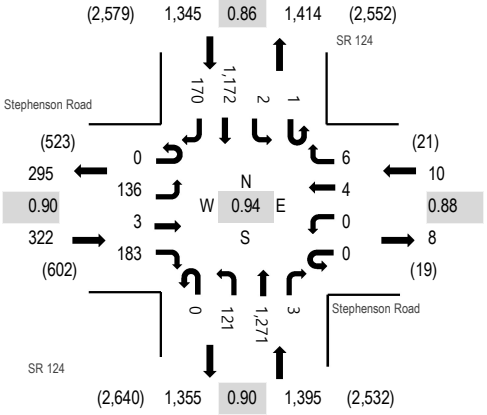
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	99	164	0	78	148	0	0	191	0	83	0	0	0	0	763
Mediums	0	0	5	4	0	3	1	0	0	3	0	2	0	0	0	0	18
Total	0	0	104	169	0	81	149	0	0	194	0	85	0	0	0	0	782

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

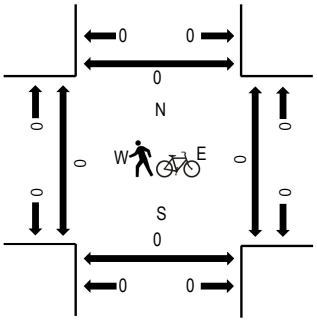
Location: 1 SR 124 & Stephenson Road PM
Date: Thursday, August 6, 2020
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Stephenson Road Eastbound				Stephenson Road Westbound				SR 124 Northbound				SR 124 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	20	1	46	0	0	1	0	0	32	262	0	0	2	260	30	654	2,662	0	0	0	0
4:15 PM	0	16	0	51	0	1	0	1	0	29	236	2	0	0	286	24	646	2,717	0	0	0	0
4:30 PM	0	51	1	46	0	1	0	3	0	29	271	2	1	0	269	36	710	2,822	0	0	0	0
4:45 PM	0	18	0	30	0	0	1	3	0	17	255	2	1	1	295	29	652	2,926	0	0	0	0
5:00 PM	0	33	1	41	0	0	1	3	0	29	288	0	0	0	270	43	709	3,072	0	0	0	0
5:15 PM	0	27	0	49	0	0	1	1	0	29	327	1	1	1	270	44	751		0	0	0	0
5:30 PM	0	41	1	47	0	0	2	0	0	42	290	0	0	0	354	37	814		0	0	0	0
5:45 PM	0	35	1	46	0	0	0	2	0	21	366	2	0	1	278	46	798		0	0	0	0

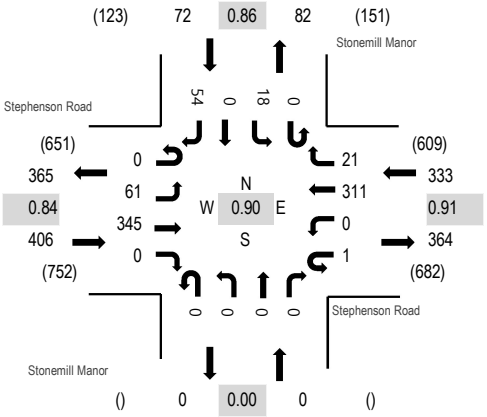
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	5	0	0	0	9	0	15
Lights	0	136	3	179	0	0	4	6	0	120	1,244	3	1	2	1,143	170	3,011
Mediums	0	0	0	3	0	0	0	0	0	1	22	0	0	0	20	0	46
Total	0	136	3	183	0	0	4	6	0	121	1,271	3	1	2	1,172	170	3,072

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

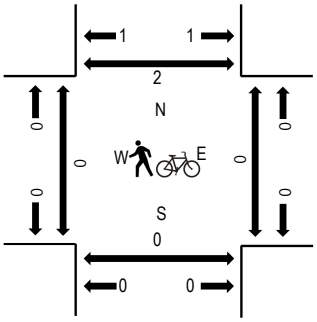
Location: 2 Stonemill Manor & Stephenson Road PM
Date: Thursday, August 6, 2020
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Stephenson Road Eastbound				Stephenson Road Westbound				Stonemill Manor Northbound				Stonemill Manor Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	10	77	0	0	0	66	8	0	0	0	0	0	5	0	7	173	673	0	0	0	0
4:15 PM	0	9	75	0	0	0	59	5	0	0	0	0	0	3	0	7	158	692	0	0	0	0
4:30 PM	0	11	81	0	0	0	73	5	0	0	0	0	0	9	0	10	189	723	0	0	0	0
4:45 PM	0	19	64	0	0	0	58	2	0	0	0	0	0	4	0	6	153	759	0	0	0	0
5:00 PM	0	8	80	0	0	0	78	5	0	0	0	0	0	2	0	19	192	811	0	0	0	1
5:15 PM	0	14	81	0	1	0	66	6	0	0	0	0	0	7	0	14	189		0	0	0	1
5:30 PM	0	23	98	0	0	0	86	5	0	0	0	0	0	5	0	8	225		0	0	0	0
5:45 PM	0	16	86	0	0	0	81	5	0	0	0	0	0	4	0	13	205		0	0	0	0

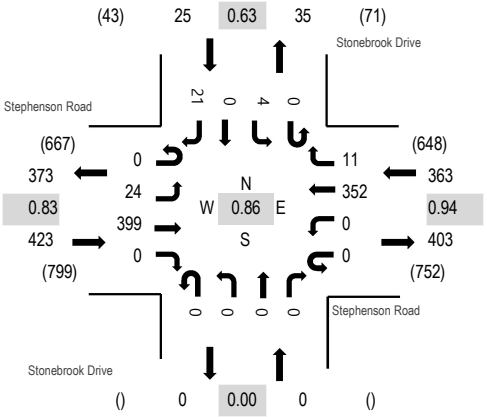
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	60	341	0	1	0	309	21	0	0	0	0	0	18	0	54	804
Mediums	0	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0	6
Total	0	61	345	0	1	0	311	21	0	0	0	0	0	18	0	54	811

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

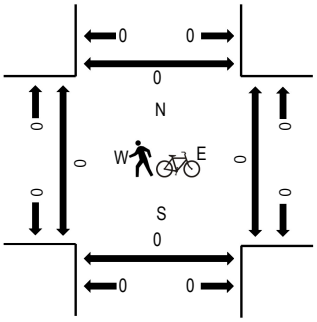
Location: 3 Stonebrook Drive & Stephenson Road PM
Date: Thursday, August 6, 2020
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Stephenson Road Eastbound				Stephenson Road Westbound				Stonebrook Drive Northbound				Stonebrook Drive Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	9	85	0	0	0	71	2	0	0	0	0	0	2	0	6	175	679	0	0	0	0
4:15 PM	0	7	87	0	0	0	63	2	0	0	0	0	0	0	0	3	162	695	0	0	0	0
4:30 PM	0	2	88	0	0	0	82	1	0	0	0	0	0	0	0	2	175	719	0	0	0	0
4:45 PM	0	12	86	0	0	0	63	1	0	0	0	0	0	1	0	4	167	779	0	0	0	0
5:00 PM	0	5	83	0	0	0	96	1	0	0	0	0	0	0	0	6	191	811	0	0	0	0
5:15 PM	0	5	101	0	0	0	74	4	0	0	0	0	0	0	0	2	186		0	0	0	0
5:30 PM	0	9	119	0	0	0	94	3	0	0	0	0	0	3	0	7	235		0	0	0	0
5:45 PM	0	5	96	0	0	0	88	3	0	0	0	0	0	1	0	6	199		0	0	0	0

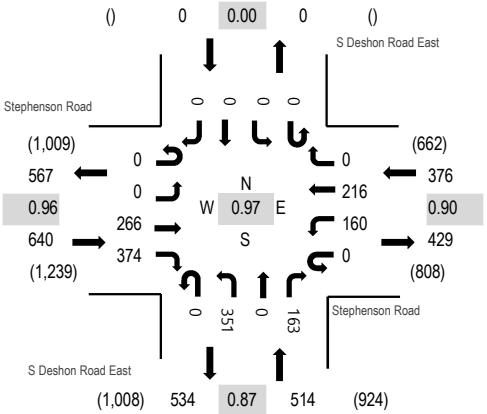
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	24	395	0	0	0	350	11	0	0	0	0	0	4	0	21	805
Mediums	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5
Total	0	24	399	0	0	0	352	11	0	0	0	0	0	4	0	21	811

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

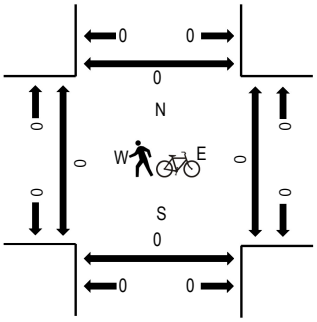
Location: 4 S Deshon Road East & Stephenson Road PM
Date: Thursday, August 6, 2020
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Stephenson Road Eastbound				Stephenson Road Westbound				S Deshon Road East Northbound				S Deshon Road East Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	71	86	0	43	27	0	0	75	0	27	0	0	0	0	329	1,295	1	0	0	0
4:15 PM	0	0	62	87	0	24	46	0	0	68	0	29	0	0	0	0	316	1,335	0	0	0	0
4:30 PM	0	0	52	86	0	32	45	0	0	73	0	43	0	0	0	0	331	1,402	0	0	0	0
4:45 PM	0	0	67	88	0	28	41	0	0	67	0	28	0	0	0	0	319	1,453	0	0	0	0
5:00 PM	0	0	57	107	0	37	68	0	0	63	0	37	0	0	0	0	369	1,530	0	0	0	0
5:15 PM	0	0	62	89	0	39	45	0	0	108	0	40	0	0	0	0	383		0	0	0	0
5:30 PM	0	0	78	81	0	41	54	0	0	80	0	48	0	0	0	0	382		0	0	0	0
5:45 PM	0	0	69	97	0	43	49	0	0	100	0	38	0	0	0	0	396		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
Lights	0	0	261	363	0	160	214	0	0	346	0	163	0	0	0	0	1,507
Mediums	0	0	4	10	0	0	2	0	0	4	0	0	0	0	0	0	20
Total	0	0	266	374	0	160	216	0	0	351	0	163	0	0	0	0	1,530

All Traffic Data Services

www.alltrafficadata.net

Site Code: 1
Station ID: 1
STEPHENSON ROAD WEST OF
ALFORD ROAD
Latitude: 0' 0.0000 Undefined

Start	06-Aug-20	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	36			13	48				
12:15		10	45			7	48				
12:30		8	43			11	46				
12:45		7	43	37	167	5	40	36	182	73	349
01:00		3	49			5	34				
01:15		10	53			11	40				
01:30		9	48			7	38				
01:45		9	44	31	194	0	58	23	170	54	364
02:00		3	43			0	43				
02:15		4	49			5	42				
02:30		3	60			6	41				
02:45		2	42	12	194	1	45	12	171	24	365
03:00		6	50			1	36				
03:15		6	51			10	47				
03:30		7	52			7	50				
03:45		5	59	24	212	2	41	20	174	44	386
04:00		4	79			10	40				
04:15		3	75			6	51				
04:30		6	70			4	64				
04:45		2	68	15	292	5	57	25	212	40	504
05:00		6	79			6	51				
05:15		8	64			12	49				
05:30		8	113			14	68				
05:45		6	59	28	315	13	67	45	235	73	550
06:00		9	84			15	50				
06:15		9	72			32	67				
06:30		10	79			36	65				
06:45		10	72	38	307	36	60	119	242	157	549
07:00		19	70			45	61				
07:15		19	62			42	40				
07:30		23	79			43	54				
07:45		28	68	89	279	41	48	171	203	260	482
08:00		28	62			39	48				
08:15		20	41			33	32				
08:30		22	54			46	36				
08:45		20	48	90	205	38	46	156	162	246	367
09:00		30	42			39	34				
09:15		26	41			38	33				
09:30		33	41			38	21				
09:45		38	23	127	147	38	25	153	113	280	260
10:00		34	22			44	30				
10:15		24	29			43	27				
10:30		45	23			39	28				
10:45		36	22	139	96	33	21	159	106	298	202
11:00		32	20			34	19				
11:15		35	16			33	15				
11:30		35	21			36	14				
11:45		40	27	142	84	36	10	139	58	281	142
Total		772	2492			1058	2028			1830	4520
Percent		23.7%	76.3%			34.3%	65.7%			28.8%	71.2%
Grand Total		772	2492			1058	2028			1830	4520
Percent		23.7%	76.3%			34.3%	65.7%			28.8%	71.2%
ADT		ADT 6,350		AADT 6,350							

All Traffic Data Services

www.alltrafficadata.net

Site Code: 2
Station ID: 2
STEPHENSON ROAD WEST OF SR 124

Latitude: 0' 0.0000 Undefined

Start Time	06-Aug-20 Thu	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	57			10	72				
12:15		10	67			11	59				
12:30		5	65			7	58				
12:45		12	49	36	238	14	63	42	252	78	490
01:00		6	74			7	49				
01:15		7	57			10	59				
01:30		4	63			6	45				
01:45		5	64	22	258	5	47	28	200	50	458
02:00		5	40			5	41				
02:15		3	56			2	48				
02:30		7	67			5	65				
02:45		7	63	22	226	1	50	13	204	35	430
03:00		7	69			5	69				
03:15		4	75			1	46				
03:30		5	66			3	71				
03:45		10	73	26	283	5	71	14	257	40	540
04:00		3	63			3	72				
04:15		3	69			8	60				
04:30		9	74			2	62				
04:45		4	53	19	259	3	56	16	250	35	509
05:00		14	72			4	71				
05:15		14	81			2	81				
05:30		12	88			5	85				
05:45		23	76	63	317	6	76	17	313	80	630
06:00		24	70			10	88				
06:15		31	72			14	82				
06:30		29	66			14	96				
06:45		32	63	116	271	15	57	53	323	169	594
07:00		44	54			24	70				
07:15		41	57			41	68				
07:30		56	58			29	61				
07:45		54	63	195	232	40	68	134	267	329	499
08:00		51	63			30	63				
08:15		50	44			41	65				
08:30		44	39			37	60				
08:45		41	40	186	186	40	56	148	244	334	430
09:00		59	40			33	41				
09:15		50	49			32	53				
09:30		55	41			44	32				
09:45		44	29	208	159	42	37	151	163	359	322
10:00		52	31			51	29				
10:15		45	32			50	37				
10:30		54	14			35	29				
10:45		73	25	224	102	41	29	177	124	401	226
11:00		56	17			41	16				
11:15		38	21			33	23				
11:30		54	20			46	29				
11:45		60	15	208	73	53	13	173	81	381	154
Total		1325	2604			966	2678			2291	5282
Percent		33.7%	66.3%			26.5%	73.5%			30.3%	69.7%
Grand Total		1325	2604			966	2678			2291	5282
Percent		33.7%	66.3%			26.5%	73.5%			30.3%	69.7%
ADT		ADT 7,573		AADT 7,573							

All Traffic Data Services

www.alltrafficadata.net

Site Code: 3
Station ID: 3
SR 124 NORTH ASBURY DRIVE - HIGHTOWER TRAIL
Latitude: 0' 0.0000 Undefined

Start Time	06-Aug-20 Thu	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		34	179			44	205				
12:15		37	189			44	189				
12:30		41	216			28	223				
12:45		38	202	150	786	42	215	158	832	308	1618
01:00		43	212			21	211				
01:15		31	207			35	206				
01:30		34	233			23	217				
01:45		20	215	128	867	27	206	106	840	234	1707
02:00		26	207			21	204				
02:15		21	244			17	218				
02:30		23	252			21	227				
02:45		18	251	88	954	13	222	72	871	160	1825
03:00		25	217			23	205				
03:15		24	260			21	251				
03:30		18	256			16	248				
03:45		42	273	109	1006	31	233	91	937	200	1943
04:00		29	224			27	272				
04:15		18	250			43	308				
04:30		43	291			43	315				
04:45		26	274	116	1039	54	275	167	1170	283	2209
05:00		56	308			49	303				
05:15		64	290			59	333				
05:30		65	334			78	383				
05:45		81	357	266	1289	120	323	306	1342	572	2631
06:00		76	357			112	316				
06:15		103	293			143	296				
06:30		168	268			141	265				
06:45		186	212	533	1130	169	265	565	1142	1098	2272
07:00		179	199			169	232				
07:15		181	208			186	231				
07:30		234	252			186	211				
07:45		197	186	791	845	178	222	719	896	1510	1741
08:00		218	188			198	182				
08:15		169	173			192	192				
08:30		166	133			196	233				
08:45		151	145	704	639	209	161	795	768	1499	1407
09:00		150	157			174	165				
09:15		156	148			183	146				
09:30		171	146			202	134				
09:45		163	124	640	575	199	118	758	563	1398	1138
10:00		170	101			187	105				
10:15		158	110			201	103				
10:30		160	94			195	84				
10:45		178	82	666	387	163	89	746	381	1412	768
11:00		179	67			209	75				
11:15		164	60			166	71				
11:30		189	73			211	69				
11:45		185	66	717	266	219	67	805	282	1522	548
Total		4908	9783			5288	10024			10196	19807
Percent		33.4%	66.6%			34.5%	65.5%			34.0%	66.0%
Grand Total		4908	9783			5288	10024			10196	19807
Percent		33.4%	66.6%			34.5%	65.5%			34.0%	66.0%
ADT		ADT 30,003		AADT 30,003							

APPENDIX C

Volume Development

(Trip Generation and Growth Rate Calculations)

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Kinglsey Creek-Stephenson Rd Tract
DeKalb County, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
210 Single-Family Detached Housing	160 d.u.	1,602	118	30	88	160	101	59
Gross Trips		**1,602**	**118**	**30**	**88**	**160**	**101**	**59**
Residential Trips		1,602	118	30	88	160	101	59
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Residential Trips		1,602	118	30	88	160	101	59
Mixed-Use Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**1,602**	**118**	**30**	**88**	**160**	**101**	**59**
Driveway Volumes		**1,602**	**118**	**30**	**88**	**160**	**101**	**59**

Kinglsey Creek-Stephenson Rd Tract
Growth Rate Table

Source:	GDOT
Location:	Stephenson Road
	w/o Alford Road
Route #:	00510900
Route Type:	Minor Collector (Urban)
Station:	089-0458
Capacity:	

Count Year	Volume	Growth Rate
2013	7,400	
2014	7,400	0.00%
2015	7,400	0.00%
2016	7,400	0.00%
2017	7,400	0.00%
2018	7,510	1.49%

Avg. 1 Year Rates 2013-2018	**0.30%**

Source:	GDOT
Location:	Stephenson Road
	e/o Vigo Drive
Route #:	00067600
Route Type:	Minor Collector (Urban)
Station:	089-0461
Capacity:	

Count Year	Volume	Growth Rate
2013	6,810	
2014	6,810	0.00%
2015	7,090	4.11%
2016	7,260	2.40%
2017	**7,210**	-0.69%
2018	7,320	1.53%

Avg. 1 Year Rates 2013-2018	**1.45%**

Source:	GDOT
Location:	Rockbridge Road
	w/o Monteagle Trace
Route #:	00518900
Route Type:	Minor Arterial (Urban)
Station:	089-3449
Capacity:	

Count Year	Volume	Growth Rate
2013	15,100	
2014	15,100	0.00%
2015	16,200	7.28%
2016	**15,800**	-2.47%
2017	16,700	5.70%
2018	**14,100**	-15.57%

Avg. 1 Year Rates 2013-2018	**-1.36%**
Avg. 1 Year Rates 2016-2018	**-5.53%**

Annual Growth

DeKalb County Population Annual Growth (2010-2019): 1.04%

***Bolded data is from actual count years.**

CHOSEN GROWTH RATE: 1.0%

APPENDIX D

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1

S Deshon Road East at Stephenson Road

AM PEAK HOUR

	S Deshon Road East			S Deshon Road East			Stephenson Road			Stephenson Road		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	194	0	85	0	0	0	0	104	169	81	149	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	3	0	2	0	0	0	0	5	4	3	1	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	5%	2%	4%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Adjusted 2020 Volumes	485	0	213	0	0	0	0	260	423	203	373	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
2026 Background Traffic	515	0	226	0	0	0	0	276	449	215	396	0
Project Trips												
Trip Distribution IN			10%					60%				
Trip Distribution OUT										10%	60%	
Residential Trips	0	0	3	0	0	0	0	18	0	9	53	0
Total Project Trips	0	0	3	0	0	0	0	18	0	9	53	0
2026 Buildout Total	515	0	229	0	0	0	0	294	449	224	449	0

PM PEAK HOUR

	S Deshon Road East			S Deshon Road East			Stephenson Road			Stephenson Road		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	351	0	163	0	0	0	0	266	374	160	216	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	4	0	0	0	0	0	0	4	10	0	2	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	3%	2%	2%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Adjusted 2020 Volumes	527	0	245	0	0	0	0	399	561	240	324	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
2026 Background Traffic	559	0	260	0	0	0	0	424	596	255	344	0
Project Trips												
Trip Distribution IN			10%					60%				
Trip Distribution OUT										10%	60%	
Residential Trips	0	0	10	0	0	0	0	61	0	6	35	0
Total Project Trips	0	0	10	0	0	0	0	61	0	6	35	0
2026 Buildout Total	559	0	270	0	0	0	0	485	596	261	379	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection #2

Stonebrook Drive at Stephenson Road

AM PEAK HOUR

Description	Stonebrook Drive Northbound Left	Through	Right	Stonebrook Drive Southbound Left	Through	Right	Stephenson Road Eastbound Left	Through	Right	Stephenson Road Westbound Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	8	0	26	11	179	0	0	204	7
Pedestrians		0			2			0			0	
Conflicting Pedestrians	0		0	0		0	2		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	5	0	0	5	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	3%	0%	0%	2%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Adjusted 2020 Volumes	0	0	0	20	0	65	28	448	0	0	510	18
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
2026 Background Traffic	0	0	0	21	0	69	30	476	0	0	541	19
Project Trips												
Trip Distribution IN								70%				
Trip Distribution OUT											70%	
Residential Trips	0	0	0	0	0	0	0	21	0	0	62	0
Total Project Trips	0	0	0	0	0	0	0	21	0	0	62	0
2026 Buildout Total	0	0	0	21	0	69	30	497	0	0	603	19

PM PEAK HOUR

Description	Stonebrook Drive Northbound Left	Through	Right	Stonebrook Drive Southbound Left	Through	Right	Stephenson Road Eastbound Left	Through	Right	Stephenson Road Westbound Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	4	0	21	24	399	0	0	352	11
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	3	0	0	2	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0.86			0.86			0.86			0.86	
Adjustment	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Adjusted 2020 Volumes	0	0	0	6	0	32	36	599	0	0	528	17
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
2026 Background Traffic	0	0	0	6	0	34	38	636	0	0	560	18
Project Trips												
Trip Distribution IN								70%				
Trip Distribution OUT											70%	
Residential Trips	0	0	0	0	0	0	0	71	0	0	41	0
Total Project Trips	0	0	0	0	0	0	0	71	0	0	41	0
2026 Buildout Total	0	0	0	6	0	34	38	707	0	0	601	18

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INTERSECTION VOLUME DEVELOPMENT

Intersection #3

Site Driveway E/Stonemill Manor at Stephenson Road

AM PEAK HOUR

	Site Driveway E			Stonemill Manor			Stephenson Road			Stephenson Road		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	12	0	37	15	176	0	0	176	5
Pedestrians		0			5			0			0	
Conflicting Pedestrians	0		0	0		0	5		0	0		0
Heavy Vehicles	0	0	0	0	0	1	1	6	0	0	4	0
Heavy Vehicle %	0%	0%	0%	2%	0%	3%	7%	3%	0%	0%	2%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Adjusted 2020 Volumes	0	0	0	30	0	93	38	440	0	0	440	13
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
2026 Background Traffic	0	0	0	32	0	99	40	467	0	0	467	14
Project Trips												
Trip Distribution IN									65%	30%		
Trip Distribution OUT	70%		15%					15%				
Residential Trips	62	0	13	0	0	0	0	13	20	9	0	0
Total Project Trips	62	0	13	0	0	0	0	13	20	9	0	0
2026 Buildout Total	62	0	13	32	0	99	40	480	20	9	467	14

PM PEAK HOUR

	Site Driveway E			Stonemill Manor			Stephenson Road			Stephenson Road		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	18	0	54	61	345	0	0	311	21
Pedestrians		0			2			0			0	
Conflicting Pedestrians	0		0	0		0	2		0	0		0
Heavy Vehicles	0	0	0	0	0	0	1	3	0	0	2	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Adjusted 2020 Volumes	0	0	0	27	0	81	92	518	0	0	467	32
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
2026 Background Traffic	0	0	0	29	0	86	98	550	0	0	496	34
Project Trips												
Trip Distribution IN									65%	30%		
Trip Distribution OUT	70%		15%					15%				
Residential Trips	41	0	9	0	0	0	0	9	66	30	0	0
Total Project Trips	41	0	9	0	0	0	0	9	66	30	0	0
2026 Buildout Total	41	0	9	29	0	86	98	559	66	30	496	34

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INTERSECTION VOLUME DEVELOPMENT

Intersection #4

SR 124 at Stephenson Road

AM PEAK HOUR

Description	SR 124 Northbound			SR 124 Southbound			Stephenson Road Eastbound			Stephenson Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	71	754	3	1	731	64	110	6	103	0	3	5
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	3	37	0	0	31	1	2	0	3	0	0	1
Heavy Vehicle %	4%	5%	2%	2%	4%	2%	2%	2%	3%	0%	2%	20%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment	1.5	1.5	1.5	1.5	1.5	1.5	2.5	2.5	2.5	2.5	2.5	2.5
Adjusted 2020 Volumes	107	1131	5	2	1097	96	275	15	258	0	8	13
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
2026 Background Traffic	114	1,201	5	2	1,164	102	292	16	274	0	8	14
Project Trips												
Trip Distribution IN	15%					15%						
Trip Distribution OUT							15%		15%			
Residential Trips	5	0	0	0	0	5	13	0	13	0	0	0
Total Project Trips	5	0	0	0	0	5	13	0	13	0	0	0
2026 Buildout Total	119	1,201	5	2	1,164	107	305	16	287	0	8	14

PM PEAK HOUR

Description	SR 124 Northbound			SR 124 Southbound			Stephenson Road Eastbound			Stephenson Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	121	1,271	3	3	1,172	170	136	3	183	0	4	6
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	22	0	0	20	0	0	0	3	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment	1	1	1	1	1	1	1.5	1.5	1.5	1.5	1.5	1.5
Adjusted 2020 Volumes	121	1271	3	3	1172	170	204	5	275	0	6	9
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
2026 Background Traffic	128	1,349	3	3	1,244	180	217	5	292	0	6	10
Project Trips												
Trip Distribution IN	15%					15%						
Trip Distribution OUT							15%		15%			
Residential Trips	15	0	0	0	0	15	9	0	9	0	0	0
Total Project Trips	15	0	0	0	0	15	9	0	9	0	0	0
2026 Buildout Total	143	1,349	3	3	1,244	195	226	5	301	0	6	10

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INTERSECTION VOLUME DEVELOPMENT

Intersection #5

Site Driveway W/ at Stephenson Road

AM PEAK HOUR

Description	Site Driveway W Northbound			Southbound			Stephenson Road Eastbound			Stephenson Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	0	0	0	0	191	0	0	213	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	7	0	0	5	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	2%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Adjusted 2020 Volumes	0	0	0	0	0	0	0	478	0	0	533	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
2026 Background Traffic	0	0	0	0	0	0	0	507	0	0	566	0
Project Trips												
Trip Distribution IN								70%				
Trip Distribution OUT			10%								70%	
Residential Trips	0	0	9	0	0	0	0	21	0	0	62	0
Total Project Trips	0	0	9	0	0	0	0	21	0	0	62	0
2026 Buildout Total	0	0	9	0	0	0	0	528	0	0	628	0

PM PEAK HOUR

Description	Site Driveway W Northbound			Southbound			Stephenson Road Eastbound			Stephenson Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	0	0	0	0	406	0	0	365	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	4	0	0	2	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Adjusted 2020 Volumes	0	0	0	0	0	0	0	609	0	0	548	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
2026 Background Traffic	0	0	0	0	0	0	0	646	0	0	582	0
Project Trips												
Trip Distribution IN								70%				
Trip Distribution OUT			10%								70%	
Residential Trips	0	0	6	0	0	0	0	71	0	0	41	0
Total Project Trips	0	0	6	0	0	0	0	71	0	0	41	0
2026 Buildout Total	0	0	6	0	0	0	0	717	0	0	623	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection #6

Site Driveway Center/ at Stephenson Road

AM PEAK HOUR

Description	Site Driveway Center Northbound Left	Through	Right	Southbound Left	Through	Right	Stephenson Road Eastbound Left	Through	Right	Stephenson Road Westbound Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	0	0	0	0	191	0	0	213	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	7	0	0	5	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	2%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Adjusted 2020 Volumes	0	0	0	0	0	0	0	478	0	0	533	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
2026 Background Traffic	0	0	0	0	0	0	0	507	0	0	566	0
Project Trips												
Trip Distribution IN								65%	5%			
Trip Distribution OUT			5%					10%			70%	
Residential Trips	0	0	4	0	0	0	0	29	2	0	62	0
Total Project Trips	0	0	4	0	0	0	0	29	2	0	62	0
2026 Buildout Total	0	0	4	0	0	0	0	536	2	0	628	0

PM PEAK HOUR

Description	Site Driveway Center Northbound Left	Through	Right	Southbound Left	Through	Right	Stephenson Road Eastbound Left	Through	Right	Stephenson Road Westbound Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	0	0	0	0	406	0	0	365	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	4	0	0	2	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Adjusted 2020 Volumes	0	0	0	0	0	0	0	609	0	0	548	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
2026 Background Traffic	0	0	0	0	0	0	0	646	0	0	582	0
Project Trips												
Trip Distribution IN								65%	5%			
Trip Distribution OUT			5%					10%			70%	
Residential Trips	0	0	3	0	0	0	0	72	5	0	41	0
Total Project Trips	0	0	3	0	0	0	0	72	5	0	41	0
2026 Buildout Total	0	0	3	0	0	0	0	718	5	0	623	0

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APPENDIX E

Synchro Analysis Reports

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	260	423	203	373	485	213
Future Volume (veh/h)	260	423	203	373	485	213
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1841	1870	1870	1870
Adj Flow Rate, veh/h	274	445	214	393	511	224
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	4	2	2	2
Cap, veh/h	284	461	252	1103	561	499
Arrive On Green	0.45	0.45	0.09	0.59	0.31	0.31
Sat Flow, veh/h	626	1017	1753	1870	1781	1585
Grp Volume(v), veh/h	0	719	214	393	511	224
Grp Sat Flow(s),veh/h/ln	0	1643	1753	1870	1781	1585
Q Serve(g_s), s	0.0	40.1	6.0	10.3	25.9	10.6
Cycle Q Clear(g_c), s	0.0	40.1	6.0	10.3	25.9	10.6
Prop In Lane		0.62	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	745	252	1103	561	499
V/C Ratio(X)	0.00	0.97	0.85	0.36	0.91	0.45
Avail Cap(c_a), veh/h	0	745	385	1103	672	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	25.0	21.8	10.0	31.0	25.7
Incr Delay (d2), s/veh	0.0	25.6	10.6	0.9	15.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.0	2.8	3.8	13.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	50.6	32.5	10.9	46.0	26.4
LnGrp LOS	A	D	C	B	D	C
Approach Vol, veh/h	719			607	735	
Approach Delay, s/veh	50.6			18.5	40.0	
Approach LOS	D			B	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		34.1	12.8	47.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		55.5		35.5	15.5	35.5
Max Q Clear Time (g_c+I1), s		12.3		27.9	8.0	42.1
Green Ext Time (p_c), s		2.3		1.7	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	448	510	18	20	65
Future Vol, veh/h	28	448	510	18	20	65
Conflicting Peds, #/hr	2	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	70	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	3	2	2	2	2
Mvmt Flow	30	482	548	19	22	70

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	569	0	-	0	1092	550
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	542	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1003	-	-	-	237	535
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1001	-	-	-	226	534
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	582	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1001	-	-	-	404
HCM Lane V/C Ratio	0.03	-	-	-	0.226
HCM Control Delay (s)	8.7	0	-	-	16.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	440	0	0	440	13	0	0	0	30	0	93
Future Vol, veh/h	38	440	0	0	440	13	0	0	0	30	0	93
Conflicting Peds, #/hr	5	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	70	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	3	0	0	2	2	0	0	0	2	0	3
Mvmt Flow	41	478	0	0	478	14	0	0	0	33	0	101

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	497	0	-	-	-	0			1043	-	483
Stage 1	-	-	-	-	-	-			483	-	-
Stage 2	-	-	-	-	-	-			560	-	-
Critical Hdwy	4.17	-	-	-	-	-			6.42	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	-	-
Follow-up Hdwy	2.263	-	-	-	-	-			3.518	-	3.327
Pot Cap-1 Maneuver	1042	-	0	0	-	-			254	0	582
Stage 1	-	-	0	0	-	-			620	0	-
Stage 2	-	-	0	0	-	-			572	0	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1037	-	-	-	-	-			238	0	579
Mov Cap-2 Maneuver	-	-	-	-	-	-			238	0	-
Stage 1	-	-	-	-	-	-			583	0	-
Stage 2	-	-	-	-	-	-			569	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1037	-	-	-	429
HCM Lane V/C Ratio	0.04	-	-	-	0.312
HCM Control Delay (s)	8.6	0	-	-	17.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	15	258	0	8	13	107	1131	5	2	1097	96
Future Volume (veh/h)	275	15	258	0	8	13	107	1131	5	2	1097	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1900	1870	1604	1841	1826	1870	1870	1841	1870
Adj Flow Rate, veh/h	293	16	274	0	9	14	114	1203	5	2	1167	102
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	3	0	2	20	4	5	2	2	4	2
Cap, veh/h	383	432	363	99	72	52	138	2299	1050	5	2051	930
Arrive On Green	0.16	0.23	0.23	0.00	0.04	0.04	0.08	0.66	0.66	0.00	0.59	0.59
Sat Flow, veh/h	1781	1870	1572	1810	1870	1359	1753	3469	1585	1781	3497	1585
Grp Volume(v), veh/h	293	16	274	0	9	14	114	1203	5	2	1167	102
Grp Sat Flow(s),veh/h/ln	1781	1870	1572	1810	1870	1359	1753	1735	1585	1781	1749	1585
Q Serve(g_s), s	20.2	0.9	21.1	0.0	0.6	1.3	8.3	23.3	0.1	0.1	26.9	3.7
Cycle Q Clear(g_c), s	20.2	0.9	21.1	0.0	0.6	1.3	8.3	23.3	0.1	0.1	26.9	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	383	432	363	99	72	52	138	2299	1050	5	2051	930
V/C Ratio(X)	0.76	0.04	0.76	0.00	0.13	0.27	0.82	0.52	0.00	0.42	0.57	0.11
Avail Cap(c_a), veh/h	383	583	490	244	439	319	209	2299	1050	281	2051	930
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	38.8	46.6	0.0	60.4	60.7	59.0	11.3	7.4	64.7	16.7	11.9
Incr Delay (d2), s/veh	8.9	0.0	4.5	0.0	0.8	2.7	14.7	0.9	0.0	49.4	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.4	8.5	0.0	0.3	0.5	4.3	8.8	0.0	0.1	10.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	38.8	51.1	0.0	61.2	63.4	73.7	12.2	7.4	114.1	17.8	12.1
LnGrp LOS	E	D	D	A	E	E	E	B	A	F	B	B
Approach Vol, veh/h		583			23			1322			1271	
Approach Delay, s/veh		53.9			62.5			17.5			17.5	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	90.7	0.0	34.5	14.8	80.7	25.0	9.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	40.5	10.5	40.5	15.5	45.5	20.5	30.5
Max Q Clear Time (g_c+I1), s	2.1	25.3	0.0	23.1	10.3	28.9	22.2	3.3
Green Ext Time (p_c), s	0.0	7.8	0.0	0.9	0.1	8.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	399	561	240	324	527	245
Future Volume (veh/h)	399	561	240	324	527	245
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	411	578	247	334	543	253
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	355	499	223	1188	490	436
Arrive On Green	0.50	0.50	0.09	0.63	0.28	0.28
Sat Flow, veh/h	703	989	1781	1870	1781	1585
Grp Volume(v), veh/h	0	989	247	334	543	253
Grp Sat Flow(s),veh/h/ln	0	1692	1781	1870	1781	1585
Q Serve(g_s), s	0.0	50.5	8.5	7.9	27.5	13.8
Cycle Q Clear(g_c), s	0.0	50.5	8.5	7.9	27.5	13.8
Prop In Lane		0.58	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	855	223	1188	490	436
V/C Ratio(X)	0.00	1.16	1.11	0.28	1.11	0.58
Avail Cap(c_a), veh/h	0	855	223	1188	490	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	24.8	31.8	8.1	36.3	31.3
Incr Delay (d2), s/veh	0.0	83.8	91.4	0.6	73.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	37.5	8.1	2.9	21.7	12.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	108.6	123.2	8.7	109.9	33.2
LnGrp LOS	A	F	F	A	F	C
Approach Vol, veh/h	989			581	796	
Approach Delay, s/veh	108.6			57.4	85.6	
Approach LOS	F			E	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.0		32.0	13.0	55.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		63.5		27.5	8.5	50.5
Max Q Clear Time (g_c+I1), s		9.9		29.5	10.5	52.5
Green Ext Time (p_c), s		1.9		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	88.3
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	599	528	17	6	32
Future Vol, veh/h	36	599	528	17	6	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	70	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	697	614	20	7	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	634	0	-	0	1395	614
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	781	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	949	-	-	-	156	492
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	451	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	949	-	-	-	145	492
Mov Cap-2 Maneuver	-	-	-	-	145	-
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	451	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	949	-	-	-	357
HCM Lane V/C Ratio	0.044	-	-	-	0.124
HCM Control Delay (s)	9	0	-	-	16.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	92	518	0	0	467	32	0	0	0	27	0	81
Future Vol, veh/h	92	518	0	0	467	32	0	0	0	27	0	81
Conflicting Peds, #/hr	2	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	70	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	0	0	2	2	0	0	0	2	0	2
Mvmt Flow	102	576	0	0	519	36	0	0	0	30	0	90

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	557	0	-	-	-	0			1301	-	521
Stage 1	-	-	-	-	-	-			521	-	-
Stage 2	-	-	-	-	-	-			780	-	-
Critical Hdwy	4.12	-	-	-	-	-			6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	-	-
Follow-up Hdwy	2.218	-	-	-	-	-			3.518	-	3.318
Pot Cap-1 Maneuver	1014	-	0	0	-	-			178	0	555
Stage 1	-	-	0	0	-	-			596	0	-
Stage 2	-	-	0	0	-	-			452	0	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1012	-	-	-	-	-			151	0	554
Mov Cap-2 Maneuver	-	-	-	-	-	-			151	0	-
Stage 1	-	-	-	-	-	-			507	0	-
Stage 2	-	-	-	-	-	-			451	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	21.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1012	-	-	-	332
HCM Lane V/C Ratio	0.101	-	-	-	0.361
HCM Control Delay (s)	9	0	-	-	21.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	5	275	0	6	9	121	1271	3	3	1172	170
Future Volume (veh/h)	204	5	275	0	6	9	121	1271	3	3	1172	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	217	5	293	0	6	10	129	1352	3	3	1247	181
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	337	380	322	99	72	61	154	2449	1092	7	2155	961
Arrive On Green	0.13	0.20	0.20	0.00	0.04	0.04	0.09	0.69	0.69	0.00	0.61	0.61
Sat Flow, veh/h	1781	1870	1585	1810	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	217	5	293	0	6	10	129	1352	3	3	1247	181
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1810	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	14.7	0.3	23.5	0.0	0.4	0.8	9.3	24.8	0.1	0.2	27.7	6.6
Cycle Q Clear(g_c), s	14.7	0.3	23.5	0.0	0.4	0.8	9.3	24.8	0.1	0.2	27.7	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	337	380	322	99	72	61	154	2449	1092	7	2155	961
V/C Ratio(X)	0.64	0.01	0.91	0.00	0.08	0.16	0.84	0.55	0.00	0.43	0.58	0.19
Avail Cap(c_a), veh/h	386	583	494	244	439	372	212	2449	1092	281	2155	961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	41.4	50.6	0.0	60.3	60.5	58.5	10.1	6.3	64.6	15.5	11.4
Incr Delay (d2), s/veh	3.0	0.0	14.9	0.0	0.5	1.2	18.2	0.9	0.0	36.1	1.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.1	10.4	0.0	0.2	0.3	5.0	9.4	0.0	0.2	11.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	41.4	65.6	0.0	60.8	61.7	76.7	11.0	6.3	100.7	16.7	11.8
LnGrp LOS	D	D	E	A	E	E	E	B	A	F	B	B
Approach Vol, veh/h		515			16			1484			1431	
Approach Delay, s/veh		59.8			61.4			16.7			16.2	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	94.1	0.0	30.9	15.8	83.3	21.4	9.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	40.5	10.5	40.5	15.5	45.5	20.5	30.5
Max Q Clear Time (g_c+I1), s	2.2	26.8	0.0	25.5	11.3	29.7	16.7	2.8
Green Ext Time (p_c), s	0.0	8.1	0.0	0.8	0.1	8.8	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	609	0	0	548	0	0
Future Vol, veh/h	609	0	0	548	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	677	0	0	609	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	677
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	456
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	456
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	609	0	0	548	0	0
Future Vol, veh/h	609	0	0	548	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	677	0	0	609	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	677
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	456
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	456
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	276	449	215	396	515	226
Future Volume (veh/h)	276	449	215	396	515	226
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1841	1870	1870	1870
Adj Flow Rate, veh/h	291	473	226	417	542	238
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	4	2	2	2
Cap, veh/h	265	431	262	1080	586	522
Arrive On Green	0.42	0.42	0.11	0.58	0.33	0.33
Sat Flow, veh/h	626	1017	1753	1870	1781	1585
Grp Volume(v), veh/h	0	764	226	417	542	238
Grp Sat Flow(s),veh/h/ln	0	1643	1753	1870	1781	1585
Q Serve(g_s), s	0.0	40.7	8.0	11.7	28.2	11.4
Cycle Q Clear(g_c), s	0.0	40.7	8.0	11.7	28.2	11.4
Prop In Lane		0.62	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	696	262	1080	586	522
V/C Ratio(X)	0.00	1.10	0.86	0.39	0.92	0.46
Avail Cap(c_a), veh/h	0	696	357	1080	658	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	27.7	26.3	11.1	31.1	25.5
Incr Delay (d2), s/veh	0.0	63.9	14.8	1.0	17.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.6	4.0	4.5	14.6	10.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	91.6	41.1	12.1	48.9	26.1
LnGrp LOS	A	F	D	B	D	C
Approach Vol, veh/h	764			643	780	
Approach Delay, s/veh	91.6			22.3	41.9	
Approach LOS	F			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		36.2	14.8	45.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		55.5		35.5	15.5	35.5
Max Q Clear Time (g_c+I1), s		13.7		30.2	10.0	42.7
Green Ext Time (p_c), s		2.5		1.4	0.3	0.0

Intersection Summary		
HCM 6th Ctrl Delay		53.5
HCM 6th LOS		D

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	476	541	19	21	69
Future Vol, veh/h	30	476	541	19	21	69
Conflicting Peds, #/hr	2	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	70	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	3	2	2	2	2
Mvmt Flow	32	512	582	20	23	74

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	604	0	-	0	1160	584
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	576	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	974	-	-	-	216	512
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	562	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	972	-	-	-	205	511
Mov Cap-2 Maneuver	-	-	-	-	205	-
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	561	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	17.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	972	-	-	-	379
HCM Lane V/C Ratio	0.033	-	-	-	0.255
HCM Control Delay (s)	8.8	0	-	-	17.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	467	0	0	467	14	0	0	0	32	0	99
Future Vol, veh/h	40	467	0	0	467	14	0	0	0	32	0	99
Conflicting Peds, #/hr	5	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	70	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	3	0	0	2	2	0	0	0	2	0	3
Mvmt Flow	43	508	0	0	508	15	0	0	0	35	0	108

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	528	0	-	-	-	0			1107	-	513
Stage 1	-	-	-	-	-	-			513	-	-
Stage 2	-	-	-	-	-	-			594	-	-
Critical Hdwy	4.17	-	-	-	-	-			6.42	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	-	-
Follow-up Hdwy	2.263	-	-	-	-	-			3.518	-	3.327
Pot Cap-1 Maneuver	1014	-	0	0	-	-			233	0	559
Stage 1	-	-	0	0	-	-			601	0	-
Stage 2	-	-	0	0	-	-			552	0	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	1009	-	-	-	-	-			217	0	556
Mov Cap-2 Maneuver	-	-	-	-	-	-			217	0	-
Stage 1	-	-	-	-	-	-			563	0	-
Stage 2	-	-	-	-	-	-			549	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	18.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1009	-	-	-	402
HCM Lane V/C Ratio	0.043	-	-	-	0.354
HCM Control Delay (s)	8.7	0	-	-	18.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	16	274	0	8	14	114	1201	5	2	1164	102
Future Volume (veh/h)	292	16	274	0	8	14	114	1201	5	2	1164	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1900	1870	1604	1841	1826	1870	1870	1841	1870
Adj Flow Rate, veh/h	311	17	291	0	9	15	121	1278	5	2	1238	109
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	3	0	2	20	4	5	2	2	4	2
Cap, veh/h	383	432	363	99	72	52	146	2299	1050	5	2036	923
Arrive On Green	0.16	0.23	0.23	0.00	0.04	0.04	0.08	0.66	0.66	0.00	0.58	0.58
Sat Flow, veh/h	1781	1870	1572	1810	1870	1359	1753	3469	1585	1781	3497	1585
Grp Volume(v), veh/h	311	17	291	0	9	15	121	1278	5	2	1238	109
Grp Sat Flow(s),veh/h/ln	1781	1870	1572	1810	1870	1359	1753	1735	1585	1781	1749	1585
Q Serve(g_s), s	20.5	0.9	22.7	0.0	0.6	1.4	8.8	25.6	0.1	0.1	29.8	4.0
Cycle Q Clear(g_c), s	20.5	0.9	22.7	0.0	0.6	1.4	8.8	25.6	0.1	0.1	29.8	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	383	432	363	99	72	52	146	2299	1050	5	2036	923
V/C Ratio(X)	0.81	0.04	0.80	0.00	0.13	0.29	0.83	0.56	0.00	0.42	0.61	0.12
Avail Cap(c_a), veh/h	383	583	490	243	439	319	209	2299	1050	281	2036	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	38.8	47.2	0.0	60.4	60.8	58.7	11.7	7.4	64.7	17.6	12.2
Incr Delay (d2), s/veh	12.4	0.0	6.8	0.0	0.8	3.0	16.8	1.0	0.0	49.4	1.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	0.4	9.3	0.0	0.3	0.5	4.6	9.7	0.0	0.1	12.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	38.9	54.0	0.0	61.2	63.7	75.5	12.7	7.4	114.1	18.9	12.4
LnGrp LOS	E	D	D	A	E	E	E	B	A	F	B	B
Approach Vol, veh/h		619			24			1404			1349	
Approach Delay, s/veh		57.4			62.8			18.1			18.5	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	90.7	0.0	34.5	15.3	80.2	25.0	9.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	40.5	10.5	40.5	15.5	45.5	20.5	30.5
Max Q Clear Time (g_c+I1), s	2.1	27.6	0.0	24.7	10.8	31.8	22.5	3.4
Green Ext Time (p_c), s	0.0	7.4	0.0	0.9	0.1	7.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	424	596	255	344	559	260
Future Volume (veh/h)	424	596	255	344	559	260
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	437	614	263	355	576	268
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	355	499	223	1188	490	436
Arrive On Green	0.50	0.50	0.09	0.63	0.28	0.28
Sat Flow, veh/h	704	989	1781	1870	1781	1585
Grp Volume(v), veh/h	0	1051	263	355	576	268
Grp Sat Flow(s),veh/h/ln	0	1692	1781	1870	1781	1585
Q Serve(g_s), s	0.0	50.5	8.5	8.6	27.5	14.8
Cycle Q Clear(g_c), s	0.0	50.5	8.5	8.6	27.5	14.8
Prop In Lane		0.58	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	855	223	1188	490	436
V/C Ratio(X)	0.00	1.23	1.18	0.30	1.18	0.61
Avail Cap(c_a), veh/h	0	855	223	1188	490	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	24.8	31.8	8.2	36.3	31.6
Incr Delay (d2), s/veh	0.0	113.6	116.4	0.6	98.8	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	44.6	9.7	3.1	25.1	13.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	138.4	148.2	8.9	135.1	34.2
LnGrp LOS	A	F	F	A	F	C
Approach Vol, veh/h	1051			618	844	
Approach Delay, s/veh	138.4			68.2	103.0	
Approach LOS	F			E	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.0		32.0	13.0	55.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		63.5		27.5	8.5	50.5
Max Q Clear Time (g_c+I1), s		10.6		29.5	10.5	52.5
Green Ext Time (p_c), s		2.1		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	109.2
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	636	560	18	6	34
Future Vol, veh/h	38	636	560	18	6	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	70	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	740	651	21	7	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	672	0	-	0	1479	651
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	828	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	919	-	-	-	138	469
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	429	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	919	-	-	-	127	469
Mov Cap-2 Maneuver	-	-	-	-	127	-
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	429	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	919	-	-	-	334
HCM Lane V/C Ratio	0.048	-	-	-	0.139
HCM Control Delay (s)	9.1	0	-	-	17.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	98	550	0	0	496	34	0	0	0	29	0	86
Future Vol, veh/h	98	550	0	0	496	34	0	0	0	29	0	86
Conflicting Peds, #/hr	2	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	70	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	0	0	2	2	0	0	0	2	0	2
Mvmt Flow	109	611	0	0	551	38	0	0	0	32	0	96

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	591	0	-	-	-	0			1382	-	553
Stage 1	-	-	-	-	-	-			553	-	-
Stage 2	-	-	-	-	-	-			829	-	-
Critical Hdwy	4.12	-	-	-	-	-			6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	-	-
Follow-up Hdwy	2.218	-	-	-	-	-			3.518	-	3.318
Pot Cap-1 Maneuver	985	-	0	0	-	-			159	0	533
Stage 1	-	-	0	0	-	-			576	0	-
Stage 2	-	-	0	0	-	-			429	0	-
Platoon blocked, %		-			-	-					
Mov Cap-1 Maneuver	983	-	-	-	-	-			132	0	532
Mov Cap-2 Maneuver	-	-	-	-	-	-			132	0	-
Stage 1	-	-	-	-	-	-			478	0	-
Stage 2	-	-	-	-	-	-			428	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	25.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	983	-	-	-	302
HCM Lane V/C Ratio	0.111	-	-	-	0.423
HCM Control Delay (s)	9.1	0	-	-	25.4
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.4	-	-	-	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	5	292	0	6	10	128	1349	3	3	1244	180
Future Volume (veh/h)	217	5	292	0	6	10	128	1349	3	3	1244	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	231	5	311	0	6	11	136	1435	3	3	1323	191
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	354	400	339	103	80	68	162	2410	1075	7	2102	938
Arrive On Green	0.14	0.21	0.21	0.00	0.04	0.04	0.09	0.68	0.68	0.00	0.59	0.59
Sat Flow, veh/h	1781	1870	1585	1810	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	231	5	311	0	6	11	136	1435	3	3	1323	191
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1810	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	15.6	0.3	24.9	0.0	0.4	0.9	9.8	28.3	0.1	0.2	31.5	7.3
Cycle Q Clear(g_c), s	15.6	0.3	24.9	0.0	0.4	0.9	9.8	28.3	0.1	0.2	31.5	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	400	339	103	80	68	162	2410	1075	7	2102	938
V/C Ratio(X)	0.65	0.01	0.92	0.00	0.08	0.16	0.84	0.60	0.00	0.43	0.63	0.20
Avail Cap(c_a), veh/h	391	583	494	248	439	372	212	2410	1075	281	2102	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	40.3	50.0	0.0	59.8	60.0	58.2	11.3	6.7	64.6	17.3	12.3
Incr Delay (d2), s/veh	3.3	0.0	16.9	0.0	0.4	1.1	20.2	1.1	0.0	36.1	1.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.1	11.2	0.0	0.2	0.4	5.3	10.9	0.0	0.2	12.9	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	40.3	66.9	0.0	60.2	61.1	78.3	12.4	6.7	100.7	18.7	12.8
LnGrp LOS	D	D	E	A	E	E	E	B	A	F	B	B
Approach Vol, veh/h		547			17			1574			1517	
Approach Delay, s/veh		60.3			60.8			18.1			18.1	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	92.7	0.0	32.3	16.3	81.4	22.3	10.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	40.5	10.5	40.5	15.5	45.5	20.5	30.5
Max Q Clear Time (g_c+I1), s	2.2	30.3	0.0	26.9	11.8	33.5	17.6	2.9
Green Ext Time (p_c), s	0.0	6.9	0.0	0.9	0.1	7.7	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	646	0	0	582	0	0
Future Vol, veh/h	646	0	0	582	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	718	0	0	647	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	718
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	432
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	432
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	646	0	0	582	0	0
Future Vol, veh/h	646	0	0	582	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	718	0	0	647	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	718
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	432
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	432
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	294	449	224	449	515	229
Future Volume (veh/h)	294	449	224	449	515	229
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	309	473	236	473	542	241
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	280	428	272	1079	587	522
Arrive On Green	0.42	0.42	0.11	0.58	0.33	0.33
Sat Flow, veh/h	666	1020	1781	1870	1781	1585
Grp Volume(v), veh/h	0	782	236	473	542	241
Grp Sat Flow(s),veh/h/ln	0	1687	1781	1870	1781	1585
Q Serve(g_s), s	0.0	40.3	8.4	13.8	28.2	11.6
Cycle Q Clear(g_c), s	0.0	40.3	8.4	13.8	28.2	11.6
Prop In Lane		0.60	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	707	272	1079	587	522
V/C Ratio(X)	0.00	1.11	0.87	0.44	0.92	0.46
Avail Cap(c_a), veh/h	0	707	362	1079	658	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	27.9	26.7	11.5	31.1	25.5
Incr Delay (d2), s/veh	0.0	66.5	15.5	1.3	17.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	27.6	4.3	5.3	14.6	10.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	94.4	42.2	12.8	48.9	26.1
LnGrp LOS	A	F	D	B	D	C
Approach Vol, veh/h	782			709	783	
Approach Delay, s/veh	94.4			22.6	41.9	
Approach LOS	F			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		36.2	15.2	44.8
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		55.5		35.5	15.5	35.5
Max Q Clear Time (g_c+I1), s		15.8		30.2	10.4	42.3
Green Ext Time (p_c), s		2.9		1.5	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	497	603	19	21	69
Future Vol, veh/h	30	497	603	19	21	69
Conflicting Peds, #/hr	2	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	70	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	534	648	20	23	74

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	670	0	-	0	1248	650
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	598	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	920	-	-	-	191	469
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	549	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	918	-	-	-	181	468
Mov Cap-2 Maneuver	-	-	-	-	181	-
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	548	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	918	-	-	-	342
HCM Lane V/C Ratio	0.035	-	-	-	0.283
HCM Control Delay (s)	9.1	0	-	-	19.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

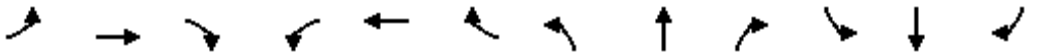
Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	480	20	9	467	14	62	0	13	32	0	99
Future Vol, veh/h	40	480	20	9	467	14	62	0	13	32	0	99
Conflicting Peds, #/hr	5	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	100	-	-	70	0	-	75	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	522	22	10	508	15	67	0	14	35	0	108

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	528	0	0	522	0	0	1198	-	522	1141	1141	513
Stage 1	-	-	-	-	-	-	608	-	-	533	533	-
Stage 2	-	-	-	-	-	-	590	-	-	608	608	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1034	-	-	1044	-	-	162	0	555	178	201	561
Stage 1	-	-	-	-	-	-	483	0	-	531	525	-
Stage 2	-	-	-	-	-	-	494	0	-	483	486	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1029	-	-	1044	-	-	123	-	555	163	185	558
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	-	-	163	185	-
Stage 1	-	-	-	-	-	-	454	-	-	497	515	-
Stage 2	-	-	-	-	-	-	393	-	-	442	457	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.2	55.8	13
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	123	555	1029	-	-	1044	-	-	558
HCM Lane V/C Ratio	0.548	0.025	0.042	-	-	0.009	-	-	0.193
HCM Control Delay (s)	65.1	11.7	8.7	0	-	8.5	0	-	13
HCM Lane LOS	F	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.6	0.1	0.1	-	-	0	-	-	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	16	287	0	8	14	119	1201	5	2	1164	107
Future Volume (veh/h)	305	16	287	0	8	14	119	1201	5	2	1164	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1781	1856	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	324	17	305	0	9	15	127	1278	5	2	1238	114
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	8	3	3	2	2	3	2
Cap, veh/h	383	432	366	97	72	58	152	2336	1050	5	2042	918
Arrive On Green	0.16	0.23	0.23	0.00	0.04	0.04	0.09	0.66	0.66	0.00	0.58	0.58
Sat Flow, veh/h	1781	1870	1585	1781	1870	1510	1767	3526	1585	1781	3526	1585
Grp Volume(v), veh/h	324	17	305	0	9	15	127	1278	5	2	1238	114
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1510	1767	1763	1585	1781	1763	1585
Q Serve(g_s), s	20.5	0.9	23.8	0.0	0.6	1.3	9.2	24.9	0.1	0.1	29.6	4.2
Cycle Q Clear(g_c), s	20.5	0.9	23.8	0.0	0.6	1.3	9.2	24.9	0.1	0.1	29.6	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	383	432	366	97	72	58	152	2336	1050	5	2042	918
V/C Ratio(X)	0.85	0.04	0.83	0.00	0.13	0.26	0.83	0.55	0.00	0.42	0.61	0.12
Avail Cap(c_a), veh/h	383	583	494	240	439	354	211	2336	1050	281	2042	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	38.8	47.6	0.0	60.4	60.7	58.5	11.6	7.4	64.7	17.7	12.4
Incr Delay (d2), s/veh	15.9	0.0	8.8	0.0	0.8	2.3	18.1	0.9	0.0	49.4	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	0.4	10.0	0.0	0.3	0.5	4.9	9.6	0.0	0.1	12.1	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	38.9	56.5	0.0	61.2	63.0	76.6	12.5	7.4	114.1	19.1	12.7
LnGrp LOS	E	D	E	A	E	E	E	B	A	F	B	B
Approach Vol, veh/h		646			24			1410			1354	
Approach Delay, s/veh		60.6			62.3			18.3			18.7	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	90.7	0.0	34.5	15.7	79.8	25.0	9.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	40.5	10.5	40.5	15.5	45.5	20.5	30.5
Max Q Clear Time (g_c+I1), s	2.1	26.9	0.0	25.8	11.2	31.6	22.5	3.3
Green Ext Time (p_c), s	0.0	7.7	0.0	0.9	0.1	7.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	528	0	0	628	0	9
Future Vol, veh/h	528	0	0	628	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	574	0	0	683	0	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	574
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	518
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	518
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	518	-	-
HCM Lane V/C Ratio	0.019	-	-
HCM Control Delay (s)	12.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	536	2	0	628	0	4
Future Vol, veh/h	536	2	0	628	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	583	2	0	683	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	584
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	512
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	512
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	512	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	12.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	485	596	261	379	559	270
Future Volume (veh/h)	485	596	261	379	559	270
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	500	614	269	391	576	278
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	386	474	223	1188	490	436
Arrive On Green	0.50	0.50	0.09	0.63	0.28	0.28
Sat Flow, veh/h	764	938	1781	1870	1781	1585
Grp Volume(v), veh/h	0	1114	269	391	576	278
Grp Sat Flow(s),veh/h/ln	0	1702	1781	1870	1781	1585
Q Serve(g_s), s	0.0	50.5	8.5	9.6	27.5	15.4
Cycle Q Clear(g_c), s	0.0	50.5	8.5	9.6	27.5	15.4
Prop In Lane		0.55	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	859	223	1188	490	436
V/C Ratio(X)	0.00	1.30	1.20	0.33	1.18	0.64
Avail Cap(c_a), veh/h	0	859	223	1188	490	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	24.8	31.8	8.4	36.3	31.9
Incr Delay (d2), s/veh	0.0	142.0	126.4	0.7	98.8	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	51.6	10.3	3.5	25.1	13.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	166.7	158.2	9.2	135.1	35.0
LnGrp LOS	A	F	F	A	F	C
Approach Vol, veh/h	1114			660	854	
Approach Delay, s/veh	166.7			69.9	102.5	
Approach LOS	F			E	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.0		32.0	13.0	55.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		63.5		27.5	8.5	50.5
Max Q Clear Time (g_c+I1), s		11.6		29.5	10.5	52.5
Green Ext Time (p_c), s		2.3		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	121.5
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	707	601	18	6	34
Future Vol, veh/h	38	707	601	18	6	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	70	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	822	699	21	7	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	720	0	-	0	1609	699
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	910	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	882	-	-	-	115	440
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	393	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	882	-	-	-	104	440
Mov Cap-2 Maneuver	-	-	-	-	104	-
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	393	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	19.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	882	-	-	-	296
HCM Lane V/C Ratio	0.05	-	-	-	0.157
HCM Control Delay (s)	9.3	0	-	-	19.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	98	559	66	30	496	34	41	0	9	29	0	86
Future Vol, veh/h	98	559	66	30	496	34	41	0	9	29	0	86
Conflicting Peds, #/hr	2	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	100	-	-	70	0	-	75	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	621	73	33	551	38	46	0	10	32	0	96

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	591	0	0	621	0	0	1523	-	621	1458	1458	553
Stage 1	-	-	-	-	-	-	839	-	-	619	619	-
Stage 2	-	-	-	-	-	-	684	-	-	839	839	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	985	-	-	960	-	-	97	0	487	107	129	533
Stage 1	-	-	-	-	-	-	360	0	-	476	480	-
Stage 2	-	-	-	-	-	-	439	0	-	360	381	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	983	-	-	960	-	-	66	-	487	86	100	532
Mov Cap-2 Maneuver	-	-	-	-	-	-	66	-	-	86	100	-
Stage 1	-	-	-	-	-	-	294	-	-	388	455	-
Stage 2	-	-	-	-	-	-	342	-	-	288	311	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.5	115	13.2
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	66	487	983	-	-	960	-	-	532
HCM Lane V/C Ratio	0.69	0.021	0.111	-	-	0.035	-	-	0.18
HCM Control Delay (s)	137.5	12.5	9.1	0	-	8.9	0	-	13.2
HCM Lane LOS	F	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	3	0.1	0.4	-	-	0.1	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	5	301	0	6	10	143	1349	3	3	1244	195
Future Volume (veh/h)	226	5	301	0	6	10	143	1349	3	3	1244	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	240	5	320	0	6	11	152	1435	3	3	1323	207
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	364	411	348	103	82	70	178	2390	1066	7	2050	914
Arrive On Green	0.14	0.22	0.22	0.00	0.04	0.04	0.10	0.67	0.67	0.00	0.58	0.58
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	240	5	320	0	6	11	152	1435	3	3	1323	207
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	16.2	0.3	25.7	0.0	0.4	0.9	10.9	28.8	0.1	0.2	32.6	8.3
Cycle Q Clear(g_c), s	16.2	0.3	25.7	0.0	0.4	0.9	10.9	28.8	0.1	0.2	32.6	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	364	411	348	103	82	70	178	2390	1066	7	2050	914
V/C Ratio(X)	0.66	0.01	0.92	0.00	0.07	0.16	0.86	0.60	0.00	0.43	0.65	0.23
Avail Cap(c_a), veh/h	393	583	494	246	439	372	212	2390	1066	281	2050	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	39.7	49.6	0.0	59.6	59.8	57.6	11.7	7.0	64.6	18.5	13.4
Incr Delay (d2), s/veh	3.7	0.0	17.8	0.0	0.4	1.0	24.3	1.1	0.0	36.1	1.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.1	11.6	0.0	0.2	0.4	6.1	11.1	0.0	0.2	13.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	39.7	67.4	0.0	60.0	60.9	81.9	12.8	7.0	100.7	20.1	14.0
LnGrp LOS	D	D	E	A	E	E	F	B	A	F	C	B
Approach Vol, veh/h		565			17			1590			1533	
Approach Delay, s/veh		60.5			60.6			19.4			19.4	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	91.9	0.0	33.0	17.5	79.5	22.8	10.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	40.5	10.5	40.5	15.5	45.5	20.5	30.5
Max Q Clear Time (g_c+I1), s	2.2	30.8	0.0	27.7	12.9	34.6	18.2	2.9
Green Ext Time (p_c), s	0.0	6.6	0.0	0.9	0.1	7.2	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	717	0	0	623	0	6
Future Vol, veh/h	717	0	0	623	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	797	0	0	692	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	797
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	387
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	387
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	387	-	-
HCM Lane V/C Ratio	0.017	-	-
HCM Control Delay (s)	14.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	718	5	0	623	0	3
Future Vol, veh/h	718	5	0	623	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	798	6	0	692	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	801
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	384
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	384
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	384	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	14.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	260	423	203	373	485	213
Future Volume (veh/h)	260	423	203	373	485	213
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1841	1870	1870	1870
Adj Flow Rate, veh/h	274	445	214	393	511	224
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	2	4	2	2	2
Cap, veh/h	834	724	486	1103	561	499
Arrive On Green	0.46	0.46	0.09	0.59	0.31	0.31
Sat Flow, veh/h	1826	1585	1753	1870	1781	1585
Grp Volume(v), veh/h	274	445	214	393	511	224
Grp Sat Flow(s),veh/h/ln	1826	1585	1753	1870	1781	1585
Q Serve(g_s), s	9.0	20.0	5.7	10.3	25.9	10.6
Cycle Q Clear(g_c), s	9.0	20.0	5.7	10.3	25.9	10.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	834	724	486	1103	561	499
V/C Ratio(X)	0.33	0.62	0.44	0.36	0.91	0.45
Avail Cap(c_a), veh/h	834	724	625	1103	672	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	19.3	11.2	10.0	31.0	25.7
Incr Delay (d2), s/veh	1.1	3.9	0.6	0.9	15.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.4	2.0	3.8	13.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.4	23.2	11.8	10.9	46.0	26.4
LnGrp LOS	B	C	B	B	D	C
Approach Vol, veh/h	719			607	735	
Approach Delay, s/veh	21.0			11.2	40.0	
Approach LOS	C			B	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		34.1	12.5	47.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		55.5		35.5	15.5	35.5
Max Q Clear Time (g_c+I1), s		12.3		27.9	7.7	22.0
Green Ext Time (p_c), s		2.3		1.7	0.3	2.6

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	399	561	240	324	527	245
Future Volume (veh/h)	399	561	240	324	527	245
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1870	1870
Adj Flow Rate, veh/h	411	578	247	334	543	253
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	2	2	2	2
Cap, veh/h	949	797	429	1188	490	436
Arrive On Green	0.51	0.51	0.08	0.63	0.28	0.28
Sat Flow, veh/h	1870	1572	1781	1870	1781	1585
Grp Volume(v), veh/h	411	578	247	334	543	253
Grp Sat Flow(s),veh/h/ln	1870	1572	1781	1870	1781	1585
Q Serve(g_s), s	13.9	28.6	6.3	7.9	27.5	13.8
Cycle Q Clear(g_c), s	13.9	28.6	6.3	7.9	27.5	13.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	949	797	429	1188	490	436
V/C Ratio(X)	0.43	0.72	0.58	0.28	1.11	0.58
Avail Cap(c_a), veh/h	949	797	433	1188	490	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	19.2	11.1	8.1	36.3	31.3
Incr Delay (d2), s/veh	1.4	5.7	1.8	0.6	73.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	10.5	2.3	2.9	21.7	12.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.0	24.9	12.9	8.7	109.9	33.2
LnGrp LOS	B	C	B	A	F	C
Approach Vol, veh/h	989			581	796	
Approach Delay, s/veh	21.6			10.5	85.6	
Approach LOS	C			B	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.0		32.0	12.8	55.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		63.5		27.5	8.5	50.5
Max Q Clear Time (g_c+I1), s		9.9		29.5	8.3	30.6
Green Ext Time (p_c), s		1.9		0.0	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	276	449	215	396	515	226
Future Volume (veh/h)	276	449	215	396	515	226
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1841	1870	1870	1870
Adj Flow Rate, veh/h	291	473	226	417	542	238
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	2	4	2	2	2
Cap, veh/h	803	697	464	1080	586	522
Arrive On Green	0.44	0.44	0.09	0.58	0.33	0.33
Sat Flow, veh/h	1826	1585	1753	1870	1781	1585
Grp Volume(v), veh/h	291	473	226	417	542	238
Grp Sat Flow(s),veh/h/ln	1826	1585	1753	1870	1781	1585
Q Serve(g_s), s	10.2	22.9	6.4	11.7	28.2	11.4
Cycle Q Clear(g_c), s	10.2	22.9	6.4	11.7	28.2	11.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	803	697	464	1080	586	522
V/C Ratio(X)	0.36	0.68	0.49	0.39	0.92	0.46
Avail Cap(c_a), veh/h	803	697	588	1080	658	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	21.5	12.3	11.1	31.1	25.5
Incr Delay (d2), s/veh	1.3	5.3	0.8	1.0	17.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	8.7	2.3	4.5	14.6	10.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.2	26.8	13.1	12.1	48.9	26.1
LnGrp LOS	B	C	B	B	D	C
Approach Vol, veh/h	764			643	780	
Approach Delay, s/veh	23.9			12.4	41.9	
Approach LOS	C			B	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		36.2	13.2	46.8
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		55.5		35.5	15.5	35.5
Max Q Clear Time (g_c+I1), s		13.7		30.2	8.4	24.9
Green Ext Time (p_c), s		2.5		1.4	0.3	2.5

Intersection Summary		
HCM 6th Ctrl Delay		27.0
HCM 6th LOS		C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	424	596	255	344	559	260
Future Volume (veh/h)	424	596	255	344	559	260
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1870	1870
Adj Flow Rate, veh/h	437	614	263	355	576	268
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	2	2	2	2
Cap, veh/h	945	794	414	1188	490	436
Arrive On Green	0.50	0.50	0.09	0.63	0.28	0.28
Sat Flow, veh/h	1870	1572	1781	1870	1781	1585
Grp Volume(v), veh/h	437	614	263	355	576	268
Grp Sat Flow(s),veh/h/ln	1870	1572	1781	1870	1781	1585
Q Serve(g_s), s	15.1	31.7	6.8	8.6	27.5	14.8
Cycle Q Clear(g_c), s	15.1	31.7	6.8	8.6	27.5	14.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	945	794	414	1188	490	436
V/C Ratio(X)	0.46	0.77	0.64	0.30	1.18	0.61
Avail Cap(c_a), veh/h	945	794	414	1188	490	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	20.1	11.8	8.2	36.3	31.6
Incr Delay (d2), s/veh	1.6	7.2	3.2	0.6	98.8	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	11.8	2.6	3.1	25.1	13.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.6	27.3	15.0	8.9	135.1	34.2
LnGrp LOS	B	C	B	A	F	C
Approach Vol, veh/h	1051			618	844	
Approach Delay, s/veh	23.3			11.5	103.0	
Approach LOS	C			B	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.0		32.0	13.0	55.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		63.5		27.5	8.5	50.5
Max Q Clear Time (g_c+I1), s		10.6		29.5	8.8	33.7
Green Ext Time (p_c), s		2.1		0.0	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	47.2
HCM 6th LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	294	449	224	449	515	229
Future Volume (veh/h)	294	449	224	449	515	229
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	309	473	236	473	542	241
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	818	693	466	1079	587	522
Arrive On Green	0.44	0.44	0.09	0.58	0.33	0.33
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	309	473	236	473	542	241
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	10.7	23.0	6.6	13.8	28.2	11.6
Cycle Q Clear(g_c), s	10.7	23.0	6.6	13.8	28.2	11.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	818	693	466	1079	587	522
V/C Ratio(X)	0.38	0.68	0.51	0.44	0.92	0.46
Avail Cap(c_a), veh/h	818	693	587	1079	658	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	21.7	12.4	11.5	31.1	25.5
Incr Delay (d2), s/veh	1.3	5.4	0.9	1.3	17.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	8.7	2.4	5.3	14.6	10.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.6	27.1	13.3	12.8	48.9	26.1
LnGrp LOS	B	C	B	B	D	C
Approach Vol, veh/h	782			709	783	
Approach Delay, s/veh	24.1			13.0	41.9	
Approach LOS	C			B	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		36.2	13.4	46.6
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		55.5		35.5	15.5	35.5
Max Q Clear Time (g_c+I1), s		15.8		30.2	8.6	25.0
Green Ext Time (p_c), s		2.9		1.5	0.4	2.6

Intersection Summary	
HCM 6th Ctrl Delay	26.8
HCM 6th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	485	596	261	379	559	270
Future Volume (veh/h)	485	596	261	379	559	270
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	500	614	269	391	576	278
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	945	800	387	1188	490	436
Arrive On Green	0.50	0.50	0.09	0.63	0.28	0.28
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	500	614	269	391	576	278
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	18.1	31.3	6.9	9.6	27.5	15.4
Cycle Q Clear(g_c), s	18.1	31.3	6.9	9.6	27.5	15.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	945	800	387	1188	490	436
V/C Ratio(X)	0.53	0.77	0.69	0.33	1.18	0.64
Avail Cap(c_a), veh/h	945	800	387	1188	490	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	20.0	13.3	8.4	36.3	31.9
Incr Delay (d2), s/veh	2.1	6.9	5.3	0.7	98.8	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	11.7	2.9	3.5	25.1	13.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.8	26.9	18.5	9.2	135.1	35.0
LnGrp LOS	B	C	B	A	F	C
Approach Vol, veh/h	1114			660	854	
Approach Delay, s/veh	23.3			13.0	102.5	
Approach LOS	C			B	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.0		32.0	13.0	55.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		63.5		27.5	8.5	50.5
Max Q Clear Time (g_c+I1), s		11.6		29.5	8.9	33.3
Green Ext Time (p_c), s		2.3		0.0	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

APPENDIX F

GRTA Generalized Annual Average Daily Volumes

TABLE 5

Generalized Annual Average Daily Volumes for Use in GRTA's DRI Review

State Two-Way Arterials

Unsignalized (Uninterrupted Flow)

Lanes /Divided	Level of Service A	B	C	D	E
2/undivided	8,900	13,900	18,900	24,800	33,100
4/divided	21,500	35,800	50,100	60,100	71,600
6/divided	32,200	53,700	75,200	90,200	107,400

Interrupted Flow

Class I (> 2 signalized intersections per mile)

Lanes /Divided	Level of Service A**	B	C	D***	E***
2/undivided	N/A	10,800	15,600	16,600	16,600
4/divided	N/A	23,500	33,200	35,000	35,000
6/divided	N/A	35,800	49,900	52,500	52,500
8/divided	N/A	45,300	61,400	64,400	64,400

Class II (2-4.5 signalized intersections per mile)

Lanes /Divided	Level of Service A**	B**	C	D	E
2/undivided	N/A	N/A	9,900	14,900	16,200
4/divided	N/A	N/A	22,900	32,500	34,300
6/divided	N/A	N/A	35,500	48,900	51,700
8/divided	N/A	N/A	44,700	60,100	63,400

Class III (> 4.5 signalized intersections per mile but not in CBD)

Lanes /Divided	Level of Service A**	B**	C	D	E
2/undivided	N/A	N/A	3,300	12,100	15,800
4/divided	N/A	N/A	7,800	27,800	33,600
6/divided	N/A	N/A	12,100	43,300	50,500
8/divided	N/A	N/A	15,300	54,200	62,100

Class IV (> 4.5 signalized intersections per mile within CBD)

Lanes /Divided	Level of Service A**	B**	C	D	E
2/undivided	N/A	N/A	3,700	13,800	15,300
4/divided	N/A	N/A	8,900	29,900	32,600
6/divided	N/A	N/A	14,000	45,500	49,000
8/divided	N/A	N/A	17,500	56,200	60,100

* This table is based on the 1997 Highway Capacity Manual and data generated by the Florida DOT. For the purposes of GRTA review this table can be used for Level of Service Analysis in Section 2.2.
** Cannot be achieved.
*** Volumes are comparable because intesection capacities have been reached.

Freeways

Group I (w/in urban area 500,000+ w/in 5 miles of CBD

Lanes	Level of Service A	B	C	D	E
4	21,200	34,300	51,500	66,200	81,700
6	32,600	52,700	79,000	101,600	125,400
8	44,500	71,800	107,800	138,600	171,100
10	55,600	89,800	134,700	173,200	213,800
12	65,200	105,400	158,100	203,200	250,900

Group II (w/in urban area 500,000+ not included in Group I)

Lanes	Level of Service A	B	C	D	E
4	20,900	32,800	49,200	62,600	74,500
6	32,100	50,400	75,600	96,200	114,500
8	43,800	68,800	103,200	131,300	156,300
10	54,700	86,000	129,000	164,200	195,400
12	64,100	100,800	151,200	192,400	229,100

Non-State Roadways (Major City/County Roads)

Lanes	Level of Service A**	B**	C	D	E
2/undivided	N/A	N/A	8,600	14,600	16,000
4/divided	N/A	N/A	19,800	31,700	33,900
6/divided	N/A	N/A	30,800	47,800	51,000

Other Signalized Roadways (Signalized Intersection Analysis)

Lanes	Level of Service A**	B**	C	D	E
2/undivided	N/A	N/A	4,800	10,900	11,900
4/divided	N/A	N/A	11,600	23,800	25,400

Adjustments (Divided/Undivided)

(Alter corresponding two-way volumes by indicated percentage)

Lanes	Median	Left Turn Bays	Adjustment Factor
2	divided	Yes	+5%
2	undivided	No	-20%
Multi	undivided	Yes	-5%
Multi	undivided	No	-25%

One-Way

(Alter corresponding two-way volumes by indicated percentage)

One-Way Lanes	Equivalent 2-Way Lanes	Adjustment Factor
2	4	-40%
3	6	-40%
4	8	-40%
5	8	-25%

SOURCE: The Florida Department of Transportation, Systems Planning Office, 605 Suwannee Street - Mail Station # 19, Tallahassee, Florida, 32399-0450
September 1998 - www.dot.state.fl.us/planning
<<<The assumptions made in the development of this table appear in the 1998 Level of Service Handbook published by Florida DOT.>>>