CONYERS/ROCKDALE PLANNING COMMISSION

August 8, 2024, at 6:00 PM

Rockdale County Assembly Hall

901 N Main St NW, Conyers, GA, 30012

MINUTES

The video is on Facebook

MEMBERS PRESENT:
Tom Harrison, Chair
Tamekia White Vice Chair
Dr. Phyllis Hatcher
Ernestine Stovall-Goolsby
Al Ford
Angela Engram

STAFF PRESENT:
Christopher Wheeler, Interim Director -P&D
Douglas Chandler, Deputy Director Code
Denise Tugman, Planning Manager
Aischa Paul, Admin. Operations Coordinator
Carolina Angulo, Planner
Tracie Roberts, Planner

MEMBERS ABSENT:

1. Call to Order: Chairman Harrison, called the meeting to order at 6:00 p.m. for the items on the agenda. The agenda is attached hereto and is now made a part of these minutes.
   - **A.** Invocation: Chairman Harrison
   - **B.** Pledge of Allegiance.
   - **C.** Determination of a Quorum:
     a. Roll Call –
2. Approval of the Agenda: Commissioner Hatcher made a motion to amend the agenda by moving item 5 forward to item 1. The motion was seconded by Commissioner Ford and passed unanimously.
3. **Approval of the Minutes**: Commissioner Engram moved to approve the minutes from July 11, 2024, with the stipulation to correct the applicant's name on page 3, item R2. The motion was seconded by Commissioner Ford and passed unanimously.
4. Rules of Procedure for Public Hearings - A pre-recording of the rules and procedures for public hearings was played aloud for members and the public. After listening to the recording, Chairman Harrison proposed extending the allotted time for speakers from 10 minutes to 20 minutes due to the volume of public comments related to the case
5. Old Business: None
   - **A.** New Business:
   - **B.** City of Conyers:
     No Items
   - **C.** Rockdale County:

ITEM R-5:	SUP2024-03
PURPOSE:	To allow Special Use Permit for a Recreational Vehicle (RV) Park and Campground.
LOCATION:	3260 SW East Fairview Road
PARCEL:	0080010021
SIZE:	40 acres
APPLICANT:	Eugene West

STAFF REPORT:

Interim Director Wheeler presented the case files, detailing the staff report. Staff recommends approval with ten conditions.

THE APPLICANT:

Eugene West

PUBLIC COMMENTS:

Phillp Page - In Favor

Justin Hornsby – In Favor

Caesar Hatcher – In Favor

Curtis Hamby – In Opposition

Barbara Rainwater – In Opposition

Denise Kramber – In Opposition

Kameelah Chase – In Opposition

Josiah Owens – In Opposition

Guillermo Mendoza – In Opposition

LaMarion Hughey – In Opposition

Kirkland Lofton – In Opposition

Mike Robinson – In Opposition

Terry Kelly- In Opposition

George Kelecheck – In Opposition

Amos Durr – In Opposition

PLANNING COMMISSION QUESTIONS AND COMMENTS:

The board raised several concerns, including site security, public safety, traffic, and the need to clarify the maximum length of stay to prevent long-term occupancy. They also discussed strategies to ensure the site does not become a permanent residence. Additional questions were raised regarding the septic system's capacity and plans for marketing and sponsorship

BOARD VOTE/ RECOMMENDATION:

Vice Chair White made a motion to deny the request. The motion was seconded by Commissioner Ford and passed unanimously.

ITEM R-1:	FLU2024-02, REZ2024-07, SUP2024-02
PURPOSE:	To amend the **Future Land Use Map** from High-Density Residential to Technology Park for the development of a data center. To **Rezone** 52.78 acres from R-1 (Single-Family Residential) to O-I (Office-Institutional) for the development of a data center. To authorize a **Special Use Permit** for an Electrical Substation.
LOCATION:	1975 and 1985 NW Sigman Road; 1980, 1736, 1670, 1726 and 1716 NW Lester Road; and 1634, 1632 and 1630 NW Farmer Road
PARCELS:	0210010059, 021001003A, 0210010060, 021001003H, 0210010063, 021001003G, 021001003F, 021001003C, 0210010003, 021001003B
SIZE:	52.78 acres
APPLICANT:	SDP Acquisitions, LLC

STAFF REPORT:

Interim Director Wheeler presented the case files and detailed the staff report. The staff recommends approval with twelve conditions

THE APPLICANT:

SDP Acquisitions, LLC

PUBLIC COMMENTS:

George Kelecheck – In Opposition

PLANNING COMMISSION QUESTIONS AND COMMENTS

During the Planning Commission meeting, the commissioners expressed concerns that the proposed development is not in character with the existing neighborhood and could negatively impact the quality of life for current residents. They also raised concerns about the increasing number of data centers in Rockdale County. While acknowledging the positive impact and significant revenue these centers bring, particularly in helping with county taxes, the commissioners suggested that some of the funds generated by the data centers could be allocated to support the county school system, demonstrating a commitment to the community.

BOARD VOTE/ RECOMMENDATION:

Commissioner Stovall-Goolsby initially moved to make no recommendation on the request. The motion was seconded by Commissioner Ford and passed unanimously. However, the board later rescinded the decision of no recommendation. Commissioner Stovall-Goolsby then made a new motion to deny the request, but the motion failed. Subsequently, Commissioner Engram moved to approve the request, which was seconded by Vice Chair White and passed unanimously for all requests: FLU2024-02, REZ2024-07, and SUP2024-02.

ITEM R-2	FLU2024-04, REZ2024-13
PURPOSE:	A request to amend the **Future Land Use Map** from Neighborhood Commercial to Low Density Residential for agricultural/rural use. To **Rezone** 1.49 acres from C-1 (Local Commercial District) to A-R (Agricultural-Residential District) for agricultural/rural use.
LOCATION:	4105 SW East Fairview Road
PARCEL:	0090010021
SIZE:	1.49 acres
APPLICANT:	Anita Hunnicutt

STAFF REPORT: Interim Director Wheeler presented the case files, detailing the staff report. Staff recommends approval with no conditions.

THE APPLICANT:

Clay Staples, the applicant's brother and representative

PUBLIC COMMENTS:

None

PLANNING COMMISSION QUESTIONS AND COMMENTS

During the Planning Commission meeting, the commissioners agreed that this item was straightforward, leading to no further discussion

BOARD VOTE/ RECOMMENDATION:

Commissioner Hatcher made a motion to approve the request. The motion was seconded by Commissioner Ford and passed unanimously.

ITEM R-3:	REZ2024-12
PURPOSE:	To Rezone 1.90 acres from A-R (Agricultural-Residential District) to R-1 (Single-Family Residential District) for the development of three single-family residences.
LOCATION:	2037 SE Old Salem Road
PARCEL:	0760030011
SIZE:	1.90 acres
APPLICANT:	Edwina Schick

STAFF REPORT

Interim Director Wheeler presented the case files, detailing the staff report. Staff recommends approval with five conditions.

THE APPLICANT:

Shawn Schick the applicant's son and representative

PUBLIC COMMENTS:

Todd Shein – Opposition

PLANNING COMMISSION QUESTIONS AND COMMENTS

There was no discussion on this item

BOARD VOTE/ RECOMMENDATION:

Vice Chair White made a motion to deny the request. The motion was seconded by Commissioner Hatcher and passed unanimously.

ITEM R-4:	REZ2024-14
PURPOSE:	To Rezone 7.66 acres from R-1 to M-1 (Limited Industrial District) for the proposed use of trucking business operations.
LOCATION:	2332 SW Old Covington Hwy
PARCEL:	0100010009
SIZE:	7.66 acres
APPLICANT:	Faith Deliveries Corp & S3 Transport LLC

STAFF REPORT:
Interim Director Wheeler presented the case files, detailing the staff report. Staff recommends approval with ten conditions.

THE APPLICANT:
Faith Deliveries Corp & S3 Transport LLC

PUBLIC COMMENTS:
Kenneth Hall – Opposition
Johnny Smaith - Opposition

PLANNING COMMISSION QUESTIONS AND COMMENTS
During the Planning Commission meeting, the commissioners expressed concerns that the development could increase traffic, given the presence of another nearby business. There was also discussion about limiting the number of trucks to the 20 specified in the application. Board members agreed that the area should be rezoned, as it is a suitable fit for the proposed zoning. It was noted that the impact of this application would be minimal to the surrounding area.

BOARD VOTE/ RECOMMENDATION:
Commissioner Hatcher moved to approve the request, with Commissioner Engram seconding the motion. However, the vote failed after three attempts, leaving the board without a recommendation

6. Reports:

A. City of Conyers:

B. Rockdale County: Several Items

C. The Board of Commissioners will hold the Zoning Public Hearing for the County items in person at 6:00 PM on Thursday, August 22, 2024, at 901 Main St NW, Conyers, GA, 30012 in the Auditorium.

D. The Next Regularly Scheduled Planning Commission Meeting will be in person on.

Date	Day	Time	Location	Address
09/12/24	THU	6:00 PM	Assembly Hall	901 Main St NW, Conyers, GA, 30012

7. Adjourn:

A motion was made by Chairman Harrison to adjourn. The motion was seconded by Commissioner Ford and passed unanimously. The meeting was adjourned at 10:36 p.m.

CONYERS/ROCKDALE PLANNING COMMISSION MEETING

September 12, 2024, at 6:00 PM
Rockdale County Assembly Hall
901 Main St NW, Conyers, GA, 30012

AGENDA

1. **Call to Order:**
   - A. **Invocation.**
   - B. **Pledge of Allegiance.**
2. **Determination of a Quorum:**
   - A. **Roll Call.**
3. **Approval of the Agenda.**
4. **Approval of the Minutes.**
5. **Rules of Procedure for Public Hearings.**
6. **Old Business: NONE**
7. **New Business:**
   - A. **City of Conyers:**

ITEM C-1:	**CASE 10(2024):** **Ordinance 1380**
PURPOSE:	A request for a special use permit to establish a personal care home, registered (1-3 persons) in the Residential Single-Family (RS-14) zoning district
LOCATION:	1533 Reagan Circle
PARCELS:	057A010007
SIZE:	.65
OWNER:	Brittany Davis & Wendy Miller 1533 Reagan Circle Conyers, GA 30012
APPLICANT:	Wendy Miller 1533 Reagan Circle Conyers, GA 30012

ITEM C-2:	**CASE 11(2024):** **Ordinance 1381**
PURPOSE:	A request for a text amendment to **Section 8-6-11, Design of lots.** To establish landscaping requirements for reverse frontage lots when abutting a highway, arterial or collector street.
APPLICANT:	City of Conyers

ITEM C-3:	**CASE 12(2024): Ordinance 1382**
PURPOSE:	A request for a text amendment to **Section 8-7-30, Division of the City into Districts.** To update the minimum lot size requirement in the Traditional Neighborhood Design District (TND) from 6,000 square feet to 10,000 square feet.
APPLICANT:	City of Conyers

ITEM C-4:	**CASE 13(2024): Ordinance 1383**
PURPOSE:	A request for a text amendment to **Section 8-7-32, RS-20 Residential Single-Family District.** To establish architectural standards for single-family detached houses in order to create sustainability, diversity, and individuality throughout the city.
APPLICANT:	City of Conyers

ITEM C-5:	**CASE 14(2024): Ordinance 1384**
PURPOSE:	A request for a text amendment to **Section 8-7-33, RS-14 Residential Single-Family District.** To establish architectural standards for single-family detached houses in order to create sustainability, diversity, and individuality throughout the city.
APPLICANT:	City of Conyers

ITEM C-6:	**CASE 15(2024): Ordinance 1385**
PURPOSE:	A request for a text amendment to **Section 8-7-34, TND Traditional Neighborhood Design District.** To update the minimum lot size for single-family detached houses and to establish architectural standards for single-family detached houses in order to create sustainability, diversity, and individuality throughout the city.
APPLICANT:	City of Conyers

ITEM C-7:	**CASE 16(2024): Ordinance 1386**
PURPOSE:	A request for a text amendment to **Section 8-7-35, TH Townhouse Residential District.** To specify the number of different front building elevations based upon the number of units to be constructed.
APPLICANT:	City of Conyers

ITEM C-8:	**CASE 17(2024):** **Ordinance 1387**
PURPOSE:	A request for a text amendment to **Section 8-7-39, MxD Mixed-Use Development District.** To update the minimum lot size for single-family detached houses and to establish architectural standards for single-family detached houses in order to create sustainability, diversity, and individuality throughout the city.
APPLICANT:	City of Conyers

B. Rockdale County:

ITEM R-3:	**REZ2024-17**
PURPOSE:	To Rezone 285.682 acres at 320, 460, and 470 Honey Creek Road SE From A-R (Agricultural-Residential) to CRS (Collaborative Residential Subdivision) for a single-family residential subdivision.
LOCATION:	320, 460, and 470 Honey Creek Road SE
PARCEL:	0480010004, 048001004A, and 048001004B
SIZE:	285.682 acres
APPLICANT:	Bryan Musolf (InLine Communities, LLC)
OWNERS:	Melinda Cowan, Carey Slay, and Jerry Brent Harris

ITEM R-2:	**REZ2024-16 and REZ2024-24**
PURPOSE:	To Rezone 131.68 acres at 1920 SW Highway 212, 1900 SW Highway 212, SW Oglesby Bridge Road, and a portion of 1929 Oglesby Bridge Road From A-R (Agricultural-Residential) to CRS (Collaborative Residential Subdivision) for a single-family residential subdivision. To Rezone 10.00 acres of 1929 Oglesby Bridge Road From A-R (Agricultural-Residential) to C-1 (Local Commercial) for a neighborhood commercial development.
LOCATION:	1920 SW Highway 212, 1900 SW Highway 212, SW Oglesby Bridge Road, and 1929 Oglesby Bridge Road
PARCEL:	032002004G, 032002033A, 032002004F, 032002004C
SIZE:	141.68 acres
APPLICANT:	Stephen A. Goodsell
OWNER:	Benjamin Willis Seay III

ITEM R-1:	**REZ2024-15**
PURPOSE:	To Rezone 53.25 acres of a 69.86-acre property at 2420 Sigman Road SW From C-2 (General Commercial) to MRU (Mixed Residential Uses) for townhomes and single-family residences.
LOCATION:	2420 Sigman Road SW, Conyers, GA 30094
PARCELS:	010010009B
SIZE:	53.25 acres
APPLICANT:	Chandler Cotter/John Andrew Nix
OWNER:	Chalk Creek Holdings LLC, FSHCMP LLC, Coral Bay LLC

ITEM R-5:	**SUP2024-05**
PURPOSE:	To Authorize a Special Use Permit for a Private School (PK-5)
LOCATION:	2412 SE Ebenezer Road.
PARCEL:	0460010022
SIZE:	7.58 acres
APPLICANT:	Nadra Powell (High Achievers Education Center Inc.)
OWNER:	Ebenezer United Methodist Church

ITEM R-4:	**REZ2024-21**
PURPOSE:	Rezone 113.988 acres at 1680, 1700, and 1720 Walker Road from A-R (Agricultural-Residential) to CRS (Collaborative Residential Subdivision) for a 175-lot, single-family residential subdivision.
LOCATION:	1680, 1700, and 1720 Walker Road
PARCEL:	0290020008, 029002008A, 029002008B, 029002008E, 029002008J, 029002008K.
SIZE:	113.988 acres
APPLICANT:	Battle Law, P.C.
OWNERS:	Elizabeth C. Potts, Joseph Wade Potts and Cheryl Lynn Potts, Betty Gilbert Potts, and Edward Lawson Patton and Julie Deane Patton.

8. Reports:

C. City of Conyers: NONE

D. Rockdale County: NONE

C. The Next Regularly Scheduled Planning Commission Meeting will be on

Date	Day	Time	Location	Address
10/10/24	THU	6:00 PM	Assembly Hall	901 Main St NW, Conyers, GA, 30012

9. Adjourn.

ROCKDALE COUNTY
PLANNING & DEVELOPMENT
P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

CASE #: _____

REZONING (ZONING MAP AMENDMENT) AND ALTERATIONS TO CONDITIONS OF APPROVAL APPLICATION CHECKLIST

This application is required for Rezoning submittals that do NOT require a Future Land Use (FLU) Map Amendment application. Additionally, this application is required for Alterations to or Repeal of Conditions of Approvals. The Instructions provide further details.

FILING INFORMATION (OFFICE USE ONLY)

Filing Date:	BOC 1R WS:	BOC 1R VS:	PC Hearing:	BOC Hearing:	BOC 2R WS:	BOC 2R VS:

PROPERTY

Property Address(es): (With City and Zip Code) 2420 Sigman Road Conyers, Georgia	Tax Parcel Numbers: 01001000 9B
Total Acreage: 53.751 A a portion of the total tract.	Number of Properties: one

Per 2019 House Bill 493, detailed checklists of items required to be submitted for each type of project are supplemental to this application. Each item **must be checked off and a page number where the item is located must be noted** and included with the application. The applicant must sign the affidavit, at the end of the application and each required checklist, certifying that all required items are provided. If there are questions regarding items required for your specific project, contact staff for clarification prior to submitting the application.

Applications that do not provide documentation or required materials will be noted as incomplete and may result in delays in the Board of Commissioners', Planning Commission's, or Staff's review of the application and/or denial of the request. The Board of Commissioners and Planning Commission reserves the right to require additional information if it believes that the submission of such information is necessary to understand the nature of the intended activity.

Revisions made to the applications after the submittal deadline and prior to the Board of Commissioners' or Planning Commission's Public Hearing may be continued to the following month's hearing.

The Unified Development Ordinance (UDO) Sec. 202.6 provides the zoning districts that are permitted within each FLU Category. If the FLU Category permits the proposed zoning district, this application is required.

The filing fee is based upon the number of properties, the amount of acreage of each property that require a Rezoning, the requested Zoning District that is being requested, and the amount of acreage of each property to be rezoned.

- [x] **REQUIRED Pre-Application Conference** (UDO Sec. 238-4(d)(1)):
  Date attended and with which staff member: June 5, 2024 Carolina Angulo, Tracie Roberts
- [x] **Completed Application:** Provide one (1) digital copy and three (3) hard copies of the entire submittal packet.
- [ ] **Property Information (Page 4)**
- [x] **Contact Information (Page 4):** Property Owner(s), Applicant, Authorized Agent, Attorney.
- [ ] **Site and Development Information (Page 5):** General information on the property, services and utilities.
- [x] **Justification of the Request (Page 6):** In your own words, type the reason you believe the zoning of the subject property should be amended.
- [x] **Rezoning Review Standards (Page 7):** Provide justification for each of the review standards listed in UDO Sec. 238-4(g)(1). The Board of Commissioners, the Planning Commission, and the Department will use these standards to evaluate the request.
- [ ] **Conditions of Approval (Page 8):** UDO Sec. 238-15. Provide justification for each of the review standards listed in UDO Sec. 238-4(g)(1). The Board of Commissioners, the Planning Commission, and the Department will use these standards to evaluate the request. NA
- [x] **Applicant Certification (Page 9)**
- [x] **Ownership Statement and Campaign Contribution Disclosure Statement (Page 10):** If the property is listed in the name of more than one individual or entity, each owner must sign all documents. Property owner(s) signature(s) must be notarized. If the property has been sold within the last 90 days, a copy of the deed with the new owner(s) name(s) is required. Ownership of property will be verified by staff. The owner(s) of the property is required to disclose political campaign contributions. Disclosures must be notarized.
- [x] **Agent Authorization Form and Campaign Disclosure Statement (Page 11):** If the owner of the property wishes to have someone represent his/her interest in all matters relating to a rezoning application, the notarized signatures of the owner(s) and agent are required. Agents are required to disclose political campaign contributions. Disclosures must be notarized.

☒ **Attorney Authorization Form and Campaign Disclosure Statement (Page 12):** If the owner of the property wishes to have an attorney represent his/her interest in all matters relating to this application, the notarized signatures of the current owner(s) and attorney are required. Attorneys are required to disclose political campaign contributions. Disclosures must be notarized.

☐ **Proof of Ownership:** Deed recorded with Rockdale County Clerk of Courts. A copy of the deed of the property or properties may be obtained at the Rockdale County Courthouse in the Real Estate Records Room on the 1st floor.

☒ **Original Plat or Survey:** Plat or survey recorded with Rockdale County Clerk of Courts or referenced by the Deed, if not recorded.

☒ **Survey Plat:** Signed and sealed by an architect, engineer, landscape architect or land surveyor. A copy of the existing survey plat of the property or properties may be obtained at the Rockdale County Courthouse in the Real Estate Records Room on the 1st floor. However, one complete boundary survey is required for projects with more than one property.

☒ **Legal Description of the Property:** This written description, found on the property deed, containing the metes & bounds of the property or properties. However, the legal description must be provided in Word with this application.

☐ **Site Plan:** Drawn to scale, showing all existing property improvements, and all proposed improvements. The Conceptual Development Plan may include any additional graphics which will explain the features of the development, but shall include the following:

- ☐ A written description of the details of the proposed use and development details.
- ☐ A vicinity map showing the use and zoning of all properties within one (1) mile of the property subject to the rezoning request.
- ☐ All proposed setbacks, buffer yards, structure heights, and lot coverage calculations.
- ☐ All proposed buildings, structures, fences, or walls, areas of outdoor storage, permanent dumpsters, and other improvements to be located upon the site and adjacent sites within 400 feet of the subject property.
- ☐ All proposed open spaces and recreational amenities.
- ☐ All proposed stormwater management facilities and connections (all stormwater connections shall be subject to the approval of the Rockdale County Stormwater Department.
- ☐ All proposed location and capacities of public and private utilities (all septic systems shall be subject to the approval of the Rockdale County Environmental Health Department, all public sewer and water connections shall be subject to the approval of the Rockdale County Water Resources or public service provider).
- ☐ Lakes, streams, other water bodies, and wetlands on or adjacent to the site and associated buffers.
- ☐ All proposed public improvements including sidewalks, street trees, and right-of-way dedications.
- ☐ All proposed locations for temporary uses, such as seasonal sales areas.
- ☐ Such other and additional information as may be requested by the Zoning Administrator.

☒ **Current and Proposed FLU Category and Zoning District for Each Property:**

Address	Tax Parcel No.	Acreage	Current FLU Category		Current Zoning District	Proposed Zoning District
2420 Sigman Road Conyers, Georgia	0100100009B	53.251			C-2	MRU
* Not part of this application.	0100100009B	13.292			C-2	Same

☒ **Filing Fee:** The non-refundable filing fee is payable at the time of application. Payment may be made by cash (exact amount), credit card (VISA or Mastercard), check, or money order payable to Rockdale County. The filing fee is based upon the number of properties, amount of acreage of each property to be rezoned, and the type of zoning that is being requested.

☐ Development of Regional Impact (DRI) required by UDO Sec. 238-5. See Pages x and x of the Instructions for the ARC DRI Thresholds.

☐ Fee: $1,200

☐ Rezoning to AR, R-1, CRS, CDS, and CSO

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☐ 0-4.99 acres	$250			$
☐ 5-9.99 acres	$300			$
☐ 10-19.99 acres	$400			$
☐ 20 acres and more	$500			$

☒ Rezoning to R2, MUR, and RM

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☐ 0-4.99 acres	$300			$
☐ 5-9.99 acres	$400			$
☐ 10-19.99 acres	$550			$
☒ 20 acres and more	$700	53.251 A of 0100100098, remaining 13.292 A not part of this application.	one	$ 700.00

☐ Rezoning to a Nonresidential District

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☐ 0-4.99 acres	$250			$
☐ 5-9.99 acres	$300			$
☐ 10-19.99 acres	$400			$
☐ 20 acres and more	$500			$
			Filing Fee (Fee Amount + DRI Fee)	$ 700.00

AFFIDAVIT CERTIFYING COMPLETENESS OF APPLICATION

I hereby acknowledge that I understand the requirements listed above for what constitutes a complete application. I have checked off each box and included a page number where the item is located. I confirm that the requirements for a complete application have been met.

John Andrew Nix, the undersigned applicant also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(c)(1), with this affidavit.

Wait to be in front of notary to sign:	[signature] (Signature)	John Andrew Nix (Applicant's Name)	July 5, 2024 (Date)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Affidavit certifying Completeness of Application (type of document)

Executed in Conyers (city), Rockdale (county) georgia (state), this 5th (day) day of July (month), 20 24 (year)

Pat Dimsdale
Notary Public signature

GA Registration No. and expiration date

SEAL
PAT DIMSDALE
NOTARY PUBLIC
My Commission Expires
08-17-2025
NEWTON COUNTY, GEORGIA

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

CASE #: _____

ZONING MAP AMENDMENT (REZONING) AND ALTERATIONS TO CONDITIONS OF APPROVAL APPLICATION

FILING INFORMATION (OFFICE USE ONLY)

Filing Date:	BOC 1R WS:	BOC 1R VS:	PC Hearing:	BOC Hearing:	BOC 2R WS:	BOC 2R VS:

PROPERTY INFORMATION

Property Address(es): (With City and Zip Code) 2420 Sigman Road Conyers Georgia	Tax Parcel Numbers: 0100100009 B
Total Acreage: 53.251, A portion of the total tract.	Number of Properties: One
Subdivision:	Land Lot(s): 204 & 213 — District(s): 16th
Current Zoning: C-2	Proposed Zoning: MRU
Current FLU Category: Mixed Use / Employment Center	
Current Use: Vacant	Proposed Use: MRU, mixed townhome & single family.
Zoning History (Rezonings, Special Use Permits, Variances, etc.):	
Are there existing conditions of zoning for the property? If so, please list on page 8. None that applicant is aware.	
Purpose of requested amendment: Mixed townhome & single family residential.	

APPLICANT INFORMATION

Applicant / Authorized Agent: Chandler Cotter	Authorized Agent / Attorney: John Andrew Nix
Business / Person Name: Cotter Properties and Development, LLC	Business / Person Name: Maddox Nix
Address: 810 Sanders Road, Suite A	Address: 945 Bank Street
City: Cumming — State: GA — Zip: 30041	City: Conyers — State: Georgia — Zip: 30012
Office #: — Mobile #: 678 618 1123	Office #: 770 922 7700 — Mobile #: 6784514449
Email: chandler.cotter@cotprop.com	Email: jan@maddoxnixfirm.com
Applicant Status (check one): ☐ Owner ☒ Authorized Agent	

PROPERTY OWNER INFORMATION

Owner 1: Chalk Creek Holdings LLC	Owner 2: FSHCMP, LLC
Business / Person Name: Carol S. Mills	Business / Person Name: Sidney Nation
Owner of Tax Parcel No(s).: 0100100009 B	Owner of Tax Parcel No(s).: 0100100098
Address: 957 Main Street	Address: 957 Bank Street
City: Conyers — State: Georgia — Zip: 30012	City: Conyers — State: Georgia — Zip: 30012
Office #: — Mobile #:	Office #: — Mobile #:
Email: Refer to John Andrew Nix	Email: Refer to John Andrew Nix

PROPERTY OWNER INFORMATION

Owner 3: Coral Bay LLC	Owner 4:
Business / Person Name: William Gilmore Gainer	Business / Person Name:
Owner of Tax Parcel No(s).: 0100100009 B	Owner of Tax Parcel No(s).:
Address: 2041 Sugar Creek Trail	Address:
City: Buckhead — State: Georgia — Zip: 30625	City: — State: — Zip:
Office #: — Mobile #:	Office #: — Mobile #:
Email: Refer to John Andrew Nix	Email:

SITE INFORMATION

Any Applicable Zoning Overlay Districts:

Schools: (If this request is for a commercial, industrial or office institutional zoning, school enrollment figures are not required, but the location of the nearest schools must still be completed.)

Type	Name	Current Enrollment	Capacity	Difference
Elementary School:				
Middle School:				
High School:				

Transportation:	North	South	East	West
Adjacent Roads:				
Existing ROW:				
Future ROW:				
Type:				

Types: County Rd; State Hwy; Private Dr; Paved; Dirt; Other

Are there state or county road improvements planned that would impact the rezoning site (by either Rockdale County or GDOT)?

If so, please identify:

Utilities:	Gas Service:	Electric Service:
Potable Water (check one):	☐ Public System	☐ Well
Location of Nearest Line:	Diameter of Line:	Distance to Closest Fire Hydrant:
Wastewater (check one):	☐ Public System	☐ Septic Tank
	Nearest Treatment Plant:	Evaluation by Soil Scientist:
	Max Operating Capacity:	Environmental Health Approval:
	Level of Operation:	
Are there any utility easements recorded on the land to be considered for rezoning?	If, so please describe:	

Stormwater:	FIRM Panel No. and Date:	Basin:	Sub-Basin:
☐ Are there streams, rivers, lakes or other water bodies located on or adjoining this site?	If so, please identify:		

☐ Property Within Floodplain?	Zone:	If so, has it been identified on your property plat?	☐ Yes	☐ No	How many acres are impacted by floodplain?	
☐ Wetlands	Type:					

DEVELOPMENT INFORMATION

Type of Development: (check one)	☐ Residential	☐ Nonresidential	☐ Mixed Use
Type of Residential: (check one)	☐ Single-Family Residential	☐ Two-Family Residential	☐ Multi-Family Residential

Type of Nonresidential:

If Use Contains a Residential Component:	Number of Units:	Acreage:	Residential Density (Lots/Units per Acre):
If Use Contains a Commercial Component:	Total Building Area Proposed:		Number of Parking Spaces:

Does the development qualify for a Development Regional Impact (DRI)? See pages 12 and 13 of the Application Instructions for more information. ☐ Yes ☒ No

JUSTIFICATION OF THE REZONING REQUEST

In your own words, type the reason you believe the zoning of the subject property should be amended. Please address the following:

1. The intent of the proposed amendment and the intended timing and phasing of development. State the reasons why you believe the current zoning district classification for the subject rezoning site is incorrect and why approval of a different zoning district classification is appropriate.

Please refer to Tab 1, 1 through 4.

2. The impact of the proposed amendment on the capacities of public facilities including, but not limited to, transportation facilities, sewage facilities, water supply, parks, drainage, schools, solid waste, and emergency medical facilities.

3. The impact of the proposed amendment on the natural environment, especially existing trees, water bodies, and water quality.

4. The contribution of the proposed amendment to an orderly and logical development pattern.

REZONING REVIEW STANDARDS

Additionally, provide justification for each of the following review standards (UDO Sec. 238-4(g)(1)). The Board of Commissioners, the Planning Commission and the Department will use these standards to evaluate the request:

a. Whether a proposed rezoning will permit a use that is suitable, in view of the use and development of adjacent and nearby property.

Please refer to Tab 1, a through h.

b. Whether the property to be affected by a proposed rezoning has a reasonable economic use as currently zoned.

c. The impact of the proposed amendment on the natural environment, especially existing trees, water bodies and water quality.

d. Whether the proposed rezoning will result in a use that will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools.

e. Whether the proposed rezoning is in conformity with the policy and intent of the comprehensive plan.

f. Whether there are other existing or changing conditions affecting the use and development of the property that give supporting grounds for either approval or disapproval of the proposed rezoning.

g. Whether, and the extent to which, the proposed amendment would result in significant adverse impacts on the natural environment.

h. The feasibility of serving the property with public wastewater treatment service and the impacts of such on the wastewater system; and, if an alternative wastewater treatment method is proposed, whether such wastewater treatment method is authorized in Rockdale County and will have a detrimental impact on the environment.

APPLICANT CERTIFICATION

Please read and initial the following statements:

JNA 1. I hereby request the County consider the information contained within this application relative to the property shown on the attached plats and site plan and further request that this item be placed on the Planning Commission (PC) and/or Board of Commissioners (BOC) Agenda for a public hearing.

JNA 2. I understand that my request will be rejected if all the necessary information and/or requirements are not presented.

JNA 3. I understand that I have an obligation to present all necessary information required by the Rockdale County Department of Planning & Development (P&D) to enable the PC and/or BOC to make an informed determination on my request. I will seek advice of P&D Staff or an attorney if I am not familiar with the zoning and land use requirements.

JNA 4. I understand that my request will be acted upon at the PC and BOC Public Hearings and that I am required to be present or to be represented by the authorized representative as indicated on this application, so that someone is available to present all facts and answer questions. I understand that failure to appear at a public hearing may result in the postponement or denial of my request. I further understand that it is my responsibility to be aware of relevant public hearing dates and times regardless of notification from Rockdale County.

JNA 5. The Rockdale County Unified Development Ordinance requires a public participation sign on the subject property. In order to ensure that the correct information is included on the public participation sign, P&D will prepare the sign and post the sign.

JNA 6. I hereby acknowledge that I understand the requirements listed on the checklist for what constitutes a complete application. I have checked off each box and included a page number where the item is located. I confirm that the requirements for a complete application have been met.

JNA 7. I have read and understood the applicable sections of the Rockdale County Unified Development Ordinance, as provided in the Instructions.

_____, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. § 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign:	[signature] (Signature)	John Andrew Nix ~~Maddox Nix~~ (Applicant's Name)	July 5, 2024 (Date)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Applicant Certification (type of document)

Executed in Conyers (city), Rockdale (county), Ga (state), this 5th (day) day of July (month), 2024 (year)

[signature]
Notary Public signature

GA Registration No. and expiration date

SEAL

PAT DIMSDALE
My Commission Expires
NOTARY PUBLIC
09-17-2028
NEWTON COUNTY, GEORGIA

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

OWNERSHIP STATEMENT & OWNER'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records. Husband and wife or other individuals shall each sign individually. Make copies if needed.

OWNERSHIP STATEMENT

As the current owner(s) of Tax Parcel #(s) 0100100009 B, I (we) respectfully request that the subject property be rezoned and/or that Alterations to Conditions of Zoning be made.

Name: Chalk Creek	Address: 957 Main Street	City: Conyers	State: GA	Zip: 30012
Firm: Holdings, LLC	Phone #'s:	Email:		

If the owner is a business, list the Registered Agent or Authorized Signatory:

OWNER'S CAMPAIGN DISCLOSURE STATEMENT

☑ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
Oz Nesbitt, Sr.	Chairman			
Sherri L. Washington, Esq.	Post I Commissioner			
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

_____, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign: Carol S. Mills (Signature) | Carol S. Mills (Owner's Name - Printed)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Ownership Statement & Campaign Disclosure (type of document)

Executed in Conyers (city) Rockdale (county) Ga (state), this 2nd (day) day of July (month), 20 24 (year)

Pat Dimsdale
Notary Public signature

GA Registration No. and expiration date

SEAL

PAT DIMSDALE NOTARY PUBLIC NEWTON COUNTY, GEORGIA My Commission Expires 09-17-2028

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

OWNERSHIP STATEMENT & OWNER'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records. Husband and wife or other individuals shall each sign individually. Make copies if needed.

OWNERSHIP STATEMENT

As the current owner(s) of Tax Parcel #(s) 0100100098, I (we) respectfully request that the subject property be rezoned and/or that Alterations to Conditions of Zoning be made.

Name: William Gilmore Gainer	Address: 2041 Sugar Creek Trail	City: Buckhead	State: GA	Zip: 30625
Firm: Coral Bay LLC	Phone #'s: 404-803-6353	Email: jseverin@carterusa.com		

If the owner is a business, list the Registered Agent or Authorized Signatory:

OWNER'S CAMPAIGN DISCLOSURE STATEMENT

☒ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
Oz Nesbitt, Sr.	Chairman			
Sherri L. Washington, Esq.	Post I Commissioner			
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

_____, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign: _____ (Signature) | William Gilmore Gainer (Owner's Name - Printed)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Ownership Statement & Owner's Campaign Disclosure (type of document)

Executed in Covington (city), Newton (county), Georgia (state), this 5 (day) day of February (month) 20 24 (year)

Nancy L Johnson
Notary Public signature

GA Registration No. and expiration date

OFFICIAL SEAL
Nancy L Johnson
NOTARY PUBLIC-GEORGIA
Newton COUNTY
My Comm. Expires July 27, 2026

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

OWNERSHIP STATEMENT & OWNER'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records. Husband and wife or other individuals shall each sign individually. Make copies if needed.

OWNERSHIP STATEMENT

As the current owner(s) of Tax Parcel #(s) 010010009B, I (we) respectfully request that the subject property be rezoned and/or that Alterations to Conditions of Zoning be made.

Name: Sidney Nation	Address: 957 Bank Street	City: Conyers	State: GA	Zip: 30012
Firm: FSHCMP LLC	Phone #'s: 404-803-6353	Email: jseverin@carterusa.com		

If the owner is a business, list the Registered Agent or Authorized Signatory:

OWNER'S CAMPAIGN DISCLOSURE STATEMENT

☒ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
Oz Nesbitt, Sr.	Chairman			
Sherri L. Washington, Esq.	Post I Commissioner			
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

_____, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign: Sidney N Nation (Signature) | Sidney Nation (Owner's Name - Printed)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: ownership statement & owner's campaign (type of document) Disclosure

Executed in Conyers (city), Rockdale (county), Ga (state), this 5th (day) day of Feb (month), 20 24 (year)

Notary Public signature

GA Registration No. and expiration date

SEAL

PAT DIMSDALE NOTARY PUBLIC NEWTON COUNTY, GEORGIA My Commission Expires 09-17-2026

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT AUTHORIZATION STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records if they wish to have an agent represent them in all matters related to this application. Husband and wife or other individuals shall each sign individually. Make copies if needed.

AGENT AUTHORIZATION STATEMENT

I, Carol S. Mills of Chalk Creek Holdings, LLC,
hereby certify that I have authorized the following agent to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:

0100100098

Suite A

Agent's Name: Chandler Cofer	Address: 810 Sanders Road	City: Cumming	State: GA	Zip: 30041
Firm: Cofer Properties and Development, LLC	Phone #'s: 678 618 1123	Email:		

SIGNATURE

Wait to be in front of notary to sign: Carol S. Mills (Owner's Signature) | Carol S. Mills (Owner's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: Agent Authorization (type of document) Statement

Executed in Conyers (city) Rockdale (county) Ga (state), this 2nd (day) day of July (month), 20 24 (year)

Notary Public signature

GA Registration No. and expiration date

SEAL

PAT DIMSDALE
NOTARY PUBLIC
NEWTON COUNTY, GEORGIA
MY Commission Expires
09-17-2026

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

OWNERSHIP STATEMENT & OWNER'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records. Husband and wife or other individuals shall each sign individually. Make copies if needed.

AGENT
~~OWNERSHIP~~ STATEMENT

As the current owner(s) of Tax Parcel #(s) N/A, I (we) respectfully request that the subject property be rezoned and/or that Alterations to Conditions of Zoning be made.

Name: Chandler Cotter	Address: 810 Sanders Road	City: Cumming	State: GA	Zip: 30041
Firm: Cotter Properties and Development, LLC	Phone #'s: 678 618 1123	Email:		

If the owner is a business, list the Registered Agent or Authorized Signatory:

AGENT'S ~~OWNER'S~~ CAMPAIGN DISCLOSURE STATEMENT

☒ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
Oz Nesbitt, Sr.	Chairman			
Sherri L. Washington, Esq.	Post I Commissioner			
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

_____, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign: Chandler Cotter (Signature) | Chandler Cotter (~~Owner~~'s Name - Printed)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Agent's Campaign Disclosure Statement (type of document)

Executed in Cumming (city), Forsyth (county), Georgia (state), this 1st (day) day of July (month), 2024 (year)

Notary Public signature

Expires 01/28/2028
GA Registration No. and expiration date

Jessica O McComis My Commission Expires NOTARY PUBLIC January 28, 2028 FORSYTH COUNTY, GEORGIA

SEAL

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

ATTORNEY AUTHORIZATION STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records or by the agent if they wish to have an attorney represent them in all matters related to this application. Husband and wife or other individuals shall each sign individually. Make copies if needed.

ATTORNEY AUTHORIZATION STATEMENT

I, Chandler Cother, hereby certify that I have authorized the following attorney to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:

0100100098

Attorney's Name: John Andrew Nix	Address: 945 Bank Street	City: Conyers	State: GA	Zip: 30012
Firm: Maddox Nix	Phone #'s: 678 451 4449	Email: jan@maddoxnixfirm.com		

Wait to be in front of notary to sign:

SIGNATURE

Chandler Cother
(Owner's/Agent's Signature)

(Owner's/Agent's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: Attorney Authorization Statement (type of document)

Executed in Cumming (city), Forsyth (county), Georgia (state) this 1st (day) day of July (month), 20 24 (year)

Notary Public signature

Expires 01/28/2028
GA Registration No. and expiration date

Jessica O McComis
My Commission Expires
NOTARY PUBLIC
January 28, 2028
FORSYTH COUNTY, GEORGIA

SEAL

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by the agent and the attorney. If both are involved, each shall sign individually. Make copies if needed.

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

☐ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☒ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
Oz Nesbitt, Sr.	Chairman			
Sherri L. Washington, Esq.	Post I Commissioner	$500.00	campaign Donation	March 26, 2024
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

SIGNATURE

Wait to be in front of notary to sign: [signature] (Agent's/Attorney's Signature) | John Andrew Nix (Agent's/Attorney's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: Attorney Campaign Disclosure (type of document)

Executed in Conyers (city), Rockdale (county), Ga (state), this 5th (day) day of July (month), 20 24 (year)

Pat Dimsdale
Notary Public signature

GA Registration No. and expiration date

SEAL

PAT DIMSDALE NOTARY PUBLIC NEWTON COUNTY, GEORGIA My Commission Expires 08-17-2028

Parcel 010010009B
2420 Sigman Road
ReZoning (Zoning Map Amendment)
Cotter Properties and Development, LLC
July 4, 2024

SUPPLEMENTAL INDEX

Justification of the Request and
Zoning Review Standards..... TAB 1

Proof Ownership ..... TAB 2

Survey Plat..... TAB 3

Legal Description of Subject Property.....TAB 4

Site Plan – Conceptual Development Plan ..... TAB 5

Constitutional Objections ..... TAB 6

Parcel 010010009B
2420 Sigman Road
ReZoning (Zoning Map Amendment)
Cotter Properties and Development, LLC
July 4, 2024

TAB 1

JUSTIFICATION OF THE REQUEST AND FUTURE LAND USE AMENDMENT REVIEW STANDARDS

JUSTIFICATION OF THE REQUEST

In your own words, type or hand write the reason you believe the zoning of the subject property should be amended. Please address the following, and the review standards (see below):

1. The intent of the proposed amendment and the intended timing and phasing of development. State the reasons why you believe the current zoning district classification for the subject rezoning site is incorrect and why approval of a different zoning district classification is appropriate.

The proposed amendment is consistent with Rockdale's Sigman Road Gateway Study and requests that a mixed residential use of townhomes and single family detached homes to be allowed and that the balance of the existing tract, 13+ acres, as depicted in the survey accompanying this application be subdivided and remain zoned C-2.

2. The impact of the proposed amendment on the capacities of public facilities including, but not limited to, transportation facilities, sewage facilities, water supply, parks, drainage, schools, solid waste and emergency medical facilities.

The proposed use will have an increased impact relative to water and wastewater facilities compared to the current C-2 zoning but the degree of that impact is capable of being served by existing water and sewer capacity availability. The impact on transportation facilities, drainage, solid waste and emergency medical facilities would be similar to the same 52 acres being developed with permitted C-2 uses. The subject property is accessible from Iris Drive and potentially from Sigman Road and is located a short distance from the I-20 and Sigman Road interchange.

The use requested by the Applicant would generate additional students relative to the public school system.

3. The impact of the proposed amendment on the natural environment, especially existing trees, water bodies and water quality.

The use requested by the Applicant would be subject to the general development standards of Rockdale County as well as the applicable provisions of state and federal law. The impact of the proposed amendment would be minimal from a natural environmental perspective and significantly less impactful than if the property was developed under its current zoning.

4. The contribution of the proposed amendment to an orderly and logical development pattern.

A component of the proposed development is the construction of a multi-purpose path that would connect the residents of the subject property and the townhome community adjacent to the property. The same multi-purpose path would extend that walkable pedestrian friendly connection to the adjacent 13+ acre tract zoned C-2 which fronts the western right of way of Sigman Road. Upon the development of the approximately 35+ acre tract directly across from the referenced 13 acre tract the same walkable connectively would be possible. The end result would not only facilitate the desired transition between a residential single family neighborhood to commercial, civil or office use but create a walkable community with pedestrian access to each of those potential uses.

REVIEW STANDARDS
UDO SEC. 238-4(g)(1)

Additionally, provide justification for each of the following review standards. The Board of Commissioner, the Planning Commission and the Department will use these standards to evaluate the request.

a. Whether a proposed rezoning will permit a use that is suitable, in view of the use and development of adjacent and nearby property.

The rezoning of the subject property to MRU will be consistent with the manner in which surrounding properties have developed in this area of the county along the I-20 southern corridor in close proximity to Dekalb County. The subject property is bordered on the east by an existing apartment complex and a townhome development that is under construction. To the south the subject property is bordered by existing single family homes and to the west by a 13 acre tract that will remain zoned C-2 with a 35+ acre undeveloped tract directly across Sigman Road. The 35+ acre tract is anticipated to be developed commercially. Finally, to the south of that property is a tract that was rezoned to MRU within the last eighteen months.

b. Whether a proposed rezoning will adversely affect the existing use or usability of adjacent or nearby property.

The proposed rezoning is not anticipated to adversely affect the adjacent properties or those properties in the immediate vicinity specifically given the existing uses of those properties. Buffers in excess of those provided by the county's ordinance are planned regarding the single family residences to the south of the subject property.

c. Whether the property to be affected by a proposed rezoning has a reasonable economic use as currently zoned.

The entire subject property has been zoned C-2 in excess of thirty five years and remains undeveloped. The owner's family has owned the subject property for four generations and has been actively marketing the property for over twenty years.

d. Whether the proposed rezoning will result in a use that will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools.

The use of the Subject Property proposed by the Applicant would not cause an excessive or burdensome impacts to existing transportation facilities or traffic patterns. The rezoning amendment proposed would have a minimal impact on utilities as compared to the current uses allowed under the C-2 zoning. The proposed use will add to the current student population for nearby schools, but the potential impact will not be excessive or burdensome. The impact compared to the current zoning of the Subject Property on all fronts with the exception of the increase in potential students for the school system would certainly not be significantly greater from an overall analysis.

e. Whether the proposed rezoning is in conformity with the policy and intent of the comprehensive plan.

The requested rezoning is consistent with the policy and intent of the Sigman Road Gateway Study.

f. Whether there are other existing or changing conditions affecting the use and development of the property that give supporting grounds for either approval or disapproval of the proposed rezoning.

None that have not been referenced in this application as filed.

g. Whether, and the extent to which, the proposed amendment would result in significant adverse impacts on the natural environment.

The proposed rezoning will not create any significant adverse impacts upon any environmentally sensitive area or natural resource. The use proposed by the Applicant would be subject to the general development standards of Rockdale County as well as the applicable provisions of state and federal law.

h. The feasibility of serving the property with public wastewater treatment service and the impacts of such on the wastewater system; and, if an alternative wastewater treatment method is proposed, whether such wastewater treatment method is authorized in Rockdale County and will have a detrimental impact on the environment.

Public water and sewer is available and the relative needs of the proposed use are within the sewer capacity of the County's wastewater treatment facilities.

Parcel 010010009B
2420 Sigman Road
ReZoning (Zoning Map Amendment)
Cotter Properties and Development, LLC
July 4, 2024

TAB 2

PROOF OF OWNERSHIP

FILED IN OFFICE
CLERK SUPERIOR CT.
ROCKDALE CO., GA.

05 NOV 17 PM 2:47
05-017400
CLERK

BOOK 3674 PAGE 206

Rockdale County, Georgia.
Real Estate Transfer Tax
Paid $ 0
Date Nov. 17, 2005
Clerk of Superior Court
Dep

019454

STATE OF GEORGIA
COUNTY OF Fulton

DEED PREPARED BY
AND RETURN TO:
Laurin M. McSwain
LEFKOFF, DUNCAN, GRIMES, MILLER
& McSWAIN, P.C.
Suite 806, 11 Piedmont Center
Atlanta, Georgia 30305 (404) 262-2000

The preparer of this deed renders no "Opinion of Title" or "Title Certification". The legal description below was provided by Grantor and the preparer provided legal services limited to only the deed preparation.

WARRANTY DEED

THIS INDENTURE, made this 13th day of October in the Year of our Lord Two Thousand and Five between **W.T. SIGMAN (a/k/a W. Thomas Sigman), 1469 Reagan Circle, NW, Conyers, Georgia 30012** ("Grantor"), and **CHALK CREEK HOLDINGS, LLC (being 100% owned by W.T. Sigman), 1469 Reagan Circle, NW, Conyers, Georgia 30012** ("Grantee") (the terms Grantor and Grantee to include their respective heirs, successors and assigns where the context hereof requires or permits).

WITNESSETH:

That Grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00), and other valuable consideration, in hand paid at the delivery of these presents, the receipt of which is hereby acknowledged by Grantor, has granted, bargained, sold and conveyed, and by these presents does hereby grant, bargain, sell and convey unto Grantee, the following described real property, to-wit:

ALL OF GRANTOR'S INTEREST IN:

All that tract or parcel of land situate, lying and being in Rockdale County, Georgia, being more particularly described in Exhibit "A" attached hereto and made a part hereof by reference.

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of Grantee, in FEE SIMPLE.

AND, SUBJECT TO the title matters expressly set forth hereinabove, if any, Grantor will warrant and forever defend the right and title to the above-described property unto Grantee against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, Grantor has signed and sealed this Deed the day and year first above written.

Signed, sealed and delivered
this 13th day of October,
2005, in the presence of:

Unofficial Witness

W. T. SIGMAN (SEAL)

Notary Public

NOTARY PUBLIC Notary Public, Fulton County, Georgia My Commission Expires May 20, 2006 FULTON COUNTY, GA

SEAL

Exhibit A

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot s 204 and 213 of the 16th District, Rockdale County, Georgia, situated at the southwest corner of the intersection of Sigman Road and Iris Drive west of U.S. Interstate 20 being designated as Tax Parcel 010-0-10-009B (in configuration as shown on the tax map extract attached hereto) upon the taxes records of Rockdale County, GA., and more particularly described in Exhibit B attached hereto and by all those certain tracts or parcels of land lying in said Land Lots and District as set out and described in:

i. Warranty Deed from Carl Granade and Mrs. Annie Lee Sigman to W. T. Sigman, dated July 16, 1952, recorded in November 12, 1953, recorded in Deed Book 31, page 232, Rockdale County, Georgia Records; and,

iii. Quitclaim Deed from W. T. Sigman to William G. Gainer, as said grantee's 4% undivided interest, dated October 4, 1994, filed for record Octobe 5, 1994 in Deed Book 1050, page 198 Warranty Deed from Carl Grande to Mrs. Annie Lee Granade Sigman, dated May 28, 1946, recorded November 21, 1947, recorded in Deed Book 27, Page 204, aforesaid Records; and,

iii. Quitclaim Deed from W. T. Sigman to Sidney L. Nation, as to said grantee's 6% undivided interest, dated October 4, 1994 recorded October 5, 1994 in Deed Book 1050, Page 201, aforesaid Records

LESS and EXCEPT: (a) all conveyances and transfers made by the grantees above named or their successors in title subsequent to the dates of the conveyances above noted; and (b) public right-of-ways whether deeded or condemned by public authorities; and SUBJECT TO all encumbrances, encroachments, matters of survey, easements, right-of-ways and restrictions of record.

TRACTS 2 AND 3:

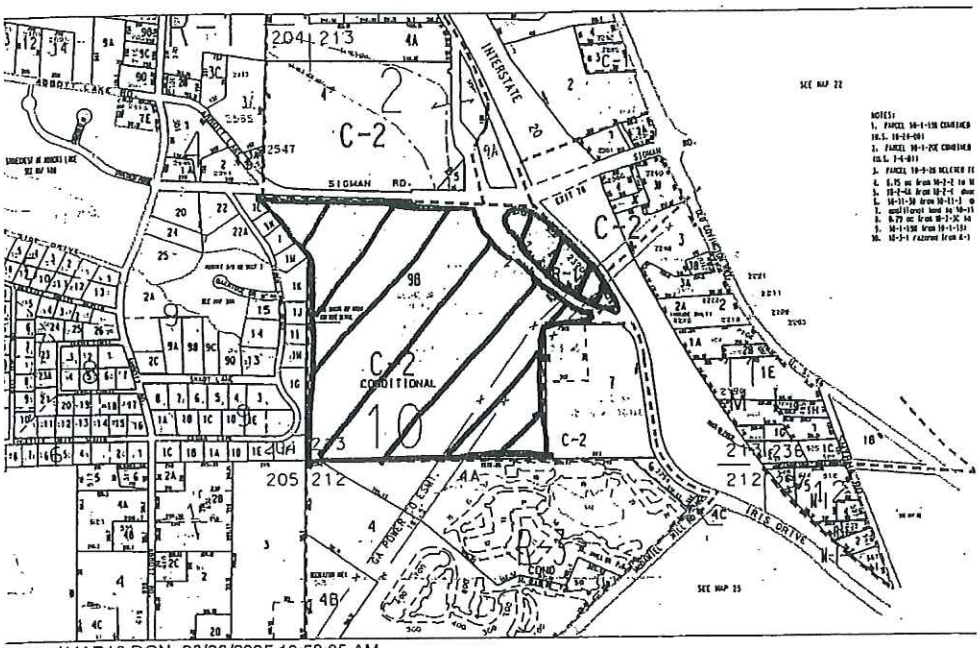

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EXHIBIT B-1

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lots 204 and 213, 16th District, Rockdale County, Georgia and being more particularly described as follows:

BEGINNING at an iron pin found, being the common corner of Land Lots 204, 205, 212 and 213 in the 16th District and run thence North 03 degrees 03 minutes West a distance of 210.04 feet to an iron pin found; thence North 01 degree 08 minutes East a distance of 468.4 feet to an iron pin found; thence North 02 degrees 10 minutes West a distance of 152.8 feet to an iron pin found, said iron pin being located on the common land lot line of Land Lots 204 and 213; thence North 00 degrees 10 minutes West along the common land lot line of Land Lots 204 and 213 a distance of 149.90 feet to an iron pin found; thence North 00 degrees 06 minutes 30 seconds East along the common land lot line of Land Lots 204 and 213 a distance of 149.90 feet to an iron pin found; thence continuing along the common land lot line of Land Lots 204 and 213 North 01 degrees 20 minutes West a distance of 256.90 feet to an iron pin found; thence continuing along the common land lot line of Land Lots 204 and 213 North 00 degrees 31 minutes East a distance of 34.70 feet to a point located on the common land lot line of Land Lots 204 and 213; thence North 36 degrees 45 minutes West a distance of 528.5 feet to an iron pin placed, said iron pin being located on the Southerly right-of-way of Sigman Road (said right-of-way being 25.00 feet from the center line of the pavement of Sigman Road); thence North 89 degrees 26 minutes 30 seconds East along said right-of-way a distance of 189.00 feet to a point; thence continuing along said right-of-way following the curvature thereof an arc distance of 200.98 feet (said arc being subtended by a chord having a bearing of South 89 degrees 42 minutes 30 seconds East and a chord distance of 200.97 feet and the arc having a radius of 6,732.994 feet) to a point; thence continuing along said right-of-way South 88 degrees 51 minutes East a distance of 307.00 feet to a point; thence continuing along said right-of-way, following the curvature thereof an arc distance of 109.72 feet (said arc being subtended by a chord having a bearing of South 88 degrees 12 minutes East and a chord distance of 109.71 feet and the arc having a radius of 4,854.407 feet) to a point; thence continuing along said right-of-way South 87 degrees 33 minutes 30 seconds East a distance of 286.40 feet to a point; thence continuing along said right-of-way following the curvature thereof an arc distance of 90.10 feet (said arc being subtended by a chord having a bearing of South 84 degrees 37 minutes 30 seconds East and a chord distance of 90.03 feet) to an iron pin placed; thence South 01 degrees 55 minutes 30 seconds West a distance of 15.00

EXHIBIT B-2

feet to a concrete right-of-way monument located on the Southerly right-of-way of Sigman Road (said right-of-way being 40.00 feet from the center line of the pavement of Sigman Road at said point) thence continuing along said right-of-way South 87 degrees 48 minutes 30 seconds East a distance of 199.60 feet to a concrete right-of-way monument; thence South 02 degrees 38 minutes 30 seconds West a distance of 10.00 feet to a concrete right-of-way monument, said monument being located on the Southerly right-of-way of Sigman Road (said right-of-way being 50.00 feet from the center line of the pavement of Sigman Road at said point); thence continuing along said right-of-way South 87 degrees 45 minutes 30 seconds East a distance of 150.00 feet to a concrete right-of-way monument; thence South 02 degrees 27 seconds West a distance of 10.00 feet to a concrete right-of-way monument, said monument being located on the Southerly right-of-way of Sigman Road (said right-of-way being 60.00 feet from the center line of the pavement of Sigman Road at said point); thence continuing along said right-of-way following the curvature thereof an arc distance of 159.00 feet (said arc being subtended by a chord having a bearing of North 87 degrees 47 minutes 30 seconds East and a chord distance of 158.83 feet and the arc having a radius of 968.060 feet) to a concrete right-of-way monument; thence South 70 degrees 51 minutes 30 seconds East a distance of 132.10 feet to a concrete right-of-way monument (said concrete monument being 325.00 feet from the median wall of Interstate Highway No. 20); thence South 49 degrees 06 minutes East along the right-of-way of Interstate Highway No. 20 a distance of 577.35 feet to a concrete right-of-way monument (said concrete monument being 150.00 feet from the median wall of Interstate Highway No. 20); thence continuing along said right-of-way South 31 degrees 25 minutes 30 seconds East a distance of 307.40 feet to an iron pin placed; thence South 41 degrees 58 minutes West a distance of 269.60 feet to an iron pin found; thence South 82 degrees 17 minutes West a distance of 311.80 feet to an iron pin found; thence South 02 degrees 55 minutes East a distance of 835.00 feet to a point marked by a rock found, said point being located on the common Land Lot line of Land Lots 212 and 213); thence South 89 degrees 30 minutes West along the common land lot line of Land Lots 212 and 213 a distance of 1,634.00 feet to the Point Of Beginning; the aforedescribed property contains 73.47 acres more or less and being the property clearly shown and delineated on a survey dated September 12, 1986, last revised September 22, 1986 prepared by Watts & Browning Engineers, A. W. Browning, Georgia Registered Land Surveyors No. 490.

EXHIBIT B-3

Parcel 010010009B
2420 Sigman Road
ReZoning (Zoning Map Amendment)
Cotter Properties and Development, LLC
July 4, 2024

TAB 3

SURVEY PLAT

Parcel 010010009B
2420 Sigman Road
ReZoning (Zoning Map Amendment)
Cotter Properties and Development, LLC
July 4, 2024

TAB 4

LEGAL DESCRIPTION OF
SUBJECT PROPERTY

LEGAL DESCRIPTION-TRACT 2

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lots 204 and 213, of the 16th District, Rockdale County, Georgia and being more particularly described as follows:

BEGINNING at an IPF 1" CTP, being the common corner of Land Lots 204, 205, 212 and 213 in the 16th District and run thence North 01 degrees 43 minutes 08 seconds West a distance of 210.36 feet to an IPF 1" CTP; Thence North 02 degrees 27 minutes 45 seconds East a distance of 468.30 feet to an IPF ½" RB; Thence North 00 degrees 53 minutes 42 seconds West a distance of 153.03 feet to an IPF ½" RB; Thence North 01 degrees 12 minutes 04 seconds East a distance of 149.78 feet to an IPF ½" RB; Thence North 01 degrees 27 minutes 39 seconds East a distance of 149.85 feet to an IPF ½" RB; Thence North 00 degrees 18 minutes 15 seconds East a distance of 254. 62 feet to a point, said point being the centerline of creek; Thence along a Tie Line North 87 degrees 11 minutes 44 seconds East a distance of 1234.94 feet to a point on the southwest Right of Way of Iris Drive and the centerline of said creek; Thence continue along said Right of Way along a curve to the left, an arc distance of 2.03 (said arc being subtended by a chord having a bearing of South 34 degrees 58 minutes 14 seconds East and a chord distance of 2.03 feet and the arc having a radius of 731.83 feet) to a point; Thence North 55 degrees 35 minutes 21 seconds East a distance of 51.50 feet to a R/W M.(Right of Way Monument) on the southwest Right of Way of Iris Drive; Thence along a curve to the left, an arc distance of 85.29 feet (said arc being subtended by a chord having a bearing of South 39 degrees 34 minutes 59 seconds East and a chord distance of 85.25 feet and the arc having a radius of 763.59 feet) to a point; Thence North 46 degrees 46 minutes 59 seconds East a distance of 7.00 feet to a point; Thence along a curve to the left, an arc distance of 152.16 feet (said arc being subtended by a chord having a bearing of South 50 degrees 04 minutes 33 seconds East and a chord distance of 151.83 feet and the arc having a radius of 663.69 feet) to a point; Thence North 31 degrees 33 minutes 29 seconds East a distance of 5.67 feet to a point; Thence South 62 degrees 26 minutes 26 seconds East a distance of 82.24 feet to a point; Thence South 32 degrees 31 minutes 35 seconds West a distance of 13.00 feet to a point; Thence South 57 degrees 28 minutes 24 seconds East a distance of 270.00 feet to a point; Thence South 52 degrees 02 minutes 03 seconds East a distance 150.53 feet to a point; Thence South 61 degrees 14 minutes 23 seconds East a distance 83.41 feet to a point; Thence along a curve to the right, an arc distance of 519.39 (said arc being subtended by a chord having a bearing of South 54 degrees 57 minutes 34 seconds East and a chord distance of 73.98 feet and the arc having a radius of 519.39 feet) to an IPS ½" RB on the southwest Right of Way of Iris Drive; Thence leaving said Right of Way South 43 degrees 15 minutes 37 seconds West a distance of 145.61 feet to an IPF ½" RB; Thence South 83 degrees 37 minutes 27 seconds West a distance of 311.84 feet to an IPF 1" CTP; Thence South 01 degrees 33 minutes 16 seconds East a distance of 350.02 feet to an IPS ½" RB; Thence South 01 degrees 47 minutes 41 seconds East a distance of 79.01 feet to an IPF 1" CTP; Thence South 01 degrees 33 minutes 20 seconds East a distance of 405.98 feet to an IPS ½" RB, said point being located on the common Land Lot line of Land Lots 212 and 213; Thence along the common Land Lot line of Land Lots 212 and 213, North 89 degrees 10 minutes 41 seconds West a distance of 1633.90 feet to the True Point of Beginning.

Said Tract contains 53.251 Acres

Parcel 010010009B
2420 Sigman Road
ReZoning (Zoning Map Amendment)
Cotter Properties and Development, LLC
July 4, 2024

TAB 5

SITE PLAN
CONCEPTUAL DEVELOPMENT
PLAN

Parcel 010010009B
2420 Sigman Road
ReZoning (Zoning Map Amendment)
Cotter Properties and Development, LLC
July 4, 2024

TAB 6

CONSTITUTIONAL OBJECTIONS

Parcel 010010009B
2420 Sigman Road
ReZoning (Zoning Map Amendment)
Cotter Properties and Development, LLC
July 4, 2024

CONSTITUTIONAL OBJECTIONS

These constitutional objections are submitted on behalf of the owner, Chalk Creek Holdings, LLC (hereafter the "Owner") in the above-referenced ReZoning (Zoning Map Amendment) Application, and directed to the governing authority of Rockdale County, Georgia. The intent of this statement is to respectfully apprise and place the governing authority of Rockdale County on notice that denial of the Owner's zoning amendment application would be unconstitutional as stated herein, thus allowing said governing authority the opportunity to prevent these unconstitutional actions, as well as to respectfully comply with all notice requirements imposed by the Georgia and federal judiciary.

The Owner believes that its application meets and satisfies each of the criteria relative to the grant of a zoning amendment as specified in Section 238-4 et seq. of the Code of Ordinances of Rockdale County and related ordinances of Rockdale County and accordingly must be granted by the Board of Commissioners. Any application of the Rockdale County Zoning Ordinance or action by the Board of Commissioners of Rockdale County that would restrict the subject site other than as presented in this zoning amendment application as requested by the Owner would be unconstitutional, illegal, null and void, constituting a destruction of Owner's protected property interests and a taking of Owner's property in violation of the Just Compensation Clause of the Fifth and Fourteenth Amendments 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 Georgia Constitution and the Constitution of the United States, denying the Owner an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this zoning amendment application would constitute a gross abuse of discretion and an arbitrary and capricious act by the Board of Commissioners without any rational basis in violation of Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States. To the extent that the proposed zoning amendment application is denied based upon Rockdale County standards and criteria applicant contends said standards and criteria are unconstitutionally vague and arbitrary in violation of Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

Parcel 010010009B
2420 Sigman Road
ReZoning (Zoning Map Amendment)
Cotter Properties and Development, LLC
July 4, 2024

A refusal to approve the zoning amendment as proposed by this Owner as applied to this property would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between this Owner 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 of the Constitution of the United States.

Any imposition of conditions upon the subject property restricting the utilization of the subject site other than conditions agreed to by Owner also would constitute an arbitrary, capricious and discriminatory act and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove, particularly the referenced takings clauses of said State and Federal Constitutions.

PROPOSED TOWNHOMES: 257 UNITS
PROPOSED SINGLE FAMILY DETACHED: 47 LOTS
TOTAL RESIDENTIAL UNITS: 304
TOTAL AREA: 53.35 ACRES
DENSITY: 5.7 UNITS/ACRE

FRONT LOADED TOWNHOMES
REAR LOADED TOWNHOMES
IRIS ROWES PHASE I TOWNHOMES

SIGMAN ROAD
INTERSTATE 20
IRIS DRIVE
0.5 MILE MULTI-USE PATH
10' WIDE PAVED PATH
PERENNIAL STREAM
INTERMITTENT STREAM
EPHEMERAL CHANNEL
75' NON-IMPERVIOUS BUFFER
50' UNDISTURBED BUFFER
25' STATE BUFFER
±440'± ALONG CL CREEK
50'-0" BUFFER
5' CONCRETE SIDEWALK
6' ENHANCED TRAIL
STORMWATER MANAGEMENT FACILITY
COMMUNITY GREENSPACE
COMMUNITY SPLASH PAD
MAIL KIOSK
DOG PARK
125' GA POWER EASEMENT
A&T FIBER
STORMWATER POND #2
PARK ±6,700 SF
DOG PARK ±4,000 SF
PARK ±2,700 SF
POCKET PARK 38,800 SF
75' NON-IMPERVIOUS SETBACK
50' COUNTY STREAM BUFFER
25' STATE STREAM BUFFER
CENTERLINE OF STREAM

LOCATION MAP
N.T.S.
SITE
SIGMAN RD
SR 20
INTERSTATE 20
OLD COVINGTON HWY
MCDANIEL MILL RD
PEACHTREE INDUSTRIAL BLVD

Graphic Scale in Feet
1" = 100'

SURVEYING & ENGINEERING
928 BLACKLAWN ROAD
CONYERS, GEORGIA 30094
PHONE: (770) 483-9745
PATRICK & ASSOCIATES, INC.

GEORGIA REGISTERED No. 2986 PROFESSIONAL ENGINEER MARK H. WILKINSON

GSWCC #12494
CERTIFIED
DESIGN PROF.
EXP: 11/16/2026

NO.	DATE	REVISION	BY
8			

JOB NO: 24-194
COMPUTED No.
DRAWN BY: CTK
CHECKED BY: MW
DATE: 07-08-2024
SCALE: AS NOTED

CONCEPT PLAN
COTTER PROPERTIES
LAND LOT 213 | 16TH DISTRICT
--- COUNTY, GEORGIA

DRAWING NUMBER
36653

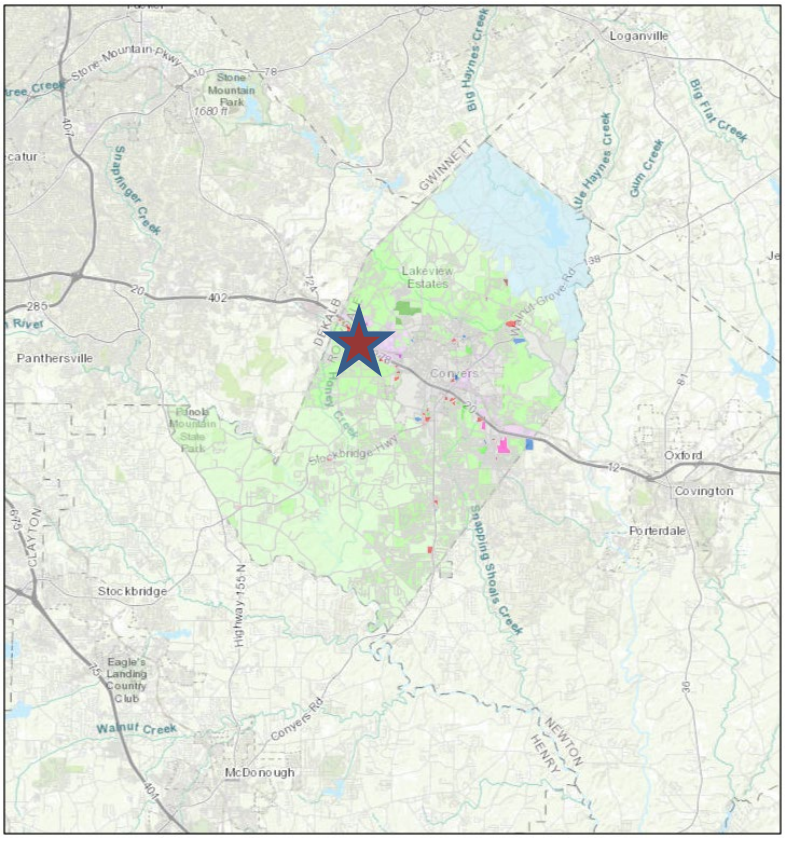
SHEET: 1 OF: 1

BOARD OF COMMISSIONERS
OSBORN NESBITT, SR., CHAIRMAN
SHERRI L. WASHINGTON, COMMISSIONER POST I
DR. DOREEN WILLIAMS, COMMISSIONER POST II

DEPARTMENT OF PLANNING & DEVELOPMENT
CHRISTOPHER WHEELER, INTERIM DIRECTOR
PHONE: (770) 278-7100
planningandzoning@rockdalecountyga.gov

PLANNING COMMISSION & BOARD OF COMMISSIONERS
ROCKDALE COUNTY PLANNING STAFF REPORT

Case Number:	REZ2024-15
Address:	2420 SW Sigman Road
Tax Parcel:	010010009B
Site Area:	53.251 acres of a 69.86-acre property
Current Zoning:	C-2 (General Commercial District)
Existing Conditions:	Wooded/Undeveloped
Request:	To rezone 53.25 acres from C-2 (General Commercial) to MRU (Mixed Residential Uses) for townhomes and single-family residences.
Applicant:	Chandler Cotter / John Andrew Nix
Owner:	Chalk Creek Holdings, LLC, FSHCMP, LLC, and Coral Bay, LLC
Staff Recommendation:	**Approval with Conditions**
PC Hearing Date:	September 12, 2024
BOC Hearing Date:	September 24, 2024



Zoning History

The subject property is zoned C-2 (General Commercial). No prior zoning changes are on record for this property.

Existing Site Conditions

The subject site is 53.25 acres of 2420 SW Sigman Road (parcel 010010009B) located southwest of the intersection of Sigman Road SW and Iris Drive SW. The site is undeveloped and largely wooded. The subject property has road frontage along Sigman Road SW and Iris Drive SW; sidewalks are not present along the frontages. A stream and freshwater forested/shrub wetlands are present on the property.

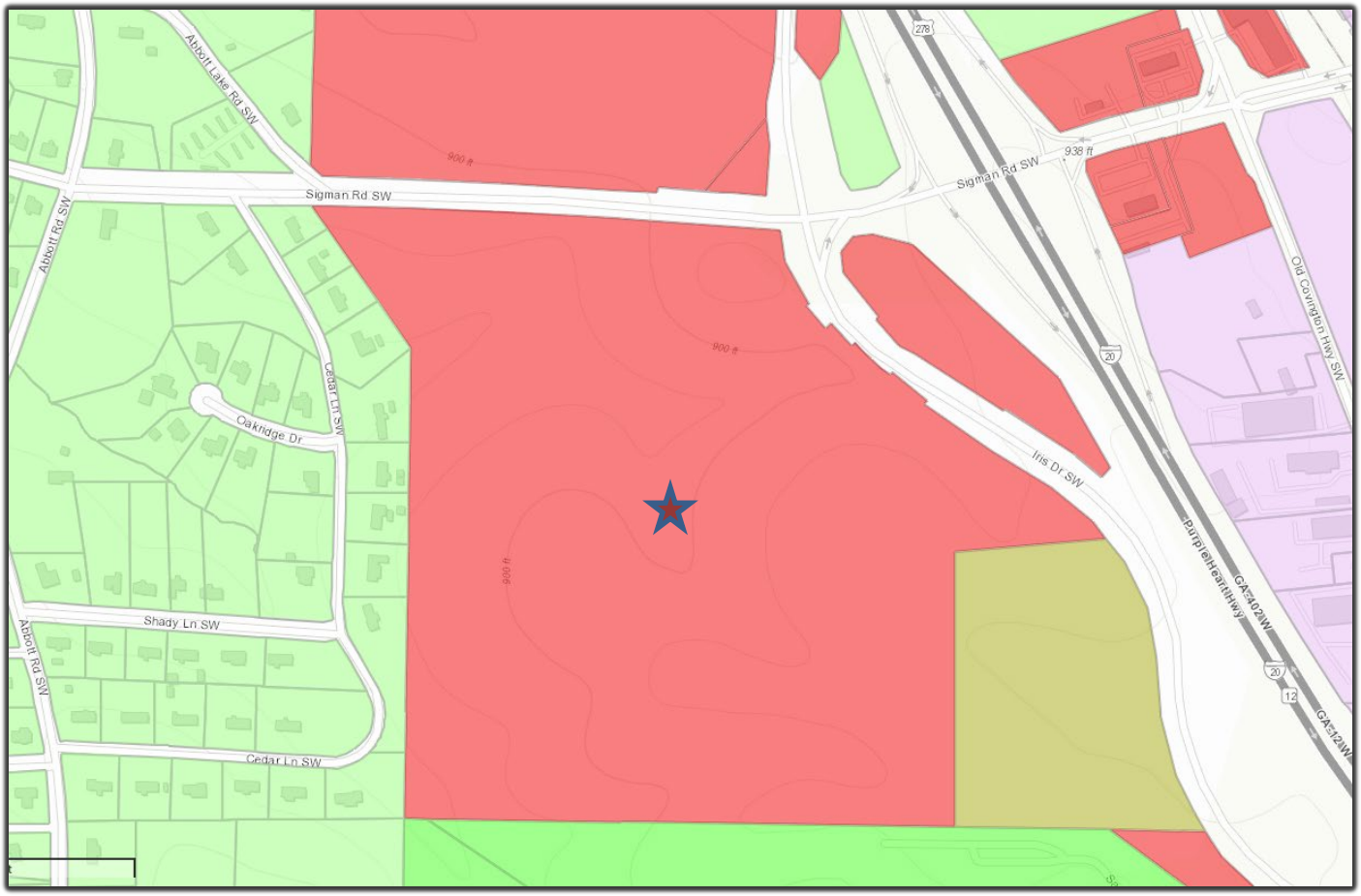
Surrounding Use and Zoning

The subject site is adjacent to residential and commercial properties. The following is a summary of surrounding uses and zoning:

Adjacent Zoning and Current Land Use

Direction	Address	Zoning District	Current Land Use
West	342 SW Cedar Lane	R-1	Single-Family Residence
	354 SW Cedar Lane	R-1	Single-Family Residence
	366 SW Cedar Lane	R-1	Single-Family Residence
	378 SW Cedar Lane	R-1	Single-Family Residence
	390 SW Cedar Lane	R-1	Single-Family Residence
	402 SW Cedar Lane	R-1	Single-Family Residence
	406 SW Cedar Lane	R-1	Single-Family Residence
	420 SW Cedar Lane	R-1	Single-Family Residence
	440 SW Cedar Lane	R-1	Single-Family Residence
	462 SW Cedar Lane	R-1	Single-Family Residence
North	2417 SW Sigman Road	C-2	Undeveloped Land – Owned by the Development Authority of Rockdale County
East	2294 SW Iris Drive	RM	Iris Rowes Townhomes
South	50 SW St. James Drive	R-2	Lake St. James Apartments

ZONING MAP



R1 - Single-Family Residential District

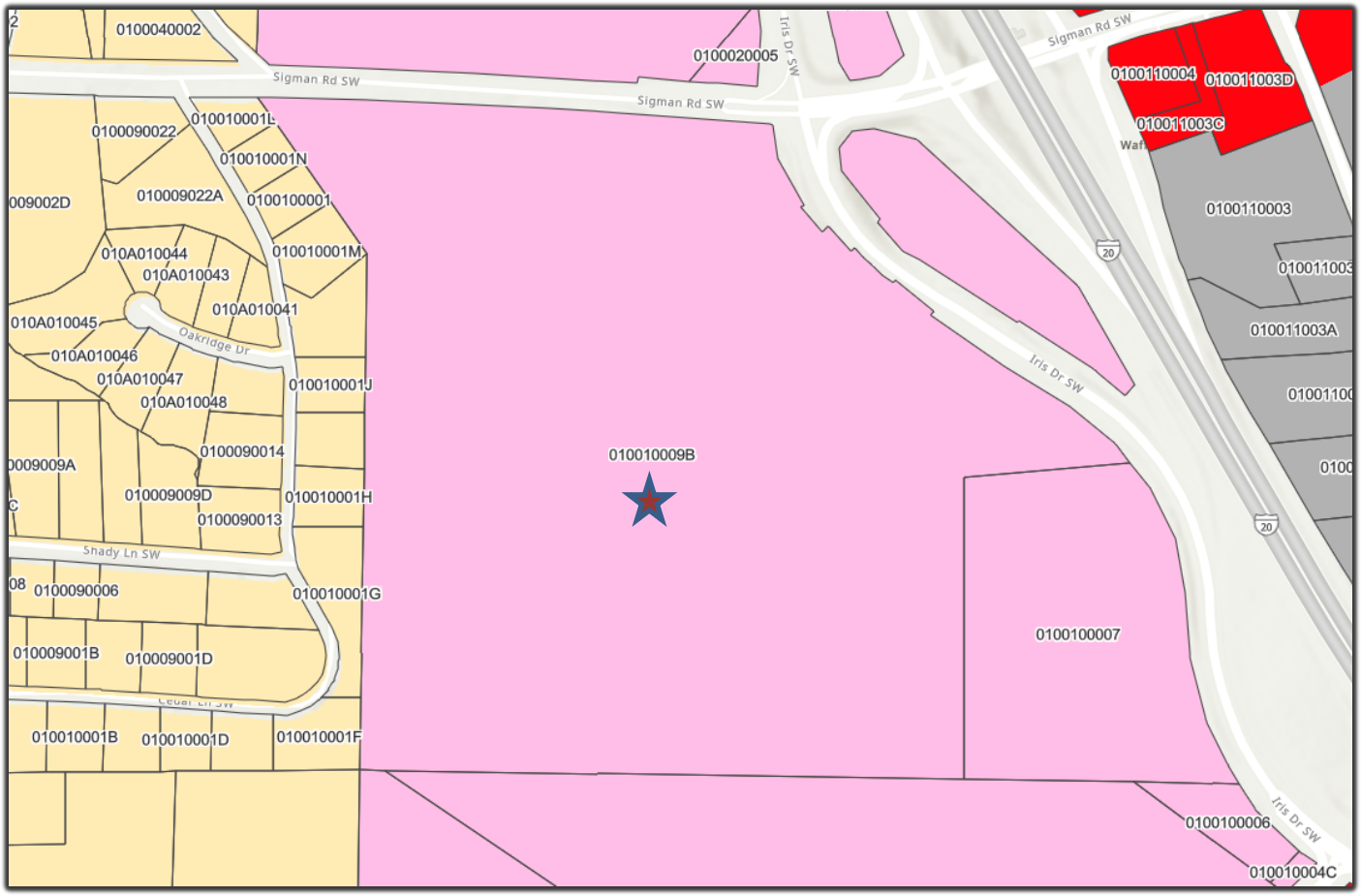
R2 - Two-Family Residential District

C2 - General Commercial District

RM - Residential Multi-Family District

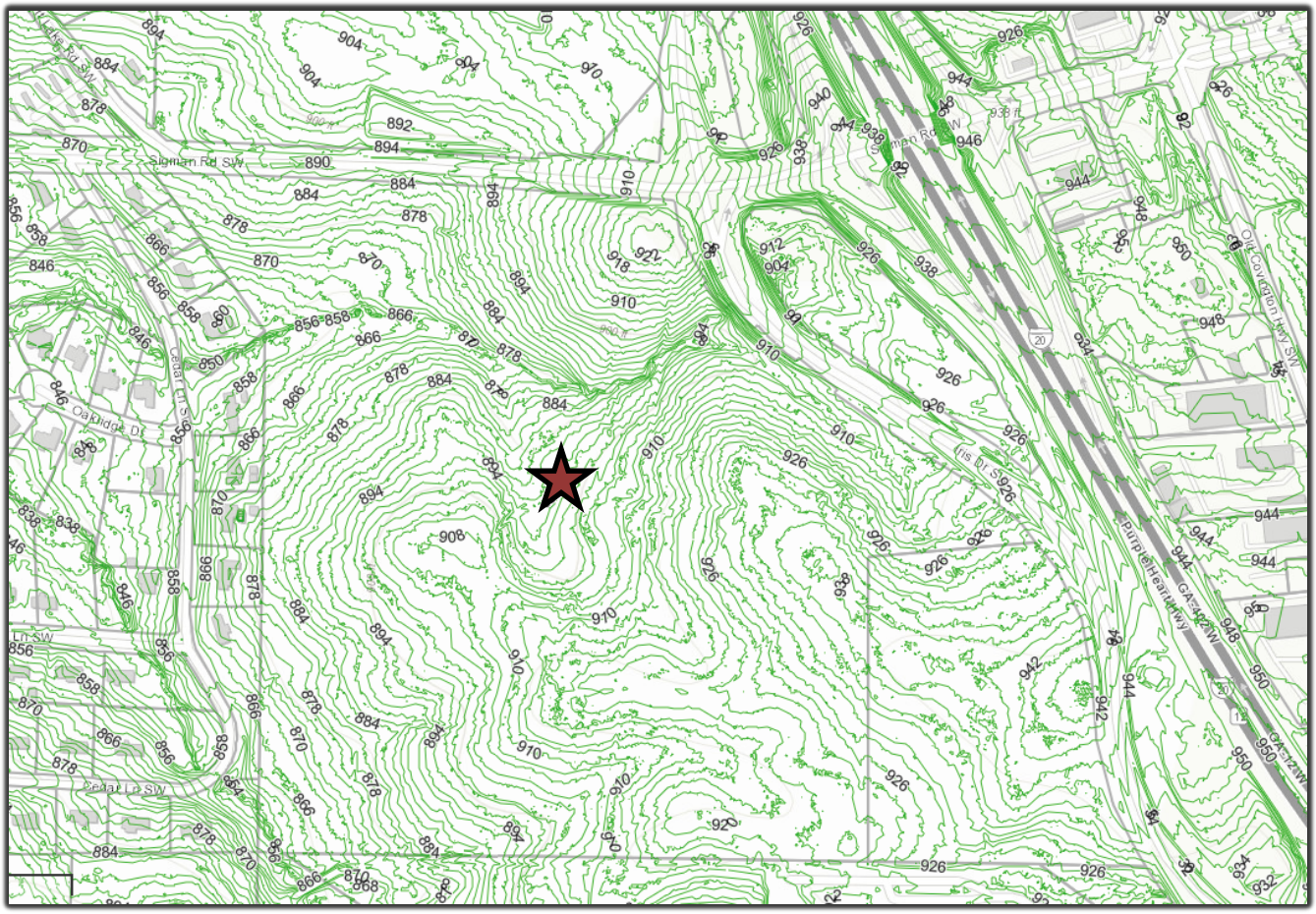
M1 - Limited Inustrial District

FUTURE LAND USE MAP



- Medium Density Residential
- Mixed Use/Employment Center
- Commercial
- Light Industrial

CONTOUR MAP

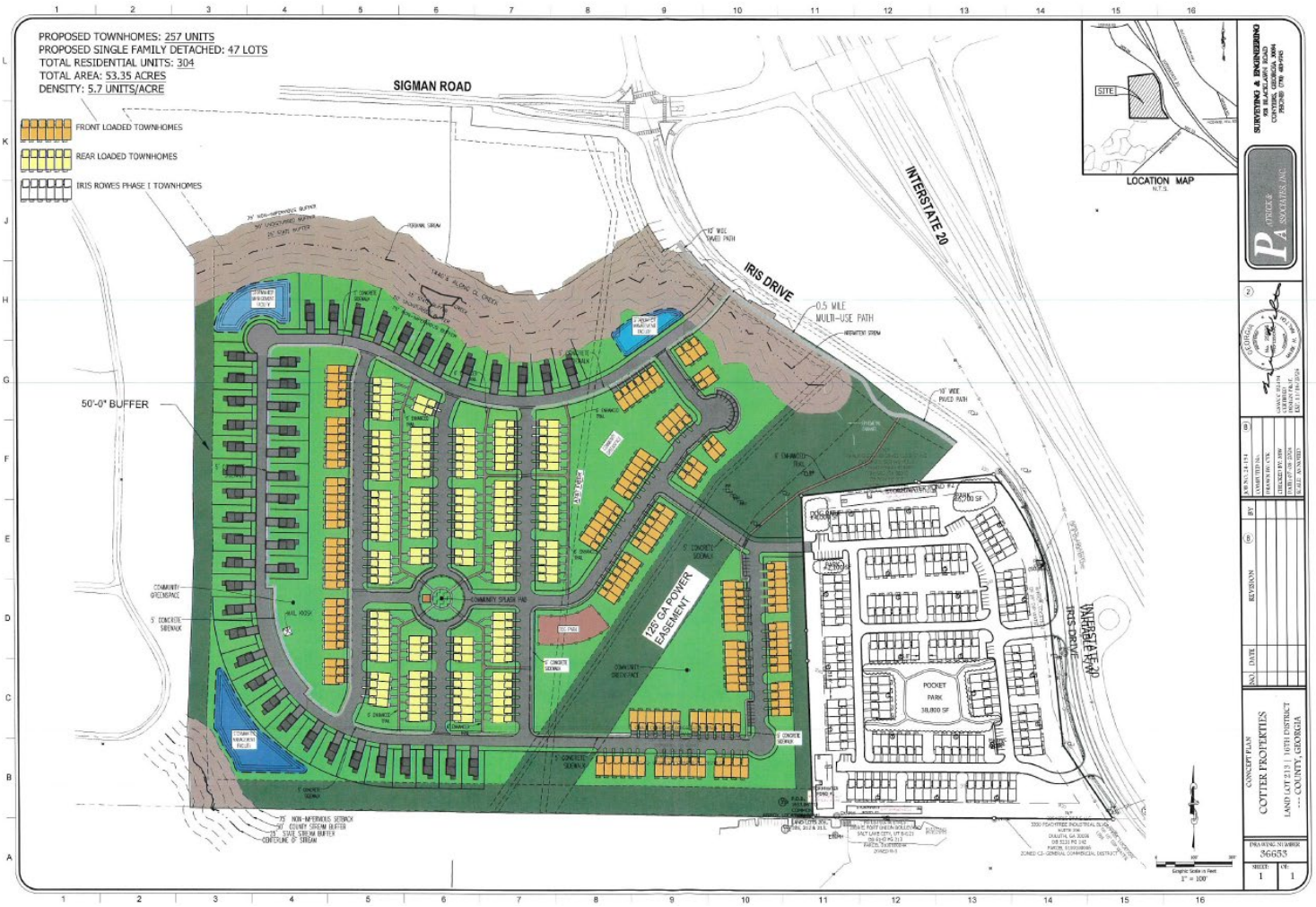

Sigman Rd SW
Cedar Ln SW
Oakridge Dr
Iris Trl SW
Purple Heart Hwy
Old Covington Hwy SW
Sigman Rd N
938 ft

AERIAL MAP

Project Summary

The applicant is requesting a rezoning of 53.251 acres from C-2 (General Commercial) to MRU (Mixed Residential Uses) for townhomes and single-family residences. The project includes:

- The development of a residential community with 304 total residential units
  - 257 proposed townhome units
  - 47 proposed single-family residential lots
- Proposed density of 5.7 units per acre; code allows for up to 8 units per acre.
- Proposed 50-foot-wide transitional buffer.
- Proposed 5-foot-wide concrete sidewalks on one side of internal streets; code requires that sidewalks are installed on both sides of proposed internal streets.
- Proposed amenity areas including community greenspaces, splash pad, dog park, 6-foot-wide enhanced walking paths, and a 10-foot-wide paved multi-use path along Iris Drive.



INTERNAL AND EXTERNAL AGENCY REVIEW

The applicant must meet all other UDO requirements related to infrastructure improvements. Internal and External agency comments are attached and provided below.

Fire

No comments.

Rockdale Board of Education

School	Projected Enrollment	Current Enrollment	Current Capacity
SCE	612	632	760
DMS	895	865	1104
HHS	1319	1308	1650

The lack of data on predicted per unit average student occupancy prohibits predicting the school's full occupancy dateline.
Multi developments within a school's zone within the same development period will impact capacity timelines. This month's list: HHS is impacted by three; DMS and EMS by two.
RCPS first steps to address impactful student numbers is to add mobile units to the site campus affected. Second step to consider will be larger class sizes. Third possible step, rezoning.

Transportation Department

Coordinate with GDOT on Iris Drive, as well as a Traffic Study.

Stormwater Department

Based on the submitted rezoning documents, there are existing State waters, Wetlands, FEMA flood plains, and Rockdale County Future flood plain requirements that must be adhered to by Federal, State and County ordinances. Tree protection must be adhered to as it relates to the Stormwater Management Department for Land Disturbance Permitting.

ARTICLE IV – STREAM BUFFER PROTECTION Sec. 310 – 103 Land development stream buffer requirements.

(a) All land development activity, including subdivisions of land and platting activities governed by chapter 302 of the UDO, shall meet the following buffer and setback requirements unless otherwise exempted in this article:

(1) An undisturbed natural vegetative buffer shall be maintained for 50 feet, measured horizontally, on both banks (as applicable) of the stream as measured from the top of the stream bank.

(2) An additional setback shall be maintained for 25 feet, measured horizontally, beyond the undisturbed natural vegetative buffer, in which all impervious cover shall be prohibited. Grading, filling and earthmoving shall be minimized within the setback.

(3) No septic tanks or septic tank drain fields shall be permitted within the buffer or the setback.

(b) Any land development activity within a buffer established hereunder or any impervious cover within a setback established hereunder is prohibited unless a variance is granted pursuant to section 310-105.

CHAPTER 324 – ENVIRONMENTAL PLANNING CRITERIA

Sec. 324-2. - Protection of wetlands.

(a) Purpose and intent. Pursuant to O.C.G.A. 12-2-8 and the DNR, environmental protection division's Rules for Environmental Planning Criteria chapter 391-3-16, this section establishes regulations to promote the wise

use of wetlands and protect them from alterations that will significantly affect or reduce their primary functions for water quality, floodplain and erosion control, groundwater recharge, aesthetic natural areas and wildlife habitat areas.

(b) *Wetlands development permit requirements.* No activity or use, except those identified in subsection (c), shall be allowed in the wetlands without issuance of a local development permit. Local permits will be issued only if the proposed use is in compliance with the requirements of the underlying zoning district and this section. Furthermore, if the area of proposed development is located within 100 feet of the wetlands boundaries, as established by Figure IV-2 of the Rockdale County Comprehensive Land Use Plan, a U.S. Army Corps of Engineers delineation is required under Section 404 of the Clean Water Act. If wetlands are altered or degraded, mitigation to offset losses may be required as a condition of a Section 404 permit. Local development permits will not be issued until after any necessary Section 404 permits have been secured.

CHAPTER 328 – Buffers, landscaping, and Tree Protection

Sec. 328-15. - Authority, findings, purpose and intent.

(a) *Authority.* This article is enacted pursuant to the county's exclusive planning authority granted by the Constitution of the State of Georgia, including but not limited to Ga. Const. art. IX, § II, para. IV, and Ga. Const. art. IX, § II, para. III, as well as authority granted by the General Assembly of the State of Georgia, including by not limited to O.C.G.A. § 36-70-3 , as well as 1977 Ga. Laws, page 2817, as amended, and 1969 Ga. Laws, page 3639, as amended, and the general police powers of the county and other authority provided by federal, state and local laws applicable to this article.

(b) *Findings, purpose, and intent.* It is the intent of this article to provide standards for landscaping and for the preservation and replacement of trees as part of the land development and building construction process in unincorporated areas of the county. The county finds that the existence of adequate tree cover and landscaping in the county directly affects the public health, safety and welfare to comprehensively address these concerns through the adoption of the regulations in this article. The purpose and intent of the board of commissioners in enacting this article are as follows:

(1) To protect the health, safety and general welfare of the citizens of the county, and to implement the policies and objectives of the comprehensive plan through the enactment of a comprehensive ordinance governing tree preservation and replacement in the county.
(2) To require landscaping and the preservation and replacement of trees in certain areas within the county in order to ensure the continued health of its citizens through improved air and water quality.
(3) To provide developers and others active in the county with the appropriate guidance to better ensure proper tree preservation and replacement in the course of the land development process in the county.
(4) To preserve property values in the county by maintaining a safe, aesthetically pleasing environment.
(5) To reduce flooding of county rivers and streams by planting trees and other vegetation so as to aid in slowing the rate of stormwater runoff.
(6) To reduce soil erosion in the county by planting trees and other vegetation so as to aid in prevention of soil loss through stormwater runoff and flooding and to promote stormwater infiltration.
(7) To reduce noise and glare on adjacent properties from properties that has been extensively developed.
(8) To conserve energy by cooling surrounding air temperatures through the existence of adequate shade trees.
(9) To provide improved atmospheric quality by reducing airborne particulates and carbon monoxide and by increasing oxygen through adequate tree cover.
(10) To promote the saving of trees in nodes throughout a development, rather than as individual trees scattered over a development or around the periphery of a development.
(11) To prevent clear-cutting and mass grading of land that results in the loss of mature trees, and to ensure appropriate replanting when tree loss does occur.

Sec. 328-25. - Requirements for other developments.

(a) Each new development not covered by section 328-24 shall prepare a landscape and tree protection and replacement plan showing compliance with this section.
(b) The tree protection and replacement plan must, at a minimum, protect or plant 15 units per acre of trees on the land being developed. The tree density calculations shall not utilize trees within required buffers in determining for

the overall density factor, existing density factor, or replacement density factor. All new development with eight (8) or more parking spaces, or expanded development that results in eight (8) or more parking spaces, shall provide interior landscaping.
(c) Rockdale County has given priority to the retention and placement of trees in frontage planting strips and parking lot planting islands. Trees retained or placed in these areas may be used to meet the tree density factor for a project. However, if the tree density factor is met with trees saved or planted in other areas, the tree location guidelines outlined below must still be performed with additional tree plantings.

(d) *Required landscape strips and re-vegetated buffers.* Landscape strips shall meet the minimum depth requirements as indicated in the following table. Trees may be planted in groups rather than in a single line. Adjoining residential zoning districts, evergreen trees shall be saved or planted in such density or spacing as to provide an eight-foot tall visual barrier within two years of planting. Required landscaping strips shall not be encroached upon by parking space, driveway surfaces or storm water detention facilities except when complying with requirements below. Driveway crossings may traverse such strip as near to a perpendicular alignment as practical. Signs may be located in the required landscape strip.

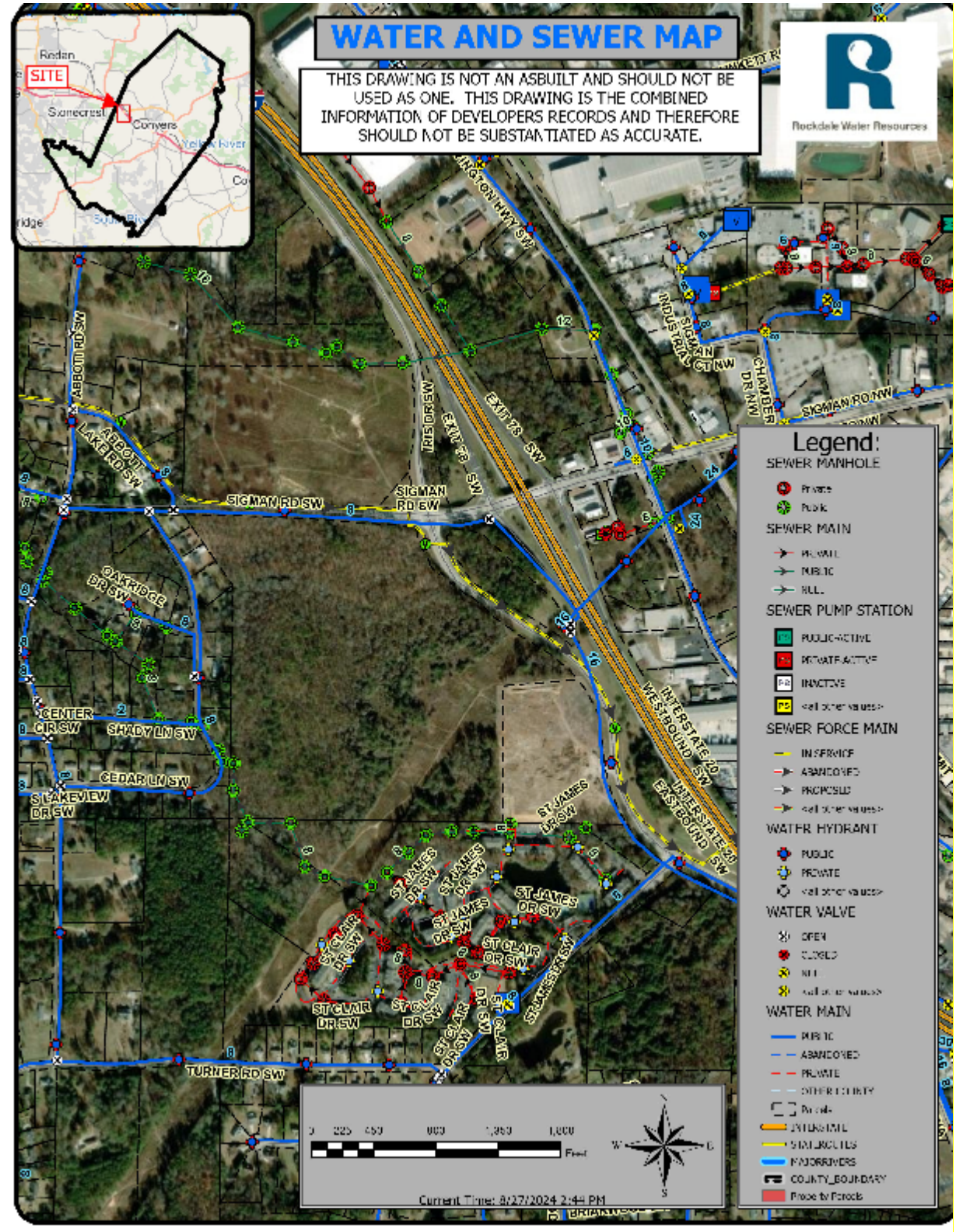
CHAPTER 320 – FLOOD DAMAGE PREVENTION

Sec. 320-1. - Introduction.
(a) It is hereby determined that:
(1) The flood hazard areas of Rockdale County, GA are subject to periodic inundation which may result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood relief and protection, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare.
(2) Flood hazard areas can serve important stormwater management, water quality, streambank protection, stream corridor protection, wetland preservation and ecological purposes when permanently protected as undisturbed or minimally disturbed areas.
(3) Effective floodplain management and flood hazard protection activities can:
a. Protect human life and health,
b. Minimize damage to private property,
c. Minimize damage to public facilities and infrastructure such as water and gas mains, electric, telephone and sewer lines, streets and bridges located in floodplains, and
d. Minimize expenditure of public money for costly flood control projects associated with flooding and generally undertaken at the expense of the general public.

(b) Article IX, Section II of the Constitution of the State of Georgia and Section 36-1-20(a) of the Official Code of Georgia Annotated have delegated the responsibility to local governmental units to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry. Therefore, Rockdale County, GA, does ordain this chapter and establishes this set of floodplain management and flood hazard reduction provisions for the purpose of regulating the use of flood hazard areas. It is determined that the regulation of flood hazard areas and the prevention of flood damage are in the public interest and will minimize threats to public health and safety, as well as to private and public property.

Water/Sewer

Existing 8” DIP Water main along Sigman Rd SW. Public Wastewater serviced from private easement. Wastewater is within the Dekalb County Sewer Basin. See Map Attached


WATER AND SEWER MAP
THIS DRAWING IS NOT AN ASBUILT AND SHOULD NOT BE USED AS ONE. THIS DRAWING IS THE COMBINED INFORMATION OF DEVELOPERS RECORDS AND THEREFORE SHOULD NOT BE SUBSTANTIATED AS ACCURATE.
Rockdale Water Resources
SITE
Redan
Stonecrest
Conyers
Legend:
SEWER MANHOLE
Private
Public
SEWER MAIN
PRIVATE
PUBLIC
NULL
SEWER PUMP STATION
PUBLIC-ACTIVE
PRIVATE-ACTIVE
INACTIVE
<all other values>
SEWER FORCE MAIN
IN-SERVICE
ABANDONED
PROPOSED
<all other values>
WATER HYDRANT
PUBLIC
PRIVATE
<all other values>
WATER VALVE
OPEN
CLOSED
NULL
<all other values>
WATER MAIN
PUBLIC
ABANDONED
PRIVATE
OTHER COUNTY
INTERSTATE
STATE ROUTES
MAJOR RIVERS
COUNTY_BOUNDARY
Parcels
ABBOTT RD SW
ABBOTT LAKE RD SW
SIGMAN RD SW
SIGMAN RD NW
IRIS DR SW
EXIT 78 SW
INDUSTRIAL CT NW
CHAMBER DR NW
OAKRIDGE DR SW
CENTER CIR SW
SHADY LN SW
CEDAR LN SW
LAKEVIEW DR SW
ST JAMES DR SW
ST CLAIR DR SW
TURNER RD SW
INTERSTATE 20 WESTBOUND SW
INTERSTATE 20 EASTBOUND SW
Feet
Current Time: 8/27/2024 2:44 PM

EVALUATION OF THE REZONING REQUEST

O.C.G.A. Chapter 36-66: Zoning Procedure Act

When considering an application to amend the current zoning designation of a property, the Board of Commissioners, the Planning Commission, and the Planning & Development Department shall consider the following:

A. Is the zoning proposal permitted as a use that is suitable in view of the use and development of adjacent and nearby property?

The applicant's request for a rezoning from C-2 (General Commercial) to MRU (Mixed Residential Uses) for townhomes and single-family residences is proposed on an undeveloped area of 53.251 acres.

The residential properties adjacent to the site are zoned R-1, R-2, and RM. The Abbott subdivision to the west of the subject property is zoned R-1. The ranch-style, single-family homes in this subdivision were constructed in 1972 on lots over half an acre in size. The Lake St. James Apartments to the south of the subject site were constructed in 1997 and are zoned R-2. To the east, the Iris Rowes townhome community is being developed on a 13.18-acre property zoned RM.

The proposed mixed-residential development features both townhomes and single-family residences. The proposed townhomes are shown to be adjacent to the future Iris Rowes townhome community as well as in the interior of the development. The proposed single-family lots are proposed along the perimeter of the development and adjacent to the Abbott subdivision.

Therefore, staff believe that the proposed MRU zoning district will allow the property to serve as a transition between single-family residential homes and multi-family residential units.

B. Will the zoning proposal adversely affect the existing use or usability of adjacent or nearby property?

The proposed residential development will not likely have any significant impacts on the surrounding properties, as all types of residential uses (single-family homes, apartments, and townhomes) are present in the area.

C. Will the property to be affected by the zoning proposal have a reasonable economic use as currently zoned?

The property has reasonable economic use as currently zoned; however, the property could be better utilized if rezoned to MRU (Mixed Residential Uses) so as to provide a mix of housing options supported in the county.

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

The project should not have an adverse impact on transportation infrastructure as it is located near Interstate 20, and likely much of the traffic generated by the development will affect the state route. Rockdale Water Resources (RWR) has indicated that public water is available at the site location, and public wastewater can be serviced from a private easement. Schools in the area are generally under capacity.

E. Is the zoning proposal in conformity with the Future Land Use Map and the policy intent of the Comprehensive Land Use Plan?

The Future Land Use Category of this site is Mixed Use/Employment Center. The request to rezone to MRU (Mixed Residential Uses) is in conformity with the Comprehensive Plan, which allows for up to 8-12 residential units per 1 acre in the Mixed Use/Employment Center category. The Comprehensive Plan states that "uses should be complemented with walking, biking, and transit opportunities to provide alternative modes of transportation." The proposed development features a 10-foot-wide paved multi-use trail and other paved walking trails that support this goal.

F. 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 residential uses proposed on the subject site are in close proximity to similar residential uses in the

area. Furthermore, the subject site's location adjacent to Interstate 20 give supporting grounds for approval of the zoning proposal.

PLANNING & DEVELOPMENT STAFF RECOMMENDATIONS

Staff recommends ***Approval with Conditions*** of the request to rezone 53.25 acres from C-2 (General Commercial) to MRU (Mixed Residential Uses) for townhomes and single-family residences with the following conditions:

1. The site shall be developed in compliance with the Mixed Residential Uses (MRU) Zoning District, if adopted.
2. The applicant shall provide the Traffic Impact Study with the Preliminary Plat. Any recommendations for improvements shall be required to be shown on the Land Disturbance Permit (LDP). Additionally, as determined by Rockdale County Department of Transportation, a new study may be required for the development. Any recommendations for improvements from any new studies shall be required to be shown on the LDP.
3. The site shall be restricted not to exceed 304 residential units.
4. A mandatory Homeowners' Association shall be established and shall be responsible for the maintenance of all common areas and facilities.
5. The Homeowners' Association covenants shall include a rental restriction of five percent (5%) of all single-family residential dwelling units.
6. All single-family detached units and townhome units shall have a two-car garage.
7. Provide a five-foot-wide concrete sidewalk along both sides of the proposed internal streets. Provide a two-foot-wide grass strip on all internal public roads between back of the curb and sidewalk. Provide a five-foot-wide landscape strip. All trees planted in this landscape strip shall be counted towards any Rockdale County required tree recompense credits or tree density units as mandated by the required development permit.
8. Provide a ten-foot-wide, paved multi-use path along the Iris Drive right-of-way in accordance with the submitted site plan. A ten-foot-wide landscape strip shall be provided along Iris Drive between the roadway and the multi-use path.
9. All grassed areas shall be sodded.
10. All utilities shall be placed underground.
11. Natural vegetation shall remain on the property until the issuance of a development permit.
12. All front building elevations shall be constructed with at least fifty (50) percent of the following building materials: Brick, Indigenous Rock, Natural Stone, and Synthetic Stone, or a combination of Brick, Indigenous Rock, Natural Stone, and Synthetic Stone, with accent building materials that may include but not be limited to Stucco, EIFS, Metal, Painted Cement Siding, and Wood where masonry products are not provided.
13. Streetlights shall be provided throughout the residential development along the internal streets where residential units directly abut. When internal to the block, all streetlights shall be residential in character and meet the minimum lighting standards of Rockdale County, GA as defined in the current edition of the development regulations at the time of development permitting.
14. Stormwater detention ponds shall be screened from view from adjoining residential properties. Screening plans shall be subject to review and approval of the Director of Planning and Development.
15. Any structures in the amenity areas shall be constructed using exterior building materials that complement the adjacent residential structures. The amenity areas may be in a single area or in multiple areas.

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

CASE #: _____

REZONING (ZONING MAP AMENDMENT) AND ALTERATIONS TO CONDITIONS OF APPROVAL APPLICATION CHECKLIST

This application is required for Rezoning submittals that do NOT require a Future Land Use (FLU) Map Amendment application. Additionally, this application is required for Alterations to or Repeal of Conditions of Approvals. The Instructions provide further details.

FILING INFORMATION (OFFICE USE ONLY)

Filing Date:	BOC 1R WS:	BOC 1R VS:	PC Hearing:	BOC Hearing:	BOC 2R WS:	BOC 2R VS:

Property Address(es): (With City and Zip Code) Hwy 212 and Oglesby Bridge Road	Tax Parcel Numbers: 032002004G, 032002004C, 032002033A, 032002004F
Total Acreage: 141.68	Number of Properties: 4

Per 2019 House Bill 493, detailed checklists of items required to be submitted for each type of project are supplemental to this application. Each item **must be checked off and a page number where the item is located must be noted** and included with the application. The applicant must sign the affidavit, at the end of the application and each required checklist, certifying that all required items are provided. If there are questions regarding items required for your specific project, contact staff for clarification prior to submitting the application.

Applications that do not provide documentation or required materials will be noted as incomplete and may result in delays in the Board of Commissioners', Planning Commission's, or Staff's review of the application and/or denial of the request. The Board of Commissioners and Planning Commission reserves the right to require additional information if it believes that the submission of such information is necessary to understand the nature of the intended activity.

Revisions made to the applications after the submittal deadline and prior to the Board of Commissioners' or Planning Commission's Public Hearing may be continued to the following month's hearing.

The Unified Development Ordinance (UDO) Sec. 202.6 provides the zoning districts that are permitted within each FLU Category. If the FLU Category permits the proposed zoning district, this application is required.

The filing fee is based upon the number of properties, the amount of acreage of each property that require a Rezoning, the requested Zoning District that is being requested, and the amount of acreage of each property to be rezoned.

- [x] **REQUIRED Pre-Application Conference** (UDO Sec. 238-4(d)(1)):
  Date attended and with which staff member: 4/11/24 Tracie Roberts, Carolina Angulo, Kierston McDaniel
- [x] **Completed Application:** Provide one (1) digital copy and three (3) hard copies of the entire submittal packet.
- [x] **Property Information (Page 4)**
- [x] **Contact Information (Page 4):** Property Owner(s), Applicant, Authorized Agent, Attorney.
- [x] **Site and Development Information (Page 5):** General information on the property, services and utilities.
- [x] **Justification of the Request (Page 6):** In your own words, type the reason you believe the zoning of the subject property should be amended.
- [x] **Rezoning Review Standards (Page 7):** Provide justification for each of the review standards listed in UDO Sec. 238-4(g)(1). The Board of Commissioners, the Planning Commission, and the Department will use these standards to evaluate the request.
- [x] **Conditions of Approval (Page 8):** UDO Sec. 238-15. Provide justification for each of the review standards listed in UDO Sec. 238-4(g)(1). The Board of Commissioners, the Planning Commission, and the Department will use these standards to evaluate the request.
- [x] **Applicant Certification (Page 9)**
- [x] **Ownership Statement and Campaign Contribution Disclosure Statement (Page 10):** If the property is listed in the name of more than one individual or entity, each owner must sign all documents. Property owner(s) signature(s) must be notarized. If the property has been sold within the last 90 days, a copy of the deed with the new owner(s) name(s) is required. Ownership of property will be verified by staff. The owner(s) of the property is required to disclose political campaign contributions. Disclosures must be notarized.
- [x] **Agent Authorization Form and Campaign Disclosure Statement (Page 11):** If the owner of the property wishes to have someone represent his/her interest in all matters relating to a rezoning application, the notarized signatures of the owner(s) and agent are required. Agents are required to disclose political campaign contributions. Disclosures must be notarized.

☐ NA **Attorney Authorization Form and Campaign Disclosure Statement (Page 12):** If the owner of the property wishes to have an attorney represent his/her interest in all matters relating to this application, the notarized signatures of the current owner(s) and attorney are required. Attorneys are required to disclose political campaign contributions. Disclosures must be notarized.

☑ **Proof of Ownership:** Deed recorded with Rockdale County Clerk of Courts. A copy of the deed of the property or properties may be obtained at the Rockdale County Courthouse in the Real Estate Records Room on the 1st floor.

☑ **Original Plat or Survey:** Plat or survey recorded with Rockdale County Clerk of Courts or referenced by the Deed, if not recorded.

☑ **Survey Plat:** Signed and sealed by an architect, engineer, landscape architect or land surveyor. A copy of the existing survey plat of the property or properties may be obtained at the Rockdale County Courthouse in the Real Estate Records Room on the 1st floor. However, one complete boundary survey is required for projects with more than one property.

☑ **Legal Description of the Property:** This written description, found on the property deed, containing the metes & bounds of the property or properties. However, the legal description must be provided in Word with this application.

☑ **Site Plan:** Drawn to scale, showing all existing property improvements, and all proposed improvements. The Conceptual Development Plan may include any additional graphics which will explain the features of the development, but shall include the following:

- ☑ A written description of the details of the proposed use and development details.
- ☑ A vicinity map showing the use and zoning of all properties within one (1) mile of the property subject to the rezoning request.
- ☑ All proposed setbacks, buffer yards, structure heights, and lot coverage calculations.
- ☑ All proposed buildings, structures, fences, or walls, areas of outdoor storage, permanent dumpsters, and other improvements to be located upon the site and adjacent sites within 400 feet of the subject property.
- ☑ All proposed open spaces and recreational amenities.
- ☑ All proposed stormwater management facilities and connections (all stormwater connections shall be subject to the approval of the Rockdale County Stormwater Department.
- ☑ All proposed location and capacities of public and private utilities (all septic systems shall be subject to the approval of the Rockdale County Environmental Health Department, all public sewer and water connections shall be subject to the approval of the Rockdale County Water Resources or public service provider).
- ☑ Lakes, streams, other water bodies, and wetlands on or adjacent to the site and associated buffers.
- ☑ All proposed public improvements including sidewalks, street trees, and right-of-way dedications.
- NA ☐ All proposed locations for temporary uses, such as seasonal sales areas.
- NA ☐ Such other and additional information as may be requested by the Zoning Administrator.

☑ **Current and Proposed FLU Category and Zoning District for Each Property:**

Address	Tax Parcel No.	Acreage	Current FLU Category		Current Zoning District	Proposed Zoning District
1920 SW Hwy 212	032002004G	1.38	Low Density Residential/AG		AR	CRS
1900 SW Hwy 212	032002033A	5.00	Low Density Residential/AG		AR	CRS
SW Oglesby Bridge Road	032002004F	90.54	Low Density Residential/AG		AR	CRS
1929 SW Oglesby Bridge Road	032002004C	44.76	Neighborhood Commercial		AR	C1-CRS

☑ **Filing Fee:** The non-refundable filing fee is payable at the time of application. Payment may be made by cash (exact amount), credit card (VISA or Mastercard), check, or money order payable to Rockdale County. The filing fee is based upon the number of properties, amount of acreage of each property to be rezoned, and the type of zoning that is being requested.

☐ Development of Regional Impact (DRI) required by UDO Sec. 238-5. See Pages x and x of the Instructions for the ARC DRI Thresholds.

- ☐ Fee: $1,200

☒ Rezoning to AR, R-1, CRS, CDS, and CSO

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☒ 0-4.99 acres	$250	032002004G (1.38 ac)	1	$ 250.
☒ 5-9.99 acres	$300	032002033A (5.0 ac)	1	$ 300.
☐ 10-19.99 acres	$400			$
☒ 20 acres and more	$500	032002004F (90.54 ac)	1	$ 500.

☐ Rezoning to R2, MUR, and RM

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☐ 0-4.99 acres	$300			$
☐ 5-9.99 acres	$400			$
☐ 10-19.99 acres	$550			$
☐ 20 acres and more	$700			$

☐ Rezoning to a Nonresidential District

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☐ 0-4.99 acres	$250			$
☐ 5-9.99 acres	$300			$
☐ 10-19.99 acres	$400			$
☒ 20 acres and more	$500	032002004C (44.76 ac)	1	$ 500.
		Filing Fee (Fee Amount + DRI Fee)		$ 1550.00

AFFIDAVIT CERTIFYING COMPLETENESS OF APPLICATION

I hereby acknowledge that I understand the requirements listed above for what constitutes a complete application. I have checked off each box and included a page number where the item is located. I confirm that the requirements for a complete application have been met.

Stephen A. Goodsell, the undersigned applicant also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign: Stephen A. Goodsell (Signature) | Stephen A. Goodsell (Applicant's Name) | 7/2/24 (Date)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: ZONING APPLICATION (type of document)

Executed in ATLANTA (city), FULTON (county), GA (state), this 2 (day) day of July (month), 2024 (year)

Stefanee Brush
Notary Public signature

7/16/26
GA Registration No. and expiration date

SEAL
STEFANEE BRUSH
NOTARY PUBLIC
COBB COUNTY
GEORGIA
EXPIRES
07-16-2026

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

CASE #: _____

ZONING MAP AMENDMENT (REZONING) AND ALTERATIONS TO CONDITIONS OF APPROVAL APPLICATION

FILING INFORMATION (OFFICE USE ONLY)

Filing Date:	BOC 1R WS:	BOC 1R VS:	PC Hearing:	BOC Hearing:	BOC 2R WS:	BOC 2R VS:

PROPERTY INFORMATION

Property Address(es): (With City and Zip Code) 1920 SW Highway 212, 1900 SW Highway 212, SW Oglesby Bridge Road, 192 Oglesby Bridge Road	Tax Parcel Numbers: 032002004G, 032002033A, 032002004F,0320002004C
Total Acreage: 141.68	Number of Properties: 4
Subdivision: Seay Farm / Land Lot(s): 82, 11, 112 / District(s): 11	
Current Zoning: AR	Proposed Zoning: CRS, C1
Current FLU Category: Low Density Residential/AG, Neighborhood Commercial	
Current Use: Horse Farm, residential	Proposed Use: Single Family Residential, Neighborhood Commercial

Zoning History (Rezonings, Special Use Permits, Variances, etc.): N/A

Are there existing conditions of zoning for the property? If so, please list on page 8.

Purpose of requested amendment: To allow for the development of a mixed use residential and neighborhood commercial project

APPLICANT INFORMATION

Applicant / Authorized Agent: Stephen A. Goodsell			Authorized Agent / Attorney:		
Business / Person Name: S. A. Goodsell Development Co.			Business / Person Name:		
Address: 3715 Northside Pkwy, Northcreek 1-130			Address:		
City: Atlanta	State: GA	Zip: 30327	City:	State:	Zip:
Office #: 404-467-6600	Mobile #: 678-614-9136		Office #:	Mobile #:	
Email: stevegoodsell@goodselldevelopment.com			Email:		

Applicant Status (check one): ☐ Owner ☒ Authorized Agent

PROPERTY OWNER INFORMATION

Owner 1: Benjamin Willis Seay III			Owner 2:		
Business / Person Name:			Business / Person Name:		
Owner of Tax Parcel No(s).: See list			Owner of Tax Parcel No(s).:		
Address: 3324 Peachtree Road NE Suite 1602			Address:		
City: Atlanta	State: GA	Zip: 30326	City:	State:	Zip:
Office #:	Mobile #:		Office #:	Mobile #:	
Email: benseay00@gmail.com			Email:		

PROPERTY OWNER INFORMATION

Owner 3:			Owner 4:		
Business / Person Name:			Business / Person Name:		
Owner of Tax Parcel No(s).:			Owner of Tax Parcel No(s).:		
Address:			Address:		
City:	State:	Zip:	City:	State:	Zip:
Office #:	Mobile #:		Office #:	Mobile #:	
Email:			Email:		

SITE INFORMATION

Any Applicable Zoning Overlay Districts:

Schools:	(If this request is for a commercial, industrial or office institutional zoning, school enrollment figures are not required, but the location of the nearest schools must still be completed.)			
Type	Name	Current Enrollment	Capacity	Difference
Elementary School:	Lorraine Elementary School	583	820	237
Middle School:	Davis Middle School	892	1104	212
High School:	Salem High School	813	1600	787

Transportation:	North	South	East	West
Adjacent Roads:		Oglesby Bridge Rd	GA Hwy 212	
Existing ROW:		50-80 ft	100 ft	
Future ROW:				
Type:	State/Paved	County/Paved	State/Paved	County/Paved

Types: County Rd; State Hwy; Private Dr; Paved; Dirt; Other

Are there state or county road improvements planned that would impact the rezoning site (by either Rockdale County or GDOT)? No

If so, please identify:

Utilities:	Gas Service: Atlanta Natural Gas		Electric Service: Snapping Shoals EMC
Potable Water (check one):	☑ Public System	☐ Well	
Location of Nearest Line: along frontage	Diameter of Line:	Distance to Closest Fire Hydrant: at Property	
Wastewater (check one):	☒ Public System	☐ Septic Tank	
	Nearest Treatment Plant: Scott Creek	Evaluation by Soil Scientist: Yes	
	Max Operating Capacity: 450k gal/day	Environmental Health Approval: N/A	
	Level of Operation: 88%		

Are there any utility easements recorded on the land to be considered for rezoning?	If so please describe: Georgia Power Easement

Stormwater:	FIRM Panel No. and Date: 13247C0158D, 12/8/16	Basin: South River	Sub-Basin: Honey Creek
☑ Are there streams, rivers, lakes or other water bodies located on or adjoining this site?	If so, please identify: 2 small ponds, small stream		

☐ Property Within Floodplain?	Zone: N/A	If so, has it been identified on your property plat?	☐ Yes	☐ No	How many acres are impacted by floodplain?	
☑ Wetlands	Type: PF01C					

DEVELOPMENT INFORMATION

Type of Development: (check one)	☒ Residential	☒ Nonresidential	☐ Mixed Use
Type of Residential: (check one)	☒ Single-Family Residential	☐ Two-Family Residential	☐ Multi-Family Residential

Type of Nonresidential: Neighborhood Commercial

If Use Contains a Residential Component:	Number of Units: 230	Acreage: 131	Residential Density (Lots/Units per Acre): 1.75
If Use Contains a Commercial Component:	Total Building Area Proposed: 65k s/f		Number of Parking Spaces: 293

Does the development qualify for a Development Regional Impact (DRI)? See pages 12 and 13 of the Application Instructions for more information.	☐ Yes	☒ No

JUSTIFICATION OF THE REZONING REQUEST

In your own words, type the reason you believe the zoning of the subject property should be amended. Please address the following:

1. The intent of the proposed amendment and the intended timing and phasing of development. State the reasons why you believe the current zoning district classification for the subject rezoning site is incorrect and why approval of a different zoning district classification is appropriate.

The intent for the proposed amendments is to allow for the development of a conservation residential project with 230 homes and an integrated neighborhood shopping element. The residential portion of the property will be built in several phases, each containing approximately 58 lots. Development will start as soon as plans can be approved. Commercial development will start when retailers and/or retail developers purchase the property.

2. The impact of the proposed amendment on the capacities of public facilities including, but not limited to, transportation facilities, sewage facilities, water supply, parks, drainage, schools, solid waste, and emergency medical facilities.

Impact on capacities of public facilities:
•Transportation: See traffic study
•Sewer facilities: Sewage will run to the Scott Creek plant which is being upgraded to a lift station that will have adequate capacity according to Rockdale Water Resources (David Cervone)
•Water supply: Available
•Parks: Since the project is to have multiple amenities and recreation options, its impact on county parks is expected to be minimal.
•Drainage: The property drains into a creek branch which runs through Monastery property and then directly into the south River.
•Schools: There is currently adequate capacity for the expected increase in use.
•Solid waste: Trash pick up would occur house-by-house and there would be no dumpster.
•Emergency Medical: There is no anticipated burden on medical facilities.

3. The impact of the proposed amendment on the natural environment, especially existing trees, water bodies, and water quality.

Environmental Impact
•Trees: The property is partly pasture and is currently wooded with primarily pines of less than 20 years old. Per the Rockdale County tree ordinance, a mix of different hardwood species would be planted post development. Because the majority of the project will be a CRS subdivision, 30% of the 131 acres will be green space.
•Water bodies: There are two existing ponds on the property. They will remain and become part of the green space for the project.
Water quality: The property will be compliant will all local, state and federal regulations that require stream buffers and water quality features for the pond.

4. The contribution of the proposed amendment to an orderly and logical development pattern.

The proposed project contributes to the orderly development pattern by putting residential and commercial uses in close proximity to each other, which lowers vehicular traffic and shortens trip times. The location of both uses at the corner of two major roads gives easy local access to schools and shopping in addition easy access to I-20 via State Highway 212 and Smyrna Road.

REZONING REVIEW STANDARDS

Additionally, provide justification for each of the following review standards (UDO Sec. 238-4(g)(1)). The Board of Commissioners, the Planning Commission and the Department will use these standards to evaluate the request:

a. Whether a proposed rezoning will permit a use that is suitable, in view of the use and development of adjacent and nearby property.

The residential portion of the property will be near to and adjacent to projects with similar densities. The proposed commercial portion of the property will be across the street from existing commercial uses and land designated for commercial either in the comprehensive plan or on the zoning map.

b. Whether the property to be affected by a proposed rezoning has a reasonable economic use as currently zoned.

The property is not economically useable under the current zoning. Current development costs would put the price of an AR lot at over $125,000 which is well above the $80,000 current market value of such a lot.

c. The impact of the proposed amendment on the natural environment, especially existing trees, water bodies and water quality.

See response to question 3

d. Whether the proposed rezoning will result in a use that will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools.

See response to question 2

e. Whether the proposed rezoning is in conformity with the policy and intent of the comprehensive plan.

The Comprehensive Plan envisions neighborhood commercial development for the front corner of the property and medium density residential development on the balance of the property. This is what we are requesting.

f. Whether there are other existing or changing conditions affecting the use and development of the property that give supporting grounds for either approval or disapproval of the proposed rezoning.

The surrounding existing uses support the requested zoning as the new zoning would match existing uses in the proximity of the project.

g. Whether, and the extent to which, the proposed amendment would result in significant adverse impacts on the natural environment.

The project will feature over 30 acres of green space and storm water management which will mitigate environmental impact.

h. The feasibility of serving the property with public wastewater treatment service and the impacts of such on the wastewater system; and, if an alternative wastewater treatment method is proposed, whether such wastewater treatment method is authorized in Rockdale County and will have a detrimental impact on the environment.

According to Rockdale Water Resources, the new Snapping Shoals Water Treatment Plant has the capacity available to safely and effectively handle sewer needs for our project.

APPLICANT CERTIFICATION

Please read and initial the following statements:

SAG 1. I hereby request the County consider the information contained within this application relative to the property shown on the attached plats and site plan and further request that this item be placed on the Planning Commission (PC) and/or Board of Commissioners (BOC) Agenda for a public hearing.

SAG 2. I understand that my request will be rejected if all the necessary information and/or requirements are not presented.

SAG 3. I understand that I have an obligation to present all necessary information required by the Rockdale County Department of Planning & Development (P&D) to enable the PC and/or BOC to make an informed determination on my request. I will seek advice of P&D Staff or an attorney if I am not familiar with the zoning and land use requirements.

SAG 4. I understand that my request will be acted upon at the PC and BOC Public Hearings and that I am required to be present or to be represented by the authorized representative as indicated on this application, so that someone is available to present all facts and answer questions. I understand that failure to appear at a public hearing may result in the postponement or denial of my request. I further understand that it is my responsibility to be aware of relevant public hearing dates and times regardless of notification from Rockdale County.

SAG 5. The Rockdale County Unified Development Ordinance requires a public participation sign on the subject property. In order to ensure that the correct information is included on the public participation sign, P&D will prepare the sign and post the sign.

SAG 6. I hereby acknowledge that I understand the requirements listed on the checklist for what constitutes a complete application. I have checked off each box and included a page number where the item is located. I confirm that the requirements for a complete application have been met.

SAG 7. I have read and understood the applicable sections of the Rockdale County Unified Development Ordinance, as provided in the Instructions.

SAG _____, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. § 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign:	Stephen A. Goodsell (Signature)	Stephen A. Goodsell (Applicant's Name)	7/2/24 (Date)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: ZONING APPLICATION (type of document)

Executed in ATLANTA (city), FULTON (county), GA (state), this 2 (day) day of July (month), 2024 (year)

Stefanee Brush
Notary Public signature

7/16/26
GA Registration No. and expiration date

SEAL

STEFANEE BRUSH NOTARY PUBLIC COBB COUNTY EXPIRES GEORGIA 07-16-2026

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

OWNERSHIP STATEMENT & OWNER'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records. Husband and wife or other individuals shall each sign individually. Make copies if needed.

OWNERSHIP STATEMENT

As the current owner(s) of Tax Parcel #(s) 0032002004G, 032002033A, 032002004F, 032002004C, I (we) respectfully request that the subject property be rezoned and/or that Alterations to Conditions of Zoning be made.

Name: Benjamin Willis Seay III	Address: 3324 Peachtree Road NE Ste 1602	City:Atlanta	State: GA	Zip: 30326
Firm: SEAY FARMS	Phone #'s: 404-372-7912	Email:benseay00@gmail.com		

If the owner is a business, list the Registered Agent or Authorized Signatory:

OWNER'S CAMPAIGN DISCLOSURE STATEMENT

☒ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
Oz Nesbitt, Sr.	Chairman			
Sherri L. Washington, Esq.	Post I Commissioner			
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

_____, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign: Willis Benjamin Seay III (Signature) | WILLIS BENJAMIN SEAY III (Owner's Name - Printed)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: DRIVER'S LICENSE (type of document)

Executed in ATLANTA (city), FULTON (county), GA (state), this 19TH (day) day of APRIL (month), 2024 (year)

Notary Public signature

10.16.2026
GA Registration No. and expiration date

SEAL

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by the agent and the attorney. If both are involved, each shall sign individually. Make copies if needed.

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

☑ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
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Sherri L. Washington, Esq.	Post I Commissioner			
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

SIGNATURE

Wait to be in front of notary to sign: Christopher A Goodsell (Agent's/Attorney's Signature) | Stephen A. Goodsell (Agent's/Attorney's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: DISCLOSURE STATEMENT FOR ZONING APP (type of document)

Executed in ATLANTA (city), FULTON (county), GA (state), this 2 (day) day of July (month), 2024 (year)

Stefanee Brush
Notary Public signature

7/10/26
GA Registration No. and expiration date

STEFANEE BRUSH NOTARY EXPIRES GEORGIA 07-16-2026 PUBLIC COBB COUNTY

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA. 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT AUTHORIZATION STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records if they wish to have an agent represent them in all matters related to this application. Husband and wife or other individuals shall each sign individually. Make copies if needed.

AGENT AUTHORIZATION STATEMENT

I, Stephen A. Goodsell,
hereby certify that I have authorized the following agent to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:

Agent's Name: Stephen A. Goodsell	Address: 3715 Northside Parkway, Northcreek 1-130	City: Atlanta	State: GA	Zip: 30327
Firm: S. A. Goodsell Development Co.	Phone #'s: 404-467-6600	Email: stevegoodsell@goodselldevelopment.com		

SIGNATURE

Wait to be in front of notary to sign: Stephen A. Goodsell (Owner's Signature) | Stephen A. Goodsell (Owner's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: STATEMENT FOR ZONING APPLICATION (type of document)

Executed in ATLANTA (city), FULTON (county), GA (state), this 2 (day) day of July (month), 2024 (year)

Stefanee Brush
Notary Public signature

7/16/26
GA Registration No. and expiration date

SEAL

STEFANEE BRUSH NOTARY PUBLIC COBB COUNTY GEORGIA EXPIRES 07-16-2026

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA. 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by the agent and the attorney. If both are involved, each shall sign individually. Make copies if needed.

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

☒ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
Oz Nesbitt, Sr.	Chairman			
Sherri L. Washington, Esq.	Post I Commissioner			
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

SIGNATURE

Wait to be in front of notary to sign: Stephen A. Goodsell (Agent's/Attorney's Signature) | Stephen A. Goodsell (Agent's/Attorney's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: STATEMENT FOR ZONING APPLICATION (type of document)

Executed in ATLANTA (city) FULTON (county) GA (state), this 2nd (day) day of July (month), 2024 (year)

Stefanee Brush
Notary Public signature

7/16/26
GA Registration No. and expiration date

STEFANEE BRUSH NOTARY PUBLIC COBB COUNTY GEORGIA EXPIRES 07-16-2026

STATE OF GEORGIA
COUNTY OF ROCKDALE

BOOK 540 PAGE 242

QUIT CLAIM DEED

THIS INDENTURE made this 16 day of December 19 89 by and between

BEN SEAY

party or parties of the first part, hereinafter referred to as "Grantor", and

W. B. SEAY, JR. and EUNICE SEAY

party or parties of the second part hereinafter referred to as "Grantee", the words "Grantor" and "Grantee" to include the neuter, masculine and feminine genders, the singular and the plural;

WITNESSETH:

FOR AND IN CONSIDERATION of the sum of One Dollar and other good and valuable consideration delivered to Grantor by Grantee at and before the execution, sealing and delivery hereof, the receipt and sufficiency of which is hereby acknowledged, the Grantor has and hereby does remise, release, convey and forever quitclaim unto Grantee and the heirs, legal representatives, successors and assigns of Grantee

All that tract and parcel of land lying and being in Land Lot 111 of the 11th District of Rockdale County, Georgia, and more fully described as 1.377 acres of the Northern most tract on a plat of Deer Run Tracts, Section II, prepared by George W. O'Neill, Registered Land Surveyor #1142, dated April 3, 1975, recorded in Plat Book I, page 207, Rockdale County, Georgia records; and, said 1.377 acres surveyed out of said parcel as described in survey prepared by W. T. Dunahoo and Associates, Inc. on May 9, 1989, Exhibit "A" to this deed; and, being more fully and particularly described as follows:
Beginning at an iron pin located in the Southwest right of way of Georgia Highway 212, said pin being located 1,710 feet Northwest from the Northwest right of way of Oglesby Bridge Road, as measured along the Southwest right of way of Georgia Highway 212; thence, South 72 degrees 8 minutes 29 seconds West for a distance of 734.59 feet to an iron pin; thence, North 17 degrees 51 minutes 31 seconds West for a distance of 197.70 feet to an iron pin; thence, North 74 degrees 51 minutes 11 seconds East for a distance of 122.01 feet to an iron pin; thence South 58 degrees 24 minutes 27 seconds East for a distance of 210.76 feet to an iron pin; thence, North 68 degrees 53 minutes East for a distance of 455.13 feet to an iron pin found on the Southwest right of way of Georgia Highway 212; thence, South 38 degrees 8 minutes 14 seconds East along the Southwest right of way of Georgia Highway 212 to an iron pin at the point of beginning.

Rockdale County, Georgia
Real Estate Transfer Tax
Paid # None - Exempt
Date February 14, 1990
Mary M. Fowler
Clerk of Superior Court

FILED IN OFFICE
CLERK OF SUPERIOR COURT
ROCKDALE COUNTY, GA.
1990 FEB 14 PM 2 48
JOANNE P. CALDWELL, CLERK
75183

TO HAVE AND TO HOLD said tract or parcel of land in order that neither the Grantor nor any person claiming under Grantor shall at any time, by any means or ways, have, claim or demand any right or title to said land or any of the rights, members and appurtenances thereof.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year first above written.

Signed, Sealed and Delivered in the presence of:

Cheryl A. Hicks (Unofficial Witness)

Ben Seay (Seal)
Ben Seay

N. P. SEAL

(Notary Public)

(Seal)

Notary Public, Rockdale County, Georgia
My Commission Expires July 30 19[illegible]

QUIT CLAIM DEED

BOOK 631 PAGE 153

Chicago Title Insurance Company

STATE OF GEORGIA, FULTON County.

THIS INDENTURE, Made the 20th day of March, in the year one thousand nine hundred ninety-one, between

LOIS DIANNE SEAY

of the County of Rockdale, and State of Georgia, as party or parties of the first part, hereinafter called Grantor, and

WILLIS BENJAMIN SEAY, III

as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH: That Grantor for and in consideration of the sum of ONE AND NO/100 DOLLAR ($1.00) AND OTHER GOOD AND VALUABLE CONSIDERATION, cash in hand paid, the receipt of which is hereby acknowledged, has bargained, sold, and does by these presents bargain, sell, remise, release, and forever quit-claim to Grantee all the right, title interest, claim or demand which the Grantor has or may have had in and to the following described real property, to wit:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF BY REFERENCE.

FILED IN OFFICE
CLERK OF SUPERIOR COURT
ROCKDALE COUNTY, GA.
1991 MAR 21 PM 12:20
JOANNE P. CALDWELL, CLERK
9801

Rockdale County, Georgia
Real Estate Transfer Tax
Paid $ None - Love + Affection
Date March 21, 1991
Mary R. Hawkes
Dep. Clerk of Superior Court

with all the rights, members and appurtenances to the said described premises in anywise appertaining or belonging.

TO HAVE AND TO HOLD the said described premises unto the Grantee, so that neither the said Grantor, nor any other person or persons claiming under Grantor shall at any time claim or demand any right, title or interest to the aforesaid described premises or its appurtenances.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above written.

Signed, sealed and delivered in presence of

Laurie P. Bennett
Unofficial Witness

Lois Dianne Seay (SEAL)
LOIS DIANNE SEAY

Donna Lynn Welch
Notary Public
My commission expires:
Date 3-20-91

N. P. SEAL

Notary Public, Rockdale County, Georgia
My Commission Expires June 25, 1994

..... (SEAL)

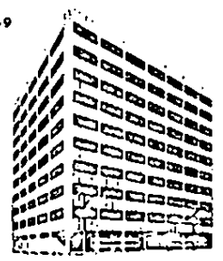
TRACT I

(90.545 ACRES)

ALL THAT TRACT or parcel of land lying and being in part of Land Lots 82 and 111 of the 11th District, Rockdale County, Georgia, being more particularly described as follows:

COMMENCING at the southwest corner of Land Lot 111 aforesaid; thence North 2 degrees 50 minutes 02 seconds West with the West line of Land Lot 111, 978.57 feet to an iron pin and the point of beginning, said point of beginning also being at the point of intersection of the west line of said Land Lot 111, with the northeastern line of the Georgia Power Company-Klondike-Bonaire Transmission line right of way, thence with the west line of Land Lot 111, North 2 degrees 50 minutes 02 seconds West, 459.42 feet to an iron pin; thence North 87 degrees 11 minutes 31 seconds East passing through an iron pin at 494.75 feet a total of 610.57 feet to an iron pin as a witness to the centerline of a creek; thence easterly and northeasterly with the centerline of said creek the following courses and distances; North 73 degrees 42 minutes 41 seconds East, 31.80 feet; South 63 degrees 17 minutes 12 seconds East, 62.62 feet; North 60 degrees 06 minutes 30 seconds East, 51.88 feet; South 72 degrees 26 minutes 01 seconds East, 124.24 feet; North 70 degrees 11 minutes 10 seconds East, 84.19 feet; North 83 degrees 57 minutes 03 seconds East, 123.41 feet; North 83 degrees 01 minutes 48 seconds East 93.41 feet; South 88 degrees 28 minutes 20 seconds, East 114.16 feet; North 85 degress 00 minutes 27 seconds East, 60.47 feet; South 55 degrees 21 minutes 00 seconds East 59.84 feet; North 12 degrees 14 minutes 20 seconds East, 28.20 feet, North 62 degrees 30 minutes 23 seconds East, 155.18 feet; North 9 degrees 33 minutes 51 seconds East, 49.18 feet, South 76 degrees 06 minutes 17 seconds East, 49.55 feet; North 35 degrees 03 minutes 45 seconds East, 75.51 feet; South 83 degrees 11 minutes 11 seconds East, 27.95 feet; North 48 degrees 40 minutes 34 seconds East, 71.86 feet to a point at the northwest corner of property now or formerly of Warren and Brenda Lowe; thence South 38 degrees 49 minutes 38 seconds East, passing through an iron pin at 32 feet, more or less, from the centerline of said creek, a total distance of 369.68 feet to an iron pin; the southwest corner of the Lowe property; thence South 38 degrees 45 minutes 19 seconds East, 700.31 feet to an iron pin, the northeast corner of property now or formerly of Roy T. and Linda S. Fick; thence South 59 degrees 29 minutes 24 seconds West, 424.60 feet to an iron pin; thence South 28 degrees 58 minutes 10 seconds East, 950.28 feet to an iron pin on the northern right of way of Oglesby Bridge Road (an 80 foot right of way); thence with the northerly line of Oglesby Bridge Road the following courses and distances; South 62 degrees 43 minutes 32 seconds West, 108.20 feet; South 46 degrees 15 minutes 31 seconds West 119.20 feet; South 39 degrees 50 minutes 11 seconds West, 432.56 feet to an iron pin; thence South 44 degrees 07 minutes 47 seconds West, 173.20 feet to an iron pin; South 46 degrees 13 minutes 54 seconds West, 192.79 feet to an iron pin; South 62 degrees 02 minutes 19 seconds West 238.93 feet to an iron pin; South 69 degrees 33 minutes 20 seconds West, 11.01 feet to an iron pin at the point of intersection of the northeast line of the Power Company Easement above mentioned and the northerly line of Oglesby Bridge Road; thence with the northerly line of Oglesby Bridge Road South 69 degrees 33 minutes 20 seconds West 286.86 feet to an iron pin at the point of intersection, of the southwesterly line of the Power Company Easement; thence North 36 degrees 58 minutes 30 seconds West with the southwesterly line of the Power Company Easement, 521.29 feet to an iron pin; thence North 86 degrees 54 minutes 58 seconds East 331.28 feet to an iron pin on the northeasterly line of the Power Company Easement; thence North 36 degrees 58 minutes 30 seconds West, with the northeasterly line of the Power Company Easement, 2082.85 feet to an iron pin at the point of beginning, and containing 90.545 acres of land.

Form 10-9



GEORGIA STATE OFFICE
TITLE BUILDING
ATLANTA 3, GEORGIA

BOOK 149 PAGE 199

Lawyers Title Insurance Corporation

ATLANTA BRANCH OFFICE Rockdale County, Georgia
Real Estate Transfer Tax
Paid $ 70.20
Date May 23 1975
Elizabeth C. Darnell
Clerk of Superior Court
Dp.

WARRANTY DEED

STATE OF GEORGIA COUNTY OF ROCKDALE

THIS INDENTURE, Made the 22nd day of May, in the year one thousand nine hundred Seventy Five, between

Deer Run Development Corporation, A Georgia Corporation

of the County of Rockdale, and State of Georgia, as party or parties of the first part, hereinafter called Grantor, and

Willis Benjamin Seay, III, and Phillip Roger Seay

as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that: Grantor, for and in consideration of the sum of Seventy Thousand One Hundred Eighteen and no/100 ---------- (70,118.00) DOLLARS in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

All that tract or parcel of land lying and being in Land Lots 81, 82, 111, and 112, of the 11th District of Rockdale County Georgia, and being more particularly described to wit:

BEGINNING at an iron pin found at the northwest corner formed by the southwest side of the right of way of Georgia Highway 212 and the northwest side of the right of way of Oglesby Bridge Road; thence running south 66 degrees 46 minutes west and with the northwest side of the right of way of Oglesby Bridge Road 469.70 feet to an iron pin; thence running south 66 degrees 40 minutes west and with the northwest side of the right of way of Oglesby Bridge Road 400.00 feet to an iron pin; thence north 28 degrees 25 minutes west 691.44 feet to an iron pin found; thence north 30 degrees 05 minutes west 240.09 feet to an iron pin found; thence north 37 degrees 22 minutes west 763.87 feet to an iron pin found; thence north 66 degrees 20 minutes east 889.20 feet to an iron pin found on the southwest side of the right of way of said Georgia Highway 212; thence running south 44 degrees 49 minutes east and with the southwest side of the right of way of said Georgia Highway 212 108.60 feet to an iron pin; thence running in a southeasterly direction and with the southwest side of the right of way of Georgia Highway 212 a distance of 814.25 feet to a right of way marker; thence south 28 degrees 22 minutes east and with the southwest side of the right of way of said Georgia Highway 212 783.79 feet to an iron pin set on the northwest side of the right of way of Oglesby Bridge Road and the point of beginning.

Expressly excluded from the warranty of this instrument is a drainage easement shown on plat of said property recorded in Plat Book I, Page 207, reading "10 foot drainage easement and water line easement along all lot lines". Also any and all utility easements of record and not of record, including but not limited to power lines shown on plat hereinafter referred to.

Said tract or parcel of land is that same tract or parcel of land referred to in a map or plat prepared by Hayes, James & Associates of Lawrenceville, Georgia, and being recorded in Plat Book I, Page 208, Records of Rockdale County, Georgia.

UNOFFICIAL

BOOK 149 PAGE 200

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons whomsoever.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above written.

Signed, sealed and delivered in presence of: DEER RUN DEVELOPMENT CORPORATION

By: _____ (Seal)

_____ (Seal)

Exp 11/24/75 _____ (Seal)

WARRANTY DEED

FROM

Deer Run Development Corp.

TO

Willis Benjamin Seay III
Phillip Roger Seay

GEORGIA, Rockdale County.

Clerk's Office, Superior Court

Filed for Record 23 day

of May, 1975,

at 12:21 M., and Recorded in Deed

Book ____ Folio ____

_____, 19____

_____, Clerk.

Lawyers Title Insurance Corporation

ATLANTA BRANCH OFFICE
TITLE BUILDING
ATLANTA, GEORGIA

(Recorded June 4, 1975 Jeannette C. Farmer, Clerk)

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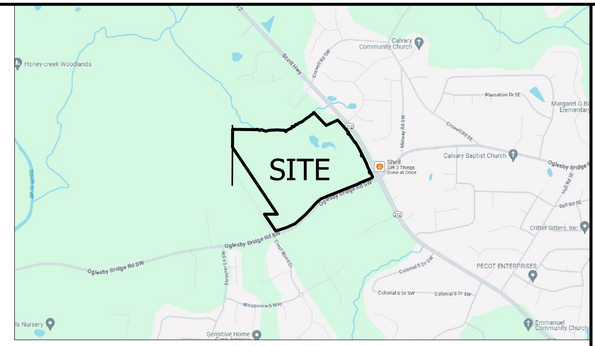


VICINITY MAP

- Proposed Use and Development Details:
  The intent for the proposed amendments is to allow for the development of a conservation residential project with 230 homes and an integrated neighborhood shopping element. The residential portion of the property will be built in several phases, each containing approximately 58 lots. Development will start as soon as plans can be approved. Commercial development will start when retailers and/or retail developers purchase the property.
- Proposed Public Improvements including sidewalks, water lines, sewer lines and right of way. Streets will be 26' BC–BC with 5' wide sidewalks on both sides.
- Proposed Buildings and Structures:
  A single–family residential home will be constructed on each lot. The commercial property will have a mix of retail uses. The exact configuration of the retail component has not been designed yet.
- Utility Locations:
  There is a 16" water main running along the west side of Hwy. 212 and a 12" water main running along the south side of Oglesby Bridge Rd. The Scott Creek Water Treatment facility currently has 55k gallons of capacity. According to Rockdale Water Resources, the upgrade of this plant into a lift station will provide ample capacity past the initial 55K gallons per day.

Proposed Zoning District CRS
Min. Lot Size 10,000 sq. ft.
Units/Acre 3.14
Min. Lot Width (in feet) 70
Min. Lot Depth (in feet)
Min. Front Setback 1,2 (in feet) 20
Min. Side Setback (in feet)Min. 7.5
Rear Setback (in feet) 25
Min. Sq. Ft. of Heated Floor Area 1,800
Max. % Impervious Surface 25
Min. % Open Space 30
Max. Bldg. Height (in feet) 35

PROPERTY ALLOCATION CHART:
TOTAL DEVELOPMENT = 140.41 AC.
PROPOSED COMMERCIAL = 10.00 AC.
PROPOSED SINGLE FAMILY = 61.0 AC.
TOTAL PROPOSED LOTS = 242
PROPOSED ROADS = 14.1 AC.
PROPOSED RECREATION = 55.3 AC.
RECREATION WILL BE 39% OF PROJECT AREA.

LEGEND:
Sd1–Silt Fence
Co–Construction Exit
Disturbed Area Stabilization
DS1–Mulching
DS2–Temp. Grassing
DS3–Perm. Grassing
DS4–Sod
Bf–Natural Buffer
(Tree Save Area)
•–Power pole
—P— Power line
W–M WATER METER
CB 4' X 8' METAL CATCH BASIN
DI DROP INLET
RCP REENFORCED CONCETE PIPE
—— X —— FENCE LINE
IPF IRON PIN FOUND
CMF–CONCRET MONUMENT FOUND
—— S —— SANITARY SEWER LINE

SURVEYING & ENGINEERING
928 BLACKLAWN ROAD
CONYERS, GEORGIA 30094
PHONE: (770) 483-9745

PATRICK & ASSOCIATES, INC.

GEORGIA REGISTERED No. 2586 PROFESSIONAL ENGINEER MARK H. WHITTON

NO.	DATE	REVISION	BY

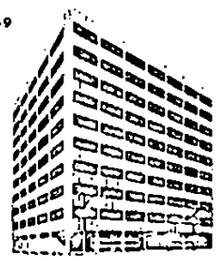
JOB NO. 23-381
COMPUTED No.
DRAWN BY: MJH
CHECKED BY: MW
DATE: 09-14-2023
SCALE: AS NOTED

CONCEPT PLAN FOR:
SEAY FARMS
PARCEL D32002004C
LAND LOT 82 – 11th DISTRICT
ROCKDALE COUNTY, GEORGIA

DRAWING NUMBER
36141

SHEET: 1 OF: 1

Form 10-9



GEORGIA STATE OFFICE
TITLE BUILDING
ATLANTA 3, GEORGIA

BOOK 149 PAGE 199

Lawyers Title Insurance Corporation

ATLANTA BRANCH OFFICE Rockdale County, Georgia
Real Estate Transfer Tax
Paid $ 70.20
Date May 23 1975
Elizabeth C. Darnell
Clerk of Superior Court
Dp.

WARRANTY DEED

STATE OF GEORGIA COUNTY OF ROCKDALE

THIS INDENTURE, Made the 22nd day of May, in the year one thousand nine hundred Seventy Five, between

Deer Run Development Corporation, A Georgia Corporation

of the County of Rockdale, and State of Georgia, as party or parties of the first part, hereinafter called Grantor, and

Willis Benjamin Seay, III, and Phillip Roger Seay

as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that: Grantor, for and in consideration of the sum of Seventy Thousand One Hundred Eighteen and no/100 ---------- (70,118.00) DOLLARS in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

All that tract or parcel of land lying and being in Land Lots 81, 82, 111, and 112, of the 11th District of Rockdale County Georgia, and being more particularly described to wit:

BEGINNING at an iron pin found at the northwest corner formed by the southwest side of the right of way of Georgia Highway 212 and the northwest side of the right of way of Oglesby Bridge Road; thence running south 66 degrees 46 minutes west and with the northwest side of the right of way of Oglesby Bridge Road 469.70 feet to an iron pin; thence running south 66 degrees 40 minutes west and with the northwest side of the right of way of Oglesby Bridge Road 400.00 feet to an iron pin; thence north 28 degrees 25 minutes west 691.44 feet to an iron pin found; thence north 30 degrees 05 minutes west 240.09 feet to an iron pin found; thence north 37 degrees 22 minutes west 763.87 feet to an iron pin found; thence north 66 degrees 20 minutes east 889.20 feet to an iron pin found on the southwest side of the right of way of said Georgia Highway 212; thence running south 44 degrees 49 minutes east and with the southwest side of the right of way of said Georgia Highway 212 108.60 feet to an iron pin; thence running in a southeasterly direction and with the southwest side of the right of way of Georgia Highway 212 a distance of 814.25 feet to a right of way marker; thence south 28 degrees 22 minutes east and with the southwest side of the right of way of said Georgia Highway 212 783.79 feet to an iron pin set on the northwest side of the right of way of Oglesby Bridge Road and the point of beginning.

Expressly excluded from the warranty of this instrument is a drainage easement shown on plat of said property recorded in Plat Book I, Page 207, reading "10 foot drainage easement and water line easement along all lot lines". Also any and all utility easements of record and not of record, including but not limited to power lines shown on plat hereinafter referred to.

Said tract or parcel of land is that same tract or parcel of land referred to in a map or plat prepared by Hayes, James & Associates of Lawrenceville, Georgia, and being recorded in Plat Book I, Page 208, Records of Rockdale County, Georgia.

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BOOK 149 PAGE 200

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons whomsoever.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above written.

Signed, sealed and delivered in presence of: DEER RUN DEVELOPMENT CORPORATION

By: _____ (Seal)

_____ (Seal)

Exp 11/24/75 _____ (Seal)

WARRANTY DEED

FROM

Deer Run Development Corp.

TO

Willis Benjamin Seay III
Phillip Roger Seay

GEORGIA, Rockdale County.

Clerk's Office, Superior Court

Filed for Record 23 day

of May, 1975,

at 12:21 M., and Recorded in Deed

Book ____ Folio ____

_____, 19____

_____, Clerk.

Lawyers Title Insurance Corporation

ATLANTA BRANCH OFFICE
TITLE BUILDING
ATLANTA, GEORGIA

(Recorded June 4, 1975 Jeannette C. Farmer, Clerk)

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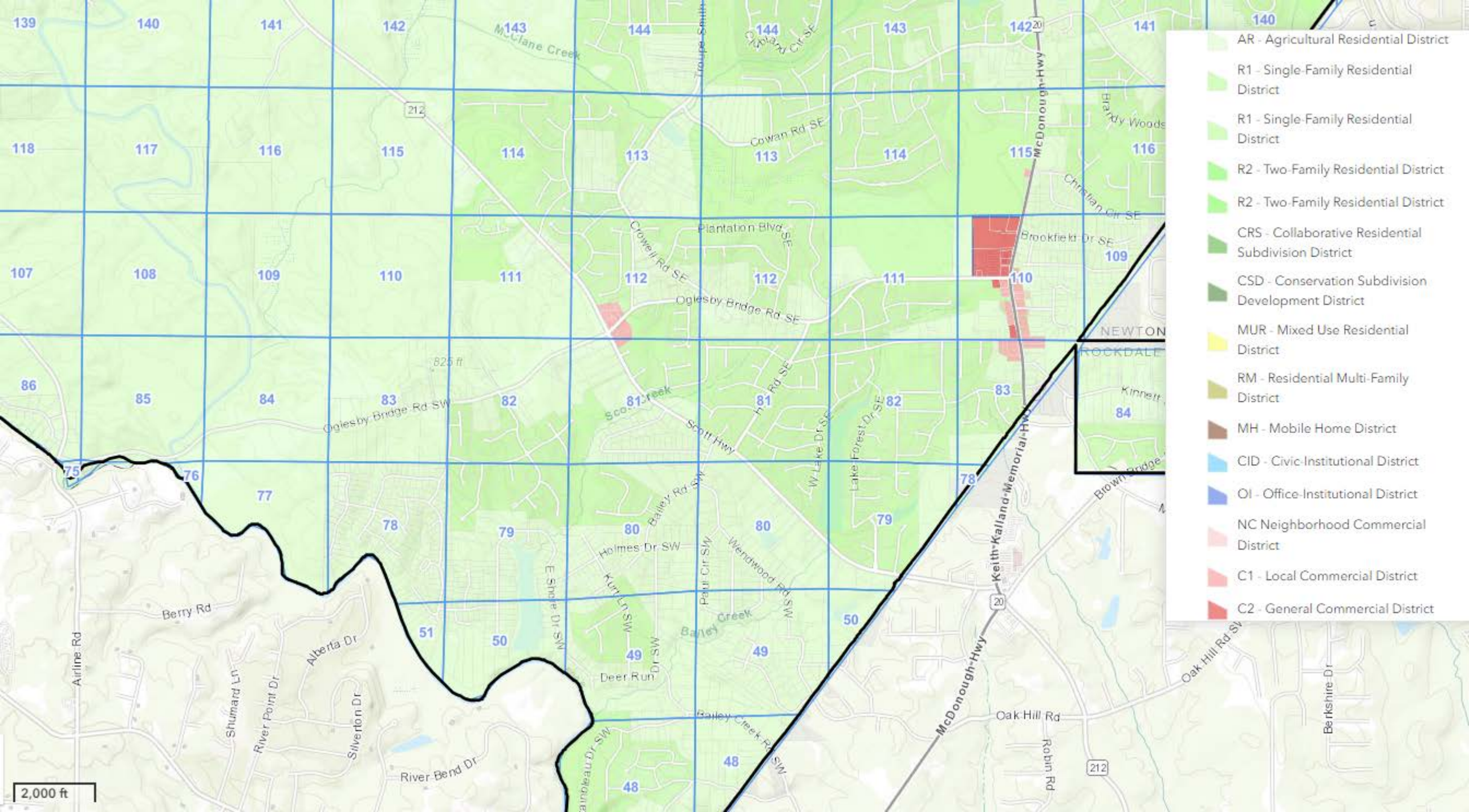
AR - Agricultural Residential District
R1 - Single-Family Residential District
R1 - Single-Family Residential District
R2 - Two-Family Residential District
R2 - Two-Family Residential District
CRS - Collaborative Residential Subdivision District
CSD - Conservation Subdivision Development District
MUR - Mixed Use Residential District
RM - Residential Multi-Family District
MH - Mobile Home District
CID - Civic-Institutional District
OI - Office-Institutional District
NC Neighborhood Commercial District
C1 - Local Commercial District
C2 - General Commercial District
McClane Creek
Cowan Rd SE
Plantation Blvd SE
Cowell Rd SE
Oglesby Bridge Rd SE
Oglesby Bridge Rd SW
825 ft
Scott Creek
Scott Hwy
H Rd SE
W Lake Dr SE
Lake Forest Dr SE
Brookfield Dr SE
Christian Cir SE
McDonough Hwy
Barby Woods
NEWTON
ROCKDALE
Kinnett
Brown Bridge
Keith Kalland Memorial Hwy
Bailey Rd SW
Holmes Dr SW
Kurt Ln SW
Paul Cir SW
Wendwood Rd SW
E Shore Dr SW
Bailey Creek
Deer Run
Bailey Creek Rd SW
Berry Rd
Airline Rd
Shumard Ln
River Point Dr
Alberta Dr
Silverton Dr
River Bend Dr
Oak Hill Rd
Oak Hill Rd SW
Robin Rd
Berkshire Dr
2,000 ft

Traffic Impact Study

Seay Farms Development
SR 212 and Oglesby Bridge Road
Rockdale County, Georgia

August 5, 2024

SEI ENGINEERING, INC.

in collaboration with

ACAMPORA TRAFFIC, LLC

Traffic Impact Study

Seay Farms Development
SR 212 and Oglesby Bridge Road
Rockdale County, Georgia

prepared for:

S.A. Goodsell Development Co.
3715 Northside Parkway
100 Northcreek, Suite 130
Atlanta, Georgia 30327

August 5, 2024

SEI ENGINEERING, INC.
2470 Sandy Plains Road, Suite C
Marietta, Georgia 30066
(770) 321-3936
info@sei.site

in collaboration with

ACAMPORA TRAFFIC, LLC
858 Myrtle Street, NE
Atlanta, Georgia 30308
(678) 637-1763
e-mail: acamporatraffic@comcast.net

Contents

INTRODUCTION 1

EXISTING TRAFFIC CONDITIONS 2

- Description of Existing Roadways 2
- Pedestrian, Bicycle, and Transit Accessibility 2
- Existing Traffic Volumes 2
- Existing Intersection Operations 5

NO-BUILD TRAFFIC CONDITIONS 6

- Programmed Transportation Infrastructure Improvements 6
- No-Build Intersection Operations 7

PROJECT TRAFFIC CHARACTERISTICS 9

- Project Description 9
- Trip Generation 10
- Trip Distribution and Assignment 10

FUTURE TRAFFIC CONDITIONS 12

- Auxiliary Lane Requirements at Project Accesses 13
  - *SR 212 Accesses 13*
  - *Oglesby Bridge Road Accesses 14*
- Future Intersection Operations 15

CONCLUSIONS AND RECOMMENDATIONS 18

APPENDIX

Tables

Table 1 – Existing Intersection Operations 5
Table 2 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates 6
Table 3 – No-Build Intersection Operations 7
Table 4 – Trip Generation 10
Table 5 – Georgia DOT Right Turn Lane Standards 13
Table 6 – Georgia DOT Left Turn Lane Standards 13
Table 7 – Future Intersection Operations 16

Figures

Figure 1 – Site Location Map 1
Figure 2 – Traffic Volume Count Location Map 3
Figure 3 – Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes 4
Figure 4 – Site Plan 9
Figure 5 – Weekday A.M. and P.M. Peak Hour Project Trips and Distribution Percentages 11
Figure 6 – Future Weekday A.M. and P.M. Peak Hour Volumes 12

Introduction

This study assesses the traffic impact of a proposed development which will include a residential subdivision and a retail tract in Rockdale County, Georgia. The site is located along the west side of SR 212 and the north side of Oglesby Bridge Road, as shown in Figure 1. The project will consist of 230 detached single family homes and 65,000 square feet of retail. The residential will be served by one full-movement access on SR 212 and two full-movement accesses on Oglesby Bridge Road and the retail tract will have one access on each road.

The purpose of this traffic impact study is to determine existing traffic operating conditions in the vicinity of the proposed development, project future traffic volumes, assess the impact of the subject development, then develop conclusions and recommendations to mitigate the project traffic impact and ensure safe and efficient existing and future traffic conditions in the vicinity of the project.

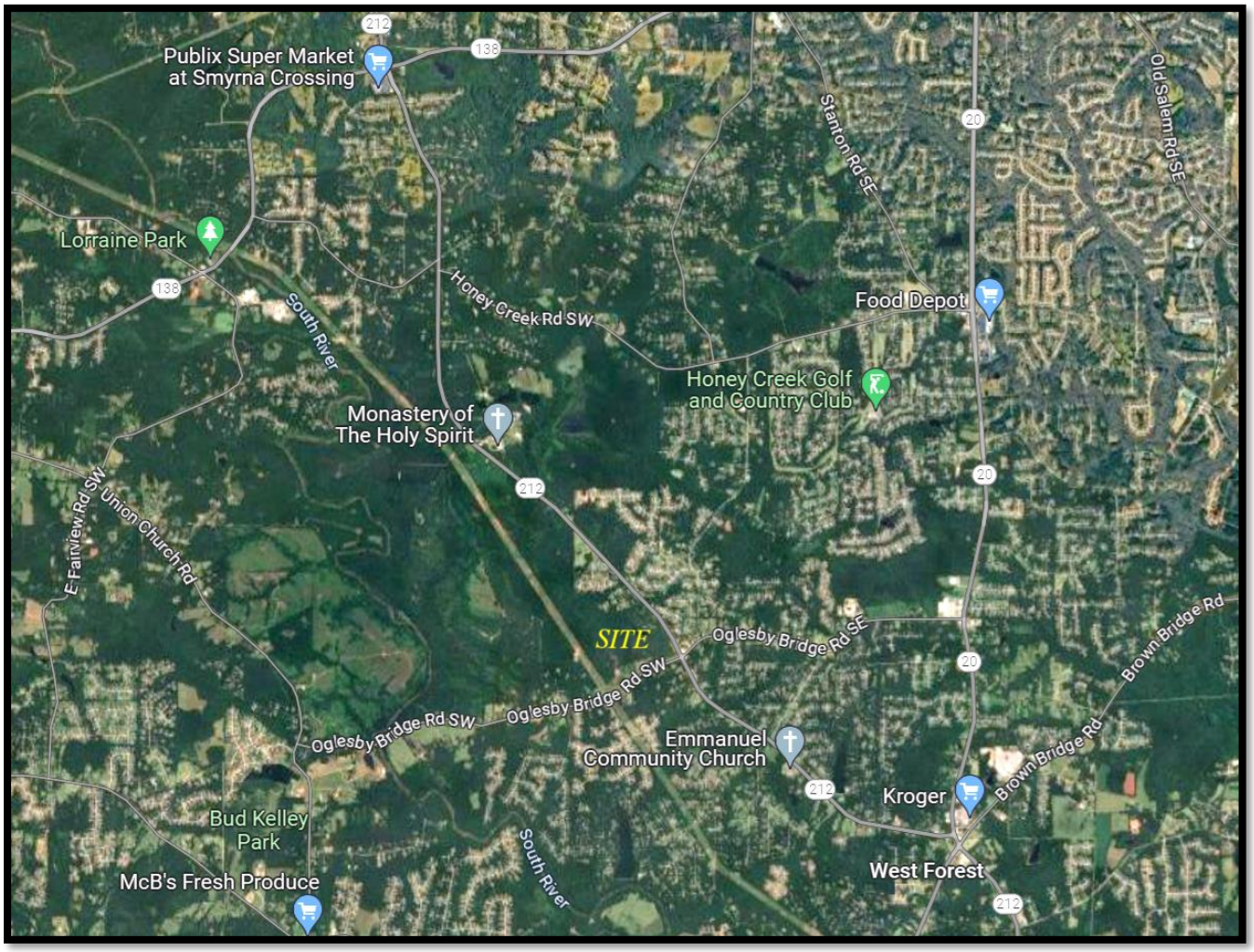

Figure 1 – Site Location Map

Existing Traffic Conditions

Existing traffic operating conditions in the vicinity of the proposed development were assessed. The following is a description of existing transportation facilities, traffic volumes, and intersection operations.

Description of Existing Roadways

SR 212 is a northwest-southeast urban minor arterial that begins at SR 155, passes the subject site, intersects SR 20, then has an offset and continues to the southeast. The road has one through travel lane in each direction with exclusive left and right turn lanes at major intersections. In the vicinity of the proposed development, the intersections of SR 212 at SR 138, Oglesby Bridge Road, and SR 20 are signalized. The terrain along SR 212 is gently rolling and the posted speed limit is 55 mph. The road has a rural cross-section with a small shoulder but no sidewalks (see below), or curb-and-gutter. In 2023 the Georgia DOT recorded an Annual Average Daily Traffic (AADT) volume of 7,600 vehicles per day (vpd) with 5% trucks on SR 212 near the project frontage. A 24-hour traffic volume count was collected for this study in May 2024 on SR 212 at the project frontage and recorded a volume of 9,834 vehicles.

Oglesby Bridge Road is a two lane east-west urban major collector that begins at Union Church Road / Airline Road, passes the subject site, intersects with SR 212 and terminates at SR 20. The terrain along Oglesby Bridge Road is level to very gently rolling and the posted speed limit is 45 mph. The road has a rural cross-section with no shoulder, sidewalks, or curb-and-gutter. In 2023 the Georgia DOT recorded an AADT volume of 3,770 vpd with 5% trucks on Oglesby Bridge Road west of the subject development site. A 24-hour traffic volume count was collected for this study in May 2024 on Oglesby Bridge Road at the project frontage and recorded a volume of 6,024 vehicles.

Pedestrian, Bicycle, and Transit Accessibility

There is no sidewalk along most of SR 212 and Oglesby Bridge Road or other nearby roadways. There are just short segments of sidewalk along the frontages of the retail sites at the corner of SR 212 at Oglesby Bridge Road. There are crosswalks and pedestrian signals at the SR 212 / Oglesby Bridge Road intersection and the other signalized intersections in this study. There are no dedicated bicycle lanes in this vicinity. There is no regularly-scheduled mass transit route or service within a reasonable walking distance of the proposed development.

Existing Traffic Volumes

Existing full turning movement peak hour traffic volume counts were collected at the following intersections in the vicinity of the site:

1. SR 212 at Oglesby Bridge Road (signal)
2. Union Church Road / Airline Road at Oglesby Bridge Road (side street stop sign)
3. SR 138 at SR 212 (signal)
4. SR 20 at SR 212 / CVS Access (signal)

The counts were collected on Tuesday, May 7, 2024, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. In addition to the intersection counts, a 24-hour bi-directional traffic volume count was collected on SR 212 and on Oglesby Bridge Road adjacent to the site. Area schools were in session on the day on which the counts were recorded. The locations of the traffic counts are presented in Figure 2.

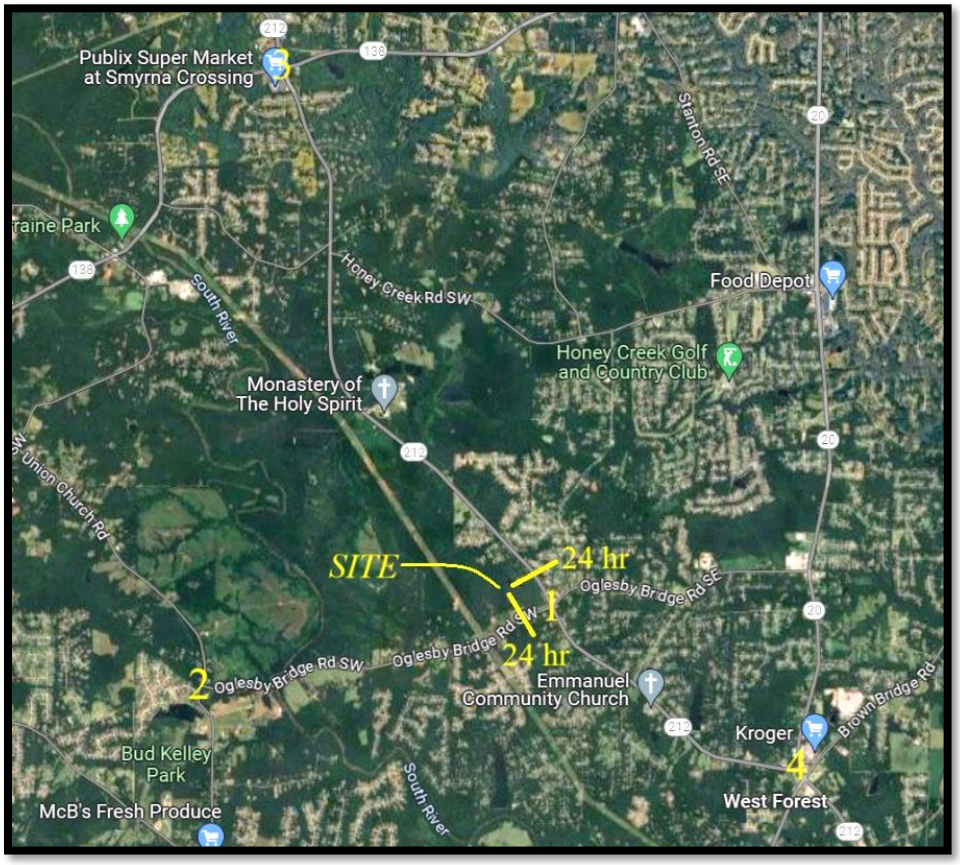

Figure 2 – Traffic Volume Count Location Map

From the intersection turning movement count data, the highest four consecutive 15-minute interval volumes at each intersection, during each time period, were determined. These volumes make up the existing weekday a.m. and p.m. peak hour traffic volumes at the intersections and are shown in Figure 3. The raw count data is found in Appendix A.

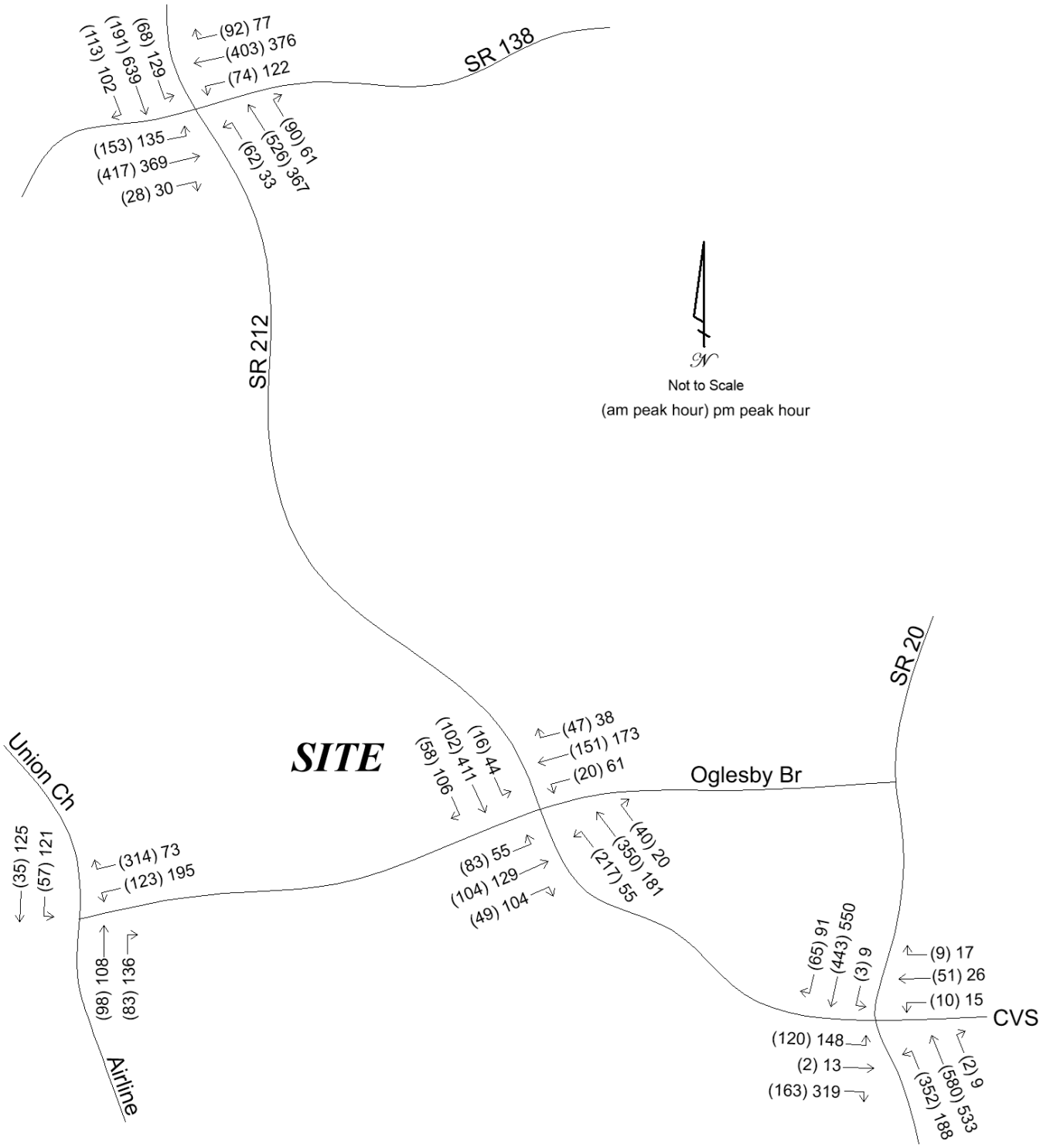

Figure 3 – Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes

Existing Intersection Operations

Existing traffic operations were analyzed at the counted intersections using Synchro software, version 12, in accordance with the methodology presented in the Transportation Research Board's 2022 *Highway Capacity Manual* 7th Edition (*HCM 7*). This methodology is presented in Appendix B. The analysis was based on the existing volumes, lanes, and control. The results of the analysis are shown in Table 1. Computer printouts containing detailed results of the existing analysis are located in Appendix C. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 1 – Existing Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. SR 212 at Oglesby Bridge Rd (signal)	B	11.9	B	13.4
northbound approach	A	8.3	A	7.7
southbound approach	A	9.8	B	10.9
eastbound approach	B	18.5	B	19.0
westbound approach	B	17.6	B	19.5
2. Union Church Rd at Oglesby Bridge Rd (side street stop)	C	16.8	B	12.1
southbound left turn	A	7.8	A	8.2
westbound approach	C	25.0	D	29.0
3. SR 138 at SR 212 (signal)	C	33.9	D	35.6
northbound approach	C	28.4	C	22.6
southbound approach	B	18.0	C	28.3
eastbound approach	D	39.4	D	43.9
westbound approach	D	43.0	D	49.4
4. SR 20 at SR 212 / CVS Access (signal)	A	9.9	B	10.8
northbound approach	A	5.9	A	5.6
southbound approach	B	11.9	B	11.7
eastbound approach	C	25.9	C	26.0
westbound approach	C	24.6	C	23.3

The existing analysis reveals acceptable traffic operations at all study locations. Therefore, no mitigation is identified for the existing condition.

No-Build Traffic Conditions

A 2029 no-build condition was developed. This represents the traffic conditions that will exist in the future at the anticipated date of the build-out of the proposed development, but not including the project's trips. The purpose of the analysis of this condition is to isolate the traffic impacts of the proposed development from background growth in volumes that is expected to occur in the area while the project is under construction.

In order to develop no-build volumes, a background growth factor was developed based on a review of historic Georgia DOT AADT traffic counts, as shown in Table 2.

Table 2 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates

Year	SR 212 at site	Annual Growth	Oglesby Br W of site	Annual Growth	Oglesby Br E of Hull	Annual Growth	SR 212 W of SR 20	Annual Growth
Station ID	247-0101		247-0298		247-0300		217-0111	
2019	7,980		3,050		4,360		7,310	
2020	7,350	-7.9%	2,830	-7.2%	4,050	-7.1%	6,740	-7.8%
2021	7,380	0.4%	3,150	11.3%	4,300	6.2%	7,280	8.0%
2022	7,540	2.2%	3,230	2.5%	4,220	-1.9%	6,920	-4.9%
2023	7,600	0.8%	3,770	16.7%	4,330	2.6%	6,970	0.7%
avg growth		*-1.0%*		*4.3%*		*-0.1%*		*-0.9%*

Growth in the area has fluctuated. All four Georgia DOT count stations experienced a decrease in volumes between 2019 and 2020 which is considered an anomaly due to the pandemic. There was positive growth at all locations the following year, which is somewhat attributable to a return to pre-pandemic levels and not necessarily new growth. In the last year of the data there were small increases at three of the four locations and a strong increase at the fourth. Overall, the location at the site frontage experienced a decrease (-1.0%), one location experienced moderate growth, and the other two locations also experienced small decreasing trends. Based on the growth trends identified in Table 2, and taking the pandemic into consideration, it was decided that a modest background annual growth rate of 2.0% could be expected on the roads in this study while the proposed development is built-out. This equates to a 10.4% increase in volumes from existing to the anticipated 2029 project buildout year. The 10.4% background growth factor was applied to the counted volumes at each study intersection to develop the 2029 no-build volumes.

Programmed Transportation Infrastructure Improvements

The Georgia DOT projects website and the *Rockdale in Motion Comprehensive Transportation Plan Update*, September 2018, were reviewed for transportation projects in the vicinity of the subject development. The following programmed (scheduled and funded) or planned (anticipated) transportation infrastructure project was identified:

CTP 102 – Widening of SR 138 from SR 155 to Ebenezer Road – This project recommends widening SR 138 from two to four lanes. This would include the study intersection of SR 212 at SR 138. It is listed in the Rockdale CTP as a mid-term project, but is not programmed by the Georgia DOT. Therefore, this widening was not modeled in the no-build or future build analysis in this traffic impact study.

No-Build Intersection Operations

The no-build condition includes the no-build traffic volumes, as described above, applied to the existing lanes and control. The no-build volumes were entered into the Synchro 12 model and the 2029 no-build traffic operations were analyzed at each study intersection. The results of the no-build analysis are shown in Table 3. Computer printouts containing detailed results of the no-build analysis are located in Appendix D. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 3 – No-Build Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. SR 212 at Oglesby Bridge Rd (signal)	B	12.6	B	14.2
northbound approach	A	9.3	A	8.5
southbound approach	B	10.9	B	12.6
eastbound approach	B	18.6	B	19.1
westbound approach	B	17.5	B	19.6
2. Union Church Rd at Oglesby Bridge Rd (side street stop)	D	25.4	C	18.5
southbound left turn	A	7.9	A	8.3
westbound approach	***E***	***38.1***	***E***	***46.3***
3. SR 138 at SR 212 (signal)	D	40.7	D	44.1
northbound approach	D	38.0	C	27.3
southbound approach	C	20.3	D	48.1
eastbound approach	D	45.9	D	47.1
westbound approach	D	49.5	D	50.2
4. SR 20 at SR 212 / CVS Access (signal)	B	11.8	B	12.2
northbound approach	A	7.7	A	6.6
southbound approach	B	14.6	B	14.1
eastbound approach	C	25.9	C	26.1
westbound approach	C	24.4	C	23.1

The no-build analysis reveals slight deteriorations in operations due to growth in volumes, but most locations will continue to experience acceptable traffic operations. One location, the westbound approach of Oglesby Church Road at Union Church Road, drops to LOS E in the a.m. and p.m. peaks. It is recommended that a westbound right turn lane be added on Oglesby Church Road at this intersection. This will separate the more challenging left turn movement from the easier right turn movement, substantially reducing their delay. In the a.m. peak, this improvement will produce acceptable operations for all movements. In the p.m. peak the westbound left turn will continue to operate at LOS E but the right turn will improve to LOS B and the overall approach will operate at LOS D. This right turn lane is considered a system improvement which should be built whether or not the development that is the subject of this study is built. A signal warrant analysis should be performed to determine if and when signalization of this intersection will be appropriate. Alternatively, this intersection is a good candidate for conversion to a roundabout. A change in control here would also be a system improvement, which should be considered for implementation, whether or not the proposed development is built. All other study intersections will operate acceptably and, therefore, no other mitigation is identified for the no-build condition.

Project Traffic Characteristics

This section describes the anticipated traffic characteristics of the proposed development, including a site description, how much traffic the project will generate, and where that traffic will travel.

Project Description

The proposed development will consist of 230 detached single family homes and 65,000 square feet of retail. The residential will be served by one full-movement access on SR 212 and two full-movement accesses on Oglesby Bridge Road and the retail will have one access on each road. The site plan is presented in Figure 4.

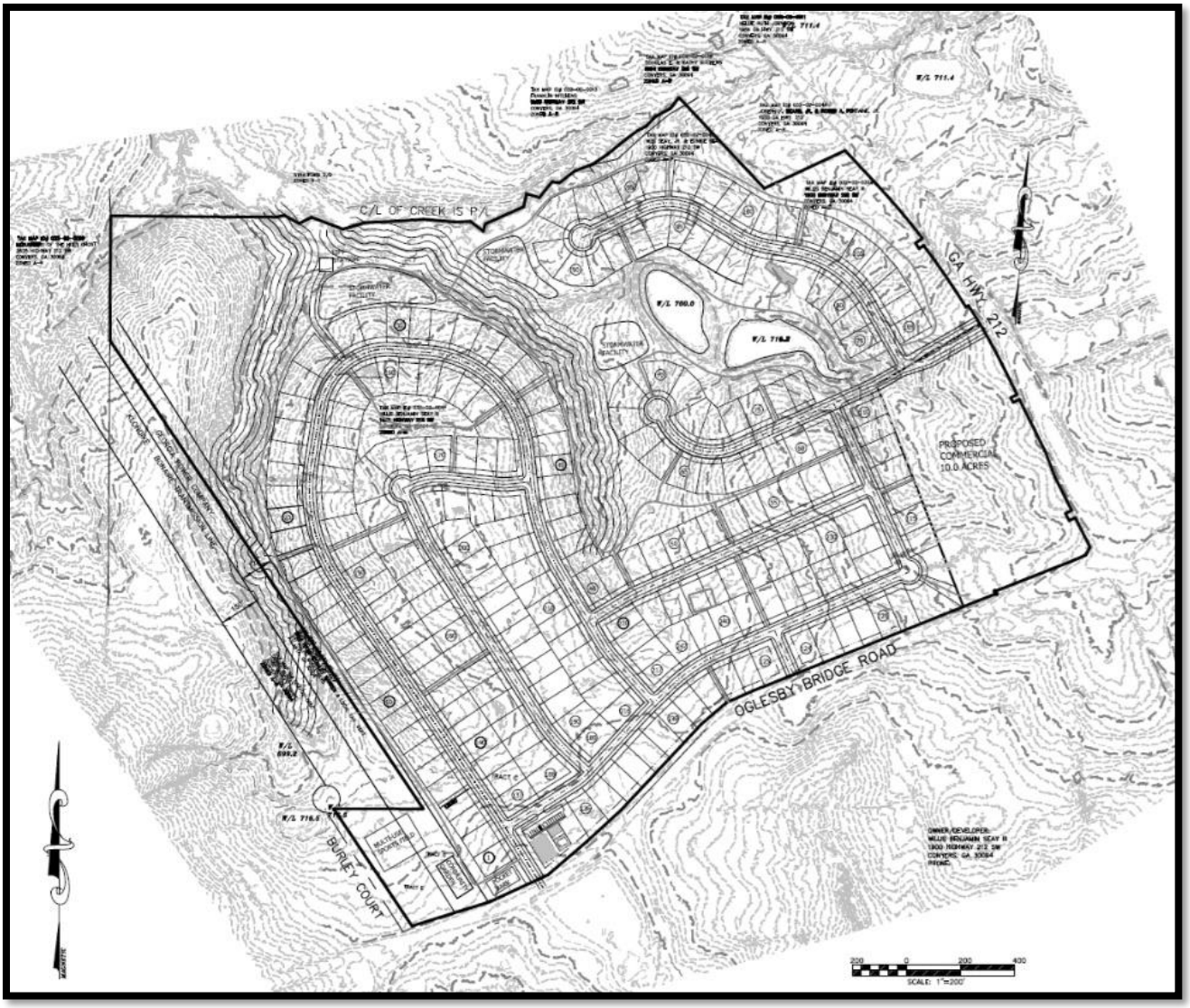

Figure 4 – Site Plan

Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed development. The volume of traffic that will be generated by the mixed-use development was calculated using the equations and rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (the current edition). ITE Land Use 210 – Single Family Detached Housing was chosen as representative of the single family homes. The retail trips were calculated using ITE Land Use 821 – Shopping Plaza (40-150K).

An adjustment was made to the retail trips to account for pass-by trips. These are trips that are already passing the site in the existing counts, but will turn into the site for retail shopping purposes, then resume their original trip. These are new trips entering and exiting the retail site driveways but are not new to the adjacent intersections. The ITE *Trip Generation Manual* provides a p.m. pass-by percentage for Land Use 821 of 40%. For the a.m. and 24-hour periods, 30% was assumed.

The trip generation for the project is presented in Table 4.

Table 4 – Trip Generation

Land Use	ITE Code	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour
			In	Out	Total	In	Out	Total	2-Way
Single Family Detached	210	230 homes	40	119	159	137	80	217	2,172
Shopping Center	820	65,000 ft²	142	87	229	296	321	617	6,416
-pass-by trips		30/40/30%	-43	-26	-69	-118	-128	-246	-1,924
Shopping Center New Trips			99	61	160	178	193	371	4,492
			139	180	319	315	273	588	6,664

The proposed mixed-use development will generate 319 new a.m. peak hour trips, 588 new p.m. peak hour trips, and 6,664 new weekday trips. The retail driveway volumes will be higher because they will also include the pass-by trips which already exist passing the site.

Trip Distribution and Assignment

The trips that will be generated by the proposed mixed-use development were distributed and assigned to the roadway network. The trip distribution percentages indicate what proportion of the project's trips will travel to and from various directions. The trip distribution percentages for the residential were developed based on the locations and proximity of likely trip origins and destinations including regional employment centers, retail and offices in the area, nearby schools, other regional trip attractors, and also considered the major routes of travel in the area. The new retail trips were distributed based on the locations of residential populations in the area and the distances of those populations to the site, as well as the major routes of travel in the area. The retail pass-by trips were assigned based on the existing flows of traffic passing the site. The trip distribution percentages and the a.m. and p.m. peak

hour trips expected to be generated by the proposed development are shown in Figure 5. The traffic volume worksheets in Appendix A show the trips separately for the residential and retail uses and the pass-by trips at each study intersection.

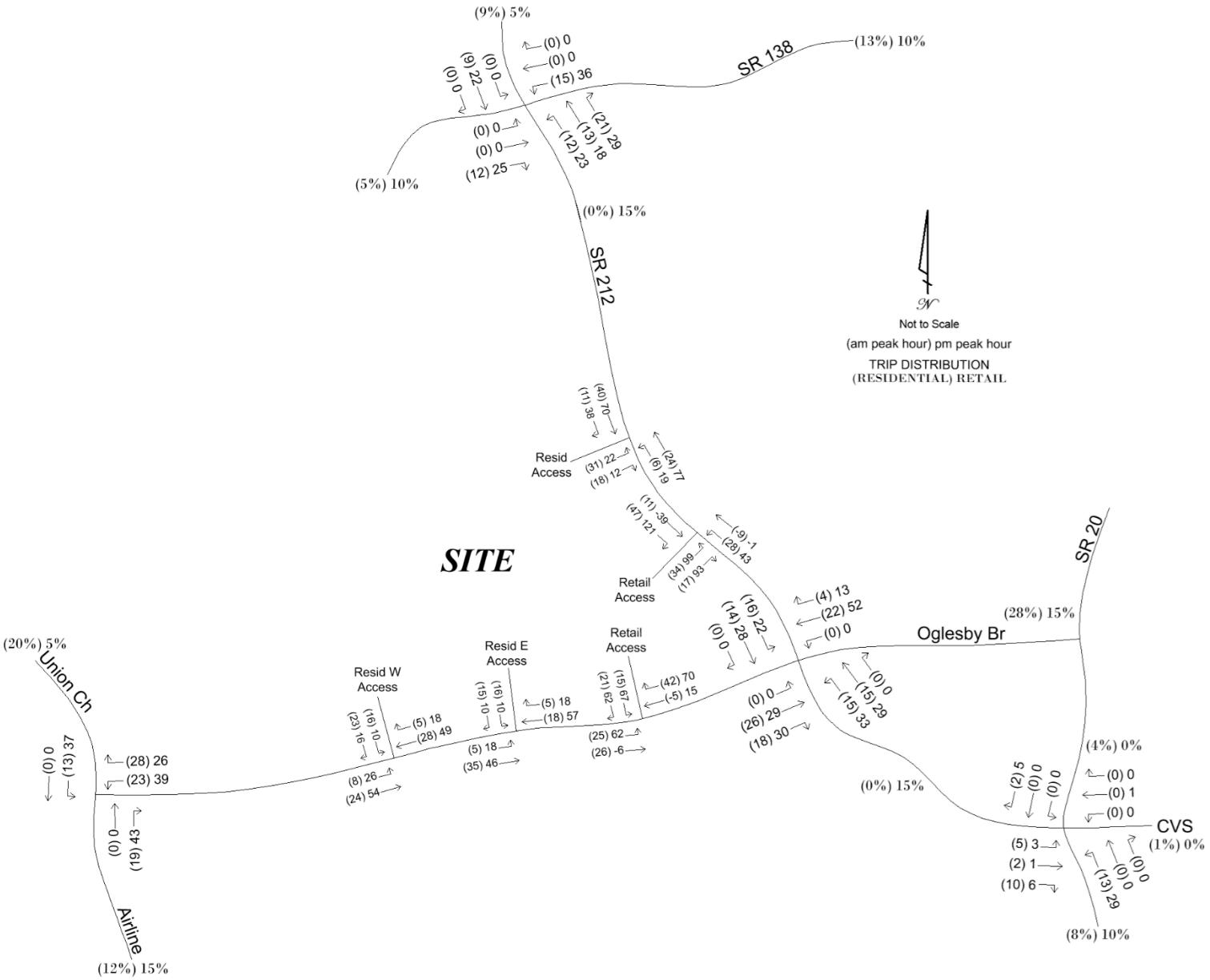

Figure 5 – Weekday A.M. and P.M. Peak Hour Project Trips and Distribution Percentages

Future Traffic Conditions

The future volumes consist of the no-build volumes plus the trips that will be generated by the proposed mixed-use development. The future volumes are shown in Figure 6.

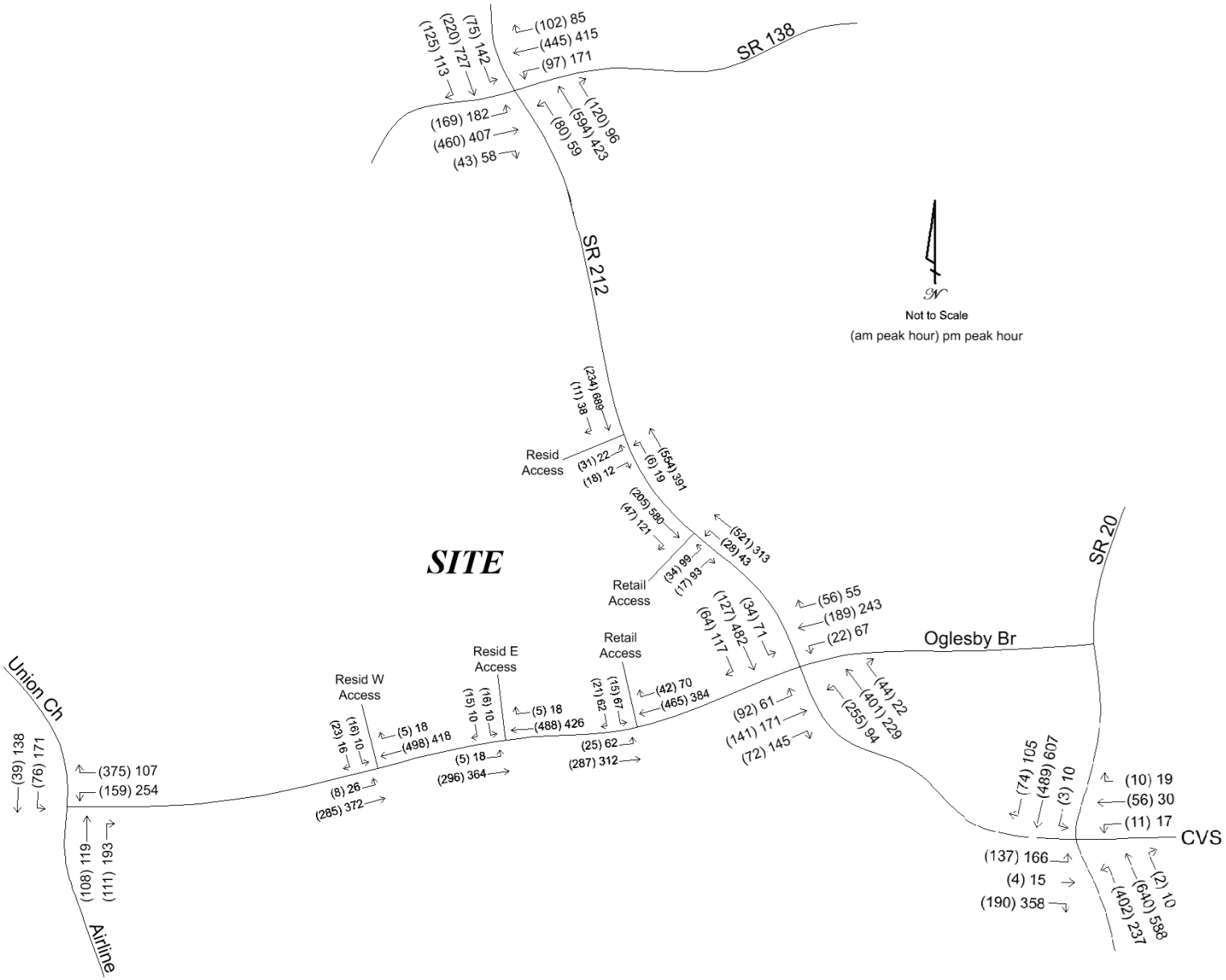

Figure 6 – Future Weekday A.M. and P.M. Peak Hour Volumes

Auxiliary Lane Requirements at Project Accesses

The auxiliary turn lane standards were reviewed at each project access to determine the need for left and/or right turn lanes on the public roadways to serve the project. The project accesses on SR 212 were reviewed according to the Georgia DOT standards while the Rockdale County standards were reviewed for the Oglesby Bridge Road accesses.

SR 212 Accesses

To determine if southbound right turn lanes or northbound left turn lanes should be added on SR 212 at the two project accesses, the Georgia DOT standards for determining the need for these auxiliary lanes, as set forth in their *Regulations for Driveway and Encroachment Control (Driveway Manual)*, revision 5.4 dated 2/10/2023, were evaluated. The right turn lane analysis is based on *Driveway Manual* Table 4-6, Minimum Volumes Requiring Right Turn Lanes, which is shown below as Table 5.

Table 5 – Georgia DOT Right Turn Lane Standards

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

The 2023 AADT on SR 212 is 7,600 vpd and the counted volume is 9,834 vehicles, both of which are above the 6,000 vpd threshold for roads with two lanes. On a road with two lanes, a 55 mph speed limit, and a 24-hour volume above 6,000 vpd, the right turn volume (RTV) above which a right turn lane is required is 50 right turn vehicles (RTV) per day. The future right turn volume (RTV) projection on SR 212 at the project residential access is 293 daily southbound right turn vehicles, while the RTV projection at the retail access is 1,183 RTV. These RTVs are both above the minimum threshold. Therefore a southbound right turn lane is required on SR 212 at each project access and this study agrees with those requirements.

The left turn lane analysis is based on *Driveway Manual* Table 4-7a, Minimum Volumes Requiring Left Turn Lanes, which is shown below as Table 6.

Table 6 – Georgia DOT Left Turn Lane Standards

LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Table 4-7a Minimum Volumes Requiring Left Turn Lanes

The 2023 AADT on SR 212 is 7,600 vpd and the counted volume is 9,834 vehicles, both of which are above the 6,000 vpd threshold for roads with two lanes. On a road with two lanes, a 55 mph speed limit, and a 24-hour volume above 6,000 vpd, the left turn volume (LTV) above which a left turn lane is required is 150 left turn vehicles (LTV) per day. The future left turn volume (LTV) projection on SR 212 at the project residential access is 155 daily northbound left turn vehicles, while the LTV projection at the retail access is 540 LTV. These LTVs are both above the minimum threshold. Therefore a northbound left turn lane is required on SR 212 at each project access and this study agrees with those requirements. It is noted that the southbound left turn lane on SR 212 at Oglesby Bridge Road extends along much of the project frontage and may conflict with the left turn lanes at the project accesses, especially the retail access. The retail access, and possibly the residential access, may need to be restricted to right-in/right-out (RIRO) movements if a suitable left turn lane design cannot be accommodated.

Oglesby Bridge Road Accesses

To determine if westbound right turn lanes or eastbound left turn lanes should be added on Oglesby Bridge Road at the three project accesses, the Rockdale County's Code of Ordinances, as approved June 10, 2021, were reviewed. The Code states the following pertaining to turn lane requirements at development accesses:

Section 332-3 – Driveway Design Standards, (d) Auxiliary Lanes

(1) Along any arterial or major collector street, a deceleration lane, acceleration lane, larger turning radius, traffic islands or other devices or designs may be required to avoid specific traffic hazards that, otherwise, would be created by the proposed driveway location.

(2) Deceleration lanes shall be required by Rockdale County at each access point on roads classified as arterials or collectors when the posted speed limit is 30 mph or higher and otherwise where considered necessary by the director based on traffic volumes. Deceleration lanes are required on county roads classified as arterial and major collector streets when the posted speed limit is 30 mph or higher. Minimum deceleration lengths are specified in the "Table of deceleration lane requirements." The director may vary length requirements based upon a consideration of available sight distance and traffic volumes.

Based on the Code, the classification of Oglesby Bridge Road as a major collector, and the posted speed limit of 45 mph, a westbound right turn lane is required on Oglesby Bridge Road at all three project accesses and this study agrees with those requirements.

A left turn lane standard is not provided in the County Code. Therefore, to determine if an eastbound left turn lane is required on Oglesby Bridge Road at each project access, the Georgia DOT standards for determining the need for these auxiliary lanes, as set forth in their *Regulations for Driveway and Encroachment Control (Driveway Manual)*, revision 5.4 dated 2/10/2023, were evaluated. The left turn lane analysis is based on *Driveway Manual* Table 4-7a, Minimum Volumes Requiring Left Turn Lanes, which was presented above as Table 6.

The 2023 AADT on Oglesby Bridge Road is 3,770 vpd which is below the 6,000 vpd threshold for roads with two lanes. However, the count that was collected for this study in May 2024 revealed a 24-hour volume of 6,024 vehicles, which is above the 6,000 vpd threshold. Because this count was recorded directly adjacent to the site, while the AADT count was collected west of the site, the higher, closer count was applied in this analysis. On a road with two lanes, a 45 mph speed limit, and a 24-hour volume above 6,000 vpd, the left turn volume (LTV) above which a left turn lane is required is 175 left turn vehicles (LTV) per day. The future left turn volume (LTV) projection on Oglesby Bridge Road at the project west residential access is 209 daily eastbound left turn vehicles, while the LTV projection at the east residential access is 139 LTV. The left turn volume at the west access is above the 175 LTV threshold but the LTV at the east access is below the threshold. Therefore, an eastbound left turn lane is required at the west residential access and this study agrees with that requirement. At the retail access the eastbound LTV is projected at 617 LTV. This LTV is above the minimum threshold and, therefore an eastbound left turn lane is required on Oglesby Bridge Road at the retail access and this study agrees with that requirement. While an eastbound left turn lane is not required at the east residential access, consideration should be given to providing one at this access, given that Oglesby Bridge Road will be widened to accommodate left turn lanes at the adjacent access on either side of this access.

Future Intersection Operations

An operational analysis was performed for the anticipated future project build-out at the study intersections and the project accesses. The analysis at the accesses assumed that the turn lanes recommended above will be constructed, each access will be constructed with one entering lane and one exiting lane, and the side street approaches exiting the project will be controlled by side street stop sign. Table 7 presents the results of the future analysis. Computer printouts containing detailed results of the future analysis are located in Appendix E. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 7 – Future Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. SR 212 at Oglesby Bridge Rd (signal)	B	13.5	B	15.9
northbound approach	B	10.5	B	10.1
southbound approach	B	11.7	B	15.5
eastbound approach	B	18.8	B	19.3
westbound approach	B	17.8	C	20.1
2. Union Church Rd at Oglesby Bridge Rd (side street stop)	***E***	***46.7***	***F***	***60.2***
southbound left turn	A	8.0	A	8.6
westbound approach	***F***	***70.8***	***F***	***151.7***
3. SR 138 at SR 212 (signal)	D	43.0	D	46.5
northbound approach	D	37.9	C	26.9
southbound approach	C	20.5	D	54.3
eastbound approach	D	51.5	D	47.5
westbound approach	D	52.3	D	52.6
4. SR 20 at SR 212 / CVS Access (signal)	B	12.4	B	12.6
northbound approach	A	8.2	A	7.0
southbound approach	B	15.5	B	14.9
eastbound approach	C	25.9	C	26.1
westbound approach	C	24.2	C	23.0
5. SR 212 at Project Residential Access (side street stop)	A	1.1	A	1.1
northbound left turn (entering project)	A	7.8	A	9.5
eastbound approach (exiting project)	C	15.6	C	24.2
6. SR 212 at Project Retail Access (side street stop)	A	1.3	A	8.7
northbound left turn (entering project)	A	7.9	A	9.5
eastbound approach (exiting project)	C	15.7	***E***	***48.8***
7. Oglesby Br Rd at Project W Residential Access (side street stop)	A	0.9	A	0.8
southbound approach (exiting residential)	C	16.1	B	14.6
eastbound left turn (entering residential)	A	8.8	A	8.5
8. Oglesby Br Rd at Project E Residential Access (side street stop)	A	0.7	A	0.6
southbound approach (exiting residential)	C	16.4	C	15.1
eastbound left turn (entering residential)	A	8.7	A	8.5
9. Oglesby Br Rd at Project Retail Access (side street stop)	A	0.9	A	3.7
southbound approach (exiting retail)	C	15.8	C	21.2
eastbound left turn (entering retail)	A	8.9	A	8.7

The future analysis with the addition of the proposed mixed-use development's trips reveals a slight deterioration in operations at each study intersection, with all locations continuing to operate comparably to the no-build condition. As in the no-build condition, the westbound approach of Oglesby Bridge Road at Union Church Road will continue to fail, with the approach dropping from LOS E to LOS F. The westbound right turn lane recommended in the no-build analysis will continue to be appropriate. Likewise, a change in control to a signal or a roundabout was advised for consideration in the no-build condition, and this recommendation continues to be appropriate in the future.

The project accesses are expected to operate acceptably with the lanes and control recommended, with just one approach at one access during one time period operating at LOS E. This is the exiting approach of the retail access at SR 212. As advised previously in this report, the left turns to and from this access may conflict with the southbound left turn lane on SR 212 at Oglesby Bridge Road and restriction to right-in/right-out (RIRO) movements will be appropriate if a workable design solution cannot be achieved. All other accesses will operate acceptably and no mitigation, other than the lanes recommended at the project accesses, is identified as a consequence of the proposed development.

Conclusions and Recommendations

This study assesses the traffic impact of a proposed development which will include a residential subdivision and a retail tract in Rockdale County. The site is located along the west side of SR 212 and the north side of Oglesby Bridge Road. The project will consist of 230 detached single family homes and 65,000 square feet of retail. The residential will be served by one full-movement access on SR 212 and two full-movement accesses on Oglesby Bridge Road and the retail tract will have one access on each road. The following are the findings and recommendations of this study:

1. The existing analysis reveals acceptable traffic operations at all study locations. Therefore, no mitigation is identified for the existing condition.

2. Traffic volume growth in this area has been a mix of positive and negative. An annual growth rate of 2.0%, applied for five years, for a total of 10.4% growth, was used in developing future volume projections.

3. The no-build analysis reveals continued acceptable traffic operations at most study locations, comparable to the existing condition, with just modest increases in delays due to anticipated growth in volumes. One location, the westbound approach of Oglesby Bridge Road at Union Church Road, will fail. A westbound right turn lane is recommended to be added on Oglesby Bridge Road. A change in control to a signal or roundabout should be evaluated and implemented if and when appropriate. The mitigation identified here are considered system improvements, which are recommended whether or not the proposed mixed-use development is built.

4. The proposed mixed-use development will generate 319 new a.m. peak hour trips, 588 new p.m. peak hour trips, and 6,664 new weekday trips. The retail driveway volumes will be higher because they will also include the pass-by trips which already exist passing the site.

5. The future analysis with the addition of the proposed development's trips reveals a slight deterioration in operations at each study intersection. The mitigation recommended at the Union Church Road / Oglesby Bridge Road intersection will continue to be appropriate. No mitigation, other than the lanes recommended at the project accesses, is identified as a consequence of the proposed mixed-use development.

6. On SR 212, a southbound right turn lane and a northbound left turn lane are required at both the residential access and the retail access. These turn lanes should be designed and constructed to Georgia DOT standards. The northbound left turn lanes, notably for the retail access, may conflict with the existing southbound left turn lane on SR 212 at Oglesby Bridge Road. Should a design solution not be achievable, the retail access should be restricted to RIRO movements.

7. A westbound right turn lane should be built on Oglesby Bridge Road at the west and east residential accesses and the retail access. These lanes are required by the County and should be designed and built to applicable standards.

8. An eastbound left turn lane is required on Oglesby Bridge Road at the west residential access and at the retail access. A left turn lane at the east residential access merits consideration given the widening of the road to accommodate the left turn lanes at the adjacent accesses.

9. All project accesses should be built with one entering lane and one exiting lane and each exiting approach should be controlled by side street stop sign and accompanying stop bar.

10. An interparcel vehicular connection between the residential and retail portions of the project would provide for mobility between the tracts without the need for traveling out of the project onto the public roadways. Therefore, this connection is recommended.

11. The project civil/site engineer should comply with all applicable design standards including sight distances, turn lane storage and taper lengths, turn radii, driveway widths, islands, angles with the adjacent roadways, and grades.

Appendix A

Traffic Count Data

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 1. SR 212 at Oglesby Bridge Road

Weekday A.M. Peak Hour	Northbound SR 212				Southbound SR 212				Eastbound Oglesby Bridge Road				Westbound Oglesby Bridge Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, May 7, 2024 7:00-8:00)	217	350	40	607	16	102	58	176	83	104	49	236	20	151	47	218
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	240	386	44	670	18	113	64	194	92	115	54	261	22	167	52	241
Oglesby Farms Residential Trips	3	2	0	5	12	6	0	18	0	21	11	32	0	7	4	11
Oglesby Farms Retail New Trips	12	13	0	25	4	8	0	12	0	5	7	12	0	15	0	15
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips	15	15	0	30	16	14	0	30	0	26	18	44	0	22	4	26
2029 Build Volumes	255	401	44	700	34	127	64	224	92	141	72	305	22	189	56	267

Weekday P.M. Peak Hour	Northbound SR 212				Southbound SR 212				Eastbound Oglesby Bridge Road				Westbound Oglesby Bridge Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)	55	181	20	256	44	411	106	561	55	129	104	288	61	173	38	272
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	61	200	22	283	49	454	117	619	61	142	115	318	67	191	42	300
Oglesby Farms Residential Trips	11	6	0	17	8	4	0	12	0	14	6	20	0	25	13	38
Oglesby Farms Retail New Trips	22	23	0	45	14	24	0	38	0	15	24	39	0	27	0	27
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips	33	29	0	62	22	28	0	50	0	29	30	59	0	52	13	65
2029 Build Volumes	94	229	22	345	71	482	117	669	61	171	145	377	67	243	55	365

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 2. Union Church Road at Oglesby Bridge Road

Weekday A.M. Peak Hour	**Northbound Airline Road**			**Southbound Airline Road**				**Westbound Oglesby Bridge Road**		
	T	**R**	**Tot**	**L**	**T**	**Tot**		**L**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 7:00-8:00)	98	83	181	57	35	92		123	314	437
Annual Background Growth to 2029	10.4%	10.4%		10.4%	10.4%			10.4%	10.4%	
2029 No-Build Volumes	108	92	200	63	39	102		136	347	482
Oglesby Farms Residential Trips	0	5	5	8	0	8		14	24	38
Oglesby Farms Retail New Trips	0	14	14	5	0	5		9	4	13
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0		0	0	0
Total Oglesby Farms Trips	0	19	19	13	0	13		23	28	51
2029 Build Volumes	108	111	219	76	39	115		159	375	533

Weekday P.M. Peak Hour	**Northbound Airline Road**			**Southbound Airline Road**				**Westbound Oglesby Bridge Road**		
	T	**R**	**Tot**	**L**	**T**	**Tot**		**L**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)	108	136	244	121	125	246		195	73	268
Annual Background Growth to 2029	10.4%	10.4%		10.4%	10.4%			10.4%	10.4%	
2029 No-Build Volumes	119	150	269	134	138	272		215	81	296
Oglesby Farms Residential Trips	0	16	16	28	0	28		10	16	26
Oglesby Farms Retail New Trips	0	27	27	9	0	9		29	10	39
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0		0	0	0
Total Oglesby Farms Trips	0	43	43	37	0	37		39	26	65
2029 Build Volumes	119	193	312	171	138	309		254	107	361

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 3. SR 212 at SR 138

Weekday A.M. Peak Hour	Northbound SR 212				Southbound SR 212				Eastbound SR 138				Westbound SR 138			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, May 7, 2024 7:15-8:15)	62	526	90	678	68	191	113	372	153	417	28	598	74	403	92	569
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	68	581	99	749	75	211	125	411	169	460	31	660	82	445	102	628
Oglesby Farms Residential Trips	6	10	15	31	0	4	0	4	0	0	2	2	5	0	0	5
Oglesby Farms Retail New Trips	6	3	6	15	0	5	0	5	0	0	10	10	10	0	0	10
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips	12	13	21	46	0	9	0	9	0	0	12	12	15	0	0	15
2029 Build Volumes	80	594	120	795	75	220	125	420	169	460	43	672	97	445	102	643

Weekday P.M. Peak Hour	Northbound SR 212				Southbound SR 212				Eastbound SR 138				Westbound SR 138			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, May 7, 2024 4:45-5:45)	33	367	61	461	129	639	102	870	165	369	30	564	122	376	77	575
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	36	405	67	509	142	705	113	960	182	407	33	623	135	415	85	635
Oglesby Farms Residential Trips	4	8	10	22	0	13	0	13	0	0	7	7	18	0	0	18
Oglesby Farms Retail New Trips	19	10	19	48	0	9	0	9	0	0	18	18	18	0	0	18
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips	23	18	29	70	0	22	0	22	0	0	25	25	36	0	0	36
2029 Build Volumes	59	423	96	579	142	727	113	982	182	407	58	648	171	415	85	671

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 4. SR 212 at SR 20

Weekday A.M. Peak Hour	Northbound SR 20				Southbound SR 20				Eastbound SR 212				Westbound CVS Access			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, May 7, 2024 7:30-8:30)	352	580	2	934	3	443	65	511	120	2	163	285	10	51	9	70
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	389	640	2	1031	3	489	72	564	132	2	180	315	11	56	10	77
Oglesby Farms Residential Trips	3	0	0	3	0	0	2	2	5	2	10	17	0	0	0	0
Oglesby Farms Retail New Trips	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips	13	0	0	13	0	0	2	2	5	2	10	17	0	0	0	0
2029 Build Volumes	402	640	2	1044	3	489	74	566	137	4	190	332	11	56	10	77

Weekday P.M. Peak Hour	Northbound SR 212				Southbound SR 212				Eastbound SR 212				Westbound CVS Access			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)	188	533	9	730	9	550	91	650	148	13	319	480	15	26	17	58
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	208	588	10	806	10	607	100	718	163	14	352	530	17	29	19	64
Oglesby Farms Residential Trips	11	0	0	11	0	0	5	5	3	1	6	10	0	1	0	1
Oglesby Farms Retail New Trips	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips	29	0	0	29	0	0	5	5	3	1	6	10	0	1	0	1
2029 Build Volumes	237	588	10	835	10	607	105	723	166	15	358	540	17	30	19	65

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 5. SR 212 at Residential Access

Weekday A.M. Peak Hour	**Northbound SR 212**			**Southbound SR 212**			**Eastbound Residential Access**			
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**	
Counted Volumes (Tuesday, May 7, 2024 7:00-8:00)		480	480	176		176				
Annual Background Growth to 2029		10.4%		10.4%						
2029 No-Build Volumes		530	530	194		194				
Oglesby Farms Residential Trips	6	0	6	0	11	11	31	18	49	
Oglesby Farms Retail New Trips	0	24	24	40	0	40	0	0	0	
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	
Total Oglesby Farms Trips	6	24	30	40	11	51	31	18	49	
2029 Build Volumes	6	554	560	234	11	245	31	18	49	

Weekday P.M. Peak Hour	**Northbound SR 212**			**Southbound SR 212**			**Eastbound Residential Access**			
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**	
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)		284	284	561		561				
Annual Background Growth to 2029		10.4%		10.4%						
2029 No-Build Volumes		314	314	619		619				
Oglesby Farms Residential Trips	19	0	19	0	38	38	22	12	34	
Oglesby Farms Retail New Trips	0	77	77	70	0	70	0	0	0	
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	
Total Oglesby Farms Trips	19	77	96	70	38	108	22	12	34	
2029 Build Volumes	19	391	410	689	38	727	22	12	34	

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 6. SR 212 at Retail Access

Weekday A.M. Peak Hour	Northbound SR 212			Southbound SR 212			Eastbound Retail Access		
	L	T	Tot	T	R	Tot	L	R	Tot
Counted Volumes (Tuesday, May 7, 2024 7:00-8:00)		480	480	176		176			
Annual Background Growth to 2029		10.4%		10.4%					
2029 No-Build Volumes		530	530	194		194			
Oglesby Farms Residential Trips	0	6	6	18	0	18	0	0	0
Oglesby Farms Retail New Trips	13	0	13	0	40	40	24	12	36
Oglesby Farms Retail Pass-by Trips	15	-15	0	-7	7	0	10	5	15
Total Oglesby Farms Trips	28	-9	19	11	47	58	34	17	51
2029 Build Volumes	28	521	549	205	47	252	34	17	51

Weekday P.M. Peak Hour	Northbound SR 212			Southbound SR 212			Eastbound Retail Access		
	L	T	Tot	T	R	Tot	L	R	Tot
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)		284	284	561		561			
Annual Background Growth to 2029		10.4%		10.4%					
2029 No-Build Volumes		314	314	619		619			
Oglesby Farms Residential Trips	0	19	19	12	0	12	0	0	0
Oglesby Farms Retail New Trips	23	0	23	0	70	70	77	38	115
Oglesby Farms Retail Pass-by Trips	20	-20	0	-51	51	0	22	55	77
Total Oglesby Farms Trips	43	-1	42	-39	121	82	99	93	192
2029 Build Volumes	43	313	356	580	121	701	99	93	192

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 7. Oglesby Bridge Road at Residential West Access

Weekday A.M. Peak Hour		**Southbound Residential West Access**			**Eastbound Oglesby Bridge Road**			**Westbound Oglesby Bridge Road**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 7:00-8:00)						236	236	426		426
Annual Background Growth to 2029						10.4%		10.4%		
2029 No-Build Volumes						261	261	470		470
Oglesby Farms Residential Trips		16	23	39	8	5	13	15	5	20
Oglesby Farms Retail New Trips		0	0	0	0	19	19	13	0	13
Oglesby Farms Retail Pass-by Trips		0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips		16	23	39	8	24	32	28	5	33
2029 Build Volumes		16	23	39	8	285	293	498	5	503

Weekday P.M. Peak Hour		**Southbound Residential West Access**			**Eastbound Oglesby Bridge Road**			**Westbound Oglesby Bridge Road**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)						288	288	334		334
Annual Background Growth to 2029						10.4%		10.4%		
2029 No-Build Volumes						318	318	369		369
Oglesby Farms Residential Trips		10	16	26	26	18	44	10	18	28
Oglesby Farms Retail New Trips		0	0	0	0	36	36	39	0	39
Oglesby Farms Retail Pass-by Trips		0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips		10	16	26	26	54	80	49	18	67
2029 Build Volumes		10	16	26	26	372	398	418	18	436

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 8. Oglesby Bridge Road at Residential East Access

Weekday A.M. Peak Hour		**Southbound Residential East Access**			**Eastbound Oglesby Bridge Road**			**Westbound Oglesby Bridge Road**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 7:00-8:00)						236	236	426		426
Annual Background Growth to 2029						10.4%		10.4%		
2029 No-Build Volumes						261	261	470		470
Oglesby Farms Residential Trips		16	15	31	5	16	21	5	5	10
Oglesby Farms Retail New Trips		0	0	0	0	19	19	13	0	13
Oglesby Farms Retail Pass-by Trips		0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips		16	15	31	5	35	40	18	5	23
2029 Build Volumes		16	15	31	5	296	301	488	5	493

Weekday P.M. Peak Hour		**Southbound Residential East Access**			**Eastbound Oglesby Bridge Road**			**Westbound Oglesby Bridge Road**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)						288	288	334		334
Annual Background Growth to 2029						10.4%		10.4%		
2029 No-Build Volumes						318	318	369		369
Oglesby Farms Residential Trips		10	10	20	18	10	28	18	18	36
Oglesby Farms Retail New Trips		0	0	0	0	36	36	39	0	39
Oglesby Farms Retail Pass-by Trips		0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips		10	10	20	18	46	64	57	18	75
2029 Build Volumes		10	10	20	18	364	382	426	18	444

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 9. Oglesby Bridge Road at Retail Access

Weekday A.M. Peak Hour		**Southbound Retail Access**			**Eastbound Oglesby Bridge Road**			**Westbound Oglesby Bridge Road**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 7:00-8:00)						236	236	426		426
Annual Background Growth to 2029						10.4%		10.4%		
2029 No-Build Volumes						261	261	470		470
Oglesby Farms Residential Trips		0	0	0	0	32	32	10	0	10
Oglesby Farms Retail New Trips		12	13	25	19	0	19	0	27	27
Oglesby Farms Retail Pass-by Trips		3	8	11	6	-6	0	-15	15	0
Total Oglesby Farms Trips		15	21	36	25	26	51	-5	42	37
2029 Build Volumes		15	21	36	25	287	312	465	42	507

Weekday P.M. Peak Hour		**Southbound Retail Access**			**Eastbound Oglesby Bridge Road**			**Westbound Oglesby Bridge Road**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)						288	288	334		334
Annual Background Growth to 2029						10.4%		10.4%		
2029 No-Build Volumes						318	318	369		369
Oglesby Farms Residential Trips		0	0	0	0	20	20	36	0	36
Oglesby Farms Retail New Trips		39	39	78	36	0	36	0	49	49
Oglesby Farms Retail Pass-by Trips		28	23	51	26	-26	0	-21	21	0
Total Oglesby Farms Trips		67	62	129	62	-6	56	15	70	85
2029 Build Volumes		67	62	129	62	312	374	384	70	454

Reliable Traffic Data Services

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TMC Data
SR 212 @ Oglesby Bridge Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880001
Site Code : 48880001
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	SR 212 Northbound					SR 212 Southbound					Oglesby Bridge Rd Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	67	76	8	0	151	7	16	12	0	35	18	28	12	0	58	2	46	10	0	58	302
07:15 AM	55	68	16	0	139	4	20	14	0	38	16	16	17	0	49	10	46	11	0	67	293
07:30 AM	51	99	6	0	156	3	33	15	0	51	29	32	8	0	69	2	32	17	0	51	327
07:45 AM	44	107	10	0	161	2	33	17	0	52	20	28	12	0	60	6	27	9	0	42	315
Total	217	350	40	0	607	16	102	58	0	176	83	104	49	0	236	20	151	47	0	218	1237
08:00 AM	30	82	6	0	118	5	26	20	0	51	15	25	11	0	51	2	34	9	0	45	265
08:15 AM	25	79	9	0	113	3	26	13	0	42	24	22	16	0	62	7	31	15	0	53	270
08:30 AM	21	77	7	0	105	3	26	10	0	39	12	19	14	0	45	4	13	13	0	30	219
08:45 AM	10	65	8	0	83	5	34	15	0	54	17	16	11	0	44	3	9	10	0	22	203
Total	86	303	30	0	419	16	112	58	0	186	68	82	52	0	202	16	87	47	0	150	957
*** BREAK ***																					
04:00 PM	11	32	7	0	50	18	102	17	0	137	13	36	17	0	66	5	38	5	0	48	301
04:15 PM	10	50	3	0	63	11	73	11	0	95	15	28	26	0	69	16	32	6	0	54	281
04:30 PM	17	48	2	0	67	16	99	16	0	131	12	26	32	0	70	12	29	7	0	48	316
04:45 PM	8	48	8	0	64	15	96	17	0	128	10	30	25	0	65	14	40	9	0	63	320
Total	46	178	20	0	244	60	370	61	0	491	50	120	100	0	270	47	139	27	0	213	1218
05:00 PM	15	51	3	0	69	16	102	20	0	138	11	26	23	0	60	12	27	8	0	47	314
05:15 PM	12	41	6	0	59	12	115	28	0	155	12	34	29	0	75	19	50	8	0	77	366
05:30 PM	18	46	6	0	70	11	104	29	0	144	20	30	26	0	76	15	55	10	0	80	370
05:45 PM	10	43	5	0	58	5	90	29	0	124	12	39	26	0	77	15	41	12	0	68	327
Total	55	181	20	0	256	44	411	106	0	561	55	129	104	0	288	61	173	38	0	272	1377
Grand Total	404	1012	110	0	1526	136	995	283	0	1414	256	435	305	0	996	144	550	159	0	853	4789
Apprch %	26.5	66.3	7.2	0		9.6	70.4	20	0		25.7	43.7	30.6	0		16.9	64.5	18.6	0		
Total %	8.4	21.1	2.3	0	31.9	2.8	20.8	5.9	0	29.5	5.3	9.1	6.4	0	20.8	3	11.5	3.3	0	17.8	

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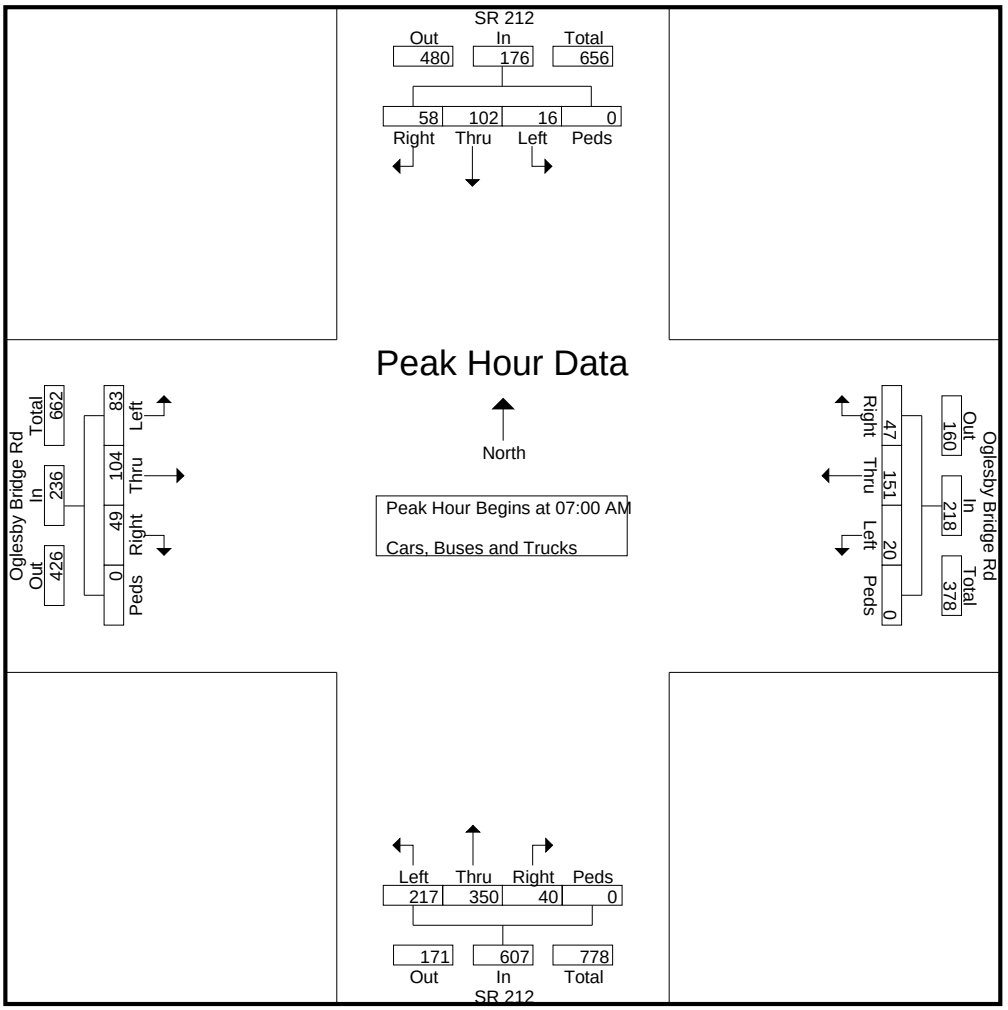
TMC Data
SR 212 @ Oglesby Bridge Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880001
Site Code : 48880001
Start Date : 5/7/2024
Page No : 2

	SR 212 Northbound					SR 212 Southbound					Oglesby Bridge Rd Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	**67**	76	8	0	151	**7**	16	12	0	35	18	28	12	0	58	2	**46**	10	0	58	302
07:15 AM	55	68	**16**	0	139	4	20	14	0	38	16	16	**17**	0	49	**10**	46	11	0	**67**	293
07:30 AM	51	99	6	0	156	3	**33**	15	0	51	**29**	**32**	8	0	**69**	2	32	**17**	0	51	**327**
07:45 AM	44	**107**	10	0	**161**	2	33	**17**	0	**52**	20	28	12	0	60	6	27	9	0	42	315
Total Volume	217	350	40	0	607	16	102	58	0	176	83	104	49	0	236	20	151	47	0	218	1237
% App. Total	35.7	57.7									35.2	44.1	20.8				69.3	21.6			
PHF	.810	.818	.625	.000	.943	.571	.773	.853	.000	.846	.716	.813	.721	.000	.855	.500	.821	.691	.000	.813	.946



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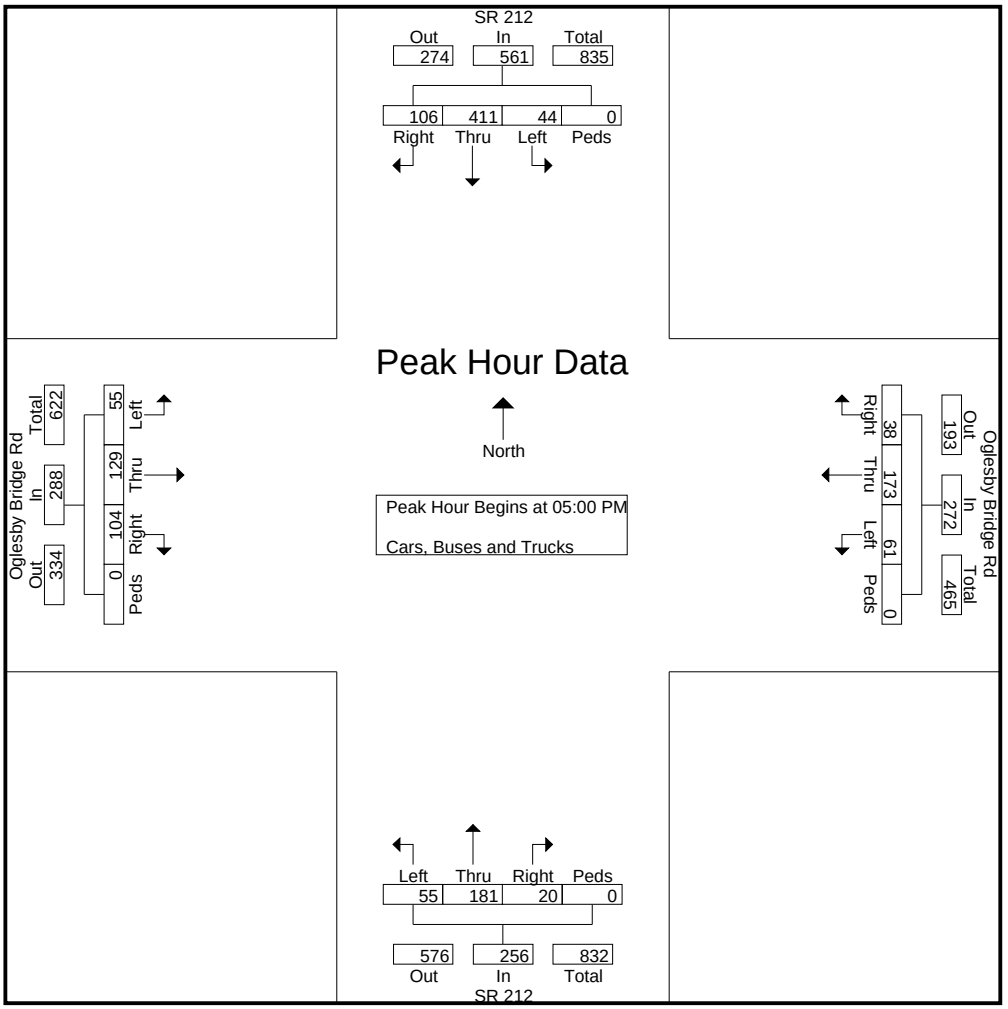
TMC Data
SR 212 @ Oglesby Bridge Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880001
Site Code : 48880001
Start Date : 5/7/2024
Page No : 3

	SR 212 Northbound					SR 212 Southbound					Oglesby Bridge Rd Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	15	**51**	3	0	69	**16**	102	20	0	138	11	26	23	0	60	12	27	8	0	47	314
05:15 PM	12	41	**6**	0	59	12	**115**	28	0	**155**	12	34	**29**	0	75	**19**	50	8	0	77	366
05:30 PM	**18**	46	6	0	**70**	11	104	**29**	0	144	**20**	30	26	0	76	15	**55**	10	0	**80**	**370**
05:45 PM	10	43	5	0	58	5	90	29	0	124	12	**39**	26	0	**77**	15	41	**12**	0	68	327
Total Volume	55	181	20	0	256	44	411	106	0	561	55	129	104	0	288	61	173	38	0	272	1377
% App. Total	21.5	70.7					73.3	18.9			19.1	44.8	36.1			22.4	63.6				
PHF	.764	.887	.833	.000	.914	.688	.893	.914	.000	.905	.688	.827	.897	.000	.935	.803	.786	.792	.000	.850	.930



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TMC Data
Oglesby Bridge Rd @ Union Church Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880002
Site Code : 48880002
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Oglesby Bridge Rd Northbound					Union Church Rd Southbound					Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	23	19	0	42	13	6	0	0	19	0	0	0	0	0	18	0	85	0	103	164
07:15 AM	0	30	14	0	44	14	10	0	0	24	0	0	0	0	0	37	0	116	0	153	221
07:30 AM	0	26	29	0	55	17	10	0	0	27	0	0	0	0	0	32	0	49	0	81	163
07:45 AM	0	19	21	0	40	13	9	0	0	22	0	0	0	0	0	36	0	64	0	100	162
Total	0	98	83	0	181	57	35	0	0	92	0	0	0	0	0	123	0	314	0	437	710
08:00 AM	0	25	27	0	52	11	6	0	0	17	0	0	0	0	0	22	0	29	0	51	120
08:15 AM	0	29	17	0	46	23	8	0	0	31	0	0	0	0	0	45	0	53	0	98	175
08:30 AM	0	27	14	0	41	22	11	0	0	33	0	0	0	0	0	19	0	40	0	59	133
08:45 AM	0	12	13	0	25	10	8	0	0	18	0	0	0	0	0	17	0	18	0	35	78
Total	0	93	71	0	164	66	33	0	0	99	0	0	0	0	0	103	0	140	0	243	506
*** BREAK ***																					
04:00 PM	0	18	28	0	46	35	24	0	0	59	0	0	0	0	0	21	0	15	0	36	141
04:15 PM	0	24	32	0	56	26	35	0	0	61	0	0	0	0	0	26	0	14	0	40	157
04:30 PM	0	32	31	0	63	43	32	0	0	75	0	0	0	0	0	28	0	14	0	42	180
04:45 PM	0	29	24	0	53	32	33	0	0	65	0	0	0	0	0	30	0	14	0	44	162
Total	0	103	115	0	218	136	124	0	0	260	0	0	0	0	0	105	0	57	0	162	640
05:00 PM	0	22	28	0	50	33	29	0	0	62	0	0	0	0	0	26	0	15	0	41	153
05:15 PM	0	25	29	0	54	33	33	0	0	66	0	0	0	0	0	55	0	23	0	78	198
05:30 PM	0	29	39	0	68	23	28	0	0	51	0	0	0	0	0	66	0	17	0	83	202
05:45 PM	0	32	40	0	72	32	35	0	0	67	0	0	0	0	0	48	0	18	0	66	205
Total	0	108	136	0	244	121	125	0	0	246	0	0	0	0	0	195	0	73	0	268	758
Grand Total	0	402	405	0	807	380	317	0	0	697	0	0	0	0	0	526	0	584	0	1110	2614
Apprch %	0	49.8	50.2	0		54.5	45.5	0	0		0	0	0	0		47.4	0	52.6	0		
Total %	0	15.4	15.5	0	30.9	14.5	12.1	0	0	26.7	0	0	0	0	0	20.1	0	22.3	0	42.5	

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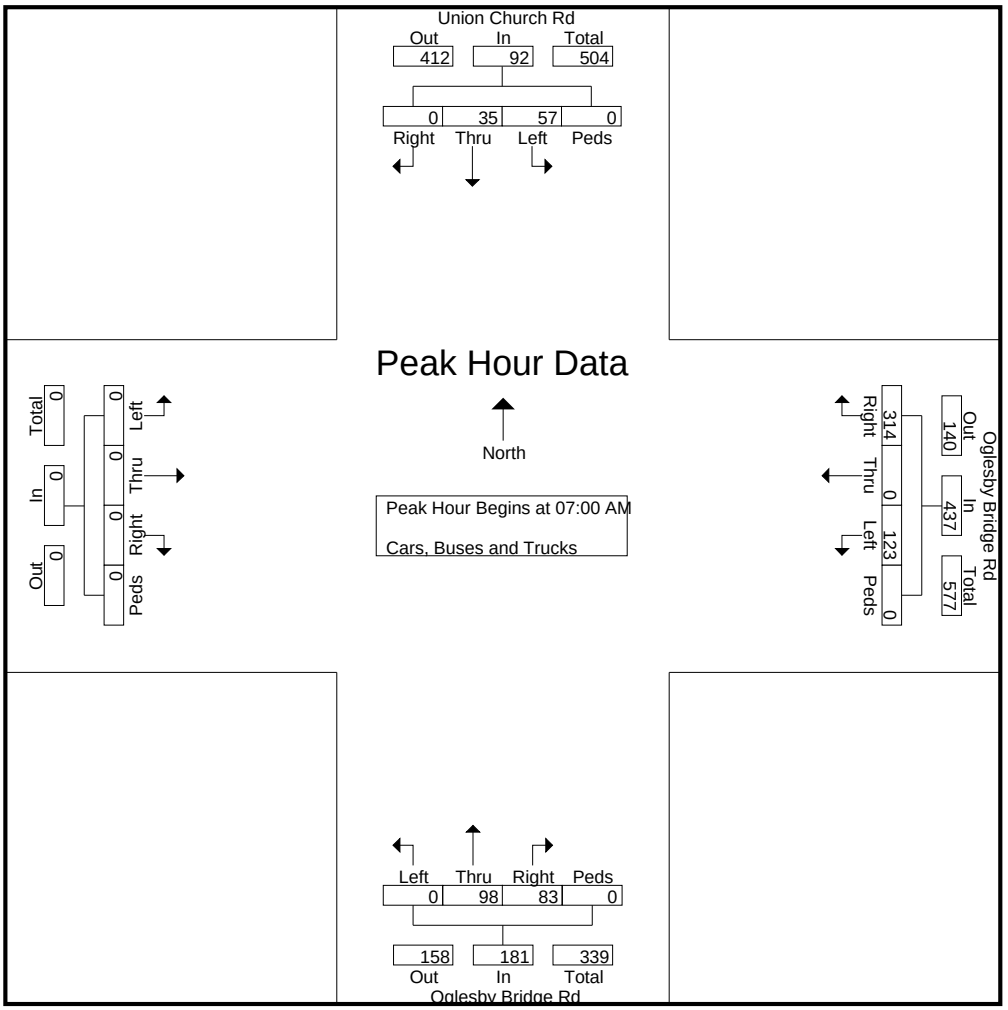
TMC Data
Oglesby Bridge Rd @ Union Church Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880002
Site Code : 48880002
Start Date : 5/7/2024
Page No : 2

	Oglesby Bridge Rd Northbound					Union Church Rd Southbound					Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	23	19	0	42	13	6	0	0	19	0	0	0	0	0	18	0	85	0	103	164
07:15 AM	0	**30**	14	0	44	14	**10**	0	0	24	0	0	0	0	0	**37**	0	**116**	0	**153**	**221**
07:30 AM	0	26	**29**	0	**55**	**17**	10	0	0	**27**	0	0	0	0	0	32	0	49	0	81	163
07:45 AM	0	19	21	0	40	13	9	0	0	22	0	0	0	0	0	36	0	64	0	100	162
Total Volume	0	98	83	0	181	57	35	0	0	92	0	0	0	0	0	123	0	314	0	437	710
% App. Total		54.1	45.9													28.1		71.9			
PHF	.000	.817	.716	.000	.823	.838	.875	.000	.000	.852	.000	.000	.000	.000	.000	.831	.000	.677	.000	.714	.803



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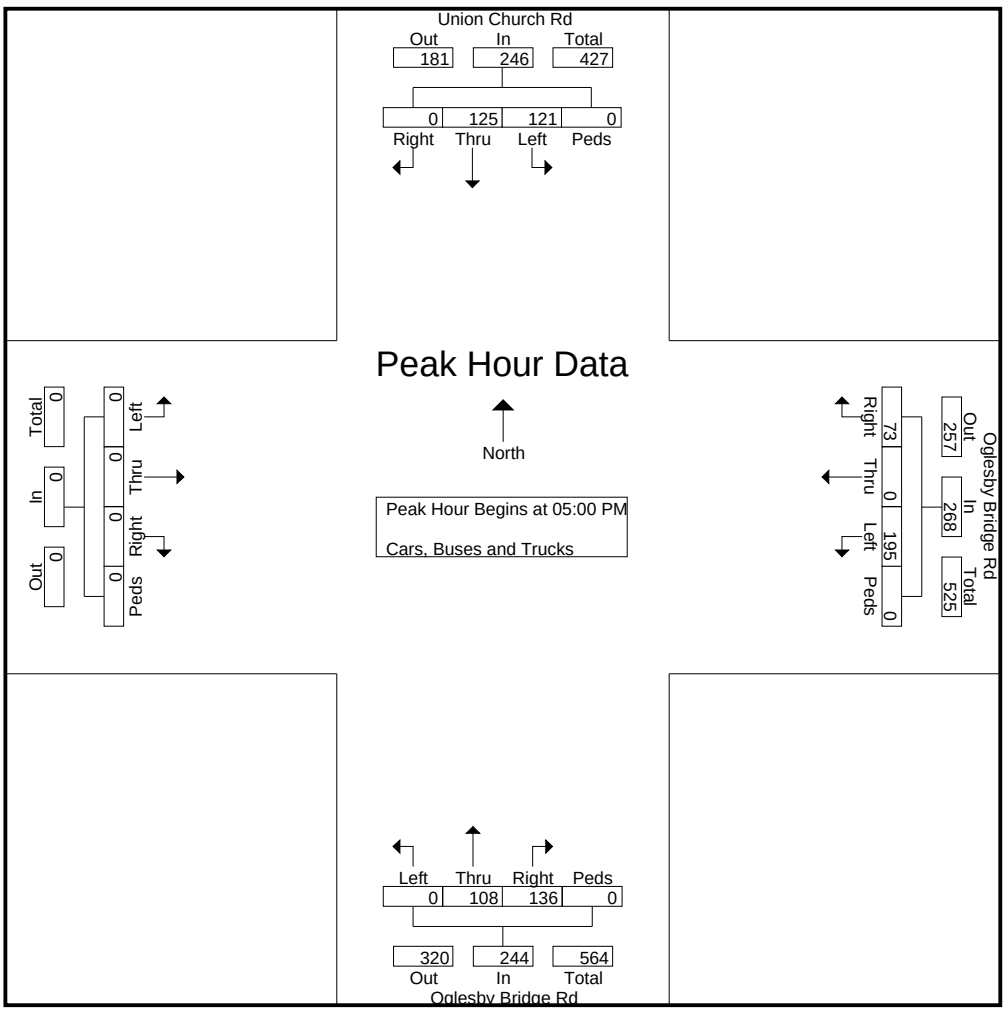
TMC Data
Oglesby Bridge Rd @ Union Church Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880002
Site Code : 48880002
Start Date : 5/7/2024
Page No : 3

	Oglesby Bridge Rd Northbound					Union Church Rd Southbound					Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	22	28	0	50	**33**	29	0	0	62	0	0	0	0	0	26	0	15	0	41	153
05:15 PM	0	25	29	0	54	33	33	0	0	66	0	0	0	0	0	55	0	**23**	0	78	198
05:30 PM	0	29	39	0	68	23	28	0	0	51	0	0	0	0	0	**66**	0	17	0	**83**	202
05:45 PM	0	**32**	**40**	0	**72**	32	**35**	0	0	**67**	0	0	0	0	0	48	0	18	0	66	**205**
Total Volume	0	108	136	0	244	121	125	0	0	246	0	0	0	0	0	195	0	73	0	268	758
% App. Total		44.3	55.7			49.2	50.8									72.8		27.2			
PHF	.000	.844	.850	.000	.847	.917	.893	.000	.000	.918	.000	.000	.000	.000	.000	.739	.000	.793	.000	.807	.924



Reliable Traffic Data Services

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TMC Data
SR 138 @ SR 212
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880003
Site Code : 48880003
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	SR 212 Northbound					SR 212 Southbound					SR 138 Eastbound					SR 138 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	18	109	8	0	135	12	35	31	0	78	32	78	6	0	116	7	93	25	0	125	454
07:15 AM	29	122	15	0	166	15	32	27	0	74	38	102	5	0	145	11	114	27	0	152	537
07:30 AM	15	137	32	0	184	13	60	23	0	96	29	116	16	0	161	22	97	19	0	138	579
07:45 AM	6	147	25	0	178	18	58	30	0	106	45	117	4	0	166	19	87	23	0	129	579
Total	68	515	80	0	663	58	185	111	0	354	144	413	31	0	588	59	391	94	0	544	2149
08:00 AM	12	120	18	0	150	22	41	33	0	96	41	82	3	0	126	22	105	23	0	150	522
08:15 AM	14	112	18	0	144	4	33	39	0	76	41	85	4	0	130	10	102	18	0	130	480
08:30 AM	11	121	14	0	146	17	42	16	0	75	51	108	3	0	162	16	75	21	0	112	495
08:45 AM	6	108	10	0	124	12	48	13	0	73	71	100	6	0	177	10	61	37	0	108	482
Total	43	461	60	0	564	55	164	101	0	320	204	375	16	0	595	58	343	99	0	500	1979
*** BREAK ***																					
04:00 PM	13	82	20	0	115	21	122	11	0	154	46	112	16	0	174	16	91	14	0	121	564
04:15 PM	5	88	14	0	107	31	155	18	0	204	46	86	10	0	142	34	84	27	0	145	598
04:30 PM	8	81	13	0	102	20	126	16	0	162	52	110	3	0	165	35	88	22	0	145	574
04:45 PM	10	90	18	0	118	33	157	17	0	207	44	83	8	0	135	35	84	14	0	133	593
Total	36	341	65	0	442	105	560	62	0	727	188	391	37	0	616	120	347	77	0	544	2329
05:00 PM	7	91	12	0	110	31	146	31	0	208	35	102	12	0	149	21	99	28	0	148	615
05:15 PM	12	113	16	0	141	33	165	27	0	225	41	82	6	0	129	30	91	16	0	137	632
05:30 PM	4	73	15	0	92	32	171	27	0	230	45	102	4	0	151	36	102	19	0	157	630
05:45 PM	13	73	14	0	100	24	154	30	0	208	42	85	7	0	134	25	74	21	0	120	562
Total	36	350	57	0	443	120	636	115	0	871	163	371	29	0	563	112	366	84	0	562	2439
Grand Total	183	1667	262	0	2112	338	1545	389	0	2272	699	1550	113	0	2362	349	1447	354	0	2150	8896
Apprch %	8.7	78.9	12.4	0		14.9	68	17.1	0		29.6	65.6	4.8	0		16.2	67.3	16.5	0		
Total %	2.1	18.7	2.9	0	23.7	3.8	17.4	4.4	0	25.5	7.9	17.4	1.3	0	26.6	3.9	16.3	4	0	24.2	

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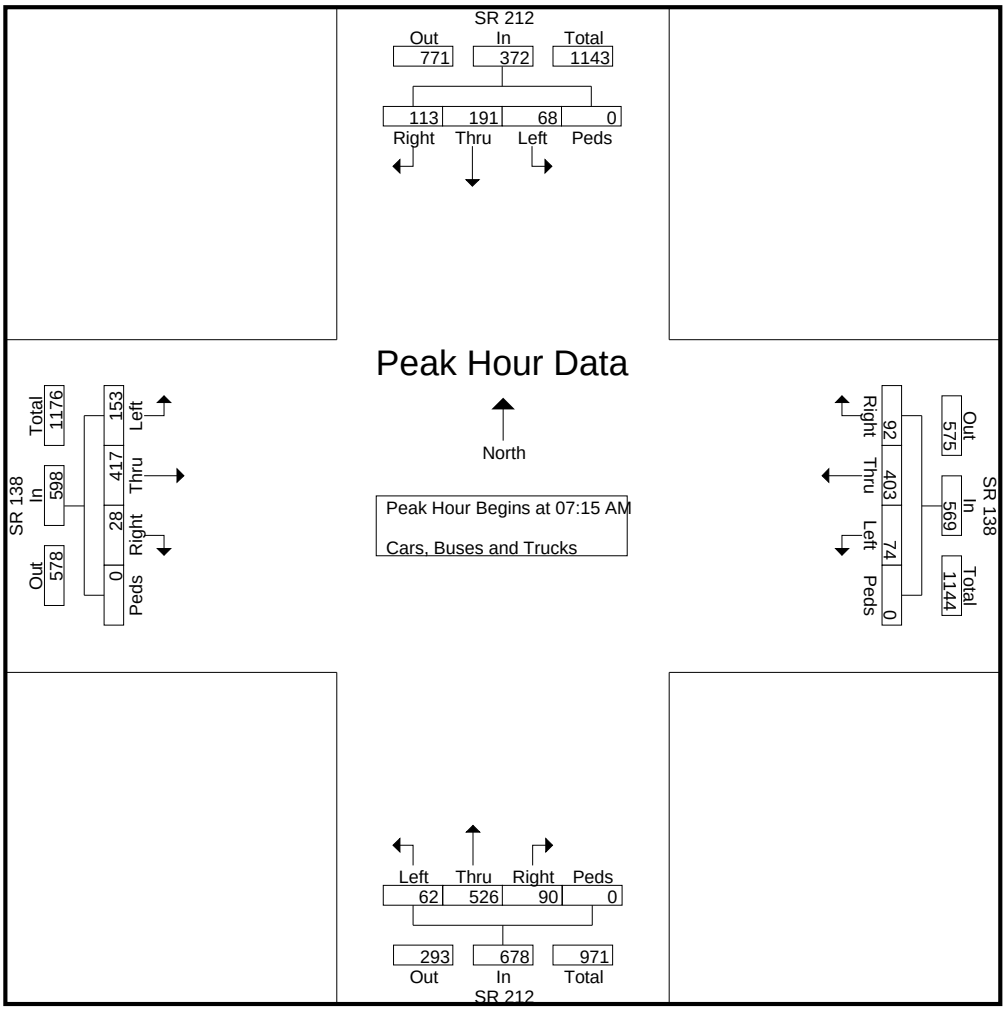
TMC Data
SR 138 @ SR 212
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880003
Site Code : 48880003
Start Date : 5/7/2024
Page No : 2

	SR 212 Northbound					SR 212 Southbound					SR 138 Eastbound					SR 138 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**29**	122	15	0	166	15	32	27	0	74	38	102	5	0	145	11	**114**	**27**	0	**152**	537
07:30 AM	15	137	**32**	0	**184**	13	**60**	23	0	96	29	116	**16**	0	161	**22**	97	19	0	138	**579**
07:45 AM	6	**147**	25	0	178	18	58	30	0	**106**	**45**	**117**	4	0	**166**	19	87	23	0	129	579
08:00 AM	12	120	18	0	150	**22**	41	**33**	0	96	41	82	3	0	126	22	105	23	0	150	522
Total Volume	62	526	90	0	678	68	191	113	0	372	153	417	28	0	598	74	403	92	0	569	2217
% App. Total		77.6	13.3			18.3	51.3	30.4			25.6	69.7					70.8	16.2			
PHF	.534	.895	.703	.000	.921	.773	.796	.856	.000	.877	.850	.891	.438	.000	.901	.841	.884	.852	.000	.936	.957



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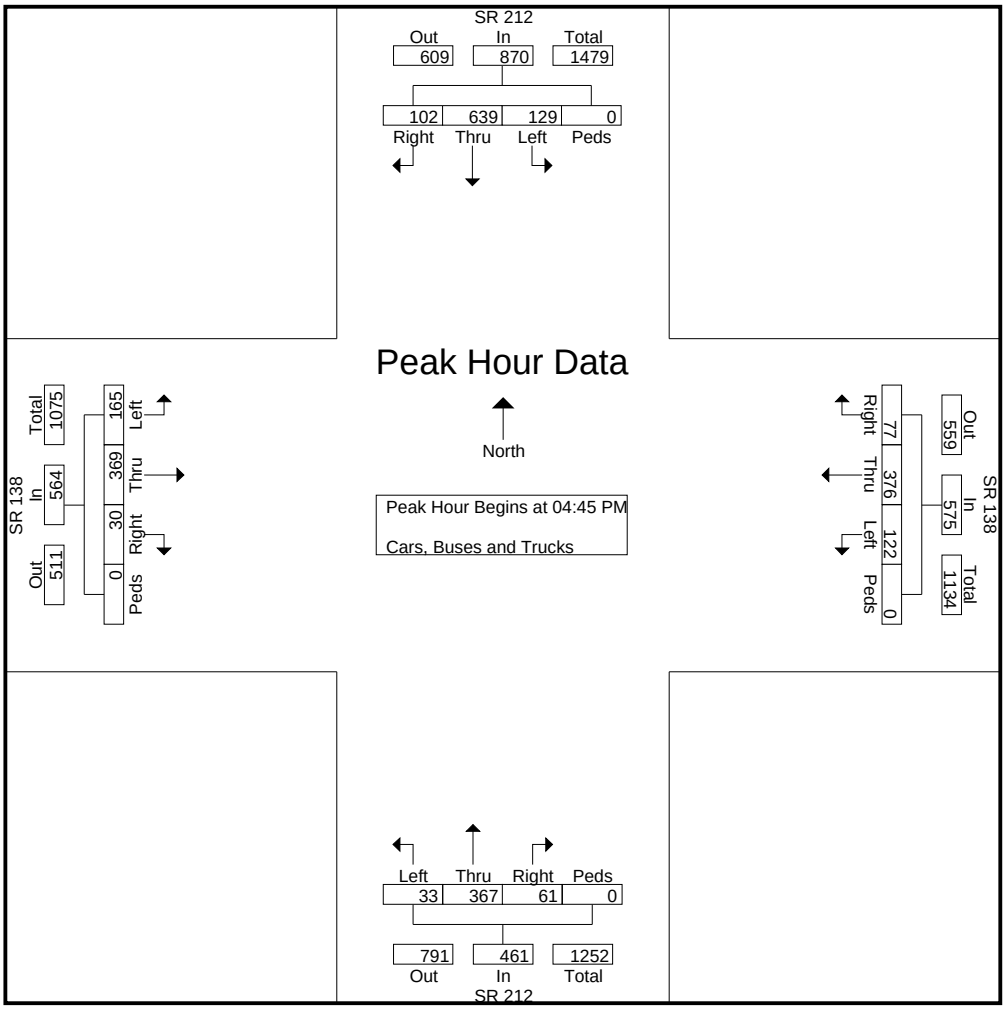
TMC Data
SR 138 @ SR 212
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880003
Site Code : 48880003
Start Date : 5/7/2024
Page No : 3

	SR 212 Northbound					SR 212 Southbound					SR 138 Eastbound					SR 138 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	10	90	**18**	0	118	**33**	157	17	0	207	44	83	8	0	135	35	84	14	0	133	593
05:00 PM	7	91	12	0	110	31	146	**31**	0	208	35	**102**	**12**	0	149	21	99	**28**	0	148	615
05:15 PM	**12**	**113**	16	0	**141**	33	165	27	0	225	41	82	6	0	129	30	91	16	0	137	**632**
05:30 PM	4	73	15	0	92	32	**171**	27	0	**230**	**45**	102	4	0	**151**	**36**	**102**	19	0	**157**	630
Total Volume	33	367	61	0	461	129	639	102	0	870	165	369	30	0	564	122	376	77	0	575	2470
% App. Total		79.6	13.2			14.8	73.4	11.7			29.3	65.4				21.2	65.4	13.4			
PHF	.688	.812	.847	.000	.817	.977	.934	.823	.000	.946	.917	.904	.625	.000	.934	.847	.922	.688	.000	.916	.977



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TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	92	123	1	0	216	0	81	12	0	93	20	0	24	0	44	2	10	1	0	13	366
07:15 AM	87	149	0	0	236	0	88	10	0	98	30	1	33	0	64	0	8	0	0	8	406
07:30 AM	106	164	0	0	270	0	112	12	0	124	36	2	41	0	79	2	16	2	0	20	493
07:45 AM	101	159	0	0	260	0	109	18	0	127	30	0	47	0	77	2	17	3	0	22	486
Total	386	595	1	0	982	0	390	52	0	442	116	3	145	0	264	6	51	6	0	63	1751
08:00 AM	68	124	2	0	194	2	97	18	0	117	25	0	33	0	58	2	10	1	0	13	382
08:15 AM	77	133	0	0	210	1	125	17	0	143	29	0	42	0	71	4	8	3	0	15	439
08:30 AM	52	125	4	0	181	4	101	14	0	119	31	0	24	0	55	3	7	4	0	14	369
08:45 AM	60	135	2	0	197	1	109	9	0	119	16	1	35	0	52	0	9	5	0	14	382
Total	257	517	8	0	782	8	432	58	0	498	101	1	134	0	236	9	34	13	0	56	1572
*** BREAK ***																					
04:00 PM	37	129	0	0	166	3	140	18	0	161	28	3	88	0	119	2	1	2	0	5	451
04:15 PM	47	122	0	0	169	3	147	19	0	169	38	2	81	0	121	0	2	5	0	7	466
04:30 PM	43	137	5	0	185	2	153	29	0	184	39	4	70	0	113	1	5	4	0	10	492
04:45 PM	38	113	0	0	151	1	160	25	0	186	34	4	83	0	121	3	3	4	0	10	468
Total	165	501	5	0	671	9	600	91	0	700	139	13	322	0	474	6	11	15	0	32	1877
05:00 PM	46	127	0	0	173	4	126	20	0	150	30	3	77	0	110	7	8	3	0	18	451
05:15 PM	45	147	4	0	196	2	151	24	0	177	37	5	79	0	121	3	4	4	0	11	505
05:30 PM	58	124	2	0	184	0	133	19	0	152	42	2	87	0	131	4	5	4	0	13	480
05:45 PM	39	135	3	0	177	3	140	28	0	171	39	3	76	0	118	1	9	6	0	16	482
Total	188	533	9	0	730	9	550	91	0	650	148	13	319	0	480	15	26	17	0	58	1918
Grand Total	996	2146	23	0	3165	26	1972	292	0	2290	504	30	920	0	1454	36	122	51	0	209	7118
Apprch %	31.5	67.8	0.7	0		1.1	86.1	12.8	0		34.7	2.1	63.3	0		17.2	58.4	24.4	0		
Total %	14	30.1	0.3	0	44.5	0.4	27.7	4.1	0	32.2	7.1	0.4	12.9	0	20.4	0.5	1.7	0.7	0	2.9	

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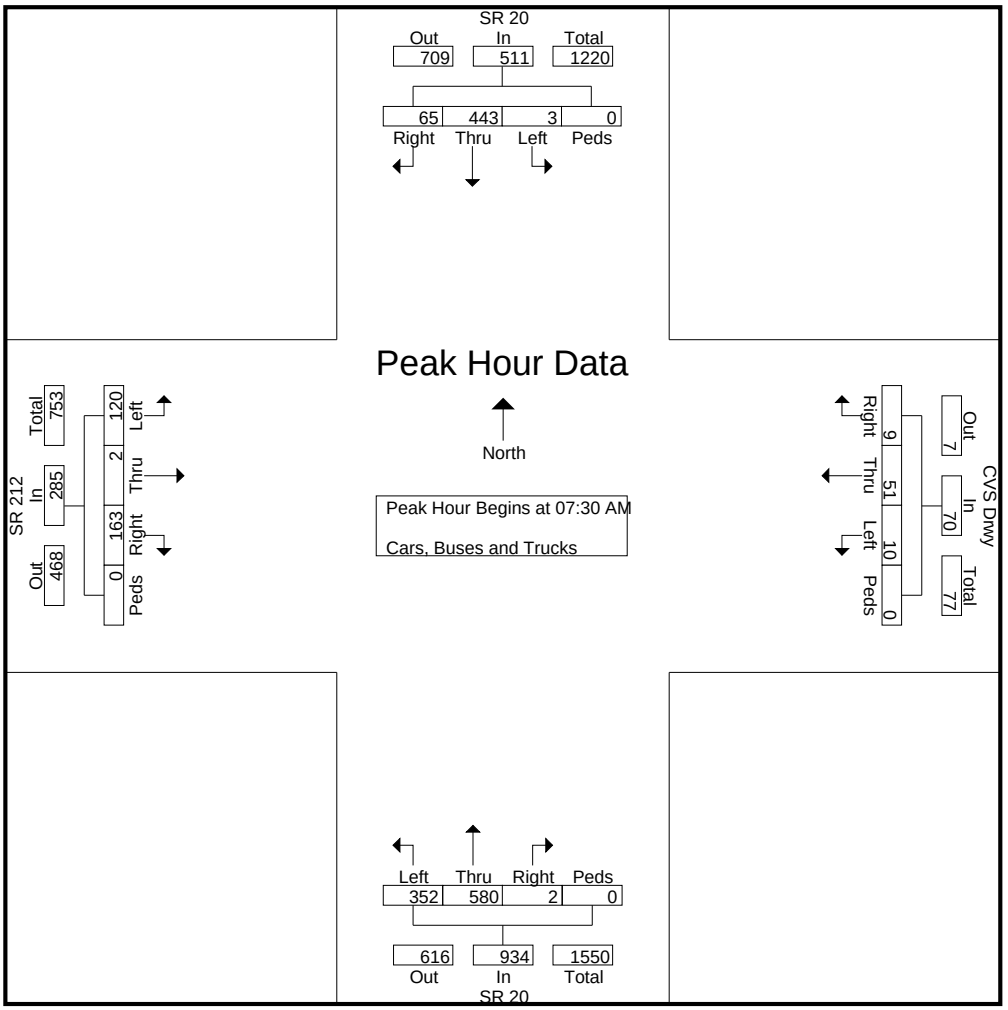
TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 2

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**106**	**164**	0	0	**270**	0	112	12	0	124	**36**	**2**	41	0	**79**	2	16	2	0	20	**493**
07:45 AM	101	159	0	0	260	0	109	**18**	0	127	30	0	**47**	0	77	2	**17**	**3**	0	**22**	486
08:00 AM	68	124	**2**	0	194	**2**	97	18	0	117	25	0	33	0	58	2	10	1	0	13	382
08:15 AM	77	133	0	0	210	1	**125**	17	0	**143**	29	0	42	0	71	**4**	8	3	0	15	439
Total Volume	352	580	2	0	934	3	443	65	0	511	120	2	163	0	285	10	51	9	0	70	1800
% App. Total	37.7	62.1					86.7	12.7			42.1		57.2			14.3	72.9	12.9			
PHF	.830	.884	.250	.000	.865	.375	.886	.903	.000	.893	.833	.250	.867	.000	.902	.625	.750	.750	.000	.795	.913



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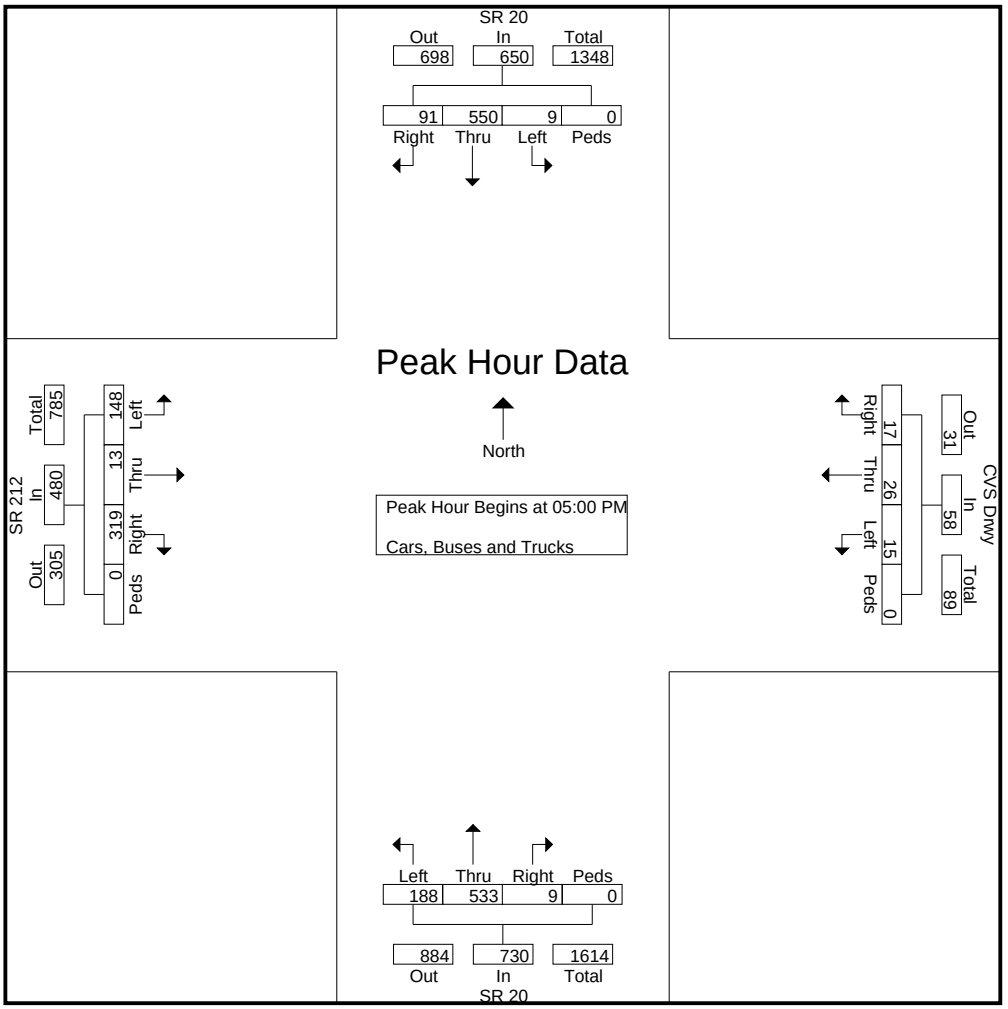
TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 3

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	46	127	0	0	173	**4**	126	20	0	150	30	3	77	0	110	**7**	8	3	0	**18**	451
05:15 PM	45	**147**	**4**	0	**196**	2	**151**	24	0	**177**	37	**5**	79	0	121	3	4	4	0	11	**505**
05:30 PM	**58**	124	2	0	184	0	133	19	0	152	**42**	2	**87**	0	**131**	4	5	4	0	13	480
05:45 PM	39	135	3	0	177	3	140	**28**	0	171	39	3	76	0	118	1	**9**	**6**	0	16	482
Total Volume	188	533	9	0	730	9	550	91	0	650	148	13	319	0	480	15	26	17	0	58	1918
% App. Total	25.8						84.6				30.8		66.5			25.9	44.8	29.3			
PHF	.810	.906	.563	.000	.931	.563	.911	.813	.000	.918	.881	.650	.917	.000	.916	.536	.722	.708	.000	.806	.950



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ADT Data

Site Code: 48880101
Oglesby Bridge Rd west of SR212
Conyers, GA

Start Time	07-May-24 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	27			3	24				
12:15		2	29			6	37				
12:30		0	24			3	18				
12:45		1	39	4	119	4	37	16	116	20	235
01:00		3	31			2	31				
01:15		1	40			1	30				
01:30		2	44			3	30				
01:45		3	35	9	150	4	38	10	129	19	279
02:00		0	34			3	39				
02:15		5	41			2	47				
02:30		1	37			2	49				
02:45		2	52	8	164	2	34	9	169	17	333
03:00		1	53			1	44				
03:15		2	44			3	56				
03:30		4	56			2	53				
03:45		3	67	10	220	4	61	10	214	20	434
04:00		2	61			4	56				
04:15		7	65			3	57				
04:30		7	70			3	63				
04:45		10	69	26	265	8	63	18	239	44	504
05:00		11	53			5	58				
05:15		11	84			11	99				
05:30		9	70			12	90				
05:45		21	84	52	291	14	87	42	334	94	625
06:00		18	78			17	54				
06:15		19	60			32	66				
06:30		26	58			58	48				
06:45		31	50	94	246	71	52	178	220	272	466
07:00		53	45			116	36				
07:15		49	50			121	31				
07:30		63	39			94	30				
07:45		65	35	230	169	89	50	420	147	650	316
08:00		38	29			86	30				
08:15		65	21			72	34				
08:30		52	26			44	24				
08:45		47	26	202	102	35	28	237	116	439	218
09:00		29	25			40	21				
09:15		34	10			33	18				
09:30		38	22			31	20				
09:45		28	13	129	70	30	22	134	81	263	151
10:00		30	12			33	23				
10:15		23	8			24	17				
10:30		21	6			32	12				
10:45		31	9	105	35	30	12	119	64	224	99
11:00		39	8			30	9				
11:15		31	11			20	3				
11:30		35	4			30	8				
11:45		30	4	135	27	38	2	118	22	253	49
Total		1004	1858			1311	1851			2315	3709
Percent		35.1%	64.9%			41.5%	58.5%			38.4%	61.6%
Grand Total		1004	1858			1311	1851			2315	3709
Percent		35.1%	64.9%			41.5%	58.5%			38.4%	61.6%
ADT		ADT 6,024		AADT 6,024							

Reliable Traffic Data Services

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ADT Data

Site Code: 48880102
SR212 north of Oglesby Bridge Rd
Conyers, GA

Start Time	07-May-24 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	60			17	61				
12:15		10	58			20	63				
12:30		4	52			6	46				
12:45		11	63	29	233	8	64	51	234	80	467
01:00		4	54			6	61				
01:15		5	66			7	65				
01:30		5	56			6	62				
01:45		3	72	17	248	5	78	24	266	41	514
02:00		5	52			9	70				
02:15		6	63			4	84				
02:30		5	62			2	93				
02:45		3	57	19	234	2	85	17	332	36	566
03:00		4	65			2	91				
03:15		13	42			1	98				
03:30		9	53			3	115				
03:45		11	56	37	216	3	122	9	426	46	642
04:00		18	51			8	127				
04:15		17	67			3	114				
04:30		29	63			3	123				
04:45		35	71	99	252	5	131	19	495	118	747
05:00		62	61			6	137				
05:15		83	71			5	163				
05:30		76	77			5	153				
05:45		102	65	323	274	8	119	24	572	347	846
06:00		122	54			8	127				
06:15		158	69			18	122				
06:30		140	66			20	115				
06:45		127	37	547	226	34	84	80	448	627	674
07:00		106	49			31	93				
07:15		124	36			35	88				
07:30		130	36			50	85				
07:45		124	46	484	167	54	91	170	357	654	524
08:00		111	47			47	84				
08:15		115	29			39	74				
08:30		106	34			42	56				
08:45		97	39	429	149	54	58	182	272	611	421
09:00		64	25			47	47				
09:15		85	25			36	44				
09:30		75	26			41	36				
09:45		80	22	304	98	51	39	175	166	479	264
10:00		78	15			66	43				
10:15		64	25			34	21				
10:30		56	13			46	23				
10:45		50	13	248	66	48	20	194	107	442	173
11:00		49	14			48	17				
11:15		47	7			40	22				
11:30		55	8			51	21				
11:45		52	8	203	37	57	19	196	79	399	116
Total		2739	2200			1141	3754			3880	5954
Percent		55.5%	44.5%			23.3%	76.7%			39.5%	60.5%
Grand Total		2739	2200			1141	3754			3880	5954
Percent		55.5%	44.5%			23.3%	76.7%			39.5%	60.5%
ADT		ADT 9,834		AADT 9,834							

Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

The methodology used for evaluating traffic operations at intersections is presented in the Transportation Research Board's 2022 *Highway Capacity Manual*, 7th Edition (HCM 7). Synchro 12 software, which emulates the HCM 7 methodology, was used for all analyses. The following is an overview of the methodology employed for the analysis of signalized intersections and roundabouts and stop-sign controlled (unsignalized) intersections. Levels of service (LOS) are assigned letters A through F. LOS A indicates operations with very low control delay while LOS F describes operations with high control delay. LOS F is considered to be unacceptable by most drivers, while LOS E is typically considered to be the limit of acceptable delay.

Signalized Intersections and Roundabouts – Level of service for a signalized intersection and a roundabout is defined in terms of control delay per vehicle. For signalized intersections and roundabouts, a composite intersection level of service is determined. The thresholds for each level of service are higher for signalized intersections and roundabouts than for unsignalized intersections. This is attributable to a variety of factors including expectation and acceptance of higher delays at signals/roundabouts, and the fact that drivers can relax when waiting at a signal as opposed to having to remain attentive as they proceed through the unsignalized intersection. The level of service criteria for signalized intersections and roundabouts are shown in Table A.

Table A – Level of Service Criteria for Signalized Intersections and Roundabouts

Control Delay (s/veh)	LOS
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

Source: Highway Capacity Manual 7

Unsignalized Intersections – Level of service for an unsignalized intersection is defined in terms of control delay per vehicle. Control delay is that portion of delay attributable to the control device and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The delays at unsignalized intersections are based on gap acceptance theory, factoring in availability of gaps, usefulness of the gaps, and the priority of right-of-way given to each traffic stream. The level of service criteria for unsignalized intersections are presented in Table B.

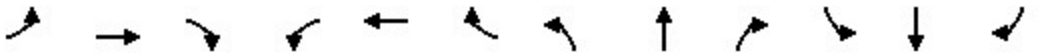
Table B – Level of Service Criteria for Unsignalized Intersections

Control Delay (s/veh)	LOS
0 – 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

Source: Highway Capacity Manual 7

Appendix C

Existing Intersection Operational Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	104	49	20	151	47	217	350	40	16	102	58
Future Volume (veh/h)	83	104	49	20	151	47	217	350	40	16	102	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	97	121	0	25	186	0	231	372	43	19	120	0
Peak Hour Factor	0.86	0.86	0.86	0.81	0.81	0.81	0.94	0.94	0.94	0.85	0.85	0.85
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	298	398		348	398		778	884	749	521	725	
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.00	0.11	0.48	0.48	0.02	0.40	0.00
Sat Flow, veh/h	1169	1826	1547	1240	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	97	121	0	25	186	0	231	372	43	19	120	0
Grp Sat Flow(s),veh/h/ln	1169	1826	1547	1240	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	3.9	2.7	0.0	0.8	4.4	0.0	3.4	6.5	0.7	0.3	2.1	0.0
Cycle Q Clear(g_c), s	8.2	2.7	0.0	3.6	4.4	0.0	3.4	6.5	0.7	0.3	2.1	0.0
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	298	398		348	398		778	884	749	521	725	
V/C Ratio(X)	0.33	0.30		0.07	0.47		0.30	0.42	0.06	0.04	0.17	
Avail Cap(c_a), veh/h	471	669		532	669		905	884	749	657	725	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.3	16.1	0.0	17.6	16.7	0.0	6.1	8.2	6.7	8.4	9.6	0.0
Incr Delay (d2), s/veh	0.6	0.4	0.0	0.1	0.9	0.0	0.2	1.5	0.1	0.0	0.5	0.0
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	0.9	1.0	0.0	0.2	1.6	0.0	0.8	2.0	0.2	0.1	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.9	16.5	0.0	17.7	17.6	0.0	6.3	9.7	6.9	8.4	10.0	0.0
LnGrp LOS	C	B		B	B		A	A	A	A	B	
Approach Vol, veh/h		218			211			646			139	
Approach Delay, s/veh		18.5			17.6			8.3			9.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	28.3		15.2	9.9	24.0		15.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	9.0	19.5		18.0				
Max Q Clear Time (g_c+I1), s	2.3	8.5		10.2	5.4	4.1		6.4				
Green Ext Time (p_c), s	0.0	1.9		0.5	0.2	0.4		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh		11.9
HCM 7th LOS		B

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

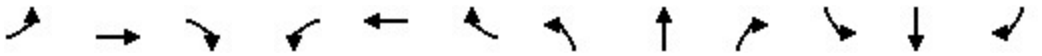
Intersection	
Int Delay, s/veh	16.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	123	314	98	83	57	35
Future Vol, veh/h	123	314	98	83	57	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	82	82	85	85
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	173	442	120	101	67	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	345	170	0	0	221	0
Stage 1	170	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	645	866	-	-	1331	-
Stage 1	853	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	612	866	-	-	1331	-
Mov Cap-2 Maneuver	612	-	-	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	24.98	0	4.86
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	775	1115	-
HCM Lane V/C Ratio	-	-	0.794	0.05	-
HCM Control Delay (s/veh)	-	-	25	7.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	8.2	0.2	-



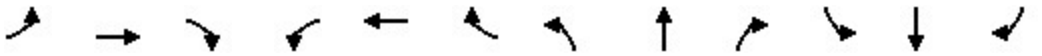
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	417	28	74	403	92	62	526	90	68	191	113
Future Volume (veh/h)	153	417	28	74	403	92	62	526	90	68	191	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	170	463	0	79	429	0	67	572	0	77	217	0
Peak Hour Factor	0.90	0.90	0.90	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	249	526		212	478		535	736		277	741	
Arrive On Green	0.08	0.29	0.00	0.05	0.26	0.00	0.05	0.40	0.00	0.05	0.41	0.00
Sat Flow, veh/h	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	170	463	0	79	429	0	67	572	0	77	217	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	6.1	20.7	0.0	2.8	19.4	0.0	1.9	23.3	0.0	2.2	6.9	0.0
Cycle Q Clear(g_c), s	6.1	20.7	0.0	2.8	19.4	0.0	1.9	23.3	0.0	2.2	6.9	0.0
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	249	526		212	478		535	736		277	741	
V/C Ratio(X)	0.68	0.88		0.37	0.90		0.13	0.78		0.28	0.29	
Avail Cap(c_a), veh/h	249	587		228	555		558	736		293	741	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.5	29.1	0.0	23.5	30.5	0.0	13.8	22.2	0.0	16.9	17.2	0.0
Incr Delay (d2), s/veh	7.5	13.5	0.0	1.1	15.9	0.0	0.1	7.9	0.0	0.5	1.0	0.0
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	2.8	10.3	0.0	1.1	9.9	0.0	0.7	10.5	0.0	0.8	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.9	42.5	0.0	24.5	46.4	0.0	13.9	30.1	0.0	17.5	18.2	0.0
LnGrp LOS	C	D		C	D		B	C		B	B	
Approach Vol, veh/h		633			508			639			294	
Approach Delay, s/veh		39.4			43.0			28.4			18.0	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	39.0	8.7	29.2	8.5	39.2	11.0	26.9
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	5.0	34.5	5.0	27.5	5.1	34.4	6.5	26.0
Max Q Clear Time (g_c+I1), s	4.2	25.3	4.8	22.7	3.9	8.9	8.1	21.4
Green Ext Time (p_c), s	0.0	2.3	0.0	1.1	0.0	1.1	0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	33.9
HCM 7th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



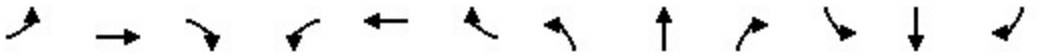
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2	163	10	51	9	352	580	2	3	443	65
Future Volume (veh/h)	120	2	163	10	51	9	352	580	2	3	443	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1826	1870	1826	1870	1870	1870	1826	1826	1870	1870	1826	1826
Adj Flow Rate, veh/h	133	2	0	12	64	11	405	667	2	3	498	0
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.87	0.87	0.87	0.89	0.89	0.89
Percent Heavy Veh, %	5	2	5	2	2	2	5	5	2	2	5	5
Cap, veh/h	299	3		86	175	28	653	1327	1152	514	933	
Arrive On Green	0.12	0.12	0.00	0.12	0.12	0.12	0.14	0.73	0.73	0.51	0.51	0.00
Sat Flow, veh/h	1472	22	1547	135	1447	229	1739	1826	1585	768	1826	1547
Grp Volume(v), veh/h	135	0	0	87	0	0	405	667	2	3	498	0
Grp Sat Flow(s),veh/h/ln	1495	0	1547	1811	0	0	1739	1826	1585	768	1826	1547
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	5.7	9.3	0.0	0.1	10.8	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	2.6	0.0	0.0	5.7	9.3	0.0	0.1	10.8	0.0
Prop In Lane	0.99		1.00	0.14		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	0		288	0	0	653	1327	1152	514	933	
V/C Ratio(X)	0.45	0.00		0.30	0.00	0.00	0.62	0.50	0.00	0.01	0.53	
Avail Cap(c_a), veh/h	545	0		610	0	0	777	1327	1152	514	933	
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.8	0.0	0.0	24.0	0.0	0.0	6.4	3.5	2.2	7.1	9.7	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.6	0.0	0.0	1.1	1.4	0.0	0.0	2.2	0.0
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	1.8	0.0	0.0	1.1	0.0	0.0	1.4	2.2	0.0	0.0	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.9	0.0	0.0	24.6	0.0	0.0	7.5	4.8	2.2	7.1	11.9	0.0
LnGrp LOS	C			C			A	A	A	A	B	
Approach Vol, veh/h		135			87			1074			501	
Approach Delay, s/veh		25.9			24.6			5.9			11.9	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.5		11.7	12.8	34.7		11.7				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		18.0	12.5	26.0		18.0				
Max Q Clear Time (g_c+I1), s		11.3		6.9	7.7	12.8		4.6				
Green Ext Time (p_c), s		5.3		0.5	0.6	2.7		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.9
HCM 7th LOS	A

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	129	104	61	173	38	55	181	20	44	411	106
Future Volume (veh/h)	55	129	104	61	173	38	55	181	20	44	411	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	59	137	0	72	204	0	60	199	22	48	452	0
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	258	364		309	364		517	877	743	702	863	
Arrive On Green	0.20	0.20	0.00	0.20	0.20	0.00	0.06	0.48	0.48	0.05	0.47	0.00
Sat Flow, veh/h	1150	1826	1547	1222	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	59	137	0	72	204	0	60	199	22	48	452	0
Grp Sat Flow(s),veh/h/ln	1150	1826	1547	1222	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	2.4	3.2	0.0	2.7	5.0	0.0	0.8	3.2	0.4	0.7	8.6	0.0
Cycle Q Clear(g_c), s	7.4	3.2	0.0	5.9	5.0	0.0	0.8	3.2	0.4	0.7	8.6	0.0
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	258	364		309	364		517	877	743	702	863	
V/C Ratio(X)	0.23	0.38		0.23	0.56		0.12	0.23	0.03	0.07	0.52	
Avail Cap(c_a), veh/h	445	661		508	661		594	877	743	792	863	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.3	17.2	0.0	19.8	17.9	0.0	6.5	7.5	6.8	5.9	9.2	0.0
Incr Delay (d2), s/veh	0.4	0.6	0.0	0.4	1.4	0.0	0.1	0.6	0.1	0.0	2.3	0.0
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	0.6	1.2	0.0	0.7	1.9	0.0	0.2	1.0	0.1	0.2	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.7	17.9	0.0	20.2	19.3	0.0	6.6	8.1	6.9	6.0	11.5	0.0
LnGrp LOS	C	B		C	B		A	A	A	A	B	
Approach Vol, veh/h		196			276			281			500	
Approach Delay, s/veh		19.0			19.5			7.7			10.9	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	28.4		14.4	7.3	28.0		14.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	2.7	5.2		9.4	2.8	10.6		7.9				
Green Ext Time (p_c), s	0.0	0.9		0.5	0.0	2.0		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

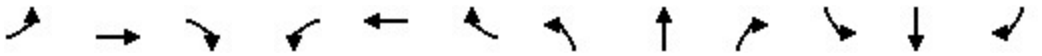
Intersection	
Int Delay, s/veh	12.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	195	73	108	136	121	125
Future Vol, veh/h	195	73	108	136	121	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	85	85	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	241	90	127	160	132	136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	606	207	0	0	287	0
Stage 1	207	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	455	826	-	-	1258	-
Stage 1	820	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	404	826	-	-	1258	-
Mov Cap-2 Maneuver	404	-	-	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	29.02	0	4.03
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	469	885	-
HCM Lane V/C Ratio	-	-	0.705	0.105	-
HCM Control Delay (s/veh)	-	-	29	8.2	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	5.5	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	369	30	122	376	77	33	367	61	129	639	102
Future Volume (veh/h)	165	369	30	122	376	77	33	367	61	129	639	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	177	397	0	133	409	0	40	448	0	136	673	0
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.82	0.82	0.82	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	231	465		234	445		234	769		400	816	
Arrive On Green	0.07	0.25	0.00	0.06	0.24	0.00	0.04	0.42	0.00	0.06	0.45	0.00
Sat Flow, veh/h	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	177	397	0	133	409	0	40	448	0	136	673	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	6.5	18.5	0.0	5.1	19.5	0.0	1.1	16.8	0.0	3.9	28.8	0.0
Cycle Q Clear(g_c), s	6.5	18.5	0.0	5.1	19.5	0.0	1.1	16.8	0.0	3.9	28.8	0.0
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	231	465		234	445		234	769		400	816	
V/C Ratio(X)	0.77	0.85		0.57	0.92		0.17	0.58		0.34	0.83	
Avail Cap(c_a), veh/h	231	481		234	460		271	769		400	816	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.6	31.7	0.0	25.3	32.9	0.0	17.7	19.8	0.0	14.8	21.6	0.0
Incr Delay (d2), s/veh	14.1	13.6	0.0	3.2	23.3	0.0	0.3	3.2	0.0	0.5	9.3	0.0
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	3.5	9.3	0.0	2.2	10.9	0.0	0.4	7.1	0.0	1.4	12.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.7	45.3	0.0	28.5	56.2	0.0	18.0	23.0	0.0	15.3	30.9	0.0
LnGrp LOS	D	D		C	E		B	C		B	C	
Approach Vol, veh/h		574			542			488			809	
Approach Delay, s/veh		43.9			49.4			22.6			28.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	42.1	10.0	27.2	7.6	44.4	11.0	26.2
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	5.4	37.6	5.5	23.5	5.0	38.0	6.5	22.5
Max Q Clear Time (g_c+I1), s	5.9	18.8	7.1	20.5	3.1	30.8	8.5	21.5
Green Ext Time (p_c), s	0.0	2.4	0.0	0.6	0.0	2.4	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	35.6
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	13	319	15	26	17	188	533	9	9	550	91
Future Volume (veh/h)	148	13	319	15	26	17	188	533	9	9	550	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1870	1826	1870	1870	1870	1826	1826	1870	1870	1826	1826
Adj Flow Rate, veh/h	161	14	0	19	32	21	202	573	10	10	598	0
Peak Hour Factor	0.92	0.92	0.92	0.81	0.81	0.81	0.93	0.93	0.93	0.92	0.92	0.92
Percent Heavy Veh, %	5	2	5	2	2	2	5	5	2	2	5	5
Cap, veh/h	318	18		113	149	77	520	1283	1113	575	1004	
Arrive On Green	0.15	0.15	0.00	0.15	0.15	0.15	0.08	0.70	0.70	0.55	0.55	0.00
Sat Flow, veh/h	1360	118	1547	259	988	514	1739	1826	1585	832	1826	1547
Grp Volume(v), veh/h	175	0	0	72	0	0	202	573	10	10	598	0
Grp Sat Flow(s),veh/h/ln	1479	0	1547	1761	0	0	1739	1826	1585	832	1826	1547
Q Serve(g_s), s	4.6	0.0	0.0	0.0	0.0	0.0	2.7	8.3	0.1	0.3	13.4	0.0
Cycle Q Clear(g_c), s	6.8	0.0	0.0	2.2	0.0	0.0	2.7	8.3	0.1	0.3	13.4	0.0
Prop In Lane	0.92		1.00	0.26		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	336	0		340	0	0	520	1283	1113	575	1004	
V/C Ratio(X)	0.52	0.00		0.21	0.00	0.00	0.39	0.45	0.01	0.02	0.60	
Avail Cap(c_a), veh/h	534	0		575	0	0	595	1283	1113	575	1004	
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.8	0.0	0.0	23.0	0.0	0.0	6.6	4.0	2.7	6.3	9.2	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.0	0.0	0.5	1.1	0.0	0.1	2.6	0.0
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	2.3	0.0	0.0	0.9	0.0	0.0	0.7	2.2	0.0	0.1	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.0	0.0	0.0	23.3	0.0	0.0	7.0	5.1	2.7	6.3	11.8	0.0
LnGrp LOS	C			C			A	A	A	A	B	
Approach Vol, veh/h		175			72			785			608	
Approach Delay, s/veh		26.0			23.3			5.6			11.7	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.5		13.7	9.3	38.2		13.7				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		18.0	7.5	31.0		18.0				
Max Q Clear Time (g_c+I1), s		10.3		8.8	4.7	15.4		4.2				
Green Ext Time (p_c), s		4.3		0.6	0.1	3.7		0.2				

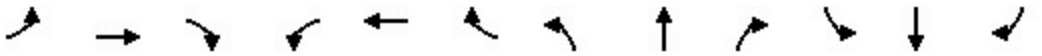
Intersection Summary	
HCM 7th Control Delay, s/veh	10.8
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Appendix D

No-Build Intersection Operational Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	115	54	22	167	52	240	386	44	18	113	64
Future Volume (veh/h)	92	115	54	22	167	52	240	386	44	18	113	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	107	134	0	27	206	0	255	411	47	21	133	0
Peak Hour Factor	0.86	0.86	0.86	0.81	0.81	0.81	0.94	0.94	0.94	0.85	0.85	0.85
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	301	430		357	430		755	863	731	477	689	
Arrive On Green	0.24	0.24	0.00	0.24	0.24	0.00	0.12	0.47	0.47	0.03	0.38	0.00
Sat Flow, veh/h	1148	1826	1547	1226	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	107	134	0	27	206	0	255	411	47	21	133	0
Grp Sat Flow(s),veh/h/ln	1148	1826	1547	1226	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	4.5	3.1	0.0	0.9	4.9	0.0	4.0	7.8	0.8	0.4	2.5	0.0
Cycle Q Clear(g_c), s	9.4	3.1	0.0	4.0	4.9	0.0	4.0	7.8	0.8	0.4	2.5	0.0
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	301	430		357	430		755	863	731	477	689	
V/C Ratio(X)	0.36	0.31		0.08	0.48		0.34	0.48	0.06	0.04	0.19	
Avail Cap(c_a), veh/h	439	650		504	650		869	863	731	605	689	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.7	16.0	0.0	17.6	16.7	0.0	6.6	9.1	7.3	9.2	10.6	0.0
Incr Delay (d2), s/veh	0.7	0.4	0.0	0.1	0.8	0.0	0.3	1.9	0.2	0.0	0.6	0.0
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	1.1	1.1	0.0	0.2	1.8	0.0	0.9	2.5	0.2	0.1	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.4	16.4	0.0	17.7	17.5	0.0	6.9	11.0	7.4	9.3	11.2	0.0
LnGrp LOS	C	B		B	B		A	B	A	A	B	
Approach Vol, veh/h		241			233			713			154	
Approach Delay, s/veh		18.6			17.5			9.3			10.9	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	28.4		16.4	10.6	23.6		16.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	9.4	19.1		18.0				
Max Q Clear Time (g_c+I1), s	2.4	9.8		11.4	6.0	4.5		6.9				
Green Ext Time (p_c), s	0.0	2.0		0.5	0.2	0.5		0.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.6
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	25.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	136	347	108	92	63	39
Future Vol, veh/h	136	347	108	92	63	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	82	82	85	85
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	192	489	132	112	74	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	382	188	0	0	244	0
Stage 1	188	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	615	847	-	-	1305	-
Stage 1	837	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	579	847	-	-	1305	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	38.06	0	4.89
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	749	1112	-
HCM Lane V/C Ratio	-	-	0.908	0.057	-
HCM Control Delay (s/veh)	-	-	38.1	7.9	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	12.2	0.2	-

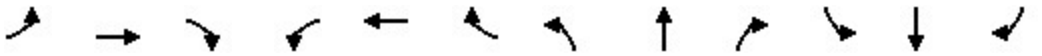
Intersection	
Int Delay, s/veh	10.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	136	347	108	92	63	39
Future Vol, veh/h	136	347	108	92	63	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	82	82	85	85
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	192	489	132	112	74	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	382	188	0	0	244	0
Stage 1	188	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	615	847	-	-	1305	-
Stage 1	837	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	579	847	-	-	1305	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.72	0	4.89
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	579	847	1112	-
HCM Lane V/C Ratio	-	-	0.331	0.577	0.057	-
HCM Control Delay (s/veh)	-	-	14.3	14.9	7.9	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	1.4	3.8	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	460	31	82	445	102	68	581	99	75	211	125
Future Volume (veh/h)	169	460	31	82	445	102	68	581	99	75	211	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	188	511	0	87	473	0	74	632	0	85	240	0
Peak Hour Factor	0.90	0.90	0.90	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	242	560		202	509		497	711		219	715	
Arrive On Green	0.08	0.31	0.00	0.05	0.28	0.00	0.05	0.39	0.00	0.05	0.39	0.00
Sat Flow, veh/h	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	188	511	0	87	473	0	74	632	0	85	240	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	6.9	23.9	0.0	3.1	22.3	0.0	2.2	28.6	0.0	2.6	8.2	0.0
Cycle Q Clear(g_c), s	6.9	23.9	0.0	3.1	22.3	0.0	2.2	28.6	0.0	2.6	8.2	0.0
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	242	560		202	509		497	711		219	715	
V/C Ratio(X)	0.78	0.91		0.43	0.93		0.15	0.89		0.39	0.34	
Avail Cap(c_a), veh/h	242	567		212	526		515	711		231	715	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.8	29.6	0.0	23.8	31.1	0.0	15.0	25.2	0.0	19.8	18.9	0.0
Incr Delay (d2), s/veh	14.5	19.1	0.0	1.4	22.9	0.0	0.1	15.4	0.0	1.1	1.3	0.0
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	3.6	12.6	0.0	1.3	12.3	0.0	0.8	14.1	0.0	1.0	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.3	48.7	0.0	25.3	54.0	0.0	15.2	40.6	0.0	21.0	20.1	0.0
LnGrp LOS	D	D		C	D		B	D		C	C	
Approach Vol, veh/h		699			560			706			325	
Approach Delay, s/veh		45.9			49.5			38.0			20.3	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	39.0	9.0	31.6	8.7	39.2	11.5	29.2
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	5.0	34.5	5.0	27.5	5.1	34.4	7.0	25.5
Max Q Clear Time (g_c+I1), s	4.6	30.6	5.1	25.9	4.2	10.2	8.9	24.3
Green Ext Time (p_c), s	0.0	1.4	0.0	0.5	0.0	1.2	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	40.7
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

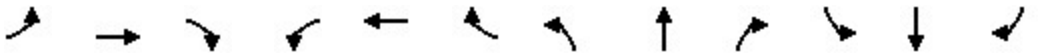
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	2	180	11	56	10	389	640	2	3	489	72
Future Volume (veh/h)	132	2	180	11	56	10	389	640	2	3	489	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1826	1870	1826	1870	1870	1870	1826	1826	1870	1870	1826	1826
Adj Flow Rate, veh/h	147	2	0	14	70	12	447	736	2	3	549	0
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.87	0.87	0.87	0.89	0.89	0.89
Percent Heavy Veh, %	5	2	5	2	2	2	5	5	2	2	5	5
Cap, veh/h	312	3		88	189	30	617	1312	1139	469	885	
Arrive On Green	0.13	0.13	0.00	0.13	0.13	0.13	0.16	0.72	0.72	0.48	0.48	0.00
Sat Flow, veh/h	1471	20	1547	143	1442	226	1739	1826	1585	720	1826	1547
Grp Volume(v), veh/h	149	0	0	96	0	0	447	736	2	3	549	0
Grp Sat Flow(s),veh/h/ln	1491	0	1547	1812	0	0	1739	1826	1585	720	1826	1547
Q Serve(g_s), s	2.6	0.0	0.0	0.0	0.0	0.0	6.7	11.4	0.0	0.1	13.3	0.0
Cycle Q Clear(g_c), s	5.5	0.0	0.0	2.9	0.0	0.0	6.7	11.4	0.0	0.1	13.3	0.0
Prop In Lane	0.99		1.00	0.15		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	0		306	0	0	617	1312	1139	469	885	
V/C Ratio(X)	0.47	0.00		0.31	0.00	0.00	0.72	0.56	0.00	0.01	0.62	
Avail Cap(c_a), veh/h	539	0		603	0	0	762	1312	1139	469	885	
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.8	0.0	0.0	23.8	0.0	0.0	8.4	4.0	2.4	8.0	11.4	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.6	0.0	0.0	2.6	1.7	0.0	0.0	3.3	0.0
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	2.0	0.0	0.0	1.2	0.0	0.0	1.9	2.8	0.0	0.0	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.9	0.0	0.0	24.4	0.0	0.0	11.0	5.7	2.4	8.0	14.6	0.0
LnGrp LOS	C			C			B	A	A	A	B	
Approach Vol, veh/h		149			96			1185			552	
Approach Delay, s/veh		25.9			24.4			7.7			14.6	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.5		12.3	14.0	33.5		12.3				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		18.0	14.5	24.0		18.0				
Max Q Clear Time (g_c+I1), s		13.4		7.5	8.7	15.3		4.9				
Green Ext Time (p_c), s		6.0		0.5	0.8	2.4		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh	11.8	
HCM 7th LOS	B	

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	142	115	67	191	42	61	200	22	49	454	117
Future Volume (veh/h)	61	142	115	67	191	42	61	200	22	49	454	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	65	151	0	79	225	0	67	220	24	54	499	0
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	259	392		315	392		472	855	725	671	841	
Arrive On Green	0.21	0.21	0.00	0.21	0.21	0.00	0.06	0.47	0.47	0.05	0.46	0.00
Sat Flow, veh/h	1128	1826	1547	1207	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	65	151	0	79	225	0	67	220	24	54	499	0
Grp Sat Flow(s),veh/h/ln	1128	1826	1547	1207	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	2.8	3.6	0.0	3.1	5.6	0.0	1.0	3.7	0.4	0.8	10.3	0.0
Cycle Q Clear(g_c), s	8.4	3.6	0.0	6.7	5.6	0.0	1.0	3.7	0.4	0.8	10.3	0.0
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	259	392		315	392		472	855	725	671	841	
V/C Ratio(X)	0.25	0.39		0.25	0.57		0.14	0.26	0.03	0.08	0.59	
Avail Cap(c_a), veh/h	415	644		482	644		538	855	725	750	841	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.7	17.2	0.0	20.0	17.9	0.0	7.2	8.2	7.3	6.4	10.2	0.0
Incr Delay (d2), s/veh	0.5	0.6	0.0	0.4	1.3	0.0	0.1	0.7	0.1	0.1	3.1	0.0
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	0.7	1.3	0.0	0.8	2.1	0.0	0.2	1.2	0.1	0.2	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.2	17.8	0.0	20.4	19.3	0.0	7.4	8.9	7.4	6.4	13.3	0.0
LnGrp LOS	C	B		C	B		A	A	A	A	B	
Approach Vol, veh/h		216			304			311			553	
Approach Delay, s/veh		19.1			19.6			8.5			12.6	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	28.4		15.4	7.6	28.0		15.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	2.8	5.7		10.4	3.0	12.3		8.7				
Green Ext Time (p_c), s	0.0	1.0		0.5	0.0	2.2		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh		14.2
HCM 7th LOS		B

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	18.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	215	81	119	150	134	138
Future Vol, veh/h	215	81	119	150	134	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	85	85	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	265	100	140	176	146	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	670	228	0	0	316	0
Stage 1	228	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	418	804	-	-	1227	-
Stage 1	803	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	364	804	-	-	1227	-
Mov Cap-2 Maneuver	364	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	46.26	0	4.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	428	887	-
HCM Lane V/C Ratio	-	-	0.854	0.119	-
HCM Control Delay (s/veh)	-	-	46.3	8.3	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	8.4	0.4	-

Intersection	
Int Delay, s/veh	12.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	215	81	119	150	134	138
Future Vol, veh/h	215	81	119	150	134	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	85	85	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	265	100	140	176	146	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	670	228	0	0	316	0
Stage 1	228	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	418	804	-	-	1227	-
Stage 1	803	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	364	804	-	-	1227	-
Mov Cap-2 Maneuver	364	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	29.96	0	4.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	364	804	887	-
HCM Lane V/C Ratio	-	-	0.73	0.124	0.119	-
HCM Control Delay (s/veh)	-	-	37.4	10.1	8.3	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	5.6	0.4	0.4	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	407	33	135	415	85	36	405	67	142	705	113
Future Volume (veh/h)	182	407	33	135	415	85	36	405	67	142	705	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	196	438	0	147	451	0	44	494	0	149	742	0
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.82	0.82	0.82	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	246	491		253	483		155	721		329	757	
Arrive On Green	0.08	0.27	0.00	0.08	0.26	0.00	0.04	0.40	0.00	0.06	0.41	0.00
Sat Flow, veh/h	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	196	438	0	147	451	0	44	494	0	149	742	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	7.4	20.7	0.0	5.4	21.7	0.0	1.3	20.2	0.0	4.6	36.0	0.0
Cycle Q Clear(g_c), s	7.4	20.7	0.0	5.4	21.7	0.0	1.3	20.2	0.0	4.6	36.0	0.0
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	246	491		253	483		155	721		329	757	
V/C Ratio(X)	0.80	0.89		0.58	0.93		0.28	0.68		0.45	0.98	
Avail Cap(c_a), veh/h	246	494		253	486		187	721		329	757	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.6	31.6	0.0	23.9	32.3	0.0	21.7	22.5	0.0	17.5	25.9	0.0
Incr Delay (d2), s/veh	16.4	18.2	0.0	3.3	25.4	0.0	1.0	5.2	0.0	1.0	28.1	0.0
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	3.9	10.9	0.0	2.3	12.3	0.0	0.5	8.9	0.0	1.7	19.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.0	49.8	0.0	27.2	57.7	0.0	22.7	27.8	0.0	18.5	54.0	0.0
LnGrp LOS	D	D		C	E		C	C		B	D	
Approach Vol, veh/h		634			598			538			891	
Approach Delay, s/veh		47.1			50.2			27.3			48.1	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	40.0	11.6	28.6	7.8	41.8	12.0	28.2
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	5.1	35.5	7.1	24.3	5.0	35.6	7.5	23.9
Max Q Clear Time (g_c+I1), s	6.6	22.2	7.4	22.7	3.3	38.0	9.4	23.7
Green Ext Time (p_c), s	0.0	2.3	0.0	0.4	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	44.1
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	14	352	17	29	19	208	588	10	10	607	100
Future Volume (veh/h)	163	14	352	17	29	19	208	588	10	10	607	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1870	1826	1870	1870	1870	1826	1826	1870	1870	1826	1826
Adj Flow Rate, veh/h	177	15	0	21	36	23	224	632	11	11	660	0
Peak Hour Factor	0.92	0.92	0.92	0.81	0.81	0.81	0.93	0.93	0.93	0.92	0.92	0.92
Percent Heavy Veh, %	5	2	5	2	2	2	5	5	2	2	5	5
Cap, veh/h	332	19		115	162	82	469	1264	1098	533	978	
Arrive On Green	0.16	0.16	0.00	0.16	0.16	0.16	0.08	0.69	0.69	0.54	0.54	0.00
Sat Flow, veh/h	1359	115	1547	259	998	508	1739	1826	1585	787	1826	1547
Grp Volume(v), veh/h	192	0	0	80	0	0	224	632	11	11	660	0
Grp Sat Flow(s),veh/h/ln	1475	0	1547	1765	0	0	1739	1826	1585	787	1826	1547
Q Serve(g_s), s	5.1	0.0	0.0	0.0	0.0	0.0	3.2	10.1	0.1	0.4	16.3	0.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0	2.4	0.0	0.0	3.2	10.1	0.1	0.8	16.3	0.0
Prop In Lane	0.92		1.00	0.26		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	351	0		360	0	0	469	1264	1098	533	978	
V/C Ratio(X)	0.55	0.00		0.22	0.00	0.00	0.48	0.50	0.01	0.02	0.67	
Avail Cap(c_a), veh/h	526	0		569	0	0	532	1264	1098	533	978	
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.7	0.0	0.0	22.8	0.0	0.0	8.1	4.5	3.0	7.0	10.5	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.0	0.0	0.8	1.4	0.0	0.1	3.7	0.0
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	2.6	0.0	0.0	1.0	0.0	0.0	0.9	2.8	0.0	0.1	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.1	0.0	0.0	23.1	0.0	0.0	8.9	5.9	3.0	7.0	14.2	0.0
LnGrp LOS	C			C			A	A	A	A	B	
Approach Vol, veh/h		192			80			867			671	
Approach Delay, s/veh		26.1			23.1			6.6			14.1	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.5		14.6	9.7	37.8		14.6				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		18.0	7.5	31.0		18.0				
Max Q Clear Time (g_c+I1), s		12.1		9.6	5.2	18.3		4.4				
Green Ext Time (p_c), s		4.9		0.6	0.1	3.8		0.3				

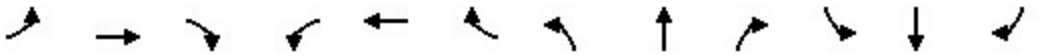
Intersection Summary												
HCM 7th Control Delay, s/veh			12.2									
HCM 7th LOS			B									

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Appendix E

Future Intersection Operational Analysis



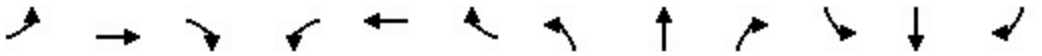
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	141	72	22	189	56	255	401	44	34	127	64
Future Volume (veh/h)	92	141	72	22	189	56	255	401	44	34	127	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	107	164	0	27	233	0	271	427	47	40	149	0
Peak Hour Factor	0.86	0.86	0.86	0.81	0.81	0.81	0.94	0.94	0.94	0.85	0.85	0.85
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	294	455		347	455		732	822	696	464	666	
Arrive On Green	0.25	0.25	0.00	0.25	0.25	0.00	0.13	0.45	0.45	0.04	0.36	0.00
Sat Flow, veh/h	1120	1826	1547	1193	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	107	164	0	27	233	0	271	427	47	40	149	0
Grp Sat Flow(s),veh/h/ln	1120	1826	1547	1193	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	4.7	3.9	0.0	1.0	5.7	0.0	4.5	8.8	0.9	0.7	2.9	0.0
Cycle Q Clear(g_c), s	10.5	3.9	0.0	4.9	5.7	0.0	4.5	8.8	0.9	0.7	2.9	0.0
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	294	455		347	455		732	822	696	464	666	
V/C Ratio(X)	0.36	0.36		0.08	0.51		0.37	0.52	0.07	0.09	0.22	
Avail Cap(c_a), veh/h	401	629		461	629		840	822	696	558	666	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.4	16.2	0.0	18.2	16.9	0.0	7.1	10.3	8.1	9.6	11.5	0.0
Incr Delay (d2), s/veh	0.8	0.5	0.0	0.1	0.9	0.0	0.3	2.3	0.2	0.1	0.8	0.0
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	1.1	1.4	0.0	0.2	2.1	0.0	1.1	3.0	0.3	0.2	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.1	16.6	0.0	18.3	17.8	0.0	7.5	12.7	8.3	9.7	12.3	0.0
LnGrp LOS	C	B		B	B		A	B	A	A	B	
Approach Vol, veh/h		271			260			745			189	
Approach Delay, s/veh		18.8			17.8			10.5			11.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	28.0		17.5	11.2	23.5		17.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	9.9	18.6		18.0				
Max Q Clear Time (g_c+I1), s	2.7	10.8		12.5	6.5	4.9		7.7				
Green Ext Time (p_c), s	0.0	2.0		0.6	0.3	0.5		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



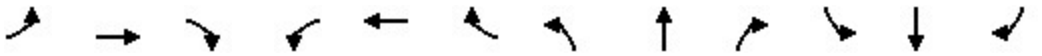
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	460	43	97	445	102	80	594	120	75	220	125
Future Volume (veh/h)	169	460	43	97	445	102	80	594	120	75	220	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	188	511	0	103	473	0	87	646	0	85	250	0
Peak Hour Factor	0.90	0.90	0.90	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	236	543		199	502		497	723		216	722	
Arrive On Green	0.08	0.30	0.00	0.06	0.28	0.00	0.05	0.40	0.00	0.05	0.40	0.00
Sat Flow, veh/h	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	188	511	0	103	473	0	87	646	0	85	250	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	7.0	24.4	0.0	3.8	22.7	0.0	2.6	29.6	0.0	2.6	8.6	0.0
Cycle Q Clear(g_c), s	7.0	24.4	0.0	3.8	22.7	0.0	2.6	29.6	0.0	2.6	8.6	0.0
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	236	543		199	502		497	723		216	722	
V/C Ratio(X)	0.80	0.94		0.52	0.94		0.17	0.89		0.39	0.35	
Avail Cap(c_a), veh/h	236	543		199	502		514	723		228	722	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.2	30.6	0.0	24.4	31.7	0.0	14.9	25.2	0.0	20.0	18.9	0.0
Incr Delay (d2), s/veh	17.0	24.7	0.0	2.3	26.2	0.0	0.2	15.7	0.0	1.2	1.3	0.0
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	3.7	13.6	0.0	1.6	12.9	0.0	1.0	14.6	0.0	1.0	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.3	55.3	0.0	26.7	57.9	0.0	15.1	41.0	0.0	21.1	20.2	0.0
LnGrp LOS	D	E		C	E		B	D		C	C	
Approach Vol, veh/h		699			576			733			335	
Approach Delay, s/veh		51.5			52.3			37.9			20.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	39.9	9.5	31.1	8.9	39.9	11.5	29.1
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	5.0	35.4	5.0	26.6	5.3	35.1	7.0	24.6
Max Q Clear Time (g_c+I1), s	4.6	31.6	5.8	26.4	4.6	10.6	9.0	24.7
Green Ext Time (p_c), s	0.0	1.4	0.0	0.1	0.0	1.3	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	43.0
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	4	190	11	56	10	402	640	2	3	489	74
Future Volume (veh/h)	137	4	190	11	56	10	402	640	2	3	489	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1870	1826	1870	1870	1870	1826	1826	1870	1870	1826	1826
Adj Flow Rate, veh/h	152	4	0	14	70	12	462	736	2	3	549	0
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.87	0.87	0.87	0.89	0.89	0.89
Percent Heavy Veh, %	5	2	5	2	2	2	5	5	2	2	5	5
Cap, veh/h	316	5		88	197	31	615	1304	1132	460	864	
Arrive On Green	0.14	0.14	0.00	0.14	0.14	0.14	0.17	0.71	0.71	0.47	0.47	0.00
Sat Flow, veh/h	1449	38	1547	140	1445	227	1739	1826	1585	720	1826	1547
Grp Volume(v), veh/h	156	0	0	96	0	0	462	736	2	3	549	0
Grp Sat Flow(s),veh/h/ln	1487	0	1547	1812	0	0	1739	1826	1585	720	1826	1547
Q Serve(g_s), s	2.9	0.0	0.0	0.0	0.0	0.0	7.1	11.6	0.0	0.1	13.6	0.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	2.9	0.0	0.0	7.1	11.6	0.0	0.1	13.6	0.0
Prop In Lane	0.97		1.00	0.15		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	0		316	0	0	615	1304	1132	460	864	
V/C Ratio(X)	0.49	0.00		0.30	0.00	0.00	0.75	0.56	0.00	0.01	0.64	
Avail Cap(c_a), veh/h	536	0		600	0	0	774	1304	1132	460	864	
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.8	0.0	0.0	23.7	0.0	0.0	8.8	4.1	2.5	8.4	11.9	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.5	0.0	0.0	3.2	1.8	0.0	0.0	3.6	0.0
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	2.1	0.0	0.0	1.2	0.0	0.0	2.1	3.0	0.0	0.0	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.9	0.0	0.0	24.2	0.0	0.0	11.9	5.9	2.5	8.4	15.5	0.0
LnGrp LOS	C			C			B	A	A	A	B	
Approach Vol, veh/h		156			96			1200			552	
Approach Delay, s/veh		25.9			24.2			8.2			15.5	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.5		12.7	14.5	33.0		12.7				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		18.0	15.5	23.0		18.0				
Max Q Clear Time (g_c+I1), s		13.6		7.8	9.1	15.6		4.9				
Green Ext Time (p_c), s		6.0		0.5	0.9	2.1		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.4
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	46.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	159	375	108	111	76	39
Future Vol, veh/h	159	375	108	111	76	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	82	82	85	85
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	224	528	132	135	89	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	424	199	0	0	267	0
Stage 1	199	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	581	834	-	-	1280	-
Stage 1	827	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	539	834	-	-	1280	-
Mov Cap-2 Maneuver	539	-	-	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	70.79	0	5.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	717	1190	-
HCM Lane V/C Ratio	-	-	1.048	0.07	-
HCM Control Delay (s/veh)	-	-	70.8	8	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	19.1	0.2	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	18	6	554	234	11
Future Vol, veh/h	31	18	6	554	234	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	94	94	85	85
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	41	24	6	589	275	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	877	275	288	0	-	0
Stage 1	275	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	319	763	1274	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	317	763	1274	-	-	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.63	0.08	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1274	-	404	-	-
HCM Lane V/C Ratio	0.005	-	0.162	-	-
HCM Control Delay (s/veh)	7.8	-	15.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	17	28	521	205	47
Future Vol, veh/h	34	17	28	521	205	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	94	94	85	85
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	43	21	30	554	241	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	855	241	296	0	-	0
Stage 1	241	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	329	798	1265	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	321	798	1265	-	-	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	540	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.68	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1265	-	401	-	-
HCM Lane V/C Ratio	0.024	-	0.159	-	-
HCM Control Delay (s/veh)	7.9	-	15.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	285	498	5	16	23
Future Vol, veh/h	8	285	498	5	16	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	81	81	75	75
Heavy Vehicles, %	2	5	5	2	2	2
Mvmt Flow	9	331	615	6	21	31

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	621	0	-	0	965	615
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	350	-
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	960	-	-	-	283	491
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	960	-	-	-	280	491
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	713	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.24	0	16.13
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	960	-	-	-	375
HCM Lane V/C Ratio	0.01	-	-	-	0.139
HCM Control Delay (s/veh)	8.8	-	-	-	16.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	296	488	5	16	15
Future Vol, veh/h	5	296	488	5	16	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	81	81	75	75
Heavy Vehicles, %	2	5	5	2	2	2
Mvmt Flow	6	344	602	6	21	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	609	0	-	0	958	602
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	356	-
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	970	-	-	-	285	499
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	970	-	-	-	284	499
Mov Cap-2 Maneuver	-	-	-	-	284	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	709	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.15	0	16.34
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	970	-	-	-	359
HCM Lane V/C Ratio	0.006	-	-	-	0.115
HCM Control Delay (s/veh)	8.7	-	-	-	16.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

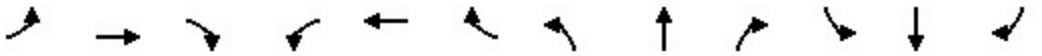
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	287	465	42	15	21
Future Vol, veh/h	25	287	465	42	15	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	81	81	80	80
Heavy Vehicles, %	2	5	5	2	2	2
Mvmt Flow	29	334	574	52	19	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	626	0	-	0	966	574
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	392	-
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	956	-	-	-	282	518
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	956	-	-	-	274	518
Mov Cap-2 Maneuver	-	-	-	-	274	-
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	683	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.71	0	15.82
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	956	-	-	-	378
HCM Lane V/C Ratio	0.03	-	-	-	0.119
HCM Control Delay (s/veh)	8.9	-	-	-	15.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4



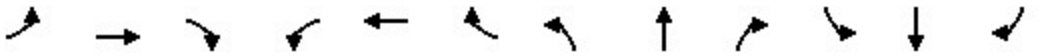
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	171	145	67	243	55	94	229	22	71	482	117
Future Volume (veh/h)	61	171	145	67	243	55	94	229	22	71	482	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	65	182	0	79	286	0	103	252	24	78	530	0
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	244	446		322	446		432	808	685	624	792	
Arrive On Green	0.24	0.24	0.00	0.24	0.24	0.00	0.07	0.44	0.44	0.06	0.43	0.00
Sat Flow, veh/h	1067	1826	1547	1173	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	65	182	0	79	286	0	103	252	24	78	530	0
Grp Sat Flow(s),veh/h/ln	1067	1826	1547	1173	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	3.1	4.5	0.0	3.3	7.6	0.0	1.7	4.8	0.5	1.3	12.5	0.0
Cycle Q Clear(g_c), s	10.8	4.5	0.0	7.8	7.6	0.0	1.7	4.8	0.5	1.3	12.5	0.0
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	244	446		322	446		432	808	685	624	792	
V/C Ratio(X)	0.27	0.41		0.25	0.64		0.24	0.31	0.04	0.12	0.67	
Avail Cap(c_a), veh/h	338	607		425	607		466	808	685	677	792	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.2	17.2	0.0	20.5	18.3	0.0	8.7	9.8	8.5	7.4	12.2	0.0
Incr Delay (d2), s/veh	0.6	0.6	0.0	0.4	1.5	0.0	0.3	1.0	0.1	0.1	4.5	0.0
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	0.7	1.7	0.0	0.8	2.8	0.0	0.5	1.6	0.1	0.3	4.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.7	17.8	0.0	20.9	19.9	0.0	9.0	10.8	8.6	7.4	16.7	0.0
LnGrp LOS	C	B		C	B		A	B	A	A	B	
Approach Vol, veh/h		247			365			379			608	
Approach Delay, s/veh		19.3			20.1			10.1			15.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	28.5		17.7	8.4	28.0		17.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	23.4		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	3.3	6.8		12.8	3.7	14.5		9.8				
Green Ext Time (p_c), s	0.0	1.2		0.5	0.0	2.1		1.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.9
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	407	58	171	415	85	59	423	96	142	727	113
Future Volume (veh/h)	182	407	58	171	415	85	59	423	96	142	727	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	196	438	0	186	451	0	72	516	0	149	765	0
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.82	0.82	0.82	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	225	509		228	488		162	738		327	757	
Arrive On Green	0.07	0.28	0.00	0.06	0.27	0.00	0.05	0.40	0.00	0.06	0.41	0.00
Sat Flow, veh/h	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	196	438	0	186	451	0	72	516	0	149	765	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	6.1	20.2	0.0	5.1	21.4	0.0	2.1	20.9	0.0	4.5	36.8	0.0
Cycle Q Clear(g_c), s	6.1	20.2	0.0	5.1	21.4	0.0	2.1	20.9	0.0	4.5	36.8	0.0
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	225	509		228	488		162	738		327	757	
V/C Ratio(X)	0.87	0.86		0.82	0.92		0.44	0.70		0.46	1.01	
Avail Cap(c_a), veh/h	225	532		228	512		189	738		327	757	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.9	30.4	0.0	29.7	31.7	0.0	21.2	22.0	0.0	17.1	26.0	0.0
Incr Delay (d2), s/veh	28.6	13.1	0.0	19.9	22.1	0.0	1.9	5.5	0.0	1.0	35.3	0.0
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	4.6	10.1	0.0	2.7	11.7	0.0	0.8	9.1	0.0	1.7	21.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	43.5	0.0	49.7	53.8	0.0	23.1	27.5	0.0	18.0	61.3	0.0
LnGrp LOS	E	D		D	D		C	C		B	F	
Approach Vol, veh/h		634			637			588			914	
Approach Delay, s/veh		47.5			52.6			26.9			54.3	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	40.4	9.6	29.3	8.7	41.3	10.6	28.3
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	5.1	35.9	5.1	25.9	5.5	35.5	6.1	24.9
Max Q Clear Time (g_c+I1), s	6.5	22.9	7.1	22.2	4.1	38.8	8.1	23.4
Green Ext Time (p_c), s	0.0	2.4	0.0	0.8	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	46.5
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	15	358	17	30	19	237	588	10	10	607	105
Future Volume (veh/h)	166	15	358	17	30	19	237	588	10	10	607	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1870	1826	1870	1870	1870	1826	1826	1870	1870	1826	1826
Adj Flow Rate, veh/h	180	16	0	21	37	23	255	632	11	11	660	0
Peak Hour Factor	0.92	0.92	0.92	0.81	0.81	0.81	0.93	0.93	0.93	0.92	0.92	0.92
Percent Heavy Veh, %	5	2	5	2	2	2	5	5	2	2	5	5
Cap, veh/h	335	20		115	167	83	471	1260	1094	528	958	
Arrive On Green	0.17	0.17	0.00	0.17	0.17	0.17	0.09	0.69	0.69	0.52	0.52	0.00
Sat Flow, veh/h	1354	120	1547	257	1009	502	1739	1826	1585	787	1826	1547
Grp Volume(v), veh/h	196	0	0	81	0	0	255	632	11	11	660	0
Grp Sat Flow(s),veh/h/ln	1474	0	1547	1767	0	0	1739	1826	1585	787	1826	1547
Q Serve(g_s), s	5.3	0.0	0.0	0.0	0.0	0.0	3.7	10.2	0.1	0.4	16.8	0.0
Cycle Q Clear(g_c), s	7.8	0.0	0.0	2.5	0.0	0.0	3.7	10.2	0.1	0.4	16.8	0.0
Prop In Lane	0.92		1.00	0.26		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	0		365	0	0	471	1260	1094	528	958	
V/C Ratio(X)	0.55	0.00		0.22	0.00	0.00	0.54	0.50	0.01	0.02	0.69	
Avail Cap(c_a), veh/h	524	0		568	0	0	518	1260	1094	528	958	
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.7	0.0	0.0	22.7	0.0	0.0	8.7	4.6	3.0	7.1	11.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.0	0.0	1.0	1.4	0.0	0.1	4.0	0.0
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	2.7	0.0	0.0	1.0	0.0	0.0	1.1	2.9	0.0	0.1	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.1	0.0	0.0	23.0	0.0	0.0	9.7	6.0	3.0	7.2	15.1	0.0
LnGrp LOS	C			C			A	A	A	A	B	
Approach Vol, veh/h		196			81			898			671	
Approach Delay, s/veh		26.1			23.0			7.0			14.9	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.5		14.8	10.3	37.2		14.8				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		18.0	7.5	31.0		18.0				
Max Q Clear Time (g_c+I1), s		12.2		9.8	5.7	18.8		4.5				
Green Ext Time (p_c), s		4.9		0.6	0.1	3.7		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.6
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	60.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	254	107	119	193	171	138
Future Vol, veh/h	254	107	119	193	171	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	85	85	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	314	132	140	227	186	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	775	254	0	0	367	0
Stage 1	254	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	362	778	-	-	1175	-
Stage 1	782	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 300	778	-	-	1175	-
Mov Cap-2 Maneuver	~ 300	-	-	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	488	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	51.66	0	4.78
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	366	996	-
HCM Lane V/C Ratio	-	-	1.217	0.158	-
HCM Control Delay (s/veh)	-	-	151.7	8.6	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	18.8	0.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	12	19	391	689	38
Future Vol, veh/h	22	12	19	391	689	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	91	91	91	91
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	31	17	21	430	757	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1229	757	799	0	-	0
Stage 1	757	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	197	407	824	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	192	407	824	-	-	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	628	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	24.2	0.44	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	824	-	236	-	-
HCM Lane V/C Ratio	0.025	-	0.206	-	-
HCM Control Delay (s/veh)	9.5	-	24.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	99	93	43	313	580	121
Future Vol, veh/h	99	93	43	313	580	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	91	91	91	91
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	124	116	47	344	637	133

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1076	637	770	0	-	0
Stage 1	637	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	243	477	844	-	-	-
Stage 1	527	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	229	477	844	-	-	-
Mov Cap-2 Maneuver	229	-	-	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	650	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	48.78	1.15	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	844	-	306	-	-
HCM Lane V/C Ratio	0.056	-	0.784	-	-
HCM Control Delay (s/veh)	9.5	-	48.8	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0.2	-	6.2	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	372	418	18	10	16
Future Vol, veh/h	26	372	418	18	10	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	85	85	70	70
Heavy Vehicles, %	2	5	5	2	2	2
Mvmt Flow	28	396	492	21	14	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	513	0	-	0	943	492
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	451	-
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	1052	-	-	-	291	577
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1052	-	-	-	284	577
Mov Cap-2 Maneuver	-	-	-	-	284	-
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.56	0	14.58
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1052	-	-	-	413
HCM Lane V/C Ratio	0.026	-	-	-	0.09
HCM Control Delay (s/veh)	8.5	-	-	-	14.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	364	426	18	10	10
Future Vol, veh/h	18	364	426	18	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	85	85	70	70
Heavy Vehicles, %	2	5	5	2	2	2
Mvmt Flow	19	387	501	21	14	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	522	0	-	0	927	501
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	426	-
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	1044	-	-	-	298	570
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1044	-	-	-	293	570
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.4	0	15.05
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1044	-	-	-	387
HCM Lane V/C Ratio	0.018	-	-	-	0.074
HCM Control Delay (s/veh)	8.5	-	-	-	15.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	312	384	70	67	62
Future Vol, veh/h	62	312	384	70	67	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	85	85	80	80
Heavy Vehicles, %	2	5	5	2	2	2
Mvmt Flow	66	332	452	82	84	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	534	0	-	0	916	452
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	464	-
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	1034	-	-	-	303	608
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1034	-	-	-	283	608
Mov Cap-2 Maneuver	-	-	-	-	283	-
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.45	0	21.21
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1034	-	-	-	381
HCM Lane V/C Ratio	0.064	-	-	-	0.423
HCM Control Delay (s/veh)	8.7	-	-	-	21.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	2

L E G A L D E S C R I P T I O N

TRACT 1A

ALL THAT TRACT or parcel of land lying and being in land lot 111 of the 11th district of Rockdale County, Georgia and being more particularly described as follows:

BEGINNING at an R/W Marker on the north right-of-way of Oglesby Bridge Road (80'r/w) at the south end of a mitered right-of-way of Hwy 212 this being the true point of beginning.

THENCE South 66 degrees 15 minutes 49 seconds West for a distance of 54.83' feet to an R\W Marker;
THENCE South 68 degrees 27 minutes 49 seconds West for a distance of 305.92' feet to an R\W Marker;
THENCE South 20 degrees 36 minutes 12 seconds East for a distance of 9.95' feet to an R\W Marker;
THENCE South 68 degrees 30 minutes 29 seconds West for a distance of 129.30' feet to a point;
THENCE North 21 degrees 29 minutes 31 seconds West for a distance of 879.62' feet to a point;
THENCE North 59 degrees 56 minutes 31 seconds East for a distance of 443.52' feet to a point;
THENCE along a curve to the right having a radius of 2897.00' feet and an arc length of 163.67' feet, being subtended by a chord of South 28 degrees 26 minutes 23 seconds East for a distance of 163.64' feet to a R\W Marker;
THENCE South 26 degrees 42 minutes 37 seconds East for a distance of 126.28' feet to an R\W Marker;
THENCE South 64 degrees 31 minutes 19 seconds West for a distance of 24.99' feet to an R\W Marker;
THENCE South 27 degrees 02 minutes 40 seconds East for a distance of 20.85' feet to an R\W Marker;
THENCE North 66 degrees 06 minutes 18 seconds East for a distance of 24.10' feet to an R\W Marker;
THENCE South 26 degrees 33 minutes 28 seconds East for a distance of 213.64' feet to an R\W Marker;
THENCE South 21 degrees 30 minutes 17 seconds East for a distance of 100.39' feet to an R\W Marker;
THENCE South 26 degrees 39 minutes 41 seconds East for a distance of 138.19' feet to an R\W Marker;
THENCE South 64 degrees 20 minutes 34 seconds West for a distance of 25.40' feet to an R\W Marker;
THENCE South 27 degrees 50 minutes 11 seconds East for a distance of 30.84' feet to an R\W Marker;
THENCE North 61 degrees 24 minutes 09 seconds East for a distance of 24.97' feet to an R\W Marker;
THENCE South 26 degrees 41 minutes 12 seconds East for a distance of 122.29' feet to an R\W Marker;
THENCE South 28 degrees 49 minutes 53 seconds West for a distance of 33.93' feet to an R\W Marker at the true point of beginning.

Said property contains 10.00 acres.

L E G A L D E S C R I P T I O N

TRACT 1B

ALL THAT TRACT or parcel of land lying and being in land lots 82 & 111 of the 11th district of Rockdale County, Georgia and being more particularly described as follows:

BEGINNING at a R\W Marker on the north right-of-way of Oglesby Bridge Road (80'r/w) at the south end of a mitered right-of-way from Hwy 212, thence in a west direction along the north right-of-way of Oglesby Bridge Road for a distance of 500.00 feet to a point at the true point of beginning.

THENCE South 68 degrees 30 minutes 29 seconds West for a distance of 381.20' feet to an IPF 1\2"RB;
THENCE South 67 degrees 48 minutes 48 seconds West for a distance of 456.17' feet to an IPF 1\2"RB;
THENCE North 25 degrees 55 minutes 56 seconds West for a distance of 950.22' feet to a point;
THENCE North 62 degrees 31 minutes 31 seconds East for a distance of 424.60' feet to a point;
THENCE North 35 degrees 44 minutes 42 seconds West for a distance of 1069.99' feet to a point in center line of Creek;
THENCE South 87 degrees 54 minutes 12 seconds East for a distance of 17.69' feet to a point;
THENCE North 58 degrees 51 minutes 22 seconds East for a distance of 16.92' feet to a point;
THENCE North 58 degrees 53 minutes 28 seconds East for a distance of 12.87' feet to a point;
THENCE South 84 degrees 21 minutes 20 seconds East for a distance of 29.28' feet to a point;
THENCE South 56 degrees 25 minutes 04 seconds East for a distance of 20.61' feet to a point;
THENCE South 45 degrees 22 minutes 48 seconds East for a distance of 26.65' feet to a point;
THENCE North 07 degrees 12 minutes 34 seconds East for a distance of 42.15' feet to a point;
THENCE North 01 degrees 31 minutes 41 seconds East for a distance of 24.00' feet to a point;
THENCE North 27 degrees 37 minutes 46 seconds East for a distance of 37.80' feet to a point;
THENCE North 64 degrees 56 minutes 25 seconds East for a distance of 46.13' feet to a point;
THENCE North 58 degrees 18 minutes 07 seconds East for a distance of 38.54' feet to a point;
THENCE North 35 degrees 07 minutes 01 seconds East for a distance of 19.16' feet to a point;
THENCE North 75 degrees 11 minutes 02 seconds East for a distance of 37.78' feet to a point;
THENCE North 42 degrees 21 minutes 21 seconds East for a distance of 81.55' feet to a point;
THENCE North 54 degrees 42 minutes 16 seconds East for a distance of 34.94' feet to a point;
THENCE North 14 degrees 24 minutes 03 seconds East for a distance of 11.06' feet to a point;
THENCE North 69 degrees 10 minutes 55 seconds East for a distance of 23.80' feet to a point;
THENCE North 42 degrees 05 minutes 38 seconds East for a

distance of 34.20' feet to a point;
THENCE South 43 degrees 16 minutes 07 seconds East for a distance of 71.78' feet to an IPF 1\2"RB;
THENCE South 43 degrees 16 minutes 07 seconds East for a distance of 386.61' feet to an IPF 1"OTP;
THENCE South 64 degrees 43 minutes 34 seconds West for a distance of 125.13' feet to an IPS 1\2"RB;
THENCE North 62 degrees 20 minutes 56 seconds West for a distance of 210.76' feet to an IPS 1\2"RB;
THENCE South 70 degrees 42 minutes 47 seconds West for a distance of 122.01' feet to an IPS 1\2"RB;
THENCE South 21 degrees 59 minutes 55 seconds East for a distance of 197.70' feet to an IPS 1\2"RB;
THENCE North 68 degrees 01 minutes 25 seconds East for a distance of 339.34' feet to a point;
THENCE South 11 degrees 03 minutes 33 seconds West for a distance of 354.60' feet to a point;
THENCE South 72 degrees 37 minutes 49 seconds East for a distance of 211.20' feet to a point;
THENCE North 56 degrees 43 minutes 35 seconds East for a distance of 551.45' feet to a point;
THENCE South 38 degrees 04 minutes 45 seconds East for a distance of 35.58' feet to a point;
THENCE South 50 degrees 24 minutes 00 seconds West for a distance of 31.65' feet to an R\W Marker;
THENCE South 39 degrees 21 minutes 00 seconds East for a distance of 24.64' feet to an R\W Marker;
THENCE North 52 degrees 33 minutes 28 seconds East for a distance of 18.82' feet to an R\W Marker;
THENCE along a curve to the right having a radius of 2804.79' feet and an arc length of 275.93' feet, being subtended by a chord of South 34 degrees 50 minutes 12 seconds East for a distance of 275.82' feet to an R\W Marker;
THENCE North 54 degrees 34 minutes 41 seconds East for a distance of 10.92' feet to an R\W Marker;
THENCE along a curve to the right having a radius of 2897.00' feet and an arc length of 78.18' feet, being subtended by a chord of South 30 degrees 49 minutes 52 seconds East for a distance of 78.18' feet to a point;
THENCE South 59 degrees 56 minutes 31 seconds West for a distance of 443.52' feet to a point
THENCE South 21 degrees 29 minutes 31 seconds East for a distance of 879.62' feet to a point at the true point of beginning.

Said property contains 33.90 acres.

L E G A L D E S C R I P T I O N

TRACT 2

ALL THAT TRACT or parcel of land lying and being in land lots 82 & 111 of the 11th district Rockdale County, Georgia and being more particularly described as follows:

BEGINNING at a R\W Marker on the north right-of-way of Oglesby Bridge Road at the south end of a mitered right-of-way from Hwy 212, thence in a west direction along the north right-of-way of Oglesby Bridge Road for a distance of 937.37 feet to an IPF 1\2"RB at the true point of beginning.

THENCE along a curve to the left having a radius of 855.84' feet and an arc length of 278.13' feet, being subtended by a chord of South 53 degrees 09 minutes 36 seconds West for a distance of 276.91' feet to a point;

THENCE South 45 degrees 43 minutes 15 seconds West for a distance of 630.60' feet to a point;

THENCE along a curve to the right having a radius of 779.74' feet and an arc length of 363.32' feet, being subtended by a chord of South 61 degrees 51 minutes 17 seconds West for a distance of 360.05' feet to an IPF 1\2"RB;

THENCE South 71 degrees 27 minutes 07 seconds West for a distance of 285.32' feet to an IPF 1\2"RB;

THENCE North 33 degrees 26 minutes 04 seconds West for a distance of 521.29' feet to an IPS 1\2"RB;

THENCE South 88 degrees 28 minutes 25 seconds East for a distance of 331.28' feet to an IPF 1\2"RB;

THENCE North 33 degrees 38 minutes 50 seconds West for a distance of 2108.29' feet to an IPF 1\2"RB;

THENCE North 00 degrees 58 minutes 03 seconds East for a distance of 432.98' feet to an IPF 5\8"RB;

THENCE South 89 degrees 43 minutes 48 seconds East for a distance of 494.52' feet to an IPF 1\2"RB;

THENCE South 89 degrees 43 minutes 48 seconds East for a distance of 176.77' feet to a point in center line creek;

THENCE South 40 degrees 52 minutes 53 seconds East for a distance of 5.92' feet to a point;

THENCE South 20 degrees 00 minutes 13 seconds East for a distance of 14.32' feet to a point;

THENCE South 76 degrees 28 minutes 55 seconds East for a distance of 35.94' feet to a point;

THENCE North 22 degrees 34 minutes 29 seconds East for a distance of 8.80' feet to a point;

THENCE North 10 degrees 34 minutes 34 seconds East for a distance of 29.09' feet to a point;

THENCE South 79 degrees 25 minutes 13 seconds East for a distance of 36.93' feet to a point;

THENCE South 69 degrees 55 minutes 23 seconds East for a distance of 45.91' feet to a point;

THENCE South 56 degrees 34 minutes 20 seconds East for a distance of 6.66' feet to a point;

THENCE South 01 degrees 35 minutes 51 seconds West for a distance of 22.60' feet to a point;

THENCE South 28 degrees 53 minutes 45 seconds East for a distance of 16.82' feet to a point;

THENCE South 87 degrees 11 minutes 37 seconds East for a

distance of 4.08' feet to a point;
THENCE North 70 degrees 12 minutes 07 seconds East for a distance of 28.84' feet to a point;
THENCE South 86 degrees 23 minutes 21 seconds East for a distance of 26.99' feet to a point;
THENCE North 53 degrees 16 minutes 31 seconds East for a distance of 26.82' feet to a point;
THENCE North 68 degrees 21 minutes 38 seconds East for a distance of 18.39' feet to a point;
THENCE North 82 degrees 03 minutes 27 seconds East for a distance of 38.86' feet to a point;
THENCE North 86 degrees 52 minutes 55 seconds East for a distance of 15.44' feet to a point;
THENCE North 66 degrees 34 minutes 35 seconds East for a distance of 20.40' feet to a point;
THENCE North 86 degrees 26 minutes 17 seconds East for a distance of 17.54' feet to a point;
THENCE North 72 degrees 09 minutes 56 seconds East for a distance of 20.21' feet to a point;
THENCE South 65 degrees 07 minutes 15 seconds East for a distance of 31.92' feet to a point;
THENCE South 71 degrees 27 minutes 02 seconds East for a distance of 25.34' feet to a point;
THENCE South 83 degrees 17 minutes 48 seconds East for a distance of 40.44' feet to a point;
THENCE North 65 degrees 27 minutes 45 seconds East for a distance of 44.62' feet to a point;
THENCE North 88 degrees 11 minutes 29 seconds East for a distance of 16.16' feet to a point;
THENCE North 56 degrees 58 minutes 10 seconds East for a distance of 10.84' feet to a point;
THENCE South 44 degrees 00 minutes 33 seconds East for a distance of 20.86' feet to a point;
THENCE South 58 degrees 30 minutes 58 seconds East for a distance of 8.50' feet to a point;
THENCE North 71 degrees 21 minutes 47 seconds East for a distance of 10.76' feet to a point;
THENCE North 50 degrees 24 minutes 19 seconds East for a distance of 7.66' feet to a point;
THENCE South 79 degrees 38 minutes 19 seconds East for a distance of 5.45' feet to a point;
THENCE South 70 degrees 17 minutes 51 seconds East for a distance of 15.87' feet to a point;
THENCE North 30 degrees 05 minutes 39 seconds East for a distance of 14.24' feet to a point;
THENCE North 48 degrees 27 minutes 49 seconds East for a distance of 5.38' feet to a point;
THENCE South 57 degrees 07 minutes 41 seconds East for a distance of 9.32' feet to a point;
THENCE South 35 degrees 25 minutes 58 seconds East for a distance of 15.87' feet to a point;
THENCE South 41 degrees 30 minutes 32 seconds East for a distance of 8.01' feet to a point;
THENCE North 84 degrees 28 minutes 31 seconds East for a distance of 20.57' feet to a point;
THENCE North 71 degrees 51 minutes 02 seconds East for a distance of 8.25' feet to a point;

THENCE North 15 degrees 45 minutes 55 seconds East for a distance of 10.93' feet to a point;
THENCE North 78 degrees 16 minutes 46 seconds East for a distance of 18.61' feet to a point;
THENCE South 57 degrees 44 minutes 10 seconds East for a distance of 32.43' feet to a point;
THENCE South 56 degrees 15 minutes 06 seconds East for a distance of 30.01' feet to a point;
THENCE North 10 degrees 27 minutes 12 seconds East for a distance of 13.12' feet to a point;
THENCE North 12 degrees 13 minutes 30 seconds West for a distance of 9.21' feet to a point;
THENCE North 66 degrees 47 minutes 45 seconds East for a distance of 13.58' feet to a point;
THENCE South 77 degrees 12 minutes 43 seconds East for a distance of 15.59' feet to a point;
THENCE North 66 degrees 00 minutes 18 seconds East for a distance of 10.77' feet to a point;
THENCE North 67 degrees 07 minutes 53 seconds East for a distance of 12.76' feet to a point;
THENCE North 47 degrees 32 minutes 06 seconds East for a distance of 27.18' feet to a point;
THENCE North 47 degrees 02 minutes 54 seconds East for a distance of 9.50' feet to a point;
THENCE North 88 degrees 08 minutes 11 seconds East for a distance of 9.22' feet to a point;
THENCE North 81 degrees 07 minutes 36 seconds East for a distance of 39.03' feet to a point;
THENCE North 56 degrees 50 minutes 59 seconds East for a distance of 17.67' feet to a point;
THENCE North 52 degrees 04 minutes 12 seconds East for a distance of 14.59' feet to a point;
THENCE South 82 degrees 15 minutes 29 seconds East for a distance of 11.06' feet to a point;
THENCE North 34 degrees 34 minutes 57 seconds East for a distance of 14.78' feet to a point;
THENCE North 07 degrees 22 minutes 53 seconds West for a distance of 15.80' feet to a point;
THENCE North 31 degrees 07 minutes 33 seconds West for a distance of 24.24' feet to a point;
THENCE North 62 degrees 06 minutes 22 seconds East for a distance of 17.74' feet to a point;
THENCE South 28 degrees 14 minutes 16 seconds East for a distance of 22.21' feet to a point;
THENCE South 78 degrees 23 minutes 12 seconds East for a distance of 17.04' feet to a point;
THENCE North 46 degrees 11 minutes 19 seconds East for a distance of 21.13' feet to a point;
THENCE North 49 degrees 21 minutes 07 seconds East for a distance of 30.56' feet to a point;
THENCE North 15 degrees 12 minutes 48 seconds East for a distance of 22.90' feet to a point;
THENCE North 33 degrees 05 minutes 49 seconds East for a distance of 14.47' feet to a point;
THENCE South 58 degrees 30 minutes 06 seconds East for a distance of 26.11' feet to a point;
THENCE South 43 degrees 14 minutes 26 seconds East for a

distance of 23.72' feet to a point;
THENCE North 28 degrees 05 minutes 48 seconds East for a distance of 22.25' feet to a point;
THENCE North 12 degrees 45 minutes 03 seconds East for a distance of 40.87' feet to a point;
THENCE North 80 degrees 56 minutes 09 seconds East for a distance of 30.83' feet to a point;
THENCE South 35 degrees 44 minutes 42 seconds East for a distance of 1069.99' feet to a point;
THENCE South 62 degrees 31 minutes 31 seconds West for a distance of 424.60' feet to a point;
THENCE South 25 degrees 55 minutes 56 seconds East for a distance of 950.22' feet to an IPF 1\2"RB at the true point of beginning.

Said property contains 90.15 acres.

L E G A L D E S C R I P T I O N

TRACT 3

ALL THAT TRACT or parcel of land lying and being in land lot 111 of the 11th district of Rockdale County, Georgia and being more particularly described as follows:

BEGINNING at a R\W marker on the north right-of-way of Oglesby Bridge Road (80'r\w) at the south end of a mitered right-of-way from Hwy 212, thence in a north direction along the west right-of-way of Hwy 212 for a distance of 1868.68 feet to an IPF 1\2"RB at the true point of beginning.

THENCE South 68 degrees 01 minutes 25 seconds West for a distance of 734.34' feet to a point;
THENCE North 21 degrees 59 minutes 55 seconds West for a distance of 197.70' feet to a point;
THENCE North 70 degrees 42 minutes 47 seconds East for a distance of 122.01' feet to a point;
THENCE South 62 degrees 20 minutes 56 seconds East for a distance of 210.76' feet to a point;
THENCE North 64 degrees 43 minutes 34 seconds East for a distance of 125.13' feet to an IPF 1"OTP;
THENCE North 64 degrees 43 minutes 34 seconds East for a distance of 329.46' feet to an IPF 2"OTP;
THENCE South 43 degrees 03 minutes 19 seconds East for a distance of 61.68' feet to an IPF 1\2"RB at the true point of beginning.

Said property contains 1.38 acres.

L E G A L D E S C R I P T I O N

TRACT 4

ALL THAT TRACT or parcel of land lying and being in land lot 111 of the 11th district of Rockdale County, Georgia and being more particularly described as follows:

BEGINNING at a R\W Marker on the north right-of-way of Oglesby Bridge Road (80’R\W) at the south end of a mitered right-of-way from Hwy 212, thence in a north direction along the west right-of-way of Hwy 212 for a distance of 1525.26 feet to a point at the true point of beginning.

THENCE South 56 degrees 43 minutes 35 seconds West for a distance of 551.45' feet to a point;

THENCE North 72 degrees 37 minutes 49 seconds West for a distance of 211.20' feet to a point;

THENCE North 11 degrees 03 minutes 33 seconds East for a distance of 354.60' feet to a point;

THENCE North 68 degrees 01 minutes 25 seconds East for a distance of 395.00' feet to an IPF 1\2"RB;

THENCE South 43 degrees 42 minutes 36 seconds East for a distance of 108.82' feet to a point;

THENCE along a curve to the right having a radius of 2897.00' feet and an arc length of 234.60' feet, being subtended by a chord of South 40 degrees 45 minutes 04 seconds East for a distance of 234.54'feet to a point at the true point of beginning.

Said property contains 4.98 acres.

Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159

TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	92	123	1	0	216	0	81	12	0	93	20	0	24	0	44	2	10	1	0	13	366
07:15 AM	87	149	0	0	236	0	88	10	0	98	30	1	33	0	64	0	8	0	0	8	406
07:30 AM	106	164	0	0	270	0	112	12	0	124	36	2	41	0	79	2	16	2	0	20	493
07:45 AM	101	159	0	0	260	0	109	18	0	127	30	0	47	0	77	2	17	3	0	22	486
Total	386	595	1	0	982	0	390	52	0	442	116	3	145	0	264	6	51	6	0	63	1751
08:00 AM	68	124	2	0	194	2	97	18	0	117	25	0	33	0	58	2	10	1	0	13	382
08:15 AM	77	133	0	0	210	1	125	17	0	143	29	0	42	0	71	4	8	3	0	15	439
08:30 AM	52	125	4	0	181	4	101	14	0	119	31	0	24	0	55	3	7	4	0	14	369
08:45 AM	60	135	2	0	197	1	109	9	0	119	16	1	35	0	52	0	9	5	0	14	382
Total	257	517	8	0	782	8	432	58	0	498	101	1	134	0	236	9	34	13	0	56	1572
*** BREAK ***																					
04:00 PM	37	129	0	0	166	3	140	18	0	161	28	3	88	0	119	2	1	2	0	5	451
04:15 PM	47	122	0	0	169	3	147	19	0	169	38	2	81	0	121	0	2	5	0	7	466
04:30 PM	43	137	5	0	185	2	153	29	0	184	39	4	70	0	113	1	5	4	0	10	492
04:45 PM	38	113	0	0	151	1	160	25	0	186	34	4	83	0	121	3	3	4	0	10	468
Total	165	501	5	0	671	9	600	91	0	700	139	13	322	0	474	6	11	15	0	32	1877
05:00 PM	46	127	0	0	173	4	126	20	0	150	30	3	77	0	110	7	8	3	0	18	451
05:15 PM	45	147	4	0	196	2	151	24	0	177	37	5	79	0	121	3	4	4	0	11	505
05:30 PM	58	124	2	0	184	0	133	19	0	152	42	2	87	0	131	4	5	4	0	13	480
05:45 PM	39	135	3	0	177	3	140	28	0	171	39	3	76	0	118	1	9	6	0	16	482
Total	188	533	9	0	730	9	550	91	0	650	148	13	319	0	480	15	26	17	0	58	1918
Grand Total	996	2146	23	0	3165	26	1972	292	0	2290	504	30	920	0	1454	36	122	51	0	209	7118
Apprch %	31.5	67.8	0.7	0		1.1	86.1	12.8	0		34.7	2.1	63.3	0		17.2	58.4	24.4	0		
Total %	14	30.1	0.3	0	44.5	0.4	27.7	4.1	0	32.2	7.1	0.4	12.9	0	20.4	0.5	1.7	0.7	0	2.9	

Reliable Traffic Data Services

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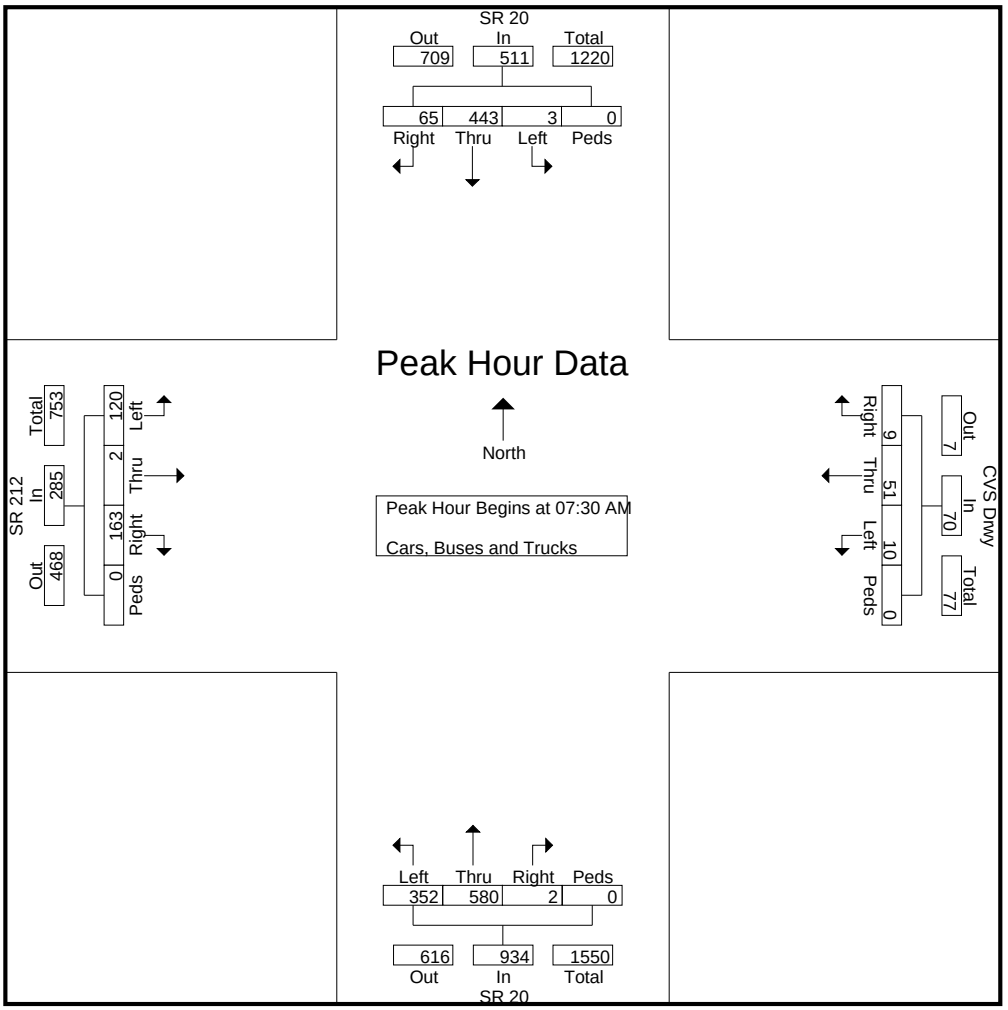
TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 2

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**106**	**164**	0	0	**270**	0	112	12	0	124	**36**	**2**	41	0	**79**	2	16	2	0	20	**493**
07:45 AM	101	159	0	0	260	0	109	**18**	0	127	30	0	**47**	0	77	2	**17**	**3**	0	**22**	486
08:00 AM	68	124	**2**	0	194	**2**	97	18	0	117	25	0	33	0	58	2	10	1	0	13	382
08:15 AM	77	133	0	0	210	1	**125**	17	0	**143**	29	0	42	0	71	**4**	8	3	0	15	439
Total Volume	352	580	2	0	934	3	443	65	0	511	120	2	163	0	285	10	51	9	0	70	1800
% App. Total	37.7	62.1					86.7	12.7			42.1		57.2			14.3	72.9	12.9			
PHF	.830	.884	.250	.000	.865	.375	.886	.903	.000	.893	.833	.250	.867	.000	.902	.625	.750	.750	.000	.795	.913



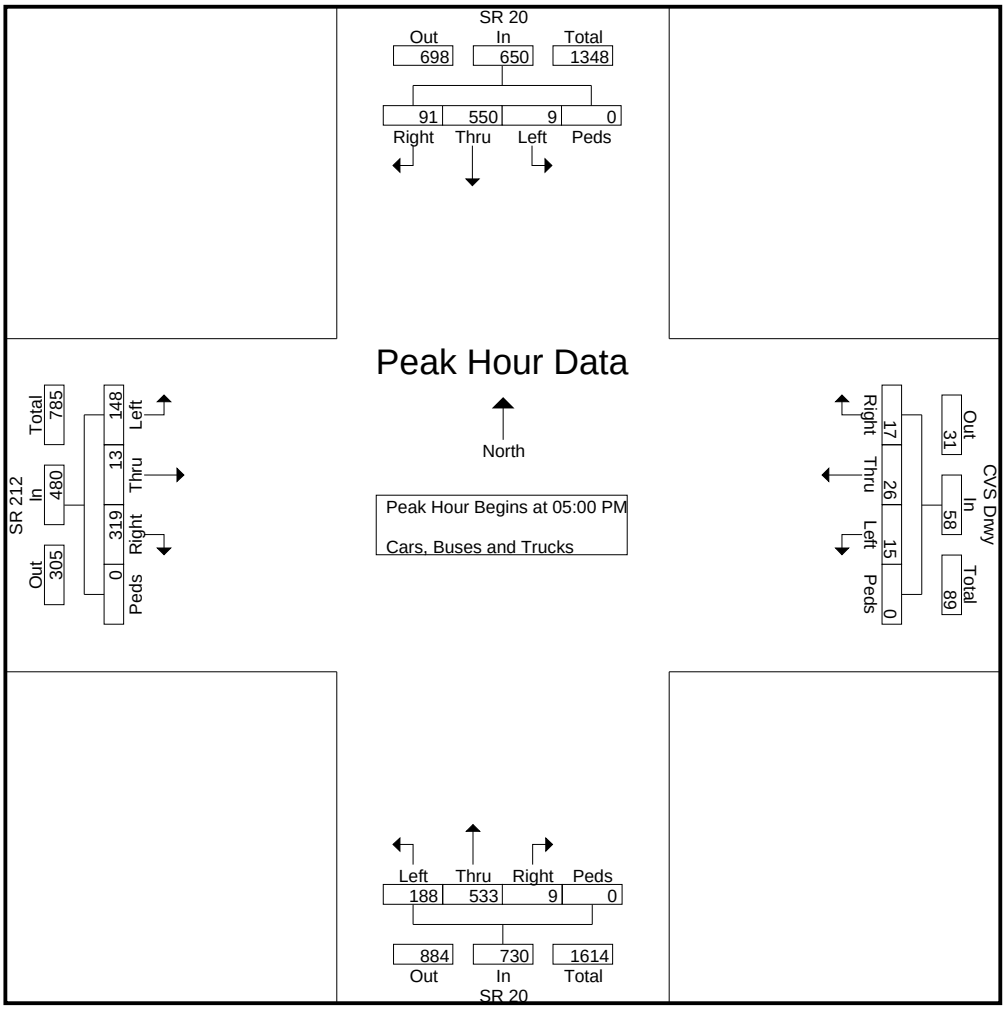
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159

TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 3

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	46	127	0	0	173	**4**	126	20	0	150	30	3	77	0	110	**7**	8	3	0	**18**	451
05:15 PM	45	**147**	**4**	0	**196**	2	**151**	24	0	**177**	37	**5**	79	0	121	3	4	4	0	11	**505**
05:30 PM	**58**	124	2	0	184	0	133	19	0	152	**42**	2	**87**	0	**131**	4	5	4	0	13	480
05:45 PM	39	135	3	0	177	3	140	**28**	0	171	39	3	76	0	118	1	**9**	**6**	0	16	482
Total Volume	188	533	9	0	730	9	550	91	0	650	148	13	319	0	480	15	26	17	0	58	1918
% App. Total	25.8						84.6				30.8		66.5			25.9	44.8	29.3			
PHF	.810	.906	.563	.000	.931	.563	.911	.813	.000	.918	.881	.650	.917	.000	.916	.536	.722	.708	.000	.806	.950



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TMC Data
SR 212 @ Oglesby Bridge Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880001
Site Code : 48880001
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	SR 212 Northbound					SR 212 Southbound					Oglesby Bridge Rd Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	67	76	8	0	151	7	16	12	0	35	18	28	12	0	58	2	46	10	0	58	302
07:15 AM	55	68	16	0	139	4	20	14	0	38	16	16	17	0	49	10	46	11	0	67	293
07:30 AM	51	99	6	0	156	3	33	15	0	51	29	32	8	0	69	2	32	17	0	51	327
07:45 AM	44	107	10	0	161	2	33	17	0	52	20	28	12	0	60	6	27	9	0	42	315
Total	217	350	40	0	607	16	102	58	0	176	83	104	49	0	236	20	151	47	0	218	1237
08:00 AM	30	82	6	0	118	5	26	20	0	51	15	25	11	0	51	2	34	9	0	45	265
08:15 AM	25	79	9	0	113	3	26	13	0	42	24	22	16	0	62	7	31	15	0	53	270
08:30 AM	21	77	7	0	105	3	26	10	0	39	12	19	14	0	45	4	13	13	0	30	219
08:45 AM	10	65	8	0	83	5	34	15	0	54	17	16	11	0	44	3	9	10	0	22	203
Total	86	303	30	0	419	16	112	58	0	186	68	82	52	0	202	16	87	47	0	150	957
*** BREAK ***																					
04:00 PM	11	32	7	0	50	18	102	17	0	137	13	36	17	0	66	5	38	5	0	48	301
04:15 PM	10	50	3	0	63	11	73	11	0	95	15	28	26	0	69	16	32	6	0	54	281
04:30 PM	17	48	2	0	67	16	99	16	0	131	12	26	32	0	70	12	29	7	0	48	316
04:45 PM	8	48	8	0	64	15	96	17	0	128	10	30	25	0	65	14	40	9	0	63	320
Total	46	178	20	0	244	60	370	61	0	491	50	120	100	0	270	47	139	27	0	213	1218
05:00 PM	15	51	3	0	69	16	102	20	0	138	11	26	23	0	60	12	27	8	0	47	314
05:15 PM	12	41	6	0	59	12	115	28	0	155	12	34	29	0	75	19	50	8	0	77	366
05:30 PM	18	46	6	0	70	11	104	29	0	144	20	30	26	0	76	15	55	10	0	80	370
05:45 PM	10	43	5	0	58	5	90	29	0	124	12	39	26	0	77	15	41	12	0	68	327
Total	55	181	20	0	256	44	411	106	0	561	55	129	104	0	288	61	173	38	0	272	1377
Grand Total	404	1012	110	0	1526	136	995	283	0	1414	256	435	305	0	996	144	550	159	0	853	4789
Apprch %	26.5	66.3	7.2	0		9.6	70.4	20	0		25.7	43.7	30.6	0		16.9	64.5	18.6	0		
Total %	8.4	21.1	2.3	0	31.9	2.8	20.8	5.9	0	29.5	5.3	9.1	6.4	0	20.8	3	11.5	3.3	0	17.8	

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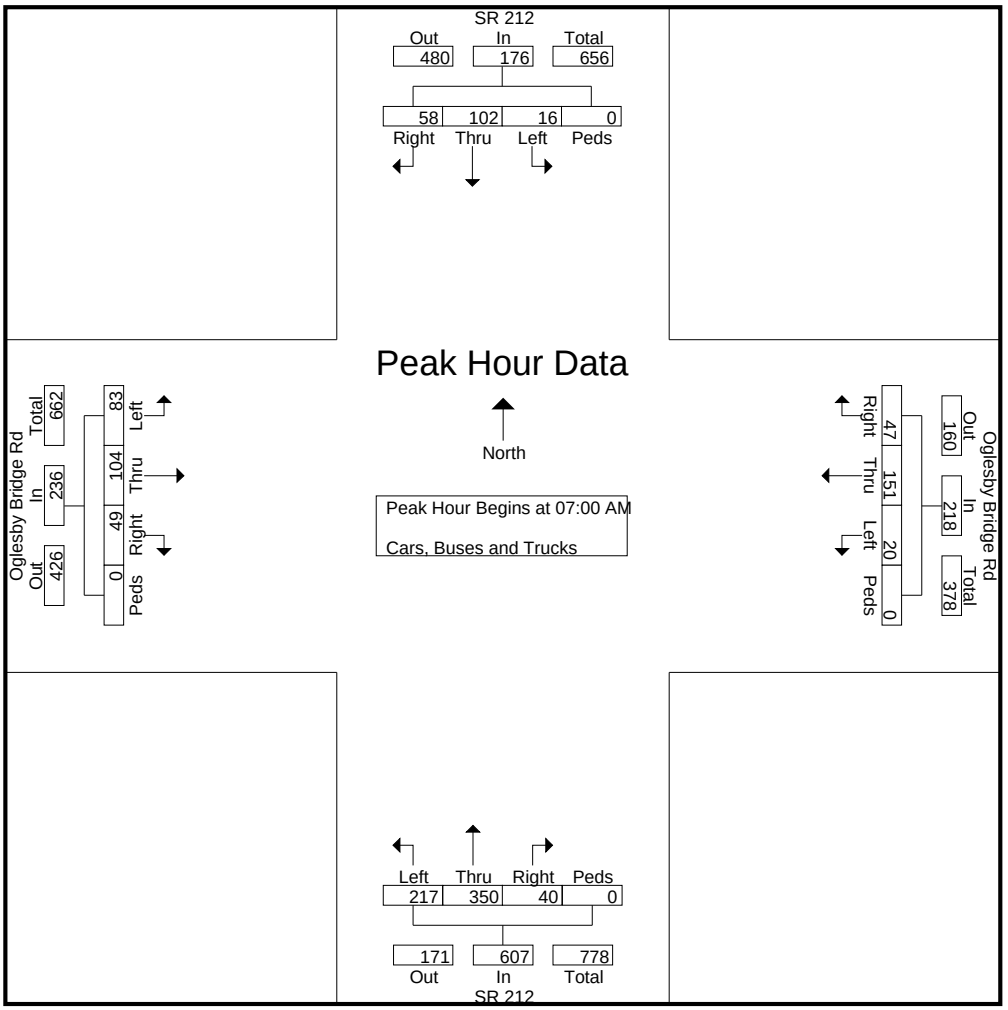
TMC Data
SR 212 @ Oglesby Bridge Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880001
Site Code : 48880001
Start Date : 5/7/2024
Page No : 2

	SR 212 Northbound					SR 212 Southbound					Oglesby Bridge Rd Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	**67**	76	8	0	151	**7**	16	12	0	35	18	28	12	0	58	2	**46**	10	0	58	302
07:15 AM	55	68	**16**	0	139	4	20	14	0	38	16	16	**17**	0	49	**10**	46	11	0	**67**	293
07:30 AM	51	99	6	0	156	3	**33**	15	0	51	**29**	**32**	8	0	**69**	2	32	**17**	0	51	**327**
07:45 AM	44	**107**	10	0	**161**	2	33	**17**	0	**52**	20	28	12	0	60	6	27	9	0	42	315
Total Volume	217	350	40	0	607	16	102	58	0	176	83	104	49	0	236	20	151	47	0	218	1237
% App. Total	35.7	57.7									35.2	44.1	20.8				69.3	21.6			
PHF	.810	.818	.625	.000	.943	.571	.773	.853	.000	.846	.716	.813	.721	.000	.855	.500	.821	.691	.000	.813	.946



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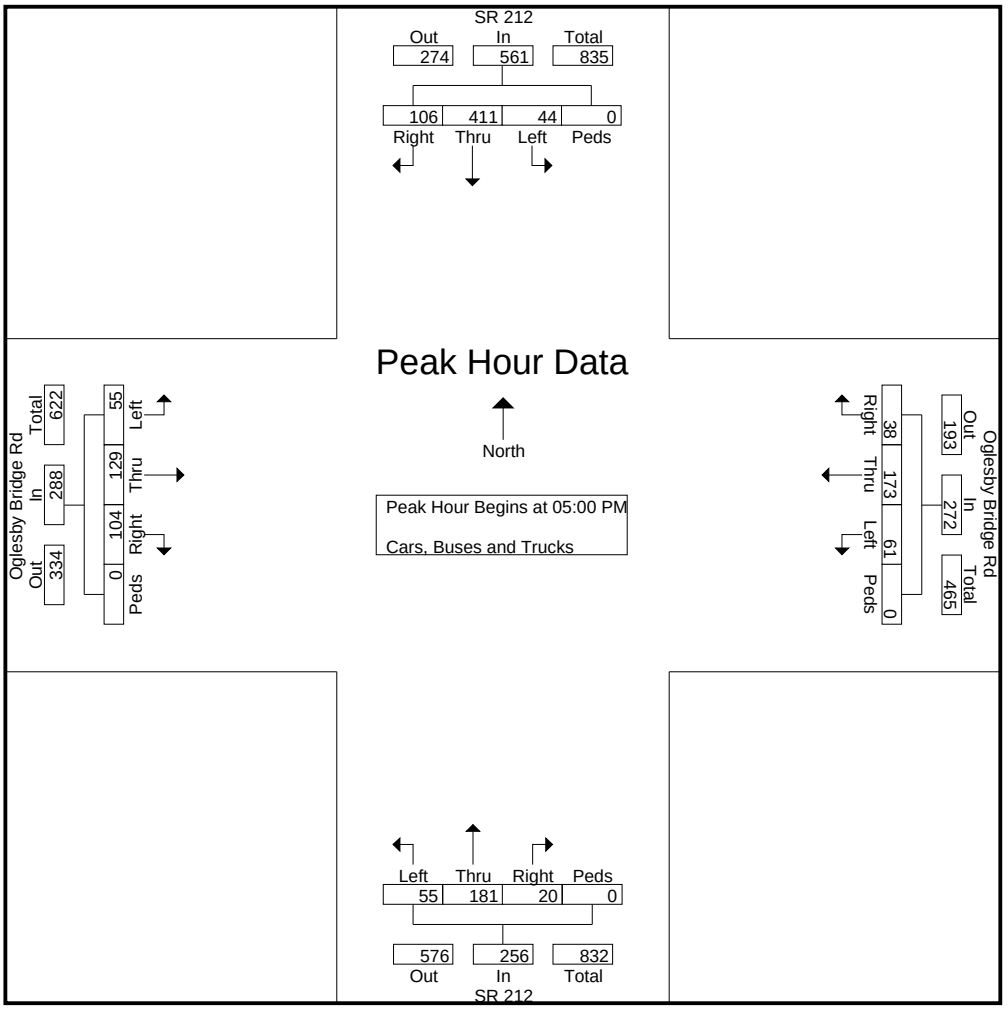
TMC Data
SR 212 @ Oglesby Bridge Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880001
Site Code : 48880001
Start Date : 5/7/2024
Page No : 3

	SR 212 Northbound					SR 212 Southbound					Oglesby Bridge Rd Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	15	**51**	3	0	69	**16**	102	20	0	138	11	26	23	0	60	12	27	8	0	47	314
05:15 PM	12	41	**6**	0	59	12	**115**	28	0	**155**	12	34	**29**	0	75	**19**	50	8	0	77	366
05:30 PM	**18**	46	6	0	**70**	11	104	**29**	0	144	**20**	30	26	0	76	15	**55**	10	0	**80**	**370**
05:45 PM	10	43	5	0	58	5	90	29	0	124	12	**39**	26	0	**77**	15	41	**12**	0	68	327
Total Volume	55	181	20	0	256	44	411	106	0	561	55	129	104	0	288	61	173	38	0	272	1377
% App. Total	21.5	70.7					73.3	18.9			19.1	44.8	36.1			22.4	63.6				
PHF	.764	.887	.833	.000	.914	.688	.893	.914	.000	.905	.688	.827	.897	.000	.935	.803	.786	.792	.000	.850	.930



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TMC Data
Oglesby Bridge Rd @ Union Church Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880002
Site Code : 48880002
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Oglesby Bridge Rd Northbound					Union Church Rd Southbound					Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	23	19	0	42	13	6	0	0	19	0	0	0	0	0	18	0	85	0	103	164
07:15 AM	0	30	14	0	44	14	10	0	0	24	0	0	0	0	0	37	0	116	0	153	221
07:30 AM	0	26	29	0	55	17	10	0	0	27	0	0	0	0	0	32	0	49	0	81	163
07:45 AM	0	19	21	0	40	13	9	0	0	22	0	0	0	0	0	36	0	64	0	100	162
Total	0	98	83	0	181	57	35	0	0	92	0	0	0	0	0	123	0	314	0	437	710
08:00 AM	0	25	27	0	52	11	6	0	0	17	0	0	0	0	0	22	0	29	0	51	120
08:15 AM	0	29	17	0	46	23	8	0	0	31	0	0	0	0	0	45	0	53	0	98	175
08:30 AM	0	27	14	0	41	22	11	0	0	33	0	0	0	0	0	19	0	40	0	59	133
08:45 AM	0	12	13	0	25	10	8	0	0	18	0	0	0	0	0	17	0	18	0	35	78
Total	0	93	71	0	164	66	33	0	0	99	0	0	0	0	0	103	0	140	0	243	506
*** BREAK ***																					
04:00 PM	0	18	28	0	46	35	24	0	0	59	0	0	0	0	0	21	0	15	0	36	141
04:15 PM	0	24	32	0	56	26	35	0	0	61	0	0	0	0	0	26	0	14	0	40	157
04:30 PM	0	32	31	0	63	43	32	0	0	75	0	0	0	0	0	28	0	14	0	42	180
04:45 PM	0	29	24	0	53	32	33	0	0	65	0	0	0	0	0	30	0	14	0	44	162
Total	0	103	115	0	218	136	124	0	0	260	0	0	0	0	0	105	0	57	0	162	640
05:00 PM	0	22	28	0	50	33	29	0	0	62	0	0	0	0	0	26	0	15	0	41	153
05:15 PM	0	25	29	0	54	33	33	0	0	66	0	0	0	0	0	55	0	23	0	78	198
05:30 PM	0	29	39	0	68	23	28	0	0	51	0	0	0	0	0	66	0	17	0	83	202
05:45 PM	0	32	40	0	72	32	35	0	0	67	0	0	0	0	0	48	0	18	0	66	205
Total	0	108	136	0	244	121	125	0	0	246	0	0	0	0	0	195	0	73	0	268	758
Grand Total	0	402	405	0	807	380	317	0	0	697	0	0	0	0	0	526	0	584	0	1110	2614
Apprch %	0	49.8	50.2	0		54.5	45.5	0	0		0	0	0	0		47.4	0	52.6	0		
Total %	0	15.4	15.5	0	30.9	14.5	12.1	0	0	26.7	0	0	0	0	0	20.1	0	22.3	0	42.5	

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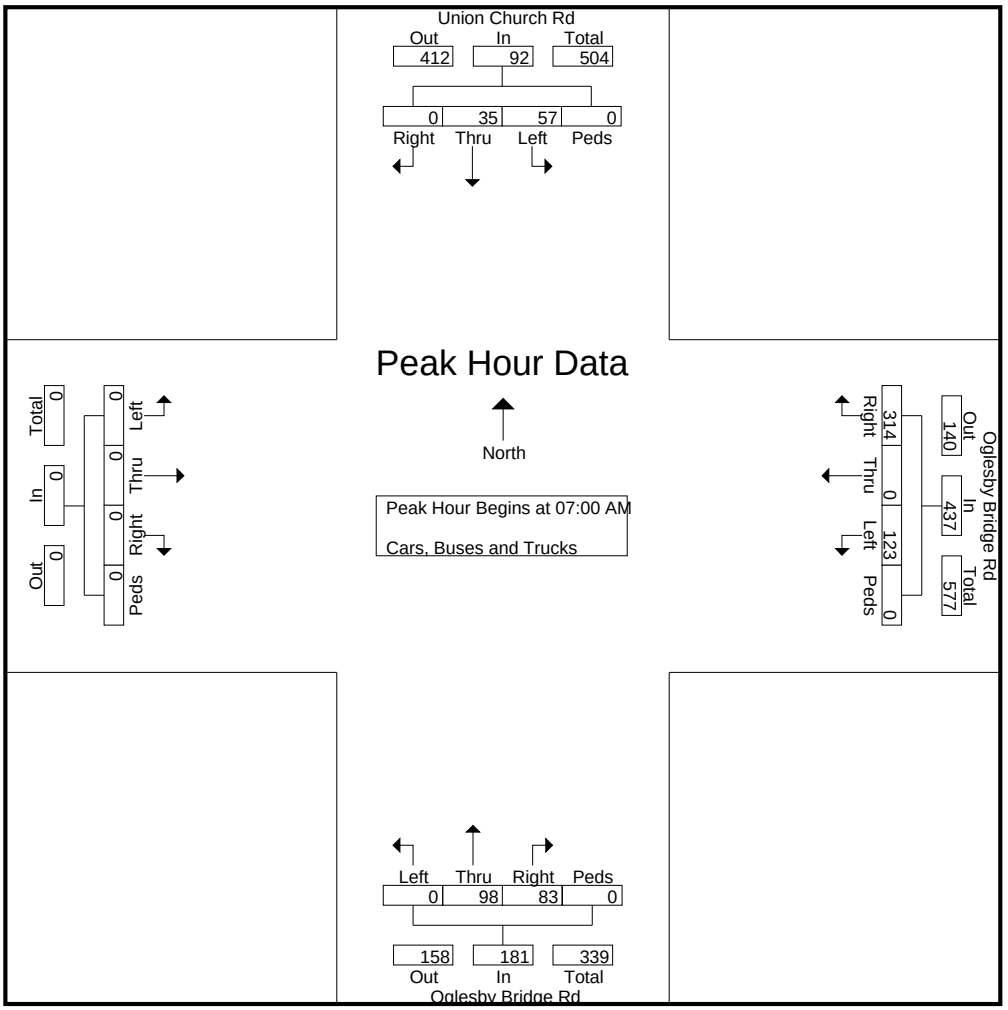
TMC Data
Oglesby Bridge Rd @ Union Church Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880002
Site Code : 48880002
Start Date : 5/7/2024
Page No : 2

	Oglesby Bridge Rd Northbound					Union Church Rd Southbound					Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	23	19	0	42	13	6	0	0	19	0	0	0	0	0	18	0	85	0	103	164
07:15 AM	0	**30**	14	0	44	14	**10**	0	0	24	0	0	0	0	0	**37**	0	**116**	0	**153**	**221**
07:30 AM	0	26	**29**	0	**55**	**17**	10	0	0	**27**	0	0	0	0	0	32	0	49	0	81	163
07:45 AM	0	19	21	0	40	13	9	0	0	22	0	0	0	0	0	36	0	64	0	100	162
Total Volume	0	98	83	0	181	57	35	0	0	92	0	0	0	0	0	123	0	314	0	437	710
% App. Total		54.1	45.9													28.1		71.9			
PHF	.000	.817	.716	.000	.823	.838	.875	.000	.000	.852	.000	.000	.000	.000	.000	.831	.000	.677	.000	.714	.803



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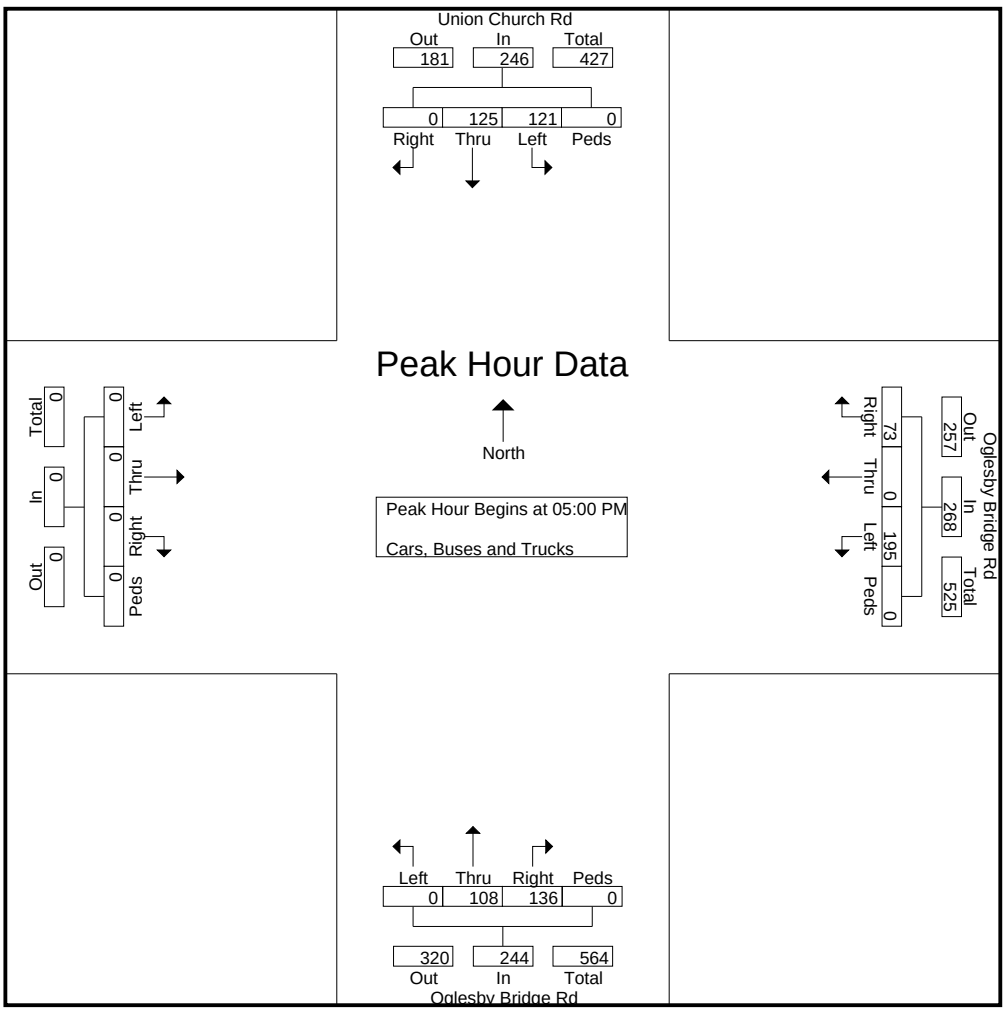
TMC Data
Oglesby Bridge Rd @ Union Church Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880002
Site Code : 48880002
Start Date : 5/7/2024
Page No : 3

	Oglesby Bridge Rd Northbound					Union Church Rd Southbound					Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	22	28	0	50	**33**	29	0	0	62	0	0	0	0	0	26	0	15	0	41	153
05:15 PM	0	25	29	0	54	33	33	0	0	66	0	0	0	0	0	55	0	**23**	0	78	198
05:30 PM	0	29	39	0	68	23	28	0	0	51	0	0	0	0	0	**66**	0	17	0	**83**	202
05:45 PM	0	**32**	**40**	0	**72**	32	**35**	0	0	**67**	0	0	0	0	0	48	0	18	0	66	**205**
Total Volume	0	108	136	0	244	121	125	0	0	246	0	0	0	0	0	195	0	73	0	268	758
% App. Total		44.3	55.7			49.2	50.8									72.8		27.2			
PHF	.000	.844	.850	.000	.847	.917	.893	.000	.000	.918	.000	.000	.000	.000	.000	.739	.000	.793	.000	.807	.924



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TMC Data
SR 138 @ SR 212
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880003
Site Code : 48880003
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	SR 212 Northbound					SR 212 Southbound					SR 138 Eastbound					SR 138 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	18	109	8	0	135	12	35	31	0	78	32	78	6	0	116	7	93	25	0	125	454
07:15 AM	29	122	15	0	166	15	32	27	0	74	38	102	5	0	145	11	114	27	0	152	537
07:30 AM	15	137	32	0	184	13	60	23	0	96	29	116	16	0	161	22	97	19	0	138	579
07:45 AM	6	147	25	0	178	18	58	30	0	106	45	117	4	0	166	19	87	23	0	129	579
Total	68	515	80	0	663	58	185	111	0	354	144	413	31	0	588	59	391	94	0	544	2149
08:00 AM	12	120	18	0	150	22	41	33	0	96	41	82	3	0	126	22	105	23	0	150	522
08:15 AM	14	112	18	0	144	4	33	39	0	76	41	85	4	0	130	10	102	18	0	130	480
08:30 AM	11	121	14	0	146	17	42	16	0	75	51	108	3	0	162	16	75	21	0	112	495
08:45 AM	6	108	10	0	124	12	48	13	0	73	71	100	6	0	177	10	61	37	0	108	482
Total	43	461	60	0	564	55	164	101	0	320	204	375	16	0	595	58	343	99	0	500	1979
*** BREAK ***																					
04:00 PM	13	82	20	0	115	21	122	11	0	154	46	112	16	0	174	16	91	14	0	121	564
04:15 PM	5	88	14	0	107	31	155	18	0	204	46	86	10	0	142	34	84	27	0	145	598
04:30 PM	8	81	13	0	102	20	126	16	0	162	52	110	3	0	165	35	88	22	0	145	574
04:45 PM	10	90	18	0	118	33	157	17	0	207	44	83	8	0	135	35	84	14	0	133	593
Total	36	341	65	0	442	105	560	62	0	727	188	391	37	0	616	120	347	77	0	544	2329
05:00 PM	7	91	12	0	110	31	146	31	0	208	35	102	12	0	149	21	99	28	0	148	615
05:15 PM	12	113	16	0	141	33	165	27	0	225	41	82	6	0	129	30	91	16	0	137	632
05:30 PM	4	73	15	0	92	32	171	27	0	230	45	102	4	0	151	36	102	19	0	157	630
05:45 PM	13	73	14	0	100	24	154	30	0	208	42	85	7	0	134	25	74	21	0	120	562
Total	36	350	57	0	443	120	636	115	0	871	163	371	29	0	563	112	366	84	0	562	2439
Grand Total	183	1667	262	0	2112	338	1545	389	0	2272	699	1550	113	0	2362	349	1447	354	0	2150	8896
Apprch %	8.7	78.9	12.4	0		14.9	68	17.1	0		29.6	65.6	4.8	0		16.2	67.3	16.5	0		
Total %	2.1	18.7	2.9	0	23.7	3.8	17.4	4.4	0	25.5	7.9	17.4	1.3	0	26.6	3.9	16.3	4	0	24.2	

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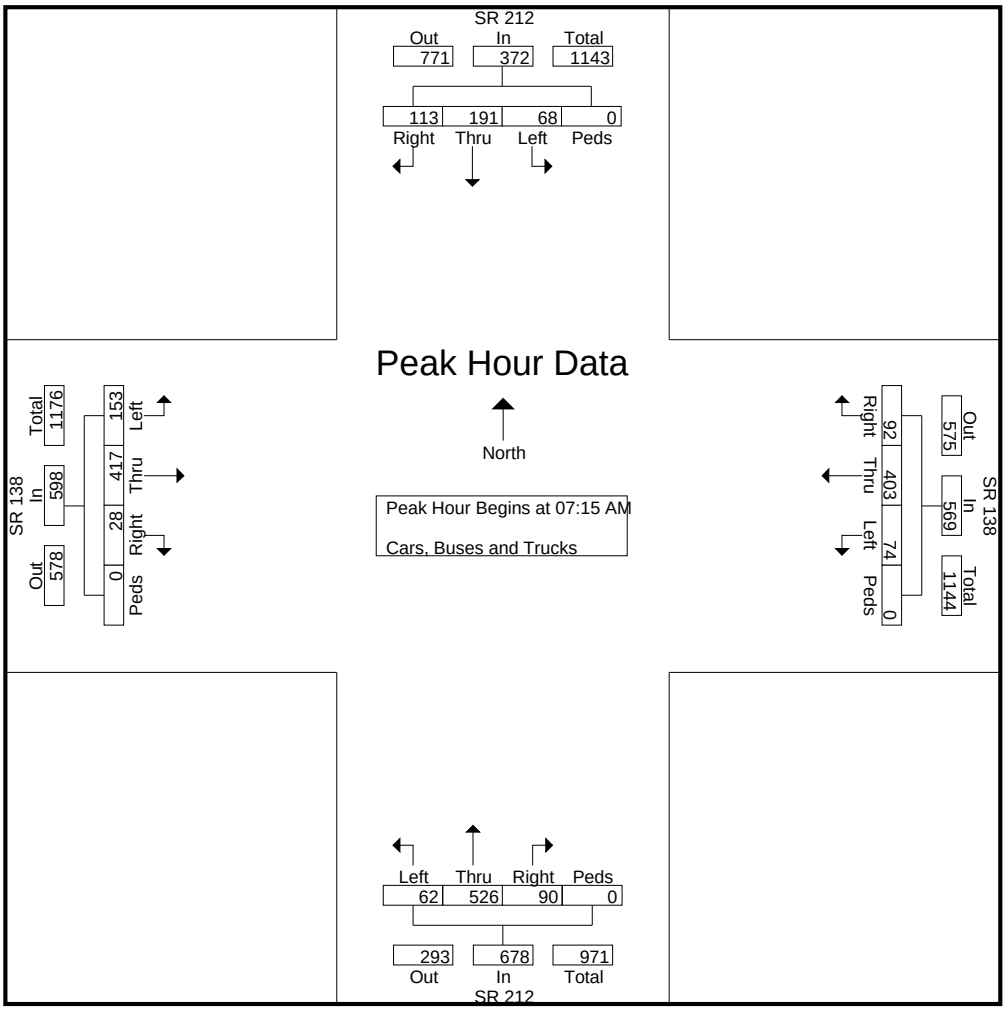
TMC Data
SR 138 @ SR 212
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880003
Site Code : 48880003
Start Date : 5/7/2024
Page No : 2

	SR 212 Northbound					SR 212 Southbound					SR 138 Eastbound					SR 138 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**29**	122	15	0	166	15	32	27	0	74	38	102	5	0	145	11	**114**	**27**	0	**152**	537
07:30 AM	15	137	**32**	0	**184**	13	**60**	23	0	96	29	116	**16**	0	161	**22**	97	19	0	138	**579**
07:45 AM	6	**147**	25	0	178	18	58	30	0	**106**	**45**	**117**	4	0	**166**	19	87	23	0	129	579
08:00 AM	12	120	18	0	150	**22**	41	**33**	0	96	41	82	3	0	126	22	105	23	0	150	522
Total Volume	62	526	90	0	678	68	191	113	0	372	153	417	28	0	598	74	403	92	0	569	2217
% App. Total		77.6	13.3			18.3	51.3	30.4			25.6	69.7					70.8	16.2			
PHF	.534	.895	.703	.000	.921	.773	.796	.856	.000	.877	.850	.891	.438	.000	.901	.841	.884	.852	.000	.936	.957



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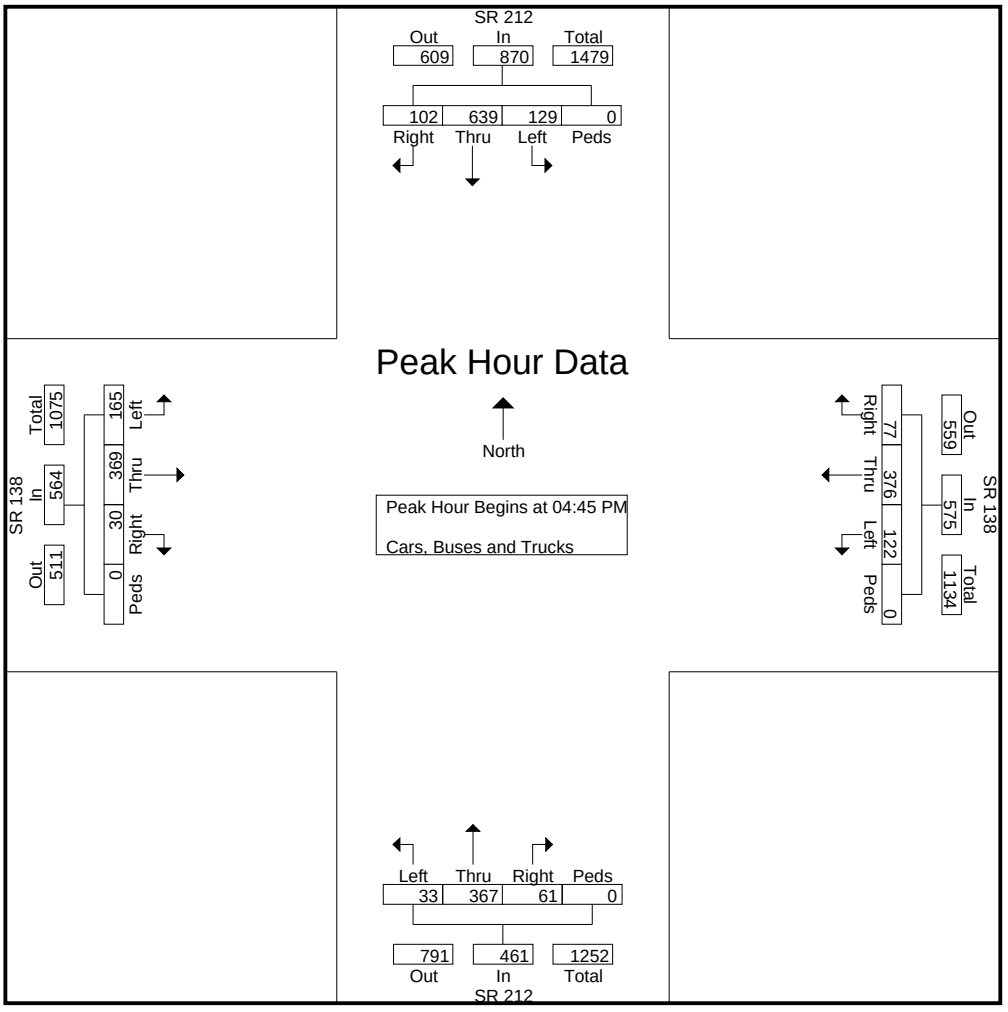
TMC Data
SR 138 @ SR 212
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880003
Site Code : 48880003
Start Date : 5/7/2024
Page No : 3

	SR 212 Northbound					SR 212 Southbound					SR 138 Eastbound					SR 138 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	10	90	**18**	0	118	**33**	157	17	0	207	44	83	8	0	135	35	84	14	0	133	593
05:00 PM	7	91	12	0	110	31	146	**31**	0	208	35	**102**	**12**	0	149	21	99	**28**	0	148	615
05:15 PM	**12**	**113**	16	0	**141**	33	165	27	0	225	41	82	6	0	129	30	91	16	0	137	**632**
05:30 PM	4	73	15	0	92	32	**171**	27	0	**230**	**45**	102	4	0	**151**	**36**	**102**	19	0	**157**	630
Total Volume	33	367	61	0	461	129	639	102	0	870	165	369	30	0	564	122	376	77	0	575	2470
% App. Total		79.6	13.2			14.8	73.4	11.7			29.3	65.4				21.2	65.4	13.4			
PHF	.688	.812	.847	.000	.817	.977	.934	.823	.000	.946	.917	.904	.625	.000	.934	.847	.922	.688	.000	.916	.977



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TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	92	123	1	0	216	0	81	12	0	93	20	0	24	0	44	2	10	1	0	13	366
07:15 AM	87	149	0	0	236	0	88	10	0	98	30	1	33	0	64	0	8	0	0	8	406
07:30 AM	106	164	0	0	270	0	112	12	0	124	36	2	41	0	79	2	16	2	0	20	493
07:45 AM	101	159	0	0	260	0	109	18	0	127	30	0	47	0	77	2	17	3	0	22	486
Total	386	595	1	0	982	0	390	52	0	442	116	3	145	0	264	6	51	6	0	63	1751
08:00 AM	68	124	2	0	194	2	97	18	0	117	25	0	33	0	58	2	10	1	0	13	382
08:15 AM	77	133	0	0	210	1	125	17	0	143	29	0	42	0	71	4	8	3	0	15	439
08:30 AM	52	125	4	0	181	4	101	14	0	119	31	0	24	0	55	3	7	4	0	14	369
08:45 AM	60	135	2	0	197	1	109	9	0	119	16	1	35	0	52	0	9	5	0	14	382
Total	257	517	8	0	782	8	432	58	0	498	101	1	134	0	236	9	34	13	0	56	1572
*** BREAK ***																					
04:00 PM	37	129	0	0	166	3	140	18	0	161	28	3	88	0	119	2	1	2	0	5	451
04:15 PM	47	122	0	0	169	3	147	19	0	169	38	2	81	0	121	0	2	5	0	7	466
04:30 PM	43	137	5	0	185	2	153	29	0	184	39	4	70	0	113	1	5	4	0	10	492
04:45 PM	38	113	0	0	151	1	160	25	0	186	34	4	83	0	121	3	3	4	0	10	468
Total	165	501	5	0	671	9	600	91	0	700	139	13	322	0	474	6	11	15	0	32	1877
05:00 PM	46	127	0	0	173	4	126	20	0	150	30	3	77	0	110	7	8	3	0	18	451
05:15 PM	45	147	4	0	196	2	151	24	0	177	37	5	79	0	121	3	4	4	0	11	505
05:30 PM	58	124	2	0	184	0	133	19	0	152	42	2	87	0	131	4	5	4	0	13	480
05:45 PM	39	135	3	0	177	3	140	28	0	171	39	3	76	0	118	1	9	6	0	16	482
Total	188	533	9	0	730	9	550	91	0	650	148	13	319	0	480	15	26	17	0	58	1918
Grand Total	996	2146	23	0	3165	26	1972	292	0	2290	504	30	920	0	1454	36	122	51	0	209	7118
Apprch %	31.5	67.8	0.7	0		1.1	86.1	12.8	0		34.7	2.1	63.3	0		17.2	58.4	24.4	0		
Total %	14	30.1	0.3	0	44.5	0.4	27.7	4.1	0	32.2	7.1	0.4	12.9	0	20.4	0.5	1.7	0.7	0	2.9	

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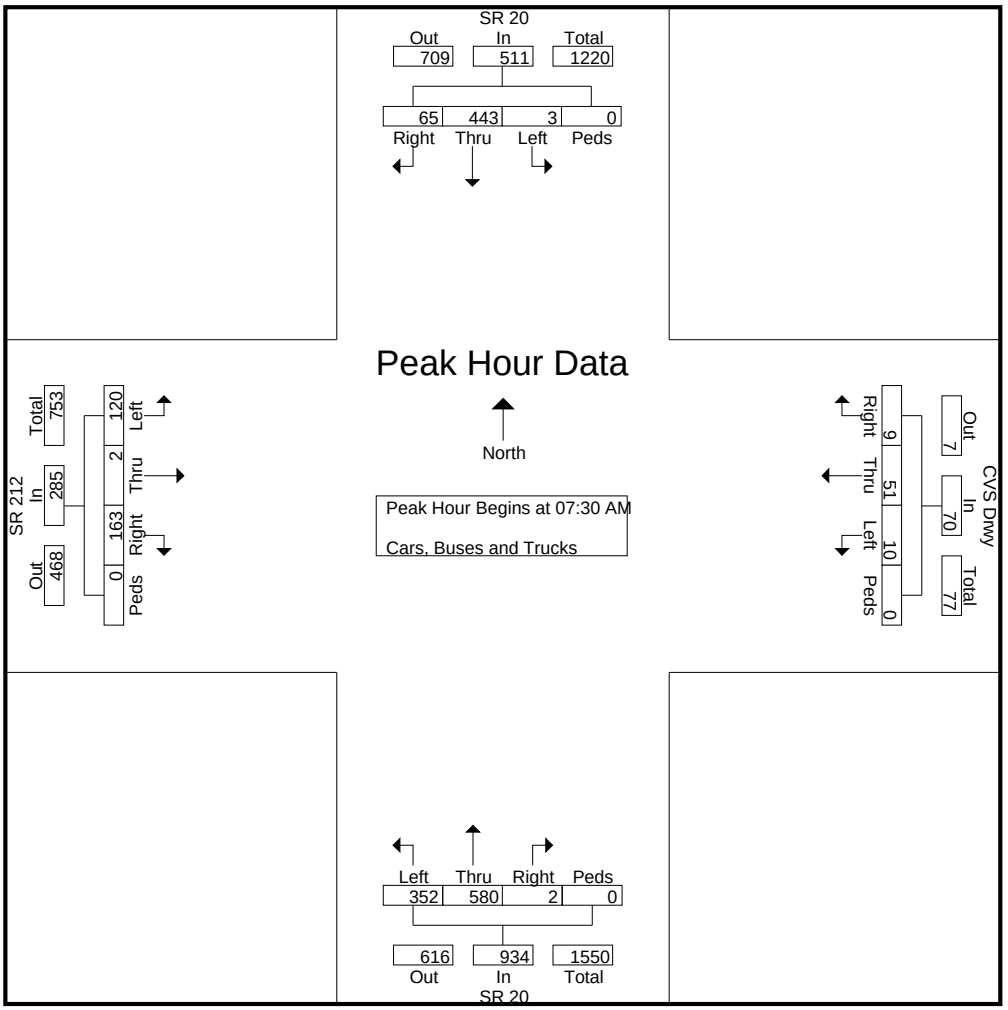
TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 2

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**106**	**164**	0	0	**270**	0	112	12	0	124	**36**	**2**	41	0	**79**	2	16	2	0	20	**493**
07:45 AM	101	159	0	0	260	0	109	**18**	0	127	30	0	**47**	0	77	2	**17**	**3**	0	**22**	486
08:00 AM	68	124	**2**	0	194	**2**	97	18	0	117	25	0	33	0	58	2	10	1	0	13	382
08:15 AM	77	133	0	0	210	1	**125**	17	0	**143**	29	0	42	0	71	**4**	8	3	0	15	439
Total Volume	352	580	2	0	934	3	443	65	0	511	120	2	163	0	285	10	51	9	0	70	1800
% App. Total	37.7	62.1					86.7	12.7			42.1		57.2			14.3	72.9	12.9			
PHF	.830	.884	.250	.000	.865	.375	.886	.903	.000	.893	.833	.250	.867	.000	.902	.625	.750	.750	.000	.795	.913



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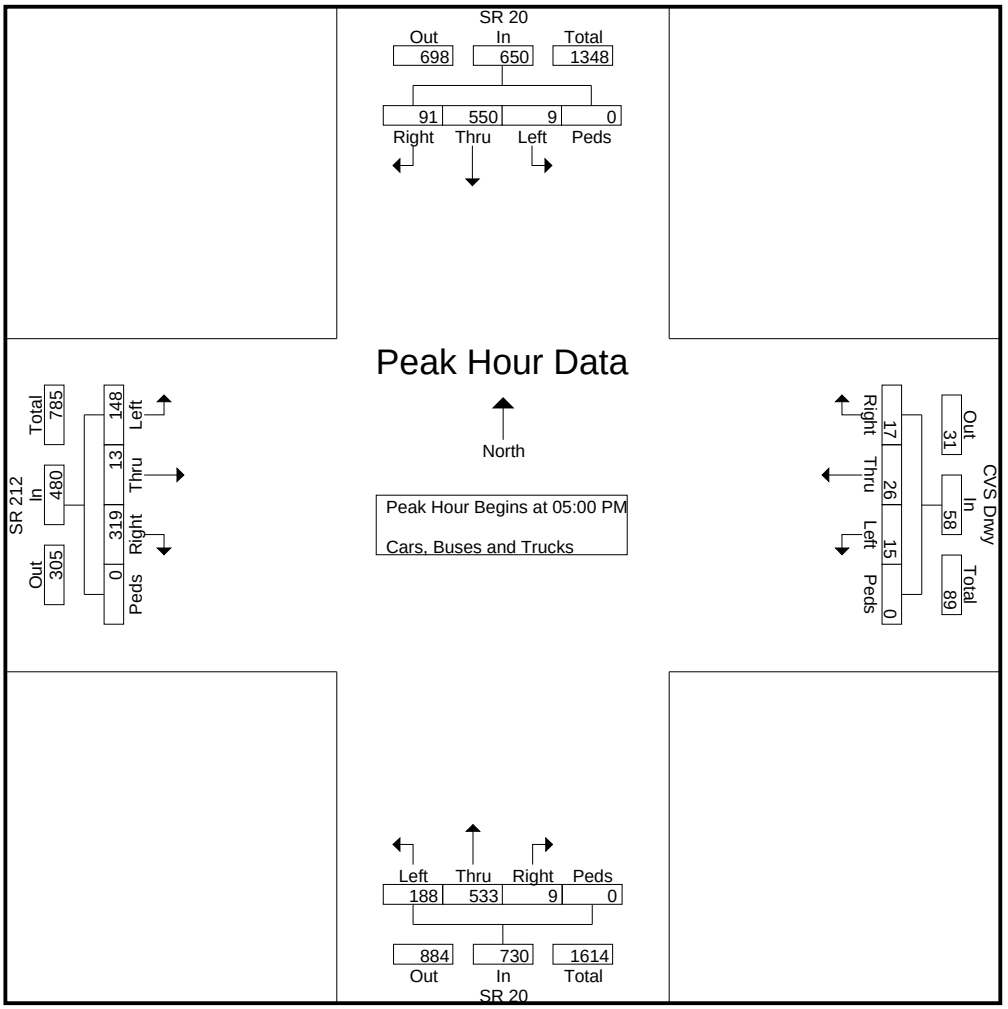
TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 3

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	46	127	0	0	173	**4**	126	20	0	150	30	3	77	0	110	**7**	8	3	0	**18**	451
05:15 PM	45	**147**	**4**	0	**196**	2	**151**	24	0	**177**	37	**5**	79	0	121	3	4	4	0	11	**505**
05:30 PM	**58**	124	2	0	184	0	133	19	0	152	**42**	2	**87**	0	**131**	4	5	4	0	13	480
05:45 PM	39	135	3	0	177	3	140	**28**	0	171	39	3	76	0	118	1	**9**	**6**	0	16	482
Total Volume	188	533	9	0	730	9	550	91	0	650	148	13	319	0	480	15	26	17	0	58	1918
% App. Total	25.8						84.6				30.8		66.5			25.9	44.8	29.3			
PHF	.810	.906	.563	.000	.931	.563	.911	.813	.000	.918	.881	.650	.917	.000	.916	.536	.722	.708	.000	.806	.950



Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159

ADT Data

Site Code: 48880101
Oglesby Bridge Rd west of SR212
Conyers, GA

Start Time	07-May-24 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	27			3	24				
12:15		2	29			6	37				
12:30		0	24			3	18				
12:45		1	39	4	119	4	37	16	116	20	235
01:00		3	31			2	31				
01:15		1	40			1	30				
01:30		2	44			3	30				
01:45		3	35	9	150	4	38	10	129	19	279
02:00		0	34			3	39				
02:15		5	41			2	47				
02:30		1	37			2	49				
02:45		2	52	8	164	2	34	9	169	17	333
03:00		1	53			1	44				
03:15		2	44			3	56				
03:30		4	56			2	53				
03:45		3	67	10	220	4	61	10	214	20	434
04:00		2	61			4	56				
04:15		7	65			3	57				
04:30		7	70			3	63				
04:45		10	69	26	265	8	63	18	239	44	504
05:00		11	53			5	58				
05:15		11	84			11	99				
05:30		9	70			12	90				
05:45		21	84	52	291	14	87	42	334	94	625
06:00		18	78			17	54				
06:15		19	60			32	66				
06:30		26	58			58	48				
06:45		31	50	94	246	71	52	178	220	272	466
07:00		53	45			116	36				
07:15		49	50			121	31				
07:30		63	39			94	30				
07:45		65	35	230	169	89	50	420	147	650	316
08:00		38	29			86	30				
08:15		65	21			72	34				
08:30		52	26			44	24				
08:45		47	26	202	102	35	28	237	116	439	218
09:00		29	25			40	21				
09:15		34	10			33	18				
09:30		38	22			31	20				
09:45		28	13	129	70	30	22	134	81	263	151
10:00		30	12			33	23				
10:15		23	8			24	17				
10:30		21	6			32	12				
10:45		31	9	105	35	30	12	119	64	224	99
11:00		39	8			30	9				
11:15		31	11			20	3				
11:30		35	4			30	8				
11:45		30	4	135	27	38	2	118	22	253	49
Total		1004	1858			1311	1851			2315	3709
Percent		35.1%	64.9%			41.5%	58.5%			38.4%	61.6%
Grand Total		1004	1858			1311	1851			2315	3709
Percent		35.1%	64.9%			41.5%	58.5%			38.4%	61.6%
ADT		ADT 6,024		AADT 6,024							

Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159

ADT Data

Site Code: 48880102
SR212 north of Oglesby Bridge Rd
Conyers, GA

Start Time	07-May-24 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	60			17	61				
12:15		10	58			20	63				
12:30		4	52			6	46				
12:45		11	63	29	233	8	64	51	234	80	467
01:00		4	54			6	61				
01:15		5	66			7	65				
01:30		5	56			6	62				
01:45		3	72	17	248	5	78	24	266	41	514
02:00		5	52			9	70				
02:15		6	63			4	84				
02:30		5	62			2	93				
02:45		3	57	19	234	2	85	17	332	36	566
03:00		4	65			2	91				
03:15		13	42			1	98				
03:30		9	53			3	115				
03:45		11	56	37	216	3	122	9	426	46	642
04:00		18	51			8	127				
04:15		17	67			3	114				
04:30		29	63			3	123				
04:45		35	71	99	252	5	131	19	495	118	747
05:00		62	61			6	137				
05:15		83	71			5	163				
05:30		76	77			5	153				
05:45		102	65	323	274	8	119	24	572	347	846
06:00		122	54			8	127				
06:15		158	69			18	122				
06:30		140	66			20	115				
06:45		127	37	547	226	34	84	80	448	627	674
07:00		106	49			31	93				
07:15		124	36			35	88				
07:30		130	36			50	85				
07:45		124	46	484	167	54	91	170	357	654	524
08:00		111	47			47	84				
08:15		115	29			39	74				
08:30		106	34			42	56				
08:45		97	39	429	149	54	58	182	272	611	421
09:00		64	25			47	47				
09:15		85	25			36	44				
09:30		75	26			41	36				
09:45		80	22	304	98	51	39	175	166	479	264
10:00		78	15			66	43				
10:15		64	25			34	21				
10:30		56	13			46	23				
10:45		50	13	248	66	48	20	194	107	442	173
11:00		49	14			48	17				
11:15		47	7			40	22				
11:30		55	8			51	21				
11:45		52	8	203	37	57	19	196	79	399	116
Total		2739	2200			1141	3754			3880	5954
Percent		55.5%	44.5%			23.3%	76.7%			39.5%	60.5%
Grand Total		2739	2200			1141	3754			3880	5954
Percent		55.5%	44.5%			23.3%	76.7%			39.5%	60.5%
ADT		ADT 9,834		AADT 9,834							

AES
Applied Environmental Sciences, Inc.
90-F Glenda Trace #327
Newnan, Georgia 30265

December 18, 2007

New Dimension Engineering, LLC
101 Devant Street, Unit 908-B
Fayetteville, GA 30214

ATTN: Ms. Courtney J. Nolan, P.E.
President

RE: Report of Wetland Delineation & State Waters Review
Seay Farm, 140-acre Tract
Oglesby Bridge Road & Hwy. 212
Rockdale County, Georgia

Dear Ms. Nolan:

Applied Environmental Sciences, Inc. has completed a Wetland Delineation and State Waters Review on the Seay Farm, 140-acre Tract. This report contains information obtained during our investigation and our opinion of permitting options for site development.

We appreciate the opportunity to be of service to you on this project and look forward to working with you in the future. Please contact us at your convenience if you have any questions or if we can be of continued service.

Sincerely,

APPLIED ENVIRONMENTAL SCIENCES, INC.

M. Brannon Miles
President

Enclosures: Report of Wetland Delineation & State Waters Review
Figure 1: Site Location Map
Figure 2: USGS Topographic Map
Figure 3: Jurisdictional Area Plan

AES
Applied Environmental Sciences, Inc.
90-F Glenda Trace #327
Newnan, Georgia 30265

Copy to Burtt
Waynesboro

REPORT

OF

WETLANDS DELINEATION AND STATE WATERS REVIEW

ON THE

SEAY FARM, 140-ACRE TRACT
OGLESBY BRIDGE ROAD & HWY. 212
ROCKDALE COUNTY, GEORGIA

PREPARED FOR

MS. COURTNEY J. NOLAN, P.E.
NEW DIMENSION ENGINEERING, LLC
101 DEVANT STREET, UNIT 908-B
FAYETTEVILLE, GA 30214

DECEMBER 18, 2007
AES PROJECT NO. 27511.1

678.262.4020 tel • 770.683.4875 fax

Project Purpose and Location

Applied Environmental Sciences, Inc. was contracted by New Dimension Engineering, LLC to perform a delineation of wetlands and other jurisdictional waters for the Seay Farm, 140-acre Tract. This site is hereinafter referred to as the Project Site. The investigation included a review of potential Georgia Waters of the State, including those that require a stream buffer. The delineation and review were requested to be used in a determination of potential Federal and State permitting requirements for Project Site development.

Based on the provided information, the Project Site consists of an approximately 140-acre tract adjacent to the northwest of the intersection of Oglesby Bridge Road and Highway 212 in Rockdale County, Georgia. The Project Site is located within the Piedmont Physiographic Province of Georgia. Drainage from the Project Site is generally toward the north to Honey Creek. Honey Creek is located within the South River drainage basin.

Methodology

Wetland Delineation

The purpose of the wetland delineation was to identify Federal jurisdictional waters, including wetlands on the Project Site. In order for an area to qualify as wetland, physical evidence of (1) wetland vegetation, (2) wetland hydrology, and (3) hydric soils must be present. The criteria used to determine these parameters in the field are found in the **U.S. Army Corps of Engineers (USACE) 1987 Wetland Delineation Manual**. The definition for other Waters of the U.S., found at 33 CFR Section 328.3(a)(3), was used to delineate stream channels and open waters which do not meet the criteria for wetlands, but are jurisdictional to the USACE.

Recommendations for further coordination with the USACE for verification of a wetland delineation, issuance of a jurisdictional determination or permit to discharge fill material in Waters of the U.S. and wetlands are based on our understanding of current Federal wetland regulations, the results of the investigation, and review of provided, proposed development plans for the Project Site.

State Waters Review

The purpose of the state waters review was to identify potential Georgia Waters of the State located on the Project Site, and determine which of those waters should require a stream buffer. The Erosion and Sedimentation Act of Georgia prohibits land disturbing activities within the 25-foot buffer along state waters. However, the EPD provides for a variance process for certain activities within the buffer. Certain activities, such as road and utility line crossings, are typically exempt.

The criteria used for the review is detailed in Section 391-3-7.01 (v) of Chapter 391-3-7 of the Georgia Erosion and Sediment Act, Revised January, 2005. The criteria defined in the EPD Erosion and Sediment Control Manual, Revised January, 2005 was utilized to determine which areas on the Project Site require a state waters buffer. The definition utilized is as follows: "a "Stream Bank" means the confining cut of a stream channel and is usually identified as the point where the normal stream flow has wrested the vegetation. For non trout waters, the normal stream flow is any stream flow that consists solely of base flow or consists of both base flow and direct runoff during any period of the year. Base flow results from groundwater that enters the stream channel through the soil. This includes spring flows into streams. Direct runoff is the water entering stream channels promptly after rainfalls or snow melts."

As a supplemental tool for the review, potential streams and drainage features were evaluated using the current version of the intermittent stream evaluation method developed by the North Carolina Division of Water Quality (NCDWQ). The NCDWQ Stream Classification Method and associated guidance manual is a scoring method developed to distinguish ephemeral channels from intermittent streams. Within the classification method, a stream or stream segment must score a minimum of 19 points for classification as "intermittent." For scores of 18 points or less, the stream will be classified as "ephemeral" unless found to be a natural variant or urbanized channel.

Results

AES personnel completed the Wetland Delineation and State Waters Review on December 6, 2007. The wetland-upland (jurisdictional) boundaries were identified in the field with pink flagging. The head of each stream that originates on the Project Site was also flagged in the filed. The flagged jurisdictional boundaries were field-located using a *Trimble Pro XT* GPS. The collected data was post processed for further accuracy and transferred to the provided site plan. Jurisdictional areas delineated on the Project Site are depicted on the attached Figure 3 and consist of the following:

- Five perennial streams (PS1 – PS5)
- Four intermittent streams (IS1 – IS4)
- Three areas of wetlands (W1 - W3)
- Three ponds (P1 – P3)

Five perennial streams were identified on the Project Site. Each stream is well defined and is moderately incised. Perennial stream PS1 originates off site and trends generally northward across the western portion of the Project Site. Perennial stream PS2 flows to the northeast across the northwestern corner of the Project Site. Perennial stream PS3 forms the northern property boundary. Perennial stream PS4 begins on site and flows generally to the north-northeast across the central portion of the Project Site. Perennial stream PS5 originates at the outflow structure of a small pond (pond P2) on the northeastern portion of the Project Site. PS5 converges with PS4 approximately 350-ft to the west of the outflow structure.

Pond P1 is located on the western side of the Project Site and is an impoundment of PS1. An area of emergent and forested wetlands (W1) was identified within the headwaters of this pond. Intermittent stream IS1 commences on site to the east of the pond. A second area of forested wetlands (W2) was identified adjacent to this stream and to the east of the pond. Ponds P2 and P3 are located on the northeastern portion of the site. Pond P3 is an impoundment of intermittent streams IS3 and IS4. Pond P2 is located adjacent and down gradient of pond P3. Wetland area W3 consists of an emergent and forested wetlands system within the headwaters of perennial stream PS4. This wetland exhibits hydrologic influence from the adjacent upland landscape positions.

Discussion

Based on our investigation, each of the above-described areas should be considered jurisdictional to the USACE. Also, the streams and ponds should be considered Georgia Waters of the State jurisdictional to the Georgia EPD, and should require buffers.

Federal Permitting Requirements

Based on our review of the provided site plan, a residential development is proposed for the Project Site. Impacts to Waters of the U.S., including wetlands, can be authorized through USACE Nationwide and Individual Permits. Generally, impacts for residential developments less than 300-linear feet of stream

channel and less than 0.50-acres of wetlands may be authorized under USACE Nationwide Permit No. 29. USACE Nationwide Permit No. 29 requires a 45-day review period after submittal to the USACE. Compensatory mitigation is required to offset impacts in excess of 100-linear feet of stream channel and 0.10-acres of wetlands. Impacts to greater than 300-linear feet of stream channel or 0.50-acre of wetlands require a USACE Individual Permit. A USACE Individual permit typically takes 7 to 13-months for approval.

State Permitting Requirements

The Georgia Erosion & Sedimentation Act prohibits land disturbing activities within the 25-foot buffer adjacent to state waters. The EPD does provide for a variance process for buffer encroachment for certain activities. Typically, road and utility line crossings are exempt from the variance process if they are constructed perpendicular to the stream.

Based on our review, all of the streams and ponds on the Project Site should be considered state waters and should require buffers. The delineated wetland areas are not inundated, and should not require buffers. Based on our review of the site plan, two road crossings across state waters are proposed. The crossings appear to be perpendicular to the respective stream channels. Therefore, they should not, in our opinion, require stream buffer variances.

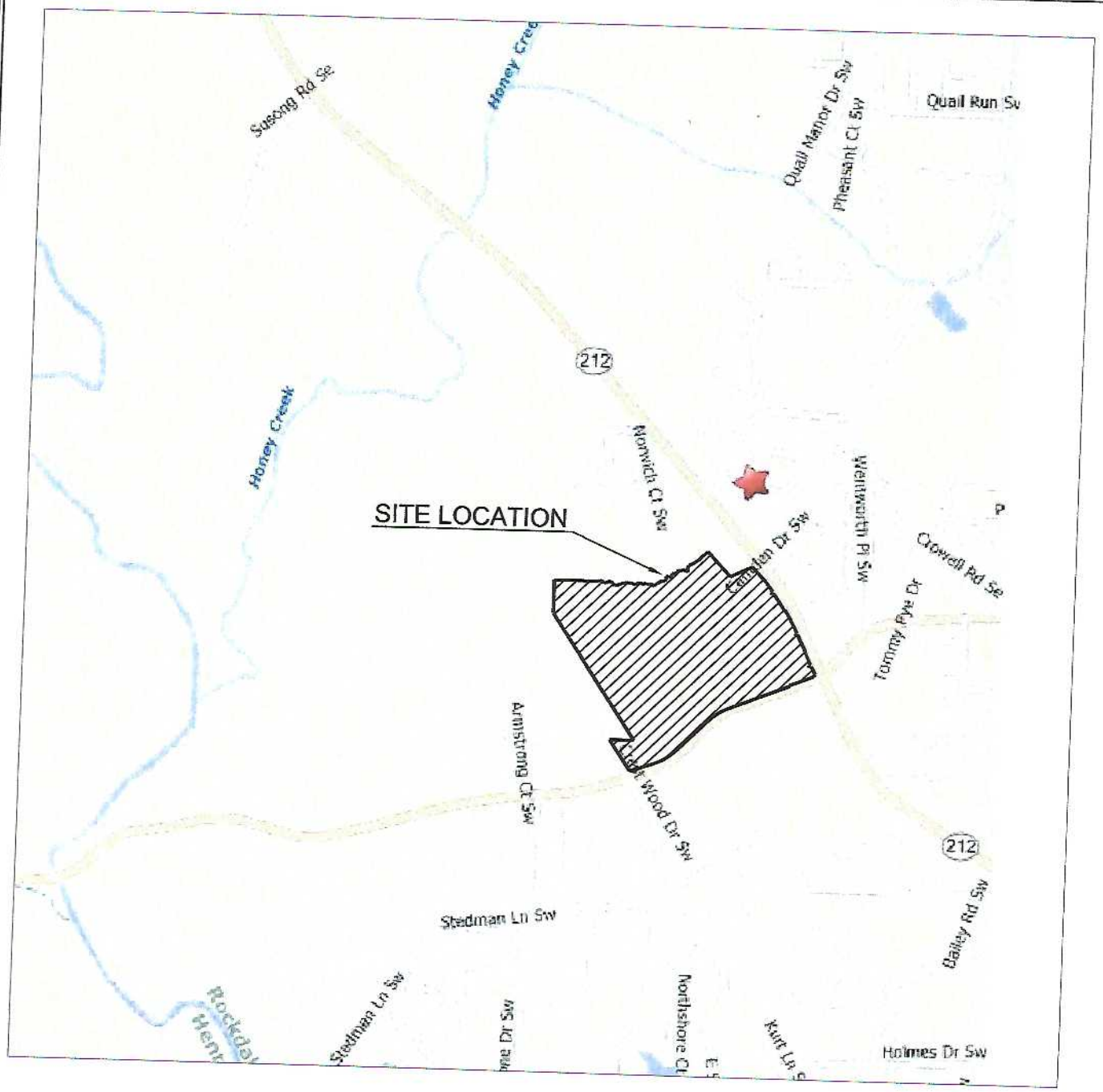
Conclusions

Jurisdictional areas consisting of five perennial stream, four intermittent streams, two ponds, and three wetlands systems were identified on the Project Site. All of these areas should be considered jurisdictional to the USACE. The streams and ponds should also be considered jurisdictional to the EPD and should require buffers.

Based on the provided site plan, a residential development is proposed for the Project Site. Under the current design, two road crossings across live streams are proposed. Permitting for the crossings should be possible through the use of a USACE Nationwide Permit No. 29. Authorization from the USACE in the form of an approved Pre-Construction Notification is required prior to construction of the development. If the cumulative impacts to stream channel are greater than 100-lf, compensatory mitigation will be required. ?

The streams and ponds on the Project Site should be considered Georgia Waters of the State and require buffers. The proposed road crossings appear to be perpendicular to the stream channels. Therefore, the crossings should not, in our opinion, require buffer variances. Following the preparation of the final development and grading plans, proposed impacts to jurisdictional waters should be calculated to determine the appropriate permitting requirements and necessary coordination with the USACE and EPD. Applied Environmental Sciences would be glad to assist you with the impact determination and then provide recommendations concerning permitting options.

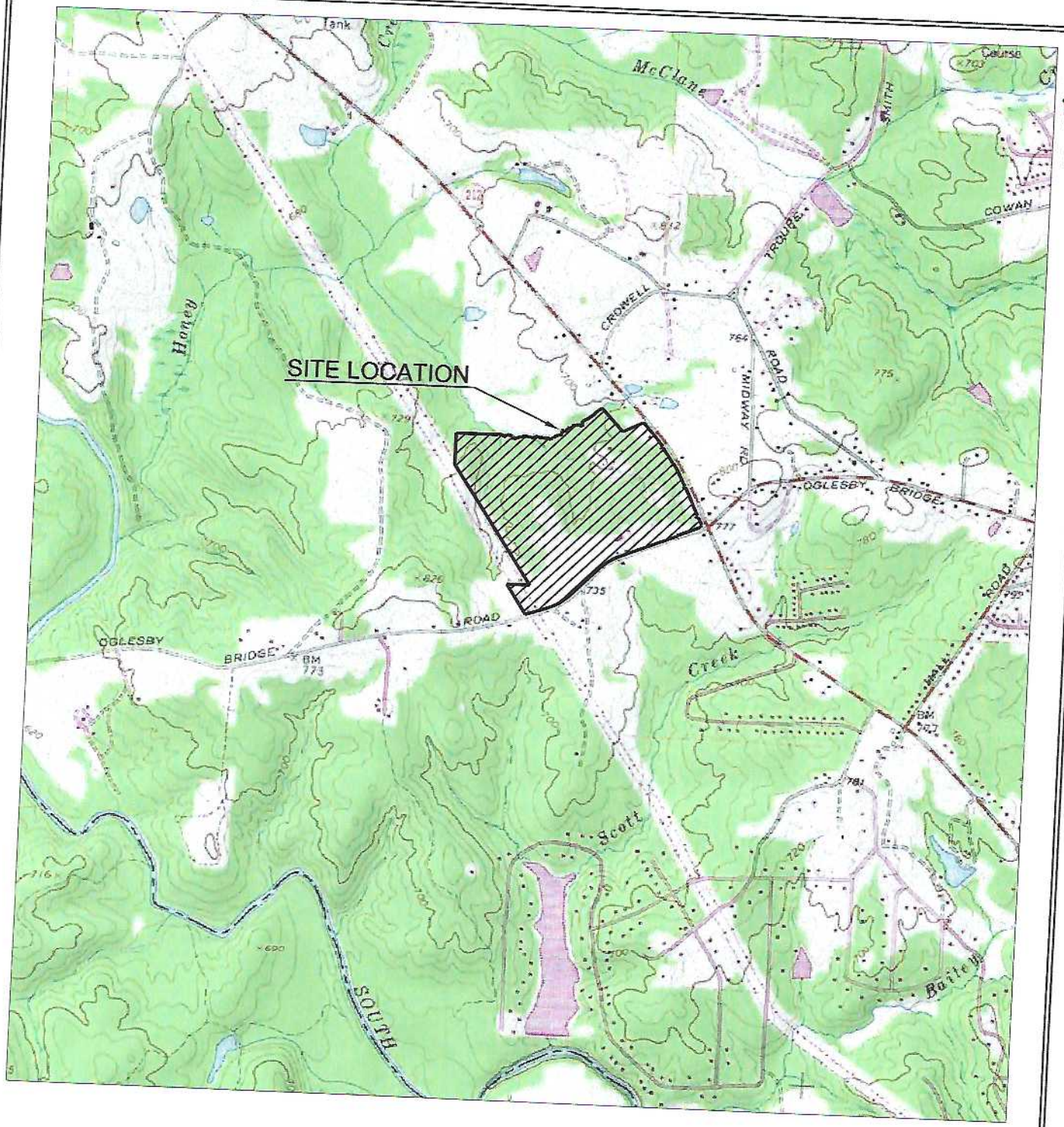
APPLIED ENVIRONMENTAL SCIENCES, INC.



SCALE: 1" = 2000'	STUDY TYPE: WETLAND DELINEATION		AES JOB No.: 27511.1
DATE: 12-16-07	CHECKED BY: MBM	DRAWN BY: CSL	REVISED:

FIGURE 1: SITE LOCATION MAP
SITE: Seay Farm, 140-acre Tract
Rockdale County, Georgia
CLIENT: New Deminsion Engineering, LLC
SCALE: 1" = 2000'

AES
Applied Environmental Sciences, Inc.
90-F Glenda Trace, #327 Newnan, Georgia 30265
(678) 262-4020 (770) 683-4875 (fax) www.aesciences.net



SCALE: 1" = 2000'	STUDY TYPE: WETLAND DELINEATION		AES JOB No.: 27511.1
DATE: 12-16-07	CHECKED BY: MBM	DRAWN BY: CSL	REVISED:

FIGURE 2: USGS TOPOGRAPHIC MAP
SITE: Seay Farm, 140-acre Tract
Rockdale County, Georgia
CLIENT: New Deminsion Engineering, LLC
SCALE: 1" = 2000'

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Applied Environmental Sciences, Inc.
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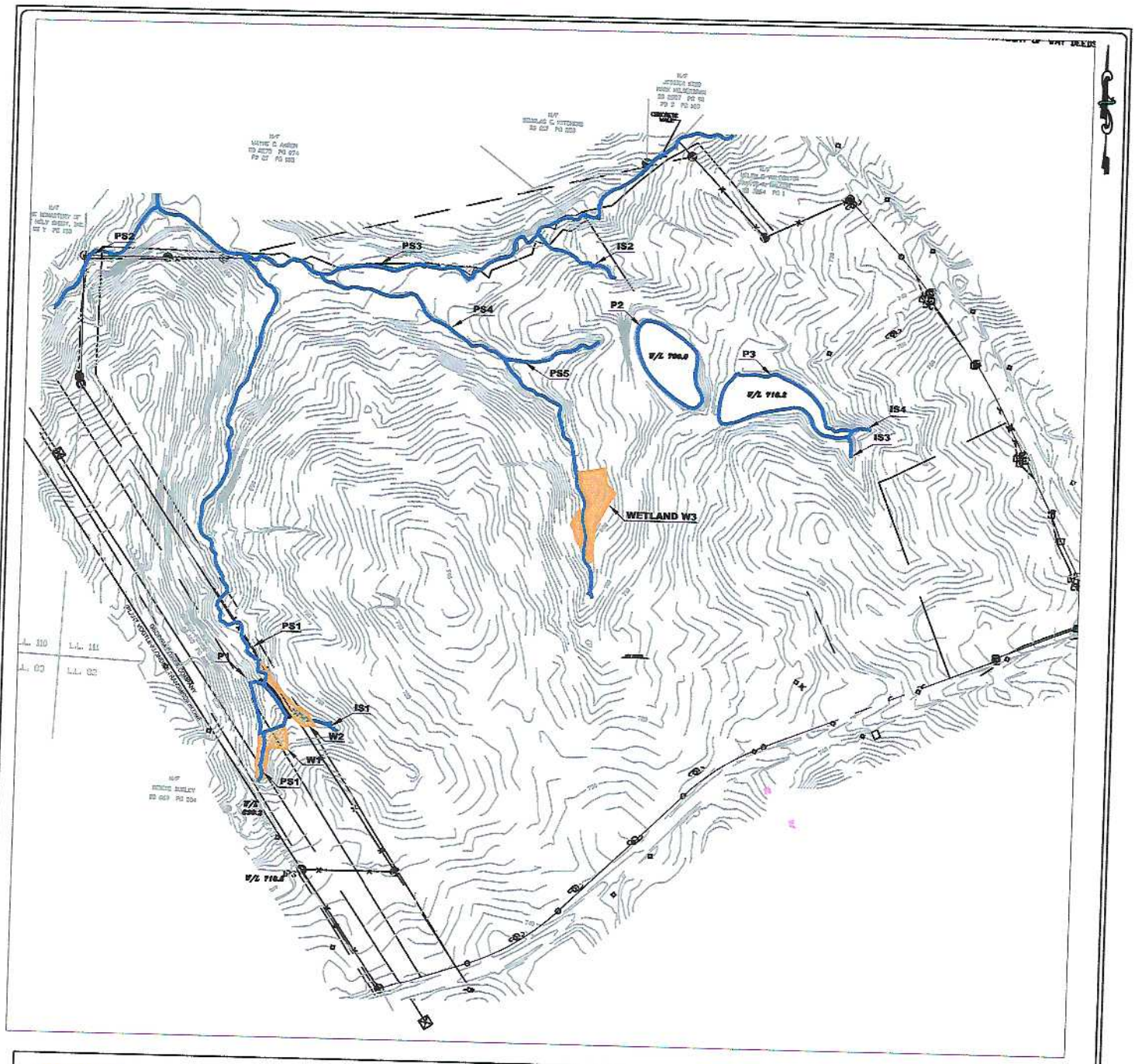


	WETLAND AREA
	STREAM - WATER OF THE U.S. / STATE WATER
	POND - WATER OF THE U.S. / STATE WATER

0 250 500

GRAPHIC SCALE: 1" = 500'

SCALE: 1" = 500'	STUDY TYPE: WETLAND DELINEATION		AES JOB No.: 27511.1
DATE: 12-16-07	CHECKED BY: MBM	DRAWN BY: CSL	REVISED:

FIGURE 3: JURISDICTIONAL AREA PLAN
SITE: Seay Farm, 140-acre Tract
Rockdale County, Georgia
CLIENT: New Deminsion Engineering, LLC
SCALE: 1" = 500'

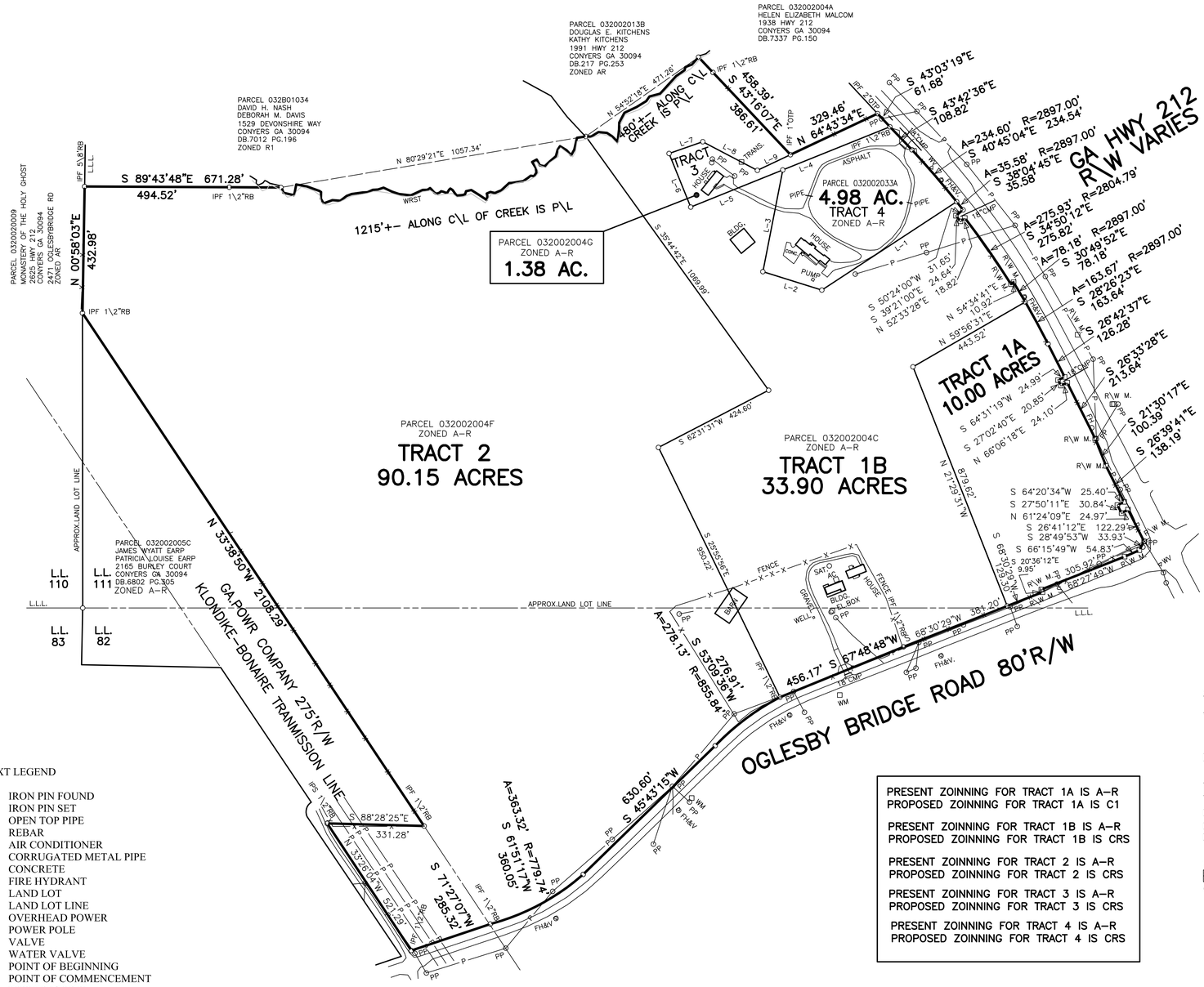
AES
Applied Environmental Sciences, Inc.
90-F Glenda Trace, #327 Newnan, Georgia 30265
(678) 262-4020 (770) 683-4875 (fax) www.aesciences.net

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.

James S. Hull, Jr. GA RLS 2936
PARCEL 032002004F DB.631 PG.153
PARCEL 032002004C DB.193 PG.967
PARCEL 032002033A DB.149 PG.199
PARCEL 032002004G DB.3719 PG.301

GEORGIA REGISTERED NO. 2936 LAND SURVEYOR JAMES S. HULL JR.

COURSE	BEARING	DISTANCE
L–1	S 56°43'35"W	551.45'
L–2	N 72°37'49"W	211.20'
L–3	N 11°03'33"E	354.60'
L–4	N 68°01'25"E	395.00'
L–5	S 68°01'25"W	339.34'
L–6	N 21°259'55"E	197.70'
L–7	S 70°42'47"W	122.01'
L–8	S 62°20'56"E	210.76'
L–9	N 64°43'34"E	125.13'



GRID NORTH

UTILITY NOTE:
PATRICK & ASSOCIATES, INC. NOR THE LICENSED PROFESSIONAL ASSUME ANY LIABILITY FOR THE EXISTENCE, LOCATION, MATERIAL OR SIZE OF ANY UNDERGROUND UTILITY SHOWN ON THIS SURVEY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE, EXACT LOCATION, MATERIAL AND SIZE OF ANY UNDERGROUND UTILITY BEFORE BIDDING OR EXCAVATING ON THIS PROJECT.

All or a portion of this survey was performed by GPS. Approximately 95% of this survey was GPS(Equipment: LEICA GS18) and 5% was robotic total station (Equipment: Trimble S6). Type of GPS was Base and Rover. The field data upon which this plat is based has a positional tolerance of 0.04' based on redundant measurements and has not been adjusted. The horizontal datum for this survey was NAD83, Georgia West Zone. All distances shown on this plat are surface distances. This plat has been calculated for closure and was found to be accurate within one foot in 197,371 feet.

Note: The surveyor hereon has made no investigative or independent search for easements of record. Encumbrances, restrictive covenants, ownership title evidence or any other facts that a current title search may disclose.

Note: This plat was prepared for the exclusive use of the person, persons or entity named hereon. This plat does not extend to any person, persons or entity without the express recertification of the surveyor naming such person, persons or entity.

This property is in zone "X" a Federal Flood Area as indicated by F.I.A. Official Hazard Maps. Flood Map No. 13247C0158D & 13247C0166D, Dated: 12/08/2016.

OWNER:
PARCEL 032002004F
WILLIS BENJAMIN SEAY,III
3324 PEACHTREE ROAD
SUITE 1602
ATLANTA, GA 303026
DB 631, PG 153

OWNER:
PARCEL 032002004C
WILLIS BENJAMIN SEAY,III
3324 PEACHTREE ROAD
SUITE 1602
ATLANTA, GA 303026
DB 193, PG 967
1929 OGLESBY BRIDGE ROAD

OWNER:
PARCEL: 032002033A
WILLIS BENJAMIN SEAY,III
3324 PEACHTREE ROAD
SUITE 1602
ATLANTA, GA 303026
DB 149, PG 199
1919 OGLESBY BRIDGE ROAD

OWNER:
PARCEL 032002004G
WILLIS BENJAMIN SEAY,III
3324 PEACHTREE ROAD
SUITE 1602
ATLANTA, GA 303026
DB 3719, PG 301
1920 OGLESBY BRIDGE ROAD

TEXT LEGEND

IPF	IRON PIN FOUND
IPS	IRON PIN SET
OTP	OPEN TOP PIPE
RB	REBAR
AC	AIR CONDITIONER
CMP	CORRUGATED METAL PIPE
CONC	CONCRETE
FH	FIRE HYDRANT
LL	LAND LOT
LLL	LAND LOT LINE
P	OVERHEAD POWER
PP	POWER POLE
V	VALVE
WV	WATER VALVE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
B/L	BUILDING LINE
C/L	CENTERLINE
R/W	RIGHT-OF-WAY

PRESENT ZOINNING FOR TRACT 1A IS A–R
PROPOSED ZOINNING FOR TRACT 1A IS C1

PRESENT ZOINNING FOR TRACT 1B IS A–R
PROPOSED ZOINNING FOR TRACT 1B IS CRS

PRESENT ZOINNING FOR TRACT 2 IS A–R
PROPOSED ZOINNING FOR TRACT 2 IS CRS

PRESENT ZOINNING FOR TRACT 3 IS A–R
PROPOSED ZOINNING FOR TRACT 3 IS CRS

PRESENT ZOINNING FOR TRACT 4 IS A–R
PROPOSED ZOINNING FOR TRACT 4 IS CRS

ZONNING PLAT FOR:

WILLIS BENJAMIN SEAY, III

LAND LOTS 82 & 111 - 11TH DISTRICT

ROCKDALE COUNTY, GEORGIA

DATE OF FIELD WORK: 4-29-2024
DATE OF PLAT PREPARATION: 7-2-2024
EQUIPMENT USED: TRIMBLE S6

200 0 200 400 600
GRAPHIC SCALE –1 INCH = 200 FEET

PATRICK & ASSOCIATES, INC.
SURVEYING & ENGINEERING
928 BLACKLAWN ROAD
CONYERS, GEORGIA 30094
PHONE: 770-483-9745

MASTER 36700
JOB NO. 24–233
DWG. NO. 36805

BOARD OF COMMISSIONERS
OSBORN NESBITT, SR., CHAIRMAN
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DR. DOREEN WILLIAMS, COMMISSIONER POST II

DEPARTMENT OF PLANNING & DEVELOPMENT
CHRISTOPHER WHEELER, INTERIM DIRECTOR
PHONE: (770) 278-7100
planningandzoning@rockdalecountyga.gov

PLANNING COMMISSION & BOARD OF COMMISSIONERS
ROCKDALE COUNTY PLANNING STAFF REPORT

Case Numbers:	REZ2024-16 and REZ2024-24
Address:	1920 SW Highway 212, 1929 SW Oglesby Bridge Road, 1900 SW Highway 212, and SW Oglesby Bridge Road
Tax Parcel:	032002004G, 032002004C, 032002033A, and 032002004F
Site Area:	141.68 acres
Current Zoning:	A-R (Agricultural-Residential)
Existing Conditions:	Single-Family Residences; Woods/Fields
REZ2024-16 Request:	To rezone 131.68 acres from A-R (Agricultural-Residential) to CRS (Collaborative Residential Subdivision) for a single-family residential subdivision.
REZ2024-24 Request:	To rezone 10.00 acres from A-R (Agricultural-Residential) to C-1 (Local Commercial) for a neighborhood commercial development.
Applicant:	Stephen A. Goodsell
Owner:	Benjamin Willis Seay III
Staff Recommendation:	**Denial**
PC Hearing Date:	September 12, 2024
BOC Hearing Date:	September 24, 2024

Zoning History

The subject property is zoned A-R (Agricultural-Residential). No prior zoning requests are on record for this property.

Existing Site Conditions

The subject site is a 141.68-acre property located west of the intersection of GA Highway 212 SW and Oglesby Bridge Road SW and comprised of four parcels: 032002004G (1920 SW Highway 212), 032002004C (1929 SW Oglesby Bridge Road), 032002033A (1900 SW Highway 212), and 032002004F (SW Oglesby Bridge Road). The properties located at 1920 SW Highway 212, 1929 SW Oglesby Bridge Road, and 1900 SW Highway 212 are developed with single-family residences that were constructed in 1988, 1980 and 1983, and 1978, respectively. Apart from the residences, the site is characterized by wooded areas and open fields. The subject property has road frontage along both GA Highway 212 SW and Oglesby Bridge Road SW; sidewalks are not present along the frontages. Tributaries of Honey Creek, ponds, freshwater forested/shrub wetlands, and floodplains are present on the property.

Surrounding Use and Zoning

The subject site is adjacent to residential and commercial properties. The following is a summary of surrounding uses and zoning:

Adjacent Zoning and Current Land Use

Direction	Address	Zoning District	Current Land Use
West	2471 SW Oglesby Bridge Rd	A-R	Monastery of the Holy Ghost
	2165 SW Burley Ct	A-R	Single-Family Residence
North	1529 SW Devonshire Way	R-1	Single-Family Residences
	1994 SW Highway 212	A-R	
	1956 SW Highway 212	A-R	
	1938 SW Highway 212	A-R	
East	4801 SW Camden Dr	R-1	Single-Family Residence
	1800 SW Francon Ct	R-1	Single-Family Residence
	1802 SW Francon Ct	R-1	Single-Family Residence
	1804 SW Francon Ct	R-1	Single-Family Residence
	1865 SW Highway 212	R-1	Single-Family Residence
	4555 SW Wentworth Pl	R-1	Single-Family Residence
	4556 SW Wentworth Pl	R-1	Single-Family Residence
	1837 SW Highway 212	C-1	Office Building
	1835 SW Highway 212	C-1	Single-Family Residence
	1827 SW Highway 212	C-1	Gas Station/ Convenience Store
South	1926 SW Oglesby Bridge Rd	A-R	Single-Family Residence
	1910 SW Oglesby Bridge Rd	A-R	Vacant
	1920 SW Oglesby Bridge Rd	A-R	Vacant
	1928 SW Oglesby Bridge Rd	A-R	Vacant
	1930 SW Oglesby Bridge Rd	A-R	Single-Family Residence
	1936 SW Oglesby Bridge Rd	A-R	Single-Family Residence
	1946 SW Oglesby Bridge Rd	A-R	Single-Family Residence
	1942 SW Oglesby Bridge Rd	A-R	Single-Family Residence
	1944 SW Oglesby Bridge Rd	A-R	Single-Family Residence
	1950 SW Oglesby Bridge Rd	A-R	Single-Family Residence

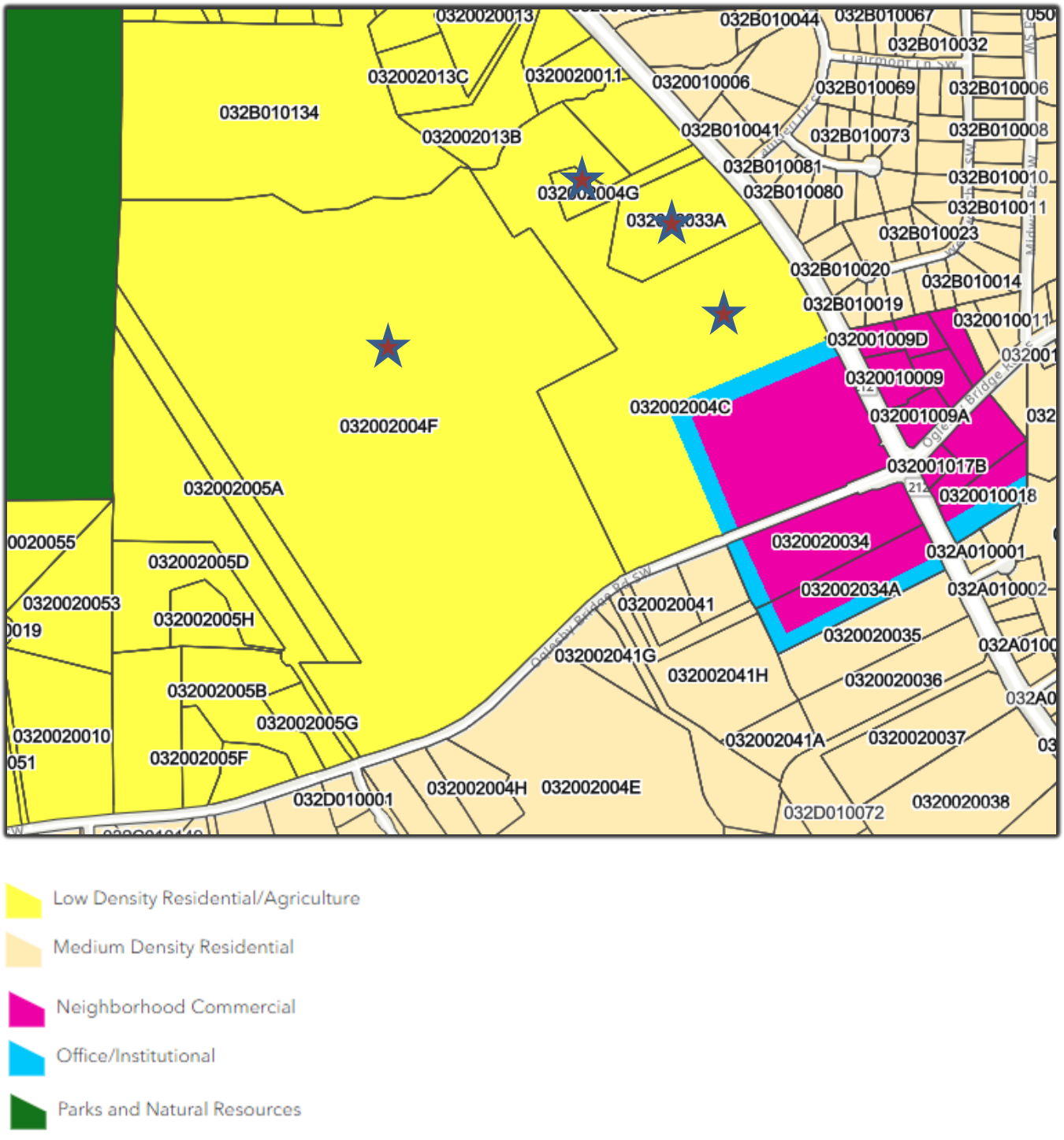
ZONING MAP

AR - Agricultural Residential District

R1 - Single-Family Residential District

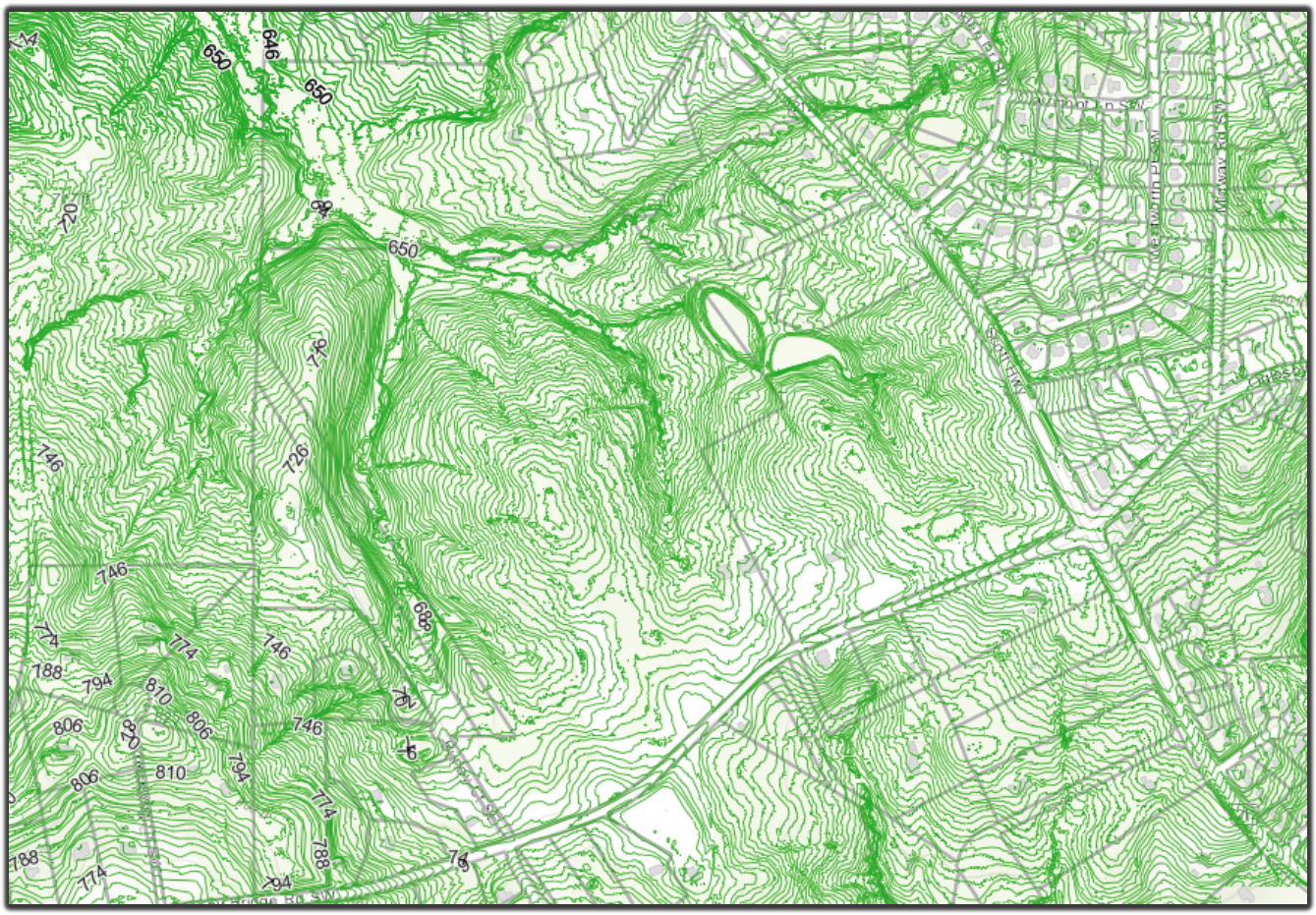
C1 - Local Commercial District

FUTURE LAND USE MAP



- Low Density Residential/Agriculture
- Medium Density Residential
- Neighborhood Commercial
- Office/Institutional
- Parks and Natural Resources

CONTOUR MAP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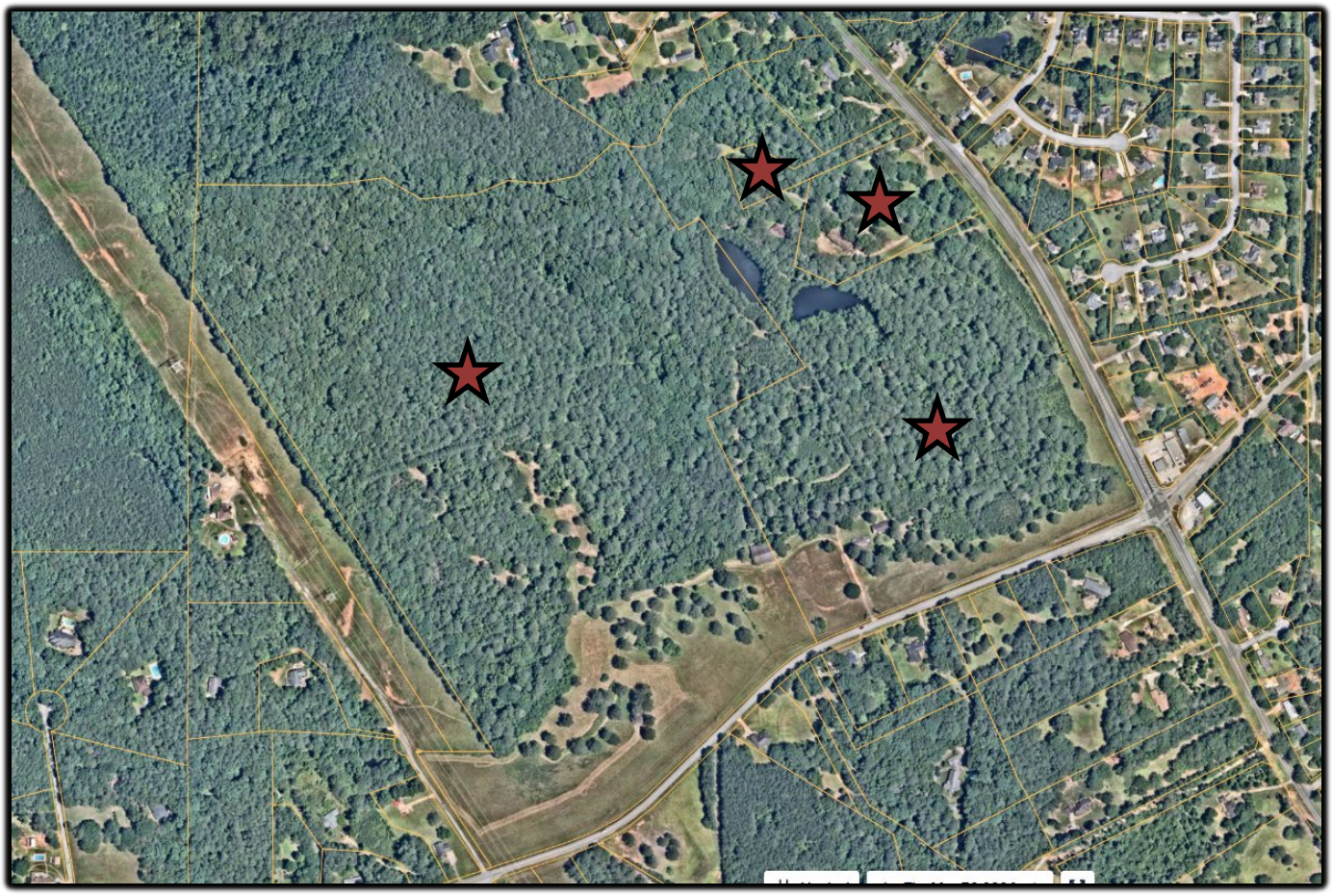
AERIAL MAP



Project Summary

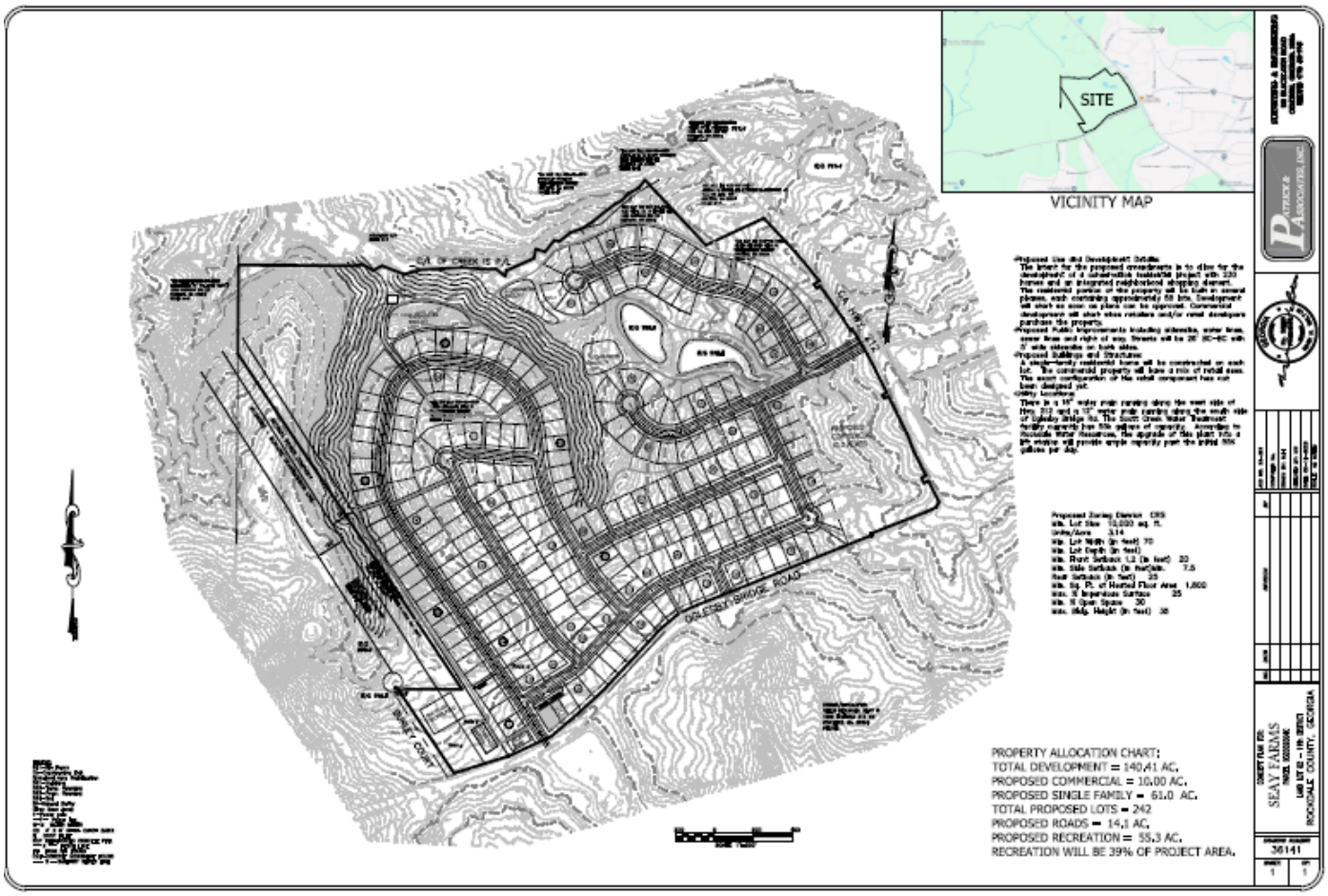
The applicant is requesting a rezoning of a 141.68-acre site from A-R (Agricultural-Residential) to CRS (Conservation Residential Subdivision) and C-1 (Local Commercial). The project includes:

- **REZ2024-16**: A request to rezone 131.68 acres at 1920 SW Highway 212, 1900 SW Highway 212, SW Oglesby Bridge Road, and a portion of 1929 Oglesby Bridge Road from A-R (Agricultural-Residential) to CRS (Collaborative Residential Subdivision) for the development of a single-family residential subdivision with 242 lots.
- **REZ2024-24**: A request to rezone 10.00 acres of 1929 Oglesby Bridge Road from A-R (Agricultural-Residential) to C-1 (Local Commercial) for a neighborhood commercial development.

Site Data

Proposed dimensional standards:

- Minimum lot size of 10,000 square feet meeting code requirements.
- Minimum lot width of 70 feet meeting code requirements.
- 20-foot front yard setback meeting code requirements.
- 25-foot rear yard setback meeting code requirements.
- 7.5-foot side yard setback meeting code requirements.
- Proposed recreation/conservation area to be 39% (55.3 acres) of the project area.
- Proposed gross density of 1.86 units per acre.
- 293 proposed parking spaces.



ZONING AND DEVELOPMENT STANDARDS

The following is a summary of applicable development standards from the Rockdale Unified Development Ordinance (UDO):

ZONING AND DEVELOPMENT STANDARDS				
Standard	**Code Section**	**Required**	**Proposed**	**Meets Standard?**
Conservation Space	Sec. 206-5(d)(1)	30% of gross parcel area	39% of gross parcel area	YES
Minimum Development Size	Sec. 206-5(d)(2)	10 contiguous acres (exclusive of conservation)	141.68 acres (total)	YES
Minimum Lot Size	Sec. 206-5(d)(3)	10,000 SF	10,000 SF	YES
Minimum Lot Width	Sec. 206-5(d)(4)	70 Feet	70 Feet	YES
Setbacks Front Rear Side	 Sec. 206-5(d)(5) Sec. 206-5(d)(6) Sec. 206-5(d)(7)	 20 Feet (5 ft staggered) 25 Feet 7.5 Feet	 20 Feet (5 ft staggered) 25 Feet 7.5 Feet	 YES YES YES
Residential Parking Guest Parking	Sec. 206-5(d)(16)(a) Sec. 206-5(d)(16)(b)	484 spaces (minimum) 40 spaces (minimum)	293 spaces proposed Not indicated	NO N/A
Adjusted Density	Sec. 206-5(d)(17)	3.1 units per acre (maximum)	3.2 units per acre	NO
Transitional Buffer	Sec. 206-5(d)(19)(b)	50 Feet	Not indicated on site plan	N/A

INTERNAL AND EXTERNAL AGENCY REVIEW

The applicant must meet all other UDO requirements related to infrastructure improvements. Internal and External agency comments are attached and provided below.

Fire

No comments.

Rockdale Board of Education

School	Projected Enrollment	Current Enrollment	Current Capacity
LES	575	574	820
DMS	895	865	1104
SHS	799	866	1600

The lack of data on predicted per unit average student occupancy prohibits predicting the school's full occupancy dateline.
Multi developments within a school's zone within the same development period will impact capacity timelines. This month's list: DMS has two developments under consideration.
RCPS first steps to address impactful student numbers is to add mobile units to the site campus affected. Second step to consider will be larger class sizes. Third possible step, rezoning.

Transportation Department

Coordinate with GDOT on GA Hwy 212, Oglesby Bridge needs decel lane 175' travel lane and 100' taper.

Stormwater Department

Based on the submitted rezoning documents, there are existing State waters, Wetlands, and Rockdale County Future floodplain requirements that must be adhered to by Federal, State, and County ordinances. Tree protection must be adhered to as it relates to the Stormwater Management Department for Land Disturbance Permitting.

ARTICLE IV – STREAM BUFFER PROTECTION Sec. 310 – 103 Land development stream buffer requirements.

(a) All land development activity, including subdivisions of land and platting activities governed by chapter 302 of the UDO, shall meet the following buffer and setback requirements unless otherwise exempted in this article:

(1) An undisturbed natural vegetative buffer shall be maintained for 50 feet, measured horizontally, on both banks (as applicable) of the stream as measured from the top of the stream bank.

(2) An additional setback shall be maintained for 25 feet, measured horizontally, beyond the undisturbed natural vegetative buffer, in which all impervious cover shall be prohibited. Grading, filling, and earthmoving shall be minimized within the setback.

(3) No septic tanks or septic tank drain fields shall be permitted within the buffer or the setback.

(b) Any land development activity within a buffer established hereunder or any impervious cover within a setback established hereunder is prohibited unless a variance is granted pursuant to sections 310-105.

CHAPTER 324 – ENVIRONMENTAL PLANNING CRITERIA

Sec. 324-2. - Protection of wetlands.

(a) Purpose and intent. Pursuant to O.C.G.A. 12-2-8 and the DNR, environmental protection division's Rules for Environmental Planning Criteria chapter 391-3-16, this section establishes regulations to promote the wise use of wetlands and protect them from alterations that will significantly affect or reduce their primary functions for water quality, floodplain and erosion control, groundwater recharge, aesthetic natural areas, and wildlife habitat areas.

(b) *Wetlands development permit requirements.* No activity or use, except those identified in subsection (c), shall be allowed in the wetlands without the issuance of a local development permit. Local permits will be issued only if the proposed use is in compliance with the requirements of the underlying zoning district and this section. Furthermore, if the area of proposed development is located within 100 feet of the wetlands boundaries, as established by Figure IV-2 of the Rockdale County Comprehensive Land Use Plan, a U.S. Army Corps of Engineers delineation is required under Section 404 of the Clean Water Act. If wetlands are altered or degraded, mitigation to offset losses may be required as a condition of a Section 404 permit. Local development permits will not be issued until after any necessary Section 404 permits have been secured.

CHAPTER 328 – Buffers, landscaping, and Tree Protection

Sec. 328-15. - Authority, findings, purpose and intent.

(a) *Authority.* This article is enacted pursuant to the county's exclusive planning authority granted by the Constitution of the State of Georgia, including but not limited to Ga. Const. art. IX, § II, para. IV, and Ga. Const. art. IX, § II, para. III, as well as authority granted by the General Assembly of the State of Georgia, including by not limited to O.C.G.A. § 36-70-3 , as well as 1977 Ga. Laws, page 2817, as amended, and 1969 Ga. Laws, page 3639, as amended, and the general police powers of the county and other authority provided by federal, state and local laws applicable to this article.

(b) *Findings, purpose, and intent.* It is the intent of this article to provide standards for landscaping and for the preservation and replacement of trees as part of the land development and building construction process in

unincorporated areas of the county. The county finds that the existence of adequate tree cover and landscaping in the county directly affects public health, safety, and welfare to comprehensively address these concerns through the adoption of the regulations in this article. The purpose and intent of the Board of Commissioners in enacting this article are as follows:

(1) To protect the health, safety and general welfare of the citizens of the county, and to implement the policies and objectives of the comprehensive plan through the enactment of a comprehensive ordinance governing tree preservation and replacement in the county.
(2) To require landscaping and the preservation and replacement of trees in certain areas within the county in order to ensure the continued health of its citizens through improved air and water quality.
(3) To provide developers and others active in the county with the appropriate guidance to better ensure proper tree preservation and replacement in the course of the land development process in the county.
(4) To preserve property values in the county by maintaining a safe, aesthetically pleasing environment.
(5) To reduce flooding of county rivers and streams by planting trees and other vegetation so as to aid in slowing the rate of stormwater runoff.
(6) To reduce soil erosion in the county by planting trees and other vegetation so as to aid in the prevention of soil loss through stormwater runoff and flooding and to promote stormwater infiltration.
(7) To reduce noise and glare on adjacent properties from properties that have been extensively developed.
(8) To conserve energy by cooling surrounding air temperatures through the existence of adequate shade trees.
(9) To provide improved atmospheric quality by reducing airborne particulates and carbon monoxide and by increasing oxygen through adequate tree cover.
(10) To promote the saving of trees in nodes throughout a development, rather than as individual trees scattered over a development or around the periphery of a development.
(11) To prevent clear-cutting and mass grading of land that results in the loss of mature trees, and to ensure appropriate replanting when tree loss does occur.

Sec. 328-25. - Requirements for other developments.
(a) Each new development not covered by section 328-24 shall prepare a landscape and tree protection and replacement plan showing compliance with this section.
(b) The tree protection and replacement plan must, at a minimum, protect or plant 15 units per acre of trees on the land being developed. The tree density calculations shall not utilize trees within required buffers in determining the overall density factor, existing density factor, or replacement density factor. All new development with eight (8) or more parking spaces, or expanded development that results in eight (8) or more parking spaces, shall provide interior landscaping.
(c) Rockdale County has given priority to the retention and placement of trees in frontage planting strips and parking lot planting islands. Trees retained or placed in these areas may be used to meet the tree density factor for a project. However, if the tree density factor is met with trees saved or planted in other areas, the tree location guidelines outlined below must still be performed with additional tree plantings.
(d) *Required landscape strips and re-vegetated buffers.* Landscape strips shall meet the minimum depth requirements as indicated in the following table. Trees may be planted in groups rather than in a single line. Adjoining residential zoning districts, evergreen trees shall be saved or planted in such density or spacing as to provide an eight-foot tall visual barrier within two years of planting. Required landscaping strips shall not be encroached upon by parking spaces, driveway surfaces, or storm water detention facilities except when complying with the requirements below. Driveway crossings may traverse such strips as near to a perpendicular alignment as practical. Signs may be located in the required landscape strip.

CHAPTER 320 – FLOOD DAMAGE PREVENTION

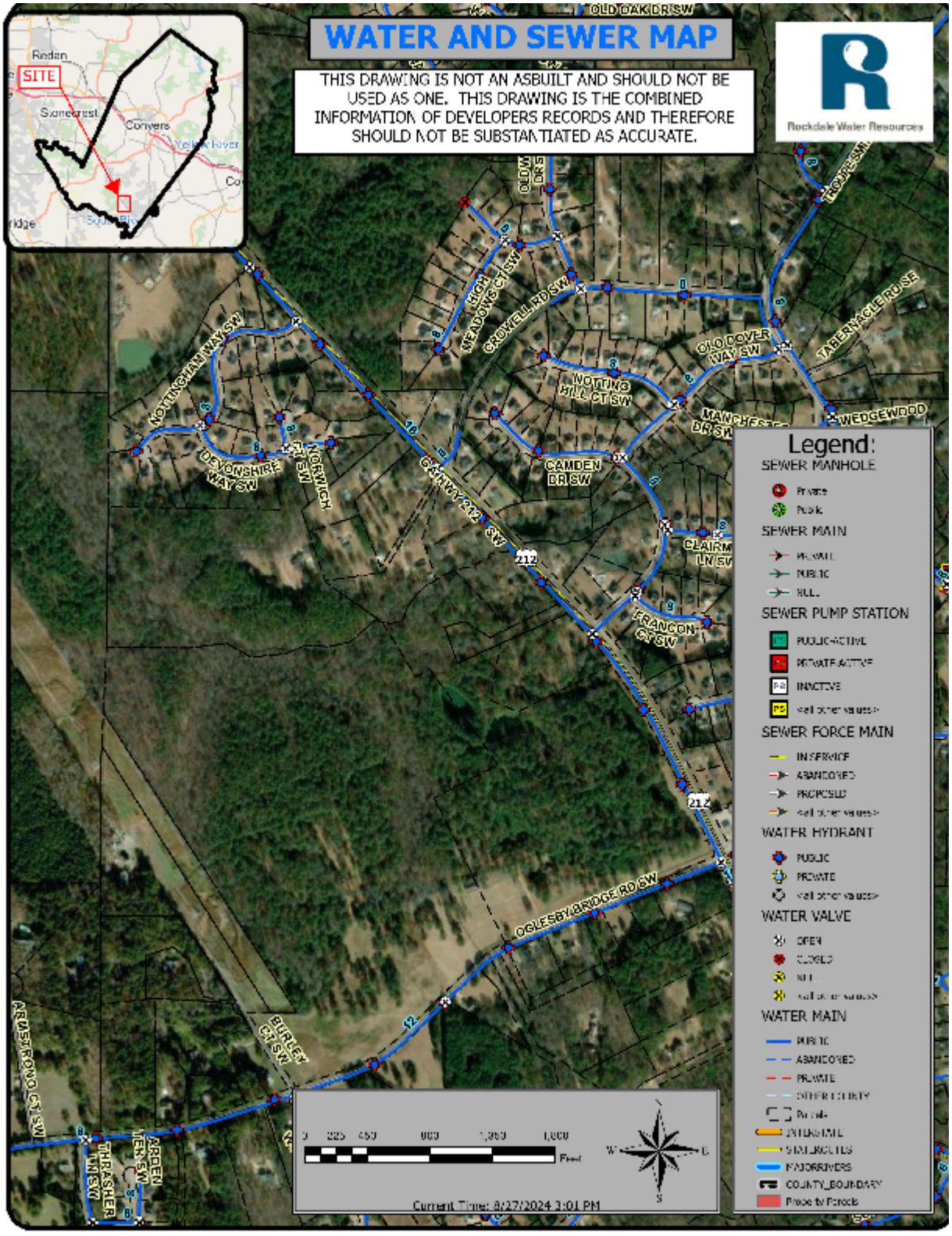
Sec. 320-1. - Introduction.
(a) It is hereby determined that:
(1) The flood hazard areas of Rockdale County, GA are subject to periodic inundation which may result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood relief and protection, and impairment of the tax base, all of which adversely affect the public health, safety, and general welfare.

(2) Flood hazard areas can serve important stormwater management, water quality, streambank protection, stream corridor protection, wetland preservation, and ecological purposes when permanently protected as undisturbed or minimally disturbed areas.
(3) Effective floodplain management and flood hazard protection activities can:
a. Protect human life and health,
b. Minimize damage to private property,
c. Minimize damage to public facilities and infrastructure such as water and gas mains, electric, telephone, and sewer lines, streets and bridges located in floodplains, and
d. Minimize expenditure of public money for costly flood control projects associated with flooding and generally undertaken at the expense of the general public.

(b) Article IX, Section II of the Constitution of the State of Georgia and Section 36-1-20(a) of the Official Code of Georgia Annotated have delegated the responsibility to local governmental units to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry. Therefore, Rockdale County, GA, does ordain this chapter and establishes this set of floodplain management and flood hazard reduction provisions for the purpose of regulating the use of flood hazard areas. It is determined that the regulation of flood hazard areas and the prevention of flood damage are in the public interest and will minimize threats to public health and safety, as well as to private and public property.

Water/Sewer

Existing 16” DIP Water main along GA Hwy 212 SW and an existing 16” DIP Water main along Oglesby Bridge RD SW. No Public Wastewater. See Map Attached


WATER AND SEWER MAP
THIS DRAWING IS NOT AN ASBUILT AND SHOULD NOT BE USED AS ONE. THIS DRAWING IS THE COMBINED INFORMATION OF DEVELOPERS RECORDS AND THEREFORE SHOULD NOT BE SUBSTANTIATED AS ACCURATE.
Rockdale Water Resources
SITE
Redan
Stonecrest
Conyers
OLD OAK DR SW
OLD DR S
HIGH MEADOWS CT SW
CROWELL RD SW
NOTTINGHAM WAY SW
NOTTING HILL CT SW
OLD DOVER WAY SW
TABERNACLE RD SE
WEDGEWOOD
DEVONSHIRE WAY SW
NORWICH CT SW
GARNET WAY SW
CAMDEN DR SW
CLAIRMONT LN SW
FRANCON CT SW
OGLESBY BRIDGE RD SW
BURLEY CT SW
ARMSTRONG CT SW
THRASHER LN SW
ARDEN TER SW
Current Time: 8/27/2024 3:01 PM
Legend:
SEWER MANHOLE
Private
Public
SEWER MAIN
PRIVATE
PUBLIC
NULL
SEWER PUMP STATION
PUBLIC-ACTIVE
PRIVATE-ACTIVE
INACTIVE
SEWER FORCE MAIN
IN SERVICE
ABANDONED
PROPOSED
WATER HYDRANT
PUBLIC
PRIVATE
WATER VALVE
OPEN
CLOSED
WATER MAIN
PUBLIC
ABANDONED
PRIVATE
COUNTY_BOUNDARY

EVALUATION OF THE REZONING REQUEST

O.C.G.A. Chapter 36-66: Zoning Procedure Act

When considering an application to amend the current zoning designation of a property, the Board of Commissioners, the Planning Commission, and the Planning & Development Department shall consider the following:

A. Is the zoning proposal permitted as a use that is suitable in view of the use and development of adjacent and nearby property?

The applicant's requests for rezoning from AR (Agriculture-Residential) to CRS (Collaborative Residential Subdivision) and C-1 (Local Commercial) for a single-family residential and neighborhood commercial development are proposed on a largely undeveloped area of 141.68 acres. Adjacent properties are zoned AR, R-1, and C-1. The lots in the Stratford subdivision to the north of the subject site are approximately an acre in size. The Manchester subdivision to the east of the site is composed of half-acre lots. The lots to the south of the site range from 1-2 acres in size. The proposed development's 10,000-square-foot lot sizes are smaller than that of surrounding properties and may not be suitable in view of the use of the surrounding lots.

B. Will the zoning proposal adversely affect the existing use or usability of adjacent or nearby property?

The proposed 242-lot single-family residential development will likely have negative effects on the surrounding properties, with increased density impacting the rural character of the area, increased impervious surfaces, and increased traffic.

C. Will the property to be affected by the zoning proposal have a reasonable economic use as currently zoned?

The property has reasonable economic use as currently zoned.

D. Will the zoning proposal result in a use that will or could cause excessive or burdensome use of existing streets, transportation, facilities, utilities, or schools?

The 242-lot subdivision will likely have an impact on existing streets. The Traffic Impact Study (TIS) found that the development would generate 319 new morning peak hour trips and 588 new afternoon peak hour trips. A total of 6,664 new weekday trips will be generated. The study recommended improvements to mitigate the effects, such as new turn lanes which will necessitate widening of the roads. Rockdale Water Resources (RWR) has indicated that public water is available at the site location, but public wastewater is not available. Schools in the area are generally under capacity.

E. Is the zoning proposal in conformity with the Future Land Use Map and the policy intent of the Comprehensive Land Use Plan?

The Future Land Use Category of this site is Low Density Residential with approximately 10 acres at the intersection of Highway 212 SW and Oglesby Bridge Road SW designated as Neighborhood Commercial. The Future Land Use Category of Low-Density Residential is not in alignment with the requested CRS zoning district. As defined by the Comprehensive Land Use Plan, properties with a future land use designation of Low-Density Residential are appropriate for single-family detached residential dwellings with a density of 1 unit per acre. The proposed development will have a proposed gross density of 1.86 units per acre and an adjusted tract area site density of 3.2 units per acre, which is neither in conformance with the Comprehensive Land Use Plan nor the CRS zoning district.

F. 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 small lot sizes and proposed density are not compatible with the rural character of the area. Furthermore, 242 new housing units would pose a burden to public facilities.

PLANNING & DEVELOPMENT STAFF RECOMMENDATIONS

Staff recommends ***Denial*** of the requests to rezone from A-R (Agricultural-Residential) to CRS (Collaborative Residential Subdivision) and C-1 (Local Commercial). Should the rezoning requests be approved, staff recommends the following conditions.

Proposed conditions:

1. The site shall be developed in compliance with the Collaborative Residential Subdivision (CRS) and Local Commercial (C-1) Zoning Districts if adopted.
2. The applicant shall provide the Traffic Impact Study with the Preliminary Plat. Any recommendations for improvements shall be required to be shown on the Land Disturbance Permit (LDP). Additionally, as determined by the Rockdale County Department of Transportation, a new study may be required for the development. Any recommendations for improvements from any new studies shall be required to be shown on the LDP.
3. Applicant must provide proof of sewer capacity before proceeding to preliminary plat phase.
4. The site shall be restricted not to exceed 242 lots.
5. The adjusted tract area site density shall be adjusted to conform with the requirements of the CRS zoning district.
6. A mandatory Homeowners' Association shall be established and shall be responsible for the maintenance of all common areas and facilities.
7. The Homeowners' Association covenants shall include a rental restriction of five percent (5%) of all single-family residential dwelling units.
8. All single-family residential dwelling units shall have a two-car garage.
9. Provide a five-foot-wide sidewalk along at least one side of the proposed internal streets and along the front lines of all CRS-zoned lots. Sidewalks shall be separated from street curbs by a “tree lawn” not less than five feet wide, planted with shade trees in accordance with the Rockdale County plant palette.
10. Provide a five-foot-wide concrete sidewalk along the Oglesby Bridge Road SW and GA Highway 212 SW rights-of-way. A strip of grass or other approved landscape material at least four feet in width shall separate sidewalks from adjacent curbs on public streets.
11. All grassed areas shall be sodded.
12. All utilities shall be placed underground.
13. Natural vegetation shall remain on the property until the issuance of a development permit.
14. All sides of proposed buildings shall consist of brick, stone, cementitious siding, or real (lath and portland) stucco from ground to eaves, with brick, stone, cedar shake, real stucco, painted wood siding or cementitious siding to be used as accents. Metal siding, vinyl siding, metal canopies, and exposed standard concrete blocks are prohibited. Soffits may be constructed of vinyl.
15. Streetlights are to be provided along one side of every street, a minimum of 16 feet high and a maximum of 20 feet high if overhanging into the street, and placed no more than 160 feet apart.
16. Stormwater detention ponds shall be screened from view from adjoining residential properties. Screening plans shall be subject to review and approval by the Director of Planning and Development.
17. Any structures in the amenity areas shall be constructed using exterior building materials that complement the adjacent residential structures. The amenity areas may be in a single area or in multiple areas. Amenity areas shall be accessible by five-foot-wide concrete sidewalks.

TRAFFIC IMPACT STUDY
FOR
PROPOSED RESIDENTIAL DEVELOPMENT AT 460 HONEY CREEK ROAD AND GOODE ROAD

ROCKDALE COUNTY, GEORGIA

Prepared for:

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August 19, 2024
A & R Project # 24-146

TABLE OF CONTENTS

Item		Page
1.0	**Introduction**	**1**
2.0	**Existing Facilities / Conditions**	**4**
2.1	Roadway Facilities	4
2.1.1	SR 20 (McDonough Highway)	4
2.1.2	Honey Creek Road	4
2.1.3	Goode Road	4
2.1.4	Stanton Road	4
2.1.5	Ebenezer Road	4
2.1.6	Troupe Smith Road	4
2.1.7	Clubland Circle	4
2.1.8	Sandhill Drive	5
2.1.9	Honey Creek Court	5
2.1.10	Club House Lane	5
2.1.11	Parr Road	5
3.0	**Study Methodology**	**6**
3.1	Unsignalized Intersections	6
3.2	Signalized Intersections	7
4.0	**Existing 2024 Traffic Analysis**	**8**
4.1	Existing Traffic Volumes	8
4.2	Existing Traffic Operations	11
5.0	**Proposed Development**	**13**
5.1	Trip Generation	15
5.2	Trip Distribution	15
6.0	**Future Traffic Analysis**	**18**
6.1	Future “No-Build” Conditions	18
6.1.1	Annual Traffic Growth	18
6.2	Future “Build” Conditions	18
6.3	Auxiliary Lane Analysis	21
6.3.1	Left Turn Lane Analysis	21
6.3.2	Deceleration Turn Lane Analysis	22
6.4	Future Buildout Year 2026 Traffic Operations	23
7.0	**Conclusions and Recommendations**	**26**
7.1	Recommendation for Site Access Configuration	27

Appendix

LIST OF TABLES

Item **Page**

Table 1 – Level-of-service Criteria for Unsignalized Intersections 6
Table 2 – Level-of-service Criteria for Signalized Intersections 7
Table 3 – Existing Intersection Operations 11
Table 4A – Trip Generation (North Site) 15
Table 4B – Trip Generation (South Site) 15
Table 5 – Rockdale County Requirements for Left Turn Lanes 21
Table 6 – Rockdale County Requirements for Deceleration Lanes 22
Table 7 – Future Intersection Operations 23

LIST OF FIGURES

Item **Page**

Figure 1 – Location Map 3
Figure 2 – Existing Weekday Peak Hour Volumes 9
Figure 3 – Existing Traffic Control and Lane Geometry 10
Figure 4 – Site Plan 14
Figure 5 – Trip Distribution and Site Generated Weekday Peak Hour Volumes (North Site) 16
Figure 6 – Trip Distribution and Site Generated Weekday Peak Hour Volumes (South Site) 17
Figure 7 – Future (No-Build) Peak Hour Volumes 19
Figure 8 – Future (Build) Peak Hour Volumes 20
Figure 9 – Future Traffic Control and Lane Geometry 25

1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact of the proposed 377-unit residential development that will be located at 460 Honey Creek Road and Goode Road, in Rockdale County Georgia. The traffic analysis evaluates the current operations and future conditions with the traffic generated by the development. The development consists of two parcels (North Site and South Site). North site consists of 59 single-family detached units and south site consists of 318 single-family detached housing units.

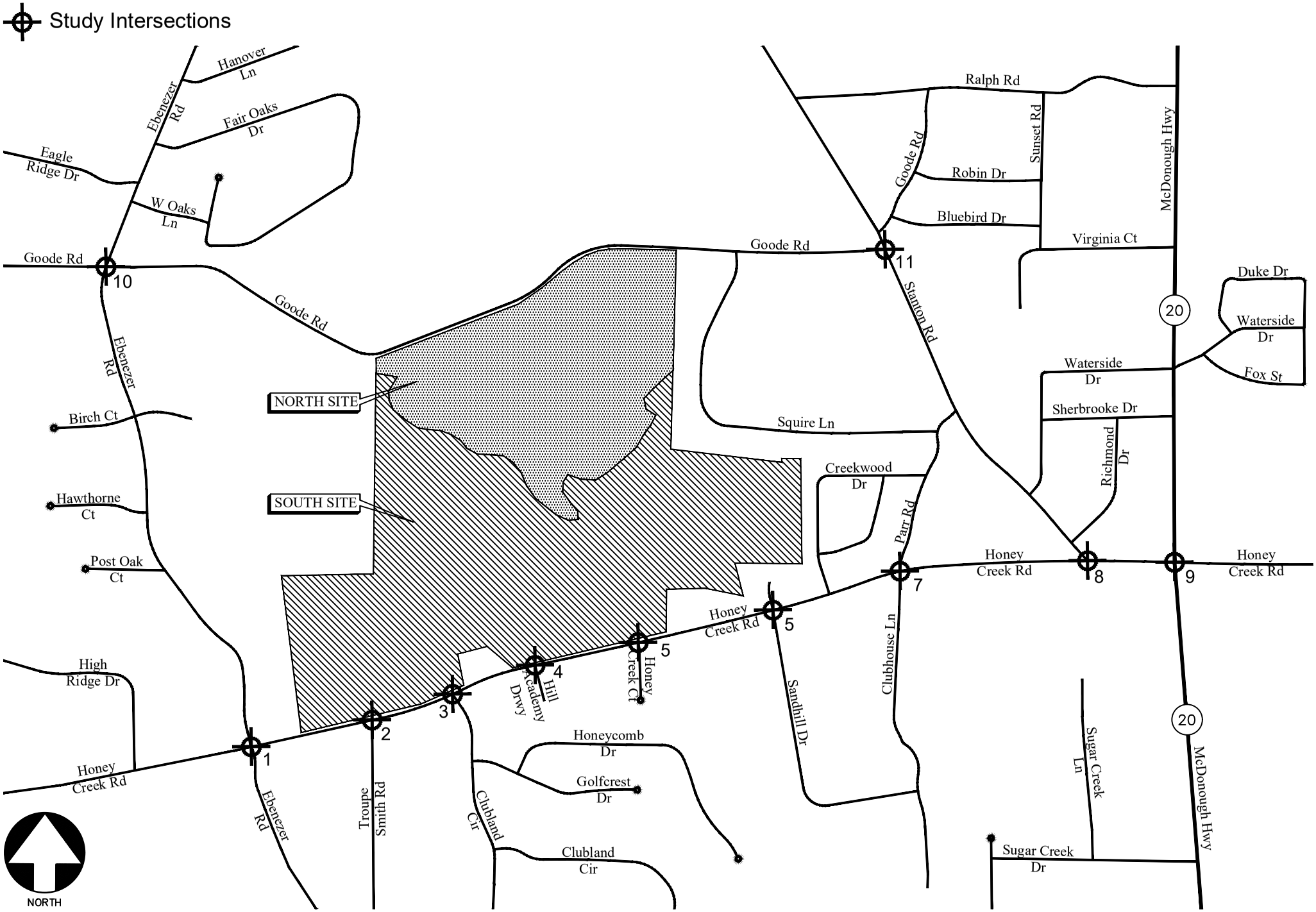
The development proposes access at the following location:

- Site Driveway 1 (South Site): Full-access driveway on Honey Creek Road, aligned with Honey Creek Court
- Site Driveway 2 (South Site): Full-access driveway on Honey Creek Road, aligned with Hills Academy Driveway
- Site Driveway 3 (North Site): Full-access driveway on Goode Road

In this study, the AM and PM peak hours have been analyzed and it includes the evaluation of traffic operations at the intersection in addition to the site driveways.

1. Honey Creek Road at Ebenezer Road
2. Honey Creek Road at Troupe Smith Road
3. Honey Creek Road at Clubland Circle
4. Honey Creek Road at Hills Academy Driveway
5. Honey Creek Road at Honey Creek Court SE
6. Honey Creek Road at Sandhill Drive
7. Honey Creek Road at Club House Lane/Parr Road
8. Honey Creek Road at Stanton Road
9. Honey Creek Road at SR 20 (McDonough Hwy)
10. Goode Road at Ebenezer Road
11. Goode Road at Stanton Road

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network is shown in Figure 1.



LOCATION MAP

FIGURE 1

A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 SR 20 (McDonough Highway)

SR 20 (McDonough Highway) is a north-south, four-lane, median divided roadway with a posted speed limit of 45 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID's: 247-0229 and 247-0227) indicate that the daily traffic volume on SR 20 (McDonough Highway) in 2023 was 33,400 vehicles per day north of Curry Circle and 19,700 vehicles per day south of Lindsey Way. GDOT classifies SR 20 (McDonough Highway) as an urban minor arterial roadway.

2.1.2 Honey Creek Road

Honey Creek Road is an east-west, two lane undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. At the school zone, the speed limit is reduced to 25 mph. Georgia Department of Transportation (GDOT) traffic counts (Station ID's: 247-0328 and 247-0342) indicate that the daily traffic volume on Honey Creek Road in 2023 was 3,400 vehicles per day west of Ebenezer Road and 11,500 vehicles per day northwest of Druids Drive. GDOT classifies Honey Creek Road as an urban major collector roadway.

2.1.3 Goode Road

Goode Road is an east -west, two-lane, undivided roadway with a posted speed limit of 40 mph in the vicinity of the site.

2.1.4 Stanton Road

Stanton Road is a north-south, two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. At the school zone, the speed limit is reduced to 25 mph.

2.1.5 Ebenezer Road

Ebenezer Road is a north-south, two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the site.

2.1.6 Troupe Smith Road

Troupe Smith Road is a north-south, two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the site.

2.1.7 Clubland Circle

Clubland Circle is a north-south, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.8 Sandhill Drive

Sandhill Drive is a north-south, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.9 Honey Creek Court

Honey Creek Court is a north-south, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.10 Club House Lane

Club House Lane is a north-south, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.11 Parr Road

Parr Road is a north-south, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board's Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level-of-service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designated as "F" regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level-of-service is assigned a letter designation from "A" through "F". Level-of-service "A" indicates excellent operations with little delay to motorists, while level-of-service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 – LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio is used to characterize LOS for a lane group. A volume-to-capacity ratio greater than 1.0 a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersection.

TABLE 2 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle) *	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favourable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favourable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favourable, or the cycle length is moderate. Individual *cycle failures* (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

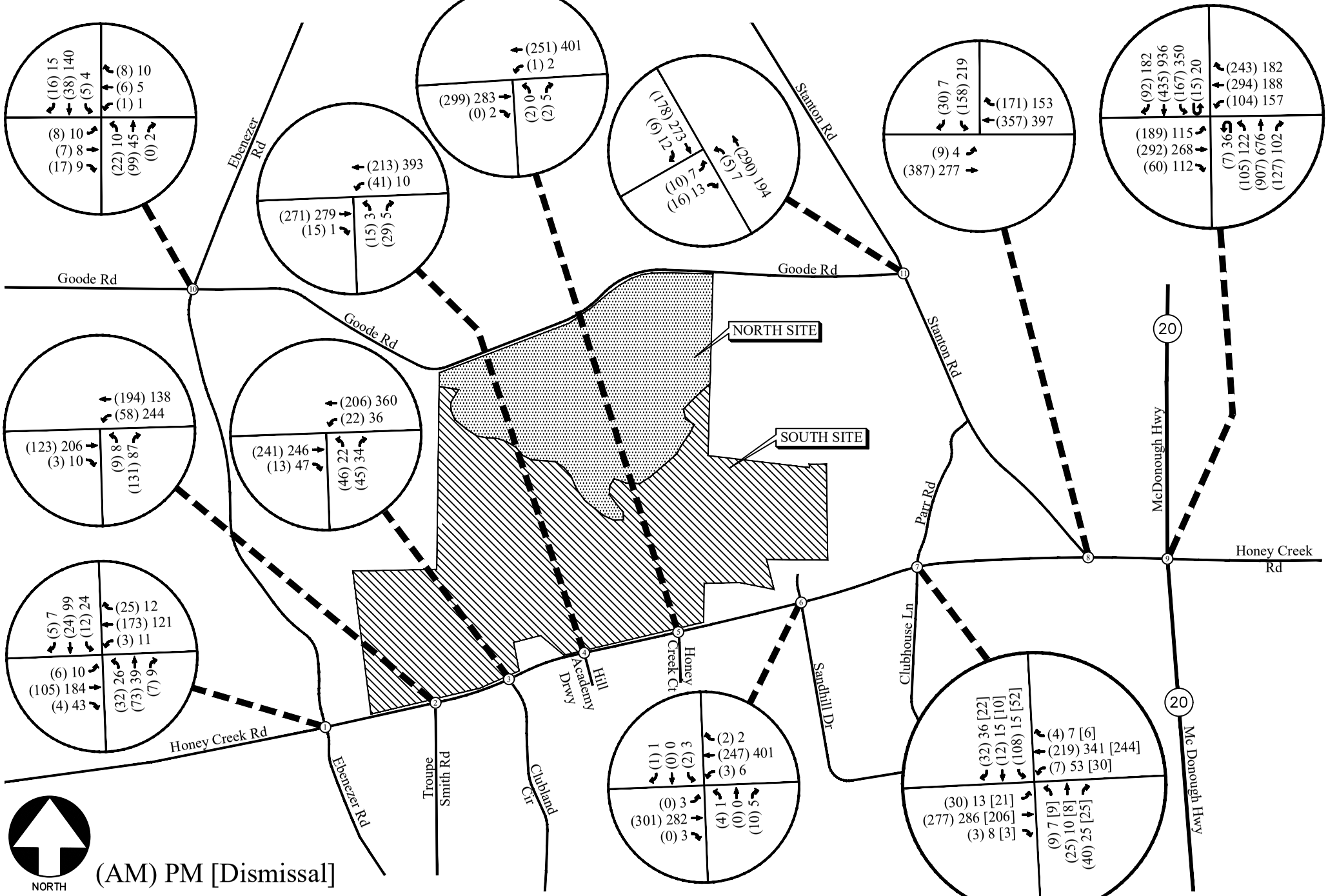
4.0 EXISTING 2024 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersection:

1. Honey Creek Road at Ebenezer Road
2. Honey Creek Road at Troupe Smith Road
3. Honey Creek Road at Clubland Circle
4. Honey Creek Road at Hills Academy Driveway
5. Honey Creek Road at Honey Creek Court SE
6. Honey Creek Road at Sandhill Drive
7. Honey Creek Road at Club House Lane/Parr Road
8. Honey Creek Road at Stanton Road
9. Honey Creek Road at SR 20 (McDonough Hwy)
10. Goode Road at Ebenezer Road
11. Goode Road at Stanton Road

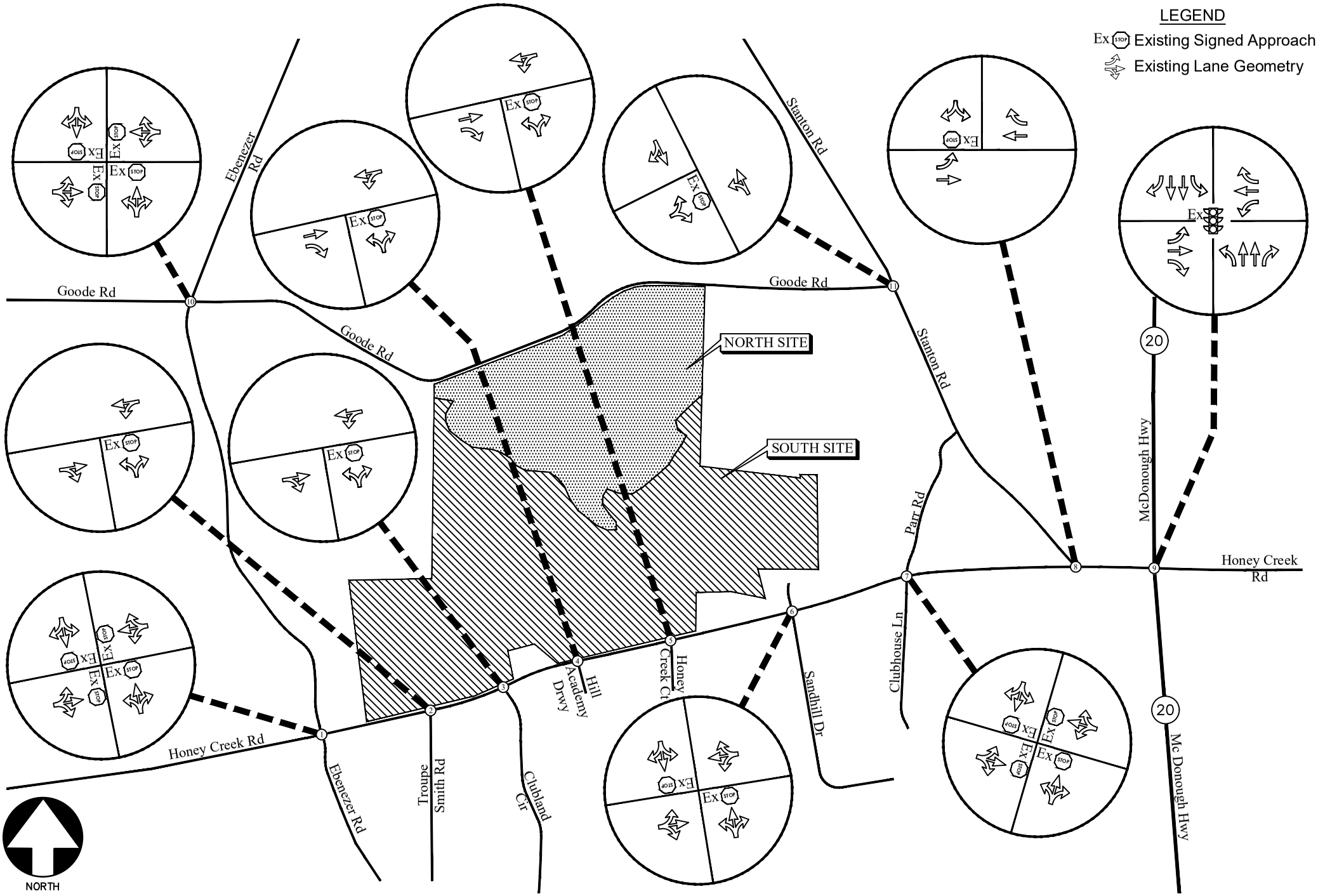
Turning movement counts were collected on Wednesday, August 07, 2024. All turning movement counts were recorded during the AM, PM peak hours between 7:00am to 9:00am and 4:00pm to 6:00pm, respectively. For the intersection of Honey Creek Road at Club House Lane/Parr Road, counts were recorded during AM, PM and School Dismissal peak hours between 7:00am to 9:00am and 2:00pm to 6:00pm, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersection was then determined. These counted volumes make up the peak hour traffic volumes for the intersection and are shown in Figure 2. The existing traffic control and lane geometry for the intersection is shown in Figure 3.



EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2

A&R Engineering Inc.



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2024 traffic operations were analyzed at the study intersection in accordance with the HCM methodology. The results of the analyses are shown in Table 3.

TABLE 3 – EXISTING INTERSECTION OPERATIONS

	Intersection	Traffic Control	LOS (Delay)		
			AM Peak	School Dismissal	PM Peak
1	**Honey Creek Rd @ Ebenezer Rd** -Eastbound Approach -Westbound Approach -Northbound Approach -Southbound Approach	All-way Stop Controlled	**A (8.8)** A (8.5) A (9.1) A (8.8) A (8.2)	-	**A (9.5)** A (10.0) A (9.1) A (8.9) A (9.4)
2	**Honey Creek Rd @ Troupe Smith Rd** -Westbound Left -Northbound Approach	Stop Controlled on NB Approach	A (7.6) B (10.0)	-	A (8.4) B (11.4)
3	**Honey Creek Rd @ Clubland Cir** -Westbound Left -Northbound Approach	Stop Controlled on NB Approach	A (7.8) B (12.2)	-	A (8.0) B (12.9)
4	**Honey Creek Rd @ Hills Academy Drwy** -Westbound Left -Northbound Approach	Stop Controlled on NB Approach	A (8.1) B (11.9)	-	A (7.9) B (11.8)
5	**Honey Creek Rd @ Honey Creek Court SE** -Westbound Left -Northbound Approach	Stop Controlled on NB Approach	A (8.0) B (11.8)	-	A (7.9) B (10.0)
6	**Honey Creek Rd @ Sandhill Drive** -Eastbound Left -Westbound Left -Northbound Approach -Southbound Approach	Stop Controlled on NB and SB Approaches	A (0.0) A (8.0) B (11.6) B (13.1)	-	A (8.2) A (7.9) B (11.0) C (15.0)
7	**Honey Creek Rd @ Club House Ln/Parr Rd** -Eastbound Approach -Westbound Approach -Northbound Approach -Southbound Approach	All-way stop controlled	**B (11.8)** B (13.2) B (11.4) A (9.5) B (10.9)	**A (10.0)** A (9.9) B (10.6) A (8.5) A (9.1)	**B (12.3)** B (11.6) B (13.7) A (9.0) A (9.3)
8	**Honey Creek Rd @ Stanton Rd** -Eastbound Approach -Westbound Approach -Southbound Approach	Signalized	**B (12.5)** A (4.2) A (0.4) E (60.4)	-	**B (16.0)** A (5.1) A (0.6) E (57.8)
9	**Honey Creek Rd @ SR 20 (McDonough Hwy)** -Eastbound Approach -Westbound Approach -Northbound Approach -Southbound Approach	Signalized	**C (33.3)** D (51.6) D (54.7) C (24.9) B (19.4)	-	**C (30.4)** D (54.5) D (44.8) C (25.6) C (22.7)
10	**Goode Rd @ Ebenezer Rd** -Eastbound Approach -Westbound Approach -Northbound Approach -Southbound Approach	All-way Stop Controlled	**A (7.7)** A (7.4) A (7.2) A (8.0) A (7.4)	-	**A (7.9)** A (7.6) A (7.3) A (7.6) A (8.2)

11	**<u>Goode Rd @ Stanton Rd</u>** -Eastbound Approach -Northbound Left	Stop Controlled on EB Approach	B (10.6) A (7.6)	-	B (11.1) A (8.0)

The results of the existing traffic operations analysis indicate that the signalized study intersections are operating at an overall level of service "C" or better in the AM and PM peak hours. The stop-controlled approaches at the un-signalized study intersections are also operating at satisfactory levels-of-service in all peak hours.

5.0 PROPOSED DEVELOPMENT

The residential development will be located at 460 Honey Creek Road and Goode Road, in Rockdale County. The development consists of two parcels (A & B). North site (parcel A) consists of 59 single-family detached units and south site (parcel B) consists of 318 single-family detached housing units.

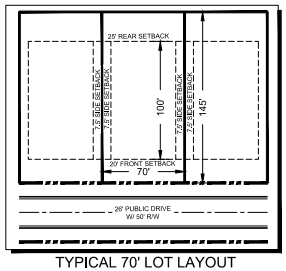
The development proposes access at the following location:

- Site Driveway 1 (South Site): Full-access driveway on Honey Creek Road, aligned with Honey Creek Court
- Site Driveway 2 (South Site): Full-access driveway on Honey Creek Road, aligned with Hills Academy Driveway
- Site Driveway 3 (North Site): Full-access driveway on Goode Road

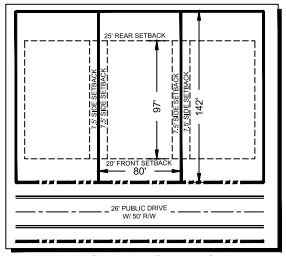
A site plan is shown in Figure 4.

LEGEND:

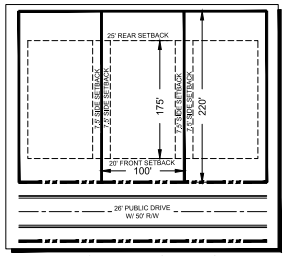
- 70' CONSERVATION LOTS
- 80' CONSERVATION LOTS
- 100' CONSERVATION LOTS
- PRIMARY CONSERVATION AREA
- SECONDARY CONSERVATION AREA
- SECONDARY CONSERVATION AREA



TYPICAL 70' LOT LAYOUT
NOT TO SCALE



TYPICAL 80' LOT LAYOUT
NOT TO SCALE



TYPICAL 100' LOT LAYOUT
NOT TO SCALE

DENSITY NOTE:

DEVELOPMENT DENSITY:
MAXIMUM DENSITY SHALL BE CONSISTENT WITH THE COMPREHENSIVE PLAN, WHICH ESTABLISHES A MAXIMUM DENSITY NOT TO EXCEED 3.1 UNITS PER ACRE IN THE CONSERVATION RESIDENTIAL LAND USE CATEGORY. THE MAXIMUM NUMBER OF LOTS IN THE CRS ZONING CLASSIFICATION SHALL BE BASED ON THE ADJUSTED TRACT AREA OF THE SITE. ADJUSTED TRACT AREA IS THE TOTAL ACREAGE OF THE PARCEL NOT INCLUDING THE PRIMARY CONSERVATION AREA, BUT INCLUDING OTHER LAND USED FOR LOTS, STREETS, RECREATION AND OTHER CONSERVATION SPACE. AREA CONTAINED WITHIN A LOT SHALL BE EXCLUSIVE OF 100-YEAR FLOODPLAINS, WETLANDS, STREAM BUFFERS, REQUIRED BUFFERS, AND SLOPES EXCEEDING 25 PERCENT.

GENERAL NOTES:

1. ALL UTILITIES MUST BE PLACED UNDERGROUND.
2. STREETLIGHTS ARE TO BE PROVIDED ALONG ONE SIDE OF EVERY STREET, A MIN. OF 16 FEET HIGH AND A MAX. OF 20 FEET HIGH IF OVERHANGING INTO THE STREET, TO BE PLACED NO MORE THAN 160 FEET APART.
3. SIDEWALKS TO BE PLACED ON ONE SIDE OF THE STREET AND BE A MIN. OF 5 FEET WIDE.
4. MIN. 3 INCH CALIPER STREET TREES TO BE PROVIDED ALONG BOTH SIDES OF STREET AT A MAX. OF 50 FEET APART. SPECIES TO STREET TREES TO BE APPROVED BY THE DIRECTOR.
5. ALL EXISTING BUILDINGS AND STRUCTURES ON SITE TO BE REMOVED.
6. NO ARCHAEOLOGICAL/ HISTORICAL CULTURAL RESOURCE LOCATED ON SITE.

24 HOUR CONTACT:
BRIAN EHRSAM

GEORGIA811
www.Georgia811.com
Know what's below. Call before you dig.

GOODE ROAD
(60' R/W; PB 34 PAGE 22)
GOODE ROAD
EXISTING POND
(±0.94 ACRES)
LAKE AMENITY
(±19.86 ACRES)
HONEY CREEK ROAD
(80' R/W PER PLAT BOOK I PAGE 43)
HONEY CREEK ROAD
SANDHILL ROAD
BENT CREEK FARMS UNIT TWO PB 6 PAGE 256
BENT CREEK FARMS UNIT FIVE PB I PAGE 46
BOSS JOSEPH J 0480010065 DB 2178 PAGE 64
WHELDR CHRISTOPHER 0480010134 DB 1888 PAGE 39
BARNETT HELLEN K & KIRKPATRICK KRYSTAL J 0480010338 DB 8355 PAGE 336
MACY TIRONE J 0480010035 DB 6644 PAGE 16
KIRKPATRICK ERNEST E 0480010033 DB 3372 PAGE 267
KIRKPATRICK ERNEST E 0480010033 DB 997 PAGE 309
COMBS DORIS CROME 0480010024 DB 3479 PAGE 143
TIRE KELVIN 0480010033 PB 33 PAGE 169
P.O.B.
P.O.C.
TITLE COMMITMENT NO. 2-4042949
S76°48'24"W 60.00'
N29°18'23"W 5.25'
S44°26'44"W 166.18'
S 1/2" REBAR
1/2" REBAR ON LINE
1.5" OPEN TOP PIPE
EX. STM MH RIM=765.56
EX. STM MH RIM=756.77
EX. HYD F.G.=756.88
EX. HYD F.G.=730.94
EX. HYD F.G.=730, ENTRANCE OF
EX. HYD F.G.=751.19
EX. HYD F.G.=761.36
EX. HYD F.G.=768.36
EX. CULV. INV.=771.54
EX. CULV. INV.=773.03
EX. CULV. INV.=770.36
EX. CULV. INV.=773.34
EX. CULV. INV.=773.21
EX. CULV. INV.=765.85
EX. CULV. INV.=766.78
EX. CULV. INV.=765.31
EX. CULV. INV.=764.44
APPROXIMATE LAND LOT LINE 7TH
APPROXIMATE LAND LOT LINE 7TH
S 89°01'19"E 1048.00'
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5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Use: *210 – Single-Family Detached Housing.* The calculated total trip generation for the proposed development is shown in Table 4A and 4B.

TABLE 4A – TRIP GENERATION (NORTH SITE)

Land Use	Size	AM Peak Hour			School Dismissal Peak Hour			PM Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	2-Way
ITE 210 – Single-Family Detached Housing	59 units	12	34	46	41	23	64	38	23	61	621

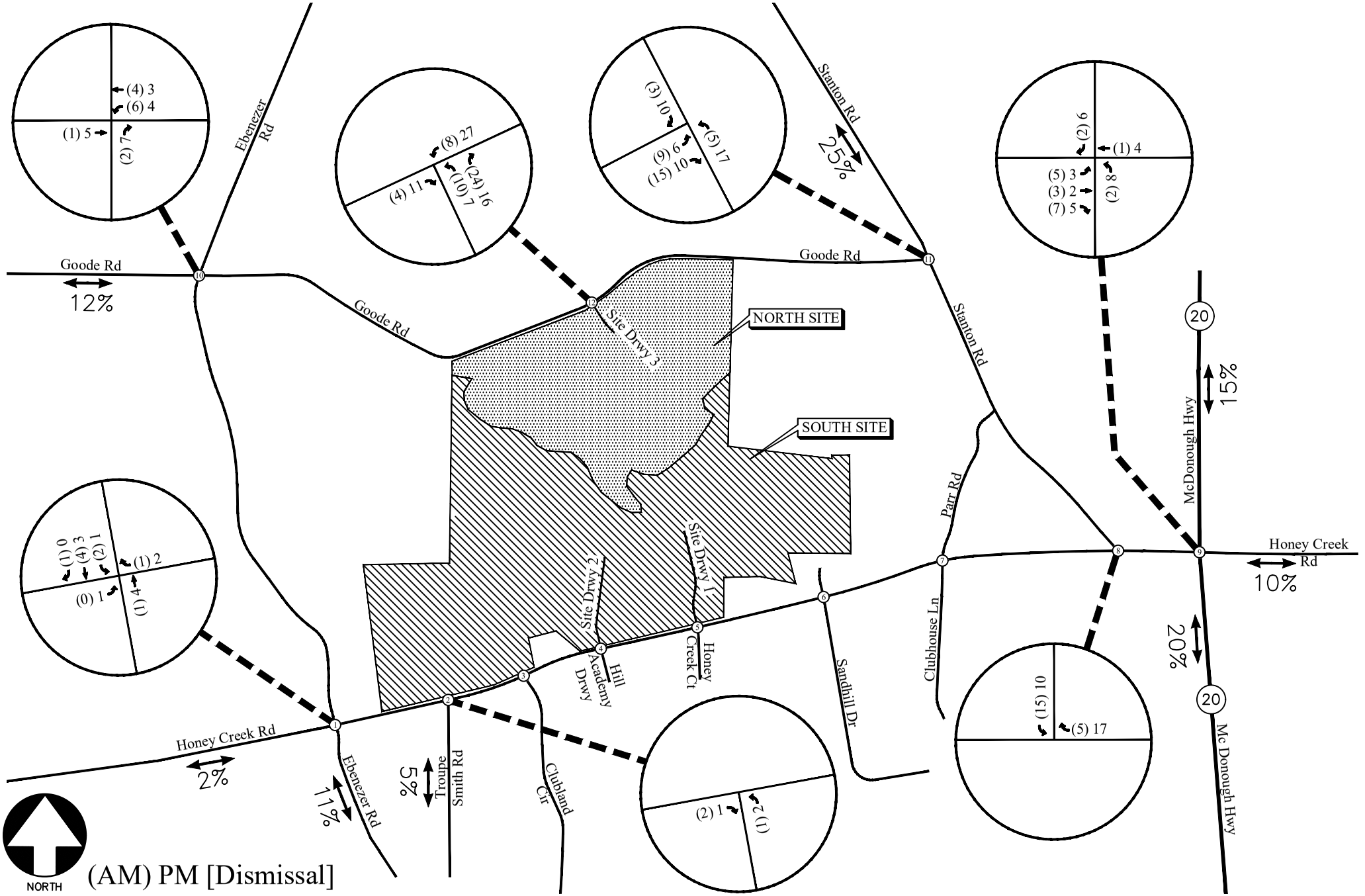
TABLE 4B – TRIP GENERATION (SOUTH SITE)

Land Use	Size	AM Peak Hour			School Dismissal Peak Hour			PM Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	2-Way
ITE 210 – Single-Family Detached Housing	318 units	53	160	213	195	110	305	186	109	295	2,925

* School PM peak hour trips estimated from 3pm-4pm rates from the ITE's 24-hour Vehicle Time of Day Distribution excel

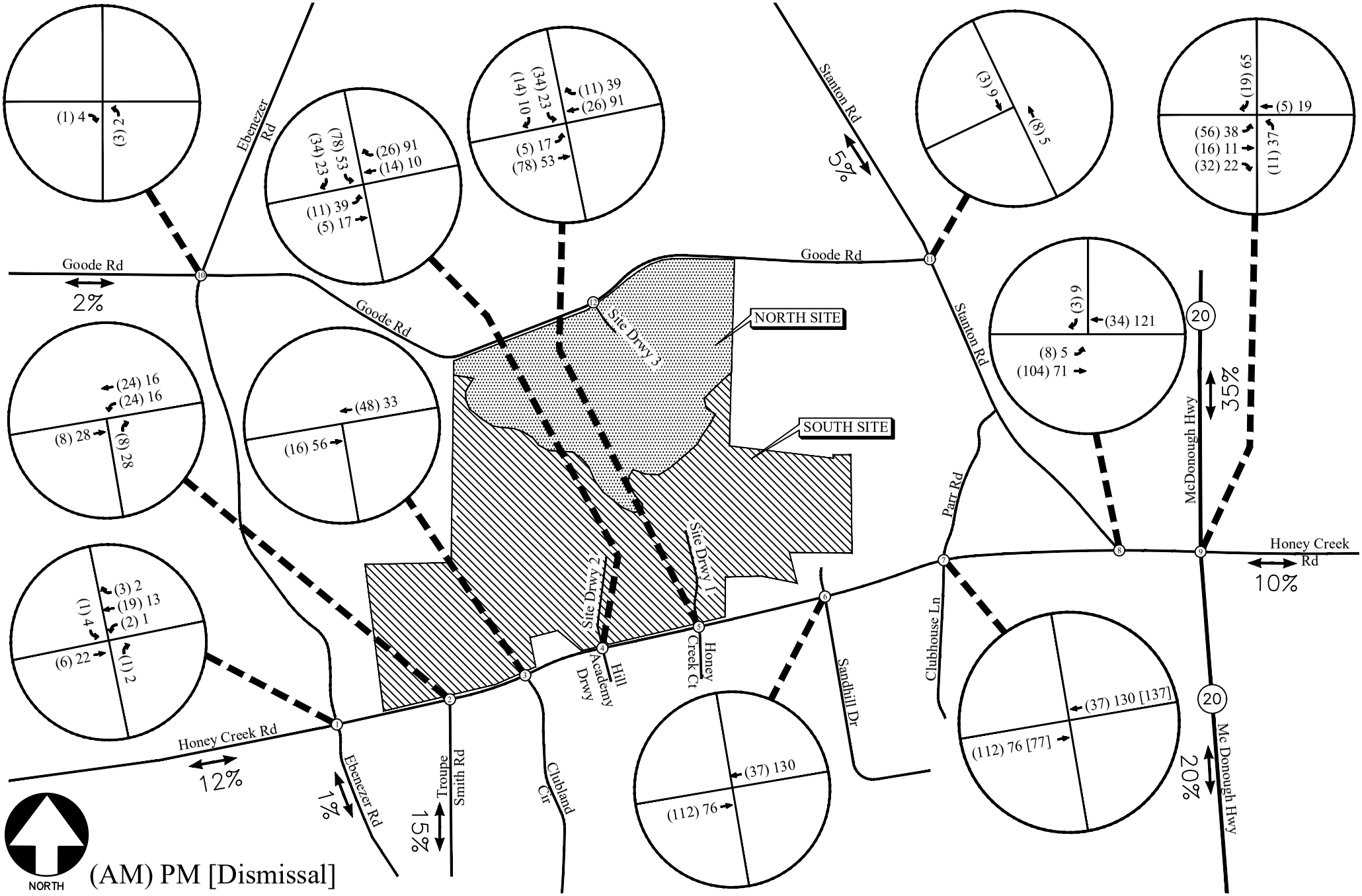
5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4A and 4B, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM/PM peak hour new traffic generated by the site - North site and South site are shown in Figure 5 and Figure 6, respectively.



TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (NORTH SITE) FIGURE 5

A&R Engineering Inc.



TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES SOUTH SITE

FIGURE 6

A&R Engineering Inc.

6.0 FUTURE TRAFFIC ANALYSIS

The future 2026 traffic operations are analysed for the "Build" and "No-Build" conditions.

6.1 Future "No-Build" Conditions

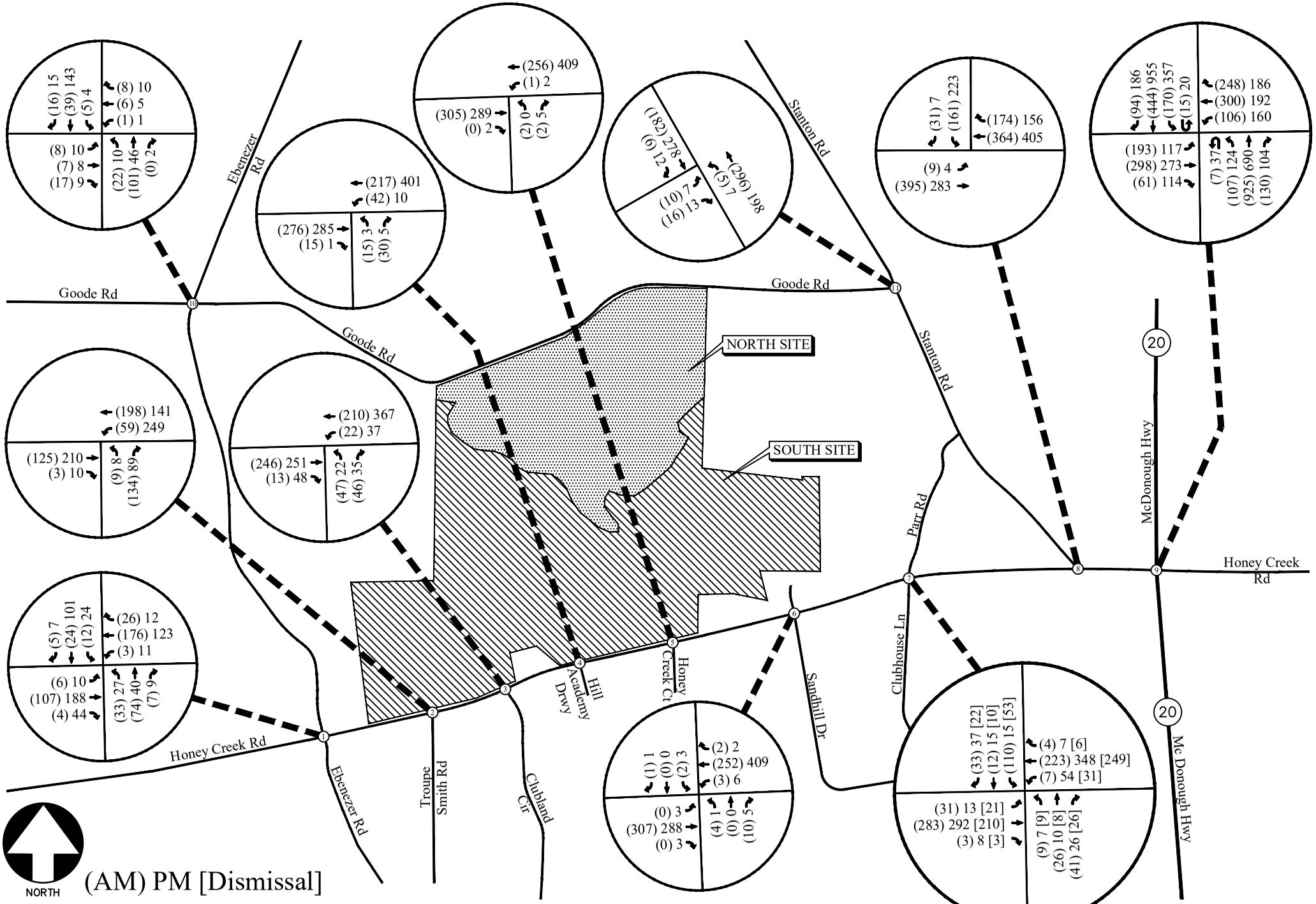
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build 2026" volumes consist of the existing traffic volumes (Figure 2) plus increases for annual growth of through traffic.

6.1.1 Annual Traffic Growth

To evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last five (2018-2019 and 2022-2023) years revealed growth of approximately 1% in the area was used in the analysis. This growth factor was applied to the existing traffic volumes between collector and arterial roadways in order to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting Future "No-Build 2026" volumes on the roadway are shown in Figure 7.

6.2 Future "Build" Conditions

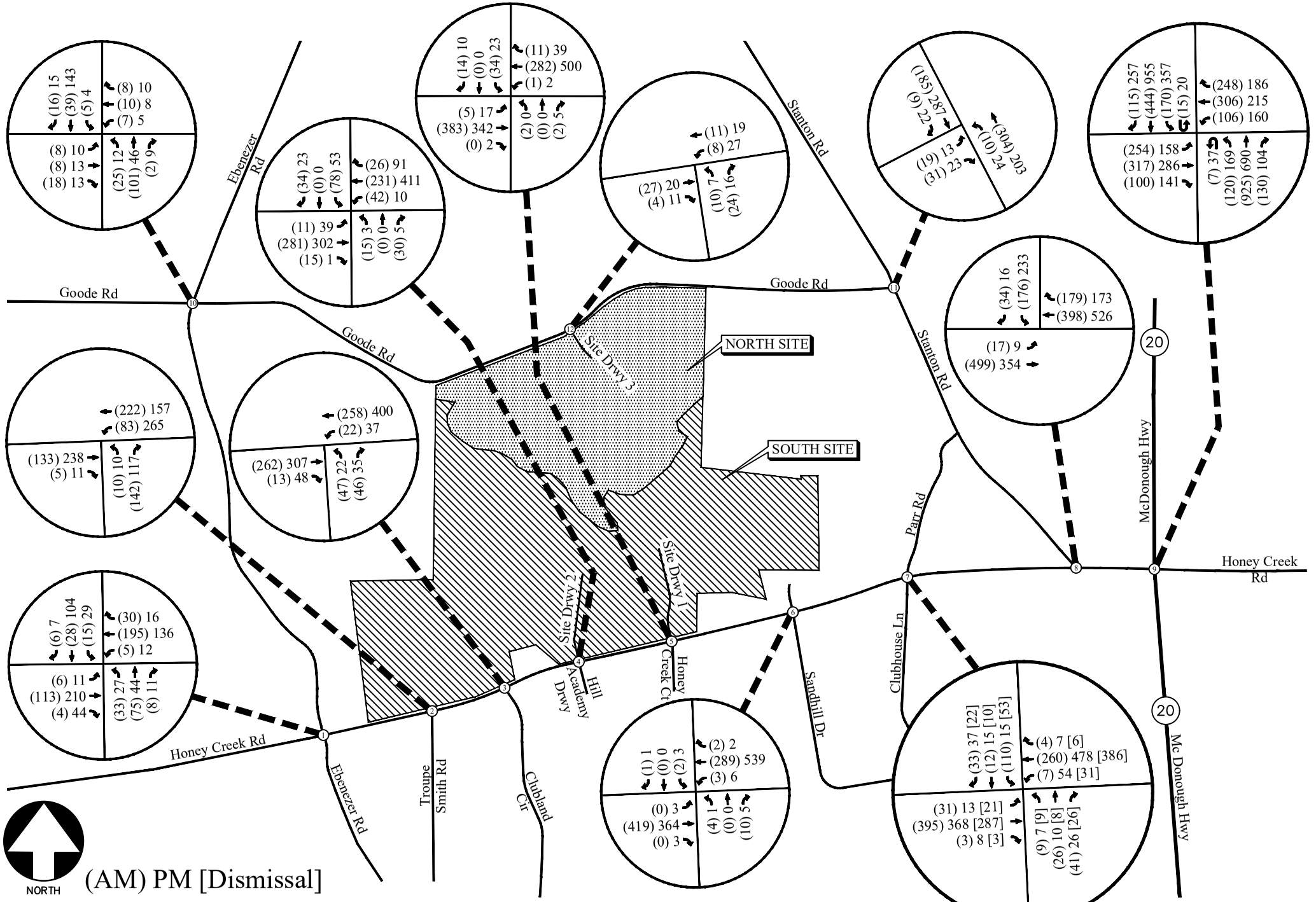
The "Build 2026" or development conditions include the estimated background traffic from the "No-Build" conditions plus the added traffic from the proposed development. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5 and 6) were added to base traffic volumes (Figure 7) to calculate the future traffic volumes after the construction of the development. These total future "Build" traffic volumes are shown in Figure 8.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8

A&R Engineering Inc.

6.3 Auxiliary Lane Analysis

Included below are analyses for left-turn lanes and deceleration lanes for all site driveways per Rockdale County standards.

6.3.1 Left Turn Lane Analysis

According to Rockdale County Georgia Code of Ordinances, left turn lanes shall be added to two-lane collectors or arterials with speed limits of 30 mph or more at unsignalized locations where left turning vehicles will leave the arterial or collector street and enter major driveways or development entrances. A left turn analysis for the proposed site driveways is included in Table 5.

TABLE 5 – ROCKDALE COUNTY REQUIREMENTS FOR LEFT TURN LANES

Intersection	Roadway Classification	Average Peak Hour Left Turn Volume	Collector/arterial Traffic (vehicles per lane in peak hour)	Roadway Speed	Left Turn Storage Lane
Honey Creek Rd @ Site Drwy 1 (South Site)	Major Collector	17 (Eastbound)	198 (Eastbound)	45 mph	Required
Honey Creek Rd @ Site Drwy 2 (South Site)	Major Collector	39 (Eastbound)	198 (Eastbound)	45 mph	Required
Goode Rd @ Site Drwy 3 (North Site)	Local Road	27 (Westbound)	11 (Westbound)	40 mph	Not Required (on Local roadways)

A left turn lane is required at site driveways 1, 2 and not required at site driveway 3, as per Rockdale County standards. Due to the low through traffic on Goode Road and low left-turn volumes of one car in 2.22 minutes will not cause any issues in traffic operations at site driveway # 3, where a left-turn lane is not warranted.

6.3.2 Deceleration Turn Lane Analysis

According to Rockdale County Georgia Code of Ordinances, deceleration lanes shall be required at each access point on roads classified as arterials or collectors when the posted speed limit is 30 mph or higher. Deceleration lanes are required on County roads classified as arterial and major collector streets when the posted speed limit is 30 mph or higher. A deceleration lane analysis for the proposed site driveways is included in Table 6.

TABLE 6 – ROCKDALE COUNTY REQUIREMENTS FOR DECELERATION LANES

Intersection	Roadway Classification	Average Peak Hour Right Turn Volume	Collector/arterial Traffic (vehicles per lane in peak hour)	Roadway Speed	Right Turn Storage Lane
Honey Creek Rd @ Site Drwy 1/Honey Creek Ct (South Site)	Major Collector	39 (Westbound)	181 (Westbound)	45 mph	Required
Honey Creek Rd @ Site Drwy 2/ Hills Academy Drwy (South Site)	Major Collector	91 (Westbound)	181 (Westbound)	45 mph	Required
Goode Rd @ Site Drwy 3 (North Site)	Local Road	11 (Eastbound)	9 (Eastbound)	40 mph	Not Required (on Local roadways)

A right turn lane is warranted at site driveway 1 and site driveway 2, as per Rockdale County standards. Since Goode Road is not an arterial or a collector roadway, a right turn lane is not required at site driveway 3 on Goode Road. However, a right-turn lane on Goode Road is shown on the site plan.

6.4 Future Buildout Year 2026 Traffic Operations

The future "No-Build" and "Build" traffic operations were analysed using the volumes in Figures 7 and 8, respectively. The results of the future traffic operations analysis are shown below in Table 9.

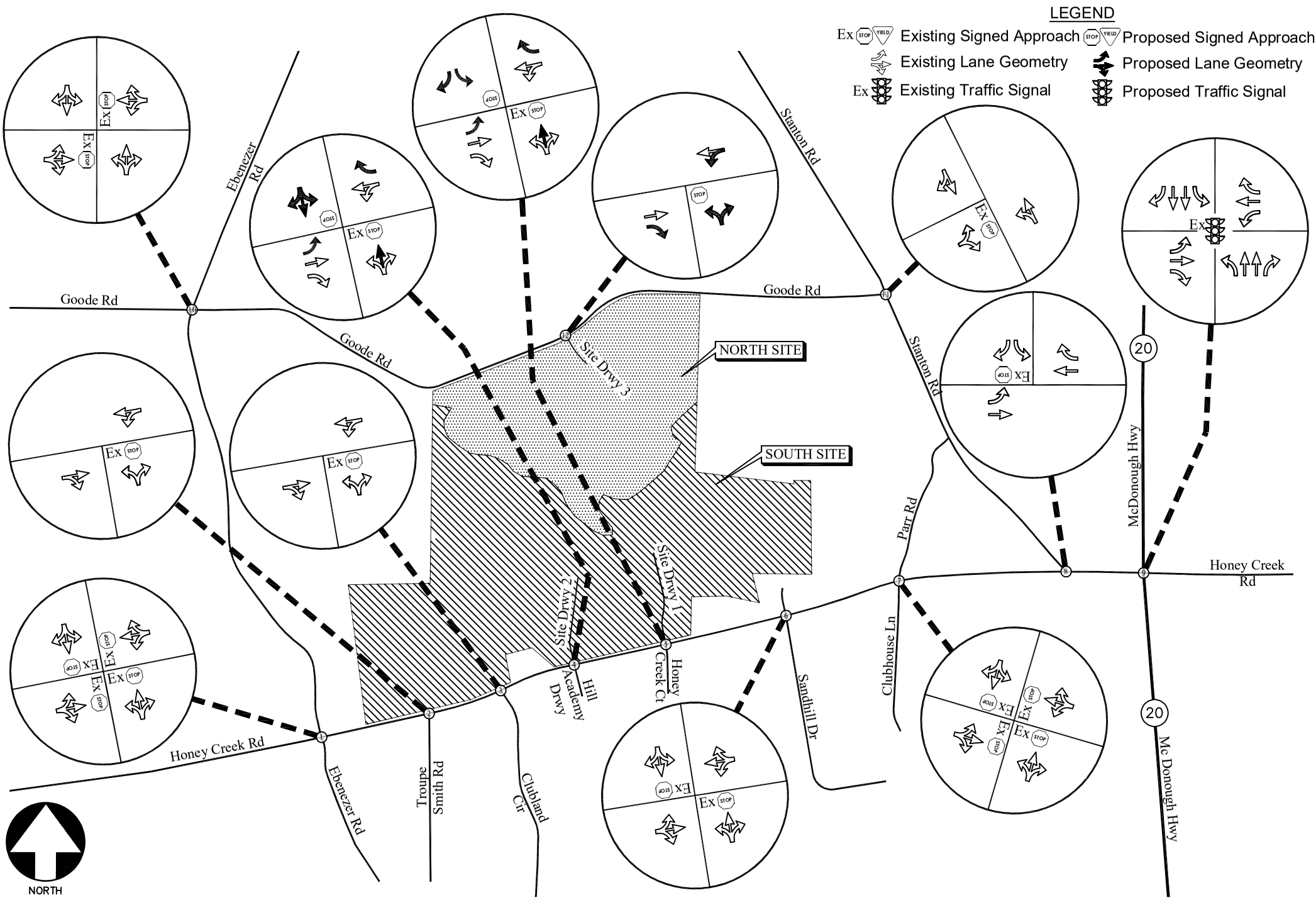
TABLE 7 – FUTURE INTERSECTION OPERATIONS

	Intersection	LOS (Delay)					
		No Build (2026)			Build (2026)		
		AM Peak	School Dismissal	PM Peak	AM Peak	School Dismissal	PM Peak
1	**Honey Creek Rd @ Ebenezer Rd**	**A (8.9)**		**A (9.6)**	**A (9.1)**		**A (10.0)**
	-Eastbound Approach	A (8.5)		B (10.1)	A (8.7)		B (10.7)
	-Westbound Approach	A (9.2)	-	A (9.2)	A (9.6)	-	A (9.6)
	-Northbound Approach	A (8.8)		A (8.9)	A (9.0)		A (9.2)
	-Southbound Approach	A (8.3)		A (9.5)	A (8.4)		A (9.8)
2	**Honey Creek Rd @ Troupe Smith Rd**						
	-Westbound Left	A (7.6)	-	A (8.4)	A (7.7)	-	A (8.6)
	-Northbound Approach	B (10.1)		B (11.5)	B (10.3)		B (12.4)
3	**Honey Creek Rd @ Clubland Cir**						
	-Westbound Left	A (7.9)	-	A (8.0)	A (7.9)	-	A (8.2)
	-Northbound Approach	B (12.3)		B (13.0)	B (12.9)		B (14.1)
4	**Honey Creek Rd @ Hills Academy Drwy/ Site Drwy 2 (S)**						
	-Eastbound Left	-	-	-	A (7.9)	-	A (8.7)
	-Westbound Left	A (8.1)		A (7.9)	A (8.1)		A (8.0)
	-Northbound Approach	B (12.0)		B (11.9)	B (13.3)		B (14.4)
	-Southbound Approach	-		-	C (19.5)		C (20.9)
5	**Honey Creek Rd @ Honey Creek Court SE/ Site Drwy 1 (S)**						
	-Eastbound Left	-	-	-	A (8.0)	-	A (8.7)
	-Westbound Left	A (8.0)		A (7.9)	A (8.2)		A (8.0)
	-Northbound Approach	B (11.9)		B (10.0)	B (14.1)		B (10.4)
	-Southbound Approach	-		-	C (15.9)		C (19.3)
6	**Honey Creek Rd @ Sandhill Drive**						
	-Eastbound Left	A (0.0)		A (8.2)	A (0.0)		A (8.6)
	-Westbound Left	A (8.0)	-	A (7.9)	A (8.4)	-	A (8.1)
	-Northbound Approach	B (11.7)		B (11.1)	B (13.3)		B (12.4)
	-Southbound Approach	B (13.2)		C (15.2)	B (15.4)		C (19.2)
7	**Honey Creek Rd @ Club House Ln/Parr**	**B (12.1)**	**B (10.1)**	**B (12.6)**	**C (16.5)**	**B (13.3)**	**C (19.8)**
	-Eastbound Approach	B (13.6)	A (10.0)	B (11.8)	C (20.9)	B (12.2)	C (15.4)
	-Westbound Approach	B (11.6)	B (10.7)	B (14.1)	B (13.6)	C (15.1)	C (24.9)
	-Northbound Approach	A (9.6)	A (8.5)	A (9.1)	B (10.4)	A (9.2)	A (9.8)
	-Southbound Approach	B (11.1)	A (9.2)	A (9.3)	B (12.1)	A (10.0)	B (10.1)
8	**Honey Creek Rd @ Stanton Rd**	**B (12.6)**		**B (16.0)**	**B (12.4)**		**B (14.2)**
	-Eastbound Approach	A (4.4)		A (5.2)	A (5.4)		A (5.9)
	-Westbound Approach	A (0.4)	-	A (0.6)	A (0.5)	-	A (0.9)
	-Southbound Approach	E (60.3)		E (57.6)	E (59.5)		E (57.3)

9	**Honey Creek Rd @ SR 20**	**C (33.9)**	-	**C (30.7)**	**D (35.9)**	-	**C (32.3)**
	-Eastbound Approach	D (52.0)		D (54.6)	D (50.3)		D (54.1)
	-Westbound Approach	D (54.9)		D (47.4)	D (52.1)		D (49.4)
	-Northbound Approach	C (25.6)		C (25.5)	C (29.3)		C (26.6)
	-Southbound Approach	B (19.9)		C (22.6)	C (23.3)		C (24.1)
10	**Goode Rd @ Ebenezer Rd**	**A (7.7)**	-	**A (8.0)**	**A (7.8)**	-	**A (8.0)**
	--Eastbound Approach	A (7.4)		A (7.6)	A (7.4)		A (7.7)
	-Westbound Approach	A (7.2)		A (7.3)	A (7.5)		A (7.5)
	-Northbound Approach	A (8.0)		A (7.6)	A (8.1)		A (7.7)
	-Southbound Approach	A (7.4)		A (8.2)	A (7.5)		A (8.3)
11	**Goode Rd @ Stanton Rd**		-			-	
	-Eastbound Approach	B (10.7)		B (11.2)	B (11.1)		B (11.8)
	-Northbound Left	A (7.7)		A (8.0)	A (7.7)		A (8.1)
12	**Goode Rd @ Site Drwy 3 (N)**	-	-	-		-	
	-Westbound Left				A (7.3)		A (7.3)
	-Northbound Approach				A (8.7)		A (8.7)

The results of the future "No build" traffic operations analysis indicate that study intersections will be operating at satisfactory levels of service as in "Existing" conditions in all peak hours.

The results of future "Build" traffic operations analysis indicate that all the study intersections will continue to operate at satisfactory levels-of-service as in "No-Build" conditions in all peak hours. The overall delay at the signalized intersection of Henry Creek Road and SR 20 (McDonough Highway) will experience an increased delay of 2 seconds over the delays from "No-Build" conditions. The impact of site generated traffic volumes on traffic operations at the intersections in the study network is minimal.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 9

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed 377-unit residential development will be located at 460 Honey Creek Road and Goode Road, in Rockdale County Georgia. The development consists of two parcels (North Site and South Site). North site consists of 59 single-family detaching housing units and south site consists of 318 single-family detached housing units.

The development proposes access at the following location:

- Site Driveway 1 (South Site): Full-access driveway on Honey Creek Road, aligned with Honey Creek Court
- Site Driveway 2 (South Site): Full-access driveway on Honey Creek Road, aligned with Hills Academy Driveway
- Site Driveway 3 (North Site): Full-access driveway on Goode Road

Existing and future operations after completion of the project were analyzed at the intersection of:

1. Honey Creek Road at Ebenezer Road
2. Honey Creek Road at Troupe Smith Road
3. Honey Creek Road at Clubland Circle
4. Honey Creek Road at Hills Academy Driveway/ Site Driveway 2 (South)
5. Honey Creek Road at Honey Creek Court SE/ Site Driveway 1 (South)
6. Honey Creek Road at Sandhill Drive
7. Honey Creek Road at Club House Lane/Parr Road
8. Honey Creek Road at Stanton Road
9. Honey Creek Road at SR 20 (McDonough Hwy)
10. Goode Road at Ebenezer Road
11. Goode Road at Stanton Road
12. Goode Road at Site Driveway 3 (North)

The analysis included the evaluation of future traffic operations for “No-Build” and “Build” conditions, the differences between “No-Build” and “Build” accounts for increases in traffic due to proposed site.

The results of the future “No build” traffic operations analysis indicate that study intersections will be operating at satisfactory levels of service as in “Existing” conditions in all peak hours.

The results of future “Build” traffic operations analysis indicate that all the study intersections will continue to operate at satisfactory levels-of-service as in “No-Build” conditions in all peak hours. The overall delay at the signalized intersection of Henry Creek Road and SR 20 (McDonough Highway) will experience an increased delay of 2 seconds over the delays from “No-Build” conditions. The impact of site generated traffic volumes on traffic operations at the intersections in the study network is not significant.

7.1 Recommendation for Site Access Configuration

The following access configuration is recommended at the site driveway intersections:

- Site Driveway 1 (South Site): Full access driveway on Honey Creek Road, aligned with Honey Creek Court
    - One entering lane and two exiting lanes
    - Stop-sign controlled on the driveway approach and Honey Creek Court with Honey Creek Road remaining free flow
    - Left turn lane and right turn lane for entering traffic
    - Provide adequate sight distance per AASHTO standards

- Site Driveway 2 (South Site): Full access driveway on Honey Creek Road, aligned with Hills Academy Driveway
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach and Hills Academy Driveway with Honey Creek Road remaining free flow
    - Left turn lane and right turn lane for entering traffic
    - Provide adequate sight distance per AASHTO standards

- Site Driveway 3 (North Site): Full access driveway on Goode Road
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with Goode Road remaining free flow
    - Right-turn Lane on Goode Road for entering traffic
    - Provide adequate sight distance per AASHTO standards

Appendix

Existing Intersection Traffic Counts .....
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future “No-Build -2026” Intersection Analysis.....
Future “Build-2026” Intersection Analysis.....
Traffic Volume Worksheets .....

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Road @ Stanton Road
7-9 am | 2-4 pm | 4-6 pm

File Name : 20240309
Site Code : 20240309
Start Date : 08-07-2024
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Northbound				Stanton Road Southbound				Honey Creek Road Eastbound				Honey Creek Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	29	0	10	39	1	54	0	55	0	72	30	102	196
07:15 AM	0	0	0	0	29	0	13	42	0	94	0	94	0	123	37	160	296
07:30 AM	0	0	0	0	49	0	12	61	5	123	0	128	0	97	44	141	330
07:45 AM	0	0	0	0	36	0	1	37	1	99	0	100	0	61	56	117	254
Total	0	0	0	0	143	0	36	179	7	370	0	377	0	353	167	520	1076
08:00 AM	0	0	0	0	44	0	4	48	3	71	0	74	0	76	34	110	232
08:15 AM	0	0	0	0	44	0	3	47	2	61	0	63	0	59	35	94	204
08:30 AM	0	0	0	0	28	0	0	28	2	51	0	53	0	54	38	92	173
08:45 AM	0	0	0	0	27	0	0	27	0	51	0	51	0	48	29	77	155
Total	0	0	0	0	143	0	7	150	7	234	0	241	0	237	136	373	764
*** BREAK ***																	
02:00 PM	0	0	0	0	32	0	8	40	1	45	0	46	0	59	26	85	171
02:15 PM	0	0	0	0	41	0	2	43	0	52	0	52	0	73	28	101	196
02:30 PM	0	0	0	0	51	0	3	54	0	74	0	74	0	65	42	107	235
02:45 PM	0	0	0	0	40	0	0	40	0	82	0	82	0	66	46	112	234
Total	0	0	0	0	164	0	13	177	1	253	0	254	0	263	142	405	836
03:00 PM	0	0	0	0	37	0	1	38	2	77	0	79	0	64	58	122	239
03:15 PM	0	0	0	0	31	0	1	32	1	48	0	49	0	83	38	121	202
03:30 PM	0	0	0	0	61	0	2	63	1	56	0	57	0	74	43	117	237
03:45 PM	0	0	0	0	56	0	2	58	2	56	0	58	0	89	34	123	239
Total	0	0	0	0	185	0	6	191	6	237	0	243	0	310	173	483	917
04:00 PM	0	0	0	0	56	0	2	58	3	61	0	64	0	61	46	107	229
04:15 PM	0	0	0	0	52	0	1	53	2	64	0	66	0	65	46	111	230
04:30 PM	0	0	0	0	46	0	5	51	1	70	0	71	0	83	39	122	244
04:45 PM	0	0	0	0	47	0	4	51	1	80	0	81	0	77	44	121	253
Total	0	0	0	0	201	0	12	213	7	275	0	282	0	286	175	461	956
05:00 PM	0	0	0	0	52	0	1	53	1	67	0	68	0	79	33	112	233
05:15 PM	0	0	0	0	45	0	4	49	2	67	0	69	0	98	37	135	253
05:30 PM	0	0	0	0	71	0	0	71	1	75	0	76	0	122	37	159	306
05:45 PM	0	0	0	0	51	0	2	53	0	68	0	68	0	98	46	144	265
Total	0	0	0	0	219	0	7	226	4	277	0	281	0	397	153	550	1057
Grand Total	0	0	0	0	1055	0	81	1136	32	1646	0	1678	0	1846	946	2792	5606
Apprch %	0	0	0		92.9	0	7.1		1.9	98.1	0		0	66.1	33.9		
Total %	0	0	0	0	18.8	0	1.4	20.3	0.6	29.4	0	29.9	0	32.9	16.9	49.8	

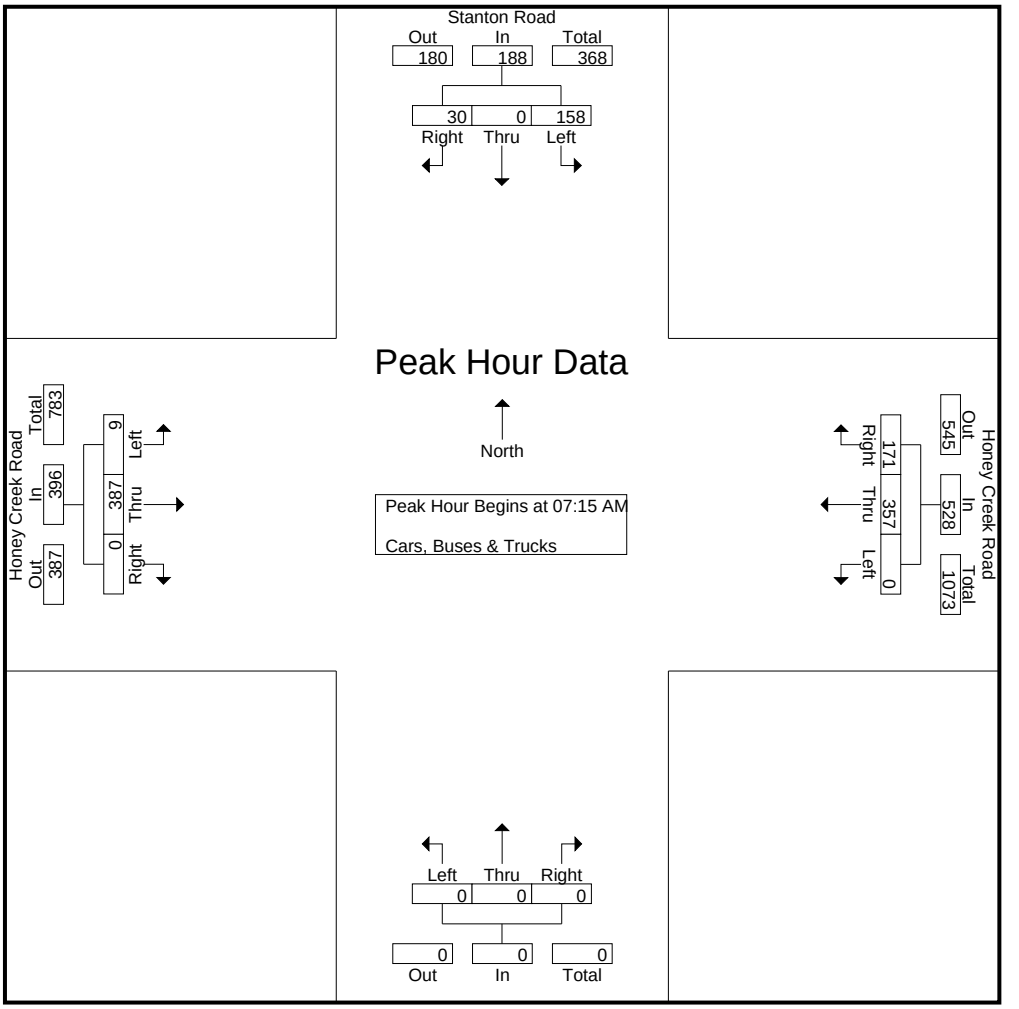
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Road @ Stanton Road
7-9 am | 2-4 pm | 4-6 pm

File Name : 20240309
Site Code : 20240309
Start Date : 08-07-2024

	Northbound				Stanton Road Southbound				Honey Creek Road Eastbound				Honey Creek Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	29	0	**13**	42	0	94	0	94	0	**123**	37	**160**	296
07:30 AM	0	0	0	0	**49**	0	12	**61**	**5**	**123**	0	**128**	0	97	44	141	**330**
07:45 AM	0	0	0	0	36	0	1	37	1	99	0	100	0	61	**56**	117	254
08:00 AM	0	0	0	0	44	0	4	48	3	71	0	74	0	76	34	110	232
Total Volume	0	0	0	0	158	0	30	188	9	387	0	396	0	357	171	528	1112
% App. Total	0	0	0		84	0	16		2.3	97.7	0		0	67.6	32.4		
PHF	.000	.000	.000	.000	.806	.000	.577	.770	.450	.787	.000	.773	.000	.726	.763	.825	.842



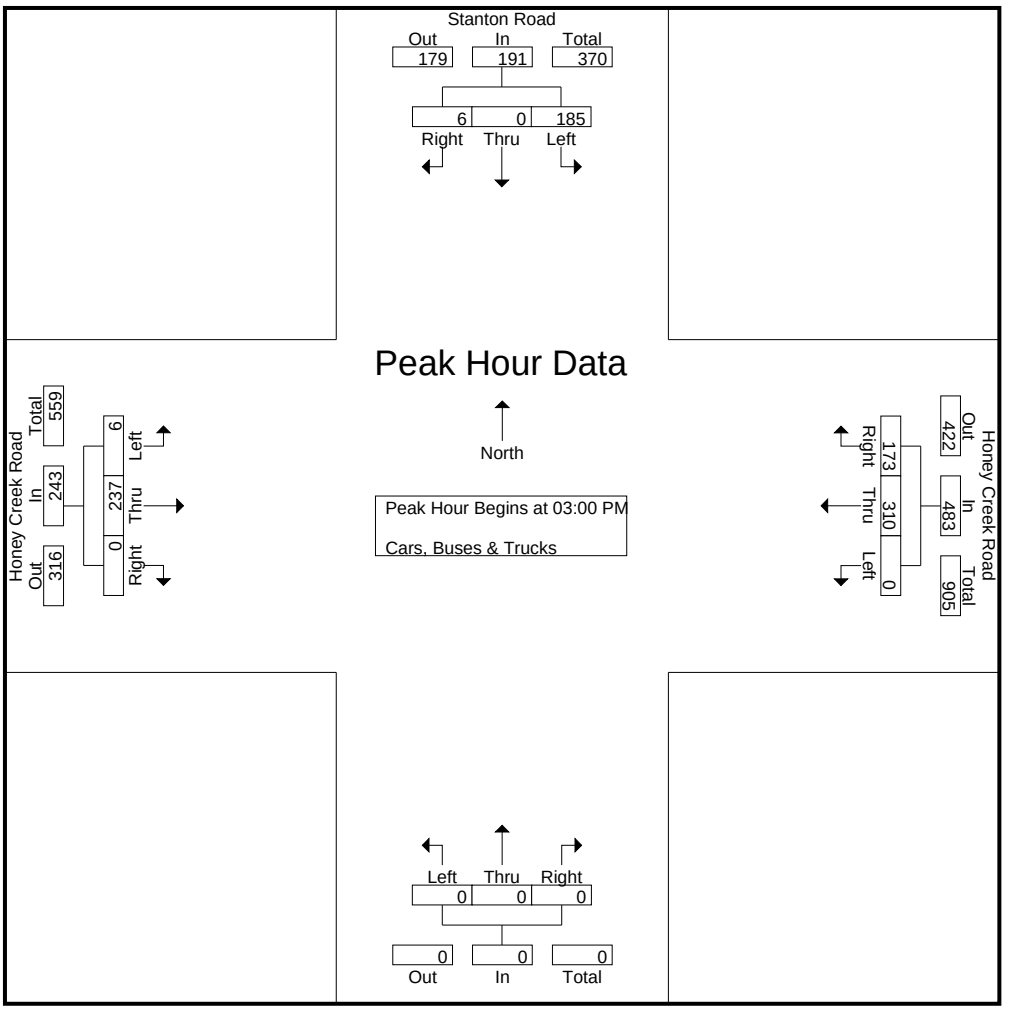
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Road @ Stanton Road
7-9 am | 2-4 pm | 4-6 pm

File Name : 20240309
Site Code : 20240309
Start Date : 08-07-2024
Page No : 3

	Northbound				Stanton Road Southbound				Honey Creek Road Eastbound				Honey Creek Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	37	0	1	38	**2**	**77**	0	**79**	0	64	**58**	122	**239**
03:15 PM	0	0	0	0	31	0	1	32	1	48	0	49	0	83	38	121	202
03:30 PM	0	0	0	0	**61**	0	**2**	**63**	1	56	0	57	0	74	43	117	237
03:45 PM	0	0	0	0	56	0	2	58	2	56	0	58	0	**89**	34	**123**	239
Total Volume	0	0	0	0	185	0	6	191	6	237	0	243	0	310	173	483	917
% App. Total	0	0	0		96.9	0	3.1		2.5	97.5	0		0	64.2	35.8		
PHF	.000	.000	.000	.000	.758	.000	.750	.758	.750	.769	.000	.769	.000	.871	.746	.982	.959



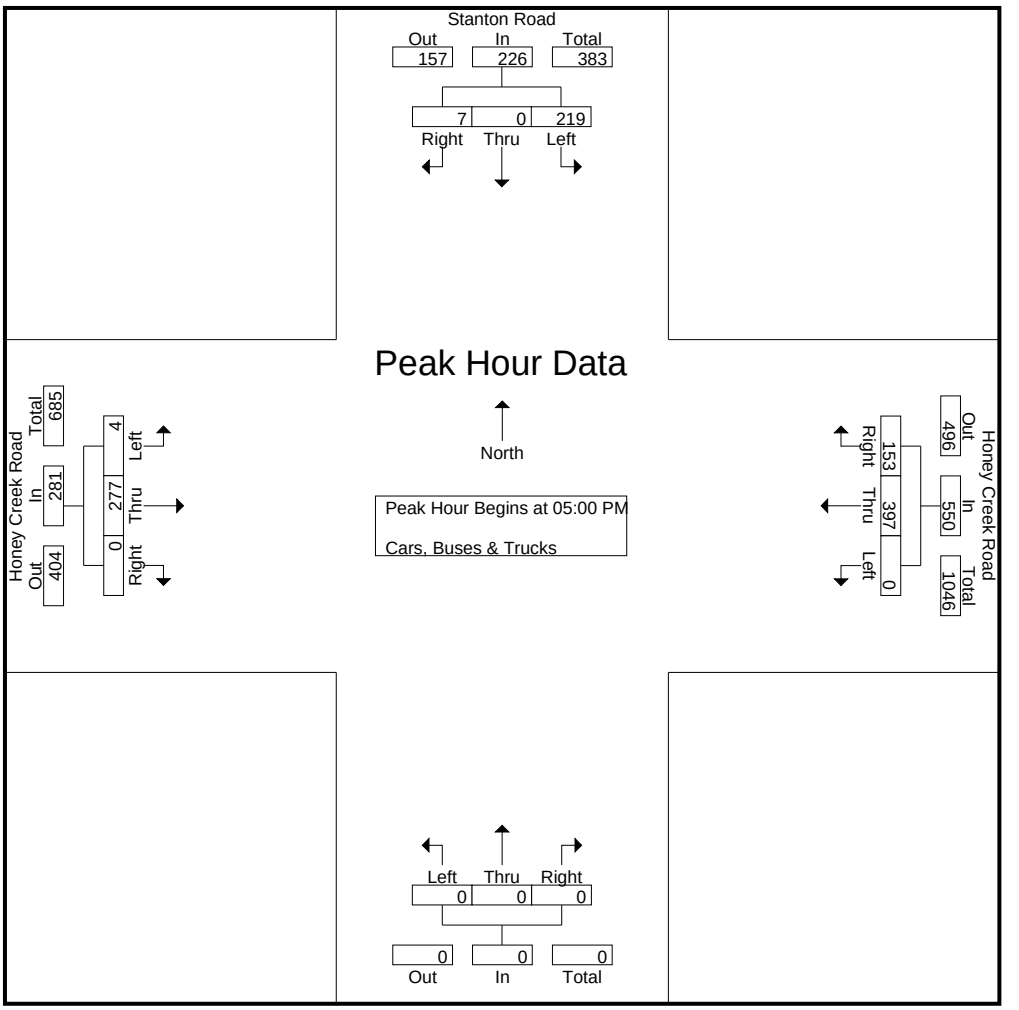
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Road @ Stanton Road
7-9 am | 2-4 pm | 4-6 pm

File Name : 20240309
Site Code : 20240309
Start Date : 08-07-2024
Page No : 4

	Northbound				Stanton Road Southbound				Honey Creek Road Eastbound				Honey Creek Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	52	0	1	53	1	67	0	68	0	79	33	112	233
05:15 PM	0	0	0	0	45	0	**4**	49	**2**	67	0	69	0	98	37	135	253
05:30 PM	0	0	0	0	**71**	0	0	**71**	1	**75**	0	**76**	0	**122**	37	**159**	**306**
05:45 PM	0	0	0	0	51	0	2	53	0	68	0	68	0	98	**46**	144	265
Total Volume	0	0	0	0	219	0	7	226	4	277	0	281	0	397	153	550	1057
% App. Total	0	0	0		96.9	0	3.1		1.4	98.6	0		0	72.2	27.8		
PHF	.000	.000	.000	.000	.771	.000	.438	.796	.500	.923	.000	.924	.000	.814	.832	.865	.864



A & R Engineering, Inc.

2160 Kingston Court, Suite 'O'
Marietta, GA 30067

TMC Data
Goode Road @ Ebenezer Road
7-9 am | 4-6 pm

File Name : 20240308
Site Code : 20240308
Start Date : 08-07-2024
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Ebenezer Road Northbound				Ebenezer Road Southbound				Goode Road Eastbound				Goode Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	10	1	12	2	7	4	13	1	0	0	1	0	0	3	3	29
07:15 AM	3	23	0	26	1	8	5	14	2	2	2	6	1	3	2	6	52
07:30 AM	6	29	0	35	2	10	4	16	2	2	6	10	0	1	2	3	64
07:45 AM	11	31	0	42	1	13	3	17	3	2	3	8	0	1	1	2	69
Total	21	93	1	115	6	38	16	60	8	6	11	25	1	5	8	14	214
08:00 AM	2	16	0	18	1	7	4	12	1	1	6	8	0	1	3	4	42
08:15 AM	1	12	0	13	0	7	1	8	2	3	0	5	0	3	2	5	31
08:30 AM	2	17	0	19	1	7	5	13	2	3	0	5	0	1	3	4	41
08:45 AM	0	12	0	12	3	6	1	10	0	1	1	2	1	2	0	3	27
Total	5	57	0	62	5	27	11	43	5	8	7	20	1	7	8	16	141
09:00 AM	1	11	1	13	2	20	4	26	0	4	2	6	1	0	2	3	48
09:15 AM	2	15	1	18	1	33	3	37	4	1	1	6	1	2	2	5	66
09:30 AM	0	11	0	11	0	26	3	29	5	2	3	10	1	3	1	5	55
09:45 AM	1	15	1	17	2	27	2	31	2	5	1	8	1	2	1	4	60
Total	4	52	3	59	5	106	12	123	11	12	7	30	4	7	6	17	229
*** BREAK ***																	
05:00 PM	4	4	1	9	2	27	8	37	1	1	2	4	0	0	2	2	52
05:15 PM	2	13	0	15	1	35	3	39	4	2	2	8	0	0	2	2	64
05:30 PM	3	16	1	20	0	41	2	43	4	2	1	7	0	4	4	8	78
05:45 PM	1	12	0	13	1	37	2	40	1	3	4	8	1	1	2	4	65
Total	10	45	2	57	4	140	15	159	10	8	9	27	1	5	10	16	259
Grand Total	40	247	6	293	20	311	54	385	34	34	34	102	7	24	32	63	843
Apprch %	13.7	84.3	2		5.2	80.8	14		33.3	33.3	33.3		11.1	38.1	50.8		
Total %	4.7	29.3	0.7	34.8	2.4	36.9	6.4	45.7	4	4	4	12.1	0.8	2.8	3.8	7.5	

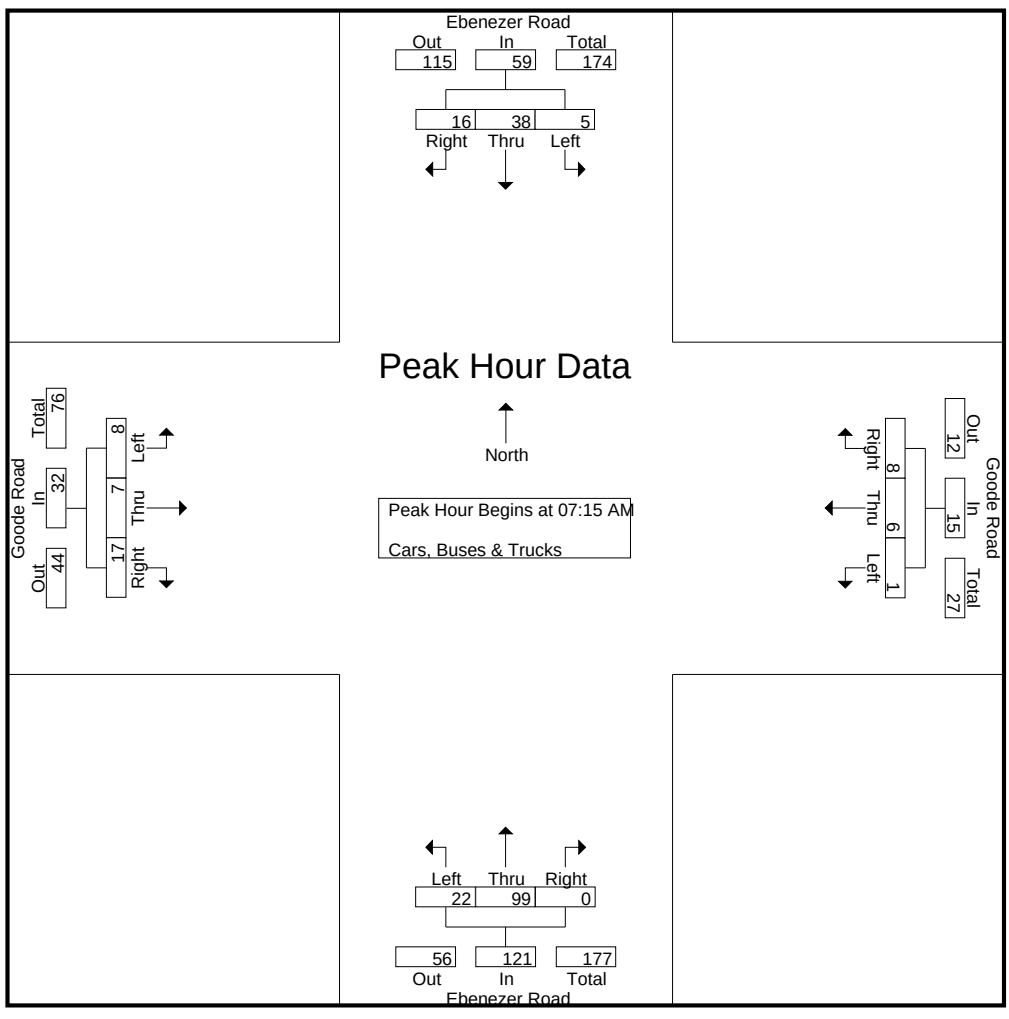
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O'
Marietta, GA 30067

TMC Data
Goode Road @ Ebenezer Road
7-9 am | 4-6 pm

File Name : 20240308
Site Code : 20240308
Start Date : 08-07-2024
Page No : 2

	Ebenezer Road Northbound				Ebenezer Road Southbound				Goode Road Eastbound				Goode Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	23	0	26	1	8	**5**	14	2	**2**	2	6	**1**	**3**	2	**6**	52
07:30 AM	6	29	0	35	**2**	10	4	16	2	2	**6**	**10**	0	1	2	3	64
07:45 AM	**11**	**31**	0	**42**	1	**13**	3	**17**	**3**	2	3	8	0	1	1	2	**69**
08:00 AM	2	16	0	18	1	7	4	12	1	1	6	8	0	1	**3**	4	42
Total Volume	22	99	0	121	5	38	16	59	8	7	17	32	1	6	8	15	227
% App. Total	18.2	81.8	0		8.5	64.4	27.1		25	21.9	53.1		6.7	40	53.3		
PHF	.500	.798	.000	.720	.625	.731	.800	.868	.667	.875	.708	.800	.250	.500	.667	.625	.822



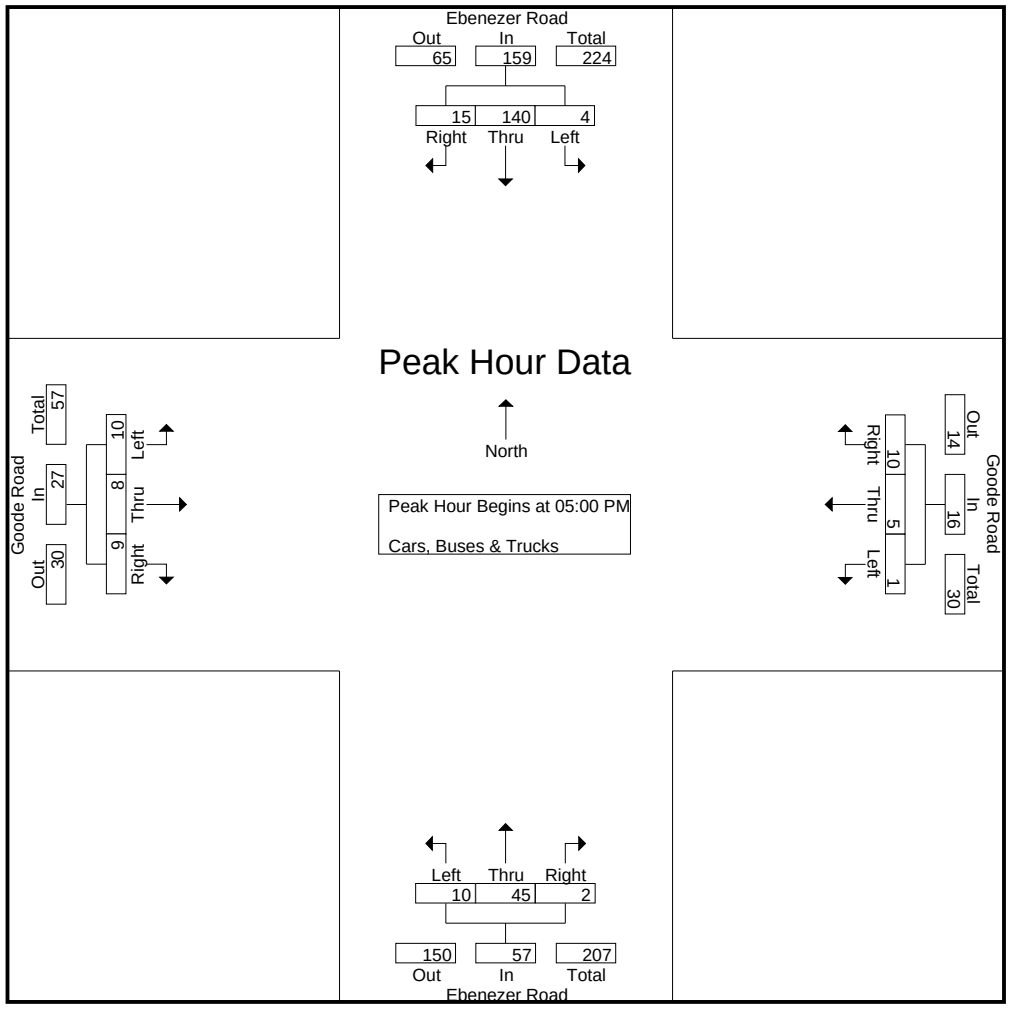
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O'
Marietta, GA 30067

TMC Data
Goode Road @ Ebenezer Road
7-9 am | 4-6 pm

File Name : 20240308
Site Code : 20240308
Start Date : 08-07-2024
Page No : 3

	Ebenezer Road Northbound				Ebenezer Road Southbound				Goode Road Eastbound				Goode Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**4**	4	**1**	9	**2**	27	**8**	37	1	1	2	4	0	0	2	2	52
05:15 PM	2	13	0	15	1	35	3	39	**4**	2	2	**8**	0	0	2	2	64
05:30 PM	3	**16**	1	**20**	0	**41**	2	**43**	4	2	1	7	0	**4**	**4**	**8**	**78**
05:45 PM	1	12	0	13	1	37	2	40	1	**3**	**4**	8	**1**	1	2	4	65
Total Volume	10	45	2	57	4	140	15	159	10	8	9	27	1	5	10	16	259
% App. Total	17.5	78.9	3.5		2.5	88.1	9.4		37	29.6	33.3		6.2	31.2	62.5		
PHF	.625	.703	.500	.713	.500	.854	.469	.924	.625	.667	.563	.844	.250	.313	.625	.500	.830



A & R Engineering, Inc.

2160 Kingston Court, Suite 'O'
Marietta, GA 30067

TMC Data
Goode Road @ Stanton Road
7-9 am | 4-6 pm

File Name : 20240307
Site Code : 20240307
Start Date : 08-07-2024
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Stanton Road Northbound				Stanton Road Southbound				Goode Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	65	0	65	0	36	1	37	0	0	5	5	0	0	0	0	107
07:15 AM	2	70	0	72	0	52	2	54	4	0	4	8	0	0	0	0	134
07:30 AM	2	87	0	89	0	42	1	43	4	0	4	8	0	0	0	0	140
07:45 AM	1	68	0	69	0	48	2	50	2	0	3	5	0	0	0	0	124
Total	5	290	0	295	0	178	6	184	10	0	16	26	0	0	0	0	505
08:00 AM	3	41	0	44	0	43	1	44	3	0	3	6	0	0	0	0	94
08:15 AM	2	45	0	47	0	50	1	51	2	0	0	2	0	0	0	0	100
08:30 AM	1	44	0	45	0	25	0	25	2	0	3	5	0	0	0	0	75
08:45 AM	3	32	0	35	0	36	0	36	1	0	0	1	0	0	0	0	72
Total	9	162	0	171	0	154	2	156	8	0	6	14	0	0	0	0	341
*** BREAK ***																	
04:00 PM	4	58	0	62	0	73	4	77	0	0	4	4	0	0	0	0	143
04:15 PM	2	43	0	45	0	62	2	64	4	0	3	7	0	0	0	0	116
04:30 PM	2	38	0	40	0	59	2	61	3	0	3	6	0	0	0	0	107
04:45 PM	5	30	0	35	0	55	5	60	3	0	4	7	0	0	0	0	102
Total	13	169	0	182	0	249	13	262	10	0	14	24	0	0	0	0	468
05:00 PM	1	47	0	48	0	62	4	66	0	0	3	3	0	0	0	0	117
05:15 PM	3	42	0	45	0	63	3	66	4	0	3	7	0	0	0	0	118
05:30 PM	1	47	0	48	0	91	2	93	2	0	4	6	0	0	0	0	147
05:45 PM	2	58	0	60	0	57	3	60	1	0	3	4	0	0	0	0	124
Total	7	194	0	201	0	273	12	285	7	0	13	20	0	0	0	0	506
Grand Total	34	815	0	849	0	854	33	887	35	0	49	84	0	0	0	0	1820
Apprch %	4	96	0		0	96.3	3.7		41.7	0	58.3		0	0	0		
Total %	1.9	44.8	0	46.6	0	46.9	1.8	48.7	1.9	0	2.7	4.6	0	0	0	0	

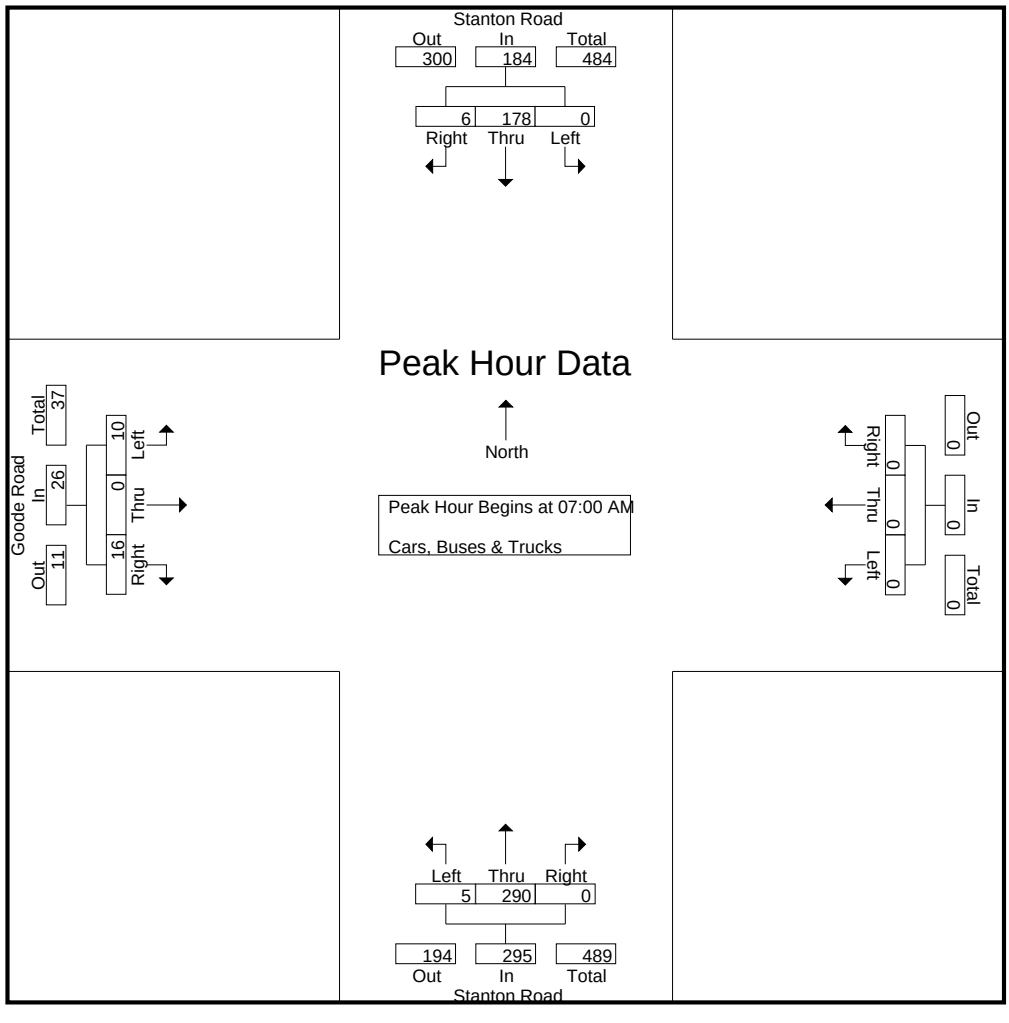
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O'
Marietta, GA 30067

TMC Data
Goode Road @ Stanton Road
7-9 am | 4-6 pm

File Name : 20240307
Site Code : 20240307
Start Date : 08-07-2024
Page No : 2

	Stanton Road Northbound				Stanton Road Southbound				Goode Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	65	0	65	0	36	1	37	0	0	**5**	5	0	0	0	0	107
07:15 AM	**2**	70	0	72	0	**52**	**2**	**54**	**4**	0	4	**8**	0	0	0	0	134
07:30 AM	2	**87**	0	**89**	0	42	1	43	4	0	4	8	0	0	0	0	**140**
07:45 AM	1	68	0	69	0	48	2	50	2	0	3	5	0	0	0	0	124
Total Volume	5	290	0	295	0	178	6	184	10	0	16	26	0	0	0	0	505
% App. Total	1.7	98.3	0		0	96.7	3.3		38.5	0	61.5		0	0	0		
PHF	.625	.833	.000	.829	.000	.856	.750	.852	.625	.000	.800	.813	.000	.000	.000	.000	.902



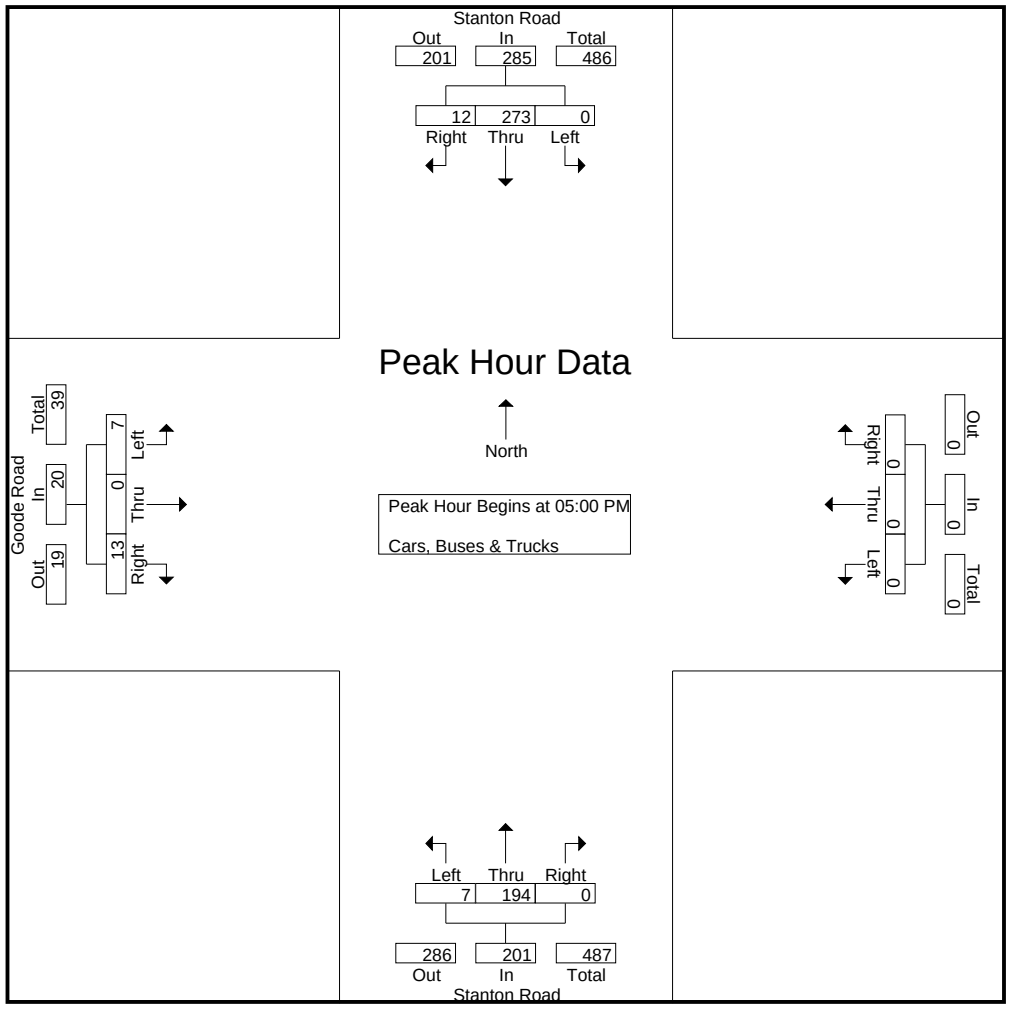
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O'
Marietta, GA 30067

TMC Data
Goode Road @ Stanton Road
7-9 am | 4-6 pm

File Name : 20240307
Site Code : 20240307
Start Date : 08-07-2024
Page No : 3

	Stanton Road Northbound				Stanton Road Southbound				Goode Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	47	0	48	0	62	**4**	66	0	0	3	3	0	0	0	0	117
05:15 PM	**3**	42	0	45	0	63	3	66	**4**	0	3	**7**	0	0	0	0	118
05:30 PM	1	47	0	48	0	**91**	2	**93**	2	0	**4**	6	0	0	0	0	**147**
05:45 PM	2	**58**	0	**60**	0	57	3	60	1	0	3	4	0	0	0	0	124
Total Volume	7	194	0	201	0	273	12	285	7	0	13	20	0	0	0	0	506
% App. Total	3.5	96.5	0		0	95.8	4.2		35	0	65		0	0	0		
PHF	.583	.836	.000	.838	.000	.750	.750	.766	.438	.000	.813	.714	.000	.000	.000	.000	.861



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Road @ SR 20
7-9 am | 4-6 pm

File Name : 20240306
Site Code : 20240306
Start Date : 08-07-2024
Page No : 1

Groups Printed- Cars, Buses & Trucks

	SR 20 Northbound					SR 20 Southbound					Honey Creek Road Eastbound				Honey Creek Road Westbound				
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	27	220	17	1	265	21	84	29	1	135	32	39	16	87	11	67	35	113	600
07:15 AM	26	246	28	1	301	37	113	35	6	191	47	67	19	133	27	93	49	169	794
07:30 AM	32	234	39	2	307	41	88	16	3	148	54	77	13	144	25	75	64	164	763
07:45 AM	24	224	36	3	287	47	112	27	3	189	48	93	12	153	25	75	59	159	788
Total	109	924	120	7	1160	146	397	107	13	663	181	276	60	517	88	310	207	605	2945
08:00 AM	23	203	24	1	251	42	122	14	3	181	40	55	16	111	27	51	71	149	692
08:15 AM	20	194	14	6	234	43	118	25	5	191	28	46	19	93	23	53	63	139	657
08:30 AM	26	171	24	4	225	40	118	14	2	174	29	30	21	80	26	40	60	126	605
08:45 AM	14	201	15	2	232	25	119	21	3	168	29	32	17	78	27	36	46	109	587
Total	83	769	77	13	942	150	477	74	13	714	126	163	73	362	103	180	240	523	2541
*** BREAK ***																			
04:00 PM	30	146	22	10	208	80	251	30	2	363	26	63	32	121	34	50	44	128	820
04:15 PM	23	151	21	6	201	86	227	39	5	357	33	65	30	128	43	49	45	137	823
04:30 PM	29	184	32	10	255	81	234	39	2	356	26	64	28	118	28	49	52	129	858
04:45 PM	26	163	21	8	218	87	232	38	5	362	26	69	30	125	33	41	40	114	819
Total	108	644	96	34	882	334	944	146	14	1438	111	261	120	492	138	189	181	508	3320
05:00 PM	30	179	20	9	238	83	227	36	2	348	37	54	31	122	52	53	52	157	865
05:15 PM	40	179	33	9	261	94	246	52	5	397	22	69	22	113	36	42	47	125	896
05:30 PM	26	155	28	10	219	86	231	56	8	381	30	76	29	135	36	52	43	131	866
05:45 PM	26	165	29	9	229	88	194	44	2	328	30	64	28	122	26	50	46	122	801
Total	122	678	110	37	947	351	898	188	17	1454	119	263	110	492	150	197	188	535	3428
Grand Total	422	3015	403	91	3931	981	2716	515	57	4269	537	963	363	1863	479	876	816	2171	12234
Apprch %	10.7	76.7	10.3	2.3		23	63.6	12.1	1.3		28.8	51.7	19.5		22.1	40.4	37.6		
Total %	3.4	24.6	3.3	0.7	32.1	8	22.2	4.2	0.5	34.9	4.4	7.9	3	15.2	3.9	7.2	6.7	17.7	

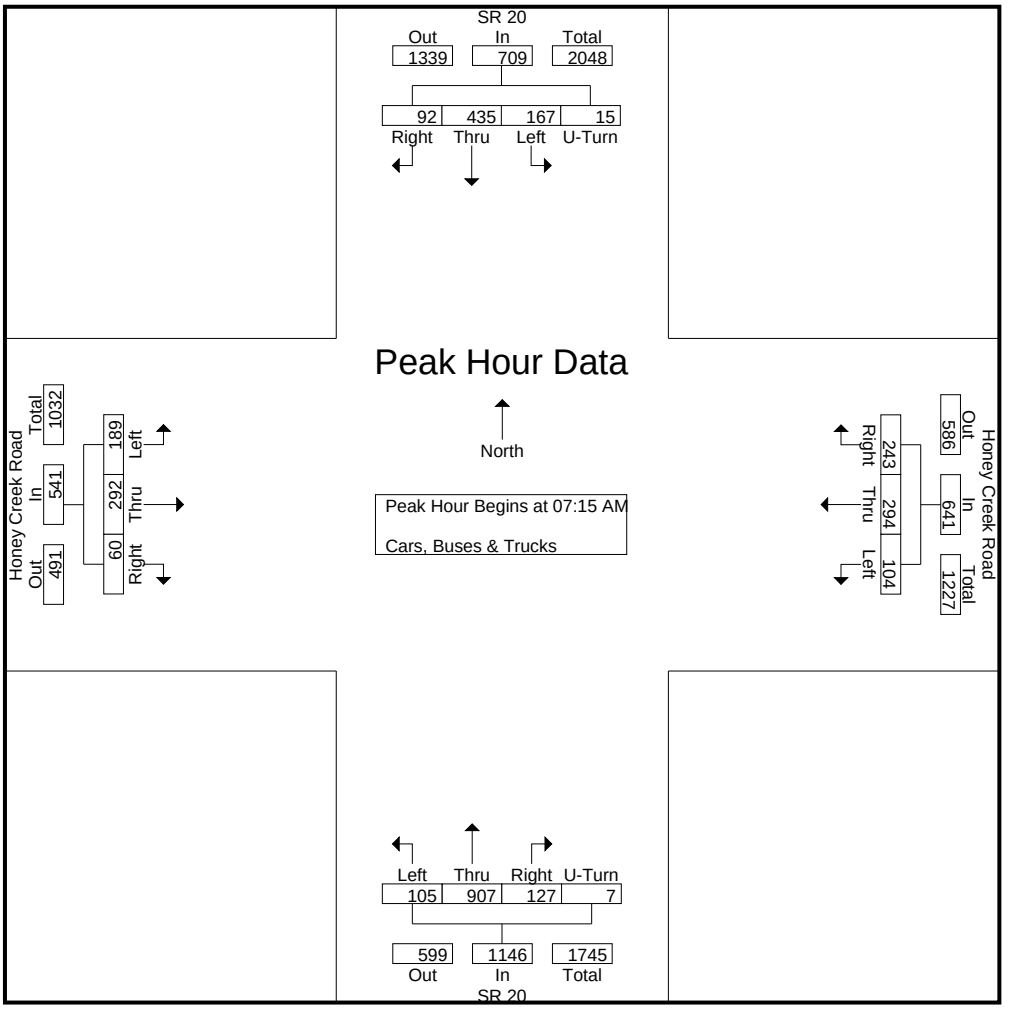
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Road @ SR 20
7-9 am | 4-6 pm

File Name : 20240306
Site Code : 20240306
Start Date : 08-07-2024
Page No : 2

	SR 20 Northbound					SR 20 Southbound					Honey Creek Road Eastbound				Honey Creek Road Westbound				
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:15 AM																			
07:15 AM	26	**246**	28	1	301	37	113	**35**	**6**	**191**	47	67	**19**	133	**27**	**93**	49	**169**	**794**
07:30 AM	**32**	234	**39**	2	**307**	41	88	16	3	148	**54**	77	13	144	25	75	64	164	763
07:45 AM	24	224	36	**3**	287	**47**	112	27	3	189	48	**93**	12	**153**	25	75	59	159	788
08:00 AM	23	203	24	1	251	42	**122**	14	3	181	40	55	16	111	27	51	**71**	149	692
Total Volume	105	907	127	7	1146	167	435	92	15	709	189	292	60	541	104	294	243	641	3037
% App. Total	9.2	79.1	11.1	0.6		23.6	61.4	13	2.1		34.9	54	11.1		16.2	45.9	37.9		
PHF	.820	.922	.814	.583	.933	.888	.891	.657	.625	.928	.875	.785	.789	.884	.963	.790	.856	.948	.956



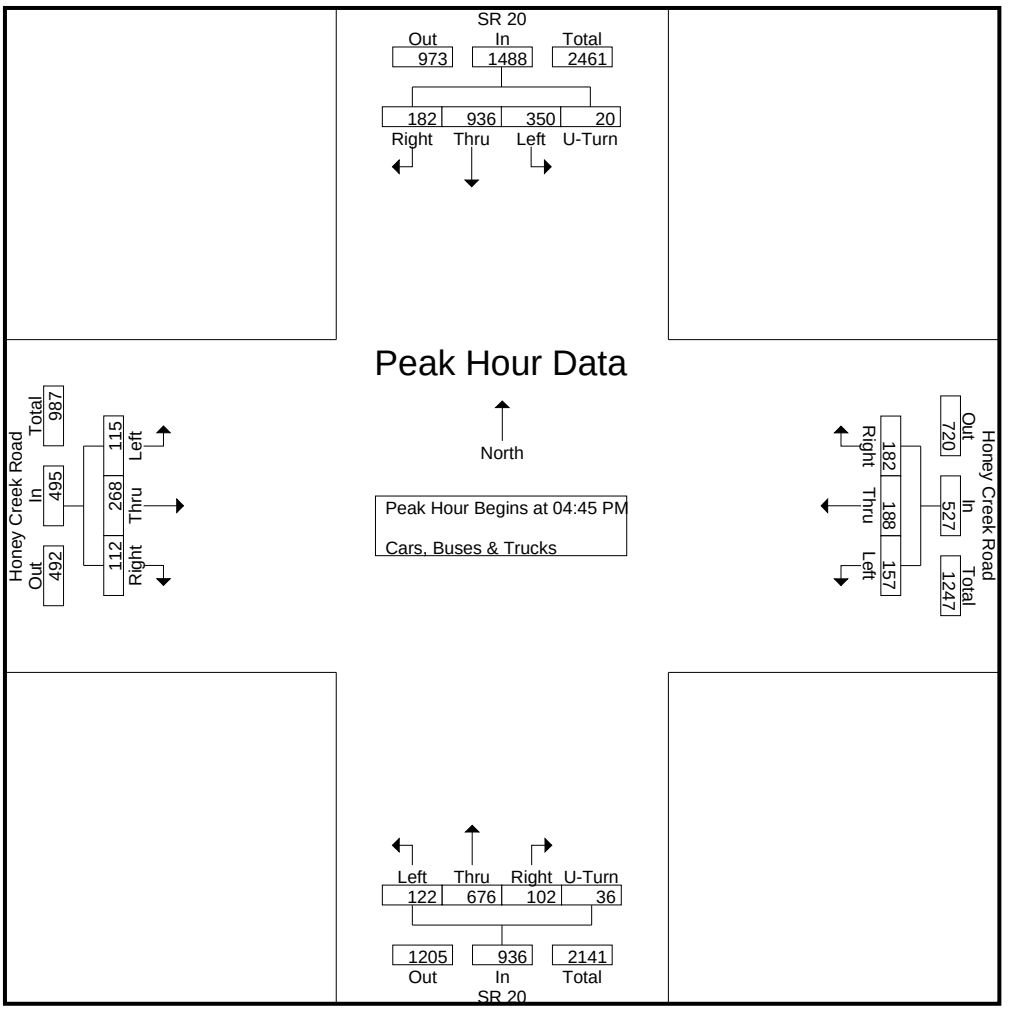
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Road @ SR 20
7-9 am | 4-6 pm

File Name : 20240306
Site Code : 20240306
Start Date : 08-07-2024
Page No : 3

	SR 20 Northbound					SR 20 Southbound					Honey Creek Road Eastbound				Honey Creek Road Westbound				
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:45 PM																			
04:45 PM	26	163	21	8	218	87	232	38	5	362	26	69	30	125	33	41	40	114	819
05:00 PM	30	**179**	20	9	238	83	227	36	2	348	**37**	54	**31**	122	**52**	**53**	**52**	**157**	865
05:15 PM	**40**	179	**33**	9	**261**	**94**	**246**	52	5	**397**	22	69	22	113	36	42	47	125	**896**
05:30 PM	26	155	28	**10**	219	86	231	**56**	**8**	381	30	**76**	29	**135**	36	52	43	131	866
Total Volume	122	676	102	36	936	350	936	182	20	1488	115	268	112	495	157	188	182	527	3446
% App. Total	13	72.2	10.9	3.8		23.5	62.9	12.2	1.3		23.2	54.1	22.6		29.8	35.7	34.5		
PHF	.763	.944	.773	.900	.897	.931	.951	.813	.625	.937	.777	.882	.903	.917	.755	.887	.875	.839	.961



A & R Engineering, Inc.

2160 Kingston Court, Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Road @ Ebenezer Road
7-9 am | 4-6 pm

File Name : 20240305
Site Code : 20240305
Start Date : 08-07-2024
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Ebenezer Rd Northbound				Ebenezer Rd Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	11	1	22	2	3	0	5	1	8	6	15	1	39	2	42	84
07:15 AM	13	15	1	29	0	5	2	7	2	25	0	27	1	50	1	52	115
07:30 AM	8	19	2	29	2	3	1	6	3	30	2	35	1	47	9	57	127
07:45 AM	5	27	4	36	6	9	0	15	1	30	1	32	0	35	11	46	129
Total	36	72	8	116	10	20	3	33	7	93	9	109	3	171	23	197	455
08:00 AM	6	12	0	18	4	7	2	13	0	20	1	21	1	41	4	46	98
08:15 AM	12	12	1	25	1	7	2	10	0	20	1	21	0	39	2	41	97
08:30 AM	12	6	2	20	1	3	0	4	3	20	5	28	0	41	2	43	95
08:45 AM	9	10	0	19	2	2	0	4	1	22	4	27	1	26	4	31	81
Total	39	40	3	82	8	19	4	31	4	82	11	97	2	147	12	161	371
*** BREAK ***																	
04:00 PM	7	3	1	11	4	18	1	23	0	36	9	45	3	18	3	24	103
04:15 PM	4	7	2	13	4	24	1	29	0	45	11	56	1	25	7	33	131
04:30 PM	5	7	1	13	6	23	2	31	1	38	12	51	2	25	2	29	124
04:45 PM	2	5	4	11	4	23	1	28	3	53	9	65	3	24	8	35	139
Total	18	22	8	48	18	88	5	111	4	172	41	217	9	92	20	121	497
05:00 PM	5	8	2	15	4	20	2	26	2	40	12	54	2	31	1	34	129
05:15 PM	5	10	3	18	5	34	2	41	4	48	11	63	4	32	5	41	163
05:30 PM	7	8	4	19	9	24	1	34	1	52	10	63	1	18	4	23	139
05:45 PM	9	13	0	22	6	21	2	29	3	44	10	57	4	40	2	46	154
Total	26	39	9	74	24	99	7	130	10	184	43	237	11	121	12	144	585
Grand Total	119	173	28	320	60	226	19	305	25	531	104	660	25	531	67	623	1908
Apprch %	37.2	54.1	8.8		19.7	74.1	6.2		3.8	80.5	15.8		4	85.2	10.8		
Total %	6.2	9.1	1.5	16.8	3.1	11.8	1	16	1.3	27.8	5.5	34.6	1.3	27.8	3.5	32.7	

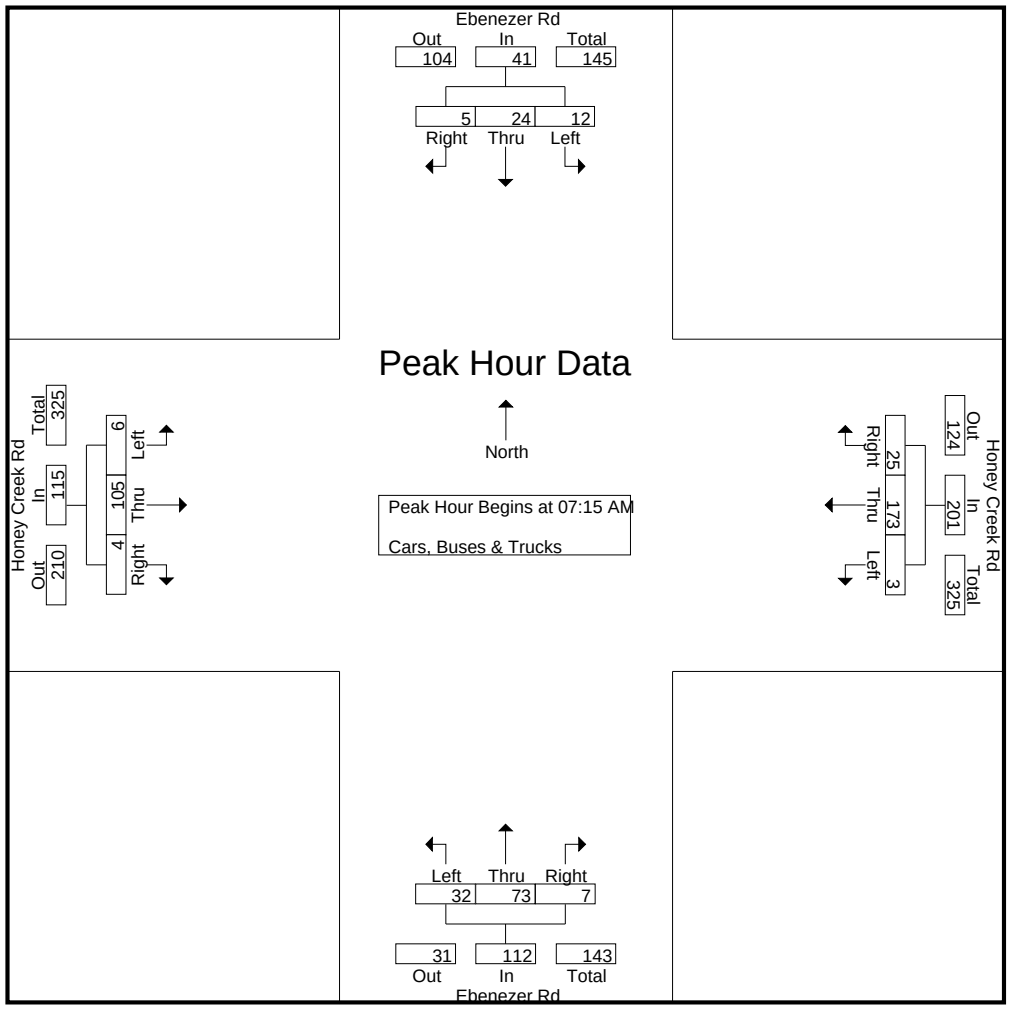
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Road @ Ebenezer Road
7-9 am | 4-6 pm

File Name : 20240305
Site Code : 20240305
Start Date : 08-07-2024
Page No : 2

	Ebenezer Rd Northbound				Ebenezer Rd Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**13**	15	1	29	0	5	**2**	7	2	25	0	27	**1**	**50**	1	52	115
07:30 AM	8	19	2	29	2	3	1	6	**3**	**30**	**2**	**35**	1	47	9	**57**	127
07:45 AM	5	**27**	**4**	**36**	**6**	**9**	0	**15**	1	30	1	32	0	35	**11**	46	**129**
08:00 AM	6	12	0	18	4	7	2	13	0	20	1	21	1	41	4	46	98
Total Volume	32	73	7	112	12	24	5	41	6	105	4	115	3	173	25	201	469
% App. Total	28.6	65.2	6.2		29.3	58.5	12.2		5.2	91.3	3.5		1.5	86.1	12.4		
PHF	.615	.676	.438	.778	.500	.667	.625	.683	.500	.875	.500	.821	.750	.865	.568	.882	.909



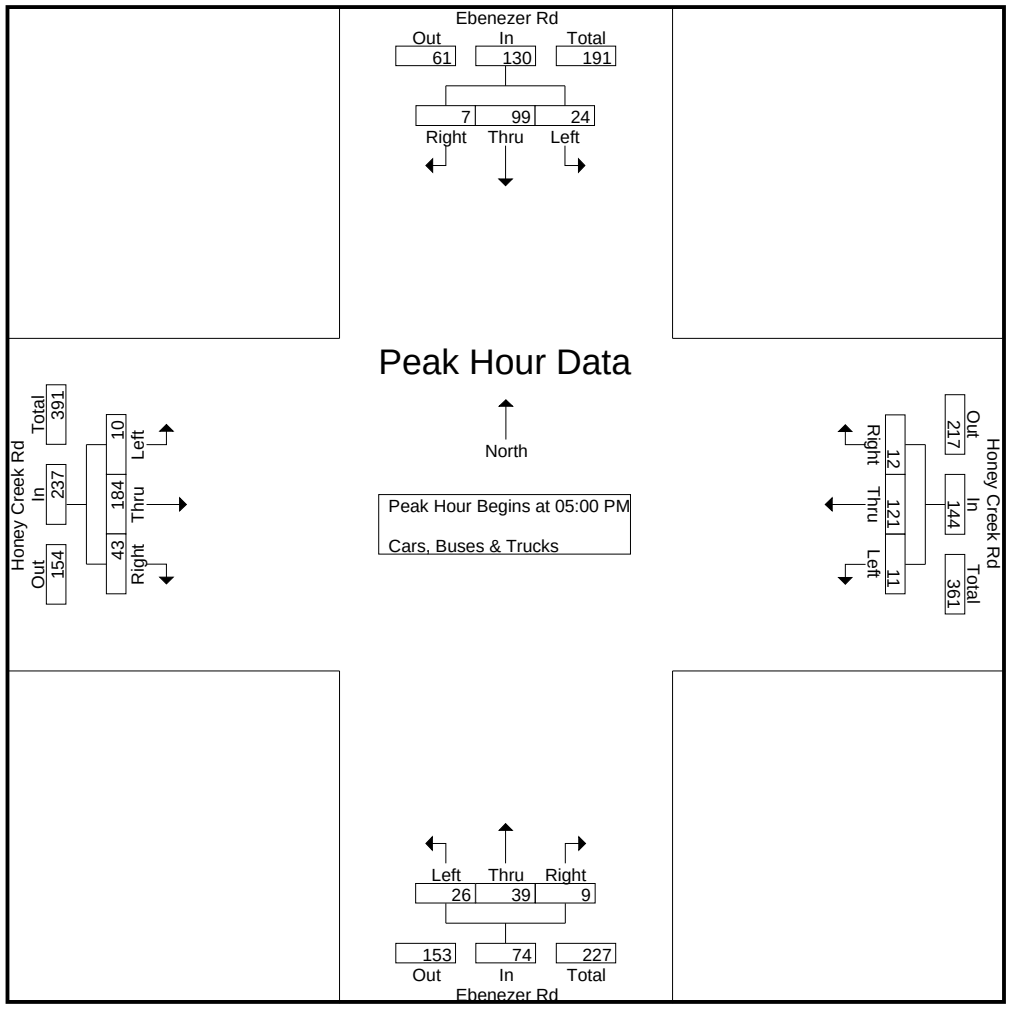
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Road @ Ebenezer Road
7-9 am | 4-6 pm

File Name : 20240305
Site Code : 20240305
Start Date : 08-07-2024
Page No : 3

	Ebenezer Rd Northbound				Ebenezer Rd Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	8	2	15	4	20	**2**	26	2	40	**12**	54	2	31	1	34	129
05:15 PM	5	10	3	18	5	**34**	2	**41**	**4**	48	11	**63**	**4**	32	**5**	41	**163**
05:30 PM	7	8	**4**	19	**9**	24	1	34	1	**52**	10	63	1	18	4	23	139
05:45 PM	**9**	**13**	0	**22**	6	21	2	29	3	44	10	57	4	**40**	2	**46**	154
Total Volume	26	39	9	74	24	99	7	130	10	184	43	237	11	121	12	144	585
% App. Total	35.1	52.7	12.2		18.5	76.2	5.4		4.2	77.6	18.1		7.6	84	8.3		
PHF	.722	.750	.563	.841	.667	.728	.875	.793	.625	.885	.896	.940	.688	.756	.600	.783	.897



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Troupe Smith Rd
7-9 am | 4-6 pm

File Name : 20240304
Site Code : 20240304
Start Date : 08-07-2024

Groups Printed- Cars, Buses & Trucks

	Troupe Smith Rd Northbound				Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	25	26	0	0	0	0	0	11	0	11	15	40	0	55	92
07:15 AM	2	0	32	34	0	0	0	0	0	25	1	26	15	51	0	66	126
07:30 AM	4	0	41	45	0	0	0	0	0	34	1	35	9	53	0	62	142
07:45 AM	3	0	30	33	0	0	0	0	0	41	0	41	22	44	0	66	140
Total	10	0	128	138	0	0	0	0	0	111	2	113	61	188	0	249	500
08:00 AM	0	0	28	28	0	0	0	0	0	23	1	24	12	46	0	58	110
08:15 AM	1	0	13	14	0	0	0	0	0	20	1	21	16	41	0	57	92
08:30 AM	1	0	22	23	0	0	0	0	0	23	0	23	5	43	0	48	94
08:45 AM	1	0	11	12	0	0	0	0	0	24	1	25	9	30	0	39	76
Total	3	0	74	77	0	0	0	0	0	90	3	93	42	160	0	202	372
*** BREAK ***																	
04:00 PM	3	0	28	31	0	0	0	0	0	40	1	41	34	22	0	56	128
04:15 PM	0	0	24	24	0	0	0	0	0	48	3	51	34	33	0	67	142
04:30 PM	0	0	26	26	0	0	0	0	0	44	2	46	28	29	0	57	129
04:45 PM	1	0	26	27	0	0	0	0	0	62	0	62	37	36	0	73	162
Total	4	0	104	108	0	0	0	0	0	194	6	200	133	120	0	253	561
05:00 PM	2	0	19	21	0	0	0	0	0	44	2	46	50	33	0	83	150
05:15 PM	2	0	25	27	0	0	0	0	0	53	3	56	66	39	0	105	188
05:30 PM	1	0	24	25	0	0	0	0	0	61	3	64	78	23	0	101	190
05:45 PM	3	0	19	22	0	0	0	0	0	48	2	50	50	43	0	93	165
Total	8	0	87	95	0	0	0	0	0	206	10	216	244	138	0	382	693
Grand Total	25	0	393	418	0	0	0	0	0	601	21	622	480	606	0	1086	2126
Apprch %	6	0	94		0	0	0		0	96.6	3.4		44.2	55.8	0		
Total %	1.2	0	18.5	19.7	0	0	0	0	0	28.3	1	29.3	22.6	28.5	0	51.1	

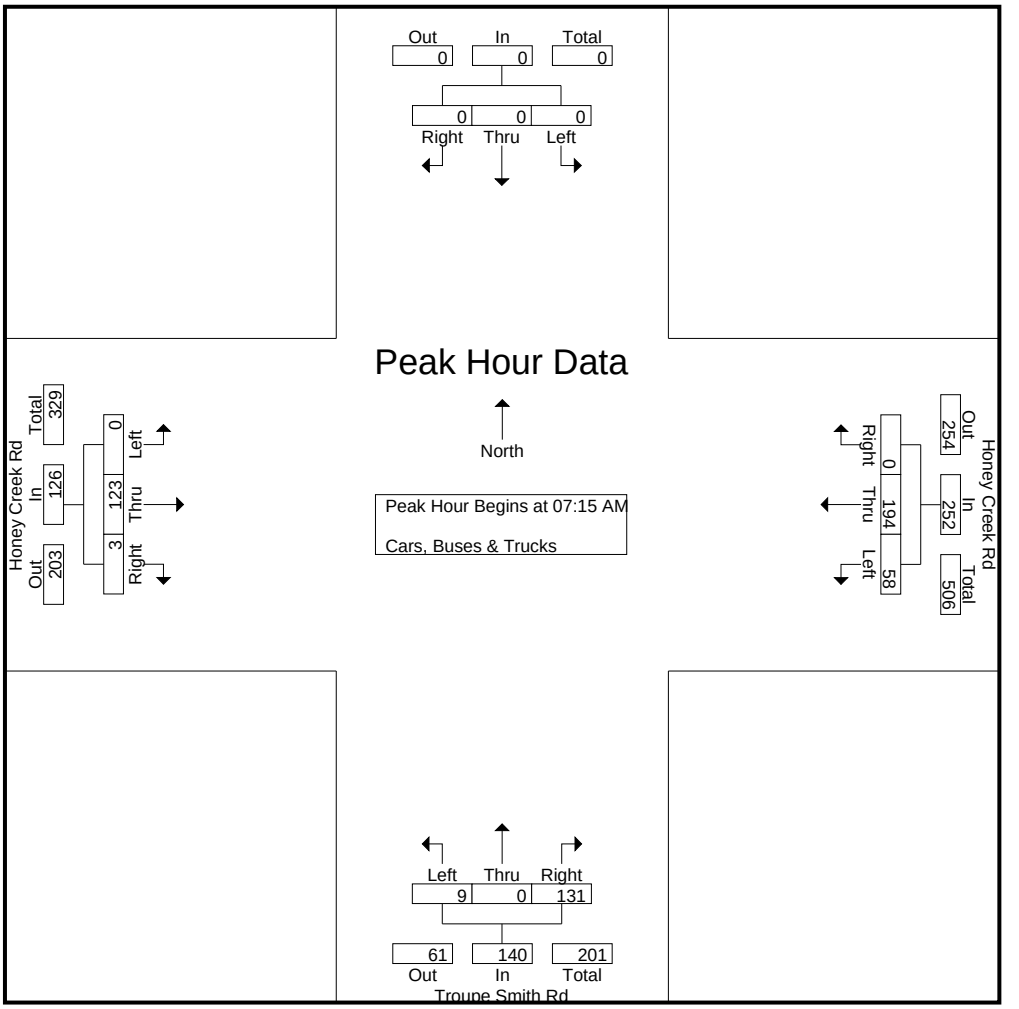
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Troupe Smith Rd
7-9 am | 4-6 pm

File Name : 20240304
Site Code : 20240304
Start Date : 08-07-2024
Page No : 2

	Troupe Smith Rd Northbound				Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	0	32	34	0	0	0	0	0	25	**1**	26	15	51	0	**66**	126
07:30 AM	**4**	0	**41**	**45**	0	0	0	0	0	34	1	35	9	**53**	0	62	**142**
07:45 AM	3	0	30	33	0	0	0	0	0	**41**	0	**41**	**22**	44	0	66	140
08:00 AM	0	0	28	28	0	0	0	0	0	23	1	24	12	46	0	58	110
Total Volume	9	0	131	140	0	0	0	0	0	123	3	126	58	194	0	252	518
% App. Total	6.4	0	93.6		0	0	0		0	97.6	2.4		23	77	0		
PHF	.563	.000	.799	.778	.000	.000	.000	.000	.000	.750	.750	.768	.659	.915	.000	.955	.912



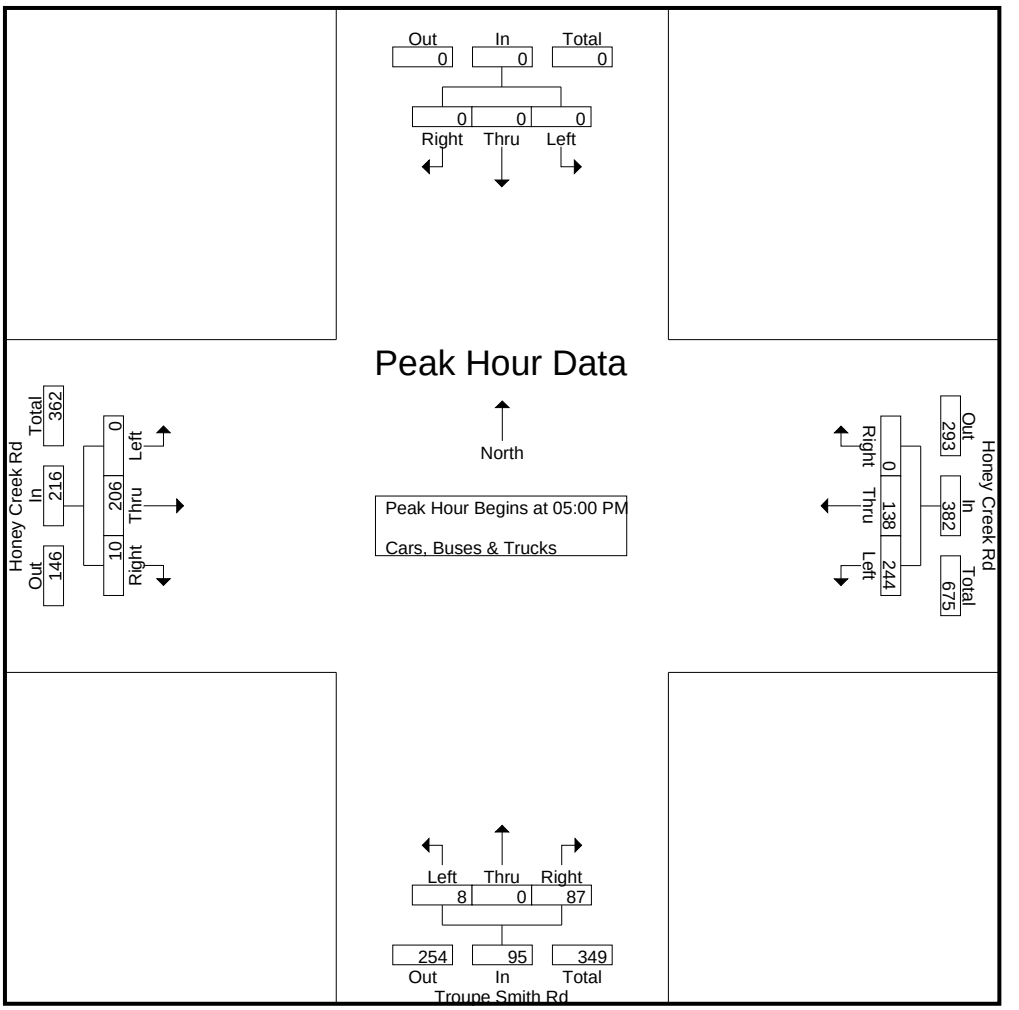
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Troupe Smith Rd
7-9 am | 4-6 pm

File Name : 20240304
Site Code : 20240304
Start Date : 08-07-2024
Page No : 3

	Troupe Smith Rd Northbound				Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	0	19	21	0	0	0	0	0	44	2	46	50	33	0	83	150
05:15 PM	2	0	**25**	**27**	0	0	0	0	0	53	**3**	56	66	39	0	**105**	188
05:30 PM	1	0	24	25	0	0	0	0	0	**61**	3	**64**	**78**	23	0	101	**190**
05:45 PM	**3**	0	19	22	0	0	0	0	0	48	2	50	50	**43**	0	93	165
Total Volume	8	0	87	95	0	0	0	0	0	206	10	216	244	138	0	382	693
% App. Total	8.4	0	91.6		0	0	0		0	95.4	4.6		63.9	36.1	0		
PHF	.667	.000	.870	.880	.000	.000	.000	.000	.000	.844	.833	.844	.782	.802	.000	.910	.912



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Road @ Club Land Circle
7-9 am | 4-6 pm

File Name : 20240303
Site Code : 20240303
Start Date : 08-07-2024
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Club Land Circle Northbound				Southbound				Honey Creek Road Eastbound				Honey Creek Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	0	14	23	0	0	0	0	0	34	2	36	3	46	0	49	108
07:15 AM	9	0	18	27	0	0	0	0	0	53	4	57	5	57	0	62	146
07:30 AM	17	0	9	26	0	0	0	0	0	72	3	75	4	45	0	49	150
07:45 AM	12	0	11	23	0	0	0	0	0	66	5	71	7	54	0	61	155
Total	47	0	52	99	0	0	0	0	0	225	14	239	19	202	0	221	559
08:00 AM	8	0	7	15	0	0	0	0	0	50	1	51	6	50	0	56	122
08:15 AM	2	0	7	9	0	0	0	0	0	28	5	33	6	55	0	61	103
08:30 AM	6	0	4	10	0	0	0	0	0	41	4	45	1	42	0	43	98
08:45 AM	6	0	9	15	0	0	0	0	0	31	4	35	3	33	0	36	86
Total	22	0	27	49	0	0	0	0	0	150	14	164	16	180	0	196	409
*** BREAK ***																	
04:00 PM	5	0	7	12	0	0	0	0	0	58	10	68	9	51	0	60	140
04:15 PM	4	0	11	15	0	0	0	0	0	66	6	72	14	63	0	77	164
04:30 PM	2	0	8	10	0	0	0	0	0	62	8	70	11	55	0	66	146
04:45 PM	10	0	5	15	0	0	0	0	0	76	12	88	10	63	0	73	176
Total	21	0	31	52	0	0	0	0	0	262	36	298	44	232	0	276	626
05:00 PM	3	0	11	14	0	0	0	0	0	52	11	63	12	80	0	92	169
05:15 PM	1	0	4	5	0	0	0	0	0	65	13	78	5	104	0	109	192
05:30 PM	10	0	7	17	0	0	0	0	0	74	11	85	12	91	0	103	205
05:45 PM	8	0	12	20	0	0	0	0	0	55	12	67	7	85	0	92	179
Total	22	0	34	56	0	0	0	0	0	246	47	293	36	360	0	396	745
Grand Total	112	0	144	256	0	0	0	0	0	883	111	994	115	974	0	1089	2339
Apprch %	43.8	0	56.2		0	0	0		0	88.8	11.2		10.6	89.4	0		
Total %	4.8	0	6.2	10.9	0	0	0	0	0	37.8	4.7	42.5	4.9	41.6	0	46.6	

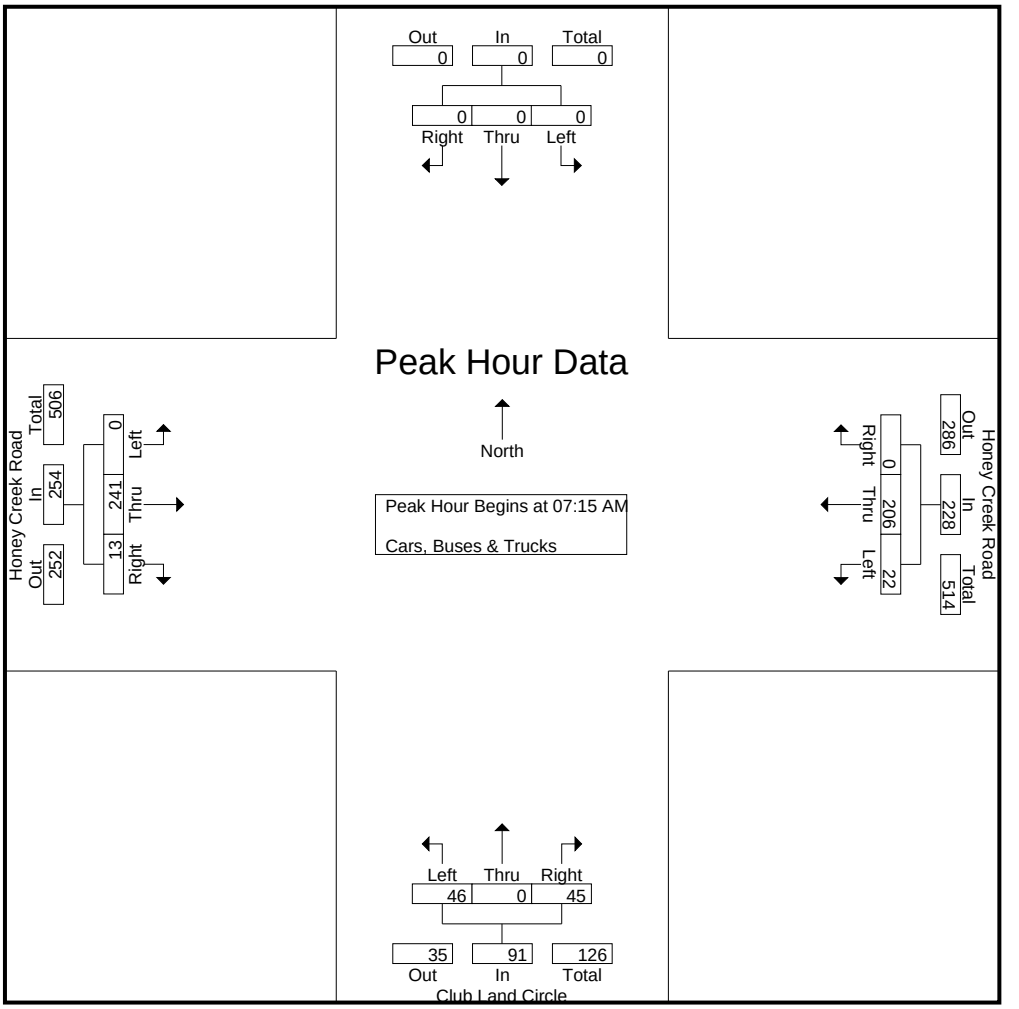
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Road @ Club Land Circle
7-9 am | 4-6 pm

File Name : 20240303
Site Code : 20240303
Start Date : 08-07-2024
Page No : 2

	Club Land Circle Northbound				Southbound				Honey Creek Road Eastbound				Honey Creek Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	0	**18**	**27**	0	0	0	0	0	53	4	57	5	**57**	0	**62**	146
07:30 AM	**17**	0	9	26	0	0	0	0	0	**72**	3	**75**	4	45	0	49	150
07:45 AM	12	0	11	23	0	0	0	0	0	66	**5**	71	**7**	54	0	61	**155**
08:00 AM	8	0	7	15	0	0	0	0	0	50	1	51	6	50	0	56	122
Total Volume	46	0	45	91	0	0	0	0	0	241	13	254	22	206	0	228	573
% App. Total	50.5	0	49.5		0	0	0		0	94.9	5.1		9.6	90.4	0		
PHF	.676	.000	.625	.843	.000	.000	.000	.000	.000	.837	.650	.847	.786	.904	.000	.919	.924



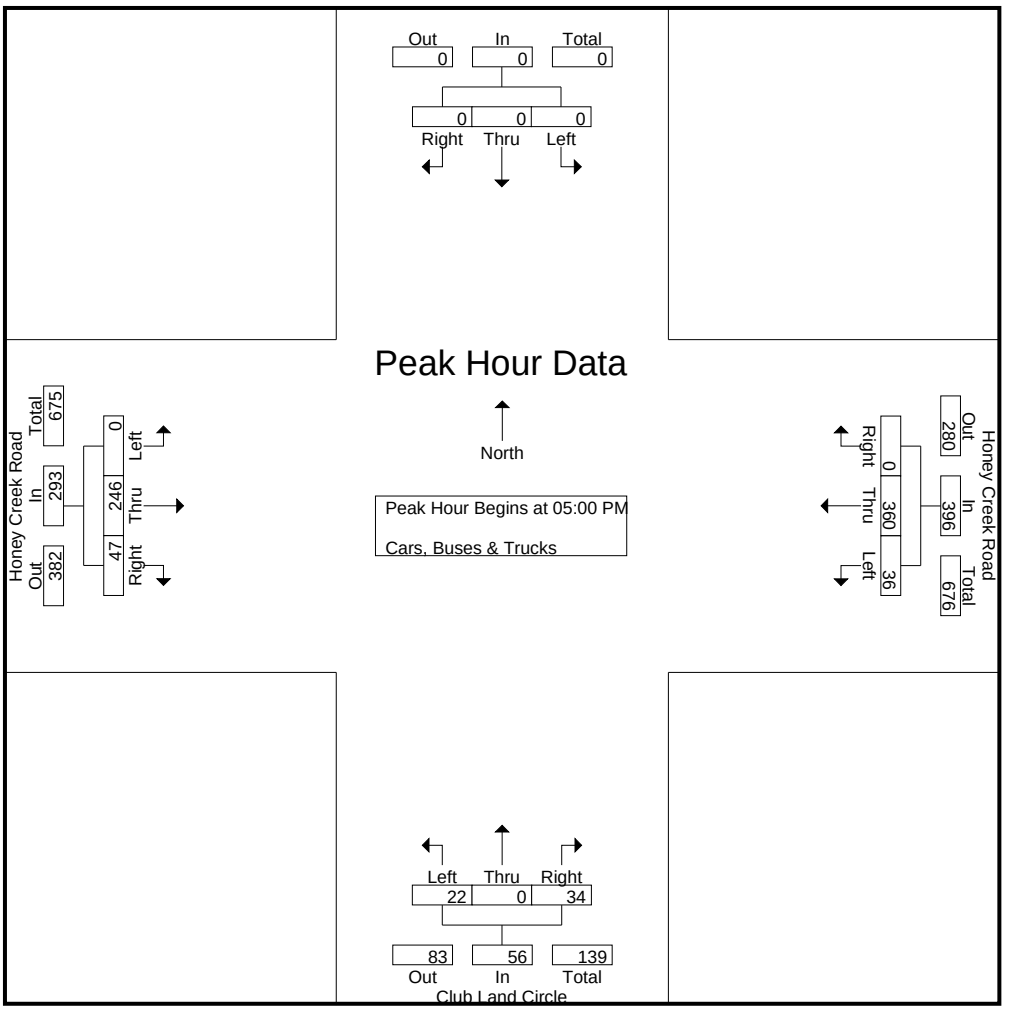
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Road @ Club Land Circle
7-9 am | 4-6 pm

File Name : 20240303
Site Code : 20240303
Start Date : 08-07-2024
Page No : 3

	Club Land Circle Northbound				Southbound				Honey Creek Road Eastbound				Honey Creek Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	0	11	14	0	0	0	0	0	52	11	63	**12**	80	0	92	169
05:15 PM	1	0	4	5	0	0	0	0	0	65	**13**	78	5	**104**	0	**109**	192
05:30 PM	**10**	0	7	17	0	0	0	0	0	**74**	11	**85**	12	91	0	103	**205**
05:45 PM	8	0	**12**	**20**	0	0	0	0	0	55	12	67	7	85	0	92	179
Total Volume	22	0	34	56	0	0	0	0	0	246	47	293	36	360	0	396	745
% App. Total	39.3	0	60.7		0	0	0		0	84	16		9.1	90.9	0		
PHF	.550	.000	.708	.700	.000	.000	.000	.000	.000	.831	.904	.862	.750	.865	.000	.908	.909



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Hills Academy Drwy -
Proposed Site Drwy
7-9 am | 4-6 pm

File Name : 20240302
Site Code : 20240302
Start Date : 08-07-2024
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Hills Academy Drwy Northbound				Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	46	2	48	1	49	0	50	99
07:15 AM	1	0	2	3	0	0	0	0	0	69	2	71	3	61	0	64	138
07:30 AM	4	0	5	9	0	0	0	0	0	78	3	81	8	45	0	53	143
07:45 AM	3	0	11	14	0	0	0	0	0	72	5	77	20	58	0	78	169
Total	8	0	19	27	0	0	0	0	0	265	12	277	32	213	0	245	549
08:00 AM	7	0	11	18	0	0	0	0	0	52	5	57	10	49	0	59	134
08:15 AM	0	0	5	5	0	0	0	0	0	34	1	35	2	61	0	63	103
08:30 AM	0	0	1	1	0	0	0	0	0	45	0	45	2	43	0	45	91
08:45 AM	0	0	1	1	0	0	0	0	0	40	0	40	1	36	0	37	78
Total	7	0	18	25	0	0	0	0	0	171	6	177	15	189	0	204	406
*** BREAK ***																	
04:00 PM	1	0	2	3	0	0	0	0	0	65	0	65	2	59	0	61	129
04:15 PM	0	0	1	1	0	0	0	0	0	77	0	77	1	77	0	78	156
04:30 PM	1	0	1	2	0	0	0	0	0	68	2	70	0	65	0	65	137
04:45 PM	0	0	0	0	0	0	0	0	0	81	0	81	2	73	0	75	156
Total	2	0	4	6	0	0	0	0	0	291	2	293	5	274	0	279	578
05:00 PM	0	0	2	2	0	0	0	0	0	63	0	63	3	92	0	95	160
05:15 PM	2	0	2	4	0	0	0	0	0	69	0	69	2	107	0	109	182
05:30 PM	1	0	1	2	0	0	0	0	0	80	1	81	3	102	0	105	188
05:45 PM	0	0	0	0	0	0	0	0	0	67	0	67	2	92	0	94	161
Total	3	0	5	8	0	0	0	0	0	279	1	280	10	393	0	403	691
Grand Total	20	0	46	66	0	0	0	0	0	1006	21	1027	62	1069	0	1131	2224
Apprch %	30.3	0	69.7		0	0	0		0	98	2		5.5	94.5	0		
Total %	0.9	0	2.1	3	0	0	0	0	0	45.2	0.9	46.2	2.8	48.1	0	50.9	

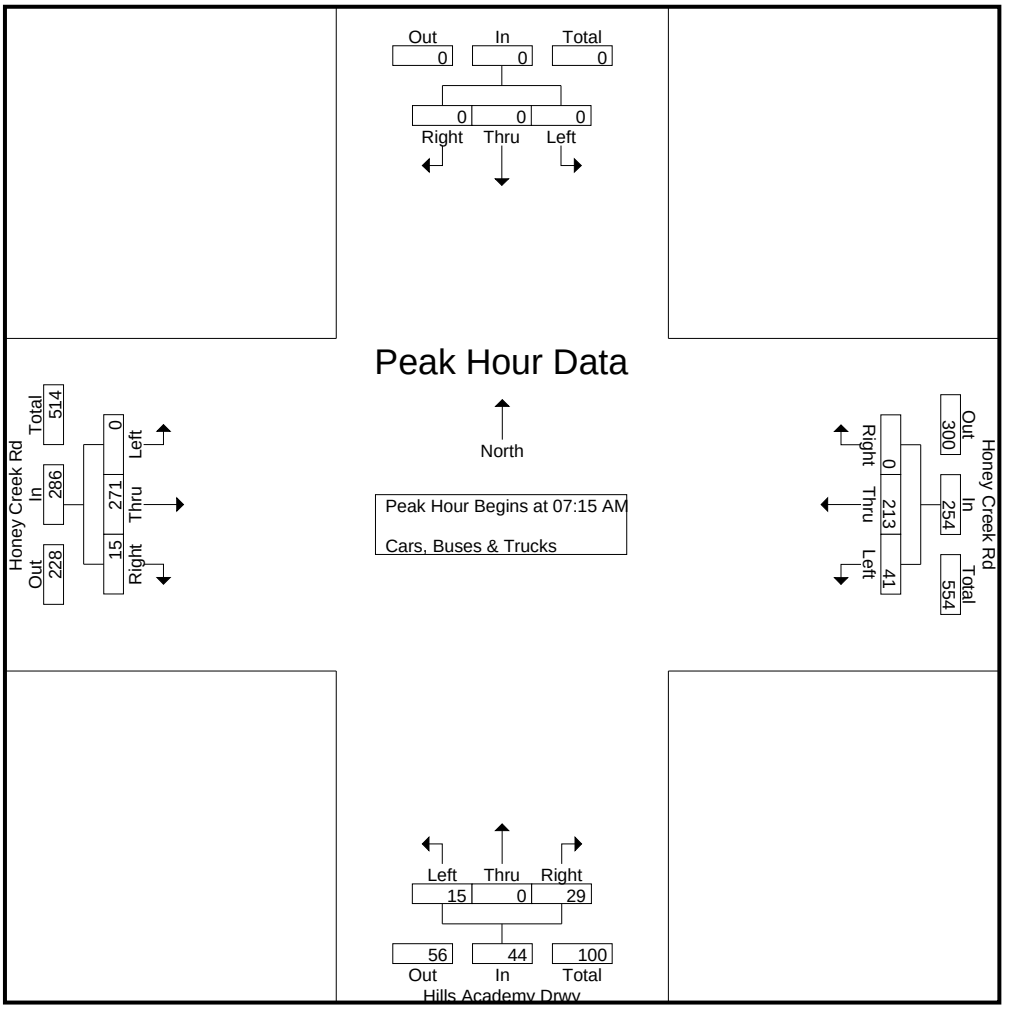
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Hills Academy Drwy -
Proposed Site Drwy
7-9 am | 4-6 pm

File Name : 20240302
Site Code : 20240302
Start Date : 08-07-2024
Page No : 2

	Hills Academy Drwy Northbound				Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	2	3	0	0	0	0	0	69	2	71	3	**61**	0	64	138
07:30 AM	4	0	5	9	0	0	0	0	0	**78**	3	**81**	8	45	0	53	143
07:45 AM	3	0	**11**	14	0	0	0	0	0	72	**5**	77	**20**	58	0	**78**	**169**
08:00 AM	**7**	0	11	**18**	0	0	0	0	0	52	5	57	10	49	0	59	134
Total Volume	15	0	29	44	0	0	0	0	0	271	15	286	41	213	0	254	584
% App. Total	34.1	0	65.9		0	0	0		0	94.8	5.2		16.1	83.9	0		
PHF	.536	.000	.659	.611	.000	.000	.000	.000	.000	.869	.750	.883	.513	.873	.000	.814	.864



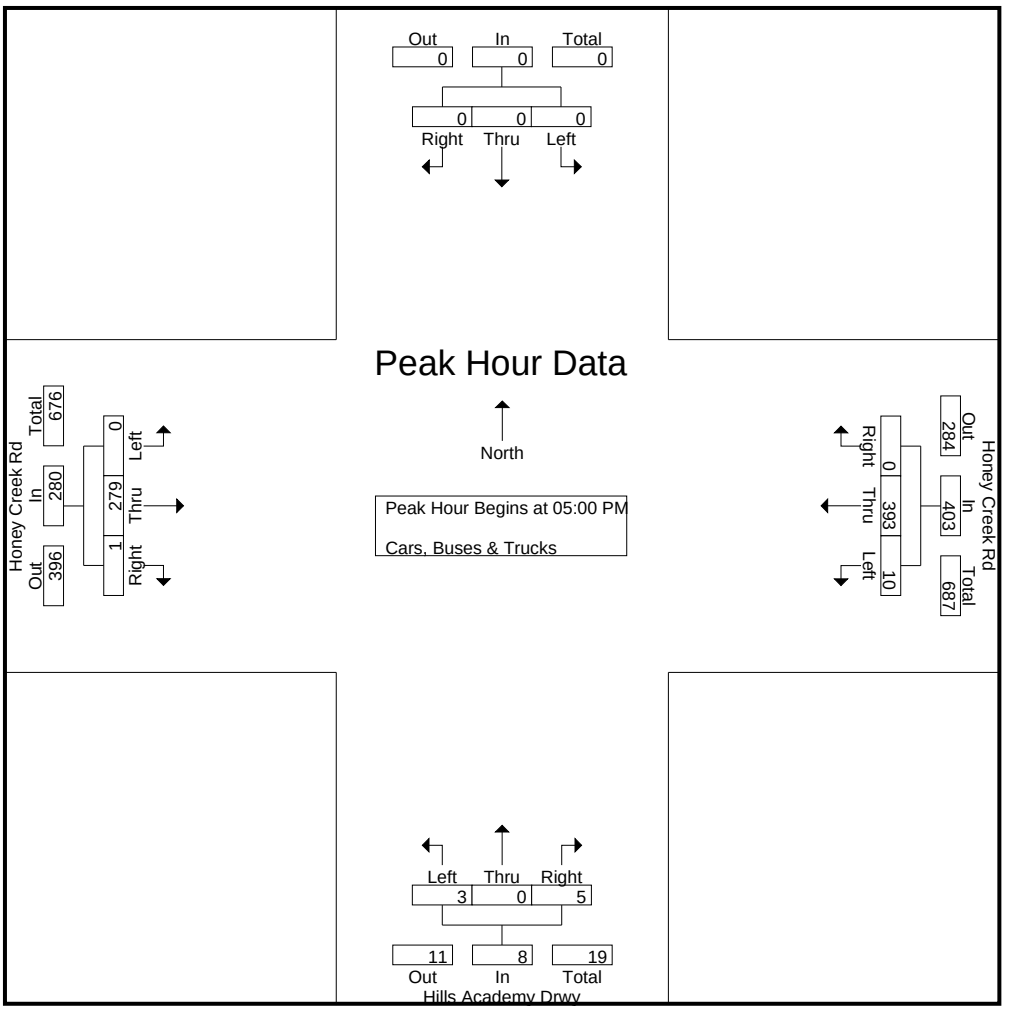
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Hills Academy Drwy -
Proposed Site Drwy
7-9 am | 4-6 pm

File Name : 20240302
Site Code : 20240302
Start Date : 08-07-2024
Page No : 3

	Hills Academy Drwy Northbound				Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	**2**	2	0	0	0	0	0	63	0	63	**3**	92	0	95	160
05:15 PM	**2**	0	2	**4**	0	0	0	0	0	69	0	69	2	**107**	0	**109**	182
05:30 PM	1	0	1	2	0	0	0	0	0	**80**	**1**	**81**	3	102	0	105	**188**
05:45 PM	0	0	0	0	0	0	0	0	0	67	0	67	2	92	0	94	161
Total Volume	3	0	5	8	0	0	0	0	0	279	1	280	10	393	0	403	691
% App. Total	37.5	0	62.5		0	0	0		0	99.6	0.4		2.5	97.5	0		
PHF	.375	.000	.625	.500	.000	.000	.000	.000	.000	.872	.250	.864	.833	.918	.000	.924	.919



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Honey Creek Court SE -
Proposed Site Drwy
7-9 am | 4-6 pm

File Name : 20240301
Site Code : 20240301
Start Date : 08-07-2024
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Honey Creek Court SE Northbound				Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	47	0	47	0	51	0	51	98
07:15 AM	0	0	1	1	0	0	0	0	0	70	0	70	0	64	0	64	135
07:30 AM	0	0	0	0	0	0	0	0	0	83	0	83	1	53	0	54	137
07:45 AM	0	0	0	0	0	0	0	0	0	84	0	84	0	78	0	78	162
Total	0	0	1	1	0	0	0	0	0	284	0	284	1	246	0	247	532
08:00 AM	2	0	1	3	0	0	0	0	0	62	0	62	0	56	0	56	121
08:15 AM	1	0	0	1	0	0	0	0	0	39	1	40	0	62	0	62	103
08:30 AM	0	0	3	3	0	0	0	0	0	46	0	46	1	45	0	46	95
08:45 AM	0	0	0	0	0	0	0	0	0	42	0	42	1	38	0	39	81
Total	3	0	4	7	0	0	0	0	0	189	1	190	2	201	0	203	400
*** BREAK ***																	
04:00 PM	0	0	0	0	0	0	0	0	0	66	0	66	2	61	0	63	129
04:15 PM	2	0	2	4	0	0	0	0	0	76	2	78	1	76	0	77	159
04:30 PM	0	0	1	1	0	0	0	0	0	70	0	70	0	66	0	66	137
04:45 PM	0	0	1	1	0	0	0	0	0	81	0	81	0	75	0	75	157
Total	2	0	4	6	0	0	0	0	0	293	2	295	3	278	0	281	582
05:00 PM	0	0	0	0	0	0	0	0	0	64	1	65	0	95	0	95	160
05:15 PM	0	0	3	3	0	0	0	0	0	70	1	71	0	108	0	108	182
05:30 PM	0	0	1	1	0	0	0	0	0	82	0	82	1	104	0	105	188
05:45 PM	0	0	1	1	0	0	0	0	0	67	0	67	1	94	0	95	163
Total	0	0	5	5	0	0	0	0	0	283	2	285	2	401	0	403	693
Grand Total	5	0	14	19	0	0	0	0	0	1049	5	1054	8	1126	0	1134	2207
Apprch %	26.3	0	73.7		0	0	0		0	99.5	0.5		0.7	99.3	0		
Total %	0.2	0	0.6	0.9	0	0	0	0	0	47.5	0.2	47.8	0.4	51	0	51.4	

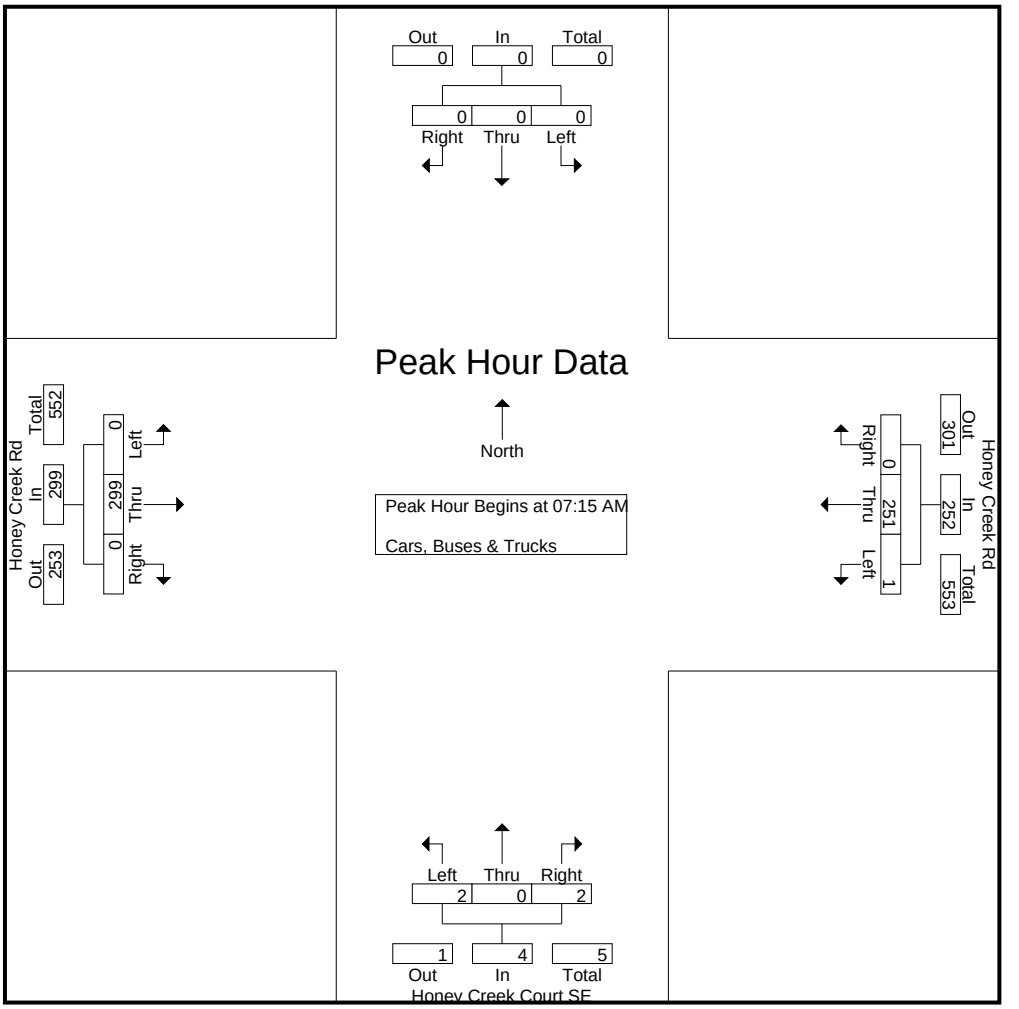
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Honey Creek Court SE -
Proposed Site Drwy
7-9 am | 4-6 pm

File Name : 20240301
Site Code : 20240301
Start Date : 08-07-2024
Page No : 2

	Honey Creek Court SE Northbound				Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	1	0	0	0	0	0	70	0	70	0	64	0	64	135
07:30 AM	0	0	0	0	0	0	0	0	0	83	0	83	**1**	53	0	54	137
07:45 AM	0	0	0	0	0	0	0	0	0	**84**	0	**84**	0	**78**	0	**78**	**162**
08:00 AM	**2**	0	1	**3**	0	0	0	0	0	62	0	62	0	56	0	56	121
Total Volume	2	0	2	4	0	0	0	0	0	299	0	299	1	251	0	252	555
% App. Total	50	0	50		0	0	0		0	100	0		0.4	99.6	0		
PHF	.250	.000	.500	.333	.000	.000	.000	.000	.000	.890	.000	.890	.250	.804	.000	.808	.856



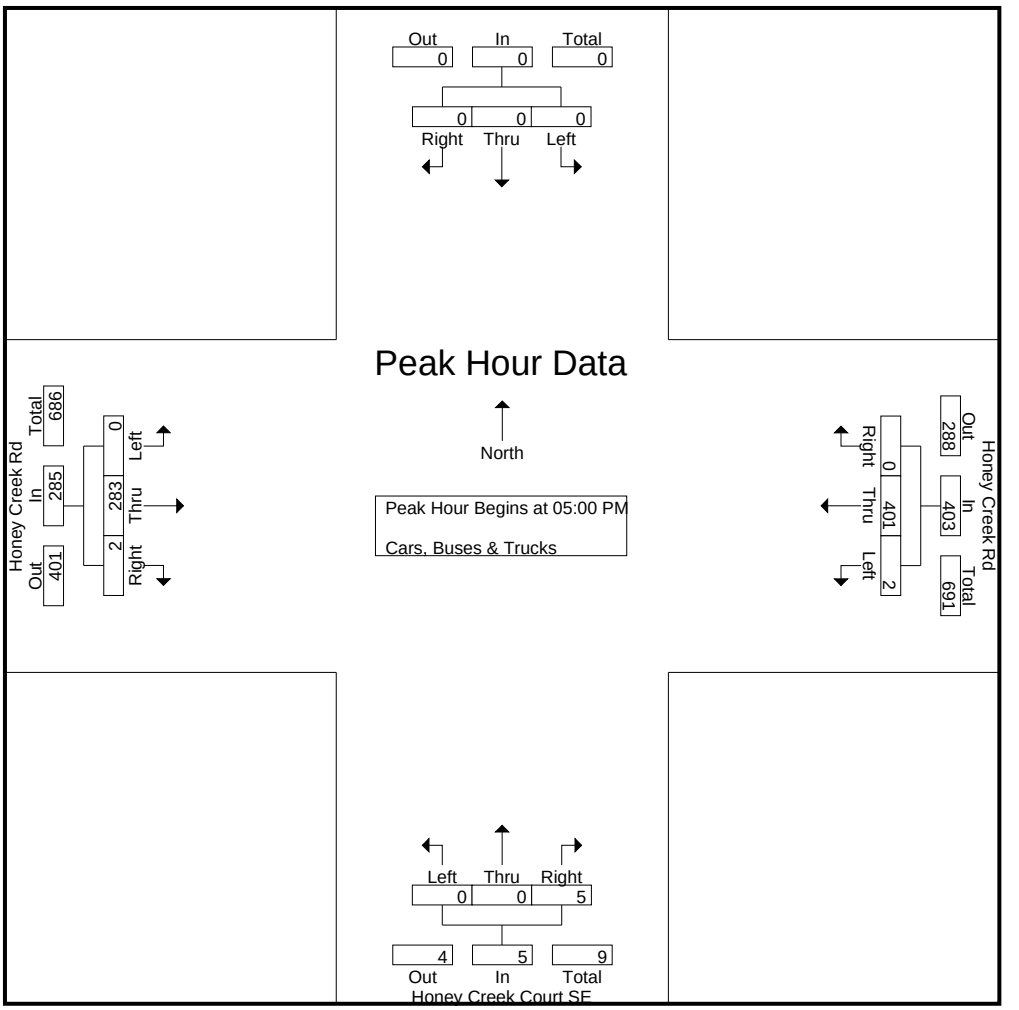
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Honey Creek Court SE - Proposed Site Drwy
7-9 am | 4-6 pm

File Name : 20240301
Site Code : 20240301
Start Date : 08-07-2024
Page No : 3

	Honey Creek Court SE Northbound				Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	64	**1**	65	0	95	0	95	160
05:15 PM	0	0	**3**	**3**	0	0	0	0	0	70	1	71	0	**108**	0	**108**	182
05:30 PM	0	0	1	1	0	0	0	0	0	**82**	0	**82**	**1**	104	0	105	**188**
05:45 PM	0	0	1	1	0	0	0	0	0	67	0	67	1	94	0	95	163
Total Volume	0	0	5	5	0	0	0	0	0	283	2	285	2	401	0	403	693
% App. Total	0	0	100		0	0	0		0	99.3	0.7		0.5	99.5	0		
PHF	.000	.000	.417	.417	.000	.000	.000	.000	.000	.863	.500	.869	.500	.928	.000	.933	.922



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Sandhill Dr
7-9 am | 4-6 pm

File Name : 20240300
Site Code : 20240300
Start Date : 08-07-2024

Groups Printed- Cars, Buses & Trucks

	Sandhill Dr Northbound				Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	0	0	2	0	47	0	47	0	51	1	52	101
07:15 AM	2	0	2	4	2	0	0	2	0	71	0	71	1	62	0	63	140
07:30 AM	1	0	2	3	0	0	0	0	0	83	0	83	1	53	2	56	142
07:45 AM	0	0	3	3	0	0	1	1	0	84	0	84	0	77	0	77	165
Total	3	0	7	10	4	0	1	5	0	285	0	285	2	243	3	248	548
08:00 AM	1	0	3	4	0	0	0	0	0	63	0	63	1	55	0	56	123
08:15 AM	2	0	1	3	0	0	1	1	0	38	1	39	0	59	0	59	102
08:30 AM	0	0	2	2	0	0	1	1	0	49	0	49	3	45	0	48	100
08:45 AM	0	0	1	1	2	0	0	2	1	41	0	42	2	39	0	41	86
Total	3	0	7	10	2	0	2	4	1	191	1	193	6	198	0	204	411
*** BREAK ***																	
04:00 PM	1	0	1	2	0	0	0	0	1	65	0	66	1	62	1	64	132
04:15 PM	1	0	1	2	0	0	0	0	1	76	1	78	1	76	0	77	157
04:30 PM	0	0	2	2	0	0	1	1	0	71	0	71	1	65	1	67	141
04:45 PM	0	0	2	2	0	0	0	0	0	81	1	82	3	75	1	79	163
Total	2	0	6	8	0	0	1	1	2	293	2	297	6	278	3	287	593
05:00 PM	1	0	2	3	1	0	0	1	0	63	1	64	1	94	0	95	163
05:15 PM	0	0	1	1	0	0	0	0	0	72	1	73	3	108	1	112	186
05:30 PM	0	0	2	2	0	0	0	0	2	81	0	83	0	105	1	106	191
05:45 PM	0	0	0	0	2	0	1	3	1	66	1	68	2	94	0	96	167
Total	1	0	5	6	3	0	1	4	3	282	3	288	6	401	2	409	707
Grand Total	9	0	25	34	9	0	5	14	6	1051	6	1063	20	1120	8	1148	2259
Apprch %	26.5	0	73.5		64.3	0	35.7		0.6	98.9	0.6		1.7	97.6	0.7		
Total %	0.4	0	1.1	1.5	0.4	0	0.2	0.6	0.3	46.5	0.3	47.1	0.9	49.6	0.4	50.8	

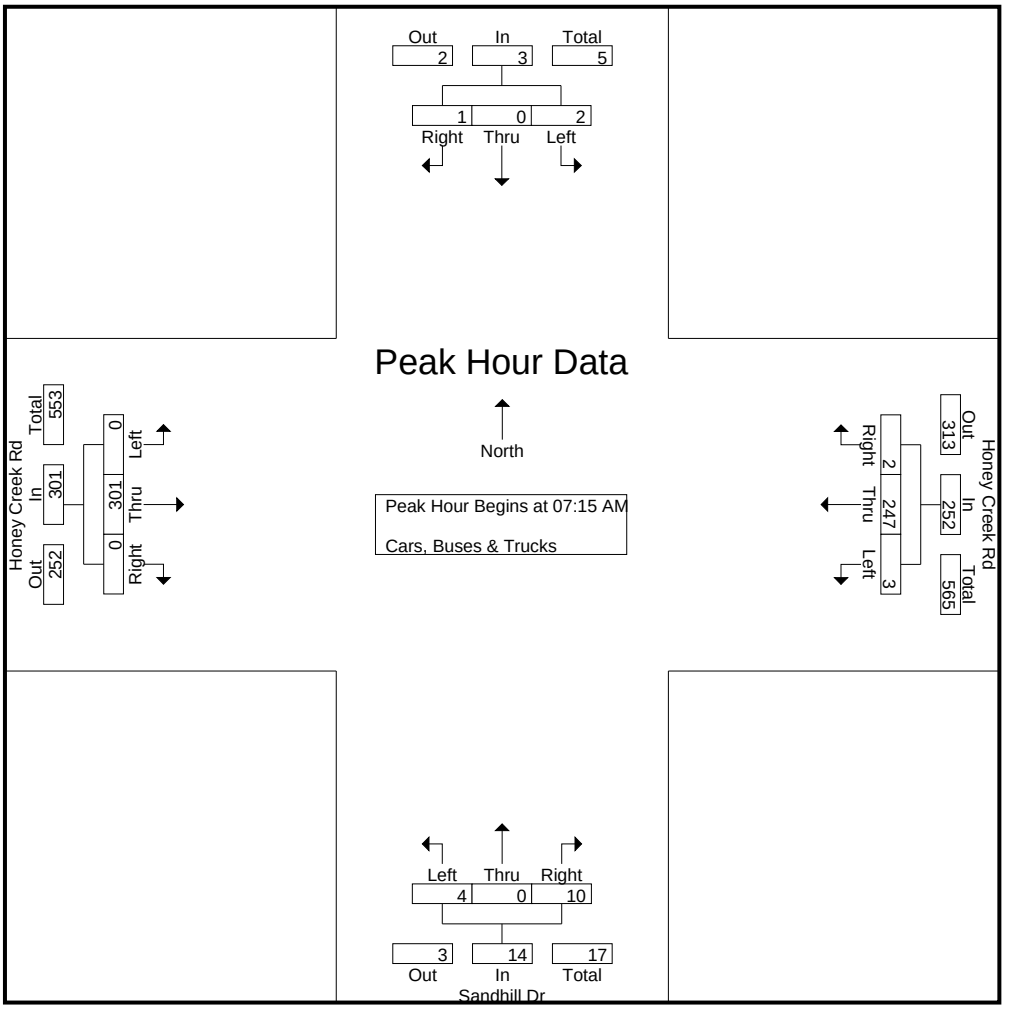
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Sandhill Dr
7-9 am | 4-6 pm

File Name : 20240300
Site Code : 20240300
Start Date : 08-07-2024
Page No : 2

	Sandhill Dr Northbound				Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	0	2	**4**	**2**	0	0	**2**	0	71	0	71	**1**	62	0	63	140
07:30 AM	1	0	2	3	0	0	0	0	0	83	0	83	1	53	**2**	56	142
07:45 AM	0	0	**3**	3	0	0	**1**	1	0	**84**	0	**84**	0	**77**	0	**77**	**165**
08:00 AM	1	0	3	4	0	0	0	0	0	63	0	63	1	55	0	56	123
Total Volume	4	0	10	14	2	0	1	3	0	301	0	301	3	247	2	252	570
% App. Total	28.6	0	71.4		66.7	0	33.3		0	100	0		1.2	98	0.8		
PHF	.500	.000	.833	.875	.250	.000	.250	.375	.000	.896	.000	.896	.750	.802	.250	.818	.864



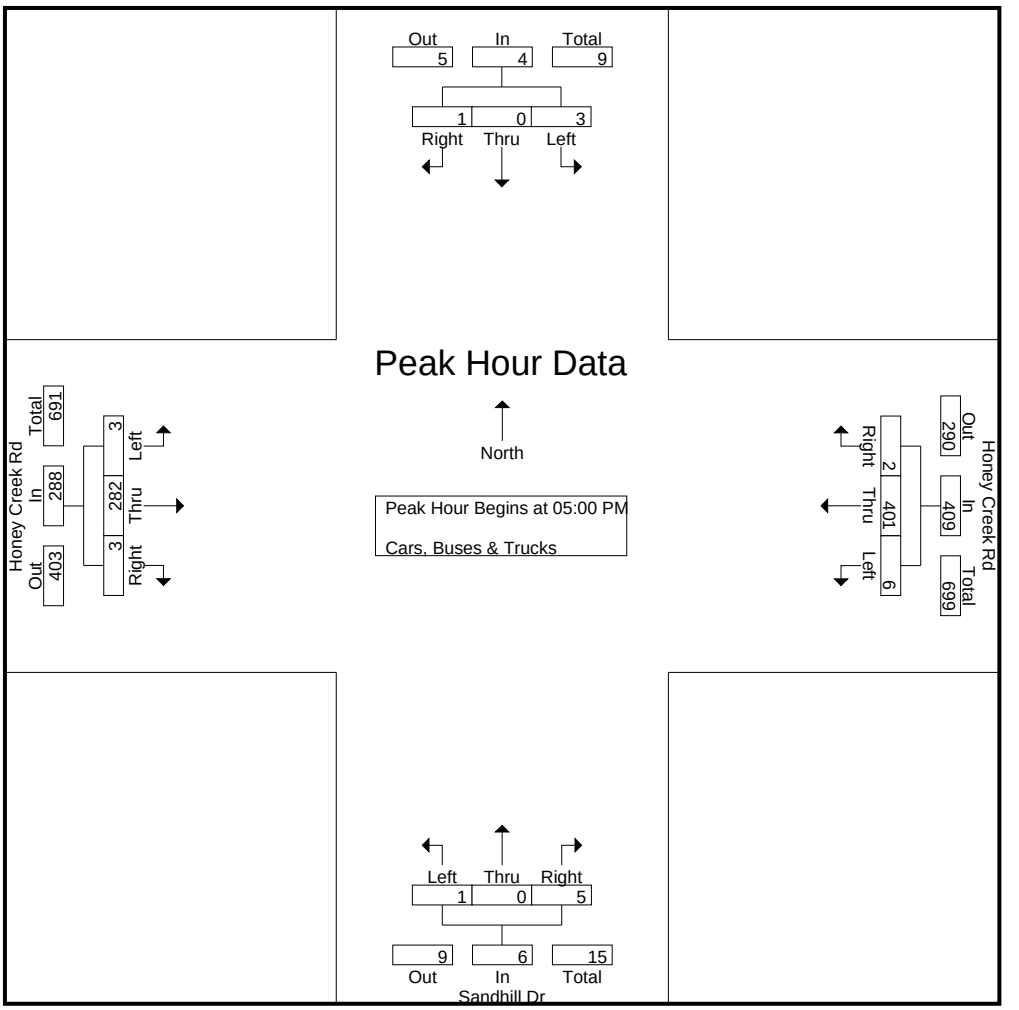
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Sandhill Dr
7-9 am | 4-6 pm

File Name : 20240300
Site Code : 20240300
Start Date : 08-07-2024
Page No : 3

	Sandhill Dr Northbound				Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	0	**2**	**3**	1	0	0	1	0	63	**1**	64	1	94	0	95	163
05:15 PM	0	0	1	1	0	0	0	0	0	72	1	73	**3**	**108**	**1**	**112**	186
05:30 PM	0	0	2	2	0	0	0	0	**2**	**81**	0	**83**	0	105	1	106	**191**
05:45 PM	0	0	0	0	**2**	0	**1**	**3**	1	66	1	68	2	94	0	96	167
Total Volume	1	0	5	6	3	0	1	4	3	282	3	288	6	401	2	409	707
% App. Total	16.7	0	83.3		75	0	25		1	97.9	1		1.5	98	0.5		
PHF	.250	.000	.625	.500	.375	.000	.250	.333	.375	.870	.750	.867	.500	.928	.500	.913	.925



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Clubhouse Ln-Parr Rd
7-9 am | 2-4 pm | 4-6 pm

File Name : 20240299
Site Code : 20240299
Start Date : 08-07-2024
Page No : 1

Groups Printed- Cars, Buses & Trucks

	ClubHouse Ln Northbound				Parr Rd Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	7	13	24	45	3	10	58	1	51	0	52	1	57	2	60	194
07:15 AM	4	7	8	19	51	4	14	69	11	77	1	89	2	41	1	44	221
07:30 AM	1	7	11	19	9	3	7	19	4	92	1	97	2	61	1	64	199
07:45 AM	0	4	8	12	3	2	1	6	14	57	1	72	2	60	0	62	152
Total	9	25	40	74	108	12	32	152	30	277	3	310	7	219	4	230	766
08:00 AM	1	1	12	14	6	2	7	15	3	64	1	68	6	47	1	54	151
08:15 AM	2	2	4	8	5	1	9	15	3	34	0	37	2	46	0	48	108
08:30 AM	1	5	8	14	1	1	2	4	5	48	1	54	8	31	0	39	111
08:45 AM	0	4	5	9	3	0	2	5	1	42	0	43	9	37	0	46	103
Total	4	12	29	45	15	4	20	39	12	188	2	202	25	161	1	187	473
*** BREAK ***																	
02:00 PM	1	7	7	15	10	2	4	16	5	40	0	45	6	39	3	48	124
02:15 PM	3	2	8	13	15	5	12	32	3	39	0	42	6	56	2	64	151
02:30 PM	1	2	8	11	21	6	6	33	4	59	0	63	10	58	0	68	175
02:45 PM	3	1	8	12	18	2	5	25	6	63	1	70	10	49	0	59	166
Total	8	12	31	51	64	15	27	106	18	201	1	220	32	202	5	239	616
03:00 PM	2	3	5	10	3	1	3	7	6	48	0	54	5	59	2	66	137
03:15 PM	3	2	4	9	10	1	8	19	5	36	2	43	5	78	4	87	158
03:30 PM	1	3	8	12	5	4	4	13	4	47	2	53	6	62	2	70	148
03:45 PM	1	2	6	9	6	4	6	16	3	42	5	50	8	61	1	70	145
Total	7	10	23	40	24	10	21	55	18	173	9	200	24	260	9	293	588
04:00 PM	0	2	3	5	1	4	2	7	2	59	3	64	7	70	0	77	153
04:15 PM	0	4	9	13	2	4	8	14	8	59	3	70	13	67	0	80	177
04:30 PM	0	4	4	8	7	3	12	22	7	68	1	76	10	62	2	74	180
04:45 PM	2	5	7	14	2	5	7	14	3	79	4	86	12	76	1	89	203
Total	2	15	23	40	12	16	29	57	20	265	11	296	42	275	3	320	713
05:00 PM	2	0	6	8	6	5	3	14	3	61	2	66	10	91	1	102	190
05:15 PM	0	2	8	10	3	4	14	21	1	67	2	70	15	79	3	97	198
05:30 PM	3	3	4	10	4	1	12	17	6	79	0	85	16	95	2	113	225
05:45 PM	0	8	7	15	2	8	4	14	6	54	4	64	7	92	1	100	193
Total	5	13	25	43	15	18	33	66	16	261	8	285	48	357	7	412	806
Grand Total	35	87	171	293	238	75	162	475	114	1365	34	1513	178	1474	29	1681	3962
Apprch %	11.9	29.7	58.4		50.1	15.8	34.1		7.5	90.2	2.2		10.6	87.7	1.7		
Total %	0.9	2.2	4.3	7.4	6	1.9	4.1	12	2.9	34.5	0.9	38.2	4.5	37.2	0.7	42.4	

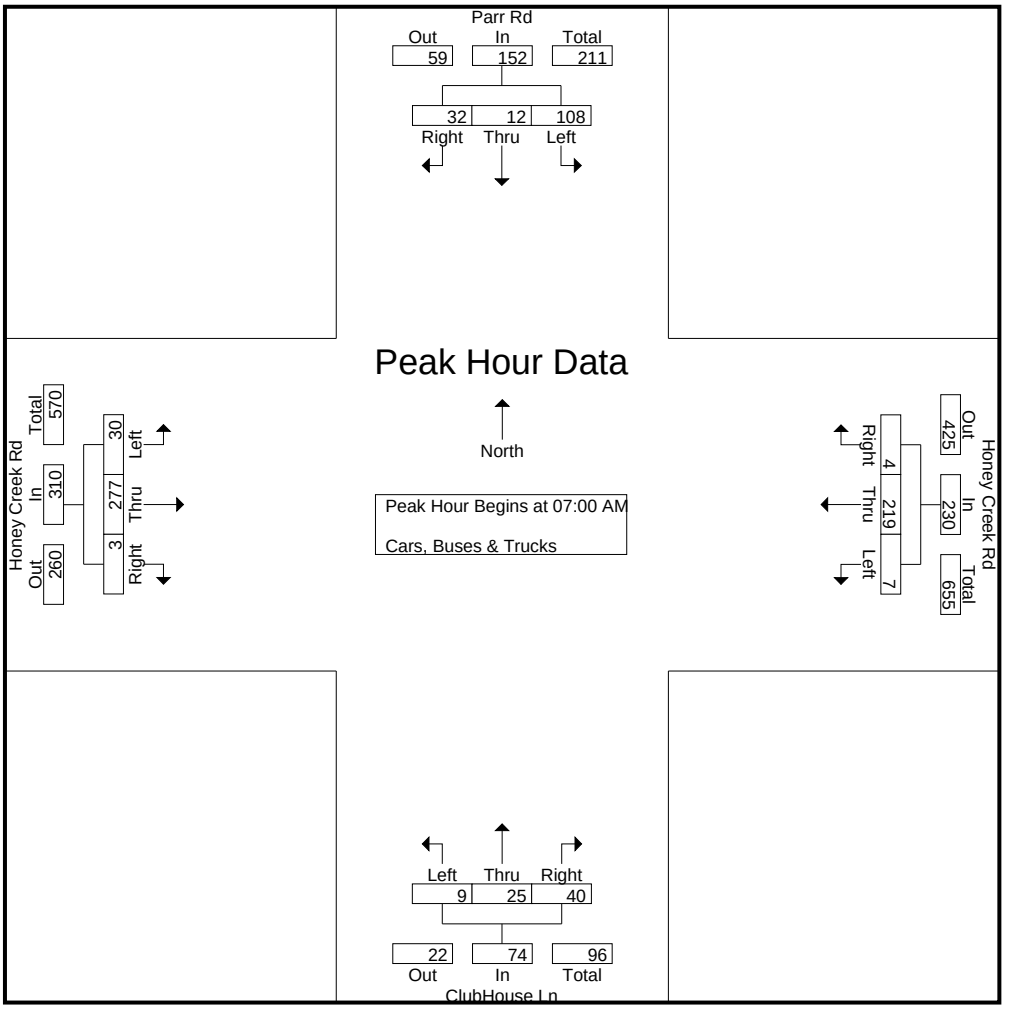
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Clubhouse Ln-Parr Rd
7-9 am | 2-4 pm | 4-6 pm

File Name : 20240299
Site Code : 20240299
Start Date : 08-07-2024
Page No : 2

	ClubHouse Ln Northbound				Parr Rd Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**4**	**7**	**13**	**24**	45	3	10	58	1	51	0	52	1	57	**2**	60	194
07:15 AM	4	7	8	19	**51**	**4**	**14**	**69**	11	77	**1**	89	**2**	41	1	44	**221**
07:30 AM	1	7	11	19	9	3	7	19	4	**92**	1	**97**	2	**61**	1	**64**	199
07:45 AM	0	4	8	12	3	2	1	6	**14**	57	1	72	2	60	0	62	152
Total Volume	9	25	40	74	108	12	32	152	30	277	3	310	7	219	4	230	766
% App. Total	12.2	33.8	54.1		71.1	7.9	21.1		9.7	89.4	1		3	95.2	1.7		
PHF	.563	.893	.769	.771	.529	.750	.571	.551	.536	.753	.750	.799	.875	.898	.500	.898	.867



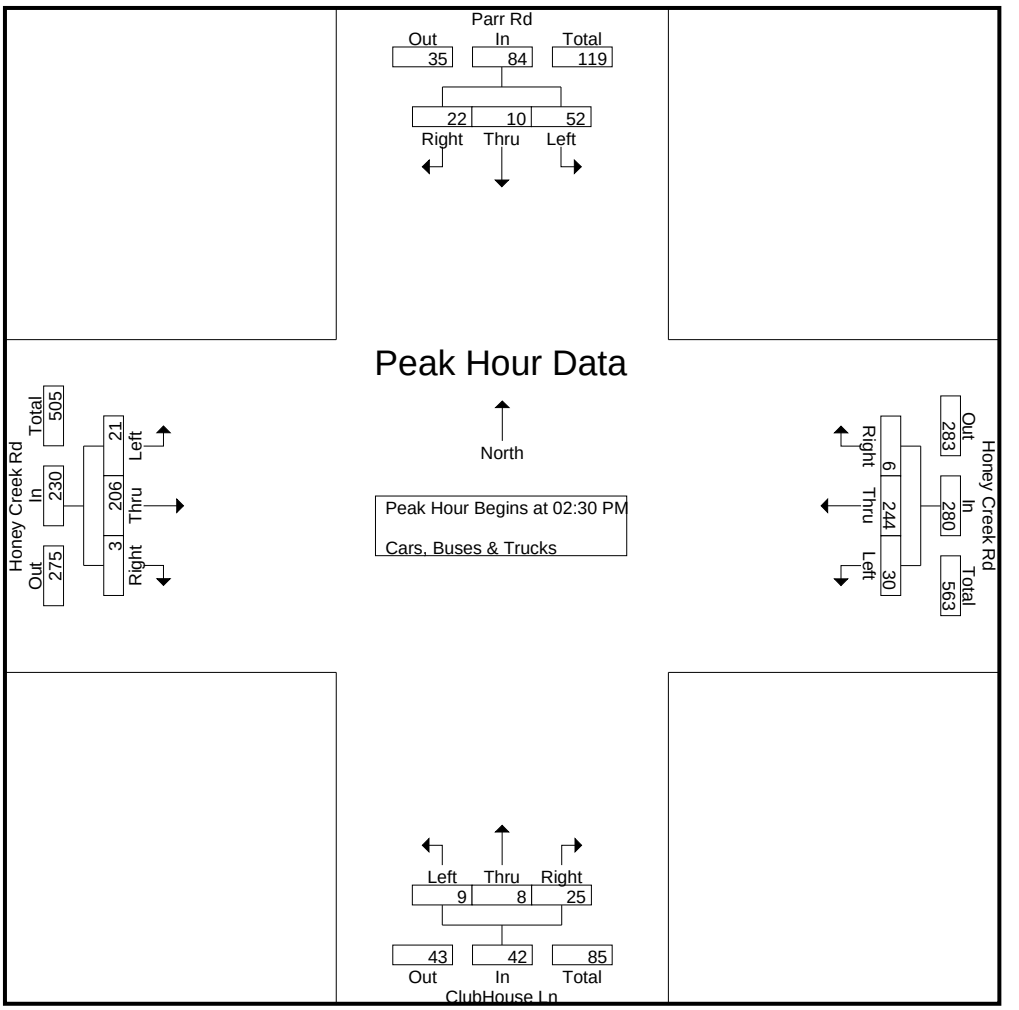
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Clubhouse Ln-Parr Rd
7-9 am | 2-4 pm | 4-6 pm

File Name : 20240299
Site Code : 20240299
Start Date : 08-07-2024
Page No : 3

	ClubHouse Ln Northbound				Parr Rd Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	1	2	**8**	11	**21**	**6**	6	**33**	4	59	0	63	**10**	58	0	68	**175**
02:45 PM	**3**	1	8	**12**	18	2	5	25	**6**	**63**	1	**70**	10	49	0	59	166
03:00 PM	2	**3**	5	10	3	1	3	7	6	48	0	54	5	59	2	66	137
03:15 PM	3	2	4	9	10	1	**8**	19	5	36	**2**	43	5	**78**	**4**	**87**	158
Total Volume	9	8	25	42	52	10	22	84	21	206	3	230	30	244	6	280	636
% App. Total	21.4	19	59.5		61.9	11.9	26.2		9.1	89.6	1.3		10.7	87.1	2.1		
PHF	.750	.667	.781	.875	.619	.417	.688	.636	.875	.817	.375	.821	.750	.782	.375	.805	.909



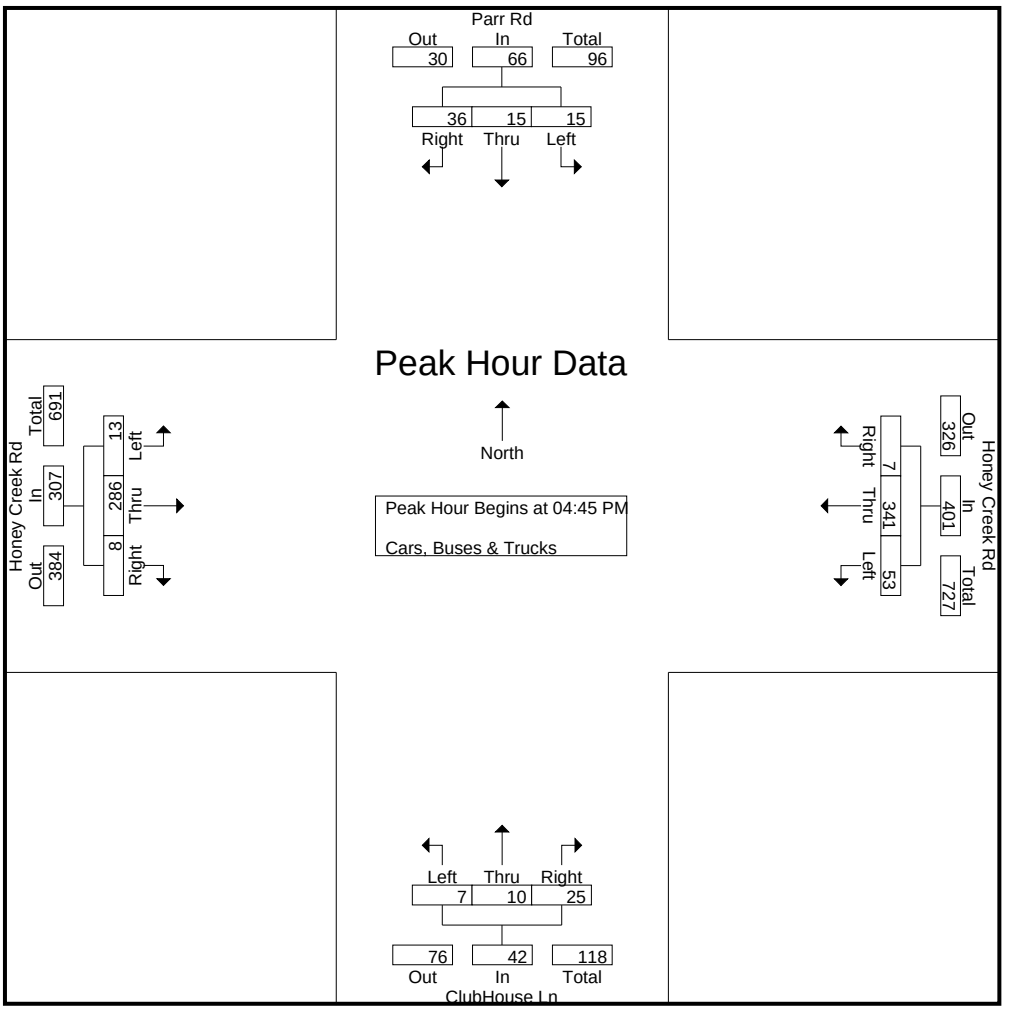
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Honey Creek Rd @ Clubhouse Ln-Parr Rd
7-9 am | 2-4 pm | 4-6 pm

File Name : 20240299
Site Code : 20240299
Start Date : 08-07-2024
Page No : 4

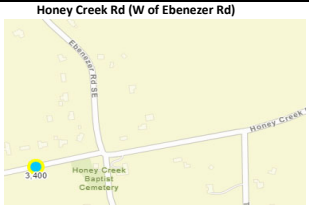
	ClubHouse Ln Northbound				Parr Rd Southbound				Honey Creek Rd Eastbound				Honey Creek Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	**5**	7	**14**	2	**5**	7	14	3	**79**	**4**	**86**	12	76	1	89	203
05:00 PM	2	0	6	8	**6**	5	3	14	3	61	2	66	10	91	1	102	190
05:15 PM	0	2	**8**	10	3	4	**14**	**21**	1	67	2	70	15	79	**3**	97	198
05:30 PM	**3**	3	4	10	4	1	12	17	**6**	79	0	85	**16**	**95**	2	**113**	**225**
Total Volume	7	10	25	42	15	15	36	66	13	286	8	307	53	341	7	401	816
% App. Total	16.7	23.8	59.5		22.7	22.7	54.5		4.2	93.2	2.6		13.2	85	1.7		
PHF	.583	.500	.781	.750	.625	.750	.643	.786	.542	.905	.500	.892	.828	.897	.583	.887	.907

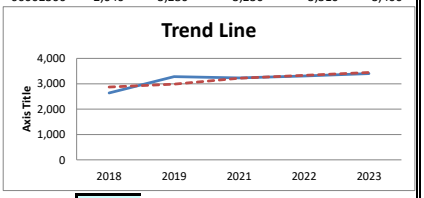


LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
Honey Creek Rd (W of Ebenezer	4.6%	0.61	247-0328	00002300	2,640	3,280	3,230	3,310	3,400
Stanton Rd (S of Stanton Woods	-0.6%	0.05	247-0152	00043400	5,300	5,410	4,860	4,980	5,440
Honey Creek Rd (NW of Druids I	2.1%	0.76	247-0342	00050500	10,500	10,700	10,600	11,200	11,500
Christian Cir (E of Eden Glen Dr)	3.2%	1.00	247-8009	00002900	1680	1710	1810	1850	1900
Troupe Smith Rd (N of Zachery (	-2.5%	0.60	247-0332	00003400	3940	4020	3970	3560	3660
Weighted Average	**1.2%**	0.49	Sum of Count Stations =		24,060	25,120	24,470	24,900	25,900

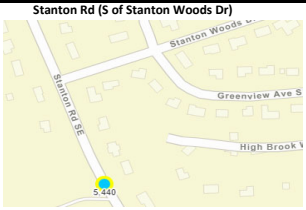
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Honey Creek Rd (W of Ebenezer Rd)	247-0328	00002300	2,640	3,280	3,230	3,310	3,400

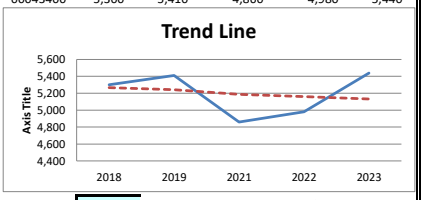




Growth Rate		Intercept		Slope	
4.6%		-228,727		114.77	
Trend Line	2,874	2,988	3,218	3,333	3,447

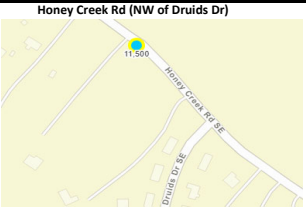
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Stanton Rd (S of Stanton Woods Dr)	247-0152	00043400	5,300	5,410	4,860	4,980	5,440

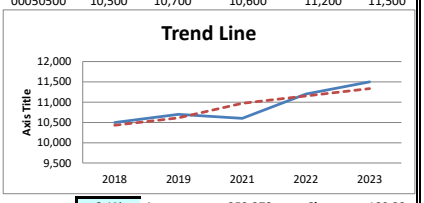




Growth Rate		Intercept		Slope	
-0.6%		59,707		-26.98	
Trend Line	5,268	5,241	5,187	5,160	5,133

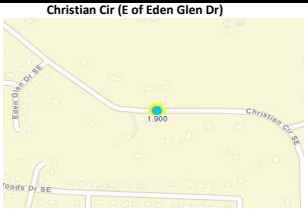
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Honey Creek Rd (NW of Druids Dr)	247-0342	00050500	10,500	10,700	10,600	11,200	11,500

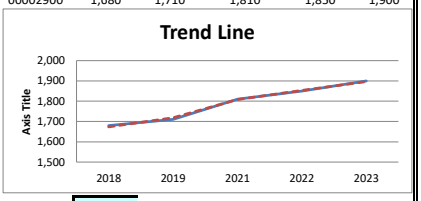




Growth Rate		Intercept		Slope	
2.1%		-353,278		180.23	
Trend Line	10,431	10,612	10,972	11,152	11,333

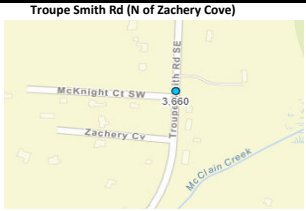
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Christian Cir (E of Eden Glen Dr)	247-8009	00002900	1,680	1,710	1,810	1,850	1,900

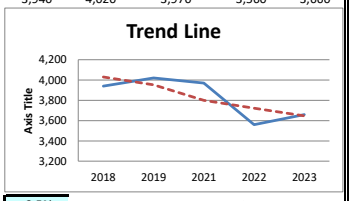




Growth Rate		Intercept		Slope	
3.2%		-88,667		44.77	
Trend Line	1,674	1,718	1,808	1,853	1,897

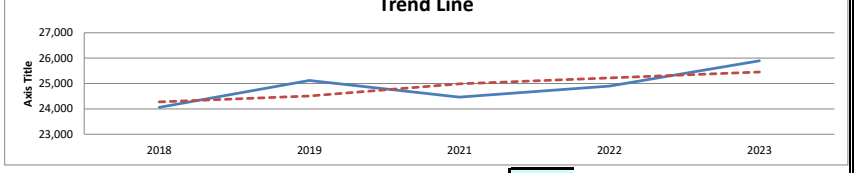
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Troupe Smith Rd (N of Zachery Cove)	247-0332	00003400	3,940	4,020	3,970	3,560	3,660





Growth Rate		Intercept		Slope	
-2.5%		158,899		-76.74	
Trend Line	4,030	3,953	3,799	3,723	3,646

Weighted Average	2018	2019	2021	2022	2023
Sum of Count Stations	24,060	25,120	24,470	24,900	25,900



Growth Rate		Intercept		Slope	
1.2%		-452,066		236.05	
Trend Line	24,276	24,512	24,984	25,220	25,457

EXISTING INTERSECTION ANALYSIS

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	105	4	3	173	25	32	73	7	12	24	5
Future Vol, veh/h	6	105	4	3	173	25	32	73	7	12	24	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	115	4	3	190	27	35	80	8	13	26	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	9.1	8.8	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	5%	1%	29%
Vol Thru, %	65%	91%	86%	59%
Vol Right, %	6%	3%	12%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	112	115	201	41
LT Vol	32	6	3	12
Through Vol	73	105	173	24
RT Vol	7	4	25	5
Lane Flow Rate	123	126	221	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.164	0.161	0.271	0.061
Departure Headway (Hd)	4.801	4.583	4.421	4.87
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	746	782	813	734
Service Time	2.835	2.613	2.448	2.91
HCM Lane V/C Ratio	0.165	0.161	0.272	0.061
HCM Control Delay	8.8	8.5	9.1	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.6	1.1	0.2

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	123	3	58	194	9	131
Future Vol, veh/h	123	3	58	194	9	131
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	135	3	64	213	10	144

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	138	0	478	137
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	341	-
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	-	-	1446	-	546	911
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	720	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1446	-	519	911
Mov Cap-2 Maneuver	-	-	-	-	519	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	684	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	869	-	-	1446	-
HCM Lane V/C Ratio	0.177	-	-	0.044	-
HCM Control Delay (s)	10	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	241	13	22	206	46	45
Future Vol, veh/h	241	13	22	206	46	45
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	262	14	24	224	50	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	276	0	541	269
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	272	-
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	-	-	1287	-	502	770
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1287	-	491	770
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	758	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	598	-	-	1287	-
HCM Lane V/C Ratio	0.165	-	-	0.019	-
HCM Control Delay (s)	12.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	271	15	41	213	15	29
Future Vol, veh/h	271	15	41	213	15	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	75	-	-	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	315	17	48	248	17	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	332	0	659	315
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	344	-
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	-	-	1227	-	429	725
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1227	-	410	725
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	686	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	575	-	-	1227	-
HCM Lane V/C Ratio	0.089	-	-	0.039	-
HCM Control Delay (s)	11.9	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	299	0	1	251	2	2
Future Vol, veh/h	299	0	1	251	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	510	-	-	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	348	0	1	292	2	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	348	0	642	348
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	294	-
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	-	-	1211	-	438	695
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	756	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1211	-	438	695
Mov Cap-2 Maneuver	-	-	-	-	438	-
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	755	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	537	-	-	1211	-
HCM Lane V/C Ratio	0.009	-	-	0.001	-
HCM Control Delay (s)	11.8	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	301	0	3	247	2	4	0	10	2	0	1
Future Vol, veh/h	0	301	0	3	247	2	4	0	10	2	0	1
Conflicting Peds, #/hr	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	350	0	3	287	2	5	0	12	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	0	350	0	0	645	645	350	650	644	288
Stage 1	-	-	-	-	-	-	350	350	-	294	294	-
Stage 2	-	-	-	-	-	-	295	295	-	356	350	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1273	-	-	1209	-	-	385	391	693	382	391	751
Stage 1	-	-	-	-	-	-	666	633	-	714	670	-
Stage 2	-	-	-	-	-	-	713	669	-	661	633	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1273	-	-	1209	-	-	383	390	693	375	390	751
Mov Cap-2 Maneuver	-	-	-	-	-	-	383	390	-	375	390	-
Stage 1	-	-	-	-	-	-	666	633	-	714	668	-
Stage 2	-	-	-	-	-	-	710	667	-	650	633	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	11.6	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	563	1273	-	-	1209	-	-	450
HCM Lane V/C Ratio	0.029	-	-	-	0.003	-	-	0.008
HCM Control Delay (s)	11.6	0	-	-	8	0	-	13.1
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	277	3	7	219	4	9	25	40	108	12	32
Future Vol, veh/h	30	277	3	7	219	4	9	25	40	108	12	32
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	318	3	8	252	5	10	29	46	124	14	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.2	11.4	9.5	10.9
HCM LOS	B	B	A	B

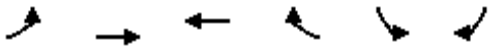
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	10%	3%	71%
Vol Thru, %	34%	89%	95%	8%
Vol Right, %	54%	1%	2%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	310	230	152
LT Vol	9	30	7	108
Through Vol	25	277	219	12
RT Vol	40	3	4	32
Lane Flow Rate	85	356	264	175
Geometry Grp	1	1	1	1
Degree of Util (X)	0.132	0.504	0.382	0.277
Departure Headway (Hd)	5.574	5.092	5.199	5.699
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	641	709	693	629
Service Time	3.622	3.124	3.234	3.74
HCM Lane V/C Ratio	0.133	0.502	0.381	0.278
HCM Control Delay	9.5	13.2	11.4	10.9
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.5	2.9	1.8	1.1

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	9	387	357	171	158
Future Volume (vph)	9	387	357	171	158
Lane Group Flow (vph)	11	461	425	204	224
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		6	2		4
Permitted Phases	6			2	
Detector Phase	6	6	2	2	4
Switch Phase					
Minimum Initial (s)	15.0	15.0	15.0	15.0	6.0
Minimum Split (s)	23.5	23.5	23.5	23.5	25.5
Total Split (s)	75.0	75.0	75.0	75.0	45.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Min	C-Min	C-Min	C-Min	None
v/c Ratio	0.02	0.33	0.31	0.17	0.74
Control Delay	5.6	6.9	15.4	7.1	59.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.6	6.9	15.4	7.1	59.5
Queue Length 50th (ft)	2	108	249	58	160
Queue Length 95th (ft)	8	176	313	88	212
Internal Link Dist (ft)		1120	711		1537
Turn Bay Length (ft)	140				
Base Capacity (vph)	674	1377	1377	1223	581
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.02	0.33	0.31	0.17	0.39

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: Honey Creek Rd & Stanton Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	387	357	171	158	30
Future Volume (veh/h)	9	387	357	171	158	30
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	11	461	425	0	188	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	814	1466	1466		220	
Arrive On Green	0.78	0.78	1.00	0.00	0.12	0.00
Sat Flow, veh/h	962	1870	1870	1585	1772	0
Grp Volume(v), veh/h	11	461	425	0	189	0
Grp Sat Flow(s),veh/h/ln	962	1870	1870	1585	1782	0
Q Serve(g_s), s	0.3	8.5	0.0	0.0	12.5	0.0
Cycle Q Clear(g_c), s	0.3	8.5	0.0	0.0	12.5	0.0
Prop In Lane	1.00			1.00	0.99	0.00
Lane Grp Cap(c), veh/h	814	1466	1466		222	
V/C Ratio(X)	0.01	0.31	0.29		0.85	
Avail Cap(c_a), veh/h	814	1466	1466		586	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.82	0.00	1.00	0.00
Uniform Delay (d), s/veh	2.8	3.7	0.0	0.0	51.5	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.4	0.0	9.0	0.0
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	2.5	0.2	0.0	6.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.9	4.3	0.4	0.0	60.4	0.0
LnGrp LOS	A	A	A		E	
Approach Vol, veh/h		472	425		189	
Approach Delay, s/veh		4.2	0.4		60.4	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		99.6		20.4		99.6
Change Period (Y+Rc), s		5.5		5.5		5.5
Max Green Setting (Gmax), s		69.5		39.5		69.5
Max Q Clear Time (g_c+I1), s		2.0		14.5		10.5
Green Ext Time (p_c), s		5.7		0.5		6.5

Intersection Summary	
HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

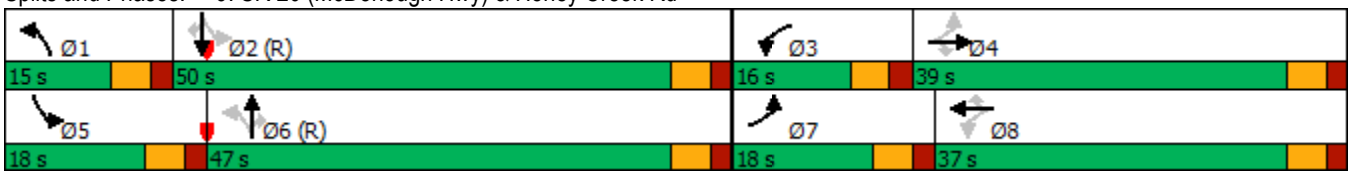
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

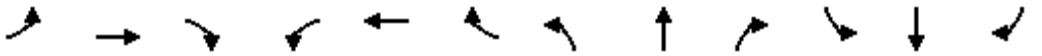
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	292	60	104	294	243	112	907	127	182	435	92
Future Volume (vph)	189	292	60	104	294	243	112	907	127	182	435	92
Lane Group Flow (vph)	197	304	63	108	306	253	117	945	132	190	453	96
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	34.5	34.5	15.0	35.5	35.5	15.0	25.5	25.5	15.0	34.5	34.5
Total Split (s)	18.0	39.0	39.0	16.0	37.0	37.0	15.0	47.0	47.0	18.0	50.0	50.0
Total Split (%)	15.0%	32.5%	32.5%	13.3%	30.8%	30.8%	12.5%	39.2%	39.2%	15.0%	41.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.71	0.71	0.14	0.40	0.79	0.50	0.24	0.65	0.18	0.63	0.30	0.13
Control Delay	50.5	60.8	4.3	30.0	59.4	10.2	15.9	32.8	6.1	24.7	24.1	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	60.8	4.3	30.0	59.4	10.2	15.9	32.8	6.1	24.7	24.1	2.5
Queue Length 50th (ft)	123	225	2	56	225	16	42	314	4	72	120	0
Queue Length 95th (ft)	176	301	14	91	309	83	82	423	47	128	176	21
Internal Link Dist (ft)		711			618			1133			833	
Turn Bay Length (ft)	560		415	220			710		230	555		185
Base Capacity (vph)	282	520	530	281	489	583	502	1446	720	321	1531	755
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.58	0.12	0.38	0.63	0.43	0.23	0.65	0.18	0.59	0.30	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 9: SR 20 (McDonough Hwy) & Honey Creek Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	292	60	104	294	243	112	907	127	182	435	92
Future Volume (veh/h)	189	292	60	104	294	243	112	907	127	182	435	92
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	197	304	0	108	306	0	117	945	0	190	453	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	420		244	347		527	1613		344	1695	
Arrive On Green	0.03	0.07	0.00	0.06	0.19	0.00	0.05	0.45	0.00	0.07	0.48	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	197	304	0	108	306	0	117	945	0	190	453	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.4	19.1	0.0	5.8	19.1	0.0	4.2	23.7	0.0	6.8	9.2	0.0
Cycle Q Clear(g_c), s	10.4	19.1	0.0	5.8	19.1	0.0	4.2	23.7	0.0	6.8	9.2	0.0
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	272	420		244	347		527	1613		344	1695	
V/C Ratio(X)	0.72	0.72		0.44	0.88		0.22	0.59		0.55	0.27	
Avail Cap(c_a), veh/h	273	522		287	491		577	1613		397	1695	
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.0	51.9	0.0	37.0	47.6	0.0	15.9	24.4	0.0	18.4	18.8	0.0
Incr Delay (d2), s/veh	8.1	3.3	0.0	1.3	12.9	0.0	0.2	1.6	0.0	1.4	0.4	0.0
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	5.4	9.9	0.0	2.5	9.9	0.0	1.6	9.8	0.0	2.7	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	55.2	0.0	38.2	60.5	0.0	16.1	25.9	0.0	19.8	19.2	0.0
LnGrp LOS	D	E		D	E		B	C		B	B	
Approach Vol, veh/h		501			414			1062			643	
Approach Delay, s/veh		51.6			54.7			24.9			19.4	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	62.8	13.2	32.5	14.4	60.0	17.9	27.7
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	44.5	10.5	33.5	12.5	41.5	12.5	31.5
Max Q Clear Time (g_c+I1), s	6.2	11.2	7.8	21.1	8.8	25.7	12.4	21.1
Green Ext Time (p_c), s	0.1	5.7	0.1	1.2	0.2	8.9	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	7	17	1	6	8	22	99	0	5	38	16
Future Vol, veh/h	8	7	17	1	6	8	22	99	0	5	38	16
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	9	21	1	7	10	27	121	0	6	46	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.2	8	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	25%	7%	8%
Vol Thru, %	82%	22%	40%	64%
Vol Right, %	0%	53%	53%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	32	15	59
LT Vol	22	8	1	5
Through Vol	99	7	6	38
RT Vol	0	17	8	16
Lane Flow Rate	148	39	18	72
Geometry Grp	1	1	1	1
Degree of Util (X)	0.169	0.045	0.021	0.08
Departure Headway (Hd)	4.125	4.163	4.147	4
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	866	865	868	887
Service Time	2.168	2.163	2.148	2.062
HCM Lane V/C Ratio	0.171	0.045	0.021	0.081
HCM Control Delay	8	7.4	7.2	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0.1	0.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	16	5	290	178	6
Future Vol, veh/h	10	16	5	290	178	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	11	18	6	322	198	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	536	202	205	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	505	839	1366	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	502	839	1366	-	-	-
Mov Cap-2 Maneuver	502	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1366	-	667	-	-
HCM Lane V/C Ratio	0.004	-	0.043	-	-
HCM Control Delay (s)	7.6	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	184	43	11	121	12	26	39	9	24	99	7
Future Vol, veh/h	10	184	43	11	121	12	26	39	9	24	99	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	204	48	12	134	13	29	43	10	27	110	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	9.1	8.9	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	4%	8%	18%
Vol Thru, %	53%	78%	84%	76%
Vol Right, %	12%	18%	8%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	237	144	130
LT Vol	26	10	11	24
Through Vol	39	184	121	99
RT Vol	9	43	12	7
Lane Flow Rate	82	263	160	144
Geometry Grp	1	1	1	1
Degree of Util (X)	0.117	0.337	0.213	0.202
Departure Headway (Hd)	5.116	4.601	4.784	5.032
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	695	777	746	708
Service Time	3.191	2.654	2.843	3.101
HCM Lane V/C Ratio	0.118	0.338	0.214	0.203
HCM Control Delay	8.9	10	9.1	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1.5	0.8	0.8

Intersection	
Int Delay, s/veh	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	206	10	244	138	8	87
Future Vol, veh/h	206	10	244	138	8	87
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	226	11	268	152	9	96

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	237	0	920	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	688	-
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	-	-	1330	-	301	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	499	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1330	-	235	807
Mov Cap-2 Maneuver	-	-	-	-	235	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	389	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.4	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	670	-	-	1330	-
HCM Lane V/C Ratio	0.156	-	-	0.202	-
HCM Control Delay (s)	11.4	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.8	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	246	47	36	360	22	34
Future Vol, veh/h	246	47	36	360	22	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	270	52	40	396	24	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	322	0	772	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	476	-
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	-	-	1238	-	368	743
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	625	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1238	-	353	743
Mov Cap-2 Maneuver	-	-	-	-	353	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	599	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	518	-	-	1238	-
HCM Lane V/C Ratio	0.119	-	-	0.032	-
HCM Control Delay (s)	12.9	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	279	1	10	393	3	5
Future Vol, veh/h	279	1	10	393	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	75	-	-	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	303	1	11	427	3	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	304	0	752	303
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	449	-
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	-	-	1257	-	378	737
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	643	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1257	-	374	737
Mov Cap-2 Maneuver	-	-	-	-	374	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	636	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	540	-	-	1257	-
HCM Lane V/C Ratio	0.016	-	-	0.009	-
HCM Control Delay (s)	11.8	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	283	2	2	401	0	5
Future Vol, veh/h	283	2	2	401	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	510	-	-	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	308	2	2	436	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	310	0	748	308
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	440	-
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	-	-	1250	-	380	732
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	649	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1250	-	379	732
Mov Cap-2 Maneuver	-	-	-	-	379	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	648	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	732	-	-	1250	-
HCM Lane V/C Ratio	0.007	-	-	0.002	-
HCM Control Delay (s)	10	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	282	3	6	401	2	1	0	5	3	0	1
Future Vol, veh/h	3	282	3	6	401	2	1	0	5	3	0	1
Conflicting Peds, #/hr	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	303	3	6	431	2	1	0	5	3	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	433	0	0	306	0	0	756	756	305	757	756	432
Stage 1	-	-	-	-	-	-	311	311	-	444	444	-
Stage 2	-	-	-	-	-	-	445	445	-	313	312	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1127	-	-	1255	-	-	325	337	735	324	337	624
Stage 1	-	-	-	-	-	-	699	658	-	593	575	-
Stage 2	-	-	-	-	-	-	592	575	-	698	658	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1127	-	-	1255	-	-	322	334	735	319	334	624
Mov Cap-2 Maneuver	-	-	-	-	-	-	322	334	-	319	334	-
Stage 1	-	-	-	-	-	-	697	656	-	591	572	-
Stage 2	-	-	-	-	-	-	587	572	-	691	656	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	11	15
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	606	1127	-	-	1255	-	-	363
HCM Lane V/C Ratio	0.011	0.003	-	-	0.005	-	-	0.012
HCM Control Delay (s)	11	8.2	0	-	7.9	0	-	15
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	286	8	53	341	7	7	10	25	15	15	36
Future Vol, veh/h	13	286	8	53	341	7	7	10	25	15	15	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	314	9	58	375	8	8	11	27	16	16	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.6	13.7	9	9.3
HCM LOS	B	B	A	A

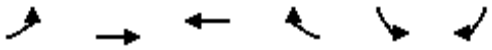
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	4%	13%	23%
Vol Thru, %	24%	93%	85%	23%
Vol Right, %	60%	3%	2%	55%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	307	401	66
LT Vol	7	13	53	15
Through Vol	10	286	341	15
RT Vol	25	8	7	36
Lane Flow Rate	46	337	441	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.072	0.444	0.569	0.112
Departure Headway (Hd)	5.583	4.736	4.649	5.568
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	645	756	771	648
Service Time	3.586	2.806	2.714	3.568
HCM Lane V/C Ratio	0.071	0.446	0.572	0.113
HCM Control Delay	9	11.6	13.7	9.3
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.2	2.3	3.6	0.4

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	4	277	397	153	219
Future Volume (vph)	4	277	397	153	219
Lane Group Flow (vph)	5	322	462	178	263
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		6	2		4
Permitted Phases	6			2	
Detector Phase	6	6	2	2	4
Switch Phase					
Minimum Initial (s)	15.0	15.0	15.0	15.0	6.0
Minimum Split (s)	23.5	23.5	23.5	23.5	25.5
Total Split (s)	72.0	72.0	72.0	72.0	48.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Min	C-Min	C-Min	C-Min	None
v/c Ratio	0.01	0.24	0.35	0.15	0.76
Control Delay	6.8	7.2	12.5	4.6	59.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.8	7.2	12.5	4.6	59.4
Queue Length 50th (ft)	1	77	171	0	194
Queue Length 95th (ft)	6	135	314	52	252
Internal Link Dist (ft)		1120	711		1537
Turn Bay Length (ft)	140				
Base Capacity (vph)	611	1329	1329	1180	627
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.01	0.24	0.35	0.15	0.42

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: Honey Creek Rd & Stanton Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	277	397	153	219	7
Future Volume (veh/h)	4	277	397	153	219	7
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	5	322	462	0	255	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	753	1394	1394		289	
Arrive On Green	0.75	0.75	1.00	0.00	0.16	0.00
Sat Flow, veh/h	930	1870	1870	1585	1775	0
Grp Volume(v), veh/h	5	322	462	0	256	0
Grp Sat Flow(s),veh/h/ln	930	1870	1870	1585	1782	0
Q Serve(g_s), s	0.2	6.4	0.0	0.0	16.9	0.0
Cycle Q Clear(g_c), s	0.2	6.4	0.0	0.0	16.9	0.0
Prop In Lane	1.00			1.00	1.00	0.00
Lane Grp Cap(c), veh/h	753	1394	1394		290	
V/C Ratio(X)	0.01	0.23	0.33		0.88	
Avail Cap(c_a), veh/h	753	1394	1394		631	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.90	0.00	1.00	0.00
Uniform Delay (d), s/veh	3.9	4.7	0.0	0.0	49.1	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.6	0.0	8.7	0.0
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	2.1	0.2	0.0	8.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.9	5.1	0.6	0.0	57.8	0.0
LnGrp LOS	A	A	A		E	
Approach Vol, veh/h		327	462		256	
Approach Delay, s/veh		5.1	0.6		57.8	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		95.0		25.0		95.0
Change Period (Y+Rc), s		5.5		5.5		5.5
Max Green Setting (Gmax), s		66.5		42.5		66.5
Max Q Clear Time (g_c+I1), s		2.0		18.9		8.4
Green Ext Time (p_c), s		6.4		0.7		4.1

Intersection Summary		
HCM 6th Ctrl Delay		16.0
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

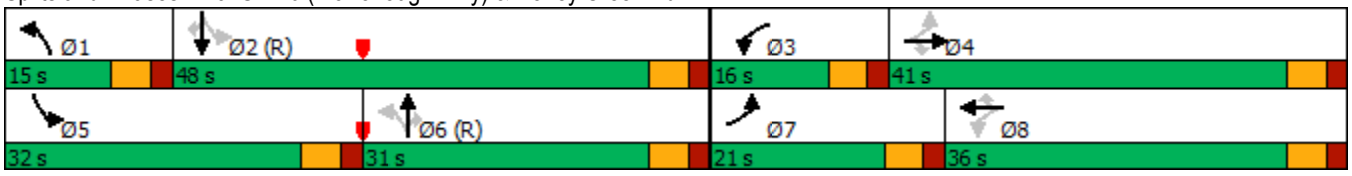
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

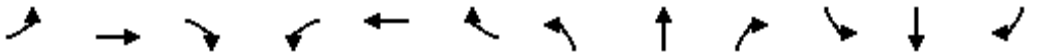
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	268	112	157	188	182	158	676	102	370	936	182
Future Volume (vph)	115	268	112	157	188	182	158	676	102	370	936	182
Lane Group Flow (vph)	120	279	117	164	196	190	165	704	106	385	975	190
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	34.5	34.5	15.0	35.5	35.5	15.0	25.5	25.5	15.0	34.5	34.5
Total Split (s)	21.0	41.0	41.0	16.0	36.0	36.0	15.0	31.0	31.0	32.0	48.0	48.0
Total Split (%)	17.5%	34.2%	34.2%	13.3%	30.0%	30.0%	12.5%	25.8%	25.8%	26.7%	40.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.37	0.77	0.26	0.64	0.56	0.42	0.53	0.60	0.17	0.76	0.63	0.24
Control Delay	42.0	71.7	12.5	41.7	50.2	8.4	23.5	38.8	0.9	27.8	29.8	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	71.7	12.5	41.7	50.2	8.4	23.5	38.8	0.9	27.8	29.8	8.0
Queue Length 50th (ft)	82	220	15	94	139	0	56	243	0	152	303	20
Queue Length 95th (ft)	131	300	45	135	207	60	116	#401	4	294	433	76
Internal Link Dist (ft)		711			618			1133			833	
Turn Bay Length (ft)	560		415	220			710		230	555		185
Base Capacity (vph)	387	551	590	258	473	544	316	1172	640	548	1556	777
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.51	0.20	0.64	0.41	0.35	0.52	0.60	0.17	0.70	0.63	0.24

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: SR 20 (McDonough Hwy) & Honey Creek Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	268	112	157	188	182	158	676	102	370	936	182
Future Volume (veh/h)	115	268	112	157	188	182	158	676	102	370	936	182
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	120	279	0	164	196	0	165	704	0	385	975	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	327		245	357		351	1465		512	1723	
Arrive On Green	0.02	0.06	0.00	0.09	0.19	0.00	0.07	0.41	0.00	0.14	0.48	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	120	279	0	164	196	0	165	704	0	385	975	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.6	17.7	0.0	9.0	11.4	0.0	6.3	17.4	0.0	14.2	23.4	0.0
Cycle Q Clear(g_c), s	6.6	17.7	0.0	9.0	11.4	0.0	6.3	17.4	0.0	14.2	23.4	0.0
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	301	327		245	357		351	1465		512	1723	
V/C Ratio(X)	0.40	0.85		0.67	0.55		0.47	0.48		0.75	0.57	
Avail Cap(c_a), veh/h	405	553		245	475		368	1465		652	1723	
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.9	55.0	0.0	37.5	43.9	0.0	19.0	25.8	0.0	17.3	21.9	0.0
Incr Delay (d2), s/veh	0.8	5.8	0.0	6.8	1.3	0.0	1.0	1.1	0.0	3.7	1.4	0.0
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	3.0	9.4	0.0	4.3	5.3	0.0	2.6	7.3	0.0	5.8	9.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	60.8	0.0	44.3	45.2	0.0	20.0	27.0	0.0	21.0	23.3	0.0
LnGrp LOS	D	E		D	D		B	C		C	C	
Approach Vol, veh/h		399			360			869			1360	
Approach Delay, s/veh		54.5			44.8			25.6			22.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	63.7	16.0	26.5	22.5	55.0	14.0	28.4
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	42.5	10.5	35.5	26.5	25.5	15.5	30.5
Max Q Clear Time (g_c+I1), s	8.3	25.4	11.0	19.7	16.2	19.4	8.6	13.4
Green Ext Time (p_c), s	0.0	9.7	0.0	1.2	0.9	3.3	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	8	9	1	5	10	10	45	2	4	140	15
Future Vol, veh/h	10	8	9	1	5	10	10	45	2	4	140	15
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	10	11	1	6	12	12	54	2	5	169	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.3	7.6	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	37%	6%	3%
Vol Thru, %	79%	30%	31%	88%
Vol Right, %	4%	33%	62%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	27	16	159
LT Vol	10	10	1	4
Through Vol	45	8	5	140
RT Vol	2	9	10	15
Lane Flow Rate	69	33	19	192
Geometry Grp	1	1	1	1
Degree of Util (X)	0.08	0.04	0.022	0.214
Departure Headway (Hd)	4.183	4.393	4.172	4.024
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	820	863	887
Service Time	2.253	2.393	2.173	2.072
HCM Lane V/C Ratio	0.081	0.04	0.022	0.216
HCM Control Delay	7.6	7.6	7.3	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.1	0.8

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	13	7	194	273	12
Future Vol, veh/h	7	13	7	194	273	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	8	15	8	226	317	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	566	324	331	0	-	0
Stage 1	324	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	486	717	1228	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	483	717	1228	-	-	-
Mov Cap-2 Maneuver	483	-	-	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1228	-	613	-	-
HCM Lane V/C Ratio	0.007	-	0.038	-	-
HCM Control Delay (s)	8	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	206	3	30	244	6	9	8	25	52	10	22
Future Vol, veh/h	21	206	3	30	244	6	9	8	25	52	10	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	226	3	33	268	7	10	9	27	57	11	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	10.6	8.5	9.1
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	9%	11%	62%
Vol Thru, %	19%	90%	87%	12%
Vol Right, %	60%	1%	2%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	230	280	84
LT Vol	9	21	30	52
Through Vol	8	206	244	10
RT Vol	25	3	6	22
Lane Flow Rate	46	253	308	92
Geometry Grp	1	1	1	1
Degree of Util (X)	0.065	0.326	0.392	0.134
Departure Headway (Hd)	5.036	4.647	4.587	5.239
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	706	771	782	680
Service Time	3.105	2.692	2.629	3.302
HCM Lane V/C Ratio	0.065	0.328	0.394	0.135
HCM Control Delay	8.5	9.9	10.6	9.1
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.2	1.4	1.9	0.5

FUTURE "NO-BUILD -2026" INTERSECTION ANALYSIS

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	107	4	3	176	26	33	74	7	12	24	5
Future Vol, veh/h	6	107	4	3	176	26	33	74	7	12	24	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	118	4	3	193	29	36	81	8	13	26	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	9.2	8.8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	5%	1%	29%
Vol Thru, %	65%	91%	86%	59%
Vol Right, %	6%	3%	13%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	117	205	41
LT Vol	33	6	3	12
Through Vol	74	107	176	24
RT Vol	7	4	26	5
Lane Flow Rate	125	129	225	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.168	0.164	0.277	0.061
Departure Headway (Hd)	4.817	4.594	4.429	4.889
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	780	811	731
Service Time	2.854	2.627	2.457	2.932
HCM Lane V/C Ratio	0.168	0.165	0.277	0.062
HCM Control Delay	8.8	8.5	9.2	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.6	1.1	0.2

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	125	3	59	198	9	134
Future Vol, veh/h	125	3	59	198	9	134
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	137	3	65	218	10	147

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	140	0	487	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	348	-
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	-	-	1443	-	540	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1443	-	512	909
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	1443	-
HCM Lane V/C Ratio	0.181	-	-	0.045	-
HCM Control Delay (s)	10.1	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	246	13	22	210	47	46
Future Vol, veh/h	246	13	22	210	47	46
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	267	14	24	228	51	50

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	281	0	550	274
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	276	-
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	-	-	1282	-	496	765
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	771	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1282	-	486	765
Mov Cap-2 Maneuver	-	-	-	-	486	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	755	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	593	-	-	1282	-
HCM Lane V/C Ratio	0.17	-	-	0.019	-
HCM Control Delay (s)	12.3	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	276	15	42	217	15	30
Future Vol, veh/h	276	15	42	217	15	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	75	-	-	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	321	17	49	252	17	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	338	0	671	321
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	350	-
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	-	-	1221	-	422	720
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1221	-	402	720
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	570	-	-	1221	-
HCM Lane V/C Ratio	0.092	-	-	0.04	-
HCM Control Delay (s)	12	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	305	0	1	256	2	2
Future Vol, veh/h	305	0	1	256	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	510	-	-	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	355	0	1	298	2	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	355	0	655	355
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	300	-
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	-	-	1204	-	431	689
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1204	-	431	689
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	751	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	530	-	-	1204	-
HCM Lane V/C Ratio	0.009	-	-	0.001	-
HCM Control Delay (s)	11.9	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	307	0	3	252	2	4	0	10	2	0	1
Future Vol, veh/h	0	307	0	3	252	2	4	0	10	2	0	1
Conflicting Peds, #/hr	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	357	0	3	293	2	5	0	12	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	295	0	0	357	0	0	658	658	357	663	657	294
Stage 1	-	-	-	-	-	-	357	357	-	300	300	-
Stage 2	-	-	-	-	-	-	301	301	-	363	357	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1266	-	-	1202	-	-	378	384	687	375	385	745
Stage 1	-	-	-	-	-	-	661	628	-	709	666	-
Stage 2	-	-	-	-	-	-	708	665	-	656	628	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1266	-	-	1202	-	-	376	383	687	368	384	745
Mov Cap-2 Maneuver	-	-	-	-	-	-	376	383	-	368	384	-
Stage 1	-	-	-	-	-	-	661	628	-	709	664	-
Stage 2	-	-	-	-	-	-	705	663	-	645	628	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	11.7	13.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	556	1266	-	-	1202	-	-	443
HCM Lane V/C Ratio	0.029	-	-	-	0.003	-	-	0.008
HCM Control Delay (s)	11.7	0	-	-	8	0	-	13.2
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	283	3	7	223	4	9	26	41	110	12	33
Future Vol, veh/h	31	283	3	7	223	4	9	26	41	110	12	33
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	325	3	8	256	5	10	30	47	126	14	38
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.6	11.6	9.6	11.1
HCM LOS	B	B	A	B

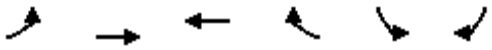
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	10%	3%	71%
Vol Thru, %	34%	89%	95%	8%
Vol Right, %	54%	1%	2%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	317	234	155
LT Vol	9	31	7	110
Through Vol	26	283	223	12
RT Vol	41	3	4	33
Lane Flow Rate	87	364	269	178
Geometry Grp	1	1	1	1
Degree of Util (X)	0.137	0.519	0.391	0.284
Departure Headway (Hd)	5.627	5.127	5.239	5.745
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	635	703	686	625
Service Time	3.677	3.159	3.275	3.788
HCM Lane V/C Ratio	0.137	0.518	0.392	0.285
HCM Control Delay	9.6	13.6	11.6	11.1
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.5	3	1.9	1.2

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	9	395	364	174	161
Future Volume (vph)	9	395	364	174	161
Lane Group Flow (vph)	11	470	433	207	229
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		6	2		4
Permitted Phases	6			2	
Detector Phase	6	6	2	2	4
Switch Phase					
Minimum Initial (s)	15.0	15.0	15.0	15.0	6.0
Minimum Split (s)	23.5	23.5	23.5	23.5	25.5
Total Split (s)	75.0	75.0	75.0	75.0	45.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Min	C-Min	C-Min	C-Min	None
v/c Ratio	0.02	0.34	0.32	0.17	0.74
Control Delay	5.8	7.1	15.7	7.2	59.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.8	7.1	15.7	7.2	59.5
Queue Length 50th (ft)	2	112	256	59	164
Queue Length 95th (ft)	8	183	321	89	215
Internal Link Dist (ft)		1120	711		1537
Turn Bay Length (ft)	140				
Base Capacity (vph)	664	1372	1372	1220	581
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.02	0.34	0.32	0.17	0.39

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: Honey Creek Rd & Stanton Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	395	364	174	161	31
Future Volume (veh/h)	9	395	364	174	161	31
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	11	470	433	0	192	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	807	1462	1462		225	
Arrive On Green	0.78	0.78	1.00	0.00	0.13	0.00
Sat Flow, veh/h	955	1870	1870	1585	1773	0
Grp Volume(v), veh/h	11	470	433	0	193	0
Grp Sat Flow(s),veh/h/ln	955	1870	1870	1585	1782	0
Q Serve(g_s), s	0.3	8.8	0.0	0.0	12.7	0.0
Cycle Q Clear(g_c), s	0.3	8.8	0.0	0.0	12.7	0.0
Prop In Lane	1.00			1.00	0.99	0.00
Lane Grp Cap(c), veh/h	807	1462	1462		226	
V/C Ratio(X)	0.01	0.32	0.30		0.85	
Avail Cap(c_a), veh/h	807	1462	1462		586	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.82	0.00	1.00	0.00
Uniform Delay (d), s/veh	2.9	3.8	0.0	0.0	51.3	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.4	0.0	8.9	0.0
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	2.6	0.2	0.0	6.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.9	4.4	0.4	0.0	60.3	0.0
LnGrp LOS	A	A	A		E	
Approach Vol, veh/h		481	433		193	
Approach Delay, s/veh		4.4	0.4		60.3	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		99.3		20.7		99.3
Change Period (Y+Rc), s		5.5		5.5		5.5
Max Green Setting (Gmax), s		69.5		39.5		69.5
Max Q Clear Time (g_c+I1), s		2.0		14.7		10.8
Green Ext Time (p_c), s		5.9		0.5		6.6

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

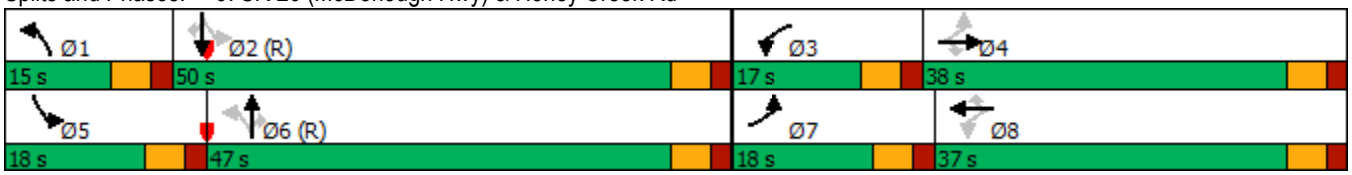
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

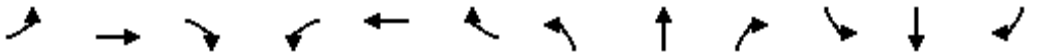
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	193	298	61	106	300	248	114	925	130	185	444	94
Future Volume (vph)	193	298	61	106	300	248	114	925	130	185	444	94
Lane Group Flow (vph)	201	310	64	110	313	258	119	964	135	193	463	98
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	34.5	34.5	15.0	35.5	35.5	15.0	25.5	25.5	15.0	34.5	34.5
Total Split (s)	18.0	38.0	38.0	17.0	37.0	37.0	15.0	47.0	47.0	18.0	50.0	50.0
Total Split (%)	15.0%	31.7%	31.7%	14.2%	30.8%	30.8%	12.5%	39.2%	39.2%	15.0%	41.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.73	0.73	0.14	0.41	0.80	0.51	0.25	0.67	0.19	0.65	0.31	0.13
Control Delay	51.7	61.6	4.4	29.8	59.6	11.0	16.2	33.6	6.3	27.0	24.5	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	61.6	4.4	29.8	59.6	11.0	16.2	33.6	6.3	27.0	24.5	2.8
Queue Length 50th (ft)	125	228	2	57	229	21	44	327	5	74	124	0
Queue Length 95th (ft)	181	310	14	92	316	91	83	434	49	138	180	22
Internal Link Dist (ft)		711			618			1133			833	
Turn Bay Length (ft)	560		415	220			710		230	555		185
Base Capacity (vph)	280	504	518	291	489	580	492	1431	714	311	1518	749
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.62	0.12	0.38	0.64	0.44	0.24	0.67	0.19	0.62	0.31	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 9: SR 20 (McDonough Hwy) & Honey Creek Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	298	61	106	300	248	114	925	130	185	444	94
Future Volume (veh/h)	193	298	61	106	300	248	114	925	130	185	444	94
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	201	310	0	110	312	0	119	964	0	193	462	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	426		246	352		518	1593		336	1677	
Arrive On Green	0.03	0.08	0.00	0.06	0.19	0.00	0.05	0.45	0.00	0.08	0.47	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	201	310	0	110	312	0	119	964	0	193	462	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.6	19.5	0.0	5.9	19.5	0.0	4.3	24.6	0.0	6.9	9.5	0.0
Cycle Q Clear(g_c), s	10.6	19.5	0.0	5.9	19.5	0.0	4.3	24.6	0.0	6.9	9.5	0.0
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	273	426		246	352		518	1593		336	1677	
V/C Ratio(X)	0.74	0.73		0.45	0.89		0.23	0.61		0.57	0.28	
Avail Cap(c_a), veh/h	273	507		301	491		567	1593		387	1677	
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.7	51.8	0.0	36.7	47.4	0.0	16.3	25.1	0.0	19.0	19.2	0.0
Incr Delay (d2), s/veh	8.8	3.8	0.0	1.3	13.4	0.0	0.2	1.7	0.0	1.5	0.4	0.0
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	5.5	10.2	0.0	2.6	10.1	0.0	1.7	10.2	0.0	2.8	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	55.6	0.0	38.0	60.8	0.0	16.5	26.8	0.0	20.6	19.6	0.0
LnGrp LOS	D	E		D	E		B	C		C	B	
Approach Vol, veh/h		511			422			1083			655	
Approach Delay, s/veh		52.0			54.9			25.6			19.9	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	62.1	13.3	32.8	14.6	59.3	18.0	28.1
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	44.5	11.5	32.5	12.5	41.5	12.5	31.5
Max Q Clear Time (g_c+I1), s	6.3	11.5	7.9	21.5	8.9	26.6	12.6	21.5
Green Ext Time (p_c), s	0.1	5.8	0.1	1.2	0.2	8.7	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	7	17	1	6	8	22	101	0	5	39	16
Future Vol, veh/h	8	7	17	1	6	8	22	101	0	5	39	16
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	9	21	1	7	10	27	123	0	6	48	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.2	8	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	25%	7%	8%
Vol Thru, %	82%	22%	40%	65%
Vol Right, %	0%	53%	53%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	32	15	60
LT Vol	22	8	1	5
Through Vol	101	7	6	39
RT Vol	0	17	8	16
Lane Flow Rate	150	39	18	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.172	0.045	0.021	0.081
Departure Headway (Hd)	4.125	4.171	4.154	4.004
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	866	864	867	886
Service Time	2.168	2.171	2.155	2.067
HCM Lane V/C Ratio	0.173	0.045	0.021	0.082
HCM Control Delay	8	7.4	7.2	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0.1	0.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	16	5	296	182	6
Future Vol, veh/h	10	16	5	296	182	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	11	18	6	329	202	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	547	206	209	0	-	0
Stage 1	206	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	498	835	1362	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	496	835	1362	-	-	-
Mov Cap-2 Maneuver	496	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	720	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1362	-	661	-	-
HCM Lane V/C Ratio	0.004	-	0.044	-	-
HCM Control Delay (s)	7.7	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	188	44	11	123	12	27	40	9	24	101	7
Future Vol, veh/h	10	188	44	11	123	12	27	40	9	24	101	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	209	49	12	137	13	30	44	10	27	112	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.1	9.2	8.9	9.5
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	4%	8%	18%
Vol Thru, %	53%	78%	84%	77%
Vol Right, %	12%	18%	8%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	242	146	132
LT Vol	27	10	11	24
Through Vol	40	188	123	101
RT Vol	9	44	12	7
Lane Flow Rate	84	269	162	147
Geometry Grp	1	1	1	1
Degree of Util (X)	0.121	0.345	0.216	0.206
Departure Headway (Hd)	5.145	4.617	4.804	5.058
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	691	774	741	704
Service Time	3.219	2.672	2.868	3.126
HCM Lane V/C Ratio	0.122	0.348	0.219	0.209
HCM Control Delay	8.9	10.1	9.2	9.5
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.4	1.5	0.8	0.8

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	210	10	249	141	8	89
Future Vol, veh/h	210	10	249	141	8	89
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	231	11	274	155	9	98

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	242	0	940	237
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	703	-
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	-	-	1324	-	293	802
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	491	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1324	-	227	802
Mov Cap-2 Maneuver	-	-	-	-	227	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	380	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.4	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	663	-	-	1324	-
HCM Lane V/C Ratio	0.161	-	-	0.207	-
HCM Control Delay (s)	11.5	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.8	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	251	48	37	367	22	35
Future Vol, veh/h	251	48	37	367	22	35
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	276	53	41	403	24	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	329	0	788	303
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	485	-
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	-	-	1231	-	360	737
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	619	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1231	-	345	737
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	592	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	512	-	-	1231	-
HCM Lane V/C Ratio	0.122	-	-	0.033	-
HCM Control Delay (s)	13	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	285	1	10	401	3	5
Future Vol, veh/h	285	1	10	401	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	75	-	-	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	310	1	11	436	3	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	311	0	768	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	458	-
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	-	-	1249	-	370	730
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	637	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1249	-	366	730
Mov Cap-2 Maneuver	-	-	-	-	366	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	629	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	532	-	-	1249	-
HCM Lane V/C Ratio	0.016	-	-	0.009	-
HCM Control Delay (s)	11.9	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	289	2	2	409	0	5
Future Vol, veh/h	289	2	2	409	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	510	-	-	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	314	2	2	445	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	316	0	763	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	449	-
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	-	-	1244	-	372	726
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	643	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1244	-	371	726
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	726	-	-	1244	-
HCM Lane V/C Ratio	0.007	-	-	0.002	-
HCM Control Delay (s)	10	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	288	3	6	409	2	1	0	5	3	0	1
Future Vol, veh/h	3	288	3	6	409	2	1	0	5	3	0	1
Conflicting Peds, #/hr	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	310	3	6	440	2	1	0	5	3	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	442	0	0	313	0	0	772	772	312	773	772	441
Stage 1	-	-	-	-	-	-	318	318	-	453	453	-
Stage 2	-	-	-	-	-	-	454	454	-	320	319	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1118	-	-	1247	-	-	317	330	728	316	330	616
Stage 1	-	-	-	-	-	-	693	654	-	586	570	-
Stage 2	-	-	-	-	-	-	586	569	-	692	653	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1118	-	-	1247	-	-	314	327	728	312	327	616
Mov Cap-2 Maneuver	-	-	-	-	-	-	314	327	-	312	327	-
Stage 1	-	-	-	-	-	-	691	652	-	584	567	-
Stage 2	-	-	-	-	-	-	581	566	-	685	651	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	11.1	15.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	597	1118	-	-	1247	-	-	356
HCM Lane V/C Ratio	0.011	0.003	-	-	0.005	-	-	0.012
HCM Control Delay (s)	11.1	8.2	0	-	7.9	0	-	15.2
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	292	8	54	348	7	7	10	26	15	15	37
Future Vol, veh/h	13	292	8	54	348	7	7	10	26	15	15	37
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	321	9	59	382	8	8	11	29	16	16	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.8	14.1	9.1	9.3
HCM LOS	B	B	A	A

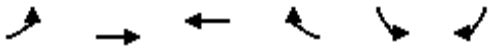
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	4%	13%	22%
Vol Thru, %	23%	93%	85%	22%
Vol Right, %	60%	3%	2%	55%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	313	409	67
LT Vol	7	13	54	15
Through Vol	10	292	348	15
RT Vol	26	8	7	37
Lane Flow Rate	47	344	449	74
Geometry Grp	1	1	1	1
Degree of Util (X)	0.074	0.454	0.582	0.115
Departure Headway (Hd)	5.62	4.754	4.664	5.602
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	641	750	769	643
Service Time	3.623	2.829	2.734	3.605
HCM Lane V/C Ratio	0.073	0.459	0.584	0.115
HCM Control Delay	9.1	11.8	14.1	9.3
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.2	2.4	3.8	0.4

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	4	283	405	156	223
Future Volume (vph)	4	283	405	156	223
Lane Group Flow (vph)	5	329	471	181	267
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		6	2		4
Permitted Phases	6			2	
Detector Phase	6	6	2	2	4
Switch Phase					
Minimum Initial (s)	15.0	15.0	15.0	15.0	6.0
Minimum Split (s)	23.5	23.5	23.5	23.5	25.5
Total Split (s)	72.0	72.0	72.0	72.0	48.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Min	C-Min	C-Min	C-Min	None
v/c Ratio	0.01	0.25	0.36	0.15	0.77
Control Delay	7.0	7.4	13.8	5.2	59.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	7.4	13.8	5.2	59.2
Queue Length 50th (ft)	1	80	190	1	197
Queue Length 95th (ft)	6	139	331	59	254
Internal Link Dist (ft)		1120	711		1537
Turn Bay Length (ft)	140				
Base Capacity (vph)	601	1324	1324	1178	627
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.01	0.25	0.36	0.15	0.43

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: Honey Creek Rd & Stanton Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	283	405	156	223	7
Future Volume (veh/h)	4	283	405	156	223	7
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	5	329	471	0	259	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	746	1390	1390		293	
Arrive On Green	0.74	0.74	1.00	0.00	0.17	0.00
Sat Flow, veh/h	922	1870	1870	1585	1775	0
Grp Volume(v), veh/h	5	329	471	0	260	0
Grp Sat Flow(s),veh/h/ln	922	1870	1870	1585	1782	0
Q Serve(g_s), s	0.2	6.6	0.0	0.0	17.1	0.0
Cycle Q Clear(g_c), s	0.2	6.6	0.0	0.0	17.1	0.0
Prop In Lane	1.00			1.00	1.00	0.00
Lane Grp Cap(c), veh/h	746	1390	1390		294	
V/C Ratio(X)	0.01	0.24	0.34		0.88	
Avail Cap(c_a), veh/h	746	1390	1390		631	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.89	0.00	1.00	0.00
Uniform Delay (d), s/veh	4.0	4.8	0.0	0.0	49.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.6	0.0	8.6	0.0
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	2.2	0.2	0.0	8.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.0	5.2	0.6	0.0	57.6	0.0
LnGrp LOS	A	A	A		E	
Approach Vol, veh/h		334	471		260	
Approach Delay, s/veh		5.2	0.6		57.6	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		94.7		25.3		94.7
Change Period (Y+Rc), s		5.5		5.5		5.5
Max Green Setting (Gmax), s		66.5		42.5		66.5
Max Q Clear Time (g_c+I1), s		2.0		19.1		8.6
Green Ext Time (p_c), s		6.5		0.7		4.2

Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

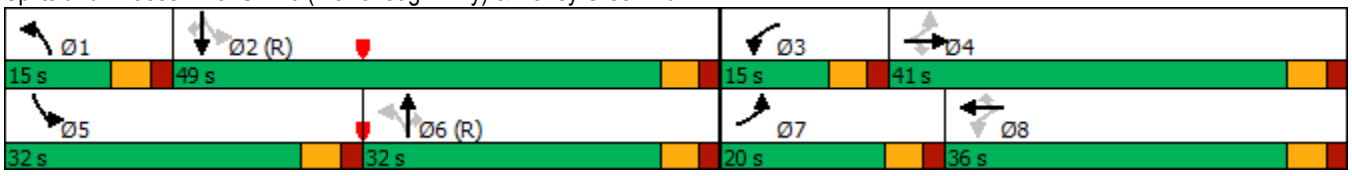
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

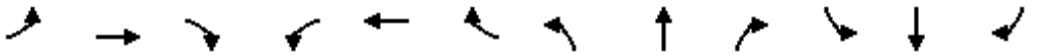
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	273	114	160	192	186	161	690	104	377	955	186
Future Volume (vph)	117	273	114	160	192	186	161	690	104	377	955	186
Lane Group Flow (vph)	122	284	119	167	200	194	168	719	108	393	995	194
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	34.5	34.5	15.0	35.5	35.5	15.0	25.5	25.5	15.0	34.5	34.5
Total Split (s)	20.0	41.0	41.0	15.0	36.0	36.0	15.0	32.0	32.0	32.0	49.0	49.0
Total Split (%)	16.7%	34.2%	34.2%	12.5%	30.0%	30.0%	12.5%	26.7%	26.7%	26.7%	40.8%	40.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.39	0.77	0.26	0.69	0.59	0.43	0.54	0.62	0.17	0.77	0.63	0.25
Control Delay	42.8	71.6	12.7	46.1	51.8	8.6	23.9	39.3	1.1	29.0	29.6	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	71.6	12.7	46.1	51.8	8.6	23.9	39.3	1.1	29.0	29.6	8.0
Queue Length 50th (ft)	84	223	15	96	144	0	56	251	0	163	309	21
Queue Length 95th (ft)	134	306	46	139	211	60	117	#402	6	307	439	77
Internal Link Dist (ft)		711			618			1133			833	
Turn Bay Length (ft)	560		415	220			710		230	555		185
Base Capacity (vph)	363	551	590	242	473	547	313	1163	636	546	1568	782
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.52	0.20	0.69	0.42	0.35	0.54	0.62	0.17	0.72	0.63	0.25

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: SR 20 (McDonough Hwy) & Honey Creek Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	273	114	160	192	186	161	690	104	377	955	186
Future Volume (veh/h)	117	273	114	160	192	186	161	690	104	377	955	186
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	122	284	0	167	200	0	168	719	0	393	995	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	332		231	346		350	1479		513	1740	
Arrive On Green	0.02	0.06	0.00	0.08	0.18	0.00	0.07	0.42	0.00	0.14	0.49	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	122	284	0	167	200	0	168	719	0	393	995	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.6	18.1	0.0	9.2	11.7	0.0	6.4	17.8	0.0	14.4	23.8	0.0
Cycle Q Clear(g_c), s	6.6	18.1	0.0	9.2	11.7	0.0	6.4	17.8	0.0	14.4	23.8	0.0
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	291	332		231	346		350	1479		513	1740	
V/C Ratio(X)	0.42	0.86		0.72	0.58		0.48	0.49		0.77	0.57	
Avail Cap(c_a), veh/h	378	553		231	475		366	1479		650	1740	
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.8	55.0	0.0	38.2	44.6	0.0	18.8	25.6	0.0	17.3	21.7	0.0
Incr Delay (d2), s/veh	0.8	6.0	0.0	10.7	1.5	0.0	1.0	1.1	0.0	4.2	1.4	0.0
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	3.0	9.6	0.0	4.6	5.4	0.0	2.6	7.4	0.0	5.9	9.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	61.0	0.0	48.9	46.2	0.0	19.8	26.8	0.0	21.5	23.1	0.0
LnGrp LOS	D	E		D	D		B	C		C	C	
Approach Vol, veh/h		406			367			887			1388	
Approach Delay, s/veh		54.6			47.4			25.5			22.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	64.3	15.0	26.8	22.8	55.4	14.1	27.7
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	43.5	9.5	35.5	26.5	26.5	14.5	30.5
Max Q Clear Time (g_c+I1), s	8.4	25.8	11.2	20.1	16.4	19.8	8.6	13.7
Green Ext Time (p_c), s	0.0	10.1	0.0	1.2	0.9	3.7	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	8	9	1	5	10	10	46	2	4	143	15
Future Vol, veh/h	10	8	9	1	5	10	10	46	2	4	143	15
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	10	11	1	6	12	12	55	2	5	172	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.3	7.6	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	37%	6%	2%
Vol Thru, %	79%	30%	31%	88%
Vol Right, %	3%	33%	62%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	27	16	162
LT Vol	10	10	1	4
Through Vol	46	8	5	143
RT Vol	2	9	10	15
Lane Flow Rate	70	33	19	195
Geometry Grp	1	1	1	1
Degree of Util (X)	0.081	0.04	0.022	0.218
Departure Headway (Hd)	4.185	4.403	4.182	4.026
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	818	861	886
Service Time	2.256	2.403	2.183	2.074
HCM Lane V/C Ratio	0.083	0.04	0.022	0.22
HCM Control Delay	7.6	7.6	7.3	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.1	0.8

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	13	7	198	278	12
Future Vol, veh/h	7	13	7	198	278	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	8	15	8	230	323	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	576	330	337	0	-	0
Stage 1	330	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	479	712	1222	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	475	712	1222	-	-	-
Mov Cap-2 Maneuver	475	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	795	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1222	-	606	-	-
HCM Lane V/C Ratio	0.007	-	0.038	-	-
HCM Control Delay (s)	8	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	210	3	31	249	6	9	8	26	53	10	22
Future Vol, veh/h	21	210	3	31	249	6	9	8	26	53	10	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	231	3	34	274	7	10	9	29	58	11	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	10.7	8.5	9.2
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	9%	11%	62%
Vol Thru, %	19%	90%	87%	12%
Vol Right, %	60%	1%	2%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	234	286	85
LT Vol	9	21	31	53
Through Vol	8	210	249	10
RT Vol	26	3	6	22
Lane Flow Rate	47	257	314	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.333	0.402	0.137
Departure Headway (Hd)	5.057	4.661	4.599	5.268
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	702	769	779	676
Service Time	3.133	2.71	2.645	3.336
HCM Lane V/C Ratio	0.067	0.334	0.403	0.138
HCM Control Delay	8.5	10	10.7	9.2
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.2	1.5	2	0.5

FUTURE "BUILD-2026" INTERSECTION ANALYSIS

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	113	4	5	195	30	33	75	8	15	28	6
Future Vol, veh/h	6	113	4	5	195	30	33	75	8	15	28	6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	124	4	5	214	33	36	82	9	16	31	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	9.6	9	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	5%	2%	31%
Vol Thru, %	65%	92%	85%	57%
Vol Right, %	7%	3%	13%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	116	123	230	49
LT Vol	33	6	5	15
Through Vol	75	113	195	28
RT Vol	8	4	30	6
Lane Flow Rate	127	135	253	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0.174	0.175	0.314	0.075
Departure Headway (Hd)	4.908	4.662	4.47	4.984
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	768	804	716
Service Time	2.953	2.703	2.506	3.034
HCM Lane V/C Ratio	0.174	0.176	0.315	0.075
HCM Control Delay	9	8.7	9.6	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.6	1.3	0.2

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	5	83	222	10	142
Future Vol, veh/h	133	5	83	222	10	142
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	146	5	91	244	11	156

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	151	0	575	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	426	-
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	-	-	1430	-	480	898
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1430	-	444	898
Mov Cap-2 Maneuver	-	-	-	-	444	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	610	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	841	-	-	1430	-
HCM Lane V/C Ratio	0.199	-	-	0.064	-
HCM Control Delay (s)	10.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	262	13	22	258	47	46
Future Vol, veh/h	262	13	22	258	47	46
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	285	14	24	280	51	50

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	299	0	620	292
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	328	-
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	-	-	1262	-	452	747
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	730	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1262	-	442	747
Mov Cap-2 Maneuver	-	-	-	-	442	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	713	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	554	-	-	1262	-
HCM Lane V/C Ratio	0.182	-	-	0.019	-
HCM Control Delay (s)	12.9	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	281	15	42	231	26	15	0	30	78	0	34
Future Vol, veh/h	11	281	15	42	231	26	15	0	30	78	0	34
Conflicting Peds, #/hr	0	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	150	-	75	-	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	86	86	86	86	92	86	92	86	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	327	17	49	269	28	17	0	35	85	0	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	297	0	0	344	0	0	751	746	327	744	735	269
Stage 1	-	-	-	-	-	-	351	351	-	367	367	-
Stage 2	-	-	-	-	-	-	400	395	-	377	368	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1264	-	-	1215	-	-	327	342	714	331	347	770
Stage 1	-	-	-	-	-	-	666	632	-	653	622	-
Stage 2	-	-	-	-	-	-	626	605	-	644	621	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1264	-	-	1215	-	-	298	323	714	301	327	770
Mov Cap-2 Maneuver	-	-	-	-	-	-	298	323	-	301	327	-
Stage 1	-	-	-	-	-	-	660	626	-	647	592	-
Stage 2	-	-	-	-	-	-	567	576	-	607	615	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.1	13.3	19.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	487	1264	-	-	1215	-	-	369
HCM Lane V/C Ratio	0.107	0.009	-	-	0.04	-	-	0.33
HCM Control Delay (s)	13.3	7.9	-	-	8.1	0	-	19.5
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	1.4

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	383	0	1	282	11	2	0	2	34	0	14
Future Vol, veh/h	5	383	0	1	282	11	2	0	2	34	0	14
Conflicting Peds, #/hr	0	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	150	-	510	-	-	175	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	86	86	86	86	92	86	92	86	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	445	0	1	328	12	2	0	2	37	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	340	0	0	445	0	0	799	797	445	786	785	328
Stage 1	-	-	-	-	-	-	455	455	-	330	330	-
Stage 2	-	-	-	-	-	-	344	342	-	456	455	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1219	-	-	1115	-	-	304	319	613	310	325	713
Stage 1	-	-	-	-	-	-	585	569	-	683	646	-
Stage 2	-	-	-	-	-	-	671	638	-	584	569	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1219	-	-	1115	-	-	296	317	613	308	323	713
Mov Cap-2 Maneuver	-	-	-	-	-	-	296	317	-	308	323	-
Stage 1	-	-	-	-	-	-	583	567	-	680	645	-
Stage 2	-	-	-	-	-	-	656	637	-	579	567	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	14.1	15.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	399	1219	-	-	1115	-	-	308	713
HCM Lane V/C Ratio	0.012	0.004	-	-	0.001	-	-	0.12	0.021
HCM Control Delay (s)	14.1	8	-	-	8.2	0	-	18.3	10.2
HCM Lane LOS	B	A	-	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	419	0	3	289	2	4	0	10	2	0	1
Future Vol, veh/h	0	419	0	3	289	2	4	0	10	2	0	1
Conflicting Peds, #/hr	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	487	0	3	336	2	5	0	12	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	338	0	0	487	0	0	831	831	487	836	830	337
Stage 1	-	-	-	-	-	-	487	487	-	343	343	-
Stage 2	-	-	-	-	-	-	344	344	-	493	487	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1221	-	-	1076	-	-	289	305	581	287	306	705
Stage 1	-	-	-	-	-	-	562	550	-	672	637	-
Stage 2	-	-	-	-	-	-	671	637	-	558	550	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1221	-	-	1076	-	-	288	304	581	281	305	705
Mov Cap-2 Maneuver	-	-	-	-	-	-	288	304	-	281	305	-
Stage 1	-	-	-	-	-	-	562	550	-	672	635	-
Stage 2	-	-	-	-	-	-	668	635	-	547	550	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	13.3	15.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	450	1221	-	-	1076	-	-	351
HCM Lane V/C Ratio	0.036	-	-	-	0.003	-	-	0.01
HCM Control Delay (s)	13.3	0	-	-	8.4	0	-	15.4
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	16.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	395	3	7	260	4	9	26	41	110	12	33
Future Vol, veh/h	31	395	3	7	260	4	9	26	41	110	12	33
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	454	3	8	299	5	10	30	47	126	14	38
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	20.9	13.6	10.4	12.1
HCM LOS	C	B	B	B

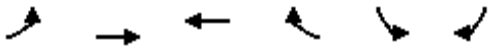
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	7%	3%	71%
Vol Thru, %	34%	92%	96%	8%
Vol Right, %	54%	1%	1%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	429	271	155
LT Vol	9	31	7	110
Through Vol	26	395	260	12
RT Vol	41	3	4	33
Lane Flow Rate	87	493	311	178
Geometry Grp	1	1	1	1
Degree of Util (X)	0.15	0.722	0.477	0.309
Departure Headway (Hd)	6.175	5.274	5.515	6.243
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	577	685	651	574
Service Time	4.261	3.326	3.576	4.314
HCM Lane V/C Ratio	0.151	0.72	0.478	0.31
HCM Control Delay	10.4	20.9	13.6	12.1
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	0.5	6.2	2.6	1.3

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	17	499	398	179	176
Future Volume (vph)	17	499	398	179	176
Lane Group Flow (vph)	20	594	474	213	250
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		6	2		4
Permitted Phases	6			2	
Detector Phase	6	6	2	2	4
Switch Phase					
Minimum Initial (s)	15.0	15.0	15.0	15.0	6.0
Minimum Split (s)	23.5	23.5	23.5	23.5	25.5
Total Split (s)	75.0	75.0	75.0	75.0	45.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Min	C-Min	C-Min	C-Min	None
v/c Ratio	0.03	0.44	0.35	0.18	0.76
Control Delay	6.2	8.7	16.2	6.7	59.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.2	8.7	16.2	6.7	59.0
Queue Length 50th (ft)	4	164	281	56	179
Queue Length 95th (ft)	13	262	340	83	230
Internal Link Dist (ft)		1120	711		1537
Turn Bay Length (ft)	140				
Base Capacity (vph)	614	1348	1348	1205	581
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.44	0.35	0.18	0.43

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 8: Honey Creek Rd & Stanton Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	499	398	179	176	34
Future Volume (veh/h)	17	499	398	179	176	34
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	20	594	474	0	210	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	770	1443	1443		243	
Arrive On Green	0.77	0.77	1.00	0.00	0.14	0.00
Sat Flow, veh/h	920	1870	1870	1585	1773	0
Grp Volume(v), veh/h	20	594	474	0	211	0
Grp Sat Flow(s),veh/h/ln	920	1870	1870	1585	1782	0
Q Serve(g_s), s	0.6	12.8	0.0	0.0	13.9	0.0
Cycle Q Clear(g_c), s	0.6	12.8	0.0	0.0	13.9	0.0
Prop In Lane	1.00			1.00	1.00	0.00
Lane Grp Cap(c), veh/h	770	1443	1443		244	
V/C Ratio(X)	0.03	0.41	0.33		0.86	
Avail Cap(c_a), veh/h	770	1443	1443		586	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.82	0.00	1.00	0.00
Uniform Delay (d), s/veh	3.2	4.6	0.0	0.0	50.7	0.0
Incr Delay (d2), s/veh	0.1	0.9	0.5	0.0	8.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.9	0.2	0.0	6.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.3	5.5	0.5	0.0	59.5	0.0
LnGrp LOS	A	A	A		E	
Approach Vol, veh/h		614	474		211	
Approach Delay, s/veh		5.4	0.5		59.5	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		98.1		21.9		98.1
Change Period (Y+Rc), s		5.5		5.5		5.5
Max Green Setting (Gmax), s		69.5		39.5		69.5
Max Q Clear Time (g_c+I1), s		2.0		15.9		14.8
Green Ext Time (p_c), s		6.6		0.5		9.3

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

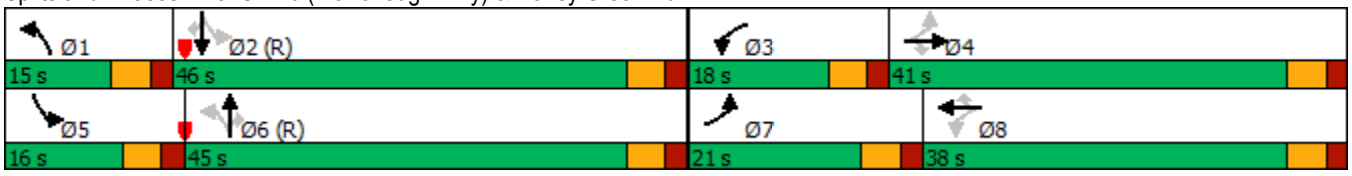
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

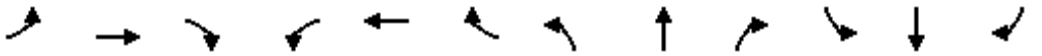
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	317	100	106	306	248	127	925	130	185	444	115
Future Volume (vph)	254	317	100	106	306	248	127	925	130	185	444	115
Lane Group Flow (vph)	265	330	104	110	319	258	132	964	135	193	463	120
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	34.5	34.5	15.0	35.5	35.5	15.0	25.5	25.5	15.0	34.5	34.5
Total Split (s)	21.0	41.0	41.0	18.0	38.0	38.0	15.0	45.0	45.0	16.0	46.0	46.0
Total Split (%)	17.5%	34.2%	34.2%	15.0%	31.7%	31.7%	12.5%	37.5%	37.5%	13.3%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.83	0.69	0.21	0.38	0.80	0.50	0.29	0.74	0.20	0.69	0.33	0.17
Control Delay	54.9	54.6	9.1	26.9	59.0	11.4	18.5	38.0	7.0	34.4	27.4	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	54.6	9.1	26.9	59.0	11.4	18.5	38.0	7.0	34.4	27.4	5.2
Queue Length 50th (ft)	166	237	9	54	234	25	52	356	6	79	133	0
Queue Length 95th (ft)	#233	326	40	86	318	95	98	445	51	#208	190	40
Internal Link Dist (ft)		711			618			1133			833	
Turn Bay Length (ft)	560		415	220			710		230	555		185
Base Capacity (vph)	323	551	554	326	504	587	462	1309	663	278	1401	701
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.60	0.19	0.34	0.63	0.44	0.29	0.74	0.20	0.69	0.33	0.17

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: SR 20 (McDonough Hwy) & Honey Creek Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	317	100	106	306	248	127	925	130	185	444	115
Future Volume (veh/h)	254	317	100	106	306	248	127	925	130	185	444	115
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	265	330	0	110	319	0	132	964	0	193	462	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	481		265	360		492	1480		316	1551	
Arrive On Green	0.04	0.08	0.00	0.06	0.19	0.00	0.06	0.42	0.00	0.08	0.44	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	265	330	0	110	319	0	132	964	0	193	462	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	13.7	20.6	0.0	5.9	19.9	0.0	5.0	26.1	0.0	7.4	10.1	0.0
Cycle Q Clear(g_c), s	13.7	20.6	0.0	5.9	19.9	0.0	5.0	26.1	0.0	7.4	10.1	0.0
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	318	481		265	360		492	1480		316	1551	
V/C Ratio(X)	0.83	0.69		0.42	0.89		0.27	0.65		0.61	0.30	
Avail Cap(c_a), veh/h	318	553		336	507		529	1480		332	1551	
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.6	50.2	0.0	36.1	47.2	0.0	18.1	28.0	0.0	21.4	21.9	0.0
Incr Delay (d2), s/veh	14.5	2.5	0.0	1.0	13.0	0.0	0.3	2.2	0.0	3.0	0.5	0.0
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	7.7	10.6	0.0	2.6	10.3	0.0	2.0	11.0	0.0	3.1	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	52.7	0.0	37.1	60.1	0.0	18.4	30.3	0.0	24.4	22.4	0.0
LnGrp LOS	D	D		D	E		B	C		C	C	
Approach Vol, veh/h		595			429			1096			655	
Approach Delay, s/veh		51.9			54.2			28.8			23.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	57.9	13.3	36.4	14.9	55.5	21.0	28.6
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	40.5	12.5	35.5	10.5	39.5	15.5	32.5
Max Q Clear Time (g_c+I1), s	7.0	12.1	7.9	22.6	9.4	28.1	15.7	21.9
Green Ext Time (p_c), s	0.1	5.5	0.1	1.4	0.1	7.1	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	36.3
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	8	18	7	10	8	25	101	2	5	39	16
Future Vol, veh/h	8	8	18	7	10	8	25	101	2	5	39	16
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	10	22	9	12	10	30	123	2	6	48	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.5	8.1	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	24%	28%	8%
Vol Thru, %	79%	24%	40%	65%
Vol Right, %	2%	53%	32%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	34	25	60
LT Vol	25	8	7	5
Through Vol	101	8	10	39
RT Vol	2	18	8	16
Lane Flow Rate	156	41	30	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.18	0.048	0.037	0.082
Departure Headway (Hd)	4.145	4.2	4.346	4.035
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	859	857	829	877
Service Time	2.201	2.201	2.347	2.113
HCM Lane V/C Ratio	0.182	0.048	0.036	0.083
HCM Control Delay	8.1	7.4	7.5	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.2	0.1	0.3

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	31	10	304	185	9
Future Vol, veh/h	19	31	10	304	185	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	21	34	11	338	206	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	571	211	216	0	-	0
Stage 1	211	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	482	829	1354	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	477	829	1354	-	-	-
Mov Cap-2 Maneuver	477	-	-	-	-	-
Stage 1	816	-	-	-	-	-
Stage 2	706	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1354	-	647	-	-
HCM Lane V/C Ratio	0.008	-	0.086	-	-
HCM Control Delay (s)	7.7	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	4	8	11	10	24
Future Vol, veh/h	27	4	8	11	10	24
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	29	4	9	12	11	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	33	0	61	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	30	-
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	-	-	1579	-	945	1043
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1579	-	939	1043
Mov Cap-2 Maneuver	-	-	-	-	939	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	987	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1010	-	-	1579	-
HCM Lane V/C Ratio	0.037	-	-	0.006	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	210	44	12	136	16	27	44	11	29	104	7
Future Vol, veh/h	11	210	44	12	136	16	27	44	11	29	104	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	233	49	13	151	18	30	49	12	32	116	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	9.6	9.2	9.8
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	4%	7%	21%
Vol Thru, %	54%	79%	83%	74%
Vol Right, %	13%	17%	10%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	265	164	140
LT Vol	27	11	12	29
Through Vol	44	210	136	104
RT Vol	11	44	16	7
Lane Flow Rate	91	294	182	156
Geometry Grp	1	1	1	1
Degree of Util (X)	0.133	0.385	0.247	0.224
Departure Headway (Hd)	5.267	4.707	4.885	5.193
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	673	760	729	684
Service Time	3.361	2.773	2.961	3.279
HCM Lane V/C Ratio	0.135	0.387	0.25	0.228
HCM Control Delay	9.2	10.7	9.6	9.8
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.5	1.8	1	0.9

Intersection	
Int Delay, s/veh	4.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	238	11	265	157	10	117
Future Vol, veh/h	238	11	265	157	10	117
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	262	12	291	173	11	129

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	274	0	1023	268
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	755	-
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	-	-	1289	-	261	771
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	464	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1289	-	196	771
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	348	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.4	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	626	-	-	1289	-
HCM Lane V/C Ratio	0.223	-	-	0.226	-
HCM Control Delay (s)	12.4	-	-	8.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.9	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	307	48	37	400	22	35
Future Vol, veh/h	307	48	37	400	22	35
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	337	53	41	440	24	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	390	0	886	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	522	-
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	-	-	1169	-	315	681
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1169	-	301	681
Mov Cap-2 Maneuver	-	-	-	-	301	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	458	-	-	1169	-
HCM Lane V/C Ratio	0.137	-	-	0.035	-
HCM Control Delay (s)	14.1	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

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	39	302	1	10	411	91	3	0	5	53	0	23
Future Vol, veh/h	39	302	1	10	411	91	3	0	5	53	0	23
Conflicting Peds, #/hr	0	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	150	-	75	-	-	175	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	328	1	11	447	99	3	0	5	58	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	546	0	0	329	0	0	943	980	328	884	882	447
Stage 1	-	-	-	-	-	-	412	412	-	469	469	-
Stage 2	-	-	-	-	-	-	531	568	-	415	413	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1023	-	-	1231	-	-	243	250	713	266	285	612
Stage 1	-	-	-	-	-	-	617	594	-	575	561	-
Stage 2	-	-	-	-	-	-	532	506	-	615	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1023	-	-	1231	-	-	224	237	713	253	270	612
Mov Cap-2 Maneuver	-	-	-	-	-	-	224	237	-	253	270	-
Stage 1	-	-	-	-	-	-	592	570	-	551	554	-
Stage 2	-	-	-	-	-	-	504	499	-	585	570	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.2	14.4	20.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	392	1023	-	-	1231	-	-	308
HCM Lane V/C Ratio	0.022	0.041	-	-	0.009	-	-	0.268
HCM Control Delay (s)	14.4	8.7	-	-	8	0	-	20.9
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	342	2	2	500	39	0	0	5	23	0	10
Future Vol, veh/h	17	342	2	2	500	39	0	0	5	23	0	10
Conflicting Peds, #/hr	0	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	150	-	510	-	-	175	-	-	-	-	-	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	372	2	2	543	42	0	0	5	25	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	585	0	0	374	0	0	982	997	372	959	957	543
Stage 1	-	-	-	-	-	-	408	408	-	547	547	-
Stage 2	-	-	-	-	-	-	574	589	-	412	410	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	990	-	-	1184	-	-	228	244	674	237	258	540
Stage 1	-	-	-	-	-	-	620	597	-	521	517	-
Stage 2	-	-	-	-	-	-	504	495	-	617	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	990	-	-	1184	-	-	220	239	674	231	253	540
Mov Cap-2 Maneuver	-	-	-	-	-	-	220	239	-	231	253	-
Stage 1	-	-	-	-	-	-	609	586	-	512	515	-
Stage 2	-	-	-	-	-	-	492	494	-	601	584	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	10.4	19.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	674	990	-	-	1184	-	-	231	540
HCM Lane V/C Ratio	0.008	0.019	-	-	0.002	-	-	0.108	0.02
HCM Control Delay (s)	10.4	8.7	-	-	8	0	-	22.5	11.8
HCM Lane LOS	B	A	-	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.4	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	364	3	6	539	2	1	0	5	3	0	1
Future Vol, veh/h	3	364	3	6	539	2	1	0	5	3	0	1
Conflicting Peds, #/hr	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	391	3	6	580	2	1	0	5	3	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	582	0	0	394	0	0	993	993	393	994	993	581
Stage 1	-	-	-	-	-	-	399	399	-	593	593	-
Stage 2	-	-	-	-	-	-	594	594	-	401	400	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	992	-	-	1165	-	-	224	245	656	224	245	514
Stage 1	-	-	-	-	-	-	627	602	-	492	493	-
Stage 2	-	-	-	-	-	-	491	493	-	626	602	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	992	-	-	1165	-	-	222	242	656	220	242	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	222	242	-	220	242	-
Stage 1	-	-	-	-	-	-	624	600	-	490	489	-
Stage 2	-	-	-	-	-	-	486	489	-	618	600	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	12.4	19.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	495	992	-	-	1165	-	-	257
HCM Lane V/C Ratio	0.013	0.003	-	-	0.006	-	-	0.017
HCM Control Delay (s)	12.4	8.6	0	-	8.1	0	-	19.2
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	19.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	368	8	54	478	7	7	10	26	15	15	37
Future Vol, veh/h	13	368	8	54	478	7	7	10	26	15	15	37
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	404	9	59	525	8	8	11	29	16	16	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.4	24.9	9.8	10.1
HCM LOS	C	C	A	B

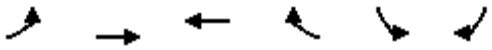
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	3%	10%	22%
Vol Thru, %	23%	95%	89%	22%
Vol Right, %	60%	2%	1%	55%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	389	539	67
LT Vol	7	13	54	15
Through Vol	10	368	478	15
RT Vol	26	8	7	37
Lane Flow Rate	47	427	592	74
Geometry Grp	1	1	1	1
Degree of Util (X)	0.081	0.601	0.805	0.126
Departure Headway (Hd)	6.206	5.063	4.894	6.168
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	576	714	740	580
Service Time	4.259	3.078	2.906	4.218
HCM Lane V/C Ratio	0.082	0.598	0.8	0.128
HCM Control Delay	9.8	15.4	24.9	10.1
HCM Lane LOS	A	C	C	B
HCM 95th-tile Q	0.3	4.1	8.4	0.4

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	9	354	526	173	233
Future Volume (vph)	9	354	526	173	233
Lane Group Flow (vph)	10	412	612	201	290
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		6	2		4
Permitted Phases	6			2	
Detector Phase	6	6	2	2	4
Switch Phase					
Minimum Initial (s)	15.0	15.0	15.0	15.0	6.0
Minimum Split (s)	23.5	23.5	23.5	23.5	25.5
Total Split (s)	76.0	76.0	76.0	76.0	44.0
Total Split (%)	63.3%	63.3%	63.3%	63.3%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Min	C-Min	C-Min	C-Min	None
v/c Ratio	0.02	0.32	0.47	0.17	0.78
Control Delay	7.4	8.5	15.3	4.4	59.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.4	8.5	15.3	4.4	59.0
Queue Length 50th (ft)	2	111	254	4	212
Queue Length 95th (ft)	9	187	435	52	271
Internal Link Dist (ft)		1120	711		1537
Turn Bay Length (ft)	140				
Base Capacity (vph)	477	1303	1303	1168	567
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.02	0.32	0.47	0.17	0.51

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 8: Honey Creek Rd & Stanton Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	354	526	173	233	16
Future Volume (veh/h)	9	354	526	173	233	16
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	10	412	612	0	271	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	656	1378	1378		305	
Arrive On Green	0.74	0.74	1.00	0.00	0.17	0.00
Sat Flow, veh/h	810	1870	1870	1585	1775	0
Grp Volume(v), veh/h	10	412	612	0	272	0
Grp Sat Flow(s),veh/h/ln	810	1870	1870	1585	1782	0
Q Serve(g_s), s	0.4	8.9	0.0	0.0	17.9	0.0
Cycle Q Clear(g_c), s	0.4	8.9	0.0	0.0	17.9	0.0
Prop In Lane	1.00			1.00	1.00	0.00
Lane Grp Cap(c), veh/h	656	1378	1378		306	
V/C Ratio(X)	0.02	0.30	0.44		0.89	
Avail Cap(c_a), veh/h	656	1378	1378		572	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.82	0.00	1.00	0.00
Uniform Delay (d), s/veh	4.2	5.3	0.0	0.0	48.6	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.9	0.0	8.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.0	0.3	0.0	8.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.3	5.9	0.9	0.0	57.3	0.0
LnGrp LOS	A	A	A		E	
Approach Vol, veh/h		422	612		272	
Approach Delay, s/veh		5.9	0.9		57.3	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		93.9		26.1		93.9
Change Period (Y+Rc), s		5.5		5.5		5.5
Max Green Setting (Gmax), s		70.5		38.5		70.5
Max Q Clear Time (g_c+I1), s		2.0		19.9		10.9
Green Ext Time (p_c), s		9.6		0.7		5.6

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

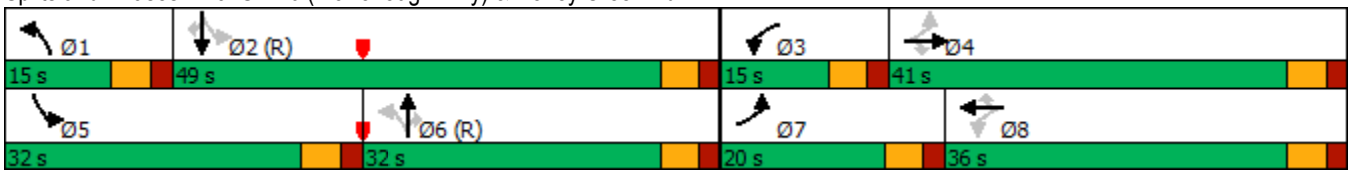
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

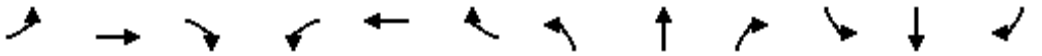
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	286	141	160	215	186	206	690	104	377	955	257
Future Volume (vph)	158	286	141	160	215	186	206	690	104	377	955	257
Lane Group Flow (vph)	165	298	147	167	224	194	215	719	108	393	995	268
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	34.5	34.5	15.0	35.5	35.5	15.0	25.5	25.5	15.0	34.5	34.5
Total Split (s)	20.0	41.0	41.0	15.0	36.0	36.0	15.0	32.0	32.0	32.0	49.0	49.0
Total Split (%)	16.7%	34.2%	34.2%	12.5%	30.0%	30.0%	12.5%	26.7%	26.7%	26.7%	40.8%	40.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.53	0.78	0.32	0.69	0.68	0.44	0.64	0.63	0.17	0.78	0.70	0.35
Control Delay	41.6	66.7	14.1	45.7	56.3	8.7	31.3	40.3	1.1	31.0	34.1	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	66.7	14.1	45.7	56.3	8.7	31.3	40.3	1.1	31.0	34.1	8.8
Queue Length 50th (ft)	113	233	18	95	166	0	76	255	0	170	341	32
Queue Length 95th (ft)	168	317	68	137	234	59	#232	#402	6	316	439	99
Internal Link Dist (ft)		711			618			1133			833	
Turn Bay Length (ft)	560		415	220			710		230	555		185
Base Capacity (vph)	337	551	590	241	473	547	338	1133	624	538	1422	756
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.54	0.25	0.69	0.47	0.35	0.64	0.63	0.17	0.73	0.70	0.35

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: SR 20 (McDonough Hwy) & Honey Creek Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	286	141	160	215	186	206	690	104	377	955	257
Future Volume (veh/h)	158	286	141	160	215	186	206	690	104	377	955	257
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	165	298	0	167	224	0	215	719	0	393	995	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	293	346		231	322		353	1444		507	1681	
Arrive On Green	0.03	0.06	0.00	0.08	0.17	0.00	0.08	0.41	0.00	0.15	0.47	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	165	298	0	167	224	0	215	719	0	393	995	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	9.0	18.9	0.0	9.3	13.5	0.0	8.5	18.1	0.0	14.6	24.6	0.0
Cycle Q Clear(g_c), s	9.0	18.9	0.0	9.3	13.5	0.0	8.5	18.1	0.0	14.6	24.6	0.0
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	293	346		231	322		353	1444		507	1681	
V/C Ratio(X)	0.56	0.86		0.72	0.70		0.61	0.50		0.77	0.59	
Avail Cap(c_a), veh/h	344	553		231	475		353	1444		641	1681	
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.2	54.8	0.0	38.6	46.7	0.0	19.9	26.5	0.0	17.9	23.1	0.0
Incr Delay (d2), s/veh	1.4	6.8	0.0	10.7	2.7	0.0	3.0	1.2	0.0	4.6	1.5	0.0
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	4.2	10.1	0.0	4.6	6.4	0.0	3.6	7.6	0.0	6.1	10.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	61.6	0.0	49.3	49.4	0.0	22.9	27.7	0.0	22.5	24.7	0.0
LnGrp LOS	D	E		D	D		C	C		C	C	
Approach Vol, veh/h		463			391			934			1388	
Approach Delay, s/veh		54.1			49.4			26.6			24.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	62.3	15.0	27.7	23.0	54.3	16.6	26.1
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	43.5	9.5	35.5	26.5	26.5	14.5	30.5
Max Q Clear Time (g_c+I1), s	10.5	26.6	11.3	20.9	16.6	20.1	11.0	15.5
Green Ext Time (p_c), s	0.0	9.8	0.0	1.3	0.9	3.5	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	13	13	5	8	10	12	46	9	4	143	15
Future Vol, veh/h	10	13	13	5	8	10	12	46	9	4	143	15
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	16	16	6	10	12	14	55	11	5	172	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.5	7.7	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	28%	22%	2%
Vol Thru, %	69%	36%	35%	88%
Vol Right, %	13%	36%	43%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	36	23	162
LT Vol	12	10	5	4
Through Vol	46	13	8	143
RT Vol	9	13	10	15
Lane Flow Rate	81	43	28	195
Geometry Grp	1	1	1	1
Degree of Util (X)	0.093	0.053	0.034	0.221
Departure Headway (Hd)	4.163	4.406	4.367	4.07
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	818	824	874
Service Time	2.251	2.407	2.369	2.134
HCM Lane V/C Ratio	0.096	0.053	0.034	0.223
HCM Control Delay	7.7	7.7	7.5	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1	0.8

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	23	24	203	287	22
Future Vol, veh/h	13	23	24	203	287	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	15	27	28	236	334	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	639	347	360	0	-	0
Stage 1	347	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	440	696	1199	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	428	696	1199	-	-	-
Mov Cap-2 Maneuver	428	-	-	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	758	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1199	-	568	-	-
HCM Lane V/C Ratio	0.023	-	0.074	-	-
HCM Control Delay (s)	8.1	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	11	27	19	7	16
Future Vol, veh/h	20	11	27	19	7	16
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	22	12	29	21	8	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	107	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	79	-
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	-	-	1578	-	891	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1578	-	874	1047
Mov Cap-2 Maneuver	-	-	-	-	874	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.3	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	988	-	-	1578	-
HCM Lane V/C Ratio	0.025	-	-	0.019	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	287	3	31	386	6	9	8	26	53	10	22
Future Vol, veh/h	21	287	3	31	386	6	9	8	26	53	10	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	315	3	34	424	7	10	9	29	58	11	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.2	15.1	9.2	10
HCM LOS	B	C	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	7%	7%	62%
Vol Thru, %	19%	92%	91%	12%
Vol Right, %	60%	1%	1%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	311	423	85
LT Vol	9	21	31	53
Through Vol	8	287	386	10
RT Vol	26	3	6	22
Lane Flow Rate	47	342	465	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.076	0.462	0.611	0.154
Departure Headway (Hd)	5.753	4.868	4.734	5.928
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	626	731	753	608
Service Time	3.758	2.962	2.819	3.931
HCM Lane V/C Ratio	0.075	0.468	0.618	0.153
HCM Control Delay	9.2	12.2	15.1	10
HCM Lane LOS	A	B	C	A
HCM 95th-tile Q	0.2	2.5	4.2	0.5

TRAFFIC VOLUME WORKSHEETS

24-146 - Honey Creek Road Residential Development in Rockdale County

Traffic Volumes

A&R I A&R Engineering
August 2024

1. Honey Creek @ Ebenezer Rd

A.M. Peak Hour

	Ebenezer Road **Northbound**					Ebenezer Road **Southbound**					Honey Creek Road **Eastbound**					Honey Creek Road **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	32	73	7	112	0	12	24	5	41	0	6	105	4	115	0	3	173	25	201
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	33	74	7	114	0	12	24	5	41	0	6	107	4	117	0	3	176	26	205
North Site Trips:	0	0	1	0	1	0	2	4	1	7	0	0	0	0	0	0	0	0	1	1
South Site Trips:	0	0	0	1	1	0	1	0	0	1	0	0	6	0	6	0	2	19	3	24
Future 2026 Traffic Volumes:	0	33	75	8	116	0	15	28	6	49	0	6	113	4	123	0	5	195	30	230

P.M. Peak Hour

	Ebenezer Road **Northbound**					Ebenezer Road **Southbound**					Honey Creek Road **Eastbound**					Honey Creek Road **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	26	39	9	74	0	24	99	7	130	0	10	184	43	237	0	11	121	12	144
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	27	40	9	76	0	24	101	7	132	0	10	188	44	242	0	11	123	12	146
North Site Trips:	0	0	4	0	4	0	1	3	0	4	0	1	0	0	1	0	0	0	2	2
South Site Trips:	0	0	0	2	2	0	4	0	0	4	0	0	22	0	22	0	1	13	2	16
Future 2026 Traffic Volumes:	0	27	44	11	82	0	29	104	7	140	0	11	210	44	265	0	12	136	16	164

24-146 - Honey Creek Road Residential Development in Rockdale County

Traffic Volumes

A&R I A&R Engineering
August 2024

2. Honey Creek @ Troupe Smith

A.M. Peak Hour

	Troupe Smith Road **Northbound**					- **Southbound**					Honey Creek Road **Eastbound**					Honey Creek Road **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	9	0	131	140	0	0	0	0	0	0	0	123	3	126	0	58	194	0	252
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	9	0	134	143	0	0	0	0	0	0	0	125	3	128	0	59	198	0	257
North Site Trips:	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
South Site Trips:	0	0	0	8	8	0	0	0	0	0	0	0	8	0	8	0	24	24	0	48
Future 2026 Traffic Volumes:	0	10	0	142	152	0	0	0	0	0	0	0	133	5	138	0	83	222	0	305

P.M. Peak Hour

	Troupe Smith Road **Northbound**					- **Southbound**					Honey Creek Road **Eastbound**					Honey Creek Road **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	8	0	87	95	0	0	0	0	0	0	0	206	10	216	0	244	138	0	382
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	8	0	89	97	0	0	0	0	0	0	0	210	10	220	0	249	141	0	390
North Site Trips:	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
South Site Trips:	0	0	0	28	28	0	0	0	0	0	0	0	28	0	28	0	16	16	0	32
Future 2026 Traffic Volumes:	0	10	0	117	127	0	0	0	0	0	0	0	238	11	249	0	265	157	0	422

24-146 - Honey Creek Road Residential Development in Rockdale County

Traffic Volumes

A&R I A&R Engineering
August 2024

3. Honey Creek @ Clubland Cir

A.M. Peak Hour

	Clubland Circle **Northbound**					- **Southbound**					Honey Creek Road **Eastbound**					Honey Creek Road **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	46	0	45	91	0	0	0	0	0	0	0	241	13	254	0	22	206	0	228
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	47	0	46	93	0	0	0	0	0	0	0	246	13	259	0	22	210	0	232
North Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	16	0	16	0	0	48	0	48
Future 2026 Traffic Volumes:	0	47	0	46	93	0	0	0	0	0	0	0	262	13	275	0	22	258	0	280

P.M. Peak Hour

	Clubland Circle **Northbound**					- **Southbound**					Honey Creek Road **Eastbound**					Honey Creek Road **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	22	0	34	56	0	0	0	0	0	0	0	246	47	293	0	36	360	0	396
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	22	0	35	57	0	0	0	0	0	0	0	251	48	299	0	37	367	0	404
North Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	56	0	56	0	0	33	0	33
Future 2026 Traffic Volumes:	0	22	0	35	57	0	0	0	0	0	0	0	307	48	355	0	37	400	0	437

24-146 - Honey Creek Road Residential Development in Rockdale County

Traffic Volumes

A&R I A&R Engineering
August 2024

4. Honey Creek @ Hills Acdy Dry

A.M. Peak Hour

	Hills Academy Driveway Northbound					Site Driveway 2 (South Site) Southbound					Honey Creek Road Eastbound					Honey Creek Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	15	0	29	44	0	0	0	0	0	0	0	271	15	286	0	41	213	0	254
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	15	0	30	45	0	0	0	0	0	0	0	276	15	291	0	42	217	0	259
North Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Site Trips:	0	0	0	0	0	0	78	0	34	112	0	11	5	0	16	0	0	14	26	40
Future 2026 Traffic Volumes:	0	15	0	30	45	0	78	0	34	112	0	11	281	15	307	0	42	231	26	299

P.M. Peak Hour

	Hills Academy Driveway Northbound					Site Driveway 2 (South Site) Southbound					Honey Creek Road Eastbound					Honey Creek Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	3	0	5	8	0	0	0	0	0	0	0	279	1	280	0	10	393	0	403
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	3	0	5	8	0	0	0	0	0	0	0	285	1	286	0	10	401	0	411
North Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Site Trips:	0	0	0	0	0	0	53	0	23	76	0	39	17	0	56	0	0	10	91	101
Future 2026 Traffic Volumes:	0	3	0	5	8	0	53	0	23	76	0	39	302	1	342	0	10	411	91	512

24-146 - Honey Creek Road Residential Development in Rockdale County

Traffic Volumes

A&R I A&R Engineering
August 2024

5. Honey Creek @ Honey Creek Ct

A.M. Peak Hour

	Honey Creek Court Northbound					Site Driveway 1 (South Site) Southbound					Honey Creek Road Eastbound					Honey Creek Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	2	0	2	4	0	0	0	0	0	0	0	299	0	299	0	1	251	0	252
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	2	0	2	4	0	0	0	0	0	0	0	305	0	305	0	1	256	0	257
North Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Site Trips:	0	0	0	0	0	0	34	0	14	48	0	5	78	0	83	0	0	26	11	37
Future 2026 Traffic Volumes:	0	2	0	2	4	0	34	0	14	48	0	5	383	0	388	0	1	282	11	294

P.M. Peak Hour

	Honey Creek Court Northbound					Site Driveway 1 (South Site) Southbound					Honey Creek Road Eastbound					Honey Creek Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	0	0	5	5	0	0	0	0	0	0	0	283	2	285	0	2	401	0	403
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	0	0	5	5	0	0	0	0	0	0	0	289	2	291	0	2	409	0	411
North Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Site Trips:	0	0	0	0	0	0	23	0	10	33	0	17	53	0	70	0	0	91	39	130
Future 2026 Traffic Volumes:	0	0	0	5	5	0	23	0	10	33	0	17	342	2	361	0	2	500	39	541

24-146 - Honey Creek Road Residential Development in Rockdale County

Traffic Volumes

A&R I A&R Engineering
August 2024

6. Honey Creek @ Sandhill Dr

A.M. Peak Hour

	Sandhill Drive **Northbound**					Sandhill Drive **Southbound**					Honey Creek Road **Eastbound**					Honey Creek Road **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	4	0	10	14	0	2	0	1	3	0	0	301	0	301	0	3	247	2	252
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	4	0	10	14	0	2	0	1	3	0	0	307	0	307	0	3	252	2	257
North Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	112	0	112	0	0	37	0	37
Future 2026 Traffic Volumes:	0	4	0	10	14	0	2	0	1	3	0	0	419	0	419	0	3	289	2	294

P.M. Peak Hour

	Sandhill Drive **Northbound**					Sandhill Drive **Southbound**					Honey Creek Road **Eastbound**					Honey Creek Road **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	1	0	5	6	0	3	0	1	4	0	3	282	3	288	0	6	401	2	409
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	1	0	5	6	0	3	0	1	4	0	3	288	3	294	0	6	409	2	417
North Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	76	0	76	0	0	130	0	130
Future 2026 Traffic Volumes:	0	1	0	5	6	0	3	0	1	4	0	3	364	3	370	0	6	539	2	547

24-146 - Honey Creek Road Residential Development in Rockdale County

Traffic Volumes

A&R I A&R Engineering
August 2024

7. Honey Creek @ Club House Ln

A.M. Peak Hour

	Clubhouse Lane Northbound					Parr Road Southbound					Honey Creek Road Eastbound					Honey Creek Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	9	25	40	74	0	108	12	32	152	0	30	277	3	310	0	7	219	4	230
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	9	26	41	76	0	110	12	33	155	0	31	283	3	317	0	7	223	4	234
North Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	112	0	112	0	0	37	0	37
Future 2026 Traffic Volumes:	0	9	26	41	76	0	110	12	33	155	0	31	395	3	429	0	7	260	4	271

P.M. Peak Hour

	Clubhouse Lane Northbound					Parr Road Southbound					Honey Creek Road Eastbound					Honey Creek Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	7	10	25	42	0	15	15	36	66	0	13	286	8	307	0	53	341	7	401
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	7	10	26	43	0	15	15	37	67	0	13	292	8	313	0	54	348	7	409
North Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	76	0	76	0	0	130	0	130
Future 2026 Traffic Volumes:	0	7	10	26	43	0	15	15	37	67	0	13	368	8	389	0	54	478	7	539

School Dismissal Peak Hour

	Clubhouse Lane Northbound					Parr Road Southbound					Honey Creek Road Eastbound					Honey Creek Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	9	8	25	42	0	52	10	22	84	0	21	206	3	230	0	30	244	6	280
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	9	8	26	43	0	53	10	22	85	0	21	210	3	234	0	31	249	6	286
North Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	77	0	77	0	0	137	0	137
Future 2026 Traffic Volumes:	0	9	8	26	43	0	53	10	22	85	0	21	287	3	311	0	31	386	6	423

24-146 - Honey Creek Road Residential Development in Rockdale County

Traffic Volumes

A&R I A&R Engineering
August 2024

8. Honey Creek @ Stanton Rd

A.M. Peak Hour

	- Northbound					Stanton Road Southbound					Honey Creek Road Eastbound					Honey Creek Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	0	0	0	0	0	158	0	30	188	0	9	387	0	396	0	0	357	171	528
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	0	0	0	0	0	161	0	31	192	0	9	395	0	404	0	0	364	174	538
North Site Trips:	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	5	5
South Site Trips:	0	0	0	0	0	0	0	0	3	3	0	8	104	0	112	0	0	34	0	34
Future 2026 Traffic Volumes:	0	0	0	0	0	0	176	0	34	210	0	17	499	0	516	0	0	398	179	577

P.M. Peak Hour

	- Northbound					Stanton Road Southbound					Honey Creek Road Eastbound					Honey Creek Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	0	0	0	0	0	219	0	7	226	0	4	277	0	281	0	0	397	153	550
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	0	0	0	0	0	223	0	7	230	0	4	283	0	287	0	0	405	156	561
North Site Trips:	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	17	17
South Site Trips:	0	0	0	0	0	0	0	0	9	9	0	5	71	0	76	0	0	121	0	121
Future 2026 Traffic Volumes:	0	0	0	0	0	0	233	0	16	249	0	9	354	0	363	0	0	526	173	699

24-146 - Honey Creek Road Residential Development in Rockdale County

Traffic Volumes

A&R I A&R Engineering
August 2024

9. SR 20 @ Honey Creek Rd

A.M. Peak Hour

	SR 20 (McDonough Highway) **Northbound**					SR 20 (McDonough Highway) **Southbound**					Honey Creek Road **Eastbound**					Honey Creek Road **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	7	105	907	127	1146	15	167	435	92	709	0	189	292	60	541	0	104	294	243	641
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	7	107	925	130	1162	15	170	444	94	723	0	193	298	61	552	0	106	300	248	654
North Site Trips:	0	2	0	0	2	0	0	0	2	2	0	5	3	7	15	0	0	1	0	1
South Site Trips:	0	11	0	0	11	0	0	0	19	19	0	56	16	32	104	0	0	5	0	5
Future 2026 Traffic Volumes:	7	120	925	130	1175	15	170	444	115	744	0	254	317	100	671	0	106	306	248	660

P.M. Peak Hour

	SR 20 (McDonough Highway) **Northbound**					SR 20 (McDonough Highway) **Southbound**					Honey Creek Road **Eastbound**					Honey Creek Road **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	36	122	676	102	936	20	350	936	182	1488	0	115	268	112	495	0	157	188	182	527
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	37	124	690	104	918	20	357	955	186	1518	0	117	273	114	504	0	160	192	186	538
North Site Trips:	0	8	0	0	8	0	0	0	6	6	0	3	2	5	10	0	0	4	0	4
South Site Trips:	0	37	0	0	37	0	0	0	65	65	0	38	11	22	71	0	0	19	0	19
Future 2026 Traffic Volumes:	37	169	690	104	963	20	357	955	257	1589	0	158	286	141	585	0	160	215	186	561

24-146 - Honey Creek Road Residential Development in Rockdale County

Traffic Volumes

A&R I A&R Engineering
August 2024

10. Goode Rd @ Ebenezer Rd

A.M. Peak Hour

	Ebenezer Road **Northbound**					Ebenezer Road **Southbound**					Goode Road **Eastbound**					Goode Road **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	22	99	0	121	0	5	38	16	59	0	8	7	17	32	0	1	6	8	15
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	22	101	0	123	0	5	39	16	60	0	8	7	17	32	0	1	6	8	15
North Site Trips:	0	0	0	2	2	0	0	0	0	0	0	0	1	0	1	0	6	4	0	10
South Site Trips:	0	3	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
Future 2026 Traffic Volumes:	0	25	101	2	128	0	5	39	16	60	0	8	8	18	34	0	7	10	8	25

P.M. Peak Hour

	Ebenezer Road **Northbound**					Ebenezer Road **Southbound**					Goode Road **Eastbound**					Goode Road **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	10	45	2	57	0	4	140	15	159	0	10	8	9	27	0	1	5	10	16
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	10	46	2	58	0	4	143	15	162	0	10	8	9	27	0	1	5	10	16
North Site Trips:	0	0	0	7	7	0	0	0	0	0	0	0	5	0	5	0	4	3	0	7
South Site Trips:	0	2	0	0	2	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0
Future 2026 Traffic Volumes:	0	12	46	9	67	0	4	143	15	162	0	10	13	13	36	0	5	8	10	23

24-146 - Honey Creek Road Residential Development in Rockdale County

Traffic Volumes

A&R I A&R Engineering
August 2024

11. Goode Rd @ Stanton Rd

A.M. Peak Hour

	Stanton Road **Northbound**					Stanton Road **Southbound**					Goode Road **Eastbound**					- **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	5	290	0	295	0	0	178	6	184	0	10	0	16	26	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	5	296	0	301	0	0	182	6	188	0	10	0	16	26	0	0	0	0	0
North Site Trips:	0	5	0	0	5	0	0	0	3	3	0	9	0	15	24	0	0	0	0	0
South Site Trips:	0	0	8	0	8	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
Future 2026 Traffic Volumes:	0	10	304	0	314	0	0	185	9	194	0	19	0	31	50	0	0	0	0	0

P.M. Peak Hour

	Stanton Road **Northbound**					Stanton Road **Southbound**					Goode Road **Eastbound**					- **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	7	194	0	201	0	0	273	12	285	0	7	0	13	20	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	7	198	0	205	0	0	278	12	290	0	7	0	13	20	0	0	0	0	0
North Site Trips:	0	17	0	0	17	0	0	0	10	10	0	6	0	10	16	0	0	0	0	0
South Site Trips:	0	0	5	0	5	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0
Future 2026 Traffic Volumes:	0	24	203	0	227	0	0	287	22	309	0	13	0	23	36	0	0	0	0	0

24-146 - Honey Creek Road Residential Development in Rockdale County

Traffic Volumes

A&R I A&R Engineering
August 2024

12. Goode Rd @ Site Drwy 3 (N)

A.M. Peak Hour

	Site Driveway 3 (North Site) **Northbound**					- **Southbound**					Goode Road **Eastbound**					Goode Road **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	26	0	26	0	0	11	0	11
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	27	0	27	0	0	11	0	11
North Site Trips:	0	10	0	24	34	0	0	0	0	0	0	0	0	4	4	0	8	0	0	8
South Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2026 Traffic Volumes:	0	10	0	24	34	0	0	0	0	0	0	0	27	4	31	0	8	11	0	19

P.M. Peak Hour

	Site Driveway 3 (North Site) **Northbound**					- **Southbound**					Goode Road **Eastbound**					Goode Road **Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2024 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	0	19	0	19
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2026 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	0	19	0	19
North Site Trips:	0	7	0	16	23	0	0	0	0	0	0	0	0	11	11	0	27	0	0	27
South Site Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2026 Traffic Volumes:	0	7	0	16	23	0	0	0	0	0	0	0	20	11	31	0	27	19	0	46

ROCKDALE COUNTY
PLANNING & DEVELOPMENT
P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

CASE #: _____

REZONING (ZONING MAP AMENDMENT) AND ALTERATIONS TO CONDITIONS OF APPROVAL APPLICATION CHECKLIST

This application is required for Rezoning submittals that do NOT require a Future Land Use (FLU) Map Amendment application. Additionally, this application is required for Alterations to or Repeal of Conditions of Approvals. The Instructions provide further details.

FILING INFORMATION (OFFICE USE ONLY)

Filing Date:	BOC 1R WS:	BOC 1R VS:	PC Hearing:	BOC Hearing:	BOC 2R WS:	BOC 2R VS:

PROPERTY

Property Address(es): (With City and Zip Code) 320, 460, 470 Honey Creek Road SE, Conyers, GA 30094	Tax Parcel Numbers: 0480010004, 048001004A, 048001004B
Total Acreage: 285.682	Number of Properties: 3

Per 2019 House Bill 493, detailed checklists of items required to be submitted for each type of project are supplemental to this application. Each item **must be checked off and a page number where the item is located must be noted** and included with the application. The applicant must sign the affidavit, at the end of the application and each required checklist, certifying that all required items are provided. If there are questions regarding items required for your specific project, contact staff for clarification prior to submitting the application.

Applications that do not provide documentation or required materials will be noted as incomplete and may result in delays in the Board of Commissioners', Planning Commission's, or Staff's review of the application and/or denial of the request. The Board of Commissioners and Planning Commission reserves the right to require additional information if it believes that the submission of such information is necessary to understand the nature of the intended activity.

Revisions made to the applications after the submittal deadline and prior to the Board of Commissioners' or Planning Commission's Public Hearing may be continued to the following month's hearing.

The Unified Development Ordinance (UDO) Sec. 202.6 provides the zoning districts that are permitted within each FLU Category. If the FLU Category permits the proposed zoning district, this application is required.

The filing fee is based upon the number of properties, the amount of acreage of each property that require a Rezoning, the requested Zoning District that is being requested, and the amount of acreage of each property to be rezoned.

☒ **REQUIRED Pre-Application Conference** (UDO Sec. 238-4(d)(1)):

Date attended and with which staff member: 7/1/2024 - Chris Wheeler, Carolina Angulo, Denise Tugman

☒ **Completed Application:** Provide one (1) digital copy and three (3) hard copies of the entire submittal packet.

☒ **Property Information (Page 4)**

☒ **Contact Information (Page 4):** Property Owner(s), Applicant, Authorized Agent, Attorney.

☒ **Site and Development Information (Page 5):** General information on the property, services and utilities.

☒ **Justification of the Request (Page 6):** In your own words, type the reason you believe the zoning of the subject property should be amended.

☒ **Rezoning Review Standards (Page 7):** Provide justification for each of the review standards listed in UDO Sec. 238-4(g)(1). The Board of Commissioners, the Planning Commission, and the Department will use these standards to evaluate the request.

☐ N/A **Conditions of Approval (Page 8):** UDO Sec. 238-15. Provide justification for each of the review standards listed in UDO Sec. 238-4(g)(1). The Board of Commissioners, the Planning Commission, and the Department will use these standards to evaluate the request.

☒ **Applicant Certification (Page 9)**

☒ **Ownership Statement and Campaign Contribution Disclosure Statement (Page 10):** If the property is listed in the name of more than one individual or entity, each owner must sign all documents. Property owner(s) signature(s) must be notarized. If the property has been sold within the last 90 days, a copy of the deed with the new owner(s) name(s) is required. Ownership of property will be verified by staff. The owner(s) of the property is required to disclose political campaign contributions. Disclosures must be notarized.

☒ **Agent Authorization Form and Campaign Disclosure Statement (Page 11):** If the owner of the property wishes to have someone represent his/her interest in all matters relating to a rezoning application, the notarized signatures of the owner(s) and agent are required. Agents are required to disclose political campaign contributions. Disclosures must be notarized.

☒ **Attorney Authorization Form and Campaign Disclosure Statement (Page 12):** If the owner of the property wishes to have an attorney represent his/her interest in all matters relating to this application, the notarized signatures of the current owner(s) and attorney are required. Attorneys are required to disclose political campaign contributions. Disclosures must be notarized.

☒ **Proof of Ownership:** Deed recorded with Rockdale County Clerk of Courts. A copy of the deed of the property or properties may be obtained at the Rockdale County Courthouse in the Real Estate Records Room on the 1st floor.

☒ **Original Plat or Survey:** Plat or survey recorded with Rockdale County Clerk of Courts or referenced by the Deed, if not recorded.

☒ **Survey Plat:** Signed and sealed by an architect, engineer, landscape architect or land surveyor. A copy of the existing survey plat of the property or properties may be obtained at the Rockdale County Courthouse in the Real Estate Records Room on the 1st floor. However, one complete boundary survey is required for projects with more than one property.

☒ **Legal Description of the Property:** This written description, found on the property deed, containing the metes & bounds of the property or properties. However, the legal description must be provided in Word with this application.

☒ **Site Plan:** Drawn to scale, showing all existing property improvements, and all proposed improvements. The Conceptual Development Plan may include any additional graphics which will explain the features of the development, but shall include the following:

- ☒ A written description of the details of the proposed use and development details.
- ☒ A vicinity map showing the use and zoning of all properties within one (1) mile of the property subject to the rezoning request.
- ☒ All proposed setbacks, buffer yards, structure heights, and lot coverage calculations.
- ☒ All proposed buildings, structures, fences, or walls, areas of outdoor storage, permanent dumpsters, and other improvements to be located upon the site and adjacent sites within 400 feet of the subject property.
- ☒ All proposed open spaces and recreational amenities.
- ☒ All proposed stormwater management facilities and connections (all stormwater connections shall be subject to the approval of the Rockdale County Stormwater Department.
- ☒ All proposed location and capacities of public and private utilities (all septic systems shall be subject to the approval of the Rockdale County Environmental Health Department, all public sewer and water connections shall be subject to the approval of the Rockdale County Water Resources or public service provider).
- ☒ Lakes, streams, other water bodies, and wetlands on or adjacent to the site and associated buffers.
- ☒ All proposed public improvements including sidewalks, street trees, and right-of-way dedications.
- ☒ All proposed locations for temporary uses, such as seasonal sales areas.
- ☒ Such other and additional information as may be requested by the Zoning Administrator.

☒ **Current and Proposed FLU Category and Zoning District for Each Property:**

Address	Tax Parcel No.	Acreage	Current FLU Category		Current Zoning District	Proposed Zoning District
460 Honey Creek Road SE	0480010004	284.254	MDR		AR	CRS
320 Honey Creek Road SE	048001004A	1.0	MDR		AR	CRS
470 Honey Creek Road SE	048001004B	1.429	MDR		AR	CRS

☒ **Filing Fee:** The non-refundable filing fee is payable at the time of application. Payment may be made by cash (exact amount), credit card (VISA or Mastercard), check, or money order payable to Rockdale County. The filing fee is based upon the number of properties, amount of acreage of each property to be rezoned, and the type of zoning that is being requested.

N/A ☐ Development of Regional Impact (DRI) required by UDO Sec. 238-5. See Pages x and x of the Instructions for the ARC DRI Thresholds.

N/A ☐ Fee: $1,200

☒ Rezoning to AR, R-1, CRS, CDS, and CSO

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☐ 0-4.99 acres	$250	048001004A, 048001004B	2	$ 500
☐ 5-9.99 acres	$300			$
☐ 10-19.99 acres	$400			$
☒ 20 acres and more	$500	0480010004	1	$ 500

☐ Rezoning to R2, MUR, and RM

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☐ 0-4.99 acres	$300			$
☐ 5-9.99 acres	$400			$
☐ 10-19.99 acres	$550			$
☐ 20 acres and more	$700			$

☐ Rezoning to a Nonresidential District

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☐ 0-4.99 acres	$250			$
☐ 5-9.99 acres	$300			$
☐ 10-19.99 acres	$400			$
☐ 20 acres and more	$500			$
			Filing Fee (Fee Amount + DRI Fee)	$1,000

AFFIDAVIT CERTIFYING COMPLETENESS OF APPLICATION

I hereby acknowledge that I understand the requirements listed above for what constitutes a complete application. I have checked off each box and included a page number where the item is located. I confirm that the requirements for a complete application have been met.

Bryan Musolf, the undersigned applicant also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign:	(Signature)	Bryan Musolf (Applicant's Name)	7/3/24 (Date)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Drivers License (type of document)

Executed in Peachtree corners (city), Gwinnett (county), GA (state), this 3rd (day) day of July (month), 20 24 (year)

Notary Public signature

July 28, 2025
GA Registration No. and expiration date

NICOLE MADDOX NOTARY PUBLIC GWINNETT COUNTY GEORGIA EXPIRES July 28, 2025 SEAL

ROCKDALE COUNTY
PLANNING & DEVELOPMENT
P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

CASE #: _____

ZONING MAP AMENDMENT (REZONING) AND ALTERATIONS TO CONDITIONS OF APPROVAL APPLICATION

FILING INFORMATION (OFFICE USE ONLY)

Filing Date:	BOC 1R WS:	BOC 1R VS:	PC Hearing:	BOC Hearing:	BOC 2R WS:	BOC 2R VS:

PROPERTY INFORMATION

Property Address(es): (With City and Zip Code) 320, 460, 470 Honey Creek Road SE, Conyers, GA 30094	Tax Parcel Numbers: 0480010004, 048001004A, 048001004B
Total Acreage: 285.682	Number of Properties: 3
Subdivision: N/A	Land Lot(s): 145, 146, 175, 176 — District(s): 10, 11
Current Zoning: AR - Agricultural Residential	Proposed Zoning: CRS - Collaborative Residential Subdivision
Current FLU Category: MDR - Medium Density Residential	
Current Use: Undeveloped, wooded area with several structures.	Proposed Use: Single-Family Detached Community
Zoning History (Rezonings, Special Use Permits, Variances, etc.): DR Horton previously submitted rezoning application for 540 lots with variance to reduce lot size (REZ Case No. 2022-13). Rockdale County BOC denied in March 2023.	
Are there existing conditions of zoning for the property? If so, please list on page 8. No	
Purpose of requested amendment: Applicant requests the property be rezoned to a Rockdale County zoning classification of "Collaborative Residential Subdivision" for a single-family detached community.	

APPLICANT INFORMATION

Applicant / Authorized Agent: InLine Communities, LLC			Authorized Agent / Attorney:		
Business / Person Name: Bryan Musolf			Business / Person Name:		
Address: 1776 Peachtree Street NW - Suite 260S			Address:		
City: Atlanta	State: GA	Zip: 30309	City:	State:	Zip:
Office #:	Mobile #: 513-687-0752		Office #:	Mobile #:	
Email: behrsam@inlinecommunities.com			Email:		
Applicant Status (check one): ☐ Owner	☒ Authorized Agent				

PROPERTY OWNER INFORMATION

Owner 1: Residual Trust U/W Julian C. Cowan dated June 18, 1965			Owner 2: Residual Trust U/W Julian C. Cowan dated June 18, 1965		
Business / Person Name: Melinda Cowan			Business / Person Name: Carey Slay		
Owner of Tax Parcel No(s).: 0480010004, 048001004A			Owner of Tax Parcel No(s).: 0480010004, 048001004A		
Address: 305 Goode Road			Address: 305 Goode Road		
City: Conyers	State: GA	Zip: 30094	City: Conyers	State: GA	Zip: 30094
Office #:	Mobile #:		Office #:	Mobile #:	
Email:			Email:		

PROPERTY OWNER INFORMATION

Owner 3: Jerry Brent Harris			Owner 4:		
Business / Person Name: Jerry Harris			Business / Person Name:		
Owner of Tax Parcel No(s).: 048001004B			Owner of Tax Parcel No(s).:		
Address: 705 Waterside Drive			Address:		
City: Conyers	State: GA	Zip: 30094	City:	State:	Zip:
Office #:	Mobile #:		Office #:	Mobile #:	
Email:			Email:		

SITE INFORMATION

Any Applicable Zoning Overlay Districts: N/A

Schools: (If this request is for a commercial, industrial or office institutional zoning, school enrollment figures are not required, but the location of the nearest schools must still be completed.)

Type	Name	Current Enrollment	Capacity	Difference
Elementary School:	Honey Creek	469	800	331
Middle School:	Edwards	886	1242	356
High School:	Heritage	1274	1650	376

Transportation:	North	South	East	West
Adjacent Roads:	Goode Road	Honey Creek Road SE	N/A	N/A
Existing ROW:	60'	80'	N/A	N/A
Future ROW:	60'	80'	N/A	N/A
Type:	County Road	County Road	N/A	N/A

Types: County Rd; State Hwy; Private Dr; Paved; Dirt; Other

Are there state or county road improvements planned that would impact the rezoning site (by either Rockdale County or GDOT)? No

If so, please identify: N/A

Utilities: Gas Service: Atlanta Gas Light | Electric Service: Snapping Shoals EMC

Potable Water (check one): ☒ Public System ☐ Well

Location of Nearest Line: CL of Honey Creek Road and Goode Road | Diameter of Line: 8" | Distance to Closest Fire Hydrant: Property frontage of Honey Creek Road and Goode Road

Wastewater (check one):

☒ Public System	☐ Septic Tank
Nearest Treatment Plant: Quigg Branch WWTP	Evaluation by Soil Scientist:
Max Operating Capacity: 22.1 MGD	Environmental Health Approval:
Level of Operation: 12 MGD / 22.1 MGD	

Are there any utility easements recorded on the land to be considered for rezoning? If, so please describe: N/A

Stormwater: FIRM Panel No. and Date: 13247C0156D - 12/8/2016 | Basin: Cowan Lake | Sub-Basin: N/A

☒ Are there streams, rivers, lakes or other water bodies located on or adjoining this site? If so, please identify: Cowan Lake Tributary / Cowan Lake

☐ Property Within Floodplain? No | Zone: N/A | If so, has it been identified on your property plat? ☐ Yes ☐ No | How many acres are impacted by floodplain? N/A

☒ Wetlands | Type: L1UBh

DEVELOPMENT INFORMATION

Type of Development: (check one)	☒ Residential	☐ Nonresidential	☐ Mixed Use
Type of Residential: (check one)	☒ Single-Family Residential	☐ Two-Family Residential	☐ Multi-Family Residential

Type of Nonresidential: N/A

If Use Contains a Residential Component:	Number of Units: 379	Acreage: 285.682	Residential Density (Lots/Units per Acre): 1.326
If Use Contains a Commercial Component:	Total Building Area Proposed: N/A		Number of Parking Spaces: N/A

Does the development qualify for a Development Regional Impact (DRI)? See pages 12 and 13 of the Application Instructions for more information. ☐ Yes ☒ No

INLINE COMMUNITIES

7/3/2024

Rockdale County Planning & Development
958 Milstead Ave NE
Conyers, GA 30012

Re: **Justification of Request**
320, 460, 470 Honey Creek Road SE

Dear Planning & Development Department,

Please see below the responses to the questions found on page 6 of the zoning amendment application.

1. The intent of the proposed amendment and the intended timing and phasing of the development. State the reasons why you believe the current zoning district classification for the subject rezoning is incorrect and why approval of a different zoning district classification is appropriate.

The proposed amendment, a rezoning of three parcels from AR (Agricultural Residential) to CRS (Collaborative Residential Subdivision), would facilitate the development of a new, high quality 377 single-family home development along Honey Creek Road in Rockdale County, just south of Goode Road. The site would be completed in one phase.

The site is designated as Medium Density Residential (MDR) on the Future Land Use Map (FLUM), a designation that recommends densities of 2-4 units per acre. The current AR zoning category allows densities of one unit per acre. We are proposing 377 homes on 285.682 acres, or 1.32 gross dwelling units/acre (or 1.55 net units/acre when adjusting for primary conservation area acreage per the requirements of the CRS zoning ordinance, as detailed later in this document). We believe this property is suitable for the slight increase in additional homes that will be allowed through the CRS zoning category for several reasons.

The property's location near Highway-20 connects directly to the Interstate and major commercial uses, allowing direct access to local businesses and job centers. New high-quality housing supports the county's growing population and allows more new construction housing options for the county's growing workforce. And the density we are proposing is below the 2-4 units/acre allowed through the Comprehensive Plan's MDR FLU designation (and we believe more appropriate and consistent given the surrounding uses and densities).

Finally, a portion of the site is unusable due to the existing Cowan Lake, which is almost 20 acres. Per the zoning ordinance, the purpose of the CRS zoning category is to create a single-family detached residential neighborhood while preserving conservation space and valuable view sheds that include sensitive natural resources such as this lake. We have thoughtfully designed the site with buffers around the lake to allow for protected views, as well as a large amenity area on the lake that will allow residents to enjoy this natural resource.

For all of these reasons, we believe the CRS zoning category is the most appropriate to allow for thoughtful and deliberate development of the site in a manner that is in keeping with the surrounding land uses and the County's Comprehensive Plan.

2. The impact of the proposed amendment on the capacities of public facilities including, but not limited to, transportation facilities, sewage facilities, water supply, parks, drainage, schools, solid waste, and emergency medical facilities.

The proposed rezoning is not anticipated to excessively burden or overwhelm existing streets, transportation facilities, utilities or schools. The proposed development will meet or exceed standards for public utilities, and where

there are not adequate facilities installed to support the development, the project will provide upgrades. The proposed development is not anticipated to overburden any of the schools in the system, all of which are operating well below available capacity. The development proposes two means of egress and ingress onto Honey Creek Road and one on Goode Road, which should alleviate traffic stacking concerns. The project also incorporates its own stormwater management ponds, which will collect runoff from significant rainfall events, preventing flooding on nearby properties and roadways. Emergency medical facilities will also not be overwhelmed by the project, since it represents a relatively small development in view of the existing capacity.

3. The impact of the proposed amendment on the natural environment, especially existing trees, water bodies, and water quality.

The proposed amendment would not result in a development that would have significant adverse impacts on the natural environment. We are deliberately pursuing the CRS zoning category to preserve conservation space and protect the site's sensitive natural resources. The proposed amendment and subsequent residential development would require that trees be cleared from the site prior to construction, however the proposed development would adhere to the guidelines of the Rockdale County tree ordinance.

There is an existing +/- 20 acre lake on the property. The lake will be accurately delineated and we will adhere to all appropriate local and federal guidelines pertaining to its protection. We have planned for substantial buffers (100' minimum) around the lake to protect the natural vegetation present in these areas.

We have site planned the neighborhood with 100'-150' buffers along the perimeters to protect the surrounding neighbors' views as well as the existing vegetation located in these areas. In addition, the proposed site plan includes ample open space that will remain impervious, which is beneficial for runoff reduction and will complement the included stormwater ponds located throughout the community. These ponds collect runoff from the homes and new streets, preventing excess water from significant rain events from flooding nearby properties.

For these reasons, we do not believe the proposed amendment will result in a development that will have adverse impacts on the natural environment.

4. The contribution of the proposed amendment to an orderly and logical development pattern.

The proposed amendment and subsequent development contribute to an orderly and logical development pattern. The proposal concentrates new residential development near McDonough Highway/Highway-20, a major roadway that connects to Flat Shoals Road and Interstate 20. The subject property is surrounded by single family residential on all sides, and our proposed densities are consistent with existing densities in the area. The increase in residences in this area is in keeping with the intent of the Comprehensive Plan and will ultimately support the commercial businesses along the corridor, ensuring the success of those businesses in the future.

Sincerely,

InLine Communities, LLC

Bryan Musolf, Manager

7/3/2024

Rockdale County Planning & Development
958 Milstead Ave NE
Conyers, GA 30012

Re: **Rezoning Review Standards**
320, 460, 470 Honey Creek Road SE

Dear Planning and Development Department,

Please see below the responses to the questions found on page 6 of the zoning amendment application.

a. Whether a proposed rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property.

Changing the zoning of this rezoning of this property will permit a use that is suitable in view of the use and development of adjacent and nearby property. The proposed rezoning would facilitate the development of a new 377 single-family homes on a 285.682-acre property. Uses surrounding the development include single family development on all four sides. Further north of the subject property are numerous commercial and retail centers and light industrial uses. The proposed residential use at a gross density of 1.33 units per acre is appropriate in view of the surrounding residential uses.

b. Whether the property to be affected by a proposed rezoning has a reasonable economic use as currently zoned.

The reduced yield in lots for single-family homes due to the current zoning makes solely single-family detached residential development at this site infeasible, which is likely why this site has long since gone undeveloped. The subject property has minimal economic use as currently zoned and minimal economic benefit to Rockdale County due to the majority of the property being raw, vacant land with several existing structures. The proposed development would have significant economic benefit for the County.

c. The impact of the proposed amendment on the natural environment, especially existing trees, water bodies, and water quality.

The subject property is part of a larger area that is identified in the Comprehensive Plan as appropriate for medium density residential. The development would adhere to all ordinances and regulations stated in the Rockdale County code. This means that particular attention would be directed to the tree ordinance and stormwater management guidelines to ensure that future development maintains to the greatest possible extent, the natural environment.

We deliberately pursued the CRS zoning category to preserve conservation space and protect the site's sensitive natural resources. We designed the site in a manner that preserves areas of open space that will remain pervious, which is beneficial for runoff reduction and will complement the included stormwater ponds located throughout the community, which will collect runoff from the homes and new streets, preventing excess water from significant rain events from flooding nearby properties.

We have preserved over 114 acres as conservation and green space, or 40.2% of the total site area. And we have planned for substantial buffers (100' minimum) around the lake and 100-150' buffers around the property's perimeter in order to protect the surrounding neighbors' views as well as the existing vegetation located in these areas. We believe we have planned this development to have as minimal an impact on the natural environment as possible.

d. Whether the proposed rezoning will result in a use that will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

The proposed rezoning is not anticipated to excessively burden or overwhelm existing streets, transportation facilities, utilities or schools. The proposed development will meet or exceed standards for public utilities, and where there are not adequate facilities installed to support the development, the project will provide upgrades. The proposed development is not anticipated to overburden any of the schools in the system, all of which are operating well below available capacity. The development proposes three means of egress and ingress onto Honey Creek Road and one on Goode Road, which should alleviate stacking traffic concerns. The project also incorporates its own stormwater management ponds, which will collect runoff from significant rainfall events, preventing flooding on nearby properties and roadways. Emergency medical facilities will also not be overwhelmed by the project, since it represents a relatively small development in view of the existing capacity.

e. Whether the proposed rezoning is in conformity with the policy and intent of the comprehensive plan (be sure we are not changing FLU).

The subject property is part of a larger area that is identified in the Comprehensive Plan as appropriate for Medium Density Residential (MDR), which allows 2-4 units per acre. We are proposing 377 lots on 285.682 gross acres (1.32 units/acre). Our site plan includes 42.1 acres of primary conservation space, giving us a net density of 377 lots on 243.58 acres or 1.55 units/acre, per the requirements of the CRS zoning ordinance. This density is below the 2-4 units/acre that the MDR category recommends, but we feel our proposed density is more appropriate given the surrounding residential densities and our proposed use is still in keeping with the policy and intent of the comprehensive plan.

f. Whether there are other existing or changing conditions affecting the use and development of the property that give supporting grounds for either approval or disapproval of the proposed rezoning.

There is minimal economic use for the property as zoned and with the current use, as there are several structures on the property. Should the rezoning be approved, the proposed development would provide a strong high-quality housing base for a variety of demographics, and will provide more residential rooftops which would ultimately support nearby commercial uses and help bolster commercial businesses along McDonough Highway.

g. Whether, and the extent to which, the proposed amendment would result in significant adverse impacts on the natural environment.

The proposed amendment would not result in a development that would have significant adverse impacts on the natural environment. The proposed project is a master-planned design that would preserve a significant portion of the site in its natural, undeveloped state.

The subject property is part of a larger area that is identified in the Comprehensive Plan as appropriate for medium density residential. The development would adhere to all ordinances and regulations stated in the Rockdale County code with particular attention directed to the tree ordinance and stormwater management guidelines to ensure that future development maintains to the greatest possible extent, the natural environment.

We deliberately pursued the CRS zoning category to preserve conservation space and protect the site's sensitive natural resources. We designed the site in a manner that protects the site's natural resources and preserves large areas of open space that will remain pervious. In addition, we have planned for substantial buffers (100' minimum) around the lake and 100-150' buffers around the property's perimeter in order to protect the surrounding neighbors' views as well as the existing vegetation located in these areas. For all of these reasons, we do not believe this rezoning will have significant adverse impacts on the natural environment.

h. The feasibility of serving the property with public wastewater treatment service and the impacts of such on the wastewater system; and, if an alternative wastewater treatment method is proposed, whether such wastewater treatment method is authorized in Rockdale County and will have a detrimental impact on the environment.

The project is anticipated to utilize the public wastewater system, and is not anticipated to have detrimental impacts to the natural environment by doing so.

Sincerely,

InLine Communities, LLC

Bryan Musolf, Manager

APPLICANT CERTIFICATION

Please read and initial the following statements:

BM 1. I hereby request the County consider the information contained within this application relative to the property shown on the attached plats and site plan and further request that this item be placed on the Planning Commission (PC) and/or Board of Commissioners (BOC) Agenda for a public hearing.

BM 2. I understand that my request will be rejected if all the necessary information and/or requirements are not presented.

BM 3. I understand that I have an obligation to present all necessary information required by the Rockdale County Department of Planning & Development (P&D) to enable the PC and/or BOC to make an informed determination on my request. I will seek advice of P&D Staff or an attorney if I am not familiar with the zoning and land use requirements.

BM 4. I understand that my request will be acted upon at the PC and BOC Public Hearings and that I am required to be present or to be represented by the authorized representative as indicated on this application, so that someone is available to present all facts and answer questions. I understand that failure to appear at a public hearing may result in the postponement or denial of my request. I further understand that it is my responsibility to be aware of relevant public hearing dates and times regardless of notification from Rockdale County.

BM 5. The Rockdale County Unified Development Ordinance requires a public participation sign on the subject property. In order to ensure that the correct information is included on the public participation sign, P&D will prepare the sign and post the sign.

BM 6. I hereby acknowledge that I understand the requirements listed on the checklist for what constitutes a complete application. I have checked off each box and included a page number where the item is located. I confirm that the requirements for a complete application have been met.

BM 7. I have read and understood the applicable sections of the Rockdale County Unified Development Ordinance, as provided in the Instructions.

BRYAN MUSOLF, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. § 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign:	(Signature)	Bryan Musolf (Applicant's Name)	7/3/24 (Date)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Drivers License (type of document)

Executed in Peachtree Corners (city), Gwinnett (county), GA (state), this 3rd (day) day of July (month), 20 24 (year)

Nicole Marie Mcy
Notary Public signature

July 28, 2025
GA Registration No. and expiration date

NICOLE MARIE MCCOY NOTARY PUBLIC GWINNETT COUNTY GEORGIA EXPIRES July 28, 2025 SEAL

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT AUTHORIZATION STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records if they wish to have an agent represent them in all matters related to this application. Husband and wife or other individuals shall each sign individually. Make copies if needed.

AGENT AUTHORIZATION STATEMENT

I, Melinda Cowan,

hereby certify that I have authorized the following agent to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:

0480010004, 048001004A

Agent's Name: InLine Communities, LLC	Address: 1776 Peachtree Street NW - Suite 260S	City: Atlanta	State: GA	Zip: 30309
Firm:	Phone #'s: 513-687-0752	Email: behrsam@inlinecommunities.com		

SIGNATURE

Wait to be in front of notary to sign: Melinda Cowan (Owner's Signature) | Melinda Cowan (Owner's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: Drivers License (type of document)

Executed in Conyers (city), Rockdale (county), Georgia (state), this 30th (day) day of June (month), 2024 (year)

Notary Public signature

GA Registration No. and expiration date

PATRICK E CARTER
NOTARY PUBLIC
ROCKDALE COUNTY, GEORGIA
MY COMMISSION EXPIRES APRIL 19, 2027

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT AUTHORIZATION STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records if they wish to have an agent represent them in all matters related to this application. Husband and wife or other individuals shall each sign individually. Make copies if needed.

AGENT AUTHORIZATION STATEMENT

I, Carey Slay,
hereby certify that I have authorized the following agent to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:
0480010004, 048001004A

Agent's Name: InLine Communities, LLC	Address: 1776 Peachtree Street NW - Suite 260S	City: Atlanta	State: GA	Zip: 30309
Firm:	Phone #'s: 513-687-0752	Email: behrsam@inlinecommunities.com		

SIGNATURE

Wait to be in front of notary to sign: Carey Slay (Owner's Signature) | Carey Slay (Owner's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: Drivers license (type of document)

Executed in Conyers (city), Rockdale (county), Georgia (state), this 30th (day) day of June (month), 2024 (year)

Notary Public signature

Patrick E Carter

GA Registration No. and expiration date

PATRICK E CARTER NOTARY PUBLIC ROCKDALE COUNTY, GEORGIA MY COMMISSION EXPIRES APRIL 19, 2027

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT AUTHORIZATION STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records if they wish to have an agent represent them in all matters related to this application. Husband and wife or other individuals shall each sign individually. Make copies if needed.

AGENT AUTHORIZATION STATEMENT

I, Jerry Harris,
hereby certify that I have authorized the following agent to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:
048001004B

Agent's Name: InLine Communities, LLC	Address: 1776 Peachtree Street NW - Suite 260S	City: Atlanta	State: GA	Zip: 30309
Firm:	Phone #'s: 513-687-0752	Email: behrsam@inlinecommunities.com		

SIGNATURE

Wait to be in front of notary to sign: _____ (Owner's Signature) | Jerry Harris (Owner's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: Drivers license (type of document)

Executed in Conyers (city), Rockdale (county), Georgia (state), this 30th (day) day of June (month), 20 24 (year)

Notary Public signature
Patrick E Carter
GA Registration No. and expiration date

SEAL
PATRICK E CARTER NOTARY PUBLIC ROCKDALE COUNTY, GEORGIA MY COMMISSION EXPIRES APRIL 19, 2027

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

OWNERSHIP STATEMENT & OWNER'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records. Husband and wife or other individuals shall each sign individually. Make copies if needed.

OWNERSHIP STATEMENT

As the current owner(s) of Tax Parcel #(s) 0480010004, 048001004A, I (we) respectfully request that the subject property be rezoned and/or that Alterations to Conditions of Zoning be made.

Name: Melinda Cowan	Address: 305 Goode Road	City: Conyers	State: GA	Zip: 30094
Firm:	Phone #'s:	Email:		

If the owner is a business, list the Registered Agent or Authorized Signatory:

OWNER'S CAMPAIGN DISCLOSURE STATEMENT

☒ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
Oz Nesbitt, Sr.	Chairman			
Sherri L. Washington, Esq.	Post I Commissioner			
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

Melinda Cowan, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign: Melinda Cowan (Signature) | Melinda Cowan (Owner's Name - Printed)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Drivers License (type of document)

Executed in Conyers (city), Rockdale (county), Georgia (state), this 30th (day) day of June (month), 2024 (year)

Notary Public signature

Patrick E Carter

GA Registration No. and expiration date

PATRICK E CARTER NOTARY PUBLIC ROCKDALE COUNTY, GEORGIA MY COMMISSION EXPIRES APRIL 19, 2027

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
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To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records. Husband and wife or other individuals shall each sign individually. Make copies if needed.

OWNERSHIP STATEMENT

As the current owner(s) of Tax Parcel #(s) 0480010004, 048001004A, I (we) respectfully request that the subject property be rezoned and/or that Alterations to Conditions of Zoning be made.

Name: Carey Slay	Address: 305 Goode Road	City: Conyers	State: GA	Zip: 30094
Firm:	Phone #'s:	Email:		

If the owner is a business, list the Registered Agent or Authorized Signatory:

OWNER'S CAMPAIGN DISCLOSURE STATEMENT

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Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

Carey Slay, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign: Carey Slay (Signature) | Carey Slay (Owner's Name - Printed)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Drivers license (type of document)

Executed in Conyers (city), Rockdale (county), Georgia (state), this 30th (day) day of June (month), 20 24 (year)

Notary Public signature

GA Registration No. and expiration date

ROCKDALE COUNTY, GEORGIA NOTARY PUBLIC PATRICK E CARTER MY COMMISSION EXPIRES APRIL 19, 2027

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

OWNERSHIP STATEMENT & OWNER'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records. Husband and wife or other individuals shall each sign individually. Make copies if needed.

OWNERSHIP STATEMENT

As the current owner(s) of Tax Parcel #(s) 048001004B, I (we) respectfully request that the subject property be rezoned and/or that Alterations to Conditions of Zoning be made.

Name: Jerry Harris	Address: 705 Waterside Drive	City: Conyers	State: GA	Zip: 30094
Firm:	Phone #'s:	Email:		

If the owner is a business, list the Registered Agent or Authorized Signatory:

OWNER'S CAMPAIGN DISCLOSURE STATEMENT

☑ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

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Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

Jerry Harris, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign: _____ (Signature) | Jerry Harris (Owner's Name - Printed)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Drivers license (type of document)

Executed in Conyers (city), Rockdale (county) Georgia (state), this 30th (day) day of June (month), 2024 (year)

Notary Public signature

Patrick E. Carter

GA Registration No. and expiration date

PATRICK E CARTER NOTARY PUBLIC ROCKDALE COUNTY, GEORGIA MY COMMISSION EXPIRES APRIL 19, 2027

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by the agent and the attorney. If both are involved, each shall sign individually. Make copies if needed.

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

☒ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

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Name	Position	Amount	Description	Date
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Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

SIGNATURE

Wait to be in front of notary to sign: _____ (Agent's/Attorney's Signature) | Bryan Musolf (Agent's/Attorney's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: __ Drivers License (type of document)

Executed in Peachtree Corners (city) Gwinnett (county), GA (state), this 3rd (day) day of July (month), 2025 (year)

Nicole Mayo
Notary Public signature

July 28, 2025
GA Registration No. and expiration date

NICOLE MAYO NOTARY PUBLIC GEORGIA GWINNETT COUNTY EXPIRES July 28, 2025 SEAL

After recording return to:
Maurice N. Maloof
285 Peachtree Center Ave., #2200
Atlanta, GA 30303-1234

FILED IN OFFICE
CLERK OF SUPERIOR COURT
ROCKDALE COUNTY, GA.
97-001727
1997 AUG 18 PM 4:41

STATE OF GEORGIA
COUNTY OF FULTON

BOOK 1397 PAGE 244

TRUSTEES' DEED

THIS INDENTURE is made this 8th day of August, 1997, between NationsBank, N.A. and Mary Frances Cowan, in their capacity as former co-trustees of the residuary trust established by Item IV of the Last Will and Testament of Julian C. Cowan, (collectively referred to herein as the "Grantors") and Mary Frances Cowan, Ida Jane Wundram, Melinda Cowan and Susan Klem, in their capacity as current co-trustees of that trust (collectively referred to herein as the "Grantees").

Real Estate Transfer Tax
Type: Trustee's Deed
Date: August 18, 1997
By: Mary H. Cowan

WITNESSETH:

WHEREAS, Julian C. Cowan (the "Settlor") died on May 26, 1973, leaving a Last Will and Testament which was duly admitted to probate in solemn form in the DeKalb County Court of Ordinary on June 12, 1973;

WHEREAS, the Settlor created a residuary trust (the "Trust") in Item IV of his Last Will and Testament;

WHEREAS, the Settlor appointed Mary Frances Cowan ("Mrs. Cowan") and The Fulton National Bank of Atlanta (and its successors-in-interest) as the co-executors of his estate and as the co-trustees of the Trust in Item V of his Last Will and Testament;

WHEREAS, Mrs. Cowan and The Fulton National Bank of Atlanta, in their capacity as co-executors of the estate of Julian C. Cowan, conveyed the property described herein to Mrs. Cowan and The Fulton National Bank of Atlanta, in their capacity as co-trustees of the Trust, through an Executor's Deed of Assent dated June 1, 1978, and recorded at Deed Book 183, Pages 910-912 of the records of the Clerk of the Superior Court of Rockdale County, Georgia (the "Executor's Deed");

WHEREAS, NationsBank, N.A. is the successor-in-interest to The Fulton National Bank of Atlanta;

WHEREAS, NationsBank, N.A. filed an application with the Probate Court of Fulton County, Georgia on June 23, 1997, for approval to resign as co-trustee of the Trust;

WHEREAS, the Probate Court of Fulton County, Georgia entered an Order dated June 30, 1997, approving the resignation of NationsBank, N.A. and appointing Ida Jane Wundram, Melinda Cowan, and Susan Klem as co-trustees of the Trust to serve as co-trustees together with Mrs. Cowan; and

WHEREAS, the Grantors are executing this indenture to reflect that Mrs. Cowan, Ida Jane Wundram, Melinda Cowan, and Susan Klem are currently the co-trustees of the Trust, in which the property described herein is titled.

NOW, THEREFORE, the Grantors hereby grant, convey, and transfer to the Grantees, their successors and assigns the property described in the Executor's Deed, said property being more particularly described in Exhibit "A" attached hereto and incorporated herein by reference.

TO HAVE AND TO HOLD the said tract or parcel of land with all and singular the rights, members, and appurtenances, to the same being, belonging, or in any wise appertaining to the only proper use, benefit and behoof of the Grantees, their successors and assigns, forever in as full, ample and complete manner as the same was held, possessed and enjoyed by the Grantors.

THIS CONVEYANCE is executed by Grantors solely in their capacity as co-trustees of the Trust and not personally. No personal liability shall be asserted or be enforceable against the Grantors by reason of any covenants, statements, representations, or warranties contained in this indenture.

IN WITNESS WHEREOF, the Grantors execute this instrument under seal as of the day and year first above written.

Signed, sealed and delivered
in the presence of:

(Unofficial Witness)

NADINA T. JONES
NOTARY PUBLIC
DeKalb County, Georgia
My Commission Expires
AUG. 21, 1998
STATE OF GEORGIA
N. P.
SEAL

NATIONSBANK, N.A. [SEAL]

By:

Title: Vice President

Signed, sealed and delivered
in the presence of:

(Unofficial Witness)

Mary Frances Cowan [SEAL]
MARY FRANCES COWAN

Notary Public, DeKalb County, Georgia
My Commission Expires August 16, 1998

Notary Public

N. P.
SEAL

EXHIBIT "A"

ALL THAT TRACT or parcel of land lying and being in Land Lots 145, 175, 176, and 146 of the 10th Land District, and in Land Lot 145 of the 11th Land District, Rockdale County, Georgia, as more particularly described as follows:

BEGINNING at the southeast corner of Land lot 176 in the 10th Land District, Rockdale County, Georgia, at an iron pin; thence north 1 degree 31 minutes 40 seconds east 2023.5 feet along the land lot line to an iron pin; thence north 1 degree 31 minutes 40 seconds east 50 feet along the land lot line to a point in the center of Goode Road; thence north 73 degrees 46 minutes east 57.2 feet along the center of Goode Road to a point; thence north 68 degrees 14 minutes east 190.6 feet along the center of Goode Road to a point; thence north 71 degrees 2 minutes 40 seconds east 138.4 feet along the center of Goode Road to a point; thence north 68 degrees 27 minutes 25 seconds east 225.5 feet along the center of Goode Road to a point; thence north 70 degrees 34 minutes 45 seconds east 691.6 feet along the center of Goode Road to a point; thence north 65 degrees 3 minutes 45 seconds east 196.2 feet along the center of Goode Road to a point; thence north 55 degrees 37 minutes 30 seconds east 136.9 feet along the center of Goode Road to a point; thence north 52 degrees 41 minutes 50 seconds east 381.2 feet along the center of Goode Road to a point; thence north 57 degrees 28 minutes 10 seconds east 188.8 feet along the center of Goode Road to a point; thence north 67 degrees 22 minutes 35 seconds east 141.8 feet along the center of Goode Road to a point; thence north 83 degrees 56 minutes 55 seconds east 148.6 feet along the center of Goode Road to a point; thence south 88 degrees 48 minutes 25 seconds east 450.2 feet along the center of Goode Road to a point; thence north 88 degrees 57 minutes 35 seconds east 183.2 feet along the center of Goode Road to a point; thence south 3 degrees 18 minutes 15 seconds west 14.6 feet to an iron pin; thence south 3 degrees 18 minutes 15 seconds west 1910.3 feet to an iron pin; thence south 82 degrees 29 minutes 50 seconds east 1049.6 feet to an iron pin; thence north 0 degrees 3 minutes 55 seconds west 38.3 feet to an iron pin; thence south 89 degrees 54 minutes 15 seconds east 190.6 feet to an angel iron; thence south 0 degrees 2 minutes 30 seconds west 1003 feet to an iron pin on the land lot line of Land Lots 175 and 146 of the 10th Land District; thence north 88 degrees 44 minutes 25 seconds west 635.2 feet along the southerly land lot line of Land lot 175 of the 10th Land District to an iron pin; thence south 13 degrees 25 minutes 35 seconds east 318.8 feet to an iron pin; thence north 78 degrees 5 minutes 20 seconds west 365.4 feet to an iron pin set at the land lot line between Land Lots 145 and 146 of the 10th Land District; thence south 89 degrees 42 minutes 25 seconds west 368 feet to an iron pin; thence south 1 degree 51 minutes 25 seconds west 409 feet to an iron pin set on the north side of Honey Creek Road; thence south 77 degrees 27 minutes 50 seconds west 770.1 feet along the north side of Honey Creek Road to a point; thence south 77 degrees 50 minutes 50 seconds west 210 feet along the north side of Honey Creek Road to a point; thence south 77 degrees 34 minutes 40 seconds west 511.2 feet along the north side of Honey Creek Road to an iron pin set; thence north 48 degrees 46 minutes 5 seconds west 314.4 feet to an iron pin set; thence south 75 degrees 47 minutes west 277.3 feet to an iron pin; thence south

9 degrees 13 minutes 296.9 feet to a point on the north side of Honey Creek Road; thence south 65 degrees 54 minutes 40 seconds west 428.6 feet along the north side of Honey Creek Road to a point; thence south 72 degrees 53 minutes 55 seconds west an arc length of 688.2 feet along the north side of Honey Creek Road to a point; thence south 78 degrees 57 minutes 45 seconds west 508 feet along the north side of Honey Creek Road to an iron pin; thence north 6 degrees 22 seconds 30 minutes west 1536.3 feet to a point on the land lot line between Land Lots 176 and 145 of the 11th Land District, Rockdale County, Georgia; thence north 87 degrees 22 minutes east 69.7 feet along the land lot line to an iron pin; thence due east 796.2 feet along the land lot line to the point of beginning, said property being 288.19 acres, as shown on plat of survey of this property made by Louie D. Patrick, Registered Surveyor, in October, 1973.

LESS AND EXCEPT:

All that tract or parcel of land lying and being in Land Lot 176, 10th District of Rockdale County, Georgia, being more particularly described as follows:

To find the True Point of Beginning, commence at the southwest corner of said Land Lot 176, and thence north 1 degree 31 minutes 40 seconds east along the westerly line of said Land Lot 176, 1029.0 feet to a point; thence south 89 degrees 56 minutes east 409.1 feet to an iron pin and the True Point of Beginning; thence from said True Point of Beginning thus located north 66 degrees 44 minutes east 208.7 feet to an iron pin; thence south 23 degrees 16 minutes east 208.7 feet to an iron pin; thence south 66 degrees 44 minutes west 208.7 feet to an iron pin; thence north 23 degrees 16 minutes west 208.7 feet to an iron pin at the True Point of Beginning, as shown on a plat of survey dated October 20, 1976 prepared by Louis D. Patrick, Registered Land Surveyor.

THE FOREGOING PROPERTY IS SUBJECT TO:

Perpetual easement for ingress and egress over, across, through and upon that tract or parcel of land lying and being in Land Lots 176 and 145, 10th District of Rockdale County, Georgia, being a strip of land 15 feet in width, 7.5 feet on either side of the center line described as follows:

To find the True Point of Beginning, commence at the southwest corner of said Land Lot 176, the same being the northwest corner of said Land Lot 145 and thence north 1 degree 31 minutes 40 seconds east along the westerly line of said Land Lot 176 1029.0 feet to a point; thence south 89 degrees 56 seconds east 409.1 feet to an iron pin; thence south 23 degrees 16 minutes east 87.1 feet to a point, which point is the True Point of Beginning; thence from said True Point of Beginning thus located south 67 degrees 45 minutes west 154.6 feet; south 1 degree 43 minutes west 91.3 feet; south 11 degrees 54 minutes east 248.9 feet; south 86 degrees 17 minutes east 74.4 feet; south 19 degrees 42 minutes east 124.0 feet; south 11 degrees 58 minutes east 191.1 feet; south 21 degrees 28 minutes east 99.9 feet; south 69 degrees 58 minutes east 101.9 feet; south 53 degrees 53 minutes east 162.7 feet; south 45 degrees 27 minutes east 132.2 feet;

south 62 degrees 40 minutes east 138.2 feet; south 51 degrees 16 minutes east 132.2 feet; south 9 degrees 39 minutes east 75.0 feet; south 2 degrees 57 minutes east 139.3 feet; south 18 degrees 13 minutes wet 133.2 feet; south 2 degrees 31 minutes east 92.8 feet; south 5 degrees 56 minutes west 43.7 feet; and south 48 degrees 46 minutes east 323.5 feet to a point on the northerly right-of-way line of Honey Creek Road, as shown on a plat of survey dated October 20, 1976, prepared by Louie D. Patrick, Registered Land Surveyor.

D: DEED B: 6805 P: 68
10/13/2020 05:41 PM
2020-16315 Pages: 4 Fees: $25.00
James F. Cabe
Clerk of Superior Court, Rockdale County, GA
eFile Participant IDs: 9720397617,

AFTER RECORDING RETURN TO:
DANIEL S. DIGBY & ASSOCIATES, LLC
Attorney at Law
P.O. Box 263
Conyers, Georgia 30012
770-760-1771

DEED BY REQUEST
NO TITLE EXAMINATION WAS PERFORMED

QUITCLAIM DEED

STATE OF GEORGIA
COUNTY OF ROCKDALE

THIS INDENTURE, made the 21 day of June in the year Two Thousand Nineteen, between

ERIN B. VOGEL

as party or parties of the first part, hereinafter called Grantor, and

MELINDA COWAN, CAREY SLAY
as Co-Trustees of the Residual Trust U/W Julian C. Cowan dated June 18, 1965

as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESETH that: Grantor, for and in consideration of the sum of one dollar ($1.00) and Love & Affection, and other valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, by these presents does hereby remise, convey and forever QUITCLAIM unto the said Grantee:

ALL THAT TRACT or parcel of land lying and being in Land Lot 176 of the 10th District, Rockdale County records, consisting of 1.0 acre, said tract being more particularly described on Exhibit "A" attached hereto and made a part hereof by reference.

Rockdale County Tax Parcel No.048001004A

Said property having an address of 320 Honey Creek Rd. SE, Conyers, Georgia 30094 according to the present system of numbering in Rockdale County, Georgia.

TO HAVE AND TO HOLD the said described premises to Grantee, so that neither Grantor nor any person or persons claiming under Grantor shall at any time, by any means or ways, have claim or demand any right or title to said premises or appurtenances, or any rights thereof.

AFTER RECORDING RETURN TO:
DANIEL S. DIGBY & ASSOCIATES, LLC
Attorney at Law
P.O. Box 263
Conyers, Georgia 30012
770-760-1771

IN WITNESS WHEREOF, Grantor has signed and sealed this deed, the day and year first above written.

Signed, sealed and delivered in the presence of:

STATE OF OREGON
COUNTY OF JOSEPHINE

E B Vogel (Seal)
ERIN B. VOGEL

Witness

Kathleen Jo Carlisle
Notary Public
MY COMMISSION EXPIRES 4-24-2020

OFFICIAL STAMP
KATHLEEN JO CARLISLE
NOTARY PUBLIC-OREGON
COMMISSION NO. 949811
MY COMMISSION EXPIRES APRIL 24, 2020

AFTER RECORDING RETURN TO:
DANIEL S. DIGBY & ASSOCIATES, LLC
Attorney at Law
P.O. Box 263
Conyers, Georgia 30012
770-760-1771

Exhibit "A"
Legal Description of The Property – Vogel Tract

[redacted]

[redacted]

EXHIBIT "A"

LEGAL DESCRIPTION

ALL that tract or parcel of land lying and being in Land Lot 176, 10th District of Rockdale County, Georgia, being more particularly described as follows:

To find the True Point Of Beginning, commence at the southwest corner of said Land Lot 176, and thence N 01°31'40" E along the westerly line of said Land Lot 176, 1029.0 feet to a point; thence S 89°56' E 409.1 feet to an iron pin and the True Point Of Beginning; thence from said True Point Of Beginning thus located, N 66°44' E 208.7 feet to an iron pin; thence S 23°16' E 208.7 feet to an iron pin; thence S 66°44' W 208.7 feet to an iron pin; thence N 23°16' W 208.7 feet to the iron pin at the True Point Of Beginning.

TOGETHER WITH a perpetual easement for ingress and egress over, across, through and upon that tract or parcel of land lying and being in Land Lots 176 and 145, 10th District of Rockdale County, Georgia, being a strip of land 15 feet in width, 7.5 feet on either side of the center line described as follows:

To find the True Point Of Beginning, commence at the southwest corner of said Land Lot 176, the same being the northwest corner of said Land Lot 145 and thence N 01°31'40" E along the westerly line of said Land Lot 176, 1029.0 feet to a point; thence S 89°56' E 409.1 feet to an iron pin; thence S 23°16' E 87.1 feet to a point, which point is the True Point Of Beginning; thence from said True Point Of Beginning thus located, S 67°45' W 154.6 feet; S 01°43' W 91.3 feet; S 11°54' E 248.9 feet; S 86°17' E 74.4 feet; S 19°42' E 124.0 feet; S 11°58' E 191.1 feet; S 21°28' E 99.9 feet; S 69°58' E 101.9 feet; S 53°53' E 162.7 feet; S 45°27' E 132.2 feet; S 62°40' E 138.2 feet; S 51°16' E 132.2 feet; S 09°30' E 75.0 feet; S 02°57' E 139.3 feet; S 18°13' W 133.2 feet; S 02°31' E 92.8 feet; S 05°56' W 43.7 feet; and S 48°46' E 323.5 feet to a point on the northerly right-of-way line of Honey Creek Road.

The above described tract or parcel of land and easement are delineated on a plat of survey dated October 2', 1976, prepared by Louie D. Patrick, Registered Land Surveyor.

[redacted]

D: DEED B: 6805 P: 197
10/14/2020 11:00 AM
2020-16360 Pages: 4 Fees: $25.00
James F. Cabe
Clerk of Superior Court, Rockdale County, GA
eFile Participant IDs: 9720397617,

AFTER RECORDING RETURN TO:
DANIEL S. DIGBY & ASSOCIATES, LLC
Attorney at Law
P.O. Box 263
Conyers, Georgia 30012
770-760-1771

DEED BY REQUEST
NO TITLE EXAMINATION WAS PERFORMED

QUITCLAIM DEED

STATE OF GEORGIA
COUNTY OF ROCKDALE

THIS INDENTURE, made the 5th day of July in the year Two Thousand Nineteen, between

AMBER HARRIS
a/k/a AMBER RHEA HARRIS

as party or parties of the first part, hereinafter called Grantor, and

BRENT HARRIS
a/k/a JERRY BRENT HARRIS

as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESETH that: Grantor, for and in consideration of the sum of one dollar ($1.00) and other valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, by these presents does hereby remise, convey and forever QUITCLAIM unto the said Grantee:

ALL THAT TRACT or parcel of land lying and being in Land Lot 176 of the 10th District, Rockdale County records, consisting of 1.34 acres, said tract being more particularly described on Exhibit "A" attached hereto and made a part hereof by reference.

Rockdale County Tax Parcel No. 048001004B

Said property having an address of 470 Honey Creek Rd. SW, Conyers, Georgia 30094 according to the present system of numbering in Rockdale County, Georgia.

TO HAVE AND TO HOLD the said described premises to Grantee, so that neither Grantor nor any person or persons claiming under Grantor shall at any time, by any means or ways, have claim or demand any right or title to said premises or appurtenances, or any rights thereof.

AFTER RECORDING RETURN TO:
DANIEL S. DIGBY & ASSOCIATES, LLC
Attorney at Law
P.O. Box 263
Conyers, Georgia 30012
770-760-1771

This Quitclaim Deed is made and delivered in accordance with the terms and conditions of the Final Judgment and Decree of Divorce entered in the matter of Jerry Brent Harris v. Amber Rhea Harris, Civil Action File No. 2018-CV-1397-M, Superior Court of Rockdale County, Georgia.

IN WITNESS WHEREOF, Grantor has signed and sealed this deed, the day and year first above written.

Signed, sealed and delivered in the presence of:

7/5/2019

Witness

Notary Public 7-5-19

Amber Harris (Seal)
AMBER HARRIS
a/k/a AMBER RHEA HARRIS

LUCIA GORDON
NOTARY PUBLIC
MY COMMISSION EXPIRES
FEBRUARY 21, 2023
ROCKDALE COUNTY, GA

AFTER RECORDING RETURN TO:
DANIEL S. DIGBY & ASSOCIATES, LLC
Attorney at Law
P.O. Box 263
Conyers, Georgia 30012
770-760-1771

Exhibit "A"
Legal Description of The Property – Harris Tract

[redacted]

Exhibit "A"

ALL THAT TRACT or parcel of land lying and being in Land Lots 145 and 176 of the 10th District of Rockdale County, Georgia, consisting of 1.429 acres and being more particularly shown on a survey for Brent and Amber Harris, dated 4/11/02, by Robert McCollum Buhler, GRLS No. 1403, and being more particularly described as follows:

BEGINNING at the point where the Northerly right of way of Honey Creek Road meets the Westerly right of way of Sandhill Road; thence running Southwesterly along the Northerly side of Honey Creek Road 168.18 feet to the point where the Honey Creek Road right of way widens; thence running North 28 degrees 45 minutes 07 seconds West 5.2 feet to a point; thence continuing along the Northerly right of way of Honey Creek Road South 77 degrees 18 minutes West 841.70 feet to an iron pin found; thence continuing South 77 degrees 18 minutes 40 seconds West 235.00 feet to an iron pin set being the TRUE POINT OF BEGINNING.

From said TRUE POINT OF BEGINNING, thence continuing along said right of way South 77 degrees 18 minutes 40 seconds West 80.00 feet to an iron pin set; thence leaving said right of way and running North 28 degrees 13 minutes 01 seconds East 69.55 feet to an iron pin set; thence running North 06 degrees 43 minutes 10 seconds East 670.45 feet to an iron pin set; thence running North 38 degrees 29 minutes 57 seconds West 26.00 feet to an iron pin set; thence running North 01 degrees 53 minutes 23 seconds West 250.49 feet to an iron pin set; thence running South 88 degrees 51 minutes 52 seconds East 181.02 feet to a point; thence running South 10 degrees 05 minutes 12 seconds West 28.52 feet to a point; thence running South 05 degrees 23 minutes 21 seconds East 34.44 feet to a point; thence running South 19 degrees 22 minutes 12 seconds East 59.10 feet to a point; thence running an arc distance of 179.45 feet to a point (said arc having a radius of 88.82 feet and being subtended by a chord bearing South 33 degrees 14 minutes 23 seconds West 150.45 feet); thence running South 80 degrees 27 minutes 40 seconds West 52.36 feet to a point; thence running South 55 degrees 27 minutes 38 seconds West 24.63 feet to an iron pin set; thence running South 06 degrees 43 minutes 10 seconds West 670.45 feet to an iron pin set; thence running South 29 degrees 38 minutes 27 seconds East 50.89 feet to an iron pin set being the TRUE POINT OF BEGINNING.

THIS BOX RESERVED FOR THE CLERK OF THE SUPERIOR COURT FILING INFORMATION

DATUMS

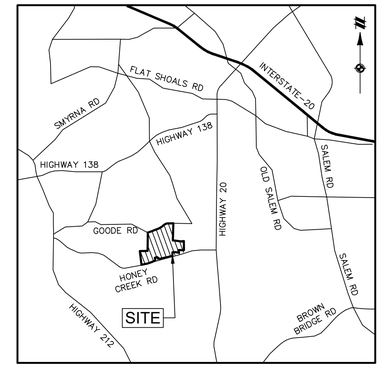
HORIZONTAL: GRID NORTH, NAD83, GEORGIA STATE PLANES, WEST ZONE
(NORTH AMERICAN DATUM OF 1983) (2011)
U.S. SURVEY FOOT, ROCKDALE COUNTY, GEORGIA
VERTICAL: NAVD88 (NORTH AMERICAN VERTICAL DATUM OF 1988)
GEOID: GEOID18 (CONUS)

SHEET INDEX

SHEET 1	COVER SHEET
SHEETS 2 - 3	BOUNDARY SURVEY

ALTA/NSPS LAND TITLE SURVEY

OF:
PARCELS 0480010004, 048001004A
& 048001004B
285.682 ACRES OF LAND
320, 460 & 470 HONEY CREEK ROAD SE
ROCKDALE COUNTY, GEORGIA



VICINITY MAP
NOT TO SCALE

TITLE COMMITMENT

OLD REPUBLIC TITLE INSURANCE COMPANY
COMMITMENT NO. 2-40294(A)
EFFECTIVE DATE: APRIL 20, 2021
SCHEDULE B SECTION II - EXCEPTIONS

ITEMS 1-3(f) ARE STANDARD EXCEPTIONS, AND/OR DO NOT CONTAIN PLOTTABLE SURVEY ITEMS.

(g) RIGHT OF WAY EASEMENT FROM H.C. COWAN TO SNAPPING SHOALS ELECTRIC MEMBERSHIP CORPORATION, A CORPORATION, DATED JUNE 16, 1938, RECORDED SEPTEMBER 12, 1938, RECORDED IN DEED BOOK X, PAGE 62, RECORDS OF ROCKDALE COUNTY, GEORGIA.
AFFECTS, SHOWN ON SURVEY.

(h) BOUNDARY LINE AGREEMENT BY AND BETWEEN MAY FRANCES DANIEL COWAN CO-EXECUTOR OF THE ESTATE OF JULIAN C. COWAN, THE FULTON NATIONAL BANK OF ATLANTA AND LITTLE MAE GARNER, DATED JUNE 24, 1974, FILED FOR RECORD JULY 9, 1974 AT 9:30 A.M., RECORDED IN DEED BOOK 140, PAGE 1035, AFORESAID RECORDS.
AFFECTS, SHOWN ON SURVEY.

(i) BOUNDARY LINE AGREEMENT BY AND BETWEEN MAY FRANCES DANIEL COWAN CO-EXECUTOR OF THE ESTATE OF JULIAN C. COWAN, THE FULTON NATIONAL BANK OF ATLANTA AND J.T. KIRKPATRICK, DATED JUNE 24, 1974, FILED FOR RECORD JULY 9, 1974 AT 9:30 A.M., RECORDED IN DEED BOOK 140, PAGE 1037, AFORESAID RECORDS.
AFFECTS, SHOWN ON SURVEY.

(j) BOUNDARY LINE AGREEMENT BY AND BETWEEN MAY FRANCES DANIEL COWAN CO-EXECUTOR OF THE ESTATE OF JULIAN C. COWAN, THE FULTON NATIONAL BANK OF ATLANTA AND MAGGIE LOU SAWYER, DATED JUNE 24, 1974, FILED FOR RECORD JULY 9, 1974 AT 9:30 A.M., RECORDED IN DEED BOOK 140, PAGE 1039, AFORESAID RECORDS.
AFFECTS, SHOWN ON SURVEY.

(k) RIGHT OF WAY EASEMENT FROM INA JANE WUNDRAM TO SNAPPING SHOALS ELECTRIC MEMBERSHIP CORPORATION, A CORPORATION, DATED SEPTEMBER 3, 1976, RECORDED FEBRUARY 12, 1985, RECORDED IN DEED BOOK 271, PAGE 69, AFORESAID RECORDS.
MAY OR MAY NOT AFFECT, CANNOT DETERMINE LOCATION FROM RECORD DOCUMENT.

(l) GEORGIA DEPARTMENT OF NATURAL RESOURCES ENVIRONMENTAL PROTECTION DIVISION SAFE DAMS PROGRAM LETTER FROM DALLON THOMAS WOOSLEY, P.E. TO RUTH WILSON, DATED DECEMBER 1, 2011, FILED FOR RECORD DECEMBER 4, 2013 AT 10:41 A.M., RECORDED IN DEED BOOK 5475, PAGE 94, AFORESAID RECORDS.
AFFECTS, SHOWN ON SURVEY.

(m) GEORGIA DEPARTMENT OF NATURAL RESOURCES ENVIRONMENTAL PROTECTION DIVISION SAFE DAMS PROGRAM LETTER FROM DALLON THOMAS WOOSLEY, P.E. TO RUTH WILSON, DATED DECEMBER 1, 2011, FILED FOR RECORD DECEMBER 4, 2013 AT 11:35 A.M., RECORDED IN DEED BOOK 5475, PAGE 98, AFORESAID RECORDS.
AFFECTS, SHOWN ON SURVEY.

(n) GEORGIA DEPARTMENT OF NATURAL RESOURCES ENVIRONMENTAL PROTECTION DIVISION SAFE DAMS PROGRAM LETTER FROM DALLON THOMAS WOOSLEY, P.E. TO RUTH WILSON, DATED DECEMBER 1, 2011, FILED FOR RECORD DECEMBER 4, 2013 AT 11:43 A.M., RECORDED IN DEED BOOK 5475, PAGE 103, AFORESAID RECORDS.
AFFECTS, SHOWN ON SURVEY.

(o) ORDER AND JUDGMENT AS ENTERED IN THAT CERTAIN CONDEMNATION - HAROLD F. REHEIS, DIRECTOR OF THE ENVIRONMENTAL PROTECTION DIVISION, DEPARTMENT OF NATURAL RESOURCES, STATE OF GEORGIA vs. ESTATE OF JULIAN C. COWAN, TRUST B CREATED BY THE LAST WILL AND TESTAMENT OF JULIAN C. COWAN, IDAHO JANE WUNDRUM, MELINDA COWAN, AND SUSAN KLEM, INDIVIDUALLY AND IN THEIR CAPACITIES AS CO-TRUSTEES, BEING CIVIL ACTION No. 02-CV-24191, DATED OCTOBER 11, 2002, FILED FOR RECORD DECEMBER 11, 2002, AFORESAID RECORDS.

(p) ALL THOSE MATTERS AS DISCLOSED BY THAT CERTAIN PLAT RECORDED IN PLAT BOOK I PAGE 143, AFORESAID RECORDS.
AFFECTS, SHOWN ON SURVEY.

(q) ALL THOSE MATTERS AS DISCLOSED BY THAT CERTAIN PLAT RECORDED IN PLAT BOOK K, PAGE 256, AFORESAID RECORDS.
DOES NOT AFFECT SUBJECT PROPERTY.

EXHIBIT "A" - TITLE LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 145, 175, 176, AND 146 OF THE 10TH LAND DISTRICT, AND IN LAND LOT 145 OF THE 11TH LAND DISTRICT, ROCKDALE COUNTY, GEORGIA, AS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LAND LOT 176 IN THE 10TH LAND DISTRICT, ROCKDALE COUNTY, GEORGIA, AT AN IRON PIN; THENCE NORTH 1 DEGREES 31 MINUTES 40 SECONDS EAST 2023.5 FEET ALONG THE LAND LOT LINE TO AN IRON PIN; THENCE NORTH 1 DEGREES 31 MINUTES 40 SECONDS EAST 50 FEET ALONG THE LAND LOT LINE TO A POINT IN THE CENTER OF GOODE ROAD; THENCE NORTH 73 DEGREES 46 MINUTES EAST 57.2 FEET ALONG THE CENTER OF GOODE ROAD TO A POINT; THENCE NORTH 68 DEGREES 14 MINUTES EAST 190.6 FEET ALONG THE CENTER OF GOODE ROAD TO A POINT; THENCE NORTH 71 DEGREES 2 MINUTES 40 SECONDS EAST 138.4 DEET ALONG THE CENTER OF GOODE ROAD TO A POINT; THENCE NORTH 68 DEGREES 27 MINUTES 25 SECONDS EAST 225.5 FEET ALONG THE CENTER OF GOODE ROAD TO A POINT; THENCE NORTH 70 DEGREES 34 MINUTES 45 SECONDS EAST 691.6 FEET ALONG THE CENTER OF GOODE ROAD TO A POINT; THENCE NORTH 65 DEGREES 3 MINUTES 45 SECONDS EAST 196.2 FEET ALONG THE CENTER OF GOODE ROAD TO A POINT; THENCE NORTH 55 DEGREES 37 MINUTES 30 SECONDS EAST 136.9 FEET ALONG THE CENTER OF GOODE ROAD TO A POINT; THENCE NORTH 52 DEGREES 41 MINUTES 50 SECONDS EAST 381.2 FEET ALONG THE CENTER OF GOODE ROAD TO A POINT; THENCE NORTH 57 DEGREES 28 MINUTES 10 SECONDS EAST 188.8 FEET ALONG THE CENTER OF GOODE ROAD TO A POINT; THENCE NORTH 67 DEGREES 22 MINUTES 35 SECONDS EAST 141. 8 FEET ALONG THE CENTER OF GOODE ROAD TO A POINT; THENCE NORTH 83 DEGREES 56 MINUTES 55 SECONDS EAST 148.6 FEET ALONG THE CENTER OF GOODE ROAD TO A POINT; THENCE SOUTH 88 DEGREES 48 MINUTES 25 SECONDS EAST 450.2 FEET ALONG THE CENTER OF GOODE ROAD TO A POINT; THENCE NORTH 88 DEGREES 57 MINUTES 35 SECONDS EAST 183.2 FEET ALONG THE CENTER OF GOODE ROAD TO A POINT; THENCE SOUTH 3 DEGREES 18 MINUTES 15 SECONDS WEST 14.6 FEET TO AN IRON PIN; THENCE SOUTH 3 DEGREES 18 MINUTES 15 SECONDS WEST 1910.3 FEET TO AN IRON PIN; THENCE SOUTH 52 DEGREES 29 MINUTES 50 SECONDS EAST 1049.6 FEET TO AN IRON PIN; THENCE NORTH 0 DEGREES 3 MINUTES 55 SECONDS WEST 38.3 FEET TO AN IRON PIN;THENCE SOUTH 89 DEGREES 54 MINUTES 15 SECONDS EAST 190.6 FEET TO AN ANGLE IRON; THENCE SOUTH 0 DEGREES 2 MINUTES 30 SECONDS WEST 1093 FEET TO AN IRON PIN ON THE LAND LOT LINE OF LAND LOT 175 AND 146 OF THE 10TH LAND DISTRICT; THENCE NORTH 88 DEGREES 45 MINUTES 25 SECONDS WEST 635.2 FEET ALONG THE SOUTHERLY LAND LOT LINE OF LAND LOT 175 OF THE 10TH LAND DISTRICT TO AN IRON PIN; THENCE SOUTH 13 DEGREES 25 MINUTES 35 SECONDS EAST 318.8 FEET TO AN IRON PIN; THENCE NORTH 78 DEGREES 5 MINUTES 20 SECONDS WEST 365.4 FEET TO AN IRON PIN SET AT THE LAND LOT LINE BETWEEN LAND LOTS 145 AND 146 OF THE 10TH DISTRICT; THENCE SOUTH 89 DEGREES 42 MINUTES 25 SECONDS WEST 368.1 FEET TO AN IRON PIN; THENCE SOUTH 1 DEGREES 51 MINUTES 25 SECONDS WEST 409 FEET TO AN IRON PIN SET ON THE NORTH SIDE OF HONEY CREEK ROAD; THENCE SOUTH 77 DEGREES 27 MINUTES 50 SECONDS WEST 770.1 FEET ALONG THE NORTH SIDE OF HONEY CREEK ROAD TO A POINT; THENCE SOUTH 77 DEGREES 50 MINUTES 50 SECONDS WEST 210 FEET ALONG THE NORTH SIDE OF HONEY CREEK ROAD TO A POINT; THENCE SOUTH 77 DEGREES 34 MINUTES 40 SECONDS WEST 511.2 FEET ALONG THE NORTH SIDE OF HONEY CREEK ROAD TO AN IRON PIN SET; THENCE NORTH 48 DEGREES 46 MINUTES 5 SECONDS WEST 314.4 FEET TO AN IRON PIN SET; THENCE SOUTH 75 DEGREES 4 MINUTES WEST 277.3 FEET TO AN IRON PIN; THENCE SOUTH 9 DEGREES 13 MINUTES 296.9 FEET TO A POINT ON THE NORTH SIDE OF HONEY CREEK ROAD; THENCE SOUTH 65 DEGREES 54 MINUTES 40 SECONDS WEST 428.6 FEET ALONG THE NORTH SIDE OF HONEY CREEK ROAD TO A POINT; THENCE SOUTH 72 DEGREES 53 MINUTES 55 SECONDS WEST AN ARC LENGTH OF 688.2 FEET ALONG THE NORTH SIDE OF HONEY CREEK ROAD TO A POINT; THENCE SOUTH 78 DEGREES 57 MINUTES 45 SECONDS WEST 508 FEET ALONG THE NORTH SIDE OF HONEY CREEK ROAD TO AN IRON PIN; THENCE NORTH 6 DEGREES 22 SECONDS 30 MINUTES WEST 1538.3 FEET TO A POINT ON THE LAND LOT LINE BETWEEN LAND LOTS 176 AND 145 OF THE 11TH LAND DISTRICT, ROCKDALE COUNTY, GEORGIA; THENCE NORTH 87 DEGREES 22 MINUTES EAST 69.7 FEET ALONG THE LAND LOT LINE TO AN IRON PIN; THENCE DUE EAST 796.2 FEET ALONG THE LAND LOT LINE TO THE POINT OF BEGINNING, SAID PROPERTY BEING 288.19 ACRES, AS SHOWN ON PLAT OF SURVEY OF THIS PROPERTY MADE BY LOUIE D. PATRICK, REGISTERED SURVEYOR, IN OCTOBER, 1973.

LESS AND EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THAT PORTION OF THE PROPERTY CONVEYED BY THAT CERTAIN WARRANTY DEED FROM MARY FRANCES COWAN, IDA JANE WUNDRUM, MELINDA COWAN AND SUSAN KLEM, IN THEIR CAPACITY AS CURRENT CO-TRUSTEES OF THE RESIDUARY TRUST ESTABLISHED BY ITEM IV OF THE LAST WILL AND TESTAMENT OF JULIAN C. COWAN TO BRENT HARRIS AND AMBER HARRIS AS JOINT TENANTS WITH RIGHT OF SURVIVORSHIP, DATED JUNE 6, 2002, FIELD FOR RECORD JUNE 21, 2002 AT 11:36 A.M., RECORDED IN DEED BOOK 2348, PAGE 182, RECORDS OF ROCKDALE COUNTY, GEORGIA.

TITLE COMMITMENT

OLD REPUBLIC TITLE INSURANCE COMPANY
COMMITMENT NO. 2-40294(B)
EFFECTIVE DATE: APRIL 20, 2021
SCHEDULE B SECTION II - EXCEPTIONS

ITEMS 1-3(f) ARE STANDARD EXCEPTIONS, AND/OR DO NOT CONTAIN PLOTTABLE SURVEY ITEMS.

(g) RIGHT OF WAY EASEMENT FROM H.C. COWAN TO SNAPPING SHOALS ELECTRIC MEMBERSHIP CORPORATION, A CORPORATION, DATED JUNE 16, 1938, RECORDED SEPTEMBER 12, 1938, RECORDED IN DEED BOOK X, PAGE 62, RECORDS OF ROCKDALE COUNTY, GEORGIA.
DOES NOT AFFECT SUBJECT PROPERTY.

EXHIBIT "A" - TITLE LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 145 AND 176 OF THE 10TH DISTRICT OF ROCKDALE COUNTY, GEORGIA, CONSISTING OF 1.429 ACRES AND BEING MORE PARTICULARLY SHOWN ON A SURVEY FOR BRENT AND AMBER HARRIS, DATED 4/11/02, BY ROBERT McCOLLUM BUHLER, GRLS No. 1403, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT WHERE THE NORTHERLY RIGHT OF WAY OF HONEY CREEK ROAD MEETS THE WESTERLY RIGHT OF WAY OF SANDHILL ROAD; THENCE RUNNING SOUTHWESTERLY ALONG THE NORTHERLY SIDE OF HONEY CREEK ROAD 168.18 FEET TO THE POINT WHERE THE HONEY CREEK ROAD RIGHT OF WAY WIDENS; THENCE RUNNING NORTH 28 DEGREES 45 MINUTES 07 SECONDS WEST 5.2 FEET TO A POINT; THENCE CONTINUING ALONG THE NORTHERLY RIGHT OF WAY OF HONEY CREEK ROAD SOUTH 77 DEGREES 18 MINUTES WEST 841.70 FEET TO AN IRON PIN FOUND; THENCE CONTINUING SOUTH 77 DEGREES 18 MINUTES 40 SECONDS WEST 235.00 FEET TO AN IRON PIN SET BEING THE TRUE POINT OF BEGINNING.

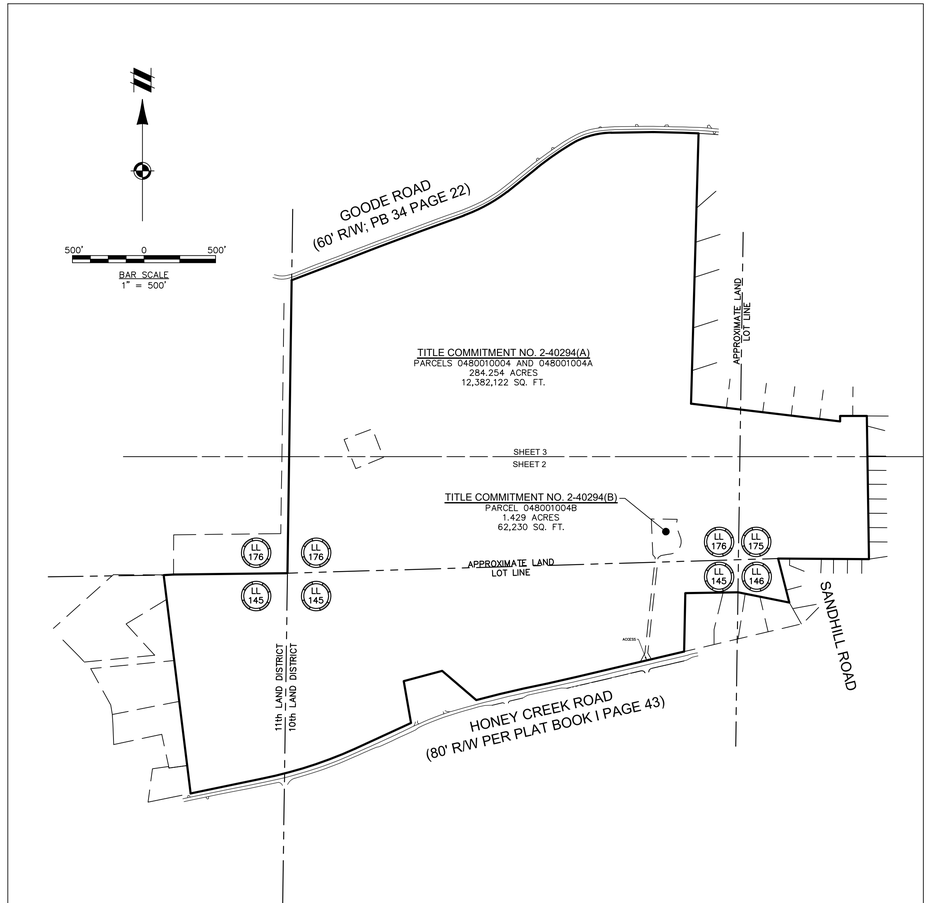
FROM SAID TRUE POINT OF BEGINNING, THENCE CONTINUING ALONG SAID RIGHT OF WAY SOUTH 77 DEGREES 18 MINUTES 40 SECONDS WEST 90.00 FEET TO AN IRON PIN; THENCE LEAVING SAID RIGHT OF WAY AND RUNNING NORTH 28 DEGREES 13 MINUTES 01 SECONDS EAST 69.55 FEET TO AN IRON PIN SET; THENCE RUNNING NORTH 06 DEGREES 43 MINUTES 10 SECONDS EAST 670.45 FEET TO AN IRON PIN SET; THENCE RUNNING NORTH 38 DEGREES 29 MINUTES 57 SECONDS WEST 26.00 FEET TO AN IRON PIN SET; THENCE RUNNING NORTH 01 DEGREES 52 MINUTES 23 SECONDS WEST 250.49 FEET TO AN IRON PIN SET; THENCE RUNNING SOUTH 88 DEGREES 51 MINUTES 52 SECONDS EAST 181.02 FEET TO A POINT; THENCE RUNNING SOUTH 10 DEGREES 05 MINUTES 12 SECONDS WEST 28.52 FEET TO A POINT; THENCE RUNNING SOUTH 05 DEGREES 23 MINUTES 21 SECONDS EAST 34.44 FEET TO A POINT; THENCE RUNNING SOUTH 19 DEGREES 22 MINUTES 12 SECONDS EAST 59.10 FEET TO A POINT; THENCE RUNNING AN ARC DISTANCE OF 179.45 FEET TO A POINT (SAID ARC HAVING A RADIUS OF 88.82 FEET AND BEGIN SUBTENDED BY A CHORD BEARING OF SOUTH 33 DEGREES 14 MINUTES 23 SECONDS WEST 150.45 FEET); THENCE RUNNING SOUTH 80 DEGREES 27 MINUTES 40 SECONDS WEST 52.36 FEET TO A POINT; THENCE RUNNING SOUTH 55 DEGREES 27 MINUTES 38 SECONDS WEST 24.63 FEET TO AN IRON PIN SET; THENCE RUNNING SOUTH 06 DEGREES 43 MINUTES 10 SECONDS WEST 670.45 FEET TO AN IRON PIN SET; THENCE RUNNING SOUTH 29 DEGREES 38 MINUTES 27 SECONDS EAST 50.89 FEET TO AN IRON PIN SET BEING THE TRUE POINT OF BEGINNING.

CONTAINS 12,444,326 SQUARE FEET OR 285.682 ACRES.

AS-SURVEYED LEGAL DESCRIPTION:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 145 AND 176, 11TH DISTRICT AND LAND LOTS 145, 146, 175 AND 176, 10TH DISTRICT, ROCKDALE COUNTY GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT A 1.5 INCH OPEN TOP PIPE FOUND AT THE INTERSECTION OF THE COMMON LINE TO THE 10TH LAND DISTRICT AND THE 11TH LAND DISTRICT, ALSO BEING THE LAND LOT CORNER COMMON TO LAND LOTS 145 AND 176 OF THE 10TH LAND DISTRICT AND LAND LOTS 145 AND 176 OF THE 11TH LAND DISTRICT; THENCE CONTINUING ALONG SAID DISTRICT LINE NORTH 00 DEGREES 49 MINUTES 34 SECONDS EAST, A DISTANCE OFF 2048.22 FEET TO A POINT LOCATED ON THE SOUTHERLY RIGHT OF WAY OF GOODE ROAD (60 FOOT RIGHT OF WAY); THENCE CONTINUING ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES AND DISTANCES: ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 205.57 FEET AN ARC DISTANCE OF 5.58 FEET (BEING SUBTENDED BY A CHORD BEARING OF NORTH 69 DEGREES 49 MINUTES 58 SECONDS EAST, A CHORD DISTANCE OF 5.58 FEET) TO A POINT; NORTH 69 DEGREES 10 MINUTES 05 SECONDS EAST, A DISTANCE OF 399.18 FEET TO A POINT; NORTH 68 DEGREES 50 MINUTES 05 SECONDS EAST, A DISTANCE OF 256.37 FEET TO A POINT; NORTH 69 DEGREES 33 MINUTES 10 SECONDS EAST, A DISTANCE OF 314.33 FEET TO A POINT; NORTH 70 DEGREES 03 MINUTES 23 SECONDS EAST A DISTANCE OF 310.86 FEET TO A POINT; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 1143.74 FEET AN ARC DISTANCE OF 345.15 FEET (BEING SUBTENDED BY A CHORD BEARING OF NORTH 61 DEGREES 24 MINUTES 24 SECONDS EAST, A CHORD DISTANCE OF 343.84 FEET) TO A POINT; NORTH 51 DEGREES 11 MINUTES 44 SECONDS EAST, A DISTANCE OF 265.89 FEET TO A POINT; ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 2124.28 FEET AN ARC DISTANCE OF 330.45 FEET (BEING SUBTENDED BY A CHORD BEARING OF NORTH 55 DEGREES 39 MINUTES 07 SECONDS EAST, A CHORD DISTANCE OF 330.12 FEET) TO A POINT; ALONG AN ARC TO THE RIGHT HAVING A RADIUS OF 571.36 FEET AN ARC DISTANCE OF 257.09 FEET (BEING SUBTENDED BY A CHORD BEARING OF NORTH 76 DEGREES 13 MINUTES 05 SECONDS EAST, A CHORD DISTANCE OF 254.92 FEET) TO A POINT; NORTH 89 DEGREES 06 MINUTES 31 SECONDS EAST, A DISTANCE OF 292.56 FEET TO A POINT; SOUTH 88 DEGREES 42 MINUTES 26 SECONDS EAST, A DISTANCE OF 205.89 FEET TO A POINT; ALONG AN ARC TO THE RIGHT HAVING A RADIUS OF 3798.16 FEET AN ARC DISTANCE OF 111.18 FEET (BEING SUBTENDED BY A CHORD BEARING OF SOUTH 87 DEGREES 52 MINUTES 08 SECONDS EAST, A CHORD DISTANCE OF 111.17 FEET) TO A POINT; THENCE LEAVING SAID RIGHT OF WAY SOUTH 01 DEGREES 35 MINUTES 53 SECONDS WEST, A DISTANCE OF 1889.87 FEET TO A 1/2 INCH OPEN TOP PIPE; THENCE SOUTH 83 DEGREES 11 MINUTES 17 SECONDS EAST, A DISTANCE OF 1049.00 FEET TO A 1/2 INCH OPEN TOP PIPE; THENCE NORTH 00 DEGREES 04 MINUTES 35 SECONDS WEST, A DISTANCE OF 38.78 FEET TO A POINT; THENCE SOUTH 89 DEGREES 54 MINUTES 55 SECONDS EAST, A DISTANCE OF 186.54 FEET TO A POINT; THENCE SOUTH 00 DEGREES 52 MINUTES 08 SECONDS EAST, A DISTANCE OF 1000.77 FEET TO A 1 INCH OPEN TOP PIPE; THENCE NORTH 89 DEGREES 36 MINUTES 50 SECONDS WEST, A DISTANCE OF 634.74 FEET TO A POINT; THENCE SOUTH 14 DEGREES 13 MINUTES 06 SECONDS EAST, A DISTANCE OF 317.25 FEET TO A POINT; THENCE NORTH 78 DEGREES 42 MINUTES 27 SECONDS WEST, A DISTANCE OF 365.40 FEET TO A POINT; THENCE SOUTH 89 DEGREES 05 MINUTES 18 SECONDS WEST, A DISTANCE OF 368.00 FEET TO A 1/2 INCH REBAR; THENCE SOUTH 01 DEGREES 09 MINUTES 30 SECONDS WEST, A DISTANCE OF 408.55 FEET TO A 1/2 INCH REBAR ON THE NORTHERN RIGHT OF WAY OF HONEY CREEK ROAD (80 FOOT RIGHT OF WAY); THENCE CONTINUING ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES AND DISTANCES: SOUTH 76 DEGREES 45 MINUTES 24 SECONDS WEST, A DISTANCE OF 770.10 FEET TO A POINT; SOUTH 77 DEGREES 08 MINUTES 44 SECONDS WEST, A DISTANCE OF 210.00 FEET TO A POINT; ALONG A CURVE TO THE LEFT HAVING RADIUS OF 7462.28 FEET AN ARC DISTANCE OF 511.30 FEET (BEING SUBTENDED BY A CHORD BEARING OF SOUTH 76 DEGREES 52 MINUTES 34 SECONDS WEST, A CHORD DISTANCE OF 511.20 FEET) TO A 1.5 INCH OPEN TOP PIPE; THENCE LEAVING SAID RIGHT OF WAY NORTH 49 DEGREES 28 MINUTES 11 SECONDS WEST, A DISTANCE OF 314.40 FEET TO A POINT; THENCE SOUTH 75 DEGREES 04 MINUTES 54 SECONDS WEST, A DISTANCE OF 277.30 FEET TO A POINT; THENCE SOUTH 09 DEGREES 55 MINUTES 06 SECONDS EAST, A DISTANCE OF 296.90 FEET TO A 1.5 INCH OPEN TOP PIPE ON THE NORTHERN RIGHT OF WAY OF HONEY CREEK ROAD (80 FOOT RIGHT OF WAY); THENCE CONTINUING ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES AND DISTANCES: SOUTH 65 DEGREES 12 MINUTES 34 SECONDS WEST, A DISTANCE OF 428.60 FEET TO A POINT; ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 3113.65 FEET AN ARC DISTANCE OF 688.20 FEET (BEING SUBTENDED BY A CHORD BEARING OF SOUTH 72 DEGREES 11 MINUTES 49 SECONDS WEST, A CHORD DISTANCE OF 686.80 FEET) TO A POINT; SOUTH 78 DEGREES 15 MINUTES 39 SECONDS WEST, A DISTANCE OF 507.72 FEET TO A POINT; THENCE LEAVING SAID RIGHT OF WAY NORTH 07 DEGREES 01 MINUTES 42 SECONDS WEST, A DISTANCE OF 1537.91 FEET TO A 1 INCH STEEL ROD; THENCE NORTH 86 DEGREES 37 MINUTES 44 SECONDS EAST, A DISTANCE OF 69.01 FEET TO A POINT; THENCE NORTH 89 DEGREES 21 MINUTES 41 SECONDS EAST, A DISTANCE OF 795.83 FEET TO 1.5 INCH OPEN TOP PIPE, SAID POINT BEING THE POINT OF BEGINNING.



LEGEND AND ABBREVIATIONS

CB	CATCH BASIN	HYD	FIRE HYDRANT
CMF	CONCRETE MONUMENT FOUND	INV	INVERT ELEVATION
CMP	CORRUGATED METAL PIPE	IPS	IRON PIN SET
CPP	CORRUGATED PLASTIC PIPE	MH	MANHOLE
DB	DEED BOOK	OTF	OPEN TOP FOUND
DIP	DUCTILE IRON PIPE	PB	PLAT BOOK
FDC	FIRE DEPARTMENT CONNECTION	POB	POINT OF BEGINNING
FIP	FOUND IRON PIPE	POC	POINT OF COMMENCEMENT
FIR	FOUND IRON ROD	RCP	REINFORCED CONCRETE PIPE
FFE	FINISHED FLOOR ELEVATION	RBF	REBAR FOUND
GI	GRATE INLET	R/W	RIGHT-OF-WAY
HDPE	HIGH DENSITY POLYETHYLENE		
⊙	PROPERTY CORNER		
◉	FOUND BOUNDARY MARKER		
⊠	CONCRETE R/W MONUMENT		

⊛	BOLLARD
⊥	SIGN
☼	LIGHT POLE
●D	UTILITY POLE
↓	GUY ANCHOR
Ⓢ	SANITARY MANHOLE
Ⓖ	GREASE TRAP
Ⓒ	SANITARY CLEAN OUT
	WATER HYDRANT
Ⓦ	WATER METER
⋈	WATER VALVE

X X	FENCE LINE
OHE OHE	OVERHEAD UTILITY
T T	UNDERGROUND TELECOM
OHT OHT	OVERHEAD TELECOM
E E	UNDERGROUND ELECTRIC
G G	UNDERGROUND GAS
R/W	RIGHT OF WAY LINE
SS	SANITARY SEWER
W	WATERLINE
	STORM SEWER

ALTA SURVEY NOTES

1. 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.

2. 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. THE PROPERTY SHOWN HEREON IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD BOTH WRITTEN AND UNWRITTEN.

3. NORTH ARROW AND BEARINGS SHOWN HEREON ARE BASED ON GEORGIA WEST ZONE - NAD 83 ADJUSTED 2011, USING GLOBAL POSITIONAL SYSTEM (GPS) AND OBTAINED BY RTK OBSERVATIONS ON 05/11/2021 USING THE TRIMBLE VRS SYSTEM. ALL DISTANCES ARE HORIZONTAL GROUND MEASUREMENTS EXPRESSED IN U.S. SURVEY FEET.

4. FIELD CLOSURE: THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 23,481 FEET AND WAS NOT ADJUSTED.

5. PLAT CLOSURE: THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 985,693 FEET.

6. EQUIPMENT USED FOR MEASUREMENT:
ANGULAR/LINEAR: TRIMBLE S8 ROBOTIC TOTAL STATION
GPS: TRIMBLE R10 GPS RECEIVER

7. FLOOD NOTE: ACCORDING TO THE FLOOD INSURANCE RATE MAP (FIRM) FOR ROCKDALE COUNTY, GEORGIA, COMMUNITY-PANEL NUMBER 13247C0156D, DATED 12/08/2016, THE OF THE SUBJECT PROPERTY IS NOT IN A FLOOD HAZARD ZONE AND LIES WITHIN ZONE X DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. [TABLE A, ITEM 3]

8. ZONING [TABLE A, ITEM 6A]:
NO ZONING REPORT PROVIDED TO SURVEYOR.
SUBJECT PROPERTY ZONED: AR (AGRICULTURAL RESIDENTIAL DISTRICT), PER ROCKDALE COUNTY PLANNING AND ZONING, RESEARCHED 11/15/2022.

PRIMARY BUILDING SETBACKS: 20' FRONT / 10/30' SIDE / 50' REAR
MAXIMUM BUILDING HEIGHT: 35'

9. THERE ARE NO DESIGNATED PARKING SPACES ON PROPERTY AT TIME OF SURVEY. [TABLE A, ITEM 9]

10. UTILITIES: THE LOCATIONS OF UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON VISIBLE STRUCTURES. THE PROPERTY SHOWN HEREON MAY BE SERVED BY UNDERGROUND UTILITIES WHICH ARE NOT SHOWN HEREON. ALL UTILITY COMPANIES SHOULD BE CONTACTED BEFORE BEGINNING ANY DESIGN OR CONSTRUCTION.

11. AT THE TIME OF FIELD SURVEY THERE WAS NO OBSERVABLE EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED. [TABLE A, ITEM 16]

12. THERE ARE NO KNOWN CHANGES OF RIGHT-OF-WAY LINES, STREET OR SIDEWALK CONSTRUCTION, AND OR REPAIRS. [TABLE A, ITEM 17]

13. SUBJECT PARCEL HAS DIRECT ACCESS TO THE PUBLIC RIGHT-OF-WAY OF HONEY CREEK ROAD. CURB CUTS AND DRIVEWAYS LOCATED AS SHOWN.

14. THERE WERE NO ENCROACHMENTS OBSERVED AT THE TIME OF SURVEY.

SURVEYOR'S 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.

JOHN MARK DUNLAP, PLS DATE
GEORGIA PROFESSIONAL LAND SURVEYOR No. 3142

SURVEYOR'S ALTA CERTIFICATION

TO: D.R. HORTON, INC., A DELAWARE CORPORATION;
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WIT

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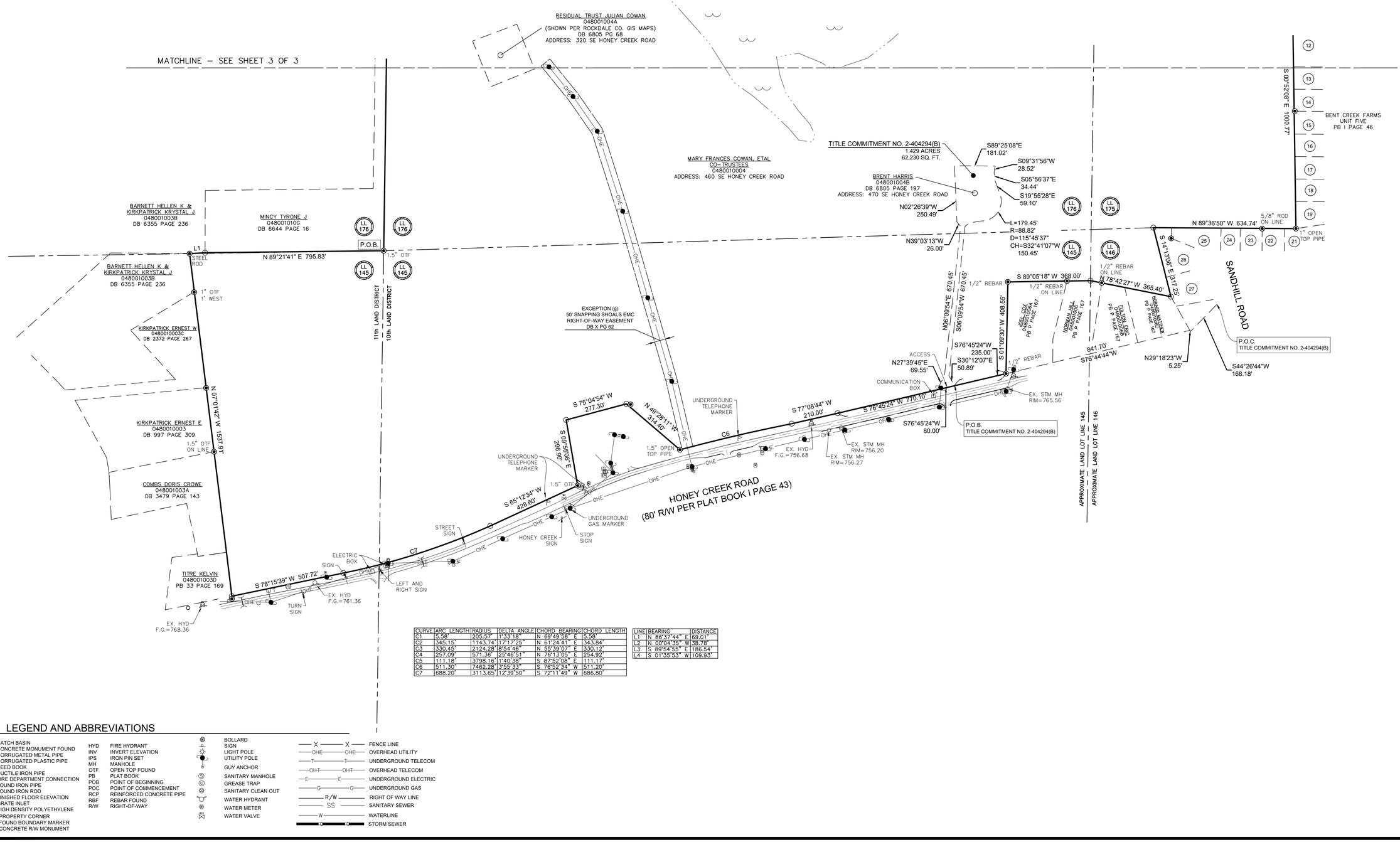

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	5.58'	205.57'	1°33'18"	N 69°49'58" E	5.58'
C2	345.15'	1143.74'	17°17'25"	N 61°24'41" E	343.84'
C3	330.45'	2124.28'	8°54'46"	N 55°39'07" E	330.12'
C4	257.09'	571.36'	25°46'51"	N 76°13'05" E	254.92'
C5	111.18'	3798.16'	1°40'38"	S 87°52'08" E	111.17'
C6	511.30'	7462.28'	3°55'33"	S 76°52'34" W	511.20'
C7	688.20'	3113.65'	12°39'50"	S 72°11'49" W	686.80'

LINE	BEARING	DISTANCE
L1	N 86°37'44" E	69.01'
L2	N 00°04'35" W	38.78'
L3	S 89°54'55" E	186.54'
L4	S 01°35'53" W	109.93'

LEGEND AND ABBREVIATIONS

CB	CATCH BASIN
CMF	CONCRETE MONUMENT FOUND
CMP	CORRUGATED METAL PIPE
CPP	CORRUGATED PLASTIC PIPE
DB	DEED BOOK
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	PROPERTY CORNER
	FOUND BOUNDARY MARKER
	CONCRETE R/W MONUMENT
HYD	FIRE HYDRANT
INV	INVERT ELEVATION
IPS	IRON PIN SET
MH	MANHOLE
OTF	OPEN TOP FOUND
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	SIGN
	LIGHT POLE
	UTILITY POLE
	GUY ANCHOR
	SANITARY MANHOLE
	GREASE TRAP
	SANITARY CLEAN OUT
	WATER HYDRANT
	WATER METER
	WATER VALVE
	FENCE LINE
	OVERHEAD UTILITY
	UNDERGROUND TELECOM
	OVERHEAD TELECOM
	UNDERGROUND ELECTRIC
	UNDERGROUND GAS
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	SANITARY SEWER
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Know what's **below.** **Call** before you dig.

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30067-8240
GA. L.S.F. 1218

LOCATED IN
LAND LOTS 176, 175, 146, 145
LAND DISTRICT 11
ROCKDALE COUNTY, GEORGIA

CLIENT
DR HORTON – CONYERS

ALTA/NSPS LAND TITLE SURVEY
OF
320, 460, & 470
HONEY CREEK ROAD SE

DATE
11/22/2022

REVISIONS

DWG.	SDC
CH.	JMD
P.M.	M. DUNLAP
CODE	AS–01
JOB	21000909
SHEET NO.	2 OF 3

FILE NAME: K:\21000909-Rockdale County - Residential Development\DWG\Survey\21000909ALS-01.dwg LAST SAVED BY: mdunlap 11/22/2022 1:51 PM PLOTTED BY: Mark Dunlap 11/23/2022 PAPER: ARCH D (24.00 X 24.00 INCHES) DEVICE: HOME PLOT STYLE: BASE-STANDARD.CTB

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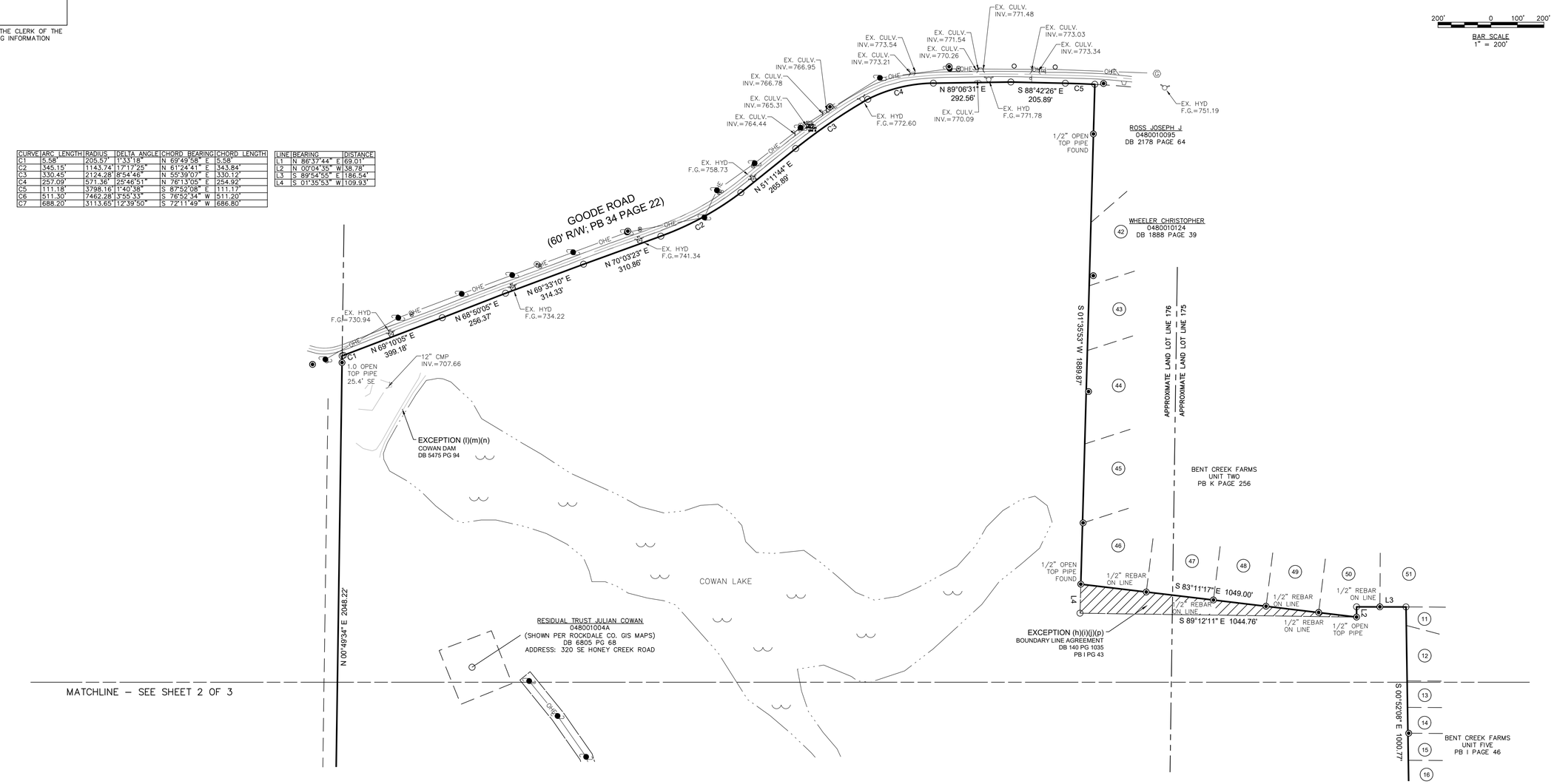

200' 0 100' 200'

BAR SCALE
1" = 200'

LEGEND AND ABBREVIATIONS

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Legal Description

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 145 AND 176, 11TH DISTRICT, AND LAND LOTS 145, 146, 175, AND 176, 10TH DISTRICT, ROCKDALE COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT A 1.5 INCH OPEN TOP PIPE FOUND AT THE INTERSECTION OF THE COMMON LINE TO THE 10TH LAND DISTRICT AND THE 11TH LAND DISTRICT, ALSO BEING THE LAND LOT CORNER COMMON TO LAND LOTS 145 AND 176 OF THE 10TH LAND DISTRICT AND LAND LOTS 145 AND 176 OF THE 11TH LAND DISTRICT; THENCE CONTINUING ALONG SAID DISTRICT LINE NORTH 00 DEGREES 49 MINUTES 34 SECONDS EAST A DISTANCE OF 2048.22 FEET TO A POINT LOCATED ON THE SOUTHERLY RIGHT OF WAY OF GOODE ROAD (60 FOOT RIGHT OF WAY); THENCE CONTINUING ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES AND DISTANCES: ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 205.57 FEET AN ARC DISTANCE OF 5.58 FEET (BEING SUBTENDED BY A CHORD BEARING OF NORTH 69 DEGREES 49 MINUTES 58 SECONDS EAST A CHORD DISTANCE OF 5.58 FEET) TO A POINT; NORTH 69 DEGREES 10 MINUTES 05 SECONDS EAST A DISTANCE OF 399.18 FEET TO A POINT; NORTH 68 DEGREES 50 MINUTES 05 SECONDS EAST A DISTANCE OF 256.37 FEET TO A POINT; NORTH 69 DEGREES 33 MINUTES 10 SECONDS EAST A DISTANCE OF 314.33 FEET TO A POINT; NORTH 70 DEGREES 03 MINUTES 23 SECONDS EAST A DISTANCE OF 310.86 FEET TO A POINT; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 1143.74 FEET AN ARC DISTANCE OF 345.15 FEET (BEING SUBTENDED BY A CHORD BEARING OF NORTH 61 DEGREES 24 MINUTES 41 SECONDS EAST A CHORD DISTANCE OF 343.84 FEET) TO A POINT; NORTH 51 DEGREES 11 MINUTES 44 SECONDS EAST A DISTANCE OF 265.89 FEET TO A PONT; ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 2124.28 FEET AN ARC DISTANCE OF 330.45 FEET (BEING SUBTENDED BY A CHORD BEARING OF NORTH 55 DEGREES 39 MINUTES 07 SECONDS EAST A CHORD DISTANCE OF 330.12 FEET) TO A POINT; ALONG AN ARC TO THE RIGHT HAVING A RADIUS OF 571.36 FEET AN ARC DISTANCE OF 257.09 FEET (BEING SUBTENDED BY A CHORD BEARING OF NORTH 76 DEGREES 13 MINUTES 05 SECONDS EAST A CHORD DISTANCE OF 254.92 FEET) TO A POINT; NORTH 89 DEGREES 06 MINUTES 31 SECONDS EAST A DISTANCE OF 292.56 FEET TO A POINT; SOUTH 88 DEGREES 42 MINUTES 26 SECONDS EAST A DISTANCE OF 205.89 FEET TO A POINT; ALONG AN ARC TO THE RIGHT HAVING A RADIUS OF 3798.16 FEET AN ARC DISTANCE OF 111.18 FEET (BEING SUBTENDED BY A CHORD BEARING OF SOUTH 87 DEGREES 52 MINUTES 08 SECONDS EAST A CHORD DISTANCE OF 111.17 FEET) TO A POINT; THENCE LEAVING SAID RIGHT OF WAY SOUTH 01 DEGREES 35 MINUTES 53 SECONDS WEST A DISTANCE OF 1889.87 FEET TO A 1/2 INCH OPEN TOP PIPE; THENCE SOUTH 83 DEGREES 11 MINUTES 17 SECONDS EAST A DISTANCE OF 1049.00 FEET TO A 1/2 INCH OPEN TOP PIPE; THENCE NORTH 00 DEGREES 04 MINUTES 35 SECONDS WEST A DISTANCE OF 38.78 FEET TO A POINT; THENCE SOUTH 89 DEGREES 54 MINUTES 55 SECONDS EAST A DISTANCE OF 186.54 FEET TO A PONT; THENCE SOUTH 00 DEGREES 52 MINUTES 08 SECONDS EAST A DISTANCE OF 100.77 FEET TO A 1 INCH OPEN TO PIPE; THENCE NORTH 89 DEGREES 36 MINUTES 50 SECONDS WEST A DISTANCE OF 634.74 FEET TO A POINT; THENCE SOUTH 14 DEGREES 13 MINUTES 06 SECONDS EAST A DISTANCE OF 317.25 FEET TO A POINT; THENCE NORTH 78 DEGREES 42 MINUTES 27 SECONDS WEST A DISTANCE OF 365.40 FEET TO A POINT; THENCE SOUTH 89 DEGREES 05 MINUTES 18 SECONDS WEST A DISTANCE OF 368.00 FEET TO A 1/2 INCH REBAR ON THE NORTHERN RIGHT OF WAY OF HONEY CREEK ROAD (80 FOOT RIGHT OF WAY); THENCE CONTINUING ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES AND DISTANCES: SOUTH 76 DEGREES 45 MINUTES 24 SECONDS WEST A DISTANCE OF 770.10 FEET TO A POINT; SOUTH 77

Legal Description

DEGREES 08 MINUTES 44 SECONDS WEST A DISTANCE OF 210.00 FEET TO A POINT; ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 7462.28 FEET AN ARC DISTANCE OF 511.30 FEET (BEING SUBTENDED BY A CHORD BEARING OF SOUTH 76 DEGREES 52 MINUTES 34 SECONDS WEST A CHORD DISTANCE OF 511.20 FEET) TO A 1.5 INCH OPEN TOP PIP; THENCE LEAVING SAID RIGHT OF WAY NORTH 49 DEGREES 28 MINUTES 11 SECONDS WEST A DISTANCE OF 314.40 FEET TO A POINT; THENCE SOUTH 75 DEGREES 04 MINUTES 54 SECONDS WEST A DISTANCE OF 296.90 FEET TO A 1.5 INCH OPEN TOP PIPE ON THE NORTHERN RIGHT OF WAY OF HONEY CREEK ROAD (80 FOOT RIGHT OF WAY); THENCE CONTINUING ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES AND DISTANCES: SOUTH 65 DEGREES 12 MINUTES 34 SECONDS WEST A DISTANCE OF 428.60 FEET TO A POINT; ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 3113.65 FEET AN ARC DISTANCE OF 688.20 FEET (BEING SUBTENDED BY A CHORD BEARING OF SOUTH 72 DEGREES 11 MINUTES 49 SECONDS WEST A CHORD DISTANCE OF 686.80 FEET) TO A POINT; SOUTH 78 DEGREES 15 MINUTES 39 SECONDS WEST A DISTANCE OF 507.72 FEET TO A POINT; THENCE LEAVING SAID RIGHT OF WAY NORTH 07 DEGREES 01 MINUTES 42 SECONDS WEST A DISTANCE OF 1537.91 FEET TO A 1 INCH STEEL ROD; THENCE NORTH 86 DEGREES 37 MINUTES 44 SECONDS EAST A DISTANCE OF 69.01 FEET TO A POINT; THENCE NORTH 89 DEGREES 21 MINUTES 41 SECONDS EAST A DISTANCE OF 795.83 FEET TO A 1.5 INCH OPEN TOP PIPE, SAID BEING THE POINT OF BEGINNING.

CONTAINS 12,444,326 SQUARE FEET OR 285.682 ACRES.

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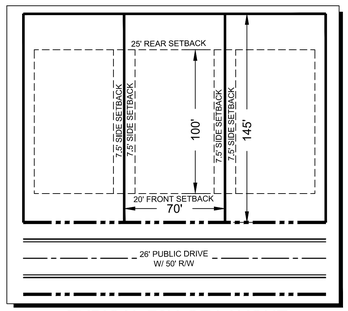
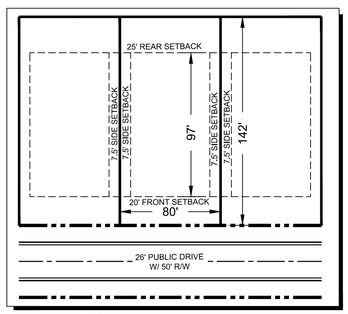
LEGEND:

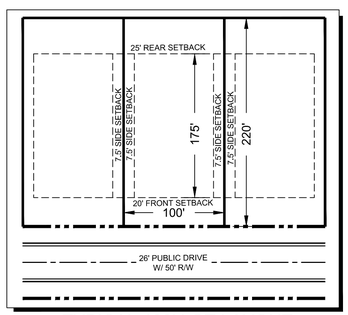
- 70' CONSERVATION LOTS
- 80' CONSERVATION LOTS
- 100' CONSERVATION LOTS
- PRIMARY CONSERVATION AREA
- SECONDARY CONSERVATION AREA
- SECONDARY CONSERVATION AREA



TYPICAL 70' LOT LAYOUT
NOT TO SCALE



TYPICAL 80' LOT LAYOUT
NOT TO SCALE



TYPICAL 100' LOT LAYOUT
NOT TO SCALE

DENSITY NOTE:

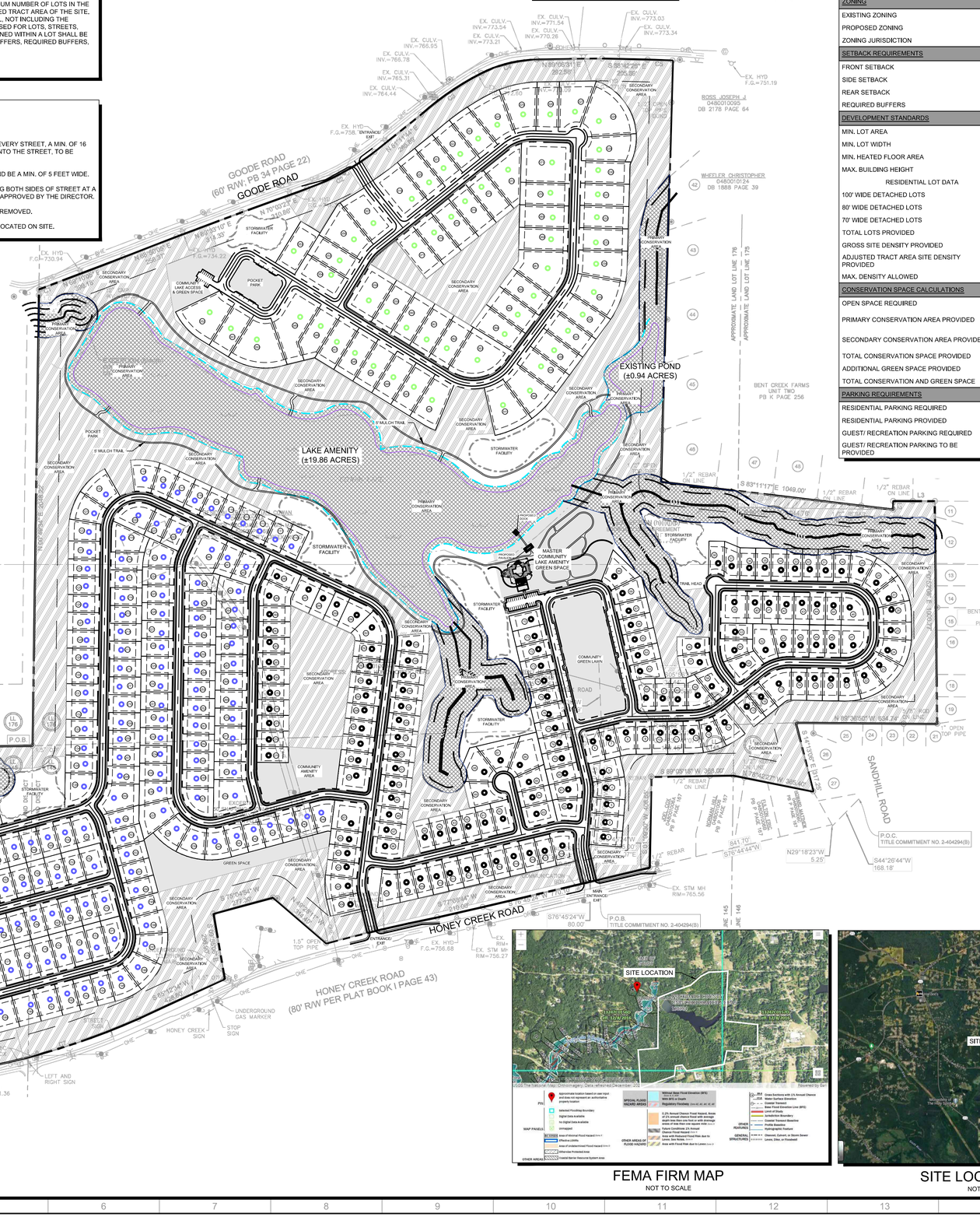
DEVELOPMENT DENSITY:
MAXIMUM DENSITY SHALL BE CONSISTENT WITH THE COMPREHENSIVE PLAN, WHICH ESTABLISHES A MAXIMUM DENSITY NOT TO EXCEED 3.1 UNITS PER ACRE IN THE CONSERVATION RESIDENTIAL LAND USE CATEGORY. THE MAXIMUM NUMBER OF LOTS IN THE CRS ZONING CLASSIFICATION SHALL BE BASED ON THE ADJUSTED TRACT AREA OF THE SITE. ADJUSTED TRACT AREA IS THE TOTAL ACREAGE OF THE PARCEL, NOT INCLUDING THE PRIMARY CONSERVATION AREA, BUT INCLUDING OTHER LAND USED FOR LOTS, STREETS, RECREATION AND OTHER CONSERVATION SPACE. AREA CONTAINED WITHIN A LOT SHALL BE EXCLUSIVE OF 100-YEAR FLOODPLAINS, WETLANDS, STREAM BUFFERS, REQUIRED BUFFERS, AND SLOPES EXCEEDING 25 PERCENT.

GENERAL NOTES:

1. ALL UTILITIES MUST BE PLACED UNDERGROUND.
2. STREETLIGHTS ARE TO BE PROVIDED ALONG ONE SIDE OF EVERY STREET, A MIN. OF 16 FEET HIGH AND A MAX. OF 20 FEET HIGH IF OVERHANGING INTO THE STREET, TO BE PLACED NO MORE THAN 160 FEET APART.
3. SIDEWALKS TO BE PLACED ON ONE SIDE OF THE STREET AND BE A MIN. OF 5 FEET WIDE.
4. MIN. 3 INCH CALIPER STREET TREES TO BE PROVIDED ALONG BOTH SIDES OF STREET AT A MAX. OF 50 FEET APART. SPECIES TO STREET TREES TO BE APPROVED BY THE DIRECTOR.
5. ALL EXISTING BUILDINGS AND STRUCTURES ON SITE TO BE REMOVED.
6. NO ARCHAEOLOGICAL/ HISTORICAL CULTURAL RESOURCE LOCATED ON SITE.

24 HOUR CONTACT:
BRIAN EHRSAM

GEORGIA811
www.Georgia811.com
Know what's below. Call before you dig.



SITE DATA:	
TOTAL SITE AREA	285.682 ACRES
PRIMARY CONSERVATION AREA	42.1 ACRES
ADJUSTED SITE AREA	243.58 ACRES
ZONING	
EXISTING ZONING	AR
PROPOSED ZONING	CRS
ZONING JURISDICTION	ROCKDALE COUNTY, GEORGIA
SETBACK REQUIREMENTS	
FRONT SETBACK	20 FEET/ 5 FEET ALTERNATING STAGGERED
SIDE SETBACK	7.5 FEET
REAR SETBACK	25 FEET
REQUIRED BUFFERS	50 FEET
DEVELOPMENT STANDARDS	
MIN. LOT AREA	10,000 SF
MIN. LOT WIDTH	70 FEET
MIN. HEATED FLOOR AREA	1,800 SF
MAX. BUILDING HEIGHT	35 FEET
RESIDENTIAL LOT DATA	
100' WIDE DETACHED LOTS	59 LOTS
80' WIDE DETACHED LOTS	165 LOTS
70' WIDE DETACHED LOTS	153 LOTS
TOTAL LOTS PROVIDED	377 LOTS
GROSS SITE DENSITY PROVIDED	1.32 DUA (377 LOTS/ 285,682 ACRES)
ADJUSTED TRACT AREA SITE DENSITY PROVIDED	1.55 DUA (377 LOTS/ 243.58 ACRES)
MAX. DENSITY ALLOWED	3.1 DUA/ ADJUSTED TRACT AREA
CONSERVATION SPACE CALCULATIONS	
OPEN SPACE REQUIRED	85.71 ACRES (30% OF GROSS SITE AREA)
PRIMARY CONSERVATION AREA PROVIDED	42.1 ACRES (40,7% OF TOTAL CONSERVATION AREA)
SECONDARY CONSERVATION AREA PROVIDED	61,27 ACRES (59,3% OF TOTAL CONSERVATION AREA)
TOTAL CONSERVATION SPACE PROVIDED	103.37 ACRES (36,2% OF GROSS SITE AREA)
ADDITIONAL GREEN SPACE PROVIDED	11.39 ACRES
TOTAL CONSERVATION AND GREEN SPACE	114.76 ACRES (40,2% OF TOTAL SITE AREA)
PARKING REQUIREMENTS	
RESIDENTIAL PARKING REQUIRED	754 SPACES (2 SP/DWELLING UNIT)
RESIDENTIAL PARKING PROVIDED	1,508 SPACES (2 GARAGE + 2 DRIVEWAY SP.)
GUEST/ RECREATION PARKING REQUIRED	63 SPACES (1 SP/ 6 RESIDENTIAL LOTS)
GUEST/ RECREATION PARKING TO BE PROVIDED	64 SPACES

FEMA FIRM MAP
NOT TO SCALE

SITE LOCATION MAP
NOT TO SCALE

P: (770) 451-2741 F: (770) 451-3915
WWW.PEC.PLUS
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ARBORISTS + SURVEYING & CONSTRUCTION + WATER RESOURCES
350 RESEARCH COURT STE 200
PEACHTREE CORNERS, GA 30092

PROJECT

460 Honey Creek Road

A MASTER PLANNED RESIDENTIAL DEVELOPMENT

AT

460 Honey Creek Road and Goode Road, Rockdale County - Georgia

Rockdale County
JURISDICTION

FOR

INLINE COMMUNITIES, LLC

MUNICIPALITY PROJECT #

REVISIONS

NO.	DATE	BY	DESCRIPTION

THIS SEAL IS ONLY VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE.

GEORGIA REGISTERED No. 34393 PROFESSIONAL ENGINEER KENNETH J WOOD

GSWCC LEVEL II DESIGN PROFESSIONAL CERTIFICATION # 0000059389 EXP. 10/28/2024

ZONING MASTER PLAN

0 125 250 500 750

SCALE: 1" = 250
DATE: 07/03/2024
PROJECT: 21057.00A

GRID NORTH
GEORGIA WEST ZONE

Z1
SHEET

J:\2021\21057004\Dsk\Concepts & Exhibits\Zoning\21057.00A - Site - Zone-1.dwg - JonHoward - 7/3/2024 3:42 PM

LOT TYPE:

- 70' LOTS
- 80' LOTS
- 100' LOTS

GOODE ROAD

ENTRANCE / EXIT

STORMWATER FACILITY

POCKET PARK

COMMUNITY LAKE ACCESS

PRIMARY CONSERVATION AREA

SECONDARY CONSERVATION AREA

EXISTING POND (±0.94 ACRES)

LAKE AMENITY (±19.86 ACRES)

5' MULCH TRAIL

MASTER COMMUNITY LAKE AMENITY

COMMUNITY GREEN LAWN

PAVILION/ PARK

TRAIL HEAD

MAIN ENTRANCE / EXIT

HONEY CREEK ROAD

SE HONEY CREEK ROAD

ROCKDALE COUNTY, GA

SITE RENDERING

360 STUDIO LANDSCAPE ARCHITECTURE — A Division of PEC

PEC+ Planners & Engineers Collaborative+

7/3/2024

Rockdale County Planning & Development
958 Milstead Ave NE
Conyers, GA 30012

Re: **Letter-of-Intent**
320, 460, 470 SE Honey Creek Rd

Dear Planning & Development Department,

This rezoning application is being submitted by the developer, InLine Communities. This application proposes to rezone the approximately 285.682-acre property located north of Honey Creek Road SE and west of its intersection with McDonough Highway/Highway-20, from Agricultural Residential (AR) to CRS (Collaborative Residential Subdivision). This rezoning would facilitate the development of a new 377-lot single-family community.

Existing Conditions:

The uses surrounding the property include:

- North: Single-Family Residential
- East: Single-Family Residential
- South: Single-Family Residential
- West: Undeveloped Land and Single-Family Residential Homes

As it currently exists, the property is undeveloped except for several existing structures. Cowan Lake, an approximately 20-acre lake, stretches from the northwest corner of the subject property into the center of the property. The site plans submitted along with this application have planned the development with this lake in mind, taking careful consideration to provide large buffers, protect viewsheds, and protect the lake's natural resources.

Proposed Development

The proposed development consists of 377 single-family homes on 285.682 acres. The gross overall site density is approximately 1.32 units per acre, which is less than the maximum site density for the CRS zoning district (not to exceed 3.1 units per acre). Per the County zoning ordinance, the maximum number of lots in the CRS zoning classification shall be based on the adjusted tract area of the site which deducts primary conservation area for the density calculation. We have preserved 42.1 acres as primary conservation area, leaving 243.58 acres as buildable. This puts our density at 1.55 units/acre, still well below the 3.1 units per acre allowed.

The proposed development would consist of 153 70'-wide lots, 165 80'-wide lots, and 59 100'-wide lots. All homes have a minimum of a 2-car garage, with the option for a 3-car garage on the larger lots. We have planned the site to have significant buffers around the lake for community access and preservation of viewsheds, including having preserved space for a large community amenity center fronting on this conservation area, offering both a natural and planned amenity unlike any other in the surrounding area. We have site planned a minimum 100' buffer along all sides of the proposed development, in some places as wide as 150', to protect the existing neighbor's privacy and views. In total, we have preserved over 114 acres as conservation and green space, over 40% of the site.

There are stormwater facilities proposed throughout the site that would collect runoff from the site. Site amenities include a large community green, internal sidewalks, shared greenspaces, and walking trails throughout the site, as well as a large master amenity fronting on the lake which will include a cabana, pool, and community gathering space.

Zoning Rationale

The proposed development is appropriate for this site due to a number of factors. The site is designated as Medium Density Residential (MDR) on the Future Land Use Map (FLUM), a designation that recommends densities of 2-4 units per acre. The current AR zoning category allows densities of one unit per acre. We are proposing 379 homes on 285.682 acres, or 1.32 dwelling units/acre. This is below the FLUM recommendation of 2-4 units/acre but is a suitable density given the surrounding densities and the site's unique characteristics and physical features.

We are pursuing the CRS zoning category to allow flexibility in site planning in a manner that preserves the conservation space and sensitive natural resources such as this lake. The CRS zoning requires a minimum of 70'-wide, 10K sqft lots, but we have studied the surrounding area and have increased our lot size averages to provide a better transition. We have thoughtfully designed the site with buffers around the lake to protect its natural resources, and large buffers around the site to protect existing neighbors' views.

This site is located near McDonough Highway/Highway-20, a major roadway that connects to Interstate 20 and will connect residents to nearby job centers. The Highway-20 and Interstate 20 intersection is also a major commercial node. It is reasonable to assert that this residential development would support the nearby commercial businesses, and would even bolster their success by focusing new rooftops nearby. We are completing a traffic impact study of the surrounding road network and will agree to construct all recommended traffic improvements.

Conclusion

The applicant and owner respectfully request that the Rockdale County Board of Commissioners, Planning Commission and Planning Staff approve and support the Applicant's rezoning request to allow for the rezoning of this property from A-R (Agricultural Residential) to CRS (Collaborative Residential Subdivision). This would facilitate the development of a new, single-family community that would contribute to the advancement of the purpose and intent of the Rockdale County comprehensive plan. The developer and their representatives welcome the opportunity to meet with all interested parties and representatives.

Sincerely,

InLine Communities, LLC

Bryan Musolf, Manager

Constitutional Objectives

The portions of Rockdale County Code of Ordinances and/or the Rockdale County Comprehensive Plan (the "Code") which classify or may classify the property which is the subject of this Application (the "Property") into any less intensive zoning classification and/or character area other than as requested 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 Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Code as applied to the subject Property, which restricts its use to the present zoning classification, is unconstitutional, illegal, null and void, constituting a taking of the Applicant's and the Owner's property in violation of the Just Compensation Clause of the Fifth Amendment and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I, and 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 denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

The property is presently suitable for development under the CRS zoning classification as requested by the Applicant, and is not economically suitable for development under the present AR zoning classification. A denial of this Application would constitute an arbitrary and capricious act by the Rockdale County Board of Commissioners without any rational basis therefore, constituting an abuse of discretion in violation of Article I, Section I, Paragraph and Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

A refusal by the Rockdale County Board of Commissioners to rezone the Property to the CRS zoning classification with such conditions as agreed to by the Applicant, so as to permit the only feasible economic use of the Property, 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 subject Property to the R-3 zoning classification and 316 Innovation Corridor character area, subject to conditions which are different from the conditions by which the Applicant may amend its application, to the extent such different conditions would have the effect of further restricting the Applicant's and the Owner's utilization of the subject Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

Opponents to the request set forth in the Application, or in any amendments to the Application, have waived their rights to appeal any decision of the Rockdale County Board of Commissioners because they lack standing, have failed to exhaust administrative remedies, and/or because they failed to assert any legal or constitutional objections.

Amenity Imagery

* Representative samples of proposed amenities.

INLINE COMMUNITIES

Amenity Imagery

* Representative samples of proposed amenities.

INLINE COMMUNITIES

Proffered Zoning Conditions
Honey Creek – Rockdale County
InLine Communities, LLC

1. The site shall be developed in compliance with the Collaborative Residential Subdivision (CRS) Zoning District, and in general compliance with site plan (dated 7/3/2024), if adopted.
2. The applicant shall provide the Traffic Impact Study with the Preliminary Plat. Any recommendations for improvements shall be required to be shown on the Land Disturbance Permit (LDP).
3. The site shall be restricted not to exceed 377 residential lots.
4. A mandatory Homeowners' Association shall be established and shall be responsible for the maintenance of all common areas and facilities.
5. The Homeowners' Association covenants shall include a rental restriction of five percent (5%) of all residential lots.
6. All single-family detached lots shall have a two-car garage.
7. Provide a five-foot-wide sidewalk along both sides of the proposed internal streets. Provide a two-foot-wide grass strip on all internal public roads between the back of the curb and sidewalk. All trees planted in this landscape strip shall be counted towards any Rockdale County required tree recompense credits or tree density units as mandated by the required development permit.
8. Provide a minimum of 1 guest parking space per 6 residential lots throughout the development.
9. All utilities shall be placed underground.
10. Natural vegetation shall remain on the property until the issuance of a development permit.
11. All front building elevations shall be constructed with at least fifty (50) percent of the following building materials: Brick, Indigenous Rock, Natural Stone, and Synthetic Stone, or a combination of Brick, Indigenous Rock, Natural Stone, and Synthetic Stone, with access building materials that may include but not be limited to Stucco, EIFS, Metal, Painted Cement Siding, and Wood where masonry products are not provided.
12. Streetlights shall be provided through the residential development along internal streets where residential units directly abut. When internal to the block, all streetlights shall be residential in character and meet the minimum lighting standards of Rockdale County, GA as defined in the current edition of the development regulations at the time of development permitting.
13. The development shall include a cabana, pool, pickle ball courts, dog park, and pocket parks within the interior of the property. Any structures in the amenity area shall be constructed using exterior building materials that complement the adjacent residential structures. The amenity areas may be in a single area or in multiple areas. All amenity areas shall be accessible by five-foot-wide concrete sidewalks.
14. The minimum heated floor area of each dwelling shall be 1,800 square feet.
15. Property perimeter shall have a minimum 100' buffer. Buffers may be encroached for grading, drainage, utilities, or access when required.
16. Land designated as open space or buffers adjacent to Old Pleasant Hill Baptist Church (300 Honey Creek Road SE, Conyers, GA 30094, parcel ID 0480010005) may be donated. Any land donation will not affect open space calculations or zoning conditions regarding buffers (i.e. Condition 15).

BOARD OF COMMISSIONERS
OSBORN NESBITT, SR., CHAIRMAN
SHERRI L. WASHINGTON, COMMISSIONER POST I
DR. DOREEN WILLIAMS, COMMISSIONER POST II

DEPARTMENT OF PLANNING & DEVELOPMENT
CHRISTOPHER WHEELER, INTERIM DIRECTOR
PHONE: (770) 278-7100
planningandzoning@rockdalecountyga.gov

PLANNING COMMISSION & BOARD OF COMMISSIONERS
ROCKDALE COUNTY PLANNING STAFF REPORT

Case Number:	REZ2024-17
Address:	320, 460, and 470 Honey Creek Road SE
Tax Parcel ID:	0480010004, 048001004A, 048001004B
Site Area:	285.68 acres
Current Zoning:	A-R (Agricultural-Residential)
Existing Conditions:	Single-family residences/woods
Request:	To rezone 285.68 acres from A-R to CRS (Collaborative Residential Subdivision) for the development of a single-family detached residential subdivision with 377 units.
Applicant:	InLine Communities, LLC
Owner:	Melinda Cowan and Carey Slay, individuals as Co-Trustees of the Residual Trust U/W Julian C. Cowan, and Jerry Brent Harris
Staff Recommendation:	**Denial**
PC Hearing Date:	September 12, 2024
BOC Hearing Date:	September 24, 2024

Zoning History

The subject property is zoned A-R (Agricultural Residential). No prior zoning changes are on record for this property.

Existing Site Conditions

The subject site is a 285.68-acre property with frontages along Honey Creek Road SE and Goode Road SE. Sidewalks are not present along the frontages. The three properties that compose the subject property are 320, 460, and 470 Honey Creek Road, and are developed with single-family residences that were constructed in 1977, 1960, and 1992, respectively. Apart from the residences, the site is characterized by woods and a lake, Cowan Lake. Streams and floodplains are also present on the property.

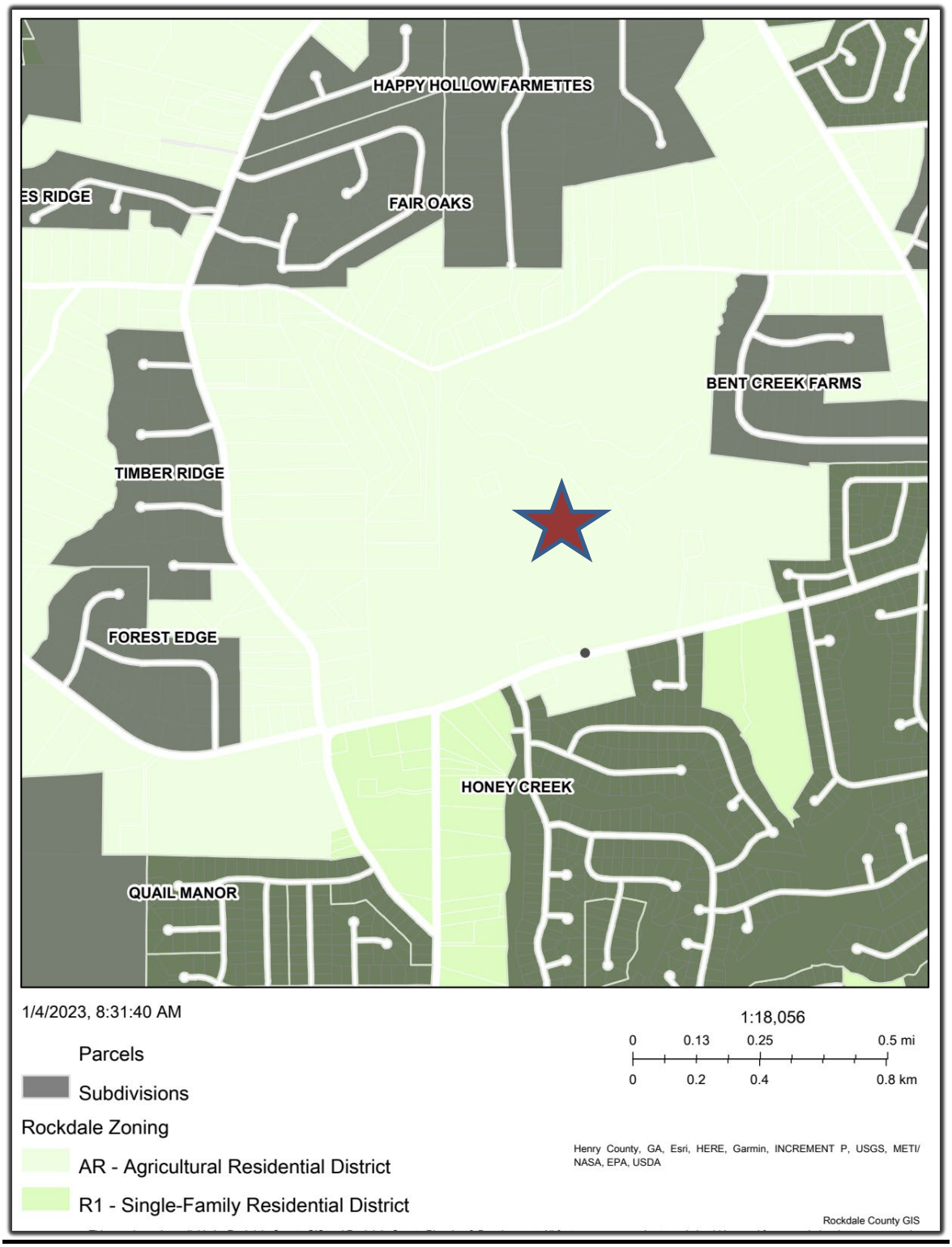
Surrounding Use and Zoning

The subject site is surrounded by residentially zoned properties. The following is a summary of surrounding uses and zoning:

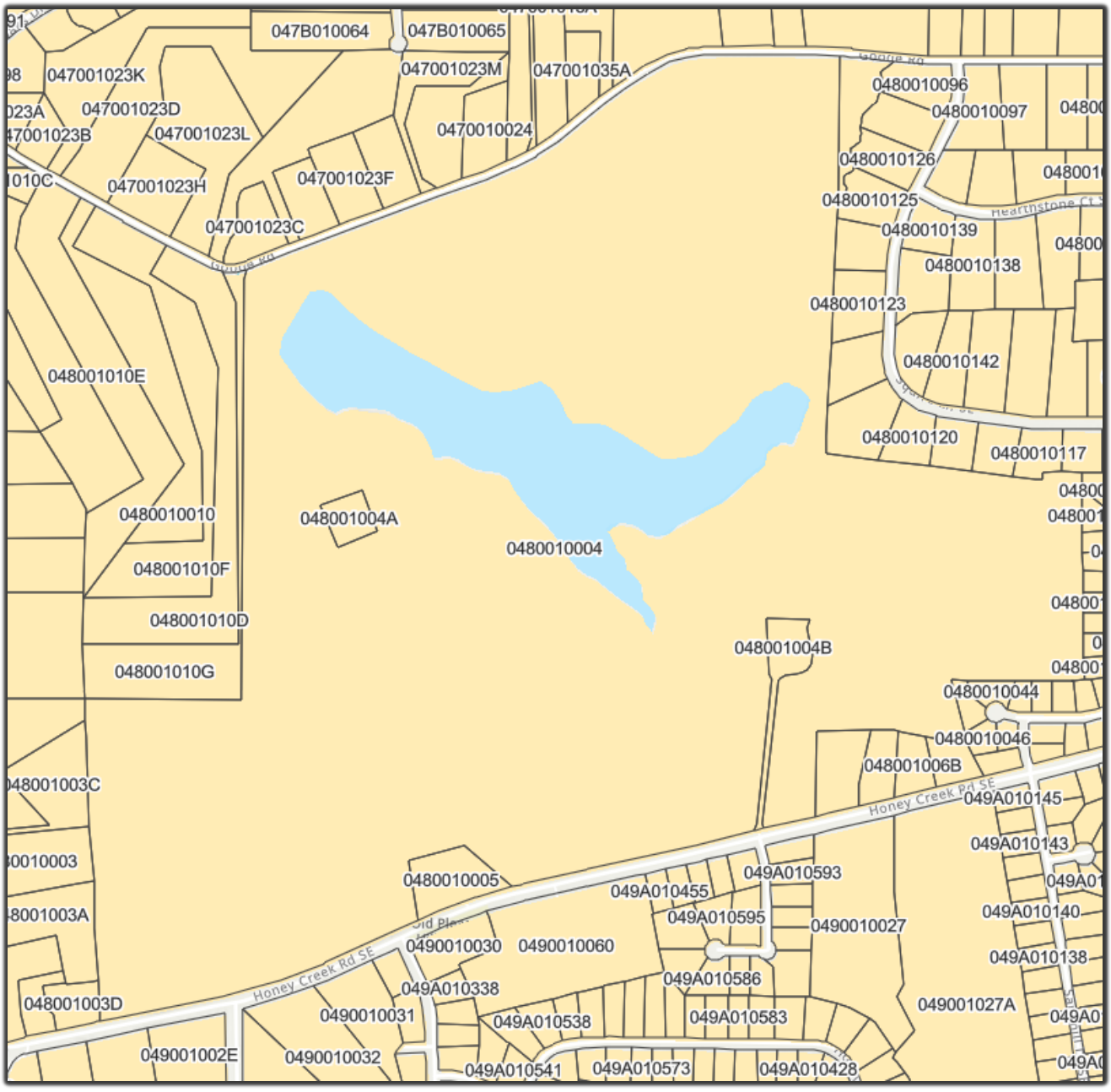
Adjacent Zoning and Current Land Use

Direction	Bordering Roads	Zoning District	Current Land Use
West	Ebenezer Road SE	A-R	Single Family Residences
North	Goode Road SW	A-R	Single Family Residences
East	Stanton Road SE Park Road SE	A-R R-1	Bent Creek Farms Subdivision Honey Creek Subdivision
South	Honey Creek Road SE	R-1 A-R R-1	Single-Family Residences Place of Worship Honey Creek Subdivision

ZONING MAP

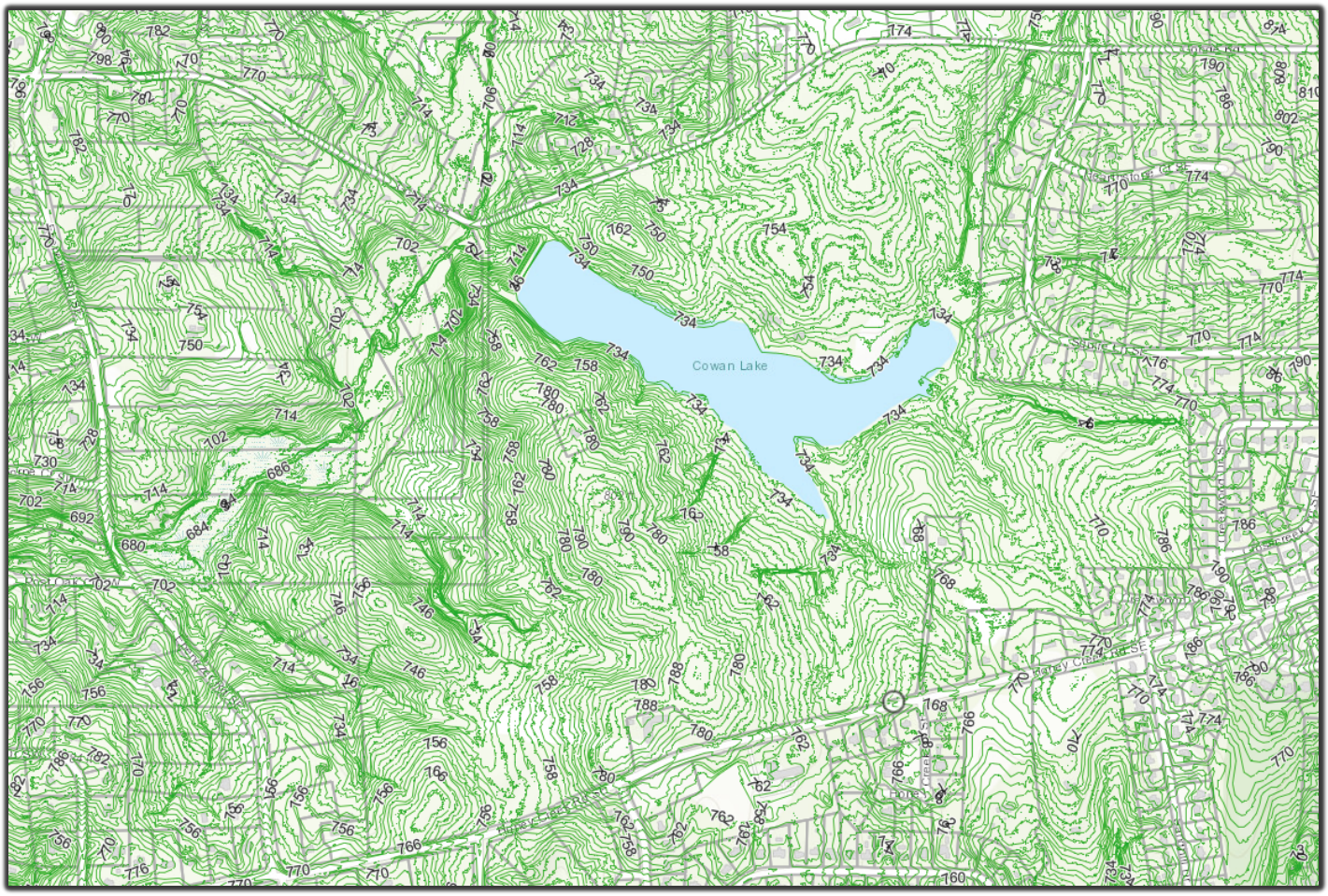

HAPPY HOLLOW FARMETTES
ES RIDGE
FAIR OAKS
BENT CREEK FARMS
TIMBER RIDGE
FOREST EDGE
HONEY CREEK
QUAIL MANOR
1/4/2023, 8:31:40 AM
1:18,056
0 0.13 0.25 0.5 mi
0 0.2 0.4 0.8 km
Parcels
Subdivisions
Rockdale Zoning
AR - Agricultural Residential District
R1 - Single-Family Residential District
Henry County, GA, Esri, HERE, Garmin, INCREMENT P, USGS, METI/ NASA, EPA, USDA
Rockdale County GIS

FUTURE LAND USE MAP



Medium Density Residential

CONTOUR MAP



Project Summary

The applicant is requesting a rezoning of a 285.68-acre site from A-R (Agricultural Residential) to CRS (Collaborative Residential Subdivision). The project includes:

- The development of a single-family detached residential subdivision with 377 lots.
- Proposed lot widths of 70, 80, and 100 feet, meeting the minimum requirement for CRS zoning.
- Proposed minimum lot sizes of 10,150, 11,360, and 22,000 square feet, meeting the minimum requirement for CRS zoning.
- Proposed adjusted density of 1.55 unit per acre. The future land use category allows for 2-4 units per acre.
- 114.76 acres of proposed green space that composes 40.2% of the total site area. The minimum required conservation space for CRS zoning is 30%.
    - 42.1 acres of primary conservation area
    - 61.27 acres of secondary conservation area
    - 11.39 acres of additional green space

ZONING AND DEVELOPMENT STANDARDS

The following is a summary of applicable development standards from the Rockdale Unified Development Ordinance (UDO):

ZONING AND DEVELOPMENT STANDARDS				
Standard	**Code Section**	**Required**	**Proposed**	**Meets Standard?**
Conservation Space	Sec. 206-5(d)(1)	30% of gross parcel area (85.71 acres)	103.37 acres	YES
Minimum Development Size	Sec. 206-5(d)(2)	10 contiguous acres (exclusive of conservation)	285.682 acres (total)	YES
Minimum Lot Size	Sec. 206-5(d)(3)	10,000 SF	10,150 SF	YES
Minimum Lot Width	Sec. 206-5(d)(4)	70 Feet	70 Feet	YES
Setbacks Front Rear Side	 Sec. 206-5(d)(5) Sec. 206-5(d)(6) Sec. 206-5(d)(7)	 20 Feet (5 ft staggered) 25 Feet 7.5 Feet	 20 Feet (5 ft staggered) 25 Feet 7.5 Feet	 YES YES YES
Residential Parking Guest Parking	Sec. 206-5(d)(16)(a) Sec. 206-5(d)(16)(b)	754 spaces (minimum) 63 spaces (minimum)	1,508 spaces 64 spaces	YES YES
Adjusted Density	Sec. 206-5(d)(17)	3.1 units per acre (maximum)	1.55 units per acre	YES
Transitional Buffer	Sec. 206-5(d)(19)(b)	50 Feet	50 Feet	YES

INTERNAL AND EXTERNAL AGENCY REVIEW

The applicant must meet all other UDO requirements related to infrastructure improvements. Internal and External agency comments are attached and provided below.

Fire

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area. Make entrances/exits more remote. (Honey Creek Road Portion).

Rockdale Board of Education

School	Projected Enrollment	Current Enrollment	Current Capacity
HCE	462	447	800
EMS	913	926	1242
HHS	1319	1308	1650

The lack of data on predicted per unit average student occupancy prohibits predicting the school's full occupancy dateline.

Multi developments within a school's zone within the same development period will impact capacity timelines. This month's list: HHS is impacted by three; EMS by two.

RCPS first steps to address impactful student numbers is to add mobile units to the site campus affected. The second step to consider will be larger class sizes. The third possible step is rezoning.

Transportation Department

Needs another entrance on Honey Creek there are 300+ homes on just that side alone. Streetlights and traffic calming are required in all new developments.

Stormwater Department

Based on the submitted rezoning documents, there are existing State waters, Wetlands, FEMA flood plains and Rockdale County Future flood plain requirements that must be adhered to by Federal, State, and County ordinances. Tree protection must be adhered to as it relates to the Stormwater Management Department for Land Disturbance Permitting.

ARTICLE IV – STREAM BUFFER PROTECTION Sec. 310 – 103 Land development stream buffer requirements.

(a) All land development activity, including subdivisions of land and platting activities governed by chapter 302 of the UDO, shall meet the following buffer and setback requirements unless otherwise exempted in this article:
(1) An undisturbed natural vegetative buffer shall be maintained for 50 feet, measured horizontally, on both banks (as applicable) of the stream as measured from the top of the stream bank.
(2) An additional setback shall be maintained for 25 feet, measured horizontally, beyond the undisturbed natural vegetative buffer, in which all impervious cover shall be prohibited. Grading, filling, and earthmoving shall be minimized within the setback.
(3) No septic tanks or septic tank drain fields shall be permitted within the buffer or the setback.
(b) Any land development activity within a buffer established hereunder or any impervious cover within a setback established hereunder is prohibited unless a variance is granted pursuant to section 310-105.

CHAPTER 324 – ENVIRONMENTAL PLANNING CRITERIA

(a) Purpose and intent. Pursuant to O.C.G.A. 12-2-8 and the DNR, environmental protection division's Rules for Environmental Planning Criteria chapter 391-3-16, this section establishes regulations to promote the wise use of

wetlands and protect them from alterations that will significantly affect or reduce their primary functions for water quality, floodplain and erosion control, groundwater recharge, aesthetic natural areas, and wildlife habitat areas.

CHAPTER 320 – FLOOD DAMAGE PREVENTION

Sec. 320-1. - Introduction.
(a) It is hereby determined that:
(1) The flood hazard areas of Rockdale County, GA are subject to periodic inundation which may result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood relief and protection, and impairment of the tax base, all of which adversely affect the public health, safety, and general welfare.
(2) Flood hazard areas can serve important stormwater management, water quality, streambank protection, stream corridor protection, wetland preservation, and ecological purposes when permanently protected as undisturbed or minimally disturbed areas.
(3) Effective floodplain management and flood hazard protection activities can:
a. Protect human life and health,
b. Minimize damage to private property,
c. Minimize damage to public facilities and infrastructure such as water and gas mains, electric, telephone, and sewer lines, streets and bridges located in floodplains, and
d. Minimize expenditure of public money for costly flood control projects associated with flooding and generally undertaken at the expense of the general public.
(b) Article IX, Section II of the Constitution of the State of Georgia and Section 36-1-20(a) of the Official Code of Georgia Annotated have delegated the responsibility to local governmental units to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry. Therefore, Rockdale County, GA, does ordain this chapter and establishes this set of floodplain management and flood hazard reduction provisions for the purpose of regulating the use of flood hazard areas. It is determined that the regulation of flood hazard areas and the prevention of flood damage are in the public interest and will minimize threats to public health and safety, as well as to private and public property.

CHAPTER 328 – Buffers, landscaping, and Tree Protection

Sec. 328-15. - Authority, findings, purpose and intent.

(a) *Authority.* This article is enacted pursuant to the county's exclusive planning authority granted by the Constitution of the State of Georgia, including but not limited to Ga. Const. art. IX, § II, para. IV, and Ga. Const. art. IX, § II, para. III, as well as authority granted by the General Assembly of the State of Georgia, including by not limited to O.C.G.A. § 36-70-3 , as well as 1977 Ga. Laws, page 2817, as amended, and 1969 Ga. Laws, page 3639, as amended, and the general police powers of the county and other authority provided by federal, state, and local laws applicable to this article.

(b) *Findings, purpose, and intent.* It is the intent of this article to provide standards for landscaping and for the preservation and replacement of trees as part of the land development and building construction process in unincorporated areas of the county. The county finds that the existence of adequate tree cover and landscaping in the county directly affects public health, safety, and welfare to comprehensively address these concerns through the adoption of the regulations in this article. The purpose and intent of the Board of Commissioners in enacting this article are as follows:

(1) To protect the health, safety and general welfare of the citizens of the county, and to implement the policies and objectives of the comprehensive plan through the enactment of a comprehensive ordinance governing tree preservation and replacement in the county.
(2) To require landscaping and the preservation and replacement of trees in certain areas within the county in order to ensure the continued health of its citizens through improved air and water quality.
(3) To provide developers and others active in the county with the appropriate guidance to better ensure proper tree preservation and replacement in the course of the land development process in the county.
(4) To preserve property values in the county by maintaining a safe, aesthetically pleasing environment.

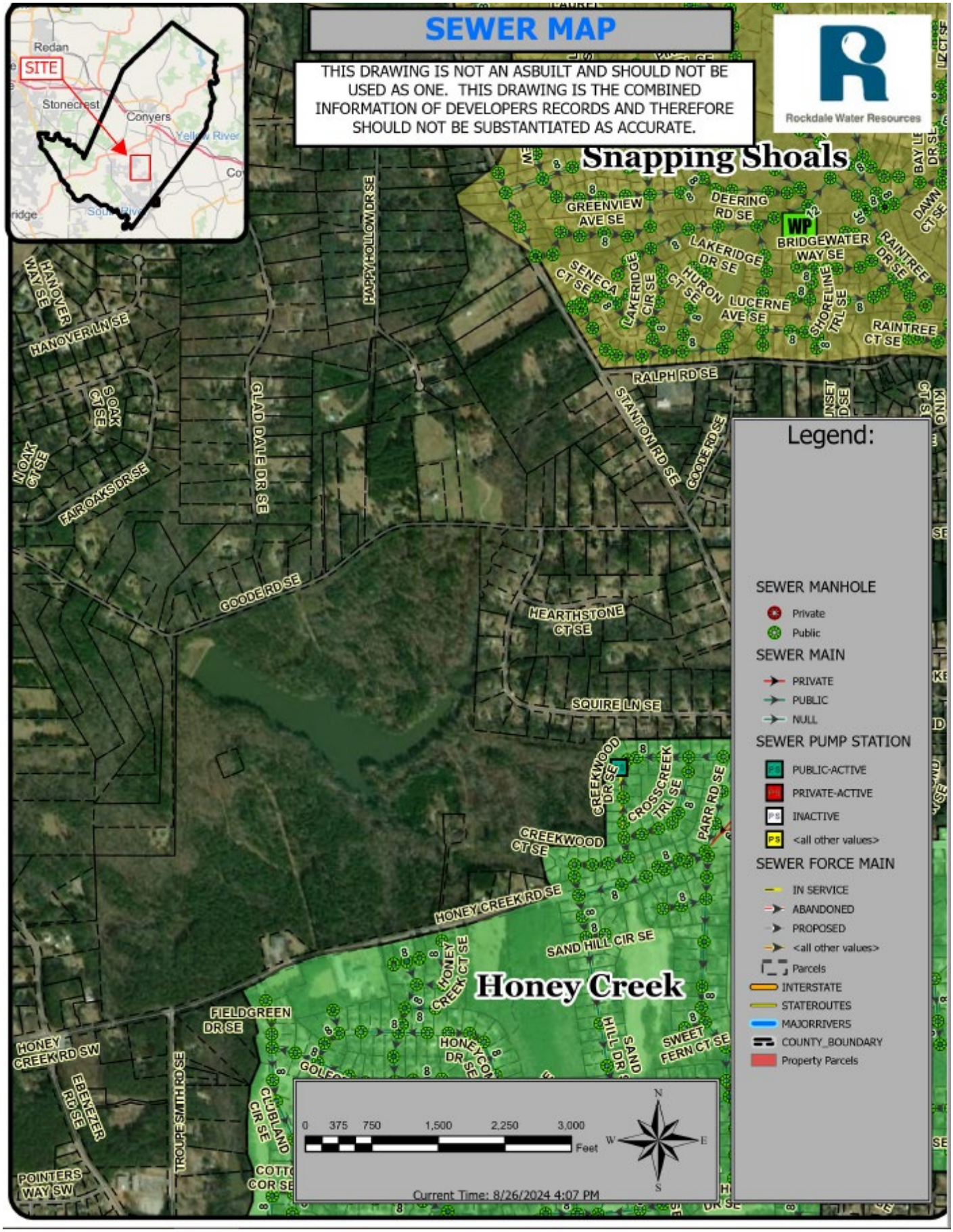
(5) To reduce flooding of county rivers and streams by planting trees and other vegetation so as to aid in slowing the rate of stormwater runoff.
(6) To reduce soil erosion in the county by planting trees and other vegetation so as to aid in the prevention of soil loss through stormwater runoff and flooding and to promote stormwater infiltration.
(7) To reduce noise and glare on adjacent properties from properties that have been extensively developed.
(8) To conserve energy by cooling surrounding air temperatures through the existence of adequate shade trees.
(9) To provide improved atmospheric quality by reducing airborne particulates and carbon monoxide and by increasing oxygen through adequate tree cover.
(10) To promote the saving of trees in nodes throughout a development, rather than as individual trees scattered over a development or around the periphery of a development.
(11) To prevent clear-cutting and mass grading of land that results in the loss of mature trees, and to ensure appropriate replanting when tree loss does occur.

Sec. 328-25. - Requirements for other developments.

(a) Each new development not covered by section 328-24 shall prepare a landscape and tree protection and replacement plan showing compliance with this section.
(b) The tree protection and replacement plan must, at a minimum, protect or plant 15 units per acre of trees on the land being developed. The tree density calculations shall not utilize trees within required buffers in determining for the overall density factor, existing density factor, or replacement density factor. All new development with eight (8) or more parking spaces, or expanded development that results in eight (8) or more parking spaces, shall provide interior landscaping.
(c) Rockdale County has given priority to the retention and placement of trees in frontage planting strips and parking lot planting islands. Trees retained or placed in these areas may be used to meet the tree density factor for a project. However, if the tree density factor is met with trees saved or planted in other areas, the tree location guidelines outlined below must still be performed with additional tree plantings.
(d) *Required landscape strips and re-vegetated buffers.* Landscape strips shall meet the minimum depth requirements as indicated in the following table. Trees may be planted in groups rather than in a single line. Adjoining residential zoning districts, evergreen trees shall be saved or planted in such density or spacing as to provide an eight-foot tall visual barrier within two years of planting. Required landscaping strips shall not be encroached upon by parking spaces, driveway surfaces, or stormwater detention facilities except when complying with the requirements below. Driveway crossings may traverse such strips as near to a perpendicular alignment as practical. Signs may be located in the required landscape strip.

Water/Sewer

Existing 12” DIP Water main along Honey Creek Rd. **The nearest basin (Honey Creek) does not have sewer capacity for this project. The sewer will have to be pumped to the Snapping Shoals Sewer Basin.**


SEWER MAP
THIS DRAWING IS NOT AN ASBUILT AND SHOULD NOT BE USED AS ONE. THIS DRAWING IS THE COMBINED INFORMATION OF DEVELOPERS RECORDS AND THEREFORE SHOULD NOT BE SUBSTANTIATED AS ACCURATE.
Rockdale Water Resources
Redan
SITE
Stonecrest
Conyers
Snapping Shoals
Honey Creek
GREENVIEW AVE SE
DEERING RD SE
BRIDGEWATER WAY SE
LAKERIDGE DR SE
SENECA CT SE
LAKERIDGE CIR SE
HURON CT SE
LUCERNE AVE SE
SHORELINE TRL SE
RAINTREE DR SE
RAINTREE CT SE
HANOVER WAY SE
HANOVER LN SE
HAPPY HOLLOW DR SE
S OAK CT SE
W OAK CT SE
FAIR OAKS DR SE
GLAD DALE DR SE
RALPH RD SE
STANTON RD SE
GOODE RD SE
INSET D SE
HEARTHSTONE CT SE
SQUIRE LN SE
CREEKWOOD DR SE
CROSSCREEK TRL SE
PARR RD SE
CREEKWOOD CT SE
HONEY CREEK RD SE
SAND HILL CIR SE
HONEY CREEK CT SE
FIELDGREEN DR SE
HONEY CREEK RD SW
EBENEZER RD SE
TROUPE SMITH RD SE
CLUBLAND CIR SE
POINTERS WAY SW
SWEET FERN CT SE
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PRIVATE-ACTIVE
INACTIVE
<all other values>
SEWER FORCE MAIN
IN SERVICE
ABANDONED
PROPOSED
<all other values>
Parcels
INTERSTATE
STATEROUTES
MAJORRIVERS
COUNTY_BOUNDARY
Property Parcels

EVALUATION OF THE REZONING REQUEST

O.C.G.A. Chapter 36-66: Zoning Procedure Act

When considering an application to amend the current zoning designation of a property, the Board of Commissioners, the Planning Commission, and the Planning & Development Department shall consider the following:

A. Is the zoning proposal permitted as a use that is suitable in view of the use and development of adjacent and nearby property?

Staff believes that the proposed residential project is not compatible with the surrounding area. The properties surrounding the subject site are zoned A-R (Agricultural Residential) and R-1 (Single-Family Residential) and are generally large lots occupied by single-family residences. Many of the lots in the adjacent Bent Creek Farms subdivision range from 1-2 acres in size and the lots to the north of the subject site range from 2-10 acres. The proposed site plan features 10,150, 11,360, and 22,000 SF lots, which are generally smaller than that of surrounding properties.

B. Will the zoning proposal adversely affect the existing use or usability of adjacent or nearby property?
The proposed development would likely have negative effects on the surrounding properties, with increased density impacting the rural character of the area, increased impervious surfaces, and increased traffic.

C. Will the property to be affected by the zoning proposal have a reasonable economic use as currently zoned?
The property, zoned A-R (Agricultural-Residential), has reasonable economic use. The subject property is surrounded by A-R and R-1 zoning categories.

D. Will the zoning proposal result in a use that will or could cause excessive or burdensome use of existing streets, transportation, facilities, utilities, or schools?

The development would pose a burden to existing streets with the addition of 377 new residences to the area. Though the traffic study found that the results of future "Build" traffic operations analysis indicate that all the study intersections will continue to operate at satisfactory levels of service as in "No-Build" conditions in all peak hours, recommendations were made to add stop signs, left turn lanes and right turn lanes, and entering lanes and exiting lanes to ease the burden of increased traffic to the area. Water is available for the project, but the nearest basin does not have sewer capacity. Schools in the area are generally under capacity.

E. Is the zoning proposal in conformity with the Future Land Use Map and the policy intent of the Comprehensive Land Use Plan?

The zoning request is in conformity with the property's Future Land Use designation, which is Medium Density Residential.

F. 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 small lot sizes that are not compatible with the large-lot residential character of the area and the burden that 377 households would pose to public facilities, such as transportation and wastewater facilities, give supporting grounds for disapproval of the zoning proposal.

PLANNING & DEVELOPMENT STAFF RECOMMENDATIONS

Staff recommends ***Denial*** of the request to rezone from A-R (Agricultural Residential) to CRS (Collaborative Residential Subdivision). If Approved, Staff recommends the following Conditions:

1. The site shall be developed in compliance with the CRS (Collaborative Residential Subdivision) Zoning District, if adopted. The proposed site plan shall be modified to reflect a minimum of 22,000 SF lots.
2. The applicant shall provide the Traffic Impact Study with the Preliminary Plat. Any recommendations for improvements shall be required to be shown on the Land Disturbance Permit (LDP). Additionally, as determined by the Rockdale County Department of Transportation, a new study may be required for the development. Any recommendations for improvements from any new studies shall be required to be shown on the LDP.
3. Applicant must provide proof of sewer capacity before proceeding to preliminary plat phase.
4. Natural vegetation shall remain on the property until the issuance of a development permit.
5. The minimum heated floor area per dwelling unit shall be 1,800 square feet.
6. The applicant must provide a third entrance/exit on Honey Creek.
7. Provide external five-foot-wide concrete sidewalks along the Goode Road and Honey Creek Road Right-of-Way.
8. Provide internal five-foot-wide concrete sidewalks on both sides of internal streets.
9. All single-family dwelling units shall have a two-car garage designed in accordance with the applicable regulations found within the Unified Development Ordinance.
10. All amenity areas shall be accessible through five-foot-wide concrete sidewalks.
11. All internal streets shall be a minimum of 24 feet wide from the face of the curb to the face of the curb and shall be maintained by the homeowner's association.
12. All grassed areas shall be sodded.
13. All utilities shall be placed underground.
14. Stormwater detention ponds shall be screened from view from adjoining residential properties. Screening plans shall be subject to review and approval by the Director of Planning and Development.
15. Building lots shall not be located within any required stream buffers or accompanying impervious setback areas.
16. The Covenants, Conditions, and Restrictions shall include a clause to limit the maximum number of homes that can be rented or leased within the development at any time to be no more than five (5) percent.
17. All building elevations shall consist of brick, stone, cementitious siding, or real (lath and Portland) stucco from ground to eaves, with brick, stone, cedar shake, real stucco, painted wood siding or cementitious siding to be used as accents. Metal siding, vinyl siding, metal canopies, and exposed standard concrete blocks are prohibited. Soffits may be constructed of vinyl.
18. The development shall include open space, walking trails, and other amenities within the interior of the property. Any structures in the amenity areas shall be constructed using exterior building materials that complement the adjacent residential structures.

ROCKDALE COUNTY
PLANNING & DEVELOPMENT
P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

CASE #: _____

REZONING (ZONING MAP AMENDMENT) AND ALTERATIONS TO CONDITIONS OF APPROVAL APPLICATION CHECKLIST

This application is required for Rezoning submittals that do NOT require a Future Land Use (FLU) Map Amendment application. Additionally, this application is required for Alterations to or Repeal of Conditions of Approvals. The Instructions provide further details.

FILING INFORMATION (OFFICE USE ONLY)

Filing Date:	BOC 1R WS:	BOC 1R VS:	PC Hearing:	BOC Hearing:	BOC 2R WS:	BOC 2R VS:

PROPERTY

Property Address(es): 1600, 1700, & 1720 Walker Rd, Conyers, 30094 (With City and Zip Code)	Tax Parcel Numbers: 0290020008, 0290020008A, 0290020008B, 0290020008E, 029002008J and 0290020008K
Total Acreage: 113.988	Number of Properties: 6

Per 2019 House Bill 493, detailed checklists of items required to be submitted for each type of project are supplemental to this application. Each item **must be checked off and a page number where the item is located must be noted** and included with the application. The applicant must sign the affidavit, at the end of the application and each required checklist, certifying that all required items are provided. If there are questions regarding items required for your specific project, contact staff for clarification prior to submitting the application.

Applications that do not provide documentation or required materials will be noted as incomplete and may result in delays in the Board of Commissioners', Planning Commission's, or Staff's review of the application and/or denial of the request. The Board of Commissioners and Planning Commission reserves the right to require additional information if it believes that the submission of such information is necessary to understand the nature of the intended activity.

Revisions made to the applications after the submittal deadline and prior to the Board of Commissioners' or Planning Commission's Public Hearing may be continued to the following month's hearing.

The Unified Development Ordinance (UDO) Sec. 202.6 provides the zoning districts that are permitted within each FLU Category. If the FLU Category permits the proposed zoning district, this application is required.

The filing fee is based upon the number of properties, the amount of acreage of each property that require a Rezoning, the requested Zoning District that is being requested, and the amount of acreage of each property to be rezoned.

☑ **REQUIRED Pre-Application Conference** (UDO Sec. 238-4(d)(1)):

Date attended and with which staff member: Pre-App meeting on 7/25/23 with Carolina Angulo and Tracie Roberts

☑ **Completed Application:** Provide one (1) digital copy and four (4) hard copies of the entire submittal packet.

☑ **Property Information (Page 4)**

☑ **Contact Information (Page 4):** Property Owner(s), Applicant, Authorized Agent, Attorney.

☑ **Site and Development Information (Page 5):** General information on the property, services and utilities.

☑ **Letters from Service Providers:**

- ☐ Rockdale Water Resources (770-278-7450) or other provider: Public Water Service; Sewer Map; Wastewater Availability and Treatment Capacity; Hydrant Flow;
- ☐ Rockdale County Public Schools (770-483-4713), if residential: What Schools are Zoned for Your Address?; Enrollment Count and Capacity;
- ☐ Electrical Service;
- ☐ Natural Gas Service;
- ☐ Telecommunications Service (Internet, Landline Phone, and Cable).

☐ **Justification of the Request (Page 6):** In your own words, type the reason you believe the zoning of the subject property should be amended.

☐ **Rezoning Review Standards (Page 7):** Provide justification for each of the review standards listed in UDO Sec. 238-4(g)(1). The Board of Commissioners, the Planning Commission, and the Department will use these standards to evaluate the request.

☐ **Conditions of Approval (Page 8):** UDO Sec. 238-15. Provide justification for each of the review standards listed in UDO Sec. 238-4(g)(1). The Board of Commissioners, the Planning Commission, and the Department will use these standards to evaluate the request.

☐ **Applicant Certification (Page 9)**

☐ **Ownership Statement and Campaign Contribution Disclosure Statement (Page 10):** If the property is listed in the name of more than one individual or entity, each owner must sign all documents. Property owner(s) signature(s) must be notarized. If the property has been sold within the last 90 days, a copy of the deed with the new owner(s) name(s) is required. Ownership of property will be verified by staff. The owner(s) of the property is required to disclose political campaign contributions. Disclosures must be notarized.

☐ **Agent Authorization Form and Campaign Disclosure Statement (Page 11):** If the owner of the property wishes to have someone represent his/her interest in all matters relating to a rezoning application, the notarized signatures of the owner(s) and agent are required. Agents are required to disclose political campaign contributions. Disclosures must be notarized.

☐ **Attorney Authorization Form and Campaign Disclosure Statement (Page 12):** If the owner of the property wishes to have an attorney represent his/her interest in all matters relating to this application, the notarized signatures of the current owner(s) and attorney are required. Attorneys are required to disclose political campaign contributions. Disclosures must be notarized.

☐ **Proof of Ownership:** Deed recorded with Rockdale County Clerk of Courts. A copy of the deed of the property or properties may be obtained at the Rockdale County Courthouse in the Real Estate Records Room on the 1st floor.

☐ **Original Plat or Survey:** Plat or survey recorded with Rockdale County Clerk of Courts or referenced by the Deed, if not recorded.

☐ **Survey Plat:** Signed and sealed by an architect, engineer, landscape architect or land surveyor. A copy of the existing survey plat of the property or properties may be obtained at the Rockdale County Courthouse in the Real Estate Records Room on the 1st floor. However, one complete boundary survey is required for projects with more than one property.

☐ **Legal Description of the Property:** This written description, found on the property deed, containing the metes & bounds of the property or properties. However, the legal description must be provided in Word with this application.

☐ **Site Plan:** Drawn to scale, showing all existing property improvements, and all proposed improvements. The Conceptual Development Plan may include any additional graphics which will explain the features of the development, but shall include the following:

- ☐ A written description of the details of the proposed use and development details.
- ☐ A vicinity map showing the use and zoning of all properties within one (1) mile of the property subject to the rezoning request.
- ☐ All proposed setbacks, buffer yards, structure heights, and lot coverage calculations.
- ☐ All proposed buildings, structures, fences, or walls, areas of outdoor storage, permanent dumpsters, and other improvements to be located upon the site and adjacent sites within 400 feet of the subject property.
- ☐ All proposed open spaces and recreational amenities.
- ☐ All proposed stormwater management facilities and connections (all stormwater connections shall be subject to the approval of the Rockdale County Stormwater Department.
- ☐ All proposed location and capacities of public and private utilities (all septic systems shall be subject to the approval of the Rockdale County Environmental Health Department, all public sewer and water connections shall be subject to the approval of the Rockdale County Water Resources or public service provider).
- ☐ Lakes, streams, other water bodies, and wetlands on or adjacent to the site and associated buffers.
- ☐ All proposed public improvements including sidewalks, street trees, and right-of-way dedications.
- ☐ All proposed locations for temporary uses, such as seasonal sales areas.
- ☐ Such other and additional information as may be requested by the Zoning Administrator.

☐ **Current and Proposed FLU Category and Zoning District for Each Property:**

Address	Tax Parcel No.	Acreage	Current FLU Category		Current Zoning District	Proposed Zoning District
Walker Rd SW	0290020008	83.82	Medium Density		AR	CRS
1680 Walker Rd. SW	0290020008A	3.18	Medium Density		AR	CRS
1700 Walker Rd SW	029002008E	1.84	Medium Density		AR	CRS
Walker Rd SW	029002008J	17.53	Medium Density		AR	CRS
1720 Walker Rd SW	029002008B	4.76	Medium Density		AR	CRS
Walker Rd SW	029002008K	2.89	Medium Density		AR	CRS

☐ Rezoning to AR, R-1, CRS, CDS, and CSO

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☐ 0-4.99 acres	$250			$
☐ 5-9.99 acres	$300			$
☐ 10-19.99 acres	$400			$
☒ 20 acres and more	$500			$ 3000.00

☐ Rezoning to R2, MUR, and RM

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☐ 0-4.99 acres	$300			$
☐ 5-9.99 acres	$400			$
☐ 10-19.99 acres	$550			$
☐ 20 acres and more	$700			$

☐ Rezoning to a Nonresidential District

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☐ 0-4.99 acres	$250			$
☐ 5-9.99 acres	$300			$
☐ 10-19.99 acres	$400			$
☐ 20 acres and more	$500			$
			Filing Fee (Fee Amount + DRI Fee)	$ 3000.00

AFFIDAVIT CERTIFYING COMPLETENESS OF APPLICATION

I hereby acknowledge that I understand the requirements listed above for what constitutes a complete application. I have checked off each box and included a page number where the item is located. I confirm that the requirements for a complete application have been met.

Michele L. Battle, the undersigned applicant also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign:	(Signature)	Battle Law, P.C. (Applicant's Name)	8/2/2024 (Date)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Affidavit Certifying Completeness of Application (type of document)

Executed in Lawrenceville (city), Gwinnett (county), GA (state), this 2nd (day) day of Aug (month), 20 24 (year)

Notary Public signature

May 04, 2028
GA Registration No. and expiration date

BATOYA CLEMENTS NOTARY PUBLIC GEORGIA GWINNETT COUNTY EXPIRES MAY 4, 2028 SEAL

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

CASE #: _____

ZONING MAP AMENDMENT (REZONING) AND ALTERATIONS TO CONDITIONS OF APPROVAL APPLICATION

FILING INFORMATION (OFFICE USE ONLY)

Filing Date:	BOC 1R WS:	BOC 1R VS:	PC Hearing:	BOC Hearing:	BOC 2R WS:	BOC 2R VS:

PROPERTY INFORMATION

Property Address(es): (With City and Zip Code) 1680, 1700, & 1720 Walker Rd, Conyers, GA 30094	Tax Parcel Numbers: 0290020008, 0290020008A, 0290020008B, 0290020008E, 029002008J and 0290020008K
Total Acreage: 113.988	Number of Properties: 6
Subdivision: / Land Lot(s): 208	District(s): 11th
Current Zoning: AR	Proposed Zoning: CRS
Current FLU Category: Medium Density	
Current Use: Agriculture	Proposed Use: 175 Residential single family dwellings
Zoning History (Rezonings, Special Use Permits, Variances, etc.): N/A	
Are there existing conditions of zoning for the property? If so, please list on page 8. N/A	
Purpose of requested amendment: To change zoning from AR to CRS to allow single family development	

APPLICANT INFORMATION

Applicant / Authorized Agent: Battle Law, P.C.			Authorized Agent / Attorney:		
Business / Person Name:			Business / Person Name:		
Address: 3562 Habersham at Northlake Building J Suite 100			Address:		
City: Tucker	State: GA	Zip: 30084	City:	State:	Zip:
Office #: 404-601-7616	Mobile #:		Office #:	Mobile #:	
Email: mlb@battlelawpc.com			Email:		
Applicant Status (check one): ☐ Owner ☑ Authorized Agent					

PROPERTY OWNER INFORMATION

Owner 1: Elizabeth C. Potts, as Trustee of the Elizabeth C. Potts Living Trust dated April 18, 2013			Owner 2: Joseph Wade Potts and Cheryl Lynn Potts		
Business / Person Name:			Business / Person Name:		
Owner of Tax Parcel No(s).: 0290020008 and 029002008A			Owner of Tax Parcel No(s).: 029002008B		
Address: 1680 Walker Rd. SW			Address: 1720 Walker Rd SW		
City: Conyers	State: GA	Zip: 30094	City: Conyers	State: GA	Zip: 30094
Office #:	Mobile #:		Office #:	Mobile #:	
Email: nrv@mcwrealty.com			Email: nrv@mcwrealty.com		

PROPERTY OWNER INFORMATION

Owner 3: Betty Gilbert Potts			Owner 4: Edward Lawson Patton and Julie Deane Patton		
Business / Person Name:			Business / Person Name:		
Owner of Tax Parcel No(s).: 029-0-02-008E and 029-0-02-008J			Owner of Tax Parcel No(s).: 029002008K		
Address: 1700 Walker Rd SW			Address: Walker Rd SW		
City: Conyers	State: GA	Zip: 30094	City: Conyers	State: GA	Zip: 30094
Office #:	Mobile #:		Office #:	Mobile #:	
Email: nrv@mcwrealty.com			Email: nrv@mcwrealty.com		

SITE INFORMATION

Any Applicable Zoning Overlay Districts:

Schools: (If this request is for a commercial, industrial or office institutional zoning, school enrollment figures are not required, but the location of the nearest schools must still be completed.)

Type	Name	Current Enrollment	Capacity	Difference
Elementary School:	Sims Elementary	490	760	-270
Middle School:	Edwards Middle School	878	1242	-364
High School:	Heritage High School	1313	1650	-337

Transportation:	North	South	East	West
Adjacent Roads:	Walker Road	N/A	Ebenezer Road	N/A
Existing ROW:	80 Feet	N/A	80 Feet	N/A
Future ROW:		N/A		N/A
Type:	County Rd; Paved	N/A	County Rd; Paved	N/A

Types: County Rd; State Hwy; Private Dr; Paved; Dirt; Other

Are there state or county road improvements planned that would impact the rezoning site (by either Rockdale County or GDOT)? Yes, per Rockdale DOT

If so, please identify: Awaiting additional information from Rockdale DOT

Utilities: Gas Service: Atlanta Gas Light | Electric Service: Snapping Shoals EMC

Potable Water (check one): ☑ Public System ☐ Well

Location of Nearest Line: Walker Rd & Ebeneezer Rd | Diameter of Line: 12 inches | Distance to Closest Fire Hydrant: Hydrants are located on Ebenezer and Walker road. Distance is between 20-40 feet

Wastewater (check one): ☑ Public System ☐ Septic Tank

Nearest Treatment Plant: Snaping Shoals | Evaluation by Soil Scientist:

Max Operating Capacity: 3 MGD | Environmental Health Approval:

Level of Operation:

Are there any utility easements recorded on the land to be considered for rezoning? Yes

If, so please describe: Yes, there is an existing 100ft transmission line on the property along Walker Road

Stormwater: FIRM Panel No. and Date: 13247C0156D eff 12/8/2016 | Basin: Ocmulgee | Sub-Basin: Honey Creek 030701030106

☑ Are there streams, rivers, lakes or other water bodies located on or adjoining this site? | If so, please identify: A small stream flows into a small pond located on the property.

☐ Property Within Floodplain? | Zone: X | If so, has it been identified on your property plat? ☐ Yes ☑ No | How many acres are impacted by floodplain? N/A

☑ Wetlands | Type: Freshwater Pond PUBHh and Riverine Wetlands (R5UBH)

DEVELOPMENT INFORMATION

Type of Development: (check one)	☑ Residential	☐ Nonresidential	☐ Mixed Use
Type of Residential: (check one)	☑ Single-Family Residential	☐ Two-Family Residential	☐ Multi-Family Residential

Type of Nonresidential: N/A

If Use Contains a Residential Component:	Number of Units: 175	Acreage: 113.988	Residential Density (Lots/Units per Acre): 1.54 (GROSS)
If Use Contains a Commercial Component:	Total Building Area Proposed:		Number of Parking Spaces:

Does the development qualify for a Development Regional Impact (DRI)? See pages 12 and 13 of the Application Instructions for more information. ☐ Yes ☑ No

JUSTIFICATION OF THE REZONING REQUEST

In your own words, type the reason you believe the zoning of the subject property should be amended. Please address the following:

1. The intent of the proposed amendment and the intended timing and phasing of development. State the reasons why you believe the current zoning district classification for the subject rezoning site is incorrect and why approval of a different zoning district classification is appropriate.

We intend to conserve and utilize the natural amenities and other areas within the property. The current zoning of AR is inconsistent with the growth of surrounding properties. Based on the current conceptual site plan, the design is 1.54 gross units per acre which is under the maximum of 3.1 units per acre allowed by CRS zoning. The property has remained undeveloped and the current owners no longer desire to maintain the large tract of land. Applicant is seeking to provide quaility afforable housing to future and existing residents of Rockdale County. Depending upon release of land disturbance and other required permits by City, State, and Federal Governments, applicant anticipates development beginning early fall 2024. Although phasing is not determined at this time, a development of this size will likely be constructed in 2-3 phases with full completion in 2028.

2. The impact of the proposed amendment on the capacities of public facilities including, but not limited to, transportation facilities, sewage facilities, water supply, parks, drainage, schools, solid waste, and emergency medical facilities.

Applicant has met with the Director of the Water Authority, the Director of Storm Water, and a Rockdale Utilities Engineer. Applicant plans to work with each county department, if necessary, to perform resasonable improvements and meet all State, Federal, and local laws and regulations. Applicant has also ordered a traffic study and included multiple access points to the development to maintain the flow of traffic. Based on data provided by Rockdale County Public Schools, the schools are under capacity and have room for growth. All departments have provided required information to the applicant indicating available capacity. As indicated on page 5 of this application, schools for this area are currently under-utilized. A sewer model is being conducted by Rockdale County that will include the applicable numbers for this project.

3. The impact of the proposed amendment on the natural environment, especially existing trees, water bodies, and water quality.

Applicant is specifically seeking the CRS zoning classification in order to preserve 10.46 acres of primary conservation area and 27.9 acres of secondary conservation area totaling 38.36 acres of open space and the natural environment. Applicant is preserving the natural beauty of the area surrounding the existing ponds and will follow all State, Federal, and local laws and regulations for water and water quality.

4. The contribution of the proposed amendment to an orderly and logical development pattern.

The proposed amendment will contribute to an orderly and logical development pattern consistent with nearby and future residential developments.

REZONING REVIEW STANDARDS

Additionally, provide justification for each of the following review standards (UDO Sec. 238-4(g)(1)). The Board of Commissioners, the Planning Commission and the Department will use these standards to evaluate the request:

a. Whether a proposed rezoning will permit a use that is suitable, in view of the use and development of adjacent and nearby property.

The area surrounding the proposed development is all residential and will permit a use that is suitable, in view of the use and development of adjacent and nearby property. Applicant is seeking CRS zoning to preserve the natural beauty of the land, streams, and ponds with 38.36 acres of open space.

b. Whether the property to be affected by a proposed rezoning has a reasonable economic use as currently zoned.

It is not likely that the current AR zoning will have a reasonable economic use as it's currently zoned. With rezoning the property to CRS, it will allow for new housing product for the county and ultimately bring additional tax revenue to the county.

c. The impact of the proposed amendment on the natural environment, especially existing trees, water bodies and water quality.

Applicant is specifically seeking the CRS zoning in order to preserve more of the natural environment of the property for future homeowners to enjoy. Applicant is leaving 38.36 acres of open space to keep the natural beauty of the ponds and streams undisturbed and is committed to following all State, Federal, and local laws and regulations regarding water and water quality.

d. Whether the proposed rezoning will result in a use that will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools.

The proposed rezoning will not result in a use that will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. The developer will work with all county departments to plan for appropriate growth and phasing.

e. Whether the proposed rezoning is in conformity with the policy and intent of the comprehensive plan.

The proposed rezoning of CRS is in conformity with the Future Land Use Map and consistent with the current growth and development of the surrounding area. Applicant is specifically seeking the CRS zoning in order to conserve the natural beauty, streams, and ponds on the property.

f. Whether there are other existing or changing conditions affecting the use and development of the property that give supporting grounds for either approval or disapproval of the proposed rezoning.

The approval of the proposed rezoning would be in line with the current growth patterns of the surrounding areas. The current owners of the property no longer desire to maintain the land and there has been a lack of use as agricultural for many years.

g. Whether, and the extent to which, the proposed amendment would result in significant adverse impacts on the natural environment.

Applicant is specifically seeking the CRS zoning in order to conserve more of the natural environment. It's the applicant's desire to utilize as many of the natural features of the property as natural amenities that homeowners can enjoy. Applicant is committed to meeting all State, Federal, and local regulations and laws.

h. The feasibility of serving the property with public wastewater treatment service and the impacts of such on the wastewater system; and, if an alternative wastewater treatment method is proposed, whether such wastewater treatment method is authorized in Rockdale County and will have a detrimental impact on the environment.

Applicant is currently working with the Department of Wastewater and Rockdale County staff in order to work towards proper testing, design, and implementation of public wastewater treatment service and will update staff as conversations continue.

ALTERATIONS TO OR REPEAL OF THE CONDITIONS OF APPROVAL

This page is only required for existing Conditions of Approval that were imposed with the adoption of a Zoning Map Amendment (Rezoning). If Conditions of Approval exist for a Future Land Use Map Amendment or a Special Use Permit that need to be changed, separate application(s) are required.

a. List the existing conditions of approval:

N/A

b. List the existing conditions of approval that are proposed to be altered and/or repealed:

N/A

c. Provide justification for the proposal:

N/A

APPLICANT CERTIFICATION

Please read and initial the following statements:

WMH 1. I hereby request the County consider the information contained within this application relative to the property shown on the attached plats and site plan and further request that this item be placed on the Planning Commission (PC) and/or Board of Commissioners (BOC) Agenda for a public hearing.

WMH 2. I understand that my request will be rejected if all the necessary information and/or requirements are not presented.

WMH 3. I understand that I have an obligation to present all necessary information required by the Rockdale County Department of Planning & Development (P&D) to enable the PC and/or BOC to make an informed determination on my request. I will seek advice of P&D Staff or an attorney if I am not familiar with the zoning and land use requirements.

WMH 4. I understand that my request will be acted upon at the PC and BOC Public Hearings and that I am required to be present or to be represented by the authorized representative as indicated on this application, so that someone is available to present all facts and answer questions. I understand that failure to appear at a public hearing may result in the postponement or denial of my request. I further understand that it is my responsibility to be aware of relevant public hearing dates and times regardless of notification from Rockdale County.

WMH 5. The Rockdale County Unified Development Ordinance requires a public participation sign on the subject property. In order to ensure that the correct information is included on the public participation sign, P&D will prepare the sign and post the sign.

WMH 6. I hereby acknowledge that I understand the requirements listed on the checklist for what constitutes a complete application. I have checked off each box and included a page number where the item is located. I confirm that the requirements for a complete application have been met.

____ 7. I have read and understood the applicable sections of the Rockdale County Unified Development Ordinance, as provided in the Instructions.

Wayne Morehead, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. § 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign:	(Signature)	Battle Law, PC (Applicant's Name)	8/2/2024 (Date)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Applicant Certification (type of document)

Executed in Lawrenceville (city), Gwinnett (county), GA (state), this 2nd (day) day of Aug (month), 2024 (year)

Notary Public signature

May 04, 2028
GA Registration No. and expiration date

BATOVA CLEMENTS NOTARY PUBLIC GWINNETT COUNTY GEORGIA EXPIRES MAY 4, 2028 SEAL

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by the agent and the attorney. If both are involved, each shall sign individually. Make copies if needed.

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

☑ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
Oz Nesbitt, Sr.	Chairman			
Sherri L. Washington, Esq.	Post I Commissioner			
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

Wait to be in front of notary to sign: _____ **SIGNATURE** (Agent's/Attorney's Signature)

Michele L. Battle (Agent's/Attorney's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: Agent's Campaign Disclosure (type of document)

Executed in Lawrenceville (city), Gwinnett (county), GA (state), this 2nd (day) day of Aug (month), 20 24 (year)

Notary Public signature

May 04, 2028
GA Registration No. and expiration date

BATOYA CLEMENTS NOTARY SEAL EXPIRES GEORGIA MAY 4, 2028 PUBLIC GWINNETT COUNTY

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT AUTHORIZATION STATEMENT

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AGENT AUTHORIZATION STATEMENT

I, Betty G. Potts
hereby certify that I have authorized the following agent to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:

02 9002008E and 02 9002008J

Agent's Name Michele L. Battle	Address: 3562 Habersham at Northlake	City: Tucker	GA	Zip: 30084
Firm: Battle Law PC	Phone #'s: 404-601-7616	mlb@battlelawpc.com		

SIGNATURE

Wait to be in front of notary to sign:	Betty G. Potts (Owner's Signature)	Betty G. Potts (Owner's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: _____ (type of document)

Executed in Conyers (city), Rockdale Georgia (county) (state), this 1st (day) day of August (month), 2024 (year)

Carissa Wilmot
Notary Public signature

September 23, 2024
GA Registration No. and expiration date

SEAL
CARISSA WILMOT
NOTARY PUBLIC
SPALDING COUNTY, GEORGIA
MY COMMISSION EXPIRES SEPTEMBER 23, 2024

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
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Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

SIGNATURE

Wait to be in front of notary to sign: Betty L. Potts (Agent's/Attorney's Signature) | Betty G. Potts (Agent's/Attorney's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: _____ (type of document)

Executed in Conyers (city), Rockdale (county), Georgia (state), this 1st (day) day of August (month), 2024 (year)

Carissa Wilmot
Notary Public signature

September 23, 2024
GA Registration No. and expiration date

SEAL

CARISSA WILMOT NOTARY PUBLIC SPALDING COUNTY, GEORGIA MY COMMISSION EXPIRES SEPTEMBER 23, 2024

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

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AGENT AUTHORIZATION STATEMENT

I, Edward Lawson Patton, hereby certify that I have authorized the following agent to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:

029002008K

Agent's Name: Michele L. Battle	Address: 3562 Habersham at Northlake, Bldg J100	City: Tucker	State: GA	Zip: 30084
Firm: Battle Law PC	Phone #'s: 404-601-7616	Email: mlb@battlelawpc.com		

SIGNATURE

Wait to be in front of notary to sign: Edward Lawson Patton (Owner's Signature) | Edward Lawson Patton (Owner's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: _____ (type of document)

Executed in Conyers (city), Rockdale (county), Georgia (state), this 1st (day) day of August (month), 2024 (year)

Carissa Willmot
Notary Public signature

September 23, 2024
GA Registration No. and expiration date

CARISSA WILLMOT NOTARY PUBLIC ROCKDALE COUNTY, GEORGIA MY COMMISSION EXPIRES SEPTEMBER 23, 2024

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

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Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

SIGNATURE

Wait to be in front of notary to sign: Edward Lawson Patton (Agent's/Attorney's Signature) | Edward Lawson Patton (Agent's/Attorney's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: _____ (type of document)

Executed in Conyers (city), Rockdale (county), GA (state), this 16th (day) day of August (month), 2024 (year)

Carissa Wilmot
Notary Public signature

September 23, 2024
GA Registration No. and expiration date

SEAL

CARISSA WILMOT NOTARY PUBLIC SPALDING COUNTY, GEORGIA MY COMMISSION EXPIRES SEPTEMBER 23, 2024

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

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AGENT AUTHORIZATION STATEMENT

I, Julie Deane Patton,

hereby certify that I have authorized the following agent to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:

029002008K

Agent's Name: Michele L. Battle	Address: 3562 Habersham at Northlake, Bldg J100	City: Tucker	State: GA	Zip: 30084
Firm: Battle Law PC	Phone #'s: 404-601-7616	Email: mlb@battlelawpc.com		

SIGNATURE

Julie Deane Patton	Julie Deane Patton
(Owner's Signature)	(Owner's Name - Printed)

NOTARY

Wait to be in front of notary to sign:

The secure and verifiable documents provided with this affidavit can best be classified as: _____ (type of document)

Executed in Conyers (city), Rockdale (county), GA (state), this 1st (day) day of August (month), 2024 (year)

Carissa Wilmot
Notary Public signature

September 23rd, 2024
GA Registration No. and expiration date

SEAL
CARISSA WILMOT NOTARY PUBLIC SPALDING COUNTY, GEORGIA MY COMMISSION EXPIRES SEPTEMBER 23, 2024

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

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Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

SIGNATURE

Wait to be in front of notary to sign: Julie Deane Patton (Agent's/Attorney's Signature) | Julie Deane Patton (Agent's/Attorney's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: _____ (type of document)

Executed in Conyers (city), Rockdale (county), Georgia (state), this 1st (day) day of August (month), 2024 (year)

Carissa Wilmot
Notary Public signature

September 23, 2024
GA Registration No. and expiration date

SEAL

CARISSA WILMOT NOTARY PUBLIC SPALDING COUNTY, GEORGIA MY COMMISSION EXPIRES SEPTEMBER 23, 2024

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

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Phone: 770-278-7100
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AGENT AUTHORIZATION STATEMENT

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AGENT AUTHORIZATION STATEMENT

I, Cheryl Lynn Potts

hereby certify that I have authorized the following agent to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:

029002008B

Agent's Name: Michele L. Battle	Address: 3562 Habersham at Northlake, Bldg J100	City: Tucker	State: GA	Zip: 30084
Firm: Battle Law PC	Phone #'s: 404-601-7616	Email: mlb@battlelawpc.com		

SIGNATURE

Wait to be in front of notary to sign: Cheryl Lynn Potts (Owner's Signature) | Cheryl Lynn Potts (Owner's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: Agent's Authorization Statement (type of document)

Executed in Lawrenceville (city), Gwinnett (county), GA (state), this 2nd (day) day of August (month), 2024 (year)

Notary Public signature

May 04, 2028
GA Registration No. and expiration date

BATOYA CLEMENTS NOTARY PUBLIC GEORGIA EXPIRES MAY 4, 2028 GWINNETT COUNTY

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

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☒ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
Oz Nesbitt, Sr.	Chairman			
Sherri L. Washington, Esq.	Post I Commissioner			
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

SIGNATURE

Wait to be in front of notary to sign: Cheryl L Potts (Agent's/Attorney's Signature) | Cheryl L Potts (Agent's/Attorney's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: Agent's Campaign Disclosure (type of document)

Executed in Lawrenceville (city), Gwinnett (county), GA (state), this 2nd (day) day of August (month), 2024 (year)

Notary Public signature

May 04, 2028
GA Registration No. and expiration date

BATOYA CLEMENTS NOTARY PUBLIC GWINNETT COUNTY GEORGIA EXPIRES MAY 4, 2028

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT AUTHORIZATION STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records if they wish to have an agent represent them in all matters related to this application. Husband and wife or other individuals shall each sign individually. Make copies if needed.

AGENT AUTHORIZATION STATEMENT

I, Joseph Wade Potts

hereby certify that I have authorized the following agent to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:

029002008B

Agent's Name: Michele L. Battle	Address: 3562 Habersham at Northlake, Bldg J100	City: Tucker	State: GA	Zip: 30084
Firm: Battle Law PC	Phone #'s: 404-601-7616	Email: mlb@battlelawpc.com		

SIGNATURE

Wait to be in front of notary to sign:	Joseph Wade Potts (Owner's Signature)	JOSEPH WADE POTTS (Owner's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: Agent's Authorization Statement (type of document)

Executed in Lawrenceville (city), Gwinnett (county), GA (state), this 2nd (day) day of August (month), 2024 (year)

Notary Public signature

May 04, 2028
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ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by the agent and the attorney. If both are involved, each shall sign individually. Make copies if needed.

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

☒ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

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Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

SIGNATURE

Wait to be in front of notary to sign: Joseph Wade Potts (Agent's/Attorney's Signature) | Joseph Wade Potts (Agent's/Attorney's Name - Printed)

NOTARY

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Notary Public signature

May 04, 2028
GA Registration No. and expiration date

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P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
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AGENT AUTHORIZATION STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records if they wish to have an agent represent them in all matters related to this application. Husband and wife or other individuals shall each sign individually. Make copies if needed.

AGENT AUTHORIZATION STATEMENT

I, Elizabeth C. Potts

hereby certify that I have authorized the following agent to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:

029002008 an 029002008A

Michele L. Battle	Address: 3562 Habersham at Northlake, Bldg J100	City: Tucker	State: GA	Zip: 30084
Battle Law PC	Phone #'s: 404-601-7616	Email: mlb@battlelawpc.com		

SIGNATURE

Wait to be in front of notary to sign: Elizabeth C. Potts (Owner's Signature) | Elizabeth C. Potts (Owner's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: Agent's Authorization Statement (type of document)

Executed in Lawrenceville (city), Gwinnett (county) GA (state), this 2nd (day) day of August (month), 2024 (year)

Notary Public signature

May of. 2028

GA Registration No. and expiration date

BATOYA CLEMENTS NOTARY PUBLIC GWINNETT COUNTY GEORGIA EXPIRES MAY 4, 2028

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
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AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

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Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

SIGNATURE

Wait to be in front of notary to sign: Elizabeth C. Potts (Agent's/Attorney's Signature) | Elizabeth C. Potts (Agent's/Attorney's Name - Printed)

NOTARY

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Notary Public signature

May 04, 2028

GA Registration No. and expiration date

BATOYA CLEMENTS NOTARY SEAL EXPIRES GEORGIA MAY 4, 2028 PUBLIC GWINNETT COUNTY

Planners & Engineers Collaborative+

5/3/2024

Re: **Letter of Intent – CRS Rezoning**
Potts Family Farm
PEC+ Project No. 22240.00

Dear Community Development Officials,

This application seeks to rezone the approximately 113.988-acre site known as Potts Family Farm (the "Subject Property," PIDs 0290020008, 0290020008A, 029002008E, 029002008J, 029002008B, and 029002008K from AR to CRS. The change would allow for the development of a new, 175-unit, single-family detached subdivision.

Site, Site History and Proposal

The Subject Property is located along the southwest intersection of Walker Road SW and Ebenezer Road SE in Rockdale County. The site is bordered by Walker Road to the north, a Ebenezer Road SE to the east, and sparsely developed land to the south and west. The site is made up of six parcels that total approximately 113.988-acres. The site has a significant stream and branch running through the southwest corner, as well as two existing ponds that will remain.

The proposed 175-unit single family subdivision has a gross site density of 1.54 units per acre and a net site density of 1.69 units per acre, of the permitted 3.1 units per acre in the CRS district. By reducing the proposed number of units, the development team has been able to preserve 38.36 acres of the site as primary or secondary conservation space (a total of 33% of the site). The lots would have a minimum area of 10,000 square feet. Over 30 percent of the site would be dedicated to conservation uses, and an additional 9.8 acres would be set aside for usable or accessible green space for the community. In total, more than 40 percent of the site area would be left for conservation, green space, or community open space.

This site was submitted for rezoning in 2023 with a total of 205 units, but the request was not completed. The development team wanted the opportunity to work closer with the community to develop a plan that satisfied all parties. Over the course of six months and four neighborhood meetings, the current 175-unit plan was developed. The proposed 175-unit single family subdivision has a gross site density of 1.54 units per acre and a net site density of 1.69 units per acre, of the permitted 3.1 units per acre in the CRS district. By reducing the proposed number of units, the development team has been able to preserve 38.36 acres of the site as primary or secondary conservation space (a total of 33% of the site). The increase in the conservation areas stems from pulling the proposed lots even further from adjacent properties to allow for a 50-foot transitional buffer around the entire site area. In many places, such as the northern and southern-most property lines, the lots are over 100-feet away from the property line.

Rationale for Request

The site area is part of the Medium Density residential future land use area per the Rockdale County Future Land Use map. As such, the proposed CRS zoning is aligned with the comprehensive plan. Per the Rockdale County Unified Development Ordinance, the purpose and intent of the CRS zoning district is to encourage the protection and preservation of natural resources while providing safe, walkable neighborhoods and communities. Land disturbance and impervious surfaces should be minimized to

enhance air, water, land, and tree resources. Contiguous conservation spaces should be protected in developed areas of the County as well. The proposal for 175 lots and abundant conservation space meets the purpose and intent of the district per the Rockdale County UDO.

Constitutional Objections

The portions of the Code of Ordinances and Zoning Ordinance for Rockdale County (the "Zoning Ordinance") which classifies or conditions the Property into any more or less intensive zoning classification and/or zoning conditions other than as requested by the Applicant and property owner are unconstitutional, in that they would destroy the Applicant's and property owner's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983, the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Zoning Ordinance which presently restricts the Property's use to the present zoning classification, uses, regulations, requirements, and conditions is unconstitutional, illegal, null and void, and constitutes a taking of the Applicant's and the property owner's property rights in violation of the Just Compensation Clause of the Fifth Amendment and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States, Article I, Section I, Paragraphs I and II of the Constitution of the State of Georgia of 1983, and in violation of the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States by denying economic and viable use of the Property while not substantially advancing legitimate state interests.

The Property is presently suitable for CRS as proposed in the requested rezoning, as amended by the Applicant, and is not economically suitable for uses restricted under its present zoning and development classification, conditions, regulations, and restrictions due to its location, shape, size, surrounding development, and other factors. A denial of the requested rezoning and related variances would constitute an arbitrary and capricious act by Rockdale County and the Board of Commissioners without any rational basis therefore, constituting an abuse of discretion in violation of Article I, Section I, Paragraphs I and II of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment. A refusal by Rockdale County and the Board of Commissioners to approve this requested rezoning, with only such additional conditions as agreed to by the Applicant and/or owner, so as to permit the only feasible economic use of the Property, would be unconstitutional between the Applicant, owner, and similarly situated property owners, in violation of Article I, Section I, Paragraph II of the Constitution of the State by discriminating of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment.

Conclusion

The applicant and owner respectfully request that the Rockdale County Board of Commissioners, Planning Commission and Planning Staff approve and support the Applicant's rezoning request to allow for the development of a new, single-family detached conservation subdivision. The developer and their representatives welcome the opportunity to meet with all interested parties and representatives.

Sincerely,

Kenneth Wood

Zoning Manager, Planners and Engineers Collaborative, Inc.

From: Armond Jenkins
To: Tamiesha Michelle Lester
Cc: Tim Cotton
Subject: RE: Potts Family - Utility Availability
Date: Tuesday, July 11, 2023 5:40:36 PM
Attachments: image001.png
image002.png
Potts Family - Utility Availability.pdf

[External]

Hello Ms. Lester,

Please see attached. Water is available at this site location, Rockdale Water Services (RWR) would be the service provider.
Sewer is not available at this site location.

Regards,
Armond Jenkins
P: (770) 278-7463
E: Armond.Jenkins@RockdaleCountyGA.gov

From: Tamiesha Michelle Lester <TMLester@drhorton.com>
Sent: Tuesday, July 11, 2023 11:58 AM
To: Armond Jenkins <Armond.Jenkins@RockdaleCountyGA.gov>
Subject: Potts Family - Utility Availability

Hello Mr. Jenkins,

Could you also assist with this one? We are under contract to purchase 91 acres of raw land at the above referenced project in Rockdale County. Can you please confirm if Rockdale Water and Sewer is the service provider? I will also need to verify Sewer Map; Wastewater Availability and Treatment Capacity. Attached is a site plan for your reference.

Thanks,

v

Tamiesha Lester
Land Assistant
D.R. HORTON Atlanta East
1371 Dogwood Drive SW, Conyers, GA 30012
o: 678.509.0548

America's #1 Home Builder Since 2002 | drhorton.com

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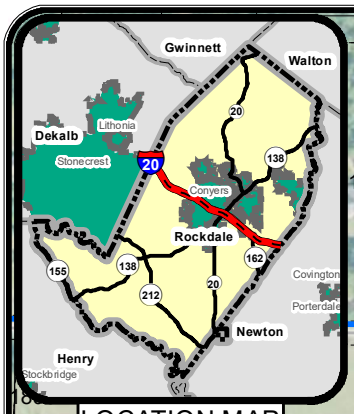
WATER AND SEWER MAP



LOCATION MAP

DISCLAIMER: All maps and data provided by Rockdale Water Resources are for your personal use "As Is". The information contained in these files is subject to constant change and its accuracy cannot be guaranteed. While every effort is made to ensure accuracy, correctness, and completeness, Rockdale Water Resources assumes no liability for errors or omissions, even if Rockdale Water Resources is advised of such problems. These maps and data may be used for general reference only. Specific questions should be referred to the appropriate Rockdale Water Resources Department.

N

S

SMILE DR

BENNY DR

EBENEZER RD

GLADDALE DR

HANOVER LN

Legend

- Water Valve Null
- Water Valve Open
- Water Valve Closed
- Water Hydrant
- water_meters_working_20220503
- Water Main Public
- Water Main Private
- Water Main Abandoned
- Sewer Pump Sation Public
- Sewer Pump Sation Private
- Sewer Manhole Other County
- Sewer Manhole Public
- Sewer Manhole Private
- Sewer Force Main
- Sewer Force Main Abandoned
- Sewer Main Public
- Sewer Main Private
- Parcels

0 110 220 440 660 880 Feet

Rockdale Water Resources

From: Phil Budensiek - CO
To: Sarah Haughton
Subject: Data
Date: Tuesday, August 1, 2023 1:44:05 PM

[External]

Good afternoon Sarah and it was great chatting with you a bit ago. Thankfully, my IT folks have me rolling and looks like I didn't lose any files. Here's the data requested:

School	Projected Enrollment (SY23)	Enrollment (180 day)	Current Capacity
Sims ES	479	490	760
Edwards MS	902	878	1242
Heritage HS	1346	1313	1650

Phil

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SNAPPING SHOALS
ELECTRIC MEMBERSHIP CORPORATION
P.O. Box 509 ▪ Covington, Georgia 30015 ▪ Phone: 770.786.3484 ▪ Web: *www.ssemc.com*

January 23, 2023

DR Horton
Attn: Tamiesha Lester
1371 Dogwood Drive
Conyers, GA 30012

RE: Potts Land/Walker & Ebenezer Roads

Tamiesha,

Thank you for your request concerning electrical service to the above parcel of land in Conyers, Georgia in Rockdale County.

Snapping Shoals Electric Membership Corporation is presently providing electrical service to this area of Rockdale County. Snapping Shoals EMC can provide electrical service to any structure that may be constructed at this site.

Sincerely,

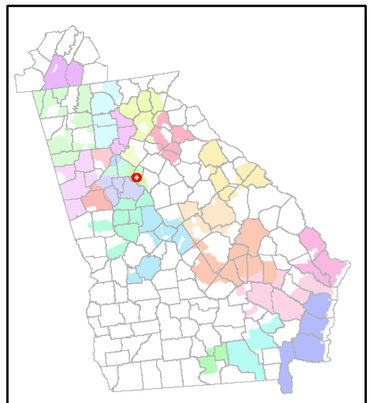
Ben Bishop
Engineering Services Supervisor
Snapping Shoals EMC
770-385-2856

Line Locate

Atlanta Gas Light

Chattanooga Gas

- Steel Main
- Plastic Main
- Iron Main
- ConnectorPipe
- Copper Main
- Service Line
- Retired Gas Main
- Conflict Area



This drawing, map or record (Document) is provided by Southern Company Gas and its subsidiaries (GAS) and is intended to serve as a guide. Reproductions of this Document are not allowed without written permission of GAS. GAS does not warrant the accuracy or usefulness of the Document and disclaims all liability associated with your use of this Document. This Document is not a means of locating underground utilities. You are required to contact the national utility locating service at 811 prior to digging around any underground utility.

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

Feet
0 70 140 280 420 560

N W E S

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri ..., and the GIS User Community

July 24, 2023

Tamiesha Lester
DR Horton East
1371 Dogwood Dr SW
Conyers, GA 30012

Thank you for your request regarding:

Property: Potts Family Project
Location: 1722 Walker Rd SW Conyers, GA 30094

Comcast has facilities in this area and could potentially be the service provider for this property. However, this information is submitted to you under the following conditions:

1. This is not an agreement or bid to begin work.

2. Service to the property will be based upon easement allowances made via final plat.

3. This letter does not bind or commit Comcast to any construction schedule.

If we may provide any additional information, or if you have questions, please feel free to contact me at.

John Pauley
Development Expansion Professional
Georgia Market
Phone:770-870-9949
Email:john_pauley@cable.comcast.com

The information contained in this communication is privileged and confidential. The content is intended only for the use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify me immediately by telephone or e-mail, and delete this message from your systems.

Matthew Carter
Outside Plant Engineer
AT&T Georgia
7264 Industrial Blvd
Covington, Georgia 30014
Email: mc7737@att.com

T:
M: 770-910-0425

July 24, 2023

Tamiesha Lester
Land Assistant
D.R. Horton Atlanta East
1371 Dogwood Drive SW
Conyers, Ga. 30012

Project: POTTS FARM
Nearest Intersection: EBENEZER RD AND POTTS RD
County: Rockdale

Parcel#: 029002008J, 0290020008, 029002008A, 029002008B, 029002008E, 029002008K

City: Conyers

Dear Tamiesha Lester,

This letter is in response to your request for information on the availability of service in the area of, 1680,1700,1720 WALKER RD Conyers, GA by AT&T**.**

This letter acknowledges that the above referenced area is located in an area served by AT&T. Any service arrangements for the location will be subject to later discussions and agreements between the developer and AT&T. Please be advised that this letter is not a commitment by AT&T to provide service to The Area Specified.

Please contact me at the phone number included in this letter with any questions.

Sincerely,

Matthew Carter
770-910-0425
Mc7737@att.com
Mgr OSP Plng & Engrg Design
Construction and Engineering

Proud Sponsor of the U.S. Olympic Team

03174
00345

FILED IN OFFICE
CLERK SUPERIOR CT.
ROCKDALE CO., GA.

04 JUL 28 PM 1:02

BOOK 3174 PAGE 345

04-010900

Joanne G. Caldwell CLERK

Rockdale County, Georgia
Real Estate Transfer Tax
Paid $ Love & Affection
Date July 28, 2004
Clerk of Superior Court

0124414

RETURN TO:
Talley, Sharp & French, P.C.
1892 GA Highway 138, SE.
Conyers, GA 30013

DEED BY REQUEST
NO TITLE EXAM
PERFORMED
2004-04-494

WARRANTY DEED

STATE OF GEORGIA
COUNTY OF ROCKDALE

THIS INDENTURE, Made the 27th day of ~~April~~ July, 2004, between

Benny H. Potts and Larry J. Potts

of the County of Rockdale, and State of Georgia, as party or parties of the first part, hereinafter called Grantor, and

Larry J. Potts and Betty G. Potts
as joint tenants with right of survivorship

as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that Grantor, for and in consideration of love and affection and other good and valuable consideration in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee, to-wit:

ALL THAT TRACT or parcel of land lying and being in Land Lot 208 of the 11th District of Rockdale County, Georgia, consisting of 21.00 acres and being more particularly described on Exhibit "A", attached hereto and made a part hereof by this reference.

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons whomsoever, except as to all easements to power and telephone lines and transmissions line of all types, both below and above surface, and all restrictions and easements of record.

Signed, sealed, and delivered
in the presence of:

Witness for Benny H. Potts

Benny H. Potts (SEAL)
Benny H. Potts

M. CHAUDHURI NOTARY EXP. FEB 19, 2005 NEWTON COUNTY, GEORGIA PUBLIC

Notary Public (SEAL)
for Benny H. Potts

N.P. SEAL

Witness for Larry J. Potts

Larry J. Potts (SEAL)
Larry J. Potts

M. CHAUDHURI NOTARY EXP. FEB 19, 2005 NEWTON COUNTY, GEORGIA PUBLIC

Notary Public (SEAL)
for Larry J. Potts

N.P. SEAL

Exhibit "A"

LEGAL DESCRIPTION
21 ACRES

ALL THAT TRACT OR PARCEL OF LAND, LYING AND BEING IN LAND LOT 238 OF THE 11th LAND DISTRICT, ROCKDALE COUNTY, STATE OF GEORGIA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS,

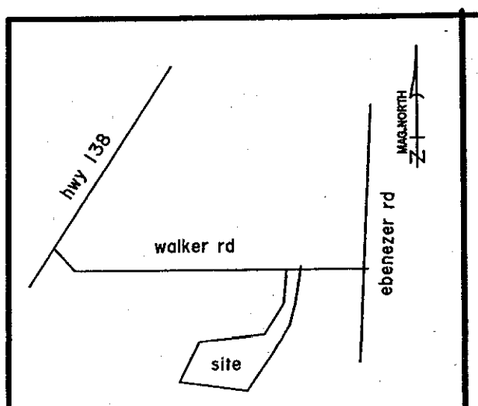
TO FIND THE TRUE POINT OF BEGINNING , BEGIN AT A POINT FORMED BY THE INTERSECTION OF THE SOUTH 80 FT. RIGHT-OF-WAY OF WALKER ROAD AND THE WEST 60 FT. RIGHT-OF-WAY OF EBENEZER ROAD, THENCE PROCEED WESTERLY ALONG THE SOUTHERN 80' RIGHT-OF-WAY OF WALKER ROAD A DISTANCE OF 681.65 FT. TO AN IRON PIN SET, ***THE TRUE POINT OF BEGINNING,***

THENCE South 01 degrees 47 minutes 34 seconds West for a distance of 92.17 feet to a point in the center of a gravel drive;
THENCE South 11 degrees 02 minutes 56 seconds West for a distance of 100.71 feet to a point in the center of a gravel drive;
THENCE South 18 degrees 40 minutes 37 seconds West for a distance of 105.16 feet to a point in the center of a gravel drive;
THENCE South 26 degrees 47 minutes 37 seconds West for a distance of 99.99 feet to a point in the center of a gravel drive;
THENCE South 29 degrees 52 minutes 17 seconds West for a distance of 320.29 feet to a point in the center of a gravel drive.;
THENCE South 28 degrees 54 minutes 21 seconds West for a distance of 122.12 feet to a point in the center of a gravel drive;
THENCE South 42 degrees 02 minutes 39 seconds West for a distance of 54.72 feet to a point in the center of a gravel drive;
THENCE South 75 degrees 54 minutes 48 seconds West for a distance of 105.24 feet to a point in the center of a gravel drive;
THENCE South 62 degrees 24 minutes 58 seconds West for a distance of 96.94 feet to a point in the center of a gravel drive;
THENCE South 37 degrees 50 minutes 23 seconds West for a distance of 99.72 feet to a ½"re-bar found;
THENCE North 88 degrees 31 minutes 54 seconds West for a distance of 357.52 feet to a 1/2"re-bar found;
THENCE South 05 degrees 52 minutes 12 seconds East for a distance of 317.19 feet to a 1/2"re-bar found;
THENCE North 72 degrees 39 minutes 50 seconds West for a distance of 181.44 feet to a iron pin set;
THENCE South 83 degrees 15 minutes 12 seconds West for a distance of 86.70 feet to a 5/8" re-bar found ;
THENCE South 51 degrees 18 minutes 12 seconds West for a distance of 130.84 feet to a 5/8"re-bar found ;
THENCE South 82 degrees 26 minutes 41 seconds West for a distance of 44.02 feet to an iron pin set;
THENCE North 00 degrees 36 minutes 51 seconds West for a distance of 535.26 feet to an iron pin set;
THENCE North 89 degrees 19 minutes 58 seconds East for a distance of 43.70 feet to a ½" re-bar found;
THENCE North 89 degrees 19 minutes 58 seconds East for a distance of 343.32 feet to a rock found ;
THENCE North 02 degrees 52 minutes 00 seconds East for a distance of 794.46 feet to a ½"re-bar found on the South 50 ft. Right-of-way of Walker Road;
THENCE South 89 degrees 07 minutes 36 seconds East for a distance of 914.89 feet along the South 50 ft. Right-of-way of Walker Road to a ½" iron pin set ;
THENCE South 01 degrees 47 minutes 34 seconds West for a distance of 14.81 feet to a ½" re-bar set in the center of a gravel drive, ***THE TRUE POINT OF BEGINNING*** .

Together with and subject to covenants, easements, and restrictions of record.

Said property contains 21.00 acres .

Bennypot.leg



LOCATION MAP

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 10,000+ FEET AND AN ANGULAR ERROR OF 02" PER ANGLE POINT AND WAS ADJUSTED USING COMPASS RULE. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND WAS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 10,000+ FEET.

DEDICATION CERTIFICATION

STATE OF GEORGIA; COUNTY OF ROCKDALE: IT IS HEREBY CERTIFIED THAT THE LANDS AND IMPROVEMENTS SHOWN ON THIS PLAT AND DESIGNATED AS BEING 'DEDICATED TO PUBLIC USE' ARE HEREBY DEDICATED TO ROCKDALE COUNTY, GEORGIA, FOR PUBLIC USE.

Larry J. Potts 12-12-07
OWNER DATE

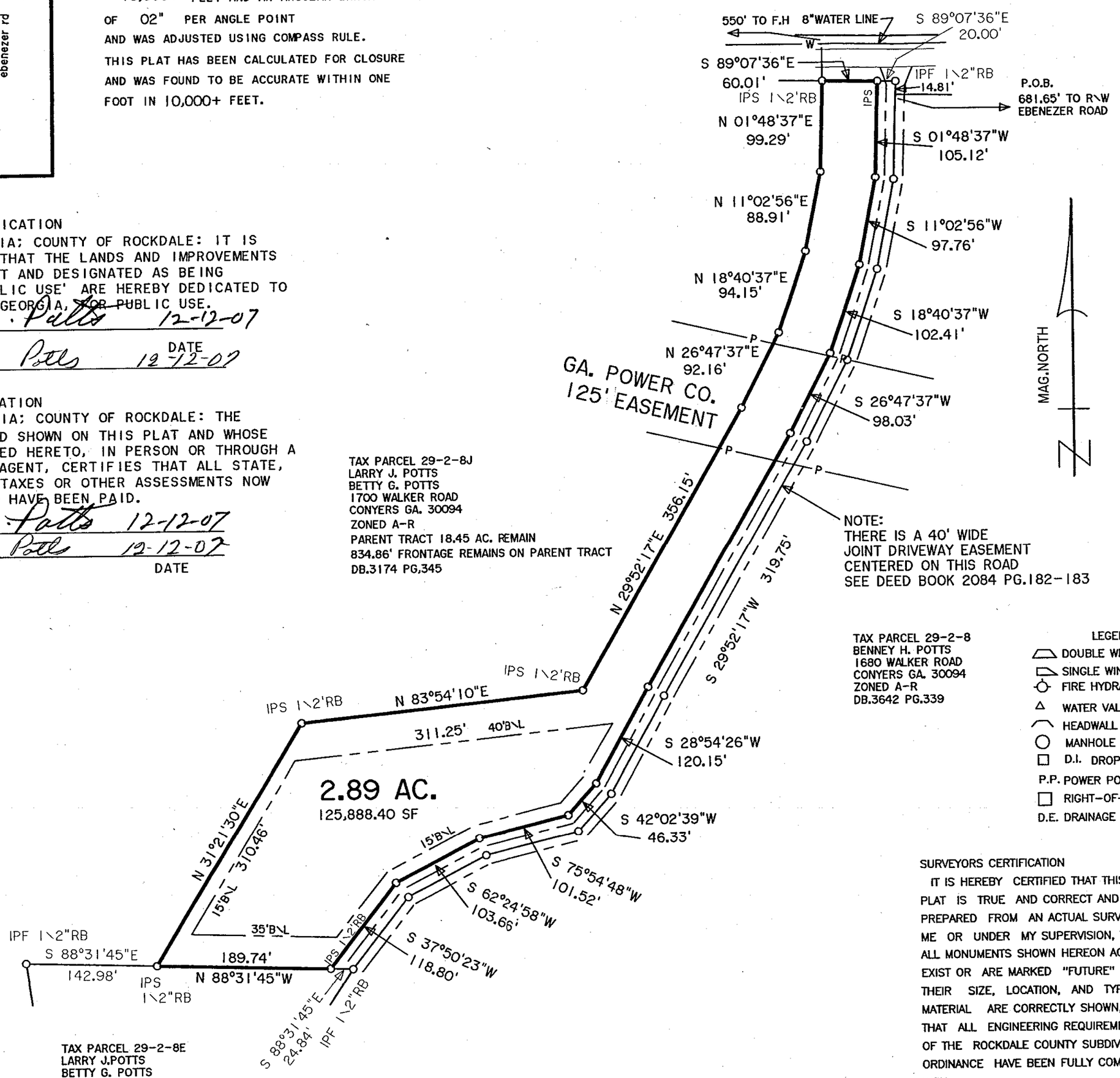
Betty G. Potts 12-12-07
OWNER DATE

OWNER'S CERTIFICATION

STATE OF GEORGIA; COUNTY OF ROCKDALE: THE OWNER OF THE LAND SHOWN ON THIS PLAT AND WHOSE NAME IS SUBSCRIBED HERETO, IN PERSON OR THROUGH A DULY AUTHORIZED AGENT, CERTIFIES THAT ALL STATE, CITY AND COUNTY TAXES OR OTHER ASSESSMENTS NOW DUE ON THIS LAND HAVE BEEN PAID.

Larry J. Potts 12-12-07
Betty G. Potts 12-12-07
OWNER DATE

OWNER:
LARRY J. POTTS
BETTY G. POTTS
1700 WALKER ROAD
CONYER GA. 30094
PH 770-483-2774



TAX PARCEL 29-2-8J
LARRY J. POTTS
BETTY G. POTTS
1700 WALKER ROAD
CONYERS GA. 30094
ZONED A-R
PARENT TRACT 18.45 AC. REMAIN
834.86' FRONTAGE REMAINS ON PARENT TRACT
DB.3174 PG.345

TAX PARCEL 29-2-8E
LARRY J.POTTS
BETTY G. POTTS
1700 WALKER ROAD
CONYERS GA. 30094
ZONED A-R
DB. 158 PG.567

TAX PARCEL 29-2-8
BENNEY H. POTTS
1680 WALKER ROAD
CONYERS GA. 30094
ZONED A-R
DB.3642 PG.339

LEGEND
- DOUBLE WING CATCH BASIN
- SINGLE WING CATCH BASIN
- FIRE HYDRANT
- WATER VALVE
- HEADWALL
- MANHOLE
- D.I. DROP INLET
- P.P. POWER POLE
- RIGHT-OF-WAY
- D.E. DRAINAGE EASEMENT

SURVEYORS CERTIFICATION

IT IS HEREBY CERTIFIED THAT THIS PLAT IS TRUE AND CORRECT AND WAS PREPARED FROM AN ACTUAL SURVEY BY ME OR UNDER MY SUPERVISION, THAT ALL MONUMENTS SHOWN HEREON ACTUALLY EXIST OR ARE MARKED "FUTURE" AND THEIR SIZE, LOCATION, AND TYPE MATERIAL ARE CORRECTLY SHOWN, AND THAT ALL ENGINEERING REQUIREMENTS OF THE ROCKDALE COUNTY SUBDIVISION ORDINANCE HAVE BEEN FULLY COMPLIED WITH.

Louie D. Patrick 12-7-07
GA. R.L.S. NO. 1757

Doc ID: 002505360001 Type: PLT
Filed: 12/28/2007 at 09:45:53 AM
Fee Amt: $8.00 Page 1 of 1
Rockdale County Superior Court
Joanne Caldwell Clerk
BK 36 PG 33

FINAL PLAT FOR:

LARRY J. POTTS
BETTY G. POTTS

LAND LOT 208 - 11TH DISTRICT

ROCKDALE COUNTY, GEORGIA

SCALE: 1" = 100' NOV. 15, 2007

100 0 100 200 300
GRAPHIC SCALE - FEET

GENERAL NOTES:

TOTAL AREA: 2.89 ACRES

TOTAL LOTS: ONE

ZONED A-R

WATER BY ROCKDALE COUNTY

SEWAGE DISPOSAL BY INDIVIDUAL SEPTIC TANKS

PART OF TAX PARCEL 029-2-8J

ALL PROPERTY CORNERS ARE 1\2"REBARS UNLESS OTHERWISE NOTED.

THIS PROPERTY IS NOT LOCATED IN A FEDERAL FLOOD AREA AS INDICATED BY F.I.A. OFFICIAL HAZARD MAPS. PANEL NO, 13207O156C JAN.19,2001

NO PROTECTIVE COVENANTS RECORDED

A-R SETBACKS:
FRONT: 40'
SIDE: 15'
REAR: 35'

PREPARED BY:
PATRICK & ASSOCIATES, INC.
ENGINEERING & SURVEYING
928 BLACKLAWN ROAD
CONYERS, GA. 30094
PHONE: (770) 483-9745
FAX NO. (770) 483-9219

PURSUANT TO ROCKDALE COUNTY SUBDIVISION ORDINANCE, ALL THE REQUIREMENTS HAVING BEEN FULFILLED, THIS FINAL PLAT WAS GIVEN FINAL APPROVAL BY THE PLANNING COMMISSION ON 12/27 2007

C W McKinney 12/18/07
DIRECTOR OF PUBLIC SERVICES & ENGINEERING DATE

Charlotte Lunsey 12/27/07
CHAIRMAN DATE

GEORGIA REGISTERED NO. 1757 LAND SURVEYOR LOUIE D. PATRICK

JOB NO. 5468 DWG. NO. 26922

Doc ID: 008759850005 Type: ESTD
Recorded: 11/01/2012 at 11:28:47 AM
Fee Amt: $16.00 Page 1 of 5
Transfer Tax: $0.00
Rockdale County Superior Court
Ruth A. Wilson Clerk
BK5254 PG154-158

After Recording, Return to:
Robert W. Maddox, Esq.
Maddox, Nix, Bowman & Zoeckler, P.C.
945 Bank Street
Conyers, Georgia 30012

STATE OF GEORGIA

COUNTY OF ROCKDALE

DEED OF ASSENT

WHEREAS, **LARRY JOE POTTS a/k/a LARRY J. POTTS** died a resident of Rockdale County, Georgia, having a Will which has been probated in solemn form in said County at the September 18, 2012 Regular Term of the Court of Probate (copy of Letters Testamentary dated September 18, 2012, attached hereto as Exhibit "A" (1 page) and by reference incorporated herein and made a part hereof); and

WHEREAS, under the terms of said Will all of his interest in the following described property was devised to **BETTY GILBERT POTTS a/k/a BETTY G. POTTS**, individually:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 208 OF THE 11TH DISTRICT, ROCKDALE COUNTY, GEORGIA, AS PER PLAT RECORDED AT PLAT BOOK I, PAGE 262, ROCKDALE COUNTY RECORDS, WHICH PLAT IS INCORPORATED BY REFERENCE INTO THIS DESCRIPTION, BEING MORE PARTICULARLY DESCRIBED ON EXHIBIT "B" ATTACHED HERETO AND BY REFERENCE MADE A PART HEREOF.

BEING THE SAME PROPERTY AS CONVEYED IN THAT CERTAIN WARRANTY DEED RECORDED AT DEED BOOK 158, PAGE 567, ROCKDALE COUNTY, GEORGIA RECORDS.

MADDOX, NIX, BOWMAN & ZOECKLER, P.C. HAS PREPARED THIS DEED WITHOUT A TITLE ABSTRACT.

WHEREAS, the undersigned is the duly qualified Personal Representative of the Estate of Larry Joe Potts and is now administering the estate under the terms of said Last Will and Testament; and it has been determined that all debts and claims against the estate have been fully paid.

NOW, THEREFORE the undersigned, as Personal Representative of the Last Will and Testament of Larry Joe Potts, hereby assents to the devise of said property under the terms of said Will, so that full fee-simple title thereto is vested in **Betty Gilbert Potts**, as provided in said Will.

WITNESS my hand and seal this 31 day of October, 2012.

Betty Gilbert Potts (SEAL)
BETTY GILBERT POTTS, As Personal Representative Aforesaid

Signed, sealed and delivered in the presence of:

Mary B. Covart
Unofficial Witness

Robert W. Maddox
Notary Public

ROBERT W. MADDOX NOTARY PUBLIC ROCKDALE COUNTY GEORGIA Expires Mar. 2, 2015

N.P. SEAL

Doc ID: 002512680002 Type: GLR
Filed: 01/08/2008 at 04:36:58 PM
Fee Amt: $10.00 Page 1 of 2
Transfer Tax: $0.00
Rockdale County Superior Court
Joanne Caldwell Clerk
BK4460 PG47-48

RETURN TO:
Talley, French & Kendall, P.C.
1892 GA. Hwy. 138, SE
Conyers, GA 30013

DEED BY REQUEST
NO TITLE EXAM
PERFORMED
20070125

WARRANTY DEED

STATE OF GEORGIA
COUNTY OF ROCKDALE

THIS INDENTURE, Made the 28th day of December, 2007, between

Larry J. Potts and Betty G. Potts

of the County of Rockdale, and State of Georgia, as party or parties of the first part, hereinafter called Grantor, and

Edward Lawson Patton and Julie Deane Patton
as joint tenants with right of survivorship

as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that Grantor, for and in consideration of love and affection and other good and valuable consideration in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold. aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee, to-wit:

ALL THAT TRACT or parcel of land lying and being in Land Lot 208 of the 11th District of Rockdale County, Georgia, consisting of 2.89 acres, as per plat recorded at Plat Book 36, Page 33, Rockdale County, Georgia records, which plat is incorporated herein and made a part hereof for a more complete and accurate description.

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons whomsoever, except as to all easements to power and telephone lines and transmissions line of all types, both below and above surface, and all restrictions and easements of record.

Signed, sealed, and delivered
in the presence of:

Witness

N.P. SEAL

Notary Public

MICHEELE CHAUDHURI NOTARY PUBLIC NEWTON COUNTY, GEORGIA My Commission Expires January 18, 2009

Larry J. Potts (SEAL)
Larry J. Potts

Betty G. Potts (SEAL)
Betty G. Potts

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

SURVEY TRACTS

TRACT 1:	ELIZABETH POTTS LIVING TRUST	
SEE SHEET 2	SW WALKER ROAD TAX ID 0290020008 DB 5294, PG 244 PB 31, PG 252	
TRACT 1A:	ELIZABETH POTTS LIVING TRUST	
SEE SHEET 2	1680 SW WALKER ROAD TAX ID 029002008A DB 5294, PG 241 PB E, PG 22	
TRACT 2:	JOSEPH POTTS & CHERYL POTTS	
SEE SHEET 3	1720 SW WALKER ROAD TAX ID 029002008B DB 5695, PG 313 PB G, PG 61	
TRACT 3:	BETTY G. POTTS	
SEE SHEET 4	1700 SW WALKER ROAD TAX ID 029002008E DB 5254, PG 153	
TRACT 3A:	BETTY G. POTTS	
SEE SHEET 4	SW WALKER ROAD TAX ID 029002008J DB 5254, PG 153	
TRACT 4:	EDWARD LAWSON PATTON & JULIE DEAN PATTON	
SEE SHEET 5	SW WALKER ROAD TAX ID 029002008K DB 4460, PG 47 PB 36, PG 33	

SURVEY NOTES

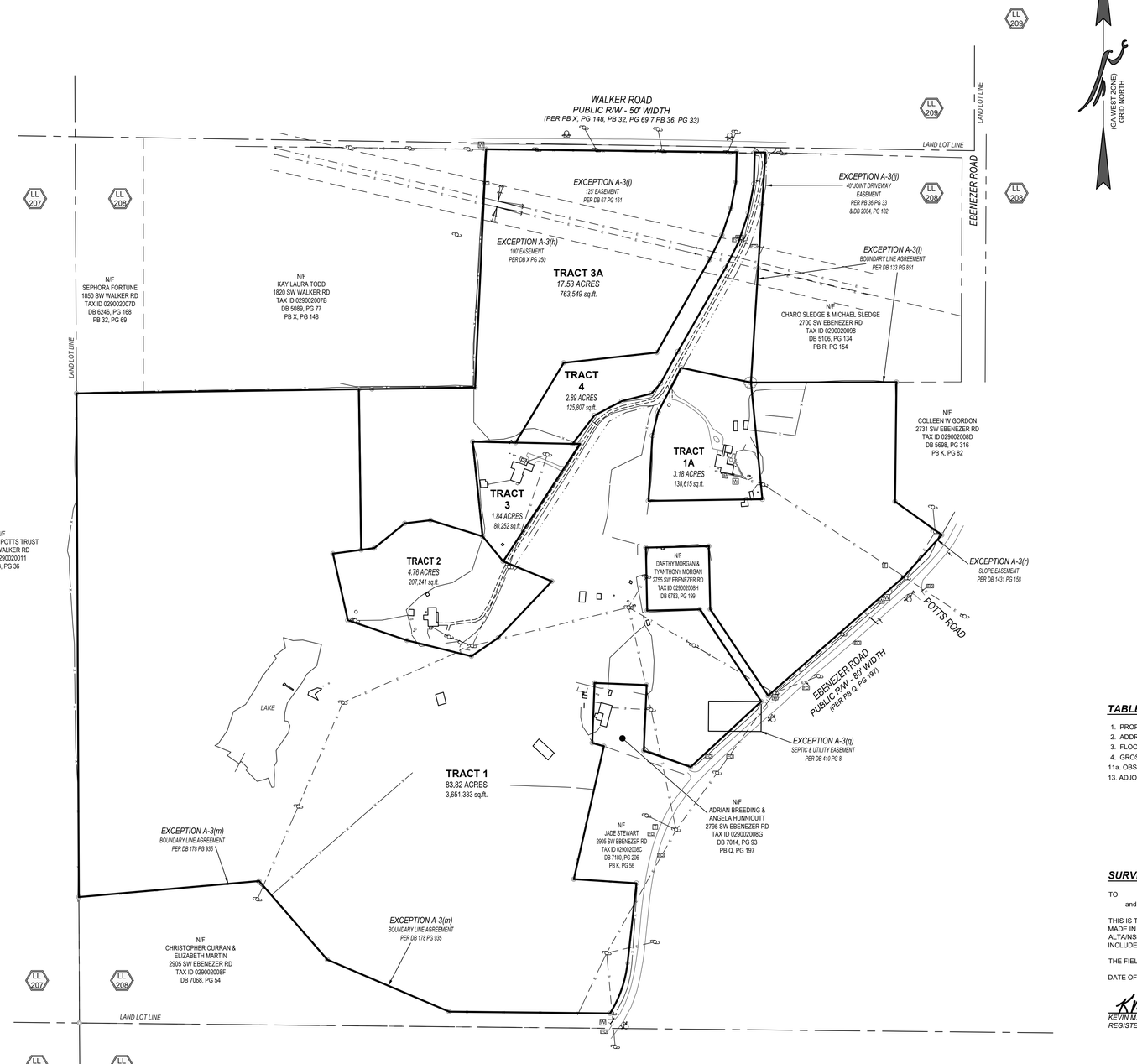
1. THE FIELDWORK FOR THIS SURVEY WAS COMPLETED FEBRUARY 23, 2023 WITH LINEAR AND ANGULAR MEASUREMENTS OBTAINED USING A SPECTRA PRECISION FOCUS 50 ROBOTIC TOTAL STATION & CHAMPION TKO GPS UNIT.
2. THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 46,009 FEET, AND AN ANGULAR ERROR OF 00" PER ANGLE. IT WAS A CLOSED LOOP TRAVERSE ADJUSTED USING COMPASS RULE METHOD.
3. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 791,540 FEET USING THE BEARINGS AND DISTANCES SHOWN HEREON.
4. ALL PROPERTY CORNERS REFERENCED AS "IPS" INDICATE A ½" REBAR PLACED WITH CAP STAMPED "FDC LSF000995" UNLESS OTHERWISE NOTED.
5. FALCON DESIGN CONSULTANTS, L.L.C. AND/OR KEVIN M. BROWN DOES NOT GUARANTEE THAT ALL EASEMENTS AND SUB-SURFACE CONDITIONS WHICH MAY AFFECT THIS PROPERTY ARE SHOWN.
6. THIS SURVEY IS REFERENCED TO THE NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83 (2011)) FOR THE HORIZONTAL DATUM AND THE NORTH AMERICAN VERTICAL DATUM OF 1988 PER THE VIRTUAL REFERENCE SYSTEM CORRECTIONS PROVIDED BY HxGN SMARTNET.
7. UTILITIES SHOWN ARE BASED ON ABOVE GROUND EVIDENCE. ADDITIONAL UTILITIES MAY EXIST ABOVE OR BELOW GROUND. NO CERTIFICATION OR GUARANTEE IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF THE UTILITIES OR STRUCTURES SHOWN HEREON. PER GEORGIA LAW THE UNDERGROUND UTILITIES PROTECTION SERVICE MUST BE CALLED PRIOR TO THE COMMENCEMENT OF ANY AND ALL EARTH DISTURBING ACTIVITIES.

LEGEND

DB	DEED BOOK	L	LINE LABEL
PB	PLAT BOOK	PKS	PK NAIL SET
PG	PAGE	SSE	SANITARY SEWER EASEMENT
LL	LAND LOT	UE	UTILITY EASEMENT
OTP	OPEN TOP PIPE	REF	REFERENCE
RB	REBAR	C/O	SEWER CLEAN OUT
IPF	IRON PIN FOUND	SQ. FT.	SQUARE FOOT
IPS	1/2" REBAR W/C FDC 000995		
CTP	CRIMP TOP PIPE		IRON PIN FOUND
C&G	CURB & GUTTER		IRON PIN SET
R/W	RIGHT OF WAY		CALCULATED POINT
N/F	NOW OR FORMERLY		POWER POLE
-E-	OVERHEAD POWER LINE		FIRE HYDRANT
CMP	CORRUGATED METAL PIPE		WATER VALVE
SWMF	STORMWATER MANAGEMENT FACILITY		WATER METER
TBM	TEMPORARY BENCHMARK		JUNCTION BOX
POB	POINT OF BEGINNING		SANITARY SEWER MANHOLE
POC	POINT OF COMMENCEMENT		DROP INLET
RCP	REINFORCED CONCRETE PIPE		R/W MONUMENT
DIP	DUCTILE IRON PIPE		SINGLE WING CATCH BASIN
PVC	POLYVINYL CHLORIDE PIPE		DOUBLE WING CATCH BASIN
HDPE	HIGH DENSITY POLYETHYLENE PIPE		CURB INLET
℄	PROPERTY LINE		HEADWALL
℄	CENTERLINE		FLARED END SECTION
ID	IDENTIFICATION		GAS METER
B.S.L.	BUILDING SETBACK LINE		GAS VALVE
BOC	BACK OF CURB		ELECTRIC TRANSFORMER
C	CURVE LABEL		TELEPHONE PEDESTAL
CI	CURB INLET		LIGHT POST
DE	DRAINAGE EASEMENT		ASPHALT
EOP	EDGE OF PAVEMENT		CONCRETE
FH	FIRE HYDRANT		

FLOOD NOTE

PER FLOOD INSURANCE RATE MAPS OF ROCKDALE COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13247C0156D EFFECTIVE DATE DECEMBER 8, 2016, THIS PROPERTY IS NOT LOCATED IN A SPECIAL FEMA FLOOD HAZARD AREA.



GRAPHIC SCALE

200 0 100 200 400

(IN FEET)
1 inch = 200 ft.

TABLE A - OPTIONAL ITEMS

1. PROPERTY CORNER MONUMENTS FOUND OR SET, AS SHOWN.
2. ADDRESS OF THE SUBJECT PROPERTY PER TAX RECORDS.
3. FLOOD ZONE NOTED AND SHOWN GRAPHICALLY.
4. GROSS LAND AREA = 114.02 ACRES

11a. OBSERVED EVIDENCE OF UTILITIES SHOWN.

13. ADJOINING OWNER NAMES SHOWN PER TAX RECORDS.

SURVEYOR'S CERTIFICATION

TO **D.R. HORTON, INC.,** a Delaware corporation
and **OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY**:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 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, 11a, 13 OF TABLE A THEREOF.

THE FIELDWORK WAS COMPLETED ON FEBRUARY 23, 2023.

DATE OF PLAT OR MAP: JUNE 10, 2023.

KMB — 6/10/2023
KEVIN M. BROWN — *DATE*
REGISTERED LAND SURVEYOR #2960

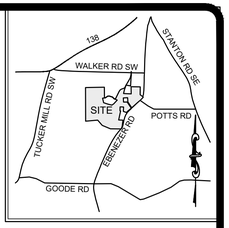
SURVEYOR'S CERTIFICATION

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.

KMB — 6/10/2023
KEVIN M. BROWN — *DATE*
REGISTERED LAND SURVEYOR #2960



CIVIL ENGINEERING COA NO. PEB 003730
LAND SURVEYING COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE
235 CORP. CTR. DR., STE 200
STOCKBRIDGE, GEORGIA 30281
Ph (770)389-8666 - Fax (770)389-8656

NEWNAN OFFICE
40 GREENWAY CT., STE A
NEWNAN, GEORGIA 30265
Ph. (770) 710-0900

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 997-7200

www.fdc-llc.com

ALTA/NSPS LAND TITLE SURVEY
POTTS FAMILY PROPERTY
LAND LOT 208, 11TH DISTRICT, ROCKDALE COUNTY, GEORGIA

REVISIONS	
1.	
2.	
3.	
4.	

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS, OR ENTITY NAMED IN THE CERTIFICATE HEREON AND THE CERTIFICATE DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT AN EXPRESS RECERTIFICATION BY THE SURVEYOR MAKING SAID PERSON.

DATE:	6-10-2023
SCALE:	1" = 200'
FILE NUMBER:	017.266
DRAWN BY:	CG
REVIEWED BY:	K. BROWN

GEORGIA REGISTERED No. 2960 PROFESSIONAL LAND SURVEYOR KEVIN M. BROWN
6/10/23

COA# LSF 000995
THIS DOCUMENT IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE OF THE REGISTRANT ACROSS THE REGISTRANT'S SEAL.

SHEET NUMBER
1 of 5

FALCON DESIGN CONSULTANTS, LLC. ALL RIGHTS ARE RESERVED. ANY POSSESSION, REPRODUCTION OR OTHER USE OF THIS DOCUMENT WITHOUT PRIOR WRITTEN PERMISSION FROM FALCON DESIGN CONSULTANTS, LLC., IS EXPRESSLY PROHIBITED.

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

(GA WEST ZONE) GRID NORTH

RECORD DESCRIPTION

Commitment (A) Elizabeth C. Potts

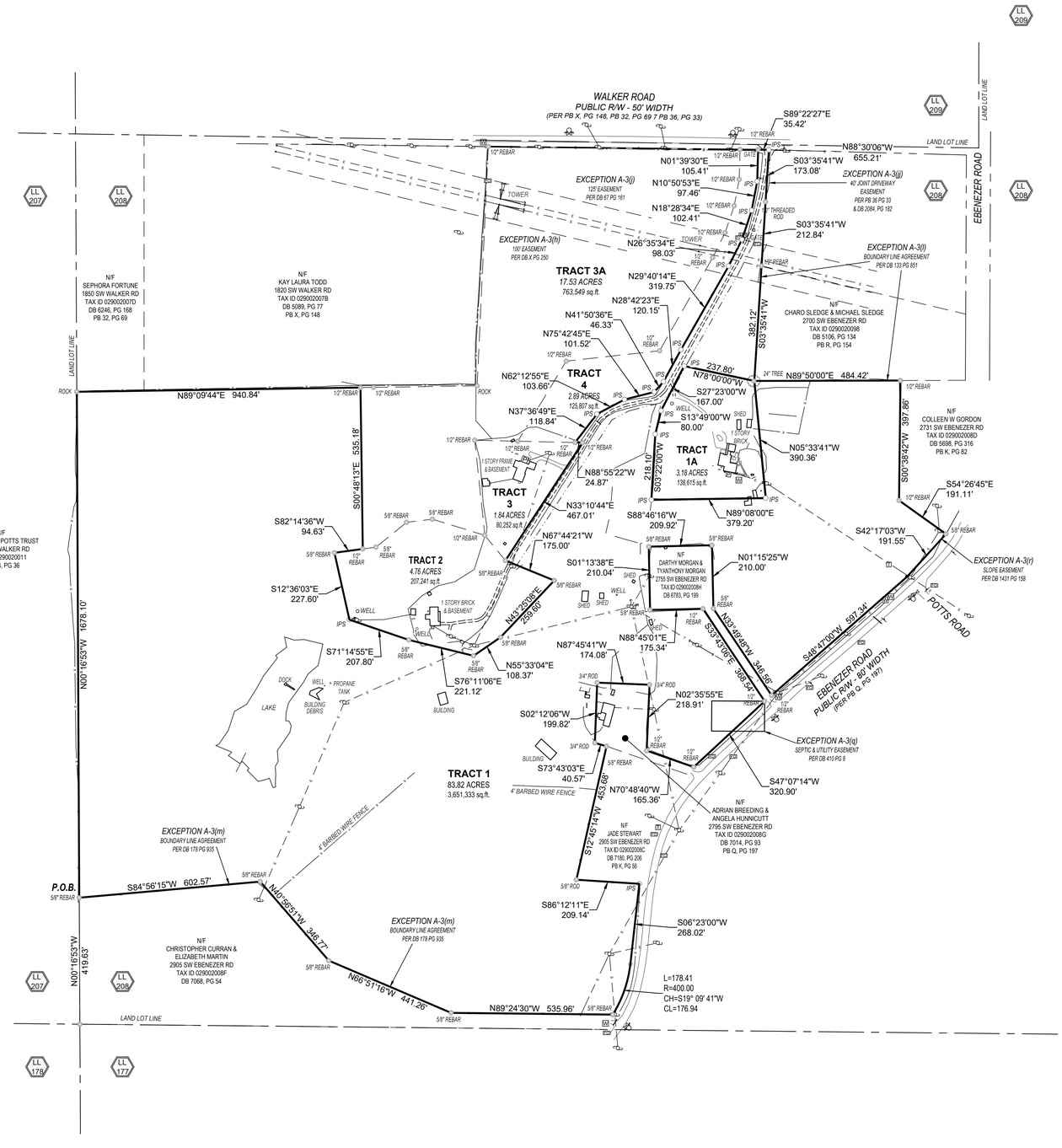
ALL THOSE TRACTS or parcels of land lying and being in Land Lot 208 of the 11th District of Rockdale County, Georgia, being cross-hatched as more particularly depicted on Exhibit "A" attached hereto and by this reference incorporated herein.

TRACT 2:

All that tract or parcel of land lying and being in Land Lot 208 of the 11th District of Rockdale County, Georgia, and more particularly described as follows:

BEGINNING at iron pin corner on the east right of way of Maddox Road, said point being located seven hundred ninety three (793) feet from the south right of way of Potts Road as measured along the east right of way of Maddox Road; thence south 78 degrees 00 minutes east two hundred thirty seven and eighty hundredths (237.80) feet to iron pin corner;thence south 5 degrees 34 minutes east three hundred ninety and thirty six hundredths (390.36) feet to corner; thence south 89 degrees 08 minutes west three hundred seventy nine and twenty hundredths (379.20) feet to corneron the east right of way of Maddox Road; thence northeasterly along the east right of way of Maddox Road four hundred sixty five and ten hundredths (465.10) feet to corner and point of beginning.

Said tract containing 3.207 acres as shown on plat of property of Bennie H. Potts, dated February 22, 1967, prepared by Robert M. Buhler, Registered Surveyor No. 1403, recorded in Plat Book E, page 22, Clerk's Office, Rockdale County , Georgia.



GRAPHIC SCALE

200 0 100 200 400

(IN FEET)

1 inch = 200 ft.

FLOOD NOTE

PER FLOOD INSURANCE RATE MAPS OF ROCKDALE COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13247C0156D EFFECTIVE DATE DECEMBER 8, 2016, THIS PROPERTY IS NOT LOCATED IN A SPECIAL FEMA FLOOD HAZARD AREA.

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
COMMITMENT FOR TITLE INSURANCE
SCHEDULE B - SECTION II - EXCEPTIONS

Commitment No.: 2-42295(A)
EFFECTIVE DATE: December 17, 2022 at 5:00 p.m.

3(g) Right of Way Easement from G. S. Potts to Snapping Shoals Electric Membership Corporation, a corporation, dated June 2, 1938, recorded September 13, 1939, recorded in Deed Book X, Page 75, Records of Rockdale County, Georgia.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(h) Right of Way Easement from G. S. Potts to Georgia Power Company, a corporation, dated August 30, 1940, recorded November 28, 1940, recorded in Deed Book X, Page 250, aforesaid Records.

100' EASEMENT AFFECTS TRACT 1, AS SHOWN. SUPERSEDED BY EXCEPTION 3(j).

3(i) Right of Way Deed from G. S. Potts to Rockdale County, Georgia, dated June 14, 1950, filed for record June 15, 1950 at 3:40 p.m., recorded in Deed Book 29, Page 460, aforesaid Records.

1950 RIGHT-OF-WAY DEED DEDICATED 25 FEET FOR WALKER ROAD.

3(j) Easement for Right-of-Way from G. W. Potts and Benny H. Potts to Georgia Power Company, a corporation, dated May 24, 1967, recorded June 6, 1967, recorded in Deed Book 67, Page 161, aforesaid Records.

125' EASEMENT AFFECTS TRACT 1, AS SHOWN.

3(k) Boundary Line Agreement by and between A. C. Young, Jr., Betty C. Young, et al, dated May 18, 1973, filed for record May 18, 1973 at 1:27 p.m., recorded in Deed Book 126, Page 479, aforesaid Records.

AGREEMENT AREA IS OFFSITE (IN LAND LOTS 177 & 178) AND DOES NOT AFFECT.

3(l) Boundary Line Agreement by and between Luther B. Bridgers, G. W. Potts, et al, dated October 25, 1973, filed for record November 29, 1973 at 8:30 a.m., recorded in Deed Book 133, Page 851, aforesaid Records.

AGREEMENT AFFECTS EAST & NORTH LINES OF TRACT 1, AS SHOWN.

3(m) Boundary Line Agreement by and between Deane Tribble Potts, James E. Mann and Andrea S. Mann, dated January 14, 1978, filed for record January 18, 1978 at 1:51 p.m., recorded in Deed Book 178, Page 935, aforesaid Records.

AGREEMENT AFFECTS SOUTH LINES OF TRACT 1, AS SHOWN.

3(n) Right of Way Easement from Deane T. Potts to Snapping Shoals Electric Membership Corporation, a corporation, dated May 10, 1976, filed for record May 10, 1985 at 1:45 p.m., recorded in Deed Book 279, Page 101, aforesaid Records.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(o) Right of Way Easement from Bennie H. Potts to Snapping Shoals Electric Membership Corporation, a corporation, dated August 25, 1976, filed for record May 10, 1985 at 1:45 p.m., recorded in Deed Book 279, Page 102, aforesaid Records.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(p) Right of Way Easement from Benny H. Potts and Deane T. Potts to Snapping Shoals Electric Membership Corporation, a corporation, dated November 30, 1987, filed for record February 24, 1988, recorded in Deed Book 400, Page 238, aforesaid Records.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(q) Easement from Benny H. Potts and Deane T. Potts to Darrell L. Huckaby and Lisa P. Huckaby, dated May 19, 1988, filed for record May 19, 1988 at 12:18 p.m., recorded in Deed Book 410, Page 8, aforesaid Records.

SEPTIC TANK AND UTILITY EASEMENT AFFECTS TRACT 1, AS SHOWN.

3(r) Permanent Construction, Maintenance, and Easement from Deane Tribble and Bennie H. Potts to Rockdale County, Georgia, dated October 28, 1997, filed for record November 12, 1997 at 12:53 p.m., recorded in Deed Book 1431, Page 158, aforesaid Records.

SLOPE EASEMENT AFFECTS TRACT 1, AS SHOWN.

3(s) Permanent Construction, Maintenance, and Easement from Deane Tribble and Bennie H. Potts to Rockdale County, Georgia, dated October 28, 1997, filed for record November 12, 1997 at 12:53 p.m., recorded in Deed Book 1431, Page 160, aforesaid Records.

TEMPORARY EASEMENT EXPIRED AND DOES NOT AFFECT.

3(t) Easement from Benny H. Potts and Deane T. Potts to Southern Telecom, Incorporated, a body corporate and politic, dated February 5, 2000, filed for record March 3, 2000 at 10:28 a.m., recorded in Deed Book 1825, Page 329, aforesaid Records.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(u) Easement from Benny H. Potts and Deane T. Potts to Southern Telecom, Inc. and Georgia Power Company, dated October 16, 1999, filed for record March 3, 2000 at 10:28 a.m., recorded in Deed Book 1825, Page 331, aforesaid Records.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(v) Joint Driveway Agreement from Deane T. Potts a/k/a Deane Tribble Potts, individually and as Executrix under the Last Will and Testament of George Walker Potts a/k/a G. Walker Potts, Benny H. Potts a/k/a Benny Potts, individually and as an heir at law of George Walker Potts a/k/a G. Walker Potts, Larry Joe Potts a/k/a Larry Potts a/k/a Larry J. Potts, individually and as an heir at law of George Walker Potts a/k/a G. Walker Potts and Betty G. Potts to Deane Tribble Potts, Larry Potts and Benny Potts, dated June 14, 2001, filed for record July 30, 2001 at 1:15 p.m., recorded in Deed Book 2084, Page 182, aforesaid Records.

AGREEMENT AFFECTS TRACT 1, AS SHOWN.

3(w) All those matters as disclosed by that certain plat recorded in Plat Book A, Page 115, aforesaid Records.

1957 PLAT DEPICTS A VERSION OF TRACT 2 AND ACCESS ROAD.

3(x) All those matters as disclosed by that certain plat recorded in Plat Book E, Page 22, aforesaid Records.

1968 PLAT DEPICTS TRACT 1A. JOINT DRIVEWAY IS SHOWN AS MADDOX ROAD WITH 30' R/W.

3(y) All those matters as disclosed by that certain plat recorded in Plat Book G, Page 61, aforesaid Records.

1972 PLAT DEPICTS TRACT 2 AND "ROAD TO LAKE".

3(z) All those matters as disclosed by that certain plat recorded in Plat Book G, Page 295, aforesaid Records.

1973 PLAT DEPICTS LAND SOUTH OF SUBJECT PROPERTY AND DOES NOT AFFECT.

3(aa) All those matters as disclosed by that certain plat recorded in Plat Book I, Page 262, aforesaid Records.

1976 PLAT DEPICTS TRACT 3 AND "ROAD TO LAKE".

3(bb) All those matters as disclosed by that certain plat recorded in Plat Book K, Page 56, aforesaid Records.

1976 PLAT DEPICTS ADJOINING PROPERTY AT 2905 SW EBENEZER ROAD.
OVERHEAD POWER LINE AFFECTS TRACT 1, AS SHOWN.
EBENEZER ROAD IS SHOWN WITH 80' R/W WIDTH.

3(cc) All those matters as disclosed by that certain plat recorded in Plat Book K, Page 82, aforesaid Records.

1976 PLAT DEPICTS ADJOINING PROPERTY AT 2731 SW EBENEZER ROAD.
EBENEZER ROAD IS SHOWN AS EBENEZER CHURCH ROAD WITH 80' R/W WIDTH.

3(dd) All those matters as disclosed by that certain plat recorded in Plat Book K, Page 184, aforesaid Records.

1977 PLAT DEPICTS LAND SOUTH OF SUBJECT PROPERTY AND DOES NOT AFFECT.
EBENEZER ROAD IS SHOWN WITH 80' R/W WIDTH.

3(ee) All those matters as disclosed by that certain plat recorded in Plat Book P, Page 133, aforesaid Records.

1983 PLAT DEPICTS ADJOINING PROPERTY AT 2795 SW EBENEZER ROAD.
EBENEZER ROAD IS SHOWN WITH 80' R/W WIDTH.

3(ff) All those matters as disclosed by that certain plat recorded in Plat Book Q, Page 197, aforesaid Records.

1983 PLAT DEPICTS ADJOINING PROPERTY AT 2795 SW EBENEZER ROAD.
EBENEZER ROAD IS SHOWN WITH 80' R/W WIDTH.

3(gg) All those matters as disclosed by that certain plat recorded in Plat Book R, Page 154, aforesaid Records.

1985 PLAT DEPICTS LAND NORTHEAST OF SUBJECT PROPERTY.
GA POWER EASEMENT IS SHOWN - NO WIDTH NOTED.
EBENEZER ROAD IS SHOWN WITH 60' R/W WIDTH.

3(hh) All those matters as disclosed by that certain plat recorded in Plat Book V, Page 51, aforesaid Records.

1987 PLAT DEPICTS ADJOINING PROPERTY AT 2755 SW EBENEZER ROAD.
EBENEZER ROAD IS SHOWN WITH 80' R/W WIDTH.

3(ii) All those matters as disclosed by that certain plat recorded in Plat Book X, Page 148, aforesaid Records.

1991 PLAT DEPICTS LAND NORTHWEST OF SUBJECT PROPERTY.
GA POWER EASEMENT IS SHOWN WITH 125' WIDTH.
WALKER ROAD IS SHOWN WITH 50' R/W WIDTH.

3(jj) All those matters as disclosed by that certain plat recorded in Plat Book 36, Page 33, aforesaid Records.

2007 PLAT DEPICTS TRACT 4 AND 40' JOINT DRIVEWAY.
GA POWER EASEMENT IS SHOWN WITH 125' WIDTH.
WALKER ROAD IS SHOWN WITH 50' R/W WIDTH.

CIVIL ENGINEERING COA NO. PEA 001781
LAND SURVEYING COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

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ALTA/NSPS LAND TITLE SURVEY

POTTS FAMILY PROPERTY

LAND LOT 208, 11TH DISTRICT,
ROCKDALE COUNTY, GEORGIA

REVISIONS
1.
2.
3.
4.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS, OR ENTITY NAMED IN THE CERTIFICATE HEREON AND DOES NOT CERTIFY TO OR EXTEND TO ANY UNNAMED PERSON WITHOUT AN EXPRESS RECERTIFICATION BY THE SURVEYOR NAMING SAID PERSON.

DATE:	6-10-2023
SCALE:	1" = 200'
FILE NUMBER:	017.266
DRAWN BY:	CG
REVIEWED BY:	K. BROWN

GEORGIA REGISTERED No. 2960 PROFESSIONAL LAND SURVEYOR
KEVIN M. BROWN
6/10/23

COA# LSF 000995

THIS DOCUMENT IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE OF THE REGISTRANT ACROSS THE REGISTRANT'S SEAL.

SHEET NUMBER

2 of 5

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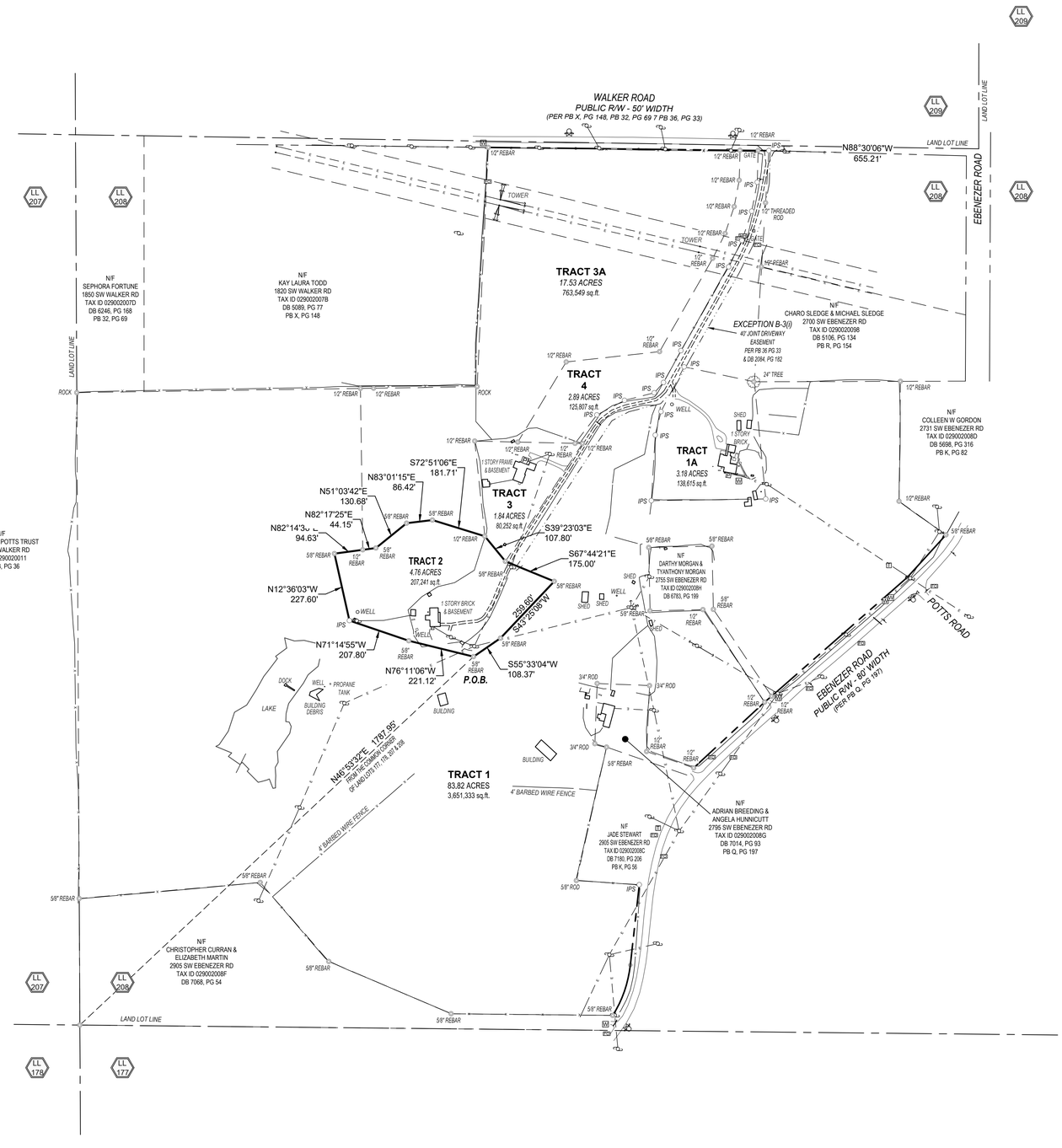
(GA WEST ZONE) GRID NORTH

RECORD DESCRIPTION

Commitment (B) Joseph Wade Potts and Cheryl Lynn Potts

ALL THAT TRACT or parcel of land lying and being in Land Lot 208 of the 11th District of Rockdale County, Georgia, and being shown 4.76 acres, on that plat of survey prepared for G. Walker Potts, as more particularly depicted on a plat recorded in Plat Book G, Page 61, Records of Rockdale County, Georgia, which plat is incorporated herein by reference hereto.

TOGETHER WITH those easement rights arising under that certain Joint Driveway Agreement from Deane T. Potts a/k/a Deane Tribble Potts, individually and as Executrix under the Last Will and Testament of George Walker Potts a/k/a G. Walker Potts, Benny H. Potts a/k/a Benny Potts, individually and as an heir at law of George Walker Potts a/k/a G. Walker Potts, Larry Joe Potts a/k/a Larry Potts a/k/a Larry J. Potts, individually and as an heir at law of George Walker Potts a/k/a G. Walker Potts and Betty G. Potts to Deane Tribble Potts, Larry Potts and Benny Potts, dated June 14, 2001, filed for record July 30, 2001 at 1:15 p.m., recorded in Deed Book 2084, Page 182, Records of Rockdale County, Georgia.



FLOOD NOTE

PER FLOOD INSURANCE RATE MAPS OF ROCKDALE COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13247C0156D EFFECTIVE DATE DECEMBER 8, 2016, THIS PROPERTY IS NOT LOCATED IN A SPECIAL FEMA FLOOD HAZARD AREA.

GRAPHIC SCALE

200 0 100 200 400

(IN FEET)

1 inch = 200 ft.

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
COMMITMENT FOR TITLE INSURANCE
SCHEDULE B - SECTION II - EXCEPTIONS

Commitment No.: 2-42295(B)
EFFECTIVE DATE: December 17, 2022 at 5:00 P.M.

3(f) Right of Way Easement from G. S. Potts to Snapping Shoals Electric Membership Corporation, a corporation, dated June 2, 1938, recorded September 13, 1939, recorded in Deed Book X, Page 75, Records of Rockdale County, Georgia.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(g) Right of Way Easement from G. S. Potts to Georgia Power Company, a corporation, dated August 30, 1940, recorded November 28, 1940, recorded in Deed Book X, Page 250, aforesaid Records.

EASEMENT IS OFFSITE AND DOES NOT AFFECT TRACT 2.

3(h) Easement for Right-of-Way from G. W. Potts and Benny H. Potts to Georgia Power Company, a corporation, dated May 24, 1967, recorded June 6, 1967, recorded in Deed Book 67, Page 161, aforesaid Records.

EASEMENT IS OFFSITE AND DOES NOT AFFECT TRACT 2.

3(i) Joint Driveway Agreement from Deane T. Potts a/k/a Deane Tribble Potts, individually and as Executrix under the Last Will and Testament of George Walker Potts a/k/a G. Walker Potts, Benny H. Potts a/k/a Benny Potts, individually and as an heir at law of George Walker Potts a/k/a G. Walker Potts, Larry Joe Potts a/k/a Larry Potts a/k/a Larry J. Potts, individually and as an heir at law of George Walker Potts a/k/a G. Walker Potts and Betty G. Potts to Deane Tribble Potts, Larry Potts and Benny Potts, dated June 14, 2001, filed for record July 30, 2001 at 1:15 p.m., recorded in Deed Book 2084, Page 182, aforesaid Records.

40' JOINT DRIVEWAY EASEMENT BENEFITS TRACT 2, AS SHOWN.

3(j) Right of Way Easement from Joseph Wade Potts to Snapping Shoals Electric Membership Corporation, a corporation, dated March 4, 2004, filed for record July 6, 2004 at 4:07 p.m., recorded in Deed Book 3154, Page 171, aforesaid Records.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(k) All those matters as disclosed by that certain plat recorded in Plat Book G, Page 61, aforesaid Records.

1972 PLAT DEPICTS TRACT 2 AND "ROAD TO LAKE".

CIVIL ENGINEERING COA NO. PEB 001781
LAND SURVEYING COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
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ALTA/NSPS LAND TITLE SURVEY

POTTS FAMILY PROPERTY

LAND LOT 208, 11TH DISTRICT,
ROCKDALE COUNTY, GEORGIA

REVISIONS
1.
2.
3.
4.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS, OR ENTITY NAMED IN THE CERTIFICATE HEREON AND THE CERTIFICATE DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT AN EXPRESS RECERTIFICATION BY THE SURVEYOR MAKING SAID PERSON.

DATE:	6-10-2023
SCALE:	1" = 200'
FILE NUMBER:	017.266
DRAWN BY:	CG
REVIEWED BY:	K. BROWN

GEORGIA REGISTERED No. 2960 PROFESSIONAL LAND SURVEYOR KEVIN M. BROWN

6/10/23

COA# LSF 000995

THIS DOCUMENT IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE OF THE REGISTRANT ACROSS THE REGISTRANT'S SEAL.

SHEET NUMBER

3 of 5

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(GA WEST ZONE) GRID NORTH

RECORD DESCRIPTION

Commitment (C) Betty Gilbert Potts:

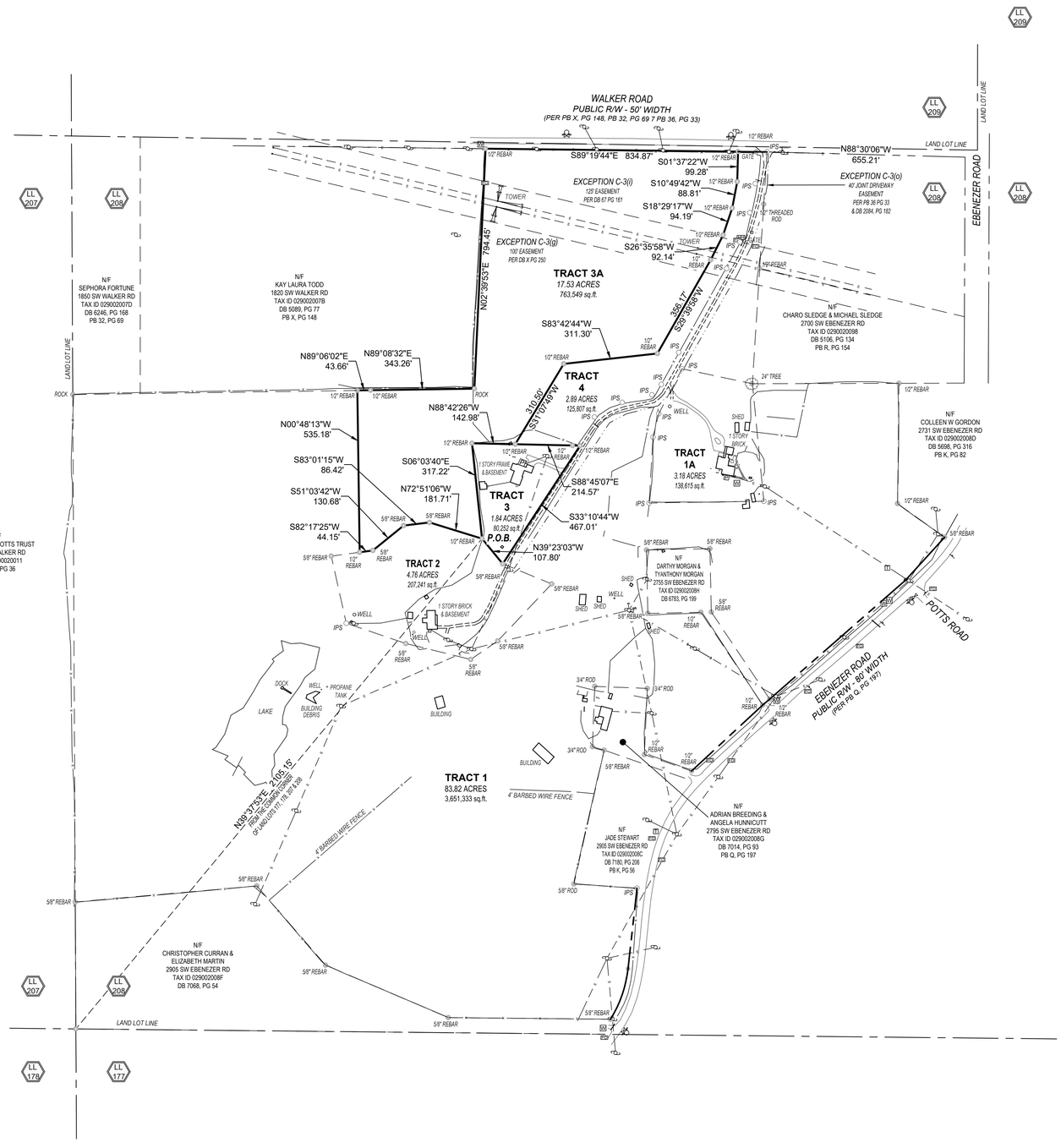
ALL THOSE TRACTS or parcels of land lying and being in Land Lot 208 of the 11th District of Rockdale County, Georgia, being more particularly described on Exhibit "A" attached hereto and by this reference incorporated herein.

TOGETHER WITH those easement rights arising under that certain Joint Driveway Agreement from Deane T. Potts a/k/a Deane Tribble Potts, individually and as Executrix under the Last Will and Testament of George Walker Potts a/k/a G. Walker Potts, Benny
H. Potts a/k/a Benny Potts, individually and as an heir at law of George Walker Potts a/k/a
G. Walker Potts, Larry Joe Potts a/k/a Larry Potts a/k/a Larry J. Potts, individually and as an heir at law of George Walker Potts a/k/a G. Walker Potts and Betty G. Potts to Deane Tribble Potts, Larry Potts and Benny Potts, dated June 14, 2001, filed for record July 30, 2001 at 1:15 p.m., recorded in Deed Book 2084, Page 182, Records of Rockdale County, Georgia.

TRACT A:
All that tract or parcel of land lying and being in Land Lot 208 of the 11 th District of Rockdale County, Georgia, and more fully and particularly described as follows:
TO ARRIVE AT THE TRUE POINT OF BEGINNING being at that point where the centerline of Maddox Road (were said centerline extended)intersects the centerline of Walker Road; thence South 09°09' West 254.1 feet to a point; thence South 29° 15' West 689.3 feet to a point; thence south 77°19' West 178.3 feet to a point; thence South 33°01' West 123.77 feet to the TRUE POINT OF BEGINNING; from the beginning point thus established, thence North 88°54' West 357.41 feet to iron pin corner; thence South 06°11' East 316.99 feet to iron pin corner; thence South 39°31' East 108 feet to iron pin corner; thence North 33°01' East 467.03 feet to the TRUE POINT OF BEGINNING.
The above-described property is more fully and particularly described on plat prepared for Larry J. Potts and Betty G. Potts by Knight and Associates, Land Surveyors, dated April 8, 1976, recorded in Plat Book I, Page 262, Clerk's Office, Rockdale County, Georgia, and said plat is here by reference incorporated in and made a part hereof.
TRACT B:
All that tract or parcel of land lying and being in land lot 209 of the 11 th land district, Rockdale County, state of Georgia, being more particularly described as follows:
To find the true point of beginning, being at a point formed by the intersection of the south 80 ft. right of way of walker road and the west 60 ft. right of way of Ebenzer Road, thence proceed westerly along the southern 80' right of way of walker road a distance of 681.65 ft. to an iron pin set, the true point of beginning.
Thence south 01 degrees 47 minutes 34 seconds west for a distance of 92.17 feet to a point in the center of a gravel drive;
Thence south 11 degrees 02 minutes 56 seconds west for a distance of 100.71 feet to a point in the center of a gravel drive;
Thence south 18 degrees 40 minutes 37 seconds west for a distance of 105.16 feet to a point in the center of a gravel drive;
Thence south 26 degrees 47 minutes 37 seconds west for a distance of 99.99 feet to a point in the center of a gravel drive;
Thence south 29 degrees 52 minutes 17 seconds west for a distance of 220.29 feet to a point in the center of a gravel drive;
Thence south 28 degrees 54 minutes 21 seconds west for a distance of 122.12 feet to a point in the center of a gravel drive;
Thence south 42 degrees 02 minutes 39 seconds west for a distance of 54.72 feet to a point in the center of a gravel drive;
Thence south 75 degrees 54 minutes 48 seconds west for a distance of 105.24 feet to a point in the cetner of a gravel drive;
Thence south 62 degrees 24 minutes 58 seconds west for a distance of 96.94 feet to a point in the center of a gravel drive;
Thence south 37 degrees 50 minutes 23 seconds west for a distance of 99.72 feet to a ½" rebar found;

Thence north 88 degrees 31 minutes 54 seconds west for a distance of 357.52 feet to a ½" rebar found;
Thence south 05 degrees 52 minutes 12 seconds east for a distance of 317.19 feet to a ½" rebar found;
Thence north 72 degrees 39 minutes 50 seconds west for a distance of 181.44 feet to a iron pin set;
Thence south 83 degrees 15 minutes 12 seconds west for a distance of 86.70 feet to a 5/8" rebar found;
Thence south 51 degrees 18 minutes 12 seconds west for a distance of 130.84 feet to a 5/8" rebar found;
Thence south 82 degrees 26 minutes 41 seconds west for a distance of 44.02 feet to an iron pin set;
Thence north 00 degrees 36 minutes 51 seconds west for a distance of 535.26 feet to an iron pin set;
Thence north 89 degrees 19 minutes 58 seconds east for a distance of 43.70 feet to a ½" rebar found;
Thence north 89 degrees 19 minutes 58 seconds east for a distance of 343.32 feet to a rock found;
Thence north 02 degrees 52 minutes 00 seconds east for a distance of 794.46 feet to a 1/2" rebar found on the south 50 ft. right of way of Walker Road;
Thence south 89 degrees 07 minutes 36 seconds east for a distance of 914.89 feet along the south 50 ft. right of way of walker road to a ½" iron pin set;
Thence south 01 degrees 47 minutes 34 seconds west for a distance of 14.81 feet to a 1/2 " rebar set in the center of a gravel drive, THE TRUE POINT OF BEGINNING.

LESS AND EXCEPT from the above-described property that portion of the property conveyed by that certain Warranty Deed from Larry J. Potts and Betty G. Potts to Edward Lawson Patton and Julie Deane Patton as joint tenants with right of survivorship, dated December 28m 2997, filed for record January 8, 2008 at 4:36 p.m., recorded in Deed Book 4460, Page 47, Records for Rockdale County, Georgia.



GRAPHIC SCALE

200 0 100 200 400

(IN FEET)
1 inch = 200 ft.

FLOOD NOTE

PER FLOOD INSURANCE RATE MAPS OF ROCKDALE COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13247C0156D EFFECTIVE DATE DECEMBER 8, 2016, THIS PROPERTY IS NOT LOCATED IN A SPECIAL FEMA FLOOD HAZARD AREA.

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
COMMITMENT FOR TITLE INSURANCE
SCHEDULE B - SECTION II - EXCEPTIONS

Commitment No.: 2-42295(C)
EFFECTIVE DATE: December 17, 2022 at 5:00 P.M.

3(f) Right of Way Easement from G. S. Potts to Snapping Shoals Electric Membership Corporation, a corporation, dated June 2, 1938, recorded September 13, 1939, recorded in Deed Book X, Page 75, Records of Rockdale County, Georgia.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(g) Right of Way Easement from G. S. Potts to Georgia Power Company, a corporation, dated August 30, 1940, recorded November 28, 1940, recorded in Deed Book X, Page 250, aforesaid Records.

100' EASEMENT AFFECTS TRACT 3A, AS SHOWN. SUPERSEDED BY EXCEPTION 3(i).

3(h) Right of Way Deed from G. S. Potts to Rockdale County, Georgia, dated June 14, 1950, filed for record June 15, 1950 at 3:40 p.m., recorded in Deed Book 29, Page 460, aforesaid Records.

1950 RIGHT-OF-WAY DEED DEDICATED 25 FEET FOR WALKER ROAD.

3(i) Easement for Right-of-Way from G. W. Potts and Benny H. Potts to Georgia Power Company, a corporation, dated May 24, 1967, recorded June 6, 1967, recorded in Deed Book 67, Page 161, aforesaid Records.

125' EASEMENT AFFECTS TRACT 3A, AS SHOWN.

3(j) Right of Way Easement from Larry J. Potts to Snapping Shoals Electric Membership Corporation, a corporation, dated May 5, 1976, filed for record May 10, 1985 at 1:45 p.m., recorded in Deed Book 279, Page 100, aforesaid Records.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(k) Right of Way Easement from Deane T. Potts to Snapping Shoals Electric Membership Corporation, a corporation, dated May 10, 1976, filed for record May 10, 1985 at 1:45 p.m., recorded in Deed Book 279, Page 101, aforesaid Records.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(l) Right of Way Easement from Bennie H. Potts to Snapping Shoals Electric Membership Corporation, a corporation, dated August 25, 1976, filed for record May 10, 1985 at 1:45 p.m., recorded in Deed Book 279, Page 102, aforesaid Records.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(m) Right of Way Easement from Benny H. Potts and Deane T. Potts to Snapping Shoals Electric Membership Corporation, a corporation, dated November 30, 1987, filed for record February 24, 1988, recorded in Deed Book 400, Page 238, aforesaid Records.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(n) Easement from Benny H. Potts and Deane T. Potts to Southern Telecom, Inc. and Georgia Power Company, dated October 16, 1999, filed for record March 3, 2000 at 10:28 a.m., recorded in Deed Book 1825, Page 331, aforesaid Records.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(o) Joint Driveway Agreement from Deane T. Potts a/k/a Deane Tribble Potts, individually and as Executrix under the Last Will and Testament of George Walker Potts a/k/a G. Walker Potts, Benny H. Potts a/k/a Benny Potts, individually and as an heir at law of George Walker Potts a/k/a G. Walker Potts, Larry Joe Potts a/k/a Larry Potts a/k/a Larry J. Potts, individually and as an heir at law of George Walker Potts a/k/a G. Walker Potts and Betty G. Potts to Deane Tribble Potts, Larry Potts and Benny Potts, dated June 14, 2001, filed for record July 30, 2001 at 1:15 p.m., recorded in Deed Book 2084, Page 182, aforesaid Records.

40' JOINT DRIVEWAY EASEMENT BENEFITS TRACT 3, AS SHOWN.

3(p) All those matters as disclosed by that certain plat recorded in Plat Book G, Page 61, aforesaid Records.

1972 PLAT DEPICTS TRACT 2 AND "ROAD TO LAKE".

3(q) All those matters as disclosed by that certain plat recorded in Plat Book I, Page 262, aforesaid Records.

1976 PLAT DEPICTS TRACT 3 AND "ROAD TO LAKE".

3(r) All those matters as disclosed by that certain plat recorded in Plat Book 36, Page 33, aforesaid Records.

2007 PLAT DEPICTS TRACT 4 AND 40' JOINT DRIVEWAY.
GA POWER EASEMENT IS SHOWN WITH 125' WIDTH.
WALKER ROAD IS SHOWN WITH 50' R/W WIDTH.

CIVIL ENGINEERING COA NO. PEA 001781
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ALTA/NSPS LAND TITLE SURVEY
POTTS FAMILY PROPERTY
LAND LOT 208, 11TH DISTRICT, ROCKDALE COUNTY, GEORGIA

REVISIONS
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3.
4.

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DATE:	6-10-2023
SCALE:	1" = 200'
FILE NUMBER:	017.266
DRAWN BY:	CG
REVIEWED BY:	K. BROWN

GEORGIA REGISTERED No. 2960 PROFESSIONAL SURVEYOR KEVIN M. BROWN

6/10/23

COA# LSF 000995
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SHEET NUMBER
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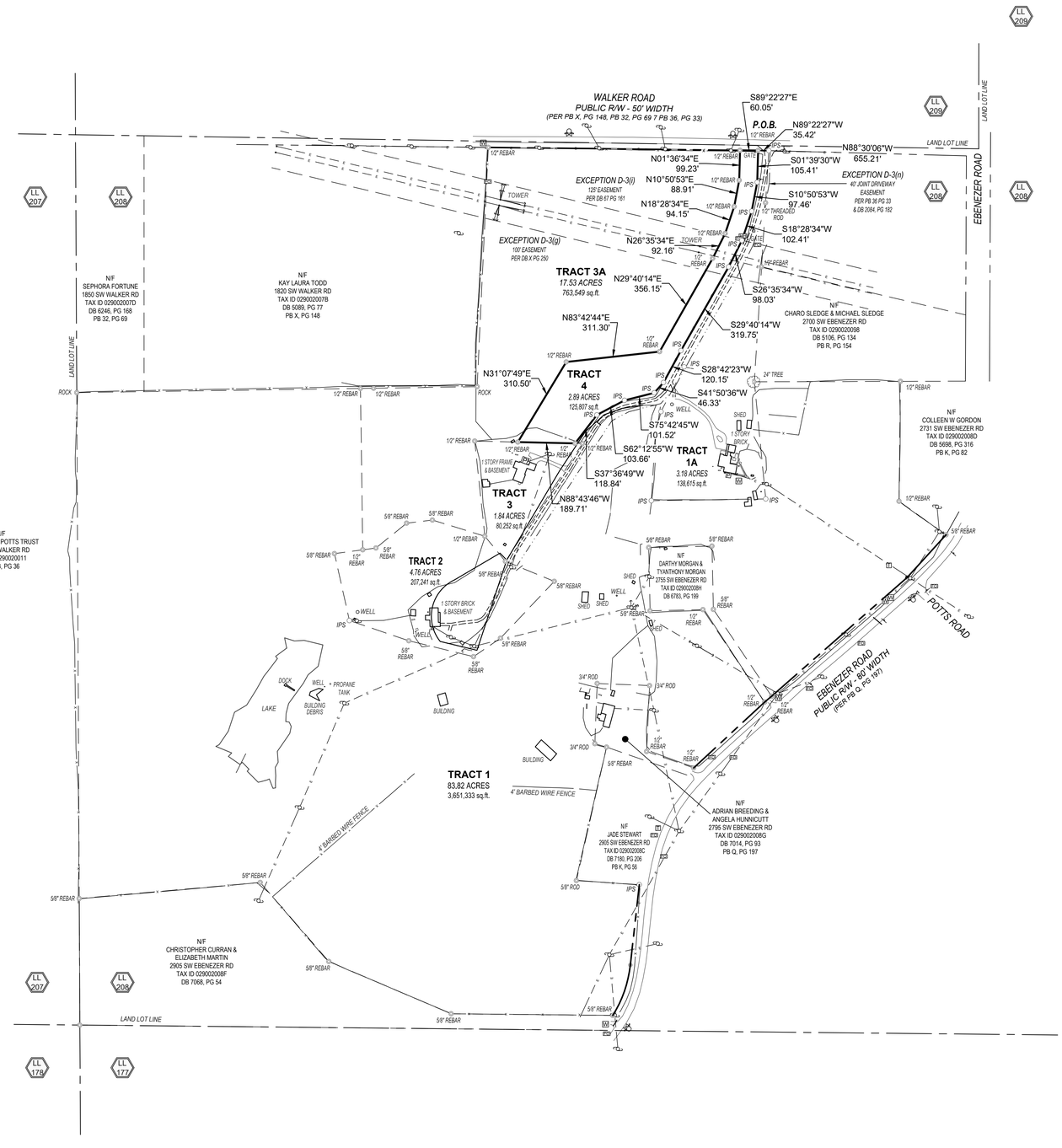
(GA WEST ZONE) GRID NORTH

RECORD DESCRIPTION

Commitment (D) Edward Lawson Patton and Julie Deane Patton:

ALL THAT TRACT or parcel of land lying and being in Land Lot 208 of the 11th District of Rockdale County, Georgia, consisting of 3.89 acres , as more particularly depicted on a plat recorded in Plat Book 36, Page 33, Records of Rockdale County, Georgia, which plat is incorporated herein by reference hereto.

TOGETHER WITH those easement rights arising under that certain Joint Driveway Agreement from Deane T. Potts a/k/a Deane Tribble Potts, individually and as Executrix under the Last Will and Testament of George Walker Potts a/k/a G. Walker Potts, Benny H. Potts a/k/a Benny Potts, individually and as an heir at law of George Walker Potts a/k/a G. Walker Potts, Larry Joe Potts a/k/a Larry Potts a/k/a Larry J. Potts, individually and as an heir at law of George Walker Potts a/k/a G. Walker Potts and Betty G. Potts to Deane Tribble Potts, Larry Potts and Benny Potts, dated June 14, 2001, filed for record July 30, 2001 at 1:15 p.m., recorded in Deed Book 2084, Page 182, Records of Rockdale County, Georgia.



GRAPHIC SCALE

200 0 100 200 400

(IN FEET)

1 inch = 200 ft.

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE SCHEDULE B - SECTION II - EXCEPTIONS

Commitment No.: 2-42295(D)
EFFECTIVE DATE: December 17, 2022 at 5:00 P.M.

3(f) Right of Way Easement from G. S. Potts to Snapping Shoals Electric Membership Corporation, a corporation, dated June 2, 1938, recorded September 13, 1939, recorded in Deed Book X, Page 75, Records of Rockdale County, Georgia.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(g) Right of Way Easement from G. S. Potts to Georgia Power Company, a corporation, dated August 30, 1940, recorded November 28, 1940, recorded in Deed Book X, Page 250, aforesaid Records.

100' EASEMENT AFFECTS TRACT 4, AS SHOWN. SUPERSEDED BY EXCEPTION 3(i).

3(h) Right of Way Deed from G. S. Potts to Rockdale County, Georgia, dated June 14, 1950, filed for record June 15, 1950 at 3:40 p.m., recorded in Deed Book 29, Page 460, aforesaid Records.

1950 RIGHT-OF-WAY DEED DEDICATED 25 FEET FOR WALKER ROAD.

3(i) Easement for Right-of-Way from G. W. Potts and Benny H. Potts to Georgia Power Company, a corporation, dated May 24, 1967, recorded June 6, 1967, recorded in Deed Book 67, Page 161, aforesaid Records.

125' EASEMENT AFFECTS TRACT 4, AS SHOWN.

3(j) Right of Way Easement from Deane T. Potts to Snapping Shoals Electric Membership Corporation, a corporation, dated May 10, 1976, filed for record May 10, 1985 at 1:45 p.m., recorded in Deed Book 279, Page 101, aforesaid Records.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(k) Right of Way Easement from Bennie H. Potts to Snapping Shoals Electric Membership Corporation, a corporation, dated August 25, 1976, filed for record May 10, 1985 at 1:45 p.m., recorded in Deed Book 279, Page 102, aforesaid Records.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(l) Right of Way Easement from Benny H. Potts and Deane T. Potts to Snapping Shoals Electric Membership Corporation, a corporation, dated November 30, 1987, filed for record February 24, 1988, recorded in Deed Book 400, Page 238, aforesaid Records.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(m) Easement from Benny H. Potts and Deane T. Potts to Southern Telecom, Inc. and Georgia Power Company, dated October 16, 1999, filed for record March 3, 2000 at 10:28 a.m., recorded in Deed Book 1825, Page 331, aforesaid Records.

DOCUMENT CONTAINS NO PLOTTABLE EASEMENT DESCRIPTIONS.

3(n) Joint Driveway Agreement from Deane T. Potts a/k/a Deane Tribble Potts, individually and as Executrix under the Last Will and Testament of George Walker Potts a/k/a G. Walker Potts, Benny H. Potts a/k/a Benny Potts, individually and as an heir at law of George Walker Potts a/k/a G. Walker Potts, Larry Joe Potts a/k/a Larry Potts a/k/a Larry J. Potts, individually and as an heir at law of George Walker Potts a/k/a G. Walker Potts and Betty G. Potts to Deane Tribble Potts, Larry Potts and Benny Potts, dated June 14, 2001, filed for record July 30, 2001 at 1:15 p.m., recorded in Deed Book 2084, Page 182, aforesaid Records.

40' JOINT DRIVEWAY EASEMENT AFFECTS TRACT 4, AS SHOWN.

3(o) All those matters as disclosed by that certain plat recorded in Plat Book G, Page 61, aforesaid Records.

1972 PLAT DEPICTS TRACT 2 AND "ROAD TO LAKE".

3(p) All those matters as disclosed by that certain plat recorded in Plat Book 36, Page 33, aforesaid Records.

2007 PLAT DEPICTS TRACT 4 AND 40' JOINT DRIVEWAY.
GA POWER EASEMENT IS SHOWN WITH 125' WIDTH.
WALKER ROAD IS SHOWN WITH 50' R/W WIDTH.

FLOOD NOTE

PER FLOOD INSURANCE RATE MAPS OF ROCKDALE COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13247C0156D EFFECTIVE DATE DECEMBER 8, 2016, THIS PROPERTY IS NOT LOCATED IN A SPECIAL FEMA FLOOD HAZARD AREA.

CIVIL ENGINEERING COA NO. PEA 001781
LAND SURVEYING COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

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40 GREENWAY CT., STE A
NEWNAN, GEORGIA 30265
Ph. (770) 710-0900

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 987-7200

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ALTA/NSPS LAND TITLE SURVEY
POTTS FAMILY PROPERTY
LAND LOT 208, 11TH DISTRICT,
ROCKDALE COUNTY, GEORGIA

REVISIONS
1.
2.
3.
4.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS, OR ENTITY NAMED IN THE CERTIFICATE HEREON AND IS NOT TRANSFERABLE OR EXTEND TO ANY UNNAMED PERSON WITHOUT AN EXPRESS RECERTIFICATION BY THE SURVEYOR MAKING SAID PERSON.

DATE:	6-10-2023
SCALE:	1" = 200'
FILE NUMBER:	017.266
DRAWN BY:	CG
REVIEWED BY:	K. BROWN

GEORGIA REGISTERED No. 2960 PROFESSIONAL LAND SURVEYOR KEVIN M. BROWN

6/10/23

COA# LSF 000995

THIS DOCUMENT IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE OF THE REGISTRANT ACROSS THE REGISTRANT'S SEAL.

SHEET NUMBER

5 of 5

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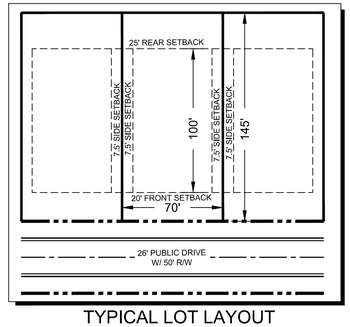


TYPICAL LOT LAYOUT

NOT TO SCALE

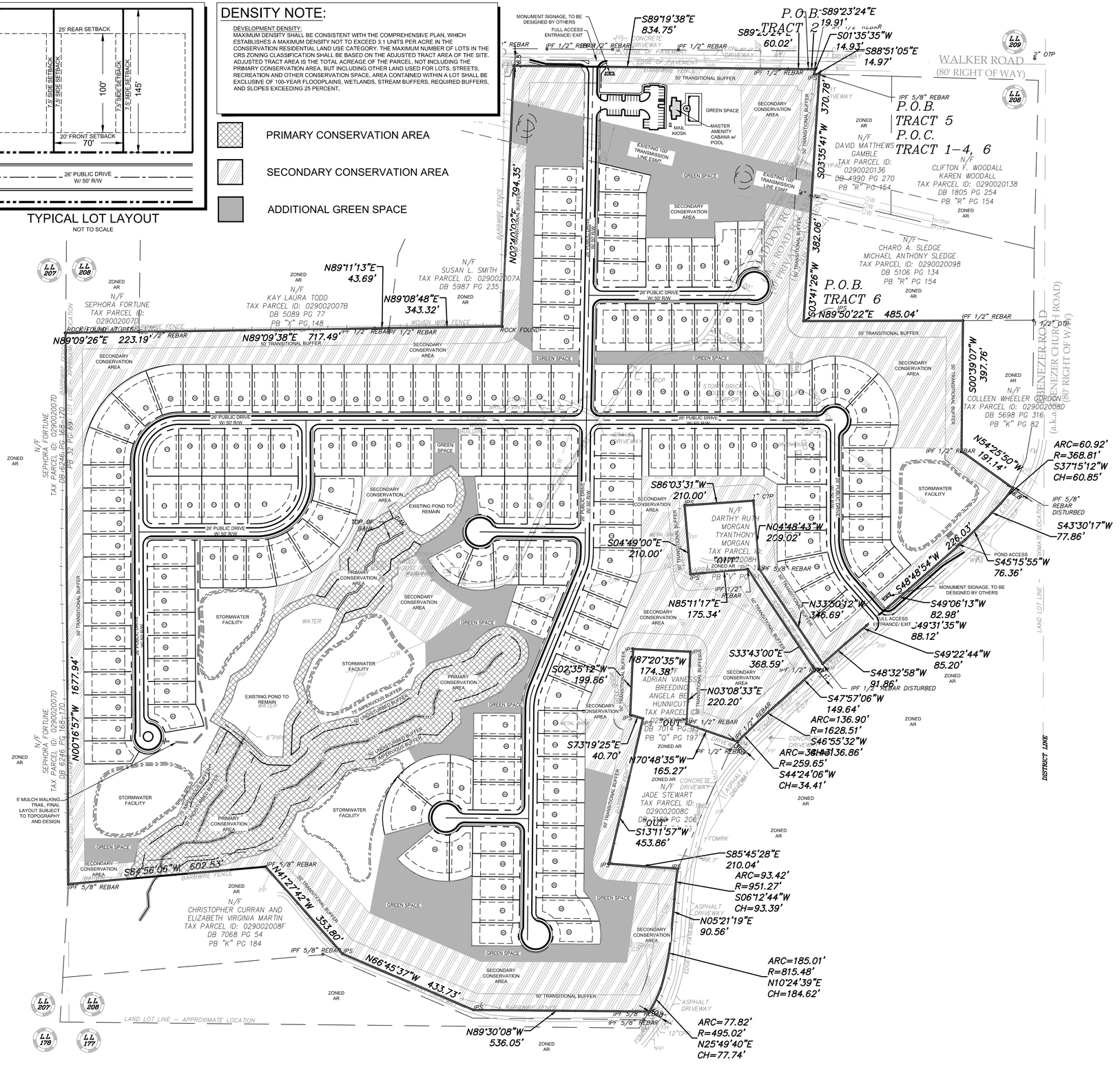
DENSITY NOTE:

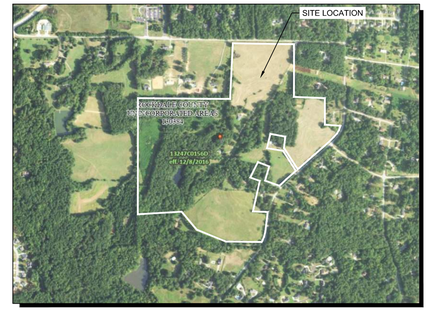
DEVELOPMENT DENSITY:
MAXIMUM DENSITY SHALL BE CONSISTENT WITH THE COMPREHENSIVE PLAN, WHICH ESTABLISHES A MAXIMUM DENSITY NOT TO EXCEED 3.1 UNITS PER ACRE IN THE CONSERVATION RESIDENTIAL LAND USE CATEGORY. THE MAXIMUM NUMBER OF LOTS IN THE CRS ZONING CLASSIFICATION SHALL BE BASED ON THE ADJUSTED TRACT AREA OF THE SITE. ADJUSTED TRACT AREA IS THE TOTAL ACREAGE OF THE PARCEL, NOT INCLUDING THE PRIMARY CONSERVATION AREA, BUT INCLUDING OTHER LAND USED FOR LOTS, STREETS, RECREATION AND OTHER CONSERVATION SPACE. AREA CONTAINED WITHIN A LOT SHALL BE EXCLUSIVE OF 100-YEAR FLOODPLAINS, WETLANDS, STREAM BUFFERS, REQUIRED BUFFERS, AND SLOPES EXCEEDING 25 PERCENT.

PRIMARY CONSERVATION AREA

SECONDARY CONSERVATION AREA

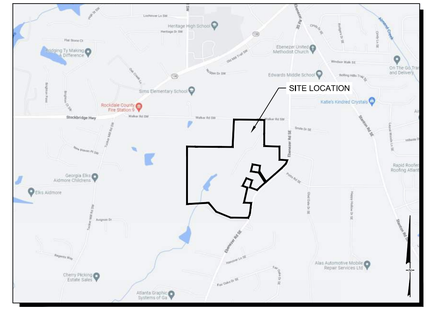
ADDITIONAL GREEN SPACE





FEMA FIRM MAP

NOT TO SCALE



SITE LOCATION MAP

NOT TO SCALE

SITE DATA:	
TOTAL SITE AREA	113.988 ACRES
PRIMARY CONSERVATION AREA	10.46 ACRES
ADJUSTED SITE AREA	103.528 ACRES
ZONING	
EXISTING ZONING	AR
PROPOSED ZONING	CRS
ZONING JURISDICTION	ROCKDALE COUNTY, GEORGIA
SETBACK REQUIREMENTS	
FRONT SETBACK	20 FEET/ 5 FEET ALTERNATING STAGGERED
SIDE SETBACK	7.5 FEET
REAR SETBACK	25 FEET
REQUIRED BUFFERS	50 FEET
DEVELOPMENT STANDARDS	
MIN. LOT AREA	10,000 SF (TYP, LOT 70' X 145')
MIN. LOT WIDTH	70 FEET
MIN. HEATED FLOOR AREA	1,800 SF
MAX. BUILDING HEIGHT	35 FEET
TOTAL LOTS PROVIDED	175 LOTS
GROSS SITE DENSITY PROVIDED	1.54 DUA (175 LOTS/ 113.988 ACRES)
ADJUSTED TRACT AREA SITE DENSITY PROVIDED	1.69 DUA (175 LOTS/ 103.528 ACRES)
MAX. DENSITY ALLOWED	3.1 DUA/ ADJUSTED TRACT AREA
CONSERVATION SPACE CALCULATIONS	
CONSERVATION AREA REQUIRED	34.2 ACRES (30% OF GROSS SITE AREA)
PRIMARY CONSERVATION AREA PROVIDED	10.46 ACRES (27.3% OF TOTAL CONSERVATION AREA)
SECONDARY CONSERVATION AREA PROVIDED	27.9 ACRES (72.7% OF TOTAL CONSERVATION AREA)
TOTAL CONSERVATION SPACE PROVIDED	38.36 ACRES
ADDITIONAL GREEN SPACE PROVIDED	9.82 ACRES 8.61% OF GROSS SITE AREA)
TOTAL CONSERVATION AND GREEN SPACE	48.18 ACRES (42.3% OF SITE)
PARKING REQUIREMENTS	
RESIDENTIAL PARKING REQUIRED	350 SPACES (2 SP/DWELLING UNIT)
RESIDENTIAL PARKING PROVIDED	700 SPACES (2 GARAGE + 2 DRIVEWAY SP.)
GUEST/ RECREATION PARKING REQUIRED	28 SPACES (1 SP/ 6 RESIDENTIAL LOTS)
GUEST/ RECREATION PARKING TO BE PROVIDED	728 SPACES

GENERAL NOTES:

1. ALL UTILITIES MUST BE PLACED UNDERGROUND.
2. STREETLIGHTS ARE TO BE PROVIDED ALONG ONE SIDE OF EVERY STREET, A MIN. OF 16 FEET HIGH AND A MAX. OF 20 FEET HIGH IF OVERHANGING INTO THE STREET, TO BE PLACED NO MORE THAN 160 FEET APART.
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4. MIN. 3 INCH CALIPER STREET TREES TO BE PROVIDED ALONG BOTH SIDES OF STREET AT A MAX. OF 50 FEET APART, SPECIES TO STREET TREES TO BE APPROVED BY THE DIRECTOR.
5. ALL EXISTING BUILDINGS AND STRUCTURES ON SITE TO BE REMOVED.
6. NO ARCHAEOLOGICAL/ HISTORICAL CULTURAL RESOURCE LOCATED ON SITE.

24 HOUR CONTACT:
TIFFANY HOGAN

GEORGIA811
www.Georgia811.com
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ARBORISTS + SURVEYING & CONSTRUCTION + WATER RESOURCES
350 RESEARCH COURT STE 200
PEACHTREE CORNERS, GA 30092

PROJECT

POTTS FARM

A MASTER PLANNED RESIDENTIAL DEVELOPMENT

AT

1680, 1700 & 1720 WALKER RD.,SW
CONYERS, GEORGIA 30094

ROCKDALE COUNTY JURISDICTION

FOR

D.R. HORTON - EAST

MUNICIPALITY PROJECT #

REVISIONS

NO.	DATE	BY	DESCRIPTION

THIS SEAL IS ONLY VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE.

GEORGIA REGISTERED No. 34393 PROFESSIONAL ENGINEER KENNETH J WOOD

GSWCC LEVEL II DESIGN PROFESSIONAL CERTIFICATION # 0000059389 EXP. 10/28/2024

MASTER REZONING PLAN

0 75 150 300 450

SCALE: 1" = 150'
DATE: 04/30/2024
PROJECT: 22240.00

GRID NORTH
GEORGIA WEST ZONE

Z1
SHEET

J:\2022\22240\00\Civil\Concepts & Exhibits\Zoning\22240.00 Site Zone Updated -1.dwg - KWood - 4/30/2024 4:26 PM

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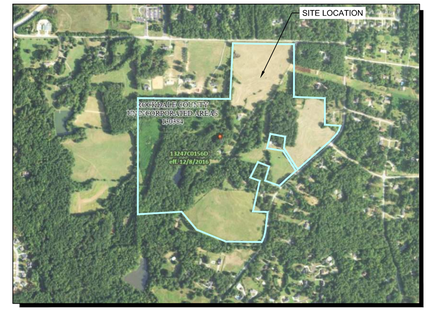
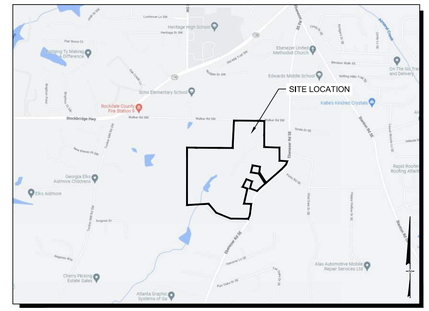
PRIMARY CONSERVATION AREA

SECONDARY CONSERVATION AREA

ADDITIONAL GREEN SPACE



FEMA FIRM MAP
NOT TO SCALE



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AT

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FOR

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NO.	DATE	BY	DESCRIPTION

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GEORGIA REGISTERED No. 34393 PROFESSIONAL ENGINEER KENNETH J WOOD

GSWCC LEVEL II DESIGN PROFESSIONAL CERTIFICATION # 0000059389 EXP. 10/28/2024

CONSERVATION COLOR PLAN

0 75 150 300 450

SCALE: 1" = 150'
DATE: 04/30/2024
PROJECT: 22240.00

GRID NORTH
GEORGIA WEST ZONE

CP
SHEET

J:\2022\22240\00\Civil\Concepts & Exhibits\Zoning\22240.00-Site Zone-Updated 1 COLOR.dwg - KWood - 4/30/2024 6:03 PM

MONUMENT SIGNAGE. TO BE DESIGNED BY OTHERS
FULL ACCESS ENTRANCE/ EXIT
50' TRANSITIONAL BUFFER
GREEN SPACE
SECONDARY CONSERVATION AREA
MAIL KIOSK
MASTER AMENITY CABANA w/ POOL
EXISTING 100' TRANSMISSION LINE ESMT
26' PUBLIC DRIVE W/ 50' R/W
ZONED AR
STORMWATER FACILITY
EXISTING POND TO REMAIN
PRIMARY CONSERVATION AREA
75' RIPERIAN BUFFER
50' UNDISTURBED BUFFER
50' IMPERVIOUS BUFFER
5' MULCH WALKING TRAIL* FINAL LAYOUT SUBJECT TO TOPOGRAPHY AND DESIGN
POND ACCESS

Payment Authorization Form

VISA / Mastercard & Discover accepted

Select One: Visa _✓_ Mastercard____ Discover____

Payment Amount:	$3,000.00
Card Number:	4036230405440796
Expiration Date:	01/28 **CVV#:** 518
Name on Card:	Michele Battle
Billing Address:	3562 Habersham at Northlake Building J Suite 100
Contact Person:	Lakeisha Jackson
Contact Email:	llj@battlelawpc.com
Contact Phone #:	404-601-7616 ext. 3
Payment for:	Rezoning application

Signature of Card Holder: _____

******Your card information will not be stored******

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DEPARTMENT OF PLANNING & DEVELOPMENT
CHRISTOPHER WHEELER, INTERIM DIRECTOR
PHONE: (770) 278-7100
planningandzoning@rockdalecountyga.gov

PLANNING COMMISSION & BOARD OF COMMISSIONERS
ROCKDALE COUNTY PLANNING STAFF REPORT

Case Number:	REZ2024-21
Address:	1680 SW Walker Road, 1720 SW Walker Road, 1700 SW Walker Road, and associated parcels along SW Walker Road
Tax Parcel:	0290020008, 029002008A, 029002008B, 029002008E, 029002008J, 029002008K
Site Area:	113.988 acres
Current Zoning:	A-R (Agricultural-Residential)
Existing Conditions:	Single-Family Residences; Woods/Fields
Request:	To rezone 113.988 acres from A-R (Agricultural-Residential) to CRS (Collaborative Residential Subdivision) to allow for the development of a 175-lot, single-family residential subdivision.
Applicant:	Battle Law, P.C.
Owner:	Elizabeth C. Potts, Trustee for the Elizabeth C Potts Living Trust; Joseph Wade Potts & Cheryl Lynn Potts; Betty Gilbert Potts; and Edward Lawson Patton & Julie Dean Patton
Staff Recommendation:	**Approval with Conditions**
PC Hearing Date:	September 12, 2024
BOC Hearing Date:	September 24, 2024

Zoning History

The subject property is zoned A-R (Agricultural-Residential). No prior zoning requests are on record for this property.

Existing Site Conditions

The subject site is a 113.988-acre property located southwest of the intersection of Walker Road SW and Ebenezer Road SE and comprised of six parcels: 0290020008, 029002008A (1680 SW Walker Road), 029002008B (1720 SW Walker Road), 029002008E (1700 SW Walker Road), 029002008J, and 029002008K. The properties located at 1680, 1720, and 1700 SW Walker Road are developed with single-family residences that were constructed in 1968, 1958, and 1976, respectively. The residences are accessed by a shared, gravel drive (Benny Drive SW) along Walker Road SW. Apart from the three residences, the site is characterized by open pastures and wooded areas. The subject property has road frontage along both Walker Road SW and Ebenezer Road SE; sidewalks are not present along the frontages. A stream, freshwater pond, wetlands, and floodplain are present on the property.

Surrounding Use and Zoning

The subject site is surrounded by residential property on all sides. The following is a summary of surrounding uses and zoning:

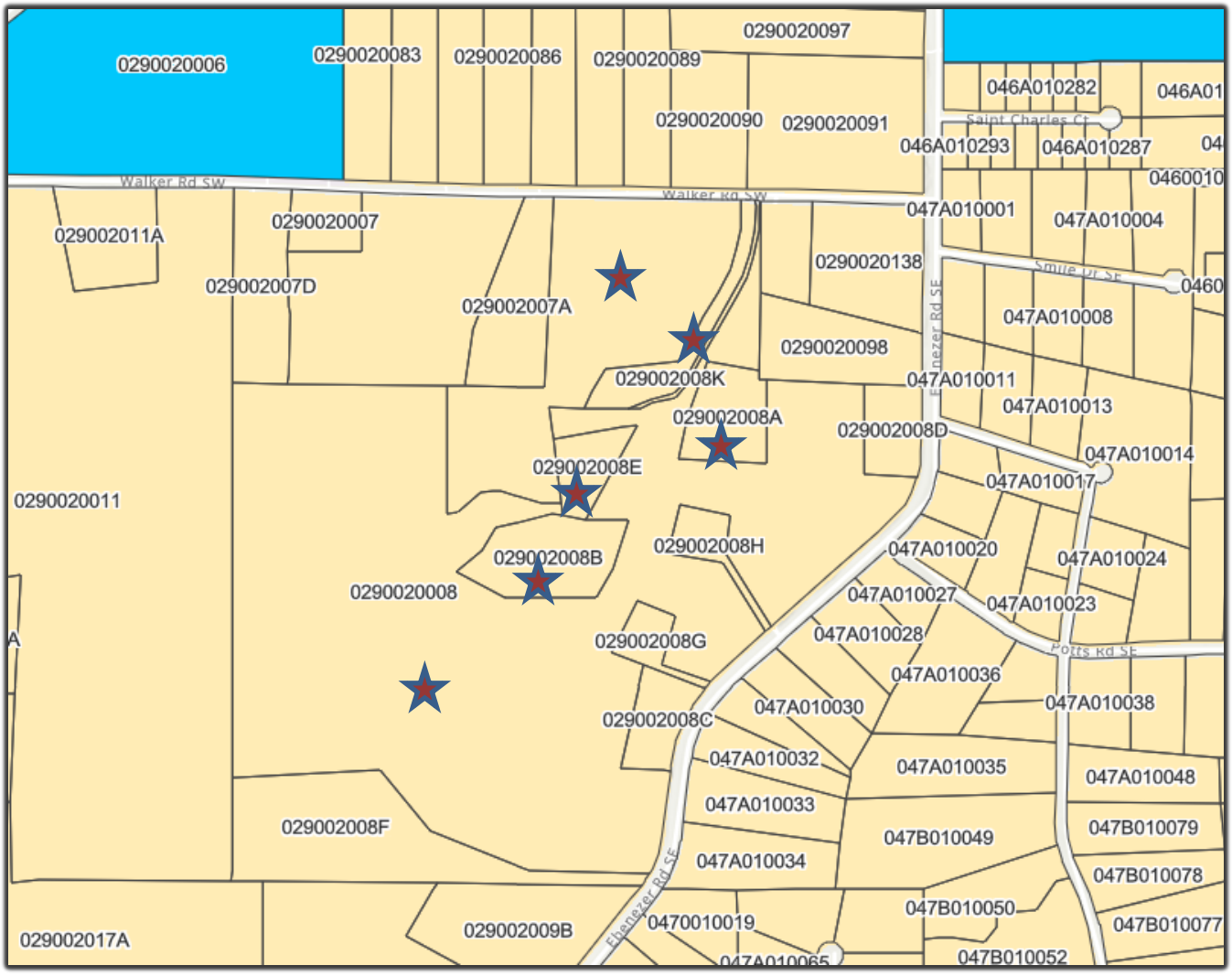
Adjacent Zoning and Current Land Use

Direction	Address	Zoning District	Current Land Use
West	2076 SW Walker Road	A-R	Agricultural Buildings, Woods, and Open Land
North	1761 SW Walker Road 1751 SW Walker Road 1741 SW Walker Road 1731 SW Walker Road 1721 SW Walker Road	A-R	Single-Family Residences
East	2748 SE Ebenezer Road 211 SE Potts Road 2776 SE Ebenezer Road 2790 SE Ebenezer Road 2810 SE Ebenezer Road 2820 SE Ebenezer Road 2840 SE Ebenezer Road 2860 SE Ebenezer Road 2890 SE Ebenezer Road	A-R	Single-Family Residences
South	2985 SW Ebenezer Road	A-R	Single-Family Residence

ZONING MAP

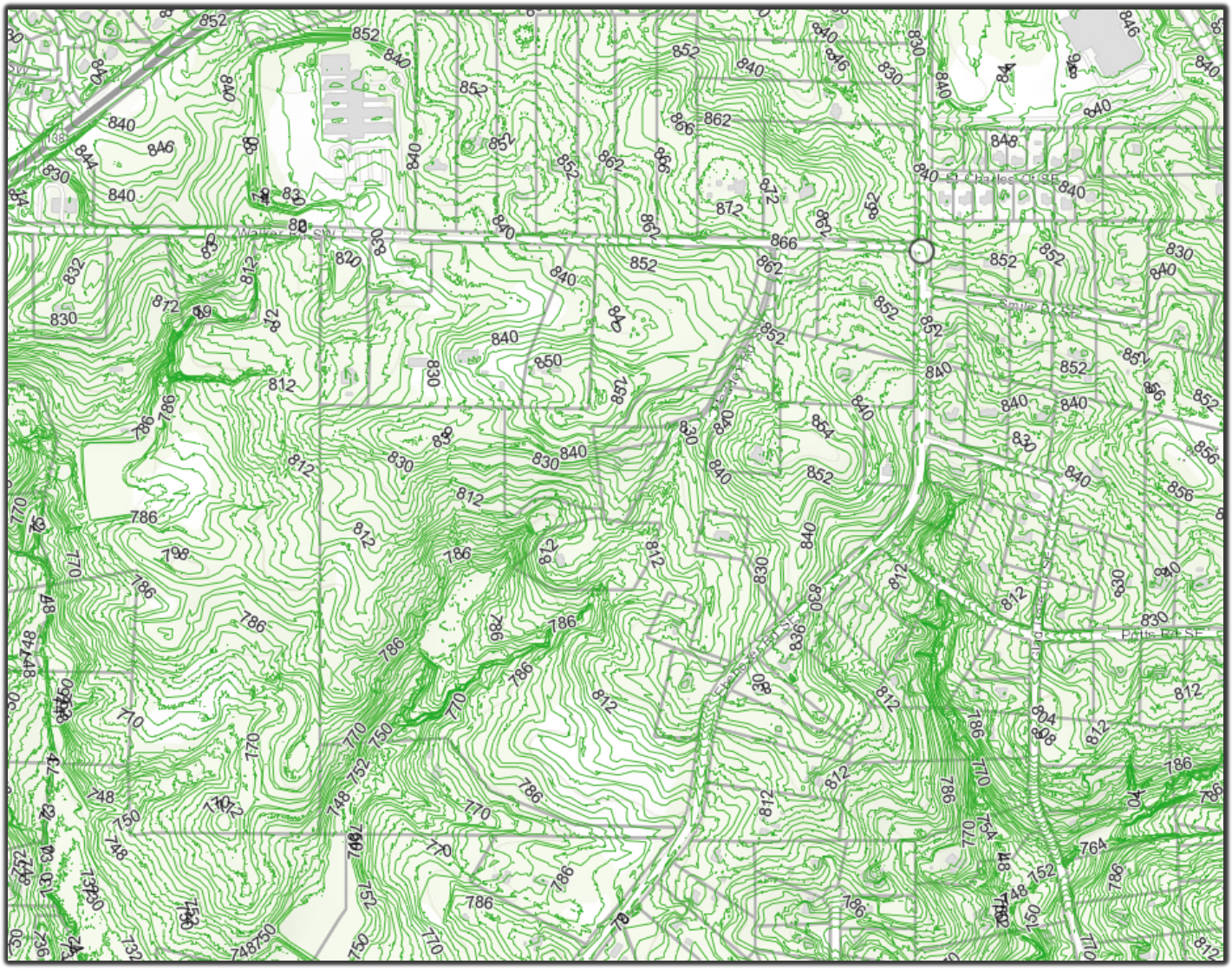
Primary Zoning
WP - Watershed Protection District
AR - Agricultural Residential District
R1 - Single-Family Residential District
R1 - Single-Family Residential District
R2 - Two-Family Residential District
R2 - Two-Family Residential District
CRS - Collaborative Residential Subdivision District
CSD - Conservation Subdivision Development District
MUR - Mixed Use Residential District
RM - Residential Multi-Family District
MH - Mobile Home District
CID - Civic-Institutional District
OI - Office-Institutional District
Walker Rd SW
Smile Dr SE
Meadow Rd SW
Ebenezer Rd SE
Old Dale Dr SE
Hanover Ln SE
Rolling Hills Trl SE
St Charles Ct SE
Potts Rd
Happy Hollow Dr SE
138

FUTURE LAND USE MAP



- Medium Density Residential
- Mixed Use/Employment Center
- Neighborhood Commercial
- Office/Institutional

CONTOUR MAP

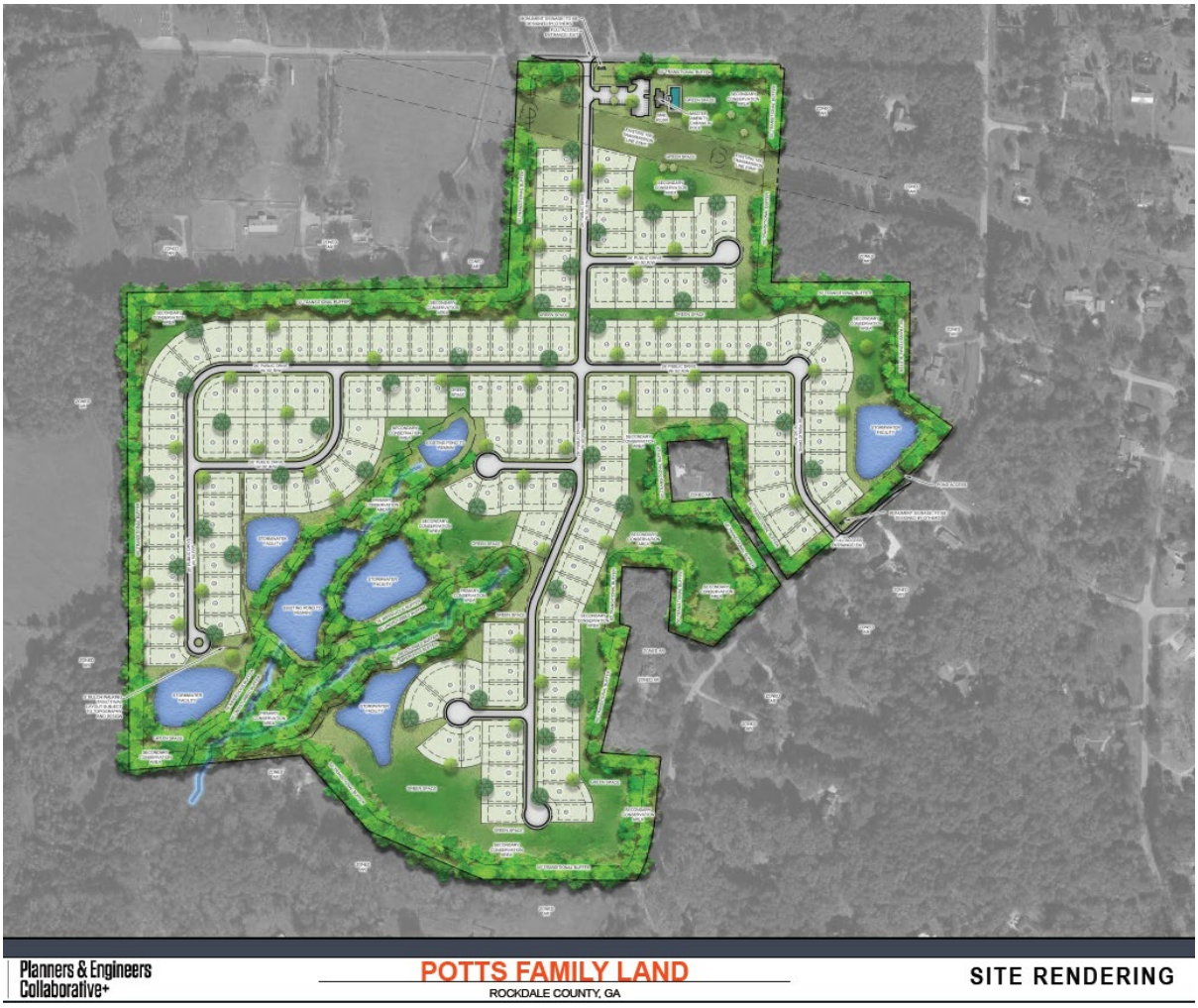


AERIAL MAP

Project Summary

The applicant is requesting a rezoning of a 113.988-acre site from A-R (Agricultural-Residential) to CRS (Conservation Residential Subdivision). The project includes:

- The development of a residential community with 175 lots and a proposed adjusted density of 1.69 dwelling units per acre. The CRS zoning district allows for an adjusted density of 3.1 dwelling units per acre.
- Proposed dimensional standards:
  - Minimum lot size of 10,000 square feet (min 70 feet wide x 145 feet deep) meeting code requirements.
  - 20-foot front yard setback (5 feet alternating staggered) meeting code requirements.
  - 25-foot rear yard setback meeting code requirements.
  - 7.5-foot side yard setback meeting code requirements.
- Proposed 50-foot-wide transitional buffer, meeting code requirements.
- Proposed parking spaces:
  - 700 residential parking spaces (2 car garages + driveways with 2 parking spaces), exceeding code requirements.
  - 728 guest parking spaces, exceeding code requirements.
- Proposed conservation area meeting code requirements:
  - 10.46 acres of primary conservation area.
  - 27.9 acres of secondary conservation area.
  - 9.82 acres of additional green space.
- Proposed recreational spaces including a cabana and pool.



ZONING AND DEVELOPMENT STANDARDS

The following is a summary of applicable development standards from the Rockdale Unified Development Ordinance (UDO):

ZONING AND DEVELOPMENT STANDARDS				
Standard	**Code Section**	**Required**	**Proposed**	**Meets Standard?**
Conservation Space	Sec. 206-5(d)(1)	30% of gross parcel area (34.2 acres)	38.36 acres	YES
Minimum Development Size	Sec. 206-5(d)(2)	10 contiguous acres (exclusive of conservation)	113.988 acres (total)	YES
Minimum Lot Size	Sec. 206-5(d)(3)	10,000 SF	10,000 SF	YES
Minimum Lot Width	Sec. 206-5(d)(4)	70 Feet	70 Feet	YES
Setbacks Front Rear Side	 Sec. 206-5(d)(5) Sec. 206-5(d)(6) Sec. 206-5(d)(7)	 20 Feet (5 ft staggered) 25 Feet 7.5 Feet	 20 Feet (5 ft staggered) 25 Feet 7.5 Feet	 YES YES YES
Residential Parking Guest Parking	Sec. 206-5(d)(16)(a) Sec. 206-5(d)(16)(b)	350 spaces (minimum) 29 spaces (minimum)	700 spaces 37 spaces	YES YES
Adjusted Density	Sec. 206-5(d)(17)	3.1 units per acre (maximum)	1.69 units per acre	YES
Transitional Buffer	Sec. 206-5(d)(19)(b)	50 Feet	50 Feet	YES

INTERNAL AND EXTERNAL AGENCY REVIEW

The applicant must meet all other UDO requirements related to infrastructure improvements. Internal and External agency comments are attached and provided below.

Fire

Remove what appears to be greenery from SW cul-de-sac: appears to be decreasing the turnaround for fire apparatus. Make uniform similar to other cul-de-sacs in the development.

Rockdale Board of Education

School	Projected Enrollment	Current Enrollment	Current Capacity
SES	462	464	760
EMS	913	936	1242
HHS	1319	1308	1650

The lack of data on predicted per unit average student occupancy prohibits predicting the school's full occupancy dateline.

Multi developments within a school's zone within the same development period will impact capacity timelines. This month's list: HHS is impacted by three; EMS by two.

RCPS first steps to address impactful student numbers is to add mobile units to the site campus affected. Second step to consider will be larger class sizes. Third possible step, rezoning.

Transportation Department

All new developments are required to have streetlights and traffic calming as well as a traffic study.

Stormwater Department

Based on the submitted rezoning documents, there are existing State waters, Wetlands, and Rockdale County Future flood plain requirements that must be adhered to by Federal, State, and County ordinances. Tree protection must be adhered to as it relates to the Stormwater Management Department for Land Disturbance Permitting.

All Conservation areas dedicated to the County will need BOC approval.

ARTICLE IV – STREAM BUFFER PROTECTION Sec. 310 – 103 Land development stream buffer requirements.

(a) All land development activity, including subdivisions of land and platting activities governed by chapter 302 of the UDO, shall meet the following buffer and setback requirements unless otherwise exempted in this article:

(1) An undisturbed natural vegetative buffer shall be maintained for 50 feet, measured horizontally, on both banks (as applicable) of the stream as measured from the top of the stream bank.

(2) An additional setback shall be maintained for 25 feet, measured horizontally, beyond the undisturbed natural vegetative buffer, in which all impervious cover shall be prohibited. Grading, filling, and earthmoving shall be minimized within the setback.

(3) No septic tanks or septic tank drain fields shall be permitted within the buffer or the setback.

(b) Any land development activity within a buffer established hereunder or any impervious cover within a setback established hereunder is prohibited unless a variance is granted pursuant to sections 310-105.

CHAPTER 324 – ENVIRONMENTAL PLANNING CRITERIA

Sec. 324-2. - Protection of wetlands.

(a) Purpose and intent. Pursuant to O.C.G.A. 12-2-8 and the DNR, environmental protection division's Rules for Environmental Planning Criteria chapter 391-3-16, this section establishes regulations to promote the wise use of wetlands and protect them from alterations that will significantly affect or reduce their primary functions for water quality, floodplain and erosion control, groundwater recharge, aesthetic natural areas, and wildlife habitat areas.

(b) *Wetlands development permit requirements.* No activity or use, except those identified in subsection (c), shall be allowed in the wetlands without the issuance of a local development permit. Local permits will be issued only if the proposed use is in compliance with the requirements of the underlying zoning district and this section. Furthermore, if the area of proposed development is located within 100 feet of the wetlands boundaries, as established by Figure IV-2 of the Rockdale County Comprehensive Land Use Plan, a U.S. Army Corps of Engineers delineation is required under Section 404 of the Clean Water Act. If wetlands are altered or degraded, mitigation to offset losses may be required as a condition of a Section 404 permit. Local development permits will not be issued until after any necessary Section 404 permits have been secured.

CHAPTER 328 – Buffers, landscaping, and Tree Protection

Sec. 328-15. - Authority, findings, purpose and intent.

(a) *Authority.* This article is enacted pursuant to the county's exclusive planning authority granted by the Constitution of the State of Georgia, including but not limited to Ga. Const. art. IX, § II, para. IV, and Ga. Const. art. IX, § II, para. III, as well as authority granted by the General Assembly of the State of Georgia, including by not limited to O.C.G.A. § 36-70-3 , as well as 1977 Ga. Laws, page 2817, as amended, and 1969 Ga. Laws, page 3639, as amended, and the general police powers of the county and other authority provided by federal, state, and local laws applicable to this article.

(b) *Findings, purpose, and intent.* It is the intent of this article to provide standards for landscaping and for the preservation and replacement of trees as part of the land development and building construction process in unincorporated areas of the county. The county finds that the existence of adequate tree cover and landscaping in the county directly affects the public health, safety, and welfare to comprehensively address these concerns through the adoption of the regulations in this article. The purpose and intent of the Board of Commissioners in enacting this article are as follows:

(1) To protect the health, safety and general welfare of the citizens of the county, and to implement the policies and objectives of the comprehensive plan through the enactment of a comprehensive ordinance governing tree preservation and replacement in the county.
(2) To require landscaping and the preservation and replacement of trees in certain areas within the county in order to ensure the continued health of its citizens through improved air and water quality.
(3) To provide developers and others active in the county with the appropriate guidance to better ensure proper tree preservation and replacement in the course of the land development process in the county.
(4) To preserve property values in the county by maintaining a safe, aesthetically pleasing environment.
(5) To reduce flooding of county rivers and streams by planting trees and other vegetation so as to aid in slowing the rate of stormwater runoff.
(6) To reduce soil erosion in the county by planting trees and other vegetation so as to aid in the prevention of soil loss through stormwater runoff and flooding and to promote stormwater infiltration.
(7) To reduce noise and glare on adjacent properties from properties that have been extensively developed.
(8) To conserve energy by cooling surrounding air temperatures through the existence of adequate shade trees.
(9) To provide improved atmospheric quality by reducing airborne particulates and carbon monoxide and by increasing oxygen through adequate tree cover.
(10) To promote the saving of trees in nodes throughout a development, rather than as individual trees scattered over a development or around the periphery of a development.
(11) To prevent clear-cutting and mass grading of land that results in the loss of mature trees, and to ensure appropriate replanting when tree loss does occur.

Sec. 328-25. - Requirements for other developments.
(a) Each new development not covered by section 328-24 shall prepare a landscape and tree protection and replacement plan showing compliance with this section.
(b) The tree protection and replacement plan must, at a minimum, protect or plant 15 units per acre of trees on the land being developed. The tree density calculations shall not utilize trees within required buffers in determining for the overall density factor, existing density factor, or replacement density factor. All new development with eight (8) or more parking spaces or expanded development that results in eight (8) or more parking spaces, shall provide interior landscaping.
(c) Rockdale County has given priority to the retention and placement of trees in frontage planting strips and parking lot planting islands. Trees retained or placed in these areas may be used to meet the tree density factor for a project. However, if the tree density factor is met with trees saved or planted in other areas, the tree location guidelines outlined below must still be performed with additional tree plantings.
(d) *Required landscape strips and re-vegetated buffers.* Landscape strips shall meet the minimum depth requirements as indicated in the following table. Trees may be planted in groups rather than in a single line. Adjoining residential zoning districts, evergreen trees shall be saved or planted in such density or spacing as to provide an eight-foot-tall visual barrier within two years of planting. Required landscaping strips shall not be encroached upon by parking spaces, driveway surfaces, or stormwater detention facilities except when complying with the requirements below. Driveway crossings may traverse such strips as near to a perpendicular alignment as practical. Signs may be located in the required landscape strip.

CHAPTER 320 – FLOOD DAMAGE PREVENTION

Sec. 320-1. - Introduction.
(a) It is hereby determined that:
(1) The flood hazard areas of Rockdale County, GA are subject to periodic inundation which may result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary

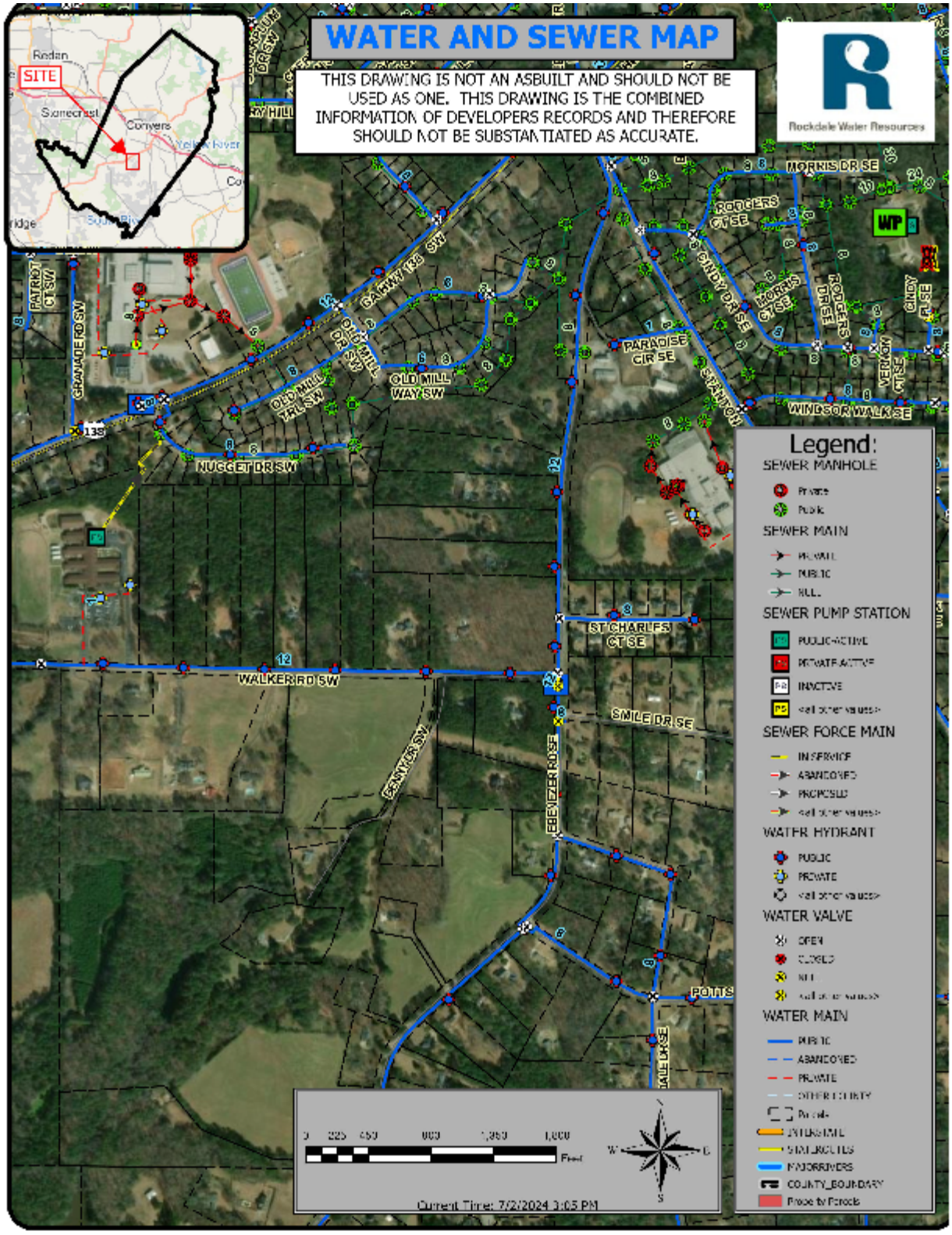
public expenditures for flood relief and protection, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare.
(2) Flood hazard areas can serve important stormwater management, water quality, streambank protection, stream corridor protection, wetland preservation and ecological purposes when permanently protected as undisturbed or minimally disturbed areas.
(3) Effective floodplain management and flood hazard protection activities can:
a. Protect human life and health,
b. Minimize damage to private property,
c. Minimize damage to public facilities and infrastructure such as water and gas mains, electric, telephone and sewer lines, streets and bridges located in floodplains, and
d. Minimize expenditure of public money for costly flood control projects associated with flooding and generally undertaken at the expense of the general public.

(b) Article IX, Section II of the Constitution of the State of Georgia and Section 36-1-20(a) of the Official Code of Georgia Annotated have delegated the responsibility to local governmental units to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry. Therefore, Rockdale County, GA, does ordain this chapter and establishes this set of floodplain management and flood hazard reduction provisions for the purpose of regulating the use of flood hazard areas. It is determined that the regulation of flood hazard areas and the prevention of flood damage are in the public interest and will minimize threats to public health and safety, as well as to private and public property.

Existing transmission line easement shown on lot 164. No building footprint or structures allowed within any stormwater or utility easement.

Water/Sewer

Existing 12” DIP Water main along Walker RD SW. No Public Wastewater on Walker Rd SW. See Map Attached


WATER AND SEWER MAP
THIS DRAWING IS NOT AN ASBUILT AND SHOULD NOT BE USED AS ONE. THIS DRAWING IS THE COMBINED INFORMATION OF DEVELOPERS RECORDS AND THEREFORE SHOULD NOT BE SUBSTANTIATED AS ACCURATE.
Rockdale Water Resources
SITE
Redan
Stonecrest
Conyers
MORRIS DR SE
RODGERS CT SE
RODGERS DR SE
CINDY DR SE
CINDY PL SE
VERNON CT SE
WINDSOR WALK SE
PARADISE CIR SE
STANTON
WP
PATRIOT CT SW
GRANADA RD SW
GAINEY TRL SW
OLD MILL WAY SW
OLD MILL TRL SW
NUGGET DR SW
WALKER RD SW
ST CHARLES CT SE
SMILE DR SE
EBENEZER ROAD
POTTS
MILL LAKE
Legend:
SEWER MANHOLE
Private
Public
SEWER MAIN
PRIVATE
PUBLIC
NULL
SEWER PUMP STATION
PUBLIC-ACTIVE
PRIVATE-ACTIVE
INACTIVE
SEWER FORCE MAIN
IN-SERVICE
ABANDONED
PROPOSED
WATER HYDRANT
PUBLIC
PRIVATE
WATER VALVE
OPEN
CLOSED
WATER MAIN
PUBLIC
ABANDONED
PRIVATE
MAJORRIVERS
COUNTY_BOUNDARY
Parcels
Feet
Current Time: 7/2/2024 3:05 PM

EVALUATION OF THE REZONING REQUEST

O.C.G.A. Chapter 36-66: Zoning Procedure Act

When considering an application to amend the current zoning designation of a property, the Board of Commissioners, the Planning Commission, and the Planning & Development Department shall consider the following:

A. Is the zoning proposal permitted as a use that is suitable in view of the use and development of adjacent and nearby property?

The applicant's request for rezoning from AR (Agriculture-Residential) to CRS (Collaborative Residential Subdivision) for a single-family residential development is proposed on a largely undeveloped area of 113.988 acres. The adjacent properties are zoned AR and range in size from 1.26 acres to 86.30 acres in size. Although the proposed development's 10,000-square-foot lot sizes are smaller than that of surrounding properties, transitional buffers are proposed to be 50 feet in width, meeting the minimum width required by code Sec. 206-5(d)(19)(b). Furthermore, transitional buffers are proposed along roadways to reduce visual impacts from street view. An entry park and amenity area are also proposed along Walker Road.

B. Will the zoning proposal adversely affect the existing use or usability of adjacent or nearby property?

The proposed 175-lot single-family residential development will likely impact surrounding roadways. Two full-access entrances/exits to the development are proposed, one on Walker Road and one on Ebenezer Road, which will have deceleration lanes. A Traffic Impact Study will be required upon submittal of an application for a Land Disturbance Permit (LDP), and staff can further evaluate impacts once the study has been provided.

C. Will the property to be affected by the zoning proposal have a reasonable economic use as currently zoned?

The property has reasonable economic use as currently zoned. However, based on current market demands for housing, the property has greater economic use if rezoned from AR to CRS to allow for a 175-lot development.

D. Will the zoning proposal result in a use that will or could cause excessive or burdensome use of existing streets, transportation, facilities, utilities, or schools?

The subject property is located less than a mile from Highway 138 and approximately 2 miles from Conyers' southern city limits. The 175-lot subdivision will likely have an impact on existing streets, including Highway 138. The applicant stated that they requested a Traffic Impact Study be conducted. Rockdale Water Resources (RWR) has indicated that public water is available at the site location. The applicant stated that they are working with RWR to discuss proper testing, design, and implementation of public wastewater treatment services. Schools in the area are generally under capacity.

E. Is the zoning proposal in conformity with the Future Land Use Map and the policy intent of the Comprehensive Land Use Plan?

The Future Land Use Category of this property is Medium Density Residential and is in alignment with the proposed zoning. As defined by the Comprehensive Land Use Plan, properties with a future land use designation of Medium Density Residential are appropriate for single-family detached residential dwellings with a density of 2-4 units per acre. The proposed development will have a gross density of 1.54 units per acre and an adjusted tract area site density of 1.69 units per acre, which is in conformance with the policy intent of the Comprehensive Land Use Plan.

F. 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 proposed use of the property for a Collaborative Residential Subdivision would be appropriate given the location of the subject property in proximity to Hwy 138 and Conyers. Furthermore, the Future Land Use designation of the property supports a rezoning from AR to CRS.

PLANNING & DEVELOPMENT STAFF RECOMMENDATIONS

Staff recommends ***Approval with Conditions*** of the request to rezone from A-R (Agricultural-Residential) to CRS (Collaborative Residential Subdivision).

Proposed conditions:

1. The site shall be developed in compliance with the Collaborative Residential Subdivision (CRS) Zoning District, if adopted.
2. The applicant shall provide the Traffic Impact Study with the Preliminary Plat. Any recommendations for improvements shall be required to be shown on the Land Disturbance Permit (LDP). Additionally, as determined by the Rockdale County Department of Transportation, a new study may be required for the development. Any recommendations for improvements from any new studies shall be required to be shown on the LDP.
3. Applicant must provide proof of sewer capacity before proceeding to preliminary plat phase.
4. The site shall be restricted not to exceed 175 lots.
5. A mandatory Homeowners' Association shall be established and shall be responsible for the maintenance of all common areas and facilities.
6. The Homeowners' Association covenants shall include a rental restriction of five percent (5%) of all single-family residential dwelling units.
7. All single-family residential dwelling units shall have a two-car garage.
8. Provide a five-foot-wide sidewalk along at least one side of the proposed internal streets and along the front lines of all CRS-zoned lots. Sidewalks shall be separated from street curbs by a “tree lawn” not less than five feet wide, planted with shade trees in accordance with the Rockdale County plant palette.
9. Provide a five-foot-wide concrete sidewalk along the Walker Road SW and Ebenezer Road SE rights-of-way. A strip of grass or other approved landscape material at least four feet in width shall separate sidewalks from adjacent curbs on public streets.
10. All grassed areas shall be sodded.
11. All utilities shall be placed underground.
12. Natural vegetation shall remain on the property until the issuance of a development permit.
13. All sides of proposed buildings shall consist of brick, stone, cementitious siding, or real (lath and Portland) stucco from ground to eaves, with brick, stone, cedar shake, real stucco, painted wood siding or cementitious siding to be used as accents. Metal siding, vinyl siding, metal canopies, and exposed standard concrete blocks are prohibited. Soffits may be constructed of vinyl.
14. Streetlights are to be provided along one side of every street, a minimum of 16 feet high and a maximum of 20 feet high if overhanging into the street and placed no more than 160 feet apart.
15. Stormwater detention ponds shall be screened from view from adjoining residential properties. Screening plans shall be subject to review and approval by the Director of Planning and Development.
16. The development shall include a cabana, pool, and pocket parks within the interior of the property. Any structures in the amenity areas shall be constructed using exterior building materials that complement the adjacent residential structures. The amenity areas may be in a single area or in multiple areas. Amenity areas shall be accessible by five-foot-wide concrete sidewalks.

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA. 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

CASE #: _____

REZONING (ZONING MAP AMENDMENT) AND ALTERATIONS TO CONDITIONS OF APPROVAL APPLICATION CHECKLIST

This application is required for Rezoning submittals that do NOT require a Future Land Use (FLU) Map Amendment application. Additionally, this application is required for Alterations to or Repeal of Conditions of Approvals. The Instructions provide further details.

FILING INFORMATION (OFFICE USE ONLY)

Filing Date: | BOC 1R WS: | BOC 1R VS: | PC Hearing: | BOC Hearing: | BOC 2R WS: | BOC 2R VS:

Property Address(es): (With City and Zip Code) Hwy 212 and Oglesby Bridge Road	Tax Parcel Numbers: 032002004C
Total Acreage: 10.0	Number of Properties: 1

Per 2019 House Bill 493, detailed checklists of items required to be submitted for each type of project are supplemental to this application. Each item **must be checked off and a page number where the item is located must be noted** and included with the application. The applicant must sign the affidavit, at *the end of the application and each required checklist, certifying that all required items are provided. If there are questions regarding items required for your* specific project, contact staff for clarification prior to submitting the application.

Applications that do not provide documentation or required materials will be noted as incomplete and may result in delays in the Board of Commissioners', Planning Commission's, or Staff's review of the application and/or denial of the request. The Board of Commissioners and Planning Commission reserves the right to require additional information if it believes that the submission of such information is necessary to understand the nature of the intended activity.

Revisions made to the applications after the submittal deadline and prior to the Board of Commissioners' or Planning Commission's Public Hearing may be continued to the following month's hearing.

The Unified Development Ordinance (UDO) Sec. 202.6 provides the zoning districts that are permitted within each FLU Category. If the FLU Category permits the proposed zoning district, this application is required.

The filing fee is based upon the number of properties, the amount of acreage of each property that require a Rezoning, the requested Zoning District that is being requested, and the amount of acreage of each property to be rezoned.

- [ ] **REQUIRED Pre-Application Conference** (UDO Sec. 238-4(d)(1)):
  Date attended and with which staff member: 4/11/24 Tracie Roberts, Carolina Angulo, Kierston McDaniel
- [ ] **Completed Application:** Provide one (1) digital copy and three (3) hard copies of the entire submittal packet.
- [ ] **Property Information (Page 4)**
- [ ] **Contact Information (Page 4):** Property Owner(s), Applicant, Authorized Agent, Attorney.
- [ ] **Site and Development Information (Page 5):** General information on the property, services and utilities.
- [ ] **Justification of the Request (Page 6):** In your own words, type the reason you believe the zoning of the subject property should be amended.
- [ ] **Rezoning Review Standards (Page 7):** Provide justification for each of the review standards listed in UDO Sec. 238-4(g)(1). The Board of Commissioners, the Planning Commission, and the Department will use these standards to evaluate the request.
- [ ] **Conditions of Approval (Page 8):** UDO Sec. 238-15. Provide justification for each of the review standards listed in UDO Sec. 238-4(g)(1). The Board of Commissioners, the Planning Commission, and the Department will use these standards to evaluate the request.
- [ ] **Applicant Certification (Page 9)**
- [ ] **Ownership Statement and Campaign Contribution Disclosure Statement (Page 10):** If the property is listed in the name of more than one individual or entity, each owner must sign all documents. Property owner(s) signature(s) must be notarized. If the property has been sold within the last 90 days, a copy of the deed with the new owner(s) name(s) is required. Ownership of property will be verified by staff. The owner(s) of the property is required to disclose political campaign contributions. Disclosures must be notarized.
- [X] **Agent Authorization Form and Campaign Disclosure Statement (Page 11):** If the owner of the property wishes to have someone represent his/her interest in all matters relating to a rezoning application, the notarized signatures of the owner(s) and agent are required. Agents are required to disclose political campaign contributions. Disclosures must be notarized.

- [x] **Attorney Authorization Form and Campaign Disclosure Statement (Page 12):** If the owner of the property wishes to have an attorney represent his/her interest in all matters relating to this application, the notarized signatures of the current owner(s) and attorney are required. Attorneys are required to disclose political campaign contributions. Disclosures must be notarized.

- [x] **Proof of Ownership:** Deed recorded with Rockdale County Clerk of Courts. A copy of the deed of the property or properties may be obtained at the Rockdale County Courthouse in the Real Estate Records Room on the 1st floor.

- [x] **Original Plat or Survey:** Plat or survey recorded with Rockdale County Clerk of Courts or referenced by the Deed, if not recorded.

- [x] **Survey Plat:** Signed and sealed by an architect, engineer, landscape architect or land surveyor. A copy of the existing survey plat of the property or properties may be obtained at the Rockdale County Courthouse in the Real Estate Records Room on the 1st floor. However, one complete boundary survey is required for projects with more than one property.

- [x] **Legal Description of the Property:** This written description, found on the property deed, containing the metes & bounds of the property or properties. However, the legal description must be provided in Word with this application.

- [x] **Site Plan:** Drawn to scale, showing all existing property improvements, and all proposed improvements. The Conceptual Development Plan may include any additional graphics which will explain the features of the development, but shall include the following:

  - [x] A written description of the details of the proposed use and development details.
  - [x] A vicinity map showing the use and zoning of all properties within one (1) mile of the property subject to the rezoning request.
  - [x] All proposed setbacks, buffer yards, structure heights, and lot coverage calculations.
  - [x] All proposed buildings, structures, fences, or walls, areas of outdoor storage, permanent dumpsters, and other improvements to be located upon the site and adjacent sites within 400 feet of the subject property.
  - [x] All proposed open spaces and recreational amenities.
  - [x] All proposed stormwater management facilities and connections (all stormwater connections shall be subject to the approval of the Rockdale County Stormwater Department.
  - [x] All proposed location and capacities of public and private utilities (all septic systems shall be subject to the approval of the Rockdale County Environmental Health Department, all public sewer and water connections shall be subject to the approval of the Rockdale County Water Resources or public service provider).
  - [x] Lakes, streams, other water bodies, and wetlands on or adjacent to the site and associated buffers.
  - [x] All proposed public improvements including sidewalks, street trees, and right-of-way dedications.
  - [x] All proposed locations for temporary uses, such as seasonal sales areas.
  - [x] Such other and additional information as may be requested by the Zoning Administrator.

- [x] **Current and Proposed FLU Category and Zoning District for Each Property:**

Address	Tax Parcel No.	Acreage	Current FLU Category		Current Zoning District	Proposed Zoning District
1929 SW Oglesby Bridge Road	032002004C	10.0	Neighborhood Commercial		AR	C1

- [x] **Filing Fee:** The non-refundable filing fee is payable at the time of application. Payment may be made by cash (exact amount), credit card (VISA or Mastercard), check, or money order payable to Rockdale County. The filing fee is based upon the number of properties, amount of acreage of each property to be rezoned, and the type of zoning that is being requested.

- [ ] Development of Regional Impact (DRI) required by UDO Sec. 238-5. See Pages x and x of the Instructions for the ARC DRI Thresholds.

  - [ ] Fee: $1,200

☒ Rezoning to AR, R-1, CRS, CDS, and CSO

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
0-4.99 acres	$250	~~032002004G (1.38 ac)~~		$
5-9.99 acres	$300	~~032002033A~~ (5.0 ac)	1	$
☐ 10-19.99 acres	$400			$
20 acres and more	$500	~~032002004F (90.54 ac)~~	1	$

☐ Rezoning to R2, MUR, and RM

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☐ 0-4.99 acres	$300			$
☐ 5-9.99 acres	$400			$
☐ 10-19.99 acres	$550			$
☐ 20 acres and more	$700			$

☐ Rezoning to a Nonresidential District

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☐ 0-4.99 acres	$250			$
☐ 5-9.99 acres	$300			$
X 10-19.99 acres	$400	032002004C		$ 400.00
20 acres and more	$500			$ ~~500~~

Filing Fee (Fee Amount + DRI Fee) $ 400.00

AFFIDAVIT CERTIFYING COMPLETENESS OF APPLICATION

I hereby acknowledge that I understand the requirements listed above for what constitutes a complete application. I have checked off each box and included a page number where the item is located. I confirm that the requirements for a complete application have been met.

Stephen A. Goodsell, the undersigned applicant also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign: Stephen A. Goodsell (Signature) | Stephen A. Goodsell (Applicant's Name) | 7/2/24 (Date)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Driver's License (type of document)

Executed in ATLANTA (city) Fulton (county) GA (state) this 2 (day) day of July (month) 2024 (year)

Notary Public signature

7/16/26
GA Registration No. and expiration date

STEFANEE BRUSH NOTARY PUBLIC GEORGIA EXPIRES 07-16-2026 COBB COUNTY

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA. 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

CASE #: _____

ZONING MAP AMENDMENT (REZONING) AND ALTERATIONS TO CONDITIONS OF APPROVAL APPLICATION

FILING INFORMATION (OFFICE USE ONLY)

Filing Date:	BOC 1R WS:	BOC 1R VS:	PC Hearing:	BOC Hearing:	BOC 2R WS:	BOC 2R VS:

PROPERTY INFORMATION

Property Address(es): (With City and Zip Code) 192 Oglesby Bridge Road	Tax Parcel Numbers: 0320002004C
Total Acreage: 10.0	Number of Properties: 1
Subdivision: Seay Farm / Land Lot(s): 82, 11, 112	District(s): 11
Current Zoning: AR	Proposed Zoning: [redacted], C1
Current FLU Category: Neighborhood Commercial	
Current Use: Horse Farm, residential	Proposed Use:

Zoning History (Rezonings, Special Use Permits, Variances, etc.): N/A

Are there existing conditions of zoning for the property? If so, please list on page 8.

Purpose of requested amendment: To allow for the development of a neighborhood commercial project

APPLICANT INFORMATION

Applicant / Authorized Agent: Stephen A. Goodsell			Authorized Agent / Attorney:		
Business / Person Name: S. A. Goodsell Development Co.			Business / Person Name:		
Address: 3715 Northside Pkwy, Northcreek 1-130			Address:		
City: Atlanta	State: GA	Zip: 30327	City:	State:	Zip:
Office #: 404-467-6600	Mobile #: 678-614-9136		Office #:	Mobile #:	
Email: stevegoodsell@goodselldevelopment.com			Email:		
Applicant Status (check one): ☐ Owner	☒ Authorized Agent				

PROPERTY OWNER INFORMATION

Owner 1: Benjamin Willis Seay III			Owner 2:		
Business / Person Name:			Business / Person Name:		
Owner of Tax Parcel No(s).: See list			Owner of Tax Parcel No(s).:		
Address: 3324 Peachtree Road NE Suite 1602			Address:		
City: Atlanta	State: GA	Zip: 30326	City:	State:	Zip:
Office #:	Mobile #:		Office #:	Mobile #:	
Email: benseay00@gmail.com			Email:		

PROPERTY OWNER INFORMATION

Owner 3:			Owner 4:		
Business / Person Name:			Business / Person Name:		
Owner of Tax Parcel No(s).:			Owner of Tax Parcel No(s).:		
Address:			Address:		
City:	State:	Zip:	City:	State:	Zip:
Office #:	Mobile #:		Office #:	Mobile #:	
Email:			Email:		

SITE INFORMATION

Any Applicable Zoning Overlay Districts:

Schools: (If this request is for a commercial, industrial or office institutional zoning, school enrollment figures are not required, but the location of the nearest schools must still be completed.)

Type	Name	Current Enrollment	Capacity	Difference
Elementary School:	Lorraine Elementary School	583	820	237
Middle School:	Davis Middle School	892	1104	212
High School:	Salem High School	813	1600	787

Transportation:	North	South	East	West
Adjacent Roads:		Oglesby Bridge Rd	GA Hwy 212	
Existing ROW:		50-80 ft	100 ft	
Future ROW:				
Type:	State/Paved	County/Paved	State/Paved	County/Paved

Types: County Rd; State Hwy; Private Dr; Paved; Dirt; Other

Are there state or county road improvements planned that would impact the rezoning site (by either Rockdale County or GDOT)? No

If so, please identify:

Utilities: Gas Service: Atlanta Natural Gas | Electric Service: Snapping Shoals EMC

Potable Water (check one): ☑ Public System ☐ Well

Location of Nearest Line: along frontage | Diameter of Line: | Distance to Closest Fire Hydrant: at Property

Wastewater (check one): ☒ Public System ☐ Septic Tank

Nearest Treatment Plant: Scott Creek | Evaluation by Soil Scientist: Yes

Max Operating Capacity: 450k gal/day | Environmental Health Approval: N/A

Level of Operation: 88%

Are there any utility easements recorded on the land to be considered for rezoning? If so please describe: Georgia Power Easement

Stormwater: FIRM Panel No. and Date: 13247C0158D, 12/8/16 | Basin: South River | Sub-Basin: Honey Creek

☑ Are there streams, rivers, lakes or other water bodies located on or adjoining this site? If so, please identify: 2 small ponds, small stream

☐ Property Within Floodplain? | Zone: N/A | If so, has it been identified on your property plat? ☐ Yes ☐ No | How many acres are impacted by floodplain?

☑ Wetlands | Type: PF01C

DEVELOPMENT INFORMATION

Type of Development: (check one) ☐ Residential ☒ Nonresidential ☐ Mixed Use

Type of Residential: (check one) ☐ Single-Family Residential ☐ Two-Family Residential ☐ Multi-Family Residential

Type of Nonresidential: Neighborhood Commercial

If Use Contains a Residential Component: Number of Units: | Acreage: 10.0 | Residential Density (Lots/Units per Acre):

If Use Contains a Commercial Component: Total Building Area Proposed: 65k s/f | Number of Parking Spaces: 293

Does the development qualify for a Development Regional Impact (DRI)? See pages 12 and 13 of the Application Instructions for more information. ☐ Yes ☒ No

JUSTIFICATION OF THE REZONING REQUEST

In your own words, type the reason you believe the zoning of the subject property should be amended. Please address the following:

1. The intent of the proposed amendment and the intended timing and phasing of development. State the reasons why you believe the current zoning district classification for the subject rezoning site is incorrect and why approval of a different zoning district classification is appropriate.

The intent for the proposed amendments is to allow for the development of a commercial development which will start when retailers and/or retail developers purchase the property.

2. The impact of the proposed amendment on the capacities of public facilities including, but not limited to, transportation facilities, sewage facilities, water supply, parks, drainage, schools, solid waste, and emergency medical facilities.

Impact on capacities of public facilities:
•Transportation: See traffic study
•Sewer facilities: Sewage will run to the Scott Creek plant which is being upgraded to a lift station that will have adequate capacity according to Rockdale Water Resources (David Cervone)
•Water supply: Available
•Parks: Impact on county parks is expected to be minimal.
•Drainage: The property drains into a creek branch which runs through Monastery property and then directly into the south River.
•Schools:There is currently adequate capacity for the expected increase in use.
•Solid waste: dumpster.
•Emergency Medical: There is no anticipated burden on medical facilities.

3. The impact of the proposed amendment on the natural environment, especially existing trees, water bodies, and water quality.

Environmental Impact
•Trees: The property is partly pasture and is currently wooded with primarily pines of less than 20 years old. Per the Rockdale County tree ordinance, a mix of different hardwood species would be planted post development.
•Water bodies: No
Water quality: The property will be compliant will all local, state and federal regulations that require stream buffers and water quality features for the pond.

4. The contribution of the proposed amendment to an orderly and logical development pattern.

The proposed project contributes to the orderly development pattern because the location of the proposed commercial is in an already commercial intersection that can offer more services to nearby residents.

REZONING REVIEW STANDARDS

Additionally, provide justification for each of the following review standards (UDO Sec. 238-4(g)(1)). The Board of Commissioners, the Planning Commission and the Department will use these standards to evaluate the request:

a. Whether a proposed rezoning will permit a use that is suitable, in view of the use and development of a nearby property.

The proposed commercial the property will be across the street from existing commercial uses and land designated for commercial in the comprehensive plan.

b. Whether the property to be affected by a proposed rezoning has a reasonable economic use as currently zoned.

The property is not economically useable under the current zoning. The signalized intersection is not suitable for residential use because of the prozximity to the tintersection and light. The current zoning deprives the constitutionally guaranteed ritgh to be allowed an economic use for the property.

c. The impact of the proposed amendment on the natural environment, especially existing trees, water bodies and water quality.

See response to question 3

d. Whether the proposed rezoning will result in a use that will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools.

See response to question 2

e. Whether the proposed rezoning is in conformity with the policy and intent of the comprehensive plan.

Yes.

f. Whether there are other existing or changing conditions affecting the use and development of the property that give supporting grounds for either approval or disapproval of the proposed rezoning.

The surrounding existing uses support the requested zoning as the proposed zoning is the same as the existing zoning of two of the other three corners in the intersection.

g. Whether, and the extent to which, the proposed amendment would result in significant adverse impacts on the natural environment.

No.

h. The feasibility of serving the property with public wastewater treatment service and the impacts of such on the wastewater system; and, if an alternative wastewater treatment method is proposed, whether such wastewater treatment method is authorized in Rockdale County and will have a detrimental impact on the environment.

According to Rockdale Water Resources, the new Snapping Shoals Water Treatment Plant has the capacity available to safely and effectively handle sewer needs for our project.

APPLICANT CERTIFICATION

Please read and initial the following statements:

SAG 1. I hereby request the County consider the information contained within this application relative to the property shown on the attached plats and site plan and further request that this item be placed on the Planning Commission (PC) and/or Board of Commissioners (BOC) Agenda for a public hearing.

SAG 2. I understand that my request will be rejected if all the necessary information and/or requirements are not presented.

SAG 3. I understand that I have an obligation to present all necessary information required by the Rockdale County Department of Planning & Development (P&D) to enable the PC and/or BOC to make an informed determination on my request. I will seek advice of P&D Staff or an attorney if I am not familiar with the zoning and land use requirements.

SAG 4. I understand that my request will be acted upon at the PC and BOC Public Hearings and that I am required to be present or to be represented by the authorized representative as indicated on this application, so that someone is available to present all facts and answer questions. I understand that failure to appear at a public hearing may result in the postponement or denial of my request. I further understand that it is my responsibility to be aware of relevant public hearing dates and times regardless of notification from Rockdale County.

SAG 5. The Rockdale County Unified Development Ordinance requires a public participation sign on the subject property. In order to ensure that the correct information is included on the public participation sign, P&D will prepare the sign and post the sign.

SAG 6. I hereby acknowledge that I understand the requirements listed on the checklist for what constitutes a complete application. I have checked off each box and included a page number where the item is located. I confirm that the requirements for a complete application have been met.

SAG 7. I have read and understood the applicable sections of the Rockdale County Unified Development Ordinance, as provided in the Instructions.

_____, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. § 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign:	Stephen A. Goodsell (Signature)	Stephen A. Goodsell (Applicant's Name)	7/2/24 (Date)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: ZONING APPLICATION (type of document)

Executed in ATLANTA (city), FULTON (county), GA (state), this 2 (day) day of July (month), 2024 (year)

Stefanee Brush
Notary Public signature

7/16/26
GA Registration No. and expiration date

SEAL

STEFANEE BRUSH
NOTARY PUBLIC
GEORGIA
COBB COUNTY
EXPIRES
07-16-2026

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA. 30012
Phone: 770-278-7100
Email: planning *a* rockdalecountyga.gov

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by the agent and the attorney. If both are involved, each shall sign individually. Make copies if needed.

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

☒ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
Oz Nesbitt, Sr.	Chairman			
Sherri L. Washington, Esq.	Post I Commissioner			
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

SIGNATURE

Wait to be in front of notary to sign.

Stephen A. Goodsell — (Agent's/Attorney's Signature)

Stephen A. Goodsell — (Agent's/Attorney's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: STATEMENT FOR ZONING APPLICATION (type of document)

Executed in Atlanta (city) Fulton (county) GA (state), this 2nd (day) day of July (month), 2024 (year)

Stefanee Brush
Notary Public signature

7/16/26
GA Registration No. and expiration date

STEFANEE BRUSH NOTARY EXPIRES GEORGIA 07-16-2026 PUBLIC COBB COUNTY

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA. 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT AUTHORIZATION STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records if they wish to have an agent represent them in all matters related to this application. Husband and wife or other individuals shall each sign individually. Make copies if needed.

AGENT AUTHORIZATION STATEMENT

I, Stephen A. Goodsell hereby certify that I have authorized the following agent to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:

Agent's Name: Stephen A. Goodsell	Address: 3715 Northside Parkway, Northcreek 1-130	City: Atlanta	State: GA	Zip: 30327
Firm: S. A. Goodsell Development Co.	Phone #'s: 404-467-6600	Email: stevegoodsell@goodselldevelopment.com		

SIGNATURE

Wait to be in front of notary to sign: Stephen A. Goodsell (Owner's Signature) | Stephen A. Goodsell (Owner's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: STATEMENT FOR ZONING APPLICATION (type of document)

Executed in ATLANTA (city) FULTON (county) GA (state), this 2 (day) day of July (month) 2024 (year)

Stefanee Brush
Notary Public signature

7/16/26
GA Registration No. and expiration date

STEFANEE BRUSH NOTARY PUBLIC COBB COUNTY GEORGIA EXPIRES 07-16-2026

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by the agent and the attorney. If both are involved, each shall sign individually. Make copies if needed.

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☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
Oz Nesbitt, Sr.	Chairman			
Sherri L. Washington, Esq.	Post I Commissioner			
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

Wait to be in front of notary to sign: | **SIGNATURE** Stephen A. Goodsell (Agent's/Attorney's Signature) | Stephen A. Goodsell (Agent's/Attorney's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: DISCLOSURE STATEMENT FOR ZONING APP (type of document)

Executed in ATLANTA (city), FULTON (county), GA (state), this 2 (day) day of July (month), 2024 (year)

Stefanee Brush
Notary Public signature

7/16/26
GA Registration No. and expiration date

STEFANEE BRUSH NOTARY EXPIRES GEORGIA 07-16-2026 PUBLIC COBB COUNTY

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

OWNERSHIP STATEMENT & OWNER'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records. Husband and wife or other individuals shall each sign individually. Make copies if needed.

OWNERSHIP STATEMENT

As the current owner(s) of Tax Parcel #(s) 0032002004G, 032002033A, 032002004F, 032002004C, I (we) respectfully request that the subject property be rezoned and/or that Alterations to Conditions of Zoning be made.

Name: Benjamin Willis Seay III	Address: 3324 Peachtree Road NE Ste 1602	City: Atlanta	State: GA	Zip: 30326
Firm: SEAY FARMS	Phone #'s: 404-372-7912	Email: benseay00@gmail.com		

If the owner is a business, list the Registered Agent or Authorized Signatory:

OWNER'S CAMPAIGN DISCLOSURE STATEMENT

☒ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

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Name	Position	Amount	Description	Date
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Sherri L. Washington, Esq.	Post I Commissioner			
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Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

_____, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign: Willis Benjamin Seay III (Signature) | WILLIS BENJAMIN SEAY III (Owner's Name - Printed)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Driver's License (type of document)

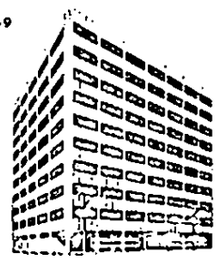
Executed in ATLANTA (city), FULTON (county), GA (state), this 19TH (day) day of APRIL (month), 2024 (year)

Notary Public signature

SEAL

10.16.2026
GA Registration No. and expiration date

Form 10-9



GEORGIA STATE OFFICE
TITLE BUILDING
ATLANTA 3, GEORGIA

BOOK 149 PAGE 199

Lawyers Title Insurance Corporation

ATLANTA BRANCH OFFICE Rockdale County, Georgia
Real Estate Transfer Tax
Paid $ 70.20
Date May 23 1975
Elizabeth C. Darnell
Clerk of Superior Court
Dp.

WARRANTY DEED

STATE OF GEORGIA COUNTY OF ROCKDALE

THIS INDENTURE, Made the 22nd day of May, in the year one thousand nine hundred Seventy Five, between

Deer Run Development Corporation, A Georgia Corporation

of the County of Rockdale, and State of Georgia, as party or parties of the first part, hereinafter called Grantor, and

Willis Benjamin Seay, III, and Phillip Roger Seay

as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that: Grantor, for and in consideration of the sum of Seventy Thousand One Hundred Eighteen and no/100 ---------- (70,118.00) DOLLARS in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

All that tract or parcel of land lying and being in Land Lots 81, 82, 111, and 112, of the 11th District of Rockdale County Georgia, and being more particularly described to wit:

BEGINNING at an iron pin found at the northwest corner formed by the southwest side of the right of way of Georgia Highway 212 and the northwest side of the right of way of Oglesby Bridge Road; thence running south 66 degrees 46 minutes west and with the northwest side of the right of way of Oglesby Bridge Road 469.70 feet to an iron pin; thence running south 66 degrees 40 minutes west and with the northwest side of the right of way of Oglesby Bridge Road 400.00 feet to an iron pin; thence north 28 degrees 25 minutes west 691.44 feet to an iron pin found; thence north 30 degrees 05 minutes west 240.09 feet to an iron pin found; thence north 37 degrees 22 minutes west 763.87 feet to an iron pin found; thence north 66 degrees 20 minutes east 889.20 feet to an iron pin found on the southwest side of the right of way of said Georgia Highway 212; thence running south 44 degrees 49 minutes east and with the southwest side of the right of way of said Georgia Highway 212 108.60 feet to an iron pin; thence running in a southeasterly direction and with the southwest side of the right of way of Georgia Highway 212 a distance of 814.25 feet to a right of way marker; thence south 28 degrees 22 minutes east and with the southwest side of the right of way of said Georgia Highway 212 783.79 feet to an iron pin set on the northwest side of the right of way of Oglesby Bridge Road and the point of beginning.

Expressly excluded from the warranty of this instrument is a drainage easement shown on plat of said property recorded in Plat Book I, Page 207, reading "10 foot drainage easement and water line easement along all lot lines". Also any and all utility easements of record and not of record, including but not limited to power lines shown on plat hereinafter referred to.

Said tract or parcel of land is that same tract or parcel of land referred to in a map or plat prepared by Hayes, James & Associates of Lawrenceville, Georgia, and being recorded in Plat Book I, Page 208, Records of Rockdale County, Georgia.

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BOOK 149 PAGE 200

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons whomsoever.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above written.

Signed, sealed and delivered in presence of: DEER RUN DEVELOPMENT CORPORATION

By: _____ (Seal)

_____ (Seal)

Exp 11/24/75 _____ (Seal)

WARRANTY DEED

FROM

Deer Run Development Corp.

TO

Willis Benjamin Seay III
Phillip Roger Seay

GEORGIA, Rockdale County.

Clerk's Office, Superior Court

Filed for Record 23 day

of May, 1975,

at 12:21 M., and Recorded in Deed

Book ____ Folio ____

_____, 19____

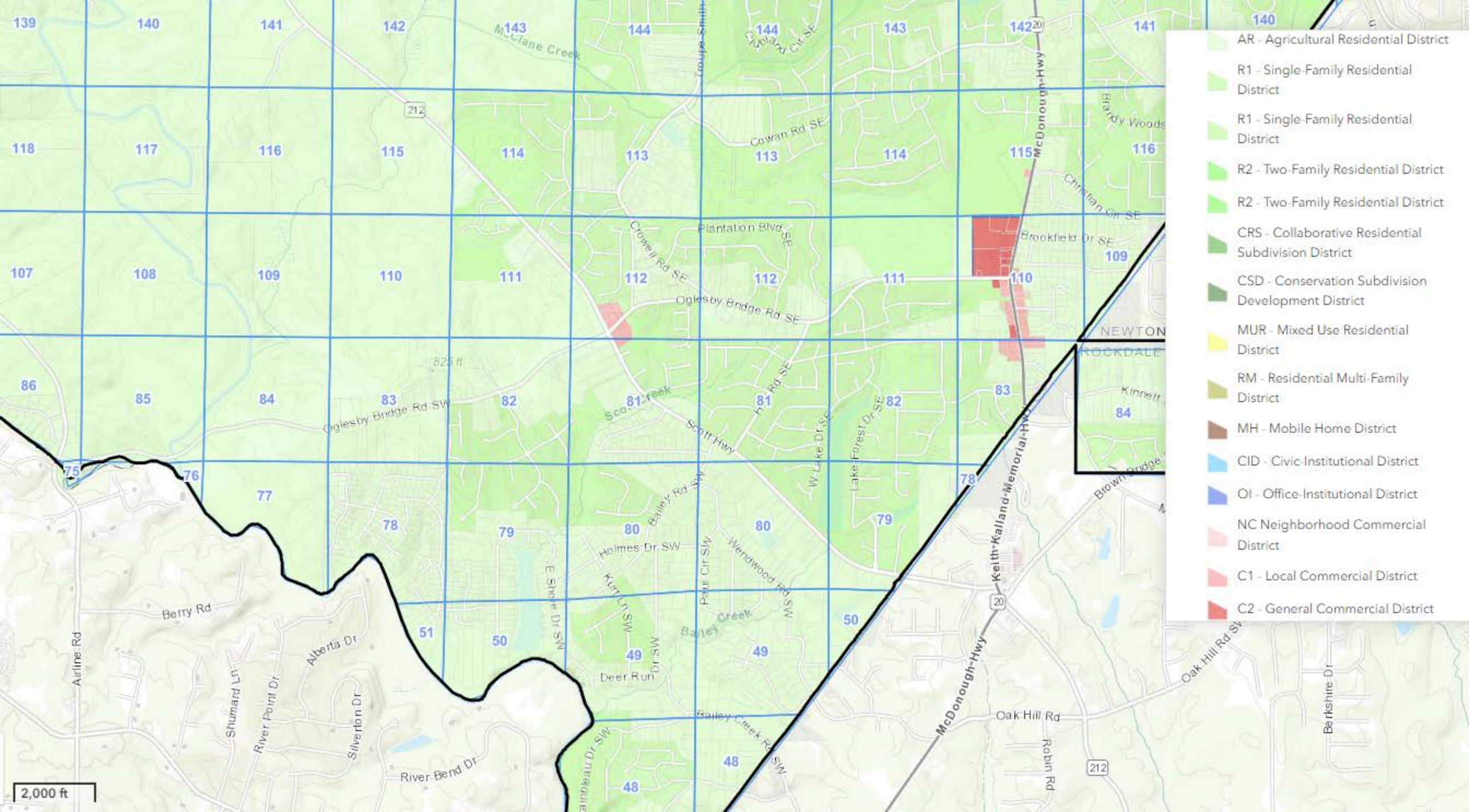
_____, Clerk.

Lawyers Title Insurance Corporation

ATLANTA BRANCH OFFICE
TITLE BUILDING
ATLANTA, GEORGIA

(Recorded June 4, 1975 Jeannette C. Farmer, Clerk)

UNOFFICIAL


AR - Agricultural Residential District
R1 - Single-Family Residential District
R1 - Single-Family Residential District
R2 - Two-Family Residential District
R2 - Two-Family Residential District
CRS - Collaborative Residential Subdivision District
CSD - Conservation Subdivision Development District
MUR - Mixed Use Residential District
RM - Residential Multi-Family District
MH - Mobile Home District
CID - Civic-Institutional District
OI - Office-Institutional District
NC Neighborhood Commercial District
C1 - Local Commercial District
C2 - General Commercial District
McClane Creek
Cowan Rd SE
Plantation Blvd SE
Cowell Rd SE
Oglesby Bridge Rd SE
Oglesby Bridge Rd SW
825 ft
Scott Creek
Scott Hwy
H Rd SE
W Lake Dr SE
Lake Forest Dr SE
Brookfield Dr SE
Christian Cir SE
McDonough Hwy
Barby Woods
NEWTON
ROCKDALE
Kinnett
Brown Bridge
Keith Kalland Memorial Hwy
Bailey Rd SW
Holmes Dr SW
Kurt Ln SW
Paul Cir SW
Wendwood Rd SW
E Shore Dr SW
Bailey Creek
Deer Run
Bailey Creek Rd SW
Berry Rd
Airline Rd
Shumard Ln
River Point Dr
Alberta Dr
Silverton Dr
River Bend Dr
Oak Hill Rd
Oak Hill Rd SW
Robin Rd
Berkshire Dr
2,000 ft

Traffic Impact Study

Seay Farms Development
SR 212 and Oglesby Bridge Road
Rockdale County, Georgia

August 5, 2024

SEI ENGINEERING, INC.

in collaboration with

ACAMPORA TRAFFIC, LLC

Traffic Impact Study

Seay Farms Development
SR 212 and Oglesby Bridge Road
Rockdale County, Georgia

prepared for:

S.A. Goodsell Development Co.
3715 Northside Parkway
100 Northcreek, Suite 130
Atlanta, Georgia 30327

August 5, 2024

SEI ENGINEERING, INC.
2470 Sandy Plains Road, Suite C
Marietta, Georgia 30066
(770) 321-3936
info@sei.site

in collaboration with

ACAMPORA TRAFFIC, LLC
858 Myrtle Street, NE
Atlanta, Georgia 30308
(678) 637-1763
e-mail: acamporatraffic@comcast.net

Contents

INTRODUCTION 1

EXISTING TRAFFIC CONDITIONS 2

- Description of Existing Roadways 2
- Pedestrian, Bicycle, and Transit Accessibility 2
- Existing Traffic Volumes 2
- Existing Intersection Operations 5

NO-BUILD TRAFFIC CONDITIONS 6

- Programmed Transportation Infrastructure Improvements 6
- No-Build Intersection Operations 7

PROJECT TRAFFIC CHARACTERISTICS 9

- Project Description 9
- Trip Generation 10
- Trip Distribution and Assignment 10

FUTURE TRAFFIC CONDITIONS 12

- Auxiliary Lane Requirements at Project Accesses 13
  - *SR 212 Accesses 13*
  - *Oglesby Bridge Road Accesses 14*
- Future Intersection Operations 15

CONCLUSIONS AND RECOMMENDATIONS 18

APPENDIX

Tables

Table 1 – Existing Intersection Operations 5
Table 2 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates 6
Table 3 – No-Build Intersection Operations 7
Table 4 – Trip Generation 10
Table 5 – Georgia DOT Right Turn Lane Standards 13
Table 6 – Georgia DOT Left Turn Lane Standards 13
Table 7 – Future Intersection Operations 16

Figures

Figure 1 – Site Location Map 1
Figure 2 – Traffic Volume Count Location Map 3
Figure 3 – Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes 4
Figure 4 – Site Plan 9
Figure 5 – Weekday A.M. and P.M. Peak Hour Project Trips and Distribution Percentages 11
Figure 6 – Future Weekday A.M. and P.M. Peak Hour Volumes 12

Introduction

This study assesses the traffic impact of a proposed development which will include a residential subdivision and a retail tract in Rockdale County, Georgia. The site is located along the west side of SR 212 and the north side of Oglesby Bridge Road, as shown in Figure 1. The project will consist of 230 detached single family homes and 65,000 square feet of retail. The residential will be served by one full-movement access on SR 212 and two full-movement accesses on Oglesby Bridge Road and the retail tract will have one access on each road.

The purpose of this traffic impact study is to determine existing traffic operating conditions in the vicinity of the proposed development, project future traffic volumes, assess the impact of the subject development, then develop conclusions and recommendations to mitigate the project traffic impact and ensure safe and efficient existing and future traffic conditions in the vicinity of the project.

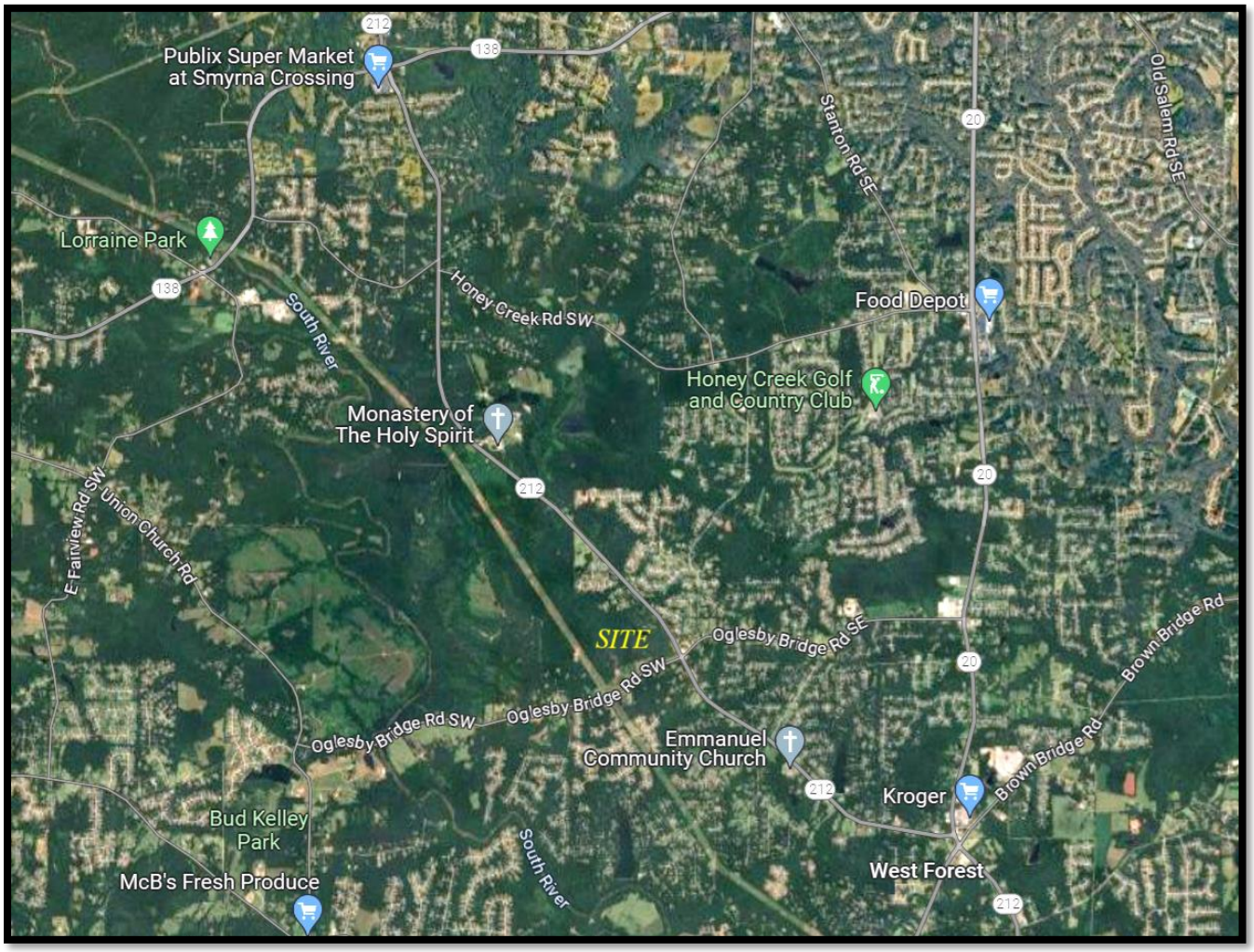


Figure 1 – Site Location Map

Existing Traffic Conditions

Existing traffic operating conditions in the vicinity of the proposed development were assessed. The following is a description of existing transportation facilities, traffic volumes, and intersection operations.

Description of Existing Roadways

SR 212 is a northwest-southeast urban minor arterial that begins at SR 155, passes the subject site, intersects SR 20, then has an offset and continues to the southeast. The road has one through travel lane in each direction with exclusive left and right turn lanes at major intersections. In the vicinity of the proposed development, the intersections of SR 212 at SR 138, Oglesby Bridge Road, and SR 20 are signalized. The terrain along SR 212 is gently rolling and the posted speed limit is 55 mph. The road has a rural cross-section with a small shoulder but no sidewalks (see below), or curb-and-gutter. In 2023 the Georgia DOT recorded an Annual Average Daily Traffic (AADT) volume of 7,600 vehicles per day (vpd) with 5% trucks on SR 212 near the project frontage. A 24-hour traffic volume count was collected for this study in May 2024 on SR 212 at the project frontage and recorded a volume of 9,834 vehicles.

Oglesby Bridge Road is a two lane east-west urban major collector that begins at Union Church Road / Airline Road, passes the subject site, intersects with SR 212 and terminates at SR 20. The terrain along Oglesby Bridge Road is level to very gently rolling and the posted speed limit is 45 mph. The road has a rural cross-section with no shoulder, sidewalks, or curb-and-gutter. In 2023 the Georgia DOT recorded an AADT volume of 3,770 vpd with 5% trucks on Oglesby Bridge Road west of the subject development site. A 24-hour traffic volume count was collected for this study in May 2024 on Oglesby Bridge Road at the project frontage and recorded a volume of 6,024 vehicles.

Pedestrian, Bicycle, and Transit Accessibility

There is no sidewalk along most of SR 212 and Oglesby Bridge Road or other nearby roadways. There are just short segments of sidewalk along the frontages of the retail sites at the corner of SR 212 at Oglesby Bridge Road. There are crosswalks and pedestrian signals at the SR 212 / Oglesby Bridge Road intersection and the other signalized intersections in this study. There are no dedicated bicycle lanes in this vicinity. There is no regularly-scheduled mass transit route or service within a reasonable walking distance of the proposed development.

Existing Traffic Volumes

Existing full turning movement peak hour traffic volume counts were collected at the following intersections in the vicinity of the site:

1. SR 212 at Oglesby Bridge Road (signal)
2. Union Church Road / Airline Road at Oglesby Bridge Road (side street stop sign)
3. SR 138 at SR 212 (signal)
4. SR 20 at SR 212 / CVS Access (signal)

The counts were collected on Tuesday, May 7, 2024, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. In addition to the intersection counts, a 24-hour bi-directional traffic volume count was collected on SR 212 and on Oglesby Bridge Road adjacent to the site. Area schools were in session on the day on which the counts were recorded. The locations of the traffic counts are presented in Figure 2.

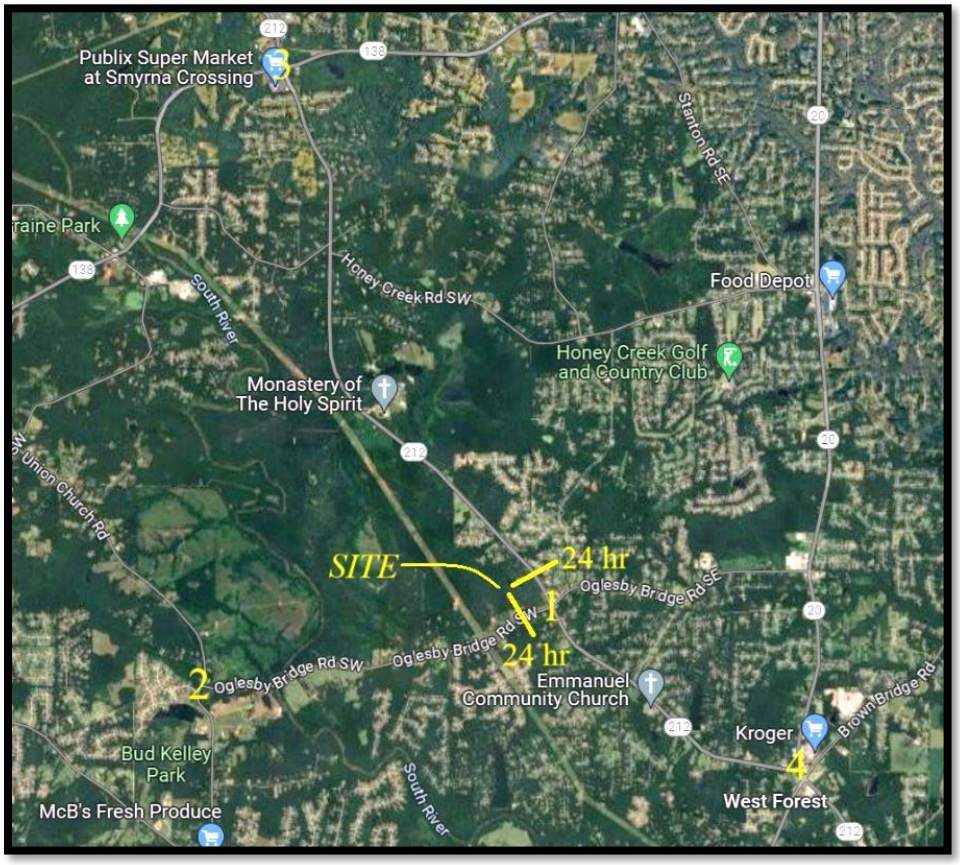


Figure 2 – Traffic Volume Count Location Map

From the intersection turning movement count data, the highest four consecutive 15-minute interval volumes at each intersection, during each time period, were determined. These volumes make up the existing weekday a.m. and p.m. peak hour traffic volumes at the intersections and are shown in Figure 3. The raw count data is found in Appendix A.

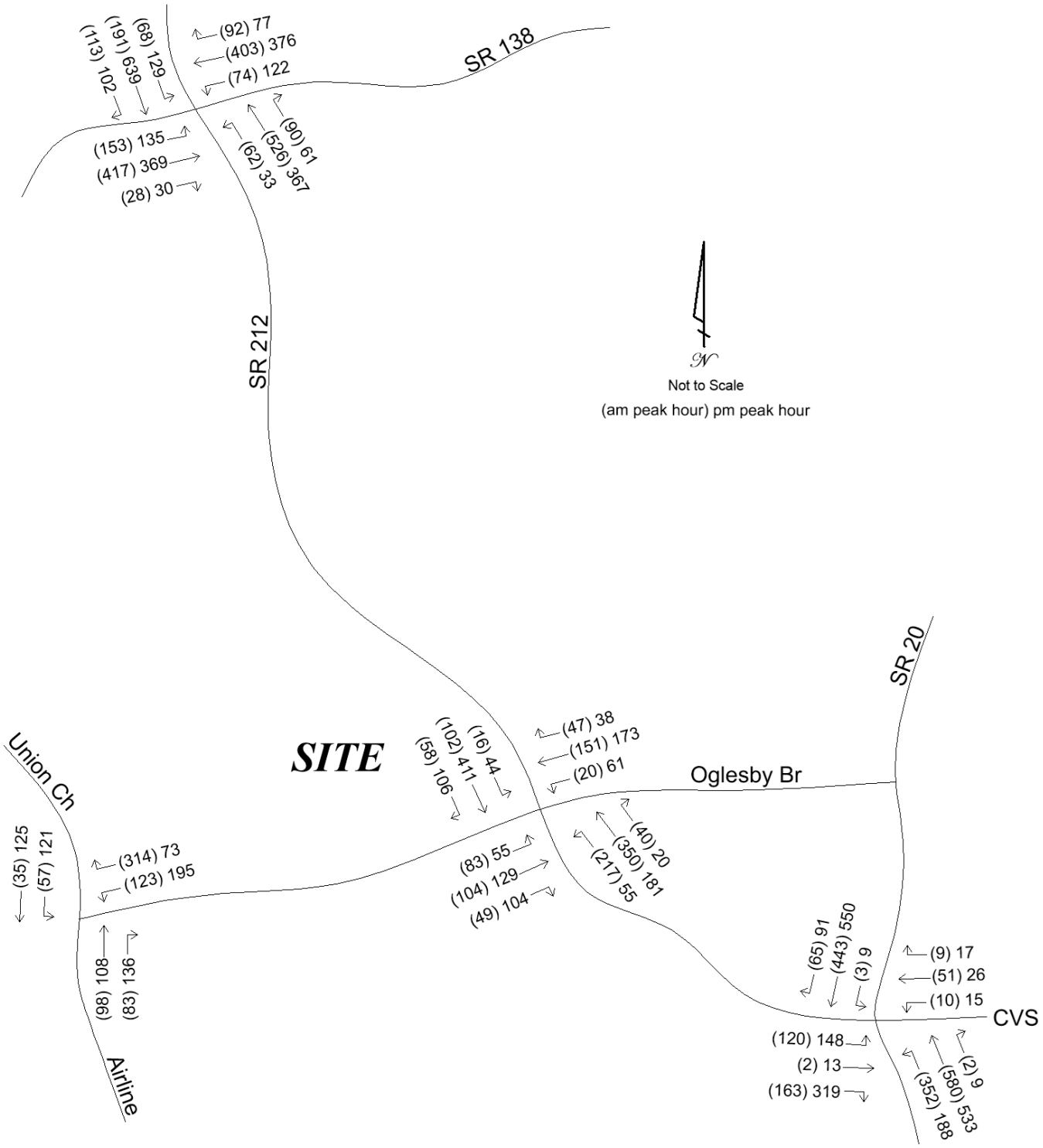


Figure 3 – Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes

Existing Intersection Operations

Existing traffic operations were analyzed at the counted intersections using Synchro software, version 12, in accordance with the methodology presented in the Transportation Research Board's 2022 *Highway Capacity Manual* 7th Edition (*HCM 7*). This methodology is presented in Appendix B. The analysis was based on the existing volumes, lanes, and control. The results of the analysis are shown in Table 1. Computer printouts containing detailed results of the existing analysis are located in Appendix C. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 1 – Existing Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. SR 212 at Oglesby Bridge Rd (signal)	B	11.9	B	13.4
northbound approach	A	8.3	A	7.7
southbound approach	A	9.8	B	10.9
eastbound approach	B	18.5	B	19.0
westbound approach	B	17.6	B	19.5
2. Union Church Rd at Oglesby Bridge Rd (side street stop)	C	16.8	B	12.1
southbound left turn	A	7.8	A	8.2
westbound approach	C	25.0	D	29.0
3. SR 138 at SR 212 (signal)	C	33.9	D	35.6
northbound approach	C	28.4	C	22.6
southbound approach	B	18.0	C	28.3
eastbound approach	D	39.4	D	43.9
westbound approach	D	43.0	D	49.4
4. SR 20 at SR 212 / CVS Access (signal)	A	9.9	B	10.8
northbound approach	A	5.9	A	5.6
southbound approach	B	11.9	B	11.7
eastbound approach	C	25.9	C	26.0
westbound approach	C	24.6	C	23.3

The existing analysis reveals acceptable traffic operations at all study locations. Therefore, no mitigation is identified for the existing condition.

No-Build Traffic Conditions

A 2029 no-build condition was developed. This represents the traffic conditions that will exist in the future at the anticipated date of the build-out of the proposed development, but not including the project's trips. The purpose of the analysis of this condition is to isolate the traffic impacts of the proposed development from background growth in volumes that is expected to occur in the area while the project is under construction.

In order to develop no-build volumes, a background growth factor was developed based on a review of historic Georgia DOT AADT traffic counts, as shown in Table 2.

Table 2 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates

Year	SR 212 at site	Annual Growth	Oglesby Br W of site	Annual Growth	Oglesby Br E of Hull	Annual Growth	SR 212 W of SR 20	Annual Growth
Station ID	247-0101		247-0298		247-0300		217-0111	
2019	7,980		3,050		4,360		7,310	
2020	7,350	-7.9%	2,830	-7.2%	4,050	-7.1%	6,740	-7.8%
2021	7,380	0.4%	3,150	11.3%	4,300	6.2%	7,280	8.0%
2022	7,540	2.2%	3,230	2.5%	4,220	-1.9%	6,920	-4.9%
2023	7,600	0.8%	3,770	16.7%	4,330	2.6%	6,970	0.7%
avg growth		*-1.0%*		*4.3%*		*-0.1%*		*-0.9%*

Growth in the area has fluctuated. All four Georgia DOT count stations experienced a decrease in volumes between 2019 and 2020 which is considered an anomaly due to the pandemic. There was positive growth at all locations the following year, which is somewhat attributable to a return to pre-pandemic levels and not necessarily new growth. In the last year of the data there were small increases at three of the four locations and a strong increase at the fourth. Overall, the location at the site frontage experienced a decrease (-1.0%), one location experienced moderate growth, and the other two locations also experienced small decreasing trends. Based on the growth trends identified in Table 2, and taking the pandemic into consideration, it was decided that a modest background annual growth rate of 2.0% could be expected on the roads in this study while the proposed development is built-out. This equates to a 10.4% increase in volumes from existing to the anticipated 2029 project buildout year. The 10.4% background growth factor was applied to the counted volumes at each study intersection to develop the 2029 no-build volumes.

Programmed Transportation Infrastructure Improvements

The Georgia DOT projects website and the *Rockdale in Motion Comprehensive Transportation Plan Update*, September 2018, were reviewed for transportation projects in the vicinity of the subject development. The following programmed (scheduled and funded) or planned (anticipated) transportation infrastructure project was identified:

CTP 102 – Widening of SR 138 from SR 155 to Ebenezer Road – This project recommends widening SR 138 from two to four lanes. This would include the study intersection of SR 212 at SR 138. It is listed in the Rockdale CTP as a mid-term project, but is not programmed by the Georgia DOT. Therefore, this widening was not modeled in the no-build or future build analysis in this traffic impact study.

No-Build Intersection Operations

The no-build condition includes the no-build traffic volumes, as described above, applied to the existing lanes and control. The no-build volumes were entered into the Synchro 12 model and the 2029 no-build traffic operations were analyzed at each study intersection. The results of the no-build analysis are shown in Table 3. Computer printouts containing detailed results of the no-build analysis are located in Appendix D. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 3 – No-Build Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. SR 212 at Oglesby Bridge Rd (signal)	B	12.6	B	14.2
northbound approach	A	9.3	A	8.5
southbound approach	B	10.9	B	12.6
eastbound approach	B	18.6	B	19.1
westbound approach	B	17.5	B	19.6
2. Union Church Rd at Oglesby Bridge Rd (side street stop)	D	25.4	C	18.5
southbound left turn	A	7.9	A	8.3
westbound approach	***E***	***38.1***	***E***	***46.3***
3. SR 138 at SR 212 (signal)	D	40.7	D	44.1
northbound approach	D	38.0	C	27.3
southbound approach	C	20.3	D	48.1
eastbound approach	D	45.9	D	47.1
westbound approach	D	49.5	D	50.2
4. SR 20 at SR 212 / CVS Access (signal)	B	11.8	B	12.2
northbound approach	A	7.7	A	6.6
southbound approach	B	14.6	B	14.1
eastbound approach	C	25.9	C	26.1
westbound approach	C	24.4	C	23.1

The no-build analysis reveals slight deteriorations in operations due to growth in volumes, but most locations will continue to experience acceptable traffic operations. One location, the westbound approach of Oglesby Church Road at Union Church Road, drops to LOS E in the a.m. and p.m. peaks. It is recommended that a westbound right turn lane be added on Oglesby Church Road at this intersection. This will separate the more challenging left turn movement from the easier right turn movement, substantially reducing their delay. In the a.m. peak, this improvement will produce acceptable operations for all movements. In the p.m. peak the westbound left turn will continue to operate at LOS E but the right turn will improve to LOS B and the overall approach will operate at LOS D. This right turn lane is considered a system improvement which should be built whether or not the development that is the subject of this study is built. A signal warrant analysis should be performed to determine if and when signalization of this intersection will be appropriate. Alternatively, this intersection is a good candidate for conversion to a roundabout. A change in control here would also be a system improvement, which should be considered for implementation, whether or not the proposed development is built. All other study intersections will operate acceptably and, therefore, no other mitigation is identified for the no-build condition.

Project Traffic Characteristics

This section describes the anticipated traffic characteristics of the proposed development, including a site description, how much traffic the project will generate, and where that traffic will travel.

Project Description

The proposed development will consist of 230 detached single family homes and 65,000 square feet of retail. The residential will be served by one full-movement access on SR 212 and two full-movement accesses on Oglesby Bridge Road and the retail will have one access on each road. The site plan is presented in Figure 4.

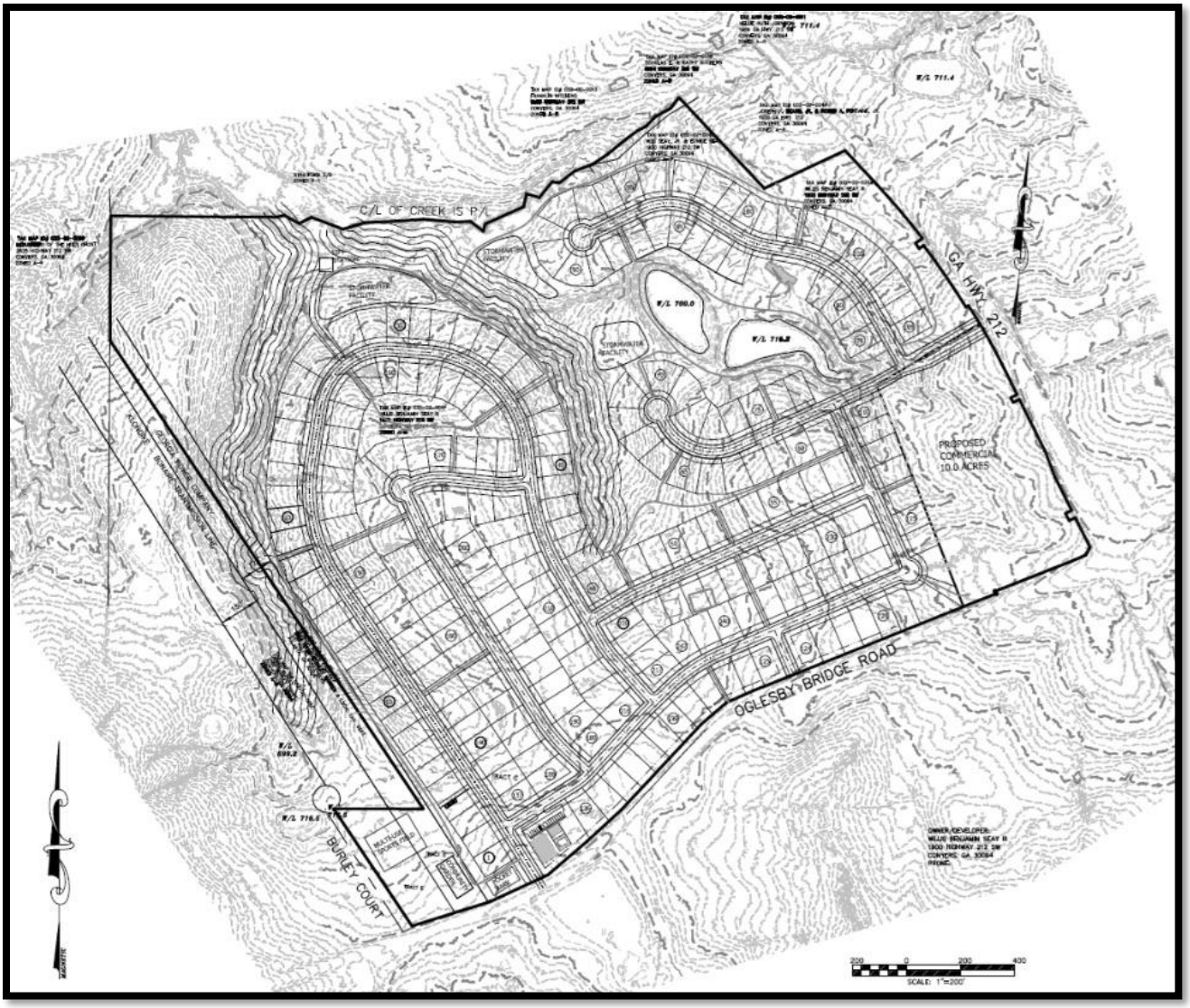


Figure 4 – Site Plan

Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed development. The volume of traffic that will be generated by the mixed-use development was calculated using the equations and rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (the current edition). ITE Land Use 210 – Single Family Detached Housing was chosen as representative of the single family homes. The retail trips were calculated using ITE Land Use 821 – Shopping Plaza (40-150K).

An adjustment was made to the retail trips to account for pass-by trips. These are trips that are already passing the site in the existing counts, but will turn into the site for retail shopping purposes, then resume their original trip. These are new trips entering and exiting the retail site driveways but are not new to the adjacent intersections. The ITE *Trip Generation Manual* provides a p.m. pass-by percentage for Land Use 821 of 40%. For the a.m. and 24-hour periods, 30% was assumed.

The trip generation for the project is presented in Table 4.

Table 4 – Trip Generation

Land Use	ITE Code	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour
			In	Out	Total	In	Out	Total	2-Way
Single Family Detached	210	230 homes	40	119	159	137	80	217	2,172
Shopping Center	820	65,000 ft²	142	87	229	296	321	617	6,416
-pass-by trips		30/40/30%	-43	-26	-69	-118	-128	-246	-1,924
Shopping Center New Trips			99	61	160	178	193	371	4,492
			139	180	319	315	273	588	6,664

The proposed mixed-use development will generate 319 new a.m. peak hour trips, 588 new p.m. peak hour trips, and 6,664 new weekday trips. The retail driveway volumes will be higher because they will also include the pass-by trips which already exist passing the site.

Trip Distribution and Assignment

The trips that will be generated by the proposed mixed-use development were distributed and assigned to the roadway network. The trip distribution percentages indicate what proportion of the project's trips will travel to and from various directions. The trip distribution percentages for the residential were developed based on the locations and proximity of likely trip origins and destinations including regional employment centers, retail and offices in the area, nearby schools, other regional trip attractors, and also considered the major routes of travel in the area. The new retail trips were distributed based on the locations of residential populations in the area and the distances of those populations to the site, as well as the major routes of travel in the area. The retail pass-by trips were assigned based on the existing flows of traffic passing the site. The trip distribution percentages and the a.m. and p.m. peak

hour trips expected to be generated by the proposed development are shown in Figure 5. The traffic volume worksheets in Appendix A show the trips separately for the residential and retail uses and the pass-by trips at each study intersection.

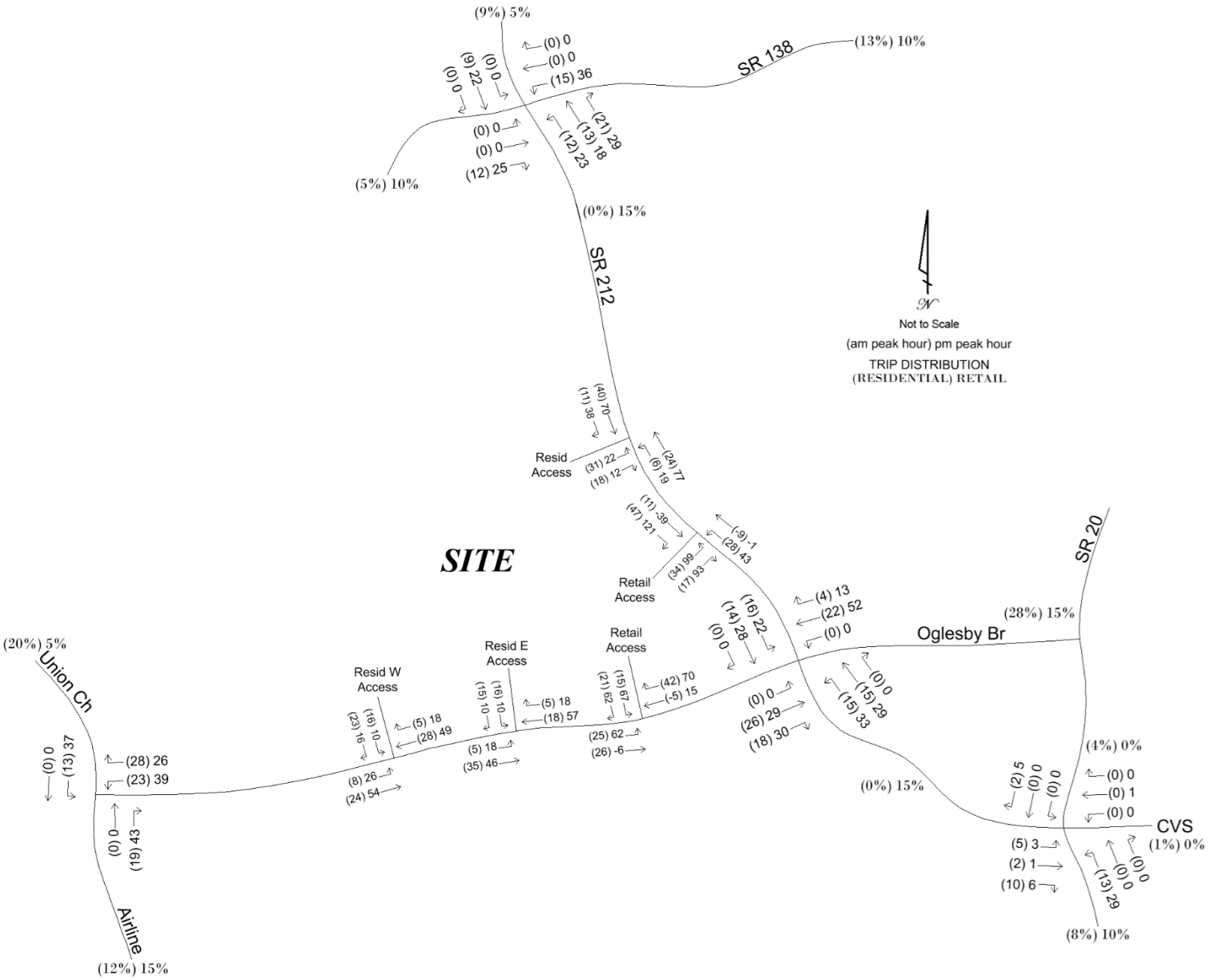


Figure 5 – Weekday A.M. and P.M. Peak Hour Project Trips and Distribution Percentages

Future Traffic Conditions

The future volumes consist of the no-build volumes plus the trips that will be generated by the proposed mixed-use development. The future volumes are shown in Figure 6.

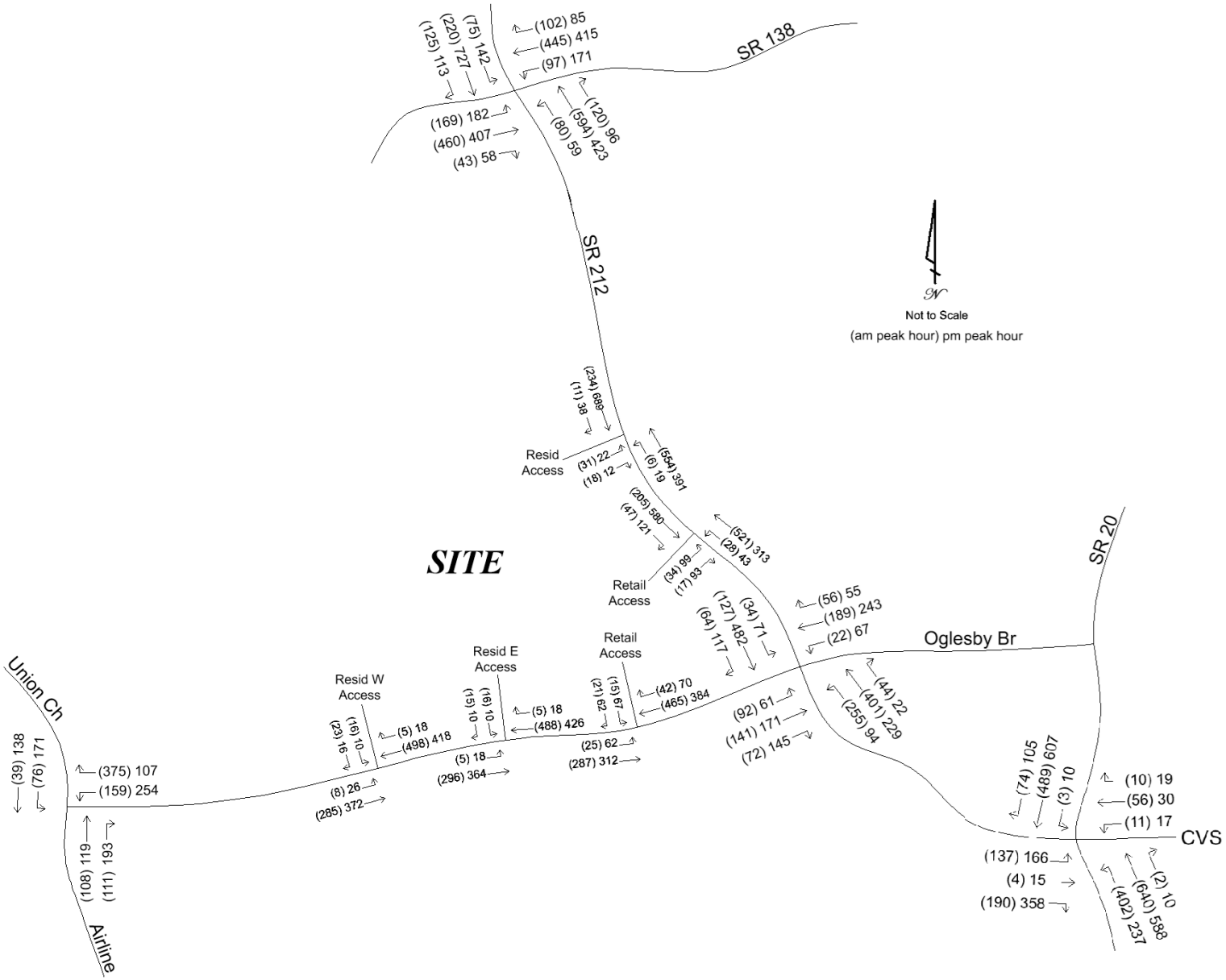


Figure 6 – Future Weekday A.M. and P.M. Peak Hour Volumes

Auxiliary Lane Requirements at Project Accesses

The auxiliary turn lane standards were reviewed at each project access to determine the need for left and/or right turn lanes on the public roadways to serve the project. The project accesses on SR 212 were reviewed according to the Georgia DOT standards while the Rockdale County standards were reviewed for the Oglesby Bridge Road accesses.

SR 212 Accesses

To determine if southbound right turn lanes or northbound left turn lanes should be added on SR 212 at the two project accesses, the Georgia DOT standards for determining the need for these auxiliary lanes, as set forth in their *Regulations for Driveway and Encroachment Control (Driveway Manual)*, revision 5.4 dated 2/10/2023, were evaluated. The right turn lane analysis is based on *Driveway Manual* Table 4-6, Minimum Volumes Requiring Right Turn Lanes, which is shown below as Table 5.

Table 5 – Georgia DOT Right Turn Lane Standards

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

The 2023 AADT on SR 212 is 7,600 vpd and the counted volume is 9,834 vehicles, both of which are above the 6,000 vpd threshold for roads with two lanes. On a road with two lanes, a 55 mph speed limit, and a 24-hour volume above 6,000 vpd, the right turn volume (RTV) above which a right turn lane is required is 50 right turn vehicles (RTV) per day. The future right turn volume (RTV) projection on SR 212 at the project residential access is 293 daily southbound right turn vehicles, while the RTV projection at the retail access is 1,183 RTV. These RTVs are both above the minimum threshold. Therefore a southbound right turn lane is required on SR 212 at each project access and this study agrees with those requirements.

The left turn lane analysis is based on *Driveway Manual* Table 4-7a, Minimum Volumes Requiring Left Turn Lanes, which is shown below as Table 6.

Table 6 – Georgia DOT Left Turn Lane Standards

LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Table 4-7a Minimum Volumes Requiring Left Turn Lanes

The 2023 AADT on SR 212 is 7,600 vpd and the counted volume is 9,834 vehicles, both of which are above the 6,000 vpd threshold for roads with two lanes. On a road with two lanes, a 55 mph speed limit, and a 24-hour volume above 6,000 vpd, the left turn volume (LTV) above which a left turn lane is required is 150 left turn vehicles (LTV) per day. The future left turn volume (LTV) projection on SR 212 at the project residential access is 155 daily northbound left turn vehicles, while the LTV projection at the retail access is 540 LTV. These LTVs are both above the minimum threshold. Therefore a northbound left turn lane is required on SR 212 at each project access and this study agrees with those requirements. It is noted that the southbound left turn lane on SR 212 at Oglesby Bridge Road extends along much of the project frontage and may conflict with the left turn lanes at the project accesses, especially the retail access. The retail access, and possibly the residential access, may need to be restricted to right-in/right-out (RIRO) movements if a suitable left turn lane design cannot be accommodated.

Oglesby Bridge Road Accesses

To determine if westbound right turn lanes or eastbound left turn lanes should be added on Oglesby Bridge Road at the three project accesses, the Rockdale County's Code of Ordinances, as approved June 10, 2021, were reviewed. The Code states the following pertaining to turn lane requirements at development accesses:

Section 332-3 – Driveway Design Standards, (d) Auxiliary Lanes

(1) Along any arterial or major collector street, a deceleration lane, acceleration lane, larger turning radius, traffic islands or other devices or designs may be required to avoid specific traffic hazards that, otherwise, would be created by the proposed driveway location.

(2) Deceleration lanes shall be required by Rockdale County at each access point on roads classified as arterials or collectors when the posted speed limit is 30 mph or higher and otherwise where considered necessary by the director based on traffic volumes. Deceleration lanes are required on county roads classified as arterial and major collector streets when the posted speed limit is 30 mph or higher. Minimum deceleration lengths are specified in the "Table of deceleration lane requirements." The director may vary length requirements based upon a consideration of available sight distance and traffic volumes.

Based on the Code, the classification of Oglesby Bridge Road as a major collector, and the posted speed limit of 45 mph, a westbound right turn lane is required on Oglesby Bridge Road at all three project accesses and this study agrees with those requirements.

A left turn lane standard is not provided in the County Code. Therefore, to determine if an eastbound left turn lane is required on Oglesby Bridge Road at each project access, the Georgia DOT standards for determining the need for these auxiliary lanes, as set forth in their *Regulations for Driveway and Encroachment Control (Driveway Manual)*, revision 5.4 dated 2/10/2023, were evaluated. The left turn lane analysis is based on *Driveway Manual* Table 4-7a, Minimum Volumes Requiring Left Turn Lanes, which was presented above as Table 6.

The 2023 AADT on Oglesby Bridge Road is 3,770 vpd which is below the 6,000 vpd threshold for roads with two lanes. However, the count that was collected for this study in May 2024 revealed a 24-hour volume of 6,024 vehicles, which is above the 6,000 vpd threshold. Because this count was recorded directly adjacent to the site, while the AADT count was collected west of the site, the higher, closer count was applied in this analysis. On a road with two lanes, a 45 mph speed limit, and a 24-hour volume above 6,000 vpd, the left turn volume (LTV) above which a left turn lane is required is 175 left turn vehicles (LTV) per day. The future left turn volume (LTV) projection on Oglesby Bridge Road at the project west residential access is 209 daily eastbound left turn vehicles, while the LTV projection at the east residential access is 139 LTV. The left turn volume at the west access is above the 175 LTV threshold but the LTV at the east access is below the threshold. Therefore, an eastbound left turn lane is required at the west residential access and this study agrees with that requirement. At the retail access the eastbound LTV is projected at 617 LTV. This LTV is above the minimum threshold and, therefore an eastbound left turn lane is required on Oglesby Bridge Road at the retail access and this study agrees with that requirement. While an eastbound left turn lane is not required at the east residential access, consideration should be given to providing one at this access, given that Oglesby Bridge Road will be widened to accommodate left turn lanes at the adjacent access on either side of this access.

Future Intersection Operations

An operational analysis was performed for the anticipated future project build-out at the study intersections and the project accesses. The analysis at the accesses assumed that the turn lanes recommended above will be constructed, each access will be constructed with one entering lane and one exiting lane, and the side street approaches exiting the project will be controlled by side street stop sign. Table 7 presents the results of the future analysis. Computer printouts containing detailed results of the future analysis are located in Appendix E. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 7 – Future Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. SR 212 at Oglesby Bridge Rd (signal)	B	13.5	B	15.9
northbound approach	B	10.5	B	10.1
southbound approach	B	11.7	B	15.5
eastbound approach	B	18.8	B	19.3
westbound approach	B	17.8	C	20.1
2. Union Church Rd at Oglesby Bridge Rd (side street stop)	***E***	***46.7***	***F***	***60.2***
southbound left turn	A	8.0	A	8.6
westbound approach	***F***	***70.8***	***F***	***151.7***
3. SR 138 at SR 212 (signal)	D	43.0	D	46.5
northbound approach	D	37.9	C	26.9
southbound approach	C	20.5	D	54.3
eastbound approach	D	51.5	D	47.5
westbound approach	D	52.3	D	52.6
4. SR 20 at SR 212 / CVS Access (signal)	B	12.4	B	12.6
northbound approach	A	8.2	A	7.0
southbound approach	B	15.5	B	14.9
eastbound approach	C	25.9	C	26.1
westbound approach	C	24.2	C	23.0
5. SR 212 at Project Residential Access (side street stop)	A	1.1	A	1.1
northbound left turn (entering project)	A	7.8	A	9.5
eastbound approach (exiting project)	C	15.6	C	24.2
6. SR 212 at Project Retail Access (side street stop)	A	1.3	A	8.7
northbound left turn (entering project)	A	7.9	A	9.5
eastbound approach (exiting project)	C	15.7	***E***	***48.8***
7. Oglesby Br Rd at Project W Residential Access (side street stop)	A	0.9	A	0.8
southbound approach (exiting residential)	C	16.1	B	14.6
eastbound left turn (entering residential)	A	8.8	A	8.5
8. Oglesby Br Rd at Project E Residential Access (side street stop)	A	0.7	A	0.6
southbound approach (exiting residential)	C	16.4	C	15.1
eastbound left turn (entering residential)	A	8.7	A	8.5
9. Oglesby Br Rd at Project Retail Access (side street stop)	A	0.9	A	3.7
southbound approach (exiting retail)	C	15.8	C	21.2
eastbound left turn (entering retail)	A	8.9	A	8.7

The future analysis with the addition of the proposed mixed-use development's trips reveals a slight deterioration in operations at each study intersection, with all locations continuing to operate comparably to the no-build condition. As in the no-build condition, the westbound approach of Oglesby Bridge Road at Union Church Road will continue to fail, with the approach dropping from LOS E to LOS F. The westbound right turn lane recommended in the no-build analysis will continue to be appropriate. Likewise, a change in control to a signal or a roundabout was advised for consideration in the no-build condition, and this recommendation continues to be appropriate in the future.

The project accesses are expected to operate acceptably with the lanes and control recommended, with just one approach at one access during one time period operating at LOS E. This is the exiting approach of the retail access at SR 212. As advised previously in this report, the left turns to and from this access may conflict with the southbound left turn lane on SR 212 at Oglesby Bridge Road and restriction to right-in/right-out (RIRO) movements will be appropriate if a workable design solution cannot be achieved. All other accesses will operate acceptably and no mitigation, other than the lanes recommended at the project accesses, is identified as a consequence of the proposed development.

Conclusions and Recommendations

This study assesses the traffic impact of a proposed development which will include a residential subdivision and a retail tract in Rockdale County. The site is located along the west side of SR 212 and the north side of Oglesby Bridge Road. The project will consist of 230 detached single family homes and 65,000 square feet of retail. The residential will be served by one full-movement access on SR 212 and two full-movement accesses on Oglesby Bridge Road and the retail tract will have one access on each road. The following are the findings and recommendations of this study:

1. The existing analysis reveals acceptable traffic operations at all study locations. Therefore, no mitigation is identified for the existing condition.

2. Traffic volume growth in this area has been a mix of positive and negative. An annual growth rate of 2.0%, applied for five years, for a total of 10.4% growth, was used in developing future volume projections.

3. The no-build analysis reveals continued acceptable traffic operations at most study locations, comparable to the existing condition, with just modest increases in delays due to anticipated growth in volumes. One location, the westbound approach of Oglesby Bridge Road at Union Church Road, will fail. A westbound right turn lane is recommended to be added on Oglesby Bridge Road. A change in control to a signal or roundabout should be evaluated and implemented if and when appropriate. The mitigation identified here are considered system improvements, which are recommended whether or not the proposed mixed-use development is built.

4. The proposed mixed-use development will generate 319 new a.m. peak hour trips, 588 new p.m. peak hour trips, and 6,664 new weekday trips. The retail driveway volumes will be higher because they will also include the pass-by trips which already exist passing the site.

5. The future analysis with the addition of the proposed development's trips reveals a slight deterioration in operations at each study intersection. The mitigation recommended at the Union Church Road / Oglesby Bridge Road intersection will continue to be appropriate. No mitigation, other than the lanes recommended at the project accesses, is identified as a consequence of the proposed mixed-use development.

6. On SR 212, a southbound right turn lane and a northbound left turn lane are required at both the residential access and the retail access. These turn lanes should be designed and constructed to Georgia DOT standards. The northbound left turn lanes, notably for the retail access, may conflict with the existing southbound left turn lane on SR 212 at Oglesby Bridge Road. Should a design solution not be achievable, the retail access should be restricted to RIRO movements.

7. A westbound right turn lane should be built on Oglesby Bridge Road at the west and east residential accesses and the retail access. These lanes are required by the County and should be designed and built to applicable standards.

8. An eastbound left turn lane is required on Oglesby Bridge Road at the west residential access and at the retail access. A left turn lane at the east residential access merits consideration given the widening of the road to accommodate the left turn lanes at the adjacent accesses.

9. All project accesses should be built with one entering lane and one exiting lane and each exiting approach should be controlled by side street stop sign and accompanying stop bar.

10. An interparcel vehicular connection between the residential and retail portions of the project would provide for mobility between the tracts without the need for traveling out of the project onto the public roadways. Therefore, this connection is recommended.

11. The project civil/site engineer should comply with all applicable design standards including sight distances, turn lane storage and taper lengths, turn radii, driveway widths, islands, angles with the adjacent roadways, and grades.

Appendix A

Traffic Count Data

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 1. SR 212 at Oglesby Bridge Road

Weekday A.M. Peak Hour	Northbound SR 212				Southbound SR 212				Eastbound Oglesby Bridge Road				Westbound Oglesby Bridge Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, May 7, 2024 7:00-8:00)	217	350	40	607	16	102	58	176	83	104	49	236	20	151	47	218
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	240	386	44	670	18	113	64	194	92	115	54	261	22	167	52	241
Oglesby Farms Residential Trips	3	2	0	5	12	6	0	18	0	21	11	32	0	7	4	11
Oglesby Farms Retail New Trips	12	13	0	25	4	8	0	12	0	5	7	12	0	15	0	15
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips	15	15	0	30	16	14	0	30	0	26	18	44	0	22	4	26
2029 Build Volumes	255	401	44	700	34	127	64	224	92	141	72	305	22	189	56	267

Weekday P.M. Peak Hour	Northbound SR 212				Southbound SR 212				Eastbound Oglesby Bridge Road				Westbound Oglesby Bridge Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)	55	181	20	256	44	411	106	561	55	129	104	288	61	173	38	272
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	61	200	22	283	49	454	117	619	61	142	115	318	67	191	42	300
Oglesby Farms Residential Trips	11	6	0	17	8	4	0	12	0	14	6	20	0	25	13	38
Oglesby Farms Retail New Trips	22	23	0	45	14	24	0	38	0	15	24	39	0	27	0	27
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips	33	29	0	62	22	28	0	50	0	29	30	59	0	52	13	65
2029 Build Volumes	94	229	22	345	71	482	117	669	61	171	145	377	67	243	55	365

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 2. Union Church Road at Oglesby Bridge Road

Weekday A.M. Peak Hour	**Northbound Airline Road**			**Southbound Airline Road**				**Westbound Oglesby Bridge Road**		
	T	**R**	**Tot**	**L**	**T**	**Tot**		**L**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 7:00-8:00)	98	83	181	57	35	92		123	314	437
Annual Background Growth to 2029	10.4%	10.4%		10.4%	10.4%			10.4%	10.4%	
2029 No-Build Volumes	108	92	200	63	39	102		136	347	482
Oglesby Farms Residential Trips	0	5	5	8	0	8		14	24	38
Oglesby Farms Retail New Trips	0	14	14	5	0	5		9	4	13
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0		0	0	0
Total Oglesby Farms Trips	0	19	19	13	0	13		23	28	51
2029 Build Volumes	108	111	219	76	39	115		159	375	533

Weekday P.M. Peak Hour	**Northbound Airline Road**			**Southbound Airline Road**				**Westbound Oglesby Bridge Road**		
	T	**R**	**Tot**	**L**	**T**	**Tot**		**L**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)	108	136	244	121	125	246		195	73	268
Annual Background Growth to 2029	10.4%	10.4%		10.4%	10.4%			10.4%	10.4%	
2029 No-Build Volumes	119	150	269	134	138	272		215	81	296
Oglesby Farms Residential Trips	0	16	16	28	0	28		10	16	26
Oglesby Farms Retail New Trips	0	27	27	9	0	9		29	10	39
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0		0	0	0
Total Oglesby Farms Trips	0	43	43	37	0	37		39	26	65
2029 Build Volumes	119	193	312	171	138	309		254	107	361

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 3. SR 212 at SR 138

Weekday A.M. Peak Hour	Northbound SR 212				Southbound SR 212				Eastbound SR 138				Westbound SR 138			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, May 7, 2024 7:15-8:15)	62	526	90	678	68	191	113	372	153	417	28	598	74	403	92	569
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	68	581	99	749	75	211	125	411	169	460	31	660	82	445	102	628
Oglesby Farms Residential Trips	6	10	15	31	0	4	0	4	0	0	2	2	5	0	0	5
Oglesby Farms Retail New Trips	6	3	6	15	0	5	0	5	0	0	10	10	10	0	0	10
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips	12	13	21	46	0	9	0	9	0	0	12	12	15	0	0	15
2029 Build Volumes	80	594	120	795	75	220	125	420	169	460	43	672	97	445	102	643

Weekday P.M. Peak Hour	Northbound SR 212				Southbound SR 212				Eastbound SR 138				Westbound SR 138			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, May 7, 2024 4:45-5:45)	33	367	61	461	129	639	102	870	165	369	30	564	122	376	77	575
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	36	405	67	509	142	705	113	960	182	407	33	623	135	415	85	635
Oglesby Farms Residential Trips	4	8	10	22	0	13	0	13	0	0	7	7	18	0	0	18
Oglesby Farms Retail New Trips	19	10	19	48	0	9	0	9	0	0	18	18	18	0	0	18
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips	23	18	29	70	0	22	0	22	0	0	25	25	36	0	0	36
2029 Build Volumes	59	423	96	579	142	727	113	982	182	407	58	648	171	415	85	671

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 4. SR 212 at SR 20

Weekday A.M. Peak Hour	Northbound SR 20				Southbound SR 20				Eastbound SR 212				Westbound CVS Access			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, May 7, 2024 7:30-8:30)	352	580	2	934	3	443	65	511	120	2	163	285	10	51	9	70
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	389	640	2	1031	3	489	72	564	132	2	180	315	11	56	10	77
Oglesby Farms Residential Trips	3	0	0	3	0	0	2	2	5	2	10	17	0	0	0	0
Oglesby Farms Retail New Trips	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips	13	0	0	13	0	0	2	2	5	2	10	17	0	0	0	0
2029 Build Volumes	402	640	2	1044	3	489	74	566	137	4	190	332	11	56	10	77

Weekday P.M. Peak Hour	Northbound SR 212				Southbound SR 212				Eastbound SR 212				Westbound CVS Access			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)	188	533	9	730	9	550	91	650	148	13	319	480	15	26	17	58
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	208	588	10	806	10	607	100	718	163	14	352	530	17	29	19	64
Oglesby Farms Residential Trips	11	0	0	11	0	0	5	5	3	1	6	10	0	1	0	1
Oglesby Farms Retail New Trips	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips	29	0	0	29	0	0	5	5	3	1	6	10	0	1	0	1
2029 Build Volumes	237	588	10	835	10	607	105	723	166	15	358	540	17	30	19	65

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 5. SR 212 at Residential Access

Weekday A.M. Peak Hour	**Northbound SR 212**			**Southbound SR 212**			**Eastbound Residential Access**			
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**	
Counted Volumes (Tuesday, May 7, 2024 7:00-8:00)		480	480	176		176				
Annual Background Growth to 2029		10.4%		10.4%						
2029 No-Build Volumes		530	530	194		194				
Oglesby Farms Residential Trips	6	0	6	0	11	11	31	18	49	
Oglesby Farms Retail New Trips	0	24	24	40	0	40	0	0	0	
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	
Total Oglesby Farms Trips	6	24	30	40	11	51	31	18	49	
2029 Build Volumes	6	554	560	234	11	245	31	18	49	

Weekday P.M. Peak Hour	**Northbound SR 212**			**Southbound SR 212**			**Eastbound Residential Access**			
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**	
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)		284	284	561		561				
Annual Background Growth to 2029		10.4%		10.4%						
2029 No-Build Volumes		314	314	619		619				
Oglesby Farms Residential Trips	19	0	19	0	38	38	22	12	34	
Oglesby Farms Retail New Trips	0	77	77	70	0	70	0	0	0	
Oglesby Farms Retail Pass-by Trips	0	0	0	0	0	0	0	0	0	
Total Oglesby Farms Trips	19	77	96	70	38	108	22	12	34	
2029 Build Volumes	19	391	410	689	38	727	22	12	34	

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 6. SR 212 at Retail Access

Weekday A.M. Peak Hour	Northbound SR 212			Southbound SR 212			Eastbound Retail Access		
	L	T	Tot	T	R	Tot	L	R	Tot
Counted Volumes (Tuesday, May 7, 2024 7:00-8:00)		480	480	176		176			
Annual Background Growth to 2029		10.4%		10.4%					
2029 No-Build Volumes		530	530	194		194			
Oglesby Farms Residential Trips	0	6	6	18	0	18	0	0	0
Oglesby Farms Retail New Trips	13	0	13	0	40	40	24	12	36
Oglesby Farms Retail Pass-by Trips	15	-15	0	-7	7	0	10	5	15
Total Oglesby Farms Trips	28	-9	19	11	47	58	34	17	51
2029 Build Volumes	28	521	549	205	47	252	34	17	51

Weekday P.M. Peak Hour	Northbound SR 212			Southbound SR 212			Eastbound Retail Access		
	L	T	Tot	T	R	Tot	L	R	Tot
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)		284	284	561		561			
Annual Background Growth to 2029		10.4%		10.4%					
2029 No-Build Volumes		314	314	619		619			
Oglesby Farms Residential Trips	0	19	19	12	0	12	0	0	0
Oglesby Farms Retail New Trips	23	0	23	0	70	70	77	38	115
Oglesby Farms Retail Pass-by Trips	20	-20	0	-51	51	0	22	55	77
Total Oglesby Farms Trips	43	-1	42	-39	121	82	99	93	192
2029 Build Volumes	43	313	356	580	121	701	99	93	192

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 7. Oglesby Bridge Road at Residential West Access

Weekday A.M. Peak Hour		**Southbound Residential West Access**			**Eastbound Oglesby Bridge Road**			**Westbound Oglesby Bridge Road**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 7:00-8:00)						236	236	426		426
Annual Background Growth to 2029						10.4%		10.4%		
2029 No-Build Volumes						261	261	470		470
Oglesby Farms Residential Trips		16	23	39	8	5	13	15	5	20
Oglesby Farms Retail New Trips		0	0	0	0	19	19	13	0	13
Oglesby Farms Retail Pass-by Trips		0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips		16	23	39	8	24	32	28	5	33
2029 Build Volumes		16	23	39	8	285	293	498	5	503

Weekday P.M. Peak Hour		**Southbound Residential West Access**			**Eastbound Oglesby Bridge Road**			**Westbound Oglesby Bridge Road**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)						288	288	334		334
Annual Background Growth to 2029						10.4%		10.4%		
2029 No-Build Volumes						318	318	369		369
Oglesby Farms Residential Trips		10	16	26	26	18	44	10	18	28
Oglesby Farms Retail New Trips		0	0	0	0	36	36	39	0	39
Oglesby Farms Retail Pass-by Trips		0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips		10	16	26	26	54	80	49	18	67
2029 Build Volumes		10	16	26	26	372	398	418	18	436

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 8. Oglesby Bridge Road at Residential East Access

Weekday A.M. Peak Hour		**Southbound Residential East Access**			**Eastbound Oglesby Bridge Road**			**Westbound Oglesby Bridge Road**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 7:00-8:00)						236	236	426		426
Annual Background Growth to 2029						10.4%		10.4%		
2029 No-Build Volumes						261	261	470		470
Oglesby Farms Residential Trips		16	15	31	5	16	21	5	5	10
Oglesby Farms Retail New Trips		0	0	0	0	19	19	13	0	13
Oglesby Farms Retail Pass-by Trips		0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips		16	15	31	5	35	40	18	5	23
2029 Build Volumes		16	15	31	5	296	301	488	5	493

Weekday P.M. Peak Hour		**Southbound Residential East Access**			**Eastbound Oglesby Bridge Road**			**Westbound Oglesby Bridge Road**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)						288	288	334		334
Annual Background Growth to 2029						10.4%		10.4%		
2029 No-Build Volumes						318	318	369		369
Oglesby Farms Residential Trips		10	10	20	18	10	28	18	18	36
Oglesby Farms Retail New Trips		0	0	0	0	36	36	39	0	39
Oglesby Farms Retail Pass-by Trips		0	0	0	0	0	0	0	0	0
Total Oglesby Farms Trips		10	10	20	18	46	64	57	18	75
2029 Build Volumes		10	10	20	18	364	382	426	18	444

Seay Farms Development Traffic Impact Study
Rockdale County, Georgia

August 2024

Intersection: 9. Oglesby Bridge Road at Retail Access

Weekday A.M. Peak Hour		**Southbound Retail Access**			**Eastbound Oglesby Bridge Road**			**Westbound Oglesby Bridge Road**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 7:00-8:00)						236	236	426		426
Annual Background Growth to 2029						10.4%		10.4%		
2029 No-Build Volumes						261	261	470		470
Oglesby Farms Residential Trips		0	0	0	0	32	32	10	0	10
Oglesby Farms Retail New Trips		12	13	25	19	0	19	0	27	27
Oglesby Farms Retail Pass-by Trips		3	8	11	6	-6	0	-15	15	0
Total Oglesby Farms Trips		15	21	36	25	26	51	-5	42	37
2029 Build Volumes		15	21	36	25	287	312	465	42	507

Weekday P.M. Peak Hour		**Southbound Retail Access**			**Eastbound Oglesby Bridge Road**			**Westbound Oglesby Bridge Road**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, May 7, 2024 5:00-6:00)						288	288	334		334
Annual Background Growth to 2029						10.4%		10.4%		
2029 No-Build Volumes						318	318	369		369
Oglesby Farms Residential Trips		0	0	0	0	20	20	36	0	36
Oglesby Farms Retail New Trips		39	39	78	36	0	36	0	49	49
Oglesby Farms Retail Pass-by Trips		28	23	51	26	-26	0	-21	21	0
Total Oglesby Farms Trips		67	62	129	62	-6	56	15	70	85
2029 Build Volumes		67	62	129	62	312	374	384	70	454

Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159

TMC Data
SR 212 @ Oglesby Bridge Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880001
Site Code : 48880001
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	SR 212 Northbound					SR 212 Southbound					Oglesby Bridge Rd Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	67	76	8	0	151	7	16	12	0	35	18	28	12	0	58	2	46	10	0	58	302
07:15 AM	55	68	16	0	139	4	20	14	0	38	16	16	17	0	49	10	46	11	0	67	293
07:30 AM	51	99	6	0	156	3	33	15	0	51	29	32	8	0	69	2	32	17	0	51	327
07:45 AM	44	107	10	0	161	2	33	17	0	52	20	28	12	0	60	6	27	9	0	42	315
Total	217	350	40	0	607	16	102	58	0	176	83	104	49	0	236	20	151	47	0	218	1237
08:00 AM	30	82	6	0	118	5	26	20	0	51	15	25	11	0	51	2	34	9	0	45	265
08:15 AM	25	79	9	0	113	3	26	13	0	42	24	22	16	0	62	7	31	15	0	53	270
08:30 AM	21	77	7	0	105	3	26	10	0	39	12	19	14	0	45	4	13	13	0	30	219
08:45 AM	10	65	8	0	83	5	34	15	0	54	17	16	11	0	44	3	9	10	0	22	203
Total	86	303	30	0	419	16	112	58	0	186	68	82	52	0	202	16	87	47	0	150	957
*** BREAK ***																					
04:00 PM	11	32	7	0	50	18	102	17	0	137	13	36	17	0	66	5	38	5	0	48	301
04:15 PM	10	50	3	0	63	11	73	11	0	95	15	28	26	0	69	16	32	6	0	54	281
04:30 PM	17	48	2	0	67	16	99	16	0	131	12	26	32	0	70	12	29	7	0	48	316
04:45 PM	8	48	8	0	64	15	96	17	0	128	10	30	25	0	65	14	40	9	0	63	320
Total	46	178	20	0	244	60	370	61	0	491	50	120	100	0	270	47	139	27	0	213	1218
05:00 PM	15	51	3	0	69	16	102	20	0	138	11	26	23	0	60	12	27	8	0	47	314
05:15 PM	12	41	6	0	59	12	115	28	0	155	12	34	29	0	75	19	50	8	0	77	366
05:30 PM	18	46	6	0	70	11	104	29	0	144	20	30	26	0	76	15	55	10	0	80	370
05:45 PM	10	43	5	0	58	5	90	29	0	124	12	39	26	0	77	15	41	12	0	68	327
Total	55	181	20	0	256	44	411	106	0	561	55	129	104	0	288	61	173	38	0	272	1377
Grand Total	404	1012	110	0	1526	136	995	283	0	1414	256	435	305	0	996	144	550	159	0	853	4789
Apprch %	26.5	66.3	7.2	0		9.6	70.4	20	0		25.7	43.7	30.6	0		16.9	64.5	18.6	0		
Total %	8.4	21.1	2.3	0	31.9	2.8	20.8	5.9	0	29.5	5.3	9.1	6.4	0	20.8	3	11.5	3.3	0	17.8	

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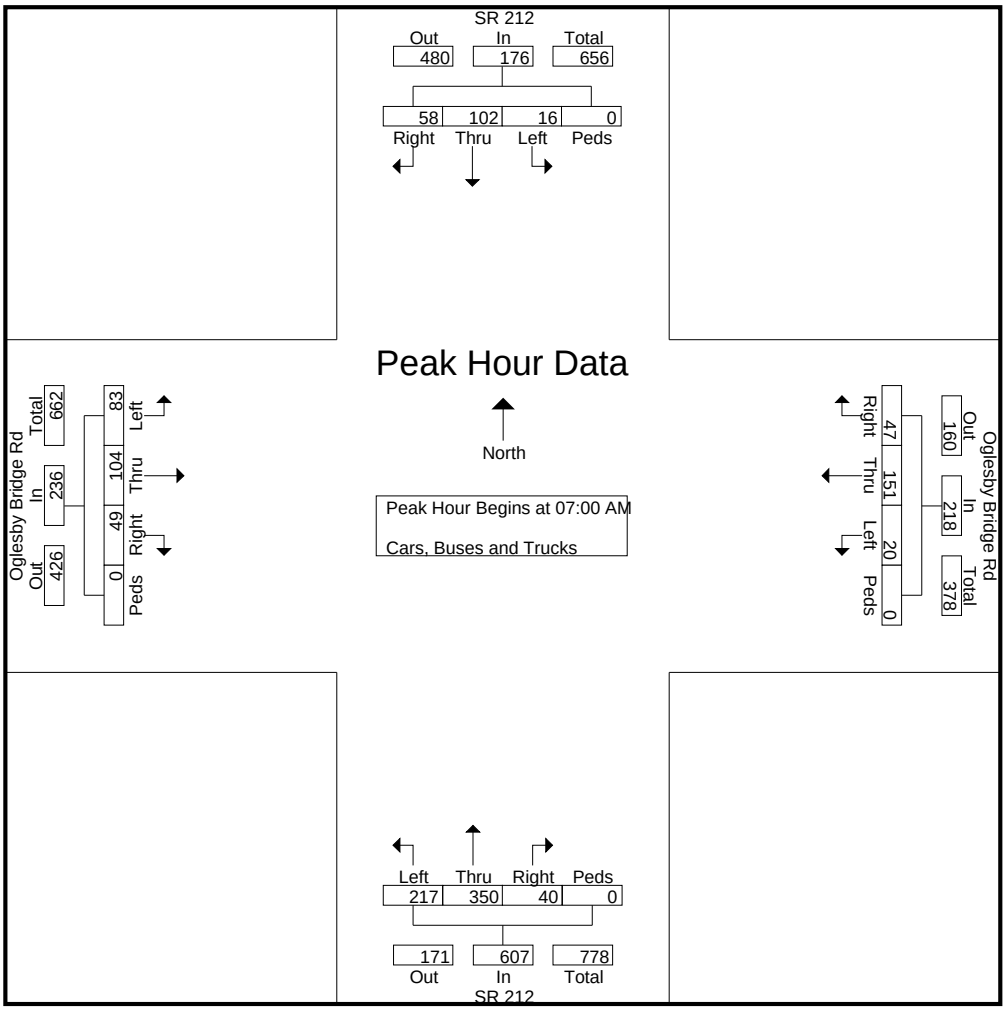
TMC Data
SR 212 @ Oglesby Bridge Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880001
Site Code : 48880001
Start Date : 5/7/2024
Page No : 2

	SR 212 Northbound					SR 212 Southbound					Oglesby Bridge Rd Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	**67**	76	8	0	151	**7**	16	12	0	35	18	28	12	0	58	2	**46**	10	0	58	302
07:15 AM	55	68	**16**	0	139	4	20	14	0	38	16	16	**17**	0	49	**10**	46	11	0	**67**	293
07:30 AM	51	99	6	0	156	3	**33**	15	0	51	**29**	**32**	8	0	**69**	2	32	**17**	0	51	**327**
07:45 AM	44	**107**	10	0	**161**	2	33	**17**	0	**52**	20	28	12	0	60	6	27	9	0	42	315
Total Volume	217	350	40	0	607	16	102	58	0	176	83	104	49	0	236	20	151	47	0	218	1237
% App. Total	35.7	57.7									35.2	44.1	20.8				69.3	21.6			
PHF	.810	.818	.625	.000	.943	.571	.773	.853	.000	.846	.716	.813	.721	.000	.855	.500	.821	.691	.000	.813	.946



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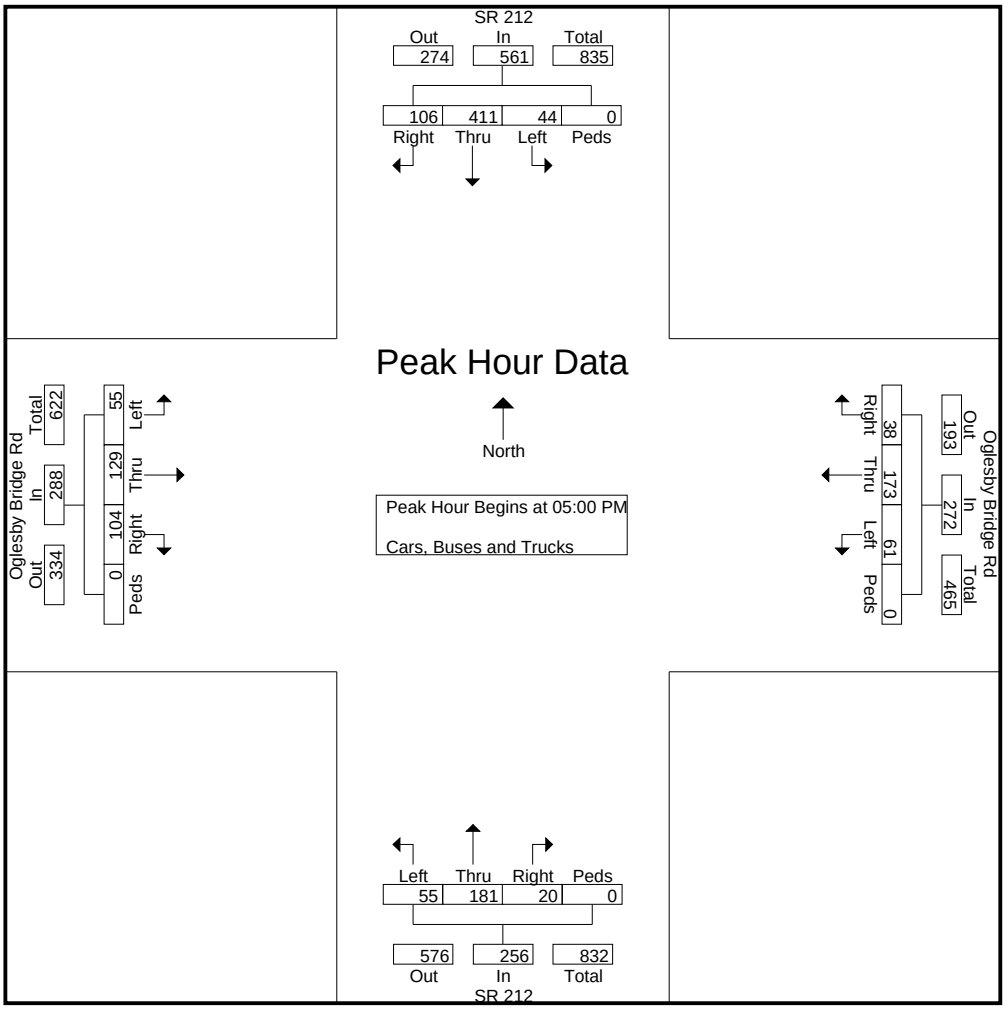
TMC Data
SR 212 @ Oglesby Bridge Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880001
Site Code : 48880001
Start Date : 5/7/2024
Page No : 3

	SR 212 Northbound					SR 212 Southbound					Oglesby Bridge Rd Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	15	**51**	3	0	69	**16**	102	20	0	138	11	26	23	0	60	12	27	8	0	47	314
05:15 PM	12	41	**6**	0	59	12	**115**	28	0	**155**	12	34	**29**	0	75	**19**	50	8	0	77	366
05:30 PM	**18**	46	6	0	**70**	11	104	**29**	0	144	**20**	30	26	0	76	15	**55**	10	0	**80**	**370**
05:45 PM	10	43	5	0	58	5	90	29	0	124	12	**39**	26	0	**77**	15	41	**12**	0	68	327
Total Volume	55	181	20	0	256	44	411	106	0	561	55	129	104	0	288	61	173	38	0	272	1377
% App. Total	21.5	70.7					73.3	18.9			19.1	44.8	36.1			22.4	63.6				
PHF	.764	.887	.833	.000	.914	.688	.893	.914	.000	.905	.688	.827	.897	.000	.935	.803	.786	.792	.000	.850	.930



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TMC Data
Oglesby Bridge Rd @ Union Church Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880002
Site Code : 48880002
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Oglesby Bridge Rd Northbound					Union Church Rd Southbound					Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	23	19	0	42	13	6	0	0	19	0	0	0	0	0	18	0	85	0	103	164
07:15 AM	0	30	14	0	44	14	10	0	0	24	0	0	0	0	0	37	0	116	0	153	221
07:30 AM	0	26	29	0	55	17	10	0	0	27	0	0	0	0	0	32	0	49	0	81	163
07:45 AM	0	19	21	0	40	13	9	0	0	22	0	0	0	0	0	36	0	64	0	100	162
Total	0	98	83	0	181	57	35	0	0	92	0	0	0	0	0	123	0	314	0	437	710
08:00 AM	0	25	27	0	52	11	6	0	0	17	0	0	0	0	0	22	0	29	0	51	120
08:15 AM	0	29	17	0	46	23	8	0	0	31	0	0	0	0	0	45	0	53	0	98	175
08:30 AM	0	27	14	0	41	22	11	0	0	33	0	0	0	0	0	19	0	40	0	59	133
08:45 AM	0	12	13	0	25	10	8	0	0	18	0	0	0	0	0	17	0	18	0	35	78
Total	0	93	71	0	164	66	33	0	0	99	0	0	0	0	0	103	0	140	0	243	506
*** BREAK ***																					
04:00 PM	0	18	28	0	46	35	24	0	0	59	0	0	0	0	0	21	0	15	0	36	141
04:15 PM	0	24	32	0	56	26	35	0	0	61	0	0	0	0	0	26	0	14	0	40	157
04:30 PM	0	32	31	0	63	43	32	0	0	75	0	0	0	0	0	28	0	14	0	42	180
04:45 PM	0	29	24	0	53	32	33	0	0	65	0	0	0	0	0	30	0	14	0	44	162
Total	0	103	115	0	218	136	124	0	0	260	0	0	0	0	0	105	0	57	0	162	640
05:00 PM	0	22	28	0	50	33	29	0	0	62	0	0	0	0	0	26	0	15	0	41	153
05:15 PM	0	25	29	0	54	33	33	0	0	66	0	0	0	0	0	55	0	23	0	78	198
05:30 PM	0	29	39	0	68	23	28	0	0	51	0	0	0	0	0	66	0	17	0	83	202
05:45 PM	0	32	40	0	72	32	35	0	0	67	0	0	0	0	0	48	0	18	0	66	205
Total	0	108	136	0	244	121	125	0	0	246	0	0	0	0	0	195	0	73	0	268	758
Grand Total	0	402	405	0	807	380	317	0	0	697	0	0	0	0	0	526	0	584	0	1110	2614
Apprch %	0	49.8	50.2	0		54.5	45.5	0	0		0	0	0	0		47.4	0	52.6	0		
Total %	0	15.4	15.5	0	30.9	14.5	12.1	0	0	26.7	0	0	0	0	0	20.1	0	22.3	0	42.5	

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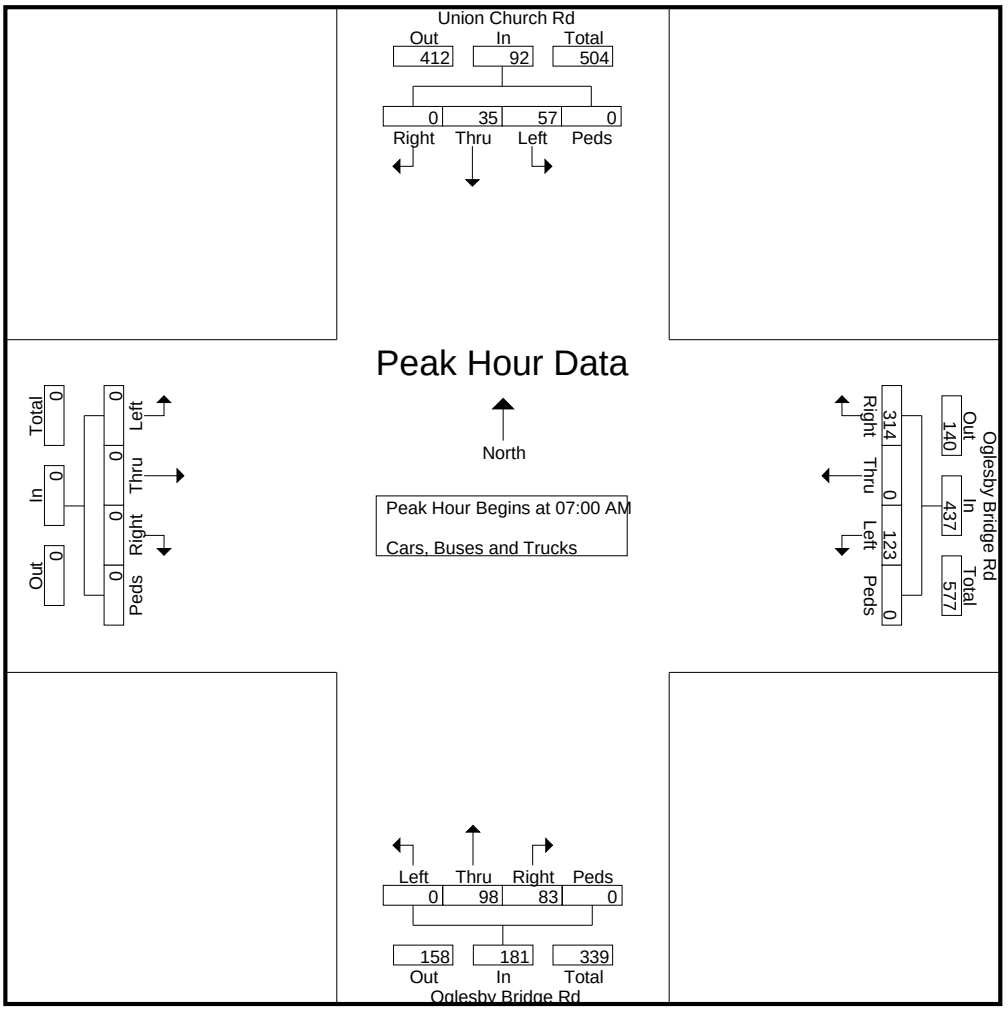
TMC Data
Oglesby Bridge Rd @ Union Church Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880002
Site Code : 48880002
Start Date : 5/7/2024
Page No : 2

	Oglesby Bridge Rd Northbound					Union Church Rd Southbound					Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	23	19	0	42	13	6	0	0	19	0	0	0	0	0	18	0	85	0	103	164
07:15 AM	0	**30**	14	0	44	14	**10**	0	0	24	0	0	0	0	0	**37**	0	**116**	0	**153**	**221**
07:30 AM	0	26	**29**	0	**55**	**17**	10	0	0	**27**	0	0	0	0	0	32	0	49	0	81	163
07:45 AM	0	19	21	0	40	13	9	0	0	22	0	0	0	0	0	36	0	64	0	100	162
Total Volume	0	98	83	0	181	57	35	0	0	92	0	0	0	0	0	123	0	314	0	437	710
% App. Total		54.1	45.9													28.1		71.9			
PHF	.000	.817	.716	.000	.823	.838	.875	.000	.000	.852	.000	.000	.000	.000	.000	.831	.000	.677	.000	.714	.803



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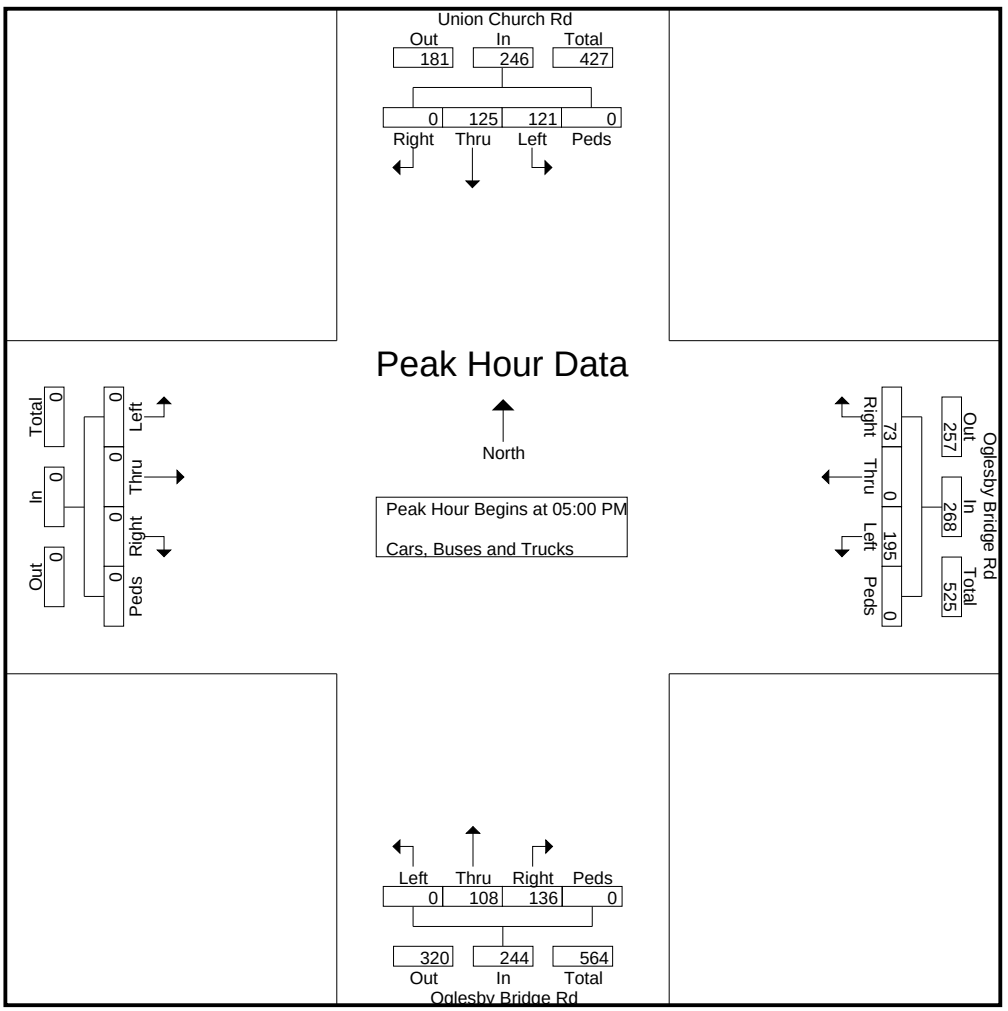
TMC Data
Oglesby Bridge Rd @ Union Church Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880002
Site Code : 48880002
Start Date : 5/7/2024
Page No : 3

	Oglesby Bridge Rd Northbound					Union Church Rd Southbound					Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	22	28	0	50	**33**	29	0	0	62	0	0	0	0	0	26	0	15	0	41	153
05:15 PM	0	25	29	0	54	33	33	0	0	66	0	0	0	0	0	55	0	**23**	0	78	198
05:30 PM	0	29	39	0	68	23	28	0	0	51	0	0	0	0	0	**66**	0	17	0	**83**	202
05:45 PM	0	**32**	**40**	0	**72**	32	**35**	0	0	**67**	0	0	0	0	0	48	0	18	0	66	**205**
Total Volume	0	108	136	0	244	121	125	0	0	246	0	0	0	0	0	195	0	73	0	268	758
% App. Total		44.3	55.7			49.2	50.8									72.8		27.2			
PHF	.000	.844	.850	.000	.847	.917	.893	.000	.000	.918	.000	.000	.000	.000	.000	.739	.000	.793	.000	.807	.924



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TMC Data
SR 138 @ SR 212
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880003
Site Code : 48880003
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	SR 212 Northbound					SR 212 Southbound					SR 138 Eastbound					SR 138 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	18	109	8	0	135	12	35	31	0	78	32	78	6	0	116	7	93	25	0	125	454
07:15 AM	29	122	15	0	166	15	32	27	0	74	38	102	5	0	145	11	114	27	0	152	537
07:30 AM	15	137	32	0	184	13	60	23	0	96	29	116	16	0	161	22	97	19	0	138	579
07:45 AM	6	147	25	0	178	18	58	30	0	106	45	117	4	0	166	19	87	23	0	129	579
Total	68	515	80	0	663	58	185	111	0	354	144	413	31	0	588	59	391	94	0	544	2149
08:00 AM	12	120	18	0	150	22	41	33	0	96	41	82	3	0	126	22	105	23	0	150	522
08:15 AM	14	112	18	0	144	4	33	39	0	76	41	85	4	0	130	10	102	18	0	130	480
08:30 AM	11	121	14	0	146	17	42	16	0	75	51	108	3	0	162	16	75	21	0	112	495
08:45 AM	6	108	10	0	124	12	48	13	0	73	71	100	6	0	177	10	61	37	0	108	482
Total	43	461	60	0	564	55	164	101	0	320	204	375	16	0	595	58	343	99	0	500	1979
*** BREAK ***																					
04:00 PM	13	82	20	0	115	21	122	11	0	154	46	112	16	0	174	16	91	14	0	121	564
04:15 PM	5	88	14	0	107	31	155	18	0	204	46	86	10	0	142	34	84	27	0	145	598
04:30 PM	8	81	13	0	102	20	126	16	0	162	52	110	3	0	165	35	88	22	0	145	574
04:45 PM	10	90	18	0	118	33	157	17	0	207	44	83	8	0	135	35	84	14	0	133	593
Total	36	341	65	0	442	105	560	62	0	727	188	391	37	0	616	120	347	77	0	544	2329
05:00 PM	7	91	12	0	110	31	146	31	0	208	35	102	12	0	149	21	99	28	0	148	615
05:15 PM	12	113	16	0	141	33	165	27	0	225	41	82	6	0	129	30	91	16	0	137	632
05:30 PM	4	73	15	0	92	32	171	27	0	230	45	102	4	0	151	36	102	19	0	157	630
05:45 PM	13	73	14	0	100	24	154	30	0	208	42	85	7	0	134	25	74	21	0	120	562
Total	36	350	57	0	443	120	636	115	0	871	163	371	29	0	563	112	366	84	0	562	2439
Grand Total	183	1667	262	0	2112	338	1545	389	0	2272	699	1550	113	0	2362	349	1447	354	0	2150	8896
Apprch %	8.7	78.9	12.4	0		14.9	68	17.1	0		29.6	65.6	4.8	0		16.2	67.3	16.5	0		
Total %	2.1	18.7	2.9	0	23.7	3.8	17.4	4.4	0	25.5	7.9	17.4	1.3	0	26.6	3.9	16.3	4	0	24.2	

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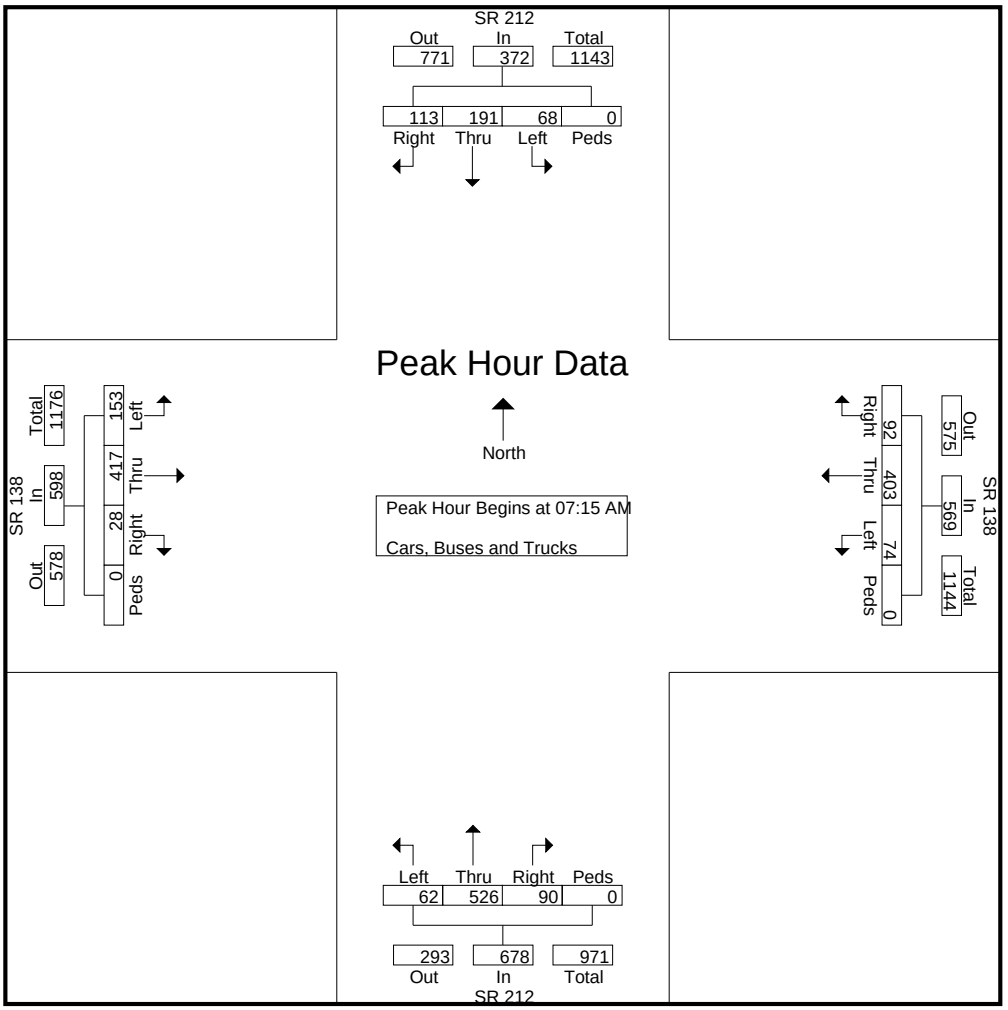
TMC Data
SR 138 @ SR 212
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880003
Site Code : 48880003
Start Date : 5/7/2024
Page No : 2

	SR 212 Northbound					SR 212 Southbound					SR 138 Eastbound					SR 138 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**29**	122	15	0	166	15	32	27	0	74	38	102	5	0	145	11	**114**	**27**	0	**152**	537
07:30 AM	15	137	**32**	0	**184**	13	**60**	23	0	96	29	116	**16**	0	161	**22**	97	19	0	138	**579**
07:45 AM	6	**147**	25	0	178	18	58	30	0	**106**	**45**	**117**	4	0	**166**	19	87	23	0	129	579
08:00 AM	12	120	18	0	150	**22**	41	**33**	0	96	41	82	3	0	126	22	105	23	0	150	522
Total Volume	62	526	90	0	678	68	191	113	0	372	153	417	28	0	598	74	403	92	0	569	2217
% App. Total		77.6	13.3			18.3	51.3	30.4			25.6	69.7					70.8	16.2			
PHF	.534	.895	.703	.000	.921	.773	.796	.856	.000	.877	.850	.891	.438	.000	.901	.841	.884	.852	.000	.936	.957



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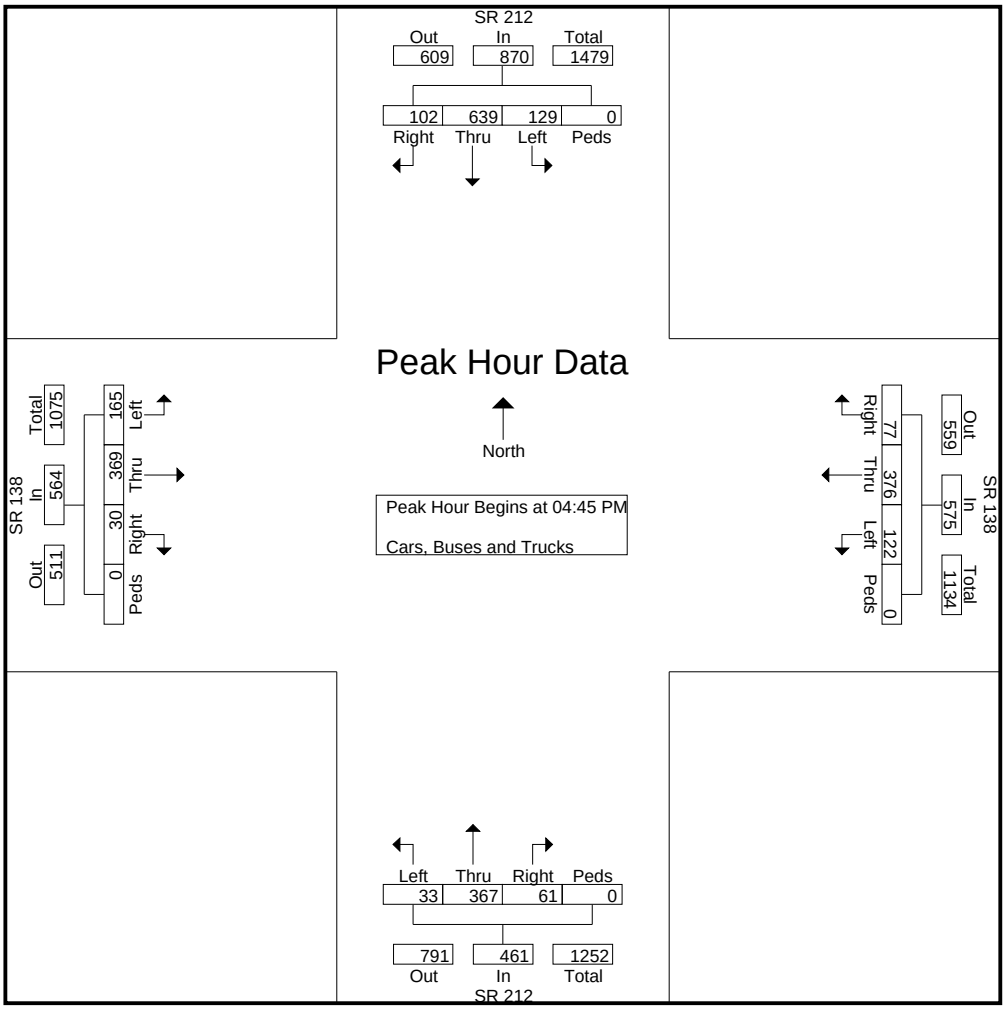
TMC Data
SR 138 @ SR 212
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880003
Site Code : 48880003
Start Date : 5/7/2024
Page No : 3

	SR 212 Northbound					SR 212 Southbound					SR 138 Eastbound					SR 138 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	10	90	**18**	0	118	**33**	157	17	0	207	44	83	8	0	135	35	84	14	0	133	593
05:00 PM	7	91	12	0	110	31	146	**31**	0	208	35	**102**	**12**	0	149	21	99	**28**	0	148	615
05:15 PM	**12**	**113**	16	0	**141**	33	165	27	0	225	41	82	6	0	129	30	91	16	0	137	**632**
05:30 PM	4	73	15	0	92	32	**171**	27	0	**230**	**45**	102	4	0	**151**	**36**	**102**	19	0	**157**	630
Total Volume	33	367	61	0	461	129	639	102	0	870	165	369	30	0	564	122	376	77	0	575	2470
% App. Total		79.6	13.2			14.8	73.4	11.7			29.3	65.4				21.2	65.4	13.4			
PHF	.688	.812	.847	.000	.817	.977	.934	.823	.000	.946	.917	.904	.625	.000	.934	.847	.922	.688	.000	.916	.977



Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159

TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	92	123	1	0	216	0	81	12	0	93	20	0	24	0	44	2	10	1	0	13	366
07:15 AM	87	149	0	0	236	0	88	10	0	98	30	1	33	0	64	0	8	0	0	8	406
07:30 AM	106	164	0	0	270	0	112	12	0	124	36	2	41	0	79	2	16	2	0	20	493
07:45 AM	101	159	0	0	260	0	109	18	0	127	30	0	47	0	77	2	17	3	0	22	486
Total	386	595	1	0	982	0	390	52	0	442	116	3	145	0	264	6	51	6	0	63	1751
08:00 AM	68	124	2	0	194	2	97	18	0	117	25	0	33	0	58	2	10	1	0	13	382
08:15 AM	77	133	0	0	210	1	125	17	0	143	29	0	42	0	71	4	8	3	0	15	439
08:30 AM	52	125	4	0	181	4	101	14	0	119	31	0	24	0	55	3	7	4	0	14	369
08:45 AM	60	135	2	0	197	1	109	9	0	119	16	1	35	0	52	0	9	5	0	14	382
Total	257	517	8	0	782	8	432	58	0	498	101	1	134	0	236	9	34	13	0	56	1572
*** BREAK ***																					
04:00 PM	37	129	0	0	166	3	140	18	0	161	28	3	88	0	119	2	1	2	0	5	451
04:15 PM	47	122	0	0	169	3	147	19	0	169	38	2	81	0	121	0	2	5	0	7	466
04:30 PM	43	137	5	0	185	2	153	29	0	184	39	4	70	0	113	1	5	4	0	10	492
04:45 PM	38	113	0	0	151	1	160	25	0	186	34	4	83	0	121	3	3	4	0	10	468
Total	165	501	5	0	671	9	600	91	0	700	139	13	322	0	474	6	11	15	0	32	1877
05:00 PM	46	127	0	0	173	4	126	20	0	150	30	3	77	0	110	7	8	3	0	18	451
05:15 PM	45	147	4	0	196	2	151	24	0	177	37	5	79	0	121	3	4	4	0	11	505
05:30 PM	58	124	2	0	184	0	133	19	0	152	42	2	87	0	131	4	5	4	0	13	480
05:45 PM	39	135	3	0	177	3	140	28	0	171	39	3	76	0	118	1	9	6	0	16	482
Total	188	533	9	0	730	9	550	91	0	650	148	13	319	0	480	15	26	17	0	58	1918
Grand Total	996	2146	23	0	3165	26	1972	292	0	2290	504	30	920	0	1454	36	122	51	0	209	7118
Apprch %	31.5	67.8	0.7	0		1.1	86.1	12.8	0		34.7	2.1	63.3	0		17.2	58.4	24.4	0		
Total %	14	30.1	0.3	0	44.5	0.4	27.7	4.1	0	32.2	7.1	0.4	12.9	0	20.4	0.5	1.7	0.7	0	2.9	

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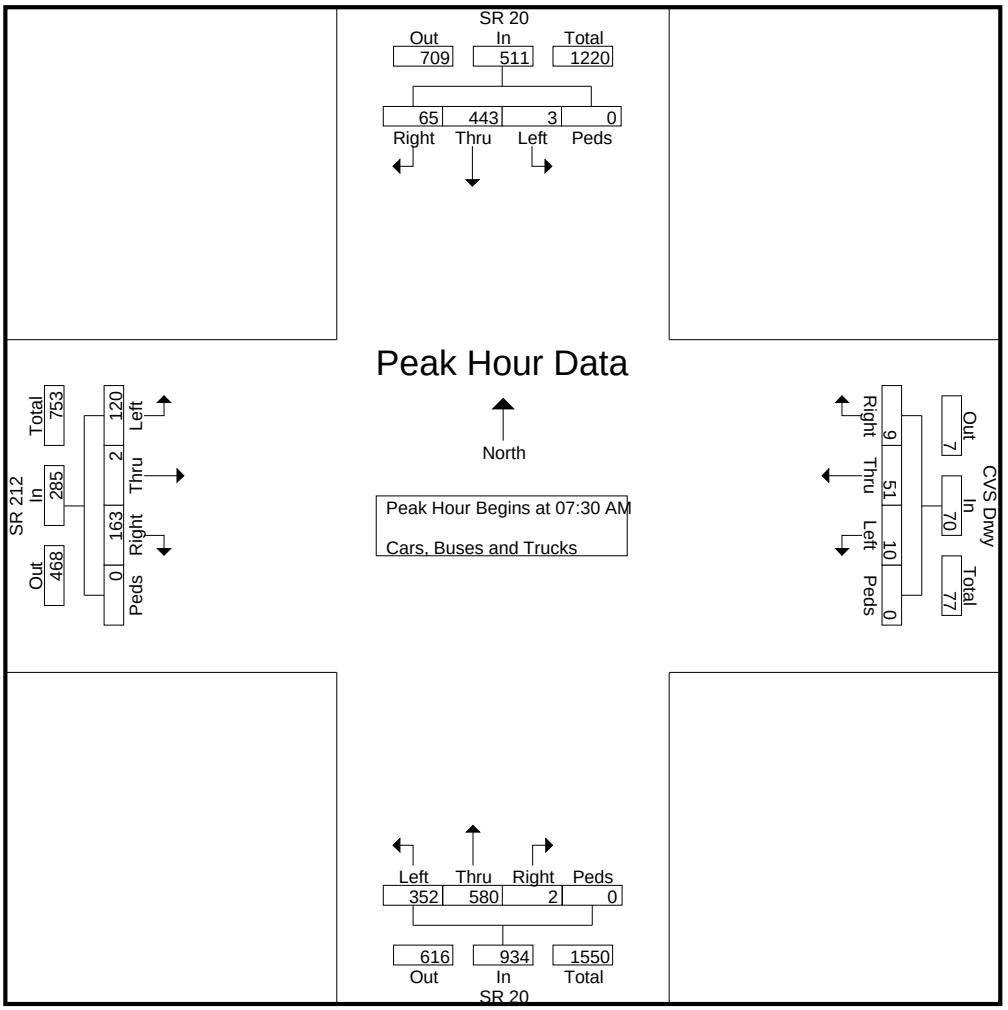
TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 2

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**106**	**164**	0	0	**270**	0	112	12	0	124	**36**	**2**	41	0	**79**	2	16	2	0	20	**493**
07:45 AM	101	159	0	0	260	0	109	**18**	0	127	30	0	**47**	0	77	2	**17**	**3**	0	**22**	486
08:00 AM	68	124	**2**	0	194	**2**	97	18	0	117	25	0	33	0	58	2	10	1	0	13	382
08:15 AM	77	133	0	0	210	1	**125**	17	0	**143**	29	0	42	0	71	**4**	8	3	0	15	439
Total Volume	352	580	2	0	934	3	443	65	0	511	120	2	163	0	285	10	51	9	0	70	1800
% App. Total	37.7	62.1					86.7	12.7			42.1		57.2			14.3	72.9	12.9			
PHF	.830	.884	.250	.000	.865	.375	.886	.903	.000	.893	.833	.250	.867	.000	.902	.625	.750	.750	.000	.795	.913



Reliable Traffic Data Services

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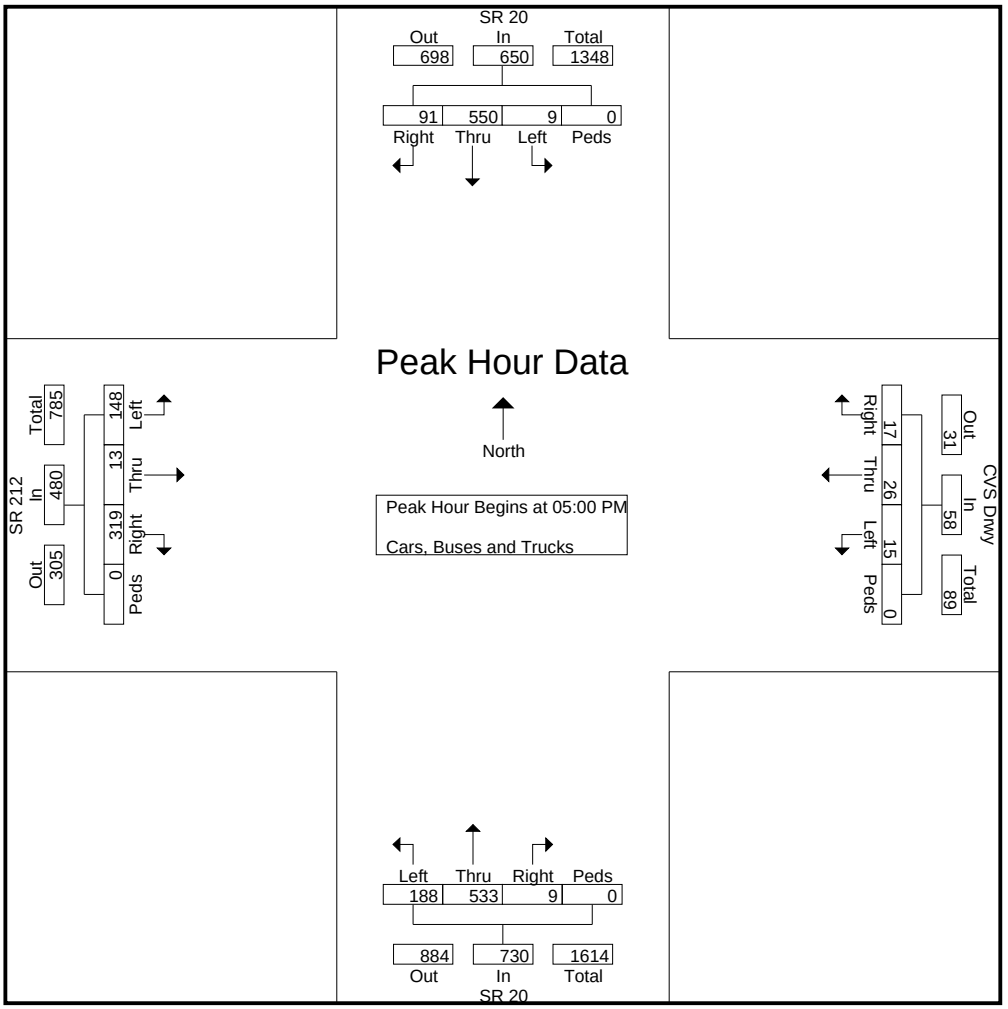
TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 3

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	46	127	0	0	173	**4**	126	20	0	150	30	3	77	0	110	**7**	8	3	0	**18**	451
05:15 PM	45	**147**	**4**	0	**196**	2	**151**	24	0	**177**	37	**5**	79	0	121	3	4	4	0	11	**505**
05:30 PM	**58**	124	2	0	184	0	133	19	0	152	**42**	2	**87**	0	**131**	4	5	4	0	13	480
05:45 PM	39	135	3	0	177	3	140	**28**	0	171	39	3	76	0	118	1	**9**	**6**	0	16	482
Total Volume	188	533	9	0	730	9	550	91	0	650	148	13	319	0	480	15	26	17	0	58	1918
% App. Total	25.8						84.6				30.8		66.5			25.9	44.8	29.3			
PHF	.810	.906	.563	.000	.931	.563	.911	.813	.000	.918	.881	.650	.917	.000	.916	.536	.722	.708	.000	.806	.950



Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159

ADT Data

Site Code: 48880101
Oglesby Bridge Rd west of SR212
Conyers, GA

Start Time	07-May-24 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	27			3	24				
12:15		2	29			6	37				
12:30		0	24			3	18				
12:45		1	39	4	119	4	37	16	116	20	235
01:00		3	31			2	31				
01:15		1	40			1	30				
01:30		2	44			3	30				
01:45		3	35	9	150	4	38	10	129	19	279
02:00		0	34			3	39				
02:15		5	41			2	47				
02:30		1	37			2	49				
02:45		2	52	8	164	2	34	9	169	17	333
03:00		1	53			1	44				
03:15		2	44			3	56				
03:30		4	56			2	53				
03:45		3	67	10	220	4	61	10	214	20	434
04:00		2	61			4	56				
04:15		7	65			3	57				
04:30		7	70			3	63				
04:45		10	69	26	265	8	63	18	239	44	504
05:00		11	53			5	58				
05:15		11	84			11	99				
05:30		9	70			12	90				
05:45		21	84	52	291	14	87	42	334	94	625
06:00		18	78			17	54				
06:15		19	60			32	66				
06:30		26	58			58	48				
06:45		31	50	94	246	71	52	178	220	272	466
07:00		53	45			116	36				
07:15		49	50			121	31				
07:30		63	39			94	30				
07:45		65	35	230	169	89	50	420	147	650	316
08:00		38	29			86	30				
08:15		65	21			72	34				
08:30		52	26			44	24				
08:45		47	26	202	102	35	28	237	116	439	218
09:00		29	25			40	21				
09:15		34	10			33	18				
09:30		38	22			31	20				
09:45		28	13	129	70	30	22	134	81	263	151
10:00		30	12			33	23				
10:15		23	8			24	17				
10:30		21	6			32	12				
10:45		31	9	105	35	30	12	119	64	224	99
11:00		39	8			30	9				
11:15		31	11			20	3				
11:30		35	4			30	8				
11:45		30	4	135	27	38	2	118	22	253	49
Total		1004	1858			1311	1851			2315	3709
Percent		35.1%	64.9%			41.5%	58.5%			38.4%	61.6%
Grand Total		1004	1858			1311	1851			2315	3709
Percent		35.1%	64.9%			41.5%	58.5%			38.4%	61.6%
ADT		ADT 6,024		AADT 6,024							

Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159

ADT Data

Site Code: 48880102
SR212 north of Oglesby Bridge Rd
Conyers, GA

Start Time	07-May-24 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	60			17	61				
12:15		10	58			20	63				
12:30		4	52			6	46				
12:45		11	63	29	233	8	64	51	234	80	467
01:00		4	54			6	61				
01:15		5	66			7	65				
01:30		5	56			6	62				
01:45		3	72	17	248	5	78	24	266	41	514
02:00		5	52			9	70				
02:15		6	63			4	84				
02:30		5	62			2	93				
02:45		3	57	19	234	2	85	17	332	36	566
03:00		4	65			2	91				
03:15		13	42			1	98				
03:30		9	53			3	115				
03:45		11	56	37	216	3	122	9	426	46	642
04:00		18	51			8	127				
04:15		17	67			3	114				
04:30		29	63			3	123				
04:45		35	71	99	252	5	131	19	495	118	747
05:00		62	61			6	137				
05:15		83	71			5	163				
05:30		76	77			5	153				
05:45		102	65	323	274	8	119	24	572	347	846
06:00		122	54			8	127				
06:15		158	69			18	122				
06:30		140	66			20	115				
06:45		127	37	547	226	34	84	80	448	627	674
07:00		106	49			31	93				
07:15		124	36			35	88				
07:30		130	36			50	85				
07:45		124	46	484	167	54	91	170	357	654	524
08:00		111	47			47	84				
08:15		115	29			39	74				
08:30		106	34			42	56				
08:45		97	39	429	149	54	58	182	272	611	421
09:00		64	25			47	47				
09:15		85	25			36	44				
09:30		75	26			41	36				
09:45		80	22	304	98	51	39	175	166	479	264
10:00		78	15			66	43				
10:15		64	25			34	21				
10:30		56	13			46	23				
10:45		50	13	248	66	48	20	194	107	442	173
11:00		49	14			48	17				
11:15		47	7			40	22				
11:30		55	8			51	21				
11:45		52	8	203	37	57	19	196	79	399	116
Total		2739	2200			1141	3754			3880	5954
Percent		55.5%	44.5%			23.3%	76.7%			39.5%	60.5%
Grand Total		2739	2200			1141	3754			3880	5954
Percent		55.5%	44.5%			23.3%	76.7%			39.5%	60.5%
ADT		ADT 9,834		AADT 9,834							

Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

The methodology used for evaluating traffic operations at intersections is presented in the Transportation Research Board's 2022 *Highway Capacity Manual*, 7th Edition (HCM 7). Synchro 12 software, which emulates the HCM 7 methodology, was used for all analyses. The following is an overview of the methodology employed for the analysis of signalized intersections and roundabouts and stop-sign controlled (unsignalized) intersections. Levels of service (LOS) are assigned letters A through F. LOS A indicates operations with very low control delay while LOS F describes operations with high control delay. LOS F is considered to be unacceptable by most drivers, while LOS E is typically considered to be the limit of acceptable delay.

Signalized Intersections and Roundabouts – Level of service for a signalized intersection and a roundabout is defined in terms of control delay per vehicle. For signalized intersections and roundabouts, a composite intersection level of service is determined. The thresholds for each level of service are higher for signalized intersections and roundabouts than for unsignalized intersections. This is attributable to a variety of factors including expectation and acceptance of higher delays at signals/roundabouts, and the fact that drivers can relax when waiting at a signal as opposed to having to remain attentive as they proceed through the unsignalized intersection. The level of service criteria for signalized intersections and roundabouts are shown in Table A.

Table A – Level of Service Criteria for Signalized Intersections and Roundabouts

Control Delay (s/veh)	LOS
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

Source: Highway Capacity Manual 7

Unsignalized Intersections – Level of service for an unsignalized intersection is defined in terms of control delay per vehicle. Control delay is that portion of delay attributable to the control device and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The delays at unsignalized intersections are based on gap acceptance theory, factoring in availability of gaps, usefulness of the gaps, and the priority of right-of-way given to each traffic stream. The level of service criteria for unsignalized intersections are presented in Table B.

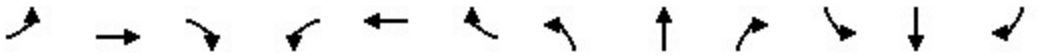
Table B – Level of Service Criteria for Unsignalized Intersections

Control Delay (s/veh)	LOS
0 – 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

Source: Highway Capacity Manual 7

Appendix C

Existing Intersection Operational Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	104	49	20	151	47	217	350	40	16	102	58
Future Volume (veh/h)	83	104	49	20	151	47	217	350	40	16	102	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	97	121	0	25	186	0	231	372	43	19	120	0
Peak Hour Factor	0.86	0.86	0.86	0.81	0.81	0.81	0.94	0.94	0.94	0.85	0.85	0.85
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	298	398		348	398		778	884	749	521	725	
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.00	0.11	0.48	0.48	0.02	0.40	0.00
Sat Flow, veh/h	1169	1826	1547	1240	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	97	121	0	25	186	0	231	372	43	19	120	0
Grp Sat Flow(s),veh/h/ln	1169	1826	1547	1240	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	3.9	2.7	0.0	0.8	4.4	0.0	3.4	6.5	0.7	0.3	2.1	0.0
Cycle Q Clear(g_c), s	8.2	2.7	0.0	3.6	4.4	0.0	3.4	6.5	0.7	0.3	2.1	0.0
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	298	398		348	398		778	884	749	521	725	
V/C Ratio(X)	0.33	0.30		0.07	0.47		0.30	0.42	0.06	0.04	0.17	
Avail Cap(c_a), veh/h	471	669		532	669		905	884	749	657	725	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.3	16.1	0.0	17.6	16.7	0.0	6.1	8.2	6.7	8.4	9.6	0.0
Incr Delay (d2), s/veh	0.6	0.4	0.0	0.1	0.9	0.0	0.2	1.5	0.1	0.0	0.5	0.0
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	0.9	1.0	0.0	0.2	1.6	0.0	0.8	2.0	0.2	0.1	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.9	16.5	0.0	17.7	17.6	0.0	6.3	9.7	6.9	8.4	10.0	0.0
LnGrp LOS	C	B		B	B		A	A	A	A	B	
Approach Vol, veh/h		218			211			646			139	
Approach Delay, s/veh		18.5			17.6			8.3			9.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	28.3		15.2	9.9	24.0		15.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	9.0	19.5		18.0				
Max Q Clear Time (g_c+I1), s	2.3	8.5		10.2	5.4	4.1		6.4				
Green Ext Time (p_c), s	0.0	1.9		0.5	0.2	0.4		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh		11.9
HCM 7th LOS		B

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

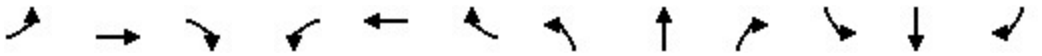
Intersection	
Int Delay, s/veh	16.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	123	314	98	83	57	35
Future Vol, veh/h	123	314	98	83	57	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	82	82	85	85
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	173	442	120	101	67	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	345	170	0	0	221	0
Stage 1	170	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	645	866	-	-	1331	-
Stage 1	853	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	612	866	-	-	1331	-
Mov Cap-2 Maneuver	612	-	-	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	24.98	0	4.86
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	775	1115	-
HCM Lane V/C Ratio	-	-	0.794	0.05	-
HCM Control Delay (s/veh)	-	-	25	7.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	8.2	0.2	-



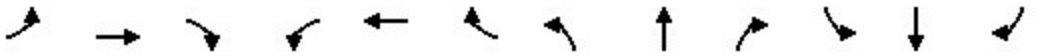
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	417	28	74	403	92	62	526	90	68	191	113
Future Volume (veh/h)	153	417	28	74	403	92	62	526	90	68	191	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	170	463	0	79	429	0	67	572	0	77	217	0
Peak Hour Factor	0.90	0.90	0.90	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	249	526		212	478		535	736		277	741	
Arrive On Green	0.08	0.29	0.00	0.05	0.26	0.00	0.05	0.40	0.00	0.05	0.41	0.00
Sat Flow, veh/h	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	170	463	0	79	429	0	67	572	0	77	217	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	6.1	20.7	0.0	2.8	19.4	0.0	1.9	23.3	0.0	2.2	6.9	0.0
Cycle Q Clear(g_c), s	6.1	20.7	0.0	2.8	19.4	0.0	1.9	23.3	0.0	2.2	6.9	0.0
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	249	526		212	478		535	736		277	741	
V/C Ratio(X)	0.68	0.88		0.37	0.90		0.13	0.78		0.28	0.29	
Avail Cap(c_a), veh/h	249	587		228	555		558	736		293	741	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.5	29.1	0.0	23.5	30.5	0.0	13.8	22.2	0.0	16.9	17.2	0.0
Incr Delay (d2), s/veh	7.5	13.5	0.0	1.1	15.9	0.0	0.1	7.9	0.0	0.5	1.0	0.0
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	2.8	10.3	0.0	1.1	9.9	0.0	0.7	10.5	0.0	0.8	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.9	42.5	0.0	24.5	46.4	0.0	13.9	30.1	0.0	17.5	18.2	0.0
LnGrp LOS	C	D		C	D		B	C		B	B	
Approach Vol, veh/h		633			508			639			294	
Approach Delay, s/veh		39.4			43.0			28.4			18.0	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	39.0	8.7	29.2	8.5	39.2	11.0	26.9
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	5.0	34.5	5.0	27.5	5.1	34.4	6.5	26.0
Max Q Clear Time (g_c+I1), s	4.2	25.3	4.8	22.7	3.9	8.9	8.1	21.4
Green Ext Time (p_c), s	0.0	2.3	0.0	1.1	0.0	1.1	0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	33.9
HCM 7th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



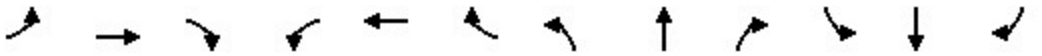
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2	163	10	51	9	352	580	2	3	443	65
Future Volume (veh/h)	120	2	163	10	51	9	352	580	2	3	443	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1826	1870	1826	1870	1870	1870	1826	1826	1870	1870	1826	1826
Adj Flow Rate, veh/h	133	2	0	12	64	11	405	667	2	3	498	0
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.87	0.87	0.87	0.89	0.89	0.89
Percent Heavy Veh, %	5	2	5	2	2	2	5	5	2	2	5	5
Cap, veh/h	299	3		86	175	28	653	1327	1152	514	933	
Arrive On Green	0.12	0.12	0.00	0.12	0.12	0.12	0.14	0.73	0.73	0.51	0.51	0.00
Sat Flow, veh/h	1472	22	1547	135	1447	229	1739	1826	1585	768	1826	1547
Grp Volume(v), veh/h	135	0	0	87	0	0	405	667	2	3	498	0
Grp Sat Flow(s),veh/h/ln	1495	0	1547	1811	0	0	1739	1826	1585	768	1826	1547
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	5.7	9.3	0.0	0.1	10.8	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	2.6	0.0	0.0	5.7	9.3	0.0	0.1	10.8	0.0
Prop In Lane	0.99		1.00	0.14		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	0		288	0	0	653	1327	1152	514	933	
V/C Ratio(X)	0.45	0.00		0.30	0.00	0.00	0.62	0.50	0.00	0.01	0.53	
Avail Cap(c_a), veh/h	545	0		610	0	0	777	1327	1152	514	933	
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.8	0.0	0.0	24.0	0.0	0.0	6.4	3.5	2.2	7.1	9.7	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.6	0.0	0.0	1.1	1.4	0.0	0.0	2.2	0.0
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	1.8	0.0	0.0	1.1	0.0	0.0	1.4	2.2	0.0	0.0	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.9	0.0	0.0	24.6	0.0	0.0	7.5	4.8	2.2	7.1	11.9	0.0
LnGrp LOS	C			C			A	A	A	A	B	
Approach Vol, veh/h		135			87			1074			501	
Approach Delay, s/veh		25.9			24.6			5.9			11.9	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.5		11.7	12.8	34.7		11.7				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		18.0	12.5	26.0		18.0				
Max Q Clear Time (g_c+I1), s		11.3		6.9	7.7	12.8		4.6				
Green Ext Time (p_c), s		5.3		0.5	0.6	2.7		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.9
HCM 7th LOS	A

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	129	104	61	173	38	55	181	20	44	411	106
Future Volume (veh/h)	55	129	104	61	173	38	55	181	20	44	411	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	59	137	0	72	204	0	60	199	22	48	452	0
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	258	364		309	364		517	877	743	702	863	
Arrive On Green	0.20	0.20	0.00	0.20	0.20	0.00	0.06	0.48	0.48	0.05	0.47	0.00
Sat Flow, veh/h	1150	1826	1547	1222	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	59	137	0	72	204	0	60	199	22	48	452	0
Grp Sat Flow(s),veh/h/ln	1150	1826	1547	1222	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	2.4	3.2	0.0	2.7	5.0	0.0	0.8	3.2	0.4	0.7	8.6	0.0
Cycle Q Clear(g_c), s	7.4	3.2	0.0	5.9	5.0	0.0	0.8	3.2	0.4	0.7	8.6	0.0
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	258	364		309	364		517	877	743	702	863	
V/C Ratio(X)	0.23	0.38		0.23	0.56		0.12	0.23	0.03	0.07	0.52	
Avail Cap(c_a), veh/h	445	661		508	661		594	877	743	792	863	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.3	17.2	0.0	19.8	17.9	0.0	6.5	7.5	6.8	5.9	9.2	0.0
Incr Delay (d2), s/veh	0.4	0.6	0.0	0.4	1.4	0.0	0.1	0.6	0.1	0.0	2.3	0.0
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	0.6	1.2	0.0	0.7	1.9	0.0	0.2	1.0	0.1	0.2	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.7	17.9	0.0	20.2	19.3	0.0	6.6	8.1	6.9	6.0	11.5	0.0
LnGrp LOS	C	B		C	B		A	A	A	A	B	
Approach Vol, veh/h		196			276			281			500	
Approach Delay, s/veh		19.0			19.5			7.7			10.9	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	28.4		14.4	7.3	28.0		14.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	2.7	5.2		9.4	2.8	10.6		7.9				
Green Ext Time (p_c), s	0.0	0.9		0.5	0.0	2.0		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

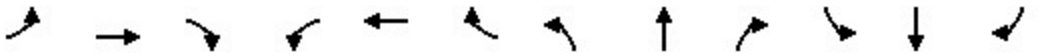
Intersection	
Int Delay, s/veh	12.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	195	73	108	136	121	125
Future Vol, veh/h	195	73	108	136	121	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	85	85	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	241	90	127	160	132	136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	606	207	0	0	287	0
Stage 1	207	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	455	826	-	-	1258	-
Stage 1	820	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	404	826	-	-	1258	-
Mov Cap-2 Maneuver	404	-	-	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	29.02	0	4.03
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	469	885	-
HCM Lane V/C Ratio	-	-	0.705	0.105	-
HCM Control Delay (s/veh)	-	-	29	8.2	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	5.5	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	369	30	122	376	77	33	367	61	129	639	102
Future Volume (veh/h)	165	369	30	122	376	77	33	367	61	129	639	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	177	397	0	133	409	0	40	448	0	136	673	0
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.82	0.82	0.82	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	231	465		234	445		234	769		400	816	
Arrive On Green	0.07	0.25	0.00	0.06	0.24	0.00	0.04	0.42	0.00	0.06	0.45	0.00
Sat Flow, veh/h	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	177	397	0	133	409	0	40	448	0	136	673	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	6.5	18.5	0.0	5.1	19.5	0.0	1.1	16.8	0.0	3.9	28.8	0.0
Cycle Q Clear(g_c), s	6.5	18.5	0.0	5.1	19.5	0.0	1.1	16.8	0.0	3.9	28.8	0.0
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	231	465		234	445		234	769		400	816	
V/C Ratio(X)	0.77	0.85		0.57	0.92		0.17	0.58		0.34	0.83	
Avail Cap(c_a), veh/h	231	481		234	460		271	769		400	816	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.6	31.7	0.0	25.3	32.9	0.0	17.7	19.8	0.0	14.8	21.6	0.0
Incr Delay (d2), s/veh	14.1	13.6	0.0	3.2	23.3	0.0	0.3	3.2	0.0	0.5	9.3	0.0
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	3.5	9.3	0.0	2.2	10.9	0.0	0.4	7.1	0.0	1.4	12.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.7	45.3	0.0	28.5	56.2	0.0	18.0	23.0	0.0	15.3	30.9	0.0
LnGrp LOS	D	D		C	E		B	C		B	C	
Approach Vol, veh/h		574			542			488			809	
Approach Delay, s/veh		43.9			49.4			22.6			28.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	42.1	10.0	27.2	7.6	44.4	11.0	26.2
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	5.4	37.6	5.5	23.5	5.0	38.0	6.5	22.5
Max Q Clear Time (g_c+I1), s	5.9	18.8	7.1	20.5	3.1	30.8	8.5	21.5
Green Ext Time (p_c), s	0.0	2.4	0.0	0.6	0.0	2.4	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	35.6
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	13	319	15	26	17	188	533	9	9	550	91
Future Volume (veh/h)	148	13	319	15	26	17	188	533	9	9	550	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1870	1826	1870	1870	1870	1826	1826	1870	1870	1826	1826
Adj Flow Rate, veh/h	161	14	0	19	32	21	202	573	10	10	598	0
Peak Hour Factor	0.92	0.92	0.92	0.81	0.81	0.81	0.93	0.93	0.93	0.92	0.92	0.92
Percent Heavy Veh, %	5	2	5	2	2	2	5	5	2	2	5	5
Cap, veh/h	318	18		113	149	77	520	1283	1113	575	1004	
Arrive On Green	0.15	0.15	0.00	0.15	0.15	0.15	0.08	0.70	0.70	0.55	0.55	0.00
Sat Flow, veh/h	1360	118	1547	259	988	514	1739	1826	1585	832	1826	1547
Grp Volume(v), veh/h	175	0	0	72	0	0	202	573	10	10	598	0
Grp Sat Flow(s),veh/h/ln	1479	0	1547	1761	0	0	1739	1826	1585	832	1826	1547
Q Serve(g_s), s	4.6	0.0	0.0	0.0	0.0	0.0	2.7	8.3	0.1	0.3	13.4	0.0
Cycle Q Clear(g_c), s	6.8	0.0	0.0	2.2	0.0	0.0	2.7	8.3	0.1	0.3	13.4	0.0
Prop In Lane	0.92		1.00	0.26		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	336	0		340	0	0	520	1283	1113	575	1004	
V/C Ratio(X)	0.52	0.00		0.21	0.00	0.00	0.39	0.45	0.01	0.02	0.60	
Avail Cap(c_a), veh/h	534	0		575	0	0	595	1283	1113	575	1004	
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.8	0.0	0.0	23.0	0.0	0.0	6.6	4.0	2.7	6.3	9.2	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.0	0.0	0.5	1.1	0.0	0.1	2.6	0.0
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	2.3	0.0	0.0	0.9	0.0	0.0	0.7	2.2	0.0	0.1	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.0	0.0	0.0	23.3	0.0	0.0	7.0	5.1	2.7	6.3	11.8	0.0
LnGrp LOS	C			C			A	A	A	A	B	
Approach Vol, veh/h		175			72			785			608	
Approach Delay, s/veh		26.0			23.3			5.6			11.7	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.5		13.7	9.3	38.2		13.7				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		18.0	7.5	31.0		18.0				
Max Q Clear Time (g_c+I1), s		10.3		8.8	4.7	15.4		4.2				
Green Ext Time (p_c), s		4.3		0.6	0.1	3.7		0.2				

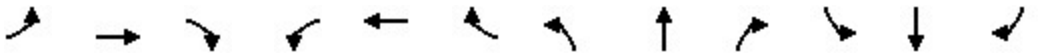
Intersection Summary	
HCM 7th Control Delay, s/veh	10.8
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Appendix D

No-Build Intersection Operational Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	115	54	22	167	52	240	386	44	18	113	64
Future Volume (veh/h)	92	115	54	22	167	52	240	386	44	18	113	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	107	134	0	27	206	0	255	411	47	21	133	0
Peak Hour Factor	0.86	0.86	0.86	0.81	0.81	0.81	0.94	0.94	0.94	0.85	0.85	0.85
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	301	430		357	430		755	863	731	477	689	
Arrive On Green	0.24	0.24	0.00	0.24	0.24	0.00	0.12	0.47	0.47	0.03	0.38	0.00
Sat Flow, veh/h	1148	1826	1547	1226	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	107	134	0	27	206	0	255	411	47	21	133	0
Grp Sat Flow(s),veh/h/ln	1148	1826	1547	1226	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	4.5	3.1	0.0	0.9	4.9	0.0	4.0	7.8	0.8	0.4	2.5	0.0
Cycle Q Clear(g_c), s	9.4	3.1	0.0	4.0	4.9	0.0	4.0	7.8	0.8	0.4	2.5	0.0
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	301	430		357	430		755	863	731	477	689	
V/C Ratio(X)	0.36	0.31		0.08	0.48		0.34	0.48	0.06	0.04	0.19	
Avail Cap(c_a), veh/h	439	650		504	650		869	863	731	605	689	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.7	16.0	0.0	17.6	16.7	0.0	6.6	9.1	7.3	9.2	10.6	0.0
Incr Delay (d2), s/veh	0.7	0.4	0.0	0.1	0.8	0.0	0.3	1.9	0.2	0.0	0.6	0.0
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	1.1	1.1	0.0	0.2	1.8	0.0	0.9	2.5	0.2	0.1	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.4	16.4	0.0	17.7	17.5	0.0	6.9	11.0	7.4	9.3	11.2	0.0
LnGrp LOS	C	B		B	B		A	B	A	A	B	
Approach Vol, veh/h		241			233			713			154	
Approach Delay, s/veh		18.6			17.5			9.3			10.9	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	28.4		16.4	10.6	23.6		16.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	9.4	19.1		18.0				
Max Q Clear Time (g_c+I1), s	2.4	9.8		11.4	6.0	4.5		6.9				
Green Ext Time (p_c), s	0.0	2.0		0.5	0.2	0.5		0.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.6
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	25.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	136	347	108	92	63	39
Future Vol, veh/h	136	347	108	92	63	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	82	82	85	85
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	192	489	132	112	74	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	382	188	0	0	244	0
Stage 1	188	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	615	847	-	-	1305	-
Stage 1	837	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	579	847	-	-	1305	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	38.06	0	4.89
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	749	1112	-
HCM Lane V/C Ratio	-	-	0.908	0.057	-
HCM Control Delay (s/veh)	-	-	38.1	7.9	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	12.2	0.2	-

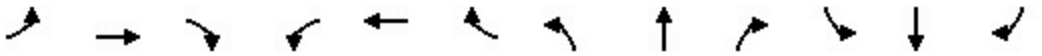
Intersection	
Int Delay, s/veh	10.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	136	347	108	92	63	39
Future Vol, veh/h	136	347	108	92	63	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	82	82	85	85
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	192	489	132	112	74	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	382	188	0	0	244	0
Stage 1	188	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	615	847	-	-	1305	-
Stage 1	837	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	579	847	-	-	1305	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.72	0	4.89
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	579	847	1112	-
HCM Lane V/C Ratio	-	-	0.331	0.577	0.057	-
HCM Control Delay (s/veh)	-	-	14.3	14.9	7.9	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	1.4	3.8	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	460	31	82	445	102	68	581	99	75	211	125
Future Volume (veh/h)	169	460	31	82	445	102	68	581	99	75	211	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	188	511	0	87	473	0	74	632	0	85	240	0
Peak Hour Factor	0.90	0.90	0.90	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	242	560		202	509		497	711		219	715	
Arrive On Green	0.08	0.31	0.00	0.05	0.28	0.00	0.05	0.39	0.00	0.05	0.39	0.00
Sat Flow, veh/h	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	188	511	0	87	473	0	74	632	0	85	240	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	6.9	23.9	0.0	3.1	22.3	0.0	2.2	28.6	0.0	2.6	8.2	0.0
Cycle Q Clear(g_c), s	6.9	23.9	0.0	3.1	22.3	0.0	2.2	28.6	0.0	2.6	8.2	0.0
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	242	560		202	509		497	711		219	715	
V/C Ratio(X)	0.78	0.91		0.43	0.93		0.15	0.89		0.39	0.34	
Avail Cap(c_a), veh/h	242	567		212	526		515	711		231	715	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.8	29.6	0.0	23.8	31.1	0.0	15.0	25.2	0.0	19.8	18.9	0.0
Incr Delay (d2), s/veh	14.5	19.1	0.0	1.4	22.9	0.0	0.1	15.4	0.0	1.1	1.3	0.0
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	3.6	12.6	0.0	1.3	12.3	0.0	0.8	14.1	0.0	1.0	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.3	48.7	0.0	25.3	54.0	0.0	15.2	40.6	0.0	21.0	20.1	0.0
LnGrp LOS	D	D		C	D		B	D		C	C	
Approach Vol, veh/h		699			560			706			325	
Approach Delay, s/veh		45.9			49.5			38.0			20.3	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	39.0	9.0	31.6	8.7	39.2	11.5	29.2
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	5.0	34.5	5.0	27.5	5.1	34.4	7.0	25.5
Max Q Clear Time (g_c+I1), s	4.6	30.6	5.1	25.9	4.2	10.2	8.9	24.3
Green Ext Time (p_c), s	0.0	1.4	0.0	0.5	0.0	1.2	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	40.7
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

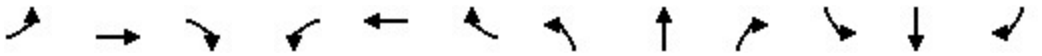
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	2	180	11	56	10	389	640	2	3	489	72
Future Volume (veh/h)	132	2	180	11	56	10	389	640	2	3	489	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1826	1870	1826	1870	1870	1870	1826	1826	1870	1870	1826	1826
Adj Flow Rate, veh/h	147	2	0	14	70	12	447	736	2	3	549	0
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.87	0.87	0.87	0.89	0.89	0.89
Percent Heavy Veh, %	5	2	5	2	2	2	5	5	2	2	5	5
Cap, veh/h	312	3		88	189	30	617	1312	1139	469	885	
Arrive On Green	0.13	0.13	0.00	0.13	0.13	0.13	0.16	0.72	0.72	0.48	0.48	0.00
Sat Flow, veh/h	1471	20	1547	143	1442	226	1739	1826	1585	720	1826	1547
Grp Volume(v), veh/h	149	0	0	96	0	0	447	736	2	3	549	0
Grp Sat Flow(s),veh/h/ln	1491	0	1547	1812	0	0	1739	1826	1585	720	1826	1547
Q Serve(g_s), s	2.6	0.0	0.0	0.0	0.0	0.0	6.7	11.4	0.0	0.1	13.3	0.0
Cycle Q Clear(g_c), s	5.5	0.0	0.0	2.9	0.0	0.0	6.7	11.4	0.0	0.1	13.3	0.0
Prop In Lane	0.99		1.00	0.15		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	0		306	0	0	617	1312	1139	469	885	
V/C Ratio(X)	0.47	0.00		0.31	0.00	0.00	0.72	0.56	0.00	0.01	0.62	
Avail Cap(c_a), veh/h	539	0		603	0	0	762	1312	1139	469	885	
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.8	0.0	0.0	23.8	0.0	0.0	8.4	4.0	2.4	8.0	11.4	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.6	0.0	0.0	2.6	1.7	0.0	0.0	3.3	0.0
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	2.0	0.0	0.0	1.2	0.0	0.0	1.9	2.8	0.0	0.0	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.9	0.0	0.0	24.4	0.0	0.0	11.0	5.7	2.4	8.0	14.6	0.0
LnGrp LOS	C			C			B	A	A	A	B	
Approach Vol, veh/h		149			96			1185			552	
Approach Delay, s/veh		25.9			24.4			7.7			14.6	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.5		12.3	14.0	33.5		12.3				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		18.0	14.5	24.0		18.0				
Max Q Clear Time (g_c+I1), s		13.4		7.5	8.7	15.3		4.9				
Green Ext Time (p_c), s		6.0		0.5	0.8	2.4		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh	11.8	
HCM 7th LOS	B	

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	142	115	67	191	42	61	200	22	49	454	117
Future Volume (veh/h)	61	142	115	67	191	42	61	200	22	49	454	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	65	151	0	79	225	0	67	220	24	54	499	0
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	259	392		315	392		472	855	725	671	841	
Arrive On Green	0.21	0.21	0.00	0.21	0.21	0.00	0.06	0.47	0.47	0.05	0.46	0.00
Sat Flow, veh/h	1128	1826	1547	1207	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	65	151	0	79	225	0	67	220	24	54	499	0
Grp Sat Flow(s),veh/h/ln	1128	1826	1547	1207	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	2.8	3.6	0.0	3.1	5.6	0.0	1.0	3.7	0.4	0.8	10.3	0.0
Cycle Q Clear(g_c), s	8.4	3.6	0.0	6.7	5.6	0.0	1.0	3.7	0.4	0.8	10.3	0.0
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	259	392		315	392		472	855	725	671	841	
V/C Ratio(X)	0.25	0.39		0.25	0.57		0.14	0.26	0.03	0.08	0.59	
Avail Cap(c_a), veh/h	415	644		482	644		538	855	725	750	841	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.7	17.2	0.0	20.0	17.9	0.0	7.2	8.2	7.3	6.4	10.2	0.0
Incr Delay (d2), s/veh	0.5	0.6	0.0	0.4	1.3	0.0	0.1	0.7	0.1	0.1	3.1	0.0
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	0.7	1.3	0.0	0.8	2.1	0.0	0.2	1.2	0.1	0.2	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.2	17.8	0.0	20.4	19.3	0.0	7.4	8.9	7.4	6.4	13.3	0.0
LnGrp LOS	C	B		C	B		A	A	A	A	B	
Approach Vol, veh/h		216			304			311			553	
Approach Delay, s/veh		19.1			19.6			8.5			12.6	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	28.4		15.4	7.6	28.0		15.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	2.8	5.7		10.4	3.0	12.3		8.7				
Green Ext Time (p_c), s	0.0	1.0		0.5	0.0	2.2		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh		14.2
HCM 7th LOS		B

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	18.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	215	81	119	150	134	138
Future Vol, veh/h	215	81	119	150	134	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	85	85	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	265	100	140	176	146	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	670	228	0	0	316	0
Stage 1	228	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	418	804	-	-	1227	-
Stage 1	803	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	364	804	-	-	1227	-
Mov Cap-2 Maneuver	364	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	46.26	0	4.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	428	887	-
HCM Lane V/C Ratio	-	-	0.854	0.119	-
HCM Control Delay (s/veh)	-	-	46.3	8.3	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	8.4	0.4	-

Intersection	
Int Delay, s/veh	12.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	215	81	119	150	134	138
Future Vol, veh/h	215	81	119	150	134	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	85	85	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	265	100	140	176	146	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	670	228	0	0	316	0
Stage 1	228	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	418	804	-	-	1227	-
Stage 1	803	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	364	804	-	-	1227	-
Mov Cap-2 Maneuver	364	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	29.96	0	4.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	364	804	887	-
HCM Lane V/C Ratio	-	-	0.73	0.124	0.119	-
HCM Control Delay (s/veh)	-	-	37.4	10.1	8.3	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	5.6	0.4	0.4	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	407	33	135	415	85	36	405	67	142	705	113
Future Volume (veh/h)	182	407	33	135	415	85	36	405	67	142	705	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	196	438	0	147	451	0	44	494	0	149	742	0
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.82	0.82	0.82	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	246	491		253	483		155	721		329	757	
Arrive On Green	0.08	0.27	0.00	0.08	0.26	0.00	0.04	0.40	0.00	0.06	0.41	0.00
Sat Flow, veh/h	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	196	438	0	147	451	0	44	494	0	149	742	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	7.4	20.7	0.0	5.4	21.7	0.0	1.3	20.2	0.0	4.6	36.0	0.0
Cycle Q Clear(g_c), s	7.4	20.7	0.0	5.4	21.7	0.0	1.3	20.2	0.0	4.6	36.0	0.0
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	246	491		253	483		155	721		329	757	
V/C Ratio(X)	0.80	0.89		0.58	0.93		0.28	0.68		0.45	0.98	
Avail Cap(c_a), veh/h	246	494		253	486		187	721		329	757	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.6	31.6	0.0	23.9	32.3	0.0	21.7	22.5	0.0	17.5	25.9	0.0
Incr Delay (d2), s/veh	16.4	18.2	0.0	3.3	25.4	0.0	1.0	5.2	0.0	1.0	28.1	0.0
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	3.9	10.9	0.0	2.3	12.3	0.0	0.5	8.9	0.0	1.7	19.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.0	49.8	0.0	27.2	57.7	0.0	22.7	27.8	0.0	18.5	54.0	0.0
LnGrp LOS	D	D		C	E		C	C		B	D	
Approach Vol, veh/h		634			598			538			891	
Approach Delay, s/veh		47.1			50.2			27.3			48.1	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	40.0	11.6	28.6	7.8	41.8	12.0	28.2
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	5.1	35.5	7.1	24.3	5.0	35.6	7.5	23.9
Max Q Clear Time (g_c+I1), s	6.6	22.2	7.4	22.7	3.3	38.0	9.4	23.7
Green Ext Time (p_c), s	0.0	2.3	0.0	0.4	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	44.1
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	14	352	17	29	19	208	588	10	10	607	100
Future Volume (veh/h)	163	14	352	17	29	19	208	588	10	10	607	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1870	1826	1870	1870	1870	1826	1826	1870	1870	1826	1826
Adj Flow Rate, veh/h	177	15	0	21	36	23	224	632	11	11	660	0
Peak Hour Factor	0.92	0.92	0.92	0.81	0.81	0.81	0.93	0.93	0.93	0.92	0.92	0.92
Percent Heavy Veh, %	5	2	5	2	2	2	5	5	2	2	5	5
Cap, veh/h	332	19		115	162	82	469	1264	1098	533	978	
Arrive On Green	0.16	0.16	0.00	0.16	0.16	0.16	0.08	0.69	0.69	0.54	0.54	0.00
Sat Flow, veh/h	1359	115	1547	259	998	508	1739	1826	1585	787	1826	1547
Grp Volume(v), veh/h	192	0	0	80	0	0	224	632	11	11	660	0
Grp Sat Flow(s),veh/h/ln	1475	0	1547	1765	0	0	1739	1826	1585	787	1826	1547
Q Serve(g_s), s	5.1	0.0	0.0	0.0	0.0	0.0	3.2	10.1	0.1	0.4	16.3	0.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0	2.4	0.0	0.0	3.2	10.1	0.1	0.8	16.3	0.0
Prop In Lane	0.92		1.00	0.26		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	351	0		360	0	0	469	1264	1098	533	978	
V/C Ratio(X)	0.55	0.00		0.22	0.00	0.00	0.48	0.50	0.01	0.02	0.67	
Avail Cap(c_a), veh/h	526	0		569	0	0	532	1264	1098	533	978	
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.7	0.0	0.0	22.8	0.0	0.0	8.1	4.5	3.0	7.0	10.5	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.0	0.0	0.8	1.4	0.0	0.1	3.7	0.0
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	2.6	0.0	0.0	1.0	0.0	0.0	0.9	2.8	0.0	0.1	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.1	0.0	0.0	23.1	0.0	0.0	8.9	5.9	3.0	7.0	14.2	0.0
LnGrp LOS	C			C			A	A	A	A	B	
Approach Vol, veh/h		192			80			867			671	
Approach Delay, s/veh		26.1			23.1			6.6			14.1	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.5		14.6	9.7	37.8		14.6				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		18.0	7.5	31.0		18.0				
Max Q Clear Time (g_c+I1), s		12.1		9.6	5.2	18.3		4.4				
Green Ext Time (p_c), s		4.9		0.6	0.1	3.8		0.3				

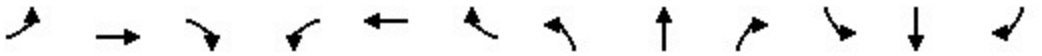
Intersection Summary												
HCM 7th Control Delay, s/veh			12.2									
HCM 7th LOS			B									

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Appendix E

Future Intersection Operational Analysis



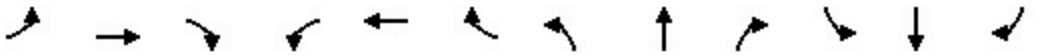
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	141	72	22	189	56	255	401	44	34	127	64
Future Volume (veh/h)	92	141	72	22	189	56	255	401	44	34	127	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	107	164	0	27	233	0	271	427	47	40	149	0
Peak Hour Factor	0.86	0.86	0.86	0.81	0.81	0.81	0.94	0.94	0.94	0.85	0.85	0.85
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	294	455		347	455		732	822	696	464	666	
Arrive On Green	0.25	0.25	0.00	0.25	0.25	0.00	0.13	0.45	0.45	0.04	0.36	0.00
Sat Flow, veh/h	1120	1826	1547	1193	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	107	164	0	27	233	0	271	427	47	40	149	0
Grp Sat Flow(s),veh/h/ln	1120	1826	1547	1193	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	4.7	3.9	0.0	1.0	5.7	0.0	4.5	8.8	0.9	0.7	2.9	0.0
Cycle Q Clear(g_c), s	10.5	3.9	0.0	4.9	5.7	0.0	4.5	8.8	0.9	0.7	2.9	0.0
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	294	455		347	455		732	822	696	464	666	
V/C Ratio(X)	0.36	0.36		0.08	0.51		0.37	0.52	0.07	0.09	0.22	
Avail Cap(c_a), veh/h	401	629		461	629		840	822	696	558	666	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.4	16.2	0.0	18.2	16.9	0.0	7.1	10.3	8.1	9.6	11.5	0.0
Incr Delay (d2), s/veh	0.8	0.5	0.0	0.1	0.9	0.0	0.3	2.3	0.2	0.1	0.8	0.0
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	1.1	1.4	0.0	0.2	2.1	0.0	1.1	3.0	0.3	0.2	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.1	16.6	0.0	18.3	17.8	0.0	7.5	12.7	8.3	9.7	12.3	0.0
LnGrp LOS	C	B		B	B		A	B	A	A	B	
Approach Vol, veh/h		271			260			745			189	
Approach Delay, s/veh		18.8			17.8			10.5			11.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	28.0		17.5	11.2	23.5		17.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	9.9	18.6		18.0				
Max Q Clear Time (g_c+I1), s	2.7	10.8		12.5	6.5	4.9		7.7				
Green Ext Time (p_c), s	0.0	2.0		0.6	0.3	0.5		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



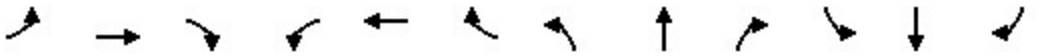
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	460	43	97	445	102	80	594	120	75	220	125
Future Volume (veh/h)	169	460	43	97	445	102	80	594	120	75	220	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	188	511	0	103	473	0	87	646	0	85	250	0
Peak Hour Factor	0.90	0.90	0.90	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	236	543		199	502		497	723		216	722	
Arrive On Green	0.08	0.30	0.00	0.06	0.28	0.00	0.05	0.40	0.00	0.05	0.40	0.00
Sat Flow, veh/h	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	188	511	0	103	473	0	87	646	0	85	250	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	7.0	24.4	0.0	3.8	22.7	0.0	2.6	29.6	0.0	2.6	8.6	0.0
Cycle Q Clear(g_c), s	7.0	24.4	0.0	3.8	22.7	0.0	2.6	29.6	0.0	2.6	8.6	0.0
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	236	543		199	502		497	723		216	722	
V/C Ratio(X)	0.80	0.94		0.52	0.94		0.17	0.89		0.39	0.35	
Avail Cap(c_a), veh/h	236	543		199	502		514	723		228	722	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.2	30.6	0.0	24.4	31.7	0.0	14.9	25.2	0.0	20.0	18.9	0.0
Incr Delay (d2), s/veh	17.0	24.7	0.0	2.3	26.2	0.0	0.2	15.7	0.0	1.2	1.3	0.0
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	3.7	13.6	0.0	1.6	12.9	0.0	1.0	14.6	0.0	1.0	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.3	55.3	0.0	26.7	57.9	0.0	15.1	41.0	0.0	21.1	20.2	0.0
LnGrp LOS	D	E		C	E		B	D		C	C	
Approach Vol, veh/h		699			576			733			335	
Approach Delay, s/veh		51.5			52.3			37.9			20.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	39.9	9.5	31.1	8.9	39.9	11.5	29.1
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	5.0	35.4	5.0	26.6	5.3	35.1	7.0	24.6
Max Q Clear Time (g_c+I1), s	4.6	31.6	5.8	26.4	4.6	10.6	9.0	24.7
Green Ext Time (p_c), s	0.0	1.4	0.0	0.1	0.0	1.3	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	43.0
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	4	190	11	56	10	402	640	2	3	489	74
Future Volume (veh/h)	137	4	190	11	56	10	402	640	2	3	489	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1870	1826	1870	1870	1870	1826	1826	1870	1870	1826	1826
Adj Flow Rate, veh/h	152	4	0	14	70	12	462	736	2	3	549	0
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.87	0.87	0.87	0.89	0.89	0.89
Percent Heavy Veh, %	5	2	5	2	2	2	5	5	2	2	5	5
Cap, veh/h	316	5		88	197	31	615	1304	1132	460	864	
Arrive On Green	0.14	0.14	0.00	0.14	0.14	0.14	0.17	0.71	0.71	0.47	0.47	0.00
Sat Flow, veh/h	1449	38	1547	140	1445	227	1739	1826	1585	720	1826	1547
Grp Volume(v), veh/h	156	0	0	96	0	0	462	736	2	3	549	0
Grp Sat Flow(s),veh/h/ln	1487	0	1547	1812	0	0	1739	1826	1585	720	1826	1547
Q Serve(g_s), s	2.9	0.0	0.0	0.0	0.0	0.0	7.1	11.6	0.0	0.1	13.6	0.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	2.9	0.0	0.0	7.1	11.6	0.0	0.1	13.6	0.0
Prop In Lane	0.97		1.00	0.15		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	0		316	0	0	615	1304	1132	460	864	
V/C Ratio(X)	0.49	0.00		0.30	0.00	0.00	0.75	0.56	0.00	0.01	0.64	
Avail Cap(c_a), veh/h	536	0		600	0	0	774	1304	1132	460	864	
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.8	0.0	0.0	23.7	0.0	0.0	8.8	4.1	2.5	8.4	11.9	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.5	0.0	0.0	3.2	1.8	0.0	0.0	3.6	0.0
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	2.1	0.0	0.0	1.2	0.0	0.0	2.1	3.0	0.0	0.0	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.9	0.0	0.0	24.2	0.0	0.0	11.9	5.9	2.5	8.4	15.5	0.0
LnGrp LOS	C			C			B	A	A	A	B	
Approach Vol, veh/h		156			96			1200			552	
Approach Delay, s/veh		25.9			24.2			8.2			15.5	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.5		12.7	14.5	33.0		12.7				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		18.0	15.5	23.0		18.0				
Max Q Clear Time (g_c+I1), s		13.6		7.8	9.1	15.6		4.9				
Green Ext Time (p_c), s		6.0		0.5	0.9	2.1		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.4
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	46.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	159	375	108	111	76	39
Future Vol, veh/h	159	375	108	111	76	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	82	82	85	85
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	224	528	132	135	89	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	424	199	0	0	267	0
Stage 1	199	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	581	834	-	-	1280	-
Stage 1	827	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	539	834	-	-	1280	-
Mov Cap-2 Maneuver	539	-	-	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	70.79	0	5.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	717	1190	-
HCM Lane V/C Ratio	-	-	1.048	0.07	-
HCM Control Delay (s/veh)	-	-	70.8	8	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	19.1	0.2	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	18	6	554	234	11
Future Vol, veh/h	31	18	6	554	234	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	94	94	85	85
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	41	24	6	589	275	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	877	275	288	0	-	0
Stage 1	275	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	319	763	1274	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	317	763	1274	-	-	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.63	0.08	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1274	-	404	-	-
HCM Lane V/C Ratio	0.005	-	0.162	-	-
HCM Control Delay (s/veh)	7.8	-	15.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	17	28	521	205	47
Future Vol, veh/h	34	17	28	521	205	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	94	94	85	85
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	43	21	30	554	241	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	855	241	296	0	-	0
Stage 1	241	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	329	798	1265	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	321	798	1265	-	-	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	540	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.68	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1265	-	401	-	-
HCM Lane V/C Ratio	0.024	-	0.159	-	-
HCM Control Delay (s/veh)	7.9	-	15.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	285	498	5	16	23
Future Vol, veh/h	8	285	498	5	16	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	81	81	75	75
Heavy Vehicles, %	2	5	5	2	2	2
Mvmt Flow	9	331	615	6	21	31

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	621	0	-	0	965	615
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	350	-
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	960	-	-	-	283	491
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	960	-	-	-	280	491
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	713	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.24	0	16.13
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	960	-	-	-	375
HCM Lane V/C Ratio	0.01	-	-	-	0.139
HCM Control Delay (s/veh)	8.8	-	-	-	16.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	296	488	5	16	15
Future Vol, veh/h	5	296	488	5	16	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	81	81	75	75
Heavy Vehicles, %	2	5	5	2	2	2
Mvmt Flow	6	344	602	6	21	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	609	0	-	0	958	602
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	356	-
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	970	-	-	-	285	499
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	970	-	-	-	284	499
Mov Cap-2 Maneuver	-	-	-	-	284	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	709	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.15	0	16.34
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	970	-	-	-	359
HCM Lane V/C Ratio	0.006	-	-	-	0.115
HCM Control Delay (s/veh)	8.7	-	-	-	16.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

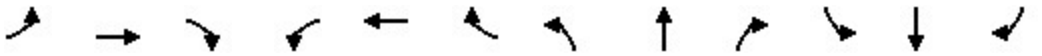
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	287	465	42	15	21
Future Vol, veh/h	25	287	465	42	15	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	81	81	80	80
Heavy Vehicles, %	2	5	5	2	2	2
Mvmt Flow	29	334	574	52	19	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	626	0	-	0	966	574
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	392	-
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	956	-	-	-	282	518
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	956	-	-	-	274	518
Mov Cap-2 Maneuver	-	-	-	-	274	-
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	683	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.71	0	15.82
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	956	-	-	-	378
HCM Lane V/C Ratio	0.03	-	-	-	0.119
HCM Control Delay (s/veh)	8.9	-	-	-	15.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4



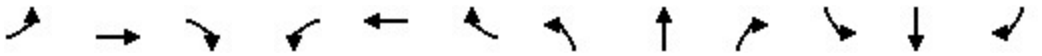
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	171	145	67	243	55	94	229	22	71	482	117
Future Volume (veh/h)	61	171	145	67	243	55	94	229	22	71	482	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	65	182	0	79	286	0	103	252	24	78	530	0
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	244	446		322	446		432	808	685	624	792	
Arrive On Green	0.24	0.24	0.00	0.24	0.24	0.00	0.07	0.44	0.44	0.06	0.43	0.00
Sat Flow, veh/h	1067	1826	1547	1173	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	65	182	0	79	286	0	103	252	24	78	530	0
Grp Sat Flow(s),veh/h/ln	1067	1826	1547	1173	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	3.1	4.5	0.0	3.3	7.6	0.0	1.7	4.8	0.5	1.3	12.5	0.0
Cycle Q Clear(g_c), s	10.8	4.5	0.0	7.8	7.6	0.0	1.7	4.8	0.5	1.3	12.5	0.0
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	244	446		322	446		432	808	685	624	792	
V/C Ratio(X)	0.27	0.41		0.25	0.64		0.24	0.31	0.04	0.12	0.67	
Avail Cap(c_a), veh/h	338	607		425	607		466	808	685	677	792	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.2	17.2	0.0	20.5	18.3	0.0	8.7	9.8	8.5	7.4	12.2	0.0
Incr Delay (d2), s/veh	0.6	0.6	0.0	0.4	1.5	0.0	0.3	1.0	0.1	0.1	4.5	0.0
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	0.7	1.7	0.0	0.8	2.8	0.0	0.5	1.6	0.1	0.3	4.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.7	17.8	0.0	20.9	19.9	0.0	9.0	10.8	8.6	7.4	16.7	0.0
LnGrp LOS	C	B		C	B		A	B	A	A	B	
Approach Vol, veh/h		247			365			379			608	
Approach Delay, s/veh		19.3			20.1			10.1			15.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	28.5		17.7	8.4	28.0		17.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	23.4		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	3.3	6.8		12.8	3.7	14.5		9.8				
Green Ext Time (p_c), s	0.0	1.2		0.5	0.0	2.1		1.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.9
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	407	58	171	415	85	59	423	96	142	727	113
Future Volume (veh/h)	182	407	58	171	415	85	59	423	96	142	727	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	196	438	0	186	451	0	72	516	0	149	765	0
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.82	0.82	0.82	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	225	509		228	488		162	738		327	757	
Arrive On Green	0.07	0.28	0.00	0.06	0.27	0.00	0.05	0.40	0.00	0.06	0.41	0.00
Sat Flow, veh/h	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	196	438	0	186	451	0	72	516	0	149	765	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1739	1826	1547	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	6.1	20.2	0.0	5.1	21.4	0.0	2.1	20.9	0.0	4.5	36.8	0.0
Cycle Q Clear(g_c), s	6.1	20.2	0.0	5.1	21.4	0.0	2.1	20.9	0.0	4.5	36.8	0.0
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	225	509		228	488		162	738		327	757	
V/C Ratio(X)	0.87	0.86		0.82	0.92		0.44	0.70		0.46	1.01	
Avail Cap(c_a), veh/h	225	532		228	512		189	738		327	757	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.9	30.4	0.0	29.7	31.7	0.0	21.2	22.0	0.0	17.1	26.0	0.0
Incr Delay (d2), s/veh	28.6	13.1	0.0	19.9	22.1	0.0	1.9	5.5	0.0	1.0	35.3	0.0
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	4.6	10.1	0.0	2.7	11.7	0.0	0.8	9.1	0.0	1.7	21.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	43.5	0.0	49.7	53.8	0.0	23.1	27.5	0.0	18.0	61.3	0.0
LnGrp LOS	E	D		D	D		C	C		B	F	
Approach Vol, veh/h		634			637			588			914	
Approach Delay, s/veh		47.5			52.6			26.9			54.3	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	40.4	9.6	29.3	8.7	41.3	10.6	28.3
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	5.1	35.9	5.1	25.9	5.5	35.5	6.1	24.9
Max Q Clear Time (g_c+I1), s	6.5	22.9	7.1	22.2	4.1	38.8	8.1	23.4
Green Ext Time (p_c), s	0.0	2.4	0.0	0.8	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	46.5
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	15	358	17	30	19	237	588	10	10	607	105
Future Volume (veh/h)	166	15	358	17	30	19	237	588	10	10	607	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1870	1826	1870	1870	1870	1826	1826	1870	1870	1826	1826
Adj Flow Rate, veh/h	180	16	0	21	37	23	255	632	11	11	660	0
Peak Hour Factor	0.92	0.92	0.92	0.81	0.81	0.81	0.93	0.93	0.93	0.92	0.92	0.92
Percent Heavy Veh, %	5	2	5	2	2	2	5	5	2	2	5	5
Cap, veh/h	335	20		115	167	83	471	1260	1094	528	958	
Arrive On Green	0.17	0.17	0.00	0.17	0.17	0.17	0.09	0.69	0.69	0.52	0.52	0.00
Sat Flow, veh/h	1354	120	1547	257	1009	502	1739	1826	1585	787	1826	1547
Grp Volume(v), veh/h	196	0	0	81	0	0	255	632	11	11	660	0
Grp Sat Flow(s),veh/h/ln	1474	0	1547	1767	0	0	1739	1826	1585	787	1826	1547
Q Serve(g_s), s	5.3	0.0	0.0	0.0	0.0	0.0	3.7	10.2	0.1	0.4	16.8	0.0
Cycle Q Clear(g_c), s	7.8	0.0	0.0	2.5	0.0	0.0	3.7	10.2	0.1	0.4	16.8	0.0
Prop In Lane	0.92		1.00	0.26		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	0		365	0	0	471	1260	1094	528	958	
V/C Ratio(X)	0.55	0.00		0.22	0.00	0.00	0.54	0.50	0.01	0.02	0.69	
Avail Cap(c_a), veh/h	524	0		568	0	0	518	1260	1094	528	958	
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.7	0.0	0.0	22.7	0.0	0.0	8.7	4.6	3.0	7.1	11.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.0	0.0	1.0	1.4	0.0	0.1	4.0	0.0
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	2.7	0.0	0.0	1.0	0.0	0.0	1.1	2.9	0.0	0.1	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.1	0.0	0.0	23.0	0.0	0.0	9.7	6.0	3.0	7.2	15.1	0.0
LnGrp LOS	C			C			A	A	A	A	B	
Approach Vol, veh/h		196			81			898			671	
Approach Delay, s/veh		26.1			23.0			7.0			14.9	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.5		14.8	10.3	37.2		14.8				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		18.0	7.5	31.0		18.0				
Max Q Clear Time (g_c+I1), s		12.2		9.8	5.7	18.8		4.5				
Green Ext Time (p_c), s		4.9		0.6	0.1	3.7		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.6
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	60.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	254	107	119	193	171	138
Future Vol, veh/h	254	107	119	193	171	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	85	85	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	314	132	140	227	186	150

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	775	254	0	0	367	0
Stage 1	254	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	362	778	-	-	1175	-
Stage 1	782	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 300	778	-	-	1175	-
Mov Cap-2 Maneuver	~ 300	-	-	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	488	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	51.66	0	4.78
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	366	996	-
HCM Lane V/C Ratio	-	-	1.217	0.158	-
HCM Control Delay (s/veh)	-	-	151.7	8.6	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	18.8	0.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	12	19	391	689	38
Future Vol, veh/h	22	12	19	391	689	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	91	91	91	91
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	31	17	21	430	757	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1229	757	799	0	-	0
Stage 1	757	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	197	407	824	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	192	407	824	-	-	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	628	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	24.2	0.44	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	824	-	236	-	-
HCM Lane V/C Ratio	0.025	-	0.206	-	-
HCM Control Delay (s/veh)	9.5	-	24.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	99	93	43	313	580	121
Future Vol, veh/h	99	93	43	313	580	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	91	91	91	91
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	124	116	47	344	637	133

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1076	637	770	0	-	0
Stage 1	637	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	243	477	844	-	-	-
Stage 1	527	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	229	477	844	-	-	-
Mov Cap-2 Maneuver	229	-	-	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	650	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	48.78	1.15	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	844	-	306	-	-
HCM Lane V/C Ratio	0.056	-	0.784	-	-
HCM Control Delay (s/veh)	9.5	-	48.8	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0.2	-	6.2	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	372	418	18	10	16
Future Vol, veh/h	26	372	418	18	10	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	85	85	70	70
Heavy Vehicles, %	2	5	5	2	2	2
Mvmt Flow	28	396	492	21	14	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	513	0	-	0	943	492
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	451	-
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	1052	-	-	-	291	577
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1052	-	-	-	284	577
Mov Cap-2 Maneuver	-	-	-	-	284	-
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.56	0	14.58
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1052	-	-	-	413
HCM Lane V/C Ratio	0.026	-	-	-	0.09
HCM Control Delay (s/veh)	8.5	-	-	-	14.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	364	426	18	10	10
Future Vol, veh/h	18	364	426	18	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	85	85	70	70
Heavy Vehicles, %	2	5	5	2	2	2
Mvmt Flow	19	387	501	21	14	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	522	0	-	0	927	501
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	426	-
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	1044	-	-	-	298	570
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1044	-	-	-	293	570
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.4	0	15.05
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1044	-	-	-	387
HCM Lane V/C Ratio	0.018	-	-	-	0.074
HCM Control Delay (s/veh)	8.5	-	-	-	15.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	312	384	70	67	62
Future Vol, veh/h	62	312	384	70	67	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	85	85	80	80
Heavy Vehicles, %	2	5	5	2	2	2
Mvmt Flow	66	332	452	82	84	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	534	0	-	0	916	452
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	464	-
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	1034	-	-	-	303	608
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1034	-	-	-	283	608
Mov Cap-2 Maneuver	-	-	-	-	283	-
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.45	0	21.21
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1034	-	-	-	381
HCM Lane V/C Ratio	0.064	-	-	-	0.423
HCM Control Delay (s/veh)	8.7	-	-	-	21.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	2

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

CASE #: _____

REZONING (ZONING MAP AMENDMENT) AND ALTERATIONS TO CONDITIONS OF APPROVAL APPLICATION CHECKLIST

This application is required for Rezoning submittals that do NOT require a Future Land Use (FLU) Map Amendment application. Additionally, this application is required for Alterations to or Repeal of Conditions of Approvals. The Instructions provide further details.

FILING INFORMATION (OFFICE USE ONLY)

Filing Date:	BOC 1R WS:	BOC 1R VS:	PC Hearing:	BOC Hearing:	BOC 2R WS:	BOC 2R VS:

Property Address(es): (With City and Zip Code) Hwy 212 and Oglesby Bridge Road	Tax Parcel Numbers: 032002004G, 032002004C, 032002033A, 032002004F
Total Acreage: 141.68	Number of Properties: 4

Per 2019 House Bill 493, detailed checklists of items required to be submitted for each type of project are supplemental to this application. Each item **must be checked off and a page number where the item is located must be noted** and included with the application. The applicant must sign the affidavit, at the end of the application and each required checklist, certifying that all required items are provided. If there are questions regarding items required for your specific project, contact staff for clarification prior to submitting the application.

Applications that do not provide documentation or required materials will be noted as incomplete and may result in delays in the Board of Commissioners', Planning Commission's, or Staff's review of the application and/or denial of the request. The Board of Commissioners and Planning Commission reserves the right to require additional information if it believes that the submission of such information is necessary to understand the nature of the intended activity.

Revisions made to the applications after the submittal deadline and prior to the Board of Commissioners' or Planning Commission's Public Hearing may be continued to the following month's hearing.

The Unified Development Ordinance (UDO) Sec. 202.6 provides the zoning districts that are permitted within each FLU Category. If the FLU Category permits the proposed zoning district, this application is required.

The filing fee is based upon the number of properties, the amount of acreage of each property that require a Rezoning, the requested Zoning District that is being requested, and the amount of acreage of each property to be rezoned.

- [x] **REQUIRED Pre-Application Conference** (UDO Sec. 238-4(d)(1)):
  Date attended and with which staff member: 4/11/24 Tracie Roberts, Carolina Angulo, Kierston McDaniel
- [x] **Completed Application:** Provide one (1) digital copy and three (3) hard copies of the entire submittal packet.
- [x] **Property Information (Page 4)**
- [x] **Contact Information (Page 4):** Property Owner(s), Applicant, Authorized Agent, Attorney.
- [x] **Site and Development Information (Page 5):** General information on the property, services and utilities.
- [x] **Justification of the Request (Page 6):** In your own words, type the reason you believe the zoning of the subject property should be amended.
- [x] **Rezoning Review Standards (Page 7):** Provide justification for each of the review standards listed in UDO Sec. 238-4(g)(1). The Board of Commissioners, the Planning Commission, and the Department will use these standards to evaluate the request.
- [x] **Conditions of Approval (Page 8):** UDO Sec. 238-15. Provide justification for each of the review standards listed in UDO Sec. 238-4(g)(1). The Board of Commissioners, the Planning Commission, and the Department will use these standards to evaluate the request.
- [x] **Applicant Certification (Page 9)**
- [x] **Ownership Statement and Campaign Contribution Disclosure Statement (Page 10):** If the property is listed in the name of more than one individual or entity, each owner must sign all documents. Property owner(s) signature(s) must be notarized. If the property has been sold within the last 90 days, a copy of the deed with the new owner(s) name(s) is required. Ownership of property will be verified by staff. The owner(s) of the property is required to disclose political campaign contributions. Disclosures must be notarized.
- [x] **Agent Authorization Form and Campaign Disclosure Statement (Page 11):** If the owner of the property wishes to have someone represent his/her interest in all matters relating to a rezoning application, the notarized signatures of the owner(s) and agent are required. Agents are required to disclose political campaign contributions. Disclosures must be notarized.

☐ NA **Attorney Authorization Form and Campaign Disclosure Statement (Page 12):** If the owner of the property wishes to have an attorney represent his/her interest in all matters relating to this application, the notarized signatures of the current owner(s) and attorney are required. Attorneys are required to disclose political campaign contributions. Disclosures must be notarized.

☑ **Proof of Ownership:** Deed recorded with Rockdale County Clerk of Courts. A copy of the deed of the property or properties may be obtained at the Rockdale County Courthouse in the Real Estate Records Room on the 1st floor.

☑ **Original Plat or Survey:** Plat or survey recorded with Rockdale County Clerk of Courts or referenced by the Deed, if not recorded.

☑ **Survey Plat:** Signed and sealed by an architect, engineer, landscape architect or land surveyor. A copy of the existing survey plat of the property or properties may be obtained at the Rockdale County Courthouse in the Real Estate Records Room on the 1st floor. However, one complete boundary survey is required for projects with more than one property.

☑ **Legal Description of the Property:** This written description, found on the property deed, containing the metes & bounds of the property or properties. However, the legal description must be provided in Word with this application.

☑ **Site Plan:** Drawn to scale, showing all existing property improvements, and all proposed improvements. The Conceptual Development Plan may include any additional graphics which will explain the features of the development, but shall include the following:

- ☑ A written description of the details of the proposed use and development details.
- ☑ A vicinity map showing the use and zoning of all properties within one (1) mile of the property subject to the rezoning request.
- ☑ All proposed setbacks, buffer yards, structure heights, and lot coverage calculations.
- ☑ All proposed buildings, structures, fences, or walls, areas of outdoor storage, permanent dumpsters, and other improvements to be located upon the site and adjacent sites within 400 feet of the subject property.
- ☑ All proposed open spaces and recreational amenities.
- ☑ All proposed stormwater management facilities and connections (all stormwater connections shall be subject to the approval of the Rockdale County Stormwater Department.
- ☑ All proposed location and capacities of public and private utilities (all septic systems shall be subject to the approval of the Rockdale County Environmental Health Department, all public sewer and water connections shall be subject to the approval of the Rockdale County Water Resources or public service provider).
- ☑ Lakes, streams, other water bodies, and wetlands on or adjacent to the site and associated buffers.
- ☑ All proposed public improvements including sidewalks, street trees, and right-of-way dedications.
- NA ☐ All proposed locations for temporary uses, such as seasonal sales areas.
- NA ☐ Such other and additional information as may be requested by the Zoning Administrator.

☑ **Current and Proposed FLU Category and Zoning District for Each Property:**

Address	Tax Parcel No.	Acreage	Current FLU Category		Current Zoning District	Proposed Zoning District
1920 SW Hwy 212	032002004G	1.38	Low Density Residential/AG		AR	CRS
1900 SW Hwy 212	032002033A	5.00	Low Density Residential/AG		AR	CRS
SW Oglesby Bridge Road	032002004F	90.54	Low Density Residential/AG		AR	CRS
1929 SW Oglesby Bridge Road	032002004C	44.76	Neighborhood Commercial		AR	C1-CRS

☑ **Filing Fee:** The non-refundable filing fee is payable at the time of application. Payment may be made by cash (exact amount), credit card (VISA or Mastercard), check, or money order payable to Rockdale County. The filing fee is based upon the number of properties, amount of acreage of each property to be rezoned, and the type of zoning that is being requested.

☐ Development of Regional Impact (DRI) required by UDO Sec. 238-5. See Pages x and x of the Instructions for the ARC DRI Thresholds.

- ☐ Fee: $1,200

☒ Rezoning to AR, R-1, CRS, CDS, and CSO

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☒ 0-4.99 acres	$250	032002004G (1.38 ac)	1	$ 250.
☒ 5-9.99 acres	$300	032002033A (5.0 ac)	1	$ 300.
☐ 10-19.99 acres	$400			$
☒ 20 acres and more	$500	032002004F (90.54 ac)	1	$ 500.

☐ Rezoning to R2, MUR, and RM

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☐ 0-4.99 acres	$300			$
☐ 5-9.99 acres	$400			$
☐ 10-19.99 acres	$550			$
☐ 20 acres and more	$700			$

☐ Rezoning to a Nonresidential District

Acres	Fee per Property	Tax Parcel Nos.	No. of Properties	Fee Amount (Fee x #)
☐ 0-4.99 acres	$250			$
☐ 5-9.99 acres	$300			$
☐ 10-19.99 acres	$400			$
☒ 20 acres and more	$500	032002004C (44.76 ac)	1	$ 500.
		Filing Fee (Fee Amount + DRI Fee)		$ 1550.00

AFFIDAVIT CERTIFYING COMPLETENESS OF APPLICATION

I hereby acknowledge that I understand the requirements listed above for what constitutes a complete application. I have checked off each box and included a page number where the item is located. I confirm that the requirements for a complete application have been met.

Stephen A. Goodsell, the undersigned applicant also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign: Stephen A. Goodsell (Signature) | Stephen A. Goodsell (Applicant's Name) | 7/2/24 (Date)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: ZONING APPLICATION (type of document)

Executed in ATLANTA (city), FULTON (county), GA (state), this 2 (day) day of July (month), 2024 (year)

Stefanee Brush
Notary Public signature

7/16/26
GA Registration No. and expiration date

SEAL
STEFANEE BRUSH
NOTARY PUBLIC
COBB COUNTY
GEORGIA
EXPIRES
07-16-2026

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

CASE #: _____

ZONING MAP AMENDMENT (REZONING) AND ALTERATIONS TO CONDITIONS OF APPROVAL APPLICATION

FILING INFORMATION (OFFICE USE ONLY)

Filing Date:	BOC 1R WS:	BOC 1R VS:	PC Hearing:	BOC Hearing:	BOC 2R WS:	BOC 2R VS:

PROPERTY INFORMATION

Property Address(es): (With City and Zip Code) 1920 SW Highway 212, 1900 SW Highway 212, SW Oglesby Bridge Road, 192 Oglesby Bridge Road	Tax Parcel Numbers: 032002004G, 032002033A, 032002004F,0320002004C
Total Acreage: 141.68	Number of Properties: 4
Subdivision: Seay Farm / Land Lot(s): 82, 11, 112 / District(s): 11	
Current Zoning: AR	Proposed Zoning: CRS, C1
Current FLU Category: Low Density Residential/AG, Neighborhood Commercial	
Current Use: Horse Farm, residential	Proposed Use: Single Family Residential, Neighborhood Commercial

Zoning History (Rezonings, Special Use Permits, Variances, etc.): N/A

Are there existing conditions of zoning for the property? If so, please list on page 8.

Purpose of requested amendment: To allow for the development of a mixed use residential and neighborhood commercial project

APPLICANT INFORMATION

Applicant / Authorized Agent: Stephen A. Goodsell			Authorized Agent / Attorney:		
Business / Person Name: S. A. Goodsell Development Co.			Business / Person Name:		
Address: 3715 Northside Pkwy, Northcreek 1-130			Address:		
City: Atlanta	State: GA	Zip: 30327	City:	State:	Zip:
Office #: 404-467-6600	Mobile #: 678-614-9136		Office #:	Mobile #:	
Email: stevegoodsell@goodselldevelopment.com			Email:		

Applicant Status (check one): ☐ Owner ☒ Authorized Agent

PROPERTY OWNER INFORMATION

Owner 1: Benjamin Willis Seay III			Owner 2:		
Business / Person Name:			Business / Person Name:		
Owner of Tax Parcel No(s).: See list			Owner of Tax Parcel No(s).:		
Address: 3324 Peachtree Road NE Suite 1602			Address:		
City: Atlanta	State: GA	Zip: 30326	City:	State:	Zip:
Office #:	Mobile #:		Office #:	Mobile #:	
Email: benseay00@gmail.com			Email:		

PROPERTY OWNER INFORMATION

Owner 3:			Owner 4:		
Business / Person Name:			Business / Person Name:		
Owner of Tax Parcel No(s).:			Owner of Tax Parcel No(s).:		
Address:			Address:		
City:	State:	Zip:	City:	State:	Zip:
Office #:	Mobile #:		Office #:	Mobile #:	
Email:			Email:		

SITE INFORMATION

Any Applicable Zoning Overlay Districts:

Schools:	(If this request is for a commercial, industrial or office institutional zoning, school enrollment figures are not required, but the location of the nearest schools must still be completed.)			
Type	Name	Current Enrollment	Capacity	Difference
Elementary School:	Lorraine Elementary School	583	820	237
Middle School:	Davis Middle School	892	1104	212
High School:	Salem High School	813	1600	787

Transportation:	North	South	East	West
Adjacent Roads:		Oglesby Bridge Rd	GA Hwy 212	
Existing ROW:		50-80 ft	100 ft	
Future ROW:				
Type:	State/Paved	County/Paved	State/Paved	County/Paved

Types: County Rd; State Hwy; Private Dr; Paved; Dirt; Other

Are there state or county road improvements planned that would impact the rezoning site (by either Rockdale County or GDOT)? No

If so, please identify:

Utilities:	Gas Service: Atlanta Natural Gas		Electric Service: Snapping Shoals EMC
Potable Water (check one):	☑ Public System	☐ Well	
Location of Nearest Line: along frontage	Diameter of Line:	Distance to Closest Fire Hydrant: at Property	
Wastewater (check one):	☒ Public System	☐ Septic Tank	
	Nearest Treatment Plant: Scott Creek	Evaluation by Soil Scientist: Yes	
	Max Operating Capacity: 450k gal/day	Environmental Health Approval: N/A	
	Level of Operation: 88%		

Are there any utility easements recorded on the land to be considered for rezoning?	If so please describe: Georgia Power Easement

Stormwater:	FIRM Panel No. and Date: 13247C0158D, 12/8/16	Basin: South River	Sub-Basin: Honey Creek
☑ Are there streams, rivers, lakes or other water bodies located on or adjoining this site?	If so, please identify: 2 small ponds, small stream		

☐ Property Within Floodplain?	Zone: N/A	If so, has it been identified on your property plat?	☐ Yes	☐ No	How many acres are impacted by floodplain?	
☑ Wetlands	Type: PF01C					

DEVELOPMENT INFORMATION

Type of Development: (check one)	☒ Residential	☒ Nonresidential	☐ Mixed Use
Type of Residential: (check one)	☒ Single-Family Residential	☐ Two-Family Residential	☐ Multi-Family Residential

Type of Nonresidential: Neighborhood Commercial

If Use Contains a Residential Component:	Number of Units: 230	Acreage: 131	Residential Density (Lots/Units per Acre): 1.75
If Use Contains a Commercial Component:	Total Building Area Proposed: 65k s/f		Number of Parking Spaces: 293

Does the development qualify for a Development Regional Impact (DRI)? See pages 12 and 13 of the Application Instructions for more information.	☐ Yes	☒ No

JUSTIFICATION OF THE REZONING REQUEST

In your own words, type the reason you believe the zoning of the subject property should be amended. Please address the following:

1. The intent of the proposed amendment and the intended timing and phasing of development. State the reasons why you believe the current zoning district classification for the subject rezoning site is incorrect and why approval of a different zoning district classification is appropriate.

The intent for the proposed amendments is to allow for the development of a conservation residential project with 230 homes and an integrated neighborhood shopping element. The residential portion of the property will be built in several phases, each containing approximately 58 lots. Development will start as soon as plans can be approved. Commercial development will start when retailers and/or retail developers purchase the property.

2. The impact of the proposed amendment on the capacities of public facilities including, but not limited to, transportation facilities, sewage facilities, water supply, parks, drainage, schools, solid waste, and emergency medical facilities.

Impact on capacities of public facilities:
•Transportation: See traffic study
•Sewer facilities: Sewage will run to the Scott Creek plant which is being upgraded to a lift station that will have adequate capacity according to Rockdale Water Resources (David Cervone)
•Water supply: Available
•Parks: Since the project is to have multiple amenities and recreation options, its impact on county parks is expected to be minimal.
•Drainage: The property drains into a creek branch which runs through Monastery property and then directly into the south River.
•Schools: There is currently adequate capacity for the expected increase in use.
•Solid waste: Trash pick up would occur house-by-house and there would be no dumpster.
•Emergency Medical: There is no anticipated burden on medical facilities.

3. The impact of the proposed amendment on the natural environment, especially existing trees, water bodies, and water quality.

Environmental Impact
•Trees: The property is partly pasture and is currently wooded with primarily pines of less than 20 years old. Per the Rockdale County tree ordinance, a mix of different hardwood species would be planted post development. Because the majority of the project will be a CRS subdivision, 30% of the 131 acres will be green space.
•Water bodies: There are two existing ponds on the property. They will remain and become part of the green space for the project.
Water quality: The property will be compliant will all local, state and federal regulations that require stream buffers and water quality features for the pond.

4. The contribution of the proposed amendment to an orderly and logical development pattern.

The proposed project contributes to the orderly development pattern by putting residential and commercial uses in close proximity to each other, which lowers vehicular traffic and shortens trip times. The location of both uses at the corner of two major roads gives easy local access to schools and shopping in addition easy access to I-20 via State Highway 212 and Smyrna Road.

REZONING REVIEW STANDARDS

Additionally, provide justification for each of the following review standards (UDO Sec. 238-4(g)(1)). The Board of Commissioners, the Planning Commission and the Department will use these standards to evaluate the request:

a. Whether a proposed rezoning will permit a use that is suitable, in view of the use and development of adjacent and nearby property.

The residential portion of the property will be near to and adjacent to projects with similar densities. The proposed commercial portion of the property will be across the street from existing commercial uses and land designated for commercial either in the comprehensive plan or on the zoning map.

b. Whether the property to be affected by a proposed rezoning has a reasonable economic use as currently zoned.

The property is not economically useable under the current zoning. Current development costs would put the price of an AR lot at over $125,000 which is well above the $80,000 current market value of such a lot.

c. The impact of the proposed amendment on the natural environment, especially existing trees, water bodies and water quality.

See response to question 3

d. Whether the proposed rezoning will result in a use that will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools.

See response to question 2

e. Whether the proposed rezoning is in conformity with the policy and intent of the comprehensive plan.

The Comprehensive Plan envisions neighborhood commercial development for the front corner of the property and medium density residential development on the balance of the property. This is what we are requesting.

f. Whether there are other existing or changing conditions affecting the use and development of the property that give supporting grounds for either approval or disapproval of the proposed rezoning.

The surrounding existing uses support the requested zoning as the new zoning would match existing uses in the proximity of the project.

g. Whether, and the extent to which, the proposed amendment would result in significant adverse impacts on the natural environment.

The project will feature over 30 acres of green space and storm water management which will mitigate environmental impact.

h. The feasibility of serving the property with public wastewater treatment service and the impacts of such on the wastewater system; and, if an alternative wastewater treatment method is proposed, whether such wastewater treatment method is authorized in Rockdale County and will have a detrimental impact on the environment.

According to Rockdale Water Resources, the new Snapping Shoals Water Treatment Plant has the capacity available to safely and effectively handle sewer needs for our project.

APPLICANT CERTIFICATION

Please read and initial the following statements:

SAG 1. I hereby request the County consider the information contained within this application relative to the property shown on the attached plats and site plan and further request that this item be placed on the Planning Commission (PC) and/or Board of Commissioners (BOC) Agenda for a public hearing.

SAG 2. I understand that my request will be rejected if all the necessary information and/or requirements are not presented.

SAG 3. I understand that I have an obligation to present all necessary information required by the Rockdale County Department of Planning & Development (P&D) to enable the PC and/or BOC to make an informed determination on my request. I will seek advice of P&D Staff or an attorney if I am not familiar with the zoning and land use requirements.

SAG 4. I understand that my request will be acted upon at the PC and BOC Public Hearings and that I am required to be present or to be represented by the authorized representative as indicated on this application, so that someone is available to present all facts and answer questions. I understand that failure to appear at a public hearing may result in the postponement or denial of my request. I further understand that it is my responsibility to be aware of relevant public hearing dates and times regardless of notification from Rockdale County.

SAG 5. The Rockdale County Unified Development Ordinance requires a public participation sign on the subject property. In order to ensure that the correct information is included on the public participation sign, P&D will prepare the sign and post the sign.

SAG 6. I hereby acknowledge that I understand the requirements listed on the checklist for what constitutes a complete application. I have checked off each box and included a page number where the item is located. I confirm that the requirements for a complete application have been met.

SAG 7. I have read and understood the applicable sections of the Rockdale County Unified Development Ordinance, as provided in the Instructions.

SAG _____, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. § 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign:	Stephen A. Goodsell (Signature)	Stephen A. Goodsell (Applicant's Name)	7/2/24 (Date)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: ZONING APPLICATION (type of document)

Executed in ATLANTA (city), FULTON (county), GA (state), this 2 (day) day of July (month), 2024 (year)

Stefanee Brush
Notary Public signature

7/16/26
GA Registration No. and expiration date

SEAL

STEFANEE BRUSH NOTARY PUBLIC COBB COUNTY EXPIRES GEORGIA 07-16-2026

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

OWNERSHIP STATEMENT & OWNER'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records. Husband and wife or other individuals shall each sign individually. Make copies if needed.

OWNERSHIP STATEMENT

As the current owner(s) of Tax Parcel #(s) 0032002004G, 032002033A, 032002004F, 032002004C, I (we) respectfully request that the subject property be rezoned and/or that Alterations to Conditions of Zoning be made.

Name: Benjamin Willis Seay III	Address: 3324 Peachtree Road NE Ste 1602	City:Atlanta	State: GA	Zip: 30326
Firm: SEAY FARMS	Phone #'s: 404-372-7912	Email:benseay00@gmail.com		

If the owner is a business, list the Registered Agent or Authorized Signatory:

OWNER'S CAMPAIGN DISCLOSURE STATEMENT

☒ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
Oz Nesbitt, Sr.	Chairman			
Sherri L. Washington, Esq.	Post I Commissioner			
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

_____, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign: Willis Benjamin Seay III (Signature) | WILLIS BENJAMIN SEAY III (Owner's Name - Printed)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: DRIVER'S LICENSE (type of document)

Executed in ATLANTA (city), FULTON (county), GA (state), this 19TH (day) day of APRIL (month), 2024 (year)

Notary Public signature

10.16.2026
GA Registration No. and expiration date

SEAL

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by the agent and the attorney. If both are involved, each shall sign individually. Make copies if needed.

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

☑ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

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Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

SIGNATURE

Wait to be in front of notary to sign: Christopher A Goodsell (Agent's/Attorney's Signature) | Stephen A. Goodsell (Agent's/Attorney's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: DISCLOSURE STATEMENT FOR ZONING APP (type of document)

Executed in ATLANTA (city), FULTON (county), GA (state), this 2 (day) day of July (month), 2024 (year)

Stefanee Brush
Notary Public signature

7/10/26
GA Registration No. and expiration date

STEFANEE BRUSH NOTARY EXPIRES GEORGIA 07-16-2026 PUBLIC COBB COUNTY

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA. 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT AUTHORIZATION STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records if they wish to have an agent represent them in all matters related to this application. Husband and wife or other individuals shall each sign individually. Make copies if needed.

AGENT AUTHORIZATION STATEMENT

I, Stephen A. Goodsell,
hereby certify that I have authorized the following agent to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:

Agent's Name: Stephen A. Goodsell	Address: 3715 Northside Parkway, Northcreek 1-130	City: Atlanta	State: GA	Zip: 30327
Firm: S. A. Goodsell Development Co.	Phone #'s: 404-467-6600	Email: stevegoodsell@goodselldevelopment.com		

SIGNATURE

Wait to be in front of notary to sign: Stephen A. Goodsell (Owner's Signature) | Stephen A. Goodsell (Owner's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: STATEMENT FOR ZONING APPLICATION (type of document)

Executed in ATLANTA (city), FULTON (county), GA (state), this 2 (day) day of July (month), 2024 (year)

Stefanee Brush
Notary Public signature

7/16/26
GA Registration No. and expiration date

SEAL

STEFANEE BRUSH NOTARY PUBLIC COBB COUNTY GEORGIA EXPIRES 07-16-2026

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA. 30012
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To be completed by the agent and the attorney. If both are involved, each shall sign individually. Make copies if needed.

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Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

SIGNATURE

Wait to be in front of notary to sign: Stephen A. Goodsell (Agent's/Attorney's Signature) | Stephen A. Goodsell (Agent's/Attorney's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: STATEMENT FOR ZONING APPLICATION (type of document)

Executed in ATLANTA (city) FULTON (county) GA (state), this 2nd (day) day of July (month), 2024 (year)

Stefanee Brush
Notary Public signature

7/16/26
GA Registration No. and expiration date

STEFANEE BRUSH NOTARY PUBLIC COBB COUNTY GEORGIA EXPIRES 07-16-2026

STATE OF GEORGIA
COUNTY OF ROCKDALE

BOOK 540 PAGE 242

QUIT CLAIM DEED

THIS INDENTURE made this 16 day of December 19 89 by and between

BEN SEAY

party or parties of the first part, hereinafter referred to as "Grantor", and

W. B. SEAY, JR. and EUNICE SEAY

party or parties of the second part hereinafter referred to as "Grantee", the words "Grantor" and "Grantee" to include the neuter, masculine and feminine genders, the singular and the plural;

WITNESSETH:

FOR AND IN CONSIDERATION of the sum of One Dollar and other good and valuable consideration delivered to Grantor by Grantee at and before the execution, sealing and delivery hereof, the receipt and sufficiency of which is hereby acknowledged, the Grantor has and hereby does remise, release, convey and forever quitclaim unto Grantee and the heirs, legal representatives, successors and assigns of Grantee

All that tract and parcel of land lying and being in Land Lot 111 of the 11th District of Rockdale County, Georgia, and more fully described as 1.377 acres of the Northern most tract on a plat of Deer Run Tracts, Section II, prepared by George W. O'Neill, Registered Land Surveyor #1142, dated April 3, 1975, recorded in Plat Book I, page 207, Rockdale County, Georgia records; and, said 1.377 acres surveyed out of said parcel as described in survey prepared by W. T. Dunahoo and Associates, Inc. on May 9, 1989, Exhibit "A" to this deed; and, being more fully and particularly described as follows:
Beginning at an iron pin located in the Southwest right of way of Georgia Highway 212, said pin being located 1,710 feet Northwest from the Northwest right of way of Oglesby Bridge Road, as measured along the Southwest right of way of Georgia Highway 212; thence, South 72 degrees 8 minutes 29 seconds West for a distance of 734.59 feet to an iron pin; thence, North 17 degrees 51 minutes 31 seconds West for a distance of 197.70 feet to an iron pin; thence, North 74 degrees 51 minutes 11 seconds East for a distance of 122.01 feet to an iron pin; thence South 58 degrees 24 minutes 27 seconds East for a distance of 210.76 feet to an iron pin; thence, North 68 degrees 53 minutes East for a distance of 455.13 feet to an iron pin found on the Southwest right of way of Georgia Highway 212; thence, South 38 degrees 8 minutes 14 seconds East along the Southwest right of way of Georgia Highway 212 to an iron pin at the point of beginning.

Rockdale County, Georgia
Real Estate Transfer Tax
Paid # None - Exempt
Date February 14, 1990
Mary M. Fowler
Clerk of Superior Court

FILED IN OFFICE
CLERK OF SUPERIOR COURT
ROCKDALE COUNTY, GA.
1990 FEB 14 PM 2 48
JOANNE P. CALDWELL, CLERK
75183

TO HAVE AND TO HOLD said tract or parcel of land in order that neither the Grantor nor any person claiming under Grantor shall at any time, by any means or ways, have, claim or demand any right or title to said land or any of the rights, members and appurtenances thereof.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year first above written.

Signed, Sealed and Delivered in the presence of:

Cheryl A. Hicks (Unofficial Witness)

Ben Seay (Seal)
Ben Seay

N. P. SEAL

(Notary Public)

(Seal)

Notary Public, Rockdale County, Georgia
My Commission Expires July 30 19[illegible]

QUIT CLAIM DEED

BOOK 631 PAGE 153

Chicago Title Insurance Company

STATE OF GEORGIA, FULTON County.

THIS INDENTURE, Made the 20th day of March, in the year one thousand nine hundred ninety-one, between

LOIS DIANNE SEAY

of the County of Rockdale, and State of Georgia, as party or parties of the first part, hereinafter called Grantor, and

WILLIS BENJAMIN SEAY, III

as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH: That Grantor for and in consideration of the sum of ONE AND NO/100 DOLLAR ($1.00) AND OTHER GOOD AND VALUABLE CONSIDERATION, cash in hand paid, the receipt of which is hereby acknowledged, has bargained, sold, and does by these presents bargain, sell, remise, release, and forever quit-claim to Grantee all the right, title interest, claim or demand which the Grantor has or may have had in and to the following described real property, to wit:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF BY REFERENCE.

FILED IN OFFICE
CLERK OF SUPERIOR COURT
ROCKDALE COUNTY, GA.
1991 MAR 21 PM 12:20
JOANNE P. CALDWELL, CLERK
9801

Rockdale County, Georgia
Real Estate Transfer Tax
Paid $ None - Love + Affection
Date March 21, 1991
Mary R. Hawkes
Dep. Clerk of Superior Court

with all the rights, members and appurtenances to the said described premises in anywise appertaining or belonging.

TO HAVE AND TO HOLD the said described premises unto the Grantee, so that neither the said Grantor, nor any other person or persons claiming under Grantor shall at any time claim or demand any right, title or interest to the aforesaid described premises or its appurtenances.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above written.

Signed, sealed and delivered in presence of

Laurie P. Bennett
Unofficial Witness

Lois Dianne Seay (SEAL)
LOIS DIANNE SEAY

Donna Lynn Welch
Notary Public
My commission expires:
Date 3-20-91

N. P. SEAL

Notary Public, Rockdale County, Georgia
My Commission Expires June 25, 1994

..... (SEAL)

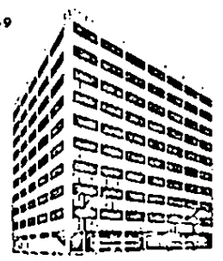
TRACT I

(90.545 ACRES)

ALL THAT TRACT or parcel of land lying and being in part of Land Lots 82 and 111 of the 11th District, Rockdale County, Georgia, being more particularly described as follows:

COMMENCING at the southwest corner of Land Lot 111 aforesaid; thence North 2 degrees 50 minutes 02 seconds West with the West line of Land Lot 111, 978.57 feet to an iron pin and the point of beginning, said point of beginning also being at the point of intersection of the west line of said Land Lot 111, with the northeastern line of the Georgia Power Company-Klondike-Bonaire Transmission line right of way, thence with the west line of Land Lot 111, North 2 degrees 50 minutes 02 seconds West, 459.42 feet to an iron pin; thence North 87 degrees 11 minutes 31 seconds East passing through an iron pin at 494.75 feet a total of 610.57 feet to an iron pin as a witness to the centerline of a creek; thence easterly and northeasterly with the centerline of said creek the following courses and distances; North 73 degrees 42 minutes 41 seconds East, 31.80 feet; South 63 degrees 17 minutes 12 seconds East, 62.62 feet; North 60 degrees 06 minutes 30 seconds East, 51.88 feet; South 72 degrees 26 minutes 01 seconds East, 124.24 feet; North 70 degrees 11 minutes 10 seconds East, 84.19 feet; North 83 degrees 57 minutes 03 seconds East, 123.41 feet; North 83 degrees 01 minutes 48 seconds East 93.41 feet; South 88 degrees 28 minutes 20 seconds, East 114.16 feet; North 85 degress 00 minutes 27 seconds East, 60.47 feet; South 55 degrees 21 minutes 00 seconds East 59.84 feet; North 12 degrees 14 minutes 20 seconds East, 28.20 feet, North 62 degrees 30 minutes 23 seconds East, 155.18 feet; North 9 degrees 33 minutes 51 seconds East, 49.18 feet, South 76 degrees 06 minutes 17 seconds East, 49.55 feet; North 35 degrees 03 minutes 45 seconds East, 75.51 feet; South 83 degrees 11 minutes 11 seconds East, 27.95 feet; North 48 degrees 40 minutes 34 seconds East, 71.86 feet to a point at the northwest corner of property now or formerly of Warren and Brenda Lowe; thence South 38 degrees 49 minutes 38 seconds East, passing through an iron pin at 32 feet, more or less, from the centerline of said creek, a total distance of 369.68 feet to an iron pin; the southwest corner of the Lowe property; thence South 38 degrees 45 minutes 19 seconds East, 700.31 feet to an iron pin, the northeast corner of property now or formerly of Roy T. and Linda S. Fick; thence South 59 degrees 29 minutes 24 seconds West, 424.60 feet to an iron pin; thence South 28 degrees 58 minutes 10 seconds East, 950.28 feet to an iron pin on the northern right of way of Oglesby Bridge Road (an 80 foot right of way); thence with the northerly line of Oglesby Bridge Road the following courses and distances; South 62 degrees 43 minutes 32 seconds West, 108.20 feet; South 46 degrees 15 minutes 31 seconds West 119.20 feet; South 39 degrees 50 minutes 11 seconds West, 432.56 feet to an iron pin; thence South 44 degrees 07 minutes 47 seconds West, 173.20 feet to an iron pin; South 46 degrees 13 minutes 54 seconds West, 192.79 feet to an iron pin; South 62 degrees 02 minutes 19 seconds West 238.93 feet to an iron pin; South 69 degrees 33 minutes 20 seconds West, 11.01 feet to an iron pin at the point of intersection of the northeast line of the Power Company Easement above mentioned and the northerly line of Oglesby Bridge Road; thence with the northerly line of Oglesby Bridge Road South 69 degrees 33 minutes 20 seconds West 286.86 feet to an iron pin at the point of intersection, of the southwesterly line of the Power Company Easement; thence North 36 degrees 58 minutes 30 seconds West with the southwesterly line of the Power Company Easement, 521.29 feet to an iron pin; thence North 86 degrees 54 minutes 58 seconds East 331.28 feet to an iron pin on the northeasterly line of the Power Company Easement; thence North 36 degrees 58 minutes 30 seconds West, with the northeasterly line of the Power Company Easement, 2082.85 feet to an iron pin at the point of beginning, and containing 90.545 acres of land.

Form 10-9



GEORGIA STATE OFFICE
TITLE BUILDING
ATLANTA 3, GEORGIA

BOOK 149 PAGE 199

Lawyers Title Insurance Corporation

ATLANTA BRANCH OFFICE Rockdale County, Georgia
Real Estate Transfer Tax
Paid $ 70.20
Date May 23 1975
Elizabeth C. Darnell
Clerk of Superior Court
Dp.

WARRANTY DEED

STATE OF GEORGIA COUNTY OF ROCKDALE

THIS INDENTURE, Made the 22nd day of May, in the year one thousand nine hundred Seventy Five, between

Deer Run Development Corporation, A Georgia Corporation

of the County of Rockdale, and State of Georgia, as party or parties of the first part, hereinafter called Grantor, and

Willis Benjamin Seay, III, and Phillip Roger Seay

as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that: Grantor, for and in consideration of the sum of Seventy Thousand One Hundred Eighteen and no/100 ---------- (70,118.00) DOLLARS in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

All that tract or parcel of land lying and being in Land Lots 81, 82, 111, and 112, of the 11th District of Rockdale County Georgia, and being more particularly described to wit:

BEGINNING at an iron pin found at the northwest corner formed by the southwest side of the right of way of Georgia Highway 212 and the northwest side of the right of way of Oglesby Bridge Road; thence running south 66 degrees 46 minutes west and with the northwest side of the right of way of Oglesby Bridge Road 469.70 feet to an iron pin; thence running south 66 degrees 40 minutes west and with the northwest side of the right of way of Oglesby Bridge Road 400.00 feet to an iron pin; thence north 28 degrees 25 minutes west 691.44 feet to an iron pin found; thence north 30 degrees 05 minutes west 240.09 feet to an iron pin found; thence north 37 degrees 22 minutes west 763.87 feet to an iron pin found; thence north 66 degrees 20 minutes east 889.20 feet to an iron pin found on the southwest side of the right of way of said Georgia Highway 212; thence running south 44 degrees 49 minutes east and with the southwest side of the right of way of said Georgia Highway 212 108.60 feet to an iron pin; thence running in a southeasterly direction and with the southwest side of the right of way of Georgia Highway 212 a distance of 814.25 feet to a right of way marker; thence south 28 degrees 22 minutes east and with the southwest side of the right of way of said Georgia Highway 212 783.79 feet to an iron pin set on the northwest side of the right of way of Oglesby Bridge Road and the point of beginning.

Expressly excluded from the warranty of this instrument is a drainage easement shown on plat of said property recorded in Plat Book I, Page 207, reading "10 foot drainage easement and water line easement along all lot lines". Also any and all utility easements of record and not of record, including but not limited to power lines shown on plat hereinafter referred to.

Said tract or parcel of land is that same tract or parcel of land referred to in a map or plat prepared by Hayes, James & Associates of Lawrenceville, Georgia, and being recorded in Plat Book I, Page 208, Records of Rockdale County, Georgia.

UNOFFICIAL

BOOK 149 PAGE 200

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons whomsoever.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above written.

Signed, sealed and delivered in presence of: DEER RUN DEVELOPMENT CORPORATION

By: _____ (Seal)

_____ (Seal)

Exp 11/24/75 _____ (Seal)

WARRANTY DEED

FROM

Deer Run Development Corp.

TO

Willis Benjamin Seay III
Phillip Roger Seay

GEORGIA, Rockdale County.

Clerk's Office, Superior Court

Filed for Record 23 day

of May, 1975,

at 12:21 M., and Recorded in Deed

Book ____ Folio ____

_____, 19____

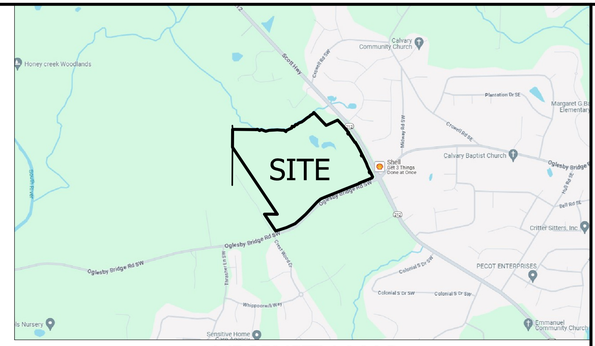
_____, Clerk.

Lawyers Title Insurance Corporation

ATLANTA BRANCH OFFICE
TITLE BUILDING
ATLANTA, GEORGIA

(Recorded June 4, 1975 Jeannette C. Farmer, Clerk)

UNOFFICIAL



VICINITY MAP

- Proposed Use and Development Details:
  The intent for the proposed amendments is to allow for the development of a conservation residential project with 230 homes and an integrated neighborhood shopping element. The residential portion of the property will be built in several phases, each containing approximately 58 lots. Development will start as soon as plans can be approved. Commercial development will start when retailers and/or retail developers purchase the property.
- Proposed Public Improvements including sidewalks, water lines, sewer lines and right of way. Streets will be 26' BC–BC with 5' wide sidewalks on both sides.
- Proposed Buildings and Structures:
  A single–family residential home will be constructed on each lot. The commercial property will have a mix of retail uses. The exact configuration of the retail component has not been designed yet.
- Utility Locations:
  There is a 16" water main running along the west side of Hwy. 212 and a 12" water main running along the south side of Oglesby Bridge Rd. The Scott Creek Water Treatment facility currently has 55k gallons of capacity. According to Rockdale Water Resources, the upgrade of this plant into a lift station will provide ample capacity past the initial 55K gallons per day.

Proposed Zoning District CRS
Min. Lot Size 10,000 sq. ft.
Units/Acre 3.14
Min. Lot Width (in feet) 70
Min. Lot Depth (in feet)
Min. Front Setback 1,2 (in feet) 20
Min. Side Setback (in feet)Min. 7.5
Rear Setback (in feet) 25
Min. Sq. Ft. of Heated Floor Area 1,800
Max. % Impervious Surface 25
Min. % Open Space 30
Max. Bldg. Height (in feet) 35

PROPERTY ALLOCATION CHART:
TOTAL DEVELOPMENT = 140.41 AC.
PROPOSED COMMERCIAL = 10.00 AC.
PROPOSED SINGLE FAMILY = 61.0 AC.
TOTAL PROPOSED LOTS = 242
PROPOSED ROADS = 14.1 AC.
PROPOSED RECREATION = 55.3 AC.
RECREATION WILL BE 39% OF PROJECT AREA.

LEGEND:
Sd1–Silt Fence
Co–Construction Exit
Disturbed Area Stabilization
DS1–Mulching
DS2–Temp. Grassing
DS3–Perm. Grassing
DS4–Sod
Bf–Natural Buffer
(Tree Save Area)
•–Power pole
—P— Power line
W–M WATER METER
CB 4' X 8' METAL CATCH BASIN
DI DROP INLET
RCP REENFORCED CONCETE PIPE
—— X —— FENCE LINE
IPF IRON PIN FOUND
CMF–CONCRET MONUMENT FOUND
—— S —— SANITARY SEWER LINE

SURVEYING & ENGINEERING
928 BLACKLAWN ROAD
CONYERS, GEORGIA 30094
PHONE: (770) 483-9745

PATRICK & ASSOCIATES, INC.

GEORGIA REGISTERED No. 2586 PROFESSIONAL ENGINEER MARK H. WHITTON

NO.	DATE	REVISION	BY

JOB NO. 23-381
COMPUTED No.
DRAWN BY: MJH
CHECKED BY: MW
DATE: 09-14-2023
SCALE: AS NOTED

CONCEPT PLAN FOR:
SEAY FARMS
PARCEL D32002004C
LAND LOT 82 – 11th DISTRICT
ROCKDALE COUNTY, GEORGIA

DRAWING NUMBER
36141

SHEET: 1 OF: 1

L E G A L D E S C R I P T I O N

TRACT 1A

ALL THAT TRACT or parcel of land lying and being in land lot 111 of the 11th district of Rockdale County, Georgia and being more particularly described as follows:

BEGINNING at an R/W Marker on the north right-of-way of Oglesby Bridge Road (80'r/w) at the south end of a mitered right-of-way of Hwy 212 this being the true point of beginning.

THENCE South 66 degrees 15 minutes 49 seconds West for a distance of 54.83' feet to an R\W Marker;
THENCE South 68 degrees 27 minutes 49 seconds West for a distance of 305.92' feet to an R\W Marker;
THENCE South 20 degrees 36 minutes 12 seconds East for a distance of 9.95' feet to an R\W Marker;
THENCE South 68 degrees 30 minutes 29 seconds West for a distance of 129.30' feet to a point;
THENCE North 21 degrees 29 minutes 31 seconds West for a distance of 879.62' feet to a point;
THENCE North 59 degrees 56 minutes 31 seconds East for a distance of 443.52' feet to a point;
THENCE along a curve to the right having a radius of 2897.00' feet and an arc length of 163.67' feet, being subtended by a chord of South 28 degrees 26 minutes 23 seconds East for a distance of 163.64' feet to a R\W Marker;
THENCE South 26 degrees 42 minutes 37 seconds East for a distance of 126.28' feet to an R\W Marker;
THENCE South 64 degrees 31 minutes 19 seconds West for a distance of 24.99' feet to an R\W Marker;
THENCE South 27 degrees 02 minutes 40 seconds East for a distance of 20.85' feet to an R\W Marker;
THENCE North 66 degrees 06 minutes 18 seconds East for a distance of 24.10' feet to an R\W Marker;
THENCE South 26 degrees 33 minutes 28 seconds East for a distance of 213.64' feet to an R\W Marker;
THENCE South 21 degrees 30 minutes 17 seconds East for a distance of 100.39' feet to an R\W Marker;
THENCE South 26 degrees 39 minutes 41 seconds East for a distance of 138.19' feet to an R\W Marker;
THENCE South 64 degrees 20 minutes 34 seconds West for a distance of 25.40' feet to an R\W Marker;
THENCE South 27 degrees 50 minutes 11 seconds East for a distance of 30.84' feet to an R\W Marker;
THENCE North 61 degrees 24 minutes 09 seconds East for a distance of 24.97' feet to an R\W Marker;
THENCE South 26 degrees 41 minutes 12 seconds East for a distance of 122.29' feet to an R\W Marker;
THENCE South 28 degrees 49 minutes 53 seconds West for a distance of 33.93' feet to an R\W Marker at the true point of beginning.

Said property contains 10.00 acres.

L E G A L D E S C R I P T I O N

TRACT 1B

ALL THAT TRACT or parcel of land lying and being in land lots 82 & 111 of the 11th district of Rockdale County, Georgia and being more particularly described as follows:

BEGINNING at a R\W Marker on the north right-of-way of Oglesby Bridge Road (80'r/w) at the south end of a mitered right-of-way from Hwy 212, thence in a west direction along the north right-of-way of Oglesby Bridge Road for a distance of 500.00 feet to a point at the true point of beginning.

THENCE South 68 degrees 30 minutes 29 seconds West for a distance of 381.20' feet to an IPF 1\2"RB;
THENCE South 67 degrees 48 minutes 48 seconds West for a distance of 456.17' feet to an IPF 1\2"RB;
THENCE North 25 degrees 55 minutes 56 seconds West for a distance of 950.22' feet to a point;
THENCE North 62 degrees 31 minutes 31 seconds East for a distance of 424.60' feet to a point;
THENCE North 35 degrees 44 minutes 42 seconds West for a distance of 1069.99' feet to a point in center line of Creek;
THENCE South 87 degrees 54 minutes 12 seconds East for a distance of 17.69' feet to a point;
THENCE North 58 degrees 51 minutes 22 seconds East for a distance of 16.92' feet to a point;
THENCE North 58 degrees 53 minutes 28 seconds East for a distance of 12.87' feet to a point;
THENCE South 84 degrees 21 minutes 20 seconds East for a distance of 29.28' feet to a point;
THENCE South 56 degrees 25 minutes 04 seconds East for a distance of 20.61' feet to a point;
THENCE South 45 degrees 22 minutes 48 seconds East for a distance of 26.65' feet to a point;
THENCE North 07 degrees 12 minutes 34 seconds East for a distance of 42.15' feet to a point;
THENCE North 01 degrees 31 minutes 41 seconds East for a distance of 24.00' feet to a point;
THENCE North 27 degrees 37 minutes 46 seconds East for a distance of 37.80' feet to a point;
THENCE North 64 degrees 56 minutes 25 seconds East for a distance of 46.13' feet to a point;
THENCE North 58 degrees 18 minutes 07 seconds East for a distance of 38.54' feet to a point;
THENCE North 35 degrees 07 minutes 01 seconds East for a distance of 19.16' feet to a point;
THENCE North 75 degrees 11 minutes 02 seconds East for a distance of 37.78' feet to a point;
THENCE North 42 degrees 21 minutes 21 seconds East for a distance of 81.55' feet to a point;
THENCE North 54 degrees 42 minutes 16 seconds East for a distance of 34.94' feet to a point;
THENCE North 14 degrees 24 minutes 03 seconds East for a distance of 11.06' feet to a point;
THENCE North 69 degrees 10 minutes 55 seconds East for a distance of 23.80' feet to a point;
THENCE North 42 degrees 05 minutes 38 seconds East for a

distance of 34.20' feet to a point;
THENCE South 43 degrees 16 minutes 07 seconds East for a distance of 71.78' feet to an IPF 1\2"RB;
THENCE South 43 degrees 16 minutes 07 seconds East for a distance of 386.61' feet to an IPF 1"OTP;
THENCE South 64 degrees 43 minutes 34 seconds West for a distance of 125.13' feet to an IPS 1\2"RB;
THENCE North 62 degrees 20 minutes 56 seconds West for a distance of 210.76' feet to an IPS 1\2"RB;
THENCE South 70 degrees 42 minutes 47 seconds West for a distance of 122.01' feet to an IPS 1\2"RB;
THENCE South 21 degrees 59 minutes 55 seconds East for a distance of 197.70' feet to an IPS 1\2"RB;
THENCE North 68 degrees 01 minutes 25 seconds East for a distance of 339.34' feet to a point;
THENCE South 11 degrees 03 minutes 33 seconds West for a distance of 354.60' feet to a point;
THENCE South 72 degrees 37 minutes 49 seconds East for a distance of 211.20' feet to a point;
THENCE North 56 degrees 43 minutes 35 seconds East for a distance of 551.45' feet to a point;
THENCE South 38 degrees 04 minutes 45 seconds East for a distance of 35.58' feet to a point;
THENCE South 50 degrees 24 minutes 00 seconds West for a distance of 31.65' feet to an R\W Marker;
THENCE South 39 degrees 21 minutes 00 seconds East for a distance of 24.64' feet to an R\W Marker;
THENCE North 52 degrees 33 minutes 28 seconds East for a distance of 18.82' feet to an R\W Marker;
THENCE along a curve to the right having a radius of 2804.79' feet and an arc length of 275.93' feet, being subtended by a chord of South 34 degrees 50 minutes 12 seconds East for a distance of 275.82' feet to an R\W Marker;
THENCE North 54 degrees 34 minutes 41 seconds East for a distance of 10.92' feet to an R\W Marker;
THENCE along a curve to the right having a radius of 2897.00' feet and an arc length of 78.18' feet, being subtended by a chord of South 30 degrees 49 minutes 52 seconds East for a distance of 78.18' feet to a point;
THENCE South 59 degrees 56 minutes 31 seconds West for a distance of 443.52' feet to a point
THENCE South 21 degrees 29 minutes 31 seconds East for a distance of 879.62' feet to a point at the true point of beginning.

Said property contains 33.90 acres.

L E G A L D E S C R I P T I O N

TRACT 2

ALL THAT TRACT or parcel of land lying and being in land lots 82 & 111 of the 11th district Rockdale County, Georgia and being more particularly described as follows:

BEGINNING at a R\W Marker on the north right-of-way of Oglesby Bridge Road at the south end of a mitered right-of-way from Hwy 212, thence in a west direction along the north right-of-way of Oglesby Bridge Road for a distance of 937.37 feet to an IPF 1\2"RB at the true point of beginning.

THENCE along a curve to the left having a radius of 855.84' feet and an arc length of 278.13' feet, being subtended by a chord of South 53 degrees 09 minutes 36 seconds West for a distance of 276.91' feet to a point;

THENCE South 45 degrees 43 minutes 15 seconds West for a distance of 630.60' feet to a point;

THENCE along a curve to the right having a radius of 779.74' feet and an arc length of 363.32' feet, being subtended by a chord of South 61 degrees 51 minutes 17 seconds West for a distance of 360.05' feet to an IPF 1\2"RB;

THENCE South 71 degrees 27 minutes 07 seconds West for a distance of 285.32' feet to an IPF 1\2"RB;

THENCE North 33 degrees 26 minutes 04 seconds West for a distance of 521.29' feet to an IPS 1\2"RB;

THENCE South 88 degrees 28 minutes 25 seconds East for a distance of 331.28' feet to an IPF 1\2"RB;

THENCE North 33 degrees 38 minutes 50 seconds West for a distance of 2108.29' feet to an IPF 1\2"RB;

THENCE North 00 degrees 58 minutes 03 seconds East for a distance of 432.98' feet to an IPF 5\8"RB;

THENCE South 89 degrees 43 minutes 48 seconds East for a distance of 494.52' feet to an IPF 1\2"RB;

THENCE South 89 degrees 43 minutes 48 seconds East for a distance of 176.77' feet to a point in center line creek;

THENCE South 40 degrees 52 minutes 53 seconds East for a distance of 5.92' feet to a point;

THENCE South 20 degrees 00 minutes 13 seconds East for a distance of 14.32' feet to a point;

THENCE South 76 degrees 28 minutes 55 seconds East for a distance of 35.94' feet to a point;

THENCE North 22 degrees 34 minutes 29 seconds East for a distance of 8.80' feet to a point;

THENCE North 10 degrees 34 minutes 34 seconds East for a distance of 29.09' feet to a point;

THENCE South 79 degrees 25 minutes 13 seconds East for a distance of 36.93' feet to a point;

THENCE South 69 degrees 55 minutes 23 seconds East for a distance of 45.91' feet to a point;

THENCE South 56 degrees 34 minutes 20 seconds East for a distance of 6.66' feet to a point;

THENCE South 01 degrees 35 minutes 51 seconds West for a distance of 22.60' feet to a point;

THENCE South 28 degrees 53 minutes 45 seconds East for a distance of 16.82' feet to a point;

THENCE South 87 degrees 11 minutes 37 seconds East for a

distance of 4.08' feet to a point;
THENCE North 70 degrees 12 minutes 07 seconds East for a distance of 28.84' feet to a point;
THENCE South 86 degrees 23 minutes 21 seconds East for a distance of 26.99' feet to a point;
THENCE North 53 degrees 16 minutes 31 seconds East for a distance of 26.82' feet to a point;
THENCE North 68 degrees 21 minutes 38 seconds East for a distance of 18.39' feet to a point;
THENCE North 82 degrees 03 minutes 27 seconds East for a distance of 38.86' feet to a point;
THENCE North 86 degrees 52 minutes 55 seconds East for a distance of 15.44' feet to a point;
THENCE North 66 degrees 34 minutes 35 seconds East for a distance of 20.40' feet to a point;
THENCE North 86 degrees 26 minutes 17 seconds East for a distance of 17.54' feet to a point;
THENCE North 72 degrees 09 minutes 56 seconds East for a distance of 20.21' feet to a point;
THENCE South 65 degrees 07 minutes 15 seconds East for a distance of 31.92' feet to a point;
THENCE South 71 degrees 27 minutes 02 seconds East for a distance of 25.34' feet to a point;
THENCE South 83 degrees 17 minutes 48 seconds East for a distance of 40.44' feet to a point;
THENCE North 65 degrees 27 minutes 45 seconds East for a distance of 44.62' feet to a point;
THENCE North 88 degrees 11 minutes 29 seconds East for a distance of 16.16' feet to a point;
THENCE North 56 degrees 58 minutes 10 seconds East for a distance of 10.84' feet to a point;
THENCE South 44 degrees 00 minutes 33 seconds East for a distance of 20.86' feet to a point;
THENCE South 58 degrees 30 minutes 58 seconds East for a distance of 8.50' feet to a point;
THENCE North 71 degrees 21 minutes 47 seconds East for a distance of 10.76' feet to a point;
THENCE North 50 degrees 24 minutes 19 seconds East for a distance of 7.66' feet to a point;
THENCE South 79 degrees 38 minutes 19 seconds East for a distance of 5.45' feet to a point;
THENCE South 70 degrees 17 minutes 51 seconds East for a distance of 15.87' feet to a point;
THENCE North 30 degrees 05 minutes 39 seconds East for a distance of 14.24' feet to a point;
THENCE North 48 degrees 27 minutes 49 seconds East for a distance of 5.38' feet to a point;
THENCE South 57 degrees 07 minutes 41 seconds East for a distance of 9.32' feet to a point;
THENCE South 35 degrees 25 minutes 58 seconds East for a distance of 15.87' feet to a point;
THENCE South 41 degrees 30 minutes 32 seconds East for a distance of 8.01' feet to a point;
THENCE North 84 degrees 28 minutes 31 seconds East for a distance of 20.57' feet to a point;
THENCE North 71 degrees 51 minutes 02 seconds East for a distance of 8.25' feet to a point;

THENCE North 15 degrees 45 minutes 55 seconds East for a distance of 10.93' feet to a point;
THENCE North 78 degrees 16 minutes 46 seconds East for a distance of 18.61' feet to a point;
THENCE South 57 degrees 44 minutes 10 seconds East for a distance of 32.43' feet to a point;
THENCE South 56 degrees 15 minutes 06 seconds East for a distance of 30.01' feet to a point;
THENCE North 10 degrees 27 minutes 12 seconds East for a distance of 13.12' feet to a point;
THENCE North 12 degrees 13 minutes 30 seconds West for a distance of 9.21' feet to a point;
THENCE North 66 degrees 47 minutes 45 seconds East for a distance of 13.58' feet to a point;
THENCE South 77 degrees 12 minutes 43 seconds East for a distance of 15.59' feet to a point;
THENCE North 66 degrees 00 minutes 18 seconds East for a distance of 10.77' feet to a point;
THENCE North 67 degrees 07 minutes 53 seconds East for a distance of 12.76' feet to a point;
THENCE North 47 degrees 32 minutes 06 seconds East for a distance of 27.18' feet to a point;
THENCE North 47 degrees 02 minutes 54 seconds East for a distance of 9.50' feet to a point;
THENCE North 88 degrees 08 minutes 11 seconds East for a distance of 9.22' feet to a point;
THENCE North 81 degrees 07 minutes 36 seconds East for a distance of 39.03' feet to a point;
THENCE North 56 degrees 50 minutes 59 seconds East for a distance of 17.67' feet to a point;
THENCE North 52 degrees 04 minutes 12 seconds East for a distance of 14.59' feet to a point;
THENCE South 82 degrees 15 minutes 29 seconds East for a distance of 11.06' feet to a point;
THENCE North 34 degrees 34 minutes 57 seconds East for a distance of 14.78' feet to a point;
THENCE North 07 degrees 22 minutes 53 seconds West for a distance of 15.80' feet to a point;
THENCE North 31 degrees 07 minutes 33 seconds West for a distance of 24.24' feet to a point;
THENCE North 62 degrees 06 minutes 22 seconds East for a distance of 17.74' feet to a point;
THENCE South 28 degrees 14 minutes 16 seconds East for a distance of 22.21' feet to a point;
THENCE South 78 degrees 23 minutes 12 seconds East for a distance of 17.04' feet to a point;
THENCE North 46 degrees 11 minutes 19 seconds East for a distance of 21.13' feet to a point;
THENCE North 49 degrees 21 minutes 07 seconds East for a distance of 30.56' feet to a point;
THENCE North 15 degrees 12 minutes 48 seconds East for a distance of 22.90' feet to a point;
THENCE North 33 degrees 05 minutes 49 seconds East for a distance of 14.47' feet to a point;
THENCE South 58 degrees 30 minutes 06 seconds East for a distance of 26.11' feet to a point;
THENCE South 43 degrees 14 minutes 26 seconds East for a

distance of 23.72' feet to a point;
THENCE North 28 degrees 05 minutes 48 seconds East for a distance of 22.25' feet to a point;
THENCE North 12 degrees 45 minutes 03 seconds East for a distance of 40.87' feet to a point;
THENCE North 80 degrees 56 minutes 09 seconds East for a distance of 30.83' feet to a point;
THENCE South 35 degrees 44 minutes 42 seconds East for a distance of 1069.99' feet to a point;
THENCE South 62 degrees 31 minutes 31 seconds West for a distance of 424.60' feet to a point;
THENCE South 25 degrees 55 minutes 56 seconds East for a distance of 950.22' feet to an IPF 1\2"RB at the true point of beginning.

Said property contains 90.15 acres.

L E G A L D E S C R I P T I O N

TRACT 3

ALL THAT TRACT or parcel of land lying and being in land lot 111 of the 11th district of Rockdale County, Georgia and being more particularly described as follows:

BEGINNING at a R\W marker on the north right-of-way of Oglesby Bridge Road (80'r\w) at the south end of a mitered right-of-way from Hwy 212, thence in a north direction along the west right-of-way of Hwy 212 for a distance of 1868.68 feet to an IPF 1\2"RB at the true point of beginning.

THENCE South 68 degrees 01 minutes 25 seconds West for a distance of 734.34' feet to a point;
THENCE North 21 degrees 59 minutes 55 seconds West for a distance of 197.70' feet to a point;
THENCE North 70 degrees 42 minutes 47 seconds East for a distance of 122.01' feet to a point;
THENCE South 62 degrees 20 minutes 56 seconds East for a distance of 210.76' feet to a point;
THENCE North 64 degrees 43 minutes 34 seconds East for a distance of 125.13' feet to an IPF 1"OTP;
THENCE North 64 degrees 43 minutes 34 seconds East for a distance of 329.46' feet to an IPF 2"OTP;
THENCE South 43 degrees 03 minutes 19 seconds East for a distance of 61.68' feet to an IPF 1\2"RB at the true point of beginning.

Said property contains 1.38 acres.

L E G A L D E S C R I P T I O N

TRACT 4

ALL THAT TRACT or parcel of land lying and being in land lot 111 of the 11th district of Rockdale County, Georgia and being more particularly described as follows:

BEGINNING at a R\W Marker on the north right-of-way of Oglesby Bridge Road (80’R\W) at the south end of a mitered right-of-way from Hwy 212, thence in a north direction along the west right-of-way of Hwy 212 for a distance of 1525.26 feet to a point at the true point of beginning.

THENCE South 56 degrees 43 minutes 35 seconds West for a distance of 551.45' feet to a point;
THENCE North 72 degrees 37 minutes 49 seconds West for a distance of 211.20' feet to a point;
THENCE North 11 degrees 03 minutes 33 seconds East for a distance of 354.60' feet to a point;
THENCE North 68 degrees 01 minutes 25 seconds East for a distance of 395.00' feet to an IPF 1\2"RB;
THENCE South 43 degrees 42 minutes 36 seconds East for a distance of 108.82' feet to a point;
THENCE along a curve to the right having a radius of 2897.00' feet and an arc length of 234.60' feet, being subtended by a chord of South 40 degrees 45 minutes 04 seconds East for a distance of 234.54'feet to a point at the true point of beginning.

Said property contains 4.98 acres.

Reliable Traffic Data Services

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TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	92	123	1	0	216	0	81	12	0	93	20	0	24	0	44	2	10	1	0	13	366
07:15 AM	87	149	0	0	236	0	88	10	0	98	30	1	33	0	64	0	8	0	0	8	406
07:30 AM	106	164	0	0	270	0	112	12	0	124	36	2	41	0	79	2	16	2	0	20	493
07:45 AM	101	159	0	0	260	0	109	18	0	127	30	0	47	0	77	2	17	3	0	22	486
Total	386	595	1	0	982	0	390	52	0	442	116	3	145	0	264	6	51	6	0	63	1751
08:00 AM	68	124	2	0	194	2	97	18	0	117	25	0	33	0	58	2	10	1	0	13	382
08:15 AM	77	133	0	0	210	1	125	17	0	143	29	0	42	0	71	4	8	3	0	15	439
08:30 AM	52	125	4	0	181	4	101	14	0	119	31	0	24	0	55	3	7	4	0	14	369
08:45 AM	60	135	2	0	197	1	109	9	0	119	16	1	35	0	52	0	9	5	0	14	382
Total	257	517	8	0	782	8	432	58	0	498	101	1	134	0	236	9	34	13	0	56	1572
*** BREAK ***																					
04:00 PM	37	129	0	0	166	3	140	18	0	161	28	3	88	0	119	2	1	2	0	5	451
04:15 PM	47	122	0	0	169	3	147	19	0	169	38	2	81	0	121	0	2	5	0	7	466
04:30 PM	43	137	5	0	185	2	153	29	0	184	39	4	70	0	113	1	5	4	0	10	492
04:45 PM	38	113	0	0	151	1	160	25	0	186	34	4	83	0	121	3	3	4	0	10	468
Total	165	501	5	0	671	9	600	91	0	700	139	13	322	0	474	6	11	15	0	32	1877
05:00 PM	46	127	0	0	173	4	126	20	0	150	30	3	77	0	110	7	8	3	0	18	451
05:15 PM	45	147	4	0	196	2	151	24	0	177	37	5	79	0	121	3	4	4	0	11	505
05:30 PM	58	124	2	0	184	0	133	19	0	152	42	2	87	0	131	4	5	4	0	13	480
05:45 PM	39	135	3	0	177	3	140	28	0	171	39	3	76	0	118	1	9	6	0	16	482
Total	188	533	9	0	730	9	550	91	0	650	148	13	319	0	480	15	26	17	0	58	1918
Grand Total	996	2146	23	0	3165	26	1972	292	0	2290	504	30	920	0	1454	36	122	51	0	209	7118
Apprch %	31.5	67.8	0.7	0		1.1	86.1	12.8	0		34.7	2.1	63.3	0		17.2	58.4	24.4	0		
Total %	14	30.1	0.3	0	44.5	0.4	27.7	4.1	0	32.2	7.1	0.4	12.9	0	20.4	0.5	1.7	0.7	0	2.9	

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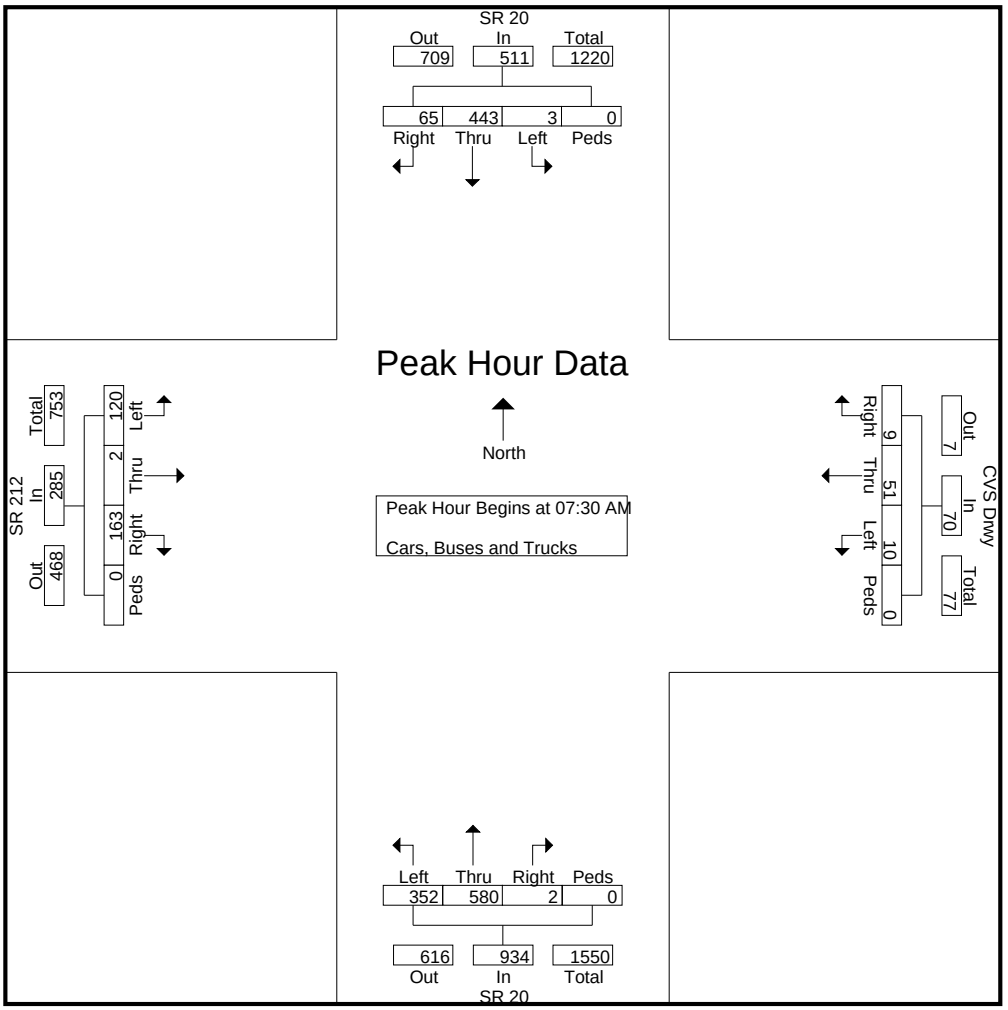
TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 2

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**106**	**164**	0	0	**270**	0	112	12	0	124	**36**	**2**	41	0	**79**	2	16	2	0	20	**493**
07:45 AM	101	159	0	0	260	0	109	**18**	0	127	30	0	**47**	0	77	2	**17**	**3**	0	**22**	486
08:00 AM	68	124	**2**	0	194	**2**	97	18	0	117	25	0	33	0	58	2	10	1	0	13	382
08:15 AM	77	133	0	0	210	1	**125**	17	0	**143**	29	0	42	0	71	**4**	8	3	0	15	439
Total Volume	352	580	2	0	934	3	443	65	0	511	120	2	163	0	285	10	51	9	0	70	1800
% App. Total	37.7	62.1					86.7	12.7			42.1		57.2			14.3	72.9	12.9			
PHF	.830	.884	.250	.000	.865	.375	.886	.903	.000	.893	.833	.250	.867	.000	.902	.625	.750	.750	.000	.795	.913



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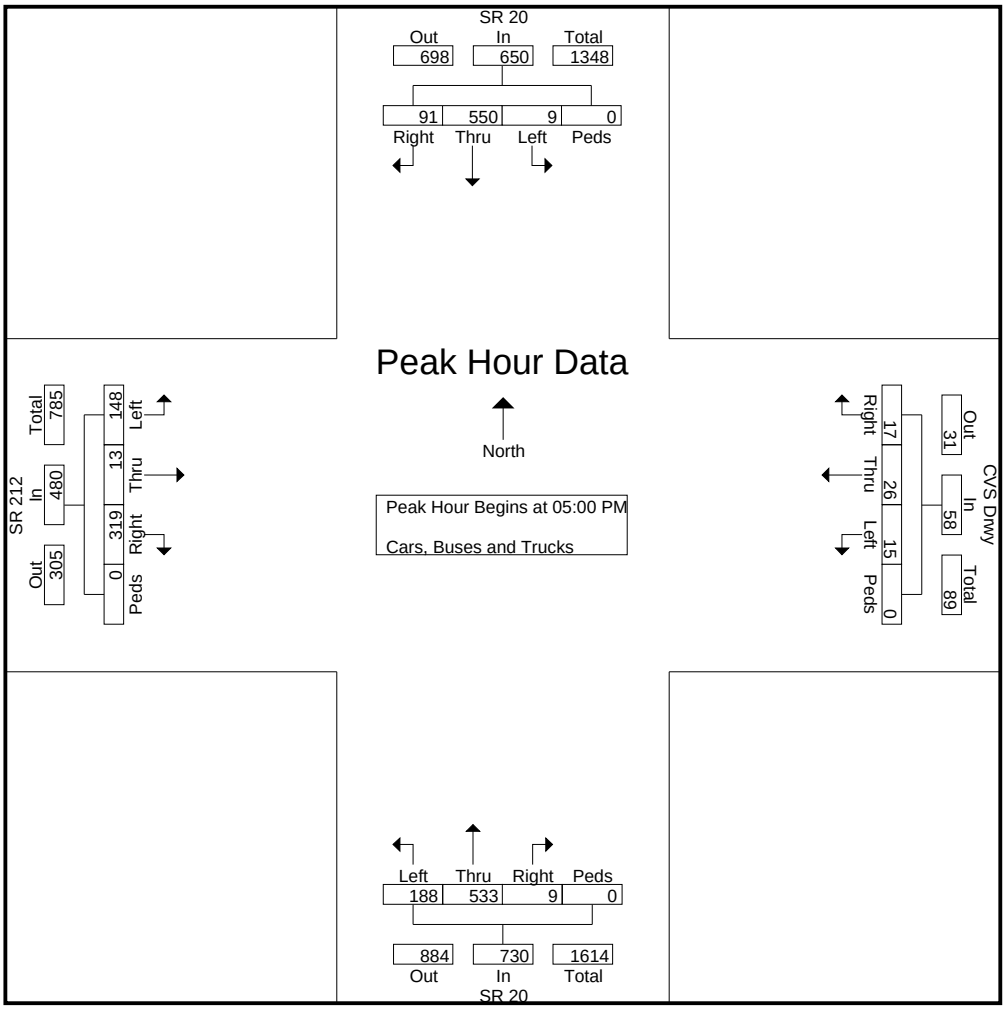
TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 3

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	46	127	0	0	173	**4**	126	20	0	150	30	3	77	0	110	**7**	8	3	0	**18**	451
05:15 PM	45	**147**	**4**	0	**196**	2	**151**	24	0	**177**	37	**5**	79	0	121	3	4	4	0	11	**505**
05:30 PM	**58**	124	2	0	184	0	133	19	0	152	**42**	2	**87**	0	**131**	4	5	4	0	13	480
05:45 PM	39	135	3	0	177	3	140	**28**	0	171	39	3	76	0	118	1	**9**	**6**	0	16	482
Total Volume	188	533	9	0	730	9	550	91	0	650	148	13	319	0	480	15	26	17	0	58	1918
% App. Total	25.8						84.6				30.8		66.5			25.9	44.8	29.3			
PHF	.810	.906	.563	.000	.931	.563	.911	.813	.000	.918	.881	.650	.917	.000	.916	.536	.722	.708	.000	.806	.950



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TMC Data
SR 212 @ Oglesby Bridge Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880001
Site Code : 48880001
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	SR 212 Northbound					SR 212 Southbound					Oglesby Bridge Rd Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	67	76	8	0	151	7	16	12	0	35	18	28	12	0	58	2	46	10	0	58	302
07:15 AM	55	68	16	0	139	4	20	14	0	38	16	16	17	0	49	10	46	11	0	67	293
07:30 AM	51	99	6	0	156	3	33	15	0	51	29	32	8	0	69	2	32	17	0	51	327
07:45 AM	44	107	10	0	161	2	33	17	0	52	20	28	12	0	60	6	27	9	0	42	315
Total	217	350	40	0	607	16	102	58	0	176	83	104	49	0	236	20	151	47	0	218	1237
08:00 AM	30	82	6	0	118	5	26	20	0	51	15	25	11	0	51	2	34	9	0	45	265
08:15 AM	25	79	9	0	113	3	26	13	0	42	24	22	16	0	62	7	31	15	0	53	270
08:30 AM	21	77	7	0	105	3	26	10	0	39	12	19	14	0	45	4	13	13	0	30	219
08:45 AM	10	65	8	0	83	5	34	15	0	54	17	16	11	0	44	3	9	10	0	22	203
Total	86	303	30	0	419	16	112	58	0	186	68	82	52	0	202	16	87	47	0	150	957
*** BREAK ***																					
04:00 PM	11	32	7	0	50	18	102	17	0	137	13	36	17	0	66	5	38	5	0	48	301
04:15 PM	10	50	3	0	63	11	73	11	0	95	15	28	26	0	69	16	32	6	0	54	281
04:30 PM	17	48	2	0	67	16	99	16	0	131	12	26	32	0	70	12	29	7	0	48	316
04:45 PM	8	48	8	0	64	15	96	17	0	128	10	30	25	0	65	14	40	9	0	63	320
Total	46	178	20	0	244	60	370	61	0	491	50	120	100	0	270	47	139	27	0	213	1218
05:00 PM	15	51	3	0	69	16	102	20	0	138	11	26	23	0	60	12	27	8	0	47	314
05:15 PM	12	41	6	0	59	12	115	28	0	155	12	34	29	0	75	19	50	8	0	77	366
05:30 PM	18	46	6	0	70	11	104	29	0	144	20	30	26	0	76	15	55	10	0	80	370
05:45 PM	10	43	5	0	58	5	90	29	0	124	12	39	26	0	77	15	41	12	0	68	327
Total	55	181	20	0	256	44	411	106	0	561	55	129	104	0	288	61	173	38	0	272	1377
Grand Total	404	1012	110	0	1526	136	995	283	0	1414	256	435	305	0	996	144	550	159	0	853	4789
Apprch %	26.5	66.3	7.2	0		9.6	70.4	20	0		25.7	43.7	30.6	0		16.9	64.5	18.6	0		
Total %	8.4	21.1	2.3	0	31.9	2.8	20.8	5.9	0	29.5	5.3	9.1	6.4	0	20.8	3	11.5	3.3	0	17.8	

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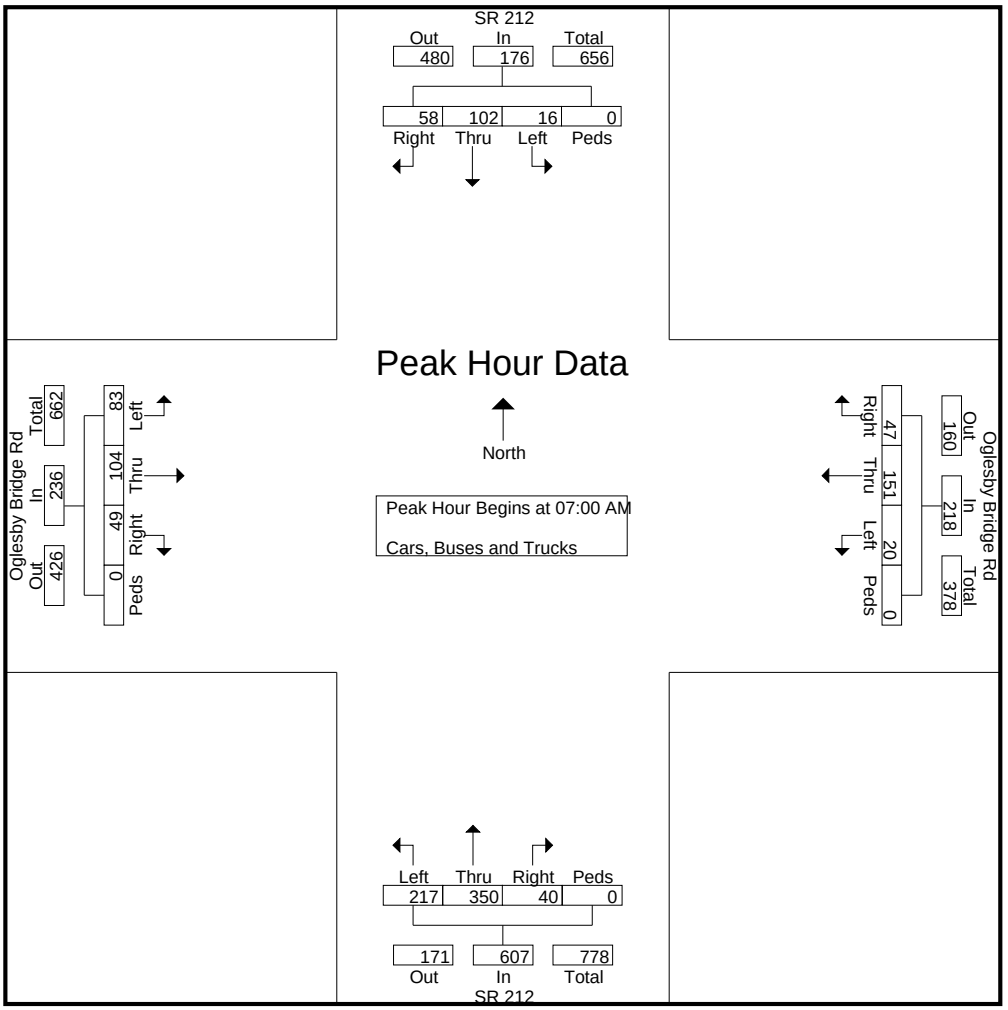
TMC Data
SR 212 @ Oglesby Bridge Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880001
Site Code : 48880001
Start Date : 5/7/2024
Page No : 2

	SR 212 Northbound					SR 212 Southbound					Oglesby Bridge Rd Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	**67**	76	8	0	151	**7**	16	12	0	35	18	28	12	0	58	2	**46**	10	0	58	302
07:15 AM	55	68	**16**	0	139	4	20	14	0	38	16	16	**17**	0	49	**10**	46	11	0	**67**	293
07:30 AM	51	99	6	0	156	3	**33**	15	0	51	**29**	**32**	8	0	**69**	2	32	**17**	0	51	**327**
07:45 AM	44	**107**	10	0	**161**	2	33	**17**	0	**52**	20	28	12	0	60	6	27	9	0	42	315
Total Volume	217	350	40	0	607	16	102	58	0	176	83	104	49	0	236	20	151	47	0	218	1237
% App. Total	35.7	57.7									35.2	44.1	20.8				69.3	21.6			
PHF	.810	.818	.625	.000	.943	.571	.773	.853	.000	.846	.716	.813	.721	.000	.855	.500	.821	.691	.000	.813	.946



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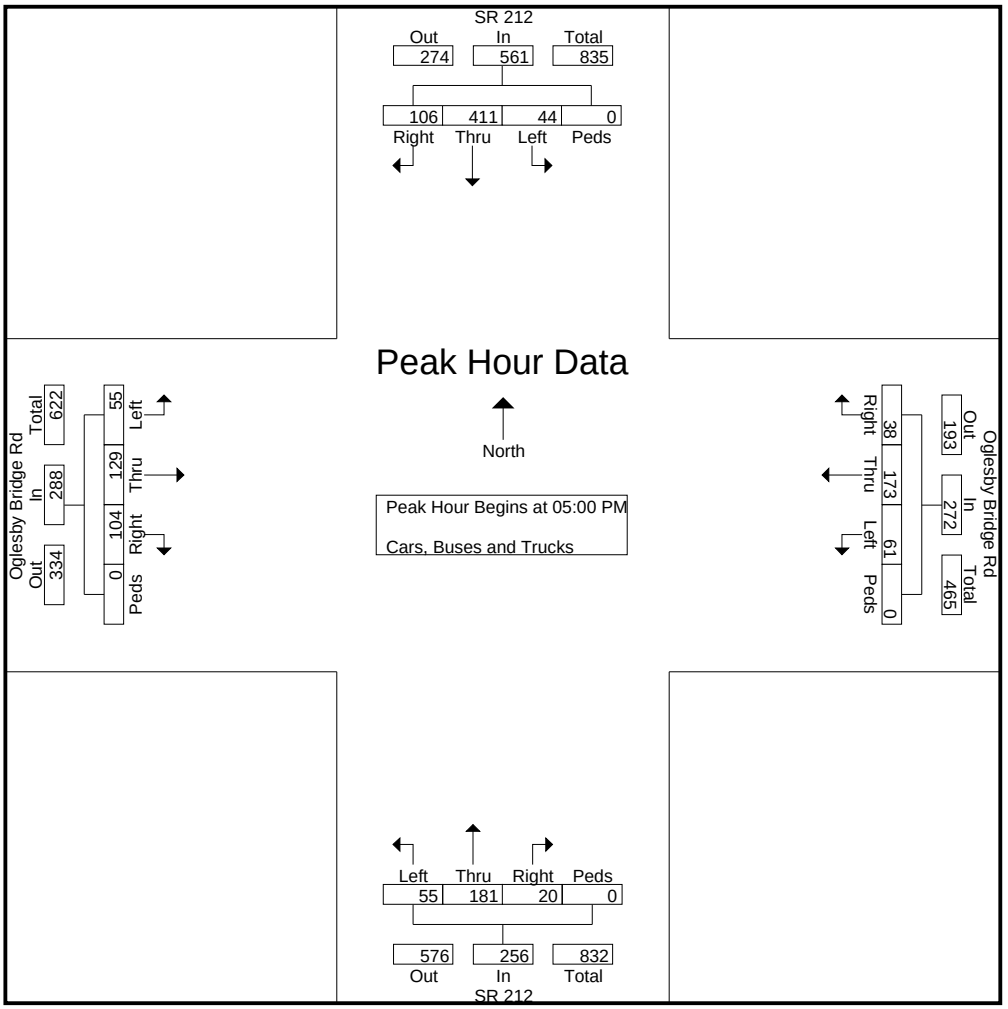
TMC Data
SR 212 @ Oglesby Bridge Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880001
Site Code : 48880001
Start Date : 5/7/2024
Page No : 3

	SR 212 Northbound					SR 212 Southbound					Oglesby Bridge Rd Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	15	**51**	3	0	69	**16**	102	20	0	138	11	26	23	0	60	12	27	8	0	47	314
05:15 PM	12	41	**6**	0	59	12	**115**	28	0	**155**	12	34	**29**	0	75	**19**	50	8	0	77	366
05:30 PM	**18**	46	6	0	**70**	11	104	**29**	0	144	**20**	30	26	0	76	15	**55**	10	0	**80**	**370**
05:45 PM	10	43	5	0	58	5	90	29	0	124	12	**39**	26	0	**77**	15	41	**12**	0	68	327
Total Volume	55	181	20	0	256	44	411	106	0	561	55	129	104	0	288	61	173	38	0	272	1377
% App. Total	21.5	70.7					73.3	18.9			19.1	44.8	36.1			22.4	63.6				
PHF	.764	.887	.833	.000	.914	.688	.893	.914	.000	.905	.688	.827	.897	.000	.935	.803	.786	.792	.000	.850	.930



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TMC Data
Oglesby Bridge Rd @ Union Church Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880002
Site Code : 48880002
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Oglesby Bridge Rd Northbound					Union Church Rd Southbound					Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	23	19	0	42	13	6	0	0	19	0	0	0	0	0	18	0	85	0	103	164
07:15 AM	0	30	14	0	44	14	10	0	0	24	0	0	0	0	0	37	0	116	0	153	221
07:30 AM	0	26	29	0	55	17	10	0	0	27	0	0	0	0	0	32	0	49	0	81	163
07:45 AM	0	19	21	0	40	13	9	0	0	22	0	0	0	0	0	36	0	64	0	100	162
Total	0	98	83	0	181	57	35	0	0	92	0	0	0	0	0	123	0	314	0	437	710
08:00 AM	0	25	27	0	52	11	6	0	0	17	0	0	0	0	0	22	0	29	0	51	120
08:15 AM	0	29	17	0	46	23	8	0	0	31	0	0	0	0	0	45	0	53	0	98	175
08:30 AM	0	27	14	0	41	22	11	0	0	33	0	0	0	0	0	19	0	40	0	59	133
08:45 AM	0	12	13	0	25	10	8	0	0	18	0	0	0	0	0	17	0	18	0	35	78
Total	0	93	71	0	164	66	33	0	0	99	0	0	0	0	0	103	0	140	0	243	506
*** BREAK ***																					
04:00 PM	0	18	28	0	46	35	24	0	0	59	0	0	0	0	0	21	0	15	0	36	141
04:15 PM	0	24	32	0	56	26	35	0	0	61	0	0	0	0	0	26	0	14	0	40	157
04:30 PM	0	32	31	0	63	43	32	0	0	75	0	0	0	0	0	28	0	14	0	42	180
04:45 PM	0	29	24	0	53	32	33	0	0	65	0	0	0	0	0	30	0	14	0	44	162
Total	0	103	115	0	218	136	124	0	0	260	0	0	0	0	0	105	0	57	0	162	640
05:00 PM	0	22	28	0	50	33	29	0	0	62	0	0	0	0	0	26	0	15	0	41	153
05:15 PM	0	25	29	0	54	33	33	0	0	66	0	0	0	0	0	55	0	23	0	78	198
05:30 PM	0	29	39	0	68	23	28	0	0	51	0	0	0	0	0	66	0	17	0	83	202
05:45 PM	0	32	40	0	72	32	35	0	0	67	0	0	0	0	0	48	0	18	0	66	205
Total	0	108	136	0	244	121	125	0	0	246	0	0	0	0	0	195	0	73	0	268	758
Grand Total	0	402	405	0	807	380	317	0	0	697	0	0	0	0	0	526	0	584	0	1110	2614
Apprch %	0	49.8	50.2	0		54.5	45.5	0	0		0	0	0	0		47.4	0	52.6	0		
Total %	0	15.4	15.5	0	30.9	14.5	12.1	0	0	26.7	0	0	0	0	0	20.1	0	22.3	0	42.5	

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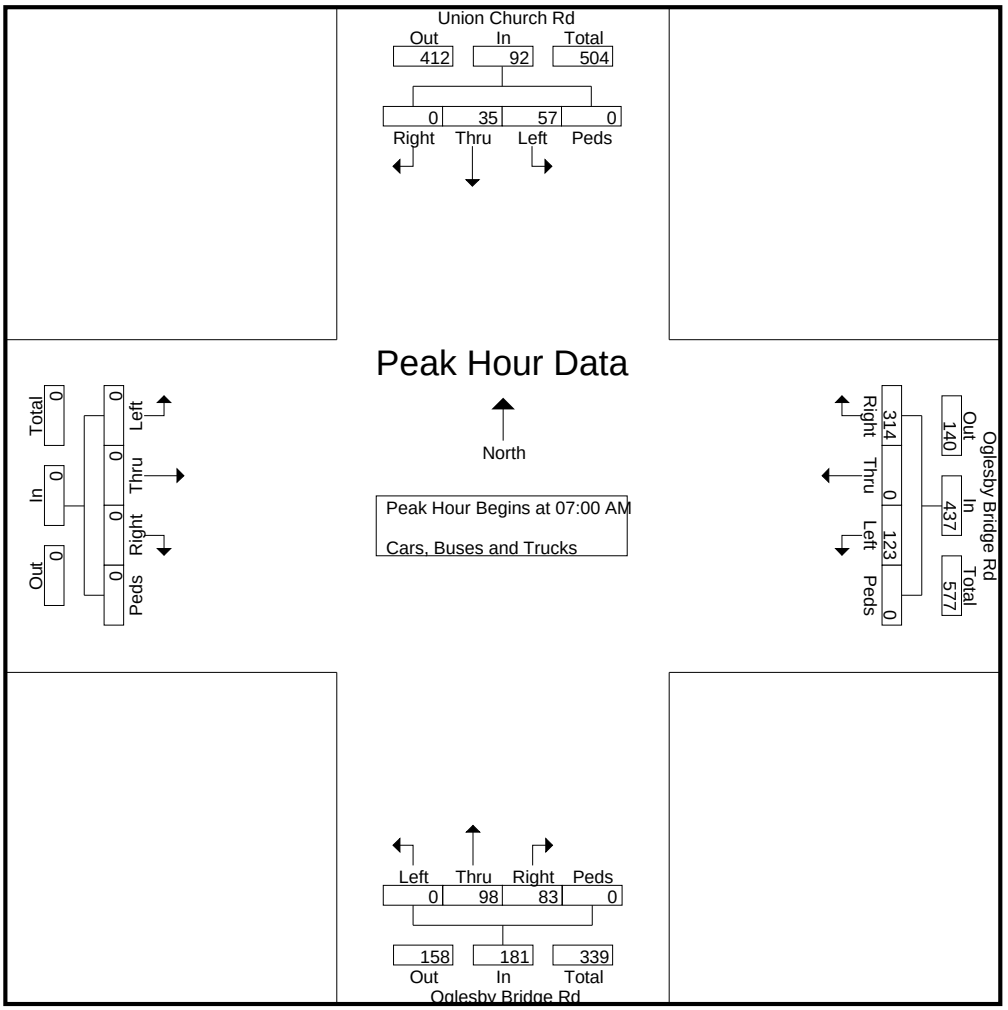
TMC Data
Oglesby Bridge Rd @ Union Church Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880002
Site Code : 48880002
Start Date : 5/7/2024
Page No : 2

	Oglesby Bridge Rd Northbound					Union Church Rd Southbound					Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	23	19	0	42	13	6	0	0	19	0	0	0	0	0	18	0	85	0	103	164
07:15 AM	0	**30**	14	0	44	14	**10**	0	0	24	0	0	0	0	0	**37**	0	**116**	0	**153**	**221**
07:30 AM	0	26	**29**	0	**55**	**17**	10	0	0	**27**	0	0	0	0	0	32	0	49	0	81	163
07:45 AM	0	19	21	0	40	13	9	0	0	22	0	0	0	0	0	36	0	64	0	100	162
Total Volume	0	98	83	0	181	57	35	0	0	92	0	0	0	0	0	123	0	314	0	437	710
% App. Total		54.1	45.9													28.1		71.9			
PHF	.000	.817	.716	.000	.823	.838	.875	.000	.000	.852	.000	.000	.000	.000	.000	.831	.000	.677	.000	.714	.803



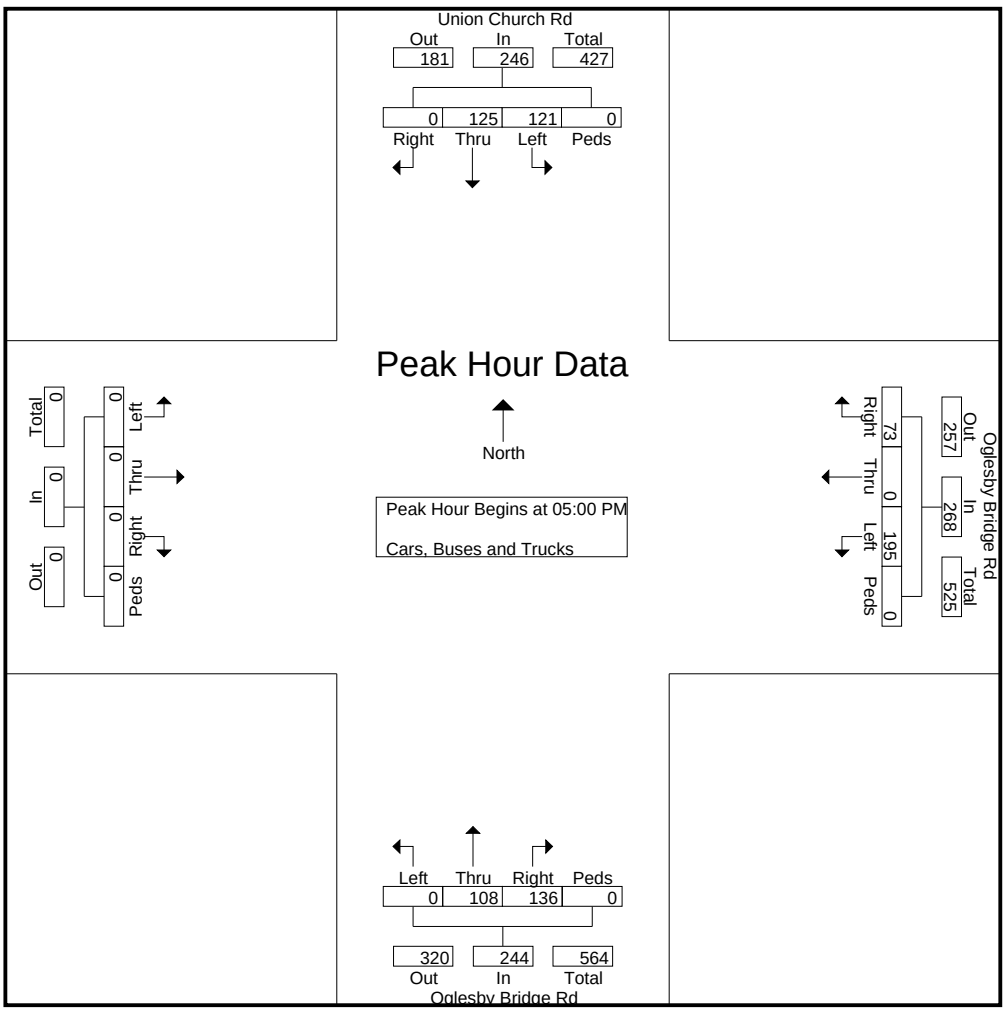
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159

TMC Data
Oglesby Bridge Rd @ Union Church Rd
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880002
Site Code : 48880002
Start Date : 5/7/2024
Page No : 3

	Oglesby Bridge Rd Northbound					Union Church Rd Southbound					Eastbound					Oglesby Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	22	28	0	50	**33**	29	0	0	62	0	0	0	0	0	26	0	15	0	41	153
05:15 PM	0	25	29	0	54	33	33	0	0	66	0	0	0	0	0	55	0	**23**	0	78	198
05:30 PM	0	29	39	0	68	23	28	0	0	51	0	0	0	0	0	**66**	0	17	0	**83**	202
05:45 PM	0	**32**	**40**	0	**72**	32	**35**	0	0	**67**	0	0	0	0	0	48	0	18	0	66	**205**
Total Volume	0	108	136	0	244	121	125	0	0	246	0	0	0	0	0	195	0	73	0	268	758
% App. Total		44.3	55.7			49.2	50.8									72.8		27.2			
PHF	.000	.844	.850	.000	.847	.917	.893	.000	.000	.918	.000	.000	.000	.000	.000	.739	.000	.793	.000	.807	.924



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TMC Data
SR 138 @ SR 212
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880003
Site Code : 48880003
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	SR 212 Northbound					SR 212 Southbound					SR 138 Eastbound					SR 138 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	18	109	8	0	135	12	35	31	0	78	32	78	6	0	116	7	93	25	0	125	454
07:15 AM	29	122	15	0	166	15	32	27	0	74	38	102	5	0	145	11	114	27	0	152	537
07:30 AM	15	137	32	0	184	13	60	23	0	96	29	116	16	0	161	22	97	19	0	138	579
07:45 AM	6	147	25	0	178	18	58	30	0	106	45	117	4	0	166	19	87	23	0	129	579
Total	68	515	80	0	663	58	185	111	0	354	144	413	31	0	588	59	391	94	0	544	2149
08:00 AM	12	120	18	0	150	22	41	33	0	96	41	82	3	0	126	22	105	23	0	150	522
08:15 AM	14	112	18	0	144	4	33	39	0	76	41	85	4	0	130	10	102	18	0	130	480
08:30 AM	11	121	14	0	146	17	42	16	0	75	51	108	3	0	162	16	75	21	0	112	495
08:45 AM	6	108	10	0	124	12	48	13	0	73	71	100	6	0	177	10	61	37	0	108	482
Total	43	461	60	0	564	55	164	101	0	320	204	375	16	0	595	58	343	99	0	500	1979
*** BREAK ***																					
04:00 PM	13	82	20	0	115	21	122	11	0	154	46	112	16	0	174	16	91	14	0	121	564
04:15 PM	5	88	14	0	107	31	155	18	0	204	46	86	10	0	142	34	84	27	0	145	598
04:30 PM	8	81	13	0	102	20	126	16	0	162	52	110	3	0	165	35	88	22	0	145	574
04:45 PM	10	90	18	0	118	33	157	17	0	207	44	83	8	0	135	35	84	14	0	133	593
Total	36	341	65	0	442	105	560	62	0	727	188	391	37	0	616	120	347	77	0	544	2329
05:00 PM	7	91	12	0	110	31	146	31	0	208	35	102	12	0	149	21	99	28	0	148	615
05:15 PM	12	113	16	0	141	33	165	27	0	225	41	82	6	0	129	30	91	16	0	137	632
05:30 PM	4	73	15	0	92	32	171	27	0	230	45	102	4	0	151	36	102	19	0	157	630
05:45 PM	13	73	14	0	100	24	154	30	0	208	42	85	7	0	134	25	74	21	0	120	562
Total	36	350	57	0	443	120	636	115	0	871	163	371	29	0	563	112	366	84	0	562	2439
Grand Total	183	1667	262	0	2112	338	1545	389	0	2272	699	1550	113	0	2362	349	1447	354	0	2150	8896
Apprch %	8.7	78.9	12.4	0		14.9	68	17.1	0		29.6	65.6	4.8	0		16.2	67.3	16.5	0		
Total %	2.1	18.7	2.9	0	23.7	3.8	17.4	4.4	0	25.5	7.9	17.4	1.3	0	26.6	3.9	16.3	4	0	24.2	

Reliable Traffic Data Services

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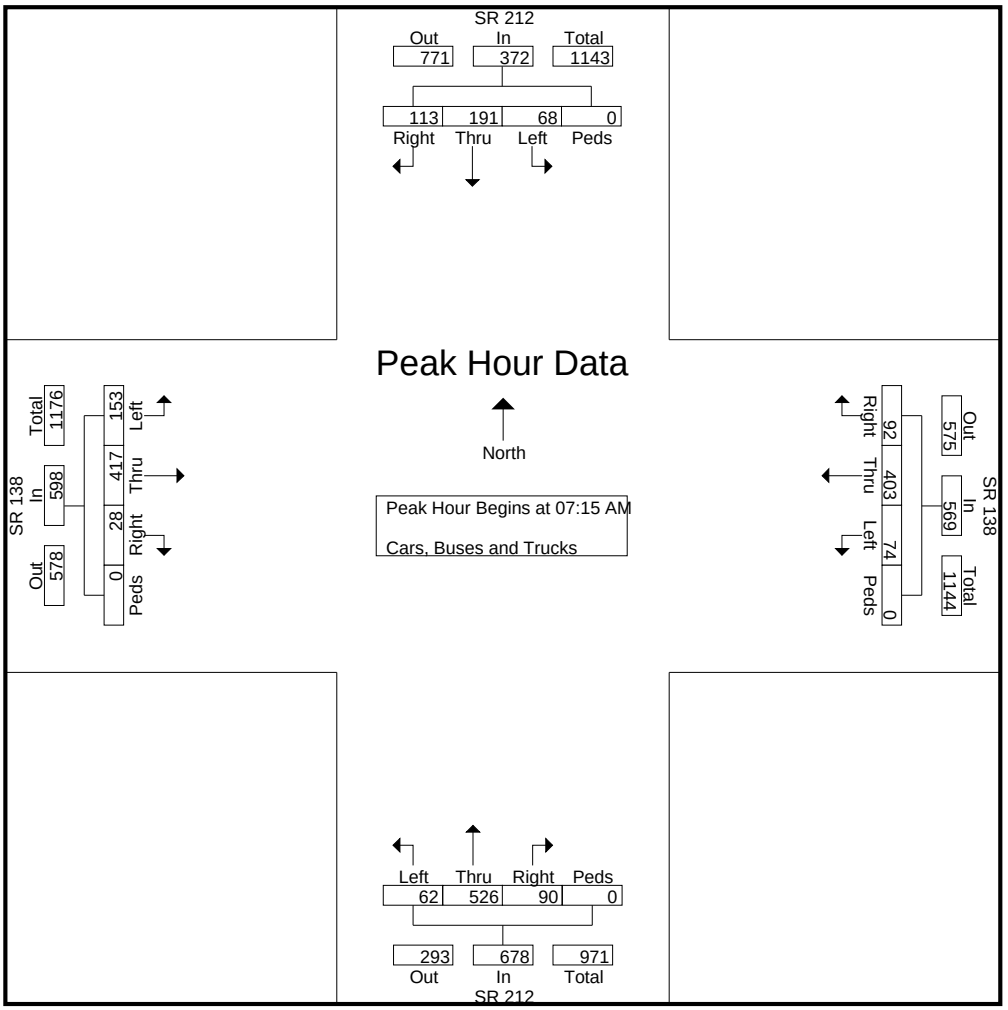
TMC Data
SR 138 @ SR 212
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880003
Site Code : 48880003
Start Date : 5/7/2024
Page No : 2

	SR 212 Northbound					SR 212 Southbound					SR 138 Eastbound					SR 138 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**29**	122	15	0	166	15	32	27	0	74	38	102	5	0	145	11	**114**	**27**	0	**152**	537
07:30 AM	15	137	**32**	0	**184**	13	**60**	23	0	96	29	116	**16**	0	161	**22**	97	19	0	138	**579**
07:45 AM	6	**147**	25	0	178	18	58	30	0	**106**	**45**	**117**	4	0	**166**	19	87	23	0	129	579
08:00 AM	12	120	18	0	150	**22**	41	**33**	0	96	41	82	3	0	126	22	105	23	0	150	522
Total Volume	62	526	90	0	678	68	191	113	0	372	153	417	28	0	598	74	403	92	0	569	2217
% App. Total		77.6	13.3			18.3	51.3	30.4			25.6	69.7					70.8	16.2			
PHF	.534	.895	.703	.000	.921	.773	.796	.856	.000	.877	.850	.891	.438	.000	.901	.841	.884	.852	.000	.936	.957



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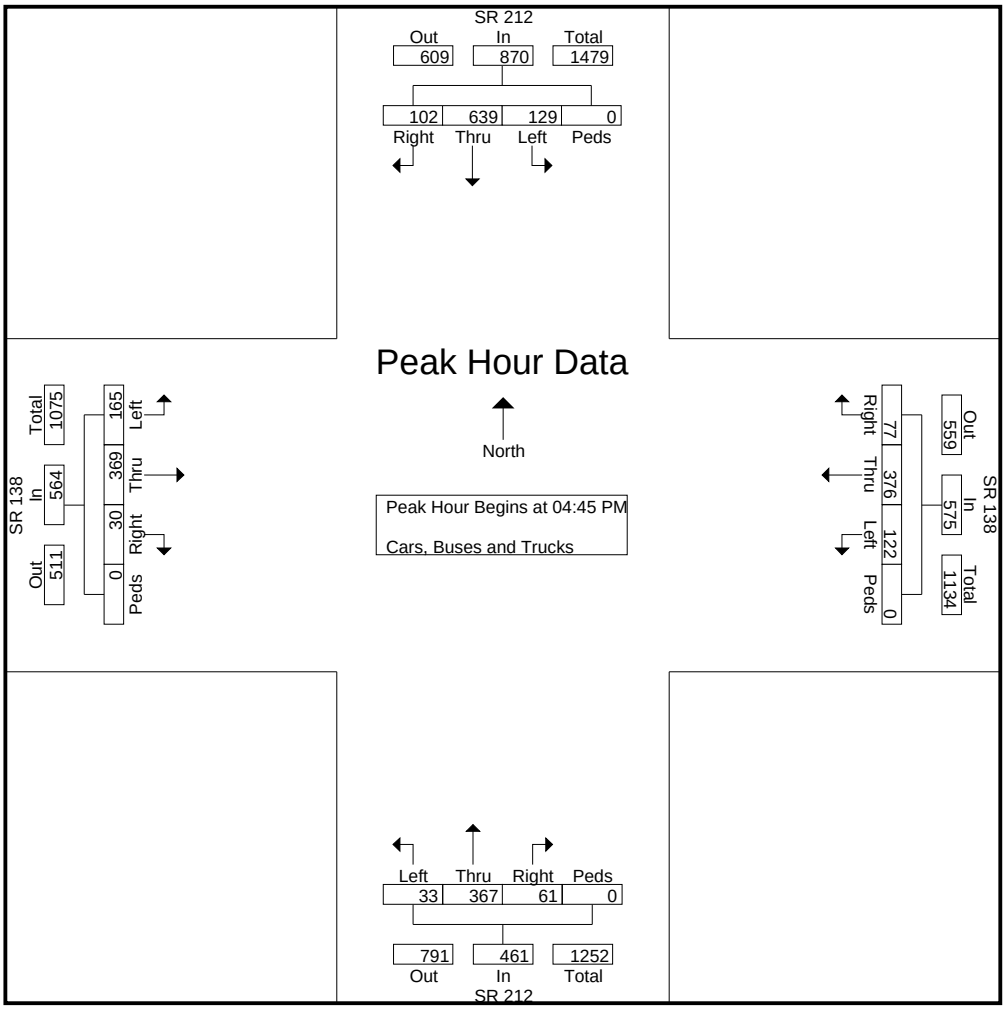
TMC Data
SR 138 @ SR 212
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880003
Site Code : 48880003
Start Date : 5/7/2024
Page No : 3

	SR 212 Northbound					SR 212 Southbound					SR 138 Eastbound					SR 138 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	10	90	**18**	0	118	**33**	157	17	0	207	44	83	8	0	135	35	84	14	0	133	593
05:00 PM	7	91	12	0	110	31	146	**31**	0	208	35	**102**	**12**	0	149	21	99	**28**	0	148	615
05:15 PM	**12**	**113**	16	0	**141**	33	165	27	0	225	41	82	6	0	129	30	91	16	0	137	**632**
05:30 PM	4	73	15	0	92	32	**171**	27	0	**230**	**45**	102	4	0	**151**	**36**	**102**	19	0	**157**	630
Total Volume	33	367	61	0	461	129	639	102	0	870	165	369	30	0	564	122	376	77	0	575	2470
% App. Total		79.6	13.2			14.8	73.4	11.7			29.3	65.4				21.2	65.4	13.4			
PHF	.688	.812	.847	.000	.817	.977	.934	.823	.000	.946	.917	.904	.625	.000	.934	.847	.922	.688	.000	.916	.977



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TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	92	123	1	0	216	0	81	12	0	93	20	0	24	0	44	2	10	1	0	13	366
07:15 AM	87	149	0	0	236	0	88	10	0	98	30	1	33	0	64	0	8	0	0	8	406
07:30 AM	106	164	0	0	270	0	112	12	0	124	36	2	41	0	79	2	16	2	0	20	493
07:45 AM	101	159	0	0	260	0	109	18	0	127	30	0	47	0	77	2	17	3	0	22	486
Total	386	595	1	0	982	0	390	52	0	442	116	3	145	0	264	6	51	6	0	63	1751
08:00 AM	68	124	2	0	194	2	97	18	0	117	25	0	33	0	58	2	10	1	0	13	382
08:15 AM	77	133	0	0	210	1	125	17	0	143	29	0	42	0	71	4	8	3	0	15	439
08:30 AM	52	125	4	0	181	4	101	14	0	119	31	0	24	0	55	3	7	4	0	14	369
08:45 AM	60	135	2	0	197	1	109	9	0	119	16	1	35	0	52	0	9	5	0	14	382
Total	257	517	8	0	782	8	432	58	0	498	101	1	134	0	236	9	34	13	0	56	1572
*** BREAK ***																					
04:00 PM	37	129	0	0	166	3	140	18	0	161	28	3	88	0	119	2	1	2	0	5	451
04:15 PM	47	122	0	0	169	3	147	19	0	169	38	2	81	0	121	0	2	5	0	7	466
04:30 PM	43	137	5	0	185	2	153	29	0	184	39	4	70	0	113	1	5	4	0	10	492
04:45 PM	38	113	0	0	151	1	160	25	0	186	34	4	83	0	121	3	3	4	0	10	468
Total	165	501	5	0	671	9	600	91	0	700	139	13	322	0	474	6	11	15	0	32	1877
05:00 PM	46	127	0	0	173	4	126	20	0	150	30	3	77	0	110	7	8	3	0	18	451
05:15 PM	45	147	4	0	196	2	151	24	0	177	37	5	79	0	121	3	4	4	0	11	505
05:30 PM	58	124	2	0	184	0	133	19	0	152	42	2	87	0	131	4	5	4	0	13	480
05:45 PM	39	135	3	0	177	3	140	28	0	171	39	3	76	0	118	1	9	6	0	16	482
Total	188	533	9	0	730	9	550	91	0	650	148	13	319	0	480	15	26	17	0	58	1918
Grand Total	996	2146	23	0	3165	26	1972	292	0	2290	504	30	920	0	1454	36	122	51	0	209	7118
Apprch %	31.5	67.8	0.7	0		1.1	86.1	12.8	0		34.7	2.1	63.3	0		17.2	58.4	24.4	0		
Total %	14	30.1	0.3	0	44.5	0.4	27.7	4.1	0	32.2	7.1	0.4	12.9	0	20.4	0.5	1.7	0.7	0	2.9	

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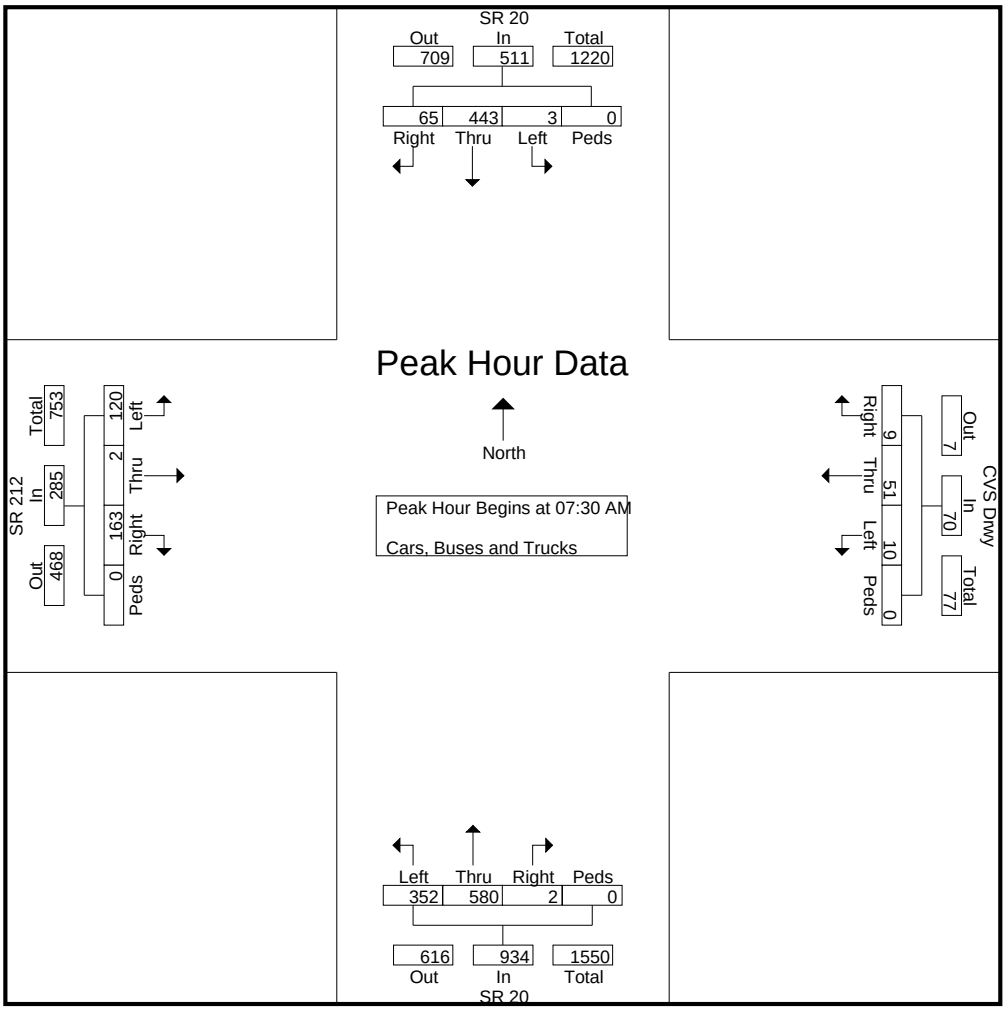
TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 2

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**106**	**164**	0	0	**270**	0	112	12	0	124	**36**	**2**	41	0	**79**	2	16	2	0	20	**493**
07:45 AM	101	159	0	0	260	0	109	**18**	0	127	30	0	**47**	0	77	2	**17**	**3**	0	**22**	486
08:00 AM	68	124	**2**	0	194	**2**	97	18	0	117	25	0	33	0	58	2	10	1	0	13	382
08:15 AM	77	133	0	0	210	1	**125**	17	0	**143**	29	0	42	0	71	**4**	8	3	0	15	439
Total Volume	352	580	2	0	934	3	443	65	0	511	120	2	163	0	285	10	51	9	0	70	1800
% App. Total	37.7	62.1					86.7	12.7			42.1		57.2			14.3	72.9	12.9			
PHF	.830	.884	.250	.000	.865	.375	.886	.903	.000	.893	.833	.250	.867	.000	.902	.625	.750	.750	.000	.795	.913



Reliable Traffic Data Services

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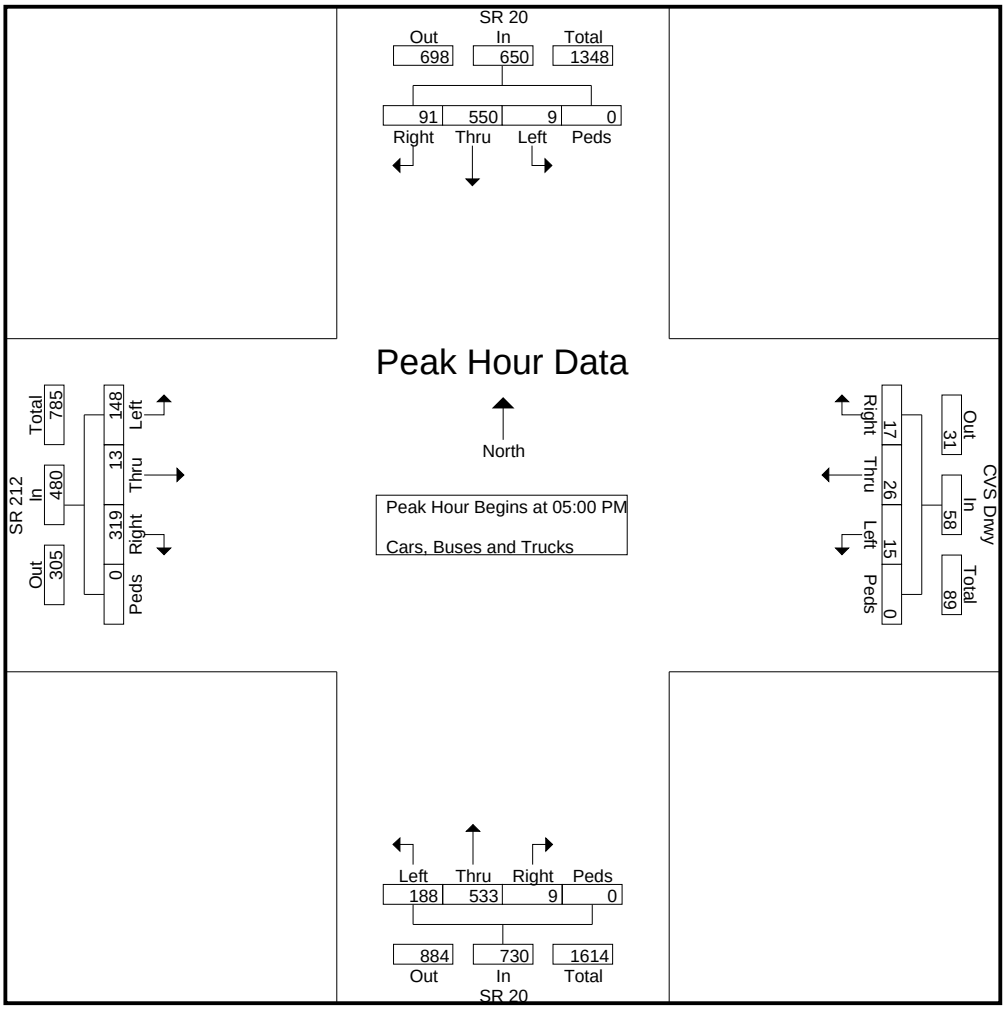
TMC Data
SR 212 @ SR 20
Conyers, GA
7-9 AM | 4-6 PM

File Name : 48880004
Site Code : 48880004
Start Date : 5/7/2024
Page No : 3

	SR 20 Northbound					SR 20 Southbound					SR 212 Eastbound					CVS Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	46	127	0	0	173	**4**	126	20	0	150	30	3	77	0	110	**7**	8	3	0	**18**	451
05:15 PM	45	**147**	**4**	0	**196**	2	**151**	24	0	**177**	37	**5**	79	0	121	3	4	4	0	11	**505**
05:30 PM	**58**	124	2	0	184	0	133	19	0	152	**42**	2	**87**	0	**131**	4	5	4	0	13	480
05:45 PM	39	135	3	0	177	3	140	**28**	0	171	39	3	76	0	118	1	**9**	**6**	0	16	482
Total Volume	188	533	9	0	730	9	550	91	0	650	148	13	319	0	480	15	26	17	0	58	1918
% App. Total	25.8						84.6				30.8		66.5			25.9	44.8	29.3			
PHF	.810	.906	.563	.000	.931	.563	.911	.813	.000	.918	.881	.650	.917	.000	.916	.536	.722	.708	.000	.806	.950



Reliable Traffic Data Services

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ADT Data

Site Code: 48880101
Oglesby Bridge Rd west of SR212
Conyers, GA

Start Time	07-May-24 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	27			3	24				
12:15		2	29			6	37				
12:30		0	24			3	18				
12:45		1	39	4	119	4	37	16	116	20	235
01:00		3	31			2	31				
01:15		1	40			1	30				
01:30		2	44			3	30				
01:45		3	35	9	150	4	38	10	129	19	279
02:00		0	34			3	39				
02:15		5	41			2	47				
02:30		1	37			2	49				
02:45		2	52	8	164	2	34	9	169	17	333
03:00		1	53			1	44				
03:15		2	44			3	56				
03:30		4	56			2	53				
03:45		3	67	10	220	4	61	10	214	20	434
04:00		2	61			4	56				
04:15		7	65			3	57				
04:30		7	70			3	63				
04:45		10	69	26	265	8	63	18	239	44	504
05:00		11	53			5	58				
05:15		11	84			11	99				
05:30		9	70			12	90				
05:45		21	84	52	291	14	87	42	334	94	625
06:00		18	78			17	54				
06:15		19	60			32	66				
06:30		26	58			58	48				
06:45		31	50	94	246	71	52	178	220	272	466
07:00		53	45			116	36				
07:15		49	50			121	31				
07:30		63	39			94	30				
07:45		65	35	230	169	89	50	420	147	650	316
08:00		38	29			86	30				
08:15		65	21			72	34				
08:30		52	26			44	24				
08:45		47	26	202	102	35	28	237	116	439	218
09:00		29	25			40	21				
09:15		34	10			33	18				
09:30		38	22			31	20				
09:45		28	13	129	70	30	22	134	81	263	151
10:00		30	12			33	23				
10:15		23	8			24	17				
10:30		21	6			32	12				
10:45		31	9	105	35	30	12	119	64	224	99
11:00		39	8			30	9				
11:15		31	11			20	3				
11:30		35	4			30	8				
11:45		30	4	135	27	38	2	118	22	253	49
Total		1004	1858			1311	1851			2315	3709
Percent		35.1%	64.9%			41.5%	58.5%			38.4%	61.6%
Grand Total		1004	1858			1311	1851			2315	3709
Percent		35.1%	64.9%			41.5%	58.5%			38.4%	61.6%
ADT		ADT 6,024		AADT 6,024							

Reliable Traffic Data Services

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ADT Data

Site Code: 48880102
SR212 north of Oglesby Bridge Rd
Conyers, GA

Start Time	07-May-24 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	60			17	61				
12:15		10	58			20	63				
12:30		4	52			6	46				
12:45		11	63	29	233	8	64	51	234	80	467
01:00		4	54			6	61				
01:15		5	66			7	65				
01:30		5	56			6	62				
01:45		3	72	17	248	5	78	24	266	41	514
02:00		5	52			9	70				
02:15		6	63			4	84				
02:30		5	62			2	93				
02:45		3	57	19	234	2	85	17	332	36	566
03:00		4	65			2	91				
03:15		13	42			1	98				
03:30		9	53			3	115				
03:45		11	56	37	216	3	122	9	426	46	642
04:00		18	51			8	127				
04:15		17	67			3	114				
04:30		29	63			3	123				
04:45		35	71	99	252	5	131	19	495	118	747
05:00		62	61			6	137				
05:15		83	71			5	163				
05:30		76	77			5	153				
05:45		102	65	323	274	8	119	24	572	347	846
06:00		122	54			8	127				
06:15		158	69			18	122				
06:30		140	66			20	115				
06:45		127	37	547	226	34	84	80	448	627	674
07:00		106	49			31	93				
07:15		124	36			35	88				
07:30		130	36			50	85				
07:45		124	46	484	167	54	91	170	357	654	524
08:00		111	47			47	84				
08:15		115	29			39	74				
08:30		106	34			42	56				
08:45		97	39	429	149	54	58	182	272	611	421
09:00		64	25			47	47				
09:15		85	25			36	44				
09:30		75	26			41	36				
09:45		80	22	304	98	51	39	175	166	479	264
10:00		78	15			66	43				
10:15		64	25			34	21				
10:30		56	13			46	23				
10:45		50	13	248	66	48	20	194	107	442	173
11:00		49	14			48	17				
11:15		47	7			40	22				
11:30		55	8			51	21				
11:45		52	8	203	37	57	19	196	79	399	116
Total		2739	2200			1141	3754			3880	5954
Percent		55.5%	44.5%			23.3%	76.7%			39.5%	60.5%
Grand Total		2739	2200			1141	3754			3880	5954
Percent		55.5%	44.5%			23.3%	76.7%			39.5%	60.5%
ADT		ADT 9,834		AADT 9,834							

AES
Applied Environmental Sciences, Inc.
90-F Glenda Trace #327
Newnan, Georgia 30265

December 18, 2007

New Dimension Engineering, LLC
101 Devant Street, Unit 908-B
Fayetteville, GA 30214

ATTN: Ms. Courtney J. Nolan, P.E.
President

RE: Report of Wetland Delineation & State Waters Review
Seay Farm, 140-acre Tract
Oglesby Bridge Road & Hwy. 212
Rockdale County, Georgia

Dear Ms. Nolan:

Applied Environmental Sciences, Inc. has completed a Wetland Delineation and State Waters Review on the Seay Farm, 140-acre Tract. This report contains information obtained during our investigation and our opinion of permitting options for site development.

We appreciate the opportunity to be of service to you on this project and look forward to working with you in the future. Please contact us at your convenience if you have any questions or if we can be of continued service.

Sincerely,

APPLIED ENVIRONMENTAL SCIENCES, INC.

M. Brannon Miles
President

Enclosures: Report of Wetland Delineation & State Waters Review
Figure 1: Site Location Map
Figure 2: USGS Topographic Map
Figure 3: Jurisdictional Area Plan

AES
Applied Environmental Sciences, Inc.
90-F Glenda Trace #327
Newnan, Georgia 30265

Copy to Burtt
Waynesboro

REPORT

OF

WETLANDS DELINEATION AND STATE WATERS REVIEW

ON THE

SEAY FARM, 140-ACRE TRACT
OGLESBY BRIDGE ROAD & HWY. 212
ROCKDALE COUNTY, GEORGIA

PREPARED FOR

MS. COURTNEY J. NOLAN, P.E.
NEW DIMENSION ENGINEERING, LLC
101 DEVANT STREET, UNIT 908-B
FAYETTEVILLE, GA 30214

DECEMBER 18, 2007
AES PROJECT NO. 27511.1

678.262.4020 tel • 770.683.4875 fax

Project Purpose and Location

Applied Environmental Sciences, Inc. was contracted by New Dimension Engineering, LLC to perform a delineation of wetlands and other jurisdictional waters for the Seay Farm, 140-acre Tract. This site is hereinafter referred to as the Project Site. The investigation included a review of potential Georgia Waters of the State, including those that require a stream buffer. The delineation and review were requested to be used in a determination of potential Federal and State permitting requirements for Project Site development.

Based on the provided information, the Project Site consists of an approximately 140-acre tract adjacent to the northwest of the intersection of Oglesby Bridge Road and Highway 212 in Rockdale County, Georgia. The Project Site is located within the Piedmont Physiographic Province of Georgia. Drainage from the Project Site is generally toward the north to Honey Creek. Honey Creek is located within the South River drainage basin.

Methodology

Wetland Delineation

The purpose of the wetland delineation was to identify Federal jurisdictional waters, including wetlands on the Project Site. In order for an area to qualify as wetland, physical evidence of (1) wetland vegetation, (2) wetland hydrology, and (3) hydric soils must be present. The criteria used to determine these parameters in the field are found in the **U.S. Army Corps of Engineers (USACE) 1987 Wetland Delineation Manual**. The definition for other Waters of the U.S., found at 33 CFR Section 328.3(a)(3), was used to delineate stream channels and open waters which do not meet the criteria for wetlands, but are jurisdictional to the USACE.

Recommendations for further coordination with the USACE for verification of a wetland delineation, issuance of a jurisdictional determination or permit to discharge fill material in Waters of the U.S. and wetlands are based on our understanding of current Federal wetland regulations, the results of the investigation, and review of provided, proposed development plans for the Project Site.

State Waters Review

The purpose of the state waters review was to identify potential Georgia Waters of the State located on the Project Site, and determine which of those waters should require a stream buffer. The Erosion and Sedimentation Act of Georgia prohibits land disturbing activities within the 25-foot buffer along state waters. However, the EPD provides for a variance process for certain activities within the buffer. Certain activities, such as road and utility line crossings, are typically exempt.

The criteria used for the review is detailed in Section 391-3-7.01 (v) of Chapter 391-3-7 of the Georgia Erosion and Sediment Act, Revised January, 2005. The criteria defined in the EPD Erosion and Sediment Control Manual, Revised January, 2005 was utilized to determine which areas on the Project Site require a state waters buffer. The definition utilized is as follows: "a "Stream Bank" means the confining cut of a stream channel and is usually identified as the point where the normal stream flow has wrested the vegetation. For non trout waters, the normal stream flow is any stream flow that consists solely of base flow or consists of both base flow and direct runoff during any period of the year. Base flow results from groundwater that enters the stream channel through the soil. This includes spring flows into streams. Direct runoff is the water entering stream channels promptly after rainfalls or snow melts."

As a supplemental tool for the review, potential streams and drainage features were evaluated using the current version of the intermittent stream evaluation method developed by the North Carolina Division of Water Quality (NCDWQ). The NCDWQ Stream Classification Method and associated guidance manual is a scoring method developed to distinguish ephemeral channels from intermittent streams. Within the classification method, a stream or stream segment must score a minimum of 19 points for classification as "intermittent." For scores of 18 points or less, the stream will be classified as "ephemeral" unless found to be a natural variant or urbanized channel.

Results

AES personnel completed the Wetland Delineation and State Waters Review on December 6, 2007. The wetland-upland (jurisdictional) boundaries were identified in the field with pink flagging. The head of each stream that originates on the Project Site was also flagged in the filed. The flagged jurisdictional boundaries were field-located using a *Trimble Pro XT* GPS. The collected data was post processed for further accuracy and transferred to the provided site plan. Jurisdictional areas delineated on the Project Site are depicted on the attached Figure 3 and consist of the following:

- Five perennial streams (PS1 – PS5)
- Four intermittent streams (IS1 – IS4)
- Three areas of wetlands (W1 - W3)
- Three ponds (P1 – P3)

Five perennial streams were identified on the Project Site. Each stream is well defined and is moderately incised. Perennial stream PS1 originates off site and trends generally northward across the western portion of the Project Site. Perennial stream PS2 flows to the northeast across the northwestern corner of the Project Site. Perennial stream PS3 forms the northern property boundary. Perennial stream PS4 begins on site and flows generally to the north-northeast across the central portion of the Project Site. Perennial stream PS5 originates at the outflow structure of a small pond (pond P2) on the northeastern portion of the Project Site. PS5 converges with PS4 approximately 350-ft to the west of the outflow structure.

Pond P1 is located on the western side of the Project Site and is an impoundment of PS1. An area of emergent and forested wetlands (W1) was identified within the headwaters of this pond. Intermittent stream IS1 commences on site to the east of the pond. A second area of forested wetlands (W2) was identified adjacent to this stream and to the east of the pond. Ponds P2 and P3 are located on the northeastern portion of the site. Pond P3 is an impoundment of intermittent streams IS3 and IS4. Pond P2 is located adjacent and down gradient of pond P3. Wetland area W3 consists of an emergent and forested wetlands system within the headwaters of perennial stream PS4. This wetland exhibits hydrologic influence from the adjacent upland landscape positions.

Discussion

Based on our investigation, each of the above-described areas should be considered jurisdictional to the USACE. Also, the streams and ponds should be considered Georgia Waters of the State jurisdictional to the Georgia EPD, and should require buffers.

Federal Permitting Requirements

Based on our review of the provided site plan, a residential development is proposed for the Project Site. Impacts to Waters of the U.S., including wetlands, can be authorized through USACE Nationwide and Individual Permits. Generally, impacts for residential developments less than 300-linear feet of stream

channel and less than 0.50-acres of wetlands may be authorized under USACE Nationwide Permit No. 29. USACE Nationwide Permit No. 29 requires a 45-day review period after submittal to the USACE. Compensatory mitigation is required to offset impacts in excess of 100-linear feet of stream channel and 0.10-acres of wetlands. Impacts to greater than 300-linear feet of stream channel or 0.50-acre of wetlands require a USACE Individual Permit. A USACE Individual permit typically takes 7 to 13-months for approval.

State Permitting Requirements

The Georgia Erosion & Sedimentation Act prohibits land disturbing activities within the 25-foot buffer adjacent to state waters. The EPD does provide for a variance process for buffer encroachment for certain activities. Typically, road and utility line crossings are exempt from the variance process if they are constructed perpendicular to the stream.

Based on our review, all of the streams and ponds on the Project Site should be considered state waters and should require buffers. The delineated wetland areas are not inundated, and should not require buffers. Based on our review of the site plan, two road crossings across state waters are proposed. The crossings appear to be perpendicular to the respective stream channels. Therefore, they should not, in our opinion, require stream buffer variances.

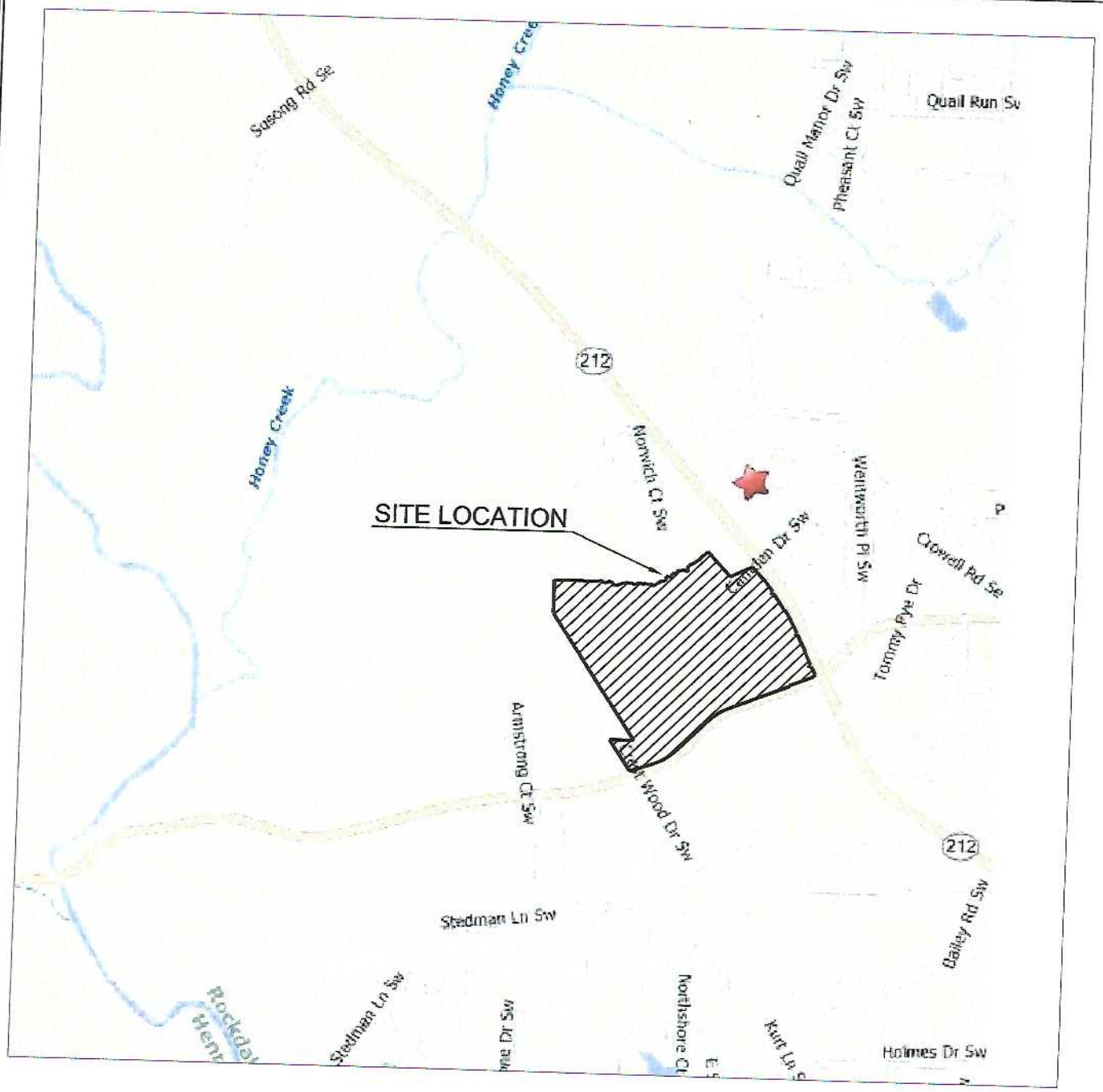
Conclusions

Jurisdictional areas consisting of five perennial stream, four intermittent streams, two ponds, and three wetlands systems were identified on the Project Site. All of these areas should be considered jurisdictional to the USACE. The streams and ponds should also be considered jurisdictional to the EPD and should require buffers.

Based on the provided site plan, a residential development is proposed for the Project Site. Under the current design, two road crossings across live streams are proposed. Permitting for the crossings should be possible through the use of a USACE Nationwide Permit No. 29. Authorization from the USACE in the form of an approved Pre-Construction Notification is required prior to construction of the development. If the cumulative impacts to stream channel are greater than 100-lf, compensatory mitigation will be required. ?

The streams and ponds on the Project Site should be considered Georgia Waters of the State and require buffers. The proposed road crossings appear to be perpendicular to the stream channels. Therefore, the crossings should not, in our opinion, require buffer variances. Following the preparation of the final development and grading plans, proposed impacts to jurisdictional waters should be calculated to determine the appropriate permitting requirements and necessary coordination with the USACE and EPD. Applied Environmental Sciences would be glad to assist you with the impact determination and then provide recommendations concerning permitting options.

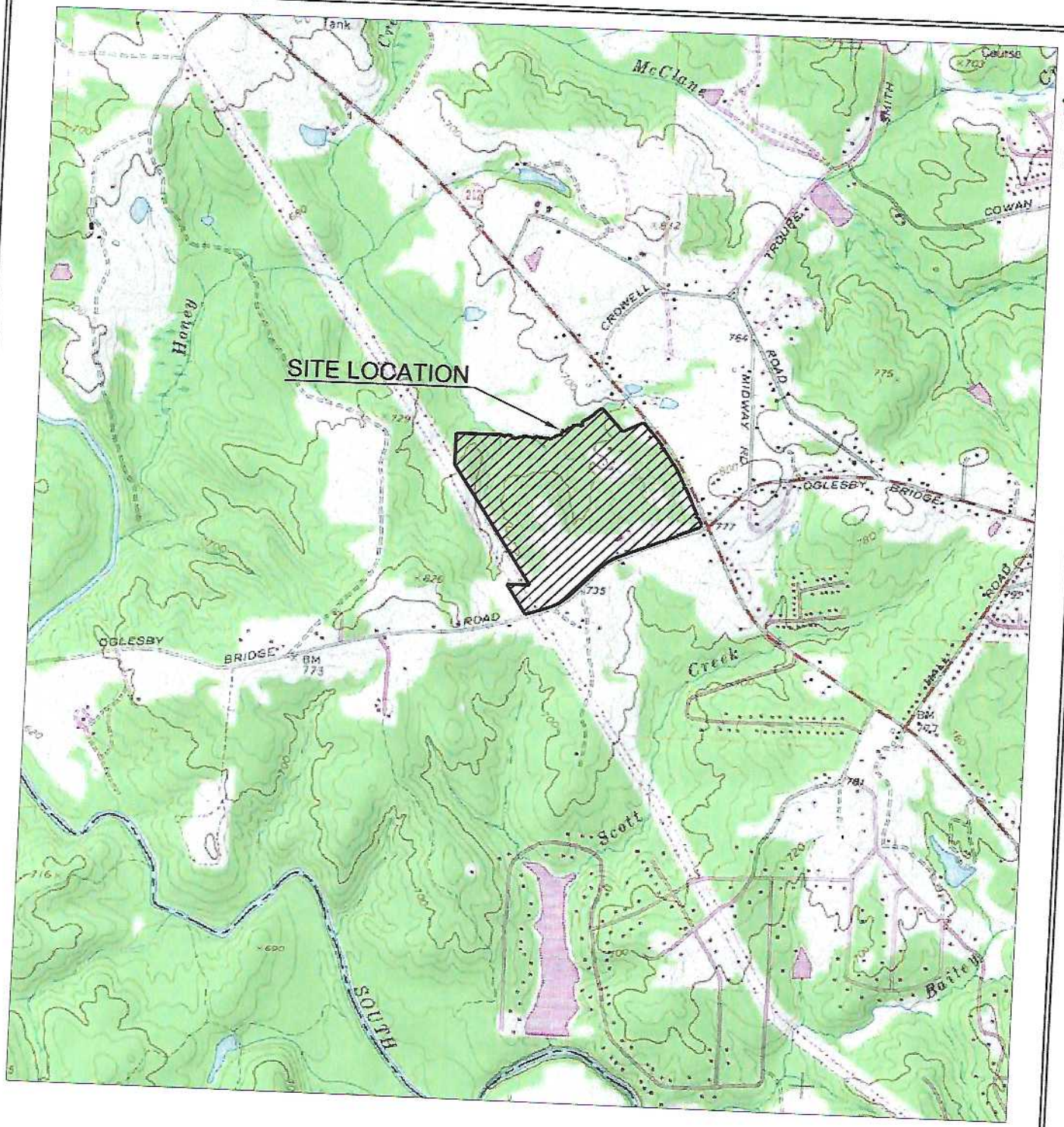
APPLIED ENVIRONMENTAL SCIENCES, INC.



SCALE: 1" = 2000'	STUDY TYPE: WETLAND DELINEATION		AES JOB No.: 27511.1
DATE: 12-16-07	CHECKED BY: MBM	DRAWN BY: CSL	REVISED:

FIGURE 1: SITE LOCATION MAP
SITE: Seay Farm, 140-acre Tract
Rockdale County, Georgia
CLIENT: New Deminsion Engineering, LLC
SCALE: 1" = 2000'

AES
Applied Environmental Sciences, Inc.
90-F Glenda Trace, #327 Newnan, Georgia 30265
(678) 262-4020 (770) 683-4875 (fax) www.aesciences.net



SCALE: 1" = 2000'	STUDY TYPE: WETLAND DELINEATION		AES JOB No.: 27511.1
DATE: 12-16-07	CHECKED BY: MBM	DRAWN BY: CSL	REVISED:

FIGURE 2: USGS TOPOGRAPHIC MAP
SITE: Seay Farm, 140-acre Tract
Rockdale County, Georgia
CLIENT: New Deminsion Engineering, LLC
SCALE: 1" = 2000'

AES
Applied Environmental Sciences, Inc.
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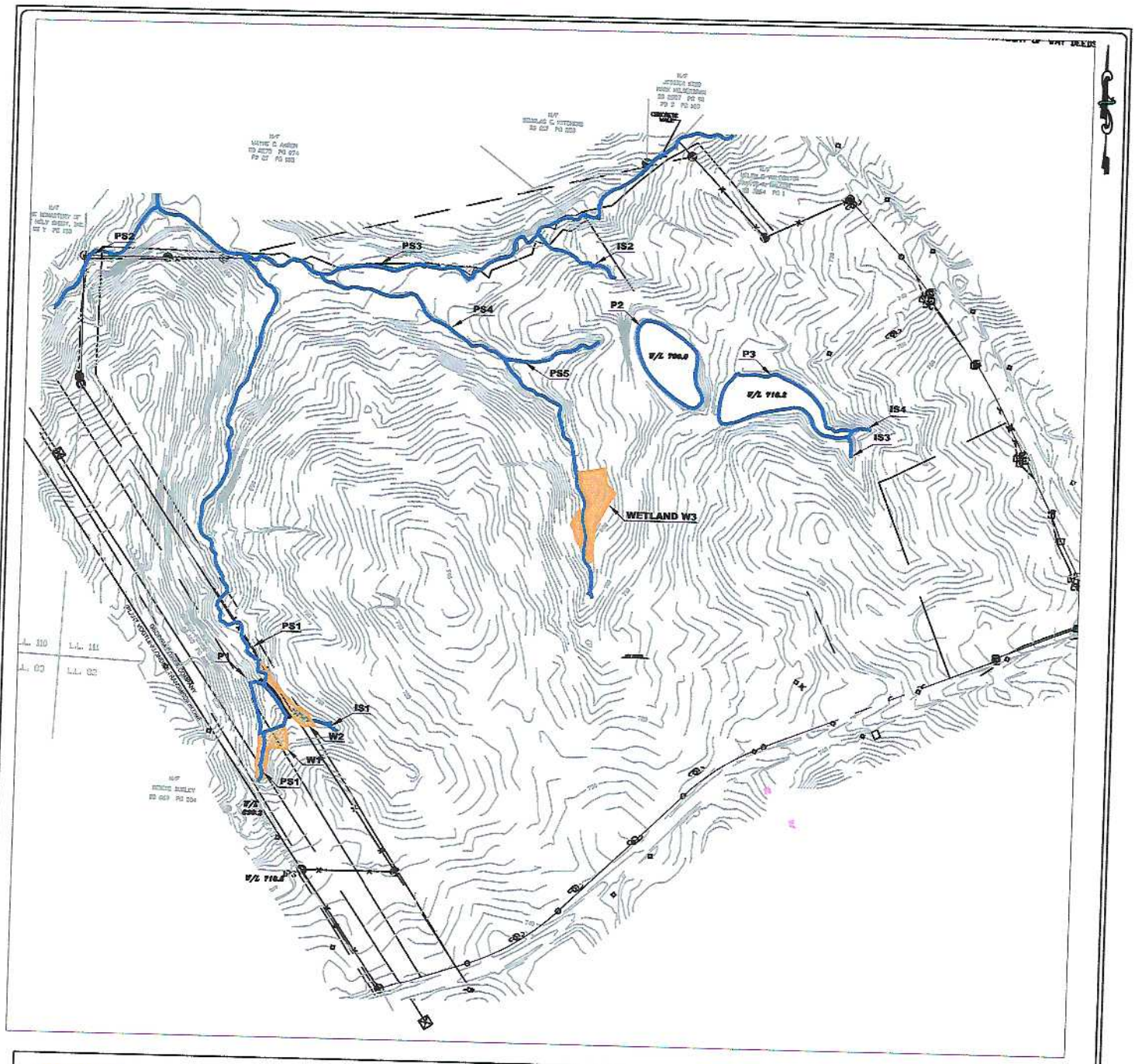
(678) 262-4020 (770) 683-4875 (fax) www.aesciences.net



	WETLAND AREA
	STREAM - WATER OF THE U.S. / STATE WATER
	POND - WATER OF THE U.S. / STATE WATER

0 250 500

GRAPHIC SCALE: 1" = 500'

SCALE: 1" = 500'	STUDY TYPE: WETLAND DELINEATION		AES JOB No.: 27511.1
DATE: 12-16-07	CHECKED BY: MBM	DRAWN BY: CSL	REVISED:

FIGURE 3: JURISDICTIONAL AREA PLAN
SITE: Seay Farm, 140-acre Tract
Rockdale County, Georgia
CLIENT: New Deminsion Engineering, LLC
SCALE: 1" = 500'

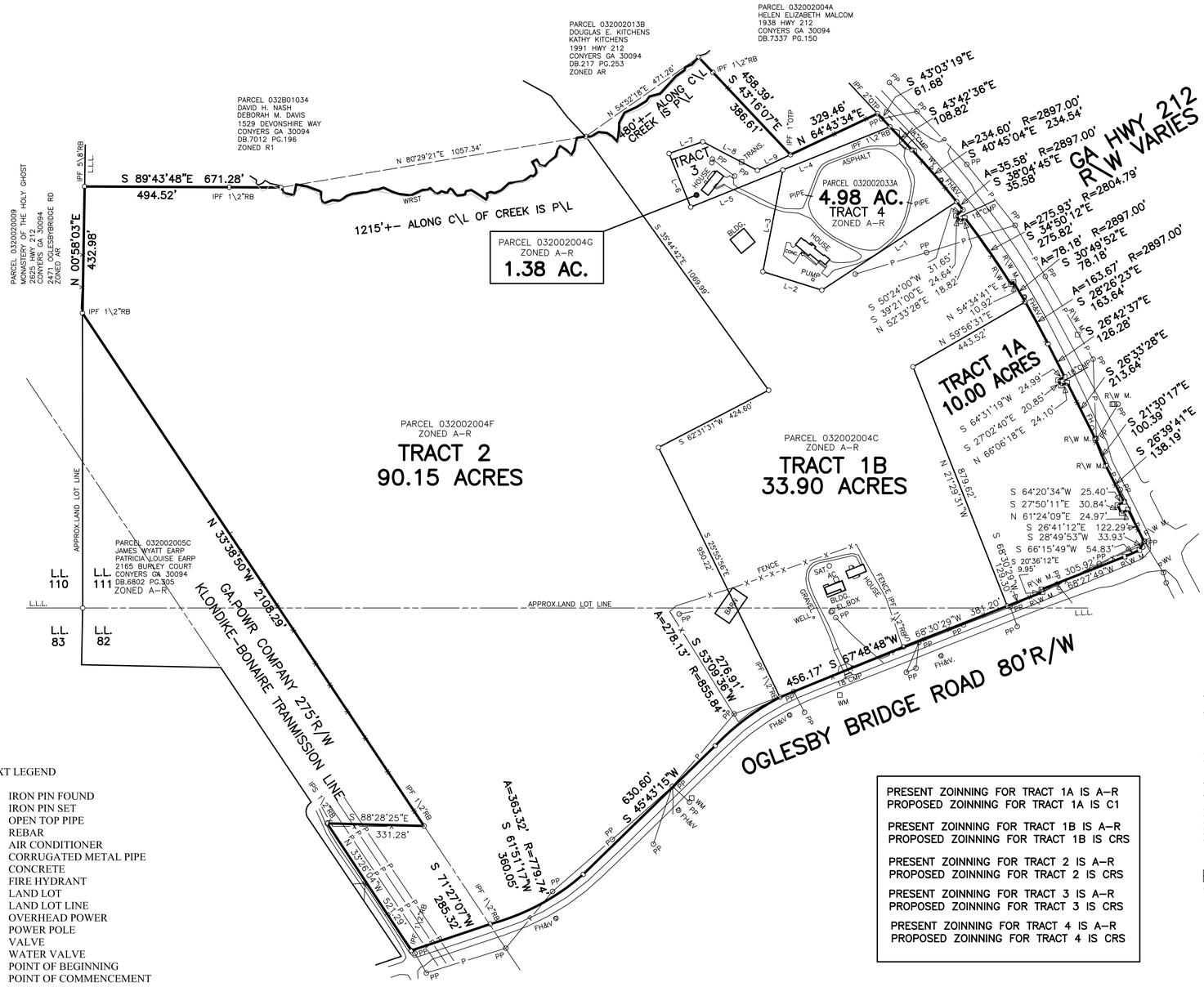
AES
Applied Environmental Sciences, Inc.
90-F Glenda Trace, #327 Newnan, Georgia 30265
(678) 262-4020 (770) 683-4875 (fax) www.aesciences.net

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.

James S. Hull, Jr. GA RLS 2936
PARCEL 032002004F DB.631 PG.153
PARCEL 032002004C DB.193 PG.967
PARCEL 032002033A DB.149 PG.199
PARCEL 032002004G DB.3719 PG.301

GEORGIA REGISTERED NO. 2936 LAND SURVEYOR JAMES S. HULL JR.

COURSE	BEARING	DISTANCE
L–1	S 56°43'35"W	551.45'
L–2	N 72°37'49"W	211.20'
L–3	N 11°03'33"E	354.60'
L–4	N 68°01'25"E	395.00'
L–5	S 68°01'25"W	339.34'
L–6	N 21°259'55"E	197.70'
L–7	S 70°42'47"W	122.01'
L–8	S 62°20'56"E	210.76'
L–9	N 64°43'34"E	125.13'


PARCEL 032002013B
DOUGLAS E. KITCHENS
KATHY KITCHENS
1991 HWY 212
CONYERS GA 30094
DB.217 PG.253
ZONED AR
PARCEL 032002004A
HELEN ELIZABETH MALCOM
1938 HWY 212
CONYERS GA 30094
DB.7337 PG.150
PARCEL 032B01034
DAVID H. NASH
DEBORAH M. DAVIS
1529 DEVONSHIRE WAY
CONYERS GA 30094
DB.7012 PG.196
ZONED R1
PARCEL 032002009
MONASTERY OF THE HOLY GHOST
2625 HWY 212
CONYERS GA 30094
2471 OGLESBYBRIDGE RD
ZONED AR
PARCEL 032002004G
ZONED A–R
1.38 AC.
PARCEL 032002033A
4.98 AC.
TRACT 4
ZONED A–R
TRACT 3
HOUSE
ASPHALT
BLDG.
HOUSE
CONC
PUMP
TRANS.
PIPE
18"CMP
GA HWY 212
R/W VARIES
TRACT 1A
10.00 ACRES
TRACT 1B
33.90 ACRES
PARCEL 032002004F
ZONED A–R
TRACT 2
90.15 ACRES
PARCEL 032002004C
ZONED A–R
PARCEL 032002005C
JAMES WYATT EARP
PATRICIA LOUISE EARP
2165 BURLEY COURT
CONYERS GA 30094
DB.6802 PG.305
ZONED A–R
L.L. 110
L.L. 111
L.L. 83
L.L. 82
APPROX.LAND LOT LINE
L.L.L.
GA.POWR COMPANY 275'R/W
KLONDIKE–BONAIRE TRANMISSION LINE
OGLESBY BRIDGE ROAD 80'R/W
BARN
SAT.
BLDG.
HOUSE
GRAVEL
WELL
FENCE
WRST
S 89°43'48"E 671.28'
494.52'
N 80°29'21"E 1057.34'
480+– ALONG C\L CREEK IS P\L
1215'+– ALONG C\L OF CREEK IS P\L
N 54°52'18"E 471.26'
S 45°39'39" E 386.61
S 43°16'07"E 329.46'
N 64°43'34"E 125.13'
S 43°03'19"E 61.68'
S 43°42'36"E 108.82'
A=234.60' R=2897.00' S 40°45'04"E 234.54'
A=35.58' R=2897.00' S 38°04'45"E 35.58'
A=275.93' R=2804.79' S 34°50'12"E 275.82'
A=78.18' R=2897.00' S 30°49'52"E 78.18'
A=163.67' R=2897.00' S 28°26'23"E 163.64'
S 26°42'37"E 126.28'
S 26°33'28"E 213.64'
S 21°30'17"E 100.39'
S 26°39'41"E 138.19'
N 00°58'03"E 432.98'
S 35°44'42"E 1068.99'
S 62°31'37"W 424.60'
N 33°38'50"W 2105.29'
S 25°55'56"E 950.22'
N 21°29'31"W 879.62'
S 88°28'25"E 331.28'
N 33°26'04"W 521.79'
A=363.32' R=779.74' S 61°51'17"W 360.05'
S 71°27'07"W 285.32'
630.60' S 45°43'15"W
A=278.13' R=855.84' S 53°09'36"W 276.91'
456.17' S 67°48'48"W
381.20' S 68°30'29"W
S 68°27'49"W 305.92'
S 64°20'34"W 25.40'
S 27°50'11"E 30.84'
N 61°24'09"E 24.97'
S 26°41'12"E 122.29'
S 28°49'53"W 33.93'
S 66°15'49"W 54.83'
S 20°36'12"E 9.95'
S 50°24'00"W 31.65'
S 39°21'00"E 24.64'
N 52°33'28"E 18.82'
N 54°34'41"E 10.92'
N 59°56'31"E 443.52'
S 64°31'19"W 24.99'
S 27°02'40"E 20.85'
N 66°06'18"E 24.10'
IPF 5\8"RB L.L.L.
IPF 1\2"RB
IPF 1"OTP
IPF 2"OTP
IPS 1\2"RB
IPS 1\2"RB
IPF 1\2"RB
IPF 1\2"RB
IPF

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

CASE #'s: _____

SPECIAL USE PERMIT AND ALTERATIONS TO CONDITIONS OF APPROVAL APPLICATION CHECKLIST

This application is required for a Special Use Permit and for Alterations to or Repeal of Conditions of Approval. The Instructions provide further details.

FILING INFORMATION (OFFICE USE ONLY)

Filing Date:	BOC 1R WS:	BOC 1R VS:	PC Hearing:	BOC Hearing:	BOC 2R WS:	BOC 2R VS:

PROPERTY

Property Address(es): 2533 Stanton Road, SE Conyers, GA 30094 (With City and Zip Code)	Tax Parcel Numbers: 0460010022
Total Acreage: 7.578	Number of Properties: 5 buildings on the property

Per 2019 House Bill 493, detailed checklists of items required to be submitted for each type of project are supplemental to this application. Each item **must be checked off and a page number where the item is located must be noted** and included with the application. The applicant must sign the affidavit, at the end of the application and each required checklist, certifying that all required items are provided. If there are questions regarding items required for your specific project, contact staff for clarification prior to submitting the application.

Applications that do not provide documentation or required materials will be noted as incomplete and may result in delays in the Board of Commissioners', Planning Commission's, or Staff's review of the application and/or denial of the request. The Board of Commissioners and Planning Commission reserves the right to require additional information if it believes that the submission of such information is necessary to understand the nature of the intended activity.

Revisions made to the applications after the submittal deadline and prior to the Board of Commissioners' or Planning Commission's hearing may be continued to the following month's hearing.

The Unified Development Ordinance (UDO) Sec. 218.1 provides the list of permitted uses in each Zoning District. If the Zoning District does not permit the proposed zoning use classification, a separate application is required.

UDO Sec. 202.6 provides the zoning districts that are permitted within each FLU Category. If the FLU Category does not permit the proposed zoning district, a separate application is required.

- ☐ **REQUIRED Pre-Application Conference** (UDO Sec. 238-4(d)(1)):
  Date attended and with which staff member:
- ☐ **Completed Application:** Provide one (1) digital copy and three (3) hard copies of the entire submittal packet.
- ☐ **Property Information (Page 4)**
- ☐ **Contact Information (Page 4):** Property Owner(s), Applicant, Authorized Agent, Attorney.
- ☐ **Site and Development Information (Page 5):** General information on the property, services and utilities.
- ☐ **Justification of the Request (Page 6):** In your own words, type the reason you believe the zoning of the subject property should be amended.
- ☐ **Special Use Permit Review Standards (Page 7):** Provide justification for each of the following review standards (UDO Sec. 238-4(g)(2)). The Board of Commissioners, the Planning Commission, and the Department will use these standards to evaluate the request.
- ☐ **Supplemental Use Standards (Page 8):** UDO Sec. 238-13. Answer each of the review standards listed in UDO Sec. 238-6. The Board of Commissioners, the Planning Commission, and the Department will use these standards to evaluate the request.
- ☐ **Conditions of Approval (Page 9):** UDO Sec. 238-15. Provide justification for each of the review standards listed in UDO Sec. 238-6. The Board of Commissioners, the Planning Commission, and the Department will use these standards to evaluate the request.
- ☐ **Applicant Certification (Page 10)**
- ☐ **Ownership Statement and Campaign Contribution Disclosure Statement (Page 11):** If the property is listed in the name of more than one individual or entity, each owner must sign all documents. Property owner(s) signature(s) must be notarized. If the property has been sold within the last 90 days, a copy of the deed with the new owner(s) name(s) is required. Ownership of property will be verified by staff. The owner(s) of the property is required to disclose political campaign contributions. Disclosures must be notarized.
- ☐ **Agent Authorization Form and Campaign Disclosure Statement (Page 12):** If the owner of the property wishes to have someone represent his/her interest in all matters relating to a rezoning application, the notarized signatures of the owner(s) and agent are required. Agents are required to disclose political campaign contributions. Disclosures must be notarized.

☐ **Attorney Authorization Form and Campaign Disclosure Statement (Page 13):** If the owner of the property wishes to have an attorney represent his/her interest in all matters relating to this application, the notarized signatures of the current owner(s) and attorney are required. Attorneys are required to disclose political campaign contributions. Disclosures must be notarized.

☐ **Proof of Ownership:** Deed recorded with Rockdale County Clerk of Courts. A copy of the deed of the property or properties may be obtained at the Rockdale County Courthouse in the Real Estate Records Room on the 1st floor.

☐ **Original Plat or Survey:** Plat or survey recorded with Rockdale County Clerk of Courts or referenced by the Deed, if not recorded.

☐ **Survey plat:** Signed and sealed by an engineer, landscape architect, or land surveyor. A copy of the existing survey plat of the property or properties may be obtained at the Rockdale County Courthouse in the Real Estate Records Room on the 1st floor. However, one complete boundary survey is required for projects with more than one property.

☐ **Legal description of the property:** This written description, found on the property deed, containing the metes & bounds of the property or properties. However, the legal description must be provided in Word with this application.

☐ **Site plan:** Complete and detailed site plan of the proposed use prepared, signed and sealed by an architect, landscape architect or engineer licensed in the State of Georgia showing the following. The Site Plan may include any additional graphics which will explain the features of the development, but shall include the following:

- ☐ A written description of the details of the proposed use and development details.
- ☐ A vicinity map showing the use and zoning of all properties within one (1) mile of the property subject to the rezoning request.
- ☐ All proposed setbacks, buffer yards, structure heights, and lot coverage calculations.
- ☐ All proposed buildings, structures, fences, or walls, areas of outdoor storage, permanent dumpsters, and other improvements to be located upon the site and adjacent sites within 400 feet of the subject property.
- ☐ All proposed open spaces and recreational amenities.
- ☐ All proposed stormwater management facilities and connections (all stormwater connections shall be subject to the approval of the Rockdale County Stormwater Department.
- ☐ All proposed location and capacities of public and private utilities (all septic systems shall be subject to the approval of the Rockdale County Environmental Health Department, all public sewer and water connections shall be subject to the approval of the Rockdale County Water Resources or public service provider).
- ☐ Lakes, streams, other water bodies, and wetlands on or adjacent to the site and associated buffers.
- ☐ All proposed public improvements including sidewalks, street trees, and right-of-way dedications.
- ☐ All proposed locations for temporary uses, such as seasonal sales areas.
- ☐ Such other and additional information as may be requested by the Zoning Administrator.

☐ **Current and Proposed FLU Category and Zoning District for the property:**

Address	Tax Parcel No.	Acreage	Current FLU Category	Proposed FLU Category	Current Zoning District	Proposed Zoning District
2412 Ebenezer Rd. Conyers 30094	0460010022	7.578	Medium Density Residential	Medium Density Residential	10	10

☐ **Filing Fee:** The non-refundable filing fee is payable at the time of application. Payment may be made by cash (exact amount), credit card (VISA or Mastercard), check, or money order payable to Rockdale County.

☐ Special Use Permit; and Alterations to Special Use Conditions

Acres	Fee per Property	Fee Amount
☐ 0-4.99 acres	$400	$
☑ 5-9.99 acres	$500	$
☐ 10-19.99 acres	$700	$
☐ 20 acres and more	$900	$

☐ Development of Regional Impact (DRI) required by UDO Sec. 238-5. See Pages 10 and 11 of the Instructions for the ARC DRI Thresholds.

☐ Fee: $1,200

Filing Fee (Fee Amount + DRI Fee) | $

AFFIDAVIT CERTIFYING COMPLETENESS OF APPLICATION

I hereby acknowledge that I understand the requirements listed above for what constitutes a complete application. I have checked off each box and included a page number where the item is located. I confirm that the requirements for a complete application have been met.

_____, the undersigned applicant also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign:	Nadra Dowell (Signature)	Nadra Dowell (Applicant's Name)	8/2/2024 (Date)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Drivers License (type of document)

Executed in Conyers (city), Rockdale (county) Ga (state), this 2nd (day) day of August (month), 20 24 (year)

Carolyn Blackshear
Notary Public signature

5-1-27
GA Registration No. and expiration date

CAROLYN BLACKSHEAR NOTARY PUBLIC ROCKDALE COUNTY, GEORGIA MY COMMISSION EXPIRES MAY 01, 2027

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

CASE #'s: _____

SPECIAL USE PERMIT AND ALTERATIONS TO ZONING CONDITIONS APPLICATION

FILING INFORMATION (OFFICE USE ONLY)

Filing Date:	BOC 1R WS:	BOC 1R VS:	PC Hearing:	BOC Hearing:	BOC 2R WS:	BOC 2R VS:

PROPERTY INFORMATION

Property Address(es): 2533 Stanton Road, SE Conyers, GA 30094 (With City and Zip Code)	Tax Parcel Numbers: 0460010022
Total Acreage: 7.578	Number of Properties: 5 buildings on the property
Subdivision:	Land Lot(s): 209 — District(s): 10
Current Zoning: AR	Proposed Zoning: AR
Current FLU Category: Medium Density Residential	Proposed FLU Category: Medium Density Residential
Current Use: Private Preschool	Proposed Use: Private PK-5 School
Zoning History (Rezonings, Special Use Permits, Variances, etc.): Special Use Permit Ebenezer UMC Preschool	
Are there existing conditions of zoning for the property? If so, please list: None	
Purpose of requested amendment: Private PK-5 School	

APPLICANT INFORMATION

Applicant / Authorized Agent: Nadra Powell			Authorized Agent / Attorney:		
Business / Person Name: High Achievers Education Center Inc.			Business / Person Name:		
Address: 2601 Brynlyn Court NE			Address:		
City: Conyers	State: GA	Zip: 30013	City:	State:	Zip:
Office #: 6788065578	Mobile #: 4042740245		Office #:	Mobile #:	
Email: nadra_powell@highachieverseduc	Fax #:		Email:	Fax #:	
Applicant Status (check one): ☒ Owner	☐ Authorized Agent				

PROPERTY OWNER INFORMATION

Owner: Ebenezer United Methodist Church					
Business / Person Name: Ebenezer United Methodist Church					
Owner of Tax Parcel No(s): 0460010022					
Address: 2533 Stanton Rd. SE					
City: Conyers	State: GA	Zip: 30094			
Office #: 770-922-8447	Mobile #: 404-290-0990				
Email: paigerogers@ebenezerconyers.com	Fax #: N/A				

SITE INFORMATION

Any Applicable Zoning Overlay Districts:

Schools: (If this request is for a commercial, industrial or office institutional zoning, school enrollment figures are not required, but the location of the nearest schools must still be completed.)

Type	Name	Current Enrollment	Capacity	Difference
Elementary School:	Sims Elementary School	471	760	289
Middle School:	Edwards Middle School	886	1,242	356
High School:	Heritage High School	1,274	1,650	376

Transportation:	North	South	East	West
Adjacent Roads:	Ebenezer Rd. & Paradise Cir.		Stanton Rd.	
Existing ROW:				
Future ROW:				
Type:				

Types: County Rd; State Hwy; Private Dr; Paved; Dirt; Other

Are there state or county road improvements planned that would impact the rezoning site (by either Rockdale County or GDOT)? We are not aware of any

If so, please identify:

Utilities: Gas Service: Fireside Natural Gas | Electric Service: Snapping Shoals EMC

Potable Water (check one):	☑ Public System	☐ Well	
Location of Nearest Line:	Diameter of Line:	Distance to Closest Fire Hydrant: 100 ft.	
Wastewater (check one):	☑ Public System	☐ Septic Tank	
	Nearest Treatment Plant: Almand Treatment Plant	Evaluation by Soil Scientist:	
	Max Operating Capacity: 1.25 million gallons/day	Environmental Health Approval:	
	Level of Operation: 0.85		

Are there any utility easements recorded on the land to be considered for rezoning? | If, so please describe:

Stormwater: FIRM Panel No. and Date: | Basin: | Sub-Basin:

☐ Are there streams, rivers, lakes or other water bodies located on or adjoining this site? | If so, please identify:

☐ Property Within Floodplain? | Zone: | If so, has it been identified on your property plat? ☐ Yes ☐ No | How many acres are impacted by floodplain?

☐ Wetlands | Type:

DEVELOPMENT INFORMATION

Type of Development: (check one)	☐ Residential	☑ Nonresidential	☐ Mixed Use
Type of Residential: (check one)	☐ Single-Family Residential	☐ Two-Family Residential	☐ Multi-Family Residential

Type of Nonresidential: Church

If Use Contains a Residential Component:	Number of Units:	Acreage:	Residential Density (Lots/Units per Acre):
If Use Contains a Commercial Component:	Total Building Area Proposed:		Number of Parking Spaces:

Does the development qualify for a Development Regional Impact (DRI)? See pages 10 and 11 of the Application Instructions for more information. ☐ Yes ☑ No

Special Use Permit Criteria to be Applied

In your own words, type the reason you believe a special use permit should be granted by providing justification for each of the following review standards (UDO Sec. 238-4(m)). The following criteria shall be applied by the department, the planning commission, and the board of commissioners in evaluating and deciding any application for a special use permit. No application for a special use permit shall be granted by the board of commissioners unless satisfactory provisions and arrangements have been made concerning each of the following criteria, all of which are applicable to each application. Please address the following:

(1) Whether or not the proposed plan is consistent with all of the requirements of the zoning district in which the use is proposed to be located, including required parking, loading, setbacks and transitional buffers. (i.e. Does the proposed project meet all the zoning requirements, including parking, loading, setbacks and buffers?)

As the church property already has adequate parking space and meets all requirements, there will be no changes in this area. The addition of High Achievers Education Center will not have an impact on any surrounding properties.

(2) Compatibility of the proposed use with land uses on adjacent properties and other properties within the same zoning district, including the compatibility of the size, scale and massing of proposed buildings in relation to the size, scale and massing of adjacent and nearby lots and buildings. (i.e. Is the proposed project compatible with the land uses of neighboring properties, including size, scale and massing of proposed building?)

EUMC has been used as a church for nearly 200+ years, partial day preschool for 26 years and a full day preschool for the past 8 years. The land use is well established in the neighborhood, and integral to it. Only one contiguous property exists, which is Edwards Middle School. The church has a symbiotic relationship with EMS, with the church site providing occasional parking, drop-off and pick-up of students, a place to bring students for fire drills and use of buildings and other property as needed. The adjacent campus property is subject to a highly specialized zoning designation, does not regularly change ownership, and does not have reasonable "comparables" for land valuation purposes. The property's essential value is derived from it's ability to serve the public purposes of the school. This purpose will not be diminished in any way by the proposed addition of High Achievers Education Center to the Church property. In fact, this will bring a greater value to the community by allowing students who need more specialized learning and one-on-one teaching a place to grow, prosper and reach their full potential.

(3) Adequacy of the ingress and egress to the subject property, and to all proposed buildings, structures, and uses thereon, including the traffic impact of the proposed use on the capacity and safety of public streets providing access to the subject site. (i.e. Is the access to the property, including all buildings, structures and uses, adequate? Will the project impact traffic, or the capacity and safety on nearby public streets?)

There are 4 entrances to the property, one on Stanton Road, one on Paradise Circle, and two on Ebenezer Road. The Church expects that no additional traffic will be generated by the addition of High Achievers Education Center as we have adequate property for drop-off and pick-up lines so as not to have anyone waiting on the nearby streets.

(4) Consistency with the county's wastewater treatment system, including the feasibility and impacts of serving the property with public wastewater treatment service and, if an alternative wastewater treatment method is proposed, whether such wastewater treatment method will have a detrimental impact on the environment. (i.e. Is the project consistent with the county's wastewater system capacity? If an alternative wastewater treatment method is proposed, would this method have a detrimental impact on the environment?)

The Church facilities will continue to be served with public water and sanitary sewer service by the existing conenctions to Rockdale Water Resources, meeting all public health standards.

(5) Adequacy of other public facilities and services, including stormwater management, schools, parks, sidewalks, and utilities, to serve the proposed use. (i.e. Are other public facilities and services, such as stormwater management, schools, parks, sidewalks, and utilities, sufficient to serve the proposed project?)

The Church facilities will continue to be served with public water and sanitary sewer service by the existing conenctions to Rockdale Water Resources, meeting all public health standards.

(6) Whether or not the proposed use will create adverse impacts upon any adjacent or nearby properties by reason of noise, smoke, odor, dust, or vibration, or by the character and volume of traffic generated by the proposed use. (i.e. Would the proposed project have adverse impacts on nearby properties, including noise, smoke, odor, dust or vibration?)

There will be no noise, smoke, odor, dust or vibration generated by the addition of High Achievers Education Center.

(7) Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of the manner of operation or the hours of operation of the proposed use. (i.e. Would the project create adverse impact on nearby properties by its operations, including business hours?)

As the Church is currently operating a full-day preschool, the addition of High Achievers Education Center creates no adverse impact for surrounding property. Hours of operation will be similar to the hours that Edwards Middle School is open.

(8) Whether or not the proposed use will create adverse impacts upon any environmentally sensitive areas or natural resources. (i.e. Would the project create adverse impacts on the natural environment?)

No natural environments will be disturbed as a result of the addition.

SUPPLEMENTAL USE STANDARDS (STANDARDS OF USE AND DEVELOPMENT

This page is only required for zoning use classifications that have supplemental use standards in UDO Sec. 218-13.

a. List the supplemental use standards:

b. List the supplemental use standards that the property complies with:

c. List the supplemental use standards that the property does not comply with:

ALTERATIONS TO OR REPEAL OF THE CONDITIONS OF APPROVAL

This page is only required for existing Conditions of Approval that were imposed with the adoption of the original Special Use Permit. If Conditions of Approval exist for the Future Land Use Map (Comprehensive Plan) or Rezoning (Zoning Map Amendment) that need to be changed, separate application(s) are required.

a. List the existing conditions of approval:

b. List the existing conditions of approval that are proposed to be altered and/or repealed:

c. Provide justification for the proposal:

APPLICANT CERTIFICATION

Please read and initial the following statements:

✓ 1. I hereby request the County consider the information contained within this application relative to the property shown on the attached plats and site plan and further request that this item be placed on the Planning Commission (PC) and/or Board of Commissioners (BOC) Agenda for a public hearing.

✓ 2. I understand that my request will be rejected if all the necessary information and/or requirements are not presented.

✓ 3. I understand that I have an obligation to present all necessary information required by the Rockdale County Department of Planning & Development (P&D) to enable the PC and/or BOC to make an informed determination on my request. I will seek advice of P&D Staff or an attorney if I am not familiar with the zoning and land use requirements.

✓ 4. I understand that my request will be acted upon at the PC and BOC Public Hearings and that I am required to be present or to be represented by the authorized representative as indicated on this application, so that someone is available to present all facts and answer questions. I understand that failure to appear at a public hearing may result in the postponement or denial of my request. I further understand that it is my responsibility to be aware of relevant public hearing dates and times regardless of notification from Rockdale County.

✓ 5. The Rockdale County Unified Development Ordinance requires a public participation sign on the subject property. In order to ensure that the correct information is included on the public participation sign. P&D will prepare the sign and post the sign.

✓ 6. I hereby acknowledge that I understand the requirements listed on the checklist for what constitutes a complete application. I have checked off each box and included a page number where the item is located. I confirm that the requirements for a complete application have been met.

✓ 7. I have read and understood the applicable sections of the Rockdale County Unified Development Ordinance, as provided in the Instructions.

_____, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. § 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign:	Nadra Powell (Signature)	Nadra Powell (Applicant's Name)	8/2/2024 (Date)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Drivers license (type of document)

Executed in Conyers (city), Rockdale (county) Ga (state), this 2nd (day) day of August (month), 20 24 (year)

Carolyn Blackshear
Notary Public signature

5/1/27
GA Registration No. and expiration date

CAROLYN BLACKSHEAR NOTARY PUBLIC ROCKDALE COUNTY, GEORGIA MY COMMISSION EXPIRES MAY 01, 2027

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA. 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

OWNERSHIP STATEMENT & OWNER'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records. Husband and wife or other individuals shall each sign individually. Make copies if needed.

OWNERSHIP STATEMENT

As the current owner(s) of Tax Parcel #(s) 0460010022.

I (we) respectfully request that the subject property be issued a Special Use Permit or that Alterations to Conditions of Zoning be made.

Name: Ebenezer United Methodist Church	Phone #'s: 770-922-8447	Email: paigerogers@ebenezerconyers.com	
Address: 2533 Stanton Road, SE Conyers, GA 30094	City: Conyers	State: GA	Zip: 30094

If the owner is a business, list the Registered Agent or Authorized Signatory: Paige Rogers

OWNER'S CAMPAIGN DISCLOSURE STATEMENT

☑ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
Oz Nesbitt, Sr.	Chairman			
Sherri L. Washington, Esq.	Post I Commissioner			
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

SIGNATURE

Nadra Powell, the undersigned also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. 50-36-1(e)(1), with this affidavit.

Wait to be in front of notary to sign:	Nadra Powell (Signature)	Nadra Powell (Owner's Name - Printed)

NOTARY

The secure and verifiable document provided with this affidavit can best be classified as: Drivers license (type of document)

Executed in Conyers (city), Rockdale (county), Ga (state), this 2nd (day) day of August (month), 20 24 (year)

Carolyn Blackshear
Notary Public signature

5/1/27
GA Registration No. and expiration date

CAROLYN BLACKSHEAR NOTARY PUBLIC ROCKDALE COUNTY, GEORGIA MY COMMISSION EXPIRES MAY 01, 2027

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA. 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT AUTHORIZATION STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records if they wish to have an agent represent them in all matters related to this application. Husband and wife or other individuals shall each sign individually. Make copies if needed.

AGENT AUTHORIZATION STATEMENT

I, Ebenezer United Methodist Church,

hereby certify that I have authorized the following agent to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:

0460010022

Nadra Powell

Agent's Name: ~~Paige Rogers~~	Address: 2533 Stanton Road, SE	City: Conyers	State: GA	Zip: 30094
Firm:	Phone #'s: 770-922-8447	Email: paigerogers@ebenezerconyers.com		

SIGNATURE

Wait to be in front of notary to sign:	Nadra Powell (Owner's Signature)	Nadra Powell (Owner's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as: Drivers License (type of document)

Executed in Conyers (city), Rockdale (county) Ga (state), this 2nd (day) day of August (month) 20 24 (year)

Carolyn Blackshear
Notary Public signature

5.1.27
GA Registration No. and expiration date

CAROLYN BLACKSHEAR NOTARY PUBLIC ROCKDALE COUNTY, GEORGIA MY COMMISSION EXPIRES MAY 01, 2027 SEAL

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

ATTORNEY AUTHORIZATION STATEMENT

To be completed by each owner of the subject property or properties as it appears on the Rockdale County tax records or by the agent if they wish to have an attorney represent them in all matters related to this application. Husband and wife or other individuals shall each sign individually. Make copies if needed.

ATTORNEY AUTHORIZATION STATEMENT

I, _____, hereby certify that I have authorized the following attorney to make the request, claims and representation pursuing this application regarding Tax Parcel Nos.:

_____

_____

Attorney's Name:	Address:	City:	State:	Zip:
Firm:	Phone #'s:	Email:		

SIGNATURE

Wait to be in front of notary to sign:	_____ (Owner's/Agent's Signature)	_____ (Owner's/Agent's Name - Printed)

NOTARY

The secure and verifiable documents provided with this affidavit can best be classified as:	_____ (type of document)

Executed in _____ (city), _____ (county), _____ (state), this _____ (day) day of _____ (month), 20_____ (year)

Notary Public signature	SEAL
GA Registration No. and expiration date	

ROCKDALE COUNTY
PLANNING & DEVELOPMENT

P.O. Box 289/958 Milstead Ave NE, Conyers, GA, 30012
Phone: 770-278-7100
Email: planning@rockdalecountyga.gov

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

To be completed by the agent and the attorney. If both are involved, each shall sign individually. Make copies if needed.

AGENT'S/ATTORNEY'S CAMPAIGN DISCLOSURE STATEMENT

☐ No, I have not made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

☐ Yes, I have made, within two (2) years immediately preceding the filing of this application, campaign contributions or gifts of $250.00 or more to any local government official of Rockdale County, Georgia listed below.

If yes, notate to whom the campaign contribution was made during the two years immediately preceding the filing of the application, the dollar amount, description of each contribution, and the date each contribution below and continue on a separate sheet if necessary, in the following format:

Rockdale County Board of Commissioners

Name	Position	Amount	Description	Date
Oz Nesbitt, Sr.	Chairman			
Sherri L. Washington, Esq.	Post I Commissioner			
Doreen Williams, PhD	Post II Commissioner			

Conyers-Rockdale Planning Commission

Name	Position	Amount	Description	Date
Steve Weinstein, PhD	PC Chairman, County			
Tom Harrison	Vice-chair, County			
Tawanna Smith-Fenty	City			
Ernestine Stovall-Goolsby	County			
Muddessar Ahmad	City			
Karen Benton	City			
Ronnie Burrell	County			

SIGNATURE

Wait to be in front of notary to sign: _____ (Agent's/Attorney's Signature) _____ (Agent's/Attorney's Name - Printed)

NOTARY

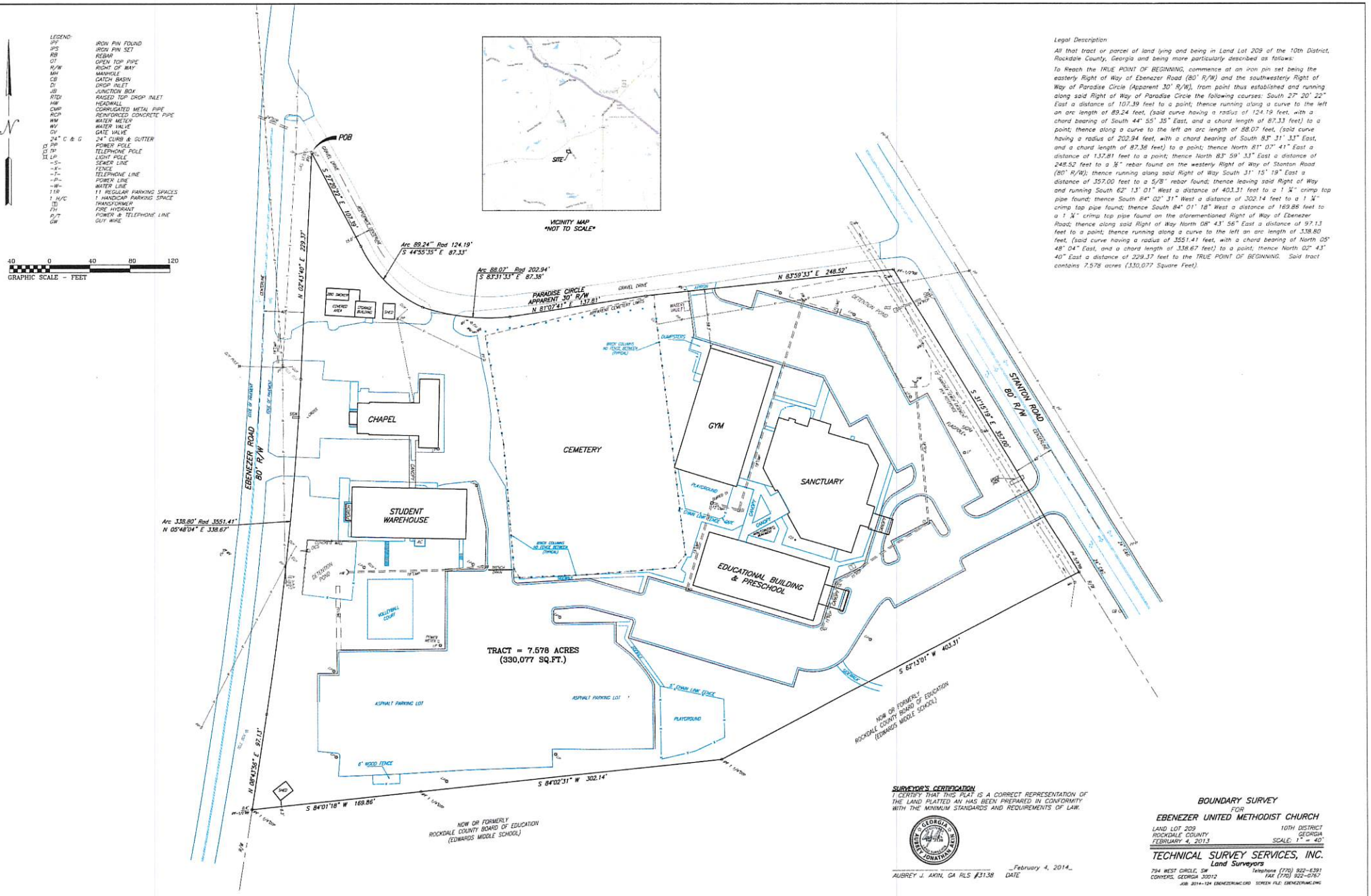
The secure and verifiable documents provided with this affidavit can best be classified as: _____ (type of document)

Executed in _____ (city), _____ (county), _____ (state), this _____ (day) day of _____ (month), 20_____ (year)

Notary Public signature

GA Registration No. and expiration date

SEAL



Legal Description

All that tract or parcel of land lying and being in Land Lot 209 of the 10th District, Rockdale County, Georgia and being more particularly described as follows:

To Reach the TRUE POINT OF BEGINNING, commence at an iron pin set being the easterly Right of Way of Ebenezer Road (80' R/W) and the southwesterly Right of Way of Paradise Circle (Apparent 30' R/W), from point thus established and running along said Right of Way of Paradise Circle the following courses: South 27° 20' 22" East a distance of 107.39 feet to a point; thence running along a curve to the left an arc length of 89.24 feet, (said curve having a radius of 124.19 feet, with a chord bearing of South 44° 55' 35" East, and a chord length of 87.33 feet) to a point; thence along a curve to the left an arc length of 88.07 feet, (said curve having a radius of 202.94 feet, with a chord bearing of South 83° 31' 33" East, and a chord length of 87.38 feet) to a point; thence North 81° 07' 41" East a distance of 137.81 feet to a point; thence North 83° 59' 33" East a distance of 248.52 feet to a ½" rebar found on the westerly Right of Way of Stanton Road (80' R/W); thence running along said Right of Way South 31° 15' 19" East a distance of 357.00 feet to a 5/8" rebar found; thence leaving said Right of Way and running South 62° 13' 01" West a distance of 403.31 feet to a 1 ¼" crimp top pipe found; thence South 84° 02' 31" West a distance of 302.14 feet to a 1 ¼" crimp top pipe found; thence South 84° 01' 18" West a distance of 169.86 feet to a 1 ¼" crimp top pipe found on the aforementioned Right of Way of Ebenezer Road; thence along said Right of Way North 08° 41' 56" East a distance of 97.13 feet to a point; thence running along a curve to the left an arc length of 338.80 feet, (said curve having a radius of 3551.41 feet, with a chord bearing of North 05° 48' 04" East, and a chord length of 338.67 feet) to a point; thence North 02° 43' 40" East a distance of 329.37 feet to the TRUE POINT OF BEGINNING. Said tract contains 7.578 acres (330,077 Square Feet).

SURVEYOR'S CERTIFICATION

I CERTIFY THAT THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND PLATTED AN HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF LAW.

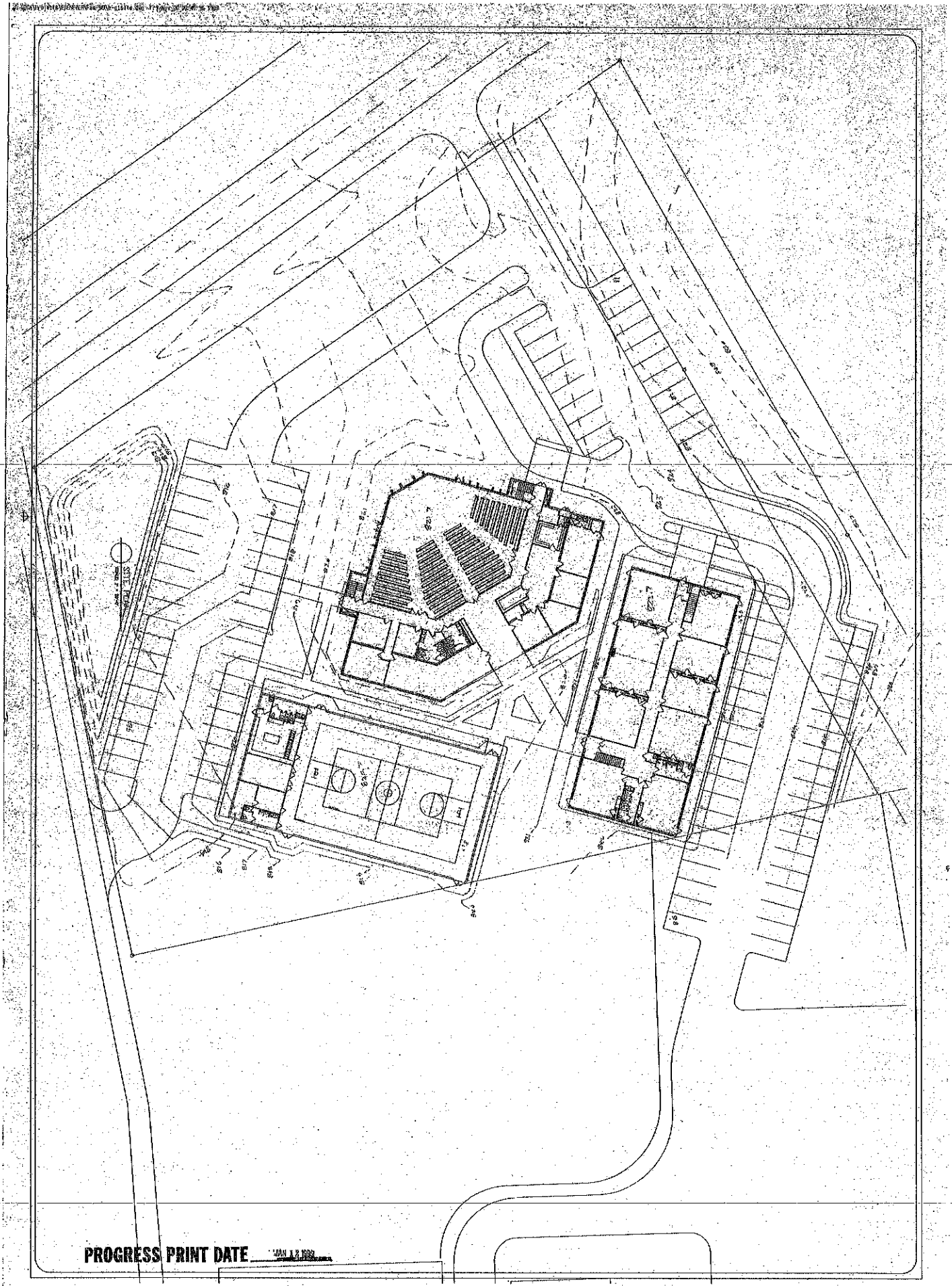
AUBREY J. AKIN, GA RLS #3138 — February 4, 2014 DATE

BOUNDARY SURVEY
FOR
EBENEZER UNITED METHODIST CHURCH

LAND LOT 209 — 10TH DISTRICT
ROCKDALE COUNTY — GEORGIA
FEBRUARY 4, 2013 — SCALE: 1" = 40'

TECHNICAL SURVEY SERVICES, INC.
Land Surveyors
794 WEST CIRCLE, SW — Telephone (770) 922-6391
CONYERS, GEORGIA 30012 — FAX (770) 922-0767

JOB: 2014-124 EBENEZERUMC.CRD SCREEN FILE: EBENEZERUMC.DWG



PROGRESS PRINT DATE JAN 13 1999

SHEET NO. P-1

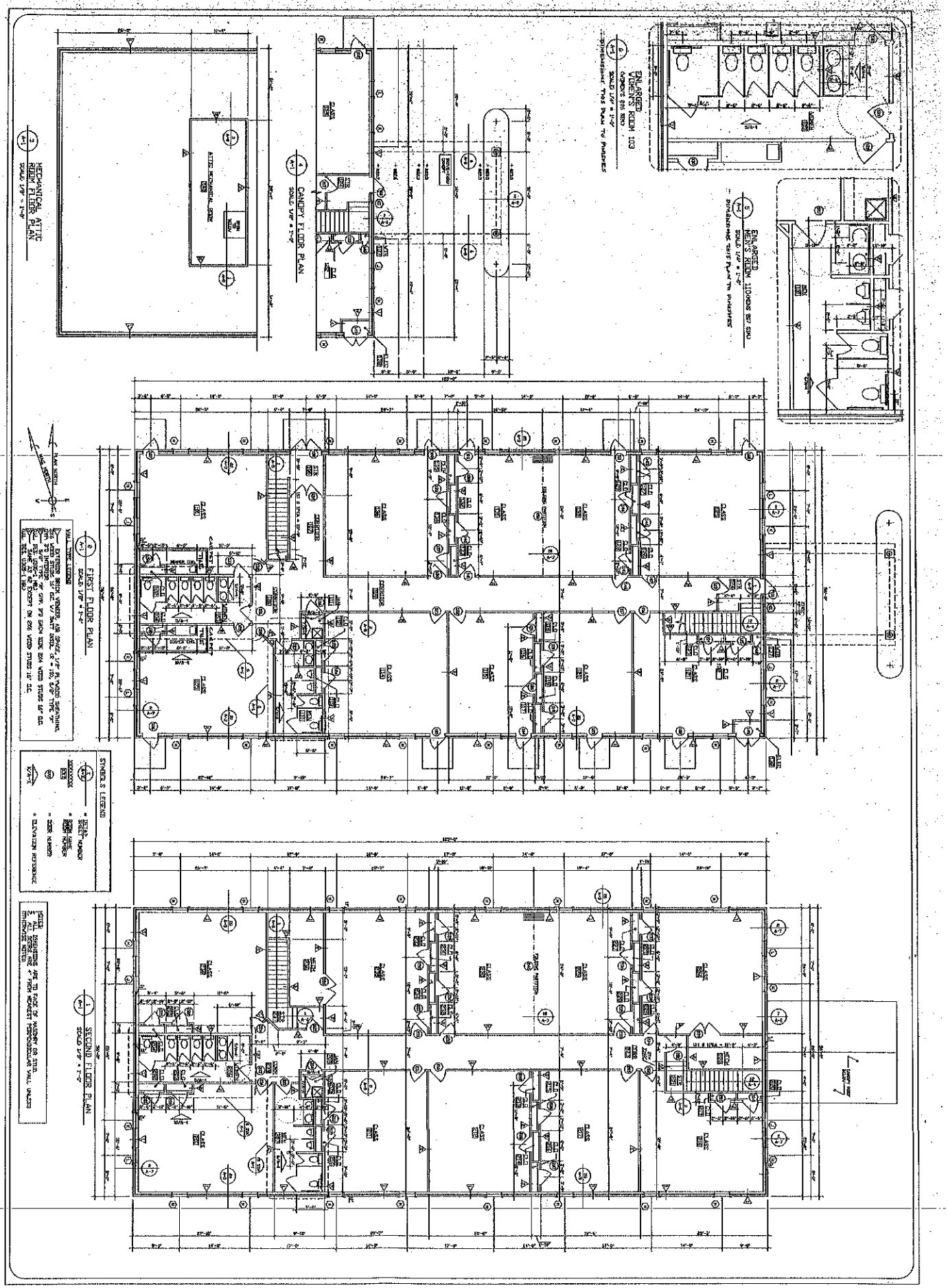
JAN 13 1999

DCA ARCHITECTS
3110 POWERS FERRY ROAD
STE 340, ATLANTA, GEORGIA 30339

FAMILY LIFE CENTER FOR:
EBENEZER UNITED METHODIST CHURCH

2533 STANTON ROAD - - - - CONYERS, GEORGIA
REV. DAVID HANCOCK - - - - - - - - PASTOR

DATE 1-13-99



SHEET NO. A-1

JAN 19 1996

DCA ARCHITECTS
8810 POWERS FERRY ROAD
STE 240, ATLANTA, GEORGIA 30350
PHONE(770)998-1988 FAX(770)600-1055

FAMILY LIFE CENTER FOR:
EBENEZER UNITED METHODIST CHURCH

2533 STANTON ROAD - - - - CONYERS, GEORGIA
REV. DAVID HANCOCK - - - - - - - - PASTOR

JOB NO. 9702

NO.	DATE	REVISIONS
1	1-19-96	PER

DOOR SCHEDULE

ALL DOOR HARDWARE TO BE LEVER TYPE FOR HANDICAPPED.

MK	SIZE	THK	TYPE	MATERIAL	DETAILS HEAD	DETAILS JAMB	DETAILS SILL	HARDWARE	CLOSER	THRESHOLD	DOOR RATING	FRAME RATING	LITES	FRAME	REMARKS	MK
100	3'-0" X 7'-0"	1 3/4"	C	ALUM. & GLASS				PANIC SET	X	X			FULL GLASS	ALUM.		100
101A	3'-0" X 7'-0"	1 3/4"	D	ALUM. & GLASS				KEY	X	X			FULL GLASS	ALUM.		101
102	3'-0" X 7'-0"	1 3/4"	D	ALUM. & GLASS				KEY	X	X			FULL GLASS	ALUM.		102
104	3'-0" X 7'-0"	1 3/4"	G	ALUM. & GLASS				KEY	X	X			FULL GLASS	ALUM.		104
105	3'-0" X 7'-0"	1 3/4"	G	ALUM. & GLASS				KEY	X	X			FULL GLASS	ALUM.		105
106	3'-0" X 7'-0"	1 3/4"	D	ALUM. & GLASS				KEY	X	X			FULL GLASS	ALUM.		106
107	3'-0" X 7'-0"	1 3/4"	D	ALUM. & GLASS				KEY	X	X			FULL GLASS	ALUM.		107
108	3'-0" X 7'-0"	1 3/4"	D	ALUM. & GLASS				PANIC SET	X	X			FULL GLASS	ALUM.		108
109	3'-0" X 7'-0"	1 3/4"	D	ALUM. & GLASS				KEY	X	X			FULL GLASS	ALUM.		109
110	3'-0" X 7'-0"	1 3/4"	D	ALUM. & GLASS				KEY	X	X			FULL GLASS	ALUM.		110
111	3'-0" X 7'-0"	1 3/4"	C	ALUM. & GLASS				KEY	X	X			FULL GLASS	ALUM.		111
112	3'-0" X 7'-0"	1 3/4"	G	ALUM. & GLASS				KEY	X	X			FULL GLASS	ALUM.		112
113	3'-0" X 6'-8"	1 3/4"	F	S. C. WOOD				KEY			45 MIN	"B"	VISION LIGHT	HOL. MTL.		113
114	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		114
114A	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		115
116	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		116
117	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		117
118	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		118
119	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		119
120	3'-0" X 6'-8"	1 3/4"	A	PAINTED WOOD				KEY						HOL. MTL.		120
121	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		121
122	3'-0" X 6'-8"	1 3/4"	P	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		122
123	3'-0" X 6'-8"	1 3/4"	P	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		123
124	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		124
125	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY			45 MIN	"B"	VISION LIGHT	HOL. MTL.	TACTILE WARNING INSERT	125
126	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				PASSAGE	X		20 MIN	"B"	VISION LIGHT	HOL. MTL.		126
127	3'-0" X 6'-8"	1 3/4"	P	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		127
128	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		128
129	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		129
129A	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		130
131	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				PASSAGE	X		20 MIN	"B"	VISION LIGHT	HOL. MTL.		131
132	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		132
133	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		133
134	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		134
135	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				PASSAGE	X		20 MIN	"B"	VISION LIGHT	HOL. MTL.		135
136	3'-0" X 6'-8"	1 3/4"	F	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		136
137	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		137
138	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		138
139	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		139
140	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		140
141	3'-0" X 6'-8"	1 3/4"	F	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		141
142	3'-0" X 6'-8"	1 3/4"	F	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		142
143	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		143
144	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		144
145	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		145
146	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		146
147	3'-0" X 6'-8"	1 3/4"	F	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		147
148	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		148
149	3'-0" X 7'-0"	1 3/4"	B	HOL. MTD.				KEY			60 MIN	"B"	VISION LIGHT	HOL. MTL.		149
150	3'-0" X 3'-0"/6'-8" X 6'-8"		H	STL. / VINYL				LATCH						STL.	"MAYTAG" DOOR SWING-BIDIRECTIONAL PANELS	
201	3'-0" X 6'-8"	1 3/4"	F	S. C. WOOD				PANIC SET	X		45 MIN	"B"	VISION LIGHT	HOL. MTL.		201
202	3'-0" X 6'-8"	1 3/4"	F	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		202
203	3'-0" X 6'-8"	1 3/4"	B	S. C. WOOD				KEY						HOL. MTL.		203
204	3'-0" X 6'-8"	1 3/4"	B	S. C. WOOD				KEY						HOL. MTL.		204
205	3'-0" X 6'-8"	1 3/4"	B	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		205
206	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		206
207	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		207
208	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		208
209	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		209
210	3'-0" X 6'-8"	1 3/4"	F	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		210
211	3'-0" X 6'-8"	1 3/4"	F	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		211
212	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		212
213	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		213
214	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY	X	X	45 MIN	"B"	VISION LIGHT	HOL. MTL.	TACTILE WARNING INSERT	214
215	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				PASSAGE	X		20 MIN	"B"	VISION LIGHT	HOL. MTL.		215
216	3'-0" X 6'-8"	1 3/4"	F	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		216
217	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				PASSAGE	X		20 MIN	"B"	VISION LIGHT	HOL. MTL.		217
218	NOT USED															218
219	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		219
220	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		220
221	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		221
222	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		222
223A	3'-0" X 6'-8"	1 3/4"	F	S. C. WOOD				KEY			20 MIN	"B"	VISION LIGHT	HOL. MTL.		223
224	3'-0" X 6'-8"	1 3/4"	F	S. C. WOOD				PANIC SET	X		45 MIN	"B"	VISION LIGHT	HOL. MTL.		224
225	3'-0" X 6'-8"	1 3/4"	B	S. C. WOOD				PANIC SET	X		45 MIN	"B"	VISION LIGHT	HOL. MTL.		225
226	3'-0" X 6'-8"	1 3/4"	B	S. C. WOOD				KEY			45 MIN	"B"	VISION LIGHT	HOL. MTL.		226
227	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		227
228	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		228
229	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		229
230	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		230
231	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		231
232	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		232
233	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		233
234	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		234
235	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		235
236	3'-0" X 6'-8"	1 3/4"	A	S. C. WOOD				KEY						HOL. MTL.		236
237	3'-0" X 6'-8"	1 3/4"	B	S. C. WOOD				KEY			45 MIN	"B"	VISION LIGHT	HOL. MTL.		237
240	3'-0" X 3'-0"/6'-8" X 6'-8"		H	STL. / VINYL				LATCH						STL.	"MAYTAG" DOOR SWING-BIDIRECTIONAL PANELS	

FINISH SCHEDULE

NOTED: SEE WALL TYPE LEGEND FOR FIRE-RATED WALL ASSEMBLIES. PROVIDE MOISTURE RESISTANT GYP. BD BEHIND ALL PLUMBING FIXTURES.

ROOM NUMBER	ROOM NAME	FLOOR: VINYL TILE	FLOOR: CARPET	FLOOR: EXPOSED PLYWOOD	FLOOR: RUBBER SAFETY TREADS	BASE: 4" RESIL.	BASE: WOOD	NORTH WALL: 5/8" TYPE "X" GYP. BD	NORTH WALL: 5/8" MOISTURE RESIST. GYP. BD	SOUTH WALL: 5/8" TYPE "X" GYP. BD	SOUTH WALL: 5/8" MOISTURE RESIST. GYP. BD	EAST WALL: 5/8" TYPE "X" GYP. BD	EAST WALL: 5/8" MOISTURE RESIST. GYP. BD	WEST WALL: 5/8" TYPE "X" GYP. BD	WEST WALL: 5/8" MOISTURE RESIST. GYP. BD	CEILING: 5/8" TYPE "X" GYP. BD	CEILING: 5/8" LAY-IN ACOUS. TILE	REMARKS
																		⑥ = PAINT/STAIN / FINISH OR ADDITIONAL FINISH REQUIRED ⑤ = LATCH FRONT ⑥ = LATCH SIDING, PAINT
101	CLASS		⑥				⑥											
102	CLOSET		⑥				⑥											
103	WOMEN	⑥					⑥											MOIST. RESIST. GYP. BD BEHIND SINKS
104	CLOSET		⑥				⑥											
105	CLASS		⑥				⑥											
106	STAIR	⑥			⑥		⑥											
107	FOUNTAIN	⑥					⑥											
108	CORRIDOR	⑥					⑥											
109	CONFERENCE	⑥					⑥											
110	MEN	⑥					⑥											MOIST. RESIST. GYP. BD BEHIND SINKS AND URINALS
111	JANITOR	⑥					⑥											
112	CLOSET		⑥				⑥											
113	CLOSET		⑥				⑥											
114	CLASS		⑥				⑥											
115	CLASS		⑥				⑥											
116	CLOSET		⑥				⑥											
117	CLOSET		⑥				⑥											
118	CLOSET		⑥				⑥											
119	CLOSET		⑥				⑥											
120	CLASS		⑥				⑥											
121	CLASS		⑥				⑥											
122	CLOSET		⑥				⑥											
123	CLOSET		⑥				⑥											
124	STAIR	⑥		⑥			⑥											
125	CLASS		⑥				⑥											
126	CLOSET		⑥				⑥											
127	CLOSET		⑥				⑥											
128	CLOSET		⑥				⑥											
129	CLOSET		⑥				⑥											
130	CLASS		⑥				⑥											
131	CLASS		⑥				⑥											
132	CLOSET		⑥				⑥											
133	CLOSET		⑥				⑥											
134	CLOSET		⑥				⑥											
135	CLOSET		⑥				⑥											
136	CLASS		⑥				⑥											
137	WATER HEATER	⑥					⑥											
138	ELECTRICAL	⑥					⑥											
201	CLASS		⑥				⑥											
202	CLOSET		⑥				⑥											
203	CLOSET		⑥				⑥											
204	CLOSET		⑥				⑥											
205	CLOSET		⑥				⑥											
206	WOMEN	⑥					⑥											MOIST. RESIST. GYP. BD BEHIND SINKS
207	MEN	⑥					⑥											MOIST. RESIST. GYP. BD BEHIND SINKS AND URINALS
208	JANITOR	⑥					⑥											
209	CLOSET		⑥				⑥											
210	CLOSET		⑥				⑥											
211	CLASS		⑥				⑥											
212	CLASS		⑥				⑥											
213	CLOSET		⑥				⑥											
214	CLOSET		⑥				⑥											
215	CLOSET		⑥				⑥											
216	CLOSET		⑥				⑥											
217	CLOSET		⑥				⑥											
218	CLOSET		⑥				⑥											
219	CLASS		⑥				⑥											
220	CLASS		⑥				⑥											
221	CLOSET		⑥				⑥											
222	CLOSET		⑥				⑥											
223	CLOSET		⑥				⑥											
224	CLASS		⑥				⑥											
225	CLOSET		⑥				⑥											
226	MECHANICAL	⑥			⑥		⑥											
227	STAIR	⑥		⑥			⑥											
228	CORRIDOR	⑥					⑥											
229	CLASS		⑥				⑥											
230	CLOSET		⑥				⑥											
231	CLOSET		⑥				⑥											
232	CLOSET		⑥				⑥											
233	CLOSET		⑥				⑥											
234	CLOSET		⑥				⑥											
235	CLOSET		⑥				⑥											
236	CLASS		⑥				⑥											
237	MECHANICAL	⑥			⑥		⑥											
238	STAIR	⑥		⑥			⑥											
239	CLASS		⑥				⑥											

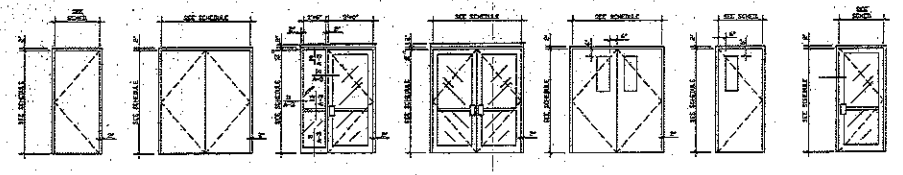
FAMILY LIFE CENTER FOR:
EBENEZER UNITED METHODIST CHURCH
2693 STANTON ROAD - - - CONYERS, GEORGIA
REV. DAVID HANCOCK - - - - - - - - PASTOR

DCA ARCHITECTS
8110 POTHERS FERRY ROAD
SUITE 100, ATLANTA, GEORGIA 30350
TELEPHONE(770)394-4661 FAX(770)993-2124

JOB NO. 97203
DATE 1-13-98
REVISIONS

JAN 13 1999

SHEET NO.
A-2



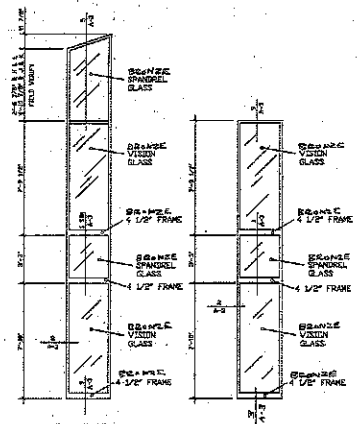
DOOR TYPE "A" | DOOR TYPE "B" | DOOR TYPE "C" | DOOR TYPE "D" | DOOR TYPE "E" | DOOR TYPE "F" | DOOR TYPE "G"

"KAWNEER" SERIES 190 GLASS DOOR IN TRI-FAB 451 WINDOW FRAME W/ 1" CLEAR THERMAL PANE GLAZING

"KAWNEER" SERIES 190 GLASS DOOR IN TRI-FAB 451 WINDOW FRAME

"KAWNEER" SERIES 190 GLASS DOOR IN TRI-FAB 451 WINDOW FRAME

DOOR AND WINDOW DETAILS

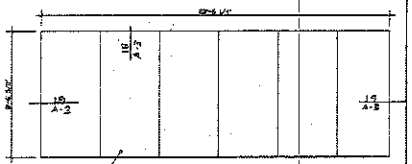


WINDOW TYPE "H" & "J" ("K" OPP. HAND) ("L" OPP. HAND)

TRI-FAB 451 WINDOW FRAME W/ 1" CLEAR DR. SPANDREL THERMAL PANE GLAZING - BRONZE

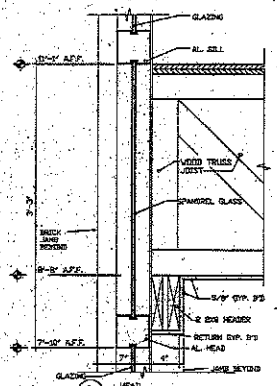
WINDOW TYPE "M"

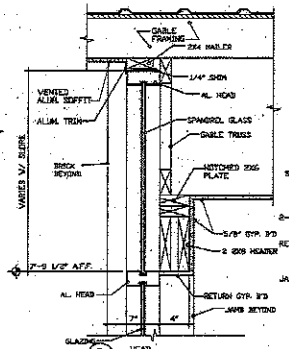
TRI-FAB 451 WINDOW FRAME W/ 1" CLEAR DR SPANDREL THERMAL PANE GLAZING - BRONZE

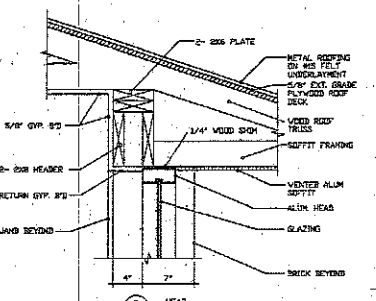


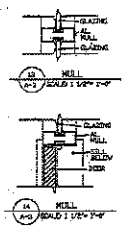
DOOR TYPE "N"

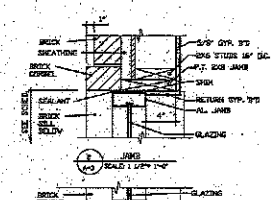
"ALUCOBOND" SERIES DANI-DIRECTIONAL PANELS

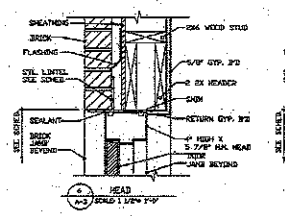


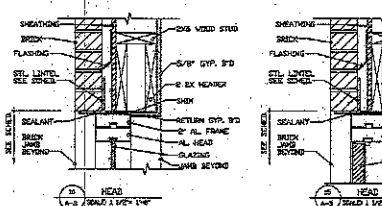


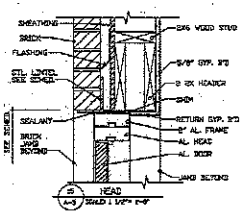


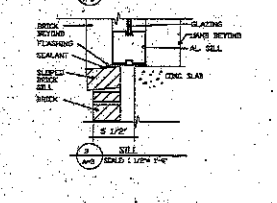


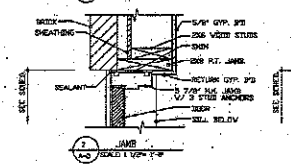


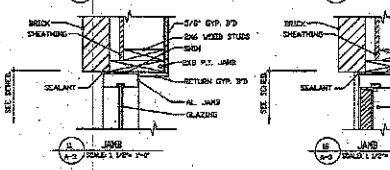


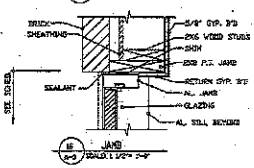


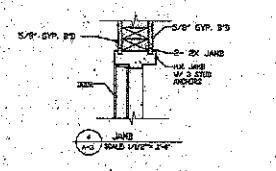


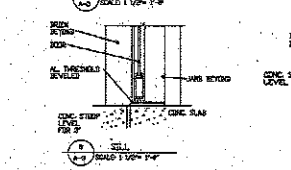


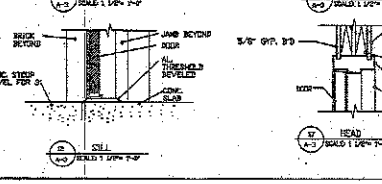


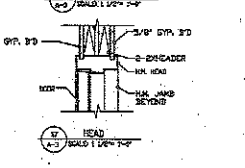


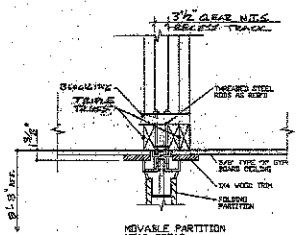












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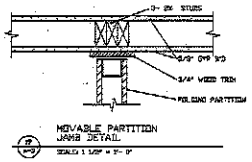

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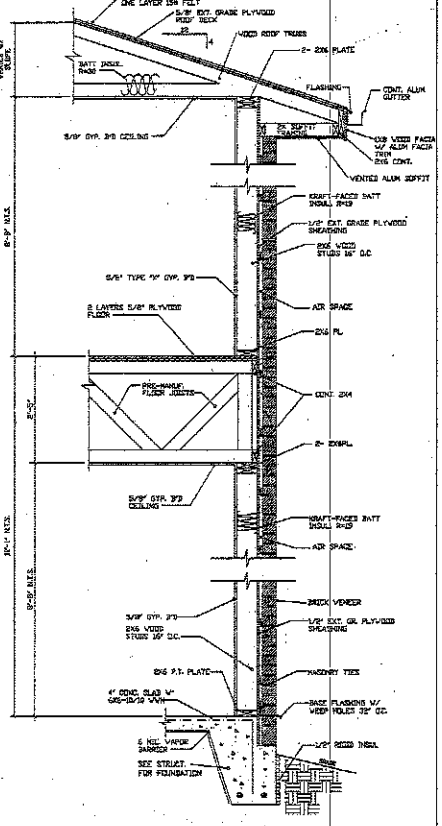


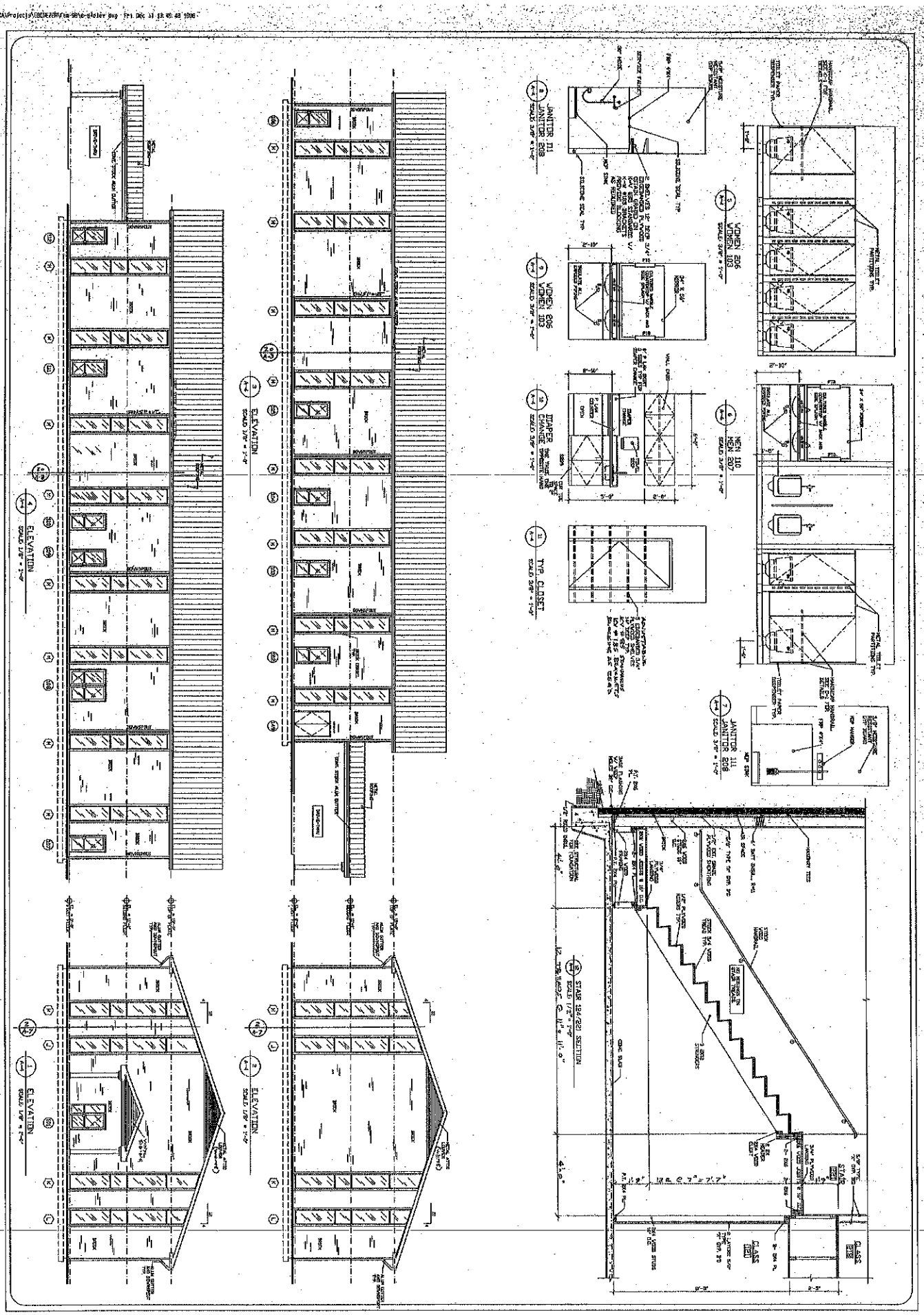
TYP. EDUCATION BUILDING WALL SECTION

FAMILY LIFE CENTER FOR:
EBENEZER UNITED METHODIST CHURCH
2633 STANTON ROAD - - - - COWETA, GEORGIA
REV. DAVID HANCOCK - - - - PASTOR

DCA ARCHITECTS
3110 POWERS FERRY ROAD
SUITE 310, ATLANTA, GEORGIA 30339
TELEPHONE/FAX 404-955-1066

JAN 12 1999

SHEET NO.
A-3



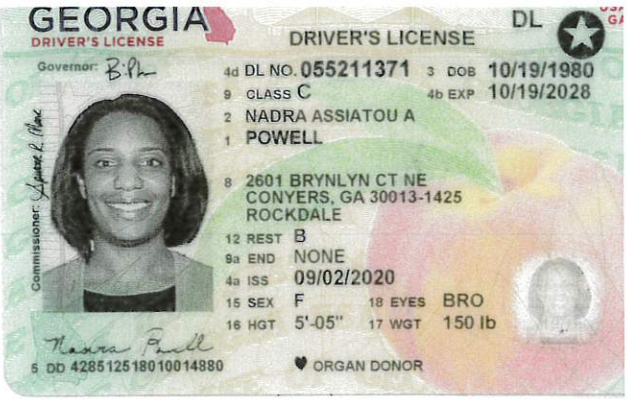
SHEET NO. A-4

JAN 19 1993

DCA ARCHITECTS
2110 POWERS FERRY ROAD
SUITE 240, ATLANTA, GEORGIA 30339
PHONE(770)955-1925 FAX(770)955-1954

FAMILY LIFE CENTER FOR:
EBENEZER UNITED METHODIST CHURCH

2533 STANTON ROAD - - - - CONYERS, GEORGIA
REV. DAVID HANCOCK - - - - - - - - PASTOR

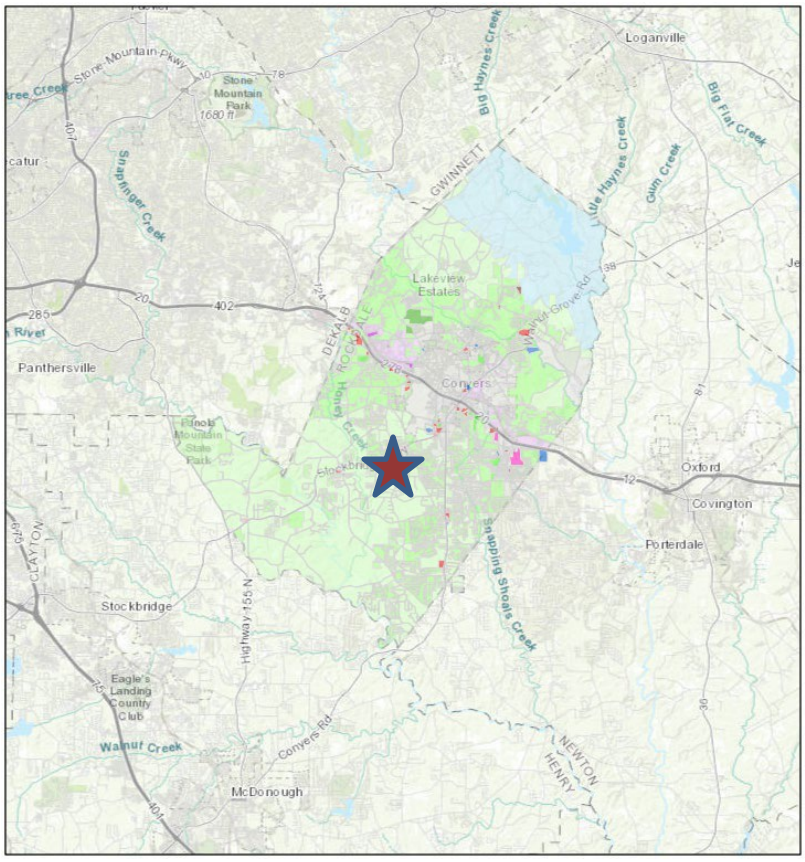

GEORGIA
DRIVER'S LICENSE
DRIVER'S LICENSE
DL
Governor:
Commissioner:
4d DL NO. 055211371
3 DOB 10/19/1980
9 CLASS C
4b EXP 10/19/2028
2 NADRA ASSIATOU A
1 POWELL
8 2601 BRYNLYN CT NE
CONYERS, GA 30013-1425
ROCKDALE
12 REST B
9a END NONE
4a ISS 09/02/2020
15 SEX F
18 EYES BRO
16 HGT 5'-05"
17 WGT 150 lb
5 DD 428512518010014880
ORGAN DONOR

BOARD OF COMMISSIONERS
OSBORN NESBITT, SR., CHAIRMAN
SHERRI L. WASHINGTON, COMMISSIONER POST I
DR. DOREEN WILLIAMS, COMMISSIONER POST II

DEPARTMENT OF PLANNING & DEVELOPMENT
CHRISTOPHER WHEELER, INTERIM DIRECTOR
PHONE: (770) 278-7100
planningandzoning@rockdalecountyga.gov

PLANNING COMMISSION AND BOARD OF COMMISSIONERS
ROCKDALE COUNTY PLANNING STAFF REPORT

Case Number:	SUP2024-05
Address:	2412 SE Ebenezer Road
Tax Parcel ID:	0460010022
Site Area:	7.578 acres
Current Zoning:	A-R (Agricultural-Residential)
Existing Conditions:	Place of Worship
Request:	To authorize a special use permit for a private school (PK-5)
Applicant:	Nadra Powell (High Achievers Education Center Inc.)
Owner:	Ebenezer United Methodist Church
Staff Recommendation:	**Approval with Conditions**
PC Hearing Date:	September 12, 2024
BOC Hearing Date:	September 24, 2024



ZONING HISTORY

The subject site is located at 2412 SE Ebenezer Road and is zoned A-R (Agricultural-Residential District). No prior zoning requests are on record for this property.

EXISTING SITE CONDITIONS

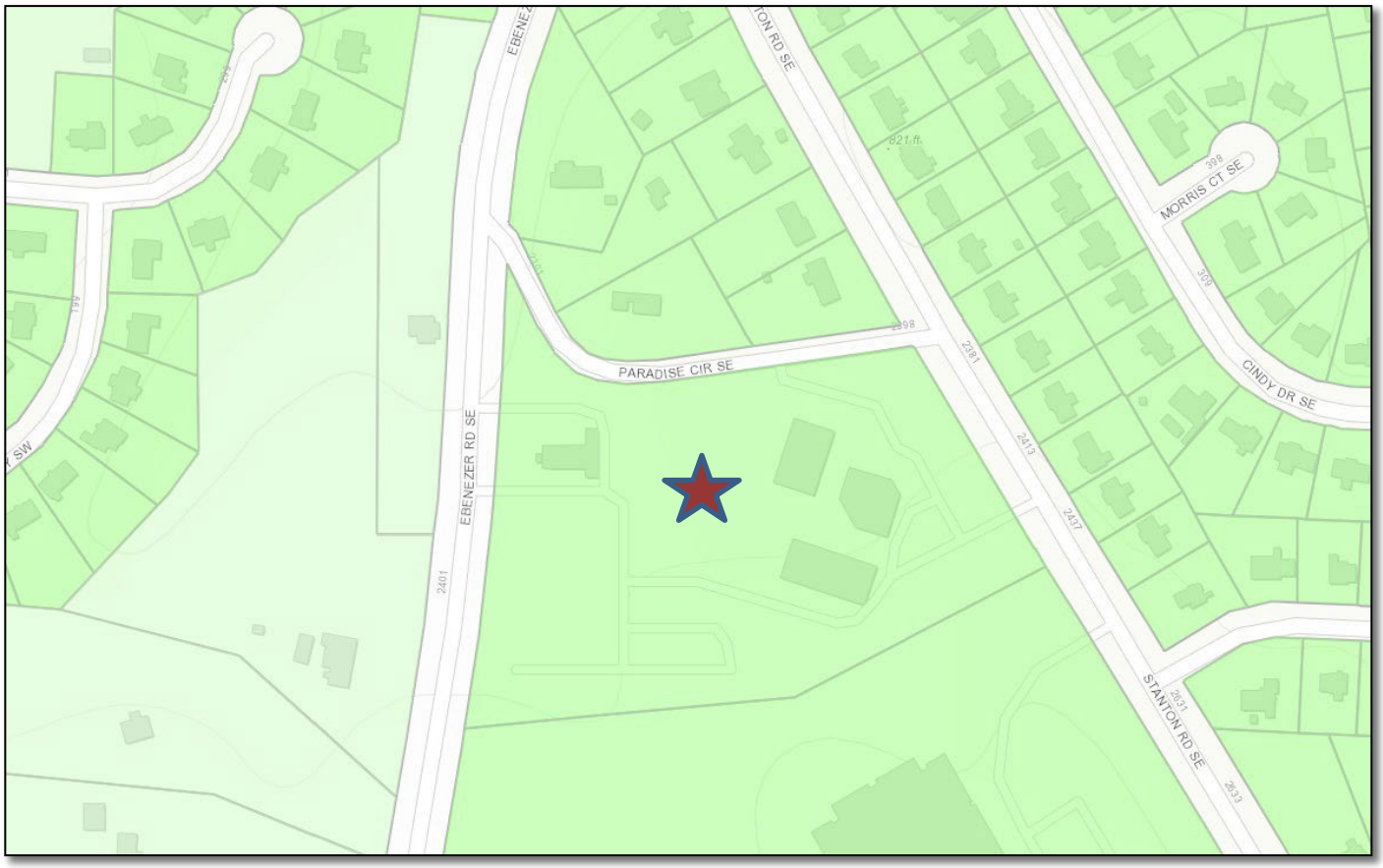
The subject site is a 7.578-acre property developed with a place of worship including a sanctuary, educational building, gym, cemetery, chapel, student warehouse, and storage building. The property has frontage along Ebenezer Road SE, Paradise Circle SE, and Stanton Road SE. Sidewalks are not present along the road frontages. Streams, wetlands, and floodplains are not present on the property.

SURROUNDING USE AND ZONING

The subject site is surrounded by residentially zoned properties. The following is a summary of surrounding uses and zoning:

ADJACENT ZONING AND CURRENT LAND USE			
Direction	**Address**	**Zoning District**	**Current Land Use**
North	2379 SE Stanton Road 2350 SE Paradise Circle 2348 SE Paradise Circle	R-1 R-1 R-1	Single-Family Residence Single-Family Residence Single-Family Residence
East	2410 SE Stanton Road 2418 SE Stanton Road 2420 SE Stanton Road 2430 SE Stanton Road 2436 SE Stanton Road	R-1 R-1 R-1 R-1 R-1	Single-Family Residence Single-Family Residence Single-Family Residence Single-Family Residence Single-Family Residence
South	2633 SE Stanton Road	R-1	Middle School (Public)
West	2401 SW Ebenezer Road 2397 SW Ebenezer Road	A-R A-R	Single-Family Residence Single-Family Residence

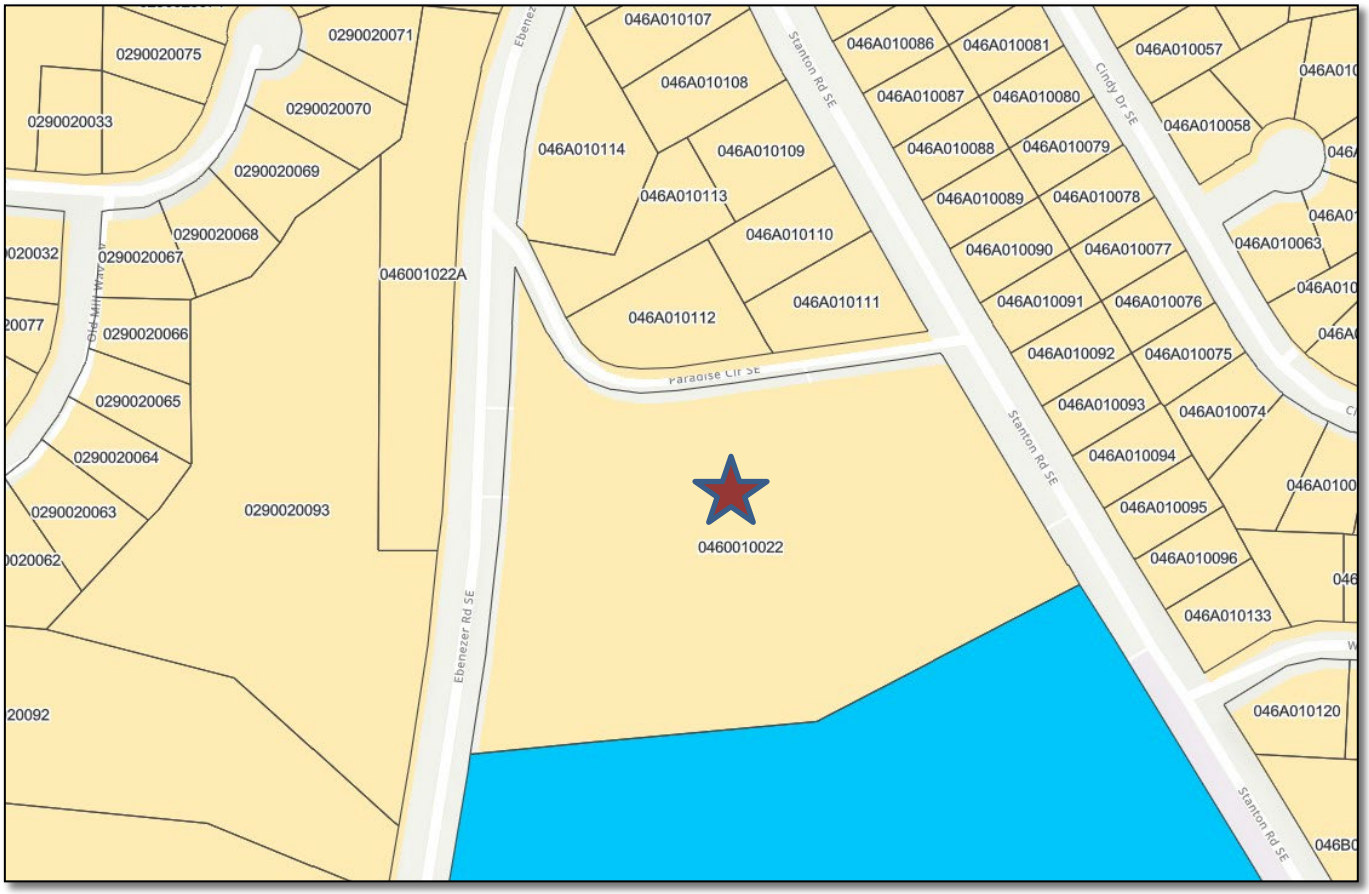
ZONING MAP



AR - Agricultural Residential District

R1 - Single-Family Residential District

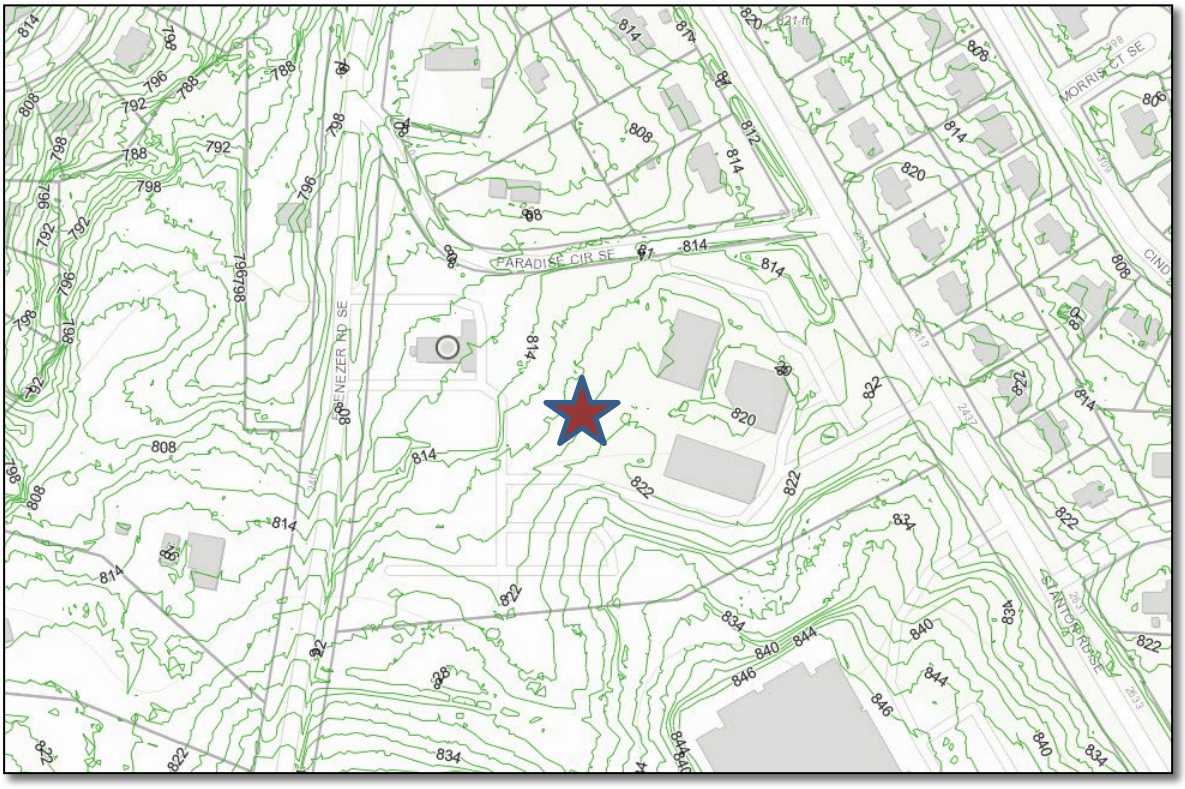
FUTURE LAND USE MAP



Medium Density Residential

Office/Institutional

CONTOUR MAP



AERIAL MAP

PROJECT SUMMARY

The applicant is requesting a special use permit for a private school to be located at 2412 SE Ebenezer Road.

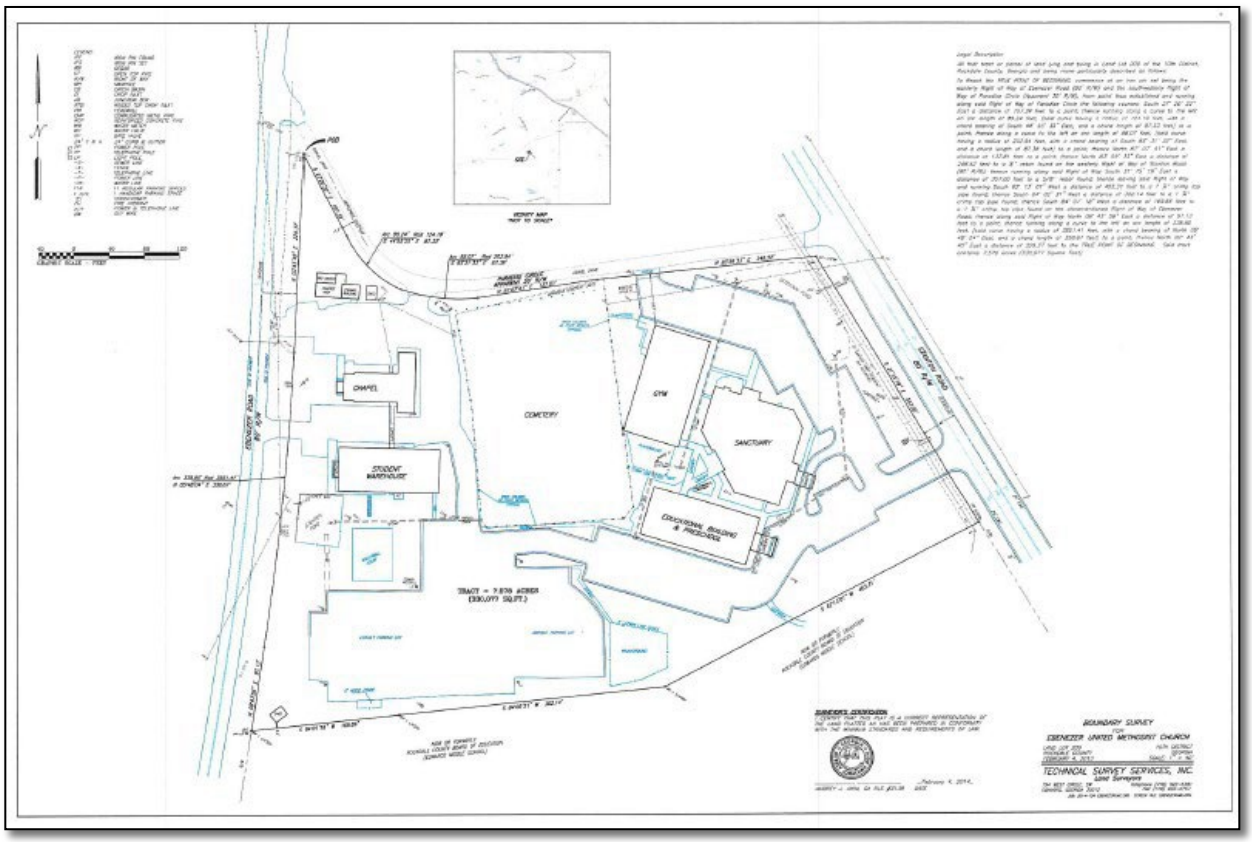
Current Site Conditions:

- 7.578-acre site developed with a place of worship and accessory buildings.
- Adjacent to residential properties and a public middle school.
- Four entrances to the property
    - One entrance on Stanton Road
    - One entrance on Paradise Circle
    - Two entrances on Ebenezer Road
- Church facilities utilize public water and wastewater services.
- A full-day preschool has been in operation at the site for the past 8 years.

The applicant proposes the following:

- To utilize the existing educational building to expand the preschool to include grades PK-5.
- Hours of operation to be similar to that of adjacent public middle school.
- Existing parking and drop-off/pick-up lines to be utilized for the school.

SITE PLAN



INTERNAL AND EXTERNAL AGENCY REVIEW

Internal and External agency comments are attached and provided below.

Fire

No comments.

Transportation Department

Needs deceleration lane and Traffic Study as well.

Rockdale Board of Education

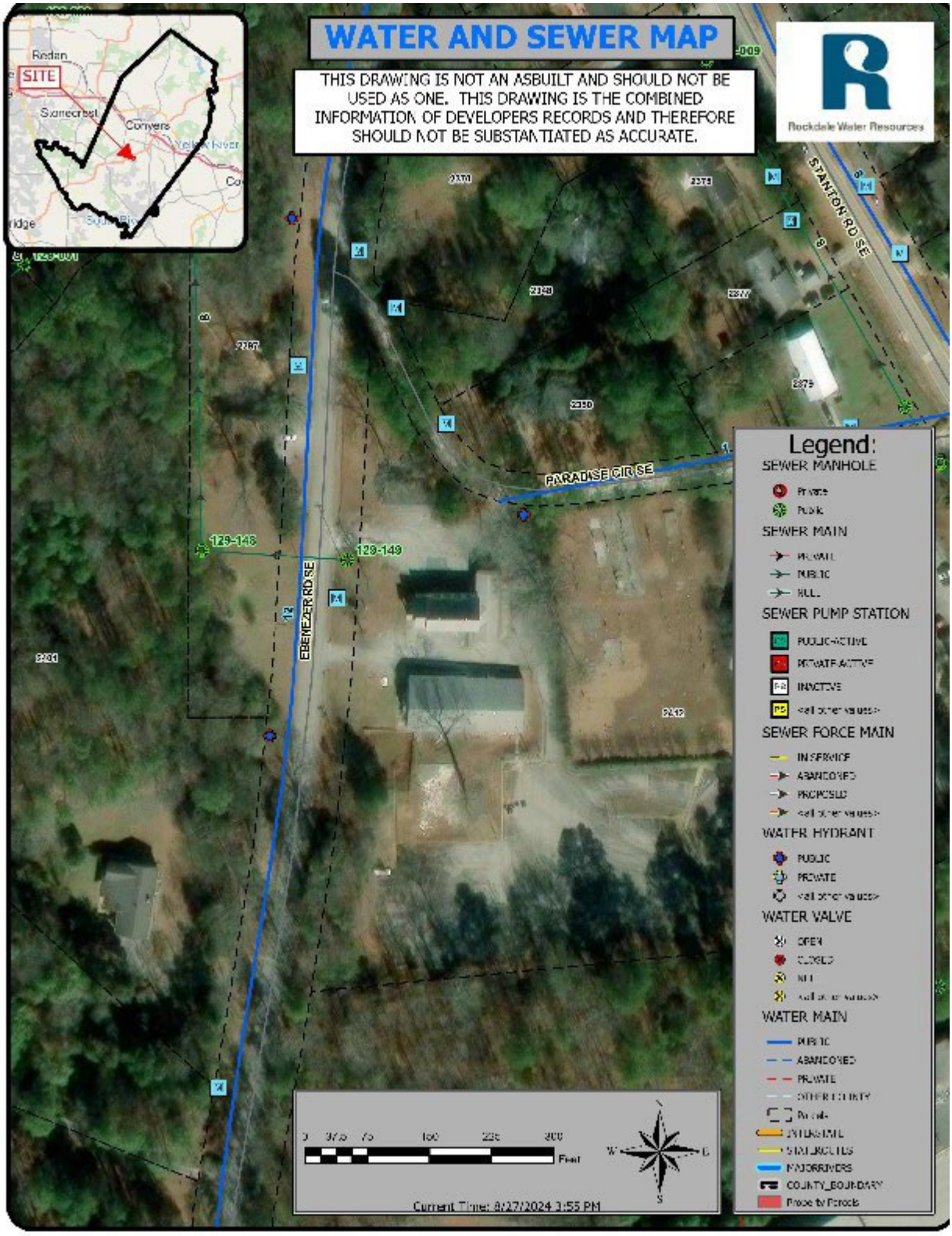
No impact on RCPS.

Stormwater Department

Based on the submitted rezoning documents, there are no known environmental impacts that would be adversely impacted as it relates to the Stormwater Management Department. No streams, Flood plains or wetlands exists on the site that would be impacted from the proposed Special Use Permit. Proposed development must comply with all County Land Disturbance requirements.

Water/Sewer

Existing 12” DIP Water main along Ebenezer RD SE. Existing 8” Wastewater Main at site. See Map Attached


WATER AND SEWER MAP
THIS DRAWING IS NOT AN ASBUILT AND SHOULD NOT BE USED AS ONE. THIS DRAWING IS THE COMBINED INFORMATION OF DEVELOPERS RECORDS AND THEREFORE SHOULD NOT BE SUBSTANTIATED AS ACCURATE.
Rockdale Water Resources
SITE
Redan
Conyers
STANTON RD SE
PARADISE CIR SE
EBENEZER RD SE
129-148
129-149
Legend:
SEWER MANHOLE
Private
Public
SEWER MAIN
PRIVATE
PUBLIC
NULL
SEWER PUMP STATION
PUBLIC-ACTIVE
PRIVATE-ACTIVE
INACTIVE
<all other values>
SEWER FORCE MAIN
IN SERVICE
ABANDONED
PROPOSED
<all other values>
WATER HYDRANT
PUBLIC
PRIVATE
<all other values>
WATER VALVE
OPEN
CLOSED
NULL
<all other values>
WATER MAIN
PUBLIC
ABANDONED
PRIVATE
OTHER COUNTY
Private
INTERSTATE
STATE ROUTES
MAJOR RIVERS
COUNTY_BOUNDARY
Property Parcels
Feet
Current Time: 8/27/2024 3:55 PM

EVALUATION OF THE SPECIAL USE PERMIT REQUEST

When considering an application to amend the current zoning designation of a property, the Board of Commissioners, the Planning Commission, and the Planning & Development Department shall consider the following standards as described in Section 238-4(G1) of the UDO:

A. Is the zoning proposal permitted as a use that is suitable in view of the use and development of adjacent and nearby property?

The subject site is surrounded by residentially zoned property, including a public middle school to the south of the site. Due to the proximity of an adjacent similar use, staff believe that the requested special use permit for a private school would be consistent with the area.

B. Will the zoning proposal adversely affect the existing use or usability of adjacent or nearby property?

The existing uses of adjacent or nearby properties would not be adversely impacted by the requested special use permit for a small private school.

C. Will the property to be affected by the zoning proposal have a reasonable economic use as currently zoned?

The property has reasonable economic use as currently zoned.

D. Will the zoning proposal result in a use which will or could cause excessive or burdensome use of existing streets, transportation, facilities, utilities, or schools?

The requested special use permit would not increase adverse impacts on public facilities. The facilities will continue to be served by public water and wastewater. Impacts to transportation infrastructure are not anticipated. The private school will have no impact on the Rockdale County School System.

E. Is the zoning proposal in conformity with the Future Land Use Map and the policy intent of the Comprehensive Land Use Plan?

The request for a special use permit to operate a private school is in conformity with the current A-R Zoning District, Medium Density Residential Future Land Use Designation, and the Comprehensive Land Use Plan.

F. 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?

Staff believe that approval of a special use permit would allow the property to be better utilized. The proposed school is relatively low impact as no changes to the property are proposed and the existing residential structure will be utilized as is.

PLANNING AND DEVELOPMENT STAFF RECOMMENDATIONS

Based on staff's evaluation of the request and the standards governing exercise of zoning power, the Department of Planning and Development recommends ***Approval with Conditions*** for a special use permit to allow the operation of a private school with the following conditions:

1. The applicant shall abide by all applicable standards of the Unified Development Ordinance for the A-R Zoning District, unless otherwise specified in these conditions or through approval of a variance by the Zoning Board of Appeals.
2. The applicant shall abide by the supplemental use standards found in Sec. 218-13 (lll) *School K-12, private*.