



CITY OF PEACHTREE CORNERS
 COMMUNITY DEVELOPMENT
 310 Technology Parkway, Peachtree Corners, GA 30092
 Tel: 678.691.1200 | www.peachtreecornersga.gov

PUBLIC HEARING APPLICATION
REZONING, SPECIAL USE PERMIT, OR CHANGE IN CONDITIONS

A properly completed application and fees are due at the time of submittal. **An incomplete application will not be accepted.** Original signatures are required for the Application.

REQUIRED ITEMS	NUMBER OF COPIES	REQUIRED	PROVIDED
Completed Application Form	• 1 original	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Boundary Survey with Legal Description	• 1 full size copy • 1- 8-1/2" x 11" or 11" x 17" reduction	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Site Plan	• 1 full size Copy • 1- 8-1/2" x 11" or 11" x 17" reduction	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Architectural Elevations	• 1 copy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Letter of Intent	• 1 copy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Applicant Certification with Notarized Signature	• 1 copy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Property Owner Certification with Notarized Signature	• 1 copy	<input type="checkbox"/>	<input type="checkbox"/>
Standards Governing Exercise of the Zoning Power	• 1 copy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disclosure Report Form (Conflict of Interest Certification/Campaign Contributions)	• 1 copy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Verification of Paid Property Taxes (most recent year)	• One (1) Copy (per tax parcel)	<input type="checkbox"/>	<input type="checkbox"/>
Electronic copy of complete package	• One (1) copy	<input type="checkbox"/>	<input type="checkbox"/>
Application Fee	• Make checks payable to the City of Peachtree Corners	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community Information Meeting Certification	• 1 copy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Specimen Tree Survey	• 1 copy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ADDITIONAL EXHIBITS (IF REQUIRED)			
Additional site plan requirements for the RM Districts, R-TH, R-ZT, Modified, CSO, OBP, MUD or MUO rezoning requests	• 1 copy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Traffic Study	• 1 copy	<input type="checkbox"/>	<input type="checkbox"/>
Development of Regional Impact Review Form	• 1 copy	<input type="checkbox"/>	<input type="checkbox"/>
Other Information Needed to Review Application (as determined by Community Development staff)	• _____	<input type="checkbox"/>	<input type="checkbox"/>
	• _____	<input type="checkbox"/>	<input type="checkbox"/>

REZONING, SPECIAL USE PERMIT, OR CHANGE IN CONDITIONS APPLICATION

AN APPLICATION TO AMEND THE OFFICIAL ZONING MAP OF THE CITY OF PEACHTREE CORNERS, GEORGIA

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION
NAME: <u>Brand Properties, LLC c/o Mahaffey Pickens Tucker, LLP</u>	NAME: <u>Multiple -- See attached</u>
ADDRESS: <u>1550 North Brown Road, Suite 125</u>	ADDRESS: _____
CITY: <u>Lawrenceville</u>	CITY: _____
STATE: <u>GA</u> ZIP: <u>30043</u>	STATE: <u>GA</u> ZIP: _____
PHONE: <u>770 232 0000</u>	PHONE: _____
E-MAIL: <u>slanham@mptlawfirm.com</u>	E-MAIL: _____

APPLICANT CONTACT, IF DIFFERENT THAN ABOVE
CONTACT PERSON: <u>Shane Lanham</u> PHONE: <u>770 232 0000</u>
CONTACT'S E-MAIL: <u>slanham@mptlawfirm.com</u>

APPLICANT IS THE:

OWNER'S AGENT PROPERTY OWNER CONTRACT PURCHASER

PRESENT ZONING DISTRICTS(S): M-1 REQUESTED ZONING DISTRICT: MUD

LAND DISTRICT(S): 6 LAND LOT(S): 285 ACREAGE: +/-15.69

ADDRESS OF PROPERTY: 5550 Peachtree Parkway

PROPOSED DEVELOPMENT: Mixed-Use Development

Staff Use Only This Section

Case Number: _____ Hearing Date: P/C _____ C/C _____ Received Date: _____

Fees Paid: _____ By: _____

Related Cases & Applicable Conditions:

Description:

PROPERTY OWNER LIST

Name	Parcel
IMPERIAL INVESTMENTS SPALDING LLC 330 RESEARCH CT STE 200 PEACHTREE CORNERS GA 30092	6285 006
MION JOHN J SR & MION CHARLES 4275 STEVE REYNOLDS BLVD STE A NORCROSS GA 30093	6285 008
SUMMIT PARTNERS HOLDINGS LLC 100 ASHFORD CTR N ATLANTA GA 30338	6285 063
SUMMIT PARTNERS HOLDINGS LLC 100 ASHFORD CTR N ATLANTA GA 30338	6285 067

RESIDENTIAL DEVELOPMENT

No. of Lots/Dwelling Units 251

Dwelling Unit Size (Sq. Ft.): varies

NON-RESIDENTIAL DEVELOPMENT

No. of Buildings/Lots: 2

Total Bldg. Sq. Ft.: +/- 5,000 (new vertically-mixed office/retail)
+/-189,160 (existing office)

Gross Density: +/- 12,400 sf/acre

FEE SCHEDULE

1. Rezoning, Change-in-Conditions and Special Use Permit Fees – Residential Zoning Districts

(note: a Special Use Permit related to a rezoning case shall not incur an additional fee)

- A. For the following single-family residential zoning districts: RA-200, R-140, R-LL, R-I00, R-75, RL, MHS.

0 - 5 Acres = \$ 500
> 5 - 10 Acres = \$ 1,000
> 10 - 20 Acres = \$ 1,500
> 20 - 100 Acres = \$ 2,000
> 100 - Acres = \$ 2,500 plus \$40 for each additional acre over 100
Maximum Fee: \$10,000

- B. For the following single and multifamily residential zoning districts: R-TH, RMD, RM-6, RM-8, RM-I0, RM-13, R-SR, MH, R-60, R-ZT, R-75 MODIFIED or CSO, and R-100 MODIFIED or CSO.

0 - 5 Acres = \$ 850
> 5 - 10 Acres = \$1,600
> 10 - 20 Acres = \$2,100
> 20 - 100 Acres = \$2,600
> 100 - Acres = \$3,200 plus \$40 for each additional acre over 100

2. Rezoning, Change-in-Conditions and Special Use Permit Fees - Non-Residential Zoning Districts

(note: a Special Use Permit related to a rezoning case shall not incur an additional fee)

For the following office, commercial and industrial zoning districts: C-I, C-2, C-3, O-I, OBP, M-I, M-2, HS, NS.

0 - 5 Acres = \$ 850
> 5 - 10 Acres = \$1,600
> 10 - 20 Acres = \$2,100
> 20 - 100 Acres = \$2,600
> 100 - Acres = \$3,200 plus \$50 for each additional acre over 100

3. Mixed-Use (MUD and MUO) or High Rise Residential (HRR)

Application Fee – \$1,200 plus \$75 per acre (maximum fee - \$10,000)

4. Chattahoochee Corridor Review (involving a public hearing) - \$150.
5. Buffer Reduction (Greater than 50%) Application Fee - \$500.
6. Zoning Certification Letter - \$100 (per non-contiguous parcel).
7. Comprehensive Plan Amendment - \$1,000

LEGAL DESCRIPTION
TRACT 1

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 285 OF THE 6TH DISTRICT, GWINNETT COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE FOUND IRON PIN WITH CAP LOCATED ON SOUTHEAST RIGHT OF WAY OF GEORGIA HIGHWAY NO 141 (A.K.A. PEACHTREE PARKWAY) (VARIABLE RIGHT OF WAY), LOCATED 868.1 FEET, MORE OR LESS, NORTHEAST, AS MEASURED ALONG SAID SOUTHEAST RIGHT OF WAY GEORGIA HIGHWAY NO 141; THENCE PROCEED ALONG SAID SOUTHEAST RIGHT OF WAY OF GEORGIA HIGHWAY NO 141 THE FOLLOWING COURSES AND DISTANCES: NORTH 20 DEGREES 10 MINUTES 04 SECONDS EAST A DISTANCE OF 60.04 FEET TO A FOUND 1/2 INCH REBAR; NORTH 20 DEGREES 02 MINUTES 31 SECONDS EAST A DISTANCE OF 210.93 FEET TO A SET PK NAIL IN CONCRETE; NORTH 28 DEGREES 39 MINUTES 25 SECONDS EAST A DISTANCE OF 100.65 FEET TO A FOUND RIGHT OF WAY MONUMENT; NORTH 14 DEGREES 07 MINUTES 15 SECONDS EAST A DISTANCE OF 72.06 FEET TO A FOUND IRON PIN WITH CAP; NORTH 14 DEGREES 00 MINUTES 52 SECONDS EAST A DISTANCE OF 60.66 FEET TO A FOUND IRON PIN WITH CAP; THENCE LEAVING SAID SOUTHEAST RIGHT OF WAY OF GEORGIA HIGHWAY NO. 141 AND PROCEED NORTH 69 DEGREES 34 MINUTES 52 SECONDS EAST A DISTANCE OF 62.71 FEET TO A FOUND 1/2 INCH REBAR; THENCE NORTH 69 DEGREES 37 MINUTES 17 SECONDS EAST A DISTANCE OF 174.21 FEET TO A FOUND IRON PIN WITH CAP; THENCE SOUTH 68 DEGREES 55 MINUTES 20 SECONDS EAST A DISTANCE OF 270.14 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE SOUTH 57 DEGREES 43 MINUTES 45 SECONDS WEST A DISTANCE OF 132.36 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE SOUTH 21 DEGREES 00 MINUTES 46 SECONDS WEST A DISTANCE OF 120.03 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE NORTH 68 DEGREES 57 MINUTES 59 SECONDS WEST A DISTANCE OF 20.08 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE SOUTH 21 DEGREES 05 MINUTES 49 SECONDS WEST A DISTANCE OF 277.62 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE SOUTH 68 DEGREES 57 MINUTES 19 SECONDS EAST A DISTANCE OF 19.99 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE SOUTH 21 DEGREES 08 MINUTES 11 SECONDS WEST A DISTANCE OF 110.67 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 74.63 FEET, HAVING A RADIUS OF 150.00 FEET, BEING SUBTENDED BY A CHORD BEARING OF SOUTH 83 DEGREES 07 MINUTES 05 SECONDS EAST, WITH A CHORD LENGTH OF 73.86 FEET, TO A POINT; THENCE ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 87.56 FEET, HAVING A RADIUS OF 125.00 FEET, BEING SUBTENDED BY A CHORD BEARING OF SOUTH 77 DEGREES 20 MINUTES 02 SECONDS EAST, WITH A CHORD LENGTH OF 85.78 FEET, TO A POINT; THENCE ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 72.70 FEET, HAVING A RADIUS OF 455.00 FEET, BEING SUBTENDED BY A CHORD BEARING OF SOUTH 52 DEGREES 41 MINUTES 24 SECONDS EAST, WITH A CHORD LENGTH OF 72.62 FEET, TO A POINT; THENCE SOUTH 48 DEGREES 06 MINUTES 47 SECONDS EAST A DISTANCE OF 114.41 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE SOUTH 29 DEGREES 51 MINUTES 34 SECONDS EAST A DISTANCE OF 30.02 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE SOUTH 29 DEGREES 51 MINUTES 33 SECONDS EAST A DISTANCE OF 416.70 FEET TO A FOUND 1/2 INCH REBAR WITH CAP ON THE NORTHERLY RIGHT OF WAY OF SCIENTIFIC DRIVE (80 FOOT RIGHT OF WAY); THENCE ALONG SAID NORTHERLY RIGHT OF WAY OF SCIENTIFIC DRIVE THE FOLLOWING COURSES AND DISTANCES: SOUTH 58 DEGREES 24 MINUTES 14 SECONDS WEST A DISTANCE OF 10.63 FEET TO A POINT; ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 59.58 FEET, HAVING A RADIUS OF 749.74 FEET, WITH A CHORD BEARING OF SOUTH 60 DEGREES 15 MINUTES 15 SECONDS WEST, WITH A CHORD LENGTH OF 59.56 FEET, TO A FOUND 1/2 INCH REBAR; THENCE LEAVING SAID NORTHERLY RIGHT OF WAY OF SCIENTIFIC DRIVE NORTH 29 DEGREES 48 MINUTES 53 SECONDS WEST A DISTANCE OF 447.12 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE NORTH 50 DEGREES 34 MINUTES 33 SECONDS WEST A DISTANCE OF 169.76 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE SOUTH 59 DEGREES 36 MINUTES 45 SECONDS WEST A DISTANCE OF 184.05 FEET TO A FOUND 3/4 INCH REBAR FOUND; THENCE NORTH 68 DEGREES 54 MINUTES 31 SECONDS WEST A DISTANCE OF 294.13 FEET TO A FOUND IRON PIN WITH CAP; THENCE NORTH 21 DEGREES 10 MINUTES 10 SECONDS EAST A DISTANCE OF 130.05 FEET TO A SET 5/8 INCH REBAR; THENCE NORTH 68 DEGREES 56 MINUTES 00 SECONDS WEST A DISTANCE OF 80.08 FEET TO A FOUND IRON PIN WITH CAP, SAID REBAR BEING THE TRUE POINT OF BEGINNING.

CONTAINS 321,451 SQUARE FEET OR 7.380 ACRES.

LEGAL DESCRIPTION
TRACT 2

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 285 OF THE 6TH DISTRICT, GWINNETT COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TO FIND THE TRUE POINT OF BEGINNING, COMMENCE AT THE INTERSECTION OF THE NORTH RIGHT OF WAY LINE OF SCIENTIFIC DRIVE (80 FOOT RIGHT OF WAY WIDTH) WITH THE SOUTHEAST RIGHT OF WAY LINE OF GEORGIA HIGHWAY NO 141, AKA PEACHTREE PARKWAY, (RIGHT OF WAY WIDTH VARIES) THENCE RUN 868.1 FEET, MORE OR LESS, NORTHEAST, AS MEASURED ALONG SAID SOUTHEAST RIGHT OF WAY GEORGIA HIGHWAY NO 141; THENCE PROCEED ALONG SAID SOUTHEAST RIGHT OF WAY OF GEORGIA HIGHWAY NO 141 NORTH 20 DEGREES 10 MINUTES 04 SECONDS EAST A DISTANCE OF 60.04 FEET TO A FOUND 1/2 INCH REBAR; THENCE LEAVING SAID RIGHT OF WAY LINE AND PROCEED SOUTH 68 DEGREES 53 MINUTES 11 SECONDS EAST A DISTANCE OF 81.11 FEET TO A POINT; THENCE SOUTH 21 DEGREES 06 MINUTES 49 SECONDS WEST A DISTANCE OF 15.00 FEET TO A POINT; THENCE SOUTH 68 DEGREES 53 MINUTES 11 SECONDS EAST A DISTANCE OF 280.75 FEET TO A FOUND 1/2 INCH REBAR WITH CAP, SAID POINT BEING THE TRUE POINT OF BEGINNING;

WITH THE TRUE POINT OF BEGINNING THUS ESTABLISHED PROCEED NORTH 21 DEGREES 08 MINUTES 11 SECONDS EAST A DISTANCE OF 110.67 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE NORTH 68 DEGREES 57 MINUTES 19 SECONDS WEST A DISTANCE OF 19.99 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE NORTH 21 DEGREES 05 MINUTES 49 SECONDS EAST A DISTANCE OF 277.62 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE SOUTH 68 DEGREES 57 MINUTES 59 SECONDS EAST A DISTANCE OF 20.08 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE NORTH 21 DEGREES 00 MINUTES 46 SECONDS EAST A DISTANCE OF 120.03 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE NORTH 57 DEGREES 43 MINUTES 45 SECONDS EAST A DISTANCE OF 132.36 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE NORTH 26 DEGREES 45 MINUTES 38 SECONDS EAST A DISTANCE OF 204.83 FEET TO A FOUND 1/2 INCH REBAR ON SOUTHWEST RIGHT OF WAY LINE OF SPALDING DRIVE (80 FOOT RIGHT OF WAY WIDTH); THENCE ALONG SAID SOUTHWEST RIGHT OF WAY OF SPALDING DRIVE ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 50.14 FEET, HAVING A RADIUS OF 1233.24 FEET, BEING SUBTENDED BY A CHORD BEARING OF SOUTH 66 DEGREES 25 MINUTES 33 SECONDS EAST, AND A CHORD LENGTH OF 50.14 FEET TO A SET 5/8 INCH REBAR WITH CAP; THENCE LEAVING SAID SOUTHWEST RIGHT OF WAY OF SPALDING DRIVE SOUTH 26 DEGREES 47 MINUTES 09 SECONDS WEST A DISTANCE OF 207.43 TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE SOUTH 63 DEGREES 24 MINUTES 31 SECONDS EAST A DISTANCE OF 209.88 TO A FOUND 1/2 INCH REBAR DISTURBED; THENCE SOUTH 06 DEGREES 23 MINUTES 36 SECONDS EAST A DISTANCE OF 407.66 FEET TO A FOUND 5/8 INCH REBAR; THENCE SOUTH 57 DEGREES 49 MINUTES 19 SECONDS WEST A DISTANCE OF 322.18 FEET TO A FOUND 1/2 INCH REBAR WITH CAP; THENCE NORTH 48 DEGREES 06 MINUTES 47 SECONDS WEST A DISTANCE OF 114.41 FEET TO A POINT; THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 72.70 FEET, HAVING A RADIUS OF 455.00 FEET, BEING SUBTENDED BY A CHORD BEARING OF NORTH 52 DEGREES 41 MINUTES 24 SECONDS WEST, AND A CHORD LENGTH OF 72.62 FEET TO A POINT; THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 87.56 FEET, HAVING A RADIUS OF 125.00 FEET, BEING SUBTENDED BY A CHORD BEARING OF NORTH 77 DEGREES 20 MINUTES 02 SECONDS WEST, AND A CHORD LENGTH OF 85.78 FEET TO A POINT; ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 74.63 FEET, HAVING A RADIUS OF 150.00 FEET, BEING SUBTENDED BY A CHORD BEARING OF NORTH 83 DEGREES 07 MINUTES 05 SECONDS WEST, AND A CHORD LENGTH OF 73.86 FEET TO FOUND 1/2 INCH REBAR WITH CAP, SAID REBAR BEING THE TRUE POINT OF BEGINNING.

CONTAINS 270,415 SQUARE FEET OR 6.208 ACRES.

LEGAL DESCRIPTION
TRACT 3

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 285 OF THE 6TH DISTRICT, GWINNETT COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TO FIND THE TRUE POINT OF BEGINNING, COMMENCE AT THE INTERSECTION OF THE SOUTHERN RIGHT OF WAY LINE OF SPALDING DRIVE (80 FOOT RIGHT OF WAY WIDTH) WITH THE SOUTHEAST RIGHT OF WAY LINE OF GEORGIA HIGHWAY NO 141, AKA PEACHTREE PARKWAY, (RIGHT OF WAY WIDTH VARIES) THENCE ALONG SAID RIGHT-OF-WAY OF SPALDING Drive 138.31 feet along an arc of a curve to the right, said curve having a radius of 28,328.76 feet and a chord bearing and distance of South 80 degrees 37 minutes 13 seconds East 138.31 feet to the POINT OF BEGINNING; thence 54.22 feet along an arc of a curve to the right, said curve having a radius of 1,223.24 feet and a chord bearing and distance of South 80 degrees 10 minutes 36 seconds East 54.22 feet to a point; thence North 11 degrees 59 minutes 33 seconds East a distance of 10.00 feet to a point; thence 206.90 feet along an arc of a curve to the right, said curve having a radius of 1,223.24 feet and a chord bearing and distance of South 72 degrees 21 minutes 35 seconds East 206.65 feet to a point; thence South 26 degrees 45 minutes 38 seconds West a distance of 204.83 feet to a point; thence North 68 degrees 57 minutes 08 seconds West a distance of 231.39 feet to a point; thence North 19 degrees 02 minute 04 seconds East a distance of 171.25 feet to a point and the TRUE POINT OF BEGINNING.

Said tract containing 1.099 acres more or less.

LEGAL DESCRIPTION
TRACT 4

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 285 OF THE 6TH DISTRICT, GWINNETT COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TO FIND THE TRUE POINT OF BEGINNING, COMMENCE AT THE INTERSECTION OF THE SOUTHERN RIGHT OF WAY LINE OF SPALDING DRIVE (80 FOOT RIGHT OF WAY WIDTH) WITH THE SOUTHEAST RIGHT OF WAY LINE OF GEORGIA HIGHWAY NO 141, AKA PEACHTREE PARKWAY, (RIGHT OF WAY WIDTH VARIES) THENCE ALONG SAID RIGHT-OF-WAY OF SPALDING Drive 138.31 feet along an arc of a curve to the right, said curve having a radius of 28,328.76 feet and a chord bearing and distance of South 80 degrees 37 minutes 13 seconds East 138.31 feet to a point; thence 54.22 feet along an arc of a curve to the right, said curve having a radius of 1,223.24 feet and a chord bearing and distance of South 80 degrees 10 minutes 36 seconds East 54.22 feet to a point; thence North 11 degrees 59 minutes 33 seconds East a distance of 10.00 feet to a point; thence 206.90 feet along an arc of a curve to the right, said curve having a radius of 1,223.24 feet and a chord bearing and distance of South 72 degrees 21 minutes 35 seconds East 206.65 feet to a point;

; thence 50.14 feet along an arc of a curve to the right, said curve having a radius of 1,233.24 feet and a chord bearing and distance of South 66 degrees 25 minutes 33 seconds East 50.14' feet to a point and the TRUE POINT OF BEGINNING; thence South 63 degrees 28 minutes 10 seconds East a distance of 209.35 feet to a point; thence South 26 degrees 38 minutes 20 seconds West a distance of 207.65 feet to a point; thence North 63 degrees 24 minutes 31 seconds West a distance of 209.88 feet to a point; thence North 26 degrees 47 minutes 9 seconds East a distance of 207.43 feet to a point and the TRUE POINT OF BEGINNING.

Said tract containing 0.999 acres more or less.



Matthew P. Benson
G. Tyler Boyd
Catherine W. Davidson
Gerald Davidson, Jr.*
Rebecca B. Gober
Brian T. Easley
Christopher D. Holbrook

Samuel C. Kennon
Shane M. Lanham
Jeffrey R. Mahaffey
Jessica R. Pickens
Steven A. Pickens
Andrew D. Stancil
R. Lee Tucker, Jr.

*Of Counsel

**LETTER OF INTENT FOR REZONING APPLICATION OF
BRAND PROPERTIES, LLC**

Mahaffey Pickens Tucker, LLP submits this Letter of Intent and attached rezoning application (the “Application”) on behalf of Brand Properties, LLC (the “Applicant”) relative to an approximately 15.69-acre tract located on the easterly side of Peachtree Parkway (State Route 141) at its intersection with Spalding Drive (the “Property”). The Property includes four tax parcels and is currently developed with an automobile repair service station built in 1960 and a +/-189,000 square foot office building built in 1985. The Property is currently zoned M-1 and is located within the Central Business District Character Area as set forth in the City of Peachtree Corners 2040 Comprehensive Plan (the “2040 Plan”). The Applicant submits the Application to request that the Property be rezoned to the MUD (Mixed-Use Development District) zoning classification of the 2012 Zoning Resolution of City of Peachtree Corners (the “Zoning Resolution”) in order to accommodate the redevelopment of the Property as a mixed-use development with office, commercial/retail, and multifamily residential uses. The proposed development is compatible with surrounding land uses, is consistent with the policies of the 2040 Plan, and would expand public greenspace opportunities, enhance pedestrian connectivity, and provide an appropriate redevelopment of underutilized property.

The surrounding area is characterized by a relatively intense mix of land uses including office, commercial/retail, residential, and institutional uses. To the north across Spalding Drive, lies the Peachtree Parkway Plaza which includes various strip and outparcel retail uses including restaurants, shops, and commercial service businesses. To the south and southeast lie additional office uses along Technology Parkway as well as a hotel located directly to the south along Peachtree Parkway. Similarly, land uses across Peachtree Parkway to the west and southwest are primarily characterized by large, older office buildings with various intermingled uses including a restaurant, gas station, bank with drive-through service window, post office, church, a fire station, and the Peachtree Corners branch of the Gwinnett County Public Library. To the northwest across Spalding Drive and Peachtree Parkway, are additional office uses including the Intuitive Surgical campus and the Duke Reserve townhome community. The proposed development is compatible with this intense mix of land uses and would complement the primarily employment-related uses of the surrounding area by providing a first-class, attractive, mixed-use development.

The 2040 Plan designates the Property as within the Central Business District character area which is identified as “the most intense concentration of development and density” in the City. The 2040 Plan acknowledges that this character area is primarily non-residential, but provides that “high quality mid-rise mixed-use development with significant residential components is desired.” Specifically, the 2040 Plan lists “mixed-use” and “office” as “appropriate uses” and encourages multifamily residential uses when they are included within mixed-use development. With a goal of “[a]ttracting more high-paying, white collar jobs [which] will contribute to higher household incomes and provide opportunities for more Peachtree Corners residents to work where they live,” the 2040 Plan provides that “revitalizing traditional office parks into walkable, mixed-use environments will motivate young, educated professionals who wish to

live where they work to live in Peachtree Corners.” The proposed luxury multifamily residences are geared towards young professionals with high incomes who work in nearby employment centers. Specifically, the proposed residences would be provided in one- and two-bedroom configurations only and would include top-end interior finishes such as quartz countertops, luxury flooring, and stainless-steel appliances. The proposed residential community would also provide first-class amenities such as a club room, rideshare lobby, and amenities courtyard with a resort-style saltwater pool and terrace with fire pits, cabanas, and grilling stations. The proposed amenities courtyard would also include a dog run, community pavilion, food truck court, and putting green. The proposed redevelopment will also provide additional access to public green spaces and enhance the walkability of the Peachtree Parkway corridor. A proposed internal trail network would provide additional pedestrian connectivity among Peachtree Parkway, Spalding Drive, and Scientific Drive. A future trail hub could also be accommodated on the Property.

While the existing office and auto repair uses continue to function, aging structures and shifting demand in the real estate market leave the Property with significant functional and economic obsolescence. The proposed redevelopment would remove the auto repair use and would complement the existing office building with residential uses and new amenities. Improvements to the office building are also planned to enhance its connectivity with the planned amenities courtyard. As an integrated mixed-use development, the existing parking deck would accommodate both residents, visitors, and office tenants and it is included within the overall parking space requirement calculations. Ground floor retail space is also planned for Building 1 located along Peachtree Parkway. The redevelopment of the Property would add significant value to the existing office building and increase its desirability to prospective tenants by creating a true live-work-play environment. Residents could walk or bike to additional commercial/retail uses in

the shopping center to the north directly across Spalding Drive as well as to the Forum and the Peachtree Corners Town Center which are located just over a half mile to the north.

Accordingly, the proposed development is compatible with surrounding land uses, is consistent with the policies of the 2040 Plan, and would expand public greenspace opportunities, enhance pedestrian connectivity, and provide an appropriate redevelopment of underutilized property. The Applicant and its representatives welcome the opportunity to meet with staff of the Peachtree Corners Community Development Department to answer any questions or to address any concerns relating to the matters set forth in this letter or in the Application filed herewith. The Applicant respectfully requests your approval of this Application.

This 7th day of February, 2022.

Respectfully Submitted,

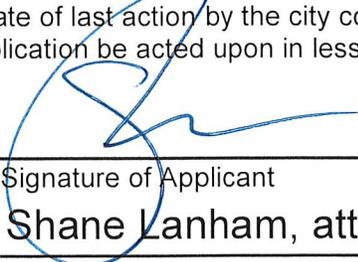
MAHAFFEY PICKENS TUCKER, LLP

Shane M. Lanham

Shane M. Lanham

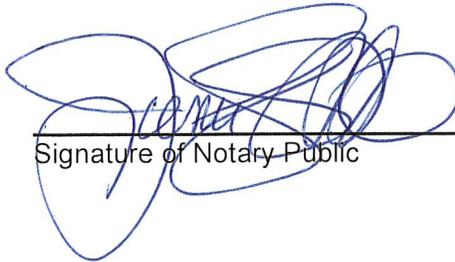
APPLICANT'S CERTIFICATION

The undersigned below states under oath that they are authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within 12 months from the date of last action by the city council unless waived by the city council. In no case shall an application or reapplication be acted upon in less than six (6) months from the date of last action by the city council.



Signature of Applicant
Date 2/7/22
Shane Lanham, attorney for the Applicant

Type or Print Name and Title



Signature of Notary Public
Date 2/7/2022
Notary Seal 

PROPERTY OWNER'S CERTIFICATION

The undersigned below states under oath that they are authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within 12 months from the date of last action by the city council unless waived by the city council. In no case shall an application or reapplication be acted upon in less than six (6) months from the date of last action by the city council. As the property owner, I authorize the above noted applicant to act on my behalf with regard to this application.

Signature of Property Owner
Date

Type or Print Name and Title

Signature of Notary Public
Date
Notary Seal

APPLICANT'S CERTIFICATION

The undersigned below states under oath that they are authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within 12 months from the date of last action by the city council unless waived by the city council. In no case shall an application or reapplication be acted upon in less than six (6) months from the date of last action by the city council.

[Handwritten Signature]

2.7.22

Signature of Applicant

Date

MICHAEL HOATH, PRESIDENT

Type or Print Name and Title

[Handwritten Signature]

2/7/2022

Signature of Notary Public

Date



PROPERTY OWNER'S CERTIFICATION

The undersigned below states under oath that they are authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within 12 months from the date of last action by the city council unless waived by the city council. In no case shall an application or reapplication be acted upon in less than six (6) months from the date of last action by the city council. As the property owner, I authorize the above noted applicant to act on my behalf with regard to this application.

Signature of Property Owner

Date

Type or Print Name and Title

Signature of Notary Public

Date

Notary Seal

APPLICANT'S CERTIFICATION

The undersigned below states under oath that they are authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within 12 months from the date of last action by the city council unless waived by the city council. In no case shall an application or reapplication be acted upon in less than six (6) months from the date of last action by the city council.

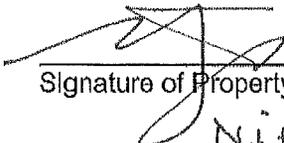
Signature of Applicant Date

Type or Print Name and Title

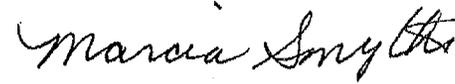
Signature of Notary Public Date Notary Seal

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 _____ 2/7/2022
Signature of Property Owner Date

Nitin Shah Managing member
Type or Print Name and Title Imperial Forestments Spalding, LLC

 _____ 2/7/2022
Signature of Notary Public Date



APPLICANT'S CERTIFICATION

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Signature of Applicant

Date

Type or Print Name and Title

Signature of Notary Public

Date

Notary Seal

PROPERTY OWNER'S CERTIFICATION

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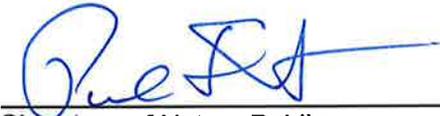
02/09/22

Signature of Property Owner

Date

Brian R Granath, Member of Manager Summit PC Associates, SPE LLC / Summit Partner Holdings, LLC

Type or Print Name and Title



02/09/22

Signature of Notary Public

Date

Notary Seal



APPLICANT'S CERTIFICATION

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Signature of Applicant Date

Type or Print Name and Title

Signature of Notary Public Date Notary Seal

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Charles Mion 2/7/22

Signature of Property Owner Date

CHARLES MION

Type or Print Name and Title

Anita D. Hawthorne 2-7-2022

Signature of Notary Public Date



APPLICANT'S RESPONSE
STANDARDS GOVERNING THE EXERCISE OF THE ZONING POWER

Pursuant to section 1702 of the 2012 zoning resolution, the city council finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality or general welfare against the right to the unrestricted use of property and shall govern the exercise of the zoning power.

PLEASE RESPOND TO THE FOLLOWING STANDARDS IN THE SPACE PROVIDED OR USE AN
ATTACHMENT AS NECESSARY:

- A. Will this proposed rezoning, special use permit, or change in conditions permit a use that is suitable in view of the use and development of adjacent and nearby property?

Please see attached.

- B. Will this proposed rezoning, special use permit, or change in conditions will adversely affect the existing use or usability of adjacent or nearby property?

Please see attached.

- C. Does the property to be affected by a proposed rezoning, special use permit, or change in conditions have reasonable economic use as currently zoned?

Please see attached.

- D. Will the proposed rezoning, special use permit, or change in conditions will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?

Please see attached.

- E. Will the proposed rezoning, special use permit, or change in conditions is in conformity with the policy and intent of the land use plan?

Please see attached.

- F. Are there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the proposed rezoning, special use permit, or change in conditions?

Please see attached.

REZONING APPLICANT'S RESPONSE
STANDARDS GOVERNING THE EXERCISE OF THE ZONING POWER

- (A) Yes, approval of the proposed Rezoning Application will permit a use that is suitable in view of the use and development of adjacent and nearby property. The proposed mixed-use development would complement existing office and commercial uses surrounding the property.
- (B) No, approval of the proposed Rezoning Application will not adversely affect the existing use or usability of any of the nearby properties. Rather, the proposed mixed-use development will complement and enhance nearby uses.
- (C) Due to the size, location, layout and dimensions of the subject property, the Applicant submits that the subject property does not have reasonable economic use as currently zoned.
- (D) No, the proposed rezoning will not result in an excessive or burdensome use of the infrastructure systems. The proposed development has frontage on Peachtree Parkway and Spalding Drive with access to utilities. Moreover, the proposed mixed-use nature of the development and proposed trail network will alleviate vehicular congestion by enhancing the walkability of the surrounding area.
- (E) Yes, approval of the proposed Rezoning Application is in conformity with the policy and intent of the Peachtree Corners 2040 Comprehensive Plan which classifies the subject property as within the Central Business District character area. Policies for this character area promote mixed-use environments. Mixed-use developments including office and multifamily residential uses are specifically identified as appropriate uses.
- (F) The Applicant submits that the location of the subject property in close proximity to major roadways, mixed-use centers, and public transportation facilities provides additional supporting grounds for approval of the Application.

DISCLOSURE REPORT FORM
CONFLICT OF INTEREST CERTIFICATION/CAMPAIGN CONTRIBUTIONS

WITHIN THE (2) YEARS IMMEDIATELY PRECEDING THE FILING OF THIS ZONING PETITION HAVE YOU, AS THE APPLICANT FOR THE REZONING, SPECIAL USE PERMIT, OR CHANGE IN CONDITIONS PETITION, OR AN ATTORNEY OR AGENT OF THE APPLICANT FOR THE REZONING, SPECIAL USE PERMIT, OR CHANGE IN CONDITIONS PETITION, MADE ANY CAMPAIGN CONTRIBUTIONS AGGREGATING \$250.00 OR MORE OR MADE GIFTS HAVING AN AGGREGATE VALUE OF \$250.00 TO THE MAYOR OR ANY MEMBER OF THE CITY COUNCIL?

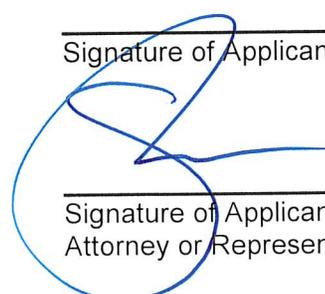
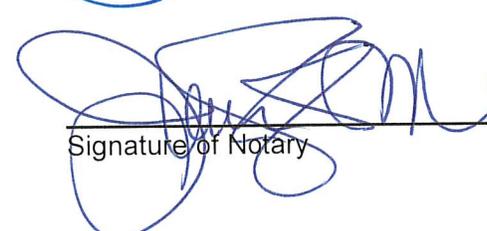
CHECK ONE: YES NO
 (If **yes**, please complete the "Campaign Contributions" section below)

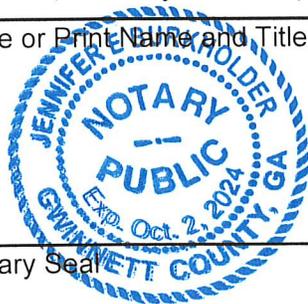
Mahaffey Pickens Tucker, LLP
 Print Name

1. CAMPAIGN CONTRIBUTIONS

Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at \$250.00 or more

2. THE UNDERSIGNED ACKNOWLEDGES THAT THIS DISCLOSURE IS MADE IN ACCORDANCE WITH THE OFFICIAL CODE OF GEORGIA, SECTION 36-67A-1 ET. SEQ. CONFLICT OF INTEREST IN ZONING ACTIONS, AND THAT THE INFORMATION SET FORTH HEREIN IS TRUE TO THE UNDERSIGNED'S BEST KNOWLEDGE, INFORMATION AND BELIEF.

Signature of Applicant	Date	Type or Print Name and Title
	2/7/22	Shane Lanham, attorney for the Applicant
Signature of Applicant's Attorney or Representative	Date	Type or Print Name and Title
	2/7/2022	Notary Seal



VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR REZONING

THE UNDERSIGNED BELOW IS AUTHORIZED TO MAKE THIS APPLICATION. THE UNDERSIGNED CERTIFIES THAT ALL CITY OF PEACHTREE CORNERS PROPERTY TAXES BILLED TO DATE FOR THE PARCEL LISTED BELOW HAVE BEEN PAID IN FULL TO THE TAX COMMISSIONER OF GWINNETT COUNTY, GEORGIA. IN NO CASE SHALL A PUBLIC HEARING APPLICATION BE PROCESSED WITHOUT SUCH PROPERTY VERIFICATION.

A SEPARATE VERIFICATION FORM MUST BE COMPLETED FOR EACH TAX PARCEL INCLUDED IN THE REZONING REQUEST.

PARCEL I.D. NUMBER: 6 285 006
(Map Reference Number) District Land Lot Parcel



Signature of Applicant

2/7/22
Date

Type or Print Name and Title

Shane Leatham, attorney

Tax Commissioners Use Only

(PAYMENT OF ALL PROPERTY TAXES BILLED TO DATE FOR THE ABOVE REFERENCED PARCEL HAVE BEEN VERIFIED AS PAID CURRENT AND CONFIRMED BY THE SIGNATURE BELOW)

Tomia Harman
NAME

TSA
TITLE

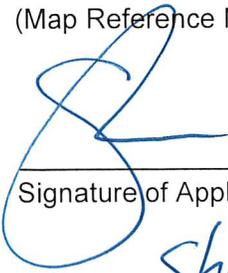
2.7.2022
DATE

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A SEPARATE VERIFICATION FORM MUST BE COMPLETED FOR EACH TAX PARCEL INCLUDED IN THE REZONING REQUEST.

PARCEL I.D. NUMBER: 6 285 008
(Map Reference Number) District Land Lot Parcel

 _____ 2/7/22
Signature of Applicant Date

Shane Lanham, attorney
Type or Print Name and Title

Tax Commissioners Use Only

(PAYMENT OF ALL PROPERTY TAXES BILLED TO DATE FOR THE ABOVE REFERENCED PARCEL HAVE BEEN VERIFIED AS PAID CURRENT AND CONFIRMED BY THE SIGNATURE BELOW)

Tamia Harman TSA
NAME TITLE

2-7-2022
DATE



OFFICE OF COMMUNITY DEVELOPMENT
Diana Wheeler | *Community Development Director*

COMMUNITY INFORMATION MEETING CERTIFICATION

Case# _____

Property Address 5550 Peachtree Parkway

Application Request Rezoning

Date range of required meeting _____

TO BE COMPLETED BY APPLICANT:

Date & time meeting held February 23, 2022 @ 6:30

Location of meeting Microsoft Teams

Summary of meeting The Applicant and its attorney opened the meeting at 6:30. No other participants joined. The meeting was closed at 6:45.

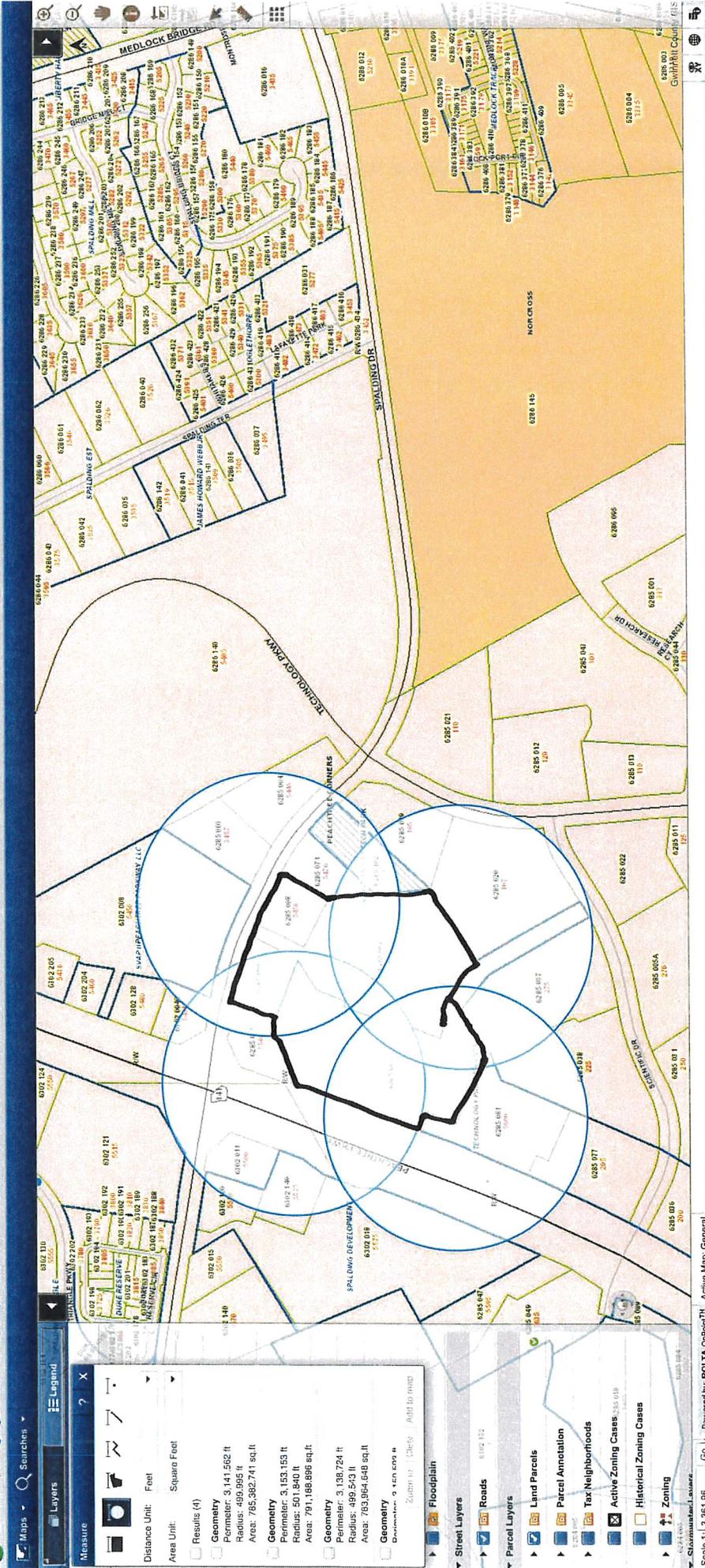
Applicant's signature _____

(See back for meeting sign-in sheet)

5550 Peachtree Summit

Properties within 500'

Parcel Number	Owner	Physical Address	Mailing Address	City	State	Zip
6285-003	NVH Holdings, LLC	5457 Spalding Drive	5457 Spalding Drive	Peachtree Corners	GA	30092-2614
6285-004	Wesleyan School, Inc	5445 Spalding Drive	5405 Spalding Drive	Peachtree Corners	GA	30092-2614
6285-019	Vet Clan, LLC	105 Technology Parkway	2909 Langford Dr #1700	Peachtree Corners	GA	30071-1590
6285-020	107 Technology Parkway, LLC	107 Technology Parkway	107 Technology Parkway	Peachtree Corners	GA	30092-2909
6285-037	275 Scientific Drive, LLC	275 Scientific Drive	3169 Holcomb Bridge Rd Ste 100	Norcross	GA	30071-1315
6285-038	Level 3 Communications, LLC	225 Scientific Dr	P.O. Box 182575	Columbus	OH	43218-2575
6285-065	Gwinnett Fed S & L Assoc	5500 Peachtree Parkway	101 N Tryon St #10010381	Charlotte	NC	28246-0100
6285-071	London Family Investments, LLC	5470 Spalding Dr	2931 Piedmont Rd, NE Ste E	Atlanta	GA	30305-2786
6285-077	Robjack Investments, LLC	205 Scientific Dr	205 Scientific Drive	Peachtree Corners	GA	30092-2905
6285-081	LSREF3/AH Chicago, LLC	5500 Peachtree Parkway	5600 Peachtree Parkway	Peachtree Corners	GA	30092-2905
6285-102	5448 Spalding Drive, LLC	5448 Spalding Drive Bldg 100	95 Froehlich Farm Blvd	Woodbury	NY	11797-2930
6286-140	Wesleyan School, Inc	5405 Spalding Drive	5405 Spalding Drive	Peachtree Corners	GA	30092-2614
6302-004C	D&C Investments Associates, LLLP	5491 Spalding Dr	4030 Johns Creek Parkway	Suwanee	GA	30024-1254
6302-008	SVAP II Peachtree Parkway, LLC	5450 Peachtree Parkway	302 Datura St Ste 100	West Palm Beach	FL	33401-5481
6302-011	Spalding Commercial Properties, LLC	5500 Spalding Dr	2363 Seaborn Place	Duluth	GA	30097-3779
6302-018	Christ The King Lutheran Church	5575 Peachtree Parkway	5575 Peachtree Parkway	Peachtree Corners	GA	30092-2551
6302-121	HAPAG-LLOYD (AMERICA) LLC	5515 Spalding Drive	399 Hoes Lane	Piscataway	NJ	08854-4115
6302-128	The Deann Hardwick Living Trust	5480 Peachtree Parkway	125 Cherokee HL	Canton	GA	30115-9368
6302-149	IS Norcross WF, LLC	5525 Peachtree Parkway	2424 N Federal Hwy Ste 101	Boca Raton	FL	33431-7796
6302-160	BAISO, LLC	5510 Spalding Drive	5510 Spalding Drive	Peachtree Corners	GA	30092-2510
Our Assembled Parcels						
6385-006						
6285-008						
6285-063						
6285-067				Included in zoning application		



Measure

Distance Unit: Feet Square Feet

Area Unit: Square Feet

Results (4)

- Geometry
- Perimeter: 3,141,562 ft
- Radius: 499,895 ft
- Area: 785,982,741 sq ft
- Geometry
- Perimeter: 3,153,153 ft
- Radius: 501,840 ft
- Area: 791,168,886 sq ft
- Geometry
- Perimeter: 3,138,724 ft
- Radius: 499,543 ft
- Area: 783,864,648 sq ft
- Geometry
- Perimeter: 3,141,562 ft
- Radius: 499,895 ft
- Area: 785,982,741 sq ft

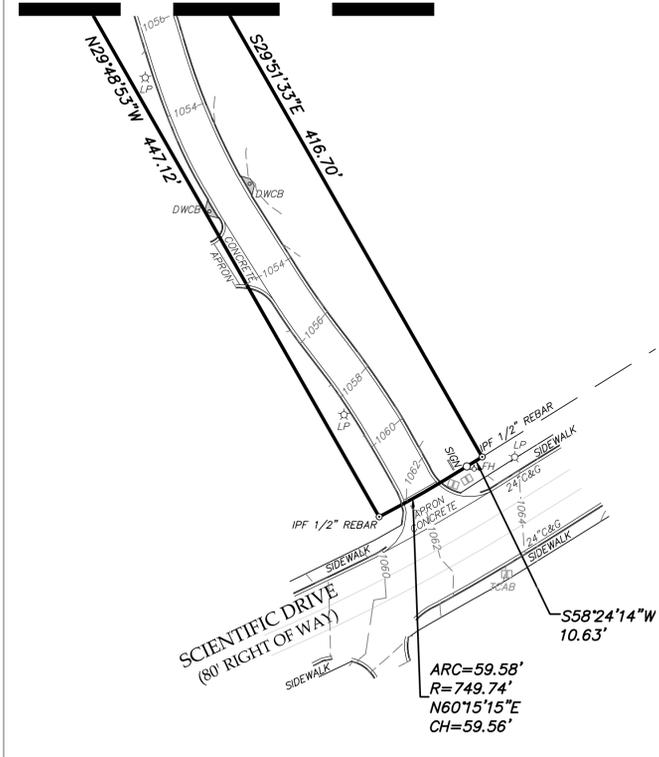
Street Layers

- Roads
- Land Parcels
- Parcel Annotation
- Tax Neighborhoods
- Active Zoning Cases
- Historical Zoning Cases
- Zoning

Powered by: ROLIA OnPoint™ Active Map: General

Scale 1: 3,351.86

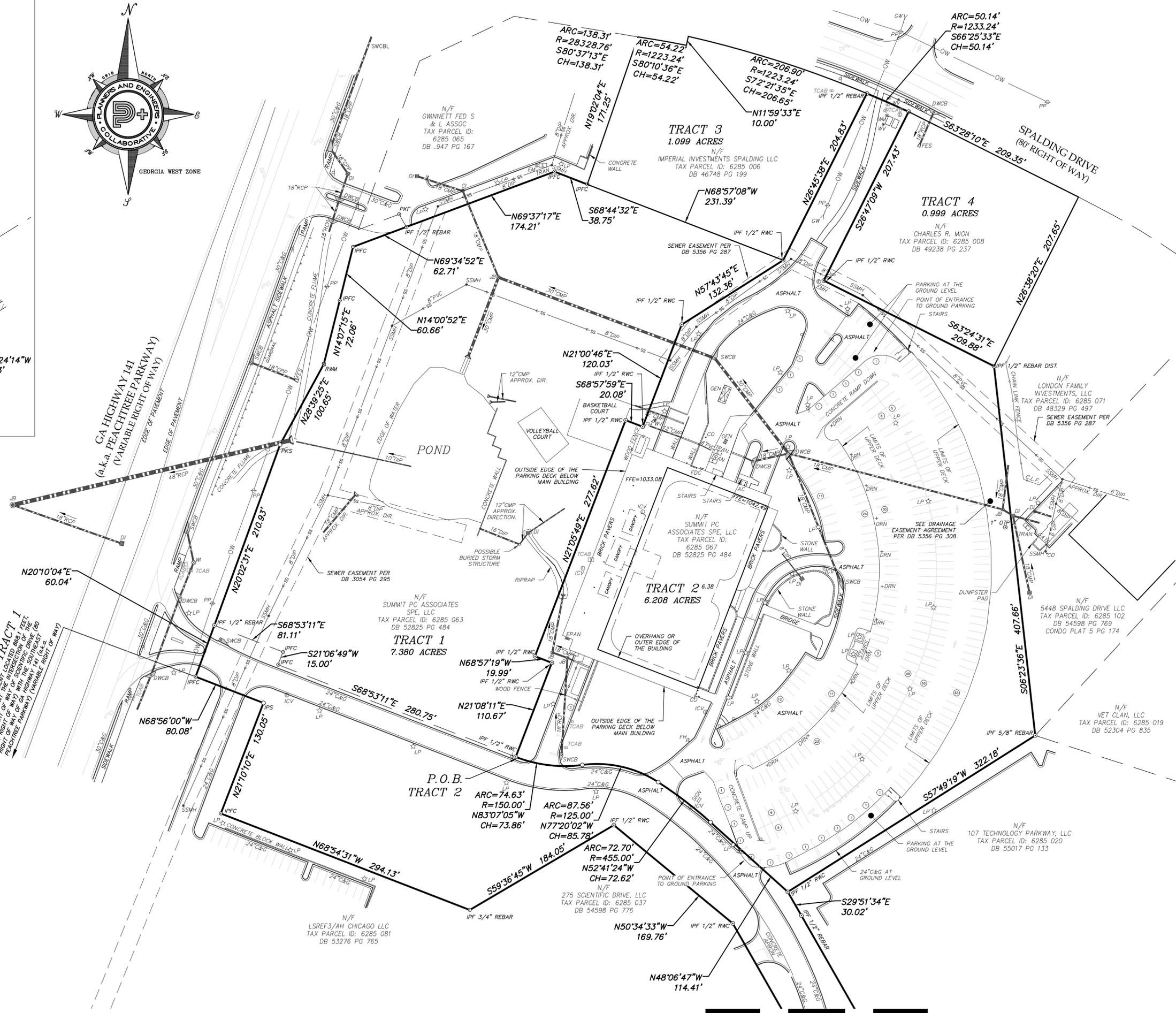
MATCHLINE - SEE THIS SHEET



STRUCTURE LEGEND

- CABLE / TV**
- Cable / TV Cable Box
- ELECTRIC / POWER**
- Transformer
- Guy Wire
- Electric Meter
- Power Pole/Utility Pole
- Street Light/Light Pole
- Electric Box
- Electric Handhole
- Electric / Power Marker
- Spot Light
- GAS**
- Gas Meter
- Gas Valve
- Gas Marker
- PAVEMENT MARKING**
- ONLY**
- Pavement Marking
- Turn Arrow Left
- Turn Arrow Right
- Traffic Arrow Straight
- Traffic Arrow Straight/Left
- Traffic Arrow Straight/Right
- Handicap Pavement Marking
- PROPERTY MONUMENTS**
- Right-of-Way Monument Found
- Iron Pin Set
- Iron Pin Found (Rebar found)
- PK Nail Set
- PK Nail Found
- Point
- Benchmark
- SEWER**
- Grease Trap
- Sanitary Sewer Manhole
- Cleanout
- SITE / TOPOGRAPHIC FEATURES**
- Street Sign
- Air Condition Unit
- Bollard
- Mailbox
- Column
- STORM / DRAINAGE**
- Storm Structure Lid
- Drop Inlet
- Catch Basin
- Single Wing Catch Basin
- Double Wing Catch Basin
- Weir Inlet
- Head Wall
- Junction Box
- Curb Inlet
- Flared-in Section
- Down Spout
- TELEPHONE**
- Telephone Cabinet
- WATER**
- Fire Hydrant
- Irrigation Control Valve
- Water Meter
- Water Valve
- Fire Department Connection
- Water Vault
- Water Valve Marker
- Water Marker
- Water Manhole

P.O.B. TRACT 1
 POINT OF COMMENCEMENT LOCATED 0.851 FEET NORTH, 0.121 FEET EAST, AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY WITH THE SOUTH RIGHT-OF-WAY OF HIGHWAY 141 (A.K.A. PEACHTREE PARKWAY) (VARIABLE RIGHT OF WAY) PEACHTREE PARKWAY (VARIABLE RIGHT OF WAY)



MATCHLINE - SEE THIS SHEET

DRAWN BY: MS
 CHECKED BY: JNH / MCS
 DATE: 12/03/2020
 SCALE: 1" = 50'
 DATE OF FIELD WORK: 11/30/20

REZONING SURVEY EXHIBIT
 FOR
 BRAND PROPERTIES &
 FIDELITY NATIONAL TITLE INSURANCE COMPANY
 COUNTY: GEORGIA
 CITY OF PEACHTREE CORNERS
 LAND LOTS: 285
 DISTRICT: 6th

REV	DATE	DESCRIPTION	BY
5			
4			
3			
2			
1			

PLANNERS AND ENGINEERS COLLABORATIVE
 "WE PROVIDE SOLUTIONS"
 ■ SITE PLANNING ■ LANDSCAPE ARCHITECTURE
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 350 REBARCARTER DRIVE, SUITE 200, ATLANTA, GEORGIA 30309
 (770) 451-2244 ■ WWW.PECCOL.COM
 C.O.A.-LSF000004

PEACHTREE SUMMIT

PEACHTREE CORNERS, GA

SILVER
STUDIO

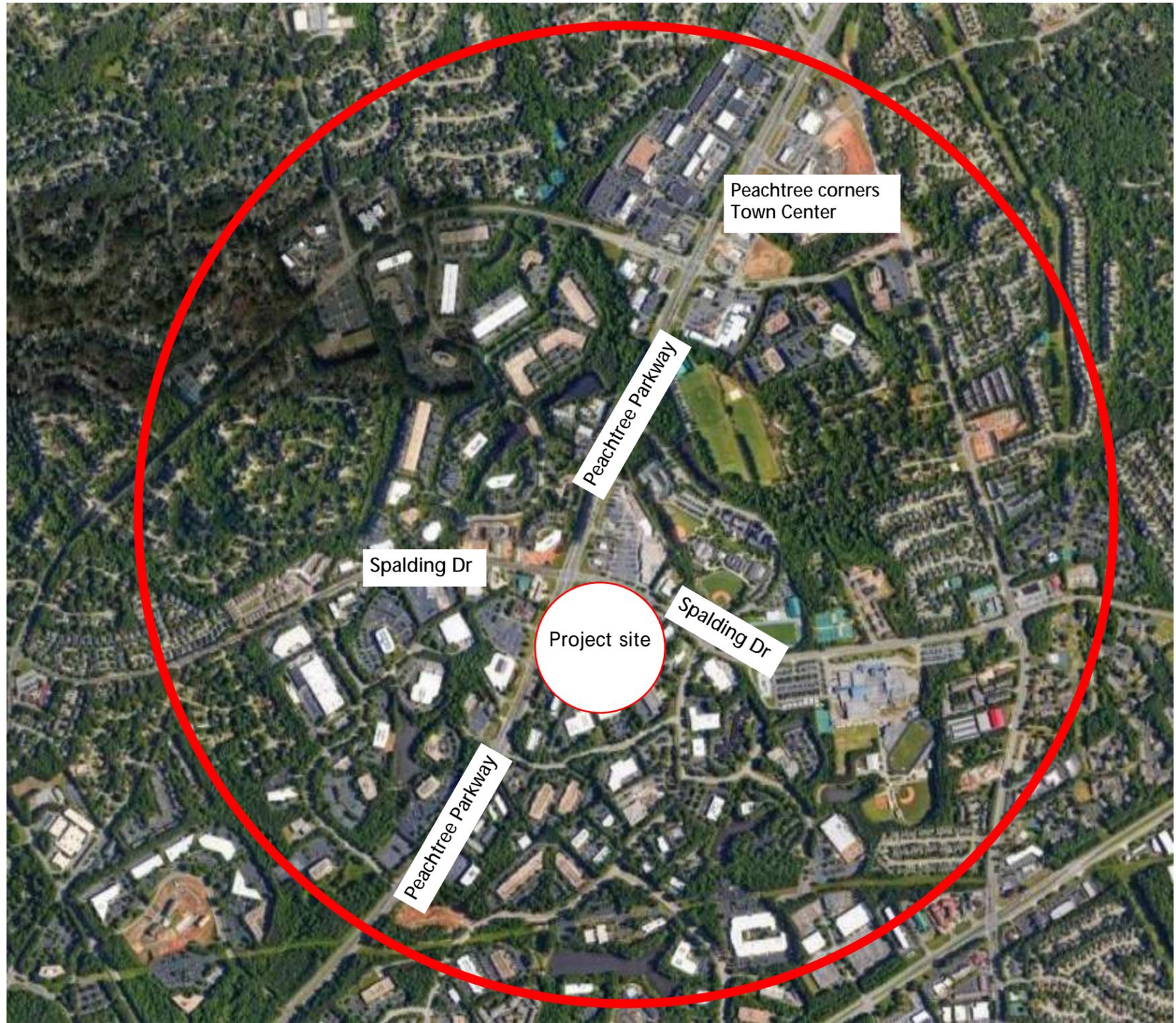
architecture with *impact* and *integrity*



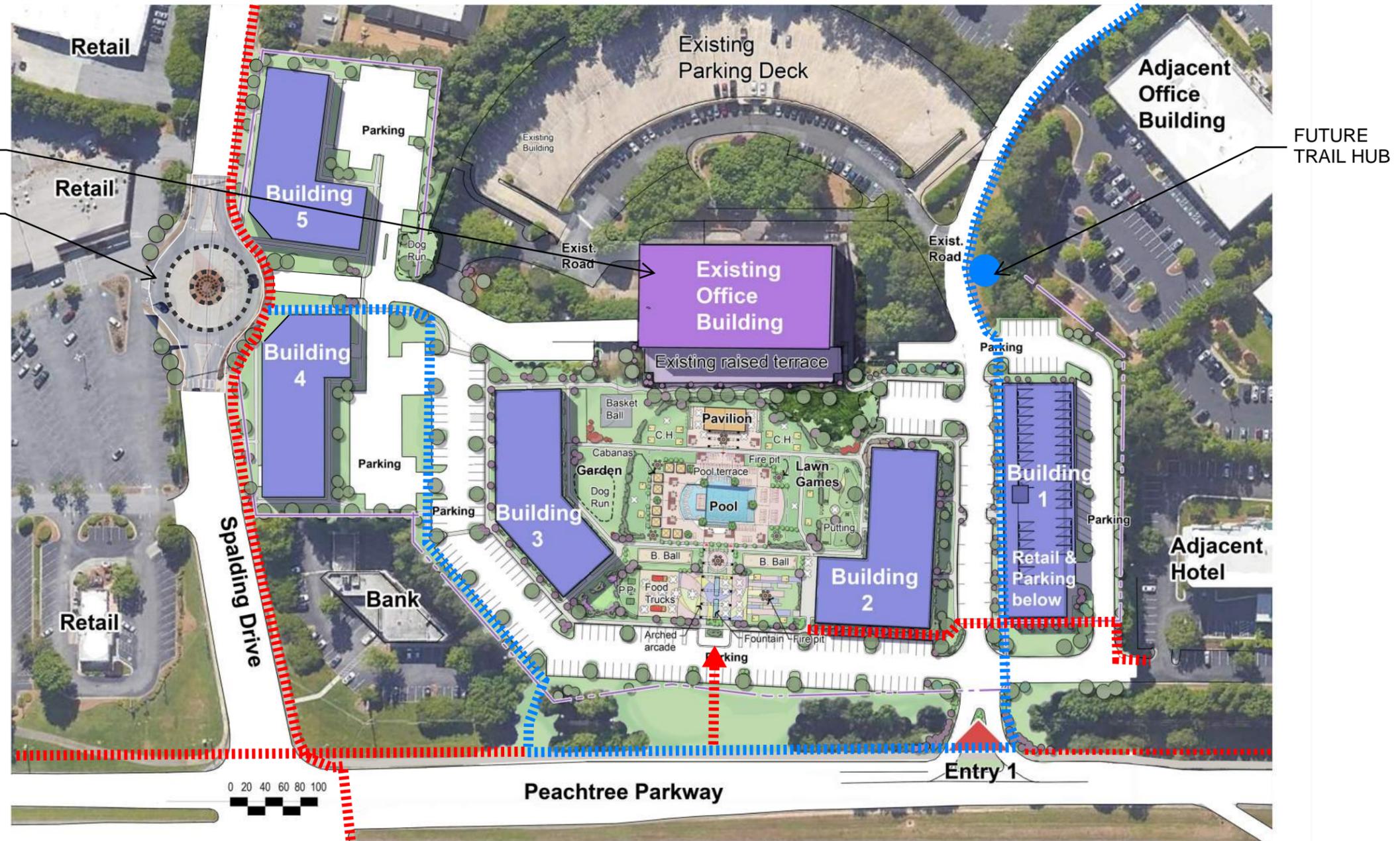
CITY OF
Peachtree
CORNERS
Innovative & Remarkable

BRAND Properties
Real Estate Investments

SILVER
STUDIO **PEC+**



Overall Siteplan.



TRAIL NETWORK THROUGH SITE WITH TRAIL HUB LOCATED AT 

PEDESTRIAN ACCESS FROM ADJACENT PROPERTIES AND SIDEWALK 



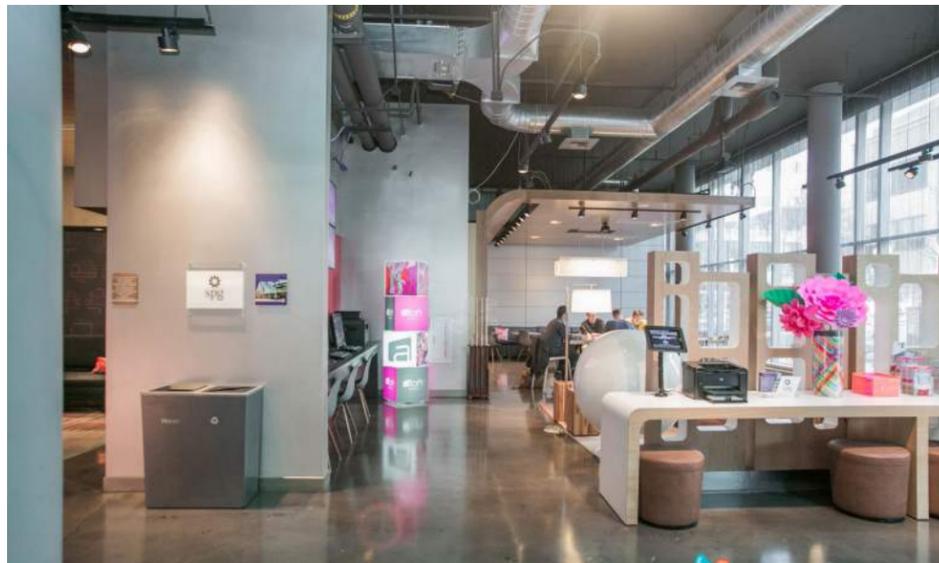
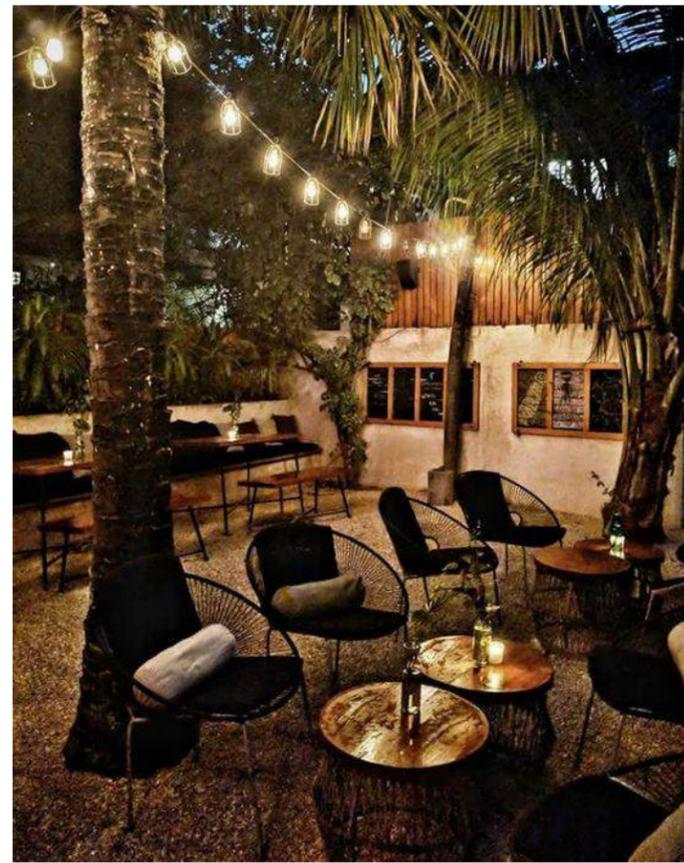
Architecture Ideas



Public Plaza Ideas



Unique Community | Ideas





Conceptual Renderings



SPECIMEN TREE REPORT

PEACHTREE CORNERS



Tree Report for:
Brand Properties
3328 Peachtree Road NE Suite 100
Atlanta, GA 30346

Property Address:
5550 Peachtree Pkwy
Peachtree Corners
Gwinnett County

Project 11123.00B

Survey Date 02/21/2022



TREE CONSULTANTS

350 RESEARCH CT. PEACHTREE CORNERS, GA 30092
PHONE: 770-451-3915
A PEC DIVISION

Consulting Arborist
James Mahoney
ISA Certified Arborist #SO-10291A

Peachtree Pkwy @ Spalding

Specimen Tree Inventory

Some trees on a site warrant special consideration and encouragement for preservation. Specifications for these trees are established under the City of Peachtree Corners Tree Protection Ordinance. The intent of these specifications is to provide the necessary information to facilitate project design, plan review and enforcement processes. The purpose is to make the City of Peachtree Corners a more attractive place to live, provide a healthy living environment, and better control of stormwater runoff, noise, glare and soil erosion.

The City of Peachtree Corners Specimen tree specifications are organized by size:

Deciduous Hardwood trees over 28" DBH

Conifer Softwood trees over 30" DBH

Flowering Understory trees over 12" DBH

And condition:

Life expectancy greater than 15 years

Relatively sound and solid trunk with no visible decay

No more than one major and several minor dead limbs (hardwoods)

No major insect or pathological problems

Site Location

The site is a 15.68 acre partially wooded, partially developed parcel of land located in the technology park section of Peachtree Corners. The western portion of the site has been mostly undeveloped and is where the majority of specimen sized trees are located. The site is bordered by commercial businesses on all sides as well as Peachtree Parkway along its western border. The eastern portion of the site has already been developed and as a result has relatively few specimen trees present on it. The western portion of the site houses a stormwater pond as well as some existing wetlands adjacent to a powerline easement. The site's overstory was dominated by hardwoods on the southwestern portion of the site with a strong presence of a variety of oaks, the northern portion of the site was dominated by Pines. Sourwoods were the most common understory specimen found onsite.

Definitions

Tree Number: Trees are tagged with an aluminum disk that shows a unique number to identify the tree.

Species: Trees are listed by a regional common name and botanical name.

Diameter at Breast Height (DBH): The diameter of a trunk at 4.5' above ground level. Measured in inches.



Peachtree Pkwy @ Spalding

Condition:

Good: A specimen tree with healthy productive tip growth. A sound trunk with no visible DDH: (Dead Diseased Hazardous) Tree has no bud or leaf production. All limbs are barren and rot is visible, and/ or Severe or uncorrectable damage that will lead to a loss of property or life if there is tree failure.

Invasive: Tree species whose native range is not within the Piedmont classification.



Peachtree Pkwy @ Spalding

Specimen Tree Report

SPECIMEN TREE DATA						
Tree #	DBH "	Common name	Scientific name	Condition	Pic #	Status
667	44	WHITE OAK	<i>Quercus alba</i>	GOOD		TREE IS IN GOOD HEALTH
668	28	CHESTNUT OAK	<i>Quercus prinus</i>	GOOD		TREE IS IN GOOD HEALTH
669	28	NORTHERN RED OAK	<i>Quercus rubra</i>	GOOD		TREE IS IN GOOD HEALTH
670	30	PINE	<i>Pinus spp.</i>	GOOD		TREE IS IN GOOD HEALTH
671	28	POPLAR	<i>Liriodendron tulipifera</i>	GOOD		TREE IS IN GOOD HEALTH
672	28	RIVER BIRCH	<i>Betula nigra</i>	DDH	1	MAJOR SPLIT WITH INCLUDED BARK
673	12	CHERRY	<i>Prunus spp.</i>	GOOD		TREE IS IN GOOD HEALTH
674	29	WHITE OAK	<i>Quercus alba</i>	GOOD		TREE IS IN GOOD HEALTH
675	30	POPLAR	<i>Liriodendron tulipifera</i>	DDH	2	MAJOR WOUND WITH OBVIOUS DECAY
676	30	PINE	<i>Pinus spp.</i>	GOOD		TREE IS IN GOOD HEALTH
677	32	POPLAR	<i>Liriodendron tulipifera</i>	GOOD		TREE IS IN GOOD HEALTH
678	32	POPLAR	<i>Liriodendron tulipifera</i>	GOOD		TREE IS IN GOOD HEALTH
679	40	NORTHERN RED OAK	<i>Quercus rubra</i>	DDH	3	BROKEN MAJOR BRANCHES AND TIP DIEBACK
680	32	POPLAR	<i>Liriodendron tulipifera</i>	GOOD		TREE IS IN GOOD HEALTH
681	35	PINE	<i>Pinus spp.</i>	DDH	4	MAJOR TRUNK WOUND
682	29	POST OAK	<i>Quercus stellata</i>	GOOD		TREE IS IN GOOD HEALTH
683	14	SOURWOOD	<i>Oxydendrum arboreum</i>	GOOD		TREE IS IN GOOD HEALTH
684	31	WHITE OAK	<i>Quercus alba</i>	GOOD		TREE IS IN GOOD HEALTH
685	19	CHERRY	<i>Prunus spp.</i>	GOOD		TREE IS IN GOOD HEALTH
686	13	CHERRY	<i>Prunus spp.</i>	GOOD		TREE IS IN GOOD HEALTH
687	13	SOURWOOD	<i>Oxydendrum arboreum</i>	GOOD		TREE IS IN GOOD HEALTH
688	15	SOURWOOD	<i>Oxydendrum arboreum</i>	GOOD		TREE IS IN GOOD HEALTH
689	12	SOURWOOD	<i>Oxydendrum arboreum</i>	GOOD		TREE IS IN GOOD HEALTH
691	30	NORTHERN RED OAK	<i>Quercus rubra</i>	GOOD		TREE IS IN GOOD HEALTH
Total	634					



Peachtree Pkwy @ Spalding

Specimen Tree Summary: Most of the specimen sized trees on site meet the City of PeachTree Corners standard for specimen trees .

Total Specimen Sized Trees: 24
Specimen Condition: 20
Non-Specimen Condition: 4



Peachtree Pkwy @ Spalding

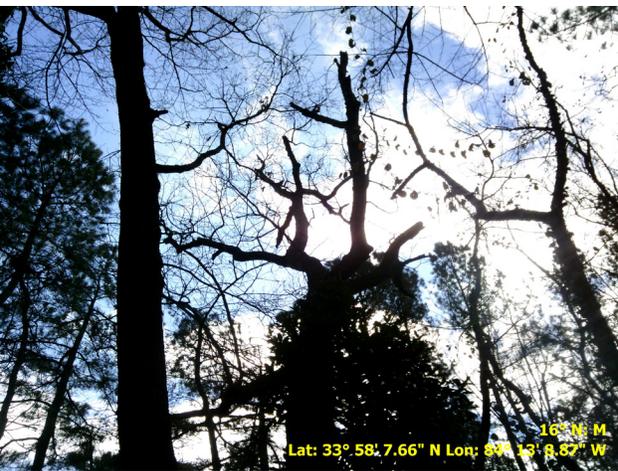
Photo Evidence



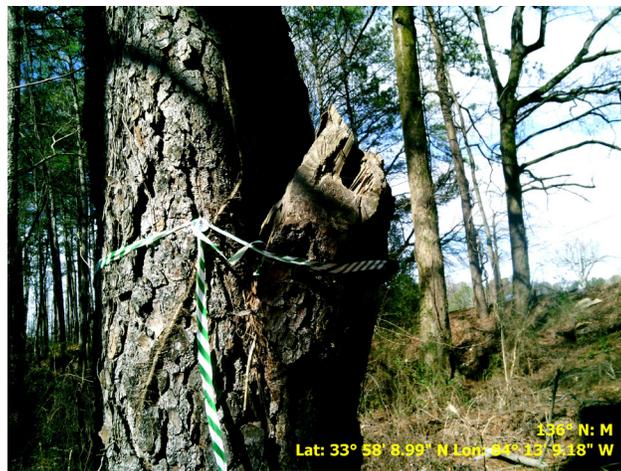
Pic # 1: Split with included bark. Adjacent to a Higher risk Area.
Tree #672



Pic # 2: Major Wound with Decay.
Tree #675



Pic # 3: Broken Major Branches and Tip die-back
Tree #679



Pic # 4: Major Trunk Wound
Tree #681



**TRAFFIC IMPACT STUDY
FOR
PEACHTREE SUMMIT ON SR 141 (PEACHTREE
PARKWAY)**

PEACHTREE CORNERS, GEORGIA



Prepared for:

***Brand Properties,
3328 Peachtree Road, NE, Suite 100
Atlanta, GA 30326***

Prepared By:



A&R Engineering Inc.

2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

February 28, 2022
A & R Project # 22-026

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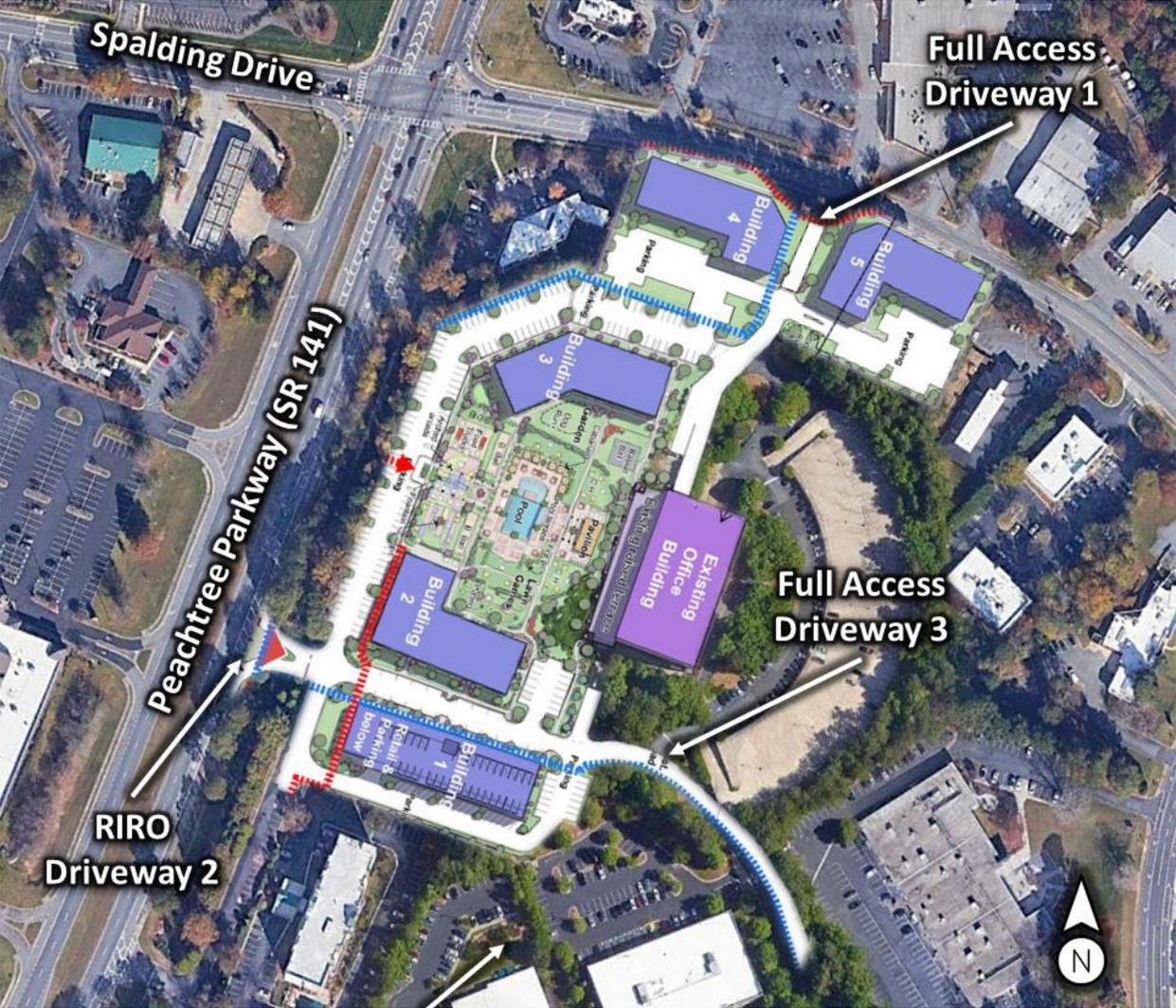
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1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed mixed-use development located in the southeast corner of the intersection of SR 141 (Peachtree Parkway) and Spalding Drive in Peachtree Corners, Georgia. The traffic analysis evaluates the current operations and future conditions with the traffic generated by the development. The proposed development will consist of:

- Multifamily Housing (Mid-Rise): 251 units
- Retail: 6,400 sf



The development proposes access at the following locations:

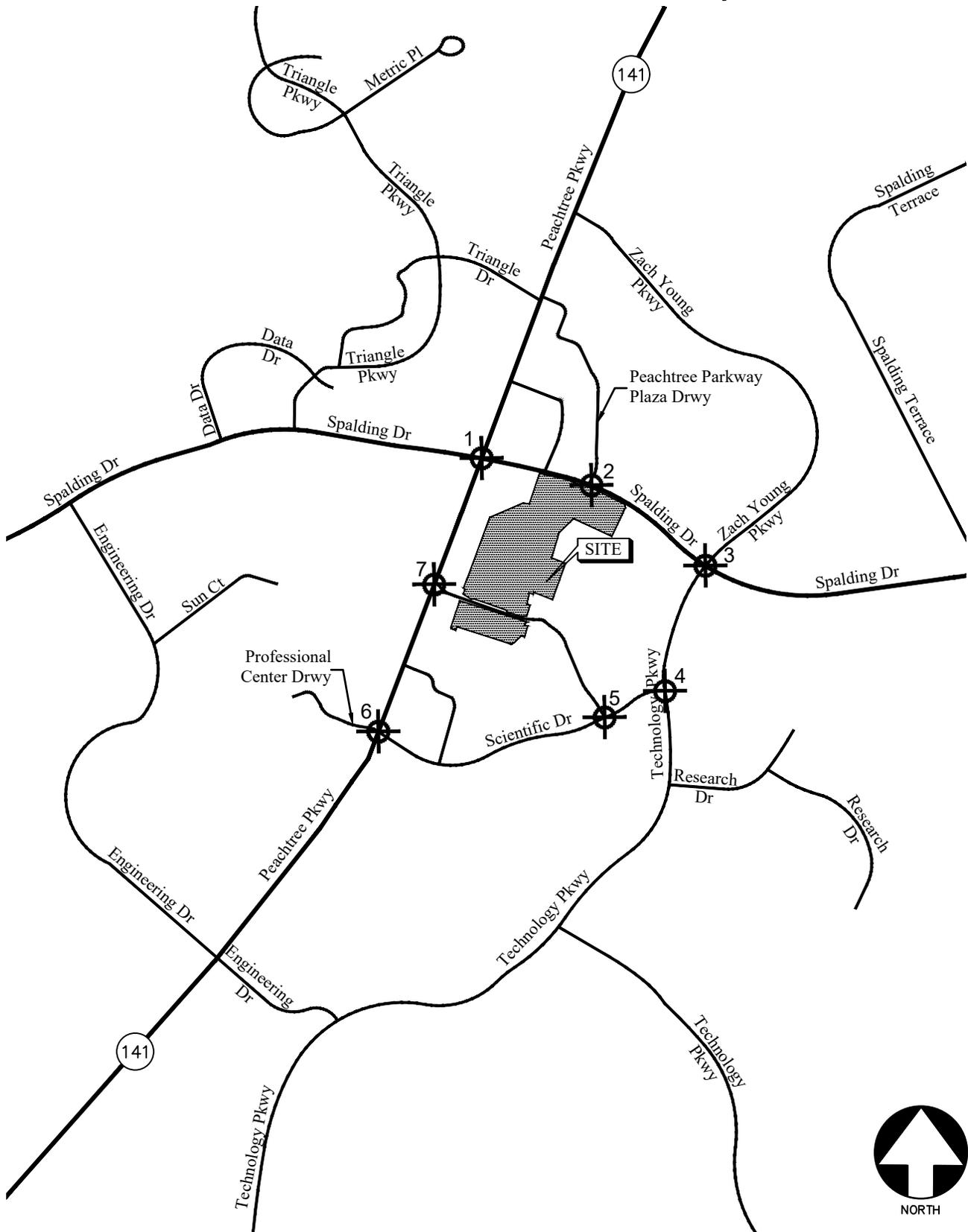
- Site Driveway 1: Full-access driveway on Spalding Drive that will align with Peachtree Parkway Plaza Middle Driveway
- Site Driveway 2: Right-in/right-out driveway on SR 141 (Peachtree Parkway)
- Site Driveway 3: Full-access driveway on Scientific Drive

The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersections of:

- SR 141 (Peachtree Parkway) at Spalding Drive
- Spalding Drive at Peachtree Parkway Plaza Middle Driveway
- Spalding Drive at Technology Drive / Zach Young Parkway
- Technology Drive at Scientific Drive
- Scientific Drive at Access Driveway
- SR 141 (Peachtree Parkway) at Scientific Drive

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.

⊕ Study Intersections



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 141 (Peachtree Parkway)

SR 141 (Peachtree Parkway) is a north-south, four-lane, median-divided roadway with a posted speed limit of 55 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID's 135-0229 & 135-0227) indicate that the daily traffic volume on SR 141 (Peachtree Parkway) in 2019 was 43,900 vehicles per day south of Peachtree Parkway and 44,500 vehicles per day north of Parkway Lane. GDOT classifies SR 141 (Peachtree Parkway) as an Urban Principal Arterial roadway.

2.1.2 Spalding Drive

Spalding Drive is an east-west, two-lane roadway with a two-way left-turn lane and posted speed limit of 35 mph in the vicinity of the site. GDOT traffic counts (Station ID's 135-0436 & 135-0432) indicate that the daily traffic volume on Spalding Drive in 2019 was 14,500 vehicles per day west of Peachtree Corner and 14,500 vehicles per day west of Spalding Terrace. GDOT classifies Spalding Drive as an Urban Minor Arterial roadway.

2.1.3 Technology Parkway

Technology Parkway is a north-south, two-lane, undivided roadway and posted with a speed limit of 30 mph in the vicinity of the site.

2.1.4 Zach Young Parkway

Zach Young Parkway is a north-south, two-lane, undivided roadway and posted with a speed limit of 25 mph in the vicinity of the site.

2.1.5 Scientific Drive

Scientific Drive is an east-west, two-lane roadway with a two-way left-turn lane and posted speed limit of 35 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 total 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 of 1.0 or more for 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 ≤ 45	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 favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favorable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favorable, 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.

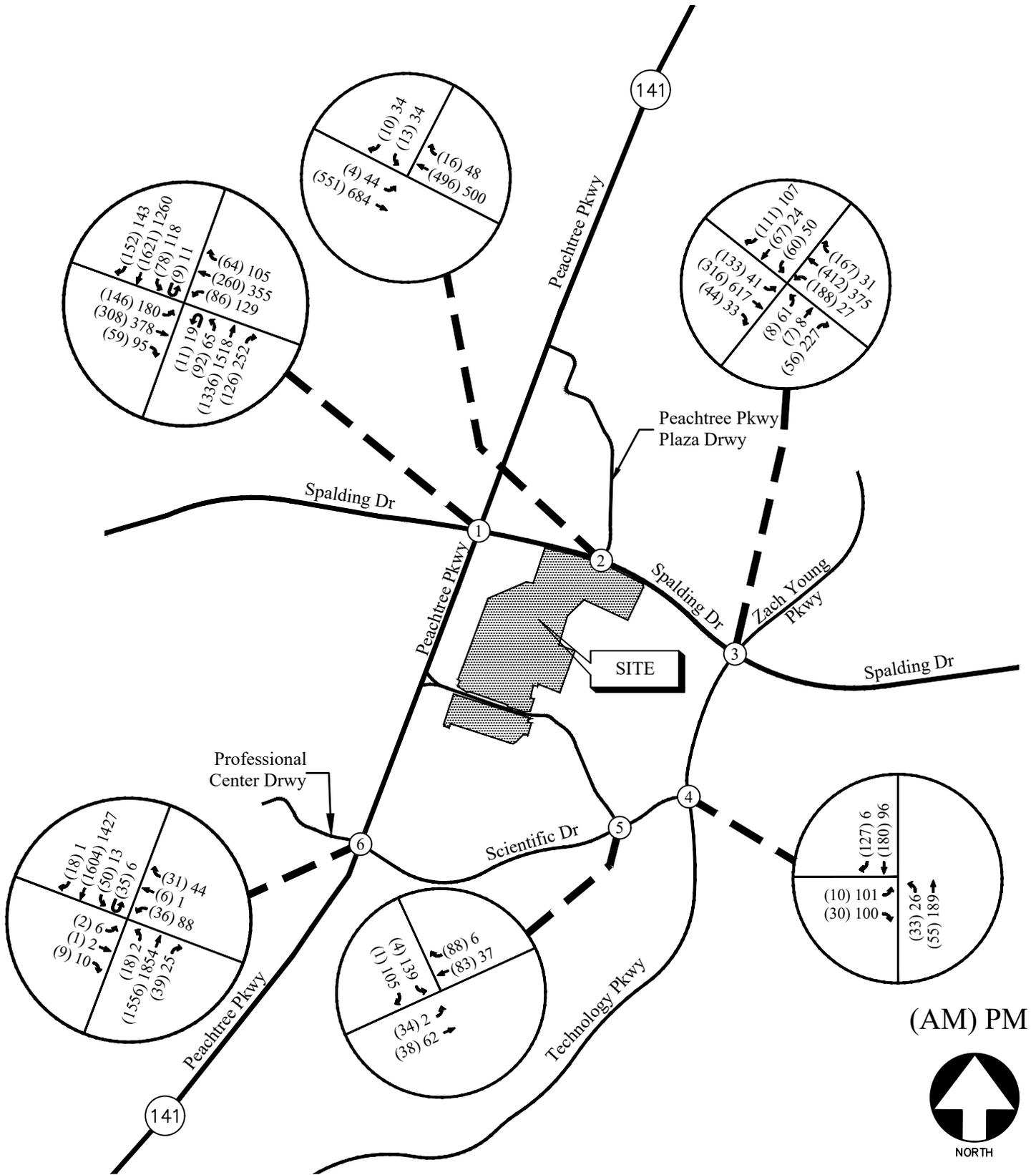
4.0 EXISTING 2022 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

- SR 141 (Peachtree Parkway) at Spalding Drive
- Spalding Drive at Peachtree Parkway Plaza Middle Driveway
- Spalding Drive at Technology Drive / Zach Young Parkway
- Technology Drive at Scientific Drive
- Scientific Drive at Access Driveway
- SR 141 (Peachtree Parkway) at Scientific Drive

Turning movement counts were collected on Tuesday, February 15, 2022. All turning movement counts were recorded during the AM and PM peak hours between 7:00am to 9:00am and 4:00pm to 6:00pm, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2.



EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2

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4.2 Existing Traffic Operations

Existing 2022 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3. The existing traffic control and lane geometry for the intersections are shown in Figure 3.

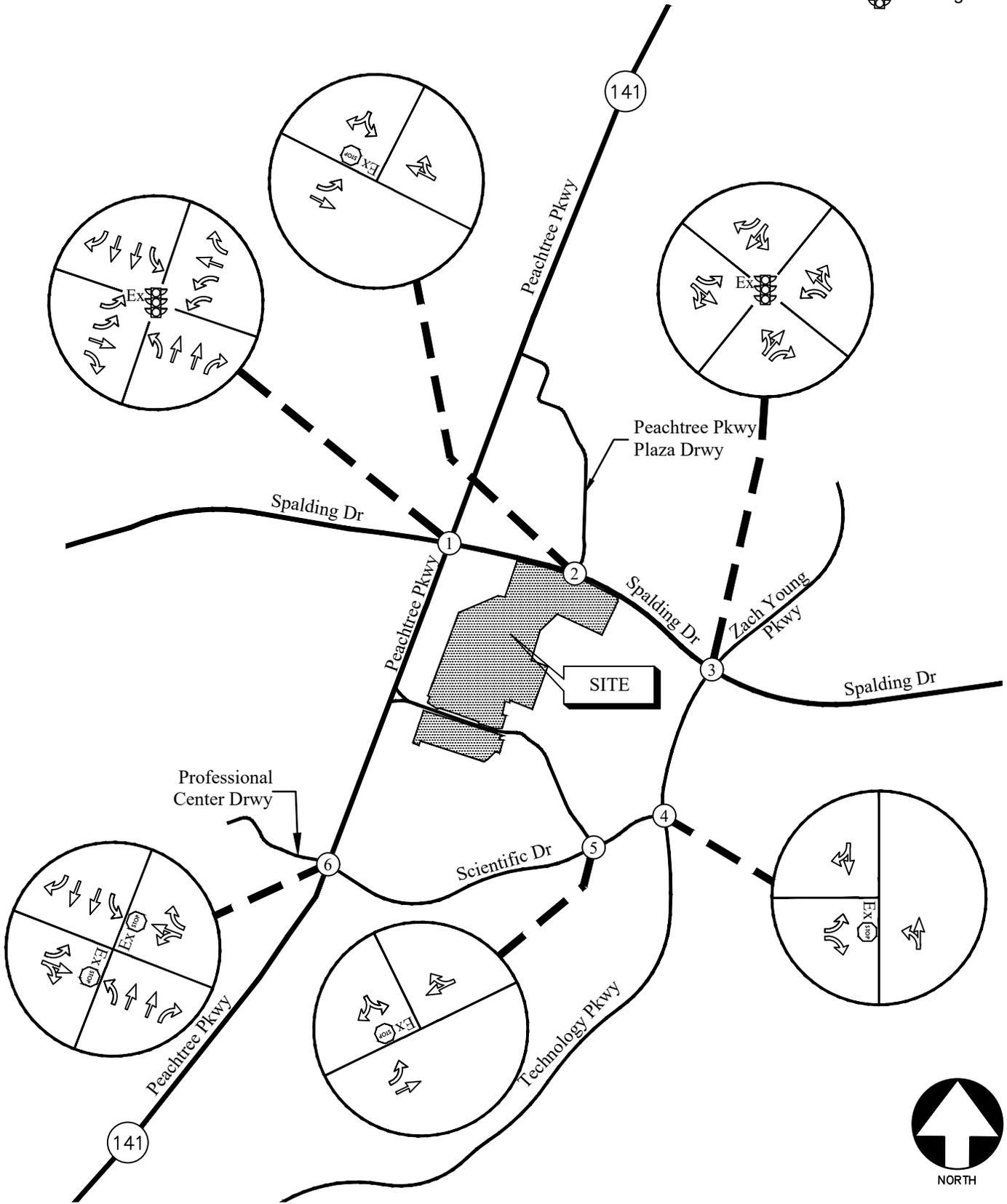
TABLE 3 – EXISTING INTERSECTION OPERATIONS				
Intersection		Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	SR 141 (Peachtree Parkway) @ Spalding Drive	Signalized	D (41.6)	D (51.6)
	-Eastbound Approach		E (74.8)	E (77.8)
	-Westbound Approach		E (69.1)	E (77.6)
	-Northbound Approach		C (31.8)	D (43.4)
	-Southbound Approach		D (36.7)	D (43.8)
2	Spalding Drive @ Peachtree Parkway Plaza Middle Driveway	Stop Controlled on SB Approach		
	-Eastbound Left		A (8.8)	A (8.9)
	-Southbound Approach		C (15.5)	C (17.3)
3	Spalding Drive @ Technology Drive / Zach Young Parkway	Signalized	D (42.7)	D (46.9)
	-Eastbound Approach		B (17.3)	D (48.4)
	-Westbound Approach		B (17.6)	C (27.4)
	-Northbound Approach		C (26.2)	D (54.3)
	-Southbound Approach		F (181.4)	E (75.9)
4	Technology Drive @ Scientific Drive	Stop Controlled on EB Approach		
	-Eastbound Approach		B (10.2)	B (11.0)
	-Northbound Left		A (8.0)	A (7.5)
5	Scientific Drive at Site Driveway 3	Stop Controlled on SB Approach		
	-Eastbound Left		A (7.8)	A (7.3)
	-Southbound Approach		B (10.0)	B (11.7)
6	SR 141 (Peachtree Parkway) at Scientific Drive	Stop Controlled on EB and WB Approaches		
	-Eastbound Approach		F (*)	F (*)
	-Westbound Approach		F (*)	F (*)
	-Northbound Left		B (14.8)	B (13.0)
	-Southbound Left		E (35.8)	D (33.3)

* Delay exceeds 300 seconds

The results of existing traffic operations analysis indicate that the eastbound and westbound approaches at the intersection of SR 141 (Peachtree Parkway) at Scientific Drive (Un-signalized) are operating at level-of-service “F” in both the AM and PM peak hours and the intersection of Spalding Drive at Technology Drive / Zach Young Parkway is operating at level-of-service “F” for the southbound approach. All other study intersections are operating at level of service “D” or better in both the AM and PM peak hours. These areas are addressed in the Future Traffic Operation section.

LEGEND

- Ex  Existing Signed Approach
-  Existing Lane Geometry
- Ex  Existing Traffic Signal



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

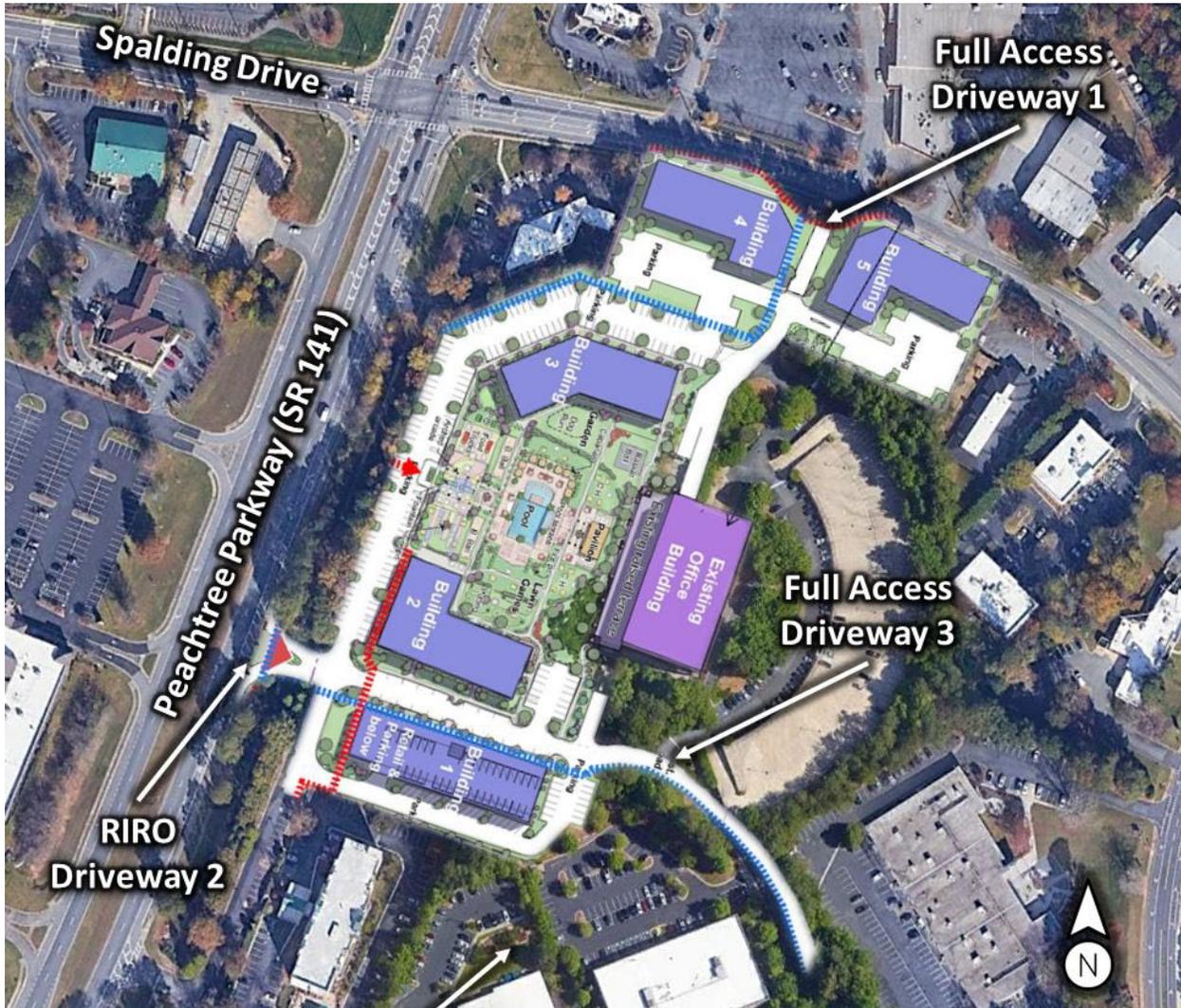
FIGURE 3

A&R Engineering Inc.

5.0 PROPOSED DEVELOPMENT

The development will consist of:

- Multifamily Housing (Mid-Rise): 251 units
- Retail: 6,400 sf



The development proposes access at the following locations:

- Site Driveway 1: Full-access driveway on Spalding Drive that will align with Peachtree Parkway Plaza Middle Driveway
- Site Driveway 2: Right-in/right-out driveway on SR 141 (Peachtree Parkway)
- Site Driveway 3: Full-access driveway on Scientific Drive

A site plan is shown in Figure 4.

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 Uses: 221 – *Multifamily Housing (Mid-Rise) - Not Close to Rail Transit* and 822 – *Strip Retail Plaza (<40k)*. Due to the nature of the development, mixed-use reduction has been applied per ITE standards. The calculated total trip generation for the proposed development is shown in Table 4.

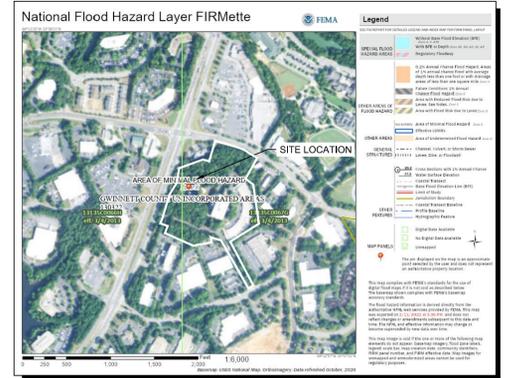
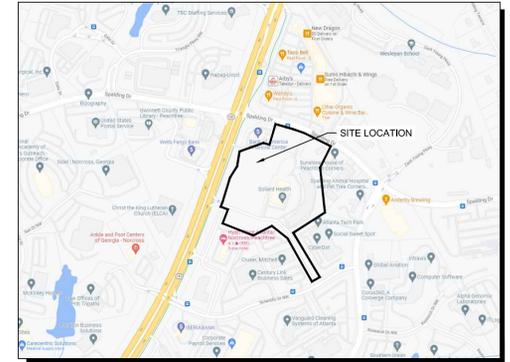
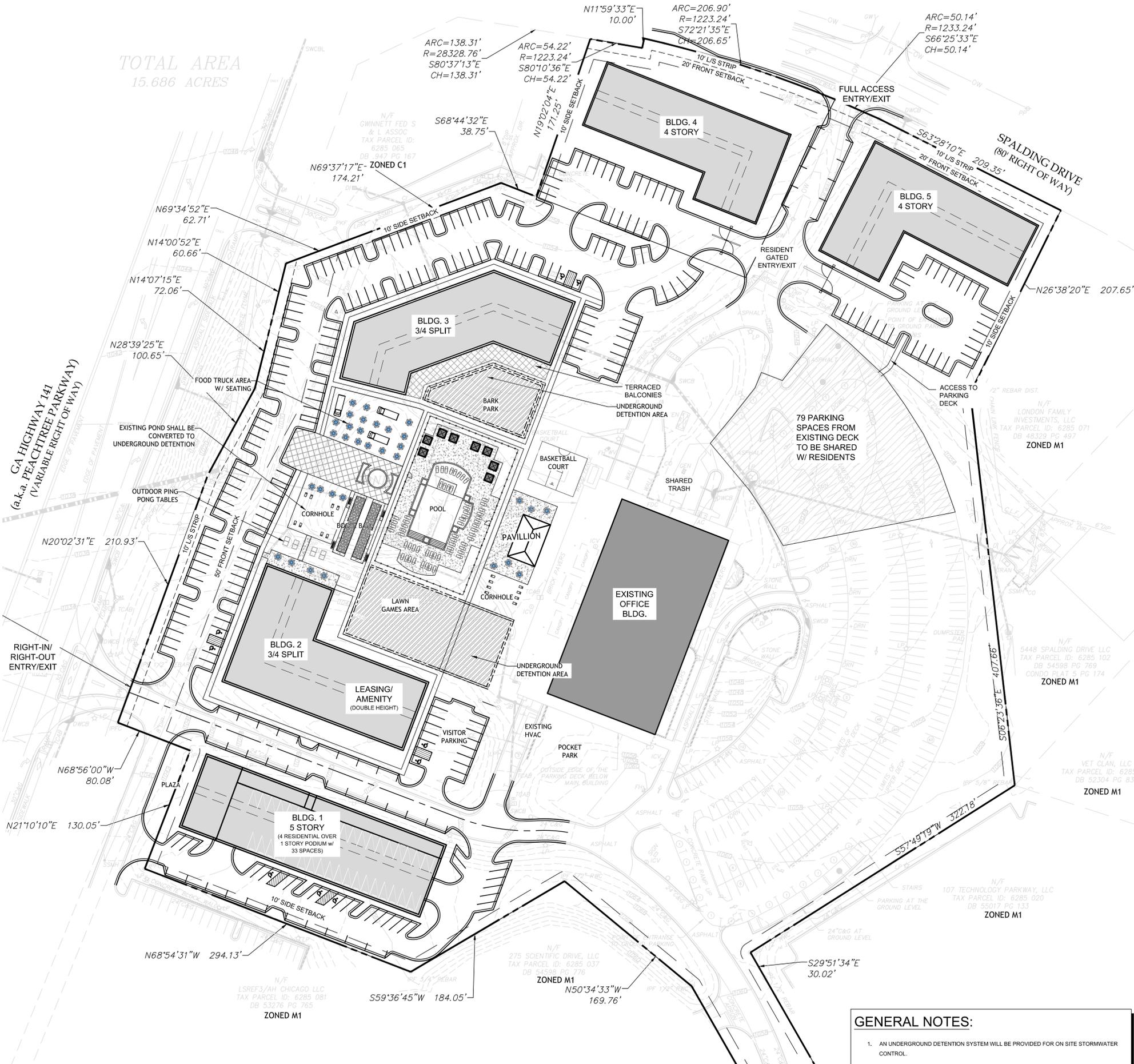
TABLE 4 – TRIP GENERATION								
Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 221 – Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	251 units	23	76	99	60	38	98	1,151
Mixed-Use Reduction		-1	-1	-2	-3	-3	-6	-51
ITE 822 – Strip Retail Plaza (<40k)	6,400 sf	12	9	21	28	29	57	500
Mixed-Use Reduction		-1	-1	-2	-3	-3	-6	-51
Total Trips (without Reductions)		35	85	120	88	67	155	1,651
New External Trips (with Reductions)		33	83	116	82	61	143	1,549

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 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic generated by the site are shown in Figure 5.

This drawing is the property of Planners and Engineers Collaborative and is not to be used in whole or in part in any other project without the written consent of Planners and Engineers Collaborative.

TOTAL AREA
15.686 ACRES



SITE DATA:	
SITE AREA	15.686 ACRES
ZONING	M-1 (LIGHT INDUSTRIAL)
EXISTING ZONING	MUD (MIXED USE DEVELOPMENT)
PROPOSED ZONING	CITY OF PEACHTREE CORNERS
ZONING JURISDICTION	CITY OF PEACHTREE CORNERS
USE CALCULATIONS	
MAXIMUM ALLOWABLE DENSITY	32.0 UNITS PER ACRE (501 UNITS)
TOTAL SITE AREA	15.686 ACRES
TOTAL NET DENSITY	16.0 UPA
TOTAL GROSS DENSITY	16.0 UPA (251 UNITS)
SETBACK REQUIREMENTS	
PROPOSED FRONT SETBACK (PEACHTREE PARKWAY)	50 FEET
PROPOSED FRONT SETBACK (SPALDING DR)	20 FEET
MAX FRONT SETBACK	15 FEET EXCEPT WHEN COMMON AREA IS PROVIDED BETWEEN STREET AND BUILDING
PROPOSED SIDE SETBACK	10 FEET
PROPOSED REAR SETBACK	40 FEET
REQUIRED BUFFERS	10 FOOT L/S STRIP ALONG EXTERNAL ROADS
DEVELOPMENT STANDARDS	
MIN PROJECT AREA	5 ACRES
MIN LOT AREA	NONE
MIN LOT WIDTH	NONE
MIN ROAD FRONTAGE	40 FEET
BUILDING HEIGHT (MULTIFAMILY)	MIN: 2 STORIES; MAX: 25 STORIES
MAX RESIDENTIAL USE	70% OF GROSS SITE ACREAGE (EXCLUSIVE OF REQUIRED COMMON AREA)
EXISTING OFFICE BUILDING	180,000 SF
PROPOSED RETAIL	5,000 SF
OPEN SPACE CALCULATIONS	
OPEN SPACE REQUIRED	20% (3.137 ACRES)
OPEN SPACE PROPOSED	21.9% (3.43 ACRES)
PARKING REQUIREMENTS	
MULTIFAMILY PARKING REQUIRED	377 SPACES (MIN: 1.5 SPACES PER DWELLING)
RETAIL PARKING REQUIRED	753 SPACES (MAX: 3 SPACES PER DWELLING)
TOTAL MIN. PARKING REQUIRED	10 SPACES (MIN: 1 PER 500 SF)
PROPOSED RESIDENT SURFACE PARKING	25 SPACES (MAX: 1 PER 200 SF)
PROPOSED RESIDENT PODIUM DECK	387 SPACES
PROPOSED RESIDENT SHARED PARKING FROM EXISTING DECK	265 SPACES
TOTAL RESIDENT PARKING PROVIDED	33 SPACES
PROPOSED RETAIL SURFACE PARKING	79 SPACES
TOTAL PARKING PROVIDED	377 SPACES (1.5 SP/DWELLING UNIT)
	10 SPACES (1 PER 500 SF)
	387 SPACES

GENERAL NOTES:

- AN UNDERGROUND DETENTION SYSTEM WILL BE PROVIDED FOR ON SITE STORMWATER CONTROL.

24 HOUR CONTACT:
MICHAEL HOATH



P: (770) 451-2741 F: (770) 451-3915
WWW.PEC.PLUS

Planners & Engineers Collaborative+

LAND PLANNING + LANDSCAPE ARCHITECTURE + CIVIL ENGINEERING
ARBORISTS + SURVEYING & CONSTRUCTION + WATER RESOURCES

350 RESEARCH COURT STE 200
PEACHTREE CORNERS, GA 30092

PROJECT

PEACHTREE SUMMIT

A MASTER PLANNED RESIDENTIAL DEVELOPMENT

AT

5500 PEACHTREE PKWY
NORCROSS, GEORGIA 30092

CITY OF PEACHTREE CORNERS/
GWINNETT COUNTY JURISDICTION

FOR

BRAND PROPERTIES

MUNICIPALITY PROJECT #

REVISIONS

NO.	DATE	BY	DESCRIPTION

THIS SEAL IS ONLY VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE.

GSWCC LEVEL II DESIGN PROFESSIONAL
CERTIFICATION # 0000066476 EXP. 08/27/2024

REZONING PLAN

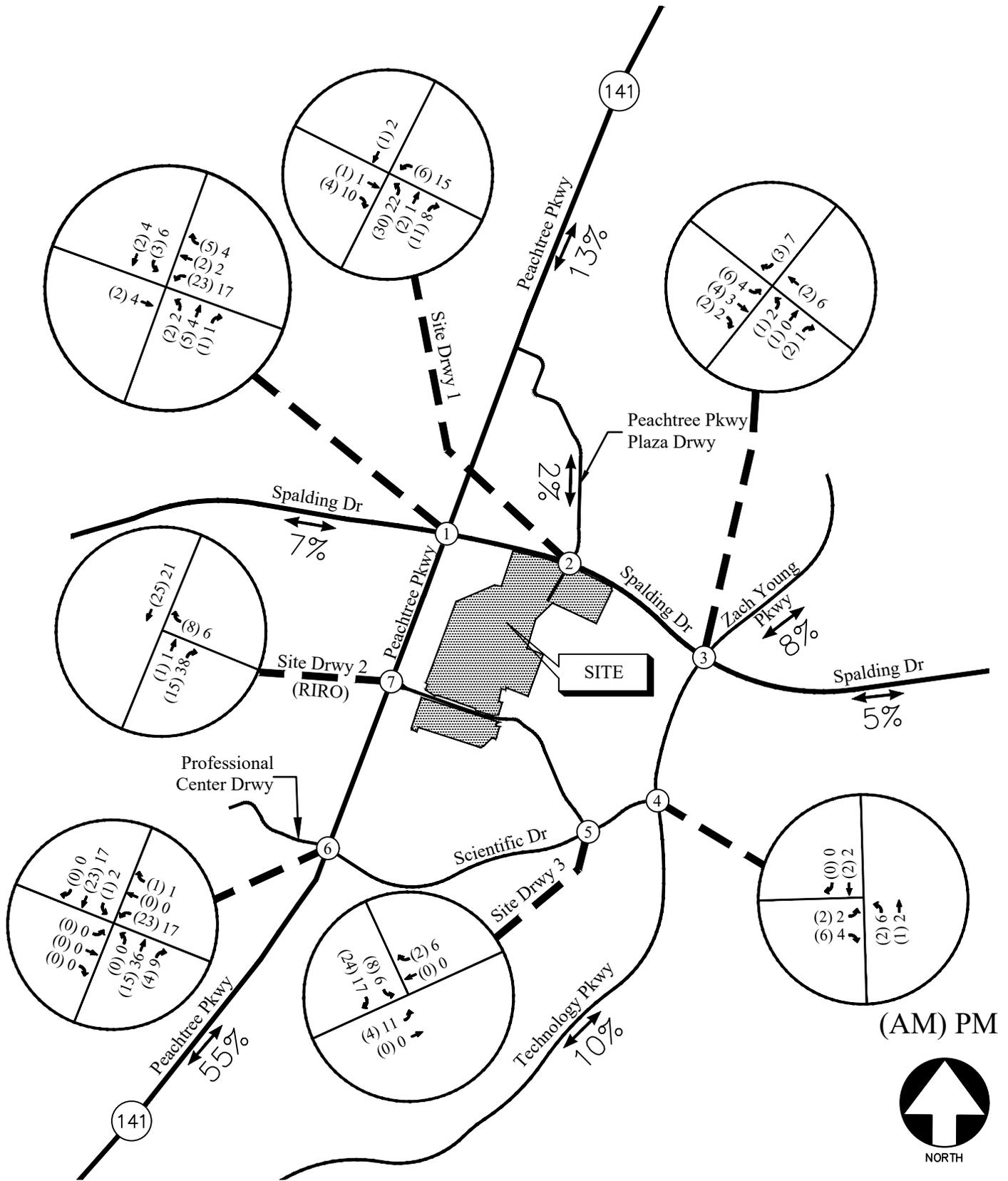
SCALE: 1" = 50'

DATE: 02/7/2022

PROJECT: 11123.OOB

Z1

SHEET



TRIP DISTRIBUTION AND SITE-GENERATED
WEEKDAY PEAK HOUR VOLUMES

FIGURE 5
A&R Engineering Inc.

6.0 FUTURE 2024 TRAFFIC ANALYSIS

The future 2024 traffic operations are analyzed for the “Build” and “No-Build” conditions.

6.1 Future “No-Build” Conditions

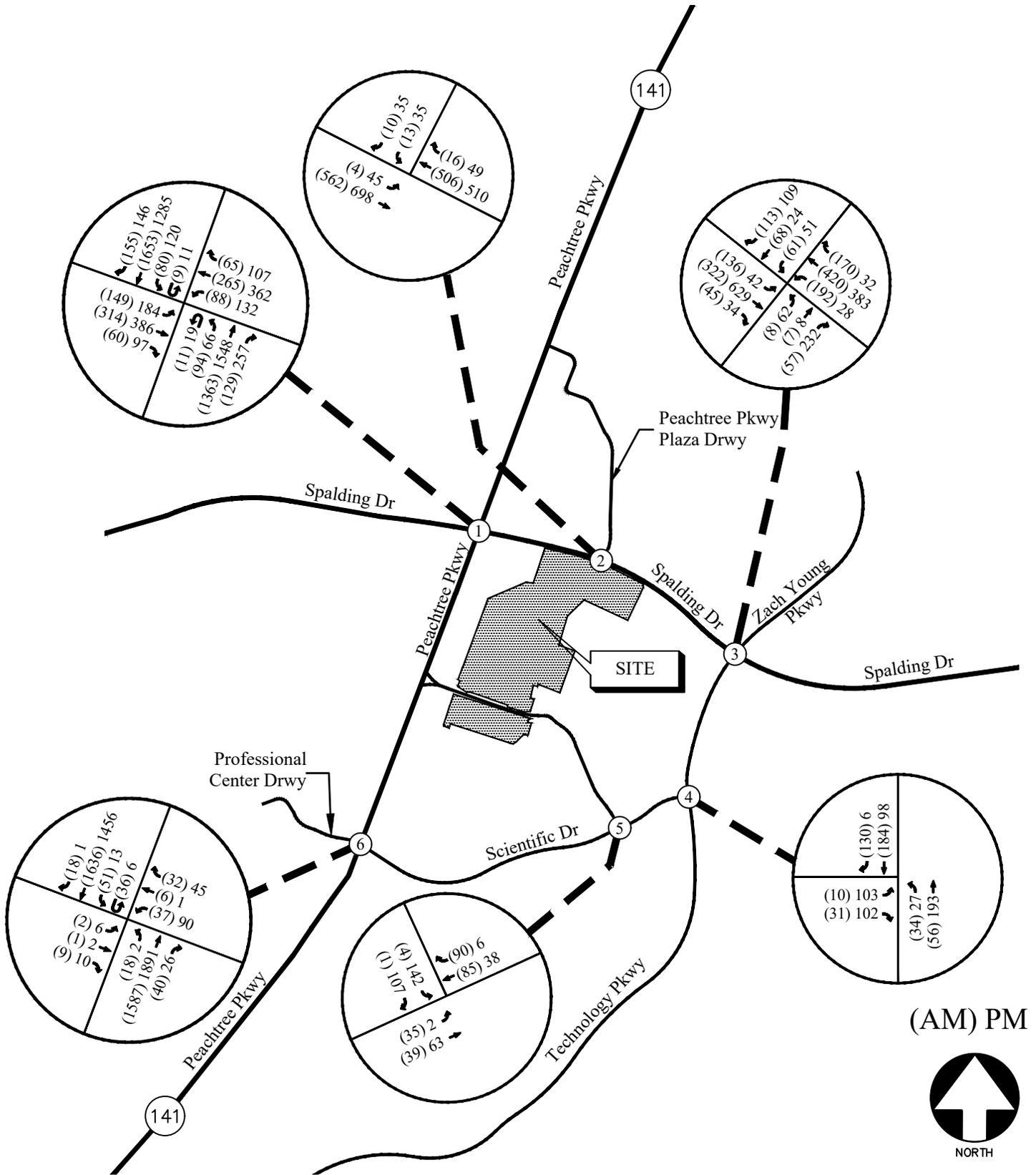
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing traffic volumes (Figure 2) plus increases for annual growth of through traffic.

6.1.1 Annual Traffic Growth

In order 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 three 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” volumes on the roadway are shown in Figure 6.

6.2 Future “Build” Conditions

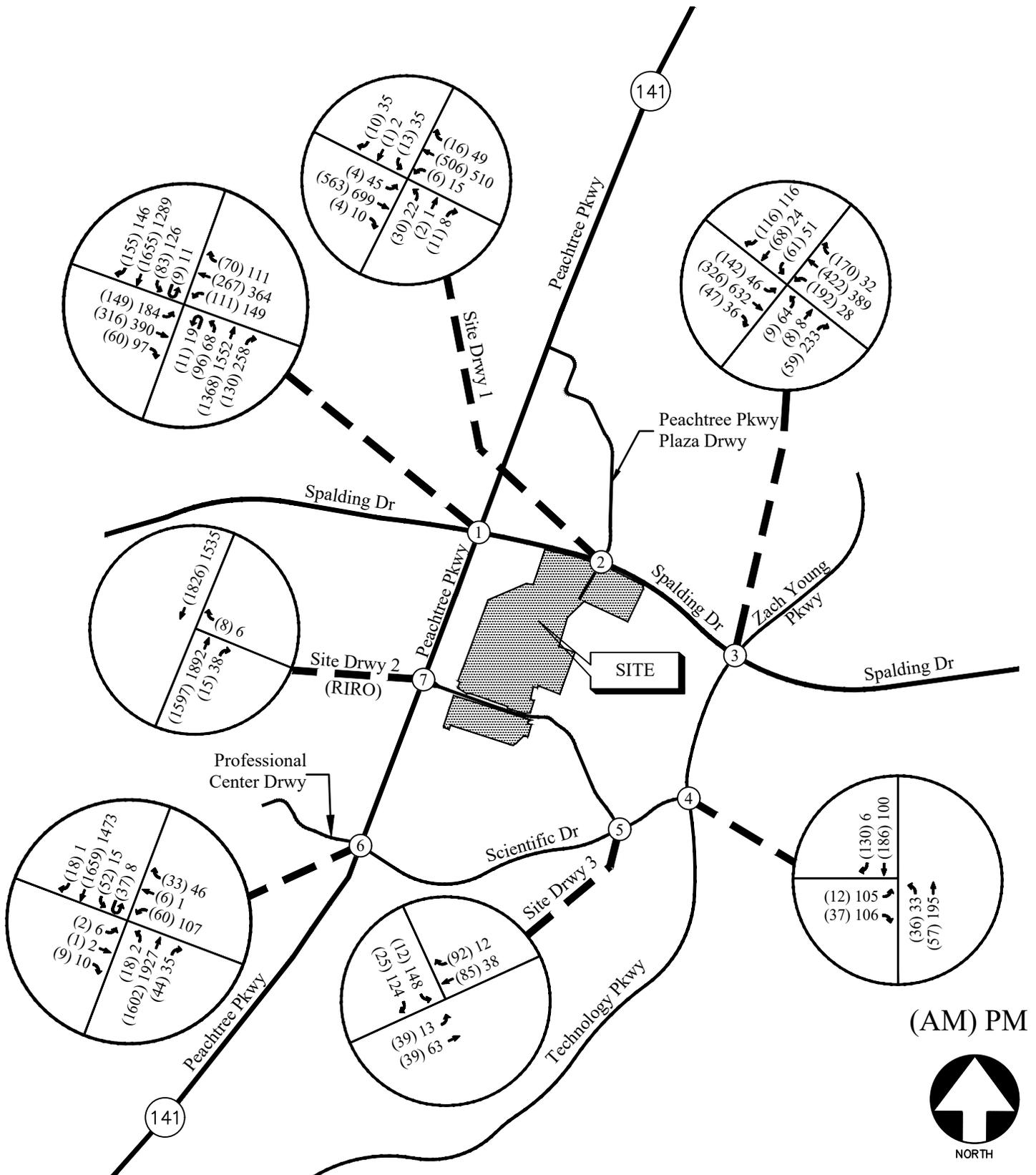
The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) were added to base traffic volumes (Figure 6) to calculate the future traffic volumes after the construction of the development. These total future “Build” traffic volumes are shown in Figure 7.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 6

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7

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 GDOT standards. The analyses below are based off the trip distribution included in Section 5.2. According to the trip distribution, the 24-hour two-way volume entering and exiting of the site is 1,651 vehicles.

6.3.1 Left Turn Lane Analysis

For two lane roadways with AADT's greater than 6,000 vehicles and a posted speed limit of 40 mph, the daily site generated traffic left-turn movement's threshold to warrant a left-turn lane is 175 left-turning vehicles a day. For two lane roadways with AADT's less than 6,000 vehicles and a posted speed limit of 35 mph, the daily site generated traffic left-turn movement's threshold to warrant a left-turn lane is 300 left-turning vehicles a day. The projected left-turn volumes per day for each driveway are included below.

TABLE 5 – GDOT REQUIREMENTS FOR LEFT TURN LANES					
Intersection	Left-turn traffic (% total entering)	Left-turn Volume (veh/day)	Roadway Speed/ # lanes / AADT's	GDOT Threshold (veh/day)	Warrants Met?
Spalding Drive @ Site Driveway 1	25%	194 (Total trips) ÷ 2 × 0.25 = (1,549) ÷ 2 × 0.25 = 194	40 mph / 2 lane / > 6,000	175	Yes
Scientific Drive @ Site Driveway 3	13.6%	105 (Total trips) ÷ 2 × 0.136 = (1549) ÷ 2 × 0.136 = 105	35 mph / 2-Lane / < 6,000	300	No

A two-way left-turn lane exists at site driveway 1 on Spalding Drive.

6.3.2 Deceleration Turn Lane Analysis

For two lane roadways with AADT's greater than 6,000 vehicles and a posted speed limit of 40 mph, the daily site generated traffic right-turn movements threshold to warrant a deceleration lane is 75 right turning vehicles a day. For four lane roadways with AADT's greater than 10,000 vehicles and a posted speed limit of 55 mph, the daily site generated traffic right-turn movements threshold to warrant a deceleration lane is 50 right turning vehicles a day. For two lane roadways with AADT's less than 6,000 vehicles and a posted speed limit of 35 mph, the daily site generated traffic right-turn movements threshold to warrant a deceleration lane is 200 right turning vehicles a day. The projected right-turn volumes per day for each driveway are included in Table 6.

TABLE 6 – GDOT REQUIREMENTS FOR DECELERATION LANES					
Intersection	Right-turn traffic (% total entering)	Right-turn Volume (veh/day)	Roadway Speed/ # lanes / AADT's	GDOT Threshold (veh/day)	Warrants Met?
Spalding Drive @ Site Driveway 1	12.8%	184 (Total trips) ÷ 2 × 0.238 = (1,549) ÷ 2 × 0.238 = 184	40 mph / 2 lane / > 6,000	75	Yes
SR 141 (Peachtree Parkway) @ Site Driveway 2 (RIRO)	46.6%	381 (Total trips) ÷ 2 × 0.492 = (1,549) ÷ 2 × 0.492 = 381	55 mph / 4 lane / > 10,000	50	Yes
Scientific Drive @ Site Driveway 3	7%	54 54 (total trips) ÷ 2 × 0.07 = (1549) ÷ 2 × 0.07 = 54	35 mph / 2 lane / < 6,000	200	No

Deceleration lane is warranted at the site driveway 1 on Spalding Drive per GDOT Standards. Deceleration lane already exists at site driveway 2 on SR 141 (Peachtree Parkway).

6.3.3 Future Traffic Operations

The future traffic operations were analyzed using the volumes in Figure 6 and Figure 7, respectively. The results of the future traffic operations analysis are shown below in Table 7. Recommendations on traffic control and lane geometry are shown graphically in Figure 8.

TABLE 7 – FUTURE INTERSECTION OPERATIONS					
Intersection		Future Condition: LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	SR 141 (Peachtree Parkway) @ Spalding Drive	D (43.3)	D (53.9)	D (45.0)	D (55.0)
	-Eastbound Approach	E (75.3)	E (78.5)	E (74.5)	E (79.7)
	-Westbound Approach	E (69.2)	E (78.1)	E (66.6)	E (76.6)
	-Northbound Approach	C (33.2)	D (47.1)	C (35.0)	E (55.0)
	-Southbound Approach	D (39.2)	D (45.5)	D (41.9)	D (38.7)
2	Spalding Drive @ Peachtree Parkway Plaza Middle Driveway / Site Driveway 1				
	-Eastbound Left	A (8.8)	A (8.9)	A (8.8)	A (8.9)
	-Westbound Left	-	-	A (9.0)	A (9.3)
	-Northbound Approach	-	-	E (42.3)	F (51.0)
	-Southbound Approach	C (15.7)	C (17.7)	D (29.9)	E (47.8)
3	Spalding Drive @ Technology Drive / Zach Young Parkway	D (43.6)	D (49.3)	D (43.5)	D (50.5)
	-Eastbound Approach	B (17.7)	D (51.9)	B (18.1)	D (53.2)
	-Westbound Approach	B (17.9)	C (28.0)	B (18.0)	C (28.2)
	-Northbound Approach	C (26.2)	E (52.2)	C (26.3)	E (59.5)
	-Southbound Approach	F (186.1)	F (80.5)	F (183.8)	E (78.4)
4	Technology Drive @ Scientific Drive				
	-Eastbound Approach	B (10.2)	B (11.1)	B (10.4)	B (11.3)
	-Northbound Left	A (8.1)	A (7.5)	A (8.1)	A (7.5)
5	Scientific Drive @ Site Driveway 3				
	-Eastbound Left	A (7.8)	A (7.3)	A (7.8)	A (7.4)
	-Southbound Approach	B (10.1)	B (11.8)	A (9.8)	B (12.5)
6	SR 141 (Peachtree Parkway) @ Scientific Drive				
	-Eastbound Approach	F (*)	F (*)	F (*)	F (*)
	-Westbound Approach	F (*)	F (*)	F (*)	F (*)
	-Northbound Left	C (15.1)	B (13.2)	C (15.3)	B (13.3)
	-Southbound Left	E (39.0)	E (35.4)	E (41.6)	E (40.8)
7	SR 141 (Peachtree Parkway) @ Site Driveway 2 (RIRO)				
	-Eastbound Approach	-	-	C (17.5)	C (21.0)

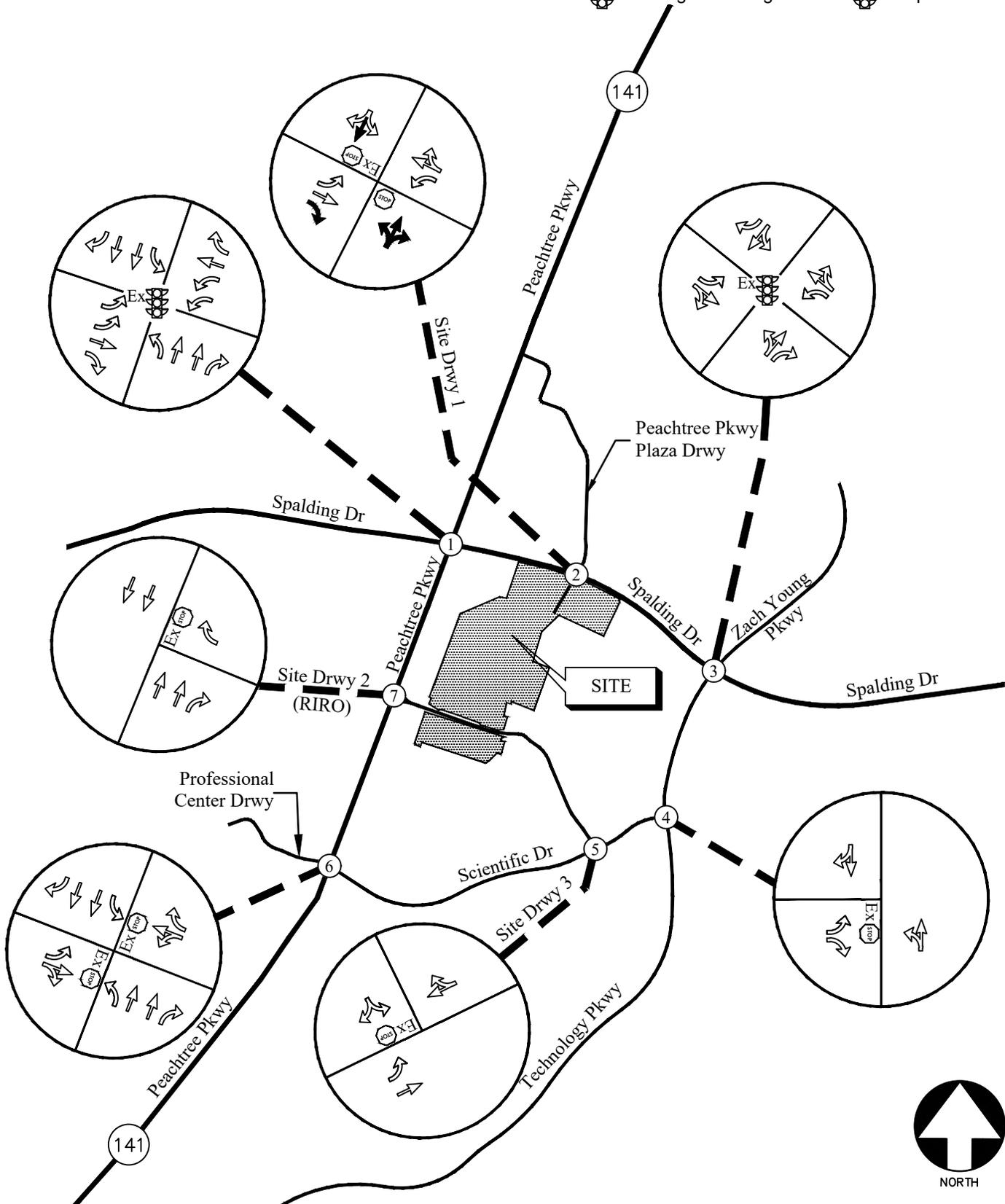
* Delay exceeds 300 seconds

The results of future traffic operations analysis indicate that all the study intersections will operate at level of service “D” or better in both the AM and PM peak hours except the intersection SR 141 (Peachtree Parkway) at Scientific Drive (Un-signalized) whose stop-controlled eastbound and westbound approaches will operate at level-of-service “F” in both the AM and PM peak hours. It is not unusual for stop-controlled site-streets along arterial roadways to have elevated delays during peak periods as

delays are caused by side-street wait times to turn left onto the mainline. Monitor traffic in the future to determine if a traffic signal will be warranted.

LEGEND

- | | | | |
|--|--------------------------|---|--------------------------|
| Ex  | Existing Signed Approach |  | Proposed Signed Approach |
|  | Existing Lane Geometry |  | Proposed Lane Geometry |
| Ex  | Existing Traffic Signal |  | Proposed Traffic Signal |



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 8

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed mixed-use development that will be located in the southeast corner of the intersection of SR 141 (Peachtree Parkway) and Spalding Drive in Peachtree Corners, Georgia. The development will consist of:

- Multifamily Housing (Mid-Rise): 251 units
- Retail: 6,400 sf

The development proposes access at the following locations:

- Site Driveway 1: Full-access driveway on Spalding Drive that will align with Peachtree Parkway Plaza Middle Driveway
- Site Driveway 2: Right-in/right-out driveway on SR 141 (Peachtree Parkway)
- Site Driveway 3: Full-access driveway on Scientific Drive

Existing and future operations after completion of the project were analyzed at the intersections of:

- SR 141 (Peachtree Parkway) at Spalding Drive
- Spalding Drive at Peachtree Parkway Plaza Middle Driveway / Site Driveway 1
- Spalding Drive at Technology Drive / Zach Young Parkway
- Technology Drive at Scientific Drive
- Scientific Drive at Access Driveway 3
- SR 141 (Peachtree Parkway) at Scientific Drive
- SR 141 (Peachtree Parkway) at Site Driveway 2 (RIRO)

The analysis included the evaluation of Future operations for “No-Build” and “Build” conditions, the difference between “No-Build” and “Build” account for increases in traffic due to the proposed development. The results of future traffic operations analysis indicate that all the study intersections will operate at level of service “D” or better in both the AM and PM peak hours except the intersection SR 141 (Peachtree Parkway) at Scientific Drive (Un-signalized) whose stop-controlled eastbound and westbound approaches will operate at level-of-service “F” in both the AM and PM peak hours. It is not unusual for stop-controlled site-streets along arterial roadways to have elevated delays during peak periods as delays are caused by side-street wait times to turn left onto the mainline. Monitor traffic in the future to determine if a traffic signal will be warranted.

The intersection of Spalding Drive at Technology Drive / Zach Young Parkway will operate at level-of-service “F” for the southbound approach. It is recommended to restripe the southbound approach to have a separate left turn lane and a shared through/right turn lane.

7.1 Recommendation for Site Access Configuration

The following improvements are recommended at the proposed site driveway intersections.

- Site Driveway 1: Full access driveway on Spalding Drive that will align with Peachtree Parkway Plaza Middle Driveway
 - One entering and one exiting lane.
 - Stop-sign controlled on the driveway approach and Peachtree Parkway Plaza Middle Driveway with Spalding Drive remaining free flow.
 - Left-turn Lane for entering traffic. (Existing two-way left-turn lane)
 - Deceleration lane for entering traffic.
 - Confirm adequate sight distance per AASHTO standards

- Site Driveway 2: Right-in/right-out on SR 141 (Peachtree Parkway)
 - One entering and one exiting lane.
 - Stop-sign controlled on the driveway approach with SR 141 (Peachtree Parkway) remaining free flow.
 - Deceleration Lane for entering traffic. (Existing right-turn lane)

- Site Driveway 3: Full-access driveway on Scientific Drive
 - One entering and one exiting lane.
 - Stop-sign controlled on the driveway approach with Scientific Drive remaining free flow.
 - Confirm adequate sight distance per AASHTO standards.

Appendix

Existing Intersection Traffic Counts	
Linear Regression of Daily Traffic.....	
Existing Intersection Analysis.....	
Future “No-Build” Intersection Analysis	
Future “Build” Intersection Analysis.....	
Traffic Volume Worksheets	

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Scientific Dr @ Access Drwy
7-9 am | 4-6 pm

File Name : 20220048
Site Code : 20220048
Start Date : 2/15/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

Start Time	Northbound				Access Drwy Southbound				Scientific Dr Eastbound				Scientific Dr Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	12	13	0	25	0	9	16	25	51
07:15 AM	0	0	0	0	1	0	0	1	10	3	0	13	0	6	19	25	39
07:30 AM	0	0	0	0	0	0	0	0	13	9	0	22	0	21	40	61	83
07:45 AM	0	0	0	0	2	0	0	2	13	9	0	22	0	16	30	46	70
Total	0	0	0	0	4	0	0	4	48	34	0	82	0	52	105	157	243
08:00 AM	0	0	0	0	0	0	0	0	4	10	0	14	0	21	8	29	43
08:15 AM	0	0	0	0	2	0	1	3	4	10	0	14	0	25	10	35	52
08:30 AM	0	0	0	0	0	0	0	0	1	11	0	12	0	21	5	26	38
08:45 AM	0	0	0	0	2	0	1	3	3	11	0	14	0	18	8	26	43
Total	0	0	0	0	4	0	2	6	12	42	0	54	0	85	31	116	176
*** BREAK ***																	
04:00 PM	0	0	0	0	31	0	21	52	1	10	0	11	0	8	3	11	74
04:15 PM	0	0	0	0	32	0	27	59	1	11	0	12	0	9	0	9	80
04:30 PM	0	0	0	0	31	0	19	50	1	13	0	14	0	11	1	12	76
04:45 PM	0	0	0	0	33	0	18	51	0	12	0	12	0	7	0	7	70
Total	0	0	0	0	127	0	85	212	3	46	0	49	0	35	4	39	300
05:00 PM	0	0	0	0	43	0	41	84	0	26	0	26	0	10	5	15	125
05:15 PM	0	0	0	0	11	0	10	21	0	10	0	10	0	1	0	1	32
05:30 PM	0	0	0	0	24	0	7	31	0	26	0	26	0	6	0	6	63
05:45 PM	0	0	0	0	11	0	7	18	0	14	0	14	0	11	0	11	43
Total	0	0	0	0	89	0	65	154	0	76	0	76	0	28	5	33	263
Grand Total	0	0	0	0	224	0	152	376	63	198	0	261	0	200	145	345	982
Apprch %	0	0	0	0	59.6	0	40.4		24.1	75.9	0		0	58	42		
Total %	0	0	0	0	22.8	0	15.5	38.3	6.4	20.2	0	26.6	0	20.4	14.8	35.1	

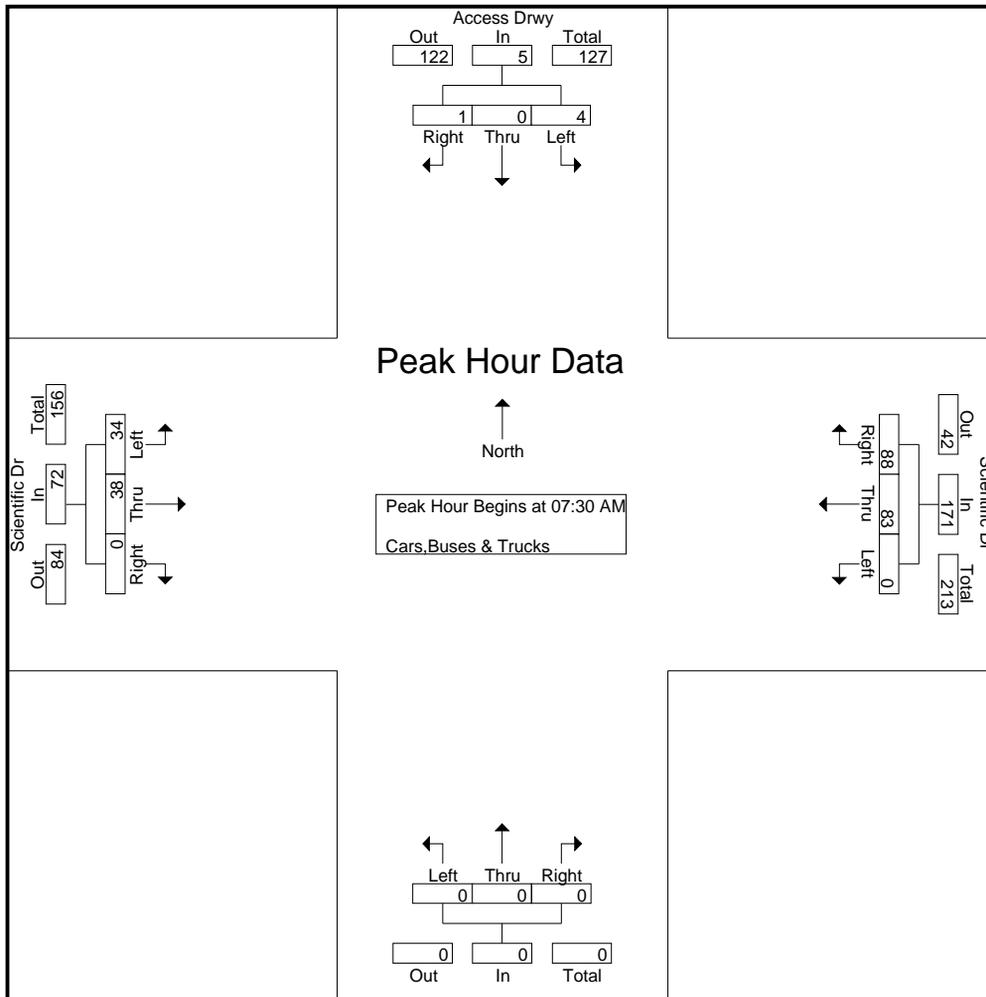
A & R Engineering, Inc.

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TMC DATA
Scientific Dr @ Access Drwy
7-9 am | 4-6 pm

File Name : 20220048
Site Code : 20220048
Start Date : 2/15/2022
Page No : 2

Start Time	Northbound				Access Drwy Southbound				Scientific Dr Eastbound				Scientific Dr Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	0	0	0	0	0	0	0	13	9	0	22	0	21	40	61	83
07:45 AM	0	0	0	0	2	0	0	2	13	9	0	22	0	16	30	46	70
08:00 AM	0	0	0	0	0	0	0	0	4	10	0	14	0	21	8	29	43
08:15 AM	0	0	0	0	2	0	1	3	4	10	0	14	0	25	10	35	52
Total Volume	0	0	0	0	4	0	1	5	34	38	0	72	0	83	88	171	248
% App. Total	0	0	0	0	80	0	20		47.2	52.8	0		0	48.5	51.5		
PHF	.000	.000	.000	.000	.500	.000	.250	.417	.654	.950	.000	.818	.000	.830	.550	.701	.747



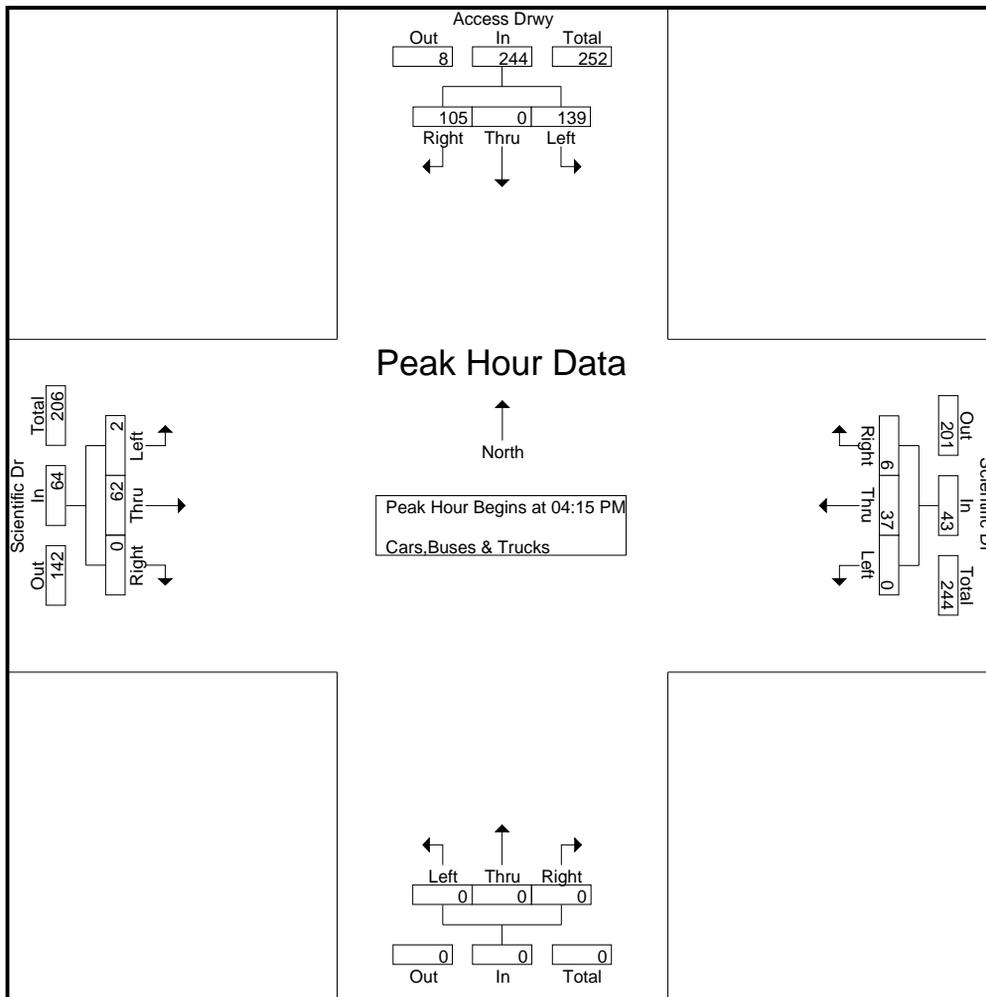
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TMC DATA
Scientific Dr @ Access Drwy
7-9 am | 4-6 pm

File Name : 20220048
Site Code : 20220048
Start Date : 2/15/2022
Page No : 3

Start Time	Northbound				Access Drwy Southbound				Scientific Dr Eastbound				Scientific Dr Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	32	0	27	59	1	11	0	12	0	9	0	9	80
04:30 PM	0	0	0	0	31	0	19	50	1	13	0	14	0	11	1	12	76
04:45 PM	0	0	0	0	33	0	18	51	0	12	0	12	0	7	0	7	70
05:00 PM	0	0	0	0	43	0	41	84	0	26	0	26	0	10	5	15	125
Total Volume	0	0	0	0	139	0	105	244	2	62	0	64	0	37	6	43	351
% App. Total	0	0	0	0	57	0	43		3.1	96.9	0		0	86	14		
PHF	.000	.000	.000	.000	.808	.000	.640	.726	.500	.596	.000	.615	.000	.841	.300	.717	.702



A & R Engineering, Inc.

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Marietta, GA 30067

TMC DATA
Spalding Dr @ Goodwill Shopping Center
Middle Drwy
7-9 am | 4-6 pm

File Name : 20220049
Site Code : 20220049
Start Date : 2/15/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

Start Time	Northbound				Goodwill Shopping Center Middle Drwy Southbound				Spalding Dr Eastbound				Spalding Dr Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	5	0	2	7	0	198	0	198	0	130	3	133	338
07:15 AM	0	0	0	0	1	0	2	3	0	108	0	108	0	112	1	113	224
07:30 AM	0	0	0	0	4	0	4	8	3	99	0	102	0	113	2	115	225
07:45 AM	0	0	0	0	3	0	2	5	1	146	0	147	0	141	10	151	303
Total	0	0	0	0	13	0	10	23	4	551	0	555	0	496	16	512	1090
08:00 AM	0	0	0	0	0	0	3	3	1	113	0	114	0	85	7	92	209
08:15 AM	0	0	0	0	2	0	3	5	2	85	0	87	0	98	7	105	197
08:30 AM	0	0	0	0	2	0	0	2	0	104	0	104	0	73	4	77	183
08:45 AM	0	0	0	0	5	0	1	6	2	96	0	98	0	95	7	102	206
Total	0	0	0	0	9	0	7	16	5	398	0	403	0	351	25	376	795
*** BREAK ***																	
04:00 PM	0	0	0	0	8	0	7	15	15	161	0	176	0	125	5	130	321
04:15 PM	0	0	0	0	11	0	13	24	13	173	0	186	0	116	14	130	340
04:30 PM	0	0	0	0	10	0	9	19	8	193	0	201	0	135	12	147	367
04:45 PM	0	0	0	0	5	0	5	10	8	157	0	165	0	124	17	141	316
Total	0	0	0	0	34	0	34	68	44	684	0	728	0	500	48	548	1344
05:00 PM	0	0	0	0	10	0	7	17	7	147	0	154	0	127	12	139	310
05:15 PM	0	0	0	0	7	0	16	23	7	145	0	152	0	119	10	129	304
05:30 PM	0	0	0	0	7	0	3	10	3	155	0	158	0	104	5	109	277
05:45 PM	0	0	0	0	10	0	4	14	3	131	0	134	0	74	7	81	229
Total	0	0	0	0	34	0	30	64	20	578	0	598	0	424	34	458	1120
Grand Total	0	0	0	0	90	0	81	171	73	2211	0	2284	0	1771	123	1894	4349
Aprch %	0	0	0	0	52.6	0	47.4	52.6	3.2	96.8	0	96.8	0	93.5	6.5	93.5	
Total %	0	0	0	0	2.1	0	1.9	3.9	1.7	50.8	0	52.5	0	40.7	2.8	43.6	

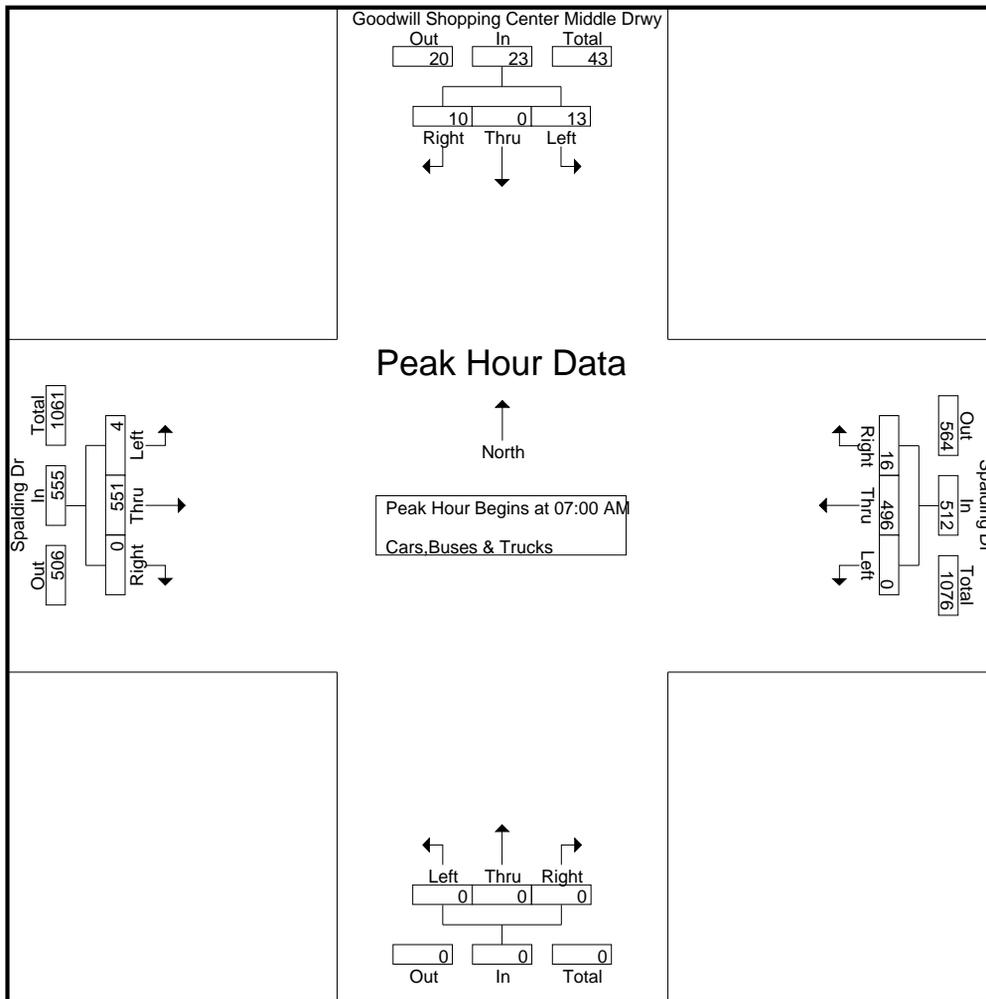
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2160 Kingston Court, Suite 'O',
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TMC DATA
Spalding Dr @ Goodwill Shopping Center
Middle Drwy
7-9 am | 4-6 pm

File Name : 20220049
Site Code : 20220049
Start Date : 2/15/2022
Page No : 2

Start Time	Northbound				Goodwill Shopping Center Middle Drwy Southbound				Spalding Dr Eastbound				Spalding Dr Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	0	0	5	0	2	7	0	198	0	198	0	130	3	133	338
07:15 AM	0	0	0	0	1	0	2	3	0	108	0	108	0	112	1	113	224
07:30 AM	0	0	0	0	4	0	4	8	3	99	0	102	0	113	2	115	225
07:45 AM	0	0	0	0	3	0	2	5	1	146	0	147	0	141	10	151	303
Total Volume	0	0	0	0	13	0	10	23	4	551	0	555	0	496	16	512	1090
% App. Total	0	0	0	0	56.5	0	43.5		0.7	99.3	0		0	96.9	3.1		
PHF	.000	.000	.000	.000	.650	.000	.625	.719	.333	.696	.000	.701	.000	.879	.400	.848	.806



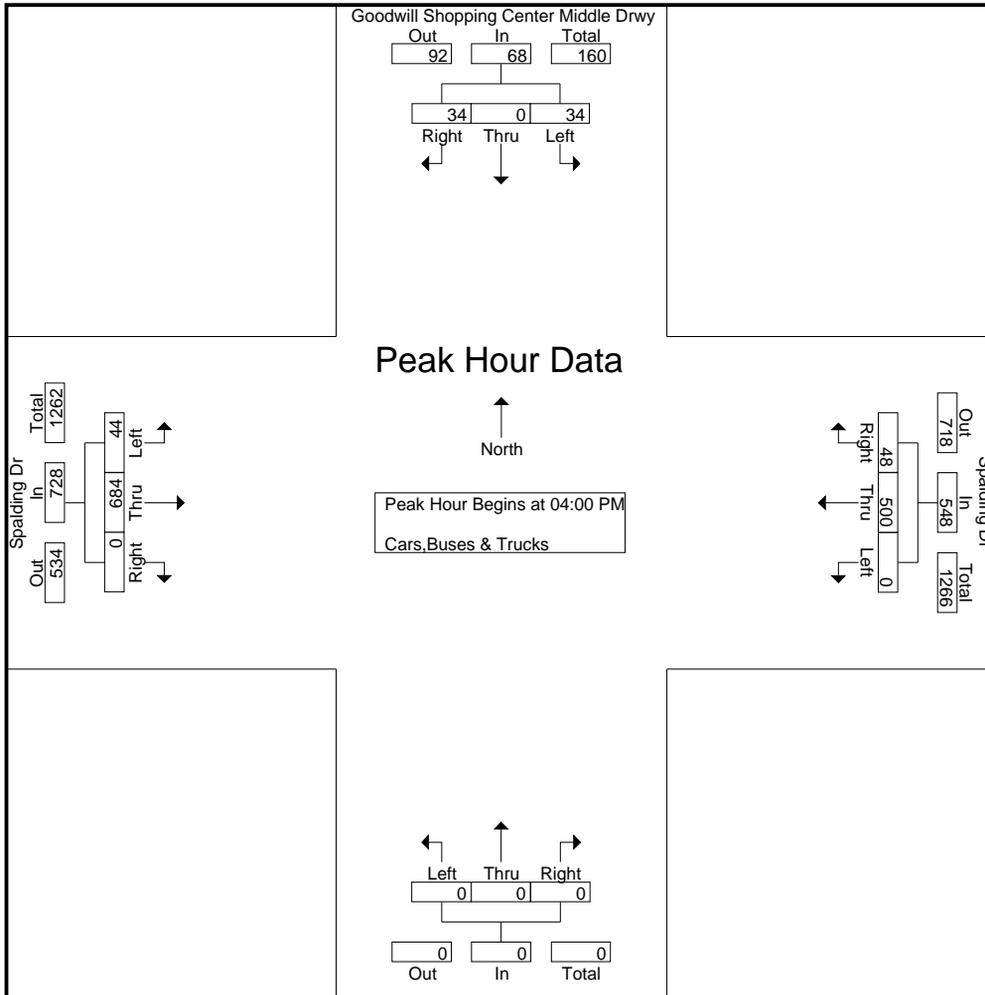
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TMC DATA
Spalding Dr @ Goodwill Shopping Center
Middle Drwy
7-9 am | 4-6 pm

File Name : 20220049
Site Code : 20220049
Start Date : 2/15/2022
Page No : 3

Start Time	Northbound				Goodwill Shopping Center Middle Drwy Southbound				Spalding Dr Eastbound				Spalding Dr Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	8	0	7	15	15	161	0	176	0	125	5	130	321
04:15 PM	0	0	0	0	11	0	13	24	13	173	0	186	0	116	14	130	340
04:30 PM	0	0	0	0	10	0	9	19	8	193	0	201	0	135	12	147	367
04:45 PM	0	0	0	0	5	0	5	10	8	157	0	165	0	124	17	141	316
Total Volume	0	0	0	0	34	0	34	68	44	684	0	728	0	500	48	548	1344
% App. Total	0	0	0	0	50	0	50	.708	6	94	0	.905	0	91.2	8.8	.932	.916
PHF	.000	.000	.000	.000	.773	.000	.654	.708	.733	.886	.000	.905	.000	.926	.706	.932	.916



A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Spalding Dr @ Technology Pkwy -
Zach Young Pkwy
7-9 am | 4-6 pm

File Name : 20220050
Site Code : 20220050
Start Date : 2/15/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

Start Time	Technology Pkwy Northbound				Zach Young Pkwy Southbound				Spalding Dr Eastbound				Spalding Dr Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	1	33	35	0	3	5	8	15	111	6	132	43	137	24	204	379
07:15 AM	1	4	9	14	19	12	28	59	35	57	7	99	33	84	67	184	356
07:30 AM	2	1	6	9	24	27	49	100	49	71	8	128	56	94	57	207	444
07:45 AM	4	1	8	13	17	25	29	71	34	77	23	134	56	97	19	172	390
Total	8	7	56	71	60	67	111	238	133	316	44	493	188	412	167	767	1569
08:00 AM	3	0	11	14	4	2	2	8	5	69	22	96	45	73	3	121	239
08:15 AM	2	1	12	15	1	2	0	3	6	74	20	100	37	82	3	122	240
08:30 AM	3	1	5	9	1	0	2	3	2	67	14	83	35	101	2	138	233
08:45 AM	2	0	10	12	1	0	2	3	4	75	12	91	24	75	0	99	205
Total	10	2	38	50	7	4	6	17	17	285	68	370	141	331	8	480	917
*** BREAK ***																	
04:00 PM	9	1	30	40	5	3	9	17	2	110	9	121	6	96	8	110	288
04:15 PM	13	0	53	66	8	2	12	22	7	114	7	128	7	109	6	122	338
04:30 PM	7	2	39	48	5	5	16	26	14	149	7	170	9	105	5	119	363
04:45 PM	14	2	30	46	6	3	15	24	4	155	9	168	8	111	6	125	363
Total	43	5	152	200	24	13	52	89	27	528	32	587	30	421	25	476	1352
05:00 PM	14	4	50	68	7	4	24	35	14	163	8	185	9	91	9	109	397
05:15 PM	16	3	56	75	24	10	41	75	11	171	8	190	5	104	10	119	459
05:30 PM	22	1	62	85	8	7	16	31	9	145	8	162	5	84	9	98	376
05:45 PM	9	0	59	68	11	3	26	40	7	138	9	154	8	96	3	107	369
Total	61	8	227	296	50	24	107	181	41	617	33	691	27	375	31	433	1601
Grand Total	122	22	473	617	141	108	276	525	218	1746	177	2141	386	1539	231	2156	5439
Apprch %	19.8	3.6	76.7		26.9	20.6	52.6		10.2	81.6	8.3		17.9	71.4	10.7		
Total %	2.2	0.4	8.7	11.3	2.6	2	5.1	9.7	4	32.1	3.3	39.4	7.1	28.3	4.2	39.6	

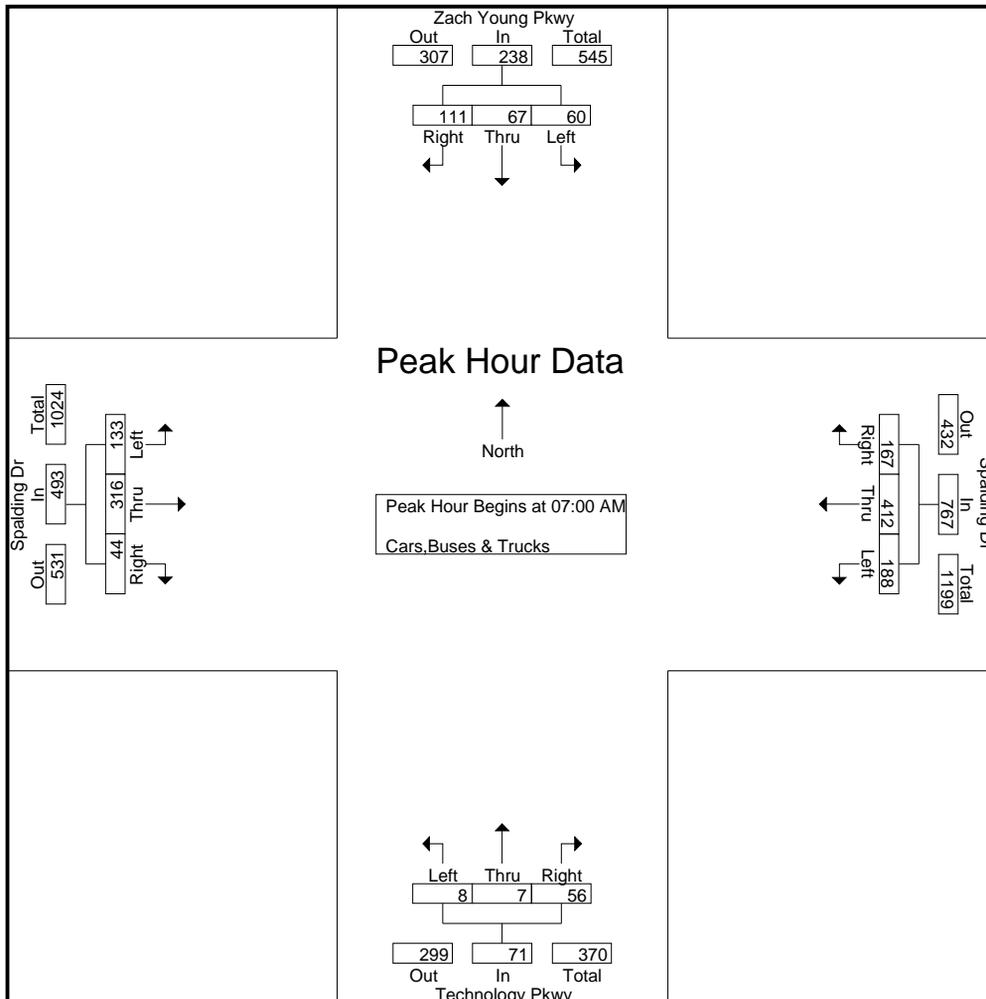
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Spalding Dr @ Technology Pkwy -
Zach Young Pkwy
7-9 am | 4-6 pm

File Name : 20220050
Site Code : 20220050
Start Date : 2/15/2022
Page No : 2

Start Time	Technology Pkwy Northbound				Zach Young Pkwy Southbound				Spalding Dr Eastbound				Spalding Dr Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	1	1	33	35	0	3	5	8	15	111	6	132	43	137	24	204	379
07:15 AM	1	4	9	14	19	12	28	59	35	57	7	99	33	84	67	184	356
07:30 AM	2	1	6	9	24	27	49	100	49	71	8	128	56	94	57	207	444
07:45 AM	4	1	8	13	17	25	29	71	34	77	23	134	56	97	19	172	390
Total Volume	8	7	56	71	60	67	111	238	133	316	44	493	188	412	167	767	1569
% App. Total	11.3	9.9	78.9		25.2	28.2	46.6		27	64.1	8.9		24.5	53.7	21.8		
PHF	.500	.438	.424	.507	.625	.620	.566	.595	.679	.712	.478	.920	.839	.752	.623	.926	.883



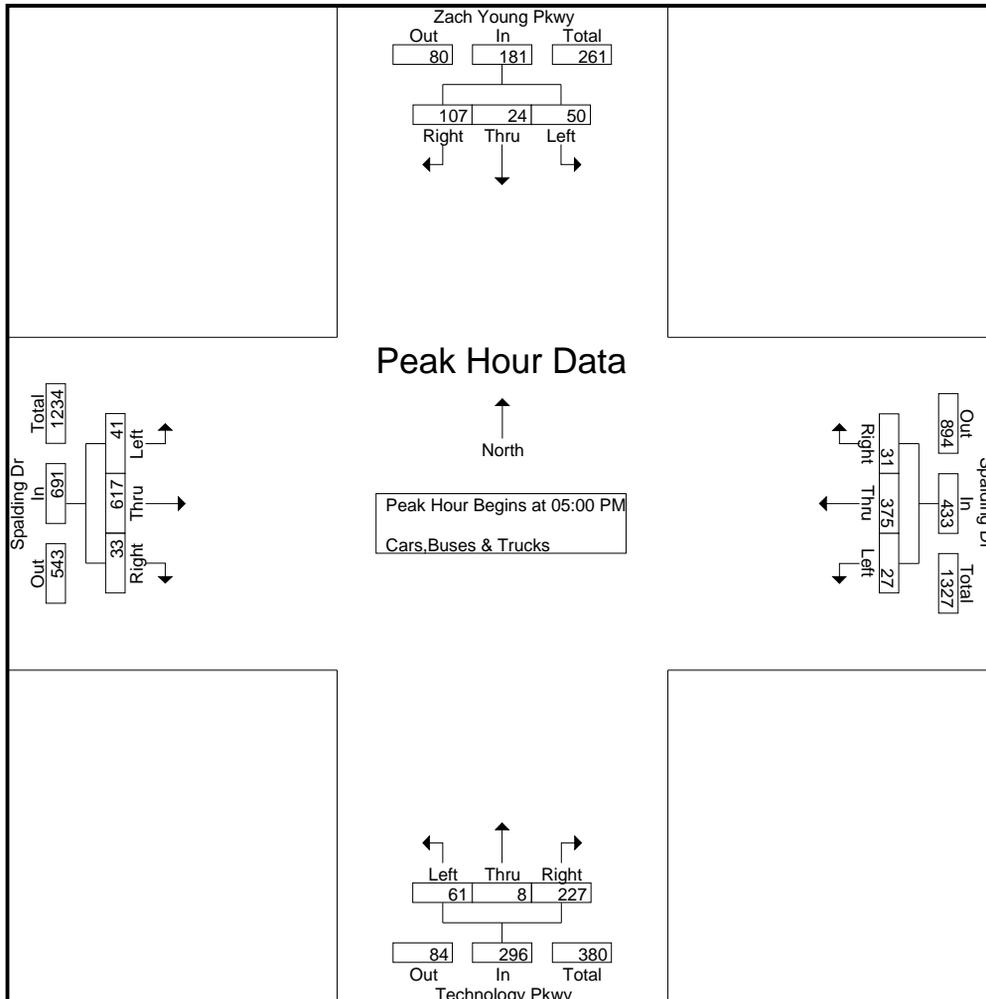
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Spalding Dr @ Technology Pkwy -
Zach Young Pkwy
7-9 am | 4-6 pm

File Name : 20220050
Site Code : 20220050
Start Date : 2/15/2022
Page No : 3

Start Time	Technology Pkwy Northbound				Zach Young Pkwy Southbound				Spalding Dr Eastbound				Spalding Dr Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	14	4	50	68	7	4	24	35	14	163	8	185	9	91	9	109	397
05:15 PM	16	3	56	75	24	10	41	75	11	171	8	190	5	104	10	119	459
05:30 PM	22	1	62	85	8	7	16	31	9	145	8	162	5	84	9	98	376
05:45 PM	9	0	59	68	11	3	26	40	7	138	9	154	8	96	3	107	369
Total Volume	61	8	227	296	50	24	107	181	41	617	33	691	27	375	31	433	1601
% App. Total	20.6	2.7	76.7		27.6	13.3	59.1		5.9	89.3	4.8		6.2	86.6	7.2		
PHF	.693	.500	.915	.871	.521	.600	.652	.603	.732	.902	.917	.909	.750	.901	.775	.910	.872



A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Technology Pkwy @ Scientific Dr
7-9 am | 4-6 pm

File Name : 20220051
Site Code : 20220051
Start Date : 2/15/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

Start Time	Technology Pkwy Northbound				Technology Pkwy Southbound				Scientific Dr Eastbound				Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	8	52	0	60	0	30	14	44	3	0	4	7	0	0	0	0	111
07:15 AM	6	11	0	17	0	25	27	52	0	0	8	8	0	0	0	0	77
07:30 AM	12	11	0	23	0	42	44	86	4	0	3	7	0	0	0	0	116
07:45 AM	9	14	0	23	0	53	35	88	2	0	6	8	0	0	0	0	119
Total	35	88	0	123	0	150	120	270	9	0	21	30	0	0	0	0	423
08:00 AM	6	16	0	22	0	49	32	81	2	0	13	15	0	0	0	0	118
08:15 AM	6	14	0	20	0	36	16	52	2	0	8	10	0	0	0	0	82
08:30 AM	2	11	0	13	0	26	20	46	5	0	5	10	0	0	0	0	69
08:45 AM	5	9	0	14	0	18	23	41	1	0	14	15	0	0	0	0	70
Total	19	50	0	69	0	129	91	220	10	0	40	50	0	0	0	0	339
*** BREAK ***																	
04:00 PM	12	52	0	64	0	19	3	22	16	0	26	42	0	0	0	0	128
04:15 PM	7	30	0	37	0	24	1	25	20	0	26	46	0	0	0	0	108
04:30 PM	7	28	0	35	0	14	2	16	15	0	29	44	0	0	0	0	95
04:45 PM	9	31	0	40	0	19	3	22	22	0	31	53	0	0	0	0	115
Total	35	141	0	176	0	76	9	85	73	0	112	185	0	0	0	0	446
05:00 PM	11	57	0	68	0	24	0	24	29	0	32	61	0	0	0	0	153
05:15 PM	2	47	0	49	0	29	1	30	15	0	12	27	0	0	0	0	106
05:30 PM	4	54	0	58	0	24	2	26	35	0	25	60	0	0	0	0	144
05:45 PM	2	45	0	47	0	19	6	25	8	0	6	14	0	0	0	0	86
Total	19	203	0	222	0	96	9	105	87	0	75	162	0	0	0	0	489
Grand Total	108	482	0	590	0	451	229	680	179	0	248	427	0	0	0	0	1697
Apprch %	18.3	81.7	0		0	66.3	33.7		41.9	0	58.1		0	0	0		
Total %	6.4	28.4	0	34.8	0	26.6	13.5	40.1	10.5	0	14.6	25.2	0	0	0	0	

A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA

Technology Pkwy @ Scientific Dr
7-9 am | 4-6 pm

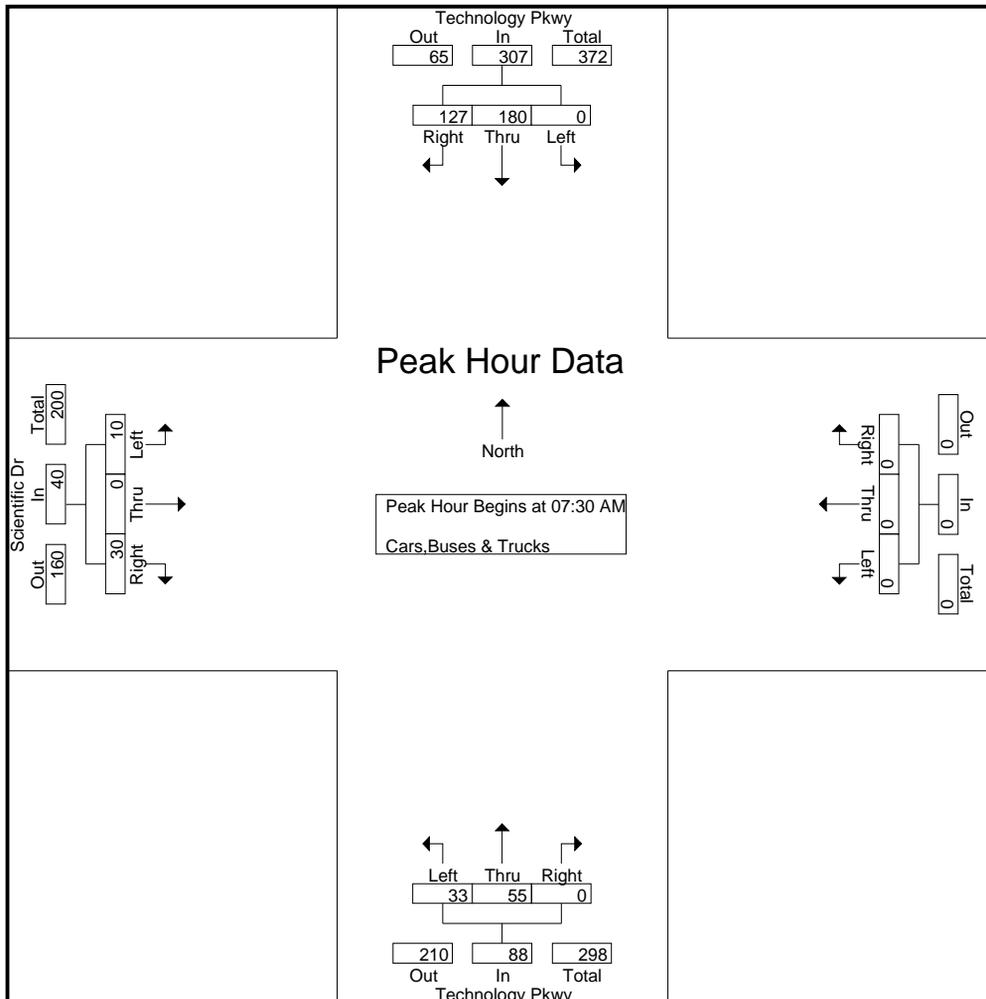
File Name : 20220051

Site Code : 20220051

Start Date : 2/15/2022

Page No : 2

Start Time	Technology Pkwy Northbound				Technology Pkwy Southbound				Scientific Dr Eastbound				Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	12	11	0	23	0	42	44	86	4	0	3	7	0	0	0	0	116
07:45 AM	9	14	0	23	0	53	35	88	2	0	6	8	0	0	0	0	119
08:00 AM	6	16	0	22	0	49	32	81	2	0	13	15	0	0	0	0	118
08:15 AM	6	14	0	20	0	36	16	52	2	0	8	10	0	0	0	0	82
Total Volume	33	55	0	88	0	180	127	307	10	0	30	40	0	0	0	0	435
% App. Total	37.5	62.5	0		0	58.6	41.4		25	0	75		0	0	0		
PHF	.688	.859	.000	.957	.000	.849	.722	.872	.625	.000	.577	.667	.000	.000	.000	.000	.914



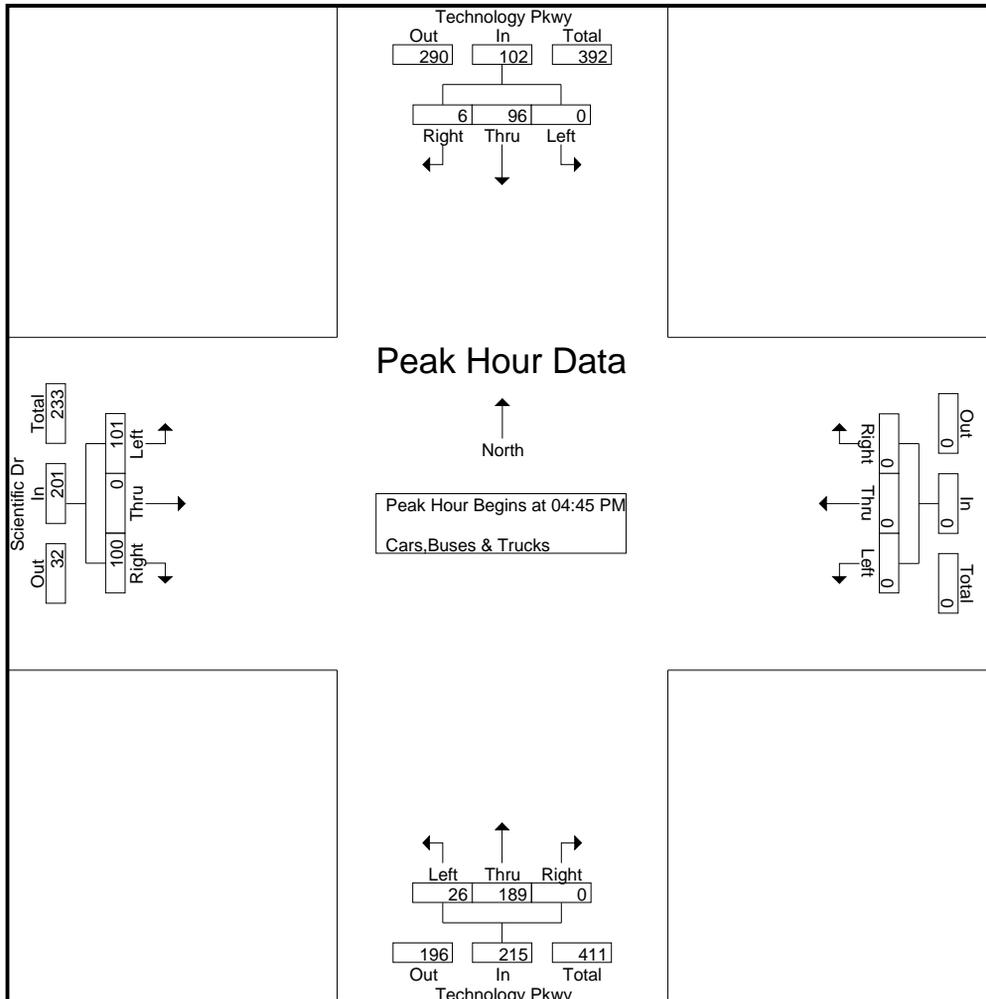
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Technology Pkwy @ Scientific Dr
7-9 am | 4-6 pm

File Name : 20220051
Site Code : 20220051
Start Date : 2/15/2022
Page No : 3

Start Time	Technology Pkwy Northbound				Technology Pkwy Southbound				Scientific Dr Eastbound				Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	9	31	0	40	0	19	3	22	22	0	31	53	0	0	0	0	115
05:00 PM	11	57	0	68	0	24	0	24	29	0	32	61	0	0	0	0	153
05:15 PM	2	47	0	49	0	29	1	30	15	0	12	27	0	0	0	0	106
05:30 PM	4	54	0	58	0	24	2	26	35	0	25	60	0	0	0	0	144
Total Volume	26	189	0	215	0	96	6	102	101	0	100	201	0	0	0	0	518
% App. Total	12.1	87.9	0		0	94.1	5.9		50.2	0	49.8		0	0	0		
PHF	.591	.829	.000	.790	.000	.828	.500	.850	.721	.000	.781	.824	.000	.000	.000	.000	.846



A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Peachtree Pkwy @ Scientific Dr
7-9 am | 4-6 pm

File Name : 20220052
Site Code : 20220052
Start Date : 2/15/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

Start Time	Peachtree Pkwy Northbound				Peachtree Pkwy Southbound					Professional Center Drwy Eastbound				Scientific Dr Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	288	6	295	14	337	2	11	364	1	0	0	1	2	0	4	6	666
07:15 AM	2	329	6	337	12	386	1	7	406	0	0	0	0	0	0	4	4	747
07:30 AM	0	381	12	393	11	380	2	5	398	0	0	0	0	5	0	3	8	799
07:45 AM	3	416	12	431	16	399	3	13	431	0	0	2	2	9	1	4	14	878
Total	6	1414	36	1456	53	1502	8	36	1599	1	0	2	3	16	1	15	32	3090
08:00 AM	4	381	8	393	12	388	7	19	426	0	0	3	3	11	3	5	19	841
08:15 AM	7	369	10	386	10	378	3	2	393	0	1	0	1	9	0	16	25	805
08:30 AM	4	390	9	403	12	439	5	1	457	2	0	4	6	7	2	6	15	881
08:45 AM	5	340	18	363	8	391	7	1	407	1	0	4	5	6	2	3	11	786
Total	20	1480	45	1545	42	1596	22	23	1683	3	1	11	15	33	7	30	70	3313
*** BREAK ***																		
04:00 PM	3	432	1	436	4	364	0	5	373	1	0	0	1	6	0	11	17	827
04:15 PM	2	411	1	414	3	335	0	1	339	4	1	4	9	34	0	10	44	806
04:30 PM	0	423	4	427	4	354	0	1	359	3	0	1	4	22	0	12	34	824
04:45 PM	0	476	2	478	5	368	0	2	375	2	0	5	7	28	1	10	39	899
Total	5	1742	8	1755	16	1421	0	9	1446	10	1	10	21	90	1	43	134	3356
05:00 PM	1	438	6	445	4	321	1	2	328	2	1	2	5	21	0	17	38	816
05:15 PM	0	469	7	476	0	380	0	0	380	1	1	3	5	27	0	12	39	900
05:30 PM	1	471	10	482	4	358	0	2	364	1	0	0	1	12	0	5	17	864
05:45 PM	1	396	12	409	5	359	2	0	366	0	3	1	4	10	0	4	14	793
Total	3	1774	35	1812	13	1418	3	4	1438	4	5	6	15	70	0	38	108	3373
Grand Total	34	6410	124	6568	124	5937	33	72	6166	18	7	29	54	209	9	126	344	13132
Apprch %	0.5	97.6	1.9		2	96.3	0.5	1.2		33.3	13	53.7		60.8	2.6	36.6		
Total %	0.3	48.8	0.9	50	0.9	45.2	0.3	0.5	47	0.1	0.1	0.2	0.4	1.6	0.1	1	2.6	

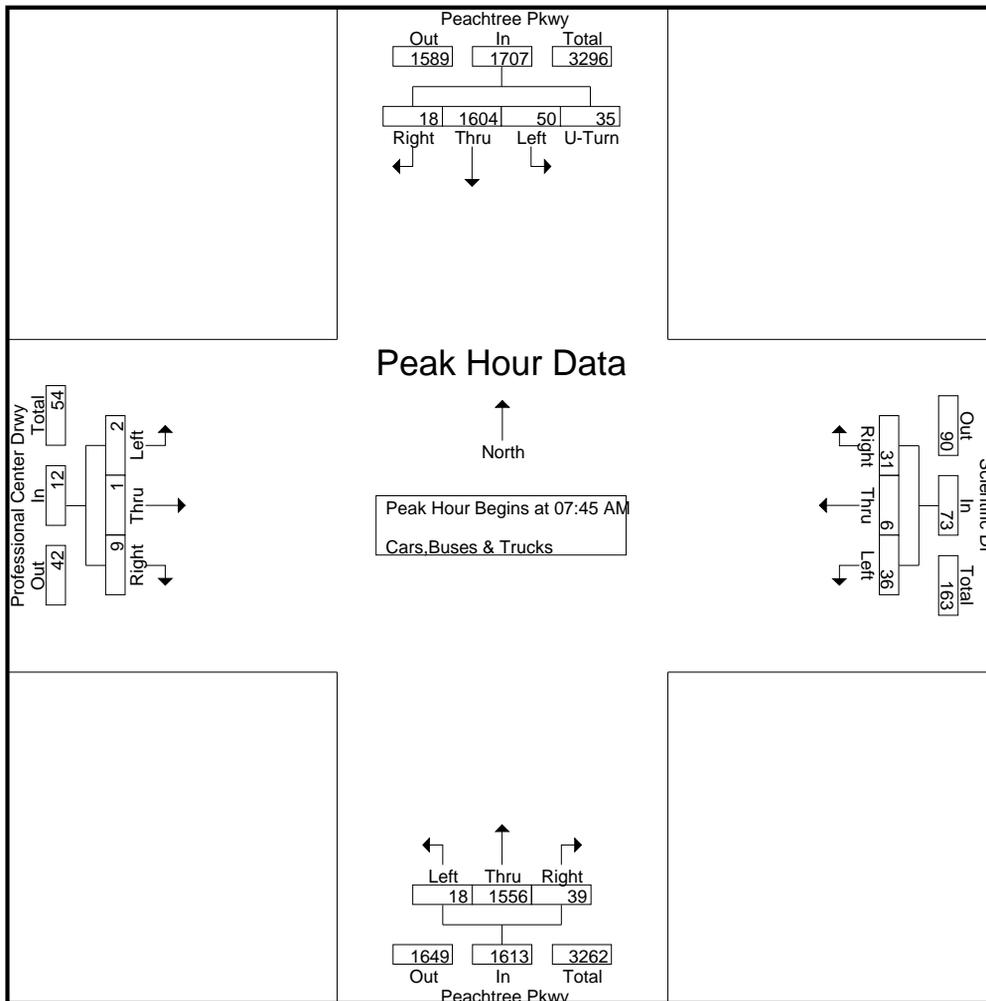
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Peachtree Pkwy @ Scientific Dr
7-9 am | 4-6 pm

File Name : 20220052
Site Code : 20220052
Start Date : 2/15/2022
Page No : 2

Start Time	Peachtree Pkwy Northbound				Peachtree Pkwy Southbound					Professional Center Drwy Eastbound				Scientific Dr Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM	3	416	12	431	16	399	3	13	431	0	0	2	2	9	1	4	14	878
08:00 AM	4	381	8	393	12	388	7	19	426	0	0	3	3	11	3	5	19	841
08:15 AM	7	369	10	386	10	378	3	2	393	0	1	0	1	9	0	16	25	805
08:30 AM	4	390	9	403	12	439	5	1	457	2	0	4	6	7	2	6	15	881
Total Volume	18	1556	39	1613	50	1604	18	35	1707	2	1	9	12	36	6	31	73	3405
% App. Total	1.1	96.5	2.4		2.9	94	1.1	2.1		16.7	8.3	75		49.3	8.2	42.5		
PHF	.643	.935	.813	.936	.781	.913	.643	.461	.934	.250	.250	.563	.500	.818	.500	.484	.730	.966



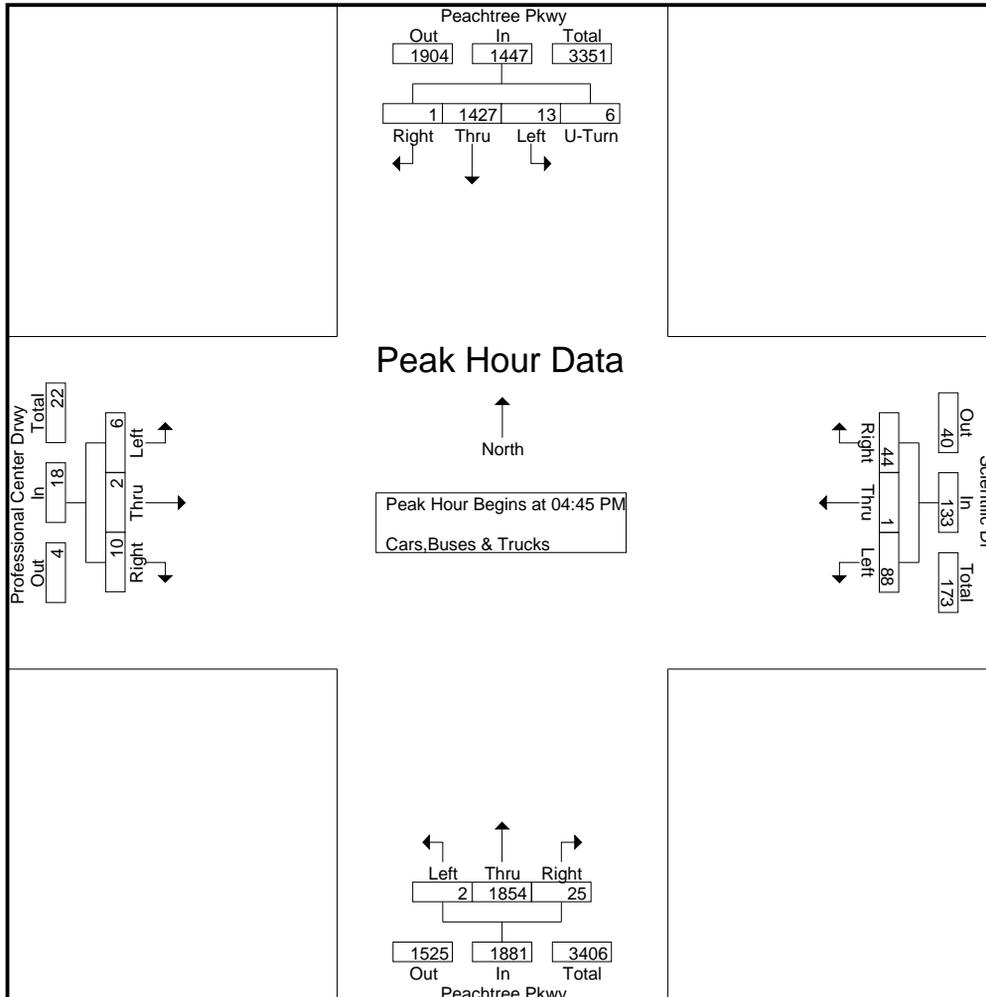
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Peachtree Pkwy @ Scientific Dr
7-9 am | 4-6 pm

File Name : 20220052
Site Code : 20220052
Start Date : 2/15/2022
Page No : 3

	Peachtree Pkwy Northbound				Peachtree Pkwy Southbound					Professional Center Drwy Eastbound				Scientific Dr Westbound					
Start Time	Left	Thru	Right	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	0	476	2	478	5	368	0	2	375	2	0	5	7	28	1	10	39	899	
05:00 PM	1	438	6	445	4	321	1	2	328	2	1	2	5	21	0	17	38	816	
05:15 PM	0	469	7	476	0	380	0	0	380	1	1	3	5	27	0	12	39	900	
05:30 PM	1	471	10	482	4	358	0	2	364	1	0	0	1	12	0	5	17	864	
Total Volume	2	1854	25	1881	13	1427	1	6	1447	6	2	10	18	88	1	44	133	3479	
% App. Total	0.1	98.6	1.3		0.9	98.6	0.1	0.4		33.3	11.1	55.6		66.2	0.8	33.1			
PHF	.500	.974	.625	.976	.650	.939	.250	.750	.952	.750	.500	.500	.643	.786	.250	.647	.853	.966	



A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',

TMC Data
SR 141 (Peachtree Pkwy) @ Spalding Dr
7-9 am | 4-6 pm

File Name : 20220053
Site Code : 20220053
Start Date : 2/15/2022
Page No : 1

Groups Printed- Cars, Trucks & Buses

Start Time	SR 141 (Peachtree Pkwy) Northbound					SR 141 (Peachtree Pkwy) Southbound					Spalding Dr Eastbound				Spalding Dr Westbound				Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	216	97	0	319	61	384	26	0	471	21	54	18	93	28	67	23	118	1001
07:15 AM	6	238	33	5	282	21	389	19	0	429	43	54	6	103	38	76	19	133	947
07:30 AM	9	334	26	2	371	13	409	33	9	464	51	67	12	130	23	55	27	105	1070
07:45 AM	23	320	41	4	388	30	466	47	8	551	74	86	26	186	30	71	29	130	1255
Total	44	1108	197	11	1360	125	1648	125	17	1915	189	261	62	512	119	269	98	486	4273
08:00 AM	21	309	29	4	363	25	364	44	1	434	37	83	14	134	14	67	12	93	1024
08:15 AM	31	359	38	2	430	6	420	34	0	460	15	58	11	84	19	69	8	96	1070
08:30 AM	17	348	18	1	384	17	431	27	0	475	20	81	8	109	23	53	15	91	1059
08:45 AM	11	299	20	3	333	19	381	36	0	436	12	61	16	89	28	62	9	99	957
Total	80	1315	105	10	1510	67	1596	141	1	1805	84	283	49	416	84	251	44	379	4110
*** BREAK ***																			
04:00 PM	20	393	45	8	466	15	275	27	0	317	44	67	11	122	35	84	31	150	1055
04:15 PM	25	440	48	6	519	26	360	28	2	416	37	80	15	132	34	87	31	152	1219
04:30 PM	10	397	64	2	473	21	335	37	0	393	48	86	18	152	37	80	32	149	1167
04:45 PM	17	470	58	8	553	34	299	37	3	373	51	88	25	164	34	87	28	149	1239
Total	72	1700	215	24	2011	96	1269	129	5	1499	180	321	69	570	140	338	122	600	4680
05:00 PM	26	489	69	7	591	42	335	24	2	403	42	106	34	182	33	85	25	143	1319
05:15 PM	12	469	61	2	544	21	361	45	6	433	39	98	18	155	25	103	20	148	1280
05:30 PM	8	375	50	2	435	25	363	32	0	420	30	94	21	145	17	94	20	131	1131
05:45 PM	13	401	66	0	480	16	315	27	0	358	37	77	29	143	40	92	22	154	1135
Total	59	1734	246	11	2050	104	1374	128	8	1614	148	375	102	625	115	374	87	576	4865
Grand Total	255	5857	763	56	6931	392	5887	523	31	6833	601	1240	282	2123	458	1232	351	2041	17928
Apprch %	3.7	84.5	11	0.8		5.7	86.2	7.7	0.5		28.3	58.4	13.3		22.4	60.4	17.2		
Total %	1.4	32.7	4.3	0.3	38.7	2.2	32.8	2.9	0.2	38.1	3.4	6.9	1.6	11.8	2.6	6.9	2	11.4	

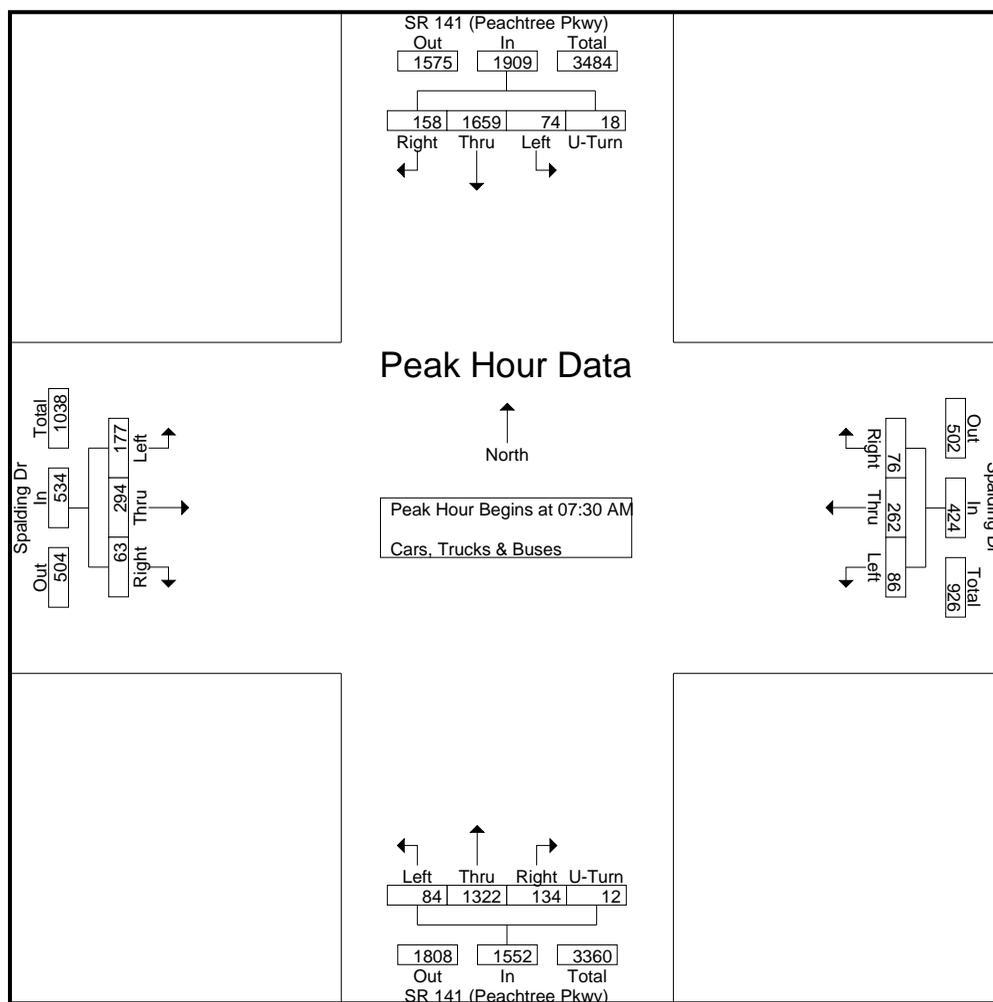
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',

TMC Data
 SR 141 (Peachtree Pkwy) @ Spalding Dr
 7-9 am | 4-6 pm

File Name : 20220053
 Site Code : 20220053
 Start Date : 2/15/2022
 Page No : 2

Start Time	SR 141 (Peachtree Pkwy) Northbound					SR 141 (Peachtree Pkwy) Southbound					Spalding Dr Eastbound				Spalding Dr Westbound				Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:30 AM																			
07:30 AM	9	334	26	2	371	13	409	33	9	464	51	67	12	130	23	55	27	105	1070
07:45 AM	23	320	41	4	388	30	466	47	8	551	74	86	26	186	30	71	29	130	1255
08:00 AM	21	309	29	4	363	25	364	44	1	434	37	83	14	134	14	67	12	93	1024
08:15 AM	31	359	38	2	430	6	420	34	0	460	15	58	11	84	19	69	8	96	1070
Total Volume	84	1322	134	12	1552	74	1659	158	18	1909	177	294	63	534	86	262	76	424	4419
% App. Total	5.4	85.2	8.6	0.8		3.9	86.9	8.3	0.9		33.1	55.1	11.8		20.3	61.8	17.9		
PHF	.677	.921	.817	.750	.902	.617	.890	.840	.500	.866	.598	.855	.606	.718	.717	.923	.655	.815	.880



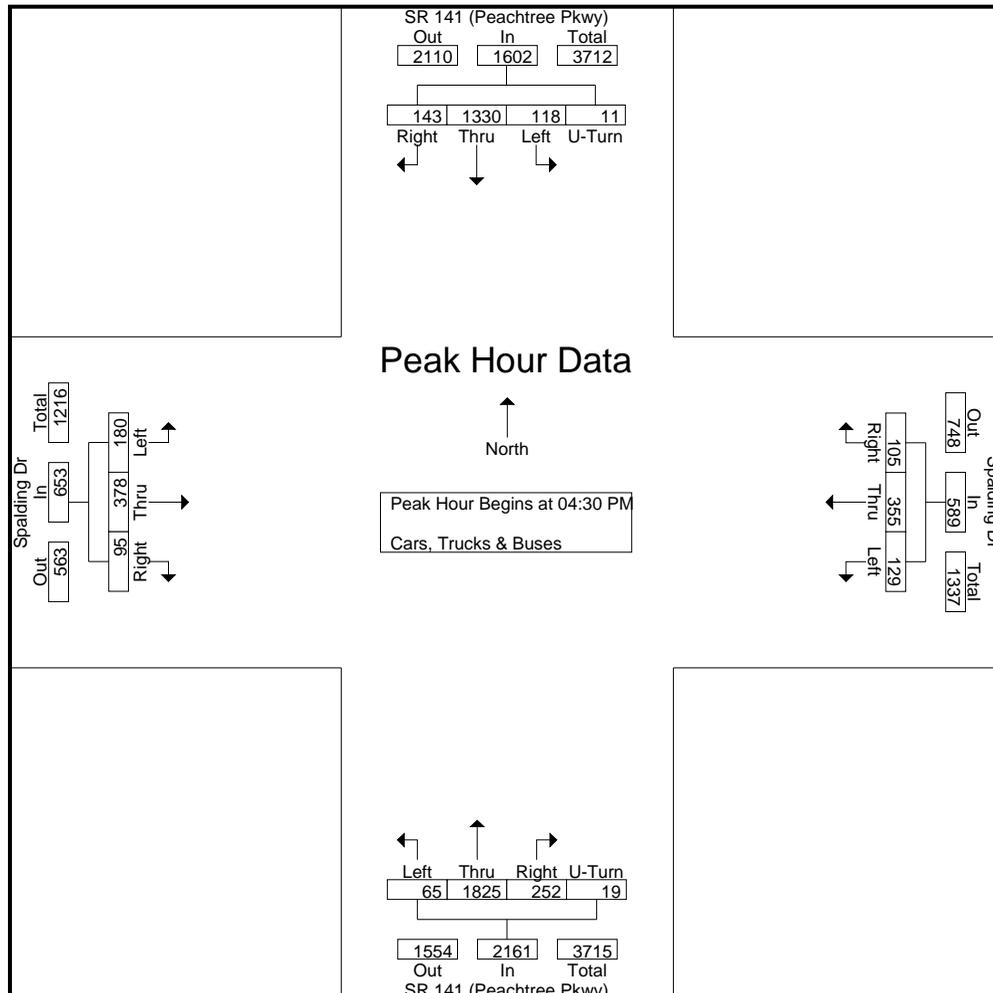
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',

TMC Data
 SR 141 (Peachtree Pkwy) @ Spalding Dr
 7-9 am | 4-6 pm

File Name : 20220053
 Site Code : 20220053
 Start Date : 2/15/2022
 Page No : 3

Start Time	SR 141 (Peachtree Pkwy) Northbound					SR 141 (Peachtree Pkwy) Southbound					Spalding Dr Eastbound				Spalding Dr Westbound				Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:30 PM																			
04:30 PM	10	397	64	2	473	21	335	37	0	393	48	86	18	152	37	80	32	149	1167
04:45 PM	17	470	58	8	553	34	299	37	3	373	51	88	25	164	34	87	28	149	1239
05:00 PM	26	489	69	7	591	42	335	24	2	403	42	106	34	182	33	85	25	143	1319
05:15 PM	12	469	61	2	544	21	361	45	6	433	39	98	18	155	25	103	20	148	1280
Total Volume	65	1825	252	19	2161	118	1330	143	11	1602	180	378	95	653	129	355	105	589	5005
% App. Total	3	84.5	11.7	0.9		7.4	83	8.9	0.7		27.6	57.9	14.5		21.9	60.3	17.8		
PHF	.625	.933	.913	.594	.914	.702	.921	.794	.458	.925	.882	.892	.699	.897	.872	.862	.820	.988	.949

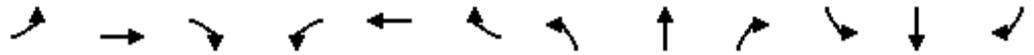


LINEAR REGRESSION OF DAILY TRAFFIC

EXISTING INTERSECTION ANALYSIS

Timings
1: SR 141 (Peachtree Okwy) & Spalding Dr

1a. Existing AM
02/25/2022

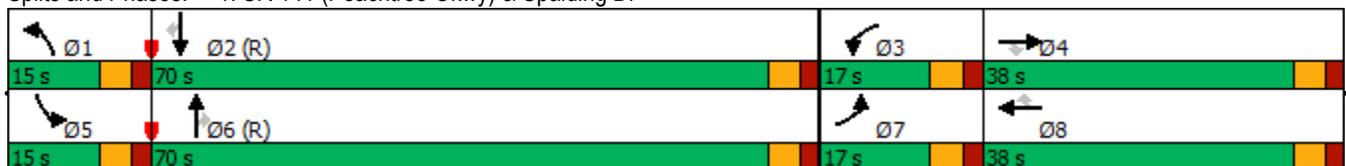


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖	↖	↖↗	↖	↖	↖↗	↖
Traffic Volume (vph)	146	308	59	86	260	64	103	1336	126	87	1621	152
Future Volume (vph)	146	308	59	86	260	64	103	1336	126	87	1621	152
Lane Group Flow (vph)	155	328	63	91	277	68	110	1421	134	93	1724	162
Turn Type	Prot	NA	Perm									
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8			6			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)	17.0	38.0	38.0	17.0	38.0	38.0	15.0	29.5	29.5	15.0	29.5	29.5
Total Split (s)	17.0	38.0	38.0	17.0	38.0	38.0	15.0	70.0	70.0	15.0	70.0	70.0
Total Split (%)	12.1%	27.1%	27.1%	12.1%	27.1%	27.1%	10.7%	50.0%	50.0%	10.7%	50.0%	50.0%
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 Optimize?	Yes											
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min						
v/c Ratio	0.60	0.86	0.15	0.41	0.77	0.17	0.73	0.81	0.16	0.69	1.00	0.19
Control Delay	72.3	74.8	2.1	68.0	67.3	3.0	89.0	35.6	4.0	88.2	57.6	3.6
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	72.3	74.8	2.1	68.0	67.3	3.0	89.0	35.6	4.0	88.2	57.6	3.6
Queue Length 50th (ft)	71	288	0	41	241	0	98	591	1	82	~903	0
Queue Length 95th (ft)	109	395	8	70	330	13	m#218	m705	m38	#181	#1042	40
Internal Link Dist (ft)		1187			563			1607			1275	
Turn Bay Length (ft)	165		1000	190		220	420		530	390		710
Base Capacity (vph)	281	434	450	281	432	448	151	1756	853	137	1725	854
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	0.55	0.76	0.14	0.32	0.64	0.15	0.73	0.81	0.16	0.68	1.00	0.19

Intersection Summary

- Cycle Length: 140
- Actuated Cycle Length: 140
- Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
- Natural Cycle: 140
- Control Type: Actuated-Coordinated
- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 141 (Peachtree Okwy) & Spalding Dr



HCM 6th Signalized Intersection Summary
 1: SR 141 (Peachtree Okwy) & Spalding Dr

1a. Existing AM
 02/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 	 		 	 	 	 	 	 	
Traffic Volume (veh/h)	146	308	59	86	260	64	103	1336	126	87	1621	152
Future Volume (veh/h)	146	308	59	86	260	64	103	1336	126	87	1621	152
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	155	328	0	91	277	0	110	1421	134	93	1724	162
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	360		137	324		121	1942	866	114	1928	860
Arrive On Green	0.06	0.19	0.00	0.04	0.17	0.00	0.07	0.55	0.55	0.06	0.54	0.54
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	155	328	0	91	277	0	110	1421	134	93	1724	162
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.2	24.0	0.0	3.6	20.1	0.0	8.6	42.3	5.9	7.2	60.3	7.3
Cycle Q Clear(g_c), s	6.2	24.0	0.0	3.6	20.1	0.0	8.6	42.3	5.9	7.2	60.3	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	360		137	324		121	1942	866	114	1928	860
V/C Ratio(X)	0.76	0.91		0.66	0.86		0.91	0.73	0.15	0.81	0.89	0.19
Avail Cap(c_a), veh/h	284	434		284	434		121	1942	866	121	1928	860
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	1.00
Uniform Delay (d), s/veh	64.9	55.3	0.0	66.3	56.2	0.0	64.8	24.0	15.7	64.7	28.4	16.3
Incr Delay (d2), s/veh	7.4	20.7	0.0	5.4	12.0	0.0	54.9	2.5	0.4	32.0	6.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	13.2	0.0	1.7	10.4	0.0	5.6	16.8	2.2	4.2	24.9	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	76.0	0.0	71.7	68.2	0.0	119.7	26.5	16.1	96.6	35.3	16.8
LnGrp LOS	E	E		E	E		F	C	B	F	D	B
Approach Vol, veh/h		483	A		368	A		1665			1979	
Approach Delay, s/veh		74.8			69.1			31.8			36.7	
Approach LOS		E			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	81.5	11.1	32.5	14.5	82.0	13.8	29.7				
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	64.5	11.5	32.5	9.5	64.5	11.5	32.5				
Max Q Clear Time (g_c+I1), s	10.6	62.3	5.6	26.0	9.2	44.3	8.2	22.1				
Green Ext Time (p_c), s	0.0	2.1	0.1	0.9	0.0	15.4	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay	41.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	551	496	16	13	10
Future Vol, veh/h	4	551	496	16	13	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	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	680	612	20	16	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	632	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	951	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	951	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	951	-	-	-	371
HCM Lane V/C Ratio	0.005	-	-	-	0.077
HCM Control Delay (s)	8.8	-	-	-	15.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Timings
3: Technology Pkwy & Spalding Dr

1a. Existing AM
02/25/2022

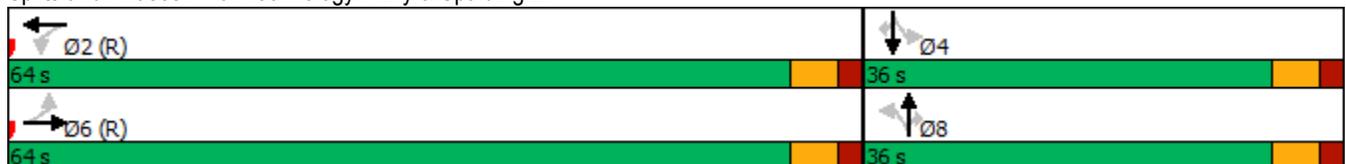


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↶	↷		↶	↷		↶	↷
Traffic Volume (vph)	133	316	188	412	8	7	56	60	67	111
Future Volume (vph)	133	316	188	412	8	7	56	60	67	111
Lane Group Flow (vph)	151	409	214	658	0	17	64	0	144	126
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		2		8			4	
Permitted Phases	6		2		8		8	4		4
Detector Phase	6	6	2	2	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	35.5	35.5	43.5	43.5	30.5	30.5	30.5	33.5	33.5	33.5
Total Split (s)	64.0	64.0	64.0	64.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	64.0%	64.0%	64.0%	64.0%	36.0%	36.0%	36.0%	36.0%	36.0%	36.0%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.30	0.30	0.30	0.49		0.08	0.23		0.64	0.38
Control Delay	6.8	5.2	6.2	6.8		35.2	11.1		52.7	9.8
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	6.8	5.2	6.2	6.8		35.2	11.1		52.7	9.8
Queue Length 50th (ft)	26	69	37	131		10	0		88	0
Queue Length 95th (ft)	65	129	82	241		27	33		139	45
Internal Link Dist (ft)		735		753		669			490	
Turn Bay Length (ft)	150		170				210			50
Base Capacity (vph)	506	1367	705	1339		474	527		477	570
Starvation Cap Reductn	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.30	0.30	0.30	0.49		0.04	0.12		0.30	0.22

Intersection Summary

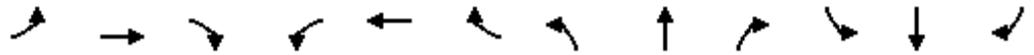
Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Technology Pkwy & Spalding Dr



HCM 6th Signalized Intersection Summary
 3: Technology Pkwy & Spalding Dr

1a. Existing AM
 02/25/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↶	↷		↶	↷
Traffic Volume (veh/h)	133	316	44	188	412	167	8	7	56	60	67	111
Future Volume (veh/h)	133	316	44	188	412	167	8	7	56	60	67	111
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	151	359	50	214	468	190	9	8	64	68	76	126
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	337	940	131	527	740	300	55	33	483	53	42	483
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	776	1606	224	977	1265	513	0	109	1585	0	137	1585
Grp Volume(v), veh/h	151	0	409	214	0	658	17	0	64	144	0	126
Grp Sat Flow(s),veh/h/ln	776	0	1830	977	0	1778	109	0	1585	137	0	1585
Q Serve(g_s), s	15.9	0.0	11.9	15.0	0.0	24.4	0.0	0.0	2.9	0.0	0.0	6.0
Cycle Q Clear(g_c), s	40.3	0.0	11.9	26.9	0.0	24.4	30.5	0.0	2.9	30.5	0.0	6.0
Prop In Lane	1.00		0.12	1.00		0.29	0.53		1.00	0.47		1.00
Lane Grp Cap(c), veh/h	337	0	1071	527	0	1040	88	0	483	95	0	483
V/C Ratio(X)	0.45	0.00	0.38	0.41	0.00	0.63	0.19	0.00	0.13	1.52	0.00	0.26
Avail Cap(c_a), veh/h	337	0	1071	527	0	1040	88	0	483	95	0	483
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	11.1	18.3	0.0	13.7	28.5	0.0	25.2	37.0	0.0	26.2
Incr Delay (d2), s/veh	4.3	0.0	1.0	2.3	0.0	2.9	1.0	0.0	0.1	279.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	4.6	3.5	0.0	9.4	0.3	0.0	1.1	9.7	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	0.0	12.1	20.6	0.0	16.6	29.5	0.0	25.3	316.9	0.0	26.5
LnGrp LOS	C	A	B	C	A	B	C	A	C	F	A	C
Approach Vol, veh/h		560			872			81				270
Approach Delay, s/veh		17.3			17.6			26.2				181.4
Approach LOS		B			B			C				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.0		36.0		64.0		36.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		58.5		30.5		58.5		30.5				
Max Q Clear Time (g_c+I1), s		28.9		32.5		42.3		32.5				
Green Ext Time (p_c), s		12.0		0.0		5.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				42.7								
HCM 6th LOS				D								

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	30	33	55	180	127
Future Vol, veh/h	10	30	33	55	180	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	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	11	33	36	60	198	140

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	400	268	338	0	-	0
Stage 1	268	-	-	-	-	-
Stage 2	132	-	-	-	-	-
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	606	771	1221	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	587	771	1221	-	-	-
Mov Cap-2 Maneuver	587	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	894	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1221	-	587	771	-	-
HCM Lane V/C Ratio	0.03	-	0.019	0.043	-	-
HCM Control Delay (s)	8	0	11.3	9.9	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	34	38	83	88	4	1
Future Vol, veh/h	34	38	83	88	4	1
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	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	51	111	117	5	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	228	0	-	0	311 170
Stage 1	-	-	-	-	170 -
Stage 2	-	-	-	-	141 -
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	1340	-	-	-	681 874
Stage 1	-	-	-	-	860 -
Stage 2	-	-	-	-	886 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1340	-	-	-	657 874
Mov Cap-2 Maneuver	-	-	-	-	690 -
Stage 1	-	-	-	-	830 -
Stage 2	-	-	-	-	886 -

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1340	-	-	-	720
HCM Lane V/C Ratio	0.034	-	-	-	0.009
HCM Control Delay (s)	7.8	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection													
Int Delay, s/veh	61												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗	↖	↗	↖		↖	↗	↖
Traffic Vol, veh/h	2	1	9	36	6	31	18	1556	39	35	50	1604	18
Future Vol, veh/h	2	1	9	36	6	31	18	1556	39	35	50	1604	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	0	-	-	-	-	0	260	-	170	-	280	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	92	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	9	37	6	32	19	1604	40	38	52	1654	19

Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	2677	3476	827	2650	3476	802	1654	0	0	1604	1604	0	0
Stage 1	1834	1834	-	1642	1642	-	-	-	-	-	-	-	-
Stage 2	843	1642	-	1008	1834	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	11	6	315	~11	~6	327	386	-	-	135	404	-	-
Stage 1	79	125	-	104	156	-	-	-	-	-	-	-	-
Stage 2	325	156	-	258	125	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	3	315	~5	~3	327	386	-	-	204	204	-	-
Mov Cap-2 Maneuver	-	3	-	~5	~3	-	-	-	-	-	-	-	-
Stage 1	75	70	-	99	148	-	-	-	-	-	-	-	-
Stage 2	267	148	-	138	70	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		\$ 2798.8	0.2	1.8
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	386	-	-	-	28	5	327	204	-	-
HCM Lane V/C Ratio	0.048	-	-	-	0.368	8.66	0.098	0.439	-	-
HCM Control Delay (s)	14.8	-	-	-	195.2	4851.8	17.2	35.8	-	-
HCM Lane LOS	B	-	-	-	F	F	C	E	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1	7.1	0.3	2.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
1: SR 141 (Peachtree Okwy) & Spalding Dr

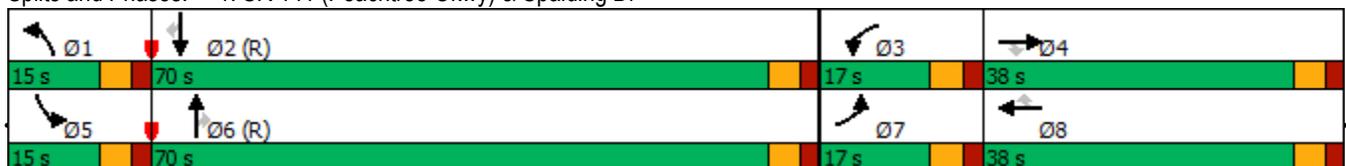
1b. Existing PM
02/25/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	378	95	129	355	105	84	1518	252	129	1260	143
Future Volume (vph)	180	378	95	129	355	105	84	1518	252	129	1260	143
Lane Group Flow (vph)	191	402	101	137	378	112	89	1615	268	137	1340	152
Turn Type	Prot	NA	Perm									
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8			6			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)	17.0	38.0	38.0	17.0	38.0	38.0	15.0	29.5	29.5	15.0	29.5	29.5
Total Split (s)	17.0	38.0	38.0	17.0	38.0	38.0	15.0	70.0	70.0	15.0	70.0	70.0
Total Split (%)	12.1%	27.1%	27.1%	12.1%	27.1%	27.1%	10.7%	50.0%	50.0%	10.7%	50.0%	50.0%
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 Optimize?	Yes											
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min						
v/c Ratio	0.70	0.94	0.23	0.54	0.90	0.26	0.76	0.99	0.31	0.99	0.80	0.18
Control Delay	77.3	82.7	8.3	70.7	78.0	10.5	100.8	57.6	3.4	138.7	36.4	3.7
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	77.3	82.7	8.3	70.7	78.0	10.5	100.8	57.6	3.4	138.7	36.4	3.7
Queue Length 50th (ft)	88	359	0	62	334	5	81	754	0	~145	548	0
Queue Length 95th (ft)	130	#559	46	98	#510	56	#172	#934	50	#287	647	40
Internal Link Dist (ft)		1187			563			1607			1275	
Turn Bay Length (ft)	165		1000	190		220	420		530	390		710
Base Capacity (vph)	281	438	453	281	432	448	120	1630	873	138	1671	828
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	0.68	0.92	0.22	0.49	0.88	0.25	0.74	0.99	0.31	0.99	0.80	0.18

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 141 (Peachtree Okwy) & Spalding Dr



HCM 6th Signalized Intersection Summary
 1: SR 141 (Peachtree Okwy) & Spalding Dr

1b. Existing PM
 02/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 				 			 	
Traffic Volume (veh/h)	180	378	95	129	355	105	84	1518	252	129	1260	143
Future Volume (veh/h)	180	378	95	129	355	105	84	1518	252	129	1260	143
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	191	402	0	137	378	0	89	1615	268	137	1340	152
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	434		187	405		110	1737	775	121	1759	785
Arrive On Green	0.07	0.23	0.00	0.05	0.22	0.00	0.06	0.49	0.49	0.07	0.50	0.50
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	191	402	0	137	378	0	89	1615	268	137	1340	152
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.6	29.4	0.0	5.5	27.8	0.0	6.9	59.6	14.6	9.5	42.8	7.5
Cycle Q Clear(g_c), s	7.6	29.4	0.0	5.5	27.8	0.0	6.9	59.6	14.6	9.5	42.8	7.5
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	240	434		187	405		110	1737	775	121	1759	785
V/C Ratio(X)	0.80	0.93		0.73	0.93		0.81	0.93	0.35	1.13	0.76	0.19
Avail Cap(c_a), veh/h	284	434		284	434		121	1737	775	121	1759	785
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	1.00
Uniform Delay (d), s/veh	64.2	52.6	0.0	65.2	53.8	0.0	64.9	33.5	22.0	65.3	28.7	19.7
Incr Delay (d2), s/veh	12.5	25.8	0.0	5.5	26.3	0.0	30.2	10.3	1.2	122.2	3.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	16.7	0.0	2.5	15.8	0.0	4.0	26.0	5.6	8.3	17.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.7	78.4	0.0	70.7	80.1	0.0	95.1	43.8	23.2	187.4	31.8	20.3
LnGrp LOS	E	E		E	F		F	D	C	F	C	C
Approach Vol, veh/h		593	A		515	A		1972			1629	
Approach Delay, s/veh		77.8			77.6			43.4			43.8	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	74.8	13.1	38.0	15.0	73.9	15.2	35.8				
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	64.5	11.5	32.5	9.5	64.5	11.5	32.5				
Max Q Clear Time (g_c+I1), s	8.9	44.8	7.5	31.4	11.5	61.6	9.6	29.8				
Green Ext Time (p_c), s	0.0	14.6	0.1	0.3	0.0	2.7	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			51.6									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	684	500	48	34	34
Future Vol, veh/h	44	684	500	48	34	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	50	-	-	-	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	48	743	543	52	37	37

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	595	0	-	0	1408 569
Stage 1	-	-	-	-	569 -
Stage 2	-	-	-	-	839 -
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	981	-	-	-	153 522
Stage 1	-	-	-	-	566 -
Stage 2	-	-	-	-	424 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	981	-	-	-	146 522
Mov Cap-2 Maneuver	-	-	-	-	282 -
Stage 1	-	-	-	-	538 -
Stage 2	-	-	-	-	424 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	981	-	-	-	366
HCM Lane V/C Ratio	0.049	-	-	-	0.202
HCM Control Delay (s)	8.9	-	-	-	17.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

Timings
3: Technology Pkwy & Spalding Dr

1b. Existing PM
02/25/2022

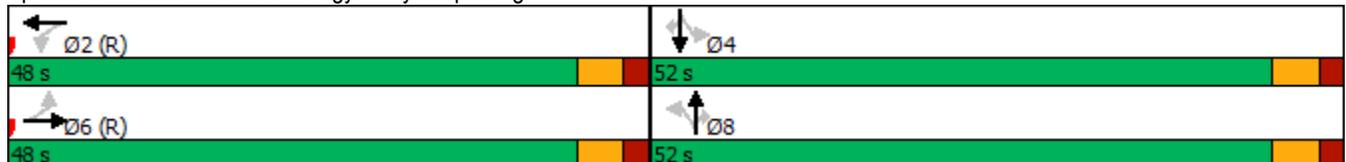


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↶	↷		↶	↷		↶	↷
Traffic Volume (vph)	41	617	27	375	61	8	227	50	24	107
Future Volume (vph)	41	617	27	375	61	8	227	50	24	107
Lane Group Flow (vph)	47	747	31	467	0	79	261	0	85	123
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		2		8			4	
Permitted Phases	6		2		8		8	4		4
Detector Phase	6	6	2	2	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	35.5	35.5	43.5	43.5	30.5	30.5	30.5	33.5	33.5	33.5
Total Split (s)	48.0	48.0	48.0	48.0	52.0	52.0	52.0	52.0	52.0	52.0
Total Split (%)	48.0%	48.0%	48.0%	48.0%	52.0%	52.0%	52.0%	52.0%	52.0%	52.0%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.07	0.55	0.07	0.34		0.40	0.76		0.40	0.35
Control Delay	5.6	9.0	5.9	6.5		41.6	34.6		41.0	8.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	5.6	9.0	5.9	6.5		41.6	34.6		41.0	8.9
Queue Length 50th (ft)	7	176	5	87		46	86		50	0
Queue Length 95th (ft)	24	353	18	180		78	146		82	40
Internal Link Dist (ft)		735		753		669			490	
Turn Bay Length (ft)	150		170				210			50
Base Capacity (vph)	643	1360	429	1355		598	800		649	801
Starvation Cap Reductn	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.07	0.55	0.07	0.34		0.13	0.33		0.13	0.15

Intersection Summary

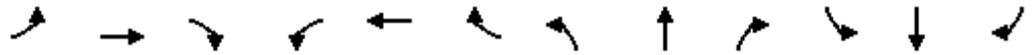
Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Technology Pkwy & Spalding Dr



HCM 6th Signalized Intersection Summary
3: Technology Pkwy & Spalding Dr

1b. Existing PM
02/25/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	617	33	27	375	31	61	8	227	50	24	107
Future Volume (veh/h)	41	617	33	27	375	31	61	8	227	50	24	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	709	38	31	431	36	70	9	261	57	28	123
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	748	40	99	724	60	68	5	737	60	19	737
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	926	1759	94	714	1703	142	1	10	1585	1	40	1585
Grp Volume(v), veh/h	47	0	747	31	0	467	79	0	261	85	0	123
Grp Sat Flow(s),veh/h/ln	926	0	1853	714	0	1845	11	0	1585	40	0	1585
Q Serve(g_s), s	4.1	0.0	38.8	3.8	0.0	19.5	0.0	0.0	10.5	0.0	0.0	4.5
Cycle Q Clear(g_c), s	23.5	0.0	38.8	42.5	0.0	19.5	46.5	0.0	10.5	46.5	0.0	4.5
Prop In Lane	1.00		0.05	1.00		0.08	0.89		1.00	0.67		1.00
Lane Grp Cap(c), veh/h	286	0	788	99	0	784	73	0	737	79	0	737
V/C Ratio(X)	0.16	0.00	0.95	0.31	0.00	0.60	1.08	0.00	0.35	1.08	0.00	0.17
Avail Cap(c_a), veh/h	286	0	788	99	0	784	73	0	737	79	0	737
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.2	0.0	27.7	48.4	0.0	22.1	47.0	0.0	17.1	39.3	0.0	15.5
Incr Delay (d2), s/veh	1.2	0.0	21.7	8.1	0.0	3.3	129.0	0.0	0.3	123.9	0.0	0.1
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	1.0	0.0	20.6	1.0	0.0	8.6	4.4	0.0	3.8	4.7	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	0.0	49.4	56.5	0.0	25.4	176.0	0.0	17.4	163.2	0.0	15.6
LnGrp LOS	C	A	D	E	A	C	F	A	B	F	A	B
Approach Vol, veh/h		794			498			340				208
Approach Delay, s/veh		48.4			27.4			54.3				75.9
Approach LOS		D			C			D				E
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		52.0		48.0		52.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		42.5		46.5		42.5		46.5				
Max Q Clear Time (g_c+I1), s		44.5		48.5		40.8		48.5				
Green Ext Time (p_c), s		0.0		0.0		1.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				46.9								
HCM 6th LOS				D								

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	101	100	26	189	96	6
Future Vol, veh/h	101	100	26	189	96	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	75	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	119	118	31	222	113	7

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	401	117	120	0	0
Stage 1	117	-	-	-	-
Stage 2	284	-	-	-	-
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	605	935	1468	-	-
Stage 1	908	-	-	-	-
Stage 2	764	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	590	935	1468	-	-
Mov Cap-2 Maneuver	590	-	-	-	-
Stage 1	886	-	-	-	-
Stage 2	764	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1468	-	590	935	-	-
HCM Lane V/C Ratio	0.021	-	0.201	0.126	-	-
HCM Control Delay (s)	7.5	0	12.6	9.4	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	0.4	-	-

Intersection						
Int Delay, s/veh	8.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	2	62	37	6	139	105
Future Vol, veh/h	2	62	37	6	139	105
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	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	89	53	9	199	150

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	62	0	-	0	153 58
Stage 1	-	-	-	-	58 -
Stage 2	-	-	-	-	95 -
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	1541	-	-	-	839 1008
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	929 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1541	-	-	-	837 1008
Mov Cap-2 Maneuver	-	-	-	-	813 -
Stage 1	-	-	-	-	963 -
Stage 2	-	-	-	-	929 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1541	-	-	-	887
HCM Lane V/C Ratio	0.002	-	-	-	0.393
HCM Control Delay (s)	7.3	-	-	-	11.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.9

Intersection													
Int Delay, s/veh	197.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗	↖	↗	↖		↖	↗	↖
Traffic Vol, veh/h	6	2	10	88	1	44	2	1854	25	6	13	1427	1
Future Vol, veh/h	6	2	10	88	1	44	2	1854	25	6	13	1427	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	0	-	-	-	-	0	260	-	170	-	280	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	92	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	2	10	91	1	45	2	1911	26	7	13	1471	1

Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	2471	3426	736	2692	3426	956	1471	0	0	1911	1911	0	0
Stage 1	1511	1511	-	1915	1915	-	-	-	-	-	-	-	-
Stage 2	960	1915	-	777	1511	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	15	7	361	~10	7	258	454	-	-	85	307	-	-
Stage 1	126	181	-	~70	114	-	-	-	-	-	-	-	-
Stage 2	276	114	-	356	181	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	10	6	361	~6	6	258	454	-	-	147	147	-	-
Mov Cap-2 Maneuver	10	6	-	~6	6	-	-	-	-	-	-	-	-
Stage 1	125	156	-	~70	114	-	-	-	-	-	-	-	-
Stage 2	224	114	-	295	156	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	\$ 315		\$ 5109.4		0		0.4	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	454	-	-	10	33	6	258	147	-	-
HCM Lane V/C Ratio	0.005	-	-	0.619	0.375	15.292	0.176	0.136	-	-
HCM Control Delay (s)	13	-	-	\$ 607.2	168	\$ 7624.6	21.9	33.3	-	-
HCM Lane LOS	B	-	-	F	F	F	C	D	-	-
HCM 95th %tile Q(veh)	0	-	-	1.3	1.2	13.3	0.6	0.5	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

**FUTURE “NO-BUILD” INTERSECTION
ANALYSIS**

Timings
1: SR 141 (Peachtree Okwy) & Spalding Dr

2a. No-Build AM
02/25/2022

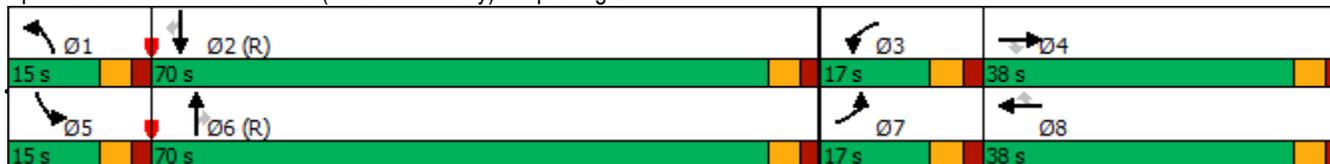


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖	↖	↖↗	↖	↖	↖↗	↖
Traffic Volume (vph)	149	314	60	88	265	65	105	1363	129	89	1653	155
Future Volume (vph)	149	314	60	88	265	65	105	1363	129	89	1653	155
Lane Group Flow (vph)	159	334	64	94	282	69	112	1450	137	95	1759	165
Turn Type	Prot	NA	Perm									
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8			6			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)	17.0	38.0	38.0	17.0	38.0	38.0	15.0	29.5	29.5	15.0	29.5	29.5
Total Split (s)	17.0	38.0	38.0	17.0	38.0	38.0	15.0	70.0	70.0	15.0	70.0	70.0
Total Split (%)	12.1%	27.1%	27.1%	12.1%	27.1%	27.1%	10.7%	50.0%	50.0%	10.7%	50.0%	50.0%
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 Optimize?	Yes											
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min						
v/c Ratio	0.61	0.86	0.16	0.42	0.77	0.17	0.75	0.83	0.16	0.70	1.03	0.19
Control Delay	72.8	74.8	2.2	68.2	66.9	3.1	91.0	37.0	4.0	89.3	64.5	3.6
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	72.8	74.8	2.2	68.2	66.9	3.1	91.0	37.0	4.0	89.3	64.5	3.6
Queue Length 50th (ft)	73	293	0	43	244	0	100	619	1	84	~938	0
Queue Length 95th (ft)	112	#408	9	72	337	14	m#224	m728	m38	#185	#1076	41
Internal Link Dist (ft)		1187			563			1607			1275	
Turn Bay Length (ft)	165		1000	190		220	420		530	390		710
Base Capacity (vph)	281	435	451	281	432	448	150	1743	849	137	1714	852
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	0.57	0.77	0.14	0.33	0.65	0.15	0.75	0.83	0.16	0.69	1.03	0.19

Intersection Summary

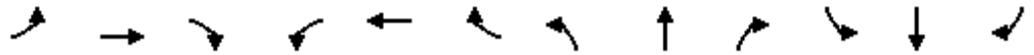
- Cycle Length: 140
- Actuated Cycle Length: 140
- Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
- Natural Cycle: 150
- Control Type: Actuated-Coordinated
- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 141 (Peachtree Okwy) & Spalding Dr



HCM 6th Signalized Intersection Summary
 1: SR 141 (Peachtree Okwy) & Spalding Dr

2a. No-Build AM
 02/25/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖	↖	↖↗	↖	↖	↖↗	↖
Traffic Volume (veh/h)	149	314	60	88	265	65	105	1363	129	89	1653	155
Future Volume (veh/h)	149	314	60	88	265	65	105	1363	129	89	1653	155
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	159	334	0	94	282	0	112	1450	137	95	1759	165
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	366		141	329		121	1923	858	116	1914	854
Arrive On Green	0.06	0.20	0.00	0.04	0.18	0.00	0.07	0.54	0.54	0.07	0.54	0.54
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	159	334	0	94	282	0	112	1450	137	95	1759	165
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.3	24.5	0.0	3.8	20.5	0.0	8.8	44.3	6.1	7.4	63.3	7.5
Cycle Q Clear(g_c), s	6.3	24.5	0.0	3.8	20.5	0.0	8.8	44.3	6.1	7.4	63.3	7.5
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	209	366		141	329		121	1923	858	116	1914	854
V/C Ratio(X)	0.76	0.91		0.67	0.86		0.93	0.75	0.16	0.82	0.92	0.19
Avail Cap(c_a), veh/h	284	434		284	434		121	1923	858	121	1914	854
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	1.00
Uniform Delay (d), s/veh	64.8	55.1	0.0	66.2	56.0	0.0	64.9	24.9	16.1	64.6	29.5	16.6
Incr Delay (d2), s/veh	8.0	21.3	0.0	5.4	12.4	0.0	59.4	2.8	0.4	32.8	8.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	13.5	0.0	1.7	10.7	0.0	5.8	17.7	2.3	4.3	26.6	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.7	76.5	0.0	71.6	68.4	0.0	124.3	27.7	16.5	97.4	38.1	17.1
LnGrp LOS	E	E		E	E		F	C	B	F	D	B
Approach Vol, veh/h		493	A		376	A		1699			2019	
Approach Delay, s/veh		75.3			69.2			33.2			39.2	
Approach LOS		E			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	80.9	11.2	32.9	14.6	81.3	14.0	30.1				
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	64.5	11.5	32.5	9.5	64.5	11.5	32.5				
Max Q Clear Time (g_c+I1), s	10.8	65.3	5.8	26.5	9.4	46.3	8.3	22.5				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.9	0.0	14.4	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	562	506	16	13	10
Future Vol, veh/h	4	562	506	16	13	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	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	694	625	20	16	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	645	0	-	0	1339 635
Stage 1	-	-	-	-	635 -
Stage 2	-	-	-	-	704 -
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	940	-	-	-	168 478
Stage 1	-	-	-	-	528 -
Stage 2	-	-	-	-	490 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	940	-	-	-	167 478
Mov Cap-2 Maneuver	-	-	-	-	307 -
Stage 1	-	-	-	-	525 -
Stage 2	-	-	-	-	490 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	940	-	-	-	364
HCM Lane V/C Ratio	0.005	-	-	-	0.078
HCM Control Delay (s)	8.8	-	-	-	15.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Timings
3: Technology Pkwy & Spalding Dr

2a. No-Build AM
02/25/2022

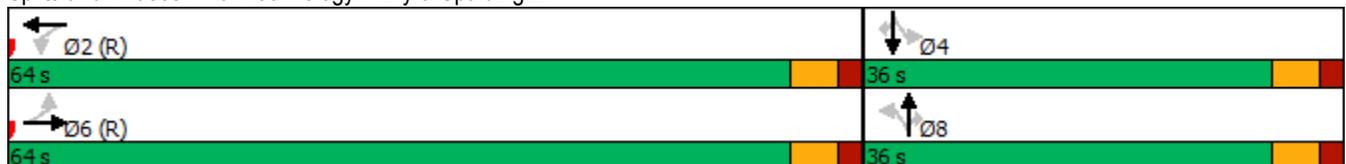


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	136	322	192	420	8	7	57	61	68	113
Future Volume (vph)	136	322	192	420	8	7	57	61	68	113
Lane Group Flow (vph)	155	417	218	670	0	17	65	0	146	128
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		2		8			4	
Permitted Phases	6		2		8		8	4		4
Detector Phase	6	6	2	2	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	35.5	35.5	43.5	43.5	30.5	30.5	30.5	33.5	33.5	33.5
Total Split (s)	64.0	64.0	64.0	64.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	64.0%	64.0%	64.0%	64.0%	36.0%	36.0%	36.0%	36.0%	36.0%	36.0%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.31	0.31	0.31	0.50		0.08	0.23		0.64	0.38
Control Delay	7.1	5.3	6.4	7.0		35.1	10.9		52.7	9.8
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	7.1	5.3	6.4	7.0		35.1	10.9		52.7	9.8
Queue Length 50th (ft)	27	71	39	136		10	0		89	0
Queue Length 95th (ft)	68	133	85	249		27	34		140	45
Internal Link Dist (ft)		735		753		669			490	
Turn Bay Length (ft)	150		170				210			50
Base Capacity (vph)	495	1365	698	1337		474	527		477	571
Starvation Cap Reductn	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.31	0.31	0.31	0.50		0.04	0.12		0.31	0.22

Intersection Summary

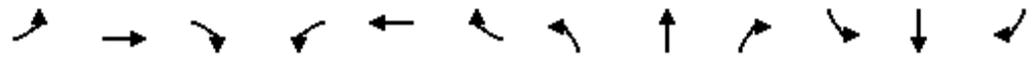
Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Technology Pkwy & Spalding Dr



HCM 6th Signalized Intersection Summary
 3: Technology Pkwy & Spalding Dr

2a. No-Build AM
 02/25/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	322	45	192	420	170	8	7	57	61	68	113
Future Volume (veh/h)	136	322	45	192	420	170	8	7	57	61	68	113
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	155	366	51	218	477	193	9	8	65	69	77	128
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	328	940	131	520	741	300	55	33	483	53	42	483
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	767	1606	224	969	1266	512	0	109	1585	0	137	1585
Grp Volume(v), veh/h	155	0	417	218	0	670	17	0	65	146	0	128
Grp Sat Flow(s),veh/h/ln	767	0	1830	969	0	1778	109	0	1585	137	0	1585
Q Serve(g_s), s	16.9	0.0	12.2	15.6	0.0	25.1	0.0	0.0	3.0	0.0	0.0	6.1
Cycle Q Clear(g_c), s	41.9	0.0	12.2	27.8	0.0	25.1	30.5	0.0	3.0	30.5	0.0	6.1
Prop In Lane	1.00		0.12	1.00		0.29	0.53		1.00	0.47		1.00
Lane Grp Cap(c), veh/h	328	0	1071	520	0	1040	88	0	483	95	0	483
V/C Ratio(X)	0.47	0.00	0.39	0.42	0.00	0.64	0.19	0.00	0.13	1.54	0.00	0.26
Avail Cap(c_a), veh/h	328	0	1071	520	0	1040	88	0	483	95	0	483
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	11.2	18.6	0.0	13.8	28.5	0.0	25.2	37.1	0.0	26.3
Incr Delay (d2), s/veh	4.8	0.0	1.1	2.5	0.0	3.1	1.0	0.0	0.1	288.9	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	4.7	3.6	0.0	9.7	0.3	0.0	1.1	10.0	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	0.0	12.2	21.1	0.0	16.9	29.5	0.0	25.3	326.0	0.0	26.6
LnGrp LOS	C	A	B	C	A	B	C	A	C	F	A	C
Approach Vol, veh/h		572			888			82				274
Approach Delay, s/veh		17.7			17.9			26.2				186.1
Approach LOS		B			B			C				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.0		36.0		64.0		36.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		58.5		30.5		58.5		30.5				
Max Q Clear Time (g_c+I1), s		29.8		32.5		43.9		32.5				
Green Ext Time (p_c), s		12.1		0.0		5.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				43.6								
HCM 6th LOS				D								

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	31	34	56	184	130
Future Vol, veh/h	10	31	34	56	184	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	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	11	34	37	62	202	143

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	410	274	345	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	136	-	-	-	-	-
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	598	765	1214	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	579	765	1214	-	-	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1214	-	579	765	-	-
HCM Lane V/C Ratio	0.031	-	0.019	0.045	-	-
HCM Control Delay (s)	8.1	0	11.3	9.9	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	35	39	85	90	4	1
Future Vol, veh/h	35	39	85	90	4	1
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	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	52	113	120	5	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	233	0	-	0	319 173
Stage 1	-	-	-	-	173 -
Stage 2	-	-	-	-	146 -
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	1335	-	-	-	674 871
Stage 1	-	-	-	-	857 -
Stage 2	-	-	-	-	881 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1335	-	-	-	650 871
Mov Cap-2 Maneuver	-	-	-	-	684 -
Stage 1	-	-	-	-	826 -
Stage 2	-	-	-	-	881 -

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1335	-	-	-	715
HCM Lane V/C Ratio	0.035	-	-	-	0.009
HCM Control Delay (s)	7.8	-	-	-	10.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection													
Int Delay, s/veh	78.9												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗	↖	↗	↖		↖	↗	↖
Traffic Vol, veh/h	2	1	9	37	6	32	18	1587	40	36	51	1636	18
Future Vol, veh/h	2	1	9	37	6	32	18	1587	40	36	51	1636	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	0	-	-	-	-	0	260	-	170	-	280	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	92	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	9	38	6	33	19	1636	41	39	53	1687	19

Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	2730	3545	844	2702	3545	818	1687	0	0	1636	1636	0	0
Stage 1	1871	1871	-	1674	1674	-	-	-	-	-	-	-	-
Stage 2	859	1674	-	1028	1871	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	10	6	307	~ 10	~ 6	319	375	-	-	129	392	-	-
Stage 1	74	120	-	99	151	-	-	-	-	-	-	-	-
Stage 2	317	151	-	251	120	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	3	307	~ 4	~ 3	319	375	-	-	195	195	-	-
Mov Cap-2 Maneuver	-	3	-	~ 4	~ 3	-	-	-	-	-	-	-	-
Stage 1	70	63	-	94	143	-	-	-	-	-	-	-	-
Stage 2	258	143	-	126	63	-	-	-	-	-	-	-	-

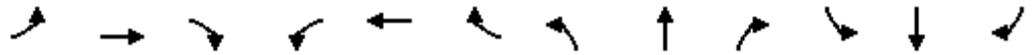
Approach	EB	WB	NB	SB
HCM Control Delay, s		\$ 3606.6	0.2	2
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	375	-	-	-	28	4	319	195	-	-
HCM Lane V/C Ratio	0.049	-	-	-	0.368	11.082	0.103	0.47	-	-
HCM Control Delay (s)	15.1	-	-	-	195.2	6277.5	17.6	39	-	-
HCM Lane LOS	C	-	-	-	F	F	C	E	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1	7.3	0.3	2.3	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
1: SR 141 (Peachtree Okwy) & Spalding Dr

2b. No-Build PM
02/25/2022

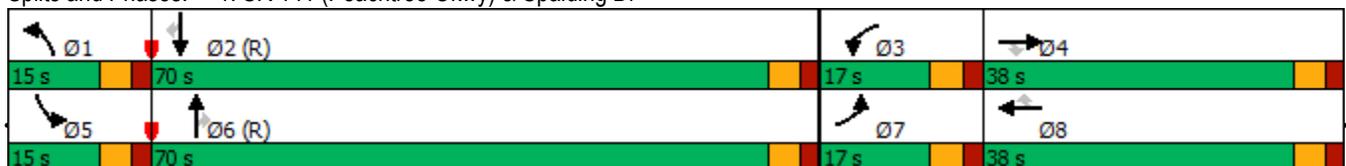


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖	↖	↖↗	↖	↖	↖↗	↖
Traffic Volume (vph)	184	386	97	132	362	107	85	1548	257	131	1285	146
Future Volume (vph)	184	386	97	132	362	107	85	1548	257	131	1285	146
Lane Group Flow (vph)	196	411	103	140	385	114	90	1647	273	139	1367	155
Turn Type	Prot	NA	Perm									
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8			6			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)	17.0	38.0	38.0	17.0	38.0	38.0	15.0	29.5	29.5	15.0	29.5	29.5
Total Split (s)	17.0	38.0	38.0	17.0	38.0	38.0	15.0	70.0	70.0	15.0	70.0	70.0
Total Split (%)	12.1%	27.1%	27.1%	12.1%	27.1%	27.1%	10.7%	50.0%	50.0%	10.7%	50.0%	50.0%
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 Optimize?	Yes											
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min						
v/c Ratio	0.72	0.95	0.23	0.55	0.91	0.26	0.77	1.01	0.31	1.04	0.82	0.19
Control Delay	78.2	84.9	8.6	70.9	79.1	10.8	102.0	62.3	3.3	149.8	37.5	3.6
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	78.2	84.9	8.6	70.9	79.1	10.8	102.0	62.3	3.3	149.8	37.5	3.6
Queue Length 50th (ft)	91	370	0	64	342	6	82	~797	0	~149	566	0
Queue Length 95th (ft)	#135	#578	47	100	#525	58	#174	#966	50	#289	667	40
Internal Link Dist (ft)		1187			563			1607			1275	
Turn Bay Length (ft)	165		1000	190		220	420		530	390		710
Base Capacity (vph)	281	438	453	281	432	448	120	1630	876	134	1663	826
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	0.94	0.23	0.50	0.89	0.25	0.75	1.01	0.31	1.04	0.82	0.19

Intersection Summary

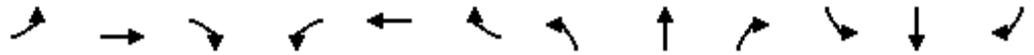
Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 141 (Peachtree Okwy) & Spalding Dr



HCM 6th Signalized Intersection Summary
 1: SR 141 (Peachtree Okwy) & Spalding Dr

2b. No-Build PM
 02/25/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (veh/h)	184	386	97	132	362	107	85	1548	257	131	1285	146
Future Volume (veh/h)	184	386	97	132	362	107	85	1548	257	131	1285	146
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	196	411	0	140	385	0	90	1647	273	139	1367	155
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	441		190	411		111	1721	768	121	1741	776
Arrive On Green	0.07	0.24	0.00	0.05	0.22	0.00	0.06	0.48	0.48	0.07	0.49	0.49
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	196	411	0	140	385	0	90	1647	273	139	1367	155
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.8	30.1	0.0	5.6	28.3	0.0	7.0	62.4	15.0	9.5	44.6	7.7
Cycle Q Clear(g_c), s	7.8	30.1	0.0	5.6	28.3	0.0	7.0	62.4	15.0	9.5	44.6	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	441		190	411		111	1721	768	121	1741	776
V/C Ratio(X)	0.80	0.93		0.74	0.94		0.81	0.96	0.36	1.15	0.79	0.20
Avail Cap(c_a), veh/h	284	441		284	434		121	1721	768	121	1741	776
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	1.00
Uniform Delay (d), s/veh	64.1	52.4	0.0	65.2	53.6	0.0	64.8	34.7	22.5	65.3	29.6	20.2
Incr Delay (d2), s/veh	13.2	26.7	0.0	5.5	27.2	0.0	30.7	13.6	1.3	127.8	3.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	17.1	0.0	2.6	16.2	0.0	4.0	27.9	5.8	8.5	18.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.3	79.1	0.0	70.7	80.8	0.0	95.5	48.3	23.8	193.0	33.2	20.8
LnGrp LOS	E	E		E	F		F	D	C	F	C	C
Approach Vol, veh/h		607	A		525	A		2010			1661	
Approach Delay, s/veh		78.5			78.1			47.1			45.5	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	74.1	13.2	38.5	15.0	73.3	15.4	36.3				
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	64.5	11.5	32.5	9.5	64.5	11.5	32.5				
Max Q Clear Time (g_c+I1), s	9.0	46.6	7.6	32.1	11.5	64.4	9.8	30.3				
Green Ext Time (p_c), s	0.0	13.7	0.1	0.1	0.0	0.1	0.1	0.5				

Intersection Summary

HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	698	510	49	35	35
Future Vol, veh/h	45	698	510	49	35	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	50	-	-	-	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	49	759	554	53	38	38

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	607	0	-	0	1438 581
Stage 1	-	-	-	-	581 -
Stage 2	-	-	-	-	857 -
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	971	-	-	-	147 514
Stage 1	-	-	-	-	559 -
Stage 2	-	-	-	-	416 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	971	-	-	-	140 514
Mov Cap-2 Maneuver	-	-	-	-	275 -
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	416 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	971	-	-	-	358
HCM Lane V/C Ratio	0.05	-	-	-	0.213
HCM Control Delay (s)	8.9	-	-	-	17.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

Timings
3: Technology Pkwy & Spalding Dr

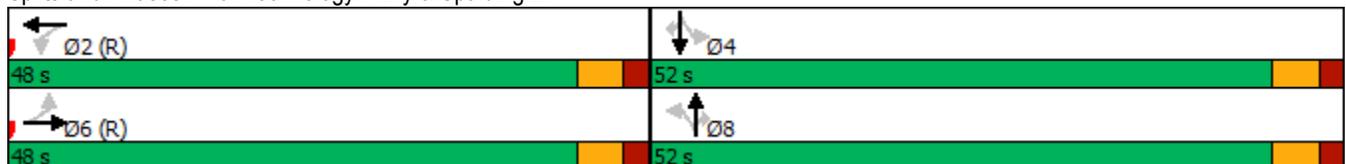


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗		↖	↗		↖	↗
Traffic Volume (vph)	42	629	28	383	62	8	232	51	24	109
Future Volume (vph)	42	629	28	383	62	8	232	51	24	109
Lane Group Flow (vph)	48	762	32	477	0	80	267	0	87	125
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		2		8			4	
Permitted Phases	6		2		8		8	4		4
Detector Phase	6	6	2	2	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	35.5	35.5	43.5	43.5	30.5	30.5	30.5	33.5	33.5	33.5
Total Split (s)	48.0	48.0	48.0	48.0	52.0	52.0	52.0	52.0	52.0	52.0
Total Split (%)	48.0%	48.0%	48.0%	48.0%	52.0%	52.0%	52.0%	52.0%	52.0%	52.0%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.08	0.57	0.08	0.36		0.39	0.76		0.39	0.35
Control Delay	5.9	9.6	6.2	6.8		40.4	35.5		40.1	8.5
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	5.9	9.6	6.2	6.8		40.4	35.5		40.1	8.5
Queue Length 50th (ft)	7	188	5	92		46	94		50	0
Queue Length 95th (ft)	25	375	19	190		78	153		83	39
Internal Link Dist (ft)		735		753		669			490	
Turn Bay Length (ft)	150		170				210			50
Base Capacity (vph)	625	1347	409	1341		596	797		647	802
Starvation Cap Reductn	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.08	0.57	0.08	0.36		0.13	0.34		0.13	0.16

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Technology Pkwy & Spalding Dr



HCM 6th Signalized Intersection Summary
 3: Technology Pkwy & Spalding Dr

2b. No-Build PM
 02/25/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	629	34	28	383	32	62	8	232	51	24	109
Future Volume (veh/h)	42	629	34	28	383	32	62	8	232	51	24	109
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	48	723	39	32	440	37	71	9	267	59	28	125
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	747	40	89	723	61	68	5	737	61	18	737
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	917	1758	95	704	1702	143	1	10	1585	0	38	1585
Grp Volume(v), veh/h	48	0	762	32	0	477	80	0	267	87	0	125
Grp Sat Flow(s),veh/h/ln	917	0	1853	704	0	1845	11	0	1585	39	0	1585
Q Serve(g_s), s	4.3	0.0	40.1	2.4	0.0	20.1	0.0	0.0	10.8	0.0	0.0	4.6
Cycle Q Clear(g_c), s	24.3	0.0	40.1	42.5	0.0	20.1	46.5	0.0	10.8	46.5	0.0	4.6
Prop In Lane	1.00		0.05	1.00		0.08	0.89		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	278	0	788	89	0	784	73	0	737	78	0	737
V/C Ratio(X)	0.17	0.00	0.97	0.36	0.00	0.61	1.10	0.00	0.36	1.11	0.00	0.17
Avail Cap(c_a), veh/h	278	0	788	89	0	784	73	0	737	79	0	737
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.7	0.0	28.1	49.4	0.0	22.3	47.0	0.0	17.2	39.6	0.0	15.5
Incr Delay (d2), s/veh	1.3	0.0	25.0	10.9	0.0	3.5	133.9	0.0	0.3	134.2	0.0	0.1
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	1.0	0.0	21.8	1.1	0.0	8.9	4.5	0.0	3.9	4.9	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	0.0	53.1	60.3	0.0	25.8	180.9	0.0	17.5	173.8	0.0	15.6
LnGrp LOS	C	A	D	E	A	C	F	A	B	F	A	B
Approach Vol, veh/h		810			509			347				212
Approach Delay, s/veh		51.9			28.0			55.2				80.5
Approach LOS		D			C			E				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		52.0		48.0		52.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		42.5		46.5		42.5		46.5				
Max Q Clear Time (g_c+I1), s		44.5		48.5		42.1		48.5				
Green Ext Time (p_c), s		0.0		0.0		0.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				49.3								
HCM 6th LOS				D								

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	103	102	27	193	98	6
Future Vol, veh/h	103	102	27	193	98	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	75	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	120	32	227	115	7

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	410	119	122	0	0
Stage 1	119	-	-	-	-
Stage 2	291	-	-	-	-
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	598	933	1465	-	-
Stage 1	906	-	-	-	-
Stage 2	759	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	583	933	1465	-	-
Mov Cap-2 Maneuver	583	-	-	-	-
Stage 1	883	-	-	-	-
Stage 2	759	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1465	-	583	933	-	-
HCM Lane V/C Ratio	0.022	-	0.208	0.129	-	-
HCM Control Delay (s)	7.5	0	12.8	9.4	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	0.4	-	-

Intersection						
Int Delay, s/veh	8.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	2	63	38	6	142	107
Future Vol, veh/h	2	63	38	6	142	107
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	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	90	54	9	203	153

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	63	0	-	0	155 59
Stage 1	-	-	-	-	59 -
Stage 2	-	-	-	-	96 -
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	1540	-	-	-	836 1007
Stage 1	-	-	-	-	964 -
Stage 2	-	-	-	-	928 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1540	-	-	-	834 1007
Mov Cap-2 Maneuver	-	-	-	-	811 -
Stage 1	-	-	-	-	962 -
Stage 2	-	-	-	-	928 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1540	-	-	-	885
HCM Lane V/C Ratio	0.002	-	-	-	0.402
HCM Control Delay (s)	7.3	-	-	-	11.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	2

Intersection													
Int Delay, s/veh	243.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗	↖	↗	↖		↖	↗	↖
Traffic Vol, veh/h	6	2	10	90	1	45	2	1891	26	6	13	1456	1
Future Vol, veh/h	6	2	10	90	1	45	2	1891	26	6	13	1456	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	0	-	-	-	-	0	260	-	170	-	280	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	92	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	2	10	93	1	46	2	1949	27	7	13	1501	1

Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	2520	3494	751	2745	3494	975	1501	0	0	1949	1949	0	0
Stage 1	1541	1541	-	1953	1953	-	-	-	-	-	-	-	-
Stage 2	979	1953	-	792	1541	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	14	6	353	~ 9	6	251	442	-	-	80	296	-	-
Stage 1	120	175	-	~ 66	109	-	-	-	-	-	-	-	-
Stage 2	268	109	-	349	175	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	9	5	353	~ 5	5	251	442	-	-	138	138	-	-
Mov Cap-2 Maneuver	9	5	-	~ 5	5	-	-	-	-	-	-	-	-
Stage 1	119	150	-	~ 66	108	-	-	-	-	-	-	-	-
Stage 2	215	108	-	286	150	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	\$ 372		\$ 6309		0		0.5	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	442	-	-	9	28	5	251	138	-	-
HCM Lane V/C Ratio	0.005	-	-	0.687	0.442	18.763	0.185	0.144	-	-
HCM Control Delay (s)	13.2	-	-	\$ 693.3	211	\$ 9417.6	22.6	35.4	-	-
HCM Lane LOS	B	-	-	F	F	F	C	E	-	-
HCM 95th %tile Q(veh)	0	-	-	1.4	1.4	13.7	0.7	0.5	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

FUTURE “BUILD” INTERSECTION ANALYSIS

HCM 6th Signalized Intersection Summary
 1: SR 141 (Peachtree Okwy) & Spalding Dr

3a. Future Build AM
 02/28/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 	 		 	 	 		 	 	
Traffic Volume (veh/h)	149	316	60	111	267	70	107	1368	130	92	1655	155
Future Volume (veh/h)	149	316	60	111	267	70	107	1368	130	92	1655	155
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	159	336	0	118	284	0	114	1455	138	98	1761	165
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	368		169	344		121	1885	841	119	1882	839
Arrive On Green	0.06	0.20	0.00	0.05	0.18	0.00	0.07	0.53	0.53	0.07	0.53	0.53
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	159	336	0	118	284	0	114	1455	138	98	1761	165
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.3	24.6	0.0	4.7	20.5	0.0	8.9	45.6	6.3	7.6	64.7	7.7
Cycle Q Clear(g_c), s	6.3	24.6	0.0	4.7	20.5	0.0	8.9	45.6	6.3	7.6	64.7	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	368		169	344		121	1885	841	119	1882	839
V/C Ratio(X)	0.75	0.91		0.70	0.82		0.94	0.77	0.16	0.82	0.94	0.20
Avail Cap(c_a), veh/h	407	434		407	434		121	1885	841	121	1882	839
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	1.00
Uniform Delay (d), s/veh	64.6	55.1	0.0	65.6	54.9	0.0	65.0	26.1	16.9	64.5	30.7	17.3
Incr Delay (d2), s/veh	5.2	21.5	0.0	5.1	10.0	0.0	64.1	3.1	0.4	34.0	10.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	13.6	0.0	2.2	10.5	0.0	6.1	18.4	2.4	4.5	27.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	76.6	0.0	70.7	64.9	0.0	129.1	29.3	17.3	98.5	41.0	17.8
LnGrp LOS	E	E		E	E		F	C	B	F	D	B
Approach Vol, veh/h		495	A		402	A		1707			2024	
Approach Delay, s/veh		74.5			66.6			35.0			41.9	
Approach LOS		E			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	79.6	12.3	33.0	14.9	79.7	14.1	31.3				
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	59.5	16.5	32.5	9.5	59.5	16.5	32.5				
Max Q Clear Time (g_c+I1), s	10.9	66.7	6.7	26.6	9.6	47.6	8.3	22.5				
Green Ext Time (p_c), s	0.0	0.0	0.2	0.9	0.0	10.0	0.3	1.0				

Intersection Summary

HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

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	4	563	4	6	506	16	30	2	11	13	1	10
Future Vol, veh/h	4	563	4	6	506	16	30	2	11	13	1	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									
Storage Length	50	-	150	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	695	5	7	625	20	37	2	14	16	1	12

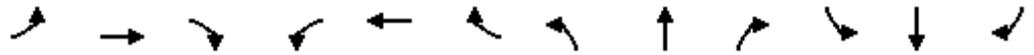
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	645	0	0	700	0	0	1361	1364	695	1365	1359	635
Stage 1	-	-	-	-	-	-	705	705	-	649	649	-
Stage 2	-	-	-	-	-	-	656	659	-	716	710	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	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	940	-	-	897	-	-	125	148	442	125	149	478
Stage 1	-	-	-	-	-	-	427	439	-	458	466	-
Stage 2	-	-	-	-	-	-	454	461	-	421	437	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	940	-	-	897	-	-	120	146	442	118	147	478
Mov Cap-2 Maneuver	-	-	-	-	-	-	120	146	-	118	147	-
Stage 1	-	-	-	-	-	-	425	437	-	456	462	-
Stage 2	-	-	-	-	-	-	438	457	-	404	435	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			42			29.9		
HCM LOS							E			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	149	940	-	-	897	-	-	174
HCM Lane V/C Ratio	0.356	0.005	-	-	0.008	-	-	0.17
HCM Control Delay (s)	42	8.8	-	-	9	-	-	29.9
HCM Lane LOS	E	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.5	0	-	-	0	-	-	0.6

HCM 6th Signalized Intersection Summary
 3: Technology Pkwy & Spalding Dr

3a. Future Build AM
 02/28/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	326	47	192	422	170	9	8	59	61	68	116
Future Volume (veh/h)	142	326	47	192	422	170	9	8	59	61	68	116
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	161	370	53	218	480	193	10	9	67	69	77	132
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	936	134	516	742	298	55	34	483	53	42	483
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	765	1600	229	964	1269	510	0	110	1585	0	137	1585
Grp Volume(v), veh/h	161	0	423	218	0	673	19	0	67	146	0	132
Grp Sat Flow(s),veh/h/ln	765	0	1829	964	0	1779	110	0	1585	137	0	1585
Q Serve(g_s), s	17.8	0.0	12.5	15.8	0.0	25.3	0.0	0.0	3.1	0.0	0.0	6.3
Cycle Q Clear(g_c), s	43.1	0.0	12.5	28.3	0.0	25.3	30.5	0.0	3.1	30.5	0.0	6.3
Prop In Lane	1.00		0.13	1.00		0.29	0.53		1.00	0.47		1.00
Lane Grp Cap(c), veh/h	326	0	1070	516	0	1040	89	0	483	95	0	483
V/C Ratio(X)	0.49	0.00	0.40	0.42	0.00	0.65	0.21	0.00	0.14	1.54	0.00	0.27
Avail Cap(c_a), veh/h	326	0	1070	516	0	1040	89	0	483	95	0	483
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	11.2	18.8	0.0	13.9	28.5	0.0	25.2	37.1	0.0	26.3
Incr Delay (d2), s/veh	5.3	0.0	1.1	2.5	0.0	3.1	1.2	0.0	0.1	288.9	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	4.8	3.6	0.0	9.8	0.3	0.0	1.2	10.0	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	0.0	12.3	21.4	0.0	17.0	29.7	0.0	25.3	326.0	0.0	26.6
LnGrp LOS	C	A	B	C	A	B	C	A	C	F	A	C
Approach Vol, veh/h		584			891			86				278
Approach Delay, s/veh		18.1			18.0			26.3				183.8
Approach LOS		B			B			C				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.0		36.0		64.0		36.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		58.5		30.5		58.5		30.5				
Max Q Clear Time (g_c+I1), s		30.3		32.5		45.1		32.5				
Green Ext Time (p_c), s		12.1		0.0		5.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				43.5								
HCM 6th LOS				D								

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	37	36	57	186	130
Future Vol, veh/h	12	37	36	57	186	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	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	13	41	40	63	204	143

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	419	276	347	0	-	0
Stage 1	276	-	-	-	-	-
Stage 2	143	-	-	-	-	-
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	591	763	1212	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	571	763	1212	-	-	-
Mov Cap-2 Maneuver	571	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	3.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1212	-	571	763	-	-
HCM Lane V/C Ratio	0.033	-	0.023	0.053	-	-
HCM Control Delay (s)	8.1	0	11.5	10	-	-
HCM Lane LOS	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.2	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	39	39	85	92	12	25
Future Vol, veh/h	39	39	85	92	12	25
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	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	52	113	123	16	33

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	236	0	-	0	331 175
Stage 1	-	-	-	-	175 -
Stage 2	-	-	-	-	156 -
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	1331	-	-	-	664 868
Stage 1	-	-	-	-	855 -
Stage 2	-	-	-	-	872 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1331	-	-	-	637 868
Mov Cap-2 Maneuver	-	-	-	-	676 -
Stage 1	-	-	-	-	821 -
Stage 2	-	-	-	-	872 -

Approach	EB	WB	SB
HCM Control Delay, s	3.9	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1331	-	-	-	795
HCM Lane V/C Ratio	0.039	-	-	-	0.062
HCM Control Delay (s)	7.8	-	-	-	9.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection													
Int Delay, s/veh	168.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗	↖	↗	↖		↖	↗	↖
Traffic Vol, veh/h	2	1	9	60	6	33	18	1602	44	37	52	1659	18
Future Vol, veh/h	2	1	9	60	6	33	18	1602	44	37	52	1659	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	0	-	-	-	-	0	260	-	170	-	280	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	92	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	9	62	6	34	19	1652	45	40	54	1710	19

Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	2765	3588	855	2734	3588	826	1710	0	0	1652	1652	0	0
Stage 1	1898	1898	-	1690	1690	-	-	-	-	-	-	-	-
Stage 2	867	1690	-	1044	1898	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	9	5	302	~ 10	~ 5	315	367	-	-	125	387	-	-
Stage 1	72	116	-	97	148	-	-	-	-	-	-	-	-
Stage 2	314	148	-	245	116	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	2	302	~ 4	~ 2	315	367	-	-	189	189	-	-
Mov Cap-2 Maneuver	-	2	-	~ 4	~ 2	-	-	-	-	-	-	-	-
Stage 1	68	58	-	92	140	-	-	-	-	-	-	-	-
Stage 2	254	140	-	117	58	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		\$ 5982.2	0.2	2.1
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	367	-	-	-	19	4	315	189	-	-
HCM Lane V/C Ratio	0.051	-	-	-	0.543	17.01	0.108	0.496	-	-
HCM Control Delay (s)	15.3	-	-	-	\$ 330	8964.4	17.8	41.6	-	-
HCM Lane LOS	C	-	-	-	F	F	C	E	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	1.5	10.4	0.4	2.5	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↗		↕
Traffic Vol, veh/h	0	8	1597	15	0	1826
Future Vol, veh/h	0	8	1597	15	0	1826
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	250	-	-
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	0	9	1736	16	0	1985

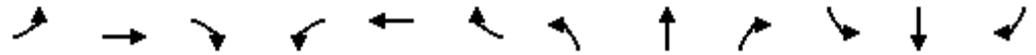
Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	868	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	296	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	296	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 296	-
HCM Lane V/C Ratio	- 0.029	-
HCM Control Delay (s)	- 17.5	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 0.1	-

HCM 6th Signalized Intersection Summary
 1: SR 141 (Peachtree Okwy) & Spalding Dr

3b. Future Build PM
 02/28/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖	↖	↖↗	↖	↖	↖↗	↖
Traffic Volume (veh/h)	184	390	97	149	364	111	87	1552	258	137	1289	146
Future Volume (veh/h)	184	390	97	149	364	111	87	1552	258	137	1289	146
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	194	411	0	157	383	0	92	1634	272	144	1357	154
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	432		209	412		114	1642	732	159	1732	772
Arrive On Green	0.07	0.23	0.00	0.06	0.22	0.00	0.06	0.46	0.46	0.09	0.49	0.49
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	194	411	0	157	383	0	92	1634	272	144	1357	154
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.7	30.3	0.0	6.3	28.1	0.0	7.1	64.1	15.6	11.2	44.3	7.7
Cycle Q Clear(g_c), s	7.7	30.3	0.0	6.3	28.1	0.0	7.1	64.1	15.6	11.2	44.3	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	432		209	412		114	1642	732	159	1732	772
V/C Ratio(X)	0.79	0.95		0.75	0.93		0.81	1.00	0.37	0.91	0.78	0.20
Avail Cap(c_a), veh/h	358	434		358	434		184	1642	732	159	1732	772
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	1.00
Uniform Delay (d), s/veh	64.0	53.0	0.0	64.7	53.5	0.0	64.7	37.5	24.5	63.2	29.8	20.4
Incr Delay (d2), s/veh	7.1	30.8	0.0	5.4	25.8	0.0	12.5	21.1	1.4	44.9	3.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	17.7	0.0	2.9	16.0	0.0	3.5	30.4	6.1	6.9	18.3	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	83.8	0.0	70.1	79.3	0.0	77.2	58.7	25.9	108.1	33.4	21.0
LnGrp LOS	E	F		E	E		E	E	C	F	C	C
Approach Vol, veh/h		605	A		540	A		1998			1655	
Approach Delay, s/veh		79.7			76.6			55.0			38.7	
Approach LOS		E			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	73.7	14.0	37.9	18.0	70.2	15.5	36.4				
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	14.5	56.5	14.5	32.5	12.5	58.5	14.5	32.5				
Max Q Clear Time (g_c+I1), s	9.1	46.3	8.3	32.3	13.2	66.1	9.7	30.1				
Green Ext Time (p_c), s	0.1	8.4	0.2	0.0	0.0	0.0	0.2	0.5				

Intersection Summary

HCM 6th Ctrl Delay	55.0
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↗			↕			↕	
Traffic Vol, veh/h	45	699	10	15	510	49	22	1	8	35	2	35
Future Vol, veh/h	45	699	10	15	510	49	22	1	8	35	2	35
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									
Storage Length	50	-	150	50	-	-	-	-	-	-	-	-
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	49	760	11	16	554	53	24	1	9	38	2	38

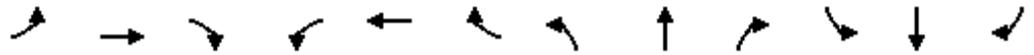
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	607	0	0	771	0	0	1491	1497	760	1482	1482	581
Stage 1	-	-	-	-	-	-	858	858	-	613	613	-
Stage 2	-	-	-	-	-	-	633	639	-	869	869	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	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	971	-	-	844	-	-	102	123	406	103	125	514
Stage 1	-	-	-	-	-	-	352	374	-	480	483	-
Stage 2	-	-	-	-	-	-	468	470	-	347	369	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	971	-	-	844	-	-	88	115	406	95	117	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	88	115	-	95	117	-
Stage 1	-	-	-	-	-	-	334	355	-	456	474	-
Stage 2	-	-	-	-	-	-	423	461	-	321	351	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.2			51			47.8		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	971	-	-	844	-	-	159
HCM Lane V/C Ratio	0.304	0.05	-	-	0.019	-	-	0.492
HCM Control Delay (s)	51	8.9	-	-	9.3	-	-	47.8
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0.1	-	-	2.4

HCM 6th Signalized Intersection Summary
 3: Technology Pkwy & Spalding Dr

3b. Future Build PM
 02/28/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	632	36	28	389	32	64	8	233	51	24	116
Future Volume (veh/h)	46	632	36	28	389	32	64	8	233	51	24	116
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	53	726	41	32	447	37	74	9	268	59	28	133
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	745	42	85	724	60	68	5	737	61	18	737
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	911	1754	99	701	1704	141	0	10	1585	0	38	1585
Grp Volume(v), veh/h	53	0	767	32	0	484	83	0	268	87	0	133
Grp Sat Flow(s),veh/h/ln	911	0	1853	701	0	1845	10	0	1585	39	0	1585
Q Serve(g_s), s	4.8	0.0	40.6	1.9	0.0	20.4	0.0	0.0	10.9	0.0	0.0	4.9
Cycle Q Clear(g_c), s	25.2	0.0	40.6	42.5	0.0	20.4	46.5	0.0	10.9	46.5	0.0	4.9
Prop In Lane	1.00		0.05	1.00		0.08	0.89		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	273	0	787	85	0	784	73	0	737	78	0	737
V/C Ratio(X)	0.19	0.00	0.97	0.37	0.00	0.62	1.14	0.00	0.36	1.11	0.00	0.18
Avail Cap(c_a), veh/h	273	0	787	85	0	784	73	0	737	78	0	737
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	28.2	49.6	0.0	22.4	47.1	0.0	17.2	39.6	0.0	15.6
Incr Delay (d2), s/veh	1.6	0.0	26.4	12.1	0.0	3.6	147.9	0.0	0.3	134.5	0.0	0.1
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	1.2	0.0	22.3	1.1	0.0	9.1	4.8	0.0	3.9	4.9	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	0.0	54.6	61.7	0.0	26.0	195.0	0.0	17.5	174.1	0.0	15.7
LnGrp LOS	C	A	D	E	A	C	F	A	B	F	A	B
Approach Vol, veh/h		820			516			351				220
Approach Delay, s/veh		53.2			28.2			59.5				78.4
Approach LOS		D			C			E				E
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		52.0		48.0		52.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		42.5		46.5		42.5		46.5				
Max Q Clear Time (g_c+I1), s		44.5		48.5		42.6		48.5				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	105	106	33	195	100	6
Future Vol, veh/h	105	106	33	195	100	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	75	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	125	39	229	118	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	429	122	125	0	-	0
Stage 1	122	-	-	-	-	-
Stage 2	307	-	-	-	-	-
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	583	929	1462	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	565	929	1462	-	-	-
Mov Cap-2 Maneuver	565	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	746	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1462	-	565	929	-	-
HCM Lane V/C Ratio	0.027	-	0.219	0.134	-	-
HCM Control Delay (s)	7.5	0	13.1	9.5	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	0.5	-	-

Intersection						
Int Delay, s/veh	8.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	13	63	38	12	148	124
Future Vol, veh/h	13	63	38	12	148	124
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	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	90	54	17	211	177

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	71	0	-	0	191 63
Stage 1	-	-	-	-	63 -
Stage 2	-	-	-	-	128 -
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	1529	-	-	-	798 1002
Stage 1	-	-	-	-	960 -
Stage 2	-	-	-	-	898 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1529	-	-	-	788 1002
Mov Cap-2 Maneuver	-	-	-	-	779 -
Stage 1	-	-	-	-	948 -
Stage 2	-	-	-	-	898 -

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1529	-	-	-	867
HCM Lane V/C Ratio	0.012	-	-	-	0.448
HCM Control Delay (s)	7.4	-	-	-	12.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	2.3

Intersection													
Int Delay, s/veh	329.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗	↖	↗	↖		↖	↗	↖
Traffic Vol, veh/h	6	2	10	107	1	46	2	1927	35	8	15	1473	1
Future Vol, veh/h	6	2	10	107	1	46	2	1927	35	8	15	1473	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	0	-	-	-	-	0	260	-	170	-	280	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	92	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	2	10	110	1	47	2	1987	36	9	15	1519	1

Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	2565	3558	760	2800	3558	994	1519	0	0	1987	1987	0	0
Stage 1	1567	1567	-	1991	1991	-	-	-	-	-	-	-	-
Stage 2	998	1991	-	809	1567	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	13	6	349	~ 8	6	244	435	-	-	76	286	-	-
Stage 1	116	170	-	~ 62	104	-	-	-	-	-	-	-	-
Stage 2	261	104	-	340	170	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	8	5	349	~ 5	5	244	435	-	-	124	124	-	-
Mov Cap-2 Maneuver	8	5	-	~ 5	5	-	-	-	-	-	-	-	-
Stage 1	115	137	-	~ 62	103	-	-	-	-	-	-	-	-
Stage 2	207	103	-	262	137	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 408.5	\$ 7719.8	0	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	435	-	-	8	28	5	244	124	-	-
HCM Lane V/C Ratio	0.005	-	-	0.773	0.442	22.268	0.194	0.195	-	-
HCM Control Delay (s)	13.3	-	-	\$ 802.9	21.1	\$ 10997.9	23.3	40.8	-	-
HCM Lane LOS	B	-	-	F	F	F	C	E	-	-
HCM 95th %tile Q(veh)	0	-	-	1.4	1.4	15.9	0.7	0.7	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↗		↕
Traffic Vol, veh/h	0	6	1892	38	0	1535
Future Vol, veh/h	0	6	1892	38	0	1535
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	250	-	-
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	0	7	2057	41	0	1668

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1029	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	231	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	231	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 231	-
HCM Lane V/C Ratio	- 0.028	-
HCM Control Delay (s)	- 21	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 0.1	-

TRAFFIC VOLUME WORKSHEETS

22-026 Peachtree Summit, SR 141 Peachtree Parkway, Peachtree Corners, GA
Traffic Volumes

A&R Engineering
 February 2022

1. SR 141 @ Spalding Dr
A.M. Peak Hour

Condition	SR 141 (Peachtree Parkway)						SR 141 (Peachtree Parkway)						Spalding Drive							
	Northbound			Southbound			Eastbound			Westbound			Eastbound			Westbound				
	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot		
Existing 2022 Traffic Counts:	11	92	1336	126	1565	9	78	1621	152	1860	0	146	308	59	513	0	86	260	64	410
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
No-Build 2024 Volumes:	11	94	1363	129	1597	9	80	1653	155	1897	0	149	314	60	523	0	88	265	65	418
Total New Trips:	0	2	5	1	8	0	3	2	0	5	0	0	2	0	2	0	23	2	5	30
Future 2024 Traffic Volumes:	11	96	1368	130	1605	9	83	1655	155	1902	0	149	316	60	525	0	111	267	70	448

P.M. Peak Hour

Condition	SR 141 (Peachtree Parkway)						SR 141 (Peachtree Parkway)						Spalding Drive							
	Northbound			Southbound			Eastbound			Westbound			Eastbound			Westbound				
	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot		
Existing 2022 Traffic Counts:	19	65	1518	252	1854	11	118	1260	143	1532	0	180	378	95	653	0	129	355	105	589
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
No-Build 2024 Volumes:	19	66	1548	257	1890	11	120	1285	146	1562	0	184	386	97	667	0	132	362	107	601
Total New Trips:	0	2	4	1	7	0	6	4	0	10	0	0	4	0	4	0	17	2	4	23
Future 2024 Traffic Volumes:	19	68	1552	258	1897	11	126	1289	146	1572	0	184	390	97	671	0	149	364	111	624

22-026 Peachtree Summit, SR 141 Peachtree Parkway, Peachtree Corners, GA

Traffic Volumes

A&R Engineering
February 2022

2. Spalading @ Goodwill-Drwy 1

A.M. Peak Hour

Condition	Site Driveway 1						Goodwill Shopping Center Driveway (Middle)						Spalading Drive											
	Northbound						Southbound						Eastbound						Westbound					
	U	L	T	R	Tot		U	L	T	R	Tot		U	L	T	R	Tot		U	L	T	R	Tot	
Existing 2022 Traffic Counts:	0	0	0	0	0		0	13	0	10	23		0	4	551	0	555		0	0	496	16	512	
Growth Factor (%):	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	
No-Build 2024 Volumes:	0	0	0	0	0		0	13	0	10	23		0	4	562	0	566		0	0	506	16	522	
Total New Trips:	0	30	2	11	43		0	0	1	0	1		0	0	1	4	5		0	6	0	0	6	
Future 2024 Traffic Volumes:	0	30	2	11	43		0	13	1	10	24		0	4	563	4	571		0	6	506	16	528	

P.M. Peak Hour

Condition	Site Driveway 1						Goodwill Shopping Center Driveway (Middle)						Spalading Drive											
	Northbound						Southbound						Eastbound						Westbound					
	U	L	T	R	Tot		U	L	T	R	Tot		U	L	T	R	Tot		U	L	T	R	Tot	
Existing 2022 Traffic Counts:	0	0	0	0	0		0	34	0	34	68		0	44	684	0	728		0	0	500	48	548	
Growth Factor (%):	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	
No-Build 2024 Volumes:	0	0	0	0	0		0	35	0	35	70		0	45	698	0	743		0	0	510	49	559	
Total New Trips:	0	22	1	8	31		0	0	2	0	2		0	0	1	10	11		0	15	0	0	15	
Future 2024 Traffic Volumes:	0	22	1	8	31		0	35	2	35	72		0	45	699	10	754		0	15	510	49	574	

22-026 Peachtree Summit, SR 141 Peachtree Parkway, Peachtree Corners, GA
Traffic Volumes

A&R Engineering
 February 2022

3. Spalding @ Technology-Zach
A.M. Peak Hour

Condition	Technology Parkway Northbound						Zach Young Parkway Southbound						Spalding Drive Eastbound						Spalding Drive Westbound					
	U		L		R		U		L		R		U		L		R		U		L		R	
	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot
Existing 2022 Traffic Counts:	0	8	7	56	71	0	60	67	111	238	0	133	316	44	493	0	188	412	167	767				
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
No-Build 2024 Volumes:	0	8	7	57	72	0	61	68	113	242	0	136	322	45	503	0	192	420	170	782				
Total New Trips:	0	1	1	2	4	0	0	0	3	3	0	6	4	2	12	0	0	0	2	0				
Future 2024 Traffic Volumes:	0	9	8	59	76	0	61	68	116	245	0	142	326	47	515	0	192	422	170	784				

P.M. Peak Hour

Condition	Technology Parkway Northbound						Zach Young Parkway Southbound						Spalding Drive Eastbound						Spalding Drive Westbound					
	U		L		R		U		L		R		U		L		R		U		L		R	
	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot	T	Tot
Existing 2022 Traffic Counts:	0	61	8	227	296	0	50	24	107	181	0	41	617	33	691	0	27	375	31	433				
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
No-Build 2024 Volumes:	0	62	8	232	302	0	51	24	109	184	0	42	629	34	705	0	28	383	32	443				
Total New Trips:	0	2	0	1	3	0	0	0	7	7	0	4	3	2	9	0	0	6	0	6				
Future 2024 Traffic Volumes:	0	64	8	233	305	0	51	24	116	191	0	46	632	36	714	0	28	389	32	449				

22-026 Peachtree Summit, SR 141 Peachtree Parkway, Peachtree Corners, GA
Traffic Volumes

A&R Engineering
 February 2022

5. Scientific @ Access ExitDrwy
A.M. Peak Hour

Condition	Northbound						Access Driveway (Exit Only)						Scientific Drive					
	Northbound			Southbound			Southbound			Eastbound			Westbound			Westbound		
	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot
Existing 2022 Traffic Counts:	0	0	0	0	4	4	0	1	1	0	34	38	0	0	0	0	0	0
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
No-Build 2024 Volumes:	0	0	0	0	4	4	0	1	1	0	35	39	0	0	0	0	0	0
Total New Trips:	0	0	0	0	8	8	0	24	24	0	4	4	0	0	0	0	0	0
Future 2024 Traffic Volumes:	0	0	0	0	12	12	0	25	25	0	39	39	0	0	0	0	0	0

P.M. Peak Hour

Condition	Northbound						Access Driveway (Exit Only)						Scientific Drive					
	Northbound			Southbound			Southbound			Eastbound			Westbound			Westbound		
	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot
Existing 2022 Traffic Counts:	0	0	0	0	139	139	0	105	105	0	2	2	0	62	64	0	0	0
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
No-Build 2024 Volumes:	0	0	0	0	142	142	0	107	107	0	2	2	0	63	65	0	0	0
Total New Trips:	0	0	0	0	6	6	0	17	17	0	11	11	0	0	0	0	0	0
Future 2024 Traffic Volumes:	0	0	0	0	148	148	0	124	124	0	13	13	0	63	66	0	0	0

22-026 Peachtree Summit, SR 141 Peachtree Parkway, Peachtree Corners, GA
Traffic Volumes

A&R Engineering
February 2022

6. SR 141 @ Scientific
A.M. Peak Hour

Condition	SR 141 (Peachtree Parkway)						SR 141 (Peachtree Parkway)						Professional Center Driveway						Scientific Drive											
	Northbound			Southbound			Eastbound			Westbound			Eastbound			Westbound			Eastbound			Westbound								
	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot						
Existing 2022 Traffic Counts:	0	18	1556	39	1613	35	50	1604	18	1707	0	2	1	9	12	0	36	6	31	73	0	2	1	9	12	0	36	6	31	73
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
No-Build 2024 Volumes:	0	18	1587	40	1645	36	51	1636	18	1741	0	2	1	9	12	0	37	6	32	75	0	2	1	9	12	0	37	6	32	75
Total New Trips:	0	0	15	4	19	1	1	23	0	25	0	0	0	0	0	0	23	0	1	24	0	0	0	0	0	0	23	0	1	24
Future 2024 Traffic Volumes:	0	18	1602	44	1664	37	52	1659	18	1766	0	2	1	9	12	0	60	6	33	99	0	2	1	9	12	0	60	6	33	99

P.M. Peak Hour

Condition	SR 141 (Peachtree Parkway)						SR 141 (Peachtree Parkway)						Professional Center Driveway						Scientific Drive											
	Northbound			Southbound			Eastbound			Westbound			Eastbound			Westbound			Eastbound			Westbound								
	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot						
Existing 2022 Traffic Counts:	0	2	1854	25	1881	6	13	1427	1	1447	0	6	2	10	18	0	88	1	44	133	0	6	2	10	18	0	88	1	44	133
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
No-Build 2024 Volumes:	0	2	1891	26	1919	6	13	1456	1	1476	0	6	2	10	18	0	90	1	45	136	0	6	2	10	18	0	90	1	45	136
Total New Trips:	0	0	36	9	45	2	2	17	0	21	0	0	0	0	0	0	17	0	1	18	0	0	0	0	0	0	17	0	1	18
Future 2024 Traffic Volumes:	0	2	1927	35	1964	8	15	1473	1	1497	0	6	2	10	18	0	107	1	46	154	0	6	2	10	18	0	107	1	46	154

22-026 Peachtree Summit, SR 141 Peachtree Parkway, Peachtree Corners, GA
Traffic Volumes

A&R Engineering
 February 2022

7. SR 141 @ Drwy (RIRO)
A.M. Peak Hour

Condition	SR 141 (Peachtree Parkway)						SR 141 (Peachtree Parkway)						-											
	Northbound			Southbound			Northbound			Southbound			Eastbound			Westbound								
	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot						
Existing 2022 Traffic Counts:	0	0	1565	0	0	1766	0	0	1766	0	0	1766	0	0	0	0	0	0	0	0	0	0	0	0
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
No-Build 2024 Volumes:	0	0	1596	0	0	1801	0	0	1801	0	0	1801	0	0	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	1	15	16		0	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	8
Future 2024 Traffic Volumes:	0	0	1597	15	1612		0	0	1826	0	0	1826	0	0	0	0	0	0	0	0	0	0	0	8

P.M. Peak Hour

Condition	SR 141 (Peachtree Parkway)						SR 141 (Peachtree Parkway)						-											
	Northbound			Southbound			Northbound			Southbound			Eastbound			Westbound								
	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot	U	L	Tot						
Existing 2022 Traffic Counts:	0	0	1854	0	0	1854	0	0	1484	0	0	1484	0	0	0	0	0	0	0	0	0	0	0	0
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
No-Build 2024 Volumes:	0	0	1891	0	0	1891	0	0	1514	0	0	1514	0	0	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	1	38	39		0	0	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	6
Future 2024 Traffic Volumes:	0	0	1892	38	1930		0	0	1535	0	0	1535	0	0	0	0	0	0	0	0	0	0	0	6