COBB COUNTY PLANNING COMMISSION

ZONING HEARING SUMMARY AGENDA
MARCH 3, 2026

District	Case	Held and continued cases - NOT to be heard
4	Z-27-2025	**KNIGHT PARTNERS, LLC** *(Continued by Staff from the November 4, 2025 Planning Commission hearing through the December 2, 2025 Planning Commission hearing until the February 3, 2026 Planning Commission hearing; Continued by Staff until the April 7, 2026 Planning Commission hearing).*
1	Z-4-2026	**FIELD TIME ATHLETICS, LLC** *(Held by the Planning Commission until the April 7, 2026 hearing.*
1	SLUP-1-2026	**DANE CONTRACTING, LLC** (*Held by the Planning Commission from the February 3, 2026 Planning Commission hearing; Continued by Staff until the April 7, 2026 hearing).*

District	Case	Consent Agenda
2	Z-9-2026	**KOPECKY CRE HOLDINGS, LLC**
4	LUP-5-2026	**EARLY EDUCATION, LLC**

District	Case	Held and continued cases - to be heard
3	Z-1-2026	**FRANCISCO J. GARCIA SANCHEZ** (*Held by the Planning Commission from the February 3, 2026 Planning Commission hearing).*
2	Z-2-2026	**PIEDMONT RESIDENTIAL, LLC** (*Held by the Planning Commission from the February 3, 2026 Planning Commission hearing).*
3	LUP-2-2026	**APRIL MURCHISON** (*Held by the Planning Commission from the February 3, 2026 Planning Commission hearing).*

District	Case	Regular cases
4	Z-8-2026	**BROCK BUILT HOMES, LLC**

Zoning Cases

Z-9(2026) **KOPECKY CRE HOLDINGS, LLC** (Tyrus L. Cobb and Lisa A Cobb, Owners) requesting rezoning from **GC** to **LI** for a contractor (Parking lot restriping) in Land Lot 292 of the 17th District. The property is located on the east side of West Atlanta Street, south of South Cobb Drive (823 West Atlanta Street). The Planning Commission recommends approval subject to:

1. Site plan received by the Zoning Division on January 2, 2026, with the district commissioner approving minor modifications;
2. Existing exterior signage to be removed or brought into a state of good repair and made code-compliant;
3. No outside storage of equipment within 35 feet of ROW and five (5') feet from side or rear property lines;
4. Incidental storage of materials to be within enclosed portion of principle structure or within a permitted accessory structure;
5. All vehicles to be parked in striped and paved spaces;
6. Fire Department comments and recommendations;
7. Stormwater Management Division comments and recommendations;
8. Water and Sewer Division comments and recommendations; and
9. Department of Transportation comments and recommendations.

LUP-5(2026) **EARLY EDUCATION, LLC** (Early Education, LLC, owner) requests a Temporary Land Use Permit **(Renewal)** for a daycare in Land Lots 50, 51, 94 and 95 of the 17th District. The property is located on the west side of Hurt Road, south of Herren Drive (488 Hurt Road). The Planning Commission recommends approval for 24 months subject to:

1. The maximum number of students permitted by State and Fire Codes.

COBB COUNTY-
ZONING HEARING AGENDA
Planning Commission–March 3, 2026

NOTE: ***The applicant/property owner(s), prior to hearing date, may withdraw petitions contained in this agenda; therefore, the Planning Commission will not consider those cases.***

CONTINUED OR HELD CASES

Z-27(2025) **KNIGHT PARTNERS, LLC** (Louise G. Howard Family Investments, LP, owner) requesting rezoning from **R-20 and TS** to **CRC** for a convenience food store with self-service fuel sales in Land Lots 754 and 759 of the 17th District. The property is Located on the northwest corner of South Cobb Drive and River View Road (5322 South Cobb Drive, 2273 River View Road, 2259 River View Road). ***(Continued by Staff from the November 4, 2025 and December 2, 2025 Planning Commission hearings until the February 3, 2026 Planning Commission hearing; Held by the Planning Commission from the February 3, 2026 hearing until the March 3, 2026 hearing).***

Z-1(2026) **FRANCISCO J. GARCIA SANCHEZ** (Francisco J. Garcia, owner) requesting rezoning from **R-20** to **LI** for a tree service in Land Lot 133 of the 16th District. The property is located at the western terminus of Elnora Drive, west of Shallowford Road (895 Elnora Drive). (***Held by the Planning Commission from the February 3, 2026 hearing until the March 3, 2026 hearing)***

Z-2(2026) **PIEDMONT RESIDENTIAL, LLC** (Juett Investments, LLC; AIR Property, LLC; Joy Cain (a/k/a Joy L. Cain); and Nathan A. Ball and Jessica E. Lawson, owners) requesting rezoning from **R-20** to **RM-8** for a single-family community in Land Lots 858, 859, 870 and 871 of the 16th District. The property is located on the east side of Bells Ferry Road and the north and west sides of Dickson Road, south of Interstate 75 (1520 and 1546 Bells Ferry Road, 15 and 141 Dickson Road). (***Held by the Planning Commission from the February 3, 2026 hearing until the March 3, 2026 hearing)***

Z-4(2026) **FIELD TIME ATHLETICS, LLC** (Sanctuary Park West Real Estate, LLC, owner) requesting rezoning from **LRO and O&I** to **CRC** for a commercial indoor recreation in Land Lot 329 of the 20th District. The property is located approximately 330 feet east of Ernest Barrett Parkway (landlocked), behind Pike Nursery and to the north of Home Depot (3381 and 3391 Ernest Barrett Parkway). (***Held by the Planning Commission from the February 3, 2026 hearing until the April 7, 2026 hearing)***

LUP-2(2026) **APRIL MURCHISON** (April Murchison and Greg Persaud, owner) requests a Temporary Land Use Permit to allow more vehicles than the code allows in Land Lot 376 of the 16th District. Located on the southeast corner of Woodhill Drive and Shadowood Court (1331 Woodhill Drive). (***Held by the Planning Commission from the February 3, 2026 hearing until the March 3, 2026 hearing)***

SLUP-1(2026) **DANE CONTRACTING, LLC** (Zeke Farriba and Barton L. Boyd, owners) requests a Special Land Use Permit for an addition of wood materials processing for firewood in Land Lot 26 of the 20th District. Located on the southwest side of Baker Road, north of Webster Drive (2675 Baker Road). (***Held by the Planning Commission from the February 3, 2026 hearing until the March 3, 2026 hearing)***

REGULAR CASES --- NEW BUSINESS

Rezoning

Z-8(2026) **BROCK BUILT HOMES, LLC** (Habitat for Humanity of Northwest Metro Atlanta, Inc., owner) requesting rezoning from **R-30** to **RA-5** for a single-family subdivision in Land Lot 809 of the 19th District. The property is located on the southeast side of Hiram Lithia Springs Road, southwest of Angham Road (3545 Hiram Lithia Springs Road).

Z-9(2026) **KOPECKY CRE HOLDINGS, LLC** (Tyrus L. Cobb and Lisa A Cobb, Owners) requesting rezoning from **GC** to **LI** for a contractor (Parking lot restriping) in Land Lot 292 of the 17th District. The property is located on the east side of West Atlanta Street, south of South Cobb Drive (823 West Atlanta Street).

Temporary Land Use Permits

LUP-5(2026) **EARLY EDUCATION, LLC** (Early Education, LLC, owner) requests a Temporary Land Use Permit **(Renewal)** for a daycare in Land Lots 50, 51, 94 and 95 of the 17th District. The property is located on the west side of Hurt Road, south of Herren Drive (488 Hurt Road).

NOTE: "Pursuant to the Official Code of Cobb County, Zoning – Section 134-124(b) the Cobb County Board of Commissioners is authorized to consider and may consider all constitutionally permissible zoning classification(s), including, but not limited to, intervening classification(s) and/or the classification(s) sought by the applicant."

The exact description of the property sought to be rezoned is on file in the office of the Cobb County Community Development, Zoning Division, 1150 Powder Springs Street, Suite 400, Marietta, Georgia 30064 and available for inspection by interested citizens between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday.

Hearing on said petitions will be heard by the Cobb County Planning Commission at 9:00 a.m. on the prescribed hearing date. The public hearing will be held in the Second Floor Commissioners' Meeting Room, Cobb County Building, 100 Cherokee Street, Marietta, Georgia, 30090.

Anyone wishing to attend this public hearing may do so and be heard relative thereto. Any person wishing to speak before the Planning Commission must file a contribution disclosure statement if, and only if, the monetary contribution was made within two (2) years immediately preceding the filing of the rezoning request and the contribution aggregates to a sum total of $250.00 or more.

This disclosure statement must be submitted to the Zoning Division Office by mail to P. O. Box 649, Marietta, Georgia 30061 or in person at 1150 Powder Springs Street, Suite 400, Marietta, Georgia 30064 within five (5) days before the public hearing.

Additionally, if you believe you need any special accommodations in order to attend these public hearings, please contact the County Clerk's Office at 770-528-3307 no later than 48 hours before the date of the above meeting.

COBB COUNTY PLANNING COMMISSION

ZONING HEARING SUMMARY AGENDA
MARCH 3, 2026

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3. No outside storage of equipment within 35 feet of ROW and five (5') feet from side or rear property lines;
4. Incidental storage of materials to be within enclosed portion of principle structure or within a permitted accessory structure;
5. All vehicles to be parked in striped and paved spaces;
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8. Water and Sewer Division comments and recommendations; and
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1. The maximum number of students permitted by State and Fire Codes.

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-2-2024

SITE BACKGROUND

Applicant	Flournoy Development Group, LLC
Phone	706-324-4000
Email	cameron.bean@flournoydev.com, ryan.foster@flournoydev.com
Representative Contact	J. Kevin Moore
Phone	770-429-1499
Email	jkm@mijs.com
Titleholder	Cobb County
Property Location	Located on the west side of Atlanta Road and on the east side of I-285, south of the intersection of I-285 and Atlanta Road
Address	4600 Atlanta Road
Access to Property	Atlanta Road

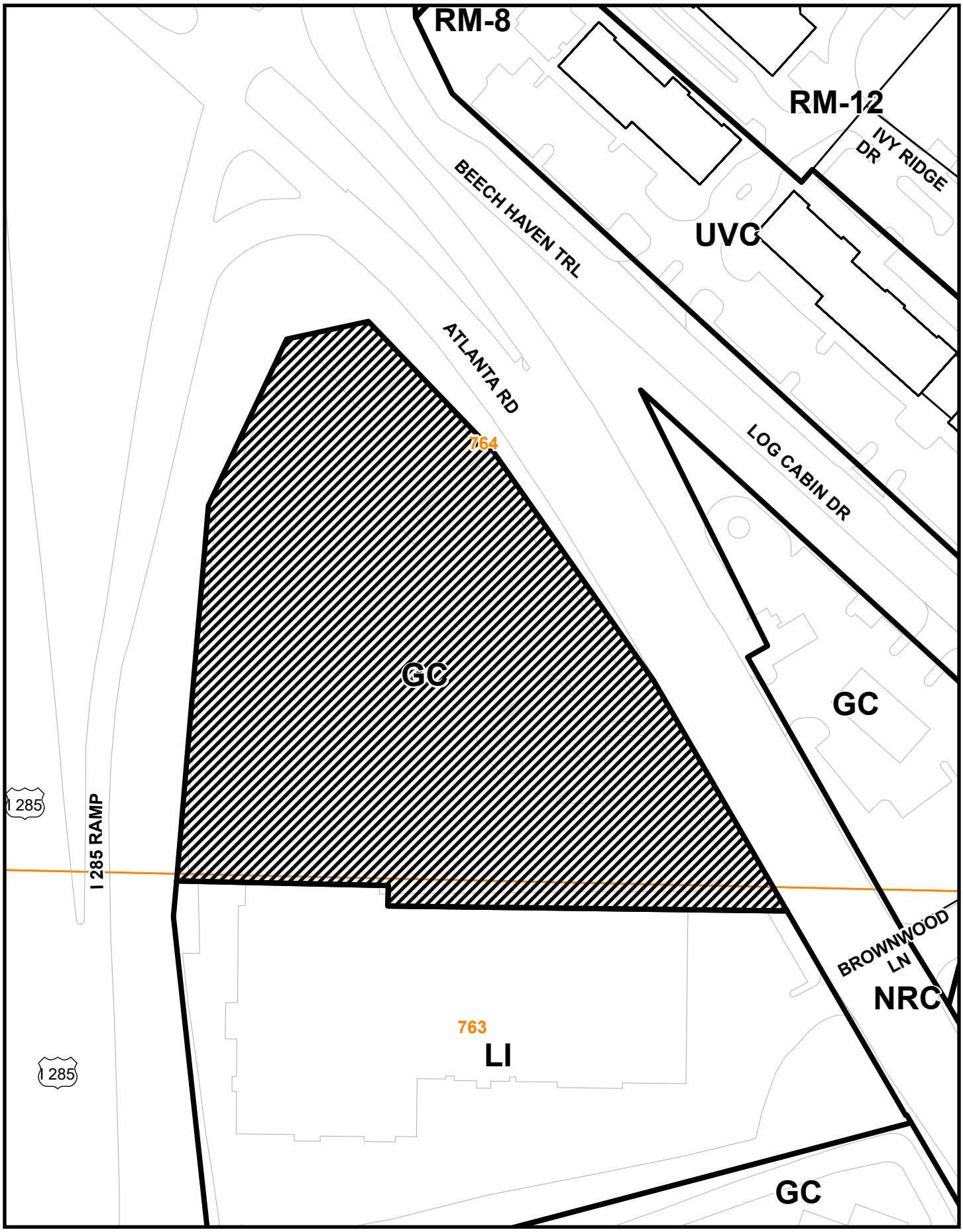
QUICK FACTS

Commission District	2-Richardson
Current Zoning	GC
Current Use of Property	Vacant lot
Proposed Zoning	RRC
Proposed Use	Multifamily residential
Future Land Use	CAC
Site Acreage	3.79
District	17
Land Lot	763, 764
Parcel #	17076400030
Taxes Paid	Exempt

FINAL ZONING STAFF RECOMMENDATIONS

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Z-2 2024 Map

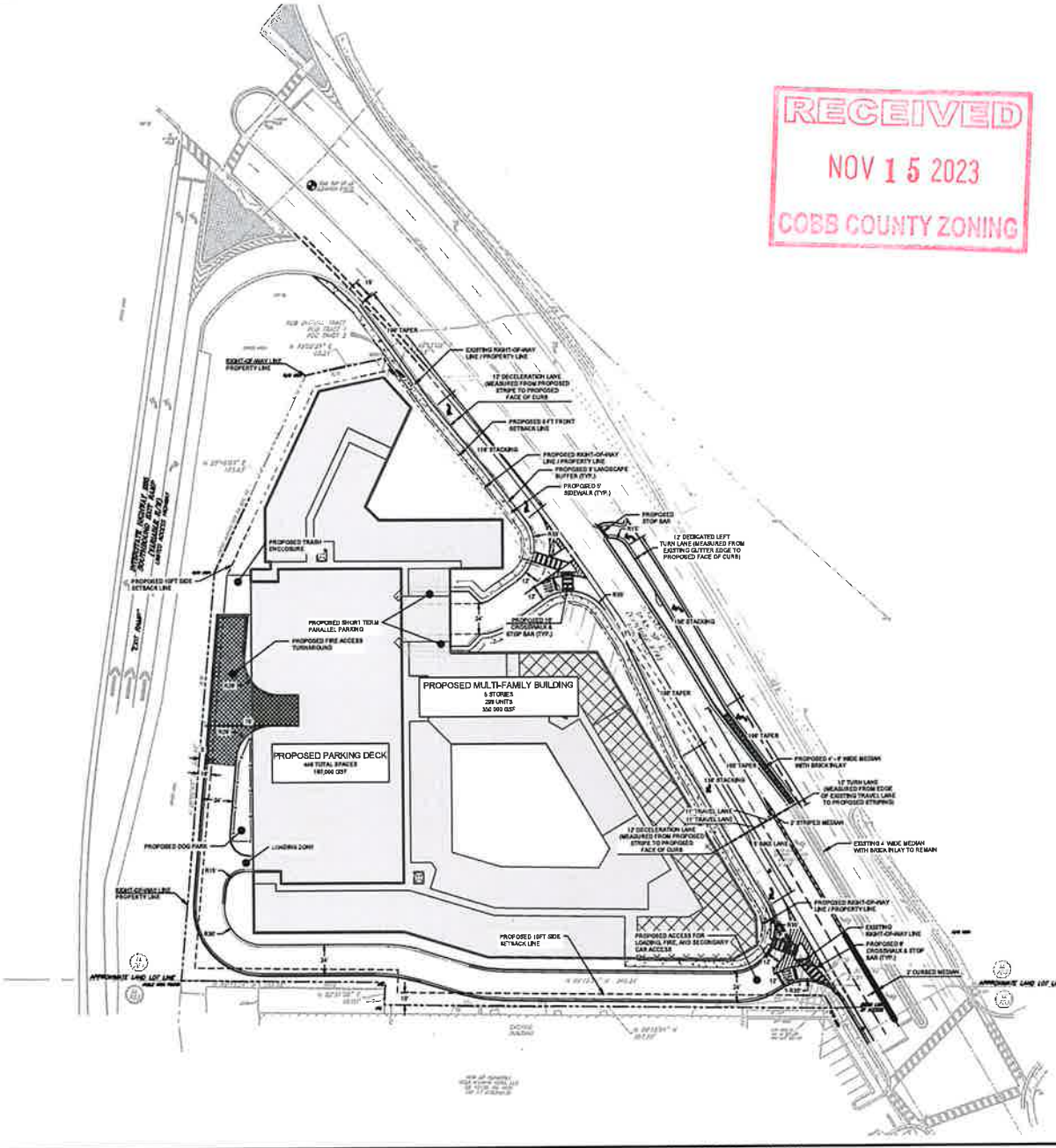


This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 95 190 Feet

Zoning Boundary

City Boundary



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COBB COUNTY ZONING

REZONING NOTES

SITE SUMMARY:

LAND LOT 783 & 784
17TH DISTRICT - 2ND SECTION

CURRENT ZONING:	GENERAL COMMERCIAL (GC)
PROPOSED ZONING:	REGIONAL RETAIL COMMERCIAL (RRC)
SITE AREA:	3.79 AC
ROW DEDICATION:	0.15 AC
ADJUSTED SITE AREA:	3.64 AC

PROPOSED BUILDING SETBACK

FRONT:	0 FT
SIDE:	10 FT
REAR:	10 FT
MAXIMUM BUILDING HEIGHT:	70 FT
MAXIMUM IMPERVIOUS %:	85% (SEE VARIANCE BELOW)

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL	299 UNITS

PARKING SUMMARY:

REQUIRED PARKING:	524 SPACES (TOTAL)
MULTIFAMILY (299 UNITS)	524 SPACES (1.75/UNIT)
PROPOSED PARKING:	448 SPACES (TOTAL)
MULTIFAMILY PARKING	448 SPACES (1.50/UNIT)
STANDARD	438 SPACES
HANDICAP	10 SPACES

1. THIS SITE IS NOT IN A FLOODPLAIN.
2. THE SITE DOES NOT CONTAIN LAKES, STREAMS, OR STREAM BUFFERS.
3. THIS SITE DOES NOT CONTAIN A CEMETERY.
4. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS.
5. ALL PARKING COUNTS ARE APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS, PARKING COUNTS WILL EXCEED TOTALS SHOWN ABOVE.
6. IT IS UNDERSTOOD THAT THE SITE MUST COMPLY WITH ALL APPLICABLE ADA STANDARDS, INCLUDING PARKING AND CONNECTIVITY, AND WILL BE DESIGNED AND DETAILED AS SUCH.
7. IF ACCESS GATES ARE REQUIRED THEY WILL BE PLACED 100FT FROM EDGE OF EXISTING RIGHT OF WAY.
8. UNDERGROUND STORMWATER DETENTION WILL BE PROVIDED ON SITE PER COBB COUNTY STORMWATER STANDARDS AND REQUIREMENTS.

VARIANCE REQUEST SUMMARY

SETBACK VARIANCES:

- REDUCTION OF THE PARCEL'S FRONT BUILDING SETBACK FROM 50 FT TO 00 FT.
- REDUCTION OF THE PARCEL'S SIDE BUILDING SETBACK FROM 50 FT. TO 10 FT.

DESIGN VARIANCES

- VARIATION FROM MAXIMUM FAR OF 1.00 TO FAR OF 2.21. PROPOSED FAR IS BASED OFF PROPERTY AREA AFTER DEDICATION.
- VARIATION FROM MAXIMUM IMPERVIOUS SURFACE OF 70% TO 85%.
- VARIATION FROM MINIMUM 20 FT DRIVEWAY OFFSET FROM THE PROPERTY LINE (DEVELOPMENT STD SEC. 403.1.2) TO 5 FT.
- VARIATION FROM MULTIFAMILY PARKING REQUIREMENT OF 1.75 SPACES PER UNIT TO 1.5 SPACES PER UNIT.

PROPERTY LINE NOTE

- PROPERTY LINE SHOWS CONSINATION OF TRACTS 1 AND 2. THE COMBINED TRACTS ARE SHOWN IN COBB COUNTY GIS AS PIN: 17078400030

Kimley»Horn
1200 PEACHTREE STREET, NE SUITE 800
ATLANTA, GEORGIA 30309
PHONE (404) 418-8700
WWW.KIMLEY-HORN.COM

FLOURNOY DEVELOPMENT GROUP
1100 BOOKSTORE CENTRE PKWY
PEACHTREE CITY, GA 30269
PHONE: 706.243.8043

NO.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

4600 ATLANTA ROAD
4600 ATLANTA ROAD, SMYRNA, GA 30080
LAND LOT 783 & 784, 17TH DISTRICT
PARCEL ID: 17078400030

GEORGIA REGISTERED PROFESSIONAL ENGINEER
11/09/2023

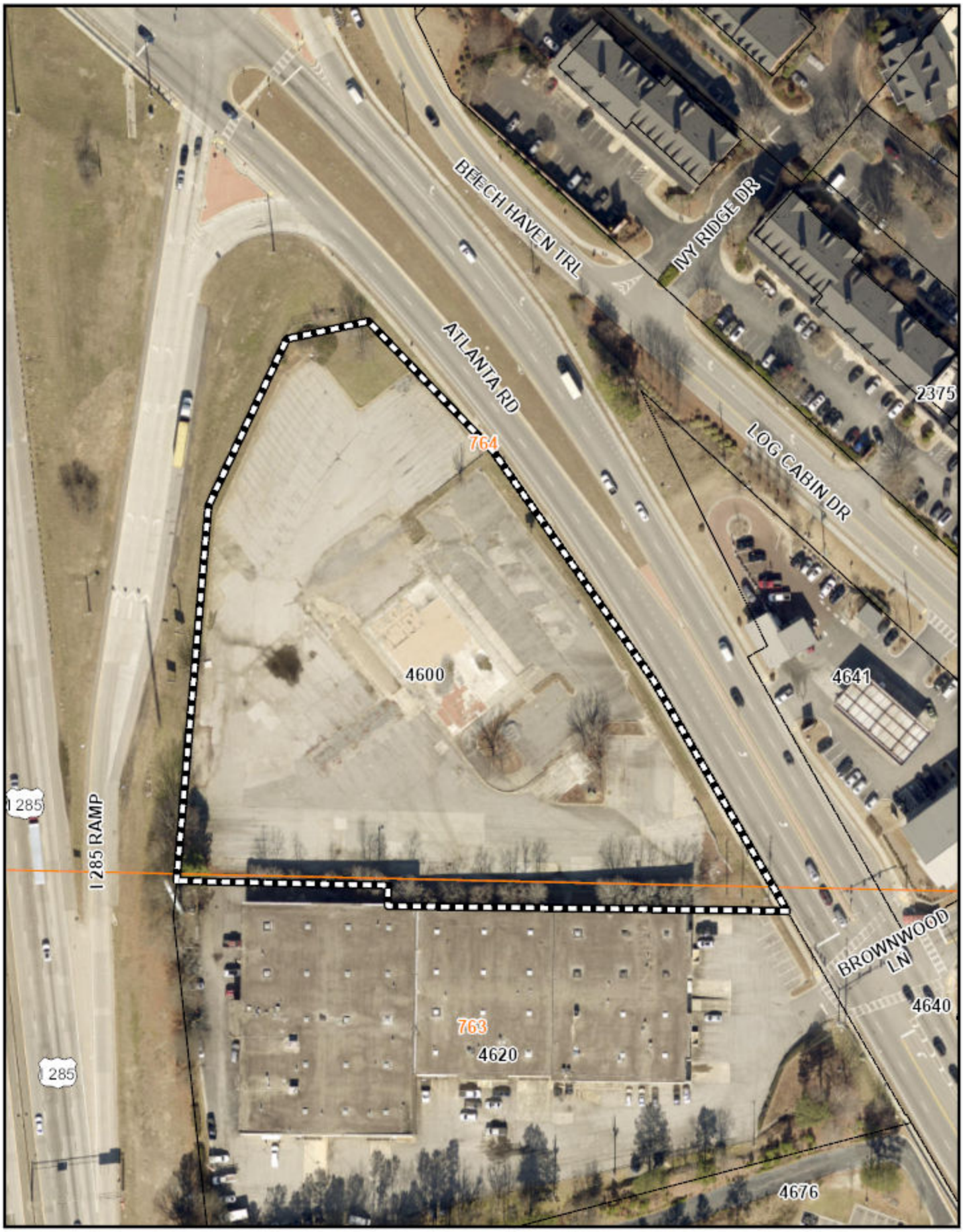
GDWCC NO. (LEVEL II)	0000076496
DRAWN BY	BAC
DESIGNED BY	ZLR
REVIEWED BY	ZLR
DATE	11.09.2023
PROJECT NO.	19098015

TITLE
REZONING SITE PLAN

SHEET NUMBER
C0.10

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Z-2 2024 Aerial Map



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Zoning Boundary

City Boundary

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COBB COUNTY ZONING

Application No. Z-2 (2024)

Hearing Dates: PC - 02/06/2024
BOC - 02/20/2024

Summary of Intent for Rezoning*

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** Average unit size is 830 square feet

b) **Proposed building architecture:** Proposed five-story multi-family residential building which will include glass, masonry, fiber cement siding, and metal balconies

c) **List all requested variances:** See attached for listing of requested variances

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Not Applicable

b) **Proposed building architecture:** Not Applicable

c) **Proposed hours/days of operation:** Not Applicable

d) **List all requested variances:** Not Applicable

Part 3. Other Pertinent Information (List or attach additional information if needed)

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located).

The Property is owned by Cobb County, Georgia.

*Applicant specifically reserves the right to amend any information set forth in this Summary of Intent for Rezoning, or any portion of the Application for Rezoning, or documentation attached thereto, at any time during the rezoning process.

ATTACHMENT TO SUMMARY OF INTENT FOR REZONING

Application No.: Z-2 (2024)
Hearing Dates: February 6, 2024
February 20, 2024

Applicant: Flournoy Development Group, LLC
Titleholder: Cobb County, Georgia, a political subdivision of the State of Georgia

Tax Parcel No.: 17076400030

Part 1. Residential Rezoning Information

(d) List all requested variances:

Setback Variances:

i) Reduction of the required front setback from 50 feet to 0 feet; and
ii) Reduction of required side setback from 50 feet to 10 feet.

Design Variances:

i) Waiver of maximum FAR of 1.00 to FAR of 2.21 (proposed FAR is based off property area after dedication);
ii) Waiver of maximum impervious surface of 70 percent to 85 percent;
iii) Waiver of minimum 20 foot driveway offset from the property line (Development Standard 403.1.2) to 5 feet; and
iv) Waiver of multi-family parking requirement of 1.75 spaces per unit to 1.5 spaces per unit.

ATTACHMENT TO APPLICATION FOR REZONING

IMPACT ANALYSIS STATEMENT

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COBB COUNTY ZONING

Application No.: Z-2 (2024)
Hearing Dates: February 6, 2024
February 20, 2024

Applicant: Flournoy Development Group, LLC
Titleholder: Cobb County, Georgia, a political subdivision of the State of Georgia

Tax Parcel No.: 17076400030

Analysis of impact of the proposed rezoning with respect to the following:

(a) This Application for Rezoning seeks rezoning of approximately 3.79 acres located on the easterly side of the Interstate 285 southbound exit ramp and the southwesterly side of Atlanta Road, being more particularly known as 4600 Atlanta Road, Land Lots 763 and 764, 17th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Property is currently zoned General Commercial ("GC"), and Applicant, Flournoy Development Group, LLC ("Applicant"), is seeking rezoning to the Regional Retail Commercial ("RRC") zoning category for the purpose of a multi-family residential development. The requested category of RRC will permit a use for the Property that is more suitable in view of its location and development of properties in close proximity, and will allow the Property to be utilized to its highest and most reasonable potential. Zoning of properties in the area vary from high-density residential to office, retail, commercial, and industrial purposes. The location of the Subject Property makes it uniquely suited for the proposed development; as well as, its location to the East-West Connector, Atlanta Road, Cumberland Parkway, and interstate connectivity. The proposed RRC zoning classification and development for a multi-family residential use would be compatible to surrounding properties and the area as a whole.

(b) This zoning proposal should have no adverse effect on the existing use or usability of adjacent or nearby properties. The proposed development should have a minimal, if any, impact on surrounding properties, as surrounding properties would be similarly situated with the proposed development. If approved and developed according to the request, the adjacent and nearby property owners would benefit in higher land values. Cobb County will benefit in increased tax revenue.

(c) The property, as zoned, does not have a reasonable economic use. The proposed RRC classification would allow the Property to be developed and utilized to its highest and best potential, and consistent with properties adjacent to and in the immediate proximity.

(d) This zoning proposal will not cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. Development, as proposed, would have minimal effect on utilities and transportation facilities. The Property has convenient access to the interstate highway and major thoroughfares within the County. Roadway improvements in and around the Subject Property in recent years have eased access and traffic concerns related to the proposed development.

(e) The zoning proposal is not in conformity with the Future Land Use Plan of Cobb County, Georgia; however, changing conditions warrant a revision to the Future Land Use Plan and approval of the Application.

(f) This zoning proposal is consistent with the current conditions affecting the development of this Property. Improvements to the area roadways and major thoroughfares and interstates have been made in recent years to ease traffic flow in order to accommodate development in and around the Subject Property.

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Cobb County...Expect the Best!

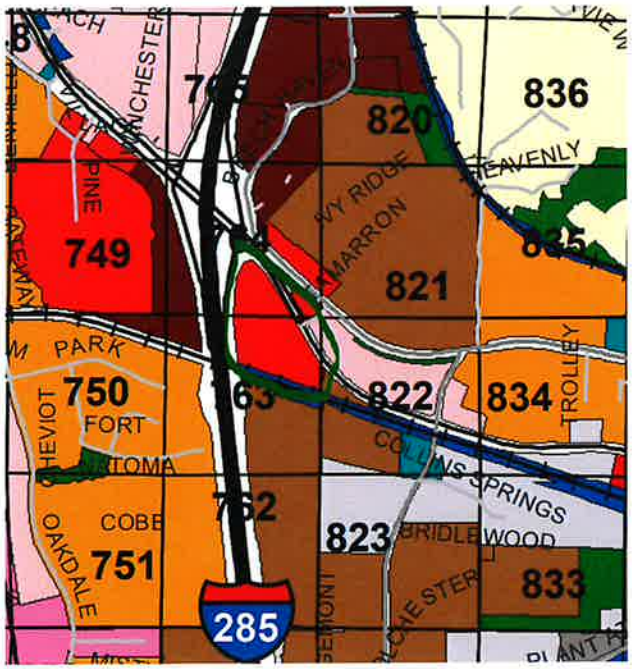
ENVIRONMENTAL SITE ANALYSIS (ESA) FORM

Provide an Environmental Site Analysis fully addressing all items below. Describe the proposed project and the existing environmental conditions on the site. Describe adjacent properties. Reference information presented on the site plan that depicts the proposed project

1. **CONFORMANCE WITH THE COMPREHENSIVE PLAN**
   Describe how the project conforms to the Comprehensive Land Use Plan. Include the portion of the Comprehensive Plan Land Use Map which supports the project's conformity to the Plan. Evaluate the proposed project with respect to the land use suggestion of the Comprehensive Plan as well as any pertinent Plan policies. Information regarding Cobb County's Comprehensive Plan may be found online at https://www.cobbcounty.org/community-development/planning/comprehensive-planning.

While the land use map reflects a target use of "Community Activity Center," and our proposed land use is "High Density Residential, we propose a project that does conform with the Plan based on two primary reasons:

1) *The subject site is currently blighted, undeveloped, and adjacent to parcels that are coded for high-density residential.*
2) *The proposed use complies with and fulfills the objectives outlined in all three Land Use Goals (LU-Goal 1; LU-Goal 2; and LU-Goal 3) referenced in the Comprehensive Plan.*



FUTURE LAND USE LEGEND

RR	Rural Residential
VLDR	Very Low Density Residential
LDR	Low Density Residential
MDR	Medium Density Residential
HDR	High Density Residential
NAC	Neighborhood Activity Center
CAC	Community Activity Center

2. **ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT**

For each environmental site feature listed below, indicate the presence or absence of that feature on the property. Describe how the proposed project may encroach or adversely affect an environmental site feature. Information on environmental site features may be obtained from the indicated source(s) or other sources. Cite the source of information regarding the presence or absence of environmental site features (e.g. according to the U. S. Fish and Wildlife Service, National Wetlands Inventory website (http://www.fws.gov/wetlands/), wetland areas are located on the northwest portion of the site).

a. Wetlands
- U. S. Fish and Wildlife Service, National Wetlands Inventory (http://www.fws.gov/wetlands/)
- Georgia Geologic Survey (404-656-3214)
- Field observation and subsequent wetlands delineation/survey if applicable

Based on a review of the NWI map, no wetlands are mapped on the Subject Property. A copy of the NWI map is attached.

b. Floodplain
- Federal Emergency Management Agency (http://www.fema.org)
- Field observation and verification

Based on a review of the FEMA FIRM Map, the Subject Property is mapped in Zone X. Areas within Zone X are areas of minimal flood hazard, depicted on the FIRM as above the 500-year flood level. A copy of the FEMA FIRM Map is attached.

c. Streams/stream buffers
- Cobb County Erosion Control
- Field observation and verification

Based on a review of the NWI map, no streams are mapped on the Subject Property. A copy of the NWI map is attached.

d. Slopes greater than 25 percent (as determined by an analysis performed consistent with industry accepted engineering and design practices)
- United States Geologic Survey Topographic Quadrangle Map
- Field observation and verification

Based on a review of the USGS National Map, slopes greater than 25 percent are not located on the Subject Property. A copy of the USGS National Map is attached.

e. Vegetation (including endangered species)
- United States Department of Agriculture, Nature Resource Conservation Service
- Field observation

Based on a review of the USFWS Information for Planning and Consultation (IPaC) report for Cobb County, Georgia, four endangered species (one bird, one insect, and two flowering) were identified. The Subject Property is currently improved with the remnants of a former gasoline station (building foundations and surface parking). It is unlikely that critical habitats associated with the four endangered species exist on the Subject Property. A copy of the IPaC report is attached.

f. Wildlife Species (including fish and endangered species)
- United States Fish and Wildlife Service
- Georgia Department of Natural Services, Wildlife Resources Division, Natural Heritage Program

- Field observation

Based on a review of the GA DNR list of Rare Animals, Plants, and Natural Plan Communities within Cobb County, 17 plants and 25 animals were identified. As noted in Section 2e, the Subject Property is improved with remnants of a gasoline station and asphalt parking areas. It is unlikely that habitats associated with these plants and animals are present on the Subject Property. A copy of the GA DRN list is attached.

g. Archeological/Historical Sites
   - Cobb County Historic Resources
   - Georgia Department of Natural Resources, Historic Preservation Division
   - Field observation and verification

Based on a review of Georgia's Natural, Archaeological, and Historic Resources GIS (GNAHRGIS), the Subject Property was not listed on the National Register of Historic Places.

3. **PROJECT IMPLEMENTATION MEASURES**

Describe how the project implements each of the measures listed below as relevant. Indicate specific implementation measures required to protect environmental site feature(s) that may be impacted.

a. Protection of environmentally sensitive areas (wetlands, floodplain, slopes exceeding 25 percent, stream buffers)
Based on a review of the NWI map, no wetlands, streams or slopes exceeding 25 percent are mapped on the Subject Property. Reference item 2.b. above for floodplain details.

b. Protection of water quality – *Water quality improvements will be installed as part of the stormwater management system proposed for the project. These improvements will meet the requirements of the Cobb County Ordinance or the Georgia Stormwater Management Manual.*

c. Minimization of negative impacts on existing infrastructure. *Stormwater and drainage infrastructure will be installed to ensure that the post-developed flow rates do not exceed the pre-developed flowrates leaving the site. Sewer infrastructure will be installed to route sewer flows leaving the site to the existing CCWS system present in Atlanta Road and limit contamination to nearby sensitive areas.*

d. Minimization of negative impacts on archeological/historically significant areas
Based on a review of Georgia's Natural, Archaeological, and Historic Resources GIS (GNAHRGIS), the Subject Property was not listed on the National Register of Historic Places.

e. Minimization of negative impacts on environmentally stressed community areas where environmentally stressed community areas are defined as community areas will be exposed to a minimum of two environmentally adverse conditions resulting from public and private municipal and industrial uses.
   - Public and private municipal (solid waste and wastewater treatment facilities, utilities, airports, and railroads) *These areas are not present on the Subject Property.*
   - Industrial (landfills, quarries and manufacturing facilities) *These areas are not present on the Subject Property.*

f. Creation and preservation of green space and open space. *Two courtyard areas will be created as part of the project to allow for open space areas to be present on the site.*

g. Protection of citizens from the negative impacts of noise and lighting. *Proposed development is not immediately surrounded by residential neighborhoods, but does not include design features that would contribute to excessive noise or light pollution.*

h. Protection of parks and recreational green space – *Amenity courtyard areas are being proposed as part of the project to facilitate on-site recreational areas and limit overuse of adjacent public recreation areas.*

i. Minimization of impacts to wildlife habitats – *The site is currently an abandoned paved parking lot that has minimal wildlife habitat. Construction practices and erosion control measures such as silt fence and sediment storage/routing will be implemented to minimize impacts to off-site wildlife area by protecting the perimeter of the site and minimizing runoff.*

Kimley»Horn

MEMORANDUM

To: Mr. Cameron Bean, Flournoy Development Group

From: Mr. Jin Seo, P.E., Kimley-Horn and Associates, Inc.

Date: September 29, 2023

RE: ***4600 Atlanta Road Site – Cobb County, Georgia – Submittal 1 Trip Generation and Traffic Technical Memorandum***

Kimley-Horn is pleased to provide this memorandum regarding the proposed *4600 Atlanta Road* development in Cobb County, Georgia. The purpose of this memorandum is to get approval from Cobb County regarding analysis assumptions for a traffic impact study if it is required in addition to the project trip generation information provided.

PROJECT OVERVIEW

The *4600 Atlanta Road* development is a proposed residential development on an approximately 3.79-acre site southwest of Atlanta Road and east of I-285 in Cobb County, Georgia. As currently envisioned, *4600 Atlanta Road* development will consist of 299 residential units. The site is proposed to be rezoned from GC (general commercial) to RRC (regional retail commercial).

Figure 1 provides a location map. **Figure 2** provides an aerial image of the site.

TRIP GENERATION AND TRIP DISTRIBUTION

Trip Generation

Project traffic, for the purposes of this evaluation, is defined as the vehicle trips expected to be generated by the proposed development. Anticipated trip generation for the *4600 Atlanta Road* development was calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition, 2021.*

The density and the anticipated project trip generation are summarized in **Table 1**.

Table 1: Trip Generation (Gross Trips)
4600 Atlanta Road

Land Use	ITE Code	Density	Daily Traffic			AM Peak			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Multifamily Housing (Mid-Rise)	*221*	*299 units*	1,380	690	690	120	28	92	117	71	46
Total			**1,380**	**690**	**690**	**120**	**28**	**92**	**117**	**71**	**46**

Based on **Table 1**, the proposed development is projected to generate approximately 1,380 total daily trips (690 in; 690 out), 120 AM peak hour trips, and 117 PM peak hour trips.

Trip Distribution

The proposed directional distribution of new project trips is based on the project land use, engineering judgement, and a review of land use densities in the area. Detailed trip distribution of the project site is shown on **Figure 3** and **Figure 4**.

ANALYSIS METHODOLOGY

Study Network

Given the existing roadway network and the projected trip generation, the following three (3) intersections are recommended for detailed intersection analyses:

1. Atlanta Road @ Tamarron Parkway (signalized)
2. I-285 NB Ramps @ Atlanta Road (signalized)
3. I-285 SB Ramps @ Atlanta Road (signalized)

Growth Rate

Based on the recent trends in traffic along the area roadways according to Georgia's Traffic Analysis and Data Application (TADA), population forecasts and knowledge of proposed developments in the area, we recommend a background growth rate of 1.0% per year to build-out year and 10-year horizon year.

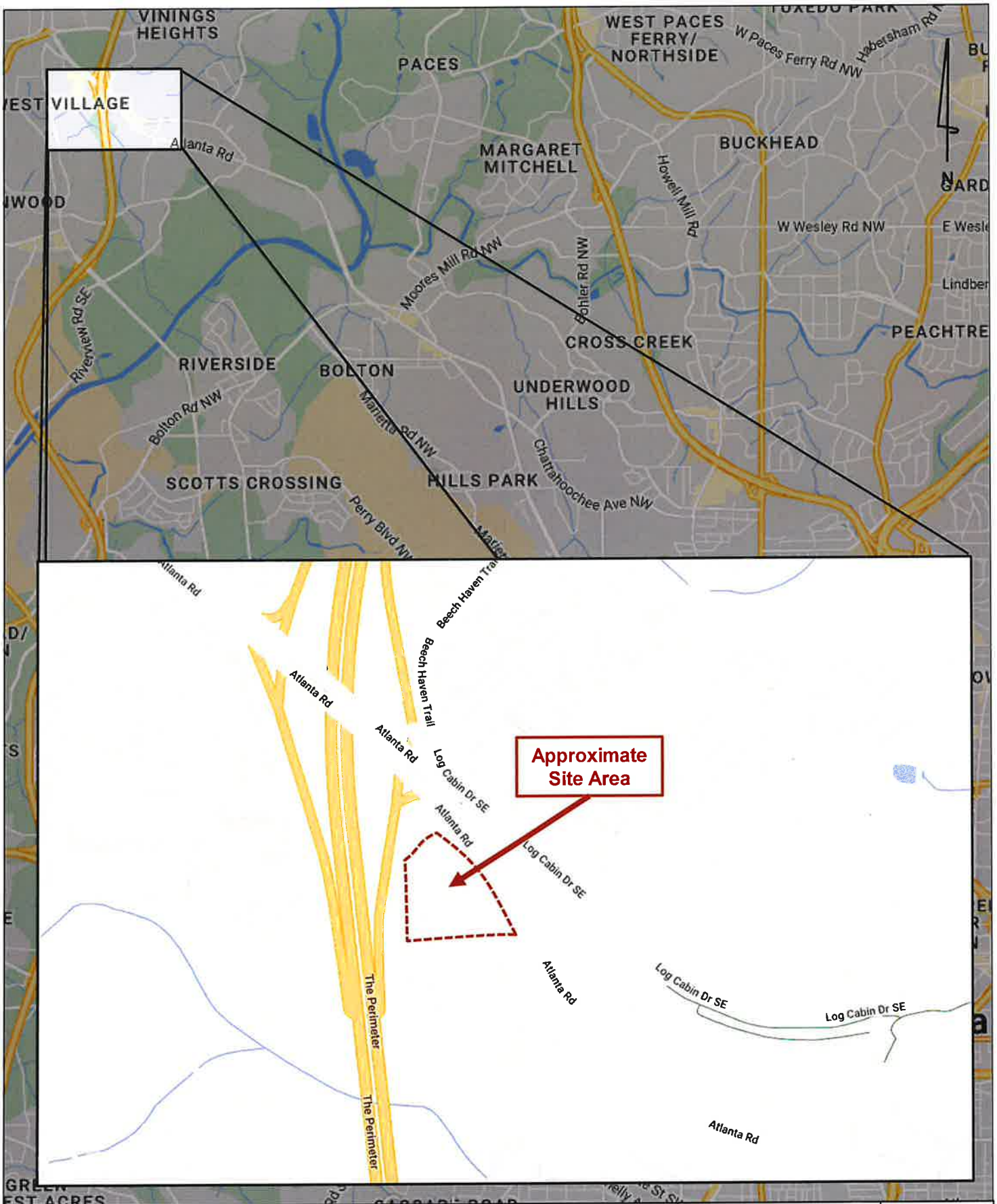
We hope this information is helpful. If you have any questions concerning this letter or need additional information, please do not hesitate to contact me.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

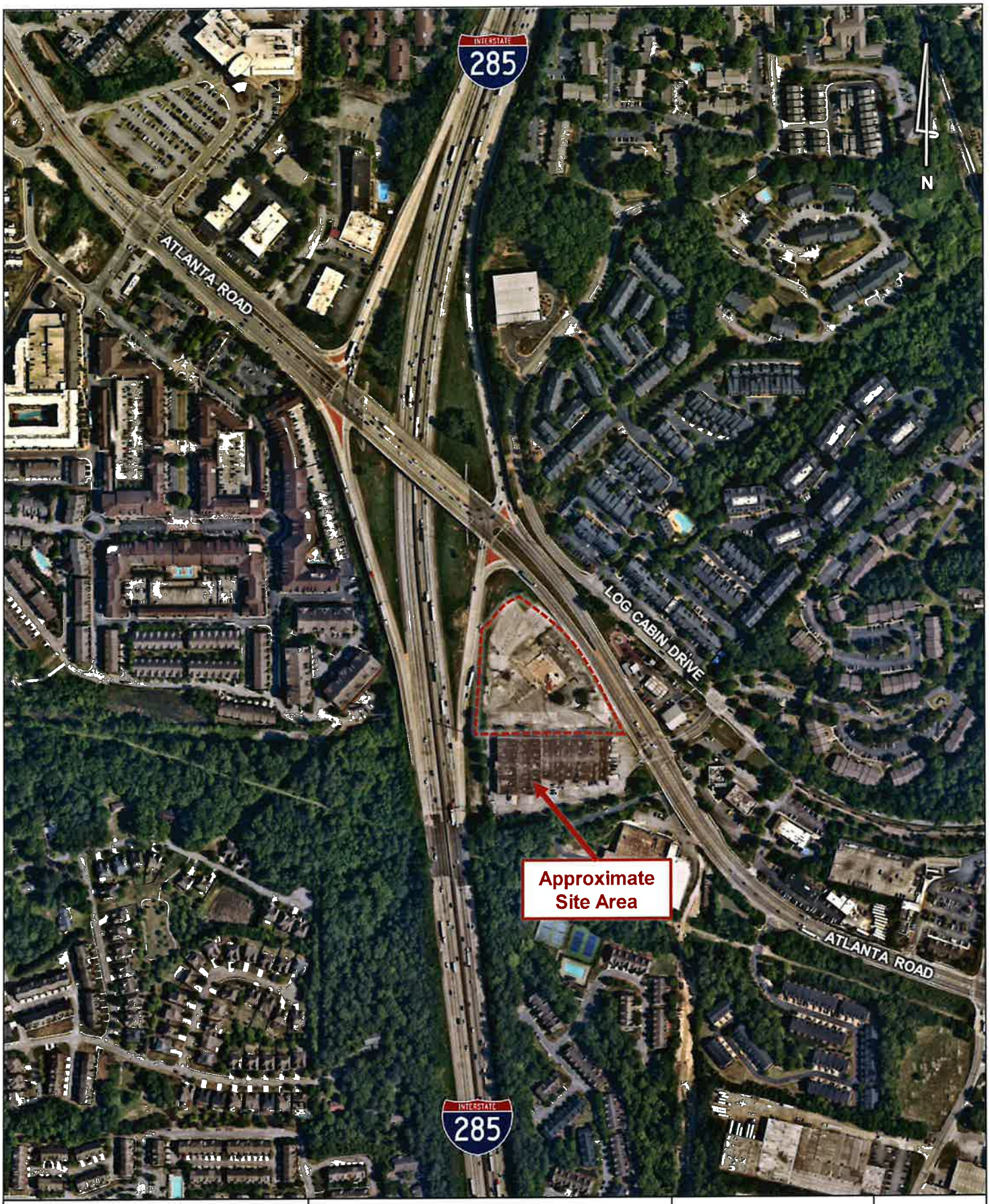
Jin Seo, P.E.
Project Manager

Attachments:

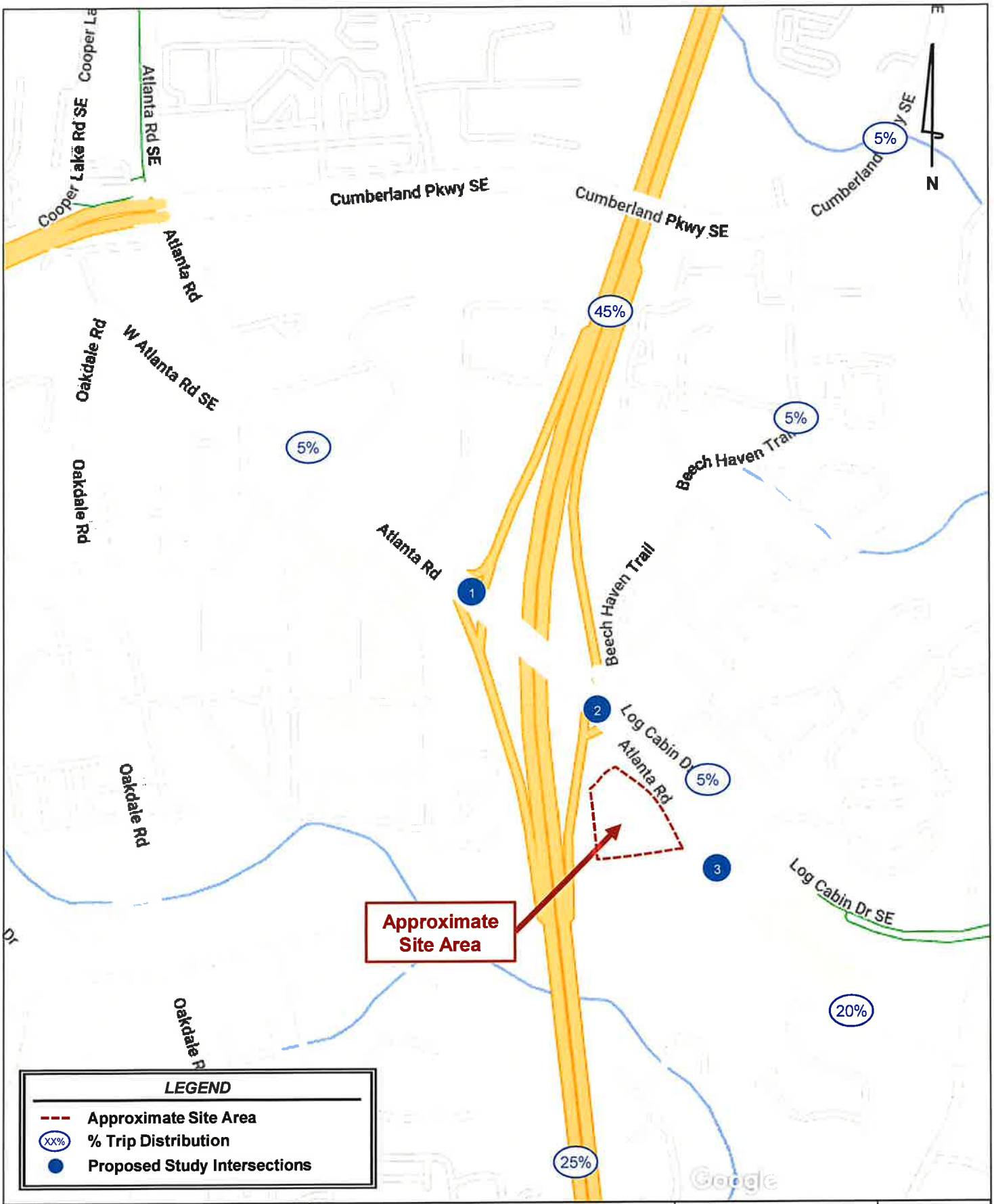
- Figure 1: Site Location Map
- Figure 2: Site Aerial
- Figure 3: Project Trip Distribution
- Figure 4: Trip Distribution and Assignment
- Growth Rate and Trip Generation Analysis
- Proposed Site Plan



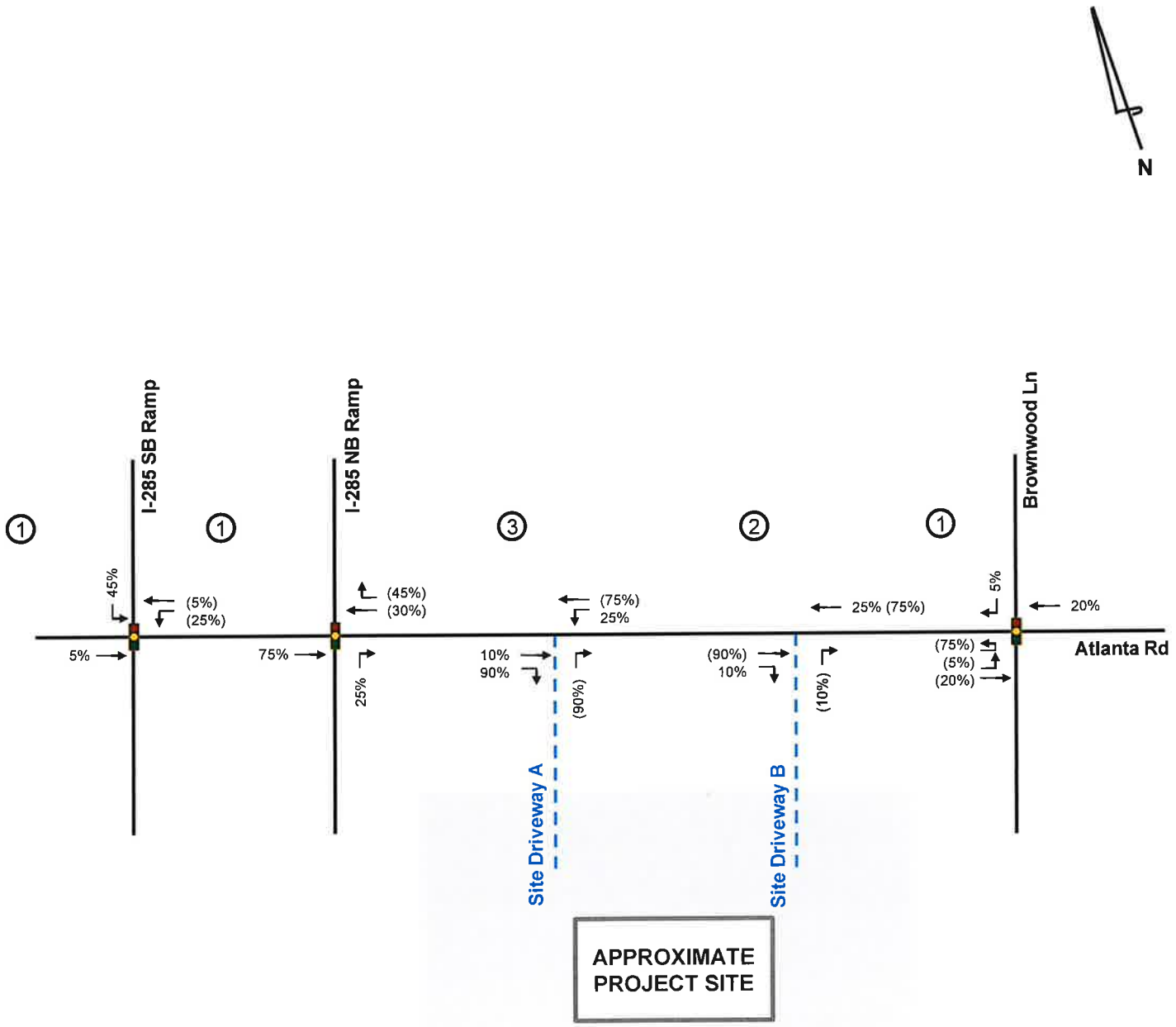
Kimley»Horn	*4600 Atlanta Rd* **Traffic Technical Memorandum**	**Site Location Map**	**Figure 1** **Page 3**



Kimley»Horn	*4600 Atlanta Rd* Traffic Technical Memorandum	Site Aerial	Figure 2 Page 4



Kimley»Horn	*4600 Atlanta Rd* Traffic Technical Memorandum	Project Trip Distribution	Figure 3 Page 5



LEGEND	
→	Turning Movements
XX%	% Traffic Entering
(XX%)	% Traffic Existing
(X)	Intersection Reference Number

Kimley»Horn	*4600 Atlanta Rd* Traffic Technical Memorandum	Trip Distribution and Assignment	Figure 4

United States Census Bureau OnTheMap

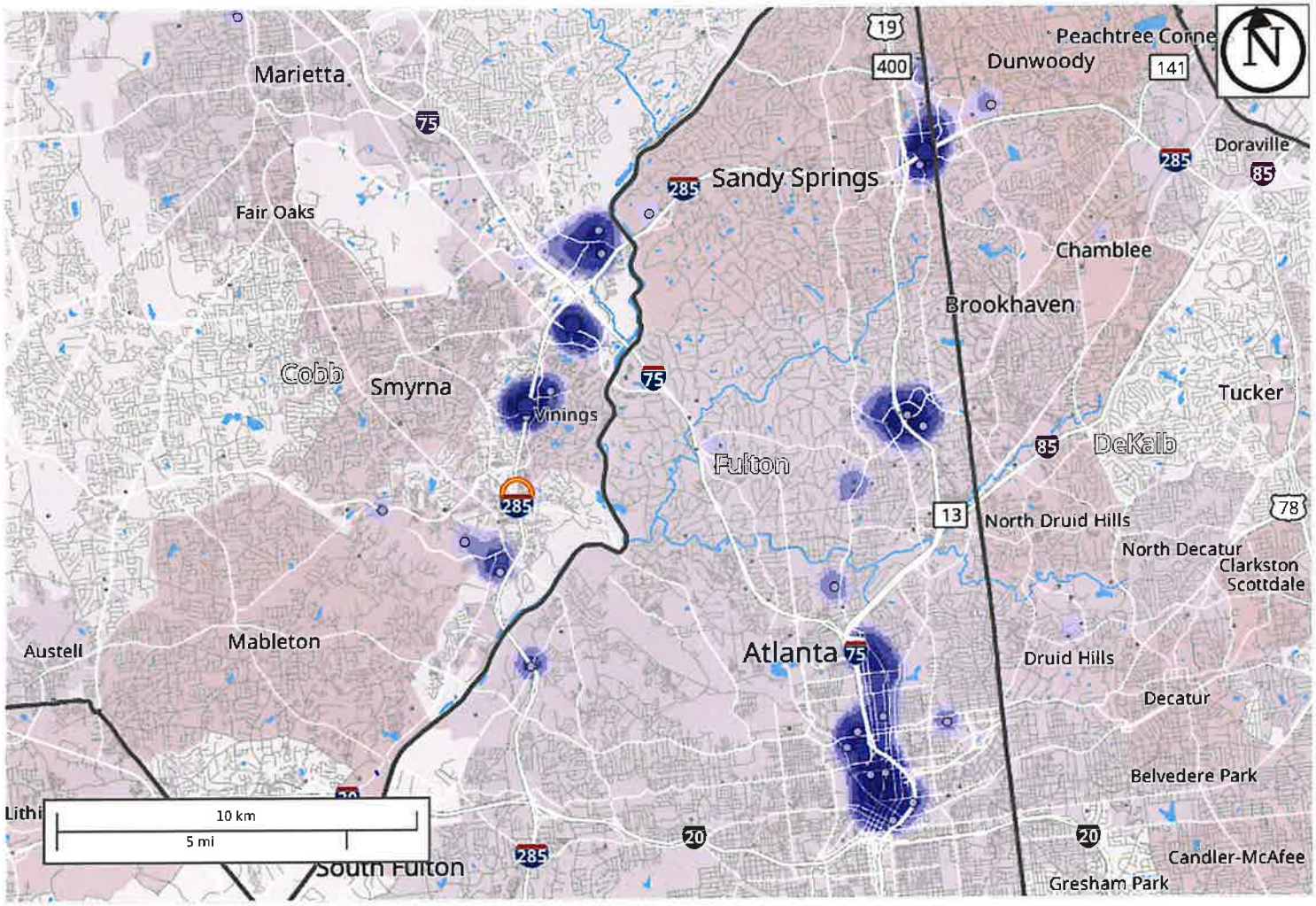
Distance/Direction Report - Home to Work

All Jobs for All Workers in 2020

Created by the U.S. Census Bureau's OnTheMap https://onthemap.ces.census.gov on 09/21/2023

Counts and Density of Work Locations for All Jobs in Home Selection Area in 2020

All Workers



Map Legend

Job Density [Jobs/Sq. Mile]

- 5 - 6
- 7 - 9
- 10 - 15
- 16 - 22
- 23 - 33

Job Count [Jobs/Census Block]

- 1 - 2
- 3 - 5
- 6 - 11

Selection Areas

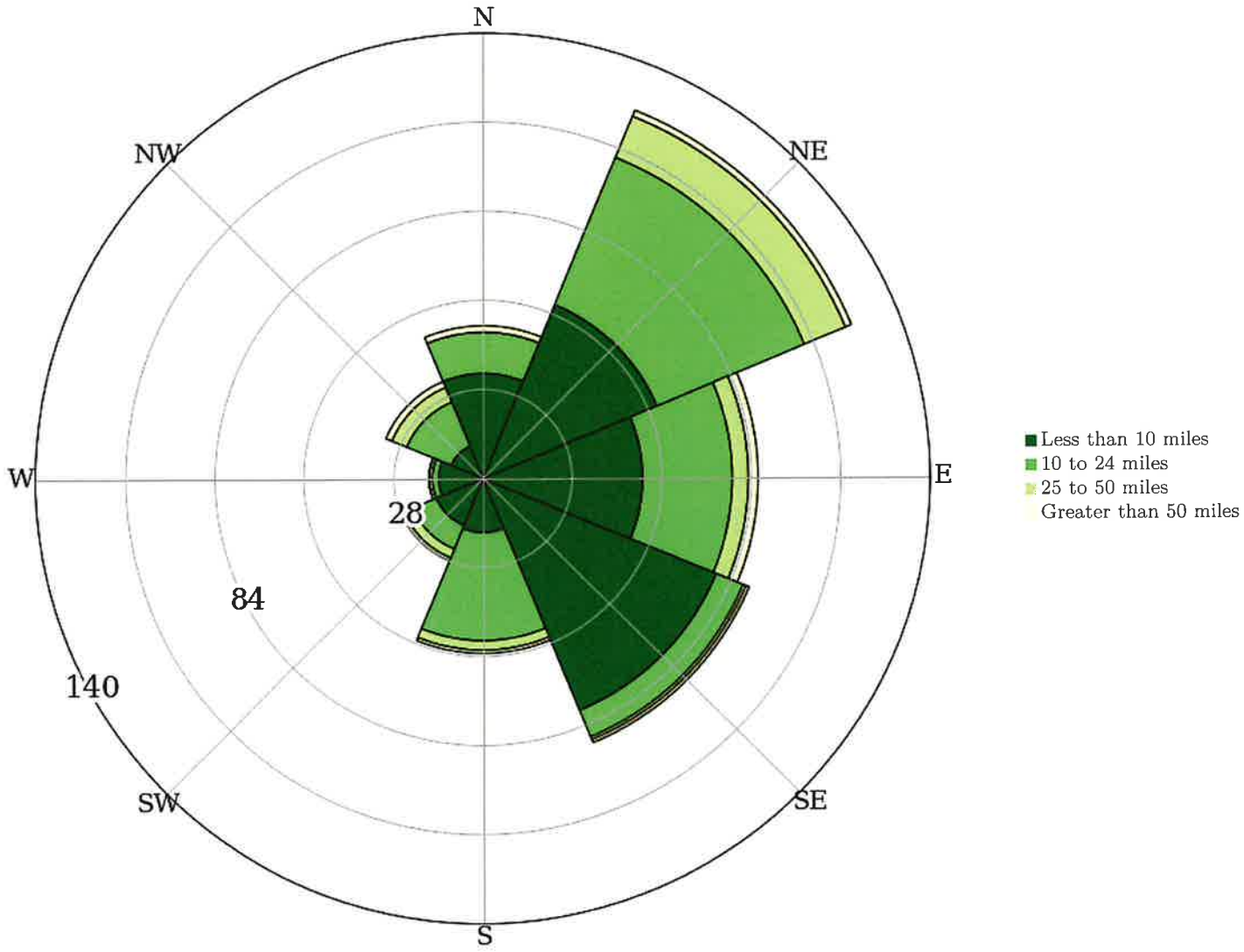
- Home Area



United States Census Bureau

All Jobs for All Workers in 2020

Distance and Direction from Home Census Block to Work Census Block, Unk: _verb in Selection Area



All Jobs for All Workers in 2020

Distance from Home Census Block to Work Census Block, Unk: _verb in Selection Area

Distance	2020 Count	Share
Total All Jobs	482	100.0
Less than 10 miles	279	57.9
10 to 24 miles	159	33.0
25 to 50 miles	32	6.6
Greater than 50 miles	12	2.5

4600 Atlanta Road
Growth Rate Table

Source:	GDOT Count Station
Location:	Atlanta Road
	e/o Church Ln
Route #:	
Route Type:	Minor Arterial
Station:	067-2056
Capacity:	

Count Year	Volume	Growth Rate
2017	**22,400**	
2018	22,400	0.00%
2019	22,500	0.45%
2020	20,800	-7.56%
2021	**19,600**	-5.77%
2022	20,400	4.08%
Avg. 1 Year Rates 2017-2022		**-1.85%**

Source:	GDOT Count Station
Location:	Church Ln
	s/o Atlanta Rd
Route #:	
Route Type:	Local Road
Station:	067-8807
Capacity:	

Count Year	Volume	Growth Rate
2017	6,110	
2018	6,200	1.47%
2019	**6,310**	**1.77%**
2020	5,860	-7.13%
2021	6,220	6.14%
2022	6,370	2.41%
Avg. 1 Year Rates 2017-2022		**0.84%**

Source:	GDOT Count Station
Location:	Church Ln
	n/o Atlanta Rd
Route #:	
Route Type:	Local Road
Station:	067-8239
Capacity:	

Count Year	Volume	Growth Rate
2017	**5,900**	
2018	5,990	1.53%
2019	6,110	2.00%
2020	5,680	-7.04%
2021	**4,870**	-14.26%
2022	4,990	2.46%
Avg. 1 Year Rates 2017-2022		**-3.29%**

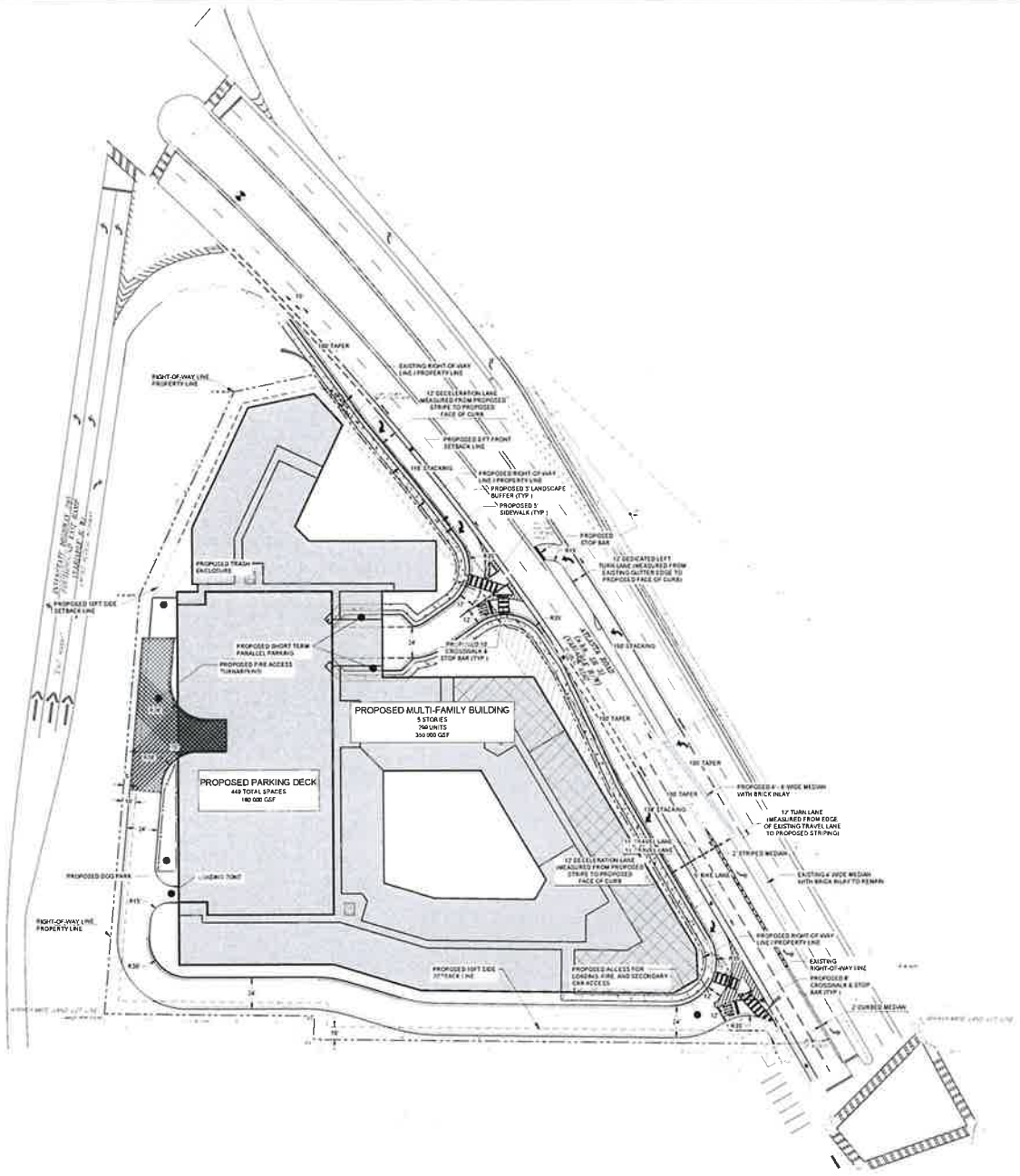
	Annual Growth
Cobb County Population Annual Growth (2000-2010)	1.37%
Cobb County Population Annual Growth (2010-2015)	1.11%
Cobb County (Census) Population Annual Growth (2010-2019)	1.20%

CHOSEN GROWTH RATE: 1.5%

Trip Generation Analysis (11th Ed.)
4600 Atlanta Road
Cobb County, Georgia

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
221 Multi-Family Housing (Mid-Rise)	299 d.u.	1,380	120	28	92	117	71	46
Total		**1,380**	**120**	**28**	**92**	**117**	**71**	**46**
Gross Trips		**1,380**	**120**	**28**	**92**	**117**	**71**	**46**
Residential Trips		1,380	120	28	92	117	71	46
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Residential Trips		1,380	120	28	92	117	71	46
Mixed-Use Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**1,380**	**120**	**28**	**92**	**117**	**71**	**46**
Driveway Volumes		**1,380**	**120**	**28**	**92**	**117**	**71**	**46**

Kimley»Horn



REZONING NOTES

SITE SUMMARY:

LAND LOT 783 & 784
17TH DISTRICT - 2ND SECTION

CURRENT ZONING	GENERAL COMMERCIAL (GC)
PROPOSED ZONING	REGIONAL RETAIL COMMERCIAL (RRC)
SITE AREA	3 79 AC
ROW DEDICATION	0 15 AC
ADJUSTED SITE AREA	3 64 AC

PROPOSED BUILDING SETBACK
- FRONT: 0 FT
- SIDE: 10 FT
- REAR: 10 FT

MAXIMUM BUILDING HEIGHT: 75 FT

PROPOSED LAND USES & DENSITIES:
MULTIFAMILY RESIDENTIAL: 299 UNITS

PARKING SUMMARY:

REQUIRED PARKING: MULTIFAMILY (299 UNITS)	524 SPACES (TOTAL) 524 SPACES (1 75/UNIT)
PROPOSED PARKING: MULTIFAMILY PARKING	448 SPACES (TOTAL) 448 SPACES (1 50/UNIT)
STANDARD	436 SPACES
HANDICAP	12 SPACES

1. THIS SITE IS NOT IN A FLOODPLAIN
2. THE SITE DOES NOT CONTAIN LAKES, STREAMS, OR STREAM BUFFERS
3. THIS SITE DOES NOT CONTAIN A CEMETERY
4. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS
5. ALL PARKING COUNTS ARE APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS PARKING COUNTS WILL EXCEED TOTALS SHOWN ABOVE
6. IT IS UNDERSTOOD THAT THE SITE MUST COMPLY WITH ALL APPLICABLE ADA STANDARDS INCLUDING PARKING AND CONNECTIVITY, AND WILL BE DESIGNED AND DETAILED AS SUCH
7. IF ACCESS GATES ARE REQUIRED THEY WILL BE PLACED 100FT FROM EDGE OF EXISTING RIGHT OF WAY

VARIANCE REQUEST SUMMARY

SETBACK VARIANCES
- REDUCTION OF THE PARCEL'S FRONT BUILDING SETBACK FROM 50 FT TO 00 FT
- REDUCTION OF THE PARCEL'S SIDE BUILDING SETBACK FROM 50 FT TO 10 FT

DESIGN VARIANCES
- VARIATION FROM MAXIMUM FAR OF 1 00 TO FAR OF 2 21 PROPOSED FAR IS BASED OFF PROPERTY AREA AFTER DEDICATION
- VARIATION FROM MAXIMUM IMPERVIOUS SURFACE OF 70% TO 85%
- VARIATION FROM MINIMUM 20 FT DRIVEWAY OFFSET FROM THE PROPERTY LINE (DEVELOPMENT STD SEC 403 1 2) TO 5 FT
- VARIATION FROM MULTIFAMILY PARKING REQUIREMENT OF 1 75 SPACES PER UNIT TO 1 5 SPACES PER UNIT

PROPERTY LINE NOTE

- PROPERTY LINE SHOWS COMBINATION OF TRACTS 1 AND 2 THE COMBINED TRACTS ARE SHOW IN COBB COUNTY GIS AS PIN: 17078400030

GRAPHIC SCALE IN FEET
0 20 40 80

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

Kimley»Horn
1200 PEACHTREE STREET, NE SUITE 800
ATLANTA, GEORGIA 30309
PHONE: 404 443 4300
WWW.KIMLEY-HORN.COM

FLOURNOY DEVELOPMENT GROUP
1100 BROOKSTONE CENTRE PKWY
COLUMBUS, GA 31904
PHONE: 706 243 2243

NO	DESCRIPTION	DATE	BY
1	ZONING SITE PLAN	08/17/2023	ZLR
2	1ST RESUBMITTAL PER COMMENTS	10/30/2023	ZLR

4600 ATLANTA ROAD -
4600 ATLANTA ROAD SMYRNA, GA 30080
LAND LOT 783 & 784, 17TH DISTRICT
PARCEL ID 17078400030

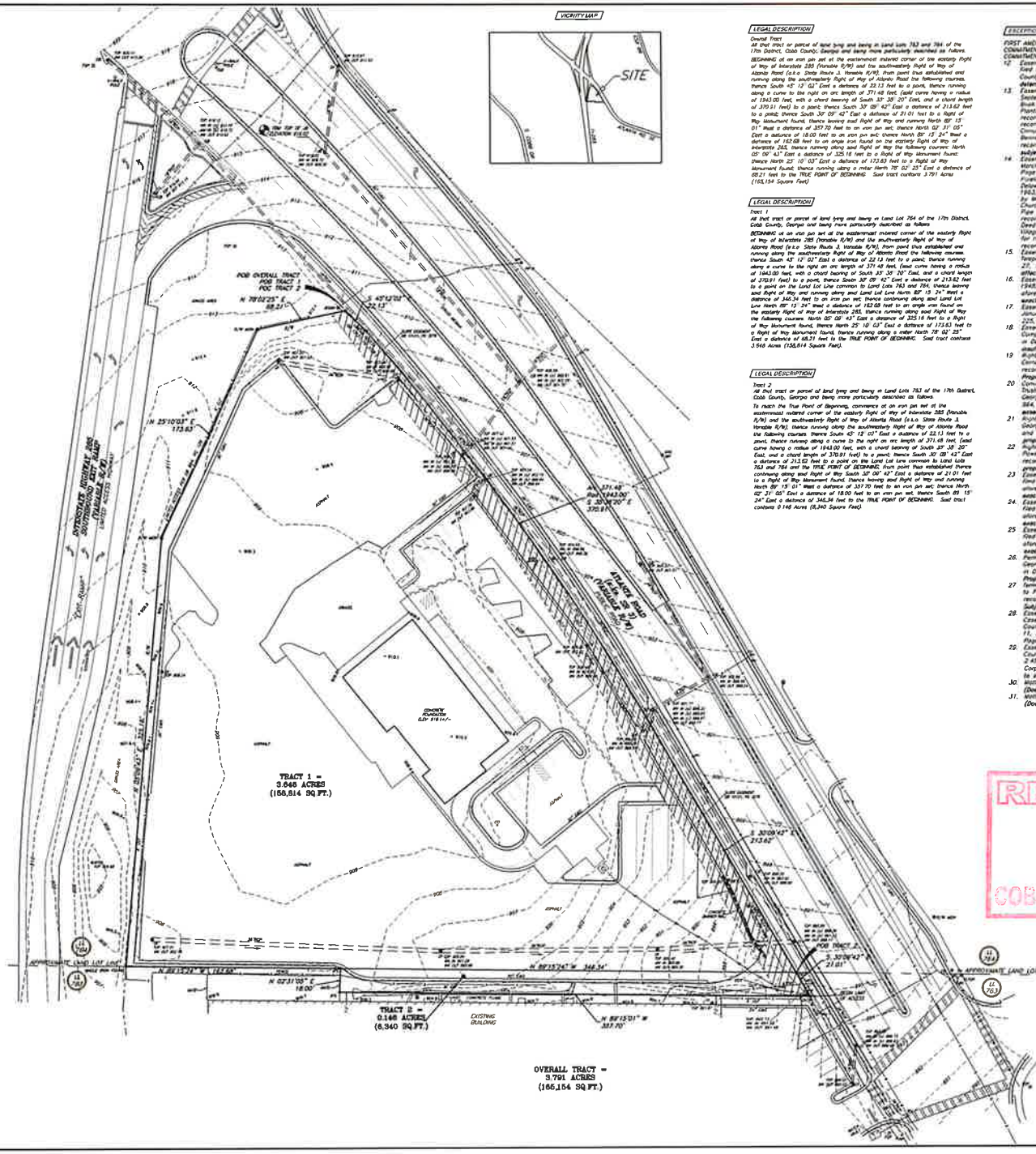
GEORGIA REGISTERED PROFESSIONAL ENGINEER ZACHARY BANCROFT 10/30/2023

ISWCC NO. & LEVEL III	00000764D6
DRAWN BY	BAC
DESIGNED BY	ZLR
REVIEWED BY	ZLR
DATE	10 30 2023
PROJECT NO	19558015

TITLE: REZONING SITE PLAN

SHEET NUMBER: C0.10

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc shall be without liability to Kimley-Horn and Associates, Inc



UNDERGROUND UTILITY NOTE

UNDERGROUND UTILITIES SHOWN WERE LOCATED AS FLAGGED BY AN UNDERGROUND UTILITY LOCATOR. TECHNICAL SURVEY SERVICES, INC. DOES NOT CERTIFY OR ASSUME RESPONSIBILITY TO THE EXACT LOCATION OR THE ACCURACY OF THE TYPE OF THOSE UTILITIES SHOWN.

TOPOGRAPHIC NOTE

THE TOPOGRAPHIC INFORMATION SHOWN IS A GROUND RUN TOPOGRAPHIC SURVEY BY TECHNICAL SURVEY SERVICES, INC. USING TRIGONOMETRIC METHODS AND A ROLE PRISM. THE VERTICAL DATUM IS NAVD 88.

ZONING NOTE

THE SUBJECT PROPERTY IS ZONED GC (GENERAL COMMERCIAL).

FLOOD NOTE

THE SUBJECT PROPERTY DOES NOT LIE WITHIN A FLOOD HAZARD AREA PER FIRM MAP NUMBER 13121C0245F, DATED SEPTEMBER 18, 2013. THE SUBJECT PROPERTY LIES WITHIN A ZONE X, WHICH IS DEFINED AS AREAS OUTSIDE THE 500 YEAR FLOODPLAIN.

CONFORMITY STATEMENT

This survey was prepared in conformity with the Technical Standards for Property Surveys in Georgia as set forth in Chapter 180-7 of the Rules of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in the Georgia Plat Act O.C.G.A. 15-6-67.

SURVEY NOTES

1. NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS
2. NO KNOWN PROPOSED CHANGES IN STREET RIGHT OF WAY LINES, NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
3. NO BUILDINGS WERE OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WORK ON THE SUBJECT PROPERTY.
4. STRIPED PARKING WAS FADED AND THE SPACES SHOWN ARE WHAT COULD BE OBSERVED

CLOSURE STATEMENT

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 81,924 FEET AND AN ANGULAR ERROR OF 5" PER ANGLE AND WAS ADJUSTED USING THE COMPASS RULE.

A LEICA TS12 TOTAL STATION AND AN EMPLOYER DATA COLLECTOR WERE USED TO OBTAIN THE LINEAR AND ANGULAR MEASUREMENTS USED IN THE PREPARATION OF THIS PLAT.

THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE TO WITHIN ONE FOOT IN 71,623 FEET.

LEGAL DESCRIPTION

Overall Tract
All that tract or parcel of land lying and being in Land Lots 763 and 764 of the 17th District, Cobb County, Georgia and being more particularly described as follows:

BEGINNING at an iron pin set at the easternmost interest corner of the easterly Right of Way of Interstate 285 (Variable R/W) and the southwesterly Right of Way of Atlanta Road (a.k.a. State Route 3, Variable R/W); from point thus established and running along the southwesterly Right of Way of Atlanta Road the following courses, thence South 45° 13' 03" East a distance of 22.13 feet to a point; thence running along a curve to the right on arc length of 371.48 feet, (said curve having a radius of 1943.00 feet, with a chord bearing of South 35° 39' 20" East, and a chord length of 370.91 feet) to a point; thence South 30° 09' 42" East a distance of 213.62 feet to a point; thence South 30° 09' 42" East a distance of 21.01 feet to a Right of Way Monument found; thence leaving said Right of Way and running North 89° 13' 01" West a distance of 337.70 feet to an iron pin set; thence North 02° 31' 05" East a distance of 18.00 feet to an iron pin set; thence North 89° 15' 24" West a distance of 152.68 feet to an angle iron found on the easterly Right of Way of Interstate 285; thence running along said Right of Way the following courses: North 05° 09' 43" East a distance of 325.18 feet to a Right of Way Monument found; thence running along a radius of 5779.65 feet (said curve having a chord bearing of North 07° 09' 42" East, and a chord length of 173.63 feet) to a Right of Way Monument found; thence running along a miter North 78° 02' 25" East a distance of 88.21 feet to the TRUE POINT OF BEGINNING. Said tract contains 3.791 Acres (165,154 Square Feet)

LEGAL DESCRIPTION

Tract 1
All that tract or parcel of land lying and being in Land Lot 764 of the 17th District, Cobb County, Georgia and being more particularly described as follows:

BEGINNING at an iron pin set at the easternmost interest corner of the easterly Right of Way of Interstate 285 (Variable R/W) and the southwesterly Right of Way of Atlanta Road (a.k.a. State Route 3, Variable R/W); from point thus established and running along the southwesterly Right of Way of Atlanta Road the following courses, thence South 45° 13' 03" East a distance of 22.13 feet to a point; thence running along a curve to the right on arc length of 371.48 feet, (said curve having a radius of 1943.00 feet, with a chord bearing of South 35° 39' 20" East, and a chord length of 370.91 feet) to a point, thence South 30° 09' 42" East a distance of 213.62 feet to a point on the Land Lot Line common to Land Lots 763 and 764; thence leaving said Right of Way and running along said Land Lot Line North 89° 15' 24" West a distance of 346.34 feet to an iron pin set; thence continuing along said Land Lot Line North 89° 15' 24" West a distance of 152.68 feet to an angle iron found on the easterly Right of way of Interstate 285; thence running along said Right of Way the following courses: North 05° 09' 43" East a distance of 325.18 feet to a Right of Way Monument found; thence North 25° 10' 03" East a distance of 173.63 feet to a Right of Way Monument found; thence running along a miter North 78° 02' 25" East a distance of 88.21 feet to the TRUE POINT OF BEGINNING. Said tract contains 3.646 Acres (158,814 Square Feet).

LEGAL DESCRIPTION

Tract 2
All that tract or parcel of land lying and being in Land Lots 763 of the 17th District, Cobb County, Georgia and being more particularly described as follows:

To reach the True Point of Beginning, commence at an iron pin set at the easternmost interest corner of the easterly Right of Way of Interstate 285 (Variable R/W) and the southwesterly Right of Way of Atlanta Road (a.k.a. State Route 3, Variable R/W); thence running along the southwesterly Right of Way of Atlanta Road the following courses: thence South 45° 13' 03" East a distance of 22.13 feet to a point; thence running along a curve to the right on arc length of 371.48 feet, (said curve having a radius of 1943.00 feet, with a chord bearing of South 35° 39' 20" East, and a chord length of 370.91 feet) to a point; thence South 30° 09' 42" East a distance of 213.62 feet to a point on the Land Lot Line common to Land Lots 763 and 764 and the TRUE POINT OF BEGINNING; from point thus established thence continuing along said Right of Way South 30° 09' 42" East a distance of 21.01 feet to a Right of Way Monument found; thence leaving said Right of Way and running North 89° 13' 01" West a distance of 337.70 feet to an iron pin set; thence North 02° 31' 05" East a distance of 18.00 feet to an iron pin set; thence South 89° 15' 24" East a distance of 346.34 feet to the TRUE POINT OF BEGINNING. Said tract contains 0.146 Acres (6,340 Square Feet).

EXCEPTIONS IN TITLE COMMITMENT

FIRST AMERICAN TITLE INSURANCE COMPANY
COMMITMENT NUMBER: NCS-1154282-ATL
COMMITMENT DATE: JULY 5, 2023

12. Easement from W. E. Brown to Georgia Power Company, dated January 4, 1940, filed for record April 2, 1940, and recorded in Deed Book 137, Page 181, Cobb County, Georgia records. (May affect subject property; insufficient description to determine exact location)
13. Easement from J. H. Carmichael Estate to Plantation Pipeline Company, dated September 26, 1941, filed for record January 30, 1942, and recorded in Deed Book 144, Page 288, aforesaid records; as affected by Right of Way Release from Plantation Pipeline Company to J. Dudley Otley, dated July 15, 1966, filed for record July 21, 1966, and recorded in Deed Book 324, Page 437, aforesaid records; as affected by Partial Release of Easement from Plantation Pipeline Company, a Delaware and Virginia corporation to Monte R. Sharp and C. Leeman Maxwell, dated November 2, 1995, filed for record November 15, 1995 and recorded in Deed Book 5144, Page 295, aforesaid records. (Does NOT affect subject property, subject property centered in Deed Book 5144, page 295)
14. Easement from J. H. Carmichael Estate to Southeastern Pipeline Company, dated March 21, 1946, filed for record April 12, 1946, and recorded in Deed Book 171, Page 482, aforesaid records; as assigned by Indenture between Southeastern Pipeline Company, a Delaware corporation and Colonial Pipeline Company, a Delaware corporation, dated November 15, 1963, filed for record December 30, 1963, and recorded in Deed Book 743, Page 638, aforesaid records, as amended by Modification of Pipeline Right-of-Way by Trustees of Mt. Vernon Methodist Church to Colonial Pipeline Company, as successor and assignee of Southeastern Pipe Line Company, dated March 6, 1987, filed for record March 20, 1987, and recorded in Deed Book 6653, Page 43, aforesaid records; as affected by Quitclaim Deed by and between Colonial Pipeline Company, a Delaware corporation and West Village Partners LLC, a Georgia limited liability company, dated July 6, 2007, filed for record August 1, 2007 and recorded in Deed Book 14520, Page 718, aforesaid records. (Does NOT affect subject property)
15. Easement from J.H. Carmichael Estate to American Telephone and Telegraph Co., dated November 18, 1948, filed for record December 27, 1948, and recorded in Deed Book 199, Page 180, aforesaid records. (May affect subject property, insufficient description to determine exact location)
16. Easement from Carmichael Estate to Georgia Power Company, dated August 6, 1948, filed for record August 11, 1948, and recorded in Deed Book 205, Page 92, aforesaid records. (May affect subject property, insufficient description to determine exact location)
17. Easement from J. H. Carmichael Estate to Plantation Pipe line Company, dated January 3, 1951, filed for record January 12, 1951, and recorded in Deed Book 225, Page 247, aforesaid records. (Does NOT affect subject property)
18. Easement from Robert Sims, Pearl Sims and Miss Dorothy L. Brown to Georgia Power Company, dated January 14, 1952, filed for record March 18, 1952, and recorded in Deed Book 235, Page 526, aforesaid records. (May affect subject property, insufficient description to determine exact location)
19. Right-of-Way Easement from Mount Vernon Methodist Church to Georgia Power Company, dated September 27, 1961, filed for record October 27, 1961, and recorded in Deed Book 618, Page 332, aforesaid records. (Does Affect Subject Property, Not Plottable due to insufficient description)
20. Conveyance of access rights and easements conveyed in Right-of-Way Deed from Trustees of Mt. Vernon Methodist Church to the State Highway Department of Georgia, dated March 6, 1987, filed March 20, 1987, and recorded in Deed Book 384, Page 129, aforesaid records. (Does Affect Subject Property, Limits access, easements are not plottable)
21. Right-of-Way Easement from D.P.R. Investment Corp-Peoples Financial Corp to Georgia Power Company, dated January 22, 1971, filed for record May 11, 1971, and recorded in Deed Book 1223, Page 21, aforesaid records. (May affect subject property, insufficient description to determine exact location)
22. Right-of-Way Easement from Cumberland United Methodist Church to Georgia Power Company, dated May 22, 1975, filed for record August 14, 1975, and recorded in Deed Book 1623, Page 41, aforesaid records. (May affect subject property, insufficient description to determine exact location)
23. Easement from Esther S. Lewyn to Georgia Power Company, dated March 10, 1981, filed for record June 3, 1981, and recorded in Deed Book 2364, Page 402, aforesaid records. (May affect subject property, insufficient description to determine exact location)
24. Easement from Bert Lewyn to Georgia Power Company, dated November 14, 1984, filed for record January 3, 1985, and recorded in Deed Book 3363, Page 430, aforesaid records. (May affect subject property, insufficient description to determine exact location)
25. Easement from Bert Lewyn to Georgia Power Company dated March 20, 1986, filed for record April 1, 1986, and recorded in Deed Book 3674, Page 435, aforesaid records. (May affect subject property, insufficient description to determine exact location)
26. Permanent Drainage Easement from Lewyn Atlanta Partnership to Cobb County, Georgia, dated November 4, 1993, filed for record January 10, 1994, and recorded in Deed Book 7944, Page 142, aforesaid records (Does NOT Affect Subject Property)
27. Terms and provisions of Encroachment Agreement from Atlanta Gas Light Company to Pilot Corporation, dated July 11, 2002, filed for record August 28, 2002, and recorded in Deed Book 9067, Page 91, aforesaid records. (Does NOT Affect Subject Property)
28. Easements and access rights acquired pursuant to Order and Judgment entered in Case No. 13-19738-99, Superior Court of Cobb County, Georgia, styled Cobb County, Georgia vs. Pilot Travel Centers, LLC, et. al., dated November 11, 2013, filed for record November 19, 2013, and recorded in Deed Book 15121, Page 3726, aforesaid records (Does Affect Subject Property as Shown Hereon)
29. Easements and access rights acquired pursuant to Docket No. 23718, Superior Court of Cobb County, Georgia, styled State Highway Department of Georgia vs. 2.452 acres of land, and Penuled Financial Corporation and D.P.R. Investment Corporation, dated April 12, 1967. (Does Affect Subject Property, Not Plottable due to insufficient description)
30. Matters shown on plat recorded in Plat Book 21, Page 101, aforesaid records (Does Affect Subject Property, No Plottable Matters)
31. Matters shown on plat recorded in Plat Book 123, Page 71, aforesaid records. (Does Affect Subject Property, No Plottable Matters)

SITE ADDRESS

4600 ATLANTA ROAD SE
ATLANTA, GEORGIA 30339

SURVEYOR'S CERTIFICATION

To Flournoy Development Group, LLC, a Delaware limited liability company & First American Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 5, 6(a), 7(a), 8, 9, 11(b), 13, 16, 17, & 18, of Table A thereof. The fieldwork was completed on August 21, 2023.

DRAFT

Aubrey J. Akin, R.L.S. #3158 — September 1, 2023
Date of Plat

RECEIVED
NOV 15 2023
COBB COUNTY ZONING

TSS
TECHNICAL SURVEY SERVICES
Land Surveyors
1640 Auburn Blvd. #200
Conyers, Georgia 30012
(770) 922-6600
info@tss-atl.com
www.tss-atl.com

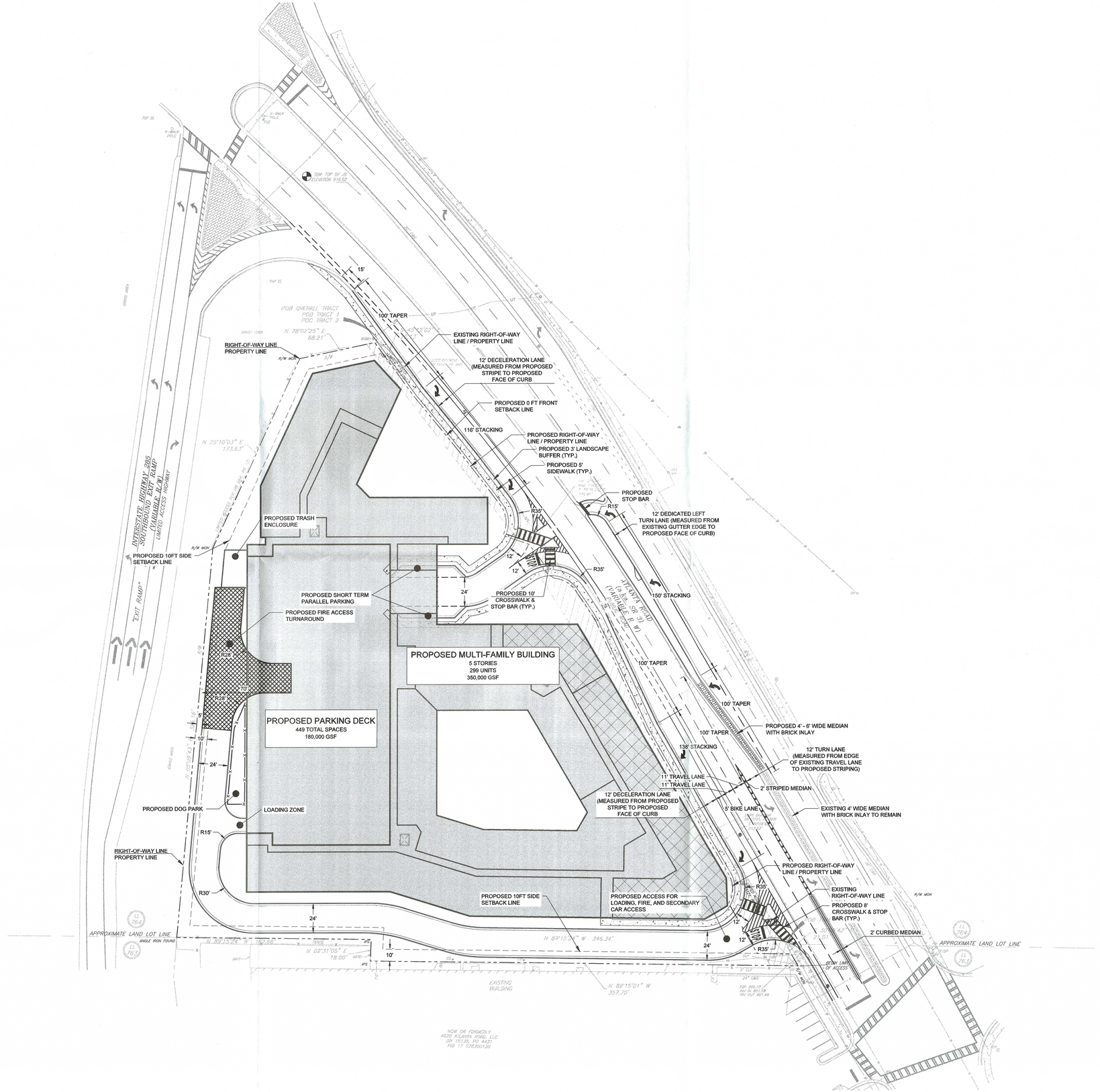
No.	Revision	Date

Field Date: 08/21/2023
Plat Date: 09/01/2023
Scale: 1" = 30'

ALTA/NSPS LAND TITLE SURVEY
FOR
FLOURNOY DEVELOPMENT GROUP, LLC
OF
4600 ATLANTA ROAD
LAND LOT 763 & 764, 17th DISTRICT
COBB COUNTY, GEORGIA

1
SHEET 1 OF 1

JOB # 2023-0619
CAD: ATL BD
DWG FILE: ENGR ATL BD
LEV: ALTA



REZONING NOTES

SITE SUMMARY:

LAND LOT 763 & 764
17TH DISTRICT - 2ND SECTION

CURRENT ZONING:	GENERAL COMMERCIAL (GC)
PROPOSED ZONING:	REGIONAL RETAIL COMMERCIAL (RRC)
SITE AREA:	3.79 AC
ROW DEDICATION:	0.15 AC
ADJUSTED SITE AREA:	3.64 AC

PROPOSED BUILDING SETBACK:

FRONT:	0 FT
SIDE:	10 FT
REAR:	10 FT
MAXIMUM BUILDING HEIGHT:	70 FT
MAXIMUM IMPERVIOUS %:	85% (SEE VARIANCE BELOW)

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL	299 UNITS

PARKING SUMMARY:

REQUIRED PARKING:	**524 SPACES** (TOTAL)
MULTIFAMILY (299 UNITS)	524 SPACES (1.75/UNIT)
PROPOSED PARKING:	**448 SPACES** (TOTAL)
MULTIFAMILY PARKING	448 SPACES (1.50/UNIT)
STANDARD	438 SPACES
HANDICAP	10 SPACES

1. THIS SITE IS NOT IN A FLOODPLAIN.
2. THE SITE DOES NOT CONTAIN LAKES, STREAMS, OR STREAM BUFFERS.
3. THIS SITE DOES NOT CONTAIN A CEMETERY.
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5. ALL PARKING COUNTS ARE APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS. PARKING COUNTS WILL EXCEED TOTALS SHOWN ABOVE.
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8. UNDERGROUND STORMWATER DETENTION WILL BE PROVIDED ON SITE PER COBB COUNTY STORMWATER STANDARDS AND REQUIREMENTS.

VARIANCE REQUEST SUMMARY

SETBACK VARIANCES:

- REDUCTION OF THE PARCEL'S FRONT BUILDING SETBACK FROM 50 FT TO 00 FT.
- REDUCTION OF THE PARCEL'S SIDE BUILDING SETBACK FROM 50 FT. TO 10 FT.

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- VARIATION FROM MINIMUM 20 FT DRIVEWAY OFFSET FROM THE PROPERTY LINE (DEVELOPMENT STD SEC. 403.1.2) TO 5 FT.
- VARIATION FROM MULTIFAMILY PARKING REQUIREMENT OF 1.75 SPACES PER UNIT TO 1.5 SPACES PER UNIT.

PROPERTY LINE NOTE

- PROPERTY LINE SHOWS COMBINATION OF TRACTS 1 AND 2. THE COMBINED TRACTS ARE SHOW IN COBB COUNTY GIS AS PIN: 17076400030

2-2-2024
RECEIVED
NOV 15 2023
COBB COUNTY ZONING

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

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

PREPARED BY
Kimley»Horn
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
1200 PEACHTREE STREET, NE SUITE 800
ATLANTA, GEORGIA 30309
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PREPARED FOR
FLOURNOY DEVELOPMENT GROUP
1100 BROOKSTONE CENTRE PKWY
COLUMBUS, GA 31904
PHONE: 706.243.9243

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

PROJECT
4600 ATLANTA ROAD
4600 ATLANTA ROAD, SMYRNA, GA 30080
LAND LOT 763 & 764, 17TH DISTRICT
PARCEL ID: 17076400030

GEORGIA REGISTERED No. PE043951 PROFESSIONAL ENGINEER ANTHARY RANDOLPH
11/09/2023

GSWCC NO. (LEVEL II)	0000076496
DRAWN BY	BAC
DESIGNED BY	ZLR
REVIEWED BY	ZLR
DATE	11.09.2023
PROJECT NO.	19598015

TITLE
REZONING SITE PLAN

SHEET NUMBER
C0.10

Drawing name: C:\Users\KATE~1.TRI\AppData\Local\Temp\AcPublish_20636\C0.10 - REZONING SITE PLAN.dwg C0.10 REZONING SITE PLAN Nov 09, 2023 2:30pm by: kate.triplett

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Roadway	Roadway classification	Speed limit (MPH)	Jurisdictional control	Min. R.O.W. requirements
Atlanta Road	Arterial	45	Cobb County	100’

Roadway	Location	Average daily trips	Level of service
Atlanta Road	West of Plant Atkinson Road	20,400	C

Based on 2022 AADT counting data taken by GDOT, as published on their website, for Atlanta Road.
Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial roadways from this data source.
LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

ITE Land Use	Description	Expected Size (DU)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
221	Multifamily Housing (Mid Rise)	299	25	86	**111**	71	46	**117**	**1,357**

vph = vehicles per hour, vpd = vehicles per day, DU = dwelling unit
Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th edition.

Comments and observations

Atlanta Road is classified as an arterial roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan received November 15, 2023, this development requires a traffic study submittal. CCDOT held meetings with the Developer on September 22 and October 16, 2023. A Traffic Submittal 1 dated September 29, 2023, was received by Cobb DOT (CCDOT) on November 3, 2023. Comments for Submittal 1 were provided November 30, 2023, and a revised Submittal 1 was received on December 11, 2023. The revised Submittal 1 was approved on December 22, 2023. A full traffic study (Submittal 2) was then required and was received by Cobb DOT on January 11, 2024, and approved by Cobb DOT on January 26, 2024.

The potential for a left turn movement from Atlanta Road westbound onto the Development was under consideration as part of this zoning application. After reviewing Submittal 1 and through meetings with the Developer, the back-to-back left turn lanes (as shown on the conceptual layout dated November 15, 2023) was the anticipated access configuration for the Build condition that was studied in the Traffic Study Submittal 2. Based on the results and review of Traffic Study Submittal 2, as well as additional field observations and conversations with GDOT staff, the entering left turn lane is not recommended. Cobb DOT therefore recommends all site access be

(continued)

limited to right-in right-out operation at a single access point. This driveway must also be placed outside the 300 feet of limited access that GDOT desires to maintain surrounding the I-285 ramp intersection.

The current site plan (received November 15, 2023) will need further modification to remove the site entering left turn lane and otherwise meet all Cobb County standards. These modifications can be negotiated during the plan review process as long as the turn lane prohibition and driveway location being placed outside the GDOT limited access (300' from any ramp location, measured from curb return to curb return) are agreed to as stipulations of the zoning case.

Recommendations

1. Recommend applicant consider entering into a development agreement pursuant to O.C.G.A. 36-71-13 for dedication of the following system improvements to mitigate traffic concerns: a) donation of right-of-way on the south side of Atlanta Road, a minimum of 50' from the roadway centerline

2. Recommend replacing any disturbed curb, gutter, and sidewalk along the Atlanta Road frontage. This recommendation is pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

3. Recommend Atlanta Road access point include deceleration lane, taper and/or improved curve radius to address safety because Atlanta Road is an arterial roadway. This recommendation is pursuant to Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. Recommend location and design be determined during plan review, subject to CCDOT and GDOT approvals. The driveway shown on the site plan dated November 15, 2023, would need to shift a minimum of 75 feet away from I-285 and toward Brownwood Lane to meet the GDOT spacing requirement from the I-285 ramp.

4. Recommend a minimum of 50 feet straight-line distance from the edge of the right-of-way line on Atlanta Road to the first internal parking space or drive aisle to allow for vehicle stacking. This recommendation is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways.

(continued)

5. Recommend Georgia Department of Transportation (GDOT) permits for any work that encroaches upon State right-of-way.

6. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

MOORE INGRAM JOHNSON & STEELE

A LIMITED LIABILITY PARTNERSHIP
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SUITE 500
KNOXVILLE, TENNESSEE 37923
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SUITE 401
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BRENTWOOD, TENNESSEE
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BRENTWOOD, TENNESSEE 37027
TELEPHONE (615) 425-7347

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2408 SIR BARTON WAY
SUITE 375
LEXINGTON, KY 40509
TELEPHONE (859) 309-0026

ORLANDO, FLORIDA
390 N. ORANGE AVENUE
SUITE 625
ORLANDO, FLORIDA 32801
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HARRISBURG, PENNSYLVANIA
101 ERFORD ROAD
SUITE 300
CAMP HILL, PA 17011
TELEPHONE (717) 790-2854

February 22, 2024

Via E-mail Only

Mr. John P. Pederson, AICP
Zoning Division Manager
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia 30064

RE: Application for Rezoning - Application No. Z-2 (2024)
Applicant: Flournoy Development Group, LLC
Property Owner: Cobb County, Georgia
Property: 3.79 acres, more or less, located on the southwesterly side of Atlanta Road and the easterly side of Interstate 285 southbound exit ramp, being more particularly known as 4600 Atlanta Road, Land Lots 763 and 764, 17th District, 2nd Section, Cobb County, Georgia

Dear John:

On behalf of the Applicant, Flournoy Development Group, LLC ("Applicant"); as well as, the Property Owner, please accept this correspondence as our formal request for a sixty-day continuance of the above-referenced Application for Rezoning from the currently scheduled hearings before the Cobb County Planning Commission and the Cobb County Board of Commissioners on March 5, 2024, and March 19, 2024, respectively. The continuance to the May 2024 zoning hearing agendas will allow Applicant's team additional time to continue its evaluation and study of new information received from the Cobb Department of Transportation. We would very much appreciate Staff's consideration of continuing the hearings to May 7, 2024, before the Cobb County Planning Commission, and May 21, 2024, before the Cobb County Board of Commissioners.

Thank you for your consideration in this request. If you should have any questions or require additional information at this time, please do not hesitate to contact me.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

J. Kevin Moore

JKM:cc
c: Jeannie Peyton
Senior Planner
Zoning Division
Cobb County Community Development Agency
(Via E-mail Only)

Bill Millkey
Vinings Village Homeowners Association
(Via E-mail Only)

Ron Sifen
Vinings Homeowners Association
(Via E-mail Only)

Flournoy Development Group, LLC
(Via E-mail Only)

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April 29, 2024

Via E-mail Only

Mr. John P. Pederson, AICP
Zoning Division Manager
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia 30064

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Thank you for your consideration in this request. If you should have any questions or require additional information at this time, please do not hesitate to contact me.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

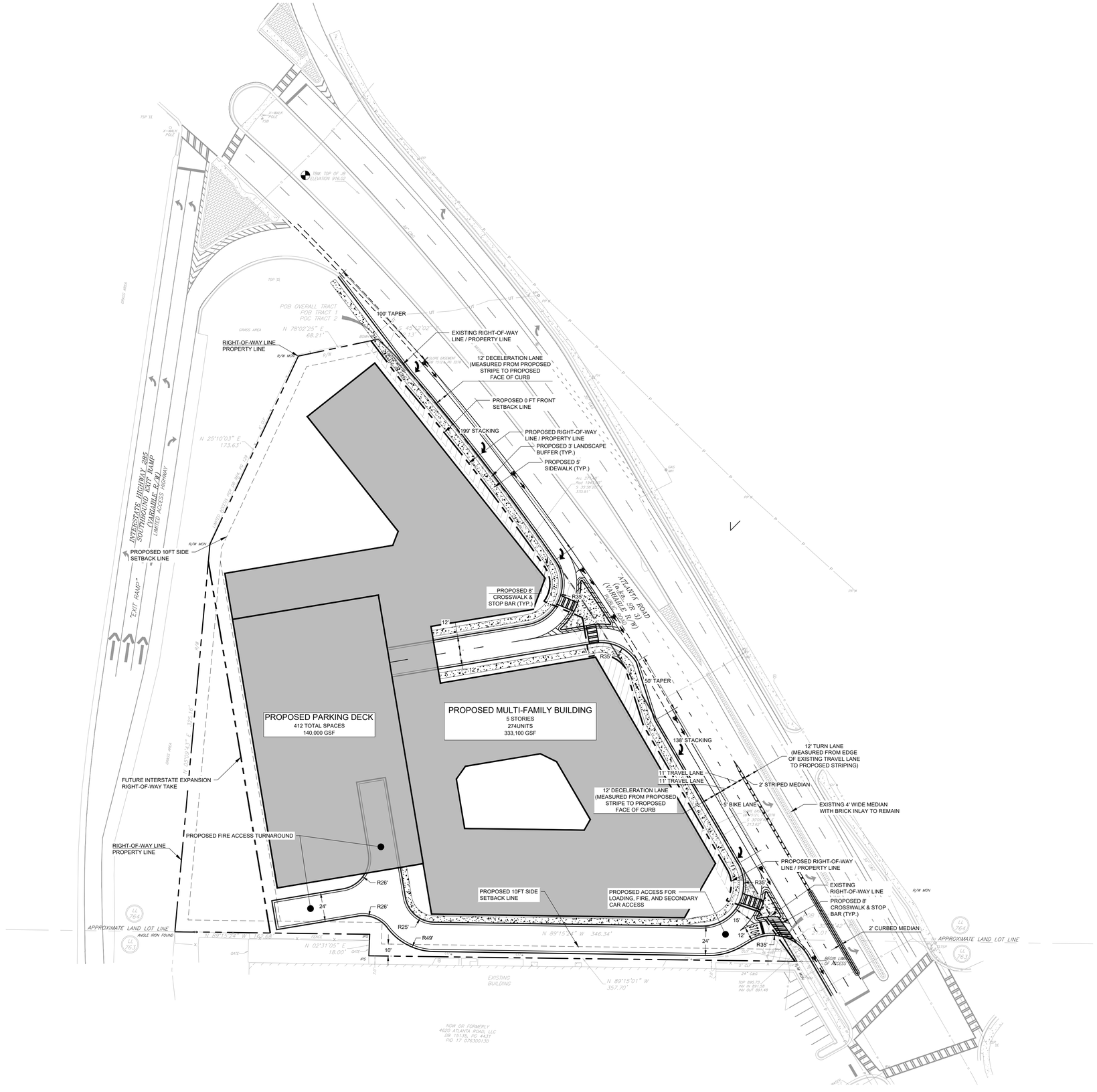
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JKM:cc
c: Jeannie Peyton
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Vinings Village Homeowners Association
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Ron Sifen
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Flournoy Development Group, LLC
(Via E-mail Only)



REZONING NOTES

SITE SUMMARY:

LAND LOT 763 & 764
17TH DISTRICT - 2ND SECTION

CURRENT ZONING:	GENERAL COMMERCIAL (GC)
PROPOSED ZONING:	REGIONAL RETAIL COMMERCIAL (RRC)
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ROW DEDICATION:	0.15 AC
ADJUSTED SITE AREA:	3.36 AC
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SIDE:	10 FT
REAR:	10 FT
MAXIMUM BUILDING HEIGHT:	70 FT
MAXIMUM IMPERVIOUS %:	85% (SEE VARIANCE BELOW)

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL	274 UNITS

PARKING SUMMARY:

REQUIRED PARKING:	**412 SPACES** (TOTAL)
MULTIFAMILY (299 UNITS)	412 SPACES (1.75/UNIT)
PROPOSED PARKING:	**412 SPACES** (TOTAL)
MULTIFAMILY PARKING	412 SPACES (1.50/UNIT)
STANDARD	402 SPACES
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1. THIS SITE IS NOT IN A FLOODPLAIN.
2. THE SITE DOES NOT CONTAIN LAKES, STREAMS, OR STREAM BUFFERS.
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VARIANCE REQUEST SUMMARY

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- VARIATION FROM MAXIMUM FAR OF 1.00 TO FAR OF 2.30. PROPOSED FAR IS BASED OFF PROPERTY AREA AFTER DEDICATION ALONG ATLANTA ROAD. (FUTURE INTERSTATE ROW TAKE NOT INCLUDED IN CALCULATION)
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GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Know what's below. Call before you dig.

PREPARED BY
Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
1200 PEACHTREE STREET, NE, SUITE 800
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PREPARED FOR
FLOURNOY DEVELOPMENT GROUP
1100 BROOKSTONE CENTRE PKWY
COLUMBUS, GA 31904
PHONE: 706.243.9243

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY
	REVISED ZONING PLAN	08.14.2025	

PROJECT
4600 ATLANTA ROAD
4600 ATLANTA ROAD, SMYRNA, GA 30080
LAND LOT 763 & 764, 17TH DISTRICT
PARCEL ID: 17076400030

GEORGIA REGISTERED No. PE043951 PROFESSIONAL ENGINEER ZACHARY RANDOLPH
08.14.2025

GSWCC NO. (LEVEL II)	0000076496
DRAWN BY	BAC
DESIGNED BY	ZLR
REVIEWED BY	ZLR
DATE	08.14.2025
PROJECT NO.	19598015

TITLE
REZONING SITE PLAN

SHEET NUMBER
C0.10

Drawing name: K:\AMT_CIVIL\019598015_4600 Atlanta Road\CAD\Plansheets\C0.10 - REZONING SITE PLAN.dwg C0.10 REZONING SITE PLAN Aug 14, 2025, 3:30pm by: Kareem.Rodriguez

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FAIRFIELD, NEW JERSEY
165 PASSAIC AVENUE
SUITE 205
FAIRFIELD, NEW JERSEY 07004
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August 25, 2025

Via E-mail Only

Mr. John P. Pederson, AICP
Zoning Division Manager
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia 30064

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Property: 3.79 acres, more or less, located on the southwesterly side of Atlanta Road and the easterly side of Interstate 285 southbound exit ramp, being more particularly known as 4600 Atlanta Road, Land Lots 763 and 764, 17th District, 2nd Section, Cobb County, Georgia

Dear John:

The undersigned and this firm represent Flournoy Development Group, LLC, the Applicant (hereinafter referred to as "Applicant"), and Cobb County, Georgia, the Property Owner (hereinafter referred to as "Owner" or "Property Owner"), in this Application for Rezoning with regard to a total tract of 3.79 acres, more or less, located on the southwesterly side of Atlanta Road and the easterly side of Interstate 285 southbound exit ramp, being more particularly known as 4600 Atlanta Road, Land Lots 763 and 764, 17th District, 2nd Section, Cobb County, Georgia (hereinafter referred to as the "Property" or the "Subject Property"). After meetings with Planning and Zoning Staff, meetings and ongoing discussions with area residents and homeowner representatives, reviewing the Departmental Comments and Staff Recommendations, and reviewing the uses of surrounding properties, we have been authorized by the Applicant to submit this letter of agreeable stipulations and conditions, which, if the Application for Rezoning is approved, as submitted, shall become a part of the grant of the requested zoning and shall be binding upon the Subject Property. The proposed stipulations are as follows:

(1) The stipulations and conditions set forth herein shall replace and supersede in full any and all prior stipulations and conditions, in whatsoever form, which are currently in place on the Subject Property; together with any and all prior Departmental Comments and Staff Recommendations submitted by Planning, Fire, Water, Sewer, and Drainage, relating to the Subject Property from any previous zoning actions.

(2) Rezoning of the Subject Property shall be from the existing General Commercial ("GC") zoning category to the Regional Retail Commercial ("RRC"), with reference to the revised Rezoning Site Plan ("Site Plan") prepared for Applicant by Kimley-Horn and Associates, Inc., dated and last revised August 14, 2025, and submitted electronically to the Cobb Zoning Division on August 18, 2025. A reduced copy of the revised Site Plan is attached as Exhibit "A" and incorporated herein by reference.

(3) The Subject Property consists of approximately 3.79 acres of total site area (however there will be impact and less area available for development due to future right-of-way acquisition by the Georgia Department of Transportation and Cobb County Department of Transportation) and shall be developed for a multi-family residential community, including leasing and amenity areas.

(4) The proposed multi-family building shall be a maximum of five (5) stories in height and shall contain a maximum of two hundred seventy-four (274) residential leased units.

(5) Floor plans and finishes for the residential units shall consist, at a minimum, or shall exceed the level of quality, of the following:

(a) Enhanced Corian, granite, quartz, or marble counter tops, or other solid surface materials;

(b) Top-of-the line appliances;

(c) Premium grade cabinetry;

(d) A selection of faux hardwood flooring, high-end carpet, and tile throughout;

(e) Spacious open floor plans;

(f) Brushed chrome, brushed nickel, or antiqued or brushed brown or bronze bathroom and kitchen fixtures;

(g) Spacious closets; and

(h) Units include tile surrounds, either tubs with showers and/or shower only walk-ins.

(6) All residents of the proposed community shall have access to and use and enjoyment of the amenity areas, which will include, at a minimum, the following:

(a) Pool;
(b) Fitness center;
(c) Clubroom;
(d) Business center or internet café;
(e) Electric vehicle charging stations (or other alternate power source);
(f) Bicycle racks; and
(g) Dog park.

(7) Signage shall be ground-based monument style, with the finish, materials, and color consistent with the architecture and design of the buildings within the residential community.

(8) Lighting within the proposed community shall be environmentally sensitive, decorative, and themed to the architecture and style of the buildings within the development.

(9) Minor modifications to the within stipulations, the revised Site Plan, lighting, signage, landscaping, architecture, site features, and the like, may be approved by the District Commissioner, as needed or necessary, except for those that:

(a) Increase the density of a residential project or the overall square footage of a non-residential project;

(b) Reduce the size of an approved buffer adjacent to a property that is zoned the same or in a more restrictive zoning district;

(c) Relocate a structure closer to the property line of an adjacent property that is zoned the same or in a more restrictive zoning district;

(d) Increase the height of a building that is adjacent to a property that is zoned the same or in a more restrictive zoning district;

(e) Change an access location to a different roadway;

(f) Would be in direct contradiction or conflict with any of the stipulations of this rezoning;

(g) Would be in direct contradiction or conflict with Cobb County Code and Ordinances; or

(h) Would be in direct contradiction or conflict with any Staff Recommendations that were adopted into the final zoning decision.

(10) Applicant requests the following contemporaneous variances due to the unique characteristics and shape of the Property, as set forth on the referenced, revised Site Plan:

Setback Variances:

(a) Reduction of front building setback from required fifty (50) feet to zero (0) feet;
(b) Reduction of side building setback from fifty (50) feet to ten (10) feet;

Design Variances:

(a) Reduction of required minimum twenty (20) foot driveway offset (*see* Development Standard § 403.1.2) from the property line to five (5) feet;
(b) Reduction of multi-family residential parking requirements from 1.75 spaces per unit to 1.5 spaces per unit (minimum 524 spaces to 412 spaces);

(c) Increase of maximum FAR of 1.00 to 2.30; and
(d) Increase of maximum allowable impervious surface from seventy (70) percent to eighty-five (85) percent.

(11) Applicant agrees to comply with all Cobb County Development Standards and Ordinances relating to project improvements, except as approved by the Board of Commissioners or by the Department of Transportation or Community Development Agency, as their authority may allow.

(12) All setbacks and buffer areas may be penetrated for purposes of access, utilities, and stormwater management, including, but not limited to, detention/retention facilities, drainage facilities, sanitary sewer, water, fire protection, power, surface parking, and any and all slopes or other required engineering features of the foregoing.

(13) Applicant agrees to comply with all Cobb County Stormwater Management requirements applicable to the Subject Property.

(14) Applicant agrees to comply with all Cobb County Department of Transportation requirements applicable to the Subject Property.

We believe the development of this project, pursuant to the revised Site Plan and the stipulations set forth herein, is an appropriate use of the Subject Property. The proposed development is an exciting project which redevelops an existing commercial development into a multi-family residential community in close proximity to interstate roadways, retail, office, and various entertainment venues within the Metropolitan Atlanta area. The residential development shall be of the highest quality; shall be compatible with and complementary to surrounding developments, businesses, and venues; and shall be an enhancement to the Subject Property and Cobb County as a whole. Thank you for your consideration in this request.

[Balance of page 5 left intentionally blank]

[Signature contained on page 6]

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

J. Kevin Moore

JKM:cc
Attachment
c: Cobb County Board of Commissioners:
Lisa N. Cupid, Chairwoman
Erick Allen
JoAnn Birrell
Keli A. Gambrill
Monique Sheffield
(With Copy of Attachment)

Cobb County Planning Commission:
Nadia Faucette, Chairwoman
David Anderson
Fred Beloin
Deborah Dance
Deidra Massey
(With Copy of Attachment)

Terry L. Martin, AICP,CNU-A
Senior Planner
Zoning Division
Cobb County Community Development Agency
(With Copy of Attachment)

c: Bill Millkey
Vinings Village Homeowners Association
(With Copy of Attachment)
(Via E-mail Only)

Ron Sifen
Vinings Homeowners Association
(With Copy of Attachment)
(Via E-mail Only)

Flournoy Development Group, LLC
(With Copy of Attachment)
(Via E-mail Only)

EXHIBIT "A"

Drawing name K:\ATL_CIVIL\19598015_4600 Atlanta Road\CAD\Sheets\C0.10 - REZONING SITE PLAN.dwg C0.10 REZONING SITE PLAN Aug 14 2025 3 30pm By Kamren Rodriguez
This document together with the concepts and designs presented therein is as an instrument of service is intended only for the specific purpose and client for which it was prepared Reuse of and reliance on this document without written authorization and adaptation by Kimley-Horn and Associates Inc shall be without liability to Kimley-Horn and Associates Inc

Roadway	Roadway classification	Speed limit (MPH)	Jurisdictional control	Min. R.O.W. requirements
Atlanta Road	Arterial	45	Cobb County	100’

Roadway	Location	Average daily trips	Level of service
Atlanta Road	West of Plant Atkinson Road	20,400	C

Based on 2022 AADT counting data taken by GDOT, as published on their website, for Atlanta Road.
Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial roadways from this data source.
LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

ITE Land Use	Description	Expected Size (DU)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
221	Multifamily Housing (Mid Rise)	299	25	86	**111**	71	46	**117**	**1,357**

vph = vehicles per hour, vpd = vehicles per day, DU = dwelling unit
Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th edition.

Comments and observations

Received Stipulation Letter (August 25, 2025) and revised Site Plan (dated August 14, 2025). These comments are being revised based on the information received.

Atlanta Road is classified as an arterial roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan received November 15, 2023, this development requires a traffic study submittal. CCDOT held meetings with the Developer on September 22 and October 16, 2023. A Traffic Submittal 1 dated September 29, 2023, was received by Cobb DOT (CCDOT) on November 3, 2023. Comments for Submittal 1 were provided November 30, 2023, and a revised Submittal 1 was received on December 11, 2023. The revised Submittal 1 was approved on December 22, 2023. A full traffic study (Submittal 2) was then required and was received by Cobb DOT on January 11, 2024, and approved by Cobb DOT on January 26, 2024. A revised traffic study (dated and received August 22, 2025) was performed for the updated site plan (dated August 14, 2025) and was accepted by Cobb DOT on August 29, 2025.

(continued)

The potential for a left turn movement from Atlanta Road westbound onto the Development was under consideration as part of this zoning application. After reviewing Submittal 1 and through meetings with the Developer, the back-to-back left turn lanes (as shown on the conceptual layout dated November 15, 2023) was the anticipated access configuration for the Build condition that was studied in the Traffic Study Submittal 2. Based on the results and review of Traffic Study Submittal 2, as well as additional field observations and conversations with GDOT staff, the entering left turn lane is not recommended. Cobb DOT therefore recommends all site access be limited to right-in right-out operation at a single access point. This driveway must also be placed outside the 300 feet of limited access that GDOT desires to maintain surrounding the I-285 ramp intersection.

Recommendations

1. Recommend applicant, **WITHIN 12 MONTHS OF ZONING APPROVAL**, donate right-of-way on the south side of Atlanta Road, a minimum of 50' from the roadway centerline, in accordance with Cobb County Development Standard 401.2, Right-of-Way. The stipulation letter (dated August 25, 2025, Stipulation 14) and revised site plan (dated August 14, 2025) appear to address this recommendation.

2. Recommend replacing any disturbed curb, gutter, and sidewalk along the Atlanta Road frontage. This recommendation is pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians. The stipulation letter (dated August 25, 2025, Stipulation 14) and revised site plan (dated August 14, 2025) appear to address this recommendation.

3. Recommend Atlanta Road access point include deceleration lane, taper and/or improved curve radius to address safety because Atlanta Road is an arterial roadway. This recommendation is pursuant to Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. Recommend location and design be determined during plan review, subject to CCDOT and GDOT approvals. The stipulation letter (dated August 25, 2025, Stipulation 14) and revised site plan (dated August 14, 2025) appear to address this recommendation.

(continued)

4. Recommend a minimum of 50 feet straight-line distance from the edge of the right-of-way line on Atlanta Road to the first internal parking space or drive aisle to allow for vehicle stacking. This recommendation is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways. The stipulation letter (dated August 25, 2025, Stipulation 14) and revised site plan (dated August 14, 2025) appear to address this recommendation.

5. Recommend Georgia Department of Transportation (GDOT) permits for any work that encroaches upon State right-of-way.

6. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

MOORE INGRAM JOHNSON & STEELE

A LIMITED LIABILITY PARTNERSHIP
WWW.MIJS.COM

MARIETTA, GEORGIA
EMERSON OVERLOOK
326 ROSWELL STREET
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BRENTWOOD, TENNESSEE
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HARRISBURG, PENNSYLVANIA
101 ERFORD ROAD
SUITE 300
CAMP HILL, PENNSYLVANIA 17011
TELEPHONE (717) 790-2854

FAIRFIELD, NEW JERSEY
165 PASSAIC AVENUE
SUITE 205
FAIRFIELD, NEW JERSEY 07004
TELEPHONE 201-602-4082

September 26, 2025

Via E-mail Only

Mr. John P. Pederson, AICP
Zoning Division Manager
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia 30064

RE: Application for Rezoning - Application No. Z-2 (2024)
Applicant: Flournoy Development Group, LLC
Property Owner: Cobb County, Georgia
Property: 3.79 acres, more or less, located on the southwesterly side of Atlanta Road and the easterly side of Interstate 285 southbound exit ramp, being more particularly known as 4600 Atlanta Road, Land Lots 763 and 764, 17th District, 2nd Section, Cobb County, Georgia

Dear John:

On behalf of the Applicant, Flournoy Development Group, LLC ("Applicant"); as well as, the Property Owner, please accept this correspondence as our request for a continuance of the above-referenced Application for Rezoning from the currently scheduled hearings before the Cobb County Planning Commission and the Cobb County Board of Commissioners on October 7, 2025, and October 21, 2025, respectively. The additional time will allow Applicant the opportunity to address specific concerns which have been raised. We would very much appreciate Staff's consideration of continuing the hearings to November 4, 2025, before the Cobb County Planning Commission, and November 18, 2025, before the Cobb County Board of Commissioners.

Thank you for your consideration in this request. If you should have any questions or require additional information at this time, please do not hesitate to contact me.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

J. Kevin Moore

JKM:cc
c: Terry L. Martin, AICP, CNU-A
Senior Planner
Zoning Division
Cobb County Community Development Agency
(Via E-mail Only)

Flournoy Development Group, LLC
(Via E-mail Only)

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-2-2024

SITE BACKGROUND

Applicant	Flournoy Development Group, LLC
Phone	706-324-4000
Email	cameron.bean@flournoydev.com, ryan.foster@flournoydev.com
Representative Contact	J. Kevin Moore
Phone	770-429-1499
Email	jkm@mijs.com
Titleholder	Cobb County
Property Location	Located on the west side of Atlanta Road and on the east side of I-285, south of the intersection of I-285 and Atlanta Road
Address	4600 Atlanta Road
Access to Property	Atlanta Road

QUICK FACTS

Commission District	2-Allen
Current Zoning	GC
Current Use of Property	Vacant lot
Proposed Zoning	RRC
Proposed Use	Multifamily residential
Future Land Use	CAC
Site Acreage	3.79
District	17
Land Lot	763, 764
Parcel #	17076400030
Taxes Paid	Exempt

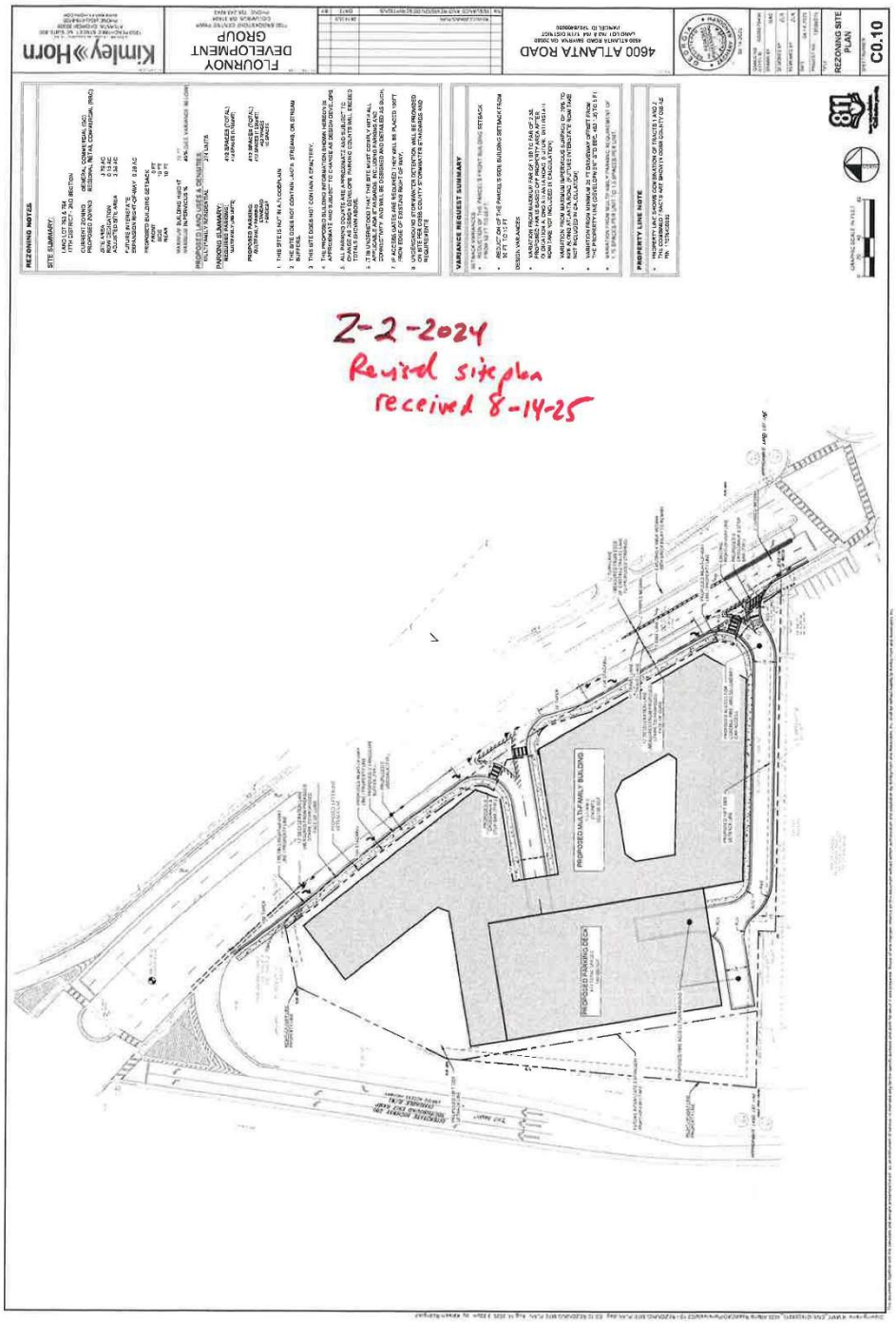
FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Cameron Jones)

Based on the analysis of this case, Staff recommends **APPROVAL** subjected to the following:

Z-2-2024 DEPARTMENT COMMENTS – Zoning Division

1. Site plan received by the Zoning Division on November 15, 2023, with the District Commissioner approving minor modifications;
2. No more than 53 units per acre density;
3. FAR not to exceed 1.5;
4. All other variances stated in the Zoning comments;
5. Fire Department comments and recommendations;
6. Stormwater Management Division comments and recommendations;
7. Water and Sewer comments and recommendations;
8. Department of Transportation comments and recommendations; and
9. Planning Division comments and recommendations.


Z-2-2024
Revised site plan
received 8-14-25
REZONING NOTES
SITE SUMMARY:
VARIANCE REQUEST SUMMARY
PROPERTY LINE NOTE
4600 ATLANTA ROAD
FLOURNOY DEVELOPMENT GROUP
Kimley»Horn
REZONING SITE PLAN
C0.10
PROPOSED MULTI-FAMILY BUILDING
PROPOSED PARKING DECK

Z-2 2024 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 95 190 Feet

Zoning Boundary

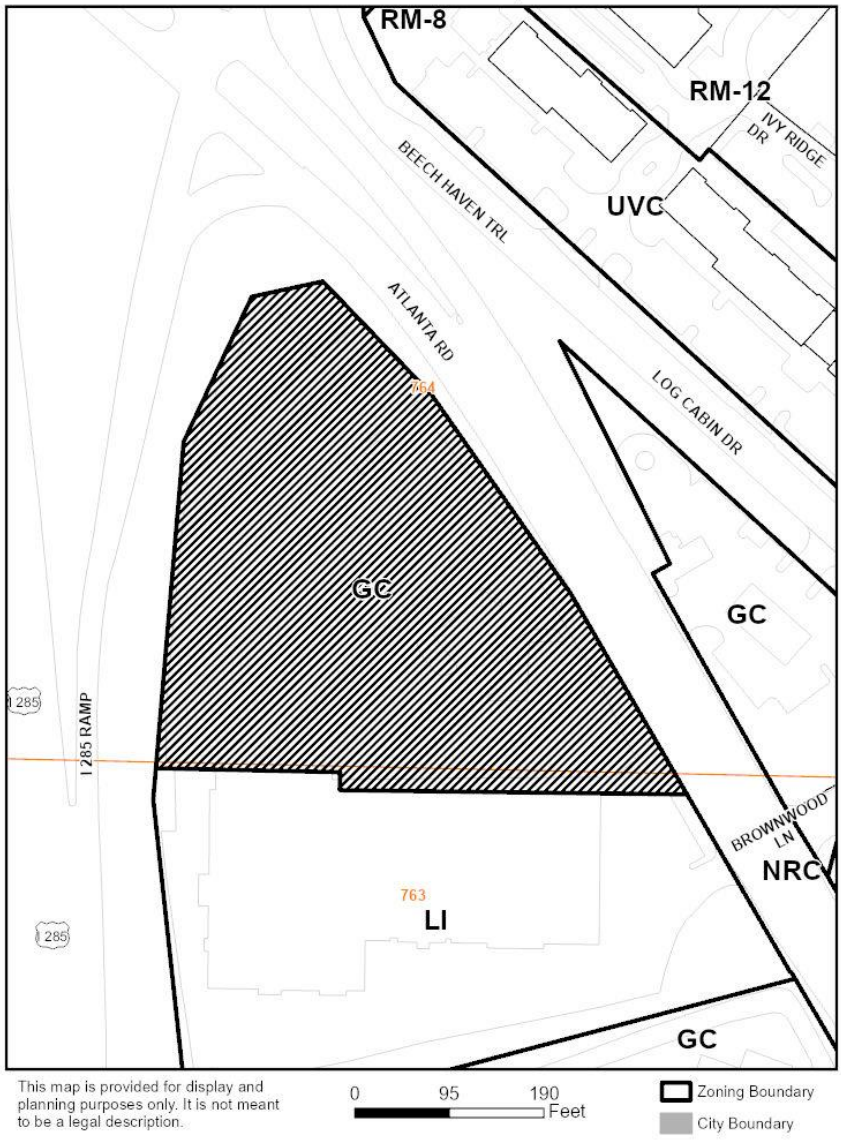
City Boundary

North

Zoning: O&I, RM-8/ Self-Storage Facility, Townhomes

Future Land Use: RAC

Z-2 2024 Map



WEST

Zoning: PVC/ Interstate 285, Apartments

Future Land Use: RAC

EAST

Zoning: GC, UVC, RM-12/ Gas Station, Shopping Center, Apartments

Future Land Use: CAC, HDR

SOUTH

Zoning: LI/ Warehouse Facility

Future Land Use: CAC

Z-2-2024 DEPARTMENT COMMENTS – Zoning Division

Current zoning district for the property

The GC district is established to provide locations for retail commercial and service uses which are oriented toward automotive businesses, are land intensive with a need for major road access and visibility, are generally not listed as a permitted uses within the NRC (neighborhood retail commercial) and CRC (community retail commercial) districts or may have existing stipulations and conditions that limit certain intensive uses and are located in areas delineated within a community activity center and regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. Any existing GC district, developed or undeveloped, located within an area delineated within an industrial-compatible area or industrial area as shown on the comprehensive plan, shall be deemed to be a grandfathered, nonconforming use after January 1, 1991, and subject to those provisions contained in this chapter.

Requested zoning district for the property

The RRC district is established to provide locations for intense retail commercial, office or mixed uses which exceed 500,000 net square feet and which are designed and oriented to serve a regional market making up a community. Projects developed within the RRC district should be done so as compact unified centers. Ideally, projects developed within the RRC district should occupy an area adjacent to or having good access to interstate highways, which is delineated within a regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990.

Summary of the applicant's proposal

The applicant is requesting to rezone the 3.79-acre site to the RRC regional retail commercial district in order to develop the property as a five (5) story multifamily residential building. The building will have 274 units for a total of 333,100 square feet of residential area. The architectural style of the building will include glass, masonry, fiber cement sidings, and metal balconies. On the side of the building there will be a parking deck comprising 412 spaces.

Residential criteria

Allowable units as zoned: 0
Proposed # of units: 274
Net density: 60.2**
Increase of units: 274
Acres of floodplain/wetlands: 0
Impervious surface shown: Maximum 85%

****Based on 4.55 acres under Code Section 134-167**

Z-2-2024 DEPARTMENT COMMENTS – Zoning Division

Are there any zoning variances?

Yes;

1. Reduce the front setback from required 50 feet to 0 feet;
2. Reduce the side setbacks from required 50 feet to 10 feet;
3. Increase the maximum FAR from 1.00 to 2.21;
4. Increase the maximum impervious coverage from 70% to 85%; and
5. Reduce the required parking ratio for multifamily dwelling units from 1.75 to 1.5 per dwelling unit;
6. Reduce minimum driveway offset from the property line from required 20 feet to 5 feet.

12/19/24

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

IFC 510- EMERGENCY RESPONDER RADIO COVERAGE:
New buildings are required to provide radio coverage for emergency responders per the International Fire Code. Testing is required by a third party and when deemed necessary amplification systems are required before the building will be issued a certificate of occupancy. This serves as an early notification to owners and developers for budgeting purposes.

FIRE DEPARTMENT ACCESS:
All access roads shall meet the American Association of State and Highway Transportation Officials (AASHTO) design manual live load standard HS20 (75,000 lbs.) with an unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

Maximum slope of the access road in reference to the apparatus is 10% Front to Back and 5% Side to Side. Maximum grade of roadways leading to Fire Access roads refer to the Cobb County Development Standard Section 400: 14% for Non-Residential. Maximum angle of departure is 8.5%.

Aerial apparatus access shall be required for all structures over 30 feet in height measured from the lowest level of fire department access to the ceiling height of the highest occupied floor level.

- Aerial fire apparatus access roads shall have a minimum width of 26 feet
- Aerial fire apparatus access roads shall be at least 15 feet but no more than 30 ft from the structure.
- Aerial fire apparatus access roads shall be positioned parallel to one entire side of the building.
- No overhead utility and power lines shall be located within the aerial fire apparatus access. (IFC Appendix D105)

MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS
Projects having more than 100 dwelling units.
Multiple-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads.

(continued)

Exception: Projects having up to 200 dwelling units may have a single approved fire apparatus access road when all buildings, including nonresidential occupancies, are equipped throughout with approved automatic sprinkler systems installed in accordance with Section 903.3.1.1 or 903.3.1.2

Projects having more than 200 dwelling units.
Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process. Site plan approval must be issued prior to approval of building plans.

FIRE HYDRANT:
The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2)

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

FIRE PROTECTION:
Automatic sprinkler protection must be provided where mandated by the applicable codes.

Jeff Byrd
(770) 528-8814
Jeffrey.Byrd@cobbcounty.org

Z-2-2023 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

Z-2-2024 DEPARTMENT COMMENTS – School System

2/6/24

Approval of this petition may have an impact on the enrollment of schools since Nickajack ES is **OVER** capacity.

School	Student Capacity	School Enrollment	Capacity Status
Nickajack ES	937	1206	+269
Campbell MS	1437	1263	-174
Campbell HS	3300	3039	-261

Z-02-2024 DEPARTMENT COMMENTS – Stormwater Management

12/29/2023

Site Data

1. Address: 4600 Atlanta Road
2. District: 2
3. Existing Zoning: GC Existing Allowable Impervious Coverage: 70%
4. Proposed Zoning: RRC Allowable Future Impervious Coverage: 70%
5. Future Land Use: CAC

Existing Conditions

Floodplain Information

1. Flood Damage Prevention Designated Flood Hazard: No

Stormwater Information

1. Drainage Basin: Tributary to Chattahoochee
2. State Stream Buffers: No
3. County Stream Buffer Ordinance: No
4. Impaired Stream: No: If the site is within a one-mile radius of an impaired stream additional Erosion Control BMP's per the State's current requirements will be required. It is the Engineer's responsibility to verify Impaired Streams per the State EPD's list.
5. Hotspot: No.
6. Wetlands: No
7. Water Intake Zone: No.
8. Chattahoochee River Corridor: No.
9. Existing Onsite Ponds / Lake: No

Topography Information

1. General site Description: The site exists at a localized high-point and all drainage from the site appears to discharge into an existing pipe system within the R/W of Atlanta Rd, near the southeastern corner of the site.

2. Downstream Description: Stormwater discharges through an existing pipe system within the Atlanta Rd R/W.

3. Potential or known drainage problems may exist downstream from this site.

Project Design Comments and Recommendations

The following comments and recommendations are typically required at the time of plan review and permitting.

(continued)

Proposed Project Onsite Design Requirements

1. At the time of plan review provide a comprehensive Hydrology Study and Design for the Stormwater Management Design will be required. The design and study shall be in accordance with the Georgia Stormwater Management Manual and the current Cobb County Codes. The design and study shall include but not limited to stormwater detention, runoff reduction and/or water quality, channel protection, and downstream flood prevention.

2. Project Engineer must evaluate the impact of increased volume of runoff generated by the proposed project on existing downstream drainage system(s). Including hydrologic routing of upstream and/or downstream detention ponds or lakes, if appropriate.

3. At the time of plan review calculate and provide the percentage of impervious coverage for the project site on the plans.

4. Recommend a pre-design concept meeting with Cobb County Stormwater Management Division. At the time of the Concept Meeting a proposed concept stormwater management plan shall be presented.

5. The existing and/or proposed onsite storm drain system and stormwater management facility is considered private. All annual inspections, maintenance and repairs are the responsibility of the property owner. A stormwater facility "Maintenance Agreement and Access Easement" will be required at the time of the land disturbance permit with the Cobb County Stormwater Management Division.

6. Stormwater discharges must be controlled not to exceed the existing capacity of the downstream storm drainage system including drainage swales and roadside ditches.

7. Any spring activity discovered must be addressed by a qualified registered geotechnical professional engineer (PE) at the expense of the owner/developer.

8. Structural fill must be placed under the direction of a qualified registered geotechnical engineer (PE) at the expense of the owner/developer.

Special Conditions

1. The dumpster pad on this site, must be connected to sanitary sewer or an infiltration system must be provided to capture the dumpster pad runoff.
2. Per discussion with the applicant, an underground stormwater management system is proposed for this site, however no such system is shown on the submitted Zoning site plan.

12/29/2023

Comprehensive Plan Future Land Use Designation: Community Activity Center
The subject tract is within the Community Activity Center (CAC). Community Activity Centers provides for areas that can meet the immediate needs of several neighborhoods or communities. Typical land uses for these areas include low- to mid-rise office buildings and department stores.

Future Land Use Sub-Category? N/A

☐ Consistent ☒ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Smyrna
Was the city notified? Yes

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☒ Yes ☐ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☒ Yes ☐ No
If yes, design guidelines area? Atlanta Road
Does the proposal plan comply with the design requirements? No

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

(continued)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? ☐ Yes ☒ No

(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)? ☐ Yes ☒ No

Is this property within the Cumberland Special District #2 (ad valorem tax)? ☐ Yes ☒ No

Is this property within the Six Flags Special Service District? ☐ Yes ☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone? ☐ Yes ☒ No

Is the property within the Clear Zone (CZ)? ☐ Yes ☒ No

Is the property within 3000' of Dobbins ARB? ☐ Yes ☒ No

Is the property within the Accident Potential Zone (APZ I)? ☐ Yes ☒ No

Is the property within the Accident Potential Zone II (APZ II)? ☐ Yes ☒ No

Is the property within the Noise Zone? ☐ Yes ☒ No

Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)? ☐ Yes ☒ No

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Z-02-2024 DEPARTMENT COMMENTS – Water and Sewer

12/29/23 – DATE OPTIONAL

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☒ YES ☐ NO

Size/location of existing water main(s): 8" in Atlanta Road

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☒ YES ☐ NO

Approx. distance to nearest sewer: Atlanta Road ROW

Estimated waste generation (in G.P.D.): Average daily = 35,880

Peak flow = 89,700

Treatment plant: South Cobb WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☐ YES* ☒ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

Additional sewer comments:

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (MPH)	Jurisdictional control	Min. R.O.W. requirements
Atlanta Road	Arterial	45	Cobb County	100’

Roadway	Location	Average daily trips	Level of service
Atlanta Road	West of Plant Atkinson Road	20,400	C

Based on 2022 AADT counting data taken by GDOT, as published on their website, for Atlanta Road.
Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial roadways from this data source.
LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

ITE Land Use	Description	Expected Size (DU)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
221	Multifamily Housing (Mid Rise)	299	25	86	**111**	71	46	**117**	**1,357**

vph = vehicles per hour, vpd = vehicles per day, DU = dwelling unit
Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th edition.

Comments and observations

Atlanta Road is classified as an arterial roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan received November 15, 2023, this development requires a traffic study submittal. CCDOT held meetings with the Developer on September 22 and October 16, 2023. A Traffic Submittal 1 dated September 29, 2023 was received by Cobb DOT (CCDOT) on November 3, 2023. Comments for Submittal 1 were provided November 30, 2023 and a revised Submittal 1 was received on December 11, 2023. The revised Submittal 1 was approved on December 22, 2023. A full traffic study (Submittal 2) will be required.

The potential for a left turn movement from Atlanta Road westbound onto the Development is under consideration. After reviewing Submittal 1 and through meetings with the Developer, the back-to-back left turn lanes (as shown on the conceptual layout dated November 15, 2023) is the anticipated access configuration for the Build condition. The approval of this left turn movement will depend on the results and review of Traffic Study Submittal 2.

(continued)

The current site plan (received November 15, 2023) does have some engineering details (such as raised concrete island size and crosswalk placement) that will need further modification to meet Cobb County standards. These modifications can be negotiated during the plan review process.

Recommendations

1. Recommend applicant consider entering into a development agreement pursuant to O.C.G.A. 36-71-13 for dedication of the following system improvements to mitigate traffic concerns: a) donation of right-of-way on the south side of Atlanta Road, a minimum of 50’ from the roadway centerline

2. Recommend replacing any disturbed curb, gutter, and sidewalk along the Atlanta Road frontage. This recommendation is pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

3. Recommend Atlanta Road access point include deceleration lane, taper and/or improved curve radius to address safety because Atlanta Road is an arterial roadway. This recommendation is pursuant to Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. Recommend location and design be determined during plan review, subject to CCDOT approval. The site plan dated November 15, 2023, complies with this requirement.

4. Recommend a minimum of 50 feet straight-line distance from the edge of the right-of-way line on Atlanta Road to the first internal parking space or drive aisle to allow for vehicle stacking. This recommendation is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways.

5. Recommend Georgia Department of Transportation (GDOT) permits for any work that encroaches upon State right-of-way.

6. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property, if limited to four (4) stories resulting in a net density of 52.57 and a FAR no greater than 1.5. Development in the surrounding area includes other apartment communities such as The Old Ivy at Vinings community is to the northeast which has a net density of 9.06. The Flats at West Village and West Village Townhomes communities are to the west across Interstate 285 and have a net density of 22.83. The West Village Apartments that are also located to the west across Interstate 285 have a net density of 26.565. The area also contains other uses such as retail, restaurants, mixed use development, industrial, and offices.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the applicant's rezoning proposal will not adversely affect the existing use or usability of adjacent or nearby properties, if limited to four (4) stories resulting in a net density of 52.57 and a FAR no greater than 1.5. The site lies adjacent to parcels with similar multifamily residential uses as the proposed apartment building and backs up directly to Interstate 285.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that the applicant's zoning proposal will not result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools, if limited to four (4) stories resulting in a net density of 52.57 and a FAR no greater than 1.5. This opinion is supported by the departmental comments contained in this analysis.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the zoning proposal is not in conformity with the Cobb County Comprehensive Plan which delineates this property as being within the Community Activity Center (CAC) future land use category. The requested RRC zoning district and the proposed use are not compatible with the CAC land use designation. The proposed use and zoning designation are both compatible with Regional Activity Centers (RAC). It should be noted there is a RAC to the north and to the west of the proposal.

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

It is Staff's opinion that there are existing and changing conditions affecting the use and development of the property which give grounds for approving the applicant's rezoning proposal, but at a lower density. Although the existing future land use designation is not supportive of the residential usage, the request is consistent with developments in the immediate area. Also, though the request involves certain variances including an increase in the maximum FAR allowed for the site, the site's net density can be supported when reducing the height to four (4) stories instead of five (5) stories which would be more consistent with the heights of the surrounding developments. If limited to four (4) stories, it would result in a net density of 52.57 and a FAR no greater than 1.5.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

RECEIVED
NOV 15 2023
COBB COUNTY ZONING

Application No. Z-2 (2024)

Hearing Dates: PC - 02/06/2024
BOC - 02/20/2024

Summary of Intent for Rezoning*

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** Average unit size is 830 square feet

b) **Proposed building architecture:** Proposed five-story multi-family residential building which will include glass, masonry, fiber cement siding, and metal balconies

c) **List all requested variances:** See attached for listing of requested variances

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Not Applicable

b) **Proposed building architecture:** Not Applicable

c) **Proposed hours/days of operation:** Not Applicable

d) **List all requested variances:** Not Applicable

Part 3. Other Pertinent Information (List or attach additional information if needed)

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located).

The Property is owned by Cobb County, Georgia.

*Applicant specifically reserves the right to amend any information set forth in this Summary of Intent for Rezoning, or any portion of the Application for Rezoning, or documentation attached thereto, at any time during the rezoning process.

ATTACHMENT TO SUMMARY OF INTENT FOR REZONING

Application No.: Z-2 (2024)
Hearing Dates: February 6, 2024
February 20, 2024

Applicant: Flournoy Development Group, LLC
Titleholder: Cobb County, Georgia, a political subdivision of the State of Georgia

Tax Parcel No.: 17076400030

Part 1. Residential Rezoning Information

(d) List all requested variances:

Setback Variances:

i) Reduction of the required front setback from 50 feet to 0 feet; and
ii) Reduction of required side setback from 50 feet to 10 feet.

Design Variances:

i) Waiver of maximum FAR of 1.00 to FAR of 2.21 (proposed FAR is based off property area after dedication);
ii) Waiver of maximum impervious surface of 70 percent to 85 percent;
iii) Waiver of minimum 20 foot driveway offset from the property line (Development Standard 403.1.2) to 5 feet; and
iv) Waiver of multi-family parking requirement of 1.75 spaces per unit to 1.5 spaces per unit.

ATTACHMENT TO APPLICATION FOR REZONING

IMPACT ANALYSIS STATEMENT

RECEIVED
NOV 15 2023
COBB COUNTY ZONING

Application No.: Z-2 (2024)
Hearing Dates: February 6, 2024
February 20, 2024

Applicant: Flournoy Development Group, LLC
Titleholder: Cobb County, Georgia, a political subdivision of the State of Georgia

Tax Parcel No.: 17076400030

Analysis of impact of the proposed rezoning with respect to the following:

(a) This Application for Rezoning seeks rezoning of approximately 3.79 acres located on the easterly side of the Interstate 285 southbound exit ramp and the southwesterly side of Atlanta Road, being more particularly known as 4600 Atlanta Road, Land Lots 763 and 764, 17th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Property is currently zoned General Commercial ("GC"), and Applicant, Flournoy Development Group, LLC ("Applicant"), is seeking rezoning to the Regional Retail Commercial ("RRC") zoning category for the purpose of a multi-family residential development. The requested category of RRC will permit a use for the Property that is more suitable in view of its location and development of properties in close proximity, and will allow the Property to be utilized to its highest and most reasonable potential. Zoning of properties in the area vary from high-density residential to office, retail, commercial, and industrial purposes. The location of the Subject Property makes it uniquely suited for the proposed development; as well as, its location to the East-West Connector, Atlanta Road, Cumberland Parkway, and interstate connectivity. The proposed RRC zoning classification and development for a multi-family residential use would be compatible to surrounding properties and the area as a whole.

(b) This zoning proposal should have no adverse effect on the existing use or usability of adjacent or nearby properties. The proposed development should have a minimal, if any, impact on surrounding properties, as surrounding properties would be similarly situated with the proposed development. If approved and developed according to the request, the adjacent and nearby property owners would benefit in higher land values. Cobb County will benefit in increased tax revenue.

(c) The property, as zoned, does not have a reasonable economic use. The proposed RRC classification would allow the Property to be developed and utilized to its highest and best potential, and consistent with properties adjacent to and in the immediate proximity.

(d) This zoning proposal will not cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. Development, as proposed, would have minimal effect on utilities and transportation facilities. The Property has convenient access to the interstate highway and major thoroughfares within the County. Roadway improvements in and around the Subject Property in recent years have eased access and traffic concerns related to the proposed development.

(e) The zoning proposal is not in conformity with the Future Land Use Plan of Cobb County, Georgia; however, changing conditions warrant a revision to the Future Land Use Plan and approval of the Application.

(f) This zoning proposal is consistent with the current conditions affecting the development of this Property. Improvements to the area roadways and major thoroughfares and interstates have been made in recent years to ease traffic flow in order to accommodate development in and around the Subject Property.

RECEIVED
NOV 15 2023
COBB COUNTY ZONING

Cobb County...Expect the Best!

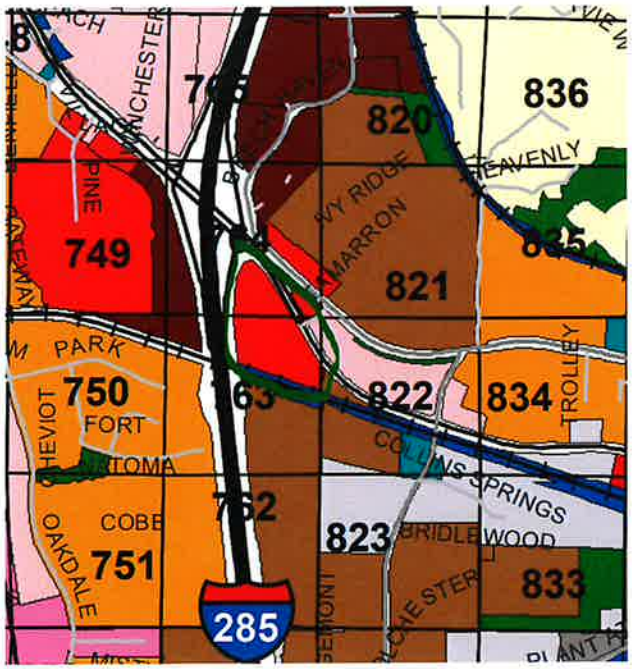
ENVIRONMENTAL SITE ANALYSIS (ESA) FORM

Provide an Environmental Site Analysis fully addressing all items below. Describe the proposed project and the existing environmental conditions on the site. Describe adjacent properties. Reference information presented on the site plan that depicts the proposed project

1. **CONFORMANCE WITH THE COMPREHENSIVE PLAN**
Describe how the project conforms to the Comprehensive Land Use Plan. Include the portion of the Comprehensive Plan Land Use Map which supports the project's conformity to the Plan. Evaluate the proposed project with respect to the land use suggestion of the Comprehensive Plan as well as any pertinent Plan policies. Information regarding Cobb County's Comprehensive Plan may be found online at https://www.cobbcounty.org/community-development/planning/comprehensive-planning.

While the land use map reflects a target use of "Community Activity Center," and our proposed land use is "High Density Residential, we propose a project that does conform with the Plan based on two primary reasons:

1) *The subject site is currently blighted, undeveloped, and adjacent to parcels that are coded for high-density residential.*
2) *The proposed use complies with and fulfills the objectives outlined in all three Land Use Goals (LU-Goal 1; LU-Goal 2; and LU-Goal 3) referenced in the Comprehensive Plan.*



FUTURE LAND USE LEGEND

RR	Rural Residential
VLDR	Very Low Density Residential
LDR	Low Density Residential
MDR	Medium Density Residential
HDR	High Density Residential
NAC	Neighborhood Activity Center
CAC	Community Activity Center

2. **ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT**

For each environmental site feature listed below, indicate the presence or absence of that feature on the property. Describe how the proposed project may encroach or adversely affect an environmental site feature. Information on environmental site features may be obtained from the indicated source(s) or other sources. Cite the source of information regarding the presence or absence of environmental site features (e.g. according to the U. S. Fish and Wildlife Service, National Wetlands Inventory website (http://www.fws.gov/wetlands/), wetland areas are located on the northwest portion of the site).

a. Wetlands
- U. S. Fish and Wildlife Service, National Wetlands Inventory (http://www.fws.gov/wetlands/)
- Georgia Geologic Survey (404-656-3214)
- Field observation and subsequent wetlands delineation/survey if applicable

Based on a review of the NWI map, no wetlands are mapped on the Subject Property. A copy of the NWI map is attached.

b. Floodplain
- Federal Emergency Management Agency (http://www.fema.org)
- Field observation and verification

Based on a review of the FEMA FIRM Map, the Subject Property is mapped in Zone X. Areas within Zone X are areas of minimal flood hazard, depicted on the FIRM as above the 500-year flood level. A copy of the FEMA FIRM Map is attached.

c. Streams/stream buffers
- Cobb County Erosion Control
- Field observation and verification

Based on a review of the NWI map, no streams are mapped on the Subject Property. A copy of the NWI map is attached.

d. Slopes greater than 25 percent (as determined by an analysis performed consistent with industry accepted engineering and design practices)
- United States Geologic Survey Topographic Quadrangle Map
- Field observation and verification

Based on a review of the USGS National Map, slopes greater than 25 percent are not located on the Subject Property. A copy of the USGS National Map is attached.

e. Vegetation (including endangered species)
- United States Department of Agriculture, Nature Resource Conservation Service
- Field observation

Based on a review of the USFWS Information for Planning and Consultation (IPaC) report for Cobb County, Georgia, four endangered species (one bird, one insect, and two flowering) were identified. The Subject Property is currently improved with the remnants of a former gasoline station (building foundations and surface parking). It is unlikely that critical habitats associated with the four endangered species exist on the Subject Property. A copy of the IPaC report is attached.

f. Wildlife Species (including fish and endangered species)
- United States Fish and Wildlife Service
- Georgia Department of Natural Services, Wildlife Resources Division, Natural Heritage Program

- Field observation

Based on a review of the GA DNR list of Rare Animals, Plants, and Natural Plan Communities within Cobb County, 17 plants and 25 animals were identified. As noted in Section 2e, the Subject Property is improved with remnants of a gasoline station and asphalt parking areas. It is unlikely that habitats associated with these plants and animals are present on the Subject Property. A copy of the GA DRN list is attached.

g. Archeological/Historical Sites
   - Cobb County Historic Resources
   - Georgia Department of Natural Resources, Historic Preservation Division
   - Field observation and verification

Based on a review of Georgia's Natural, Archaeological, and Historic Resources GIS (GNAHRGIS), the Subject Property was not listed on the National Register of Historic Places.

3. **PROJECT IMPLEMENTATION MEASURES**

Describe how the project implements each of the measures listed below as relevant. Indicate specific implementation measures required to protect environmental site feature(s) that may be impacted.

a. Protection of environmentally sensitive areas (wetlands, floodplain, slopes exceeding 25 percent, stream buffers)
Based on a review of the NWI map, no wetlands, streams or slopes exceeding 25 percent are mapped on the Subject Property. Reference item 2.b. above for floodplain details.

b. Protection of water quality – *Water quality improvements will be installed as part of the stormwater management system proposed for the project. These improvements will meet the requirements of the Cobb County Ordinance or the Georgia Stormwater Management Manual.*

c. Minimization of negative impacts on existing infrastructure. *Stormwater and drainage infrastructure will be installed to ensure that the post-developed flow rates do not exceed the pre-developed flowrates leaving the site. Sewer infrastructure will be installed to route sewer flows leaving the site to the existing CCWS system present in Atlanta Road and limit contamination to nearby sensitive areas.*

d. Minimization of negative impacts on archeological/historically significant areas
Based on a review of Georgia's Natural, Archaeological, and Historic Resources GIS (GNAHRGIS), the Subject Property was not listed on the National Register of Historic Places.

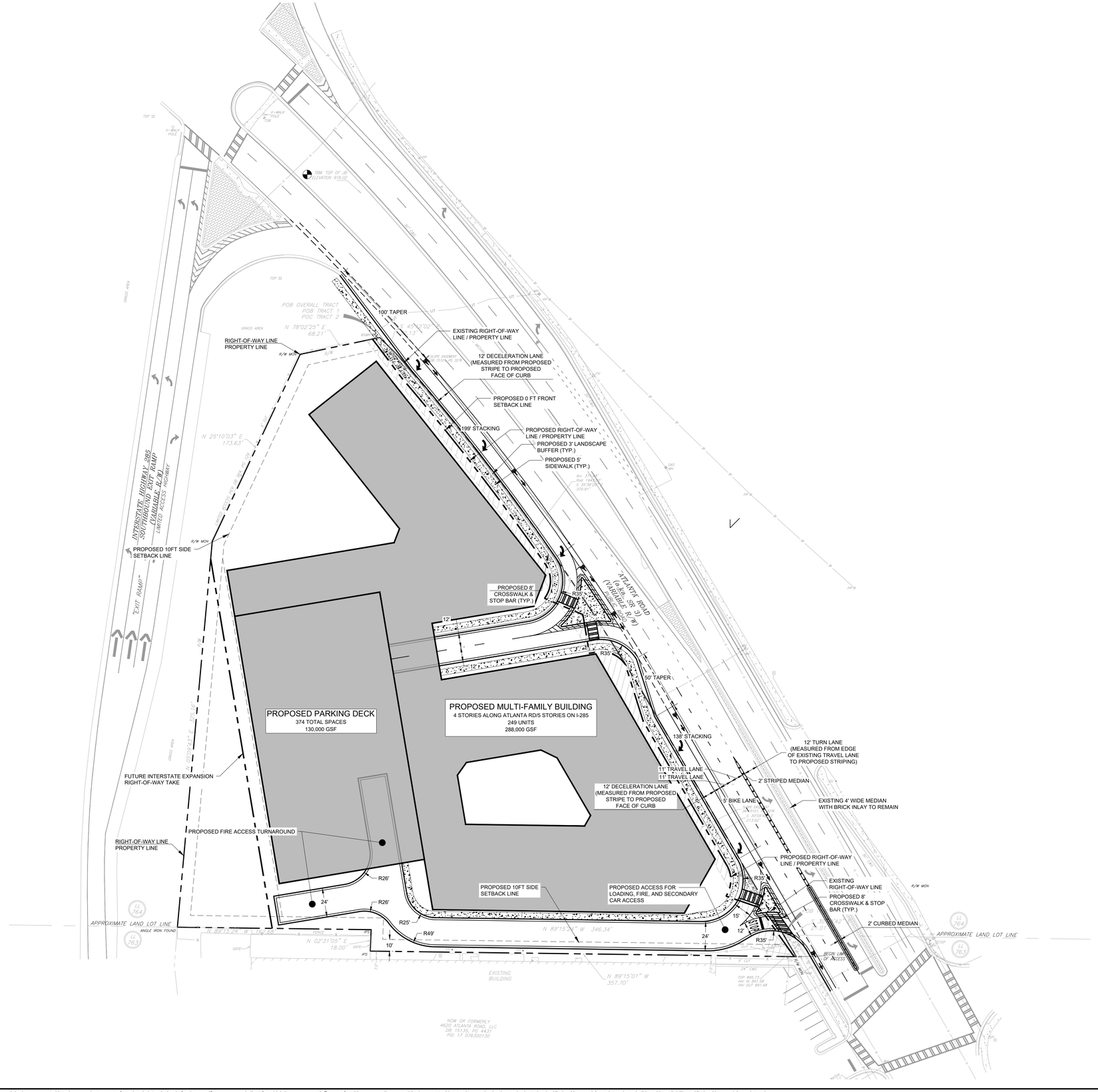
e. Minimization of negative impacts on environmentally stressed community areas where environmentally stressed community areas are defined as community areas will be exposed to a minimum of two environmentally adverse conditions resulting from public and private municipal and industrial uses.
   - Public and private municipal (solid waste and wastewater treatment facilities, utilities, airports, and railroads) *These areas are not present on the Subject Property.*
   - Industrial (landfills, quarries and manufacturing facilities) *These areas are not present on the Subject Property.*

f. Creation and preservation of green space and open space. *Two courtyard areas will be created as part of the project to allow for open space areas to be present on the site.*

g. Protection of citizens from the negative impacts of noise and lighting. *Proposed development is not immediately surrounded by residential neighborhoods, but does not include design features that would contribute to excessive noise or light pollution.*

h. Protection of parks and recreational green space – *Amenity courtyard areas are being proposed as part of the project to facilitate on-site recreational areas and limit overuse of adjacent public recreation areas.*

i. Minimization of impacts to wildlife habitats – *The site is currently an abandoned paved parking lot that has minimal wildlife habitat. Construction practices and erosion control measures such as silt fence and sediment storage/routing will be implemented to minimize impacts to off-site wildlife area by protecting the perimeter of the site and minimizing runoff.*



REZONING NOTES

SITE SUMMARY:

LAND LOT 763 & 764
17TH DISTRICT - 2ND SECTION

CURRENT ZONING:	GENERAL COMMERCIAL (GC)
PROPOSED ZONING:	REGIONAL RETAIL COMMERCIAL (RRC)
SITE AREA:	3.79 AC
ROW DEDICATION:	0.15 AC
ADJUSTED SITE AREA:	3.36 AC
FUTURE INTERSTATE EXPANSION RIGHT-OF-WAY:	0.28 AC

PROPOSED BUILDING SETBACK:

FRONT:	0 FT
SIDE:	10 FT
REAR:	10 FT
MAXIMUM BUILDING HEIGHT:	70 FT
MAXIMUM IMPERVIOUS %:	85% (SEE VARIANCE BELOW)

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL	249 UNITS

PARKING SUMMARY:

REQUIRED PARKING:	**374 SPACES** (TOTAL)
MULTIFAMILY (249 UNITS)	374 SPACES (1.50/UNIT)
PROPOSED PARKING:	**374 SPACES** (TOTAL)
MULTIFAMILY PARKING	374 SPACES (1.50/UNIT)
STANDARD	366 SPACES
HANDICAP	8 SPACES

1. THIS SITE IS NOT IN A FLOODPLAIN.
2. THE SITE DOES NOT CONTAIN LAKES, STREAMS, OR STREAM BUFFERS.
3. THIS SITE DOES NOT CONTAIN A CEMETERY.
4. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS.
5. ALL PARKING COUNTS ARE APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS. PARKING COUNTS WILL EXCEED TOTALS SHOWN ABOVE.
6. IT IS UNDERSTOOD THAT THE SITE MUST COMPLY WITH ALL APPLICABLE ADA STANDARDS, INCLUDING PARKING AND CONNECTIVITY, AND WILL BE DESIGNED AND DETAILED AS SUCH.
7. IF ACCESS GATES ARE REQUIRED THEY WILL BE PLACED 100FT FROM EDGE OF EXISTING RIGHT OF WAY.
8. UNDERGROUND STORMWATER DETENTION WILL BE PROVIDED ON SITE PER COBB COUNTY STORMWATER STANDARDS AND REQUIREMENTS.

VARIANCE REQUEST SUMMARY

SETBACK VARIANCES:

- REDUCTION OF THE PARCEL'S FRONT BUILDING SETBACK FROM 50 FT TO 0 FT.
- REDUCTION OF THE PARCEL'S SIDE BUILDING SETBACK FROM 50 FT. TO 10 FT.

DESIGN VARIANCES:

- VARIATION FROM MAXIMUM FAR OF 1.00 TO FAR OF 2.30. PROPOSED FAR IS BASED OFF PROPERTY AREA AFTER DEDICATION ALONG ATLANTA ROAD. (FUTURE INTERSTATE ROW TAKE NOT INCLUDED IN CALCULATION)
- VARIATION FROM MAXIMUM IMPERVIOUS SURFACE OF 70% TO 85% ALONG ATLANTA ROAD. (FUTURE INTERSTATE ROW TAKE NOT INCLUDED IN CALCULATION)
- VARIATION FROM MINIMUM 20 FT DRIVEWAY OFFSET FROM THE PROPERTY LINE (DEVELOPMENT STD SEC. 403.1.2) TO 5 FT.
- VARIATION FROM MULTIFAMILY PARKING REQUIREMENT OF 1.75 SPACES PER UNIT TO 1.5 SPACES PER UNIT.

PROPERTY LINE NOTE

- PROPERTY LINE SHOWS COMBINATION OF TRACTS 1 AND 2. THE COMBINED TRACTS ARE SHOW IN COBB COUNTY GIS AS PIN: 17076400030

PREPARED BY
Kimley»Horn
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PREPARED FOR
FLOURNOY DEVELOPMENT GROUP
1100 BROOKSTONE CENTRE PKWY
COLUMBUS, GA 31904
PHONE: 706.243.9243

No.	DATE	BY
ISSUANCE AND REVISION DESCRIPTIONS	08.14.2025	
REVISED ZONING PLAN	11.25.2025	
REVISED ZONING PLAN		

PROJECT
4600 ATLANTA ROAD
4600 ATLANTA ROAD, SMYRNA, GA 30080
LAND LOT 763 & 764, 17TH DISTRICT
PARCEL ID: 17076400030

GEORGIA REGISTERED No. PE043951 PROFESSIONAL ENGINEER ZACHARY RANDOLPH
11.25.2025

GSWCC NO. (LEVEL II)	0000076496
DRAWN BY	BAC
DESIGNED BY	ZLR
REVIEWED BY	ZLR
DATE	11.25.2025
PROJECT NO.	19598015

TITLE
REZONING SITE PLAN

SHEET NUMBER
C0.10

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

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Drawing name: K:\AMT_CIVIL\019598015_4600 Atlanta Road\CAD\Plansheets\C0.10 - REZONING SITE PLAN.dwg C0.10 REZONING SITE PLAN Nov 25, 2025 6:19pm by: katie.triplett

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-2-2024

SITE BACKGROUND

Applicant	Flournoy Development Group, LLC
Phone	706-324-4000
Email	cameron.bean@flournoydev.com, ryan.foster@flournoydev.com
Representative Contact	J. Kevin Moore
Phone	770-429-1499
Email	jkm@mijs.com
Titleholder	Cobb County
Property Location	Located on the west side of Atlanta Road and on the east side of I-285, south of the intersection of I-285 and Atlanta Road
Address	4600 Atlanta Road
Access to Property	Atlanta Road

QUICK FACTS

Commission District	2-Allen
Current Zoning	GC
Current Use of Property	Vacant lot
Proposed Zoning	RRC
Proposed Use	Multifamily residential
Future Land Use	CAC
Site Acreage	3.79
District	17
Land Lot	763, 764
Parcel #	17076400030
Taxes Paid	Exempt

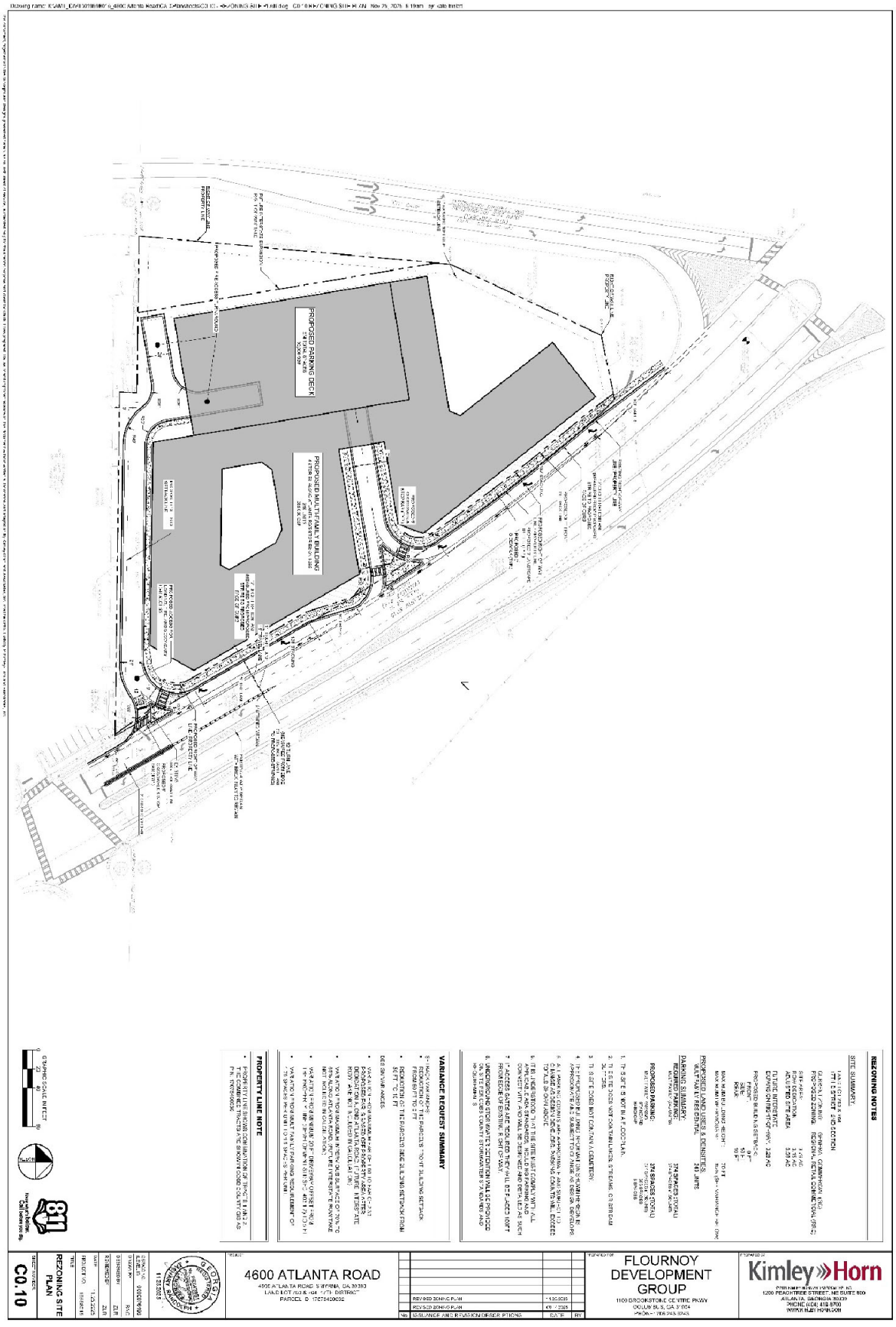
FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Cameron Jones)

Based on the analysis of this case, Staff recommends **APPROVAL** subjected to the following:

Z-2-2024 DEPARTMENT COMMENTS – Zoning Division

1. Revised site plan dated November 25, 2025, with the District Commissioner approving minor modifications;
2. No more than 53 units per acre density;
3. FAR not to exceed 1.5;
4. All other variances stated in the Zoning comments;
5. Fire Department comments and recommendations;
6. Stormwater Management Division comments and recommendations;
7. Water and Sewer comments and recommendations;
8. Department of Transportation comments and recommendations; and
9. Planning Division comments and recommendations.


REZONING NOTES
SITE SUMMARY
PROPOSED PARKING DECK
PROPOSED MULTI-FAMILY BUILDING
PROPERTY LINE NOTE
VARIANCE REQUEST SUMMARY
4600 ATLANTA ROAD
4600 ATLANTA ROAD SMYRNA, GA 30080
LAND LOT 703 & 704 17TH DISTRICT
PARCEL ID 17070400052
FLOURNOY DEVELOPMENT GROUP
1100 BROOKSTONE CENTRE PKWY
COLUMBUS, GA 31904
PHONE: (706) 243-1243
Kimley»Horn
1200 PEACHTREE STREET, NE SUITE 800
ATLANTA, GEORGIA 30309
PHONE (404) 418-8700
WWW.KIMLEY-HORN.COM
REZONING SITE PLAN
C0.10
REVISED ZONING PLAN
1.23.2025
REVISED ZONING PLAN
4.9.2025
ISSUANCE AND REVISION DESCRIPTIONS
DATE
BY

Z-2 2024 Aerial Map

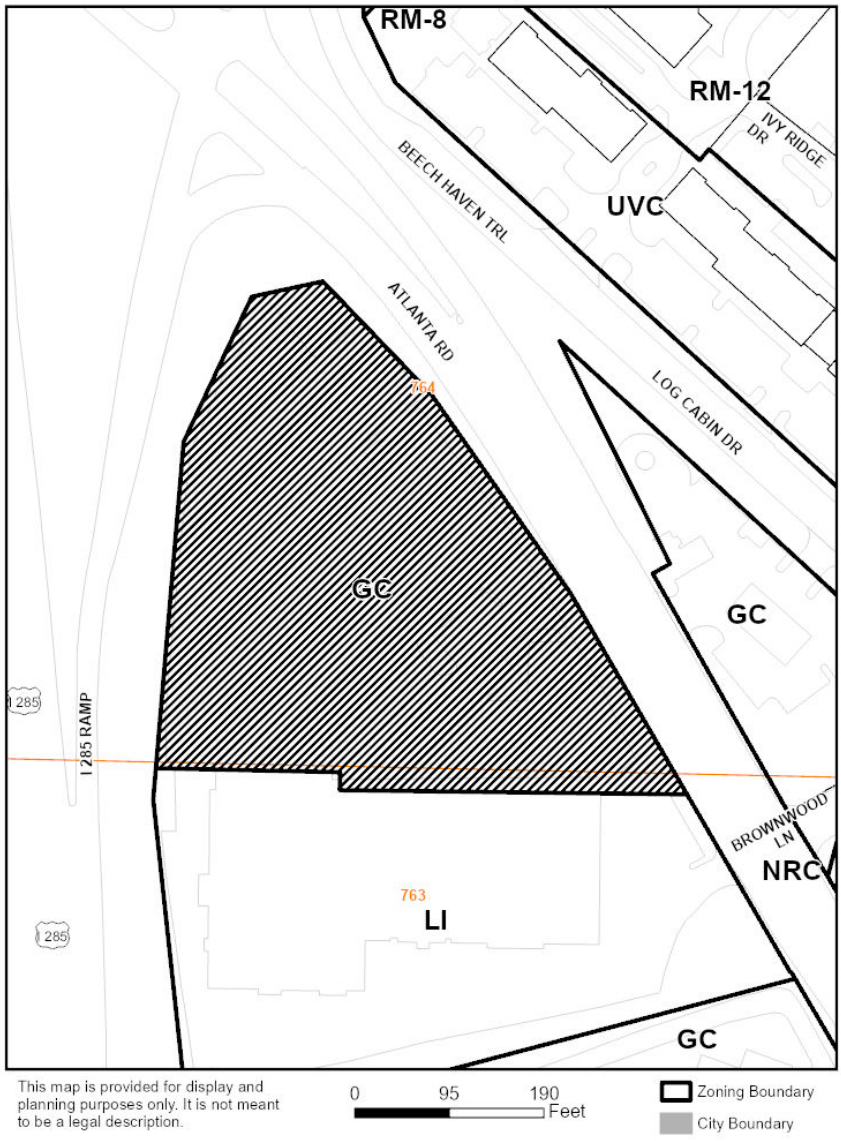


North

Zoning: O&I, RM-8/ Self-Storage Facility, Townhomes

Future Land Use: RAC

Z-2 2024 Map



WEST

Zoning: PVC/ Interstate 285, Apartments

Future Land Use: RAC

EAST

Zoning: GC, UVC, RM-12/ Gas Station, Shopping Center, Apartments

Future Land Use: CAC, HDR

SOUTH

Zoning: LI/ Warehouse Facility

Future Land Use: CAC

Current zoning district for the property

The GC district is established to provide locations for retail commercial and service uses which are oriented toward automotive businesses, are land intensive with a need for major road access and visibility, are generally not listed as a permitted uses within the NRC (neighborhood retail commercial) and CRC (community retail commercial) districts or may have existing stipulations and conditions that limit certain intensive uses and are located in areas delineated within a community activity center and regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. Any existing GC district, developed or undeveloped, located within an area delineated within an industrial-compatible area or industrial area as shown on the comprehensive plan, shall be deemed to be a grandfathered, nonconforming use after January 1, 1991, and subject to those provisions contained in this chapter.

Requested zoning district for the property

The RRC district is established to provide locations for intense retail commercial, office or mixed uses which exceed 500,000 net square feet and which are designed and oriented to serve a regional market making up a community. Projects developed within the RRC district should be done so as compact unified centers. Ideally, projects developed within the RRC district should occupy an area adjacent to or having good access to interstate highways, which is delineated within a regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990.

Summary of the applicant's proposal

The applicant is requesting to rezone the 3.79-acre site to the RRC regional retail commercial district in order to develop the property as a multifamily residential building that is up to five (5) stories. The building will have 249 units for a total of 288,000 square feet of residential area. The architectural style of the building will include glass, masonry, fiber cement sidings, and metal balconies. On the side of the building there will be a parking deck comprising 374 spaces.

Residential criteria

Allowable units as zoned: 0
Proposed # of units: 249
Net density: 54.7**
Increase of units: 249
Acres of floodplain/wetlands: 0
Impervious surface shown: Maximum 85%

****Based on 4.55 acres under Code Section 134-167**

Z-2-2024 DEPARTMENT COMMENTS – Zoning Division

Are there any zoning variances?

Yes;

1. Reduce the front setback from required 50 feet to 0 feet;
2. Reduce the side setbacks from required 50 feet to 10 feet;
3. Increase the maximum FAR from 1.00 to 2.30;
4. Increase the maximum impervious coverage from 70% to 85%; and
5. Reduce the required parking ratio for multifamily dwelling units from 1.75 to 1.5 per dwelling unit;
6. Reduce minimum driveway offset from the property line from required 20 feet to 5 feet.

STAFF ANALYSIS

12/19/24

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

IFC 510- EMERGENCY RESPONDER RADIO COVERAGE:
New buildings are required to provide radio coverage for emergency responders per the International Fire Code. Testing is required by a third party and when deemed necessary amplification systems are required before the building will be issued a certificate of occupancy. This serves as an early notification to owners and developers for budgeting purposes.

FIRE DEPARTMENT ACCESS:
All access roads shall meet the American Association of State and Highway Transportation Officials (AASHTO) design manual live load standard HS20 (75,000 lbs.) with an unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

Maximum slope of the access road in reference to the apparatus is 10% Front to Back and 5% Side to Side. Maximum grade of roadways leading to Fire Access roads refer to the Cobb County Development Standard Section 400: 14% for Non-Residential. Maximum angle of departure is 8.5%.

Aerial apparatus access shall be required for all structures over 30 feet in height measured from the lowest level of fire department access to the ceiling height of the highest occupied floor level.

- Aerial fire apparatus access roads shall have a minimum width of 26 feet
- Aerial fire apparatus access roads shall be at least 15 feet but no more than 30 ft from the structure.
- Aerial fire apparatus access roads shall be positioned parallel to one entire side of the building.
- No overhead utility and power lines shall be located within the aerial fire apparatus access. (IFC Appendix D105)

MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS
Projects having more than 100 dwelling units.
Multiple-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads.

(continued)

Exception: Projects having up to 200 dwelling units may have a single approved fire apparatus access road when all buildings, including nonresidential occupancies, are equipped throughout with approved automatic sprinkler systems installed in accordance with Section 903.3.1.1 or 903.3.1.2

Projects having more than 200 dwelling units.
Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process. Site plan approval must be issued prior to approval of building plans.

FIRE HYDRANT:
The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2)

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

FIRE PROTECTION:
Automatic sprinkler protection must be provided where mandated by the applicable codes.

Jeff Byrd
(770) 528-8814
Jeffrey.Byrd@cobbcounty.org

Z-2-2023 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

Z-2-2024 DEPARTMENT COMMENTS – School System

2/6/24

Approval of this petition may have an impact on the enrollment of schools since Nickajack ES is **OVER** capacity.

School	Student Capacity	School Enrollment	Capacity Status
Nickajack ES	937	1206	+269
Campbell MS	1437	1263	-174
Campbell HS	3300	3039	-261

Z-02-2024 DEPARTMENT COMMENTS – Stormwater Management

12/29/2023

Site Data

1. Address: 4600 Atlanta Road
2. District: 2
3. Existing Zoning: GC Existing Allowable Impervious Coverage: 70%
4. Proposed Zoning: RRC Allowable Future Impervious Coverage: 70%
5. Future Land Use: CAC

Existing Conditions

Floodplain Information

1. Flood Damage Prevention Designated Flood Hazard: No

Stormwater Information

1. Drainage Basin: Tributary to Chattahoochee
2. State Stream Buffers: No
3. County Stream Buffer Ordinance: No
4. Impaired Stream: No: If the site is within a one-mile radius of an impaired stream additional Erosion Control BMP's per the State's current requirements will be required. It is the Engineer's responsibility to verify Impaired Streams per the State EPD's list.
5. Hotspot: No.
6. Wetlands: No
7. Water Intake Zone: No.
8. Chattahoochee River Corridor: No.
9. Existing Onsite Ponds / Lake: No

Topography Information

1. General site Description: The site exists at a localized high-point and all drainage from the site appears to discharge into an existing pipe system within the R/W of Atlanta Rd, near the southeastern corner of the site.

2. Downstream Description: Stormwater discharges through an existing pipe system within the Atlanta Rd R/W.

3. Potential or known drainage problems may exist downstream from this site.

Project Design Comments and Recommendations

The following comments and recommendations are typically required at the time of plan review and permitting.

(continued)

Proposed Project Onsite Design Requirements

1. At the time of plan review provide a comprehensive Hydrology Study and Design for the Stormwater Management Design will be required. The design and study shall be in accordance with the Georgia Stormwater Management Manual and the current Cobb County Codes. The design and study shall include but not limited to stormwater detention, runoff reduction and/or water quality, channel protection, and downstream flood prevention.

2. Project Engineer must evaluate the impact of increased volume of runoff generated by the proposed project on existing downstream drainage system(s). Including hydrologic routing of upstream and/or downstream detention ponds or lakes, if appropriate.

3. At the time of plan review calculate and provide the percentage of impervious coverage for the project site on the plans.

4. Recommend a pre-design concept meeting with Cobb County Stormwater Management Division. At the time of the Concept Meeting a proposed concept stormwater management plan shall be presented.

5. The existing and/or proposed onsite storm drain system and stormwater management facility is considered private. All annual inspections, maintenance and repairs are the responsibility of the property owner. A stormwater facility "Maintenance Agreement and Access Easement" will be required at the time of the land disturbance permit with the Cobb County Stormwater Management Division.

6. Stormwater discharges must be controlled not to exceed the existing capacity of the downstream storm drainage system including drainage swales and roadside ditches.

7. Any spring activity discovered must be addressed by a qualified registered geotechnical professional engineer (PE) at the expense of the owner/developer.

8. Structural fill must be placed under the direction of a qualified registered geotechnical engineer (PE) at the expense of the owner/developer.

Special Conditions

1. The dumpster pad on this site, must be connected to sanitary sewer or an infiltration system must be provided to capture the dumpster pad runoff.
2. Per discussion with the applicant, an underground stormwater management system is proposed for this site, however no such system is shown on the submitted Zoning site plan.

12/29/2023

Comprehensive Plan Future Land Use Designation: Community Activity Center
The subject tract is within the Community Activity Center (CAC). Community Activity Centers provides for areas that can meet the immediate needs of several neighborhoods or communities. Typical land uses for these areas include low- to mid-rise office buildings and department stores.

Future Land Use Sub-Category? N/A

☐ Consistent ☒ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Smyrna
Was the city notified? Yes

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☒ Yes ☐ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☒ Yes ☐ No
If yes, design guidelines area? Atlanta Road
Does the proposal plan comply with the design requirements? No

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

(continued)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? ☐ Yes ☒ No

(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)? ☐ Yes ☒ No

Is this property within the Cumberland Special District #2 (ad valorem tax)? ☐ Yes ☒ No

Is this property within the Six Flags Special Service District? ☐ Yes ☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone? ☐ Yes ☒ No

Is the property within the Clear Zone (CZ)? ☐ Yes ☒ No

Is the property within 3000' of Dobbins ARB? ☐ Yes ☒ No

Is the property within the Accident Potential Zone (APZ I)? ☐ Yes ☒ No

Is the property within the Accident Potential Zone II (APZ II)? ☐ Yes ☒ No

Is the property within the Noise Zone? ☐ Yes ☒ No

Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)? ☐ Yes ☒ No

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Z-02-2024 DEPARTMENT COMMENTS – Water and Sewer

12/29/23 – DATE OPTIONAL

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☒ YES ☐ NO

Size/location of existing water main(s): 8" in Atlanta Road

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☒ YES ☐ NO

Approx. distance to nearest sewer: Atlanta Road ROW

Estimated waste generation (in G.P.D.): Average daily = 35,880

Peak flow = 89,700

Treatment plant: South Cobb WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☐ YES* ☒ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

Additional sewer comments:

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (MPH)	Jurisdictional control	Min. R.O.W. requirements
Atlanta Road	Arterial	45	Cobb County	100’

Roadway	Location	Average daily trips	Level of service
Atlanta Road	West of Plant Atkinson Road	20,400	C

Based on 2022 AADT counting data taken by GDOT, as published on their website, for Atlanta Road.
Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial roadways from this data source.
LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

ITE Land Use	Description	Expected Size (DU)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
221	Multifamily Housing (Mid Rise)	299	25	86	**111**	71	46	**117**	**1,357**

vph = vehicles per hour, vpd = vehicles per day, DU = dwelling unit
Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th edition.

Comments and observations

Atlanta Road is classified as an arterial roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan received November 15, 2023, this development requires a traffic study submittal. CCDOT held meetings with the Developer on September 22 and October 16, 2023. A Traffic Submittal 1 dated September 29, 2023 was received by Cobb DOT (CCDOT) on November 3, 2023. Comments for Submittal 1 were provided November 30, 2023 and a revised Submittal 1 was received on December 11, 2023. The revised Submittal 1 was approved on December 22, 2023. A full traffic study (Submittal 2) will be required.

The potential for a left turn movement from Atlanta Road westbound onto the Development is under consideration. After reviewing Submittal 1 and through meetings with the Developer, the back-to-back left turn lanes (as shown on the conceptual layout dated November 15, 2023) is the anticipated access configuration for the Build condition. The approval of this left turn movement will depend on the results and review of Traffic Study Submittal 2.

(continued)

The current site plan (received November 15, 2023) does have some engineering details (such as raised concrete island size and crosswalk placement) that will need further modification to meet Cobb County standards. These modifications can be negotiated during the plan review process.

Recommendations

1. Recommend applicant consider entering into a development agreement pursuant to O.C.G.A. 36-71-13 for dedication of the following system improvements to mitigate traffic concerns: a) donation of right-of-way on the south side of Atlanta Road, a minimum of 50’ from the roadway centerline

2. Recommend replacing any disturbed curb, gutter, and sidewalk along the Atlanta Road frontage. This recommendation is pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

3. Recommend Atlanta Road access point include deceleration lane, taper and/or improved curve radius to address safety because Atlanta Road is an arterial roadway. This recommendation is pursuant to Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. Recommend location and design be determined during plan review, subject to CCDOT approval. The site plan dated November 15, 2023, complies with this requirement.

4. Recommend a minimum of 50 feet straight-line distance from the edge of the right-of-way line on Atlanta Road to the first internal parking space or drive aisle to allow for vehicle stacking. This recommendation is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways.

5. Recommend Georgia Department of Transportation (GDOT) permits for any work that encroaches upon State right-of-way.

6. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

Z-2-2024 DEPARTMENT COMMENTS – Zoning Division

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;

It is Staff's opinion that the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property, if limited to four (4) stories resulting in a net density of 52.57 and a FAR no greater than 1.5. Development in the surrounding area includes other townhouse/condominium communities such as The Old Ivy at Vinings community is to the northeast which has a net density of 9.06. The Flats at West Village and West Village Townhomes communities are to the west across Interstate 285 and have a net density of 22.83. The West Village Apartments that are also located to the west across Interstate 285 have a net density of 26.565. The area also contains other uses such as retail, restaurants, mixed use development, industrial, and offices.

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

It is Staff's opinion that the applicant's rezoning proposal will not adversely affect the existing use or usability of adjacent or nearby properties, if limited to four (4) stories resulting in a net density of 52.57 and a FAR no greater than 1.5. The site lies adjacent to parcels with similar multifamily residential uses as the proposed apartment building and backs up directly to Interstate 285.

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

It is Staff's opinion that the applicant's zoning proposal will not result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools, if limited to four (4) stories resulting in a net density of 52.57 and a FAR no greater than 1.5. This opinion is supported by the departmental comments contained in this analysis.

D. Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;

It is Staff's opinion that the zoning proposal is not in conformity with the Cobb County Comprehensive Plan which delineates this property as being within the Community Activity Center (CAC) future land use category. The requested RRC zoning district and the proposed use are not compatible with the CAC land use designation. The proposed use and zoning designation are both compatible with Regional Activity Centers (RAC). It should be noted there is a RAC to the north and to the west of the proposal.

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

It is Staff's opinion that there are existing and changing conditions affecting the use and development of the property which give grounds for approving the applicant's rezoning proposal, but at a lower density. Although the existing future land use designation is not supportive of the residential usage, the request is consistent with developments in the immediate area. Also, though the request involves certain variances including an increase in the maximum FAR allowed for the site, the site's net density can be supported when reducing the height to four (4) stories instead of five (5) stories which would be more consistent with the heights of the surrounding developments. If limited to four (4) stories, it would result in a net density of 52.57 and a FAR no greater than 1.5.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

RECEIVED
NOV 15 2023
COBB COUNTY ZONING

Application No. Z-2 (2024)

Hearing Dates: PC - 02/06/2024
BOC - 02/20/2024

Summary of Intent for Rezoning*

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** Average unit size is 830 square feet

b) **Proposed building architecture:** Proposed five-story multi-family residential building which will include glass, masonry, fiber cement siding, and metal balconies

c) **List all requested variances:** See attached for listing of requested variances

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Not Applicable

b) **Proposed building architecture:** Not Applicable

c) **Proposed hours/days of operation:** Not Applicable

d) **List all requested variances:** Not Applicable

Part 3. Other Pertinent Information (List or attach additional information if needed)

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located).

The Property is owned by Cobb County, Georgia.

*Applicant specifically reserves the right to amend any information set forth in this Summary of Intent for Rezoning, or any portion of the Application for Rezoning, or documentation attached thereto, at any time during the rezoning process.

ATTACHMENT TO SUMMARY OF INTENT FOR REZONING

Application No.: Z-2 (2024)
Hearing Dates: February 6, 2024
February 20, 2024

Applicant: Flournoy Development Group, LLC
Titleholder: Cobb County, Georgia, a political subdivision of the State of Georgia

Tax Parcel No.: 17076400030

Part 1. Residential Rezoning Information

(d) List all requested variances:

Setback Variances:

i) Reduction of the required front setback from 50 feet to 0 feet; and
ii) Reduction of required side setback from 50 feet to 10 feet.

Design Variances:

i) Waiver of maximum FAR of 1.00 to FAR of 2.21 (proposed FAR is based off property area after dedication);
ii) Waiver of maximum impervious surface of 70 percent to 85 percent;
iii) Waiver of minimum 20 foot driveway offset from the property line (Development Standard 403.1.2) to 5 feet; and
iv) Waiver of multi-family parking requirement of 1.75 spaces per unit to 1.5 spaces per unit.

ATTACHMENT TO APPLICATION FOR REZONING

IMPACT ANALYSIS STATEMENT

RECEIVED
NOV 15 2023
COBB COUNTY ZONING

Application No.: Z-2 (2024)
Hearing Dates: February 6, 2024
February 20, 2024

Applicant: Flournoy Development Group, LLC
Titleholder: Cobb County, Georgia, a political subdivision of the State of Georgia

Tax Parcel No.: 17076400030

Analysis of impact of the proposed rezoning with respect to the following:

(a) This Application for Rezoning seeks rezoning of approximately 3.79 acres located on the easterly side of the Interstate 285 southbound exit ramp and the southwesterly side of Atlanta Road, being more particularly known as 4600 Atlanta Road, Land Lots 763 and 764, 17th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Property is currently zoned General Commercial ("GC"), and Applicant, Flournoy Development Group, LLC ("Applicant"), is seeking rezoning to the Regional Retail Commercial ("RRC") zoning category for the purpose of a multi-family residential development. The requested category of RRC will permit a use for the Property that is more suitable in view of its location and development of properties in close proximity, and will allow the Property to be utilized to its highest and most reasonable potential. Zoning of properties in the area vary from high-density residential to office, retail, commercial, and industrial purposes. The location of the Subject Property makes it uniquely suited for the proposed development; as well as, its location to the East-West Connector, Atlanta Road, Cumberland Parkway, and interstate connectivity. The proposed RRC zoning classification and development for a multi-family residential use would be compatible to surrounding properties and the area as a whole.

(b) This zoning proposal should have no adverse effect on the existing use or usability of adjacent or nearby properties. The proposed development should have a minimal, if any, impact on surrounding properties, as surrounding properties would be similarly situated with the proposed development. If approved and developed according to the request, the adjacent and nearby property owners would benefit in higher land values. Cobb County will benefit in increased tax revenue.

(c) The property, as zoned, does not have a reasonable economic use. The proposed RRC classification would allow the Property to be developed and utilized to its highest and best potential, and consistent with properties adjacent to and in the immediate proximity.

(d) This zoning proposal will not cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. Development, as proposed, would have minimal effect on utilities and transportation facilities. The Property has convenient access to the interstate highway and major thoroughfares within the County. Roadway improvements in and around the Subject Property in recent years have eased access and traffic concerns related to the proposed development.

(e) The zoning proposal is not in conformity with the Future Land Use Plan of Cobb County, Georgia; however, changing conditions warrant a revision to the Future Land Use Plan and approval of the Application.

(f) This zoning proposal is consistent with the current conditions affecting the development of this Property. Improvements to the area roadways and major thoroughfares and interstates have been made in recent years to ease traffic flow in order to accommodate development in and around the Subject Property.

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Cobb County...Expect the Best!

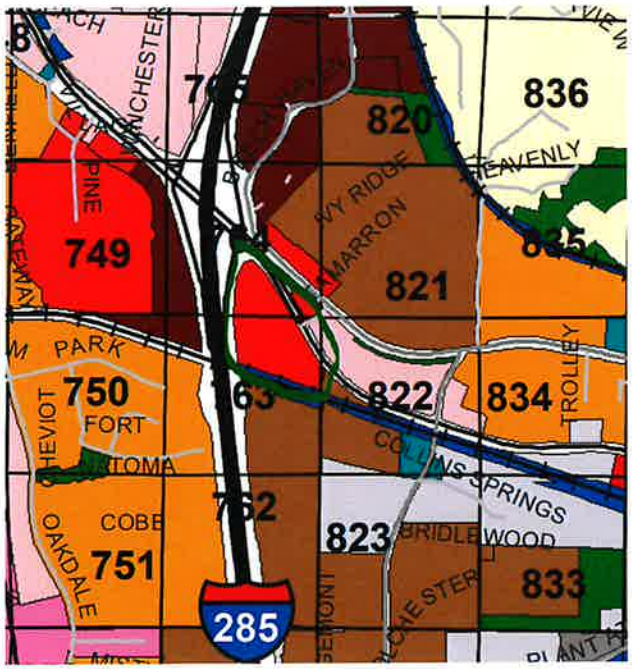
ENVIRONMENTAL SITE ANALYSIS (ESA) FORM

Provide an Environmental Site Analysis fully addressing all items below. Describe the proposed project and the existing environmental conditions on the site. Describe adjacent properties. Reference information presented on the site plan that depicts the proposed project

1. **CONFORMANCE WITH THE COMPREHENSIVE PLAN**
   Describe how the project conforms to the Comprehensive Land Use Plan. Include the portion of the Comprehensive Plan Land Use Map which supports the project's conformity to the Plan. Evaluate the proposed project with respect to the land use suggestion of the Comprehensive Plan as well as any pertinent Plan policies. Information regarding Cobb County's Comprehensive Plan may be found online at https://www.cobbcounty.org/community-development/planning/comprehensive-planning.

While the land use map reflects a target use of "Community Activity Center," and our proposed land use is "High Density Residential, we propose a project that does conform with the Plan based on two primary reasons:

1) *The subject site is currently blighted, undeveloped, and adjacent to parcels that are coded for high-density residential.*
2) *The proposed use complies with and fulfills the objectives outlined in all three Land Use Goals (LU-Goal 1; LU-Goal 2; and LU-Goal 3) referenced in the Comprehensive Plan.*



FUTURE LAND USE LEGEND

RR	Rural Residential
VLDR	Very Low Density Residential
LDR	Low Density Residential
MDR	Medium Density Residential
HDR	High Density Residential
NAC	Neighborhood Activity Center
CAC	Community Activity Center

2. **ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT**

For each environmental site feature listed below, indicate the presence or absence of that feature on the property. Describe how the proposed project may encroach or adversely affect an environmental site feature. Information on environmental site features may be obtained from the indicated source(s) or other sources. Cite the source of information regarding the presence or absence of environmental site features (e.g. according to the U. S. Fish and Wildlife Service, National Wetlands Inventory website (http://www.fws.gov/wetlands/), wetland areas are located on the northwest portion of the site).

a. Wetlands
- U. S. Fish and Wildlife Service, National Wetlands Inventory (http://www.fws.gov/wetlands/)
- Georgia Geologic Survey (404-656-3214)
- Field observation and subsequent wetlands delineation/survey if applicable

Based on a review of the NWI map, no wetlands are mapped on the Subject Property. A copy of the NWI map is attached.

b. Floodplain
- Federal Emergency Management Agency (http://www.fema.org)
- Field observation and verification

Based on a review of the FEMA FIRM Map, the Subject Property is mapped in Zone X. Areas within Zone X are areas of minimal flood hazard, depicted on the FIRM as above the 500-year flood level. A copy of the FEMA FIRM Map is attached.

c. Streams/stream buffers
- Cobb County Erosion Control
- Field observation and verification

Based on a review of the NWI map, no streams are mapped on the Subject Property. A copy of the NWI map is attached.

d. Slopes greater than 25 percent (as determined by an analysis performed consistent with industry accepted engineering and design practices)
- United States Geologic Survey Topographic Quadrangle Map
- Field observation and verification

Based on a review of the USGS National Map, slopes greater than 25 percent are not located on the Subject Property. A copy of the USGS National Map is attached.

e. Vegetation (including endangered species)
- United States Department of Agriculture, Nature Resource Conservation Service
- Field observation

Based on a review of the USFWS Information for Planning and Consultation (IPaC) report for Cobb County, Georgia, four endangered species (one bird, one insect, and two flowering) were identified. The Subject Property is currently improved with the remnants of a former gasoline station (building foundations and surface parking). It is unlikely that critical habitats associated with the four endangered species exist on the Subject Property. A copy of the IPaC report is attached.

f. Wildlife Species (including fish and endangered species)
- United States Fish and Wildlife Service
- Georgia Department of Natural Services, Wildlife Resources Division, Natural Heritage Program

- Field observation

Based on a review of the GA DNR list of Rare Animals, Plants, and Natural Plan Communities within Cobb County, 17 plants and 25 animals were identified. As noted in Section 2e, the Subject Property is improved with remnants of a gasoline station and asphalt parking areas. It is unlikely that habitats associated with these plants and animals are present on the Subject Property. A copy of the GA DRN list is attached.

g. Archeological/Historical Sites
   - Cobb County Historic Resources
   - Georgia Department of Natural Resources, Historic Preservation Division
   - Field observation and verification

Based on a review of Georgia's Natural, Archaeological, and Historic Resources GIS (GNAHRGIS), the Subject Property was not listed on the National Register of Historic Places.

3. **PROJECT IMPLEMENTATION MEASURES**

Describe how the project implements each of the measures listed below as relevant. Indicate specific implementation measures required to protect environmental site feature(s) that may be impacted.

a. Protection of environmentally sensitive areas (wetlands, floodplain, slopes exceeding 25 percent, stream buffers)
Based on a review of the NWI map, no wetlands, streams or slopes exceeding 25 percent are mapped on the Subject Property. Reference item 2.b. above for floodplain details.

b. Protection of water quality – *Water quality improvements will be installed as part of the stormwater management system proposed for the project. These improvements will meet the requirements of the Cobb County Ordinance or the Georgia Stormwater Management Manual.*

c. Minimization of negative impacts on existing infrastructure. *Stormwater and drainage infrastructure will be installed to ensure that the post-developed flow rates do not exceed the pre-developed flowrates leaving the site. Sewer infrastructure will be installed to route sewer flows leaving the site to the existing CCWS system present in Atlanta Road and limit contamination to nearby sensitive areas.*

d. Minimization of negative impacts on archeological/historically significant areas
Based on a review of Georgia's Natural, Archaeological, and Historic Resources GIS (GNAHRGIS), the Subject Property was not listed on the National Register of Historic Places.

e. Minimization of negative impacts on environmentally stressed community areas where environmentally stressed community areas are defined as community areas will be exposed to a minimum of two environmentally adverse conditions resulting from public and private municipal and industrial uses.
   - Public and private municipal (solid waste and wastewater treatment facilities, utilities, airports, and railroads) *These areas are not present on the Subject Property.*
   - Industrial (landfills, quarries and manufacturing facilities) *These areas are not present on the Subject Property.*

f. Creation and preservation of green space and open space. *Two courtyard areas will be created as part of the project to allow for open space areas to be present on the site.*

g. Protection of citizens from the negative impacts of noise and lighting. *Proposed development is not immediately surrounded by residential neighborhoods, but does not include design features that would contribute to excessive noise or light pollution.*

h. Protection of parks and recreational green space – *Amenity courtyard areas are being proposed as part of the project to facilitate on-site recreational areas and limit overuse of adjacent public recreation areas.*

i. Minimization of impacts to wildlife habitats – *The site is currently an abandoned paved parking lot that has minimal wildlife habitat. Construction practices and erosion control measures such as silt fence and sediment storage/routing will be implemented to minimize impacts to off-site wildlife area by protecting the perimeter of the site and minimizing runoff.*

Georgia Department of Natural Resources

Environmental Protection Division • Land Protection Branch
Underground Storage Tank Management Program
4244 International Parkway • Suite 104 • Atlanta • Georgia 30354
(404) 362-2687, Fax (404) 362-2654
Judson H. Turner, Director

May 7, 2015

Mr. Joey Cupp
Pilot Travel Centers, LLC
5508 Lonas Road
Knoxville, TN 37909

SUBJECT: **UST Closure Report**
No Further Action Required:
Pilot Travel Center No. 344
4600 South Atlanta Road SE
Smyrna, Cobb County, GA
Facility ID #: 9033469*1

Dear Mr. Cupp:

The Georgia Underground Storage Tank Management Program (USTMP) has received your consultant's report, dated March 31, 2015, that forwarded an UST Closure Report. The report was prepared by Environmental Compliance Services, Inc. (ECS).

Based on current requirements of the Georgia Underground Storage Tank Act, the Georgia Rules for Underground Storage Tank Management (GUST Rules) and the data submitted, the USTMP has determined that **no further action is required for the referenced release.**

Note that further corrective action may be required if mandated through more stringent State or Federal statutory or regulatory changes. Additional measures may also be required if existing or future drinking water systems or surface water bodies within two miles of the site are impacted by any dissolved contamination resulting from this release, or if previously unidentified soil contamination, dissolved contamination or free product are identified as originating from this site.

If you have any technical questions, please contact me at (404) 362-2596.

Sincerely,

Kent Hankinson

Kent Hankinson, P.G.
Geologist
Corrective Action Unit II

PKH:
S:\Land\LANDDOCS\UST\CAU2\KENTH\Pending_2015\9033469-34_050715-1346
cc: Richard A. Stevens, Environmental Compliance Services, Inc. (ECS)
File (CA): Cobb, 9033469

May 7, 2015

MEMORANDUM

TO: Ron Wallace, Georgia EPD, Corrective Action Unit II

FROM: Kent Hankinson, Georgia EPD, Corrective Action Unit II

SUBJECT: Review Information Leading to Determination of NFA
UST Closure Report
Pilot Travel Center No. 344
4600 South Atlanta Road SE
Smyrna, Cobb County, GA
Facility ID #: 9033469*1

1. Received a Closure Report on April 1, 2015. Six USTs (three 20,000-gallon diesel and three 10,000-gallon gasoline) were closed and removed on December 18, 2014. In addition, 373 feet of product lines and two dispensers were also closed and previously removed from the site on December 12, 2014.

Twenty soil samples were collected for the closure event. Soil samples were not collected from beneath the floor of the tank pit; however, two groundwater samples were obtained from groundwater which flowed into the open pit. Product line samples (12 samples) were collected at (a) joints along the piping run near and parallel to South Atlanta Road (4 samples); (b) between the tank pit and the northeast dispensers (3 samples); and (c) between the southwest dispenser groups and the tank pit (5 samples). Four samples were collected from each of the dispensers located in the northeastern (NE) and southwestern (SW) parts of the site. Stockpiled soil was not sampled. All soil samples were analyzed for BTEX by EPA Method 8260B; TPH-GRO and TPH-DRO analyzed by EPA Method 8015C; and polynuclear aromatic hydrocarbons (PAHs) by EPA Method 8270D.

Release of benzene and/or PAH compounds to soil was documented during the closure event; however, even the most conservative STLs were not exceeded. Most detections were reported in soil samples collected 4 ft BGS along piping runs between the tank pit and the SW and NE dispensers. The most impacted soil sample was SB-1, located immediately downstream of the tank pit. This sample contained seven PAHs, xylene and 123,000 mg/kg TPH-DRO. Benzene was detected only in SB-10 at 0.0015 mg/kg.

Groundwater samples had detections of benzene; however, both were less than the drinking water standard of 5 ug/L. Three common PAHs, detected in groundwater below the diesel tank, were very low in concentration and are not particularly mobile in groundwater. Even with a drinking water source with 0.25 mile (1,320 ft.) (water resources survey not performed by consultant), this site would still warrant consideration of a no further action (NFA) status.

2. On April 28, 2015, Kent Hankinson spoke with Richard Stevens about EPD's issuing an NFA as long as ECS sends EPD a signature page properly certifying the groundwater sampling done as part of the closure report. Mr. Stevens said it might take a week or so until EPD receives it, but that it will be sent as soon as the PG/PE is in the office to sign it.

3. On May 7, 2015, EPD received the signature page from Richard Stevens, ECS. Therefore, based on the above, an NFA status was mailed to the owner and consultant for

this facility in an EPD letter dated May 7, 2015. No additional deliverables are required by EPD at this time.

The consultant's Address:
Mr. Richard A. Stevens
Mr. Robert Werschmidt
Environmental Compliance Services (ECS)
9874 Main Street
Woodstock, GA 30188
770-926-8883 (phone)
770-926-5383 (fax)
www.ecsconsult.com

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-27-2025

SITE BACKGROUND

Applicant	Knight Partners, LLC
Phone	404-242-1852
Email	jaredrayman@gmail.com, shaazthobani@gmail.com
Representative Contact	J. Kevin Moore
Phone	770-429-1499
Email	jkm@mijs.com
Titleholder	Louise G. Howard Family Investments, LP
Property Location	Located on the northwest corner of South Cobb Drive and River View Road
Address	5322 South Cobb Drive, 2273 River View Road, 2259 River View Road
Access to Property	South Cobb Drive

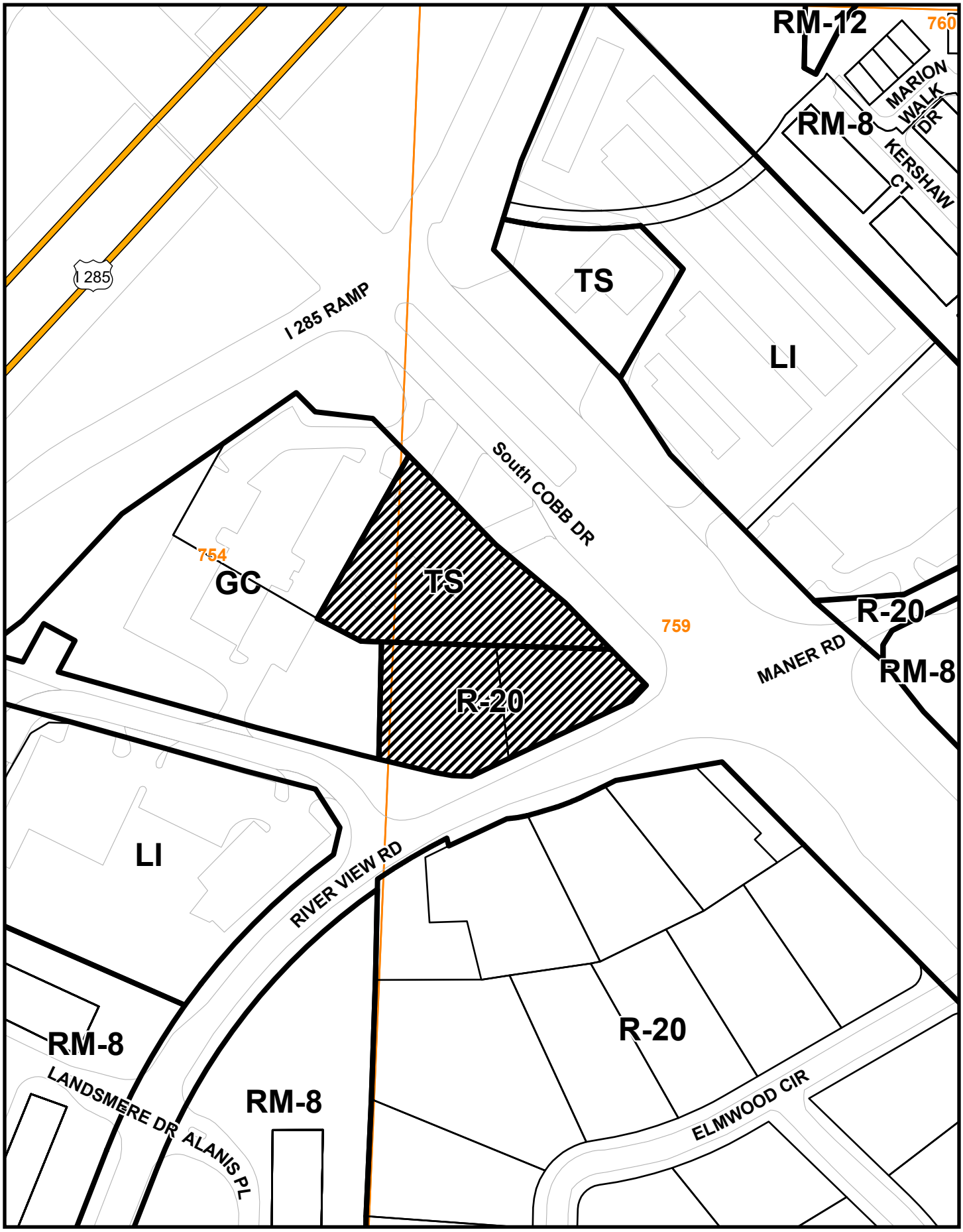
QUICK FACTS

Commission District	4 - Sheffield
Current Zoning	R-20, TS
Current Use of Property	Vacant commercial, undeveloped
Proposed Zoning	CRC
Proposed Use	Convenience food store with self-service fuel sales
Future Land Use	CAC
Site Acreage	1.54
District	17
Land Lot	754, 759
Parcel #	17075400040, 17075900150, 17075900160
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-27 2025 Map

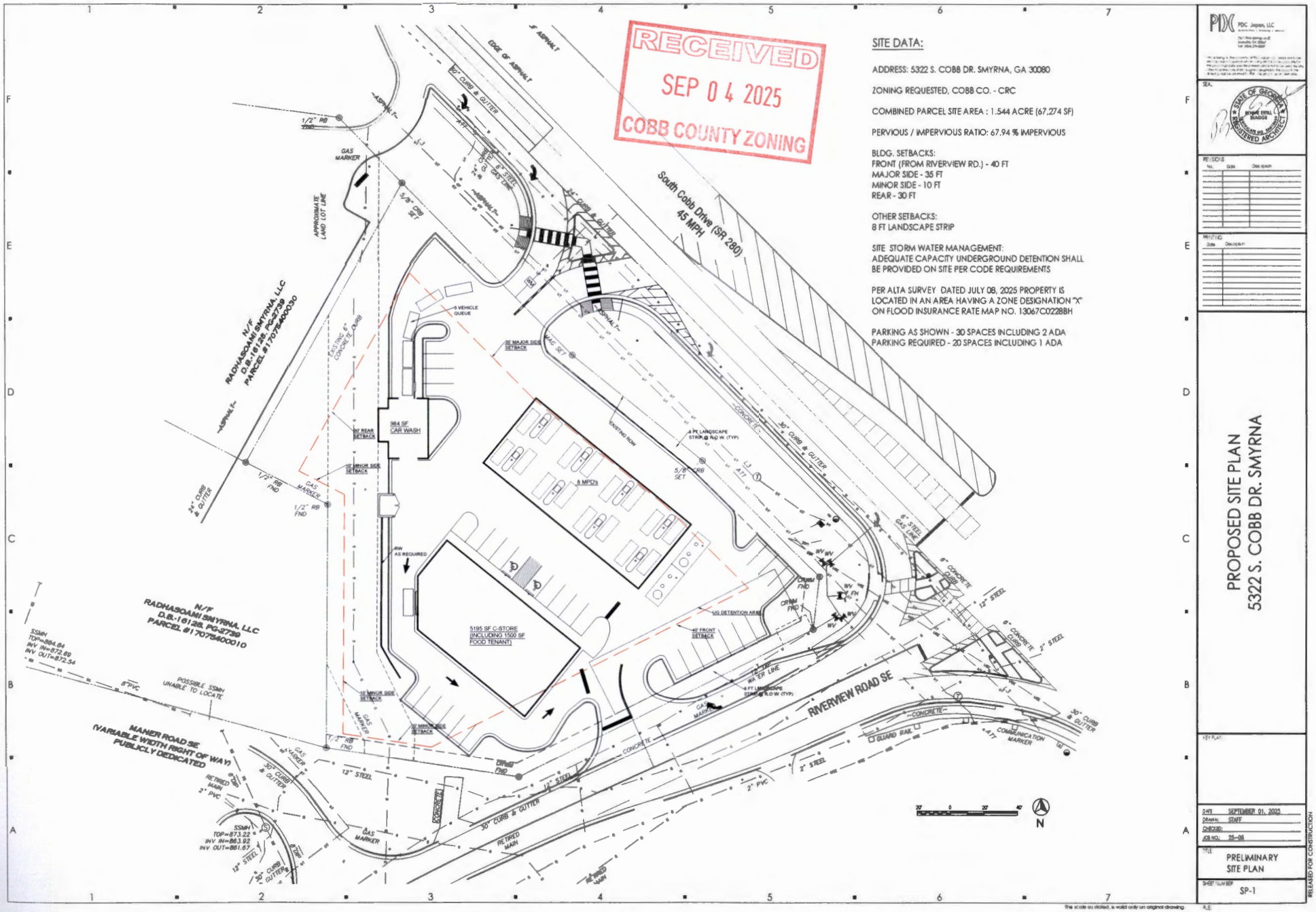


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0 120 240 Feet

Zoning Boundary

City Boundary


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COBB COUNTY ZONING
SITE DATA:
ADDRESS: 5322 S. COBB DR. SMYRNA, GA 30080
ZONING REQUESTED, COBB CO. - CRC
COMBINED PARCEL SITE AREA : 1.544 ACRE (67,274 SF)
PERVIOUS / IMPERVIOUS RATIO: 67.94 % IMPERVIOUS
BLDG. SETBACKS:
FRONT (FROM RIVERVIEW RD.) - 40 FT
MAJOR SIDE - 35 FT
MINOR SIDE - 10 FT
REAR - 30 FT
OTHER SETBACKS:
8 FT LANDSCAPE STRIP
SITE STORM WATER MANAGEMENT:
ADEQUATE CAPACITY UNDERGROUND DETENTION SHALL BE PROVIDED ON SITE PER CODE REQUIREMENTS
PER ALTA SURVEY DATED JULY 08, 2025 PROPERTY IS LOCATED IN AN AREA HAVING A ZONE DESIGNATION "X" ON FLOOD INSURANCE RATE MAP NO. 13067C0228BH
PARKING AS SHOWN - 30 SPACES INCLUDING 2 ADA
PARKING REQUIRED - 20 SPACES INCLUDING 1 ADA
South Cobb Drive (SR 280)
45 MPH
RIVERVIEW ROAD SE
MANER ROAD SE
(VARIABLE WIDTH RIGHT OF WAY)
PUBLICLY DEDICATED
N/F
RADHASOAMI SMYRNA, LLC
D.B.-16128, PG-2739
PARCEL #17075400030
N/F
RADHASOAMI SMYRNA, LLC
D.B.-16128, PG-2739
PARCEL #17075400010
964 SF CAR WASH
5195 SF C-STORE (INCLUDING 1500 SF FOOD TENANT)
8 MPD's
6 VEHICLE QUEUE
UG DETENTION AREA
PROPOSED SITE PLAN
5322 S. COBB DR. SMYRNA
PRELIMINARY SITE PLAN
SP-1
SEPTEMBER 01, 2025
STAFF
25-06
RELEASED FOR CONSTRUCTION

Z-27 2025 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 120 240 Feet

Zoning Boundary

City Boundary

Application No. Z- (2025)

Hearing Dates: PC - 11/04/2025
BOC - 11/18/2025

Summary of Intent for Rezoning*

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COBB COUNTY ZONING

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** Not Applicable

b) **Proposed building architecture:** Not Applicable

c) **List all requested variances:** Not Applicable

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Convenience Food Store with Self-Serve Fuel Sales

b) **Proposed building architecture:** In Accordance with New Construction

c) **Proposed hours/days of operation:** 24/hours per day; 7 days per week

d) **List all requested variances:** Setback Variance

Part 3. Other Pertinent Information (List or attach additional information if needed)

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). None known at this time.

*Applicant specifically reserves the right to amend any information set forth in this Summary of Intent for Rezoning, or any portion of the Application for Rezoning or documentation attached thereto, at any time during the rezoning process.

ATTACHMENT TO APPLICATION FOR REZONING

Application No.: Z-_____ (2025)
Hearing Dates: November 4, 2025
November 18, 2025

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COBB COUNTY ZONING

Applicant: Knight Partners LLC
Titleholder: Louise G. Howard Family Investments, L.P., a Georgia limited partnership

Tax Parcel Identification Nos.: 17075400040; 17075900150; 17075900160

IMPACT ANALYSIS STATEMENT

Analysis of impact of the proposed rezoning with respect to the following:

(a) Applicant, Knight Partners LLC (hereinafter "Applicant"), is seeking rezoning of three assembled parcels, totaling approximately 1.544 acres, located at the intersection of the southwesterly side of South Cobb Drive and the northwesterly side of Riverview Road, being more particularly known as 5322 South Cobb Drive and 2259 and 2273 Riverview Road, located in Land Lots 754 and 759, 17th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Subject Property is currently zoned to the Tourist Services ("TS") and R-20 zoning categories, and Applicant is seeking rezoning to the Community Retail Commercial ("CRC") zoning classification to allow for development of the Property as a convenience food store with self-service fuel sales. The proposed rezoning will permit a use that is more suitable to the Subject Property as it lies within a Community Activity Center ("CAC"), is located adjacent to two major corridor roadways, South Cobb Drive and Riverview Road, and is within close proximity to Interstate 285 and an exit ramp to the major interstate. property located within a Community Activity Center ("CAC"). Adjacent and nearby properties are utilized for residential and non-residential purposes, being rezoned as General Commercial ("GC"), Light Industrial ("LI"), Tourist Services ("TS"), R-20, and RM-8.

(b) This zoning proposal should have no adverse effect on the existing use or usability of adjacent or nearby property. The proposed use of the Subject Property should have no impact on surrounding properties.

(c) The Subject Property, as presently zoned, does not have a reasonable economic use. The proposed zoning will allow for a higher and better use of the Subject Property.

(d) This zoning proposal will not cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. Commercial development has almost no effect on schools, minimal effect on utilities and transportation facilities. Any effect on traffic should be minimal due to the nature of the business for which this rezoning is sought.

(e) The zoning proposal is in conformity with the Land Use Map of Cobb County, Georgia.

(f) This zoning proposal is consistent with the current conditions affecting the use of this Property; as well as surrounding properties. The proposed rezoning would allow for a more suitable and economic use without high impact into any adjacent or surrounding properties.

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

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COBB COUNTY ZONING

GEORGIA
REGISTERED
NO. 22518
PROFESSIONAL
ENGINEER
ABDUL KAREEM AMER

Memorandum

To: Cobb County Department of Transportation
From: Abdul Amer, PE. A&R Engineering
Date: August 18th, 2025
Subject: Submittal 1 for Proposed Convenience Store/Gas Station Development at 5322 South Cobb Drive, in Cobb County, GA | 25-142

The purpose of this memorandum is to document the scope of the traffic impact study for the proposed convenience store / gas station development at 5322 South Cobb Drive, in Cobb County, Georgia. The development proposes 5,135 sf of convenience store building (which includes the 1,500 sf quick service restaurant) and gas station with 8 pumps (16 vehicle fueling position) along with 1,000 sf building serving as an automated car wash. The development plans to convert the existing right-in only and right-out only driveways on South Cobb Drive into a standard right-in/right-out driveway with a deceleration lane. Additionally, the plan proposes a full-access driveway on Riverview Road. The site location is illustrated in Figure 1 below.



Figure 1 – Site Overlay Map

STUDY METHODOLOGY:

To evaluate future traffic operations in this area, a projection of normal traffic growth will be applied to the existing volumes. Existing data points collected by GDOT over the last five years (between 2018-

2019 & 2021-2023) revealed traffic volume growth of approximately 1% in the area. This growth factor will be applied to the existing traffic volumes to estimate the build year (2027) traffic volumes for the development. The traffic study will include an analysis for the existing and future "No-Build" and "Build" conditions at the study intersections, both of which account for the background growth in traffic. Recommendations to improve operations will be included as necessary.

TRIP GENERATION FOR PROPOSED SITE:

Trip generation estimates were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation estimates for the site were based on the following ITE Land Use Category: *945 – Convenience Store/Gas Station - GFA (5.5-10k), 937 Coffee/Donut Shop with Drive-Through Window, and 948 – Automated Car Wash*. Since ITE does not have weekday data for AM peak hour and 24 hours for automated car wash, engineering judgment was used to determine the trips for the AM peak hour and 24-hours based on the PM peak hour values. The calculated total trip generation for the proposed development is shown below.

TABLE 1 – TRIP GENERATION FOR PROPOSED DEVELOPMENT

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 945 – Convenience Store/Gas Station - GFA (5.5-10k)	16 vfp	253	253	506	215	215	430	5,532
ITE 948 – Automated Car Wash	1 Wash Tunnel	10*	10*	20*	39	39	78	476*
ITE 937 Coffee/Donut Shop with Drive-Thru	1,500 SF	66	63	129	29	29	58	800
(ITE 945) Pass-by Trips (76%) 75%		-192	-192	-384	-161	-161	-322	-3,220
New External Trips (with Reductions)		**137**	**134**	**271**	**122**	**122**	**244**	**3,588**

*Estimated based on engineering judgment

STUDY INTERSECTIONS AND TRAFFIC COUNTS:

Traffic counts will be collected during the AM (7:00 - 9:00) and PM (4:00 - 6:00) peak hours at the following intersections:

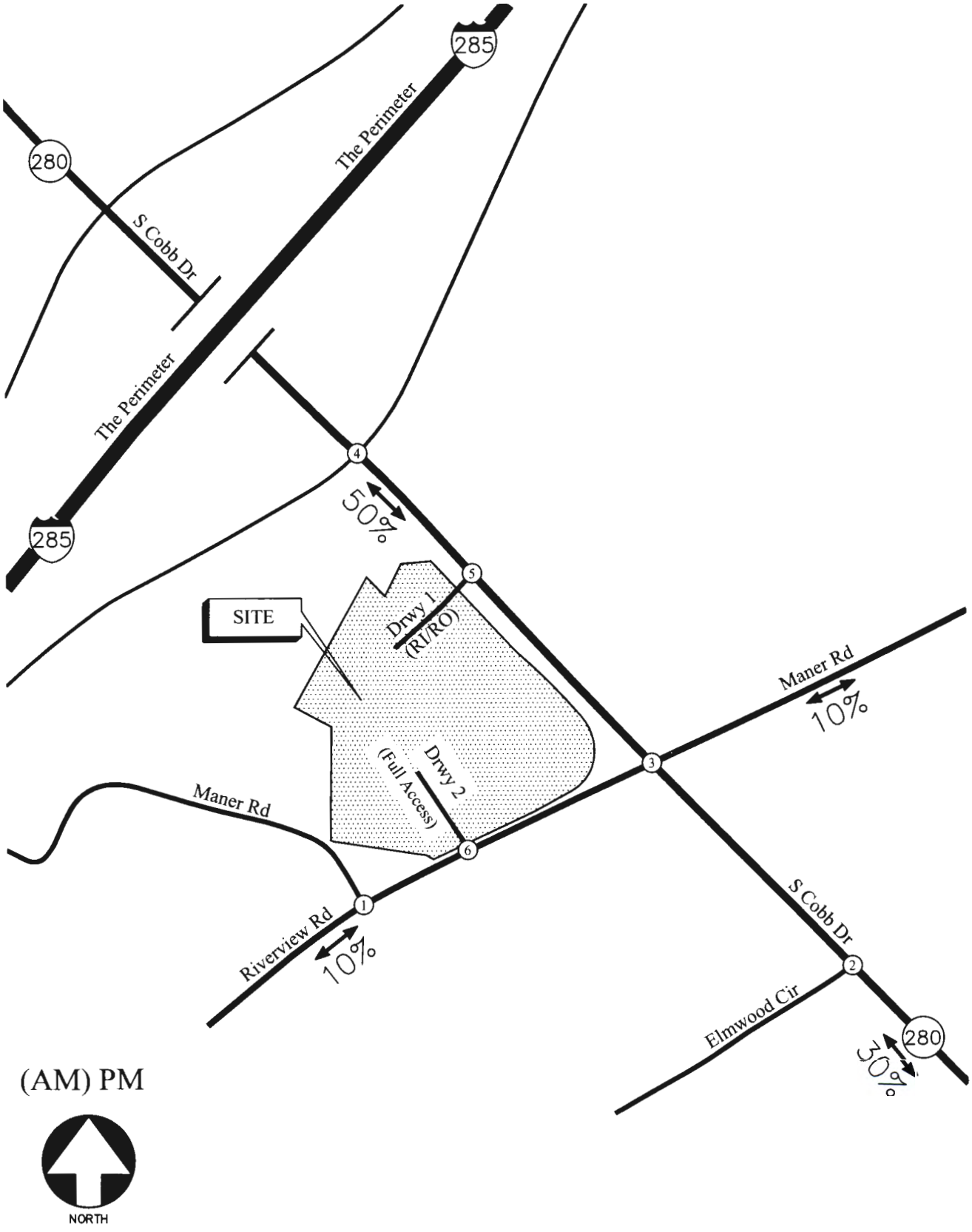
1. Riverview Road at Maner Road
2. SR 280 (South Cobb Drive) at Elmwood Circle
3. SR 280 (South Cobb Drive) at Riverview Road / Maner Road
4. SR 280 (South Cobb Drive) at I – 285 (Northbound Ramp)
5. SR 280 (South Cobb Drive) at Site Driveway 1 (right-in/right-out)
6. Riverview Road at Site Driveway 2 (Full Access)

TRIP DISTRIBUTION:

We are proposing the following outer leg trip distribution based on the roadway network and nature of the planned development:

SR 280 (South Cobb Drive) (East) – 30%
SR 280 (South Cobb Drive) (West) – 50%
Maner Road (North) – 10%
Riverview Road (South) – 10%

A graphic showing the study intersection locations and outer leg distribution is included in the next page.



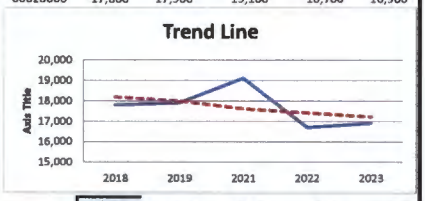
OUTER LEG DISTRIBUTION

A&R Engineering Inc.

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
S Cobb Dr (SE of Elmwood Cir)	-1.4%	0.18	067-2601	00028000	17,800	17,900	19,100	16,700	16,900
S Cobb Dr (N of Oak Dr)	1.2%	0.11	067-2603	00028000	39,000	44,800	40,200	41,900	43,800
Bolton Rd (NE of Browntown Rd)	1.2%	0.17	121-5274	00348403	17,100	18,800	17,200	17,900	19,000
James Jackson Pkwy (NW of Old Georgian Ter)	-0.1%	0.01	121-5445	00028000	16,000	16,100	15,800	15,900	16,100
Church Rd (E of N Church Ln)	-2.0%	0.58	067-2317	00289800	7,480	7,630	7,530	6,900	7,080
Weighted Average	**0.3%**	0.03	Sum of Count Stations =		97,380	105,230	99,830	99,300	102,880

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
S Cobb Dr (SE of Elmwood Cir)	067-2601	00028000	17,800	17,900	19,100	16,700	16,900

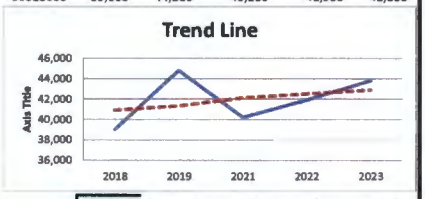




Growth Rate	-1.4%	Intercept	410,052	Slope	-194.19
Trend Line	18,185	17,991	17,602	17,408	17,214

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
S Cobb Dr (N of Oak Dr)	067-2603	00028000	39,000	44,800	40,200	41,900	43,800

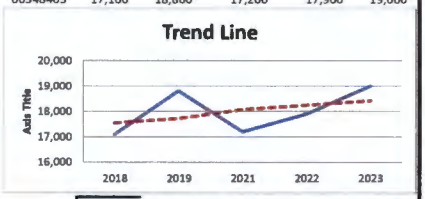




Growth Rate	1.2%	Intercept	-754,552	Slope	394.19
Trend Line	40,915	41,309	42,098	42,492	42,886

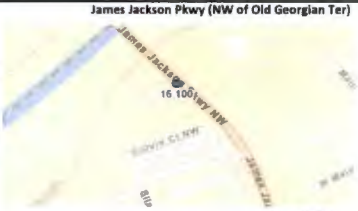
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Bolton Rd (NE of Browntown Rd)	121-5274	00348403	17,100	18,800	17,200	17,900	19,000

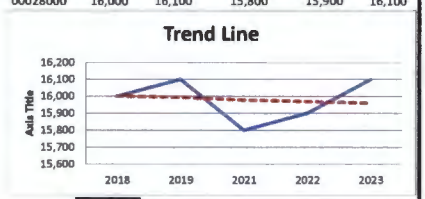




Growth Rate	1.2%	Intercept	-334,430	Slope	174.42
Trend Line	17,547	17,721	18,070	18,244	18,419

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
James Jackson Pkwy (NW of Old Georgian Ter)	121-5445	00028000	16,000	16,100	15,800	15,900	16,100

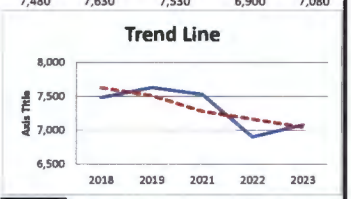




Growth Rate	-0.1%	Intercept	32,427	Slope	-8.14
Trend Line	16,001	15,993	15,977	15,969	15,960

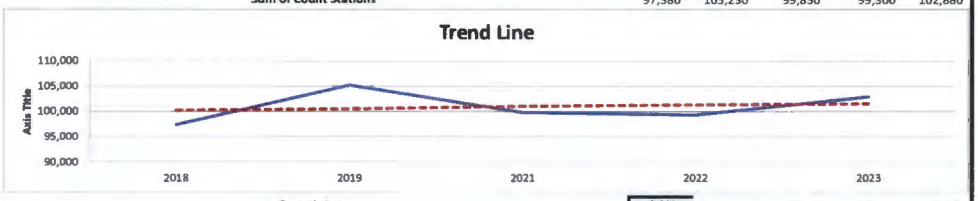
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Church Rd (E of N Church Ln)	067-2317	00289800	7,480	7,630	7,530	6,900	7,080



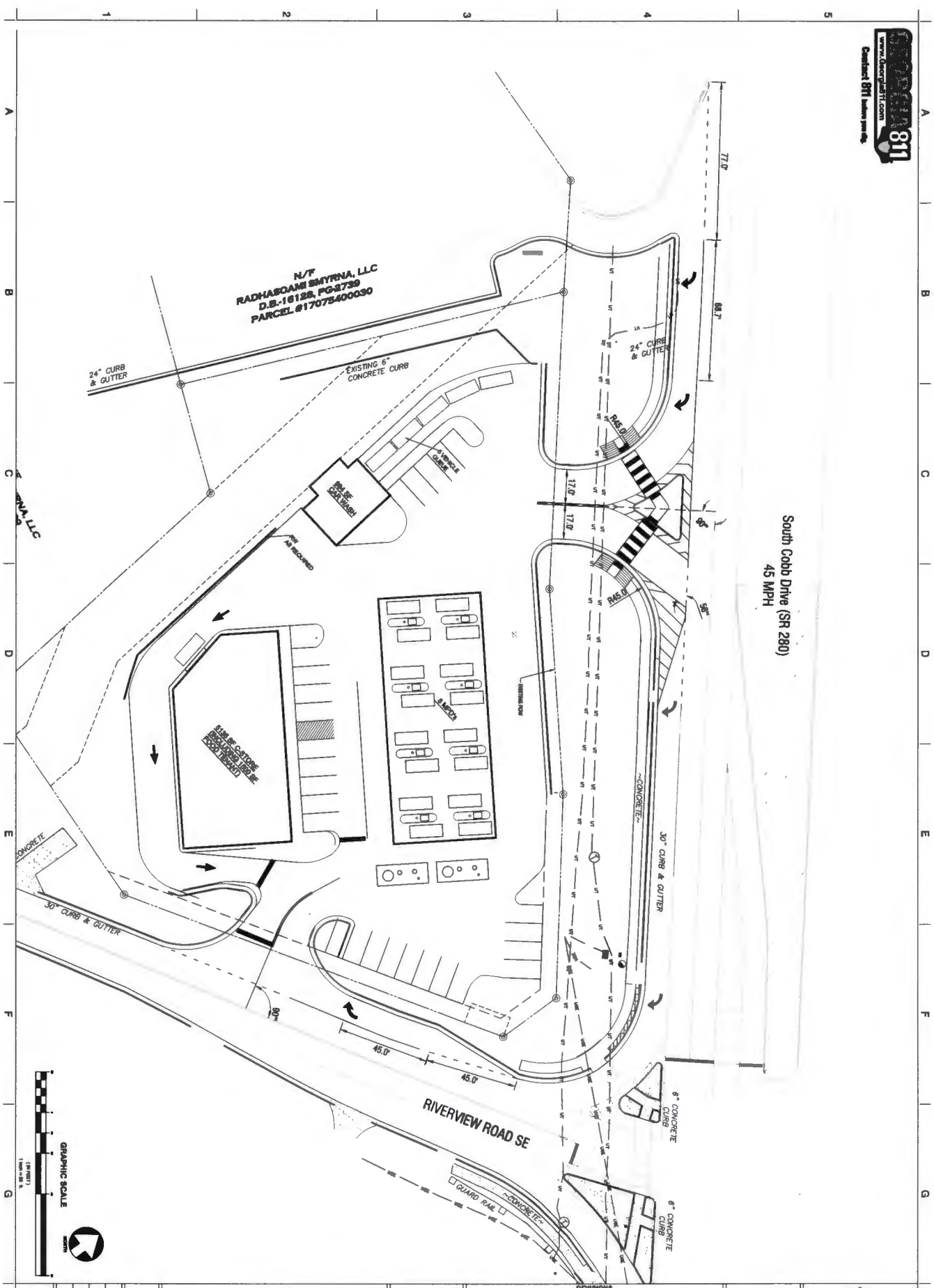


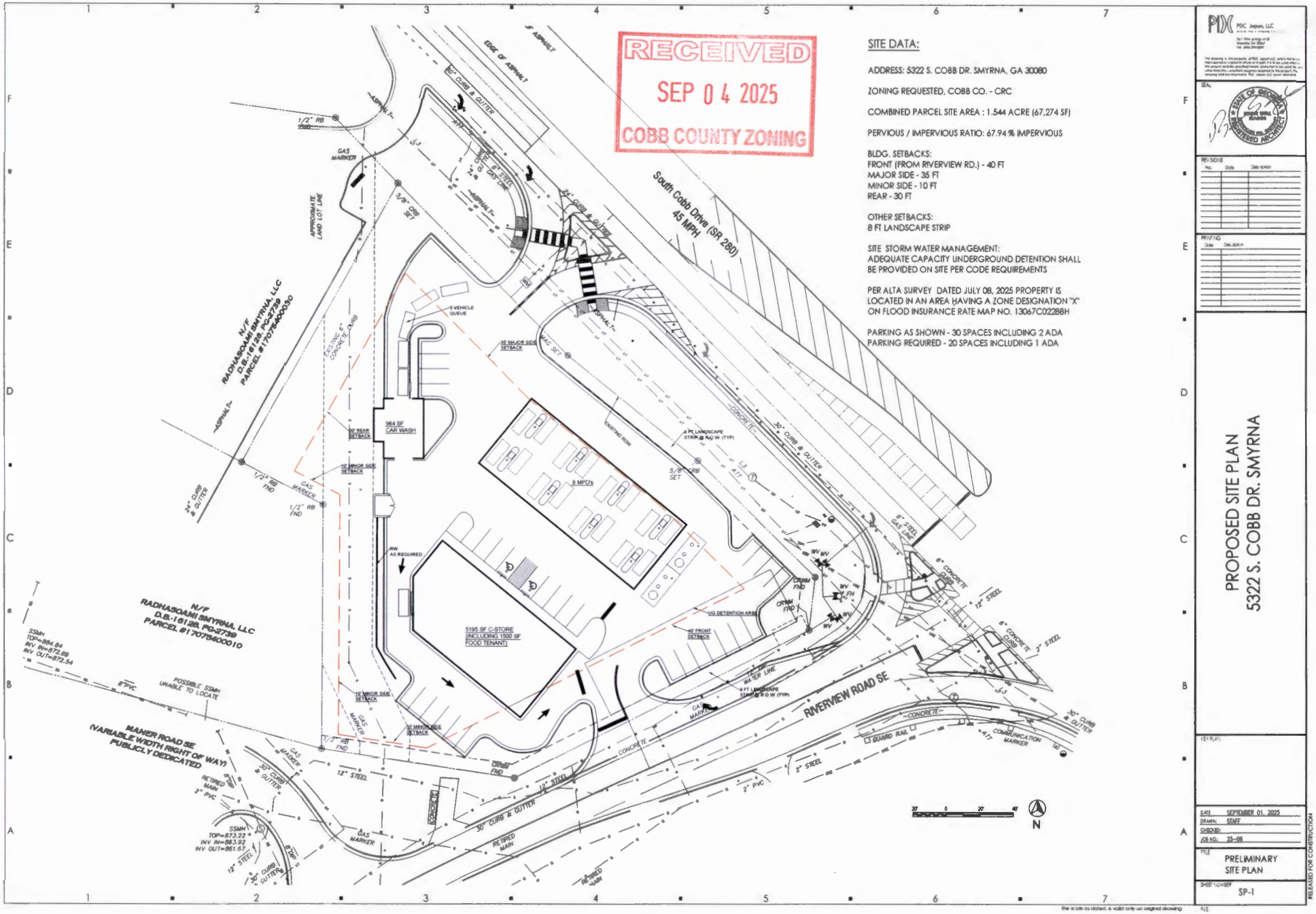
Growth Rate	-2.0%	Intercept	241,338	Slope	-115.81
Trend Line	7,625	7,509	7,278	7,162	7,046

Weighted Average	2018	2019	2021	2022	2023
Sum of Count Stations	97,380	105,230	99,830	99,300	102,880



Growth Rate	0.3%	Intercept	-405,166	Slope	250.47
Trend Line	100,273	100,523	101,024	101,275	101,525


Contact 811
www.GeorgiaFirst.com
811
N/F
RADHASOAMI SMYRNA, LLC
D.B.-16128, PG-2739
PARCEL #17075400090
24" CURB & GUTTER
EXISTING 6" CONCRETE CURB
24" CURB & GUTTER
77.0'
68.7'
R45.0'
17.0'
17.0'
6" SC CONTAINER
4 VEHICLE QUEUE
25' As REQUIRED
R45.0'
South Cobb Drive (SR 280)
45 MPH
8 MPDS
EXISTING ROW
~CONCRETE~
30" CURB & GUTTER
CONCRETE
30" CURB & GUTTER
90°
45.0'
45.0'
RIVERVIEW ROAD SE
6" CONCRETE CURB
6" CONCRETE CURB
GUARD RAIL
~CONCRETE~
GRAPHIC SCALE
NORTH
CONCEPT
SHEET IDENTIFICATION
CONCEPT
LAND LOT 739
DISTRICT 17
PARCEL ID # 17075400030
DRAWN BY LD
CHKD BY AMA
DATE 25-142
24 HOUR CONTACT
JARED RAYMAN
404-242-1802
CONCEPT
SOUTH COBB IMPACT STUDY
DD / SD
5322 SOUTH COBB DRIVE
ATLANTA, GA 30327
PREPARED FOR
3465 NORTHSIDE PKWY NW
ATLANTA, GA 30327
404-242-1802
REVISIONS
No. DATE DESCRIPTION
NOT RELEASED FOR CONSTRUCTION
SEAL
A&R Engineering Inc.
2160 Kingston Court, Ste O
Marietta, GA 30067
(770) 690-9255
www.areng.com
info@areng.com
GA COA #PEO0400


RECEIVED
SEP 04 2025
COBB COUNTY ZONING
SITE DATA:
ADDRESS: 5322 S. COBB DR. SMYRNA, GA 30080
ZONING REQUESTED, COBB CO. - CRC
COMBINED PARCEL SITE AREA : 1.544 ACRE (67,274 SF)
PERVIOUS / IMPERVIOUS RATIO: 67.94 % IMPERVIOUS
BLDG. SETBACKS:
FRONT (FROM RIVERVIEW RD.) - 40 FT
MAJOR SIDE - 35 FT
MINOR SIDE - 10 FT
REAR - 30 FT
OTHER SETBACKS:
8 FT LANDSCAPE STRIP
SITE STORM WATER MANAGEMENT:
ADEQUATE CAPACITY UNDERGROUND DETENTION SHALL BE PROVIDED ON SITE PER CODE REQUIREMENTS
PER ALTA SURVEY DATED JULY 08, 2025 PROPERTY IS LOCATED IN AN AREA HAVING A ZONE DESIGNATION "X" ON FLOOD INSURANCE RATE MAP NO. 13067C0228BH
PARKING AS SHOWN - 30 SPACES INCLUDING 2 ADA
PARKING REQUIRED - 20 SPACES INCLUDING 1 ADA
South Cobb Drive (SR 280)
45 MPH
RIVERVIEW ROAD SE
MAINER ROAD SE
(VARIABLE WIDTH RIGHT OF WAY)
PUBLICLY DEDICATED
N/F
RADHASOAMI SMYRNA, LLC
D.B.-16128, PG-2739
PARCEL #17075800010
984 SF CAR WASH
5195 SF C-STORE
(INCLUDING 1500 SF FOOD TENANT)
8 MPD's
6 VEHICLE QUEUE
EXISTING 6" CONCRETE APRN
APPROXIMATE LAND LOT LINE
35' MAJOR SIDE SETBACK
40' FRONT SETBACK
10' MINOR SIDE SETBACK
30' REAR SETBACK
8 PC LANDSCAPE STRIP @ 8x5 IN (TYP)
6 FT LANDSCAPE STRIP @ R.O.W. (TYP)
EXISTING RIGHT OF WAY
RW AS REQUIRED
UG DETENTION AREA
POSSIBLE SSMH UNABLE TO LOCATE
SSMH TOP=894.84 INV IN=872.69 INV OUT=872.54
SSMH TOP=873.22 INV IN=863.92 INV OUT=861.67
PROPOSED SITE PLAN
5322 S. COBB DR. SMYRNA
PRELIMINARY SITE PLAN
SP-1
DATE SEPTEMBER 01, 2025
DRAWN: STAFF
CHECKED:
JOB NO.: 25-08
RELEASED FOR CONSTRUCTION

2-27

SITE DATA:

ADDRESS: 5322 S. COBB DR. SMYRNA, GA 30080

ZONING REQUESTED, COBB CO. - CRC

COMBINED PARCEL SITE AREA : 1.544 ACRE (67,274 SF)

PERVIOUS / IMPERVIOUS RATIO: 67.94 % IMPERVIOUS

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MINOR SIDE - 10 FT
REAR - 30 FT

OTHER SETBACKS:
8 FT LANDSCAPE STRIP

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ADEQUATE CAPACITY UNDERGROUND DETENTION SHALL BE PROVIDED ON SITE PER CODE REQUIREMENTS

PER ALTA SURVEY DATED JULY 08, 2025 PROPERTY IS LOCATED IN AN AREA HAVING A ZONE DESIGNATION "X" ON FLOOD INSURANCE RATE MAP NO. 13067C0228BH

PARKING AS SHOWN - 30 SPACES INCLUDING 2 ADA
PARKING REQUIRED - 20 SPACES INCLUDING 1 ADA

South Cobb Drive (SR 280)
45 MPH

JF ASPHALT
EDGE OF ASPHALT
30" CURB & GUTTER
~ASPHALT~
1/2" RB END
GAS MARKER
APPROXIMATE LAND LOT LINE
5/8" CRB SET
24" CURB & GUTTER
CMS DRIVE
5 VEHICLE QUEUE
35' MAJOR SIDE SETBACK
EXISTING 6" CONCRETE CURB
984 SF CAR WASH
30' REAR SETBACK
10' MINOR SIDE SETBACK
8 MPD's
EXISTING ROW
8 FT LANDSCAPE STRIP @ R.O.W. (TYP)
~CONCRETE~
RW AS REQUIRED
5195 SF C-STORE (INCLUDING 1500 SF FOOD TENANT)
UG DETENTION AREA
40' FRONT SETBACK
6" CONCRETE CURB
12" STEEL
2" STEEL
RIVERVIEW ROAD SE
GUARD RAIL
COMMUNICATION MARKER
N/F RADHASOAMI SMYRNA, LLC D.B.16128, PG-2739 PARCEL #17075400030
N/F RADHASOAMI SMYRNA, LLC D.B.-16128, PG-2739 PARCEL #17075400010
SSMH TOP=884.84 INV IN=872.69 INV OUT=872.54
8"PVC
POSSIBLE SSMH UNABLE TO LOCATE
MANER ROAD SE (VARIABLE WIDTH RIGHT OF WAY) PUBLICLY DEDICATED
RETIRED MAIN
2" PVC
SSMH TOP=873.22 * INV IN=863.92 INV OUT=861.67
6"DIP
CONCRETE
CRWM FND
WV
FH
UGE
UT
OHP
SS

20' 0 20' 40'

N

RECEIVED
SEP 04 2025
COBB COUNTY ZONING

PROPOSED SITE PLAN
5322 S. COBB DR. SMYRNA

RELEASED FOR CONSTRUCTION

KEY PLAN

DATE SEPTEMBER 01, 2025
DRAWN: STAFF
CHECKED:
JOB NO.: 25-06

TITLE
PRELIMINARY SITE PLAN

SHEET NUMBER
SP-1

FILE:

The scale as stated, is valid only on original drawing.

PDC Japan, LLC
Architecture | Planning | Interiors
2611 Pine Springs Ln SE
Marietta, GA 30067
Tel: (404) 274-0207

This drawing is the property of PDC Japan LLC, and it not to be reproduced or copied in whole or in part. It is to be used only for the project and site specified herein, and is not to be used by any other than the consultant assigned to this project. This drawing shall be returned to PDC Japan, LLC upon demand.

SEAL
STATE OF GEORGIA
BENNIE ESTILL SKAGGS
CERTIFICATE NO. RA014855
REGISTERED ARCHITECT

REVISIONS
No.	Date	Description

PRINTING
Date	Description

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-27-2025

SITE BACKGROUND

Applicant	Knight Partners, LLC
Phone	404-242-1852
Email	jaredrayman@gmail.com, shaazthobani@gmail.com
Representative Contact	J. Kevin Moore
Phone	770-429-1499
Email	jkm@mijs.com
Titleholder	Louise G. Howard Family Investments, LP
Property Location	Located on the northwest corner of South Cobb Drive and River View Road
Address	5322 South Cobb Drive, 2273 River View Road, 2259 River View Road
Access to Property	South Cobb Drive

QUICK FACTS

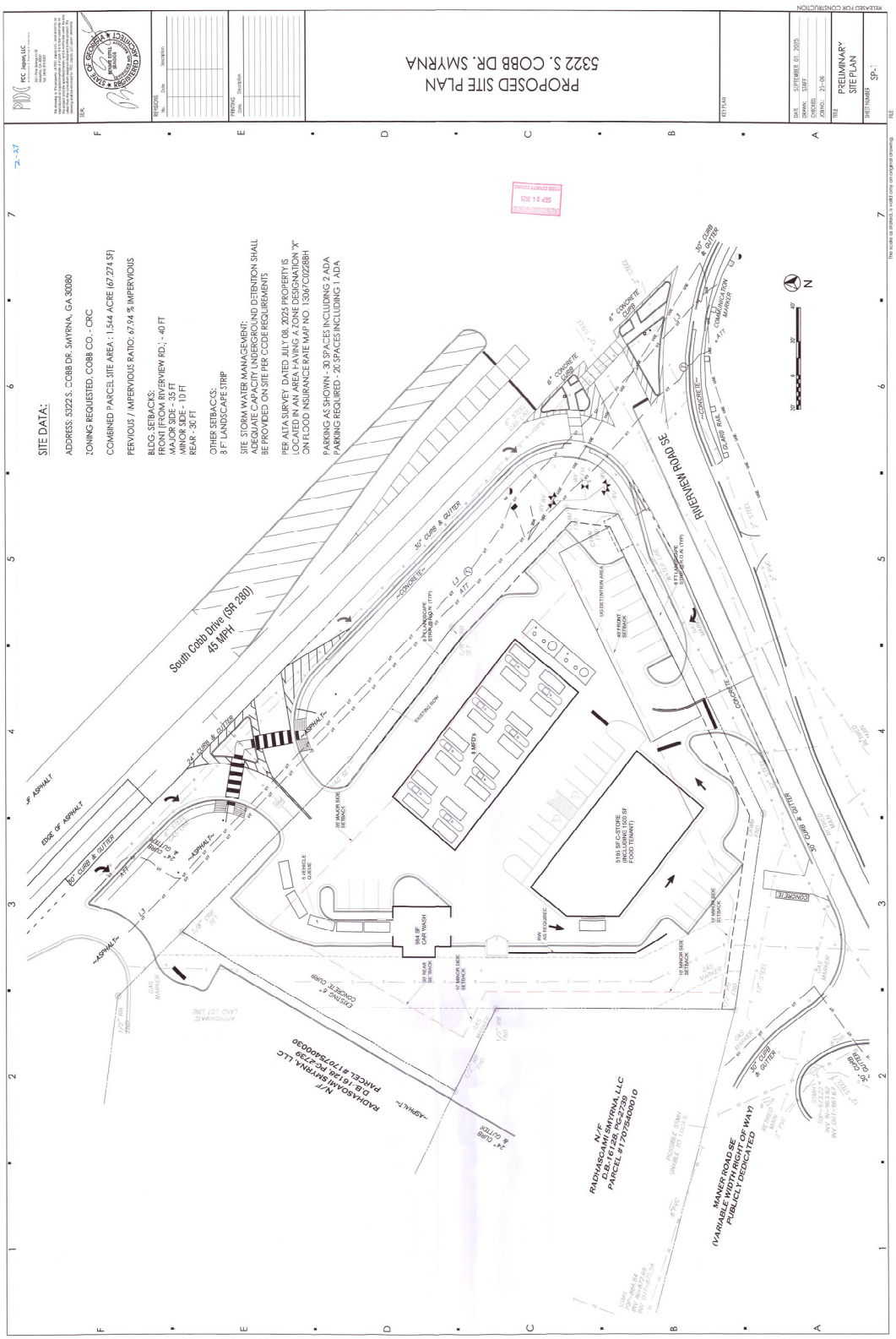
Commission District	4 - Sheffield
Current Zoning	R-20, TS
Current Use of Property	Vacant commercial, undeveloped
Proposed Zoning	CRC
Proposed Use	Convenience food store with self-service fuel sales
Future Land Use	CAC
Site Acreage	1.54
District	17
Land Lot	754, 759
Parcel #	17075400040, 17075900150, 17075900160
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

(Zoning Staff member: Cameron Jones, CNU-A)

Based on the analysis of this case, Staff recommends **DELETION TO NRC,** subject to the following;

1. Site plan received by the Zoning Division dated September 4, 2025; with District Commissioner approving the final site plan;
2. No variances to zoning code;
3. Fire Department comments and recommendations;
4. Stormwater Management comments and recommendations;
5. Department of Transportation comments and recommendations; and
6. Water and Sewer comments and recommendations.


PROPOSED SITE PLAN
5322 S. COBB DR. SMYRNA
SITE DATA:
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South Cobb Drive (SR 280)
45 MPH
RIVERVIEW ROAD SE
MANER ROAD SE
(VARIABLE WIDTH RIGHT OF WAY)
PUBLICLY DEDICATED
N/F
RADHASOAMI SMYRNA, LLC
DB: 16128, PG: 2739
PARCEL #17075B0010
N/F
RADHASOAMI SMYRNA LLC
DB: 16128, PG: 2739
PARCEL #17075B0030
5,191 SF C-STORE
(INCLUDING 1,503 SF
FOOD TENANT)
884 SF
CAR WASH
8 MPDs
8 FUELING POSITIONS
STANDARD 8 FT. (TYP)
8 VEHICLE
QUEUE
5 VEHICLE
QUEUE
PAVEMENT
MATCH
EXISTING
CONCRETE
ASPHALT
EDGE OF ASPHALT
24" CURB & GUTTER
30" CURB & GUTTER
6" CONCRETE CURB
COMMUNICATION MARKER
GUARD RAIL
GAS MARKER
EXISTING
LAND LOT LINE
APPROXIMATE
LAND LOT LINE
EXISTING
CONCRETE CURB
EXISTING
ASPHALT
EXISTING
CONCRETE
EXISTING
CONCRETE
EXISTING
ASPHALT
EXISTING
CONCRETE
EXISTING
CONCRETE
EXISTING
CONCRETE

Z-27 2025 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 120 240 Feet

Zoning Boundary

City Boundary

North

Zoning: TS, LI / Self-Storage Facility, Truck Rental Facility

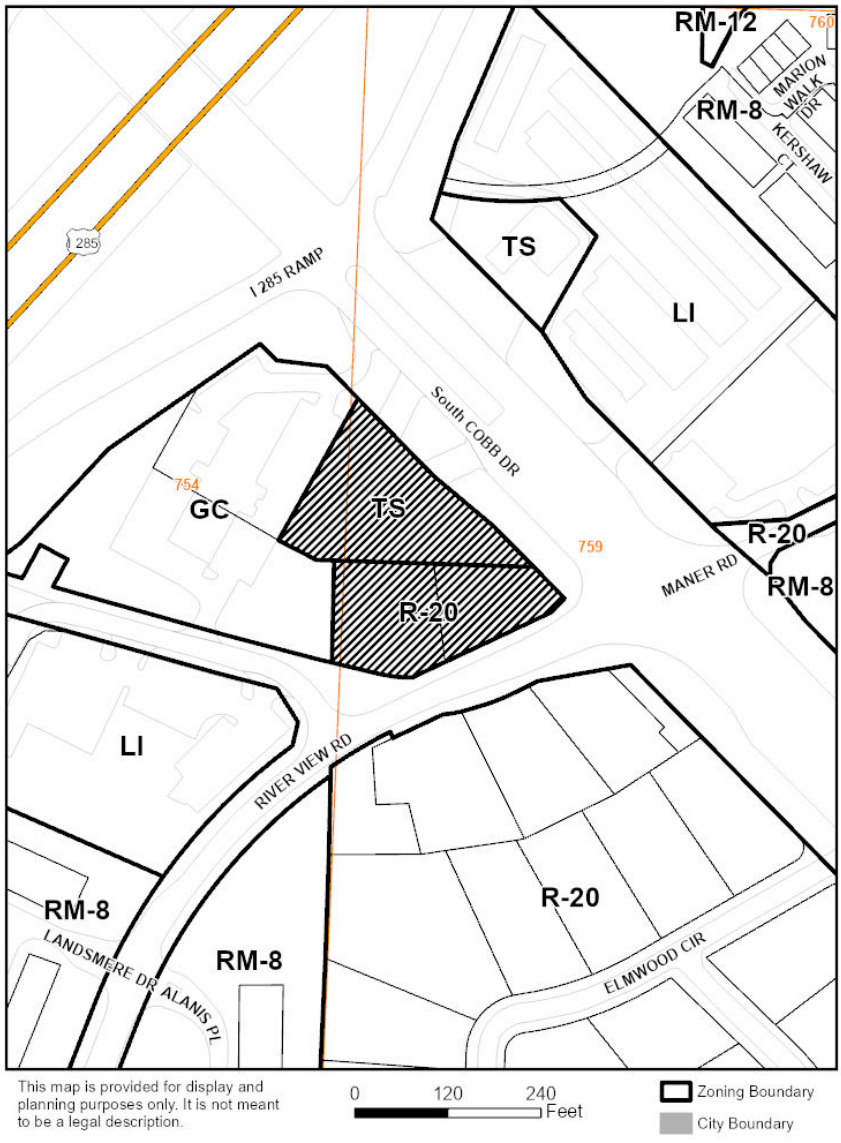
Future Land Use: CAC

WEST

Zoning: GC / Motel

Future Land Use: CAC

Z-27 2025 Map



EAST

Zoning: LI, RM-8 / Office Building, Townhome Complex

Future Land Use: CAC, MDR

SOUTH

Zoning: R-20 / Single-Family Homes

Future Land Use: CAC

Current zoning district for the property

The TS district is established to provide locations for commercial and service uses which are oriented toward automotive businesses and interstate and state highway travelers. The board of commissioners has determined that TS zoning will only be allowed on properties designated as community activity centers, regional activity centers, industrial compatible and heavy industrial as identified in the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. See subsection (11) of this section, pertaining to use limitations, for those uses no longer appropriate.

The R-20 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-20 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Requested zoning district for the property

The CRC district is established to provide locations for retail commercial and service uses which are designed and oriented to serve several neighborhoods making up a community. Projects developed within the CRC district should be done so as compact unified centers. CRC districts should be located on properties which are delineated within a community activity center and regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. Additionally, the desired quadrant location will provide for planned developments and one-destination shopping and service locations to serve the community, and will minimize traffic congestion.

Summary of the applicant's proposal

The applicant is requesting to rezone to the CRC community retail commercial zoning district to develop a convenience store with self-service fuel sales on 1.54-acre lot. The proposed structure will provide 1,500 square feet of food tenant space within the 5,195 square foot convenience store. The proposed hours of operation are Monday through Sunday, 24 hours per day. There will also be an accessory car wash on the property that is 984 square feet.

Non-residential criteria

Proposed # of buildings**:** 2
Proposed # of stories: 1
Total sq. footage of development: 6,179
Floor area ratio: 0.09
Square footage per acre: 4,002
Required parking spaces: Minimum of 5 spaces, 1 space per employee
Proposed parking spaces: 30
Acres in floodplain or wetlands: 0
Impervious surface shown: 67.94%

Are there any zoning variances?

Yes;

1. Reduce the front setback from required 40 feet to 31 feet; and
2. Allow for an accessory structure (proposed 984 square foot carwash) to be located on the side of the principal building.

Are there any environmental conditions existing or proposed on the site?

None Identified

09/17/25

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

FIRE DEPARTMENT ACCESS:
All access roads shall meet the American Association of State and Highway Transportation Officials (AASHTO) design manual live load standard HS20 (75,000 lbs.) with an unobstructed width of not less than 20 feet, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

Maximum slope of the access road in reference to the apparatus is 10% Front to Back and 5% Side to Side. Maximum grade of roadways leading to Fire Access roads refer to the Cobb County Development Standard Section 400: 14% for Non-Residential. Maximum angle of departure is 8.5%.

Show all egress doors and provide a clear flat (10-foot minimum) access to all perimeter parts of the structure (CCDS 107.7) Identify what surface type is provided to egress from the structure to the public way from each exit discharge door of the building(s).

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

Jeff Byrd
(770) 528-8814
Jeffrey.Byrd@cobbcounty.org

Z-27-2025 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

11/4/2025

Approval of this petition will not have an impact on the enrollment of schools.

Z-27-2025 DEPARTMENT COMMENTS – Stormwater Management

9/26/2025

Site Data

1. Address: 5322 South Cobb Drive, 2259 & 2273 Riverview Road
2. District: 4
3. Existing Zoning: R-20, TS — Existing Allowable Impervious Coverage: 35%, 70%
4. Proposed Zoning: CRC — Allowable Future Impervious Coverage: 70%
5. Future Land Use: CAC

Existing Conditions

Floodplain Information

1. Flood Damage Prevention Designated Flood Hazard: No.

Stormwater Information

1. Drainage Basin: Unnamed tributary to the Chattahoochee River.
2. State Stream Buffers: No.
3. County Stream Buffer Ordinance: No.
4. Impaired Stream: No.
5. Hotspot: Yes: Due to the proposed use of site; portions of the proposed site will be considered a "Hotspot" requiring an oil/water separator to capture potential stormwater contaminates prior to entering the stormwater management facility.
6. Wetlands: No
7. Water Intake Zone: No.
8. Chattahoochee River MRPA/ARC Corridor: No.
9. Existing Onsite Ponds / Lake: No.

Topography Information

1. General site Description: This assemblage of three properties is in the south quadrant of the I-285 – South Cobb Drive interchange. Drainage from the properties leaves the site primarily near the southeastern corner of the site. The most southwestern corner of the site currently discharges to Riverview Road via a flume.

2. Downstream Description: Stormwater discharges through a pipe system under River View Rd into an existing, established residential neighborhood, then into another pipe system which crosses South Cobb Drive to continue downstream along Maner Road.

3. Potential or known drainage problems may exist downstream from this site.

(continued)

Project Design Comments and Recommendations

The following comments and recommendations are typically required at the time of plan review and permitting.

Proposed Project Onsite Design Requirements

1. At the time of plan review provide a comprehensive Hydrology Study and Design for the Stormwater Management Design will be required. The design and study shall be in accordance with the Georgia Stormwater Management Manual and the current Cobb County Codes. The design and study shall include but not limited to stormwater detention, runoff reduction and/or water quality, channel protection, and downstream flood prevention.

2. Project Engineer must evaluate the impact of increased volume of runoff generated by the proposed project on existing downstream drainage system(s). Including hydrologic routing of upstream and/or downstream pipe systems and/or detention ponds.

3. At the time of plan review calculate and provide the percentage of impervious coverage for the project site on the plans.

4. Recommend a pre-design concept meeting with Cobb County Stormwater Management Division. At the time of the Concept Meeting a proposed concept stormwater management plan shall be presented.

5. The proposed onsite storm drain system and stormwater management facility is considered private. All annual inspections, maintenance and repairs are the responsibility of the property owner. A stormwater facility "Maintenance Agreement and Access Easement" will be required at the time of the land disturbance permit with the Cobb County Stormwater Management Division.

6. Stormwater discharges must be controlled not to exceed the existing capacity of the downstream storm drainage system including pipe systems, drainage swales and roadside ditches.

7. Developer must secure drainage easement(s) to receive concentrated discharges where none naturally exist downstream.

8. Any spring activity discovered must be addressed by a qualified registered geotechnical professional engineer (PE) at the expense of the owner/developer.

9. Structural fill must be placed under the direction of a qualified registered geotechnical

(continued)

engineer (PE) at the expense of the owner/developer.

Special Conditions

1. The dumpster pad on this site, must be connected to sanitary sewer or an infiltration system must be provided to capture the dumpster pad runoff.
2. Because the proposed facility is considered a “hot-spot” for stormwater runoff contamination, pre-treatment of stormwater runoff from the fuel dispenser and tank storage locations must be captured for pre-treatment in an oil/grit separator unit, prior to entering the proposed underground detention system.
3. A high point in Riverview Road exists near the most southwestern corner of the properties. To avoid stormwater bypass from the site, a trench drain or other similar grading and/or stormwater conveyance be provided to capture runoff from the site and not allow bypass runoff into Riverview Road.
4. An existing flume at the southwest corner of the property allows runoff from the existing site to enter Riverview Road. The onsite grading, curb & gutter and drainage system mentioned in Item #3 above will eliminate the need for this flume so the flume should be demolished and the area regraded and stabilized in the final condition.
5. The proposed car wash on-site must discharge its waste water to the sanitary sewer system and not to the storm drain system.

9/26/2025

Comprehensive Plan Future Land Use Designation: Community Activity Center
The subject tract is within the Community Activity Center (CAC). Community Activity Centers provides for areas that can meet the immediate needs of several neighborhoods or communities. Typical land uses for these areas include low- to mid-rise office buildings and department stores.

Future Land Use Sub-Category? N/A

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Smyrna
Was the city notified? Yes

Specific Area Policy Guidelines: ☒ Yes ☐ No
Policy:
CAC-P16: In recognition of the existing zoning and future uses along River View Road and in an effort to protect surrounding, established subdivisions and environmentally sensitive properties, the Board of Commissioners has established a CAC along River View Road, west of South Cobb Drive, in Land Lots 754 and 759. The Board of Commissioners will only consider uses permitted within the LRO zoning district.

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No

(continued)
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? ☐ Yes ☒ No
(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev**.**

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)?	☐ Yes	☒ No
Is this property within the Cumberland Special District #2 (ad valorem tax)?	☐ Yes	☒ No
Is this property within the Six Flags Special Service District?	☐ Yes	☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000' of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☐ Yes	☒ No

Historic Preservation:
After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Z-27-2025 DEPARTMENT COMMENTS – Water and Sewer

9/23/25

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☒ YES ☐ NO

Size/location of existing water main(s): 12" on South Cobb Dr and River View Rd

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☒ YES ☐ NO

Approx. distance to nearest sewer: River View Rd ROW

Estimated waste generation (in G.P.D.): Average daily = 520

Peak flow = 1,300

Treatment plant: South Cobb WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☐ YES* ☒ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Additional sewer comments:

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (MPH)	Jurisdictional control	Min. R.O.W. requirements
South Cobb Drive (SR 280)	Arterial	45	Georgia DOT	100’
River View Road	Major Collector	35	Cobb County	80’

Roadway	Location	Average daily trips (vpd)	Level of service
South Cobb Drive (SR 280)	South of Elmwood Circle	18,900	C
River View Road	NA	N/A	N/A

vpd = vehicles per day, NA = Not available

Based on 2024 AADT counting data taken by GDOT, as published on their website, for South Cobb Drive (SR 280).

Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for major collector or arterial roads from this data source.

LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

ITE Land Use	Description	Expected Size (Fuel Positions*)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
945	Convenience Store/Gas Station	16	95	95	**433**	80	80	**364**	**4,114**

vph = vehicles per hour

**Fuel positions is the maximum number of vehicles that can be fueled simultaneously.*

Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th edition.

Comments and observations

South Cobb Drive is classified as an arterial roadway and according to the available information the existing right-of-way does meet the minimum requirements for this classification.

River View Road is classified as a major collector roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan dated September 4, 2025, this development does require a traffic impact study submittal. A traffic Submittal 1 (dated August 18, 2025) was received for this proposed development. The applicant team was approved to continue to the full Submittal 2 traffic study in a meeting with Cobb DOT on August 28, 2025. However, discussion was held in the August 28th meeting concerning potential mitigation for the site driveway spacing. The Submittal 2 should address a mitigation strategy, including using the most recent site plan that incorporates the recommended mitigation. Cobb DOT recommendations may be revised after the Submittal 2 study’s receipt.

The applicant property is adjacent to a planned GDOT project, I-285 West Side Express Lanes.

(continued)

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend a traffic study pursuant to Code Section 134-121(b)(8). The traffic study should include existing and base year (full build out year) Build and No Build analysis; and horizon year (base year + 10 years) Build and No Build analysis. Cobb DOT recommendations may be revised after the study's receipt.

2. Recommend applicant, **WITHIN 12 MONTHS OF ZONING APPROVAL**, donate right-of-way on the north side of River View Road, a minimum of 40' from the roadway centerline, in accordance with Cobb County Development Standard 401.2, Right-of-Way.

3. Installing curb, gutter, and sidewalk along the South Cobb Drive and River View Road frontages. This recommendation is pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

4. Recommend closing and removing driveway aprons along the South Cobb Drive and River View Road frontage that the development renders unnecessary.

5. Recommend GDOT permits for all work that encroaches upon State right-of-way.

6. Recommend applicant coordinate with Cobb DOT and GDOT prior to development plan approval to ensure compatibility with the proposed I-285 West Side Express Lanes project.

7. Recommend existing South Cobb Drive raised median be extended as necessary to prohibit left turns at the South Cobb Drive access point. Recommend median design be determined during plan review, subject to GDOT and Cobb DOT approval.

8. Recommend coordination with GDOT on South Cobb Drive access point design, principally addressing throat length and deceleration lane design requirements. A conceptual deceleration lane is shown on the site plan received September 4, 2025. Recommend final location and design be determined during plan review, subject to GDOT and Cobb County DOT approvals.

9. Recommend the access on River View Road be a minimum of 250’ straight-line distance as measure from the signalized intersection curb return to the driveway curb return or be restricted to mitigation measures as approved by Cobb DOT. The typical mitigation measure is restricting the driveway to right-in right-out operations. Driveways with turn restrictions should include design elements such as, but not limited to, raised concrete guidance islands, geometric design and/or centerline raised median. Recommend final location and design be determined during plan review, subject to Cobb County DOT approval.

10. Recommend consideration of interparcel access to access Maner Road as part of site plan revisions to address turn restrictions.

11. Recommend River View Road access include a deceleration (right turn) lane to address safety because River View Road is a major collector roadway. This recommendation is pursuant to. Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. A conceptual deceleration lane is shown on the site plan received September 4, 2025. Recommend location and design be determined during plan review, subject to GDOT and Cobb DOT approval.

12. Recommend extending River View Road driveway uninterrupted access to a minimum of 50’ from the edge of right-of-way per Development Standard 402.8.

13. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

Proposed Convenience Store/Gas Station Development
Z-27-2025 5322 South Cobb Drive
Traffic Study - Submittal 1

A traffic Submittal 1 (dated August 18, 2025) was received for this proposed development and a meeting was held with the development traffic team on August 28, 2025. As mentioned in the August 28th meeting, a full traffic study (Submittal 2) will be required.

Comments below are based on the August 18th Submittal 1 and the August 28th meeting. The applicant was approved to continue to the full Submittal 2 traffic study in the August 28th meeting. However, discussion was held in the August 28th meeting concerning the potential mitigation for the site driveway spacing. The Submittal 2 should address a mitigation strategy and should use a revised site plan that incorporates the recommended mitigation.

Comments and observations:

1. Existing traffic signal timing should be used in the Submittal 2 analysis for the signalized study intersection.

2. The Submittal 2 traffic study should include SimTraffic analysis of any driveway spacing mitigation except for restriction to right-in/right-out operation.

3. To address any spacing mitigations, add the following intersection to the analysis. This addition was discussed and agreed to at the August 28th meeting as part of the approval to proceed to the Submittal 2 analysis.

    a. River View Road at Maner Road (adjacent to site)

4. Synchro analysis files should be included with the Submittal 2 final report submission to Cobb DOT. All intersections (signalized and unsignalized) should be included in Synchro file for SimTraffic review.

5. Recommend any future analysis in the Submittal 2 ensure compatibility with the proposed I-285 West Side Express Lanes project.

Site plan comments and recommendations

6. Recommend existing South Cobb Drive raised median be extended as necessary to prohibit left turns at the South Cobb Drive access point. This recommendation may cause minor revisions for the future build analysis, including the South Cobb Drive driveway changing to a 90-degree connection.

7. Recommend the access on River View Road be a minimum of 250’ straight-line distance as measure from the signalized intersection curb return to the driveway curb return or be restricted to mitigation measures as approved by Cobb DOT.

    a. The typical mitigation measure is restricting the driveway to right-in right-out operations.

    b. Recommend consideration of interparcel access to access the adjacent Maner Road as part of site plan revisions to address turn restrictions.

    c. Any mitigation revisions should retain the River View Road deceleration lane.

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the applicant's rezoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties, if deleted to NRC. The area has a mix of commercial, industrial, single-family, and multifamily residential development.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the applicant's rezoning request would not have an effect on the usability of the adjacent or nearby properties. Commercial uses have served the community for decades.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that the applicant's rezoning proposal will not result in a use which would cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools, if deleted to NRC. This opinion is supported by the departmental comments contained in this analysis.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the applicant's CRC rezoning proposal is in conformity with the policies and intent of the Cobb County Comprehensive Plan as the property is delineated in a Community Activity Center (CAC) future land use category. While the requested zoning district and proposed use is consistent with the CAC future land use designation, which allows for a convenience store with self-service fuel sales, deleting to NRC will also comply with the CAC designation and provide a transition in zoning.

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

It is Staff's opinion that there are existing and changing conditions affecting the use and development of the property which give supporting grounds for deleting the applicant's rezoning proposal to NRC. The proposal is consistent with the Cobb County Comprehensive Plan, which delineates this property to be within a Community Activity Center district. The proposed rezoning request is adjacent to single-family across the street and NRC could be a transitional zoning district between the single-family zoning and the intense commercial and industrial zoning districts nearby.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Application No. Z- (2025)

Hearing Dates: PC - 11/04/2025
BOC - 11/18/2025

Summary of Intent for Rezoning*

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SEP 04 2025
COBB COUNTY ZONING

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** Not Applicable

b) **Proposed building architecture:** Not Applicable

c) **List all requested variances:** Not Applicable

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Convenience Food Store with Self-Serve Fuel Sales

b) **Proposed building architecture:** In Accordance with New Construction

c) **Proposed hours/days of operation:** 24/hours per day; 7 days per week

d) **List all requested variances:** Setback Variance

Part 3. Other Pertinent Information (List or attach additional information if needed)

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). None known at this time.

*Applicant specifically reserves the right to amend any information set forth in this Summary of Intent for Rezoning, or any portion of the Application for Rezoning or documentation attached thereto, at any time during the rezoning process.

ATTACHMENT TO APPLICATION FOR REZONING

Application No.: Z-_____ (2025)
Hearing Dates: November 4, 2025
November 18, 2025

RECEIVED
SEP 04 2025
COBB COUNTY ZONING

Applicant: Knight Partners LLC
Titleholder: Louise G. Howard Family Investments, L.P., a Georgia limited partnership

Tax Parcel Identification Nos.: 17075400040; 17075900150; 17075900160

IMPACT ANALYSIS STATEMENT

Analysis of impact of the proposed rezoning with respect to the following:

(a) Applicant, Knight Partners LLC (hereinafter "Applicant"), is seeking rezoning of three assembled parcels, totaling approximately 1.544 acres, located at the intersection of the southwesterly side of South Cobb Drive and the northwesterly side of Riverview Road, being more particularly known as 5322 South Cobb Drive and 2259 and 2273 Riverview Road, located in Land Lots 754 and 759, 17th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Subject Property is currently zoned to the Tourist Services ("TS") and R-20 zoning categories, and Applicant is seeking rezoning to the Community Retail Commercial ("CRC") zoning classification to allow for development of the Property as a convenience food store with self-service fuel sales. The proposed rezoning will permit a use that is more suitable to the Subject Property as it lies within a Community Activity Center ("CAC"), is located adjacent to two major corridor roadways, South Cobb Drive and Riverview Road, and is within close proximity to Interstate 285 and an exit ramp to the major interstate. property located within a Community Activity Center ("CAC"). Adjacent and nearby properties are utilized for residential and non-residential purposes, being rezoned as General Commercial ("GC"), Light Industrial ("LI"), Tourist Services ("TS"), R-20, and RM-8.

(b) This zoning proposal should have no adverse effect on the existing use or usability of adjacent or nearby property. The proposed use of the Subject Property should have no impact on surrounding properties.

(c) The Subject Property, as presently zoned, does not have a reasonable economic use. The proposed zoning will allow for a higher and better use of the Subject Property.

(d) This zoning proposal will not cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. Commercial development has almost no effect on schools, minimal effect on utilities and transportation facilities. Any effect on traffic should be minimal due to the nature of the business for which this rezoning is sought.

(e) The zoning proposal is in conformity with the Land Use Map of Cobb County, Georgia.

(f) This zoning proposal is consistent with the current conditions affecting the use of this Property; as well as surrounding properties. The proposed rezoning would allow for a more suitable and economic use without high impact into any adjacent or surrounding properties.

Proposed Convenience Store/Gas Station Development
Z-27-2025 5322 South Cobb Drive
Traffic Study - Submittal 2

A traffic Submittal 1 (dated August 18, 2025) was received for this proposed development and a meeting was held with the development traffic team on August 28, 2025. The applicant was approved to continue to the full Submittal 2 traffic study in the August 28th meeting. The applicant submitted a Submittal 2 traffic study on October 14, 2025. Based on a site plan revision that added a third driveway for the proposed site, the applicant then submitted a revised Submittal 2 traffic study on November 7, 2025.

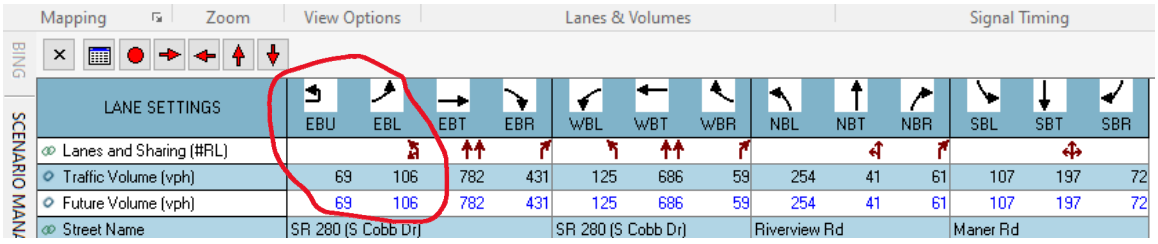
Comments below are based on the November 7th Submittal 2. Based on the revised future Build analyses required by the below comments, the traffic study requirement is **not satisfied** for this application. A new revised Submittal 2 traffic study that addresses the below comments should be submitted to Cobb DOT for review.

Comments and observations:

1. For purposes of the below comments, in the location of the site South Cobb Drive is referenced as having an east/west orientation and River View Road is referenced as having a north/south orientation.

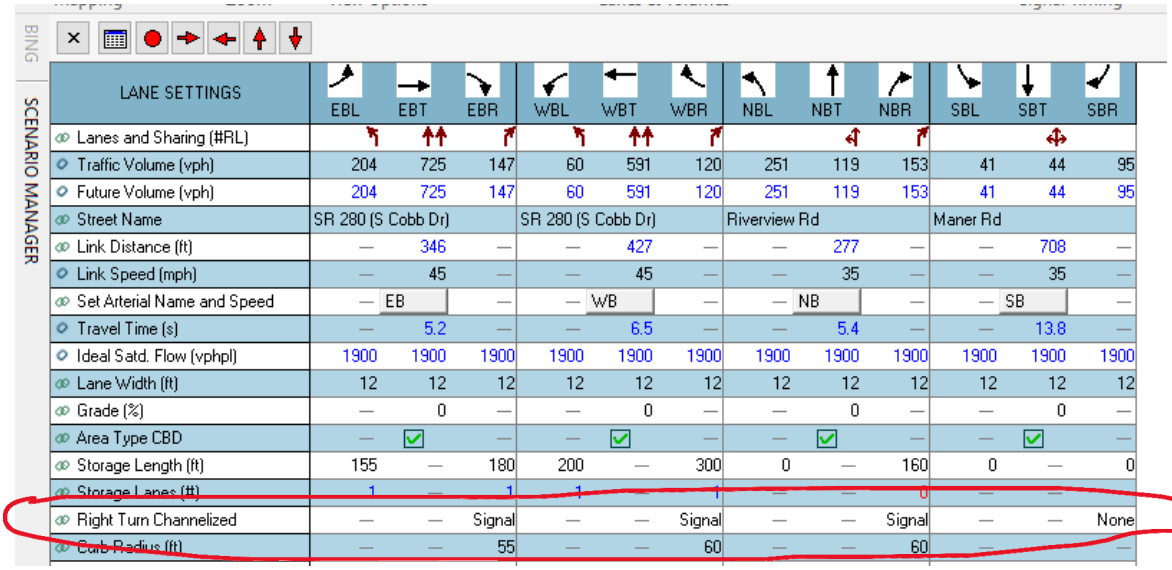
    a. This matches the orientation used in the November 7th Synchro for the signalized South Cobb Drive at River View Road/Maner Drive intersection.

2. The U-turn movement should be added as a separate volume rather than being added as part of the left-turn movement, as shown in the example below.



3. Channelized right turns should be coded in the Synchro Lane Settings as having Signal control if located at a traffic signal. Signalized approaches with no channelized right turn provided should be coded as None for this setting.

    a. The example below has been corrected from the November 7th analysis, which incorrectly uses “Yield” at all approaches.



LANE SETTINGS	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes and Sharing (#RL)												
Traffic Volume (vph)	204	725	147	60	591	120	251	119	153	41	44	95
Future Volume (vph)	204	725	147	60	591	120	251	119	153	41	44	95
Street Name	SR 280 (S Cobb Dr)			SR 280 (S Cobb Dr)			Riverview Rd			Maner Rd		
Link Distance (ft)	—	346	—	—	427	—	—	277	—	—	708	—
Link Speed (mph)	—	45	—	—	45	—	—	35	—	—	35	—
Set Arterial Name and Speed	—	EB	—	—	WB	—	—	NB	—	—	SB	—
Travel Time (s)	—	5.2	—	—	6.5	—	—	5.4	—	—	13.8	—
Ideal Satd. Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	—	0	—	—	0	—	—	0	—	—	0	—
Area Type CBD	—	☑		—	☑		—	☑		—	☑	
Storage Length (ft)	155	—	180	200	—	300	0	—	160	0	—	0
Storage Lanes (#)	1	—	1	1	—	1	—	—	0	—	—	
Right Turn Channelized	—	—	Signal	—	—	Signal	—	—	Signal	—	—	None
Curb Radius (ft)	—	—	55	—	—	60	—	—	60	—	—	—

4. Cobb DOT does not agree that 100% of the traffic to and from the west on South Cobb Drive (50% of the total site traffic) will exit the South Cobb Drive intersection to U-turn at the adjacent River View intersection signal, as shown on the Submittal 2 Figure 5.

    a. The short weave distance from the right-out driveway to the U-turn can be difficult to maneuver, especially during weekday peak hours.

    b. A proportion of the exiting new site-generated trips going to South Cobb Drive to the west should therefore be distributed to the Maner Road driveway, to then turn left onto northbound River View Road and turn left at the South Cobb Drive traffic signal.

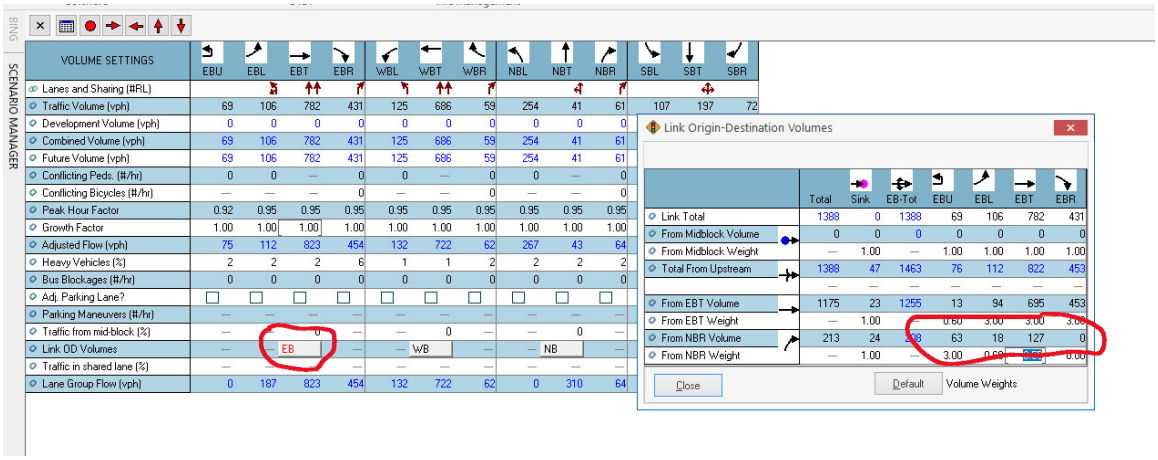
5. Cobb DOT does not agree that 100% of the passby traffic will approach from eastbound South Cobb Drive and southbound River View Road as shown on the Submittal 2 Figure 6.

    a. A proportion of the passby traffic percentages should also be distributed to westbound South Cobb Drive and northbound River View Road.

6. The O-D pairings in Synchro must be modified to correctly model the distribution of downstream movements that come from the South Cobb Drive driveway, as shown in the example below.

    a. This modification is required to correctly reflect the heavy weave movement from the South Cobb Drive driveway to the signalized U-turn.

b. The final volumes to be distributed will be affected by Comment 4 and/or Comment 5 above. Weight percentages should be adjusted to create the correct distribution from the South Cobb Drive development driveway.

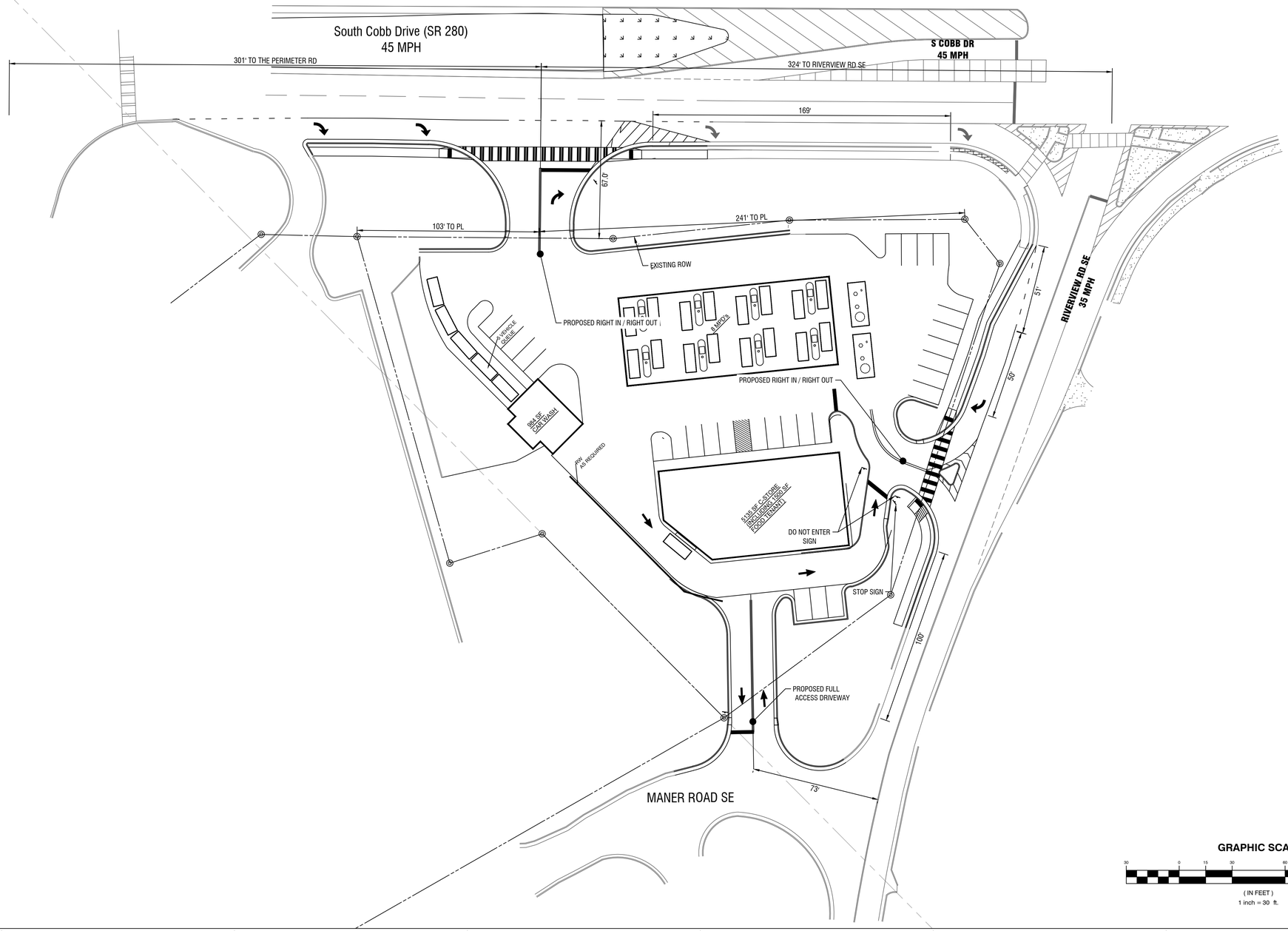


7. Exterior road segments should be extended so that vehicles are not denied entry when running SimTraffic. This can be identified by comparing maximum queue lengths versus the link distance.

   a. If any exterior road segments representing interior driveways become unreasonably long to address Comment 7 (ie, longer than on-site queuing could address), the internal existing trip assignment may need to be further adjusted to reflect the difficulty the microsimulated vehicles are indicating in finding acceptable gaps in the mainline traffic.

8. Cobb DOT recommends that the applicant traffic engineer contact Cobb DOT Traffic Engineering after addressing the above comments but before using the revised assumptions to revise the Future Build analyses. The discussion can confirm agreement on redistributed traffic volume percentages and any other concerns that could affect the revised Submittal 2. Please contact Abby Fletcher (abby.fletcher@cobbcounty.gov) at 770-528-4390 when this data is available.

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www.Georgia811.com
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NORTH

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

A&R Engineering, Inc.
2160 Kingston Court, Ste O
Marietta, GA 30067
(770) 690-9255
www.areng.com
info@areng.com
GA COA #PEF00400

NOT RELEASED FOR CONSTRUCTION

SEAL

REVISIONS

No.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		

PREPARED FOR
KNIGHT PARTNERS, LLC

3465 NORTHSIDE PKWY NW
ATLANTA, GA 30327
404-242-1852

OVERALL PROPOSED PLAN

SOUTH COBB IMPACT STUDY
DD / SD
5322 SOUTH COBB DRIVE
ATLANTA, GA 30327

24 HOUR CONTACT
JARED RAYMAN
404-242-1852

LANDLOT	DISTRICT
759	7

PARCEL ID #
17075400030

DWN BY	CKD BY	A&R JOB No.
LO	AKA	25-142

DATE

SHEET IDENTIFICATION
CT-1101

MOORE INGRAM JOHNSON & STEELE

A LIMITED LIABILITY PARTNERSHIP
WWW.MIJS.COM

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EMERSON OVERLOOK
326 ROSWELL STREET
SUITE 100
MARIETTA, GEORGIA 30060
TELEPHONE (770) 429-1499

KNOXVILLE, TENNESSEE
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SUITE 500
KNOXVILLE, TENNESSEE 37923
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JACKSONVILLE, FLORIDA
10201 CENTURION PARKWAY N.
SUITE 401
JACKSONVILLE, FLORIDA 32256
TELEPHONE (904) 428-1465

BRENTWOOD, TENNESSEE
12 CADILLAC DRIVE
SUITE 200
BRENTWOOD, TENNESSEE 37027
TELEPHONE (615) 425-7347

LEXINGTON, KENTUCKY
2408 SIR BARTON WAY
SUITE 375
LEXINGTON, KENTUCKY 40509
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ORLANDO, FLORIDA
1000 LEGION PLACE
SUITE 701
ORLANDO, FLORIDA 32801
TELEPHONE (407) 367-6233

HARRISBURG, PENNSYLVANIA
101 ERFORD ROAD
SUITE 300
CAMP HILL, PENNSYLVANIA 17011
TELEPHONE (717) 790-2854

FAIRFIELD, NEW JERSEY
165 PASSAIC AVENUE
SUITE 205
FAIRFIELD, NEW JERSEY 07004
TELEPHONE 201-602-4082

January 28, 2026

Via E-mail Only

Mr. John P. Pederson, AICP
Zoning Division Manager
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia 30064

RE: Application for Rezoning - Application No.: Z-27 (2025)
Applicant: Knight Partners LLC
Property Owner: Louise G. Howard Family Investments, L.P.
Property: 1.544 acres, more or less, located at the intersection of the southwesterly side of South Cobb Drive and the northwesterly side of Riverview Road, being more particularly known as 5322 South Cobb Drive and 2259 and 2273 Riverview Road, Land Lots 754 and 759, 17th District, 2nd Section, Cobb County, Georgia

Dear John:

The undersigned and this firm represent the Applicant, Knight Partners LLC (hereinafter referred to as "Applicant"), and the Property Owner, the Louise G. Howard Family Investments, L.P. (hereinafter referred to as "Owner" or "Property Owner"), in the Application for Rezoning with regard to a total tract of approximately 1.544 acres located at the intersection of the southwesterly side of South Cobb Drive and the northwesterly side of Riverview Road, being more particularly known as 5322 South Cobb Drive and 2259 and 2273 Riverview Road, Land Lots 754 and 759, 17th District, 2nd Section, Cobb County, Georgia (hereinafter referred to as the "Property" or the "Subject Property"). After meetings with Planning and Zoning Staff, reviewing the Departmental Comments and Staff Recommendations, reviewing the uses of surrounding properties, and ongoing meetings and communications with area residents and homeowner representatives, we have been authorized by the Applicant to submit this letter of

agreeable stipulations and conditions, which, if the Application for Rezoning is approved, as submitted, shall become a part of the grant of the requested rezoning and shall be binding upon the Subject Property. The proposed stipulations are as follows:

(1) The stipulations and conditions set forth herein shall replace and supersede in full any and all prior stipulations and conditions, in whatsoever form, which are currently in place on the Subject Property; together with any and all Departmental Comments and Staff Recommendations relating to the Subject Property from any prior zoning actions.

(2) Applicant seeks rezoning of the Subject Property from the existing zoning categories of Tourist Services ("TS") and R-20 to the proposed zoning category of Community Retail Commercial ("CRC"), with reference to the revised Site Plan prepared for Applicant by A&R Engineering, Inc. (undated) and previously submitted to Cobb Zoning and Department of Transportation Staff. A reduced copy of the revised Site Plan is attached as Exhibit "A" and incorporated herein by reference.

(3) Applicant agrees the hours of operation for normal retail operations shall be limited to no greater than 5:00 a.m. to 11:00 p.m., Monday through Sunday.

(4) Applicant agrees to provide secure entry and access to the Property after hours (i.e., between 11:00 p.m. and 5:00 a.m.).

(5) Applicant agrees to install and utilize 24-hour security cameras at strategic locations on the Property.

(6) Applicant agrees to provide a Forest Acres Subdivision representative a 24-hour contact.

(7) Applicant agrees that lighting for the proposed development shall be designed to prevent glare from extending beyond the boundaries of the Subject Property. Applicant shall conduct a lighting study as part of Permitting and Plan Review.

(8) The dumpsters servicing the proposed convenience store shall be enclosed, with materials and colors for the enclosure being matching and complementary to the façade of the proposed store.

(9) Applicant agrees to a minimum eight (8) foot landscaped strip at the right-of-way along the Property frontage on South Cobb Drive and Riverview Road.

(10) All landscaping referenced herein shall be approved by the Cobb County Arborist as part of the Plan Review and Permitting Process and incorporated into the overall landscape plan for the proposed development.

(11) Minor modifications to the within stipulations, the referenced, revised Site Plan, lighting, signage, landscaping, building architecture, site features, and the like, may be approved by the District Commissioner, as needed or necessary, except for those that:

(a) Increase the density of a residential project or the overall square footage of a non-residential project;

(b) Reduce the size of an approved buffer adjacent to a property that is zoned the same or in a more restrictive zoning district;

(c) Relocate a structure closer to the property line of an adjacent property that is zoned the same or in a more restrictive zoning district;

(d) Increase the height of a building that is adjacent to a property that is zoned the same or in a more restrictive zoning district;

(e) Change an access location to a different roadway;

(f) Would be in direct contradiction or conflict with any of the stipulations of this rezoning;

(g) Would be in direct contradiction or conflict with Cobb County Code and Ordinances; or

(h) Would be in direct contradiction or conflict with any Staff Recommendations that were adopted into the final zoning decision.

(12) All setback, landscape, and buffer areas may be penetrated for purposes of access, utilities, and stormwater management, including, but not limited to, detention/ retention facilities, drainage facilities and any and all slopes or other required engineering features of the foregoing.

(13) Applicant agrees to comply with all Cobb County Stormwater Management requirements applicable to the Subject Property.

(14) Applicant agrees to comply with all Cobb County Department of Transportation requirements applicable to the Subject Property.

We believe the requested zoning, together with the revised Site Plan and the stipulations set forth herein, is appropriate for the Subject Property while taking into consideration the overall area and uses of properties surrounding the proposed development. We very much appreciate your consideration; as well as that of the Cobb County Planning Commission and Cobb County Board of Commissioners, in this request.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

J. Kevin Moore

JKM:cc
Attachment

c: Cobb County Board of Commissioners:
Lisa N. Cupid, Chairwoman
Erick Allen
JoAnn Birrell
Keli A. Gambrill
Monique Sheffield
(With Copy of Attachment)

Cobb County Planning Commission:
Nadia Faucette, Chairwoman
Fred Beloin
Deborah Dance
Deidra Massey
Sara Micheletto
(With Copy of Attachment)

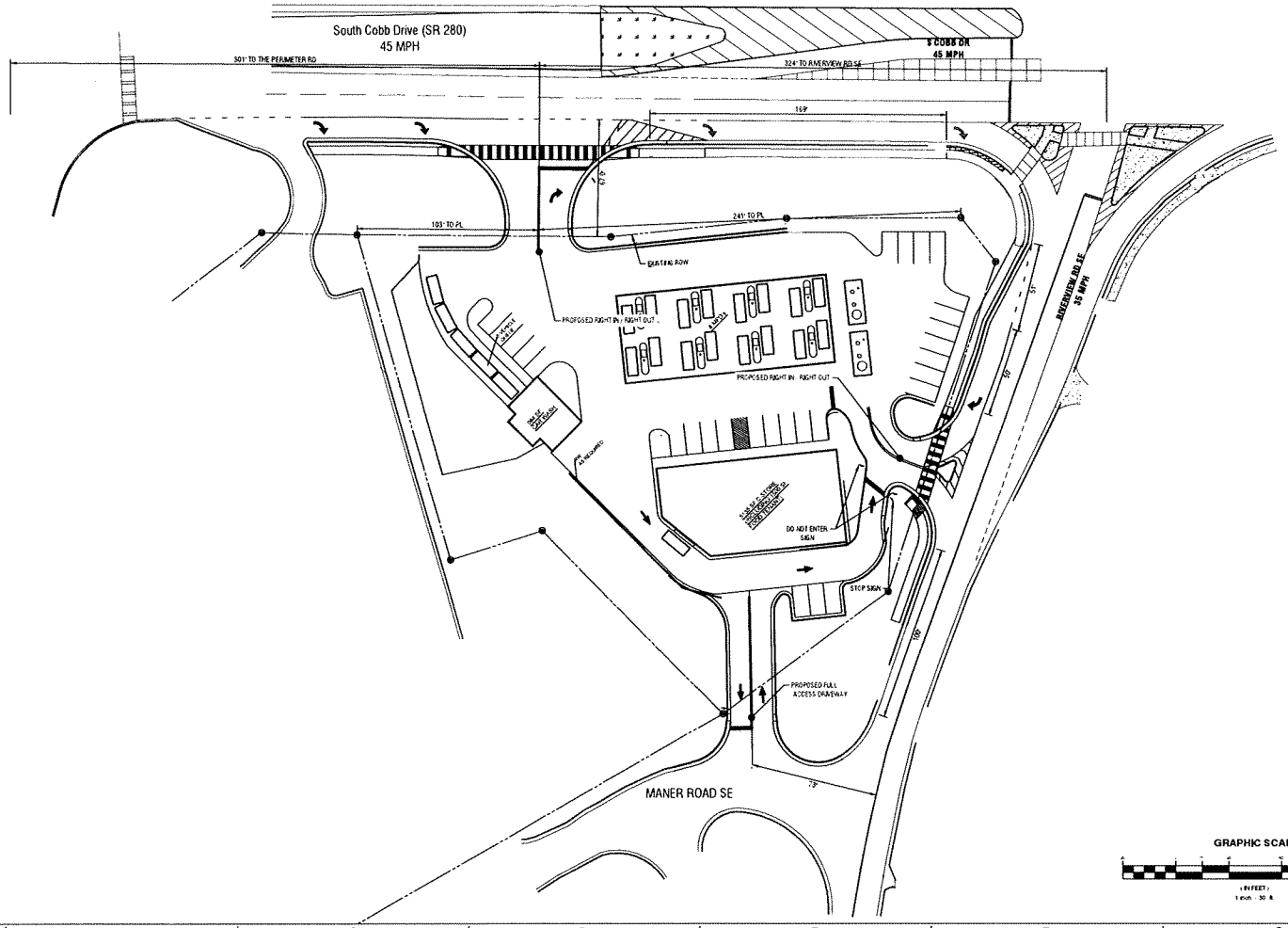
Terry L. Martin, AICP,CNU-A
Senior Planner
Zoning Division
Cobb County Community Development Agency
(With Copy of Attachment)

Barkley Russell
Forest Acres Subdivision Representative
(With Copy of Attachment)

Knight Partners LLC
(With Copy of Attachment)

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EXHIBIT "A"



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Marietta, GA 30067
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www.areng.com
info@areng.com
GA COA #PEF000400

NOT RELEASED FOR CONSTRUCTION

SEAL

REVISIONS

No.	DESCRIPTION	DATE
1		
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7		
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9		

PREPARED FOR
KNIGHT PARTNERS, LLC
3455 NORTHSIDE PKWY NW
ATLANTA, GA 30327
404-242-1852

OVERALL PROPOSED PLAN

SOUTH COBB IMPACT STUDY
DD / SD
5322 SOUTH COBB DRIVE
ATLANTA, GA 30327

24 HOUR CONTACT
JARED RAYMAN
404-242-1852

LAND LOT	DISTRICT
759	7

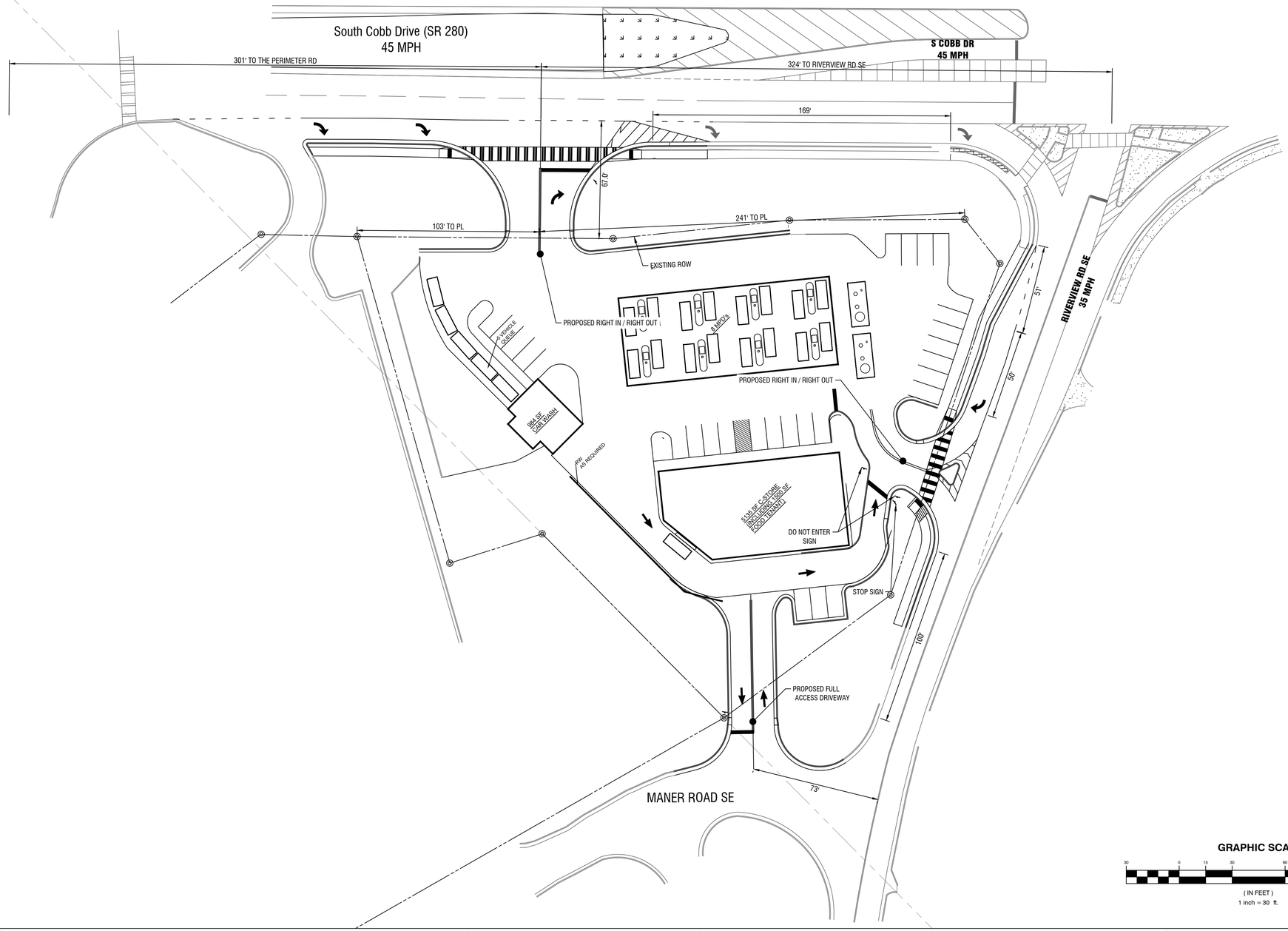
PARCEL ID #
17075400030

DWN BY	CKD BY	A&R JOB No
LO	AKA	25-142

DATE

SHEET IDENTIFICATION
CT-1101

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GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

NORTH

A&R Engineering, Inc.
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Marietta, GA 30067
(770) 690-9255
www.areng.com
info@areng.com
GA COA #PEF00400

NOT RELEASED FOR CONSTRUCTION

SEAL

REVISIONS

No.	DATE	DESCRIPTION
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PREPARED FOR
KNIGHT PARTNERS, LLC

3465 NORTHSIDE PKWY NW
ATLANTA, GA 30327
404-242-1852

OVERALL PROPOSED PLAN

SOUTH COBB IMPACT STUDY
DD / SD
5322 SOUTH COBB DRIVE
ATLANTA, GA 30327

24 HOUR CONTACT
JARED RAYMAN
404-242-1852

LANDLOT	DISTRICT
759	7

PARCEL ID #
17075400030

DWN BY	CKD BY	A&R JOB No.
LO	AKA	25-142

DATE

SHEET IDENTIFICATION
CT-1101

Proposed Convenience Store/Gas Station Development
Z-27-2025 5322 South Cobb Drive
Traffic Study - Submittal 2

A traffic Submittal 1 (dated August 18, 2025) was received for this proposed development and a meeting was held with the development traffic team on August 28, 2025. The applicant was approved to continue to the full Submittal 2 traffic study in the August 28th meeting. The applicant submitted a Submittal 2 traffic study on October 14, 2025. The applicant then submitted a new Submittal 2 traffic study (dated November 7, 2025) based on a site plan revision that added a third driveway for the proposed site. Cobb County provided comments (dated November 17, 2025) and the applicant submitted a revised Submittal 2 traffic study to address the November 17th comments on December 3, 2025. Cobb County provided comments (dated December 30, 2025) and the applicant submitted a revised Submittal 2 traffic study (dated January 8, 2026) to address the December 30th comments on January 9, 2026.

Comments below are based on the January 8th Submittal 2. Based on the revised future Build analyses required by the below comments, the traffic study requirement is **not satisfied** for this application. A new revised Submittal 2 traffic study that addresses the **Traffic Study Comments** section below should be submitted to Cobb DOT for review.

Traffic Study Comments

1. Cobb DOT recommends that the developer install a northbound left turn lane along the proposed development frontage, ending at the unsignalized intersection with Maner Drive. This recommendation should be considered a site improvement.

    a. On Page 25, the study reads: *The northbound approach on Riverview Road already experiences a high volume of left-turning vehicles during the PM peak hour, with 249 vehicles recorded. The proposed development is expected to add an additional 42 left-turn vehicles during this period.*

        i. This volume comparison is incorrect with the consideration of pass-by traffic volumes. By adding the northbound left volumes shown on Figure 5B and Figure 6 a net volume of 58 vehicles is added for the northbound left volume during the PM peak.

        ii. As a note, Recommendation 6 in the December 30th Cobb DOT comments reads: *For studies that include passby trips, a net development generated traffic volumes should be shown as a separate figure.* Following this requirement will help prevent similar comparison errors in future reports.

iii. The volume comparison should be corrected in the revised report to consider passby volumes.

b. Additionally, the northbound left turn lane is classified as a system improvement only on Pages 26 and 34.

i. Recommendation 2bi in the December 30th Cobb DOT comments reads: *If the movement is impacted by site-generated traffic volumes, it should be considered at least in part a development improvement.*

ii. Cobb DOT would consider the northbound left turn lane be partially a site improvement. This should be addressed in the report text.

c. SimTraffic analysis for the northbound left turn lane shows that the storage length included in the Build with Improvements analysis will have over 50% blockage, which means that spillback from the left turn lane will impede northbound through and right vehicles.

i. The recommended storage length should be increased to accommodate the anticipated queue length. For example, the 50% back-of-queue calculation included in the HCM 6 analysis (Page 217) shows a storage requirement of 19 vehicles, or 475 feet.

ii. A northbound left turn lane along the proposed development frontage, ending at the unsignalized intersection with Maner Drive, would partially satisfy the storage requirement identified above.

iii. To address how the left turn storage along the site frontage can be attributed to a site improvement, a queue analysis should be included for the northbound left turn lane to show the overall storage length needed for this improvement based on the analysis.

d. After the property development is fully operational with the recommended northbound turn lane along the property frontage, Cobb DOT and the City of Smyrna can evaluate the future intersection operations and identify any additional needed improvements (such as but not limited to an extension of the northbound left turn lane) as system improvements.

MOORE INGRAM JOHNSON & STEELE

A LIMITED LIABILITY PARTNERSHIP
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FAIRFIELD, NEW JERSEY
165 PASSAIC AVENUE
SUITE 205
FAIRFIELD, NEW JERSEY 07004
TELEPHONE 201-602-4082

February 10, 2026

Via E-mail Only

Mr. John P. Pederson, AICP
Zoning Division Manager
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia 30064

RE:	Application for Rezoning -	Application No.: Z-27 (2025)
	Applicant:	Knight Partners LLC
	Property Owner:	Louise G. Howard Family Investments, L.P.
	Property:	1.544 acres, more or less, located at the intersection of the southwesterly side of South Cobb Drive and the northwesterly side of Riverview Road, being more particularly known as 5322 South Cobb Drive and 2259 and 2273 Riverview Road, Land Lots 754 and 759, 17th District, 2nd Section, Cobb County, Georgia

Dear John:

On behalf of the Applicant, Knight Partners LLC ("Applicant"); as well as, the Property Owner, please accept this correspondence as our formal request for a continuance of the above-referenced Application for Rezoning from the currently scheduled hearings before the Cobb County Planning Commission and the Cobb County Board of Commissioners on March 3, 2026, and March 17, 2026, respectively. The continuance to the April 2026 zoning hearing agendas will allow Applicant's team time to continue its evaluation and study of the site to address concerns of area residents with additional revisions. We would very much appreciate Staff's consideration of continuing the hearings to April 7, 2026, before the Cobb County Planning Commission, and April 21, 2026, before the Cobb County Board of Commissioners.

Thank you for your consideration in this request. If you should have any questions or require additional information at this time, please do not hesitate to contact me.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

J. Kevin Moore

JKM:cc
c: Terry L. Martin, AICP, CNU-A
Senior Planner
Zoning Division
Cobb County Community Development Agency

Cameron Jones, CNU-A
Planner III
Zoning Division
Cobb County Community Development Agency

Knight Partners LLC

9/26/2025

Comprehensive Plan Future Land Use Designation: Community Activity Center
The subject tract is within the Community Activity Center (CAC). Community Activity Centers provides for areas that can meet the immediate needs of several neighborhoods or communities. Typical land uses for these areas include low- to mid-rise office buildings and department stores.

Future Land Use Sub-Category? N/A

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Smyrna
Was the city notified? Yes

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

(continued)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? *(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)*	☐ Yes	☒ No

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)?	☐ Yes	☒ No
Is this property within the Cumberland Special District #2 (ad valorem tax)?	☐ Yes	☒ No
Is this property within the Six Flags Special Service District?	☐ Yes	☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☐ Yes	☒ No

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

TRAFFIC IMPACT STUDY
FOR
PROPOSED CONVENIENCE STORE/GAS STATION
DEVELOPMENT AT 5322 SOUTH COBB DRIVE

COBB COUNTY, GEORGIA



Prepared for:

Knight Partners, LLC
3465 NORTHSIDE PKWY NW
ATLANTA, GA 30327

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

November 07, 2025
A & R Project # 25-142

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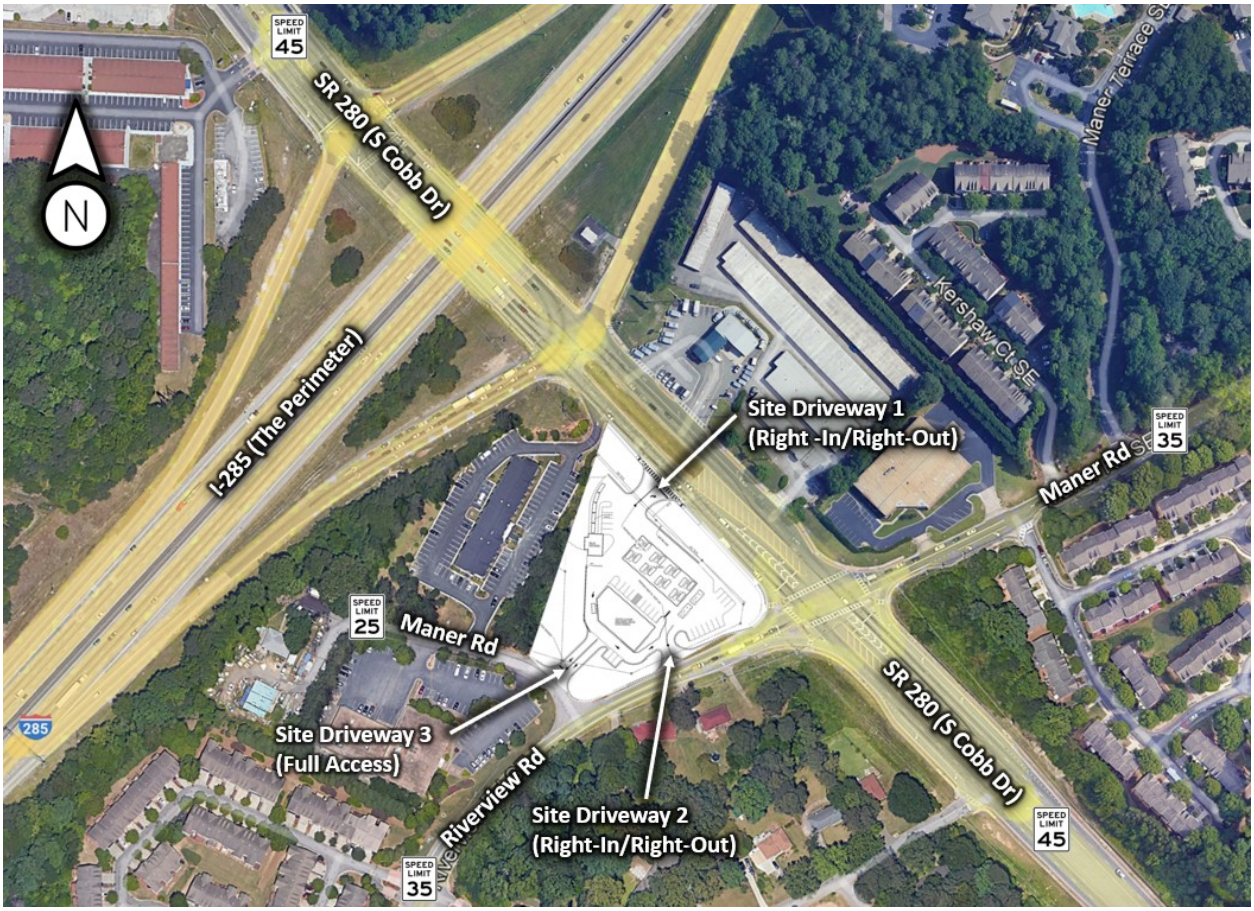
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1.0 INTRODUCTION

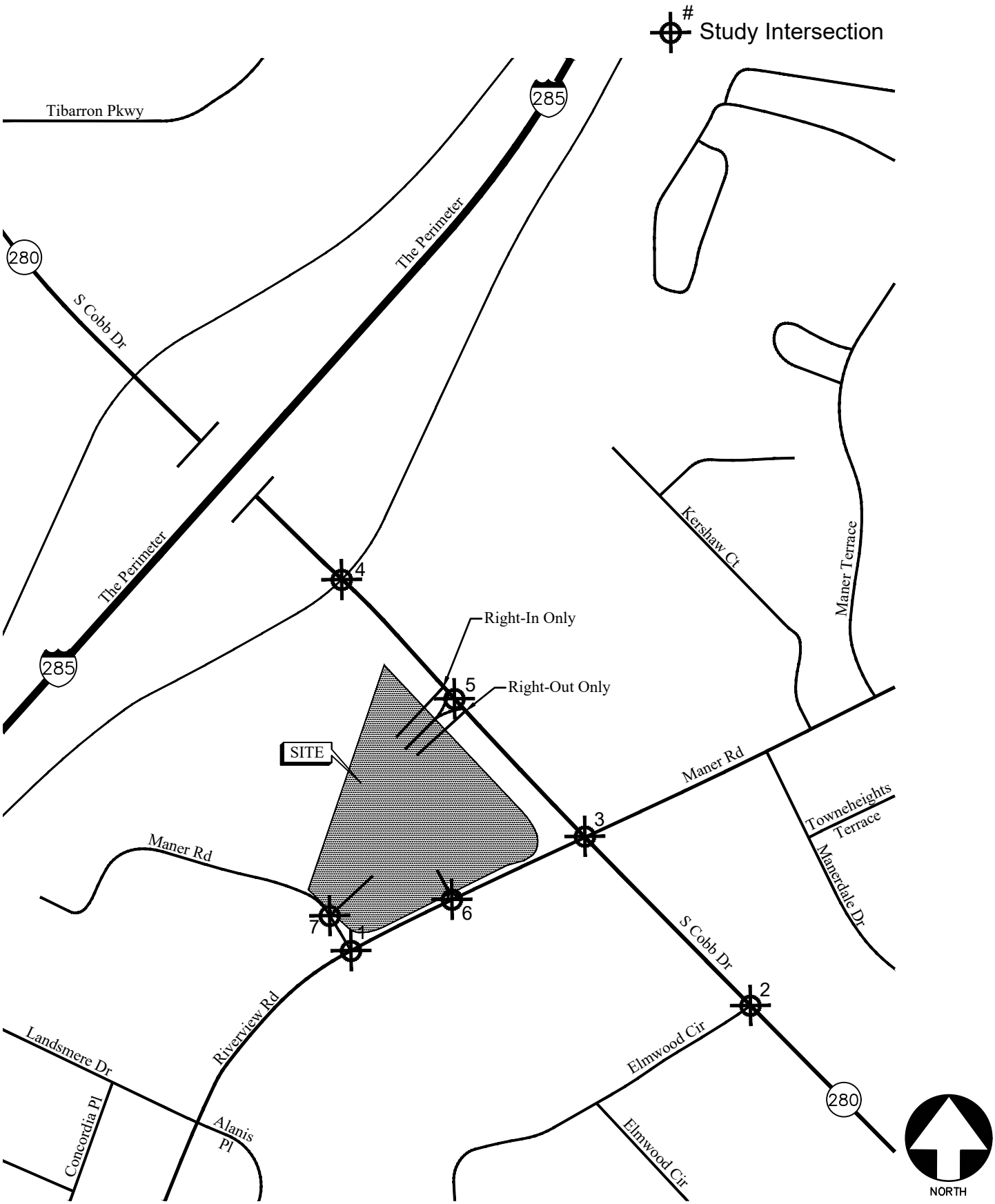
The purpose of this study is to determine the traffic impact from the proposed Convenience Store/Gas Station development at 5322 South Cobb Drive, in Cobb County, Georgia. The traffic analysis evaluates the current operations and future conditions with the traffic generated by the development. The proposed development will consist of 5,135 sf of convenience store building (which includes the 1,500 sf quick service restaurant) and gas station with 8 pumps (16 vehicle fuelling position) along with 1,000 sf building serving as an automated car wash. The development plans to convert the existing right-in only and right-out only driveways on South Cobb Drive into a standard right-in/right-out driveway with a deceleration lane. Additionally, the plan proposes a right-in/right-out driveway on Riverview Road and a full-access driveway on Maner Road. The site location is illustrated in Figure 1 below.



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:

1. Riverview Road at Maner Road
2. SR 280 (South Cobb Drive) at Elmwood Circle
3. SR 280 (South Cobb Drive) at Riverview Road/Maner Road
4. SR 280 (South Cobb Drive) at I-285 Northbound Ramp

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 are shown in Figure 1.



LOCATION MAP FIGURE 1

A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 SR 280 (South Cobb Drive)

SR 280 (South Cobb Drive) is an east-west, four-lane with two-way left turn lane and posted speed limit of 45 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID: 067-2601) indicate that the daily traffic volume on SR 280 (South Cobb Drive) in 2023 was 18,900 vehicles per day northeast of Elmwood Circle. Cobb County classifies SR 280 (South Cobb Drive) as an urban minor arterial roadway.

2.1.2 Riverview Road

Riverview Road is a north-south, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site. Cobb county classifies Riverview Road as an major collector.

2.1.3 Maner Road

Maner Road is an east-west, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.4 Elmwood Circle

Elmwood Circle is a north-south, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.5 Maner Road

Maner Road is a north-south, two-lane, undivided roadway with a 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 Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level of service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designated as "F" regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level of service is assigned a letter designation from "A" through "F". Level of service "A" indicates excellent operations with little delay to motorists, while level of service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 – LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio of greater than 1.0 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 ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favourable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly 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.

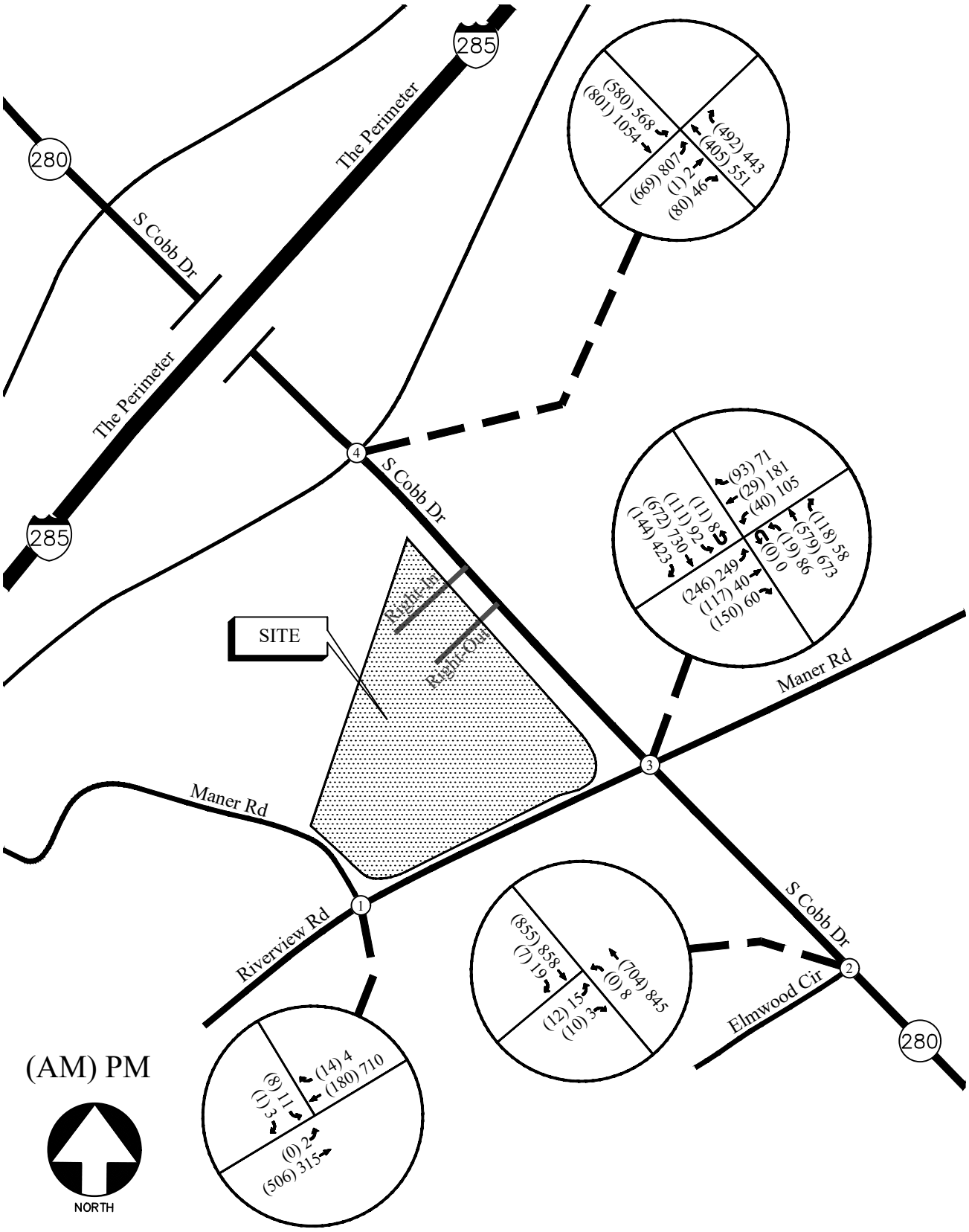
4.0 EXISTING 2025 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

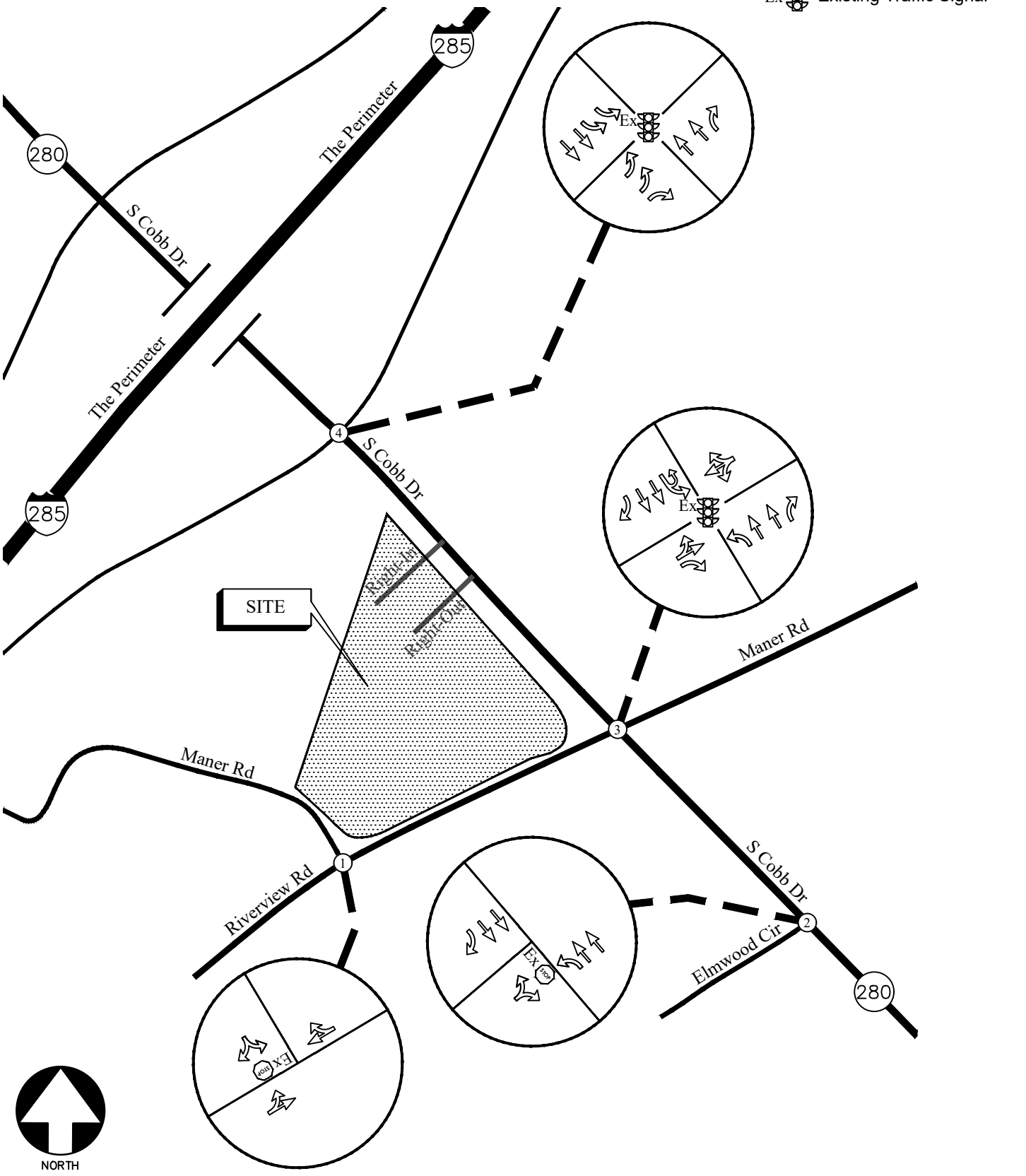
1. Riverview Road at Maner Road
2. SR 280 (South Cobb Drive) at Elmwood Circle
3. SR 280 (South Cobb Drive) at Riverview Road/Maner Road
4. SR 280 (South Cobb Drive) at I-285 Northbound Ramp

Turning movement counts were collected on Tuesday, August 5, 2025. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that produced 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. The existing traffic control and lane geometry for the intersections are shown in Figure 3.



EXISTING WEEKDAY PEAK-HOUR VOLUMES FIGURE 2

A&R Engineering Inc.



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 3

A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3.

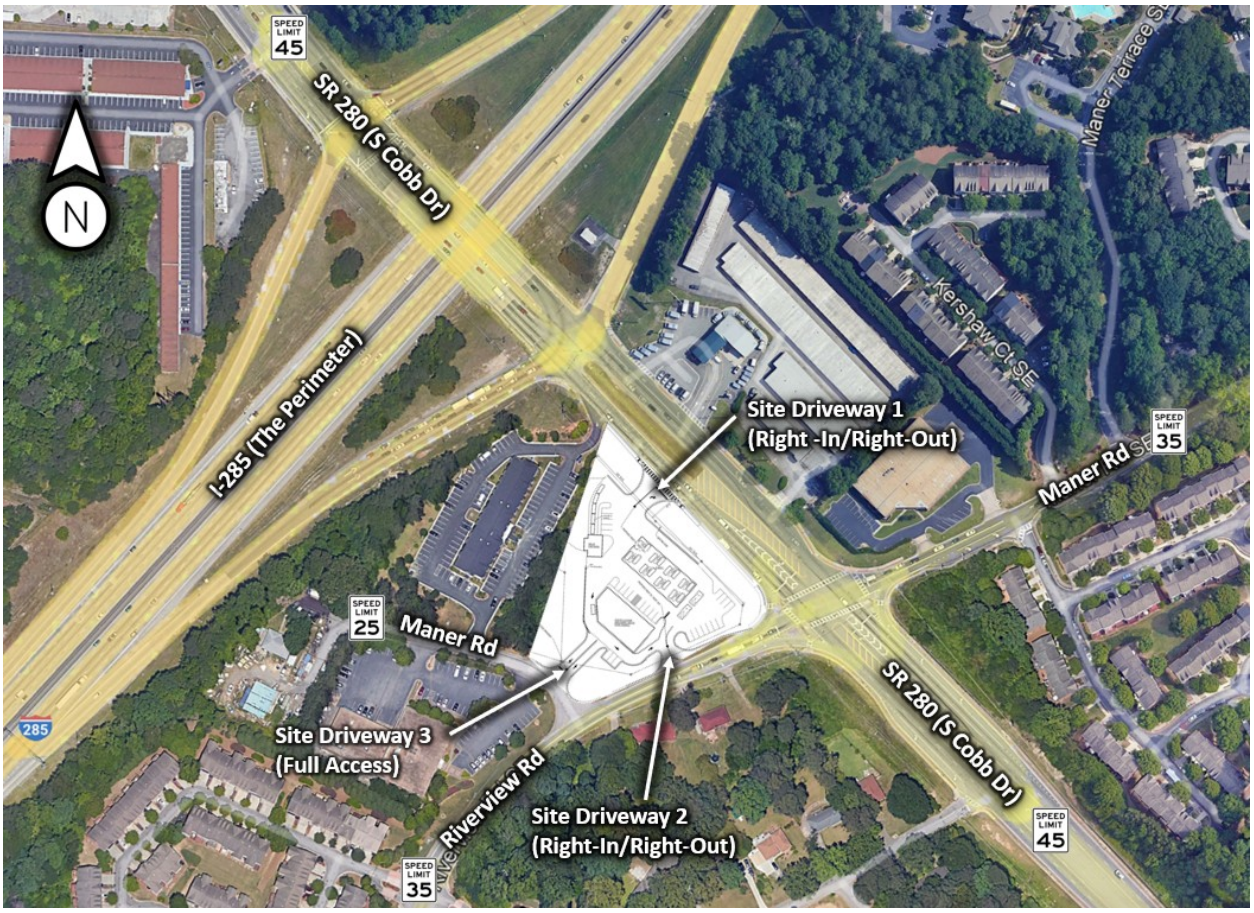
TABLE 3 – EXISTING INTERSECTION OPERATIONS

	Intersection	Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	**Riverview Road at Maner Road** -Eastbound Approach -Northbound Left	Stop Controlled on EB Approach	B (14.5) A (7.6)	C (19.3) A (9.2)
2	**SR 280 (South Cobb Drive) at Elmwood Circle** -Westbound Left -Northbound Approach	Stop Controlled on NB Approach	A (9.9) C (16.0)	B (10.1) C (19.4)
3	**SR 280 (South Cobb Drive) at Riverview Road/ Maner Road** -Eastbound Approach -Westbound Approach -Northbound Approach -Southbound Approach	Signalized	**C (32.2)** B (15.4) C (21.5) E (77.4) E (79.4)	**D (47.8)** C (26.9) C (34.8) F (99.0) F (91.3)
4	**SR 280 (South Cobb Drive) at I-285 Northbound Ramp** -Eastbound Approach -Westbound Approach -Northbound Approach	Signalized	**D (37.6)** C (31.8) C (28.8) E (59.0)	**C (34.6)** C (28.9) C (25.2) E (56.5)

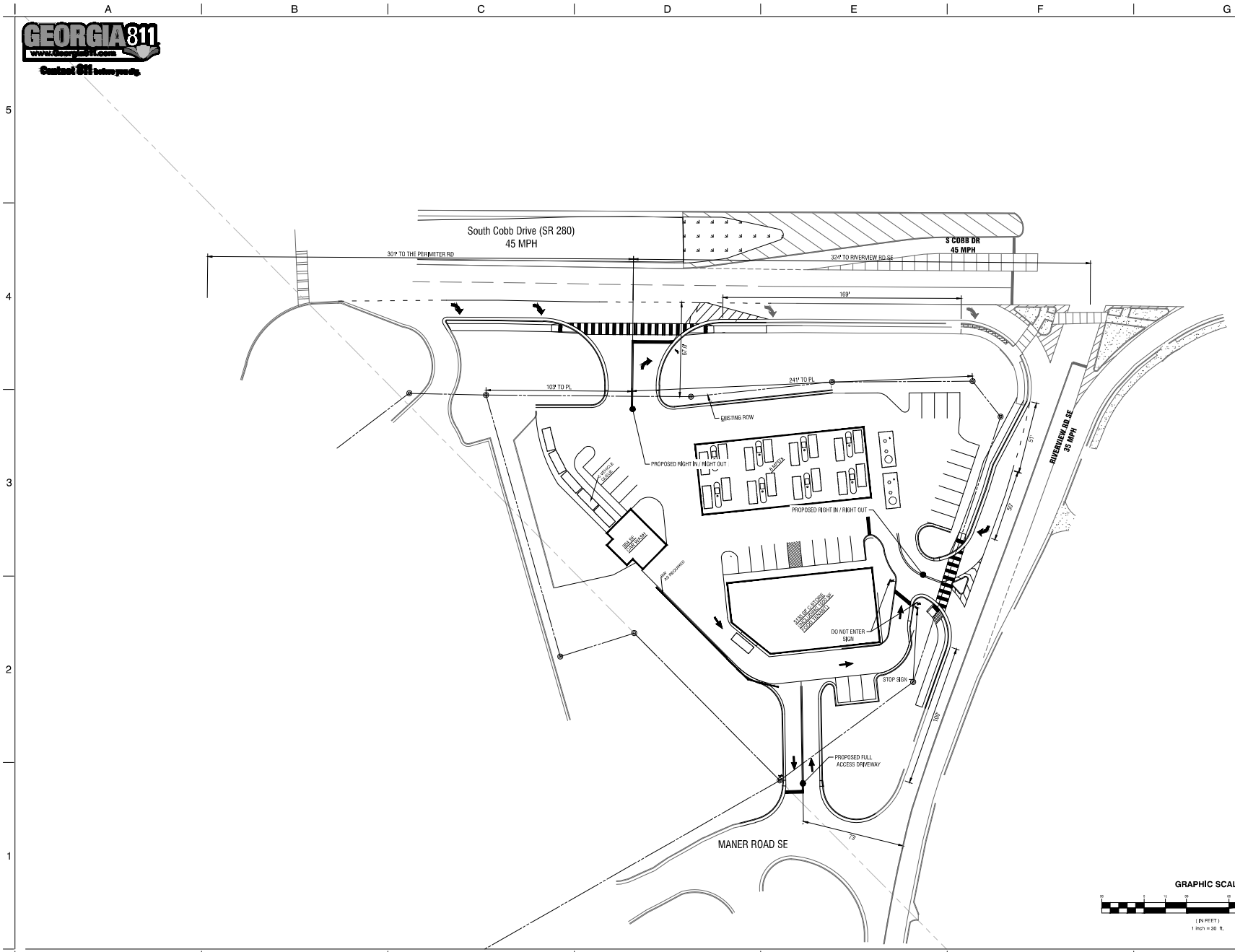
The results of the existing traffic operations analysis indicate that the signalized study intersections are operating at an overall level of service "D" or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are operating at level of service "C" or better in both the AM and PM peak hours.

5.0 PROPOSED DEVELOPMENT

The proposed development, located at 5322 South Cobb Drive in Cobb County, Georgia, will consist of a 5,135-square-foot convenience store (including a 1,500-square-foot quick-service restaurant) and a gas station with eight pumps providing sixteen fueling positions. The project also includes a 1,000-square-foot automated car wash building. The development proposes converting the existing right-in and right-out driveways on South Cobb Drive into a standard right-in/right-out driveway with a deceleration lane. Additionally, a new right-in/right-out driveway is proposed on Riverview Road, along with a full-access driveway on Maner Road.



A site plan is shown in Figure 4.



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A&R Engineering, Inc.
2160 Kingston Court, Ste O
Marietta, GA 30067
(770) 690-9255
www.areng.com
info@areng.com
GA COA #PEF00400

NOT RELEASED FOR CONSTRUCTION

SEAL

REVISIONS

No.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		
7		
8		
9		

PREPARED FOR
KNIGHT PARTNERS, LLC
3465 NORTHSIDE PKWY NW
ATLANTA, GA 30327
404-242-1852

OVERALL PROPOSED PLAN

SOUTH COBB IMPACT STUDY
DD / SD
5322 SOUTH COBB DRIVE
ATLANTA, GA 30327

24 HOUR CONTACT
JARED RAYMAN
404-242-1852

LANDLOT	DISTRICT
759	7

PARCEL ID # 17075400030

DWN BY	CKD BY	A&R JOB No.
LO	AKA	25-142

DATE

SHEET IDENTIFICATION
CT-1101

5.1 Trip Generation

Trip generation estimates were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation estimates for the site were based on the following ITE Land Uses: *945 – Convenience Store/Gas Station - GFA (5.5-10k), 937 Coffee/Donut Shop with Drive-Through Window, and 948 – Automated Car Wash*. Since ITE does not have weekday data for AM peak hour and 24 hours for automated car wash, engineering judgment was used to determine the trips for the AM peak hour and 24-hours based on the PM peak hour values. The calculated total trip generation for the proposed development is shown below Table 4.

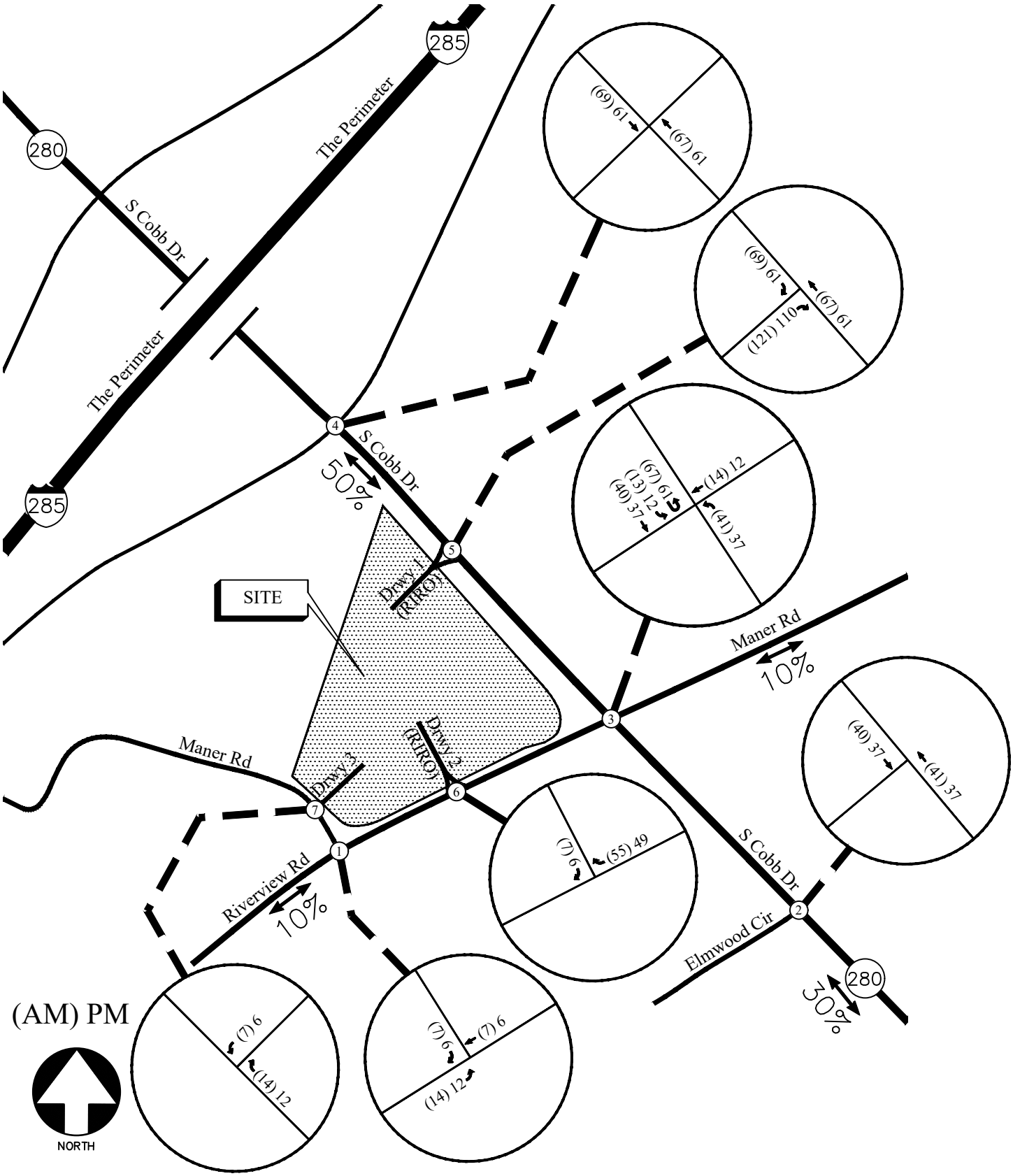
TABLE 4 – TRIP GENERATION FOR PROPOSED DEVELOPMENT

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 937 Coffee/Donut Shop with Drive-Through Window	1,500 sf	66	63	129	29	29	58	800
ITE 945 – Convenience Store/Gas Station - GFA (5.5-10k)	16 vfp	253	253	506	215	215	430	5,532
(ITE 945) Pass-by Trips (76%) 75%		-192	-192	-384	-161	-161	-322	-3,220
ITE 948 – Automated Car Wash	1 Wash Tunnel	10*	10*	20*	39	39	78	476*
New External Trips (without Reductions)		**329**	**326**	**655**	**283**	**283**	**566**	**6,808**
New External Trips (with Reductions)		**137**	**134**	**271**	**122**	**122**	**244**	**3,588**

*Estimated based on engineering judgment

5.2 Trip Distribution

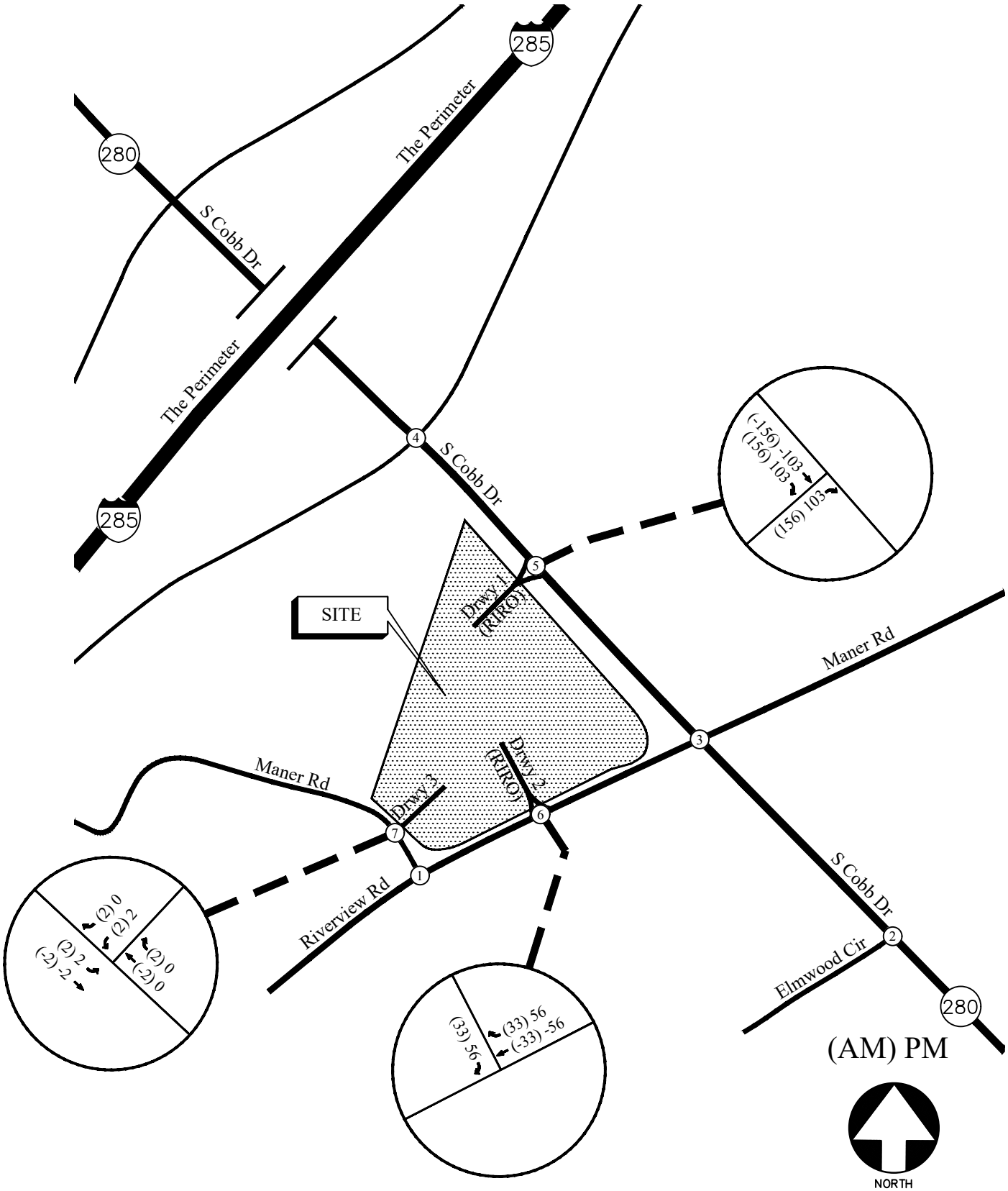
The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak 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 volumes generated by the site are shown in Figure 5, and the estimated pass-by trips are shown in Figure 6.



TRIP DISTRIBUTION AND NEW SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 5

A&R Engineering Inc.



SITE PEAK HOUR PASS-BY VOLUMES FIGURE 6

A&R Engineering Inc.

6.0 FUTURE TRAFFIC ANALYSIS

The future traffic operations are analyzed for the "Build" and "No-Build" conditions.

6.1 Future "No-Build" Conditions

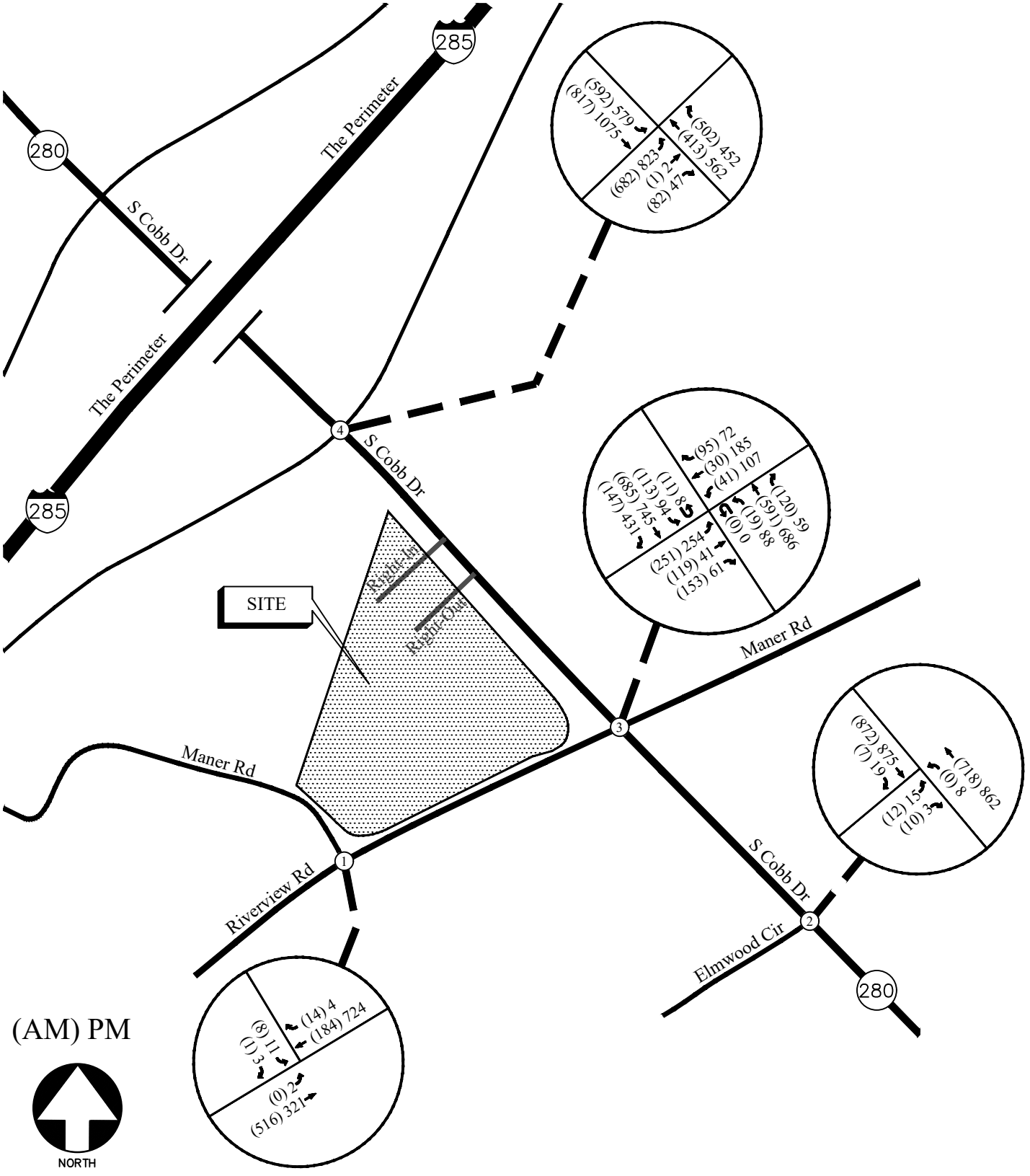
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the existing 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 five (between 2018-2019 & 2021-2023) years revealed growth of approximately 1% in the area. This growth factor was applied to the existing 2025 traffic volumes between collector and arterial roadways to estimate the future year traffic volumes prior to the addition of site-generated traffic. The future "No-Build" peak hour volumes for years 2027 and 2037 are shown in Figures 7A and 7B respectively.

6.2 Future "Build" Conditions

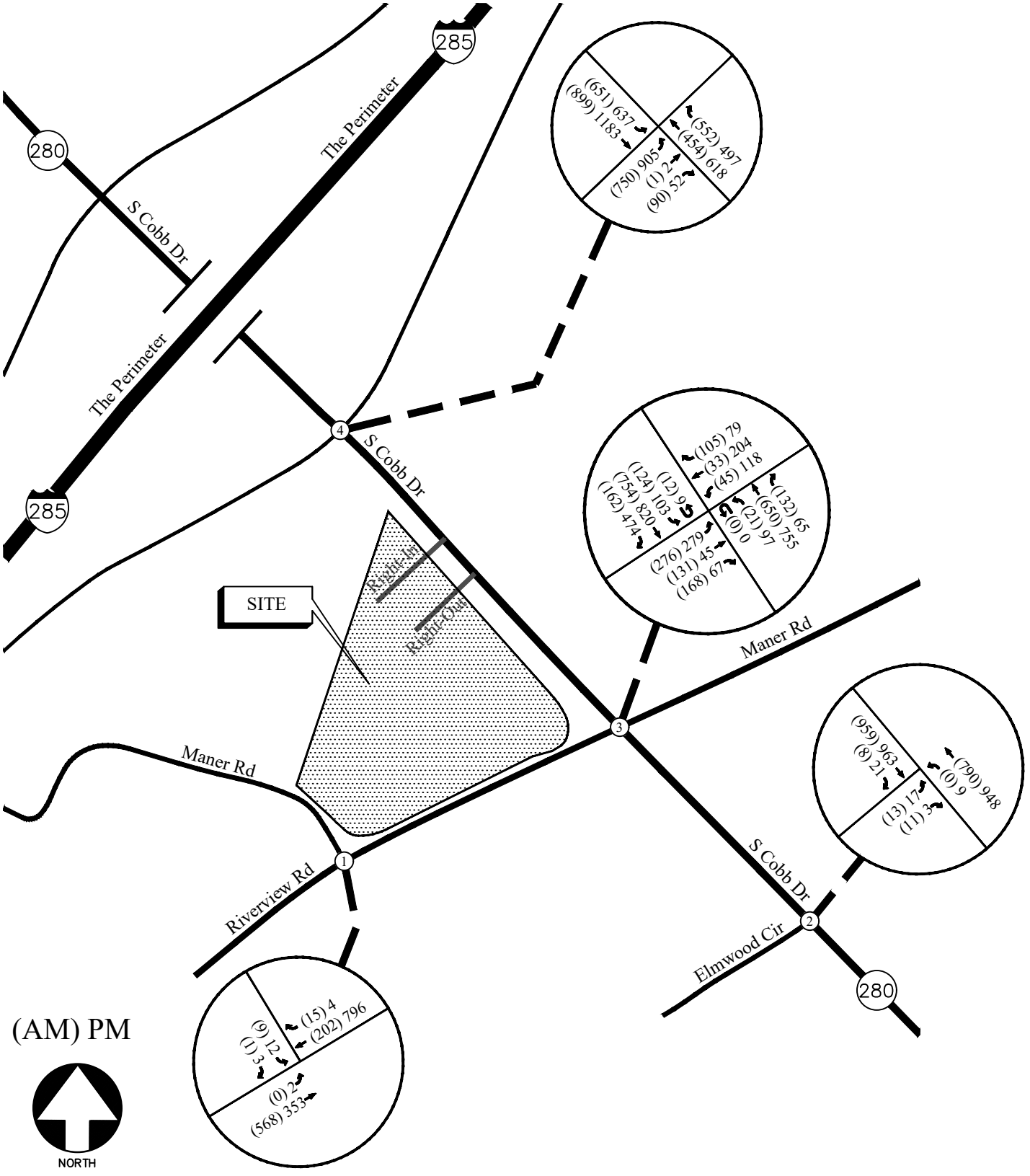
The "Build" or development conditions include the estimated background traffic from the "No-Build" conditions plus the added traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) and the pass-by volumes (Figure 6) were added to base traffic volumes (Figure 7A and 7B) to calculate the future traffic volumes after the construction of the development. These total future "Build" traffic volumes are shown in Figure 8A and 8B.



FUTURE (NO-BUILD - 2027) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7A

A&R Engineering Inc.



FUTURE (NO-BUILD - 2037) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7B

A&R Engineering Inc.

6.3 Auxiliary Lane Analysis

Included below are analyses for left turn lane and right turn lane for site driveway (per Cobb County Standards). The analyses below are based off the trip distribution included in Section 5.2. According to the trip distribution, the overall 24-hour two-way volume for traffic entering and exiting the site are 6.808 vehicles.

6.3.1 Left Turn Lane Analysis

Per Cobb County Development Standards, (402.10), a left turn lane may be required for residential and commercial developments on two-lane thoroughfare roads. Since Maner Road is a local roadway and is not included in Cobb County's Major Thoroughfare Plan, a left-turn lane is not required at site driveway 3.

6.3.2 Deceleration Turn Lane Analysis

Per Cobb County Development Standards, (402.9), right turn lanes are required on any roadway that is included in the county's major thoroughfare plan network. Since SR 280 (S Cobb Drive) and Riverview Road are among the roadways classified in the major thoroughfare plan a right turn lane is required at both the site driveways.

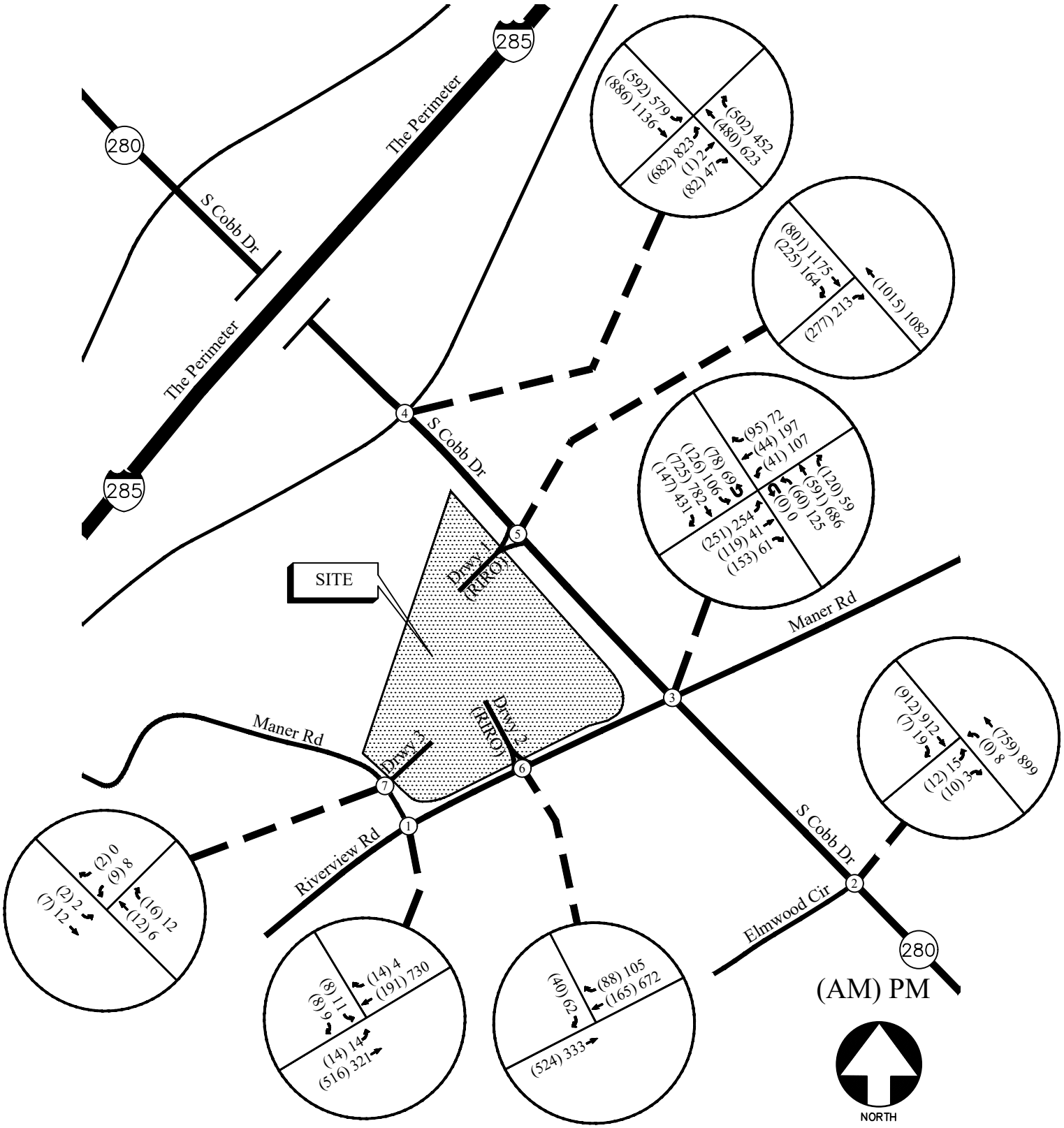
6.4 Future Opening Year 2027 Traffic Operations

The future "No-Build" and "Build" traffic operations were analysed using the volumes in Figures 7A and 8A, respectively. The results of the future traffic operations analysis are shown below in Table 5. Recommendations for future 2027 traffic control and lane geometry are shown in Figure 9.

TABLE 5 – FUTURE OPENING YEAR 2027 INTERSECTION OPERATIONS

	Intersection	LOS (Delay)			
		NO BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**Riverview Road at Maner Road**				
	-Eastbound Approach	B (14.7)	C (19.7)	B (12.8)	C (18.9)
	-Northbound Left	A (0.0)	A (9.2)	A (7.7)	A (9.3)
2	**SR 280 (South Cobb Drive) at Elmwood Circle**				
	-Westbound Left	A (10.0)	B (10.2)	A (10.2)	B (10.4)
	-Northbound Approach	C (16.3)	C (19.7)	C (16.9)	C (20.5)
3	**SR 280 (South Cobb Drive) at Riverview Road/ Maner Road**	**C (32.7)**	**D (48.8)**	**C (33.8)**	**D (51.5)**
	-Eastbound Approach	B (16.0)	C (27.9)	B (17.4)	C (31.1)
	-Westbound Approach	C (22.3)	C (36.2)	C (26.0)	D (40.1)
	-Northbound Approach	E (77.7)	F (99.3)	E (79.0)	F (105.5)
	-Southbound Approach	E (79.1)	F (91.6)	E (77.2)	F (93.5)
4	**SR 280 (South Cobb Drive) at I-285 Northbound Ramp**	**D (38.4)**	**D (35.2)**	**D (39.1)**	**D (35.3)**
	-Eastbound Approach	C (32.3)	C (29.3)	C (29.3)	C (28.7)
	-Westbound Approach	C (30.1)	C (26.0)	C (29.5)	C (26.5)
	-Northbound Approach	E (59.7)	E (57.1)	E (70.4)	E (59.2)
5	**SR 280 (South Cobb Drive) at Site Driveway 1 (RIRO)**	-	-	C (18.3)	C (23.7)
	-Northbound Approach				
6	**SR 280 (South Cobb Drive) at Site Driveway 2 (RIRO)**	-	-		
	-Eastbound Approach			A (9.4)	C (15.1)
7	**Maner Road at Site Driveway 3**	-	-		
	-Eastbound Left			A (7.3)	A (7.3)
	-Southbound Approach			A (8.7)	A (8.7)

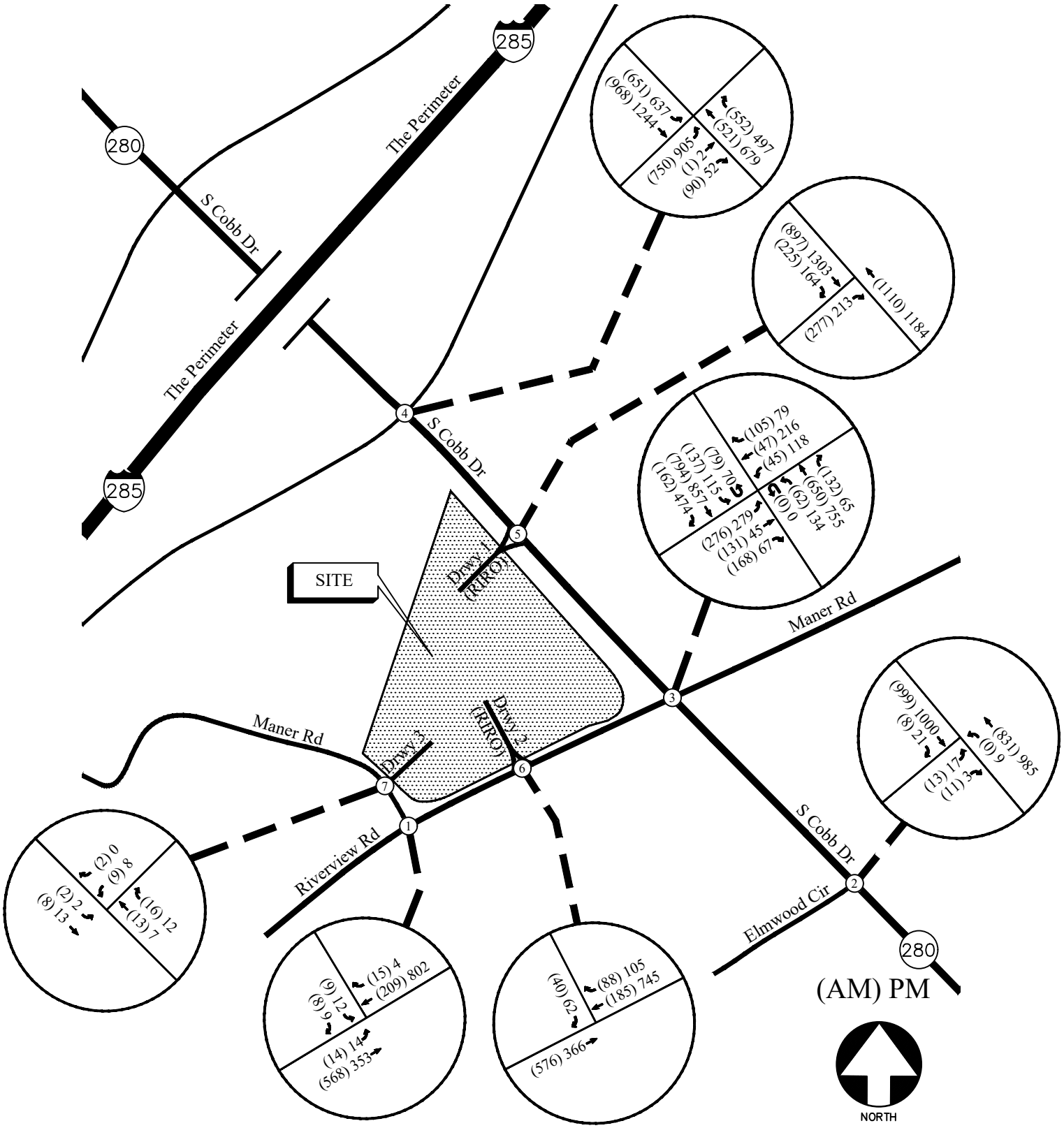
The traffic operations analysis for future "No-Build" and "Build" conditions indicates that the signalized study intersections will be operating at an overall level of service "D" or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at a level of service "C" or better in both the AM and PM peak hours.



FUTURE (BUILD - 2027) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8A

A&R Engineering Inc.



FUTURE (BUILD - 2037) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8B

A&R Engineering Inc.

6.5 Future Horizon Year 2037 Traffic Operations

The future "No-Build" and "Build" traffic operations were analysed using the volumes in Figures 7B and 8B, respectively. The results of the future traffic operations analysis are shown below in Table 6. Recommendations for future 2037 traffic control and lane geometry are shown in Figure 9.

TABLE 6– FUTURE HORIZON YEAR 2037 INTERSECTION OPERATIONS

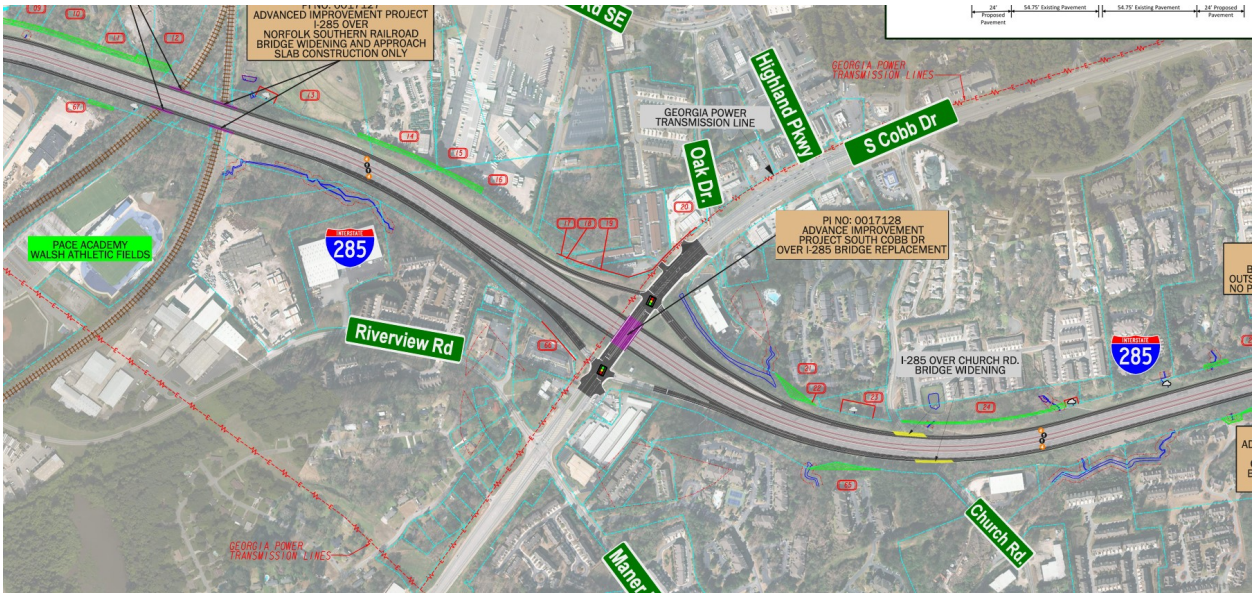
	Intersection	LOS (Delay)			
		NO BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**Riverview Road at Maner Road**				
	-Eastbound Approach	B (15.8)	C (22.4)	B (13.8)	C (21.5)
	-Northbound Left	A (0.0)	A (9.5)	A (7.7)	A (9.6)
2	**SR 280 (South Cobb Drive) at Elmwood Circle**				
	-Westbound Left	A (9.9)	B (10.7)	A (10.6)	B (10.9)
	-Northbound Approach	C (17.7)	C (22.1)	C (18.4)	C (23.1)
3	**SR 280 (South Cobb Drive) at Riverview Road/ Maner Road**	**D (36.6)**	**D (54.4)**	**D (37.4)**	**E (59.1)**
	-Eastbound Approach	B (18.4)	C (34.0)	C (20.8)	C (39.9)
	-Westbound Approach	C (25.8)	D (43.7)	C (30.5)	D (49.7)
	-Northbound Approach	F (86.2)	F (102.4)	F (81.8)	F (107.5)
	-Southbound Approach	E (78.0)	F (93.4)	E (76.4)	F (97.3)
4	**SR 280 (South Cobb Drive) at I-285 Northbound Ramp**	**D (43.3)**	**D (38.9)**	**D (43.5)**	**D (41.5)**
	-Eastbound Approach	C (32.8)	C (33.3)	D (35.4)	C (36.6)
	-Westbound Approach	D (41.4)	C (30.3)	D (42.9)	C (29.7)
	-Northbound Approach	E (64.9)	E (59.6)	E (59.6)	D (65.7)
5	**SR 280 (South Cobb Drive) at Site Driveway 1 (RIRO)**	-	-	C (20.6)	D (28.6)
	-Northbound Approach				
6	**SR 280 (South Cobb Drive) at Site Driveway 2 (RIRO)**	-	-		
	-Eastbound Approach			A (9.5)	C (16.5)
7	**Maner Road at Site Driveway 3**	-	-		
	-Eastbound Left			A (7.3)	A (7.3)
	-Southbound Approach			A (8.7)	A (8.7)

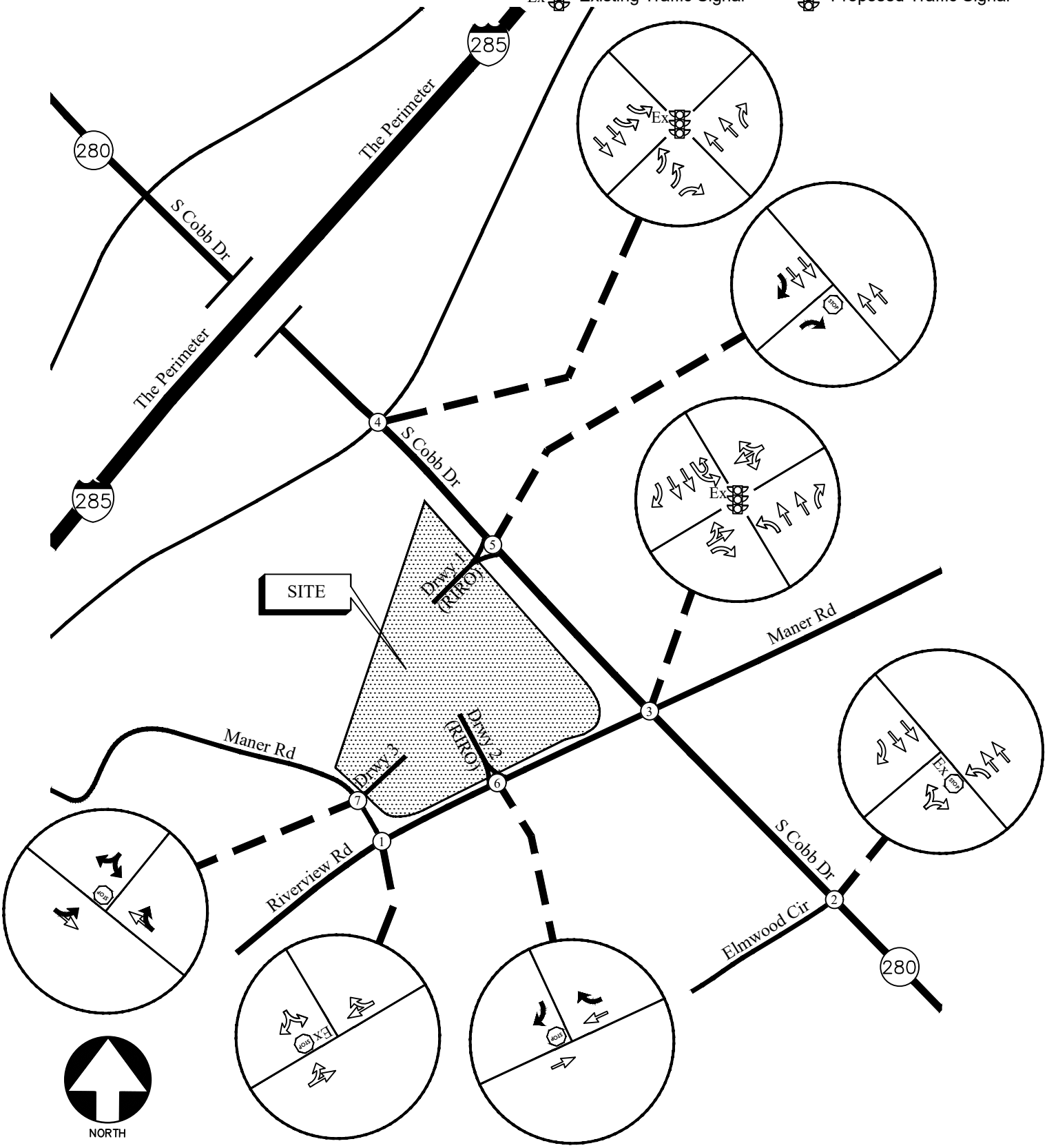
The Horizon Year 2037 traffic operations analysis for future "No-Build" and "Build" conditions indicates that the signalized study intersections will be operating at an overall level of service "E" or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at level of service "D" or better in both the AM and PM peak hours.

6.5.1 I-285 West Side Express Lanes project

SR 280 (South Cobb Drive) at I-285 Northbound Ramp:

The I-285 Westside Express Lanes Project does not appear to impact the current project, and no conflicts are anticipated. It is recommended that future design phases continue to monitor the Express Lanes project to ensure compatibility.





FUTURE TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 9

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed Convenience Store/Gas Station development at 5322 South Cobb Drive, in Cobb County, Georgia. The proposed development will consist will consist of 5,135 sf of convenience store building (which includes the 1,500 sf quick service restaurant) and gas station with 8 pumps (16 vehicle fuelling position) along with 1,000 sf building serving as an automated car wash. The development plans to convert the existing right-in only and right-out only driveways on South Cobb Drive into a standard right-in/right-out driveway with a deceleration lane. Additionally, the plan proposes a right-in/right-out driveway on Riverview Road and a full-access driveway on Maner Road.

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

1. Riverview Road at Maner Road
2. SR 280 (South Cobb Drive) at Elmwood Circle
3. SR 280 (South Cobb Drive) at Riverview Road/Maner Road
4. SR 280 (South Cobb Drive) at I-285 Northbound Ramp
5. SR 280 (South Cobb Drive) at Site Driveway 1 (Right-In/Right-Out)
6. Riverview Road at Site Driveway 2 (Right-In/Right-Out)
7. Maner Road at Site Driveway 3

The analysis included the evaluation of future operations for “No-Build” and “Build” conditions, with the differences between “No-Build” and “Build” accounting for an increase in traffic due to the proposed development. The traffic operations analysis for future “No-Build” and “Build” conditions indicates that the signalized study intersections will be operating at an overall level of service “D” or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at a level of service “C” or better in both the AM and PM peak hours. The Horizon Year 2037 traffic operations analysis for future “No-Build” and “Build” conditions indicates that the signalized study intersections will be operating at an overall level of service “E” or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at level of service “D” or better in both the AM and PM peak hours.

7.1 Recommendation for Site Access Configuration

The following access configuration is recommended for the proposed site driveways intersections.

- Site Driveway 1: Right-In/ Right-Out Driveway on SR 280 (South Cobb Drive)
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with SR 280 (South Cobb Drive) remaining free flow
    - A deceleration turn lane for entering traffic.
    - Provide/confirm adequate sight distance per AASHTO standards
- Site Driveway 2: Right-In/Right-Out Driveway on Riverview Road
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with Riverview Road remaining free flow
    - A deceleration turn lane for entering traffic.
    - Provide/confirm adequate sight distance per AASHTO standards
- Site Driveway 3: Full Access Driveway on Maner Road
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with Maner Road remaining free flow
    - Provide/confirm adequate sight distance per AASHTO standards

Appendix

Existing Intersection Traffic Counts .....
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future “No-Build” 2027 Intersection Analysis .....
Future “Build” 2027 Intersection Analysis.....
Future “No-Build” 2037 Intersection Analysis .....
Future “Build” 2037 Intersection Analysis.....
Traffic Volume Worksheets .....

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Riverview Road @ Maner Road
7-9 am | 4-6 pm

File Name : 20250254
Site Code : 20250254
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	Riverview Road Northbound				Riverview Road Southbound				Maner Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	118	0	118	0	43	4	47	4	0	0	4	0	0	0	0	169
07:15 AM	0	101	0	101	0	45	2	47	4	0	0	4	0	0	0	0	152
07:30 AM	0	119	0	119	0	42	1	43	4	0	1	5	0	0	0	0	167
07:45 AM	0	118	0	118	0	44	5	49	2	0	0	2	0	0	0	0	169
Total	0	456	0	456	0	174	12	186	14	0	1	15	0	0	0	0	657
08:00 AM	0	130	0	130	0	47	6	53	0	0	0	0	0	0	0	0	183
08:15 AM	0	139	0	139	0	47	2	49	2	0	0	2	0	0	0	0	190
08:30 AM	0	121	0	121	0	37	4	41	1	0	0	1	0	0	0	0	163
08:45 AM	0	108	0	108	0	33	3	36	1	0	0	1	0	0	0	0	145
Total	0	498	0	498	0	164	15	179	4	0	0	4	0	0	0	0	681
*** BREAK ***																	
04:00 PM	1	102	0	103	0	109	0	109	4	0	3	7	0	0	0	0	219
04:15 PM	2	78	0	80	0	156	0	156	2	0	1	3	0	0	0	0	239
04:30 PM	0	74	0	74	0	157	0	157	7	0	2	9	0	0	0	0	240
04:45 PM	0	102	0	102	0	147	1	148	1	0	2	3	0	0	0	0	253
Total	3	356	0	359	0	569	1	570	14	0	8	22	0	0	0	0	951
05:00 PM	1	78	0	79	0	187	1	188	3	0	0	3	0	0	0	0	270
05:15 PM	0	69	0	69	0	170	2	172	6	0	0	6	0	0	0	0	247
05:30 PM	0	89	0	89	0	181	1	182	1	0	1	2	0	0	0	0	273
05:45 PM	1	79	0	80	0	172	0	172	1	0	2	3	0	0	0	0	255
Total	2	315	0	317	0	710	4	714	11	0	3	14	0	0	0	0	1045
Grand Total	5	1625	0	1630	0	1617	32	1649	43	0	12	55	0	0	0	0	3334
Apprch %	0.3	99.7	0		0	98.1	1.9		78.2	0	21.8		0	0	0		
Total %	0.1	48.7	0	48.9	0	48.5	1	49.5	1.3	0	0.4	1.6	0	0	0	0	
Cars & Buses	5	1542	0	1547	0	1535	31	1566	42	0	12	54	0	0	0	0	3167
% Cars & Buses	100	94.9	0	94.9	0	94.9	96.9	95	97.7	0	100	98.2	0	0	0	0	95
Trucks	0	83	0	83	0	82	1	83	1	0	0	1	0	0	0	0	167
% Trucks	0	5.1	0	5.1	0	5.1	3.1	5	2.3	0	0	1.8	0	0	0	0	5

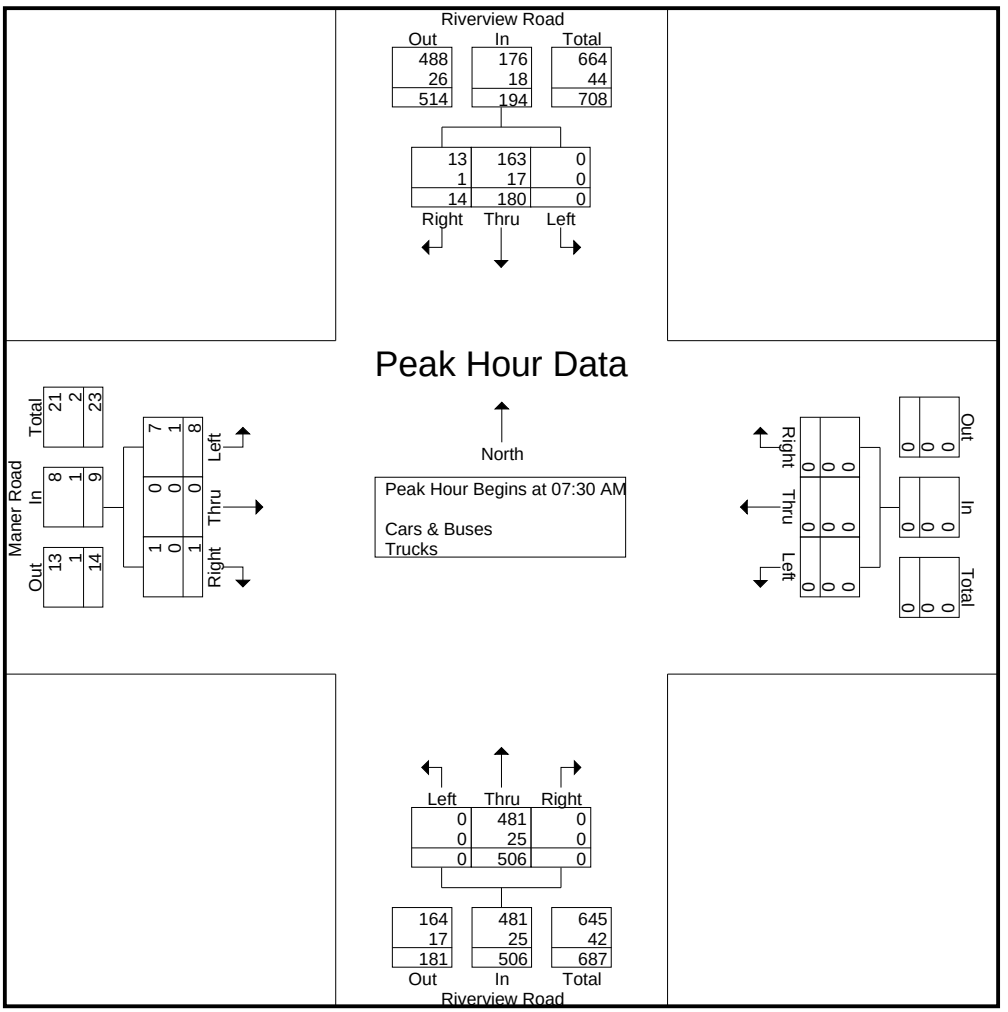
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Riverview Road @ Maner Road
7-9 am | 4-6 pm

File Name : 20250254
Site Code : 20250254
Start Date : 08-05-2025
Page No : 2

	Riverview Road Northbound				Riverview Road Southbound				Maner Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	119	0	119	0	42	1	43	**4**	0	**1**	**5**	0	0	0	0	167
07:45 AM	0	118	0	118	0	44	5	49	2	0	0	2	0	0	0	0	169
08:00 AM	0	130	0	130	0	**47**	**6**	**53**	0	0	0	0	0	0	0	0	183
08:15 AM	0	**139**	0	**139**	0	47	2	49	2	0	0	2	0	0	0	0	**190**
Total Volume	0	506	0	506	0	180	14	194	8	0	1	9	0	0	0	0	709
% App. Total	0	100	0		0	92.8	7.2		88.9	0	11.1		0	0	0		
PHF	.000	.910	.000	.910	.000	.957	.583	.915	.500	.000	.250	.450	.000	.000	.000	.000	.933
Cars & Buses	0	481	0	481	0	163	13	176	7	0	1	8	0	0	0	0	665
% Cars & Buses	0	95.1	0	95.1	0	90.6	92.9	90.7	87.5	0	100	88.9	0	0	0	0	93.8
Trucks	0	25	0	25	0	17	1	18	1	0	0	1	0	0	0	0	44
% Trucks	0	4.9	0	4.9	0	9.4	7.1	9.3	12.5	0	0	11.1	0	0	0	0	6.2



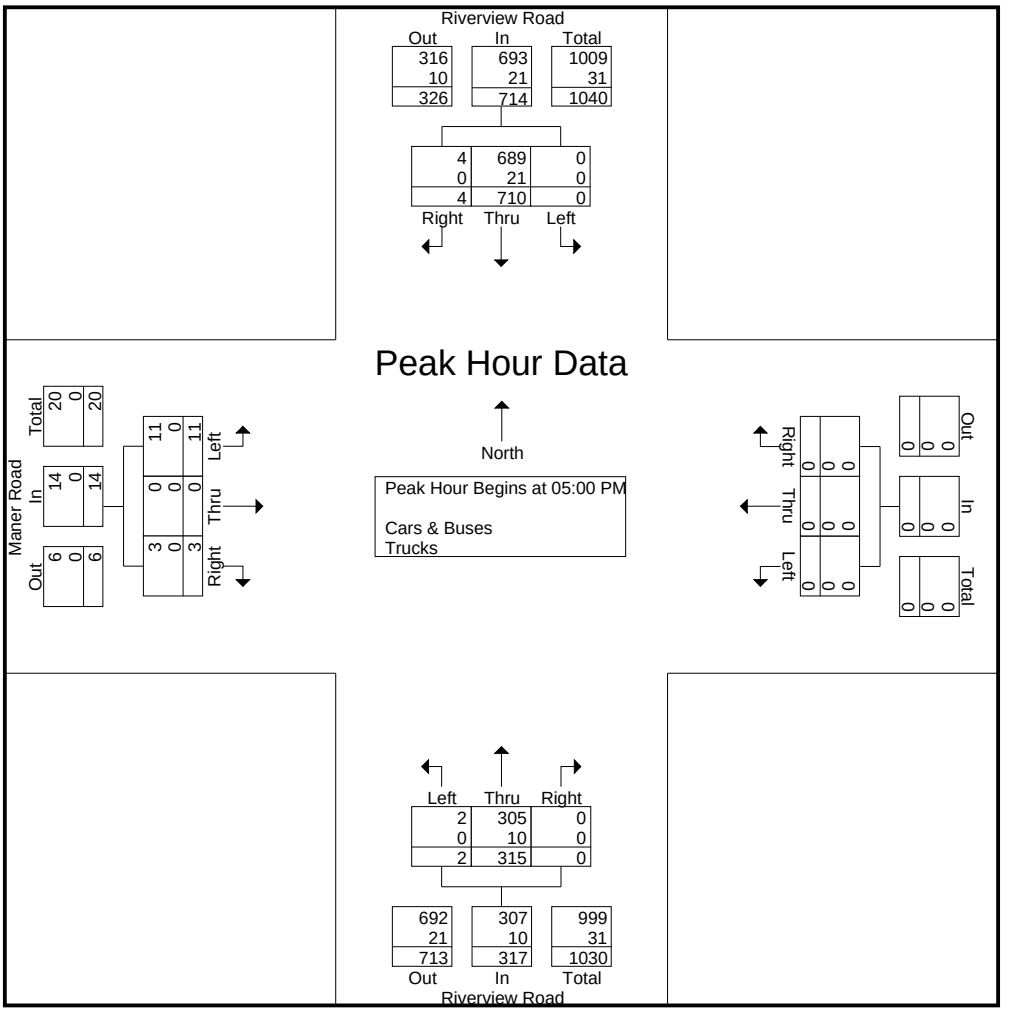
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Riverview Road @ Maner Road
7-9 am | 4-6 pm

File Name : 20250254
Site Code : 20250254
Start Date : 08-05-2025
Page No : 3

	Riverview Road Northbound				Riverview Road Southbound				Maner Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	78	0	79	0	**187**	1	**188**	3	0	0	3	0	0	0	0	270
05:15 PM	0	69	0	69	0	170	**2**	172	**6**	0	0	**6**	0	0	0	0	247
05:30 PM	0	**89**	0	**89**	0	181	1	182	1	0	1	2	0	0	0	0	**273**
05:45 PM	1	79	0	80	0	172	0	172	1	0	**2**	3	0	0	0	0	255
Total Volume	2	315	0	317	0	710	4	714	11	0	3	14	0	0	0	0	1045
% App. Total	0.6	99.4	0		0	99.4	0.6		78.6	0	21.4		0	0	0		
PHF	.500	.885	.000	.890	.000	.949	.500	.949	.458	.000	.375	.583	.000	.000	.000	.000	.957
Cars & Buses	2	305	0	307	0	689	4	693	11	0	3	14	0	0	0	0	1014
% Cars & Buses	100	96.8	0	96.8	0	97.0	100	97.1	100	0	100	100	0	0	0	0	97.0
Trucks	0	10	0	10	0	21	0	21	0	0	0	0	0	0	0	0	31
% Trucks	0	3.2	0	3.2	0	3.0	0	2.9	0	0	0	0	0	0	0	0	3.0



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Elmwood Circle
7-9 am | 4-6 pm

File Name : 20250255
Site Code : 20250255
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	Elmwood Circle Northbound				Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	0	0	0	0	0	113	3	116	0	101	0	101	219
07:15 AM	8	0	2	10	0	0	0	0	0	93	3	96	0	152	0	152	258
07:30 AM	3	0	1	4	0	0	0	0	0	118	2	120	0	164	0	164	288
07:45 AM	4	0	0	4	0	0	0	0	0	171	1	172	0	181	0	181	357
Total	17	0	3	20	0	0	0	0	0	495	9	504	0	598	0	598	1122
08:00 AM	2	0	5	7	0	0	0	0	0	220	1	221	0	197	0	197	425
08:15 AM	3	0	2	5	0	0	0	0	0	234	2	236	0	183	0	183	424
08:30 AM	3	0	3	6	0	0	0	0	0	230	3	233	0	143	0	143	382
08:45 AM	4	0	0	4	0	0	0	0	0	165	3	168	0	157	0	157	329
Total	12	0	10	22	0	0	0	0	0	849	9	858	0	680	0	680	1560
*** BREAK ***																	
04:00 PM	2	0	3	5	0	0	0	0	0	158	8	166	0	152	0	152	323
04:15 PM	7	0	3	10	0	0	0	0	0	195	9	204	0	193	0	193	407
04:30 PM	4	0	1	5	0	0	0	0	0	218	5	223	2	229	0	231	459
04:45 PM	5	0	1	6	0	0	0	0	0	189	5	194	3	188	0	191	391
Total	18	0	8	26	0	0	0	0	0	760	27	787	5	762	0	767	1580
05:00 PM	0	0	0	0	0	0	0	0	0	209	4	213	1	203	0	204	417
05:15 PM	6	0	1	7	0	0	0	0	0	242	5	247	2	225	0	227	481
05:30 PM	5	0	0	5	0	0	0	0	0	237	4	241	1	185	0	186	432
05:45 PM	5	0	0	5	0	0	0	0	0	222	5	227	3	163	0	166	398
Total	16	0	1	17	0	0	0	0	0	910	18	928	7	776	0	783	1728
Grand Total	63	0	22	85	0	0	0	0	0	3014	63	3077	12	2816	0	2828	5990
Apprch %	74.1	0	25.9		0	0	0		0	98	2		0.4	99.6	0		
Total %	1.1	0	0.4	1.4	0	0	0	0	0	50.3	1.1	51.4	0.2	47	0	47.2	
Cars & Buses	63	0	22	85	0	0	0	0	0	2920	63	2983	12	2734	0	2746	5814
% Cars & Buses	100	0	100	100	0	0	0	0	0	96.9	100	96.9	100	97.1	0	97.1	97.1
Trucks	0	0	0	0	0	0	0	0	0	94	0	94	0	82	0	82	176
% Trucks	0	0	0	0	0	0	0	0	0	3.1	0	3.1	0	2.9	0	2.9	2.9

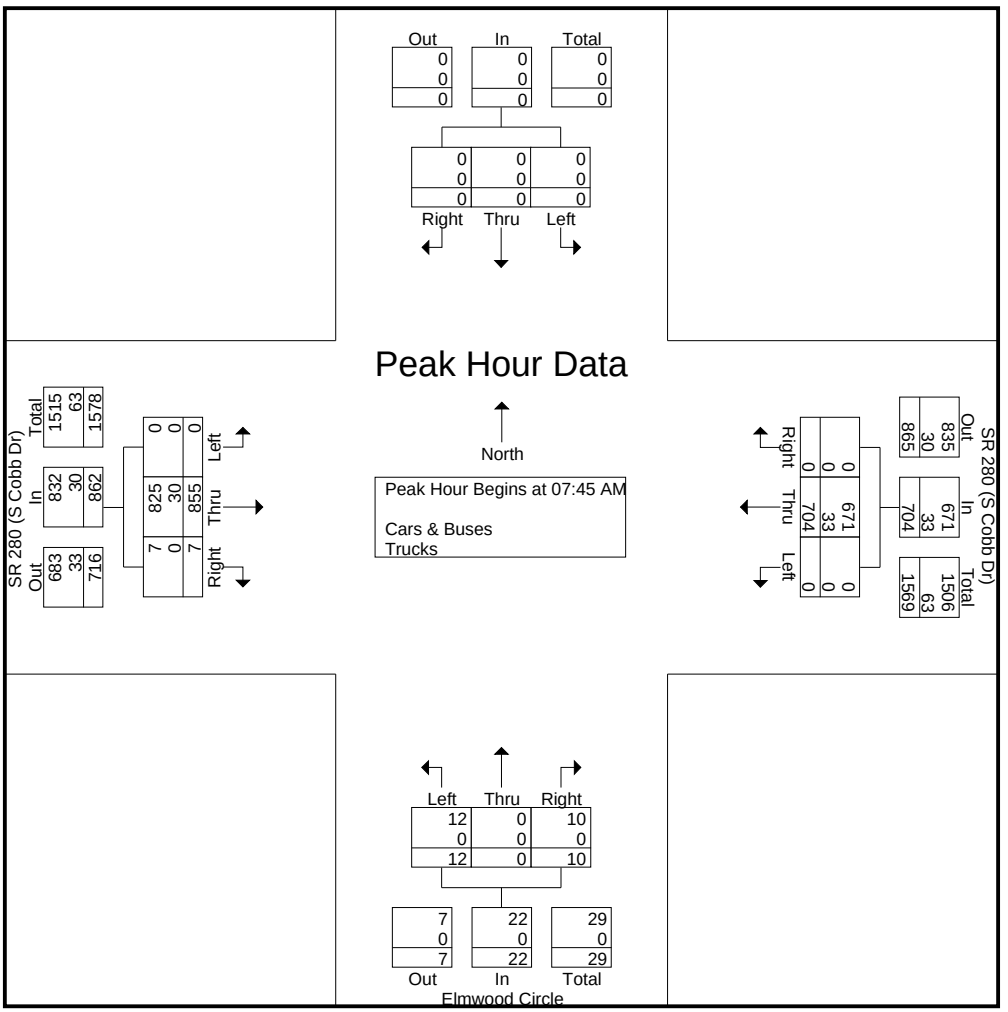
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Elmwood Circle
7-9 am | 4-6 pm

File Name : 20250255
Site Code : 20250255
Start Date : 08-05-2025
Page No : 2

	Elmwood Circle Northbound				Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**4**	0	0	4	0	0	0	0	0	171	1	172	0	181	0	181	357
08:00 AM	2	0	**5**	**7**	0	0	0	0	0	220	1	221	0	**197**	0	**197**	**425**
08:15 AM	3	0	2	5	0	0	0	0	0	**234**	2	**236**	0	183	0	183	424
08:30 AM	3	0	3	6	0	0	0	0	0	230	**3**	233	0	143	0	143	382
Total Volume	12	0	10	22	0	0	0	0	0	855	7	862	0	704	0	704	1588
% App. Total	54.5	0	45.5		0	0	0		0	99.2	0.8		0	100	0		
PHF	.750	.000	.500	.786	.000	.000	.000	.000	.000	.913	.583	.913	.000	.893	.000	.893	.934
Cars & Buses	12	0	10	22	0	0	0	0	0	825	7	832	0	671	0	671	1525
% Cars & Buses	100	0	100	100	0	0	0	0	0	96.5	100	96.5	0	95.3	0	95.3	96.0
Trucks	0	0	0	0	0	0	0	0	0	30	0	30	0	33	0	33	63
% Trucks	0	0	0	0	0	0	0	0	0	3.5	0	3.5	0	4.7	0	4.7	4.0



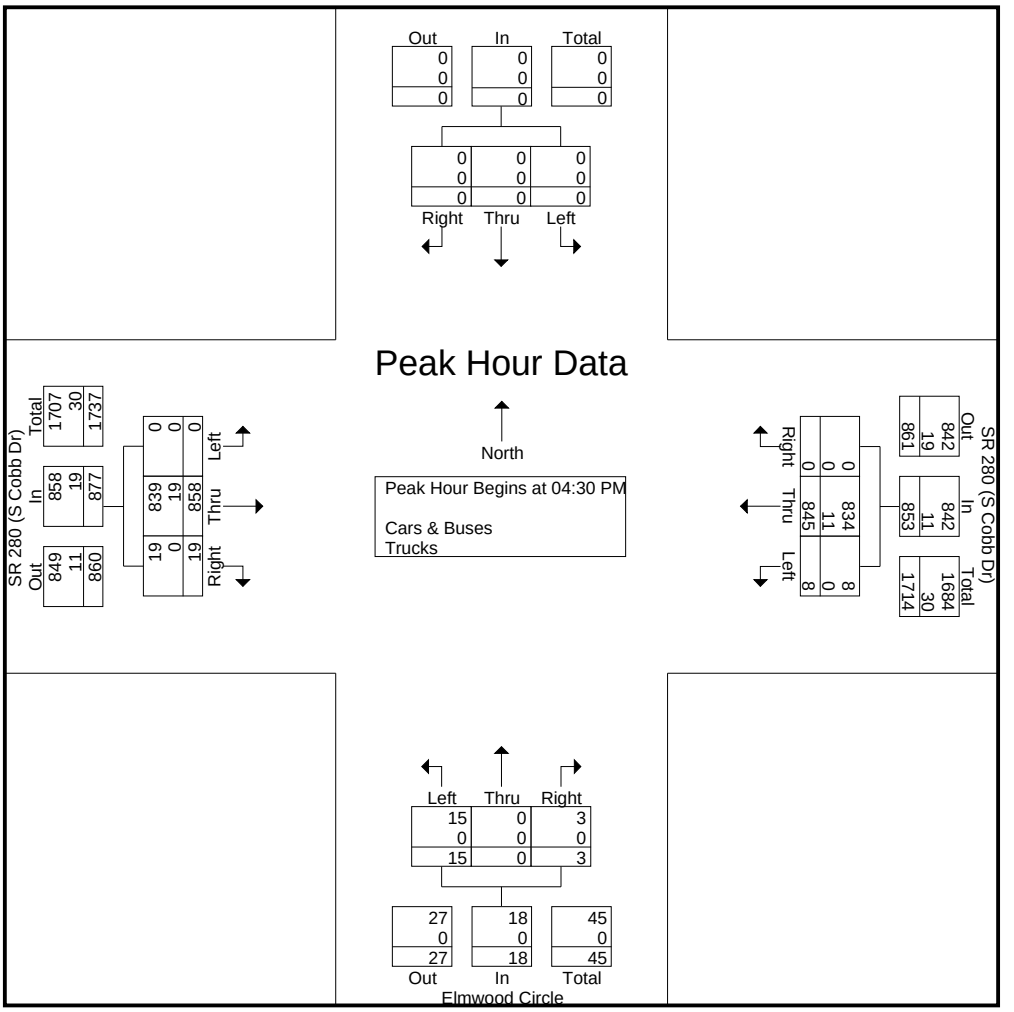
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Elmwood Circle
7-9 am | 4-6 pm

File Name : 20250255
Site Code : 20250255
Start Date : 08-05-2025
Page No : 3

	Elmwood Circle Northbound				Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	0	**1**	5	0	0	0	0	0	218	**5**	223	2	**229**	0	**231**	459
04:45 PM	5	0	1	6	0	0	0	0	0	189	5	194	**3**	188	0	191	391
05:00 PM	0	0	0	0	0	0	0	0	0	209	4	213	1	203	0	204	417
05:15 PM	**6**	0	1	**7**	0	0	0	0	0	**242**	5	**247**	2	225	0	227	**481**
Total Volume	15	0	3	18	0	0	0	0	0	858	19	877	8	845	0	853	1748
% App. Total	83.3	0	16.7		0	0	0		0	97.8	2.2		0.9	99.1	0		
PHF	.625	.000	.750	.643	.000	.000	.000	.000	.000	.886	.950	.888	.667	.922	.000	.923	.909
Cars & Buses	15	0	3	18	0	0	0	0	0	839	19	858	8	834	0	842	1718
% Cars & Buses	100	0	100	100	0	0	0	0	0	97.8	100	97.8	100	98.7	0	98.7	98.3
Trucks	0	0	0	0	0	0	0	0	0	19	0	19	0	11	0	11	30
% Trucks	0	0	0	0	0	0	0	0	0	2.2	0	2.2	0	1.3	0	1.3	1.7



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ I-285 NB Ramp
7-9 am | 4-6 pm

File Name : 20250256
Site Code : 20250256
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	I-285 NB Ramp Northbound				I-285 NB Ramp Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	117	0	21	138	0	0	0	0	167	131	0	298	0	70	135	205	641
07:15 AM	168	0	20	188	0	0	0	0	168	113	0	281	0	82	142	224	693
07:30 AM	154	0	20	174	0	0	0	0	172	138	0	310	0	83	135	218	702
07:45 AM	166	0	16	182	0	0	0	0	142	161	0	303	0	95	126	221	706
Total	605	0	77	682	0	0	0	0	649	543	0	1192	0	330	538	868	2742
08:00 AM	158	0	23	181	0	0	0	0	145	198	0	343	0	102	130	232	756
08:15 AM	182	0	22	204	0	0	0	0	159	217	0	376	0	114	133	247	827
08:30 AM	163	1	19	183	0	0	0	0	134	225	0	359	0	94	103	197	739
08:45 AM	135	0	14	149	0	0	0	0	115	172	0	287	0	93	123	216	652
Total	638	1	78	717	0	0	0	0	553	812	0	1365	0	403	489	892	2974
*** BREAK ***																	
04:00 PM	173	0	19	192	0	0	0	0	159	199	0	358	0	125	110	235	785
04:15 PM	241	2	21	264	0	0	0	0	128	212	0	340	0	122	111	233	837
04:30 PM	222	1	17	240	0	0	0	0	140	237	0	377	0	155	105	260	877
04:45 PM	203	1	13	217	0	0	0	0	159	249	0	408	0	135	101	236	861
Total	839	4	70	913	0	0	0	0	586	897	0	1483	0	537	427	964	3360
05:00 PM	223	0	7	230	0	0	0	0	127	286	0	413	0	117	112	229	872
05:15 PM	159	0	9	168	0	0	0	0	142	282	0	424	0	144	125	269	861
05:30 PM	187	0	11	198	0	0	0	0	128	290	0	418	0	120	99	219	835
05:45 PM	146	0	10	156	0	0	0	0	118	295	0	413	0	103	101	204	773
Total	715	0	37	752	0	0	0	0	515	1153	0	1668	0	484	437	921	3341
Grand Total	2797	5	262	3064	0	0	0	0	2303	3405	0	5708	0	1754	1891	3645	12417
Apprch %	91.3	0.2	8.6		0	0	0		40.3	59.7	0		0	48.1	51.9		
Total %	22.5	0	2.1	24.7	0	0	0	0	18.5	27.4	0	46	0	14.1	15.2	29.4	
Cars & Buses	2712	5	235	2952	0	0	0	0	2182	3270	0	5452	0	1704	1794	3498	11902
% Cars & Buses	97	100	89.7	96.3	0	0	0	0	94.7	96	0	95.5	0	97.1	94.9	96	95.9
Trucks	85	0	27	112	0	0	0	0	121	135	0	256	0	50	97	147	515
% Trucks	3	0	10.3	3.7	0	0	0	0	5.3	4	0	4.5	0	2.9	5.1	4	4.1

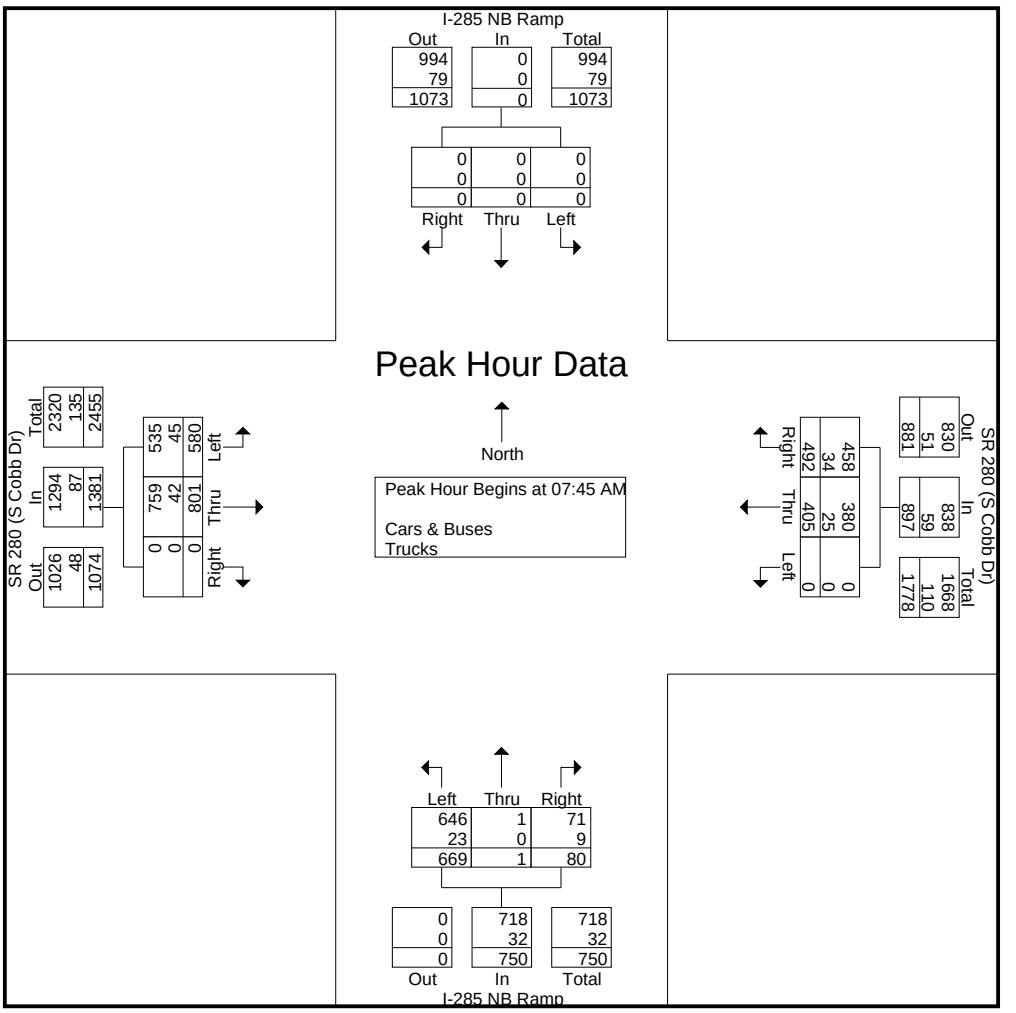
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ I-285 NB Ramp
7-9 am | 4-6 pm

File Name : 20250256
Site Code : 20250256
Start Date : 08-05-2025
Page No : 2

	I-285 NB Ramp Northbound				I-285 NB Ramp Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	166	0	16	182	0	0	0	0	142	161	0	303	0	95	126	221	706
08:00 AM	158	0	**23**	181	0	0	0	0	145	198	0	343	0	102	130	232	756
08:15 AM	**182**	0	22	**204**	0	0	0	0	**159**	217	0	**376**	0	**114**	**133**	**247**	**827**
08:30 AM	163	**1**	19	183	0	0	0	0	134	**225**	0	359	0	94	103	197	739
Total Volume	669	1	80	750	0	0	0	0	580	801	0	1381	0	405	492	897	3028
% App. Total	89.2	0.1	10.7		0	0	0		42	58	0		0	45.2	54.8		
PHF	.919	.250	.870	.919	.000	.000	.000	.000	.912	.890	.000	.918	.000	.888	.925	.908	.915
Cars & Buses	646	1	71	718	0	0	0	0	535	759	0	1294	0	380	458	838	2850
% Cars & Buses	96.6	100	88.8	95.7	0	0	0	0	92.2	94.8	0	93.7	0	93.8	93.1	93.4	94.1
Trucks	23	0	9	32	0	0	0	0	45	42	0	87	0	25	34	59	178
% Trucks	3.4	0	11.3	4.3	0	0	0	0	7.8	5.2	0	6.3	0	6.2	6.9	6.6	5.9



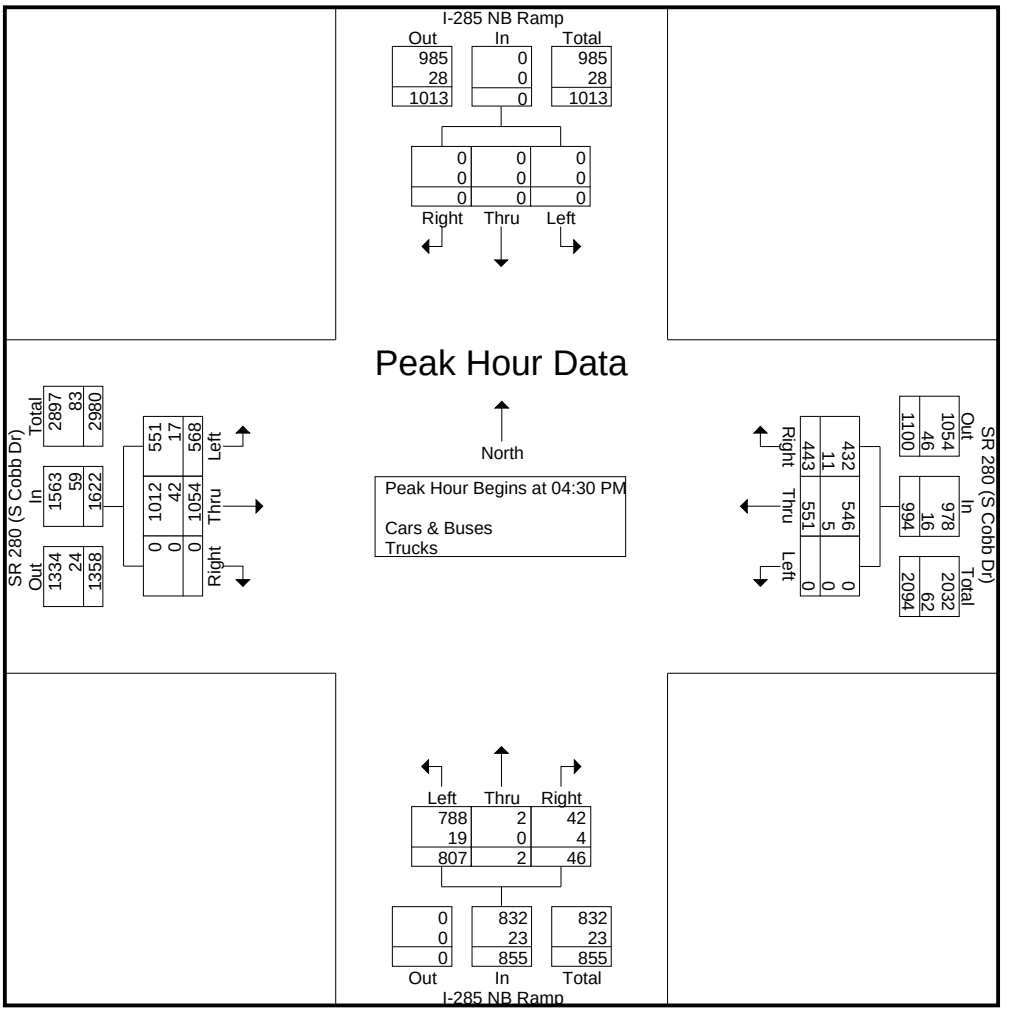
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ I-285 NB Ramp
7-9 am | 4-6 pm

File Name : 20250256
Site Code : 20250256
Start Date : 08-05-2025
Page No : 3

	I-285 NB Ramp Northbound				I-285 NB Ramp Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	222	**1**	**17**	**240**	0	0	0	0	140	237	0	377	0	**155**	105	260	**877**
04:45 PM	203	1	13	217	0	0	0	0	**159**	249	0	408	0	135	101	236	861
05:00 PM	**223**	0	7	230	0	0	0	0	127	**286**	0	413	0	117	112	229	872
05:15 PM	159	0	9	168	0	0	0	0	142	282	0	**424**	0	144	**125**	**269**	861
Total Volume	807	2	46	855	0	0	0	0	568	1054	0	1622	0	551	443	994	3471
% App. Total	94.4	0.2	5.4		0	0	0		35	65	0		0	55.4	44.6		
PHF	.905	.500	.676	.891	.000	.000	.000	.000	.893	.921	.000	.956	.000	.889	.886	.924	.989
Cars & Buses	788	2	42	832	0	0	0	0	551	1012	0	1563	0	546	432	978	3373
% Cars & Buses	97.6	100	91.3	97.3	0	0	0	0	97.0	96.0	0	96.4	0	99.1	97.5	98.4	97.2
Trucks	19	0	4	23	0	0	0	0	17	42	0	59	0	5	11	16	98
% Trucks	2.4	0	8.7	2.7	0	0	0	0	3.0	4.0	0	3.6	0	0.9	2.5	1.6	2.8



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Riverview Road - Maner Road
7-9 am | 4-6 pm

File Name : 20250257
Site Code : 20250257
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	Riverview Road Northbound				Maner Road Southbound				SR 280 (S Cobb Dr) Eastbound					SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	90	20	12	122	7	2	26	35	26	97	42	0	165	3	94	6	103	425
07:15 AM	69	24	12	105	6	2	23	31	25	78	38	1	142	7	133	20	160	438
07:30 AM	67	39	17	123	8	4	27	39	26	95	35	1	157	4	137	26	167	486
07:45 AM	61	28	31	120	10	7	19	36	30	131	38	3	202	4	148	33	185	543
Total	287	111	72	470	31	15	95	141	107	401	153	5	666	18	512	85	615	1892
08:00 AM	68	18	44	130	8	12	20	40	28	169	39	0	236	2	169	28	199	605
08:15 AM	65	29	47	141	10	4	31	45	25	179	37	2	243	8	145	33	186	615
08:30 AM	52	42	28	122	12	6	23	41	28	193	30	6	257	5	117	24	146	566
08:45 AM	69	22	18	109	14	5	13	32	23	136	26	2	187	5	138	18	161	489
Total	254	111	137	502	44	27	87	158	104	677	132	10	923	20	569	103	692	2275
*** BREAK ***																		
04:00 PM	88	5	13	106	27	41	27	95	20	126	55	2	203	13	128	13	154	558
04:15 PM	50	11	19	80	34	58	16	108	26	151	75	0	252	23	165	12	200	640
04:30 PM	54	5	22	81	25	43	12	80	24	176	89	3	292	25	199	9	233	686
04:45 PM	81	12	10	103	23	41	19	83	26	161	85	4	276	22	157	14	193	655
Total	273	33	64	370	109	183	74	366	96	614	304	9	1023	83	649	48	780	2539
05:00 PM	55	10	16	81	29	51	20	100	28	168	113	0	309	24	167	12	203	693
05:15 PM	56	6	13	75	28	36	18	82	20	206	115	3	344	21	191	19	231	732
05:30 PM	57	12	21	90	25	53	14	92	18	195	110	1	324	19	158	13	190	696
05:45 PM	55	10	15	80	33	59	9	101	21	179	95	4	299	18	144	6	168	648
Total	223	38	65	326	115	199	61	375	87	748	433	8	1276	82	660	50	792	2769
Grand Total	1037	293	338	1668	299	424	317	1040	394	2440	1022	32	3888	203	2390	286	2879	9475
Apprch %	62.2	17.6	20.3		28.8	40.8	30.5		10.1	62.8	26.3	0.8		7.1	83	9.9		
Total %	10.9	3.1	3.6	17.6	3.2	4.5	3.3	11	4.2	25.8	10.8	0.3	41	2.1	25.2	3	30.4	
Cars & Buses	977	280	327	1584	296	415	311	1022	381	2360	953	32	3726	198	2319	280	2797	9129
% Cars & Buses	94.2	95.6	96.7	95	99	97.9	98.1	98.3	96.7	96.7	93.2	100	95.8	97.5	97	97.9	97.2	96.3
Trucks	60	13	11	84	3	9	6	18	13	80	69	0	162	5	71	6	82	346
% Trucks	5.8	4.4	3.3	5	1	2.1	1.9	1.7	3.3	3.3	6.8	0	4.2	2.5	3	2.1	2.8	3.7

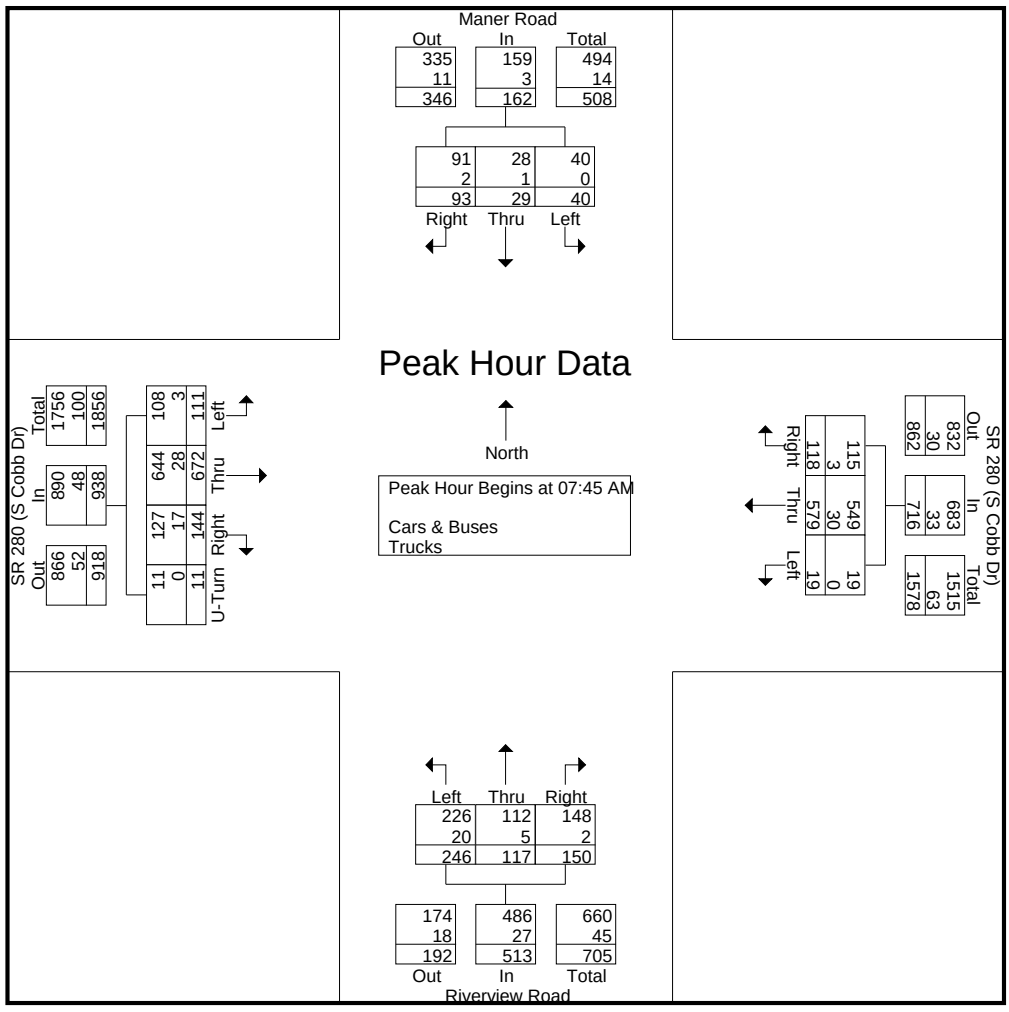
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Riverview Road - Maner Road
7-9 am | 4-6 pm

File Name : 20250257
Site Code : 20250257
Start Date : 08-05-2025
Page No : 2

	Riverview Road Northbound				Maner Road Southbound				SR 280 (S Cobb Dr) Eastbound					SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM	61	28	31	120	10	7	19	36	**30**	131	38	3	202	4	148	**33**	185	543
08:00 AM	**68**	18	44	130	8	**12**	20	40	28	169	**39**	0	236	2	**169**	28	**199**	605
08:15 AM	65	29	**47**	**141**	10	4	**31**	**45**	25	179	37	2	243	**8**	145	33	186	**615**
08:30 AM	52	**42**	28	122	**12**	6	23	41	28	**193**	30	**6**	**257**	5	117	24	146	566
Total Volume	246	117	150	513	40	29	93	162	111	672	144	11	938	19	579	118	716	2329
% App. Total	48	22.8	29.2		24.7	17.9	57.4		11.8	71.6	15.4	1.2		2.7	80.9	16.5		
PHF	.904	.696	.798	.910	.833	.604	.750	.900	.925	.870	.923	.458	.912	.594	.857	.894	.899	.947
Cars & Buses	226	112	148	486	40	28	91	159	108	644	127	11	890	19	549	115	683	2218
% Cars & Buses	91.9	95.7	98.7	94.7	100	96.6	97.8	98.1	97.3	95.8	88.2	100	94.9	100	94.8	97.5	95.4	95.2
Trucks	20	5	2	27	0	1	2	3	3	28	17	0	48	0	30	3	33	111
% Trucks	8.1	4.3	1.3	5.3	0	3.4	2.2	1.9	2.7	4.2	11.8	0	5.1	0	5.2	2.5	4.6	4.8



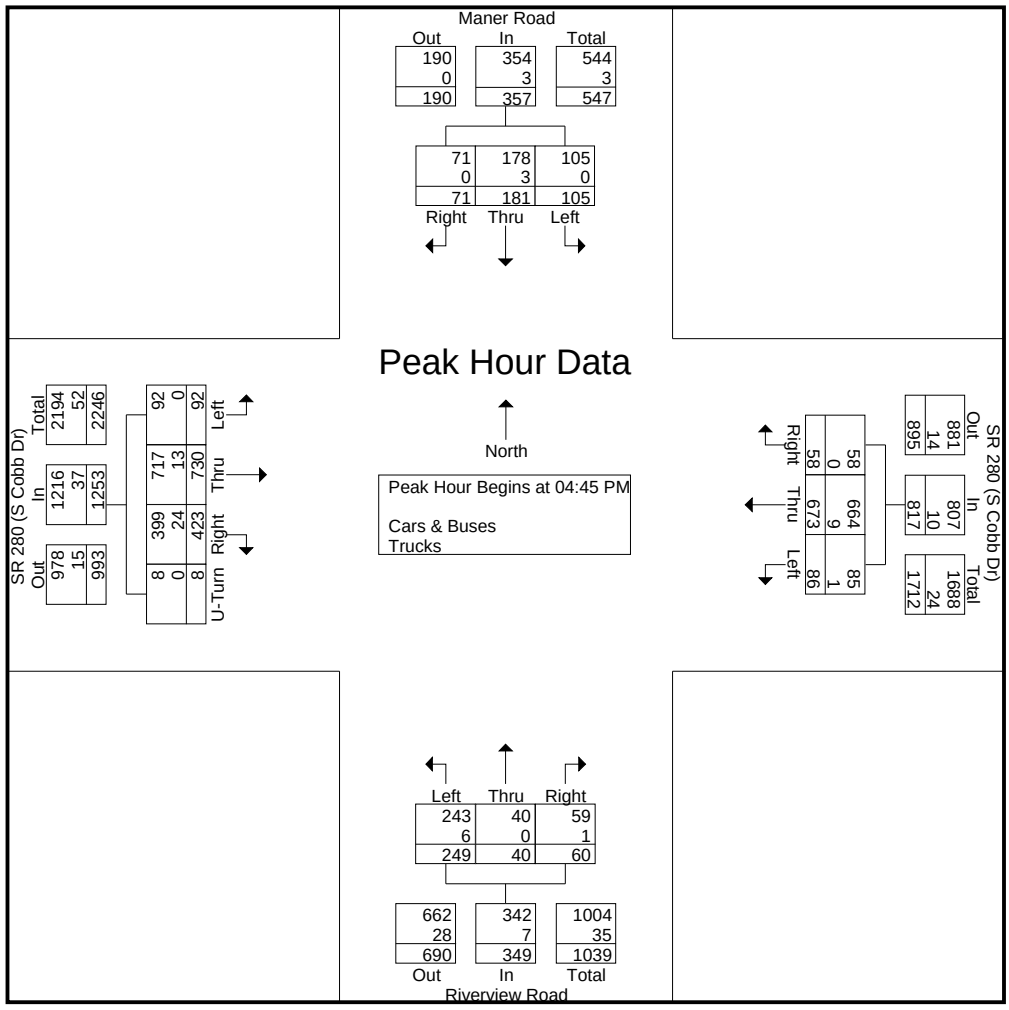
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Riverview Road - Maner Road
7-9 am | 4-6 pm

File Name : 20250257
Site Code : 20250257
Start Date : 08-05-2025
Page No : 3

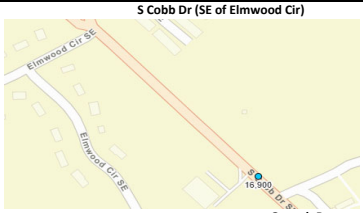
	Riverview Road Northbound				Maner Road Southbound				SR 280 (S Cobb Dr) Eastbound					SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	**81**	**12**	10	**103**	23	41	19	83	26	161	85	**4**	276	22	157	14	193	655
05:00 PM	55	10	16	81	**29**	51	**20**	**100**	**28**	168	113	0	309	**24**	167	12	203	693
05:15 PM	56	6	13	75	28	36	18	82	20	**206**	**115**	3	**344**	21	**191**	**19**	**231**	**732**
05:30 PM	57	12	**21**	90	25	**53**	14	92	18	195	110	1	324	19	158	13	190	696
Total Volume	249	40	60	349	105	181	71	357	92	730	423	8	1253	86	673	58	817	2776
% App. Total	71.3	11.5	17.2		29.4	50.7	19.9		7.3	58.3	33.8	0.6		10.5	82.4	7.1		
PHF	.769	.833	.714	.847	.905	.854	.888	.893	.821	.886	.920	.500	.911	.896	.881	.763	.884	.948
Cars & Buses	243	40	59	342	105	178	71	354	92	717	399	8	1216	85	664	58	807	2719
% Cars & Buses	97.6	100	98.3	98.0	100	98.3	100	99.2	100	98.2	94.3	100	97.0	98.8	98.7	100	98.8	97.9
Trucks	6	0	1	7	0	3	0	3	0	13	24	0	37	1	9	0	10	57
% Trucks	2.4	0	1.7	2.0	0	1.7	0	0.8	0	1.8	5.7	0	3.0	1.2	1.3	0	1.2	2.1

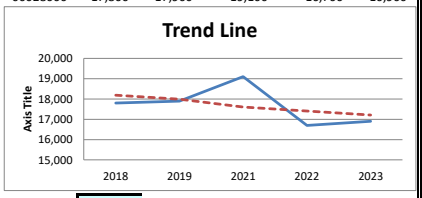


LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
S Cobb Dr (SE of Elmwood Cir)	-1.4%	0.18	067-2601	00028000	17,800	17,900	19,100	16,700	16,900
S Cobb Dr (N of Oak Dr)	1.2%	0.11	067-2603	00028000	39,000	44,800	40,200	41,900	43,800
Bolton Rd (NE of Browntown Rd)	1.2%	0.17	121-5274	00348403	17,100	18,800	17,200	17,900	19,000
James Jackson Pkwy (NW of Old Georgian Ter)	-0.1%	0.01	121-5445	00028000	16,000	16,100	15,800	15,900	16,100
Church Rd (E of N Church Ln)	-2.0%	0.58	067-2317	00289800	7,480	7,630	7,530	6,900	7,080
Weighted Average	**0.3%**	0.03	Sum of Count Stations =		97,380	105,230	99,830	99,300	102,880

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
S Cobb Dr (SE of Elmwood Cir)	067-2601	00028000	17,800	17,900	19,100	16,700	16,900



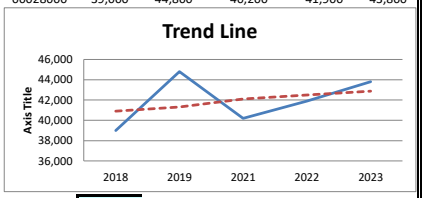


Growth Rate	Intercept	Slope
-1.4%	410,052	-194.19

Trend Line	2018	2019	2021	2022	2023
	18,185	17,991	17,602	17,408	17,214

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
S Cobb Dr (N of Oak Dr)	067-2603	00028000	39,000	44,800	40,200	41,900	43,800

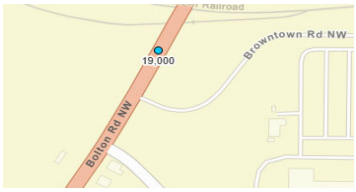


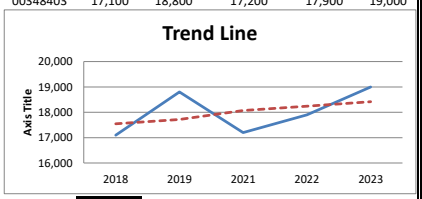


Growth Rate	Intercept	Slope
1.2%	-754,552	394.19

Trend Line	2018	2019	2021	2022	2023
	40,915	41,309	42,098	42,492	42,886

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Bolton Rd (NE of Browntown Rd)	121-5274	00348403	17,100	18,800	17,200	17,900	19,000

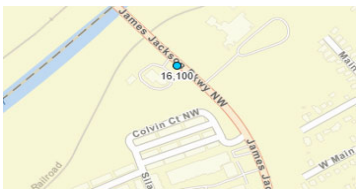


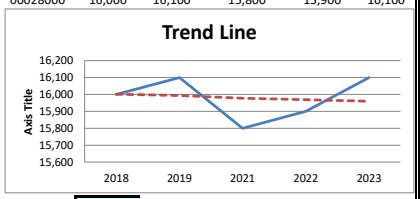


Growth Rate	Intercept	Slope
1.2%	-334,430	174.42

Trend Line	2018	2019	2021	2022	2023
	17,547	17,721	18,070	18,244	18,419

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
James Jackson Pkwy (NW of Old Georgian Ter)	121-5445	00028000	16,000	16,100	15,800	15,900	16,100

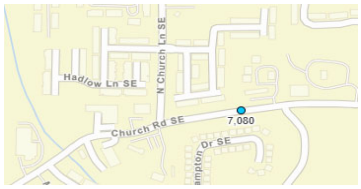


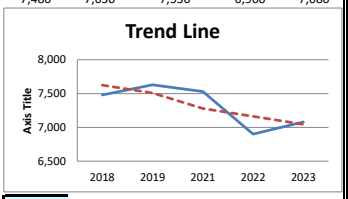


Growth Rate	Intercept	Slope
-0.1%	32,427	-8.14

Trend Line	2018	2019	2021	2022	2023
	16,001	15,993	15,977	15,969	15,960

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Church Rd (E of N Church Ln)	067-2317	00289800	7,480	7,630	7,530	6,900	7,080

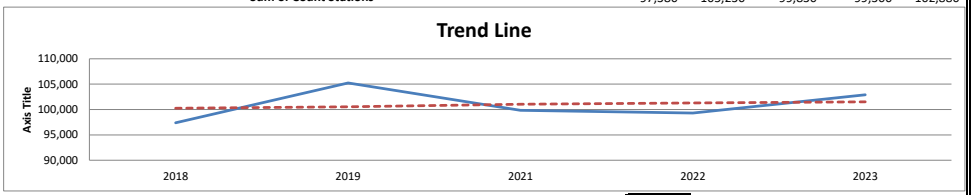




Growth Rate	Intercept	Slope
-2.0%	241,338	-115.81

Trend Line	2018	2019	2021	2022	2023
	7,625	7,509	7,278	7,162	7,046

Weighted Average	2018	2019	2021	2022	2023
Sum of Count Stations	97,380	105,230	99,830	99,300	102,880



Growth Rate	Intercept	Slope
0.3%	-405,166	250.47

Trend Line	2018	2019	2021	2022	2023
	100,273	100,523	101,024	101,275	101,525

EXISTING INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	0	506	180	14
Future Vol, veh/h	8	1	0	506	180	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	9	1	0	544	194	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	746	202	209	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	366	839	1362	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	366	839	1362	-	-	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	560	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1362	-	390	-	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	0	-	14.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	855	7	0	704	12	10
Future Vol, veh/h	855	7	0	704	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	919	8	0	757	13	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	927	0	1298	460
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	379	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	733	-	153	548
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	733	-	153	548
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16
HCM LOS			C

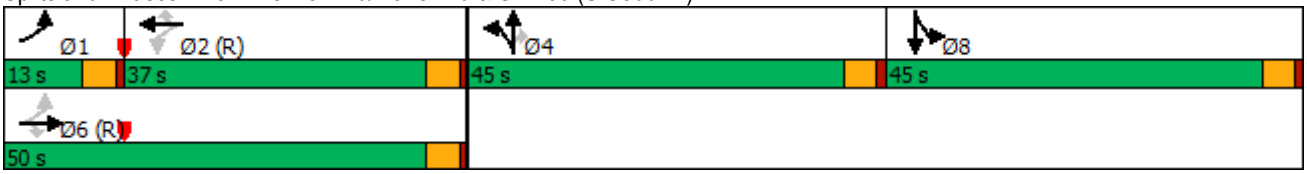
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	350	-	-	733	-
HCM Lane V/C Ratio	0.068	-	-	-	-
HCM Control Delay (s)	16	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

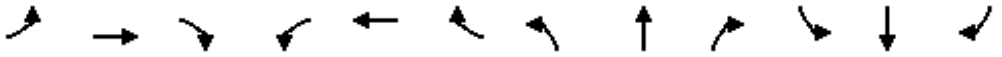
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	122	672	144	19	579	118	117	150	29
Future Volume (vph)	122	672	144	19	579	118	117	150	29
Lane Group Flow (vph)	128	707	152	20	609	124	382	158	171
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	13.0	50.0	50.0	37.0	37.0	37.0	45.0	45.0	45.0
Total Split (%)	9.3%	35.7%	35.7%	26.4%	26.4%	26.4%	32.1%	32.1%	32.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.37	0.44	0.21	0.08	0.50	0.20	0.92	0.34	0.75
Control Delay	23.6	24.1	5.5	34.8	36.9	6.7	77.5	13.4	61.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	24.1	5.5	34.8	36.9	6.7	77.5	13.4	61.3
Queue Length 50th (ft)	65	225	8	12	237	0	343	27	114
Queue Length 95th (ft)	121	317	54	38	346	51	#524	89	189
Internal Link Dist (ft)		546			347		374		946
Turn Bay Length (ft)	155		200	200		300		180	
Base Capacity (vph)	347	1606	732	250	1206	625	448	496	476
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.44	0.21	0.08	0.50	0.20	0.85	0.32	0.36

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	672	144	19	579	118	246	117	150	40	29	93
Future Volume (veh/h)	122	672	144	19	579	118	246	117	150	40	29	93
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	1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670	1683
Adj Flow Rate, veh/h	128	707	0	20	609	0	259	123	0	42	31	0
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, %	3	4	12	2	5	3	8	4	2	2	3	2
Cap, veh/h	417	1869		369	1594		275	131		53	39	
Arrive On Green	0.05	0.59	0.00	0.51	0.51	0.00	0.25	0.25	0.00	0.06	0.06	0.00
Sat Flow, veh/h	1590	3148	1314	667	3122	1415	1086	516	1427	934	689	0
Grp Volume(v), veh/h	128	707	0	20	609	0	382	0	0	73	0	0
Grp Sat Flow(s),veh/h/ln	1590	1574	1314	667	1561	1415	1602	0	1427	1623	0	0
Q Serve(g_s), s	5.2	16.5	0.0	2.3	16.6	0.0	32.7	0.0	0.0	6.2	0.0	0.0
Cycle Q Clear(g_c), s	5.2	16.5	0.0	7.1	16.6	0.0	32.7	0.0	0.0	6.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.68		1.00	0.58		0.00
Lane Grp Cap(c), veh/h	417	1869		369	1594		406	0		92	0	
V/C Ratio(X)	0.31	0.38		0.05	0.38		0.94	0.00		0.79	0.00	
Avail Cap(c_a), veh/h	432	1869		369	1594		464	0		470	0	
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)	0.90	0.90	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.2	14.9	0.0	19.8	20.8	0.0	51.3	0.0	0.0	65.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.3	0.7	0.0	26.1	0.0	0.0	14.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.7	0.0	0.4	6.0	0.0	15.9	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	15.4	0.0	20.1	21.5	0.0	77.4	0.0	0.0	79.4	0.0	0.0
LnGrp LOS	B	B		C	C		E	A		E	A	
Approach Vol, veh/h		835			629			382			73	
Approach Delay, s/veh		15.4			21.5			77.4			79.4	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.7	76.0		39.9		87.6		12.4				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	32.5		40.5		45.5		40.5				
Max Q Clear Time (g_c+I1), s	7.2	18.6		34.7		18.5		8.2				
Green Ext Time (p_c), s	0.0	4.4		0.7		6.6		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		32.2	
HCM 6th LOS		C	

Notes

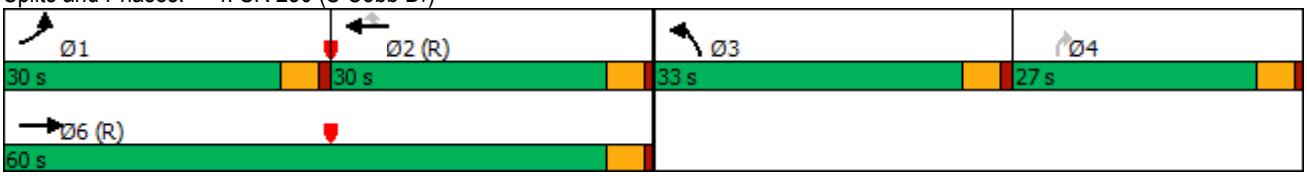
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	580	801	405	492	670	80
Future Volume (vph)	580	801	405	492	670	80
Lane Group Flow (vph)	630	871	440	535	728	87
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	9.5	27.5	23.5	23.5	26.5	26.5
Total Split (s)	30.0	60.0	30.0	30.0	33.0	27.0
Total Split (%)	25.0%	50.0%	25.0%	25.0%	27.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.80	0.43	0.41	0.64	0.92	0.50
Control Delay	50.7	14.2	35.1	7.0	63.1	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	14.2	35.1	7.0	63.1	18.9
Queue Length 50th (ft)	245	186	146	0	294	0
Queue Length 95th (ft)	299	256	220	107	#406	46
Internal Link Dist (ft)		349	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	799	2048	1073	842	807	350
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.43	0.41	0.64	0.90	0.25

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	580	801	0	0	405	492	670	0	80	0	0	0
Future Volume (veh/h)	580	801	0	0	405	492	670	0	80	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	630	871	0	0	440	535	728	0	87			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	680	2414	0	0	1554	688	786	0	337			
Arrive On Green	0.21	0.70	0.00	0.00	0.45	0.45	0.23	0.00	0.23			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	630	871	0	0	440	535	728	0	87			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	22.5	12.2	0.0	0.0	9.6	35.7	24.9	0.0	5.8			
Cycle Q Clear(g_c), s	22.5	12.2	0.0	0.0	9.6	35.7	24.9	0.0	5.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	680	2414	0	0	1554	688	786	0	337			
V/C Ratio(X)	0.93	0.36	0.00	0.00	0.28	0.78	0.93	0.00	0.26			
Avail Cap(c_a), veh/h	699	2414	0	0	1554	688	814	0	350			
HCM Platoon Ratio	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	0.00	0.85	0.85	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.7	7.4	0.0	0.0	20.7	27.8	45.3	0.0	37.9			
Incr Delay (d2), s/veh	18.1	0.4	0.0	0.0	0.4	7.3	16.2	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.6	4.0	0.0	0.0	3.8	14.3	12.4	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	7.8	0.0	0.0	21.1	35.1	61.4	0.0	38.3			
LnGrp LOS	E	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		1501			975			815				
Approach Delay, s/veh		31.8			28.8			59.0				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	29.3	58.7				88.0		32.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	25.5	25.5				55.5		28.5				
Max Q Clear Time (g_c+I1), s	24.5	37.7				14.2		26.9				
Green Ext Time (p_c), s	0.3	0.0				9.5		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			37.6									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	3	2	315	710	4
Future Vol, veh/h	11	3	2	315	710	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	11	3	2	328	740	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1074	742	744	0	-	0
Stage 1	742	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	243	416	864	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	242	416	864	-	-	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	727	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	864	-	266	-	-
HCM Lane V/C Ratio	0.002	-	0.055	-	-
HCM Control Delay (s)	9.2	0	19.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	858	19	8	845	15	3
Future Vol, veh/h	858	19	8	845	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	943	21	9	929	16	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	964	0	1426	472
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	710	-	126	538
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	710	-	124	538
Mov Cap-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.4
HCM LOS			C

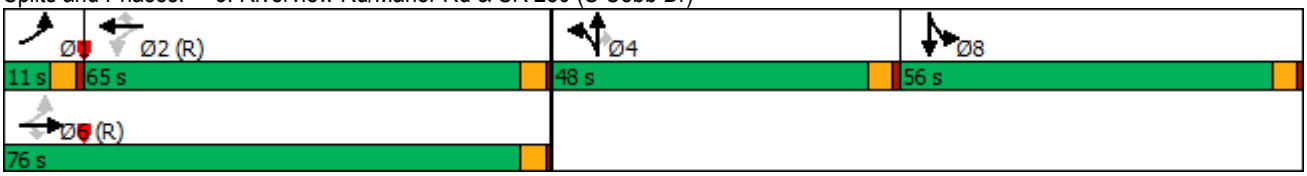
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	270	-	-	710	-
HCM Lane V/C Ratio	0.073	-	-	0.012	-
HCM Control Delay (s)	19.4	-	-	10.1	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

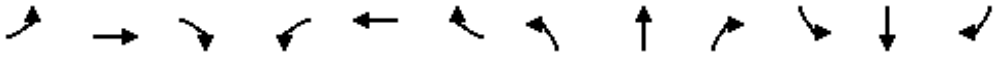
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	100	730	423	86	673	58	40	60	181
Future Volume (vph)	100	730	423	86	673	58	40	60	181
Lane Group Flow (vph)	105	768	445	91	708	61	304	63	377
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	76.0	76.0	65.0	65.0	65.0	48.0	48.0	56.0
Total Split (%)	6.1%	42.2%	42.2%	36.1%	36.1%	36.1%	26.7%	26.7%	31.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.44	0.52	0.56	0.46	0.58	0.10	0.89	0.18	0.91
Control Delay	38.9	38.2	13.4	54.6	48.2	8.0	96.5	11.8	90.4
Queue Delay	0.0	0.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	39.0	13.9	54.6	48.2	8.0	96.5	11.8	90.4
Queue Length 50th (ft)	77	363	108	90	389	0	364	0	441
Queue Length 95th (ft)	133	470	248	165	470	36	#484	44	#581
Internal Link Dist (ft)		546			347		374		946
Turn Bay Length (ft)	155		200	200		300		180	
Base Capacity (vph)	241	1463	801	199	1229	583	388	392	464
Starvation Cap Reductn	0	385	107	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.71	0.64	0.46	0.58	0.10	0.78	0.16	0.81

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	730	423	86	673	58	249	40	60	105	181	71
Future Volume (veh/h)	100	730	423	86	673	58	249	40	60	105	181	71
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	1683	1683	1630	1697	1697	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	105	768	0	91	708	0	262	42	0	111	191	0
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	6	1	1	2	2	2	2	2	2	2
Cap, veh/h	310	1691		281	1508		279	45		119	205	
Arrive On Green	0.04	0.53	0.00	0.47	0.47	0.00	0.20	0.20	0.00	0.20	0.20	0.00
Sat Flow, veh/h	1603	3198	1381	635	3224	1427	1391	223	1427	608	1045	0
Grp Volume(v), veh/h	105	768	0	91	708	0	304	0	0	302	0	0
Grp Sat Flow(s),veh/h/ln	1603	1599	1381	635	1612	1427	1614	0	1427	1653	0	0
Q Serve(g_s), s	6.1	26.8	0.0	18.7	27.0	0.0	33.4	0.0	0.0	32.4	0.0	0.0
Cycle Q Clear(g_c), s	6.1	26.8	0.0	34.5	27.0	0.0	33.4	0.0	0.0	32.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	0.37		0.00
Lane Grp Cap(c), veh/h	310	1691		281	1508		323	0		324	0	
V/C Ratio(X)	0.34	0.45		0.32	0.47		0.94	0.00		0.93	0.00	
Avail Cap(c_a), veh/h	310	1691		281	1508		390	0		473	0	
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)	0.85	0.85	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.4	26.3	0.0	40.4	32.7	0.0	70.9	0.0	0.0	71.2	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.8	0.0	3.0	1.1	0.0	28.1	0.0	0.0	20.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	10.3	0.0	3.2	10.7	0.0	16.3	0.0	0.0	15.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	27.0	0.0	43.4	33.7	0.0	99.0	0.0	0.0	91.3	0.0	0.0
LnGrp LOS	C	C		D	C		F	A		F	A	
Approach Vol, veh/h		873			799			304			302	
Approach Delay, s/veh		26.9			34.8			99.0			91.3	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	88.7		40.6		99.7		39.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	60.5		43.5		71.5		51.5				
Max Q Clear Time (g_c+I1), s	8.1	36.5		35.4		28.8		34.4				
Green Ext Time (p_c), s	0.0	7.7		0.6		8.1		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		47.8	
HCM 6th LOS		D	

Notes

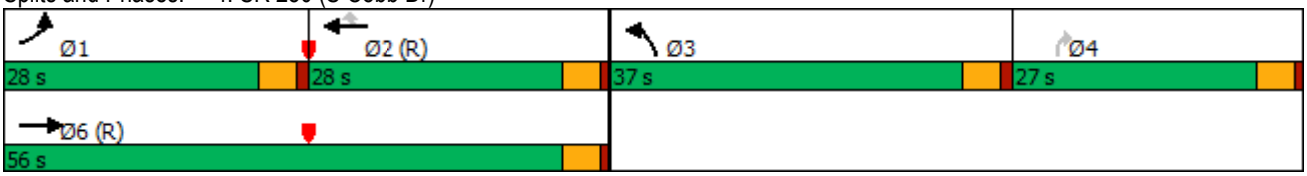
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

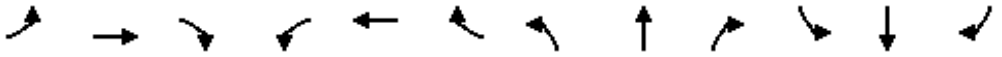
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	568	1054	551	443	809	46
Future Volume (vph)	568	1054	551	443	809	46
Lane Group Flow (vph)	574	1065	557	447	817	46
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	28.0	56.0	28.0	28.0	37.0	27.0
Total Split (%)	23.3%	46.7%	23.3%	23.3%	30.8%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.52	0.45	0.54	0.91	0.28
Control Delay	53.1	16.1	34.0	5.7	58.5	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	16.1	34.0	5.7	58.5	4.2
Queue Length 50th (ft)	226	268	191	0	325	0
Queue Length 95th (ft)	279	330	264	86	#434	1
Internal Link Dist (ft)		349	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	743	2062	1228	832	929	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.52	0.45	0.54	0.88	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	568	1054	0	0	551	443	809	0	46	0	0	0
Future Volume (veh/h)	568	1054	0	0	551	443	809	0	46	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1885	1856	1870	0	1767			
Adj Flow Rate, veh/h	574	1065	0	0	557	447	817	0	46			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	1	3	2	0	9			
Cap, veh/h	632	2341	0	0	1604	704	883	0	383			
Arrive On Green	0.18	0.67	0.00	0.00	0.45	0.45	0.26	0.00	0.26			
Sat Flow, veh/h	3428	3589	0	0	3676	1572	3456	0	1497			
Grp Volume(v), veh/h	574	1065	0	0	557	447	817	0	46			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1791	1572	1728	0	1497			
Q Serve(g_s), s	19.7	17.4	0.0	0.0	12.2	26.3	27.7	0.0	2.8			
Cycle Q Clear(g_c), s	19.7	17.4	0.0	0.0	12.2	26.3	27.7	0.0	2.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	632	2341	0	0	1604	704	883	0	383			
V/C Ratio(X)	0.91	0.45	0.00	0.00	0.35	0.63	0.92	0.00	0.12			
Avail Cap(c_a), veh/h	671	2341	0	0	1604	704	936	0	405			
HCM Platoon Ratio	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	0.00	0.79	0.79	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.0	9.4	0.0	0.0	21.7	25.6	43.5	0.0	34.3			
Incr Delay (d2), s/veh	15.8	0.6	0.0	0.0	0.5	3.4	14.2	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			
%ile BackOfQ(50%),veh/ln	9.5	5.9	0.0	0.0	5.0	10.5	13.6	0.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	10.1	0.0	0.0	22.1	29.0	57.7	0.0	34.4			
LnGrp LOS	E	B	A	A	C	C	E	A	C			
Approach Vol, veh/h		1639			1004			863				
Approach Delay, s/veh		28.9			25.2			56.5				
Approach LOS		C			C			E				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	26.6	58.2				84.8		35.2				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	23.5	23.5				51.5		32.5				
Max Q Clear Time (g_c+I1), s	21.7	28.3				19.4		29.7				
Green Ext Time (p_c), s	0.4	0.0				11.6		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			34.6									
HCM 6th LOS			C									

FUTURE "NO-BUILD" 2027 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	0	516	184	14
Future Vol, veh/h	8	1	0	516	184	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	9	1	0	555	198	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	761	206	213	0	-	0
Stage 1	206	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	358	835	1357	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	358	835	1357	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1357	-	382	-	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	0	-	14.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	872	7	0	718	12	10
Future Vol, veh/h	872	7	0	718	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	938	8	0	772	13	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	946	0	1324	469
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	386	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	721	-	147	541
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	721	-	147	541
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.3
HCM LOS			C

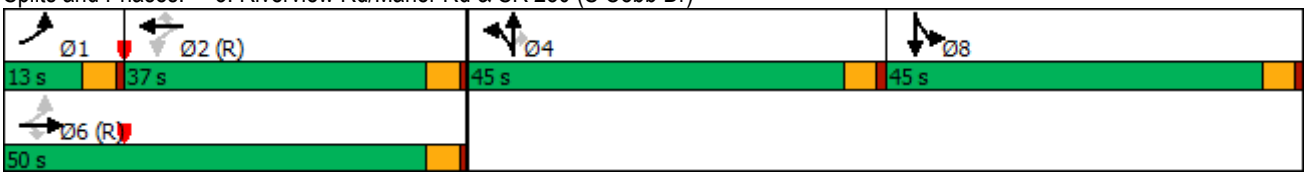
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	342	-	-	721	-
HCM Lane V/C Ratio	0.069	-	-	-	-
HCM Control Delay (s)	16.3	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

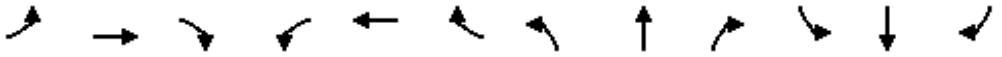
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	124	685	147	19	591	120	119	153	30
Future Volume (vph)	124	685	147	19	591	120	119	153	30
Lane Group Flow (vph)	131	721	155	20	622	126	389	161	175
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	13.0	50.0	50.0	37.0	37.0	37.0	45.0	45.0	45.0
Total Split (%)	9.3%	35.7%	35.7%	26.4%	26.4%	26.4%	32.1%	32.1%	32.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.39	0.45	0.21	0.08	0.53	0.20	0.93	0.34	0.75
Control Delay	24.2	24.7	5.8	35.5	38.2	6.8	78.5	13.8	61.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	24.7	5.8	35.5	38.2	6.8	78.5	13.8	61.9
Queue Length 50th (ft)	68	233	10	12	246	0	351	29	118
Queue Length 95th (ft)	124	327	56	38	356	52	#540	92	194
Internal Link Dist (ft)		546			347		374		946
Turn Bay Length (ft)	155		200	200		300		180	
Base Capacity (vph)	340	1587	725	241	1177	615	448	496	475
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.45	0.21	0.08	0.53	0.20	0.87	0.32	0.37

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	685	147	19	591	120	251	119	153	41	30	95
Future Volume (veh/h)	124	685	147	19	591	120	251	119	153	41	30	95
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	1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670	1683
Adj Flow Rate, veh/h	131	721	0	20	622	0	264	125	0	43	32	0
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, %	3	4	12	2	5	3	8	4	2	2	3	2
Cap, veh/h	407	1852		358	1572		280	132		54	40	
Arrive On Green	0.05	0.59	0.00	0.50	0.50	0.00	0.26	0.26	0.00	0.06	0.06	0.00
Sat Flow, veh/h	1590	3148	1314	659	3122	1415	1087	515	1427	931	693	0
Grp Volume(v), veh/h	131	721	0	20	622	0	389	0	0	75	0	0
Grp Sat Flow(s),veh/h/ln	1590	1574	1314	659	1561	1415	1602	0	1427	1623	0	0
Q Serve(g_s), s	5.4	17.1	0.0	2.3	17.3	0.0	33.3	0.0	0.0	6.4	0.0	0.0
Cycle Q Clear(g_c), s	5.4	17.1	0.0	7.6	17.3	0.0	33.3	0.0	0.0	6.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.68		1.00	0.57		0.00
Lane Grp Cap(c), veh/h	407	1852		358	1572		412	0		94	0	
V/C Ratio(X)	0.32	0.39		0.06	0.40		0.94	0.00		0.80	0.00	
Avail Cap(c_a), veh/h	420	1852		358	1572		464	0		470	0	
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)	0.90	0.90	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.7	15.4	0.0	20.6	21.5	0.0	51.0	0.0	0.0	65.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.6	0.0	0.3	0.7	0.0	26.7	0.0	0.0	14.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	6.0	0.0	0.4	6.3	0.0	16.3	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	15.9	0.0	20.9	22.3	0.0	77.7	0.0	0.0	79.1	0.0	0.0
LnGrp LOS	B	B		C	C		E	A		E	A	
Approach Vol, veh/h		852			642			389			75	
Approach Delay, s/veh		16.0			22.3			77.7			79.1	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.9	75.0		40.5		86.9		12.6				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	32.5		40.5		45.5		40.5				
Max Q Clear Time (g_c+I1), s	7.4	19.3		35.3		19.1		8.4				
Green Ext Time (p_c), s	0.0	4.3		0.7		6.7		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			32.7									
HCM 6th LOS			C									

Notes

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

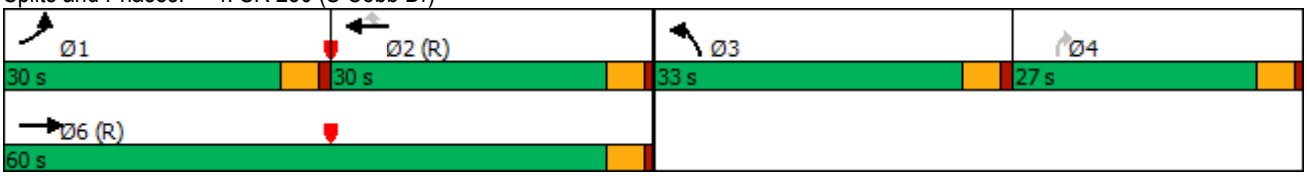
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	592	817	413	502	683	82
Future Volume (vph)	592	817	413	502	683	82
Lane Group Flow (vph)	643	888	449	546	742	89
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	30.0	60.0	30.0	30.0	33.0	27.0
Total Split (%)	25.0%	50.0%	25.0%	25.0%	27.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.43	0.43	0.65	0.94	0.51
Control Delay	49.7	14.5	36.2	7.2	64.9	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.7	14.5	36.2	7.2	64.9	19.5
Queue Length 50th (ft)	250	191	151	0	302	0
Queue Length 95th (ft)	303	264	227	110	#418	48
Internal Link Dist (ft)		349	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	815	2042	1045	841	807	350
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.43	0.43	0.65	0.92	0.25

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	817	0	0	413	502	683	0	82	0	0	0
Future Volume (veh/h)	592	817	0	0	413	502	683	0	82	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	643	888	0	0	449	546	742	0	89			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	690	2404	0	0	1534	678	796	0	342			
Arrive On Green	0.21	0.69	0.00	0.00	0.45	0.45	0.23	0.00	0.23			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	643	888	0	0	449	546	742	0	89			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	23.0	12.7	0.0	0.0	10.0	37.2	25.5	0.0	5.9			
Cycle Q Clear(g_c), s	23.0	12.7	0.0	0.0	10.0	37.2	25.5	0.0	5.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	690	2404	0	0	1534	678	796	0	342			
V/C Ratio(X)	0.93	0.37	0.00	0.00	0.29	0.80	0.93	0.00	0.26			
Avail Cap(c_a), veh/h	699	2404	0	0	1534	678	814	0	350			
HCM Platoon Ratio	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	0.00	0.84	0.84	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.6	7.6	0.0	0.0	21.2	28.7	45.2	0.0	37.7			
Incr Delay (d2), s/veh	19.1	0.4	0.0	0.0	0.4	8.4	17.2	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.9	4.1	0.0	0.0	3.9	15.0	12.8	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	8.0	0.0	0.0	21.6	37.1	62.3	0.0	38.1			
LnGrp LOS	E	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		1531			995			831				
Approach Delay, s/veh		32.3			30.1			59.7				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	29.7	58.0				87.6		32.4				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	25.5	25.5				55.5		28.5				
Max Q Clear Time (g_c+I1), s	25.0	39.2				14.7		27.5				
Green Ext Time (p_c), s	0.1	0.0				9.8		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			38.4									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	3	2	321	724	4
Future Vol, veh/h	11	3	2	321	724	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	11	3	2	334	754	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1094	756	758	0	-	0
Stage 1	756	-	-	-	-	-
Stage 2	338	-	-	-	-	-
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	237	408	853	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	236	408	853	-	-	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	853	-	259	-	-
HCM Lane V/C Ratio	0.002	-	0.056	-	-
HCM Control Delay (s)	9.2	0	19.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	875	19	8	862	15	3
Future Vol, veh/h	875	19	8	862	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	962	21	9	947	16	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	983	0	1454	481
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	492	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	698	-	121	531
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	580	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	698	-	119	531
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	572	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.7
HCM LOS			C

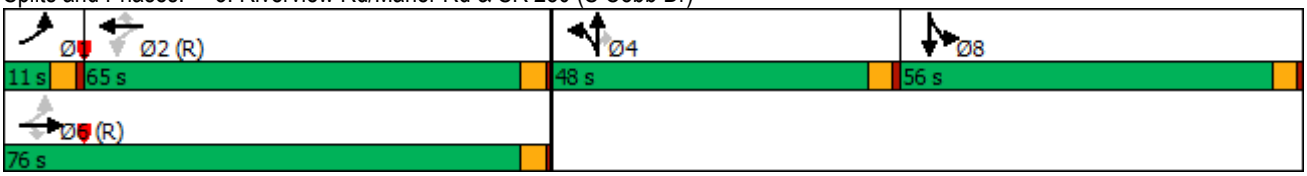
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	264	-	-	698	-
HCM Lane V/C Ratio	0.075	-	-	0.013	-
HCM Control Delay (s)	19.7	-	-	10.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

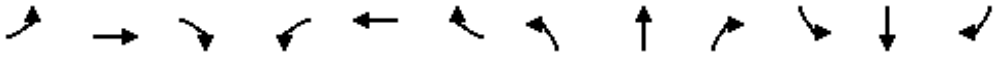
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	102	745	431	88	686	59	41	61	185
Future Volume (vph)	102	745	431	88	686	59	41	61	185
Lane Group Flow (vph)	107	784	454	93	722	62	310	64	384
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	23.5	23.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	76.0	76.0	65.0	65.0	65.0	48.0	48.0	56.0
Total Split (%)	6.1%	42.2%	42.2%	36.1%	36.1%	36.1%	26.7%	26.7%	31.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.46	0.54	0.57	0.49	0.59	0.11	0.90	0.18	0.92
Control Delay	40.4	39.2	14.3	57.1	49.2	8.1	97.1	11.9	91.0
Queue Delay	0.0	0.9	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	40.1	14.9	57.1	49.2	8.1	97.1	11.9	91.0
Queue Length 50th (ft)	80	381	122	93	401	0	371	0	449
Queue Length 95th (ft)	136	482	265	172	481	37	#513	46	#611
Internal Link Dist (ft)		546			347		374		946
Turn Bay Length (ft)	155		200	200		300		180	
Base Capacity (vph)	231	1445	795	190	1214	577	388	392	464
Starvation Cap Reductn	0	368	100	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.73	0.65	0.49	0.59	0.11	0.80	0.16	0.83

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	745	431	88	686	59	254	41	61	107	185	72
Future Volume (veh/h)	102	745	431	88	686	59	254	41	61	107	185	72
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	1683	1683	1630	1697	1697	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	107	784	0	93	722	0	267	43	0	113	195	0
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	6	1	1	2	2	2	2	2	2	2
Cap, veh/h	298	1668		269	1485		283	46		121	209	
Arrive On Green	0.04	0.52	0.00	0.46	0.46	0.00	0.20	0.20	0.00	0.20	0.20	0.00
Sat Flow, veh/h	1603	3198	1381	626	3224	1427	1390	224	1427	606	1047	0
Grp Volume(v), veh/h	107	784	0	93	722	0	310	0	0	308	0	0
Grp Sat Flow(s),veh/h/ln	1603	1599	1381	626	1612	1427	1614	0	1427	1653	0	0
Q Serve(g_s), s	6.3	28.0	0.0	19.9	28.0	0.0	34.1	0.0	0.0	33.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	28.0	0.0	36.9	28.0	0.0	34.1	0.0	0.0	33.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	0.37		0.00
Lane Grp Cap(c), veh/h	298	1668		269	1485		329	0		330	0	
V/C Ratio(X)	0.36	0.47		0.35	0.49		0.94	0.00		0.93	0.00	
Avail Cap(c_a), veh/h	298	1668		269	1485		390	0		473	0	
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)	0.84	0.84	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.4	27.3	0.0	42.5	33.8	0.0	70.6	0.0	0.0	70.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.8	0.0	3.5	1.1	0.0	28.7	0.0	0.0	20.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	10.8	0.0	3.3	11.1	0.0	16.7	0.0	0.0	15.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	28.1	0.0	45.9	34.9	0.0	99.3	0.0	0.0	91.6	0.0	0.0
LnGrp LOS	C	C		D	C		F	A		F	A	
Approach Vol, veh/h		891			815			310			308	
Approach Delay, s/veh		27.9			36.2			99.3			91.6	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	87.4		41.2		98.4		40.4				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	60.5		43.5		71.5		51.5				
Max Q Clear Time (g_c+I1), s	8.3	38.9		36.1		30.0		35.0				
Green Ext Time (p_c), s	0.0	7.6		0.6		8.3		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		48.8
HCM 6th LOS		D

Notes

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

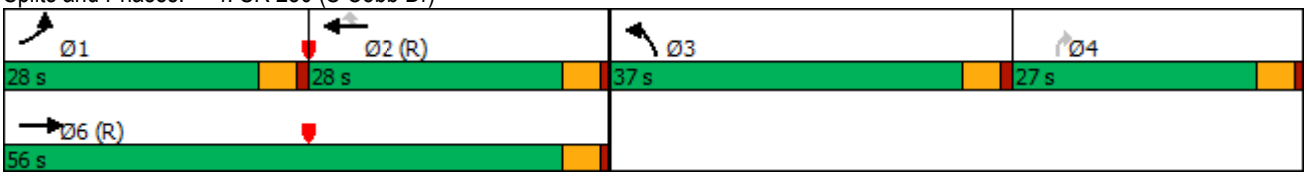
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	579	1075	562	452	825	47
Future Volume (vph)	579	1075	562	452	825	47
Lane Group Flow (vph)	585	1086	568	457	833	47
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	28.0	56.0	28.0	28.0	37.0	27.0
Total Split (%)	23.3%	46.7%	23.3%	23.3%	30.8%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.53	0.47	0.55	0.92	0.29
Control Delay	52.6	16.4	34.8	5.9	59.4	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	16.4	34.8	5.9	59.4	4.3
Queue Length 50th (ft)	230	276	197	0	334	0
Queue Length 95th (ft)	284	339	271	89	#448	2
Internal Link Dist (ft)		349	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	755	2054	1203	831	929	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.53	0.47	0.55	0.90	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	579	1075	0	0	562	452	825	0	47	0	0	0
Future Volume (veh/h)	579	1075	0	0	562	452	825	0	47	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1885	1856	1870	0	1767			
Adj Flow Rate, veh/h	585	1086	0	0	568	457	833	0	47			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	1	3	2	0	9			
Cap, veh/h	641	2329	0	0	1582	694	895	0	388			
Arrive On Green	0.19	0.67	0.00	0.00	0.44	0.44	0.26	0.00	0.26			
Sat Flow, veh/h	3428	3589	0	0	3676	1572	3456	0	1497			
Grp Volume(v), veh/h	585	1086	0	0	568	457	833	0	47			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1791	1572	1728	0	1497			
Q Serve(g_s), s	20.1	18.1	0.0	0.0	12.6	27.5	28.2	0.0	2.9			
Cycle Q Clear(g_c), s	20.1	18.1	0.0	0.0	12.6	27.5	28.2	0.0	2.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	641	2329	0	0	1582	694	895	0	388			
V/C Ratio(X)	0.91	0.47	0.00	0.00	0.36	0.66	0.93	0.00	0.12			
Avail Cap(c_a), veh/h	671	2329	0	0	1582	694	936	0	405			
HCM Platoon Ratio	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	0.00	0.77	0.77	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.8	9.7	0.0	0.0	22.2	26.4	43.4	0.0	34.0			
Incr Delay (d2), s/veh	16.6	0.7	0.0	0.0	0.5	3.8	15.0	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			
%ile BackOfQ(50%),veh/ln	9.8	6.2	0.0	0.0	5.2	11.0	14.0	0.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	10.4	0.0	0.0	22.7	30.1	58.4	0.0	34.1			
LnGrp LOS	E	B	A	A	C	C	E	A	C			
Approach Vol, veh/h		1671			1025			880				
Approach Delay, s/veh		29.3			26.0			57.1				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	26.9	57.5				84.4		35.6				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	23.5	23.5				51.5		32.5				
Max Q Clear Time (g_c+I1), s	22.1	29.5				20.1		30.2				
Green Ext Time (p_c), s	0.3	0.0				11.8		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			35.2									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

FUTURE "BUILD" 2027 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	8	14	516	191	14
Future Vol, veh/h	8	8	14	516	191	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	9	9	15	555	205	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	798	213	220	0	-	0
Stage 1	213	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	340	827	1349	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	335	827	1349	-	-	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1349	-	477	-	-
HCM Lane V/C Ratio	0.011	-	0.036	-	-
HCM Control Delay (s)	7.7	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	912	7	0	759	12	10
Future Vol, veh/h	912	7	0	759	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	981	8	0	816	13	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	989	0	1389	491
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	408	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	695	-	134	523
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	695	-	134	523
Mov Cap-2 Maneuver	-	-	-	-	248	-
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	640	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

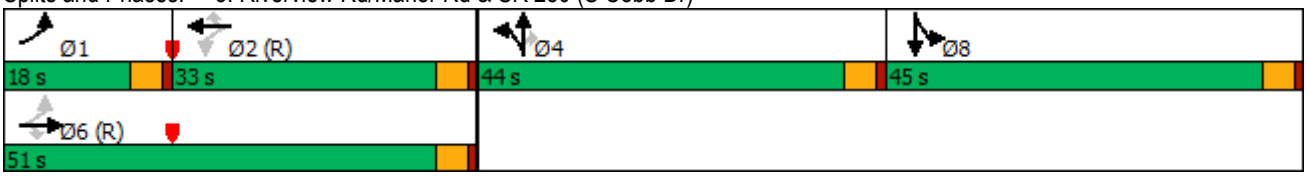
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	326	-	-	695	-
HCM Lane V/C Ratio	0.073	-	-	-	-
HCM Control Delay (s)	16.9	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

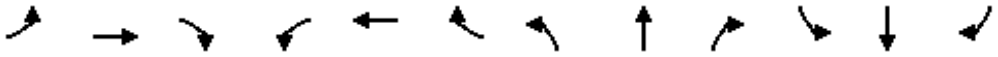
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	204	725	147	60	591	120	119	153	44
Future Volume (vph)	204	725	147	60	591	120	119	153	44
Lane Group Flow (vph)	215	763	155	63	622	126	389	161	189
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	18.0	51.0	51.0	33.0	33.0	33.0	44.0	44.0	45.0
Total Split (%)	12.9%	36.4%	36.4%	23.6%	23.6%	23.6%	31.4%	31.4%	32.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.55	0.49	0.22	0.36	0.69	0.25	0.94	0.32	0.77
Control Delay	28.3	26.2	7.6	51.2	50.2	8.6	80.6	7.2	64.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	26.2	7.6	51.2	50.2	8.6	80.6	7.2	64.5
Queue Length 50th (ft)	119	254	18	48	277	0	354	0	138
Queue Length 95th (ft)	202	355	69	109	#446	58	#551	57	216
Internal Link Dist (ft)		266			347		197		628
Turn Bay Length (ft)	155		180	200		300		160	
Base Capacity (vph)	389	1554	705	176	899	499	437	517	473
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.49	0.22	0.36	0.69	0.25	0.89	0.31	0.40

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	725	147	60	591	120	251	119	153	41	44	95
Future Volume (veh/h)	204	725	147	60	591	120	251	119	153	41	44	95
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	1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670	1683
Adj Flow Rate, veh/h	215	763	0	63	622	0	264	125	0	43	46	0
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, %	3	4	12	2	5	3	8	4	2	2	3	2
Cap, veh/h	421	1823		333	1447		279	132		53	57	
Arrive On Green	0.08	0.58	0.00	0.46	0.46	0.00	0.26	0.26	0.00	0.07	0.07	0.00
Sat Flow, veh/h	1590	3148	1314	633	3122	1415	1087	515	1427	788	843	0
Grp Volume(v), veh/h	215	763	0	63	622	0	389	0	0	89	0	0
Grp Sat Flow(s),veh/h/ln	1590	1574	1314	633	1561	1415	1602	0	1427	1631	0	0
Q Serve(g_s), s	9.6	18.8	0.0	8.6	18.7	0.0	33.4	0.0	0.0	7.5	0.0	0.0
Cycle Q Clear(g_c), s	9.6	18.8	0.0	11.2	18.7	0.0	33.4	0.0	0.0	7.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.68		1.00	0.48		0.00
Lane Grp Cap(c), veh/h	421	1823		333	1447		411	0		110	0	
V/C Ratio(X)	0.51	0.42		0.19	0.43		0.95	0.00		0.81	0.00	
Avail Cap(c_a), veh/h	441	1823		333	1447		452	0		472	0	
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	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	16.4	0.0	24.0	25.2	0.0	51.1	0.0	0.0	64.4	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.7	0.0	1.3	0.9	0.0	27.9	0.0	0.0	12.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	6.6	0.0	1.4	6.9	0.0	16.4	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	17.1	0.0	25.2	26.1	0.0	79.0	0.0	0.0	77.2	0.0	0.0
LnGrp LOS	B	B		C	C		E	A		E	A	
Approach Vol, veh/h		978			685			389			89	
Approach Delay, s/veh		17.4			26.0			79.0			77.2	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.2	69.4		40.4		85.6		14.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	13.5	28.5		39.5		46.5		40.5				
Max Q Clear Time (g_c+I1), s	11.6	20.7		35.4		20.8		9.5				
Green Ext Time (p_c), s	0.1	3.4		0.6		7.1		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		33.8	
HCM 6th LOS		C	

Notes

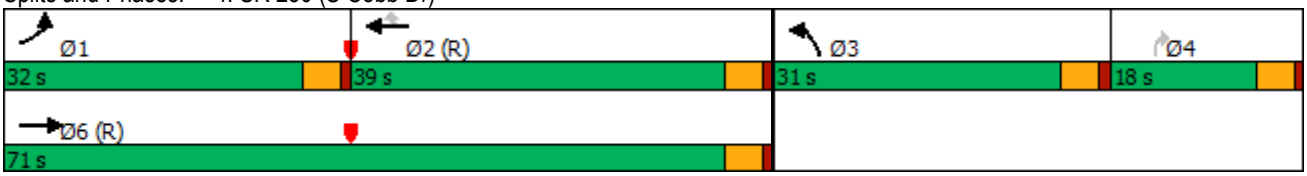
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

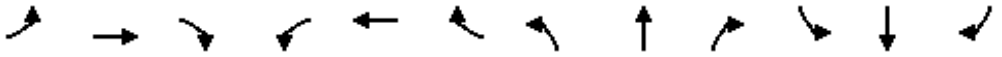
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	592	886	480	502	683	82
Future Volume (vph)	592	886	480	502	683	82
Lane Group Flow (vph)	643	963	522	546	742	89
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	9.5
Total Split (s)	32.0	71.0	39.0	39.0	31.0	18.0
Total Split (%)	26.7%	59.2%	32.5%	32.5%	25.8%	15.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.84	0.46	0.46	0.63	0.99	0.51
Control Delay	54.6	13.8	33.8	6.4	77.2	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	13.8	33.8	6.4	77.2	20.2
Queue Length 50th (ft)	253	201	171	0	309	0
Queue Length 95th (ft)	321	281	245	98	#442	48
Internal Link Dist (ft)		349	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	790	2094	1145	869	750	248
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.46	0.46	0.63	0.99	0.36

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	886	0	0	480	502	683	0	82	0	0	0
Future Volume (veh/h)	592	886	0	0	480	502	683	0	82	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	643	963	0	0	522	546	742	0	89			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	702	2443	0	0	1561	690	757	0	325			
Arrive On Green	0.21	0.70	0.00	0.00	0.45	0.45	0.22	0.00	0.22			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	643	963	0	0	522	546	742	0	89			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	22.9	13.6	0.0	0.0	11.7	36.7	25.8	0.0	6.0			
Cycle Q Clear(g_c), s	22.9	13.6	0.0	0.0	11.7	36.7	25.8	0.0	6.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	702	2443	0	0	1561	690	757	0	325			
V/C Ratio(X)	0.92	0.39	0.00	0.00	0.33	0.79	0.98	0.00	0.27			
Avail Cap(c_a), veh/h	754	2443	0	0	1561	690	757	0	325			
HCM Platoon Ratio	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	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.2	7.3	0.0	0.0	21.1	27.9	46.5	0.0	38.8			
Incr Delay (d2), s/veh	15.4	0.5	0.0	0.0	0.6	9.0	27.7	0.0	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			
%ile BackOfQ(50%),veh/ln	10.6	4.4	0.0	0.0	4.6	15.0	13.9	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	7.7	0.0	0.0	21.7	36.9	74.2	0.0	39.2			
LnGrp LOS	E	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		1606			1068			831				
Approach Delay, s/veh		29.3			29.5			70.4				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	30.1	58.9				89.0		31.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	27.5	34.5				66.5		26.5				
Max Q Clear Time (g_c+I1), s	24.9	38.7				15.6		27.8				
Green Ext Time (p_c), s	0.7	0.0				11.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			39.1									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	801	225	0	1015	0	277
Future Vol, veh/h	801	225	0	1015	0	277
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	175	-	-	-	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	871	245	0	1103	0	301

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	436
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	0	-	0	568
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	568
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	568	-	-
HCM Lane V/C Ratio	0.53	-	-
HCM Control Delay (s)	18.3	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	3.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	40	0	524	165	88
Future Vol, veh/h	0	40	0	524	165	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
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	43	0	570	179	96

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	179	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	864	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	864	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	864	-
HCM Lane V/C Ratio	-	0.05	-
HCM Control Delay (s)	-	9.4	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	7	12	16	9	2
Future Vol, veh/h	2	7	12	16	9	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	2	8	13	17	10	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	30	0	-	0	34	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	12	-
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	1583	-	-	-	979	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1583	-	-	-	978	1055
Mov Cap-2 Maneuver	-	-	-	-	978	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1583	-	-	-	991
HCM Lane V/C Ratio	0.001	-	-	-	0.012
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	9	14	321	730	4
Future Vol, veh/h	11	9	14	321	730	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	11	9	15	334	760	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1126	762	764	0	-	0
Stage 1	762	-	-	-	-	-
Stage 2	364	-	-	-	-	-
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	227	405	849	-	-	-
Stage 1	461	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	222	405	849	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.9	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	849	-	279	-	-
HCM Lane V/C Ratio	0.017	-	0.075	-	-
HCM Control Delay (s)	9.3	0	18.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	912	19	8	899	15	3
Future Vol, veh/h	912	19	8	899	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1002	21	9	988	16	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1023	0	1514	501
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	512	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	674	-	110	515
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	567	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	674	-	109	515
Mov Cap-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	20.5
HCM LOS			C

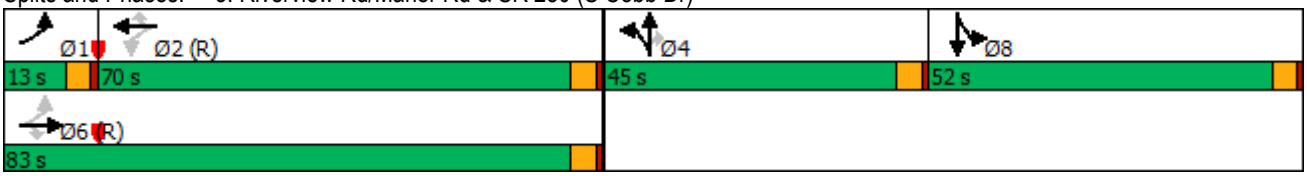
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	252	-	-	674	-
HCM Lane V/C Ratio	0.078	-	-	0.013	-
HCM Control Delay (s)	20.5	-	-	10.4	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

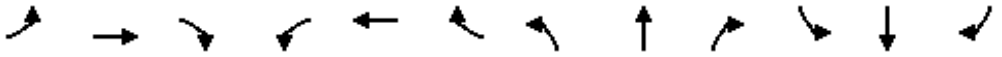
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	175	782	431	125	686	59	41	61	197
Future Volume (vph)	175	782	431	125	686	59	41	61	197
Lane Group Flow (vph)	184	823	454	132	722	62	310	64	396
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	13.0	83.0	83.0	70.0	70.0	70.0	45.0	45.0	52.0
Total Split (%)	7.2%	46.1%	46.1%	38.9%	38.9%	38.9%	25.0%	25.0%	28.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.76	0.56	0.57	0.73	0.60	0.11	0.92	0.18	0.96
Control Delay	56.1	38.0	15.2	73.3	48.3	7.5	101.7	12.4	98.5
Queue Delay	0.0	1.2	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	39.2	15.8	73.3	48.3	7.5	101.7	12.4	98.5
Queue Length 50th (ft)	143	402	145	142	384	0	370	0	472
Queue Length 95th (ft)	#265	477	273	#271	460	36	#547	47	#691
Internal Link Dist (ft)		266			347		197		628
Turn Bay Length (ft)	155		180	200		300		160	
Base Capacity (vph)	243	1468	791	182	1208	575	361	370	429
Starvation Cap Reductn	0	397	113	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.77	0.67	0.73	0.60	0.11	0.86	0.17	0.92

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	782	431	125	686	59	254	41	61	107	197	72
Future Volume (veh/h)	175	782	431	125	686	59	254	41	61	107	197	72
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	1683	1683	1630	1697	1697	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	184	823	0	132	722	0	267	43	0	113	207	0
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	6	1	1	2	2	2	2	2	2	2
Cap, veh/h	302	1650		250	1430		282	45		120	220	
Arrive On Green	0.05	0.52	0.00	0.44	0.44	0.00	0.20	0.20	0.00	0.21	0.21	0.00
Sat Flow, veh/h	1603	3198	1381	603	3224	1427	1390	224	1427	584	1070	0
Grp Volume(v), veh/h	184	823	0	132	722	0	310	0	0	320	0	0
Grp Sat Flow(s),veh/h/ln	1603	1599	1381	603	1612	1427	1614	0	1427	1654	0	0
Q Serve(g_s), s	8.5	30.2	0.0	32.8	28.9	0.0	34.1	0.0	0.0	34.3	0.0	0.0
Cycle Q Clear(g_c), s	8.5	30.2	0.0	50.0	28.9	0.0	34.1	0.0	0.0	34.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	0.35		0.00
Lane Grp Cap(c), veh/h	302	1650		250	1430		328	0		341	0	
V/C Ratio(X)	0.61	0.50		0.53	0.50		0.95	0.00		0.94	0.00	
Avail Cap(c_a), veh/h	302	1650		250	1430		363	0		437	0	
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	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.0	28.4	0.0	48.9	35.9	0.0	70.8	0.0	0.0	70.3	0.0	0.0
Incr Delay (d2), s/veh	3.5	1.1	0.0	7.8	1.3	0.0	32.0	0.0	0.0	24.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	11.7	0.0	5.4	11.5	0.0	17.0	0.0	0.0	16.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	29.5	0.0	56.7	37.2	0.0	102.8	0.0	0.0	95.1	0.0	0.0
LnGrp LOS	D	C		E	D		F	A		F	A	
Approach Vol, veh/h		1007			854			310			320	
Approach Delay, s/veh		31.1			40.2			102.8			95.1	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2	4	6	8
Phs Duration (G+Y+Rc), s	13.0	84.4	41.0	97.4	41.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	65.5	40.5	78.5	47.5
Max Q Clear Time (g_c+I1), s	10.5	52.0	36.1	32.2	36.3
Green Ext Time (p_c), s	0.0	6.3	0.4	9.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D

Notes

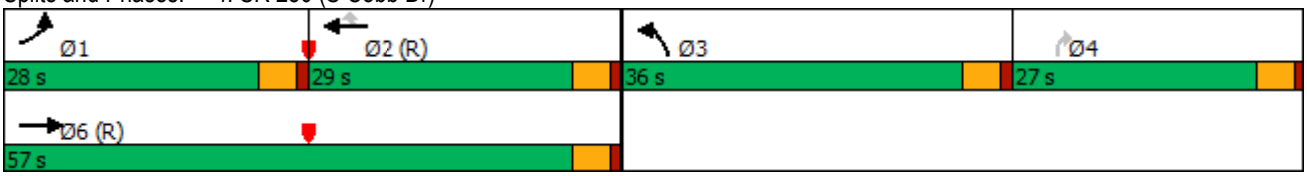
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

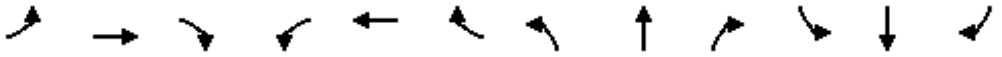
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	579	1136	623	452	825	47
Future Volume (vph)	579	1136	623	452	825	47
Lane Group Flow (vph)	585	1147	629	457	833	47
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	28.0	57.0	29.0	29.0	36.0	27.0
Total Split (%)	23.3%	47.5%	24.2%	24.2%	30.0%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.55	0.51	0.55	0.94	0.29
Control Delay	52.6	16.4	35.0	5.7	62.7	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	16.4	35.0	5.7	62.7	4.3
Queue Length 50th (ft)	230	293	220	0	338	0
Queue Length 95th (ft)	284	358	299	87	#460	2
Internal Link Dist (ft)		349	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	755	2071	1222	837	901	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.55	0.51	0.55	0.92	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	579	1136	0	0	623	452	825	0	47	0	0	0
Future Volume (veh/h)	579	1136	0	0	623	452	825	0	47	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1885	1856	1870	0	1767			
Adj Flow Rate, veh/h	585	1147	0	0	629	457	833	0	47			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	1	3	2	0	9			
Cap, veh/h	641	2337	0	0	1590	698	887	0	384			
Arrive On Green	0.19	0.67	0.00	0.00	0.44	0.44	0.26	0.00	0.26			
Sat Flow, veh/h	3428	3589	0	0	3676	1572	3456	0	1497			
Grp Volume(v), veh/h	585	1147	0	0	629	457	833	0	47			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1791	1572	1728	0	1497			
Q Serve(g_s), s	20.1	19.4	0.0	0.0	14.2	27.3	28.3	0.0	2.9			
Cycle Q Clear(g_c), s	20.1	19.4	0.0	0.0	14.2	27.3	28.3	0.0	2.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	641	2337	0	0	1590	698	887	0	384			
V/C Ratio(X)	0.91	0.49	0.00	0.00	0.40	0.65	0.94	0.00	0.12			
Avail Cap(c_a), veh/h	671	2337	0	0	1590	698	907	0	393			
HCM Platoon Ratio	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	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.8	9.8	0.0	0.0	22.5	26.2	43.7	0.0	34.2			
Incr Delay (d2), s/veh	16.6	0.7	0.0	0.0	0.7	4.7	16.9	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			
%ile BackOfQ(50%),veh/ln	9.8	6.6	0.0	0.0	5.9	11.1	14.2	0.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	10.6	0.0	0.0	23.2	30.9	60.6	0.0	34.4			
LnGrp LOS	E	B	A	A	C	C	E	A	C			
Approach Vol, veh/h		1732			1086			880				
Approach Delay, s/veh		28.7			26.5			59.2				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	26.9	57.8				84.7		35.3				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	23.5	24.5				52.5		31.5				
Max Q Clear Time (g_c+I1), s	22.1	29.3				21.4		30.3				
Green Ext Time (p_c), s	0.3	0.0				12.7		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			35.3									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1175	164	0	1082	0	213
Future Vol, veh/h	1175	164	0	1082	0	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	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	1277	178	0	1176	0	232

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	639
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	0	-	0	419
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	419
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	419	-	-
HCM Lane V/C Ratio	0.553	-	-
HCM Control Delay (s)	23.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	3.3	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	62	0	333	672	105
Future Vol, veh/h	0	62	0	333	672	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
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	67	0	362	730	114

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	730	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	422	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	422	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	422	-
HCM Lane V/C Ratio	-	0.16	-
HCM Control Delay (s)	-	15.1	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.6	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	12	6	12	8	0
Future Vol, veh/h	2	12	6	12	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	13	7	13	9	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	20	0	-	0	31	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	17	-
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	1596	-	-	-	983	1066
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1596	-	-	-	982	1066
Mov Cap-2 Maneuver	-	-	-	-	982	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	1006	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1596	-	-	-	982
HCM Lane V/C Ratio	0.001	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

FUTURE "NO-BUILD" 2037 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1	0	568	202	15
Future Vol, veh/h	9	1	0	568	202	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	10	1	0	611	217	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	836	225	233	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	323	814	1335	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	323	814	1335	-	-	-
Mov Cap-2 Maneuver	323	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	521	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1335	-	344	-	-
HCM Lane V/C Ratio	-	-	0.031	-	-
HCM Control Delay (s)	0	-	15.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	959	8	0	790	13	11
Future Vol, veh/h	959	8	0	790	13	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	1031	9	0	849	14	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1040	0	1456	516
Stage 1	-	-	-	-	1031	-
Stage 2	-	-	-	-	425	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	664	-	121	504
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	627	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	664	-	121	504
Mov Cap-2 Maneuver	-	-	-	-	234	-
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	627	-

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

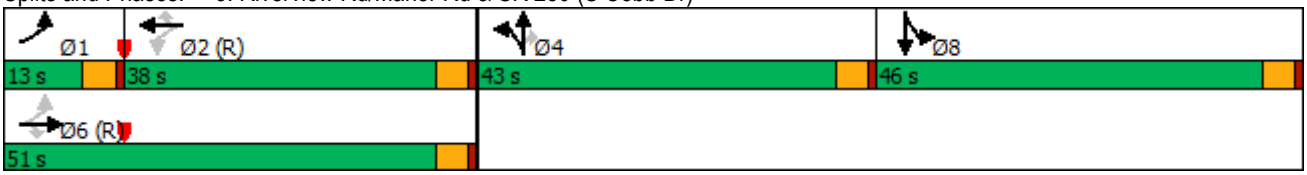
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	310	-	-	664	-
HCM Lane V/C Ratio	0.083	-	-	-	-
HCM Control Delay (s)	17.7	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

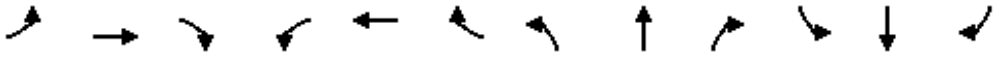
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	136	754	162	21	650	132	131	168	33
Future Volume (vph)	136	754	162	21	650	132	131	168	33
Lane Group Flow (vph)	143	794	171	22	684	139	429	177	193
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	13.0	51.0	51.0	38.0	38.0	38.0	43.0	43.0	46.0
Total Split (%)	9.3%	36.4%	36.4%	27.1%	27.1%	27.1%	30.7%	30.7%	32.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.45	0.52	0.24	0.11	0.64	0.24	1.01	0.37	0.77
Control Delay	26.1	26.7	6.8	37.7	43.5	7.0	95.5	17.2	62.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	26.7	6.8	37.7	43.5	7.0	95.5	17.2	62.6
Queue Length 50th (ft)	74	263	16	14	285	0	~413	44	134
Queue Length 95th (ft)	135	368	69	43	#412	55	#646	115	213
Internal Link Dist (ft)		546			347		374		946
Turn Bay Length (ft)	155		200	200		300		180	
Base Capacity (vph)	320	1537	708	202	1067	577	426	475	486
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.52	0.24	0.11	0.64	0.24	1.01	0.37	0.40

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 135
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: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	754	162	21	650	132	276	131	168	45	33	105
Future Volume (veh/h)	136	754	162	21	650	132	276	131	168	45	33	105
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	1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670	1683
Adj Flow Rate, veh/h	143	794	0	22	684	0	291	138	0	47	35	0
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, %	3	4	12	2	5	3	8	4	2	2	3	2
Cap, veh/h	366	1780		309	1482		299	142		59	44	
Arrive On Green	0.06	0.57	0.00	0.47	0.47	0.00	0.28	0.28	0.00	0.06	0.06	0.00
Sat Flow, veh/h	1590	3148	1314	615	3122	1415	1087	515	1427	931	693	0
Grp Volume(v), veh/h	143	794	0	22	684	0	429	0	0	82	0	0
Grp Sat Flow(s),veh/h/ln	1590	1574	1314	615	1561	1415	1602	0	1427	1623	0	0
Q Serve(g_s), s	6.3	20.5	0.0	3.0	20.6	0.0	37.1	0.0	0.0	7.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	20.5	0.0	10.8	20.6	0.0	37.1	0.0	0.0	7.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.68		1.00	0.57		0.00
Lane Grp Cap(c), veh/h	366	1780		309	1482		441	0		102	0	
V/C Ratio(X)	0.39	0.45		0.07	0.46		0.97	0.00		0.80	0.00	
Avail Cap(c_a), veh/h	369	1780		309	1482		441	0		481	0	
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)	0.86	0.86	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.1	17.7	0.0	24.5	24.7	0.0	50.2	0.0	0.0	64.7	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.7	0.0	0.4	1.0	0.0	35.9	0.0	0.0	13.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.3	0.0	0.5	7.6	0.0	19.1	0.0	0.0	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	18.4	0.0	25.0	25.8	0.0	86.2	0.0	0.0	78.0	0.0	0.0
LnGrp LOS	B	B		C	C		F	A		E	A	
Approach Vol, veh/h		937			706			429			82	
Approach Delay, s/veh		18.4			25.8			86.2			78.0	
Approach LOS		B			C			F			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.7	70.9		43.0		83.7		13.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	33.5		38.5		46.5		41.5				
Max Q Clear Time (g_c+I1), s	8.3	22.6		39.1		22.5		9.0				
Green Ext Time (p_c), s	0.0	4.3		0.0		7.2		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			36.6									
HCM 6th LOS			D									

Notes

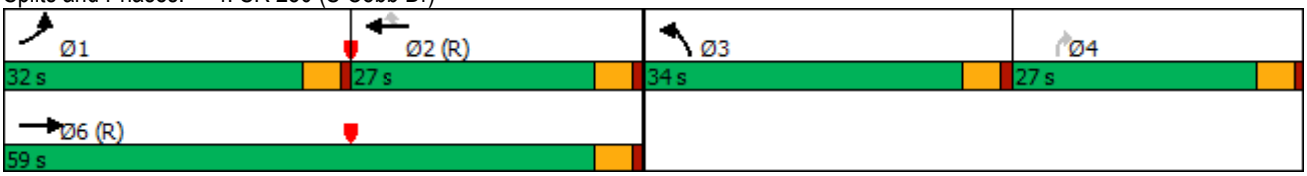
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

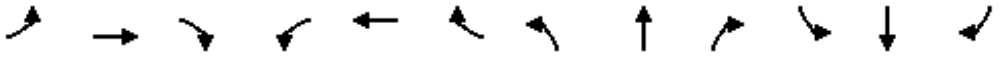
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	651	899	454	552	751	90
Future Volume (vph)	651	899	454	552	751	90
Lane Group Flow (vph)	708	977	493	600	816	98
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	9.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	32.0	59.0	27.0	27.0	34.0	27.0
Total Split (%)	26.7%	49.2%	22.5%	22.5%	28.3%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.80	0.49	0.54	0.71	0.98	0.54
Control Delay	47.8	16.2	41.6	8.7	71.3	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	16.2	41.6	8.7	71.3	22.6
Queue Length 50th (ft)	273	223	176	0	337	2
Queue Length 95th (ft)	326	313	265	130	#473	57
Internal Link Dist (ft)		349	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	886	1988	912	843	835	350
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.49	0.54	0.71	0.98	0.28

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	651	899	0	0	454	552	751	0	90	0	0	0
Future Volume (veh/h)	651	899	0	0	454	552	751	0	90	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	708	977	0	0	493	600	816	0	98			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	752	2356	0	0	1422	629	843	0	362			
Arrive On Green	0.23	0.68	0.00	0.00	0.41	0.41	0.25	0.00	0.25			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	708	977	0	0	493	600	816	0	98			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	25.4	15.1	0.0	0.0	11.8	45.8	28.3	0.0	6.5			
Cycle Q Clear(g_c), s	25.4	15.1	0.0	0.0	11.8	45.8	28.3	0.0	6.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	752	2356	0	0	1422	629	843	0	362			
V/C Ratio(X)	0.94	0.41	0.00	0.00	0.35	0.95	0.97	0.00	0.27			
Avail Cap(c_a), veh/h	754	2356	0	0	1422	629	843	0	362			
HCM Platoon Ratio	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	0.00	0.72	0.72	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.5	8.6	0.0	0.0	24.1	34.1	44.8	0.0	36.6			
Incr Delay (d2), s/veh	19.9	0.5	0.0	0.0	0.5	21.1	23.4	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.1	5.0	0.0	0.0	4.7	20.4	14.8	0.0	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	9.1	0.0	0.0	24.6	55.2	68.2	0.0	37.0			
LnGrp LOS	E	A	A	A	C	E	E	A	D			
Approach Vol, veh/h		1685			1093			914				
Approach Delay, s/veh		32.8			41.4			64.9				
Approach LOS		C			D			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	31.9	54.1				86.0		34.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	27.5	22.5				54.5		29.5				
Max Q Clear Time (g_c+I1), s	27.4	47.8				17.1		30.3				
Green Ext Time (p_c), s	0.0	0.0				10.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			43.3									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	3	2	353	796	4
Future Vol, veh/h	12	3	2	353	796	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	13	3	2	368	829	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1203	831	833	0	-	0
Stage 1	831	-	-	-	-	-
Stage 2	372	-	-	-	-	-
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	204	370	800	-	-	-
Stage 1	428	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	370	800	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	800	-	223	-	-
HCM Lane V/C Ratio	0.003	-	0.07	-	-
HCM Control Delay (s)	9.5	0	22.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	963	21	9	948	17	3
Future Vol, veh/h	963	21	9	948	17	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1058	23	10	1042	19	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1081	0	1599	529
Stage 1	-	-	-	-	1058	-
Stage 2	-	-	-	-	541	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	641	-	97	494
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	548	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	641	-	95	494
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	22.1
HCM LOS			C

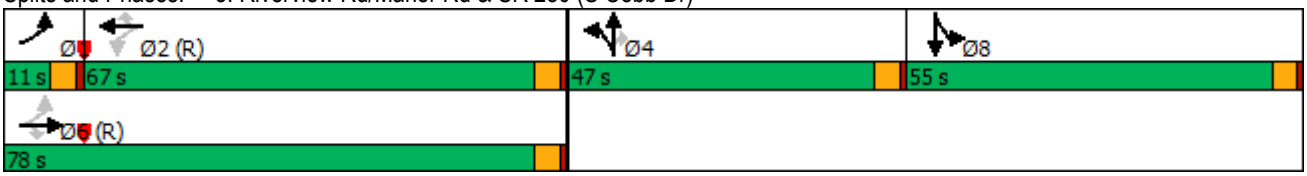
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	233	-	-	641	-
HCM Lane V/C Ratio	0.094	-	-	0.015	-
HCM Control Delay (s)	22.1	-	-	10.7	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

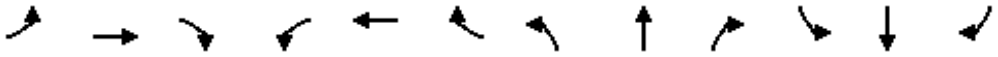
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	112	820	474	97	755	65	45	67	204
Future Volume (vph)	112	820	474	97	755	65	45	67	204
Lane Group Flow (vph)	118	863	499	102	795	68	341	71	422
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	23.5	23.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	78.0	78.0	67.0	67.0	67.0	47.0	47.0	55.0
Total Split (%)	6.1%	43.3%	43.3%	37.2%	37.2%	37.2%	26.1%	26.1%	30.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.65	0.63	0.65	0.70	0.68	0.12	0.94	0.19	0.96
Control Delay	54.3	43.7	18.1	77.9	53.1	9.5	102.1	14.7	96.1
Queue Delay	0.0	1.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	45.5	18.8	77.9	53.1	9.5	102.1	14.7	96.1
Queue Length 50th (ft)	93	452	179	110	447	3	411	7	502
Queue Length 95th (ft)	#161	533	328	#225	531	43	#608	55	#727
Internal Link Dist (ft)		546			347		374		946
Turn Bay Length (ft)	155		200	200		300		180	
Base Capacity (vph)	181	1365	772	145	1162	555	379	385	456
Starvation Cap Reductn	0	328	84	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.83	0.73	0.70	0.68	0.12	0.90	0.18	0.93

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	820	474	97	755	65	279	45	67	118	204	79
Future Volume (veh/h)	112	820	474	97	755	65	279	45	67	118	204	79
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	1683	1683	1630	1697	1697	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	118	863	0	102	795	0	294	47	0	124	215	0
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	6	1	1	2	2	2	2	2	2	2
Cap, veh/h	243	1553		212	1368		308	49		132	228	
Arrive On Green	0.04	0.49	0.00	0.42	0.42	0.00	0.22	0.22	0.00	0.22	0.22	0.00
Sat Flow, veh/h	1603	3198	1381	581	3224	1427	1391	222	1427	605	1048	0
Grp Volume(v), veh/h	118	863	0	102	795	0	341	0	0	339	0	0
Grp Sat Flow(s),veh/h/ln	1603	1599	1381	581	1612	1427	1614	0	1427	1653	0	0
Q Serve(g_s), s	6.5	34.2	0.0	27.0	33.9	0.0	37.5	0.0	0.0	36.3	0.0	0.0
Cycle Q Clear(g_c), s	6.5	34.2	0.0	50.2	33.9	0.0	37.5	0.0	0.0	36.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	0.37		0.00
Lane Grp Cap(c), veh/h	243	1553		212	1368		358	0		360	0	
V/C Ratio(X)	0.49	0.56		0.48	0.58		0.95	0.00		0.94	0.00	
Avail Cap(c_a), veh/h	243	1553		212	1368		381	0		464	0	
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)	0.78	0.78	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.9	32.6	0.0	54.2	39.6	0.0	69.1	0.0	0.0	69.3	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.1	0.0	7.7	1.8	0.0	33.2	0.0	0.0	24.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	13.3	0.0	4.4	13.6	0.0	18.8	0.0	0.0	17.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	33.8	0.0	61.9	41.4	0.0	102.4	0.0	0.0	93.4	0.0	0.0
LnGrp LOS	D	C		E	D		F	A		F	A	
Approach Vol, veh/h		981			897			341			339	
Approach Delay, s/veh		34.0			43.7			102.4			93.4	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	80.9		44.4		91.9		43.7				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	62.5		42.5		73.5		50.5				
Max Q Clear Time (g_c+I1), s	8.5	52.2		39.5		36.2		38.3				
Green Ext Time (p_c), s	0.0	5.4		0.4		9.2		0.9				

Intersection Summary		
HCM 6th Ctrl Delay	54.4	
HCM 6th LOS	D	

Notes

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

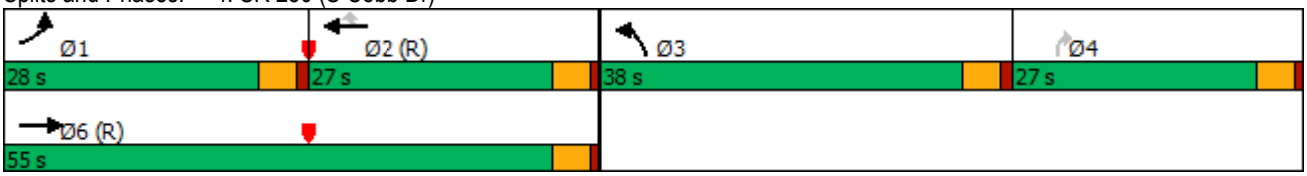
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

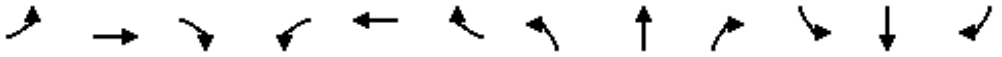
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	637	1183	618	497	907	52
Future Volume (vph)	637	1183	618	497	907	52
Lane Group Flow (vph)	643	1195	624	502	916	53
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	28.0	55.0	27.0	27.0	38.0	27.0
Total Split (%)	23.3%	45.8%	22.5%	22.5%	31.7%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.77	0.60	0.59	0.62	0.96	0.32
Control Delay	49.0	18.5	40.3	6.9	64.3	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.0	18.5	40.3	6.9	64.3	7.0
Queue Length 50th (ft)	248	325	233	0	374	0
Queue Length 95th (ft)	306	398	314	100	#510	9
Internal Link Dist (ft)		349	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	831	2003	1054	816	958	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.60	0.59	0.62	0.96	0.15

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	637	1183	0	0	618	497	907	0	52	0	0	0
Future Volume (veh/h)	637	1183	0	0	618	497	907	0	52	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1885	1856	1870	0	1767			
Adj Flow Rate, veh/h	643	1195	0	0	624	502	916	0	53			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	1	3	2	0	9			
Cap, veh/h	671	2263	0	0	1481	650	961	0	416			
Arrive On Green	0.20	0.65	0.00	0.00	0.41	0.41	0.28	0.00	0.28			
Sat Flow, veh/h	3428	3589	0	0	3676	1572	3456	0	1497			
Grp Volume(v), veh/h	643	1195	0	0	624	502	916	0	53			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1791	1572	1728	0	1497			
Q Serve(g_s), s	22.3	22.0	0.0	0.0	14.8	33.0	31.2	0.0	3.2			
Cycle Q Clear(g_c), s	22.3	22.0	0.0	0.0	14.8	33.0	31.2	0.0	3.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	671	2263	0	0	1481	650	961	0	416			
V/C Ratio(X)	0.96	0.53	0.00	0.00	0.42	0.77	0.95	0.00	0.13			
Avail Cap(c_a), veh/h	671	2263	0	0	1481	650	965	0	418			
HCM Platoon Ratio	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	0.00	0.67	0.67	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.8	11.4	0.0	0.0	25.0	30.3	42.6	0.0	32.4			
Incr Delay (d2), s/veh	24.7	0.9	0.0	0.0	0.6	5.9	18.7	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			
%ile BackOfQ(50%),veh/ln	11.5	7.7	0.0	0.0	6.2	13.5	15.8	0.0	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.4	12.2	0.0	0.0	25.6	36.2	61.2	0.0	32.6			
LnGrp LOS	E	B	A	A	C	D	E	A	C			
Approach Vol, veh/h		1838			1126			969				
Approach Delay, s/veh		33.3			30.3			59.6				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	28.0	54.1				82.1		37.9				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	23.5	22.5				50.5		33.5				
Max Q Clear Time (g_c+I1), s	24.3	35.0				24.0		33.2				
Green Ext Time (p_c), s	0.0	0.0				12.4		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			38.9									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

FUTURE "BUILD" 2037 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	8	14	568	209	15
Future Vol, veh/h	9	8	14	568	209	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	10	9	15	611	225	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	874	233	241	0	-	0
Stage 1	233	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	306	806	1326	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	301	806	1326	-	-	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1326	-	427	-	-
HCM Lane V/C Ratio	0.011	-	0.043	-	-
HCM Control Delay (s)	7.7	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	999	8	0	831	13	11
Future Vol, veh/h	999	8	0	831	13	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	1074	9	0	894	14	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1083	0	1521	537
Stage 1	-	-	-	-	1074	-
Stage 2	-	-	-	-	447	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	640	-	109	488
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	640	-	109	488
Mov Cap-2 Maneuver	-	-	-	-	220	-
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	611	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.4
HCM LOS			C

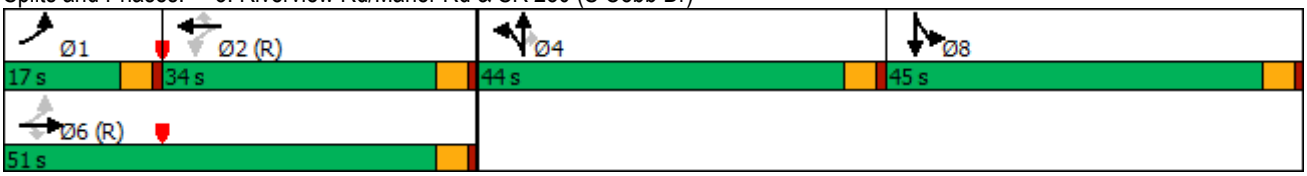
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	294	-	-	640	-
HCM Lane V/C Ratio	0.088	-	-	-	-
HCM Control Delay (s)	18.4	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

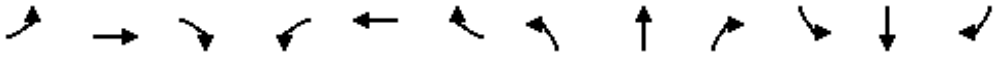
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	216	794	162	62	650	132	131	168	47
Future Volume (vph)	216	794	162	62	650	132	131	168	47
Lane Group Flow (vph)	227	836	171	65	684	139	429	177	207
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	17.0	51.0	51.0	34.0	34.0	34.0	44.0	44.0	45.0
Total Split (%)	12.1%	36.4%	36.4%	24.3%	24.3%	24.3%	31.4%	31.4%	32.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.62	0.57	0.25	0.48	0.92	0.31	0.98	0.34	0.78
Control Delay	38.0	29.6	9.3	60.7	70.4	8.9	88.4	8.9	64.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	29.6	9.3	60.7	70.4	8.9	88.4	8.9	64.9
Queue Length 50th (ft)	141	294	27	52	329	0	405	10	154
Queue Length 95th (ft)	#272	409	85	114	#502	59	#635	72	232
Internal Link Dist (ft)		266			347		197		628
Turn Bay Length (ft)	155		180	200		300		160	
Base Capacity (vph)	368	1475	675	135	742	444	437	519	473
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.57	0.25	0.48	0.92	0.31	0.98	0.34	0.44

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	794	162	62	650	132	276	131	168	45	47	105
Future Volume (veh/h)	216	794	162	62	650	132	276	131	168	45	47	105
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	1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670	1683
Adj Flow Rate, veh/h	227	836	0	65	684	0	291	138	0	47	49	0
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, %	3	4	12	2	5	3	8	4	2	2	3	2
Cap, veh/h	377	1738		282	1345		303	144		58	60	
Arrive On Green	0.09	0.55	0.00	0.43	0.43	0.00	0.28	0.28	0.00	0.07	0.07	0.00
Sat Flow, veh/h	1590	3148	1314	591	3122	1415	1087	515	1427	798	832	0
Grp Volume(v), veh/h	227	836	0	65	684	0	429	0	0	96	0	0
Grp Sat Flow(s),veh/h/ln	1590	1574	1314	591	1561	1415	1602	0	1427	1630	0	0
Q Serve(g_s), s	10.9	22.7	0.0	10.5	22.4	0.0	36.9	0.0	0.0	8.1	0.0	0.0
Cycle Q Clear(g_c), s	10.9	22.7	0.0	16.2	22.4	0.0	36.9	0.0	0.0	8.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.68		1.00	0.49		0.00
Lane Grp Cap(c), veh/h	377	1738		282	1345		447	0		118	0	
V/C Ratio(X)	0.60	0.48		0.23	0.51		0.96	0.00		0.81	0.00	
Avail Cap(c_a), veh/h	377	1738		282	1345		452	0		472	0	
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	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	19.1	0.0	29.2	29.0	0.0	49.7	0.0	0.0	64.0	0.0	0.0
Incr Delay (d2), s/veh	2.7	1.0	0.0	1.9	1.4	0.0	32.1	0.0	0.0	12.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	8.1	0.0	1.6	8.4	0.0	18.6	0.0	0.0	3.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	20.1	0.0	31.1	30.4	0.0	81.8	0.0	0.0	76.4	0.0	0.0
LnGrp LOS	C	C		C	C		F	A		E	A	
Approach Vol, veh/h		1063			749			429			96	
Approach Delay, s/veh		20.8			30.5			81.8			76.4	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	17.0	64.8		43.5		81.8		14.6				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	12.5	29.5		39.5		46.5		40.5				
Max Q Clear Time (g_c+I1), s	12.9	24.4		38.9		24.7		10.1				
Green Ext Time (p_c), s	0.0	2.6		0.1		7.4		0.3				

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

Notes

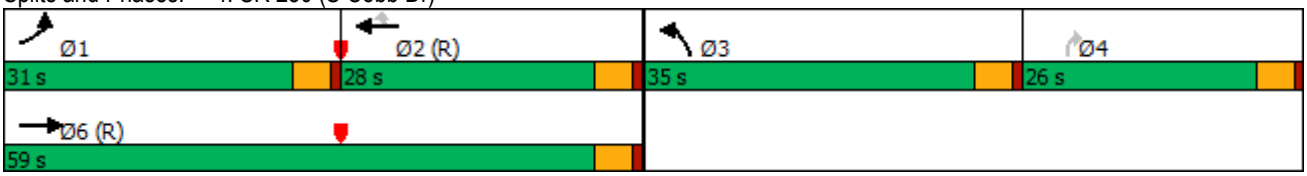
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

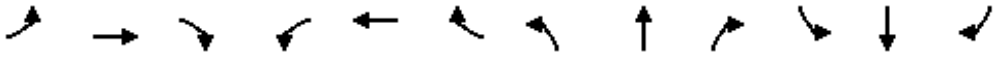
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	651	968	521	552	751	90
Future Volume (vph)	651	968	521	552	751	90
Lane Group Flow (vph)	708	1052	566	600	816	98
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	31.0	59.0	28.0	28.0	35.0	26.0
Total Split (%)	25.8%	49.2%	23.3%	23.3%	29.2%	21.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.53	0.65	0.72	0.95	0.54
Control Delay	47.0	17.4	44.8	8.9	65.8	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	17.4	44.8	8.9	65.8	22.6
Queue Length 50th (ft)	271	253	211	0	333	2
Queue Length 95th (ft)	335	353	#325	128	#461	57
Internal Link Dist (ft)		349	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	900	1968	876	833	864	338
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.53	0.65	0.72	0.94	0.29

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	651	968	0	0	521	552	751	0	90	0	0	0
Future Volume (veh/h)	651	968	0	0	521	552	751	0	90	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	708	1052	0	0	566	600	816	0	98			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	727	2335	0	0	1427	631	864	0	371			
Arrive On Green	0.22	0.67	0.00	0.00	0.41	0.41	0.25	0.00	0.25			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	708	1052	0	0	566	600	816	0	98			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	25.6	17.1	0.0	0.0	13.8	45.7	28.0	0.0	6.4			
Cycle Q Clear(g_c), s	25.6	17.1	0.0	0.0	13.8	45.7	28.0	0.0	6.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	727	2335	0	0	1427	631	864	0	371			
V/C Ratio(X)	0.97	0.45	0.00	0.00	0.40	0.95	0.94	0.00	0.26			
Avail Cap(c_a), veh/h	727	2335	0	0	1427	631	871	0	374			
HCM Platoon Ratio	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	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.4	9.2	0.0	0.0	24.6	33.9	44.1	0.0	36.0			
Incr Delay (d2), s/veh	27.0	0.6	0.0	0.0	0.8	25.5	18.4	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.8	5.8	0.0	0.0	5.6	21.1	14.1	0.0	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	9.8	0.0	0.0	25.4	59.5	62.4	0.0	36.3			
LnGrp LOS	E	A	A	A	C	E	E	A	D			
Approach Vol, veh/h		1760			1166			914				
Approach Delay, s/veh		35.4			42.9			59.6				
Approach LOS		D			D			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	31.0	54.3				85.3		34.7				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	26.5	23.5				54.5		30.5				
Max Q Clear Time (g_c+I1), s	27.6	47.7				19.1		30.0				
Green Ext Time (p_c), s	0.0	0.0				11.9		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			43.5									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	897	225	0	1110	0	277
Future Vol, veh/h	897	225	0	1110	0	277
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	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	975	245	0	1207	0	301

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	488
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	0	-	0	526
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	526
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	526	-	-
HCM Lane V/C Ratio	0.572	-	-
HCM Control Delay (s)	20.6	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	3.6	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	40	0	576	185	88
Future Vol, veh/h	0	40	0	576	185	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
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	43	0	626	201	96

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	201	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	840	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	840	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	840	-
HCM Lane V/C Ratio	-	0.052	-
HCM Control Delay (s)	-	9.5	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	8	13	16	9	2
Future Vol, veh/h	2	8	13	16	9	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	2	9	14	17	10	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	31	0	-	0	36	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	13	-
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	1582	-	-	-	977	1054
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1582	-	-	-	976	1054
Mov Cap-2 Maneuver	-	-	-	-	976	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	989
HCM Lane V/C Ratio	0.001	-	-	-	0.012
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	9	14	353	802	4
Future Vol, veh/h	12	9	14	353	802	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	13	9	15	368	835	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1235	837	839	0	-	0
Stage 1	837	-	-	-	-	-
Stage 2	398	-	-	-	-	-
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	195	367	796	-	-	-
Stage 1	425	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	190	367	796	-	-	-
Mov Cap-2 Maneuver	190	-	-	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	678	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	796	-	240	-	-
HCM Lane V/C Ratio	0.018	-	0.091	-	-
HCM Control Delay (s)	9.6	0	21.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1000	21	9	985	17	3
Future Vol, veh/h	1000	21	9	985	17	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1099	23	10	1082	19	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1122	0	1660	550
Stage 1	-	-	-	-	1099	-
Stage 2	-	-	-	-	561	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	618	-	88	479
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	618	-	87	479
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	526	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	23.1
HCM LOS			C

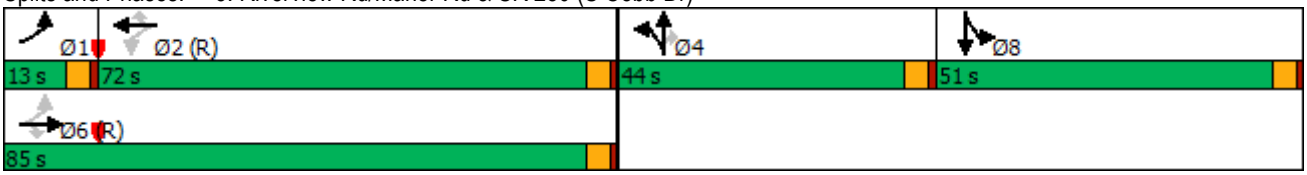
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	221	-	-	618	-
HCM Lane V/C Ratio	0.099	-	-	0.016	-
HCM Control Delay (s)	23.1	-	-	10.9	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

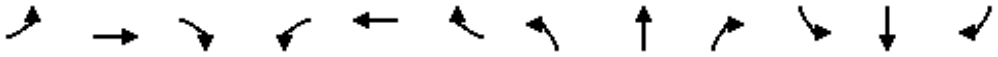
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	185	857	474	134	755	65	45	67	216
Future Volume (vph)	185	857	474	134	755	65	45	67	216
Lane Group Flow (vph)	195	902	499	141	795	68	341	71	434
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6			2		4		8
Permitted Phases	6		6	2		2		4	
Detector Phase	1	6	6	2	2	2	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	13.0	85.0	85.0	72.0	72.0	72.0	44.0	44.0	51.0
Total Split (%)	7.2%	47.2%	47.2%	40.0%	40.0%	40.0%	24.4%	24.4%	28.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes			Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio	0.98	0.63	0.64	0.97	0.66	0.12	0.97	0.20	1.03
Control Delay	97.5	40.9	18.1	119.8	49.9	8.4	110.2	15.4	113.3
Queue Delay	0.0	3.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.5	44.1	19.4	119.8	49.9	8.4	110.2	15.4	113.3
Queue Length 50th (ft)	150	447	190	170	427	2	421	7	~564
Queue Length 95th (ft)	#319	526	331	#335	507	41	#642	57	#806
Internal Link Dist (ft)		266			347		197		628
Turn Bay Length (ft)	155		180	200		300		160	
Base Capacity (vph)	199	1424	779	146	1206	575	352	362	422
Starvation Cap Reductn	0	407	117	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.89	0.75	0.97	0.66	0.12	0.97	0.20	1.03

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
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: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	857	474	134	755	65	279	45	67	118	216	79
Future Volume (veh/h)	185	857	474	134	755	65	279	45	67	118	216	79
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	1683	1683	1630	1697	1697	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	195	902	0	141	795	0	294	47	0	124	227	0
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	6	1	1	2	2	2	2	2	2	2
Cap, veh/h	248	1540		196	1320		305	49		131	240	
Arrive On Green	0.05	0.48	0.00	0.41	0.41	0.00	0.22	0.22	0.00	0.22	0.22	0.00
Sat Flow, veh/h	1603	3198	1381	560	3224	1427	1391	222	1427	584	1070	0
Grp Volume(v), veh/h	195	902	0	141	795	0	341	0	0	351	0	0
Grp Sat Flow(s),veh/h/ln	1603	1599	1381	560	1612	1427	1614	0	1427	1654	0	0
Q Serve(g_s), s	8.5	36.7	0.0	43.7	34.8	0.0	37.6	0.0	0.0	37.6	0.0	0.0
Cycle Q Clear(g_c), s	8.5	36.7	0.0	67.4	34.8	0.0	37.6	0.0	0.0	37.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	0.35		0.00
Lane Grp Cap(c), veh/h	248	1540		196	1320		354	0		370	0	
V/C Ratio(X)	0.78	0.59		0.72	0.60		0.96	0.00		0.95	0.00	
Avail Cap(c_a), veh/h	248	1540		196	1320		354	0		427	0	
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	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	33.7	0.0	62.7	41.7	0.0	69.5	0.0	0.0	68.8	0.0	0.0
Incr Delay (d2), s/veh	15.1	1.6	0.0	20.4	2.0	0.0	38.0	0.0	0.0	28.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	14.4	0.0	7.2	14.1	0.0	19.3	0.0	0.0	18.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	35.3	0.0	83.1	43.7	0.0	107.5	0.0	0.0	97.3	0.0	0.0
LnGrp LOS	E	D		F	D		F	A		F	A	
Approach Vol, veh/h		1097			936			341			351	
Approach Delay, s/veh		39.9			49.7			107.5			97.3	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.0	78.2		44.0		91.2		44.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	67.5		39.5		80.5		46.5				
Max Q Clear Time (g_c+I1), s	10.5	69.4		39.6		38.7		39.6				
Green Ext Time (p_c), s	0.0	0.0		0.0		10.0		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		59.1
HCM 6th LOS		E

Notes

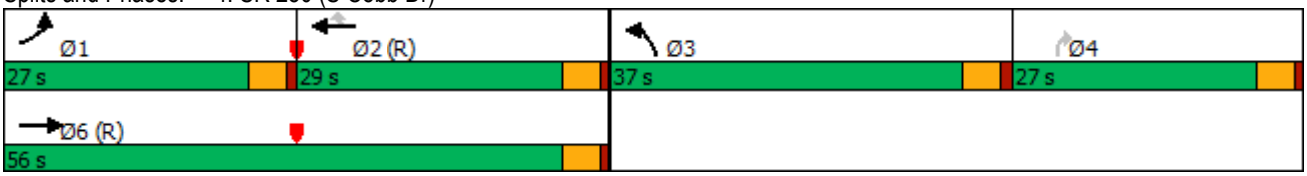
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

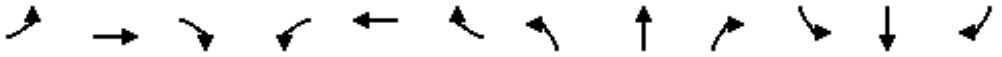
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	637	1244	679	497	907	52
Future Volume (vph)	637	1244	679	497	907	52
Lane Group Flow (vph)	643	1257	686	502	916	53
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	27.0	56.0	29.0	29.0	37.0	27.0
Total Split (%)	22.5%	46.7%	24.2%	24.2%	30.8%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.74	0.62	0.66	0.62	0.99	0.32
Control Delay	47.0	18.5	41.8	6.8	70.1	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	18.5	41.8	6.8	70.1	7.0
Queue Length 50th (ft)	247	344	260	0	378	0
Queue Length 95th (ft)	306	421	345	98	#522	9
Internal Link Dist (ft)		349	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	864	2026	1044	813	929	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.62	0.66	0.62	0.99	0.15

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	637	1244	0	0	679	497	907	0	52	0	0	0
Future Volume (veh/h)	637	1244	0	0	679	497	907	0	52	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1885	1856	1870	0	1767			
Adj Flow Rate, veh/h	643	1257	0	0	686	502	916	0	53			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	1	3	2	0	9			
Cap, veh/h	643	2288	0	0	1537	675	936	0	405			
Arrive On Green	0.19	0.65	0.00	0.00	0.43	0.43	0.27	0.00	0.27			
Sat Flow, veh/h	3428	3589	0	0	3676	1572	3456	0	1497			
Grp Volume(v), veh/h	643	1257	0	0	686	502	916	0	53			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1791	1572	1728	0	1497			
Q Serve(g_s), s	22.5	23.3	0.0	0.0	16.2	32.1	31.6	0.0	3.2			
Cycle Q Clear(g_c), s	22.5	23.3	0.0	0.0	16.2	32.1	31.6	0.0	3.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	643	2288	0	0	1537	675	936	0	405			
V/C Ratio(X)	1.00	0.55	0.00	0.00	0.45	0.74	0.98	0.00	0.13			
Avail Cap(c_a), veh/h	643	2288	0	0	1537	675	936	0	405			
HCM Platoon Ratio	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	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.8	11.2	0.0	0.0	24.2	28.7	43.4	0.0	33.1			
Incr Delay (d2), s/veh	35.6	1.0	0.0	0.0	0.9	7.3	24.2	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			
%ile BackOfQ(50%),veh/ln	12.5	8.1	0.0	0.0	6.8	13.4	16.6	0.0	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.3	12.2	0.0	0.0	25.1	36.0	67.6	0.0	33.2			
LnGrp LOS	F	B	A	A	C	D	E	A	C			
Approach Vol, veh/h		1900			1188			969				
Approach Delay, s/veh		36.6			29.7			65.7				
Approach LOS		D			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	27.0	56.0				83.0		37.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	22.5	24.5				51.5		32.5				
Max Q Clear Time (g_c+I1), s	24.5	34.1				25.3		33.6				
Green Ext Time (p_c), s	0.0	0.0				13.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			41.5									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1303	164	0	1184	0	213
Future Vol, veh/h	1303	164	0	1184	0	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	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	1416	178	0	1287	0	232

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	708
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	0	-	0	377
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	377
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	28.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	377	-	-
HCM Lane V/C Ratio	0.614	-	-
HCM Control Delay (s)	28.6	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	3.9	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	62	0	366	745	105
Future Vol, veh/h	0	62	0	366	745	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
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	67	0	398	810	114

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	810	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	380	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	380	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	380	-
HCM Lane V/C Ratio	-	0.177	-
HCM Control Delay (s)	-	16.5	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.6	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	13	7	12	8	0
Future Vol, veh/h	2	13	7	12	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	14	8	13	9	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	21	0	-	0	33	15
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	18	-
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	1595	-	-	-	980	1065
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1595	-	-	-	979	1065
Mov Cap-2 Maneuver	-	-	-	-	979	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1595	-	-	-	979
HCM Lane V/C Ratio	0.001	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

TRAFFIC VOLUME WORKSHEETS

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

1.Riverview Rd @ Maner Rd

A.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Maner Road Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	506	0	506	0	0	180	14	194	0	8	0	1	9	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	516	0	516	0	0	184	14	198	0	8	0	1	9	0	0	0	0	0
No-Build 2037 Volumes:	0	0	568	0	568	0	0	202	15	217	0	9	0	1	10	0	0	0	0	0
Total New Trips:	0	14	0	0	14	0	0	7	0	7	0	0	0	7	7	0	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	14	516	0	530	0	0	191	14	205	0	8	0	8	16	0	0	0	0	0
Future 2037 Traffic Volumes:	0	14	568	0	582	0	0	209	15	224	0	9	0	8	17	0	0	0	0	0

P.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Maner Road Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	2	315	0	317	0	0	710	4	714	0	11	0	3	14	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	2	321	0	323	0	0	724	4	728	0	11	0	3	14	0	0	0	0	0
No-Build 2037 Volumes:	0	2	353	0	355	0	0	796	4	800	0	12	0	3	15	0	0	0	0	0
Total New Trips:	0	12	0	0	12	0	0	6	0	6	0	0	0	6	6	0	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	14	321	0	335	0	0	730	4	734	0	11	0	9	20	0	0	0	0	0
Future 2037 Traffic Volumes:	0	14	353	0	367	0	0	802	4	806	0	12	0	9	21	0	0	0	0	0

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

2.SR 280 @ Elmwood Cir

A.M. Peak Hour

	Elmwood Circle Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	12	0	10	22	0	0	0	0	0	0	0	855	7	862	0	0	704	0	704
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	12	0	10	22	0	0	0	0	0	0	0	872	7	879	0	0	718	0	718
No-Build 2037 Volumes:	0	13	0	11	24	0	0	0	0	0	0	0	959	8	967	0	0	790	0	790
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	40	0	40	0	0	41	0	41
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	12	0	10	22	0	0	0	0	0	0	0	912	7	919	0	0	759	0	759
Future 2037 Traffic Volumes:	0	13	0	11	24	0	0	0	0	0	0	0	999	8	1007	0	0	831	0	831

P.M. Peak Hour

	Elmwood Circle Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	15	0	3	18	0	0	0	0	0	0	0	858	19	877	0	8	845	0	853
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	15	0	3	18	0	0	0	0	0	0	0	875	19	894	0	8	862	0	870
No-Build 2037 Volumes:	0	17	0	3	20	0	0	0	0	0	0	0	963	21	984	0	9	948	0	957
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	37	0	37	0	0	37	0	37
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	15	0	3	18	0	0	0	0	0	0	0	912	19	931	0	8	899	0	907
Future 2037 Traffic Volumes:	0	17	0	3	20	0	0	0	0	0	0	0	1000	21	1021	0	9	985	0	994

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

3.SR 280@Riverwood Rd-Maner Rd

A.M. Peak Hour

	Riverview Road Northbound					Maner Road Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	246	117	150	513	0	40	29	93	162	11	111	672	144	938	0	19	579	118	716
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	251	119	153	523	0	41	30	95	166	11	113	685	147	956	0	19	591	120	730
No-Build 2037 Volumes:	0	276	131	168	575	0	45	33	105	183	12	124	754	162	1052	0	21	650	132	803
Total New Trips:	0	0	0	0	0	0	0	14	0	14	67	13	40	0	120	0	41	0	0	41
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	251	119	153	523	0	41	44	95	180	78	126	725	147	1076	0	60	591	120	771
Future 2037 Traffic Volumes:	0	276	131	168	575	0	45	47	105	197	79	137	794	162	1172	0	62	650	132	844

P.M. Peak Hour

	Riverview Road Northbound					Maner Road Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	249	40	60	349	0	105	181	71	357	8	92	730	423	1253	0	86	673	58	817
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	254	41	61	356	0	107	185	72	364	8	94	745	431	1278	0	88	686	59	833
No-Build 2037 Volumes:	0	279	45	67	391	0	118	204	79	401	9	103	820	474	1406	0	97	755	65	917
Total New Trips:	0	0	0	0	0	0	0	12	0	12	61	12	37	0	110	0	37	0	0	37
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	254	41	61	356	0	107	197	72	376	69	106	782	431	1388	0	125	686	59	870
Future 2037 Traffic Volumes:	0	279	45	67	391	0	118	216	79	413	70	115	857	474	1516	0	134	755	65	954

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

4.SR 280 @ I-285 NB Ramp

A.M. Peak Hour

	I-285 Northbound Ramp Northbound					I-285 Northbound Ramp Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	669	1	80	750	0	0	0	0	0	0	580	801	0	1381	0	0	405	492	897
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	682	1	82	765	0	0	0	0	0	0	592	817	0	1409	0	0	413	502	915
No-Build 2037 Volumes:	0	750	1	90	841	0	0	0	0	0	0	651	899	0	1550	0	0	454	552	1006
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	69	0	69	0	0	67	0	67
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	682	1	82	765	0	0	0	0	0	0	592	886	0	1478	0	0	480	502	982
Future 2037 Traffic Volumes:	0	750	1	90	841	0	0	0	0	0	0	651	968	0	1619	0	0	521	552	1073

P.M. Peak Hour

	I-285 Northbound Ramp Northbound					I-285 Northbound Ramp Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	807	2	46	855	0	0	0	0	0	0	568	1054	0	1622	0	0	551	443	994
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	823	2	47	872	0	0	0	0	0	0	579	1075	0	1654	0	0	562	452	1014
No-Build 2037 Volumes:	0	905	2	52	959	0	0	0	0	0	0	637	1183	0	1820	0	0	618	497	1115
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	61	0	61	0	0	61	0	61
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	823	2	47	872	0	0	0	0	0	0	579	1136	0	1715	0	0	623	452	1075
Future 2037 Traffic Volumes:	0	905	2	52	959	0	0	0	0	0	0	637	1244	0	1881	0	0	679	497	1176

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

5.SR 280 @ Drwy 1 (RIRO)

A.M. Peak Hour

	Site Driveway 1 (Right-In/Right-Out) Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	938	0	938	0	0	929	0	929
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	957	0	957	0	0	948	0	948
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	1053	0	1053	0	0	1043	0	1043
Total New Trips:	0	0	0	121	121	0	0	0	0	0	0	0	0	69	69	0	0	67	0	67
Pass-by Trips:	0	0	0	156	156	0	0	0	0	0	0	0	-156	156	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	0	277	277	0	0	0	0	0	0	0	801	225	1026	0	0	1015	0	1015
Future 2037 Traffic Volumes:	0	0	0	277	277	0	0	0	0	0	0	0	897	225	1122	0	0	1110	0	1110

P.M. Peak Hour

	Site Driveway 1 (Right-In/Right-Out) Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	1253	0	1253	0	0	1001	0	1001
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	1278	0	1278	0	0	1021	0	1021
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	1406	0	1406	0	0	1123	0	1123
Total New Trips:	0	0	0	110	110	0	0	0	0	0	0	0	0	61	61	0	0	61	0	61
Pass-by Trips:	0	0	0	103	103	0	0	0	0	0	0	0	-103	103	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	0	213	213	0	0	0	0	0	0	0	1175	164	1339	0	0	1082	0	1082
Future 2037 Traffic Volumes:	0	0	0	213	213	0	0	0	0	0	0	0	1303	164	1467	0	0	1184	0	1184

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

6.Riverview Rd @ Drwy 2 (RIRO)

A.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Site Driveway 2 (Right-In/Right-Out) Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	514	0	514	0	0	194	0	194	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	
No-Build 2027 Volumes:	0	0	524	0	524	0	0	198	0	198	0	0	0	0	0	0	0	0	0	0
No-Build 2037 Volumes:	0	0	576	0	576	0	0	218	0	218	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	0	0	0	0	0	0	55	55	0	0	0	7	7	0	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	0	-33	33	0	0	0	0	33	33	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	524	0	524	0	0	165	88	253	0	0	0	40	40	0	0	0	0	0
Future 2037 Traffic Volumes:	0	0	576	0	576	0	0	185	88	273	0	0	0	40	40	0	0	0	0	0

P.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Site Driveway 2 (Right-In/Right-Out) Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	326	0	326	0	0	714	0	714	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	
No-Build 2027 Volumes:	0	0	333	0	333	0	0	728	0	728	0	0	0	0	0	0	0	0	0	0
No-Build 2037 Volumes:	0	0	366	0	366	0	0	801	0	801	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	0	0	0	0	0	0	49	49	0	0	0	6	6	0	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	0	-56	56	0	0	0	0	56	56	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	333	0	333	0	0	672	105	777	0	0	0	62	62	0	0	0	0	0
Future 2037 Traffic Volumes:	0	0	366	0	366	0	0	745	105	850	0	0	0	62	62	0	0	0	0	0

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

7. Riverview Rd @ Drwy 3

A.M. Peak Hour

	- Northbound					Site Driveway 3 Southbound					Maner Road Eastbound					Maner Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	14	0	14
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	14	0	14
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	15	0	15
Total New Trips:	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	14	14
Pass-by Trips:	0	0	0	0	0	0	2	0	2	4	0	2	-2	0	0	0	0	-2	2	0
Future 2027 Traffic Volumes:	0	0	0	0	0	0	9	0	2	11	0	2	7	0	9	0	0	12	16	28
Future 2037 Traffic Volumes:	0	0	0	0	0	0	9	0	2	11	0	2	8	0	10	0	0	13	16	29

P.M. Peak Hour

	- Northbound					Site Driveway 3 Southbound					Maner Road Eastbound					Maner Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	6	0	6
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	6	0	6
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	0	0	7	0	7
Total New Trips:	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	12	12
Pass-by Trips:	0	0	0	0	0	0	2	0	0	2	0	2	-2	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	0	0	0	0	8	0	0	8	0	2	12	0	14	0	0	6	12	18
Future 2037 Traffic Volumes:	0	0	0	0	0	0	8	0	0	8	0	2	13	0	15	0	0	7	12	19

TRAFFIC IMPACT STUDY
FOR
PROPOSED CONVENIENCE STORE/GAS STATION
DEVELOPMENT AT 5322 SOUTH COBB DRIVE

COBB COUNTY, GEORGIA



Prepared for:

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December 3, 2025
A & R Project # 25-142

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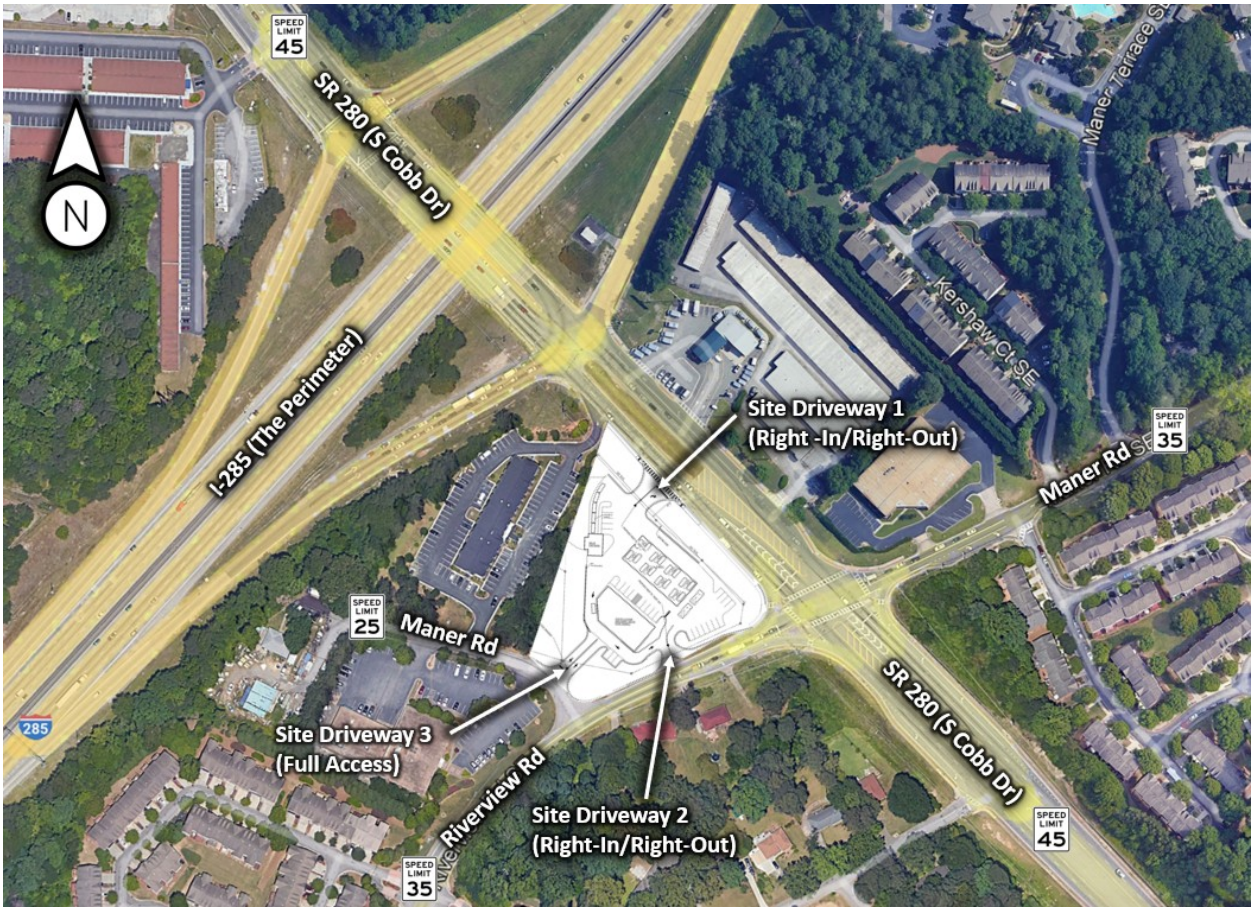
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1.0 INTRODUCTION

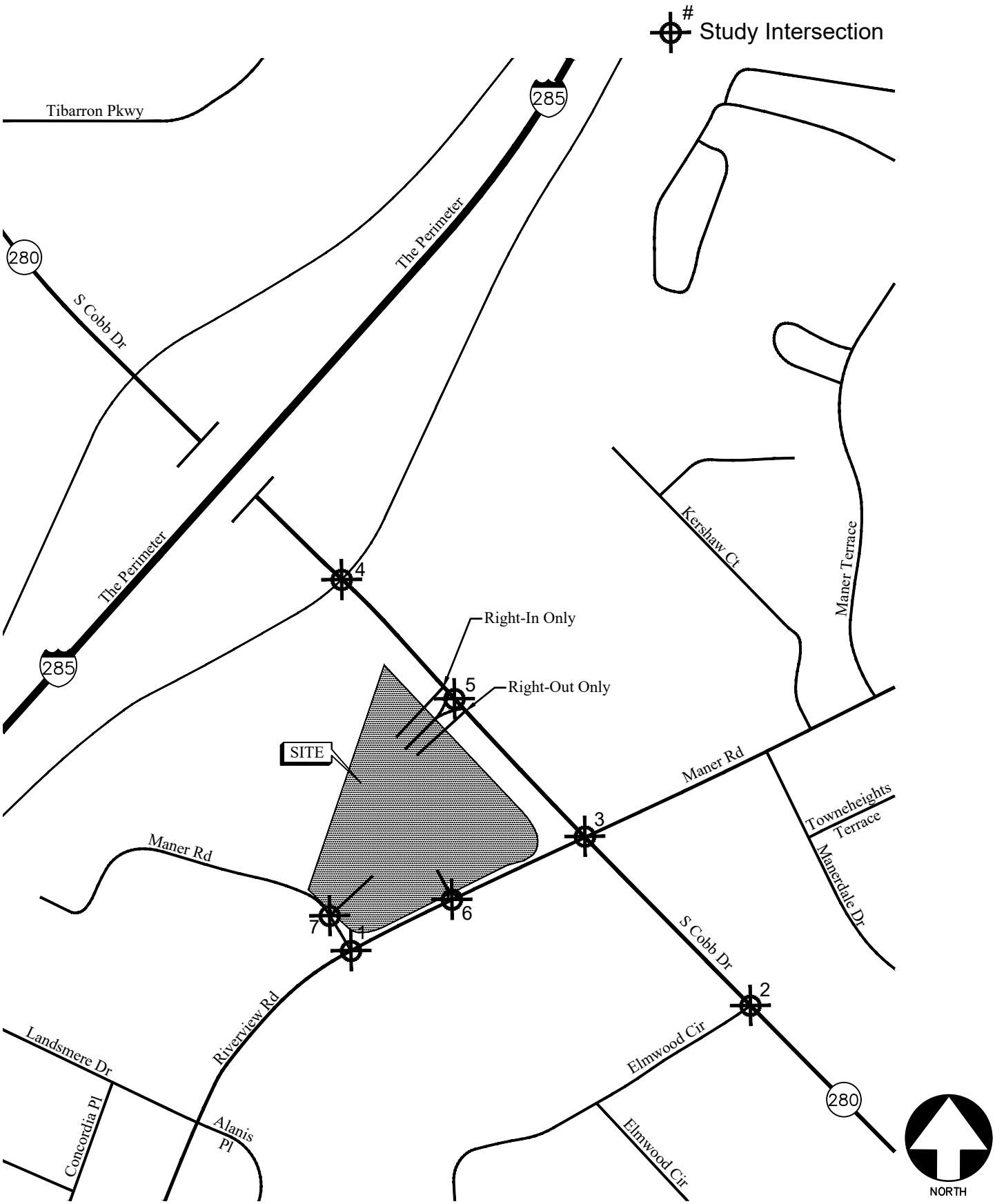
The purpose of this study is to determine the traffic impact from the proposed Convenience Store/Gas Station development at 5322 South Cobb Drive, in Cobb County, Georgia. The traffic analysis evaluates the current operations and future conditions with the traffic generated by the development. The proposed development will consist of 5,135 sf of convenience store building (which includes the 1,500 sf quick service restaurant) and gas station with 8 pumps (16 vehicle fuelling position) along with 1,000 sf building serving as an automated car wash. The development plans to convert the existing right-in only and right-out only driveways on South Cobb Drive into a standard right-in/right-out driveway with a deceleration lane. Additionally, the plan proposes a right-in/right-out driveway on Riverview Road and a full-access driveway on Maner Road. The site location is illustrated in Figure 1 below.



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

1. Riverview Road at Maner Road
2. SR 280 (South Cobb Drive) at Elmwood Circle
3. SR 280 (South Cobb Drive) at Riverview Road/Maner Road
4. SR 280 (South Cobb Drive) at I-285 Northbound Ramp

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 are shown in Figure 1.



LOCATION MAP FIGURE 1

A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 SR 280 (South Cobb Drive)

SR 280 (South Cobb Drive) is an east-west, four-lane with two-way left turn lane and posted speed limit of 45 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID: 067-2601) indicate that the daily traffic volume on SR 280 (South Cobb Drive) in 2023 was 18,900 vehicles per day northeast of Elmwood Circle. Cobb County classifies SR 280 (South Cobb Drive) as an urban minor arterial roadway.

2.1.2 Riverview Road

Riverview Road is a north-south, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site. Cobb county classifies Riverview Road as an major collector.

2.1.3 Maner Road

Maner Road is an east-west, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.4 Elmwood Circle

Elmwood Circle is a north-south, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.5 Maner Road

Maner Road is a north-south, two-lane, undivided roadway with a 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 Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level of service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designated as "F" regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level of service is assigned a letter designation from "A" through "F". Level of service "A" indicates excellent operations with little delay to motorists, while level of service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 – LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio of greater than 1.0 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 ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favourable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favourable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favourable, or the cycle length is moderate. Individual *cycle failures* (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

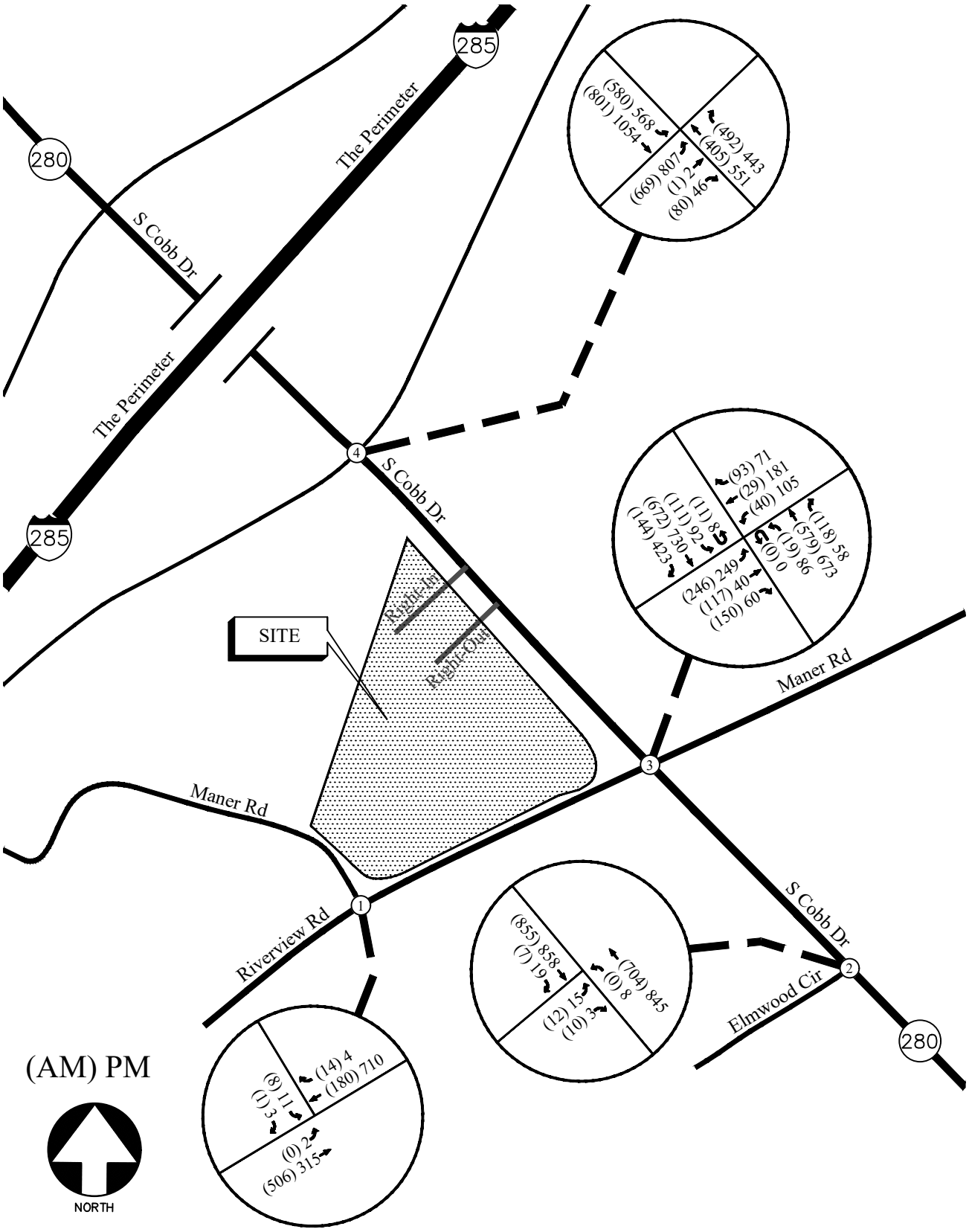
4.0 EXISTING 2025 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

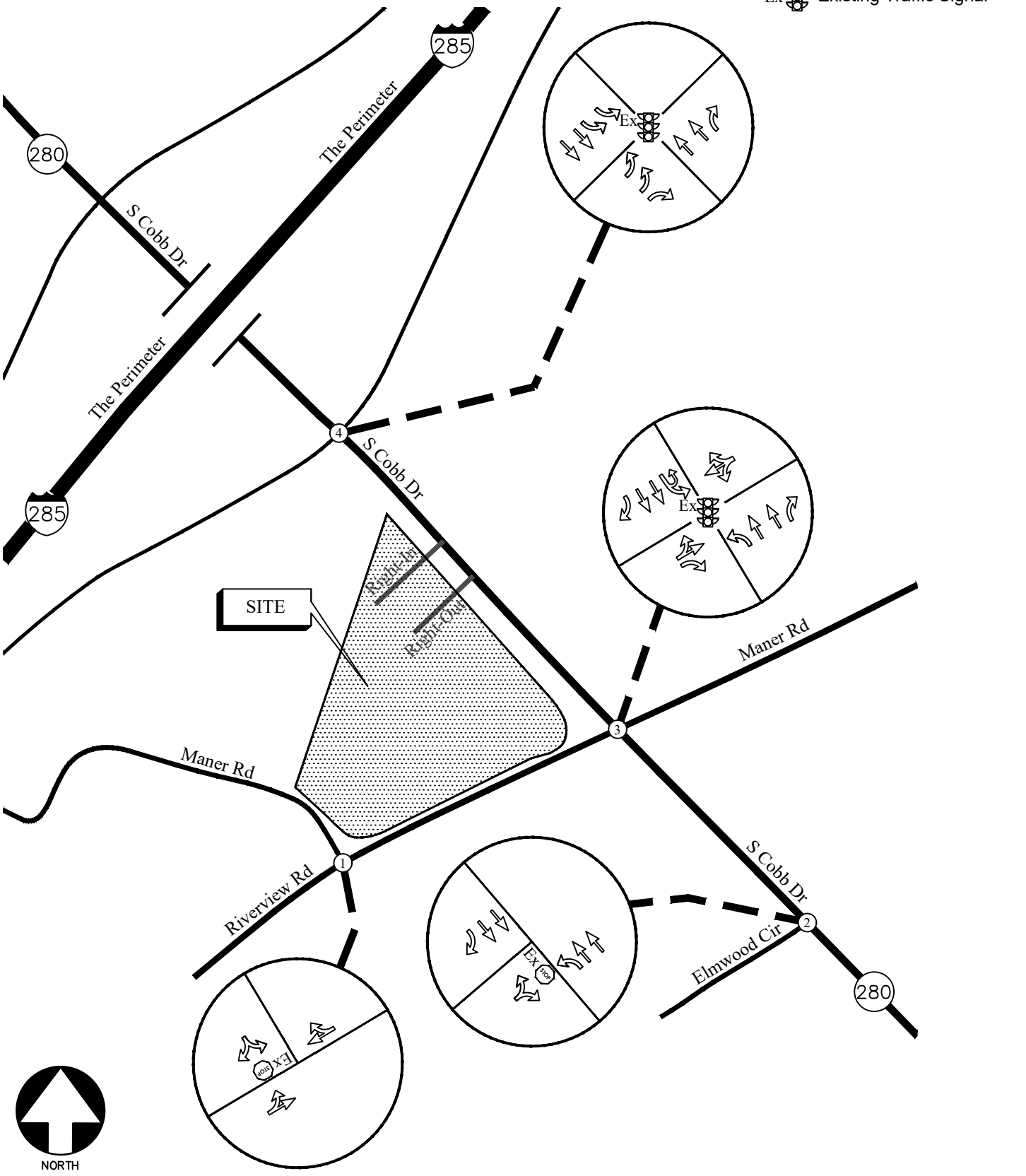
1. Riverview Road at Maner Road
2. SR 280 (South Cobb Drive) at Elmwood Circle
3. SR 280 (South Cobb Drive) at Riverview Road/Maner Road
4. SR 280 (South Cobb Drive) at I-285 Northbound Ramp

Turning movement counts were collected on Tuesday, August 5, 2025. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that produced 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. The existing traffic control and lane geometry for the intersections are shown in Figure 3.



EXISTING WEEKDAY PEAK-HOUR VOLUMES FIGURE 2

A&R Engineering Inc.



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 3

A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3.

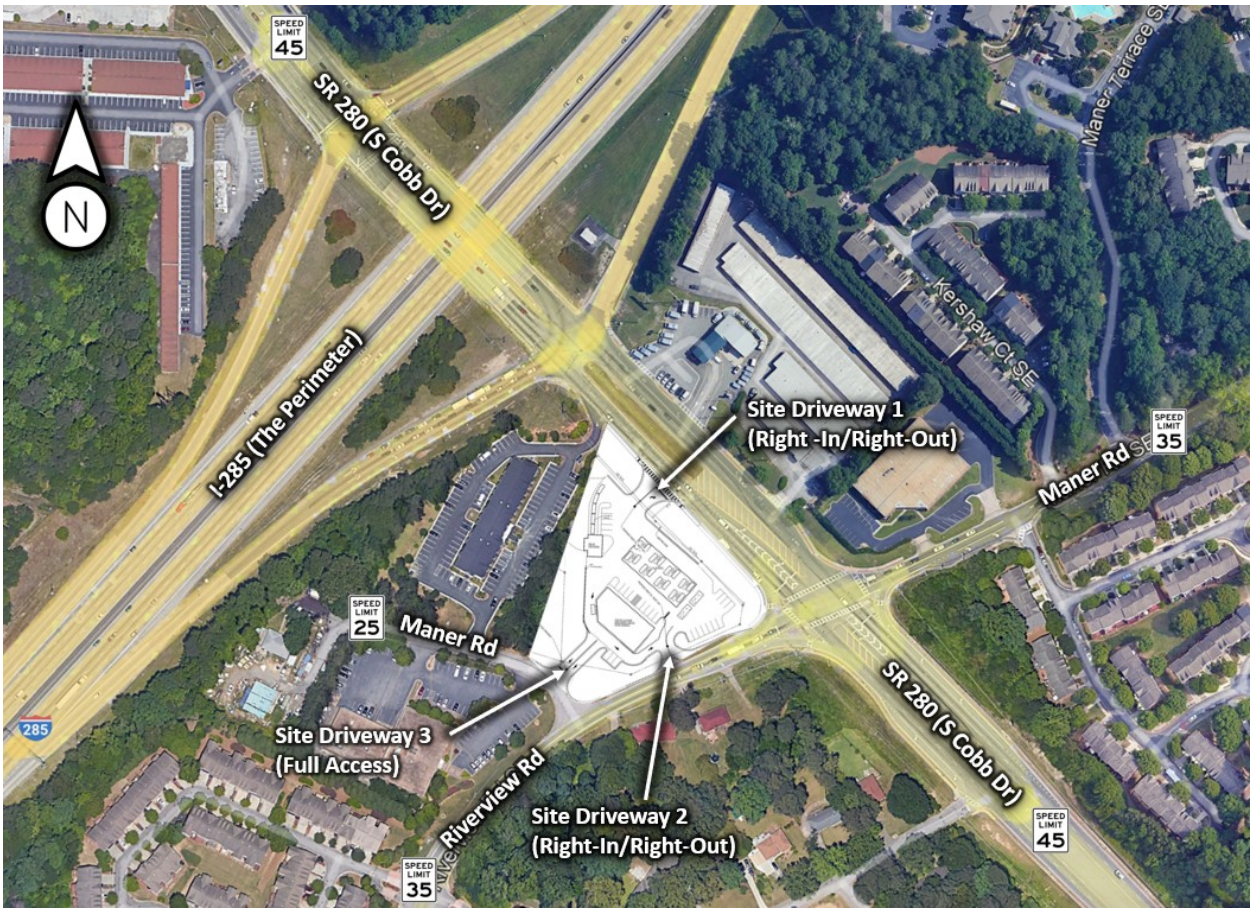
TABLE 3 – EXISTING INTERSECTION OPERATIONS

	Intersection	Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	**Riverview Road at Maner Road** -Eastbound Approach -Northbound Left	Stop Controlled on EB Approach	B (14.5) A (7.6)	C (19.3) A (9.2)
2	**SR 280 (South Cobb Drive) at Elmwood Circle** -Westbound Left -Northbound Approach	Stop Controlled on NB Approach	A (9.9) C (16.0)	B (10.1) C (19.4)
3	**SR 280 (South Cobb Drive) at Riverview Road/ Maner Road** -Eastbound Approach -Westbound Approach -Northbound Approach -Southbound Approach	Signalized	**D (37.1)** C (21.2) C (28.4) E (66.8) E (71.6)	**D (52.7)** D (35.9) D (43.1) F (91.8) F (94.7)
4	**SR 280 (South Cobb Drive) at I-285 Northbound Ramp** -Eastbound Approach -Westbound Approach -Northbound Approach	Signalized	**D (37.6)** C (31.8) C (28.8) E (59.0)	**C (34.6)** C (29.0) C (25.4) E (55.0)

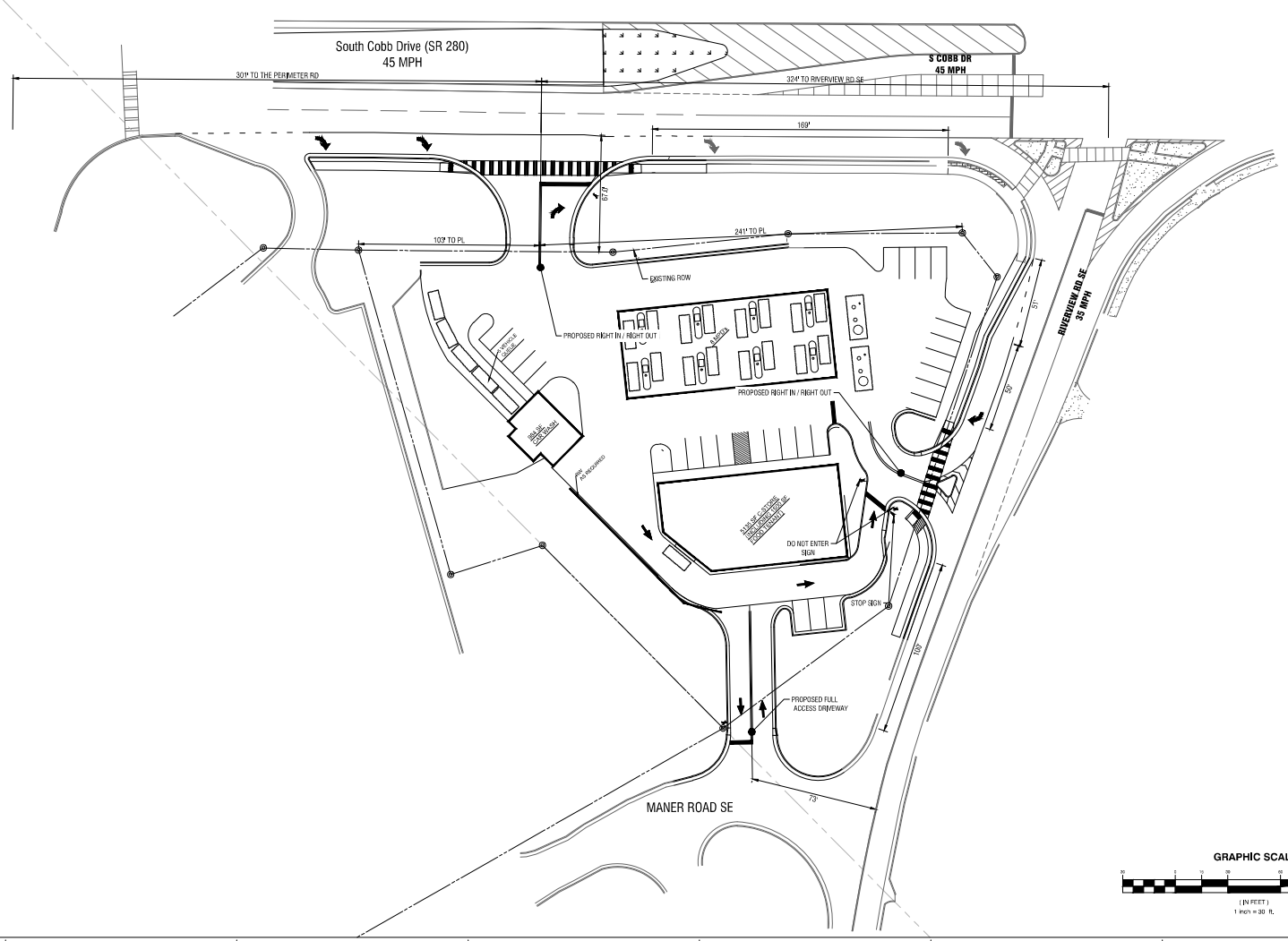
The results of the existing traffic operations analysis indicate that the signalized study intersections are operating at an overall level of service "D" or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are operating at level of service "C" or better in both the AM and PM peak hours.

5.0 PROPOSED DEVELOPMENT

The proposed development, located at 5322 South Cobb Drive in Cobb County, Georgia, will consist of a 5,135-square-foot convenience store (including a 1,500-square-foot quick-service restaurant) and a gas station with eight pumps providing sixteen fuelling positions. The project also includes a 1,000-square-foot automated car wash building. The development proposes converting the existing right-in and right-out driveways on South Cobb Drive into a standard right-in/right-out driveway with a deceleration lane. Additionally, a new right-in/right-out driveway is proposed on Riverview Road, along with a full-access driveway on Maner Road.



A site plan is shown in Figure 4.



A&R Engineering, Inc.
2160 Kingston Court, Ste O
Marietta, GA 30067
(770) 690-9255
www.areng.com
info@areng.com
GA COA #PEF00400

NOT RELEASED FOR CONSTRUCTION

SEAL

REVISIONS

No.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		

PREPARED FOR
KNIGHT PARTNERS, LLC
3465 NORTHSIDE PKWY NW
ATLANTA, GA 30327
404-242-1852

OVERALL PROPOSED PLAN

SOUTH COBB IMPACT STUDY
DD / SD
5322 SOUTH COBB DRIVE
ATLANTA, GA 30327

24 HOUR CONTACT
JARED RAYMAN
404-242-1852

LANDLOT	DISTRICT
759	7

PARCEL ID #
17075400030

DWN BY	CKD BY	A&R JOB No.
LO	AKA	25-142

DATE

SHEET IDENTIFICATION
CT-1101

5.1 Trip Generation

Trip generation estimates were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation estimates for the site were based on the following ITE Land Uses: *945 – Convenience Store/Gas Station - GFA (5.5-10k), 937 Coffee/Donut Shop with Drive-Through Window, and 948 – Automated Car Wash*. Since ITE does not have weekday data for AM peak hour and 24 hours for automated car wash, engineering judgment was used to determine the trips for the AM peak hour and 24-hours based on the PM peak hour values. The calculated total trip generation for the proposed development is shown below Table 4.

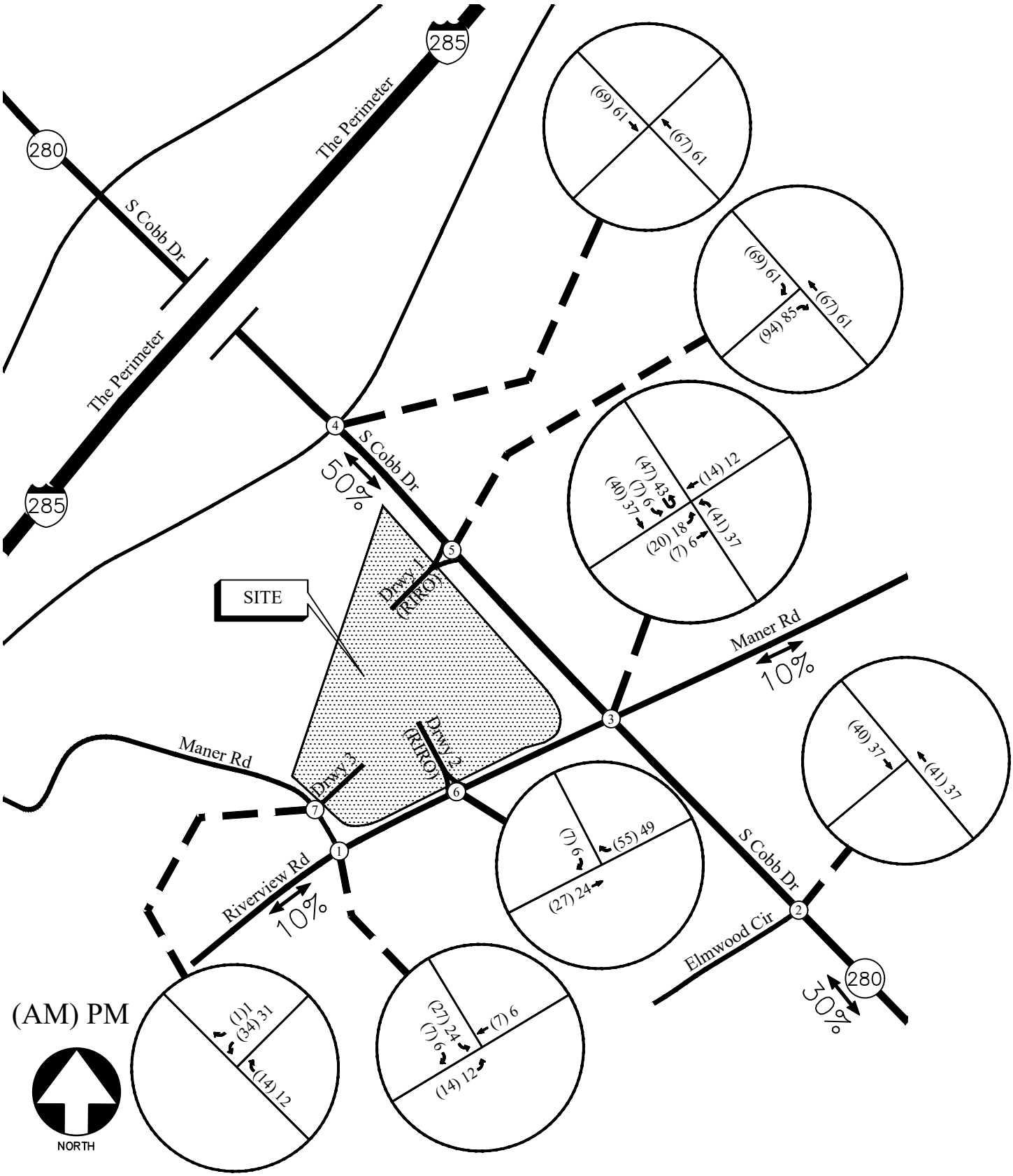
TABLE 4– TRIP GENERATION FOR PROPOSED DEVELOPMENT

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 937 Coffee/Donut Shop with Drive-Through Window	1,500 sf	66	63	129	29	29	58	800
ITE 945 – Convenience Store/Gas Station - GFA (5.5-10k)	16 vfp	253	253	506	215	215	430	5,532
(ITE 945) Pass-by Trips (76%) 75%		-192	-192	-384	-161	-161	-322	-3,220
ITE 948 – Automated Car Wash	1 Wash Tunnel	10*	10*	20*	39	39	78	476*
New External Trips (without Reductions)		**329**	**326**	**655**	**283**	**283**	**566**	**6,808**
New External Trips (with Reductions)		**137**	**134**	**271**	**122**	**122**	**244**	**3,588**

*Estimated based on engineering judgment

5.2 Trip Distribution

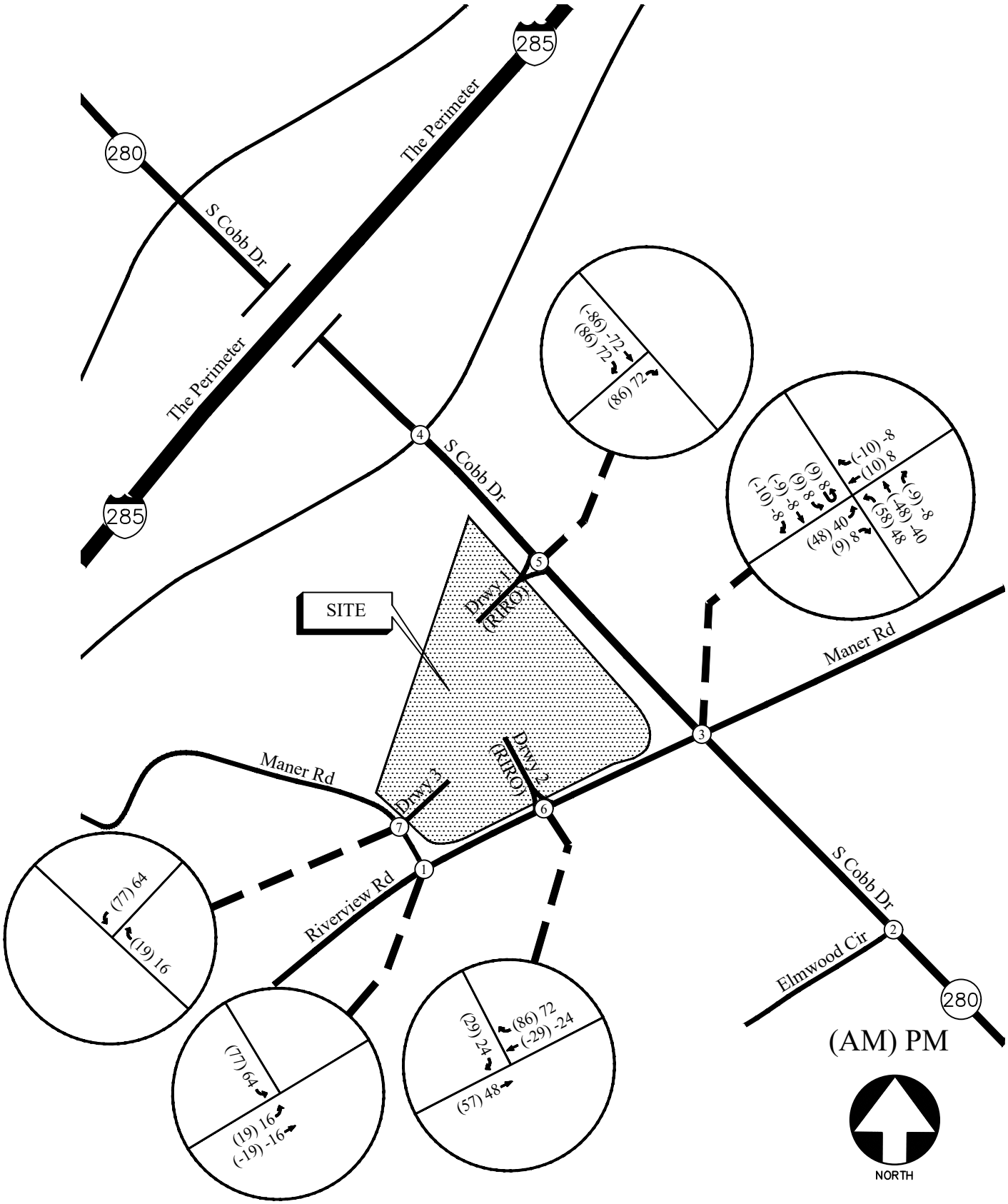
The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak 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 volumes generated by the site are shown in Figure 5, and the estimated pass-by trips are shown in Figure 6.



TRIP DISTRIBUTION AND NEW SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 5

A&R Engineering Inc.



SITE PEAK HOUR PASS-BY VOLUMES FIGURE 6

A&R Engineering Inc.

6.0 FUTURE TRAFFIC ANALYSIS

The future traffic operations are analyzed for the "Build" and "No-Build" conditions.

6.1 Future "No-Build" Conditions

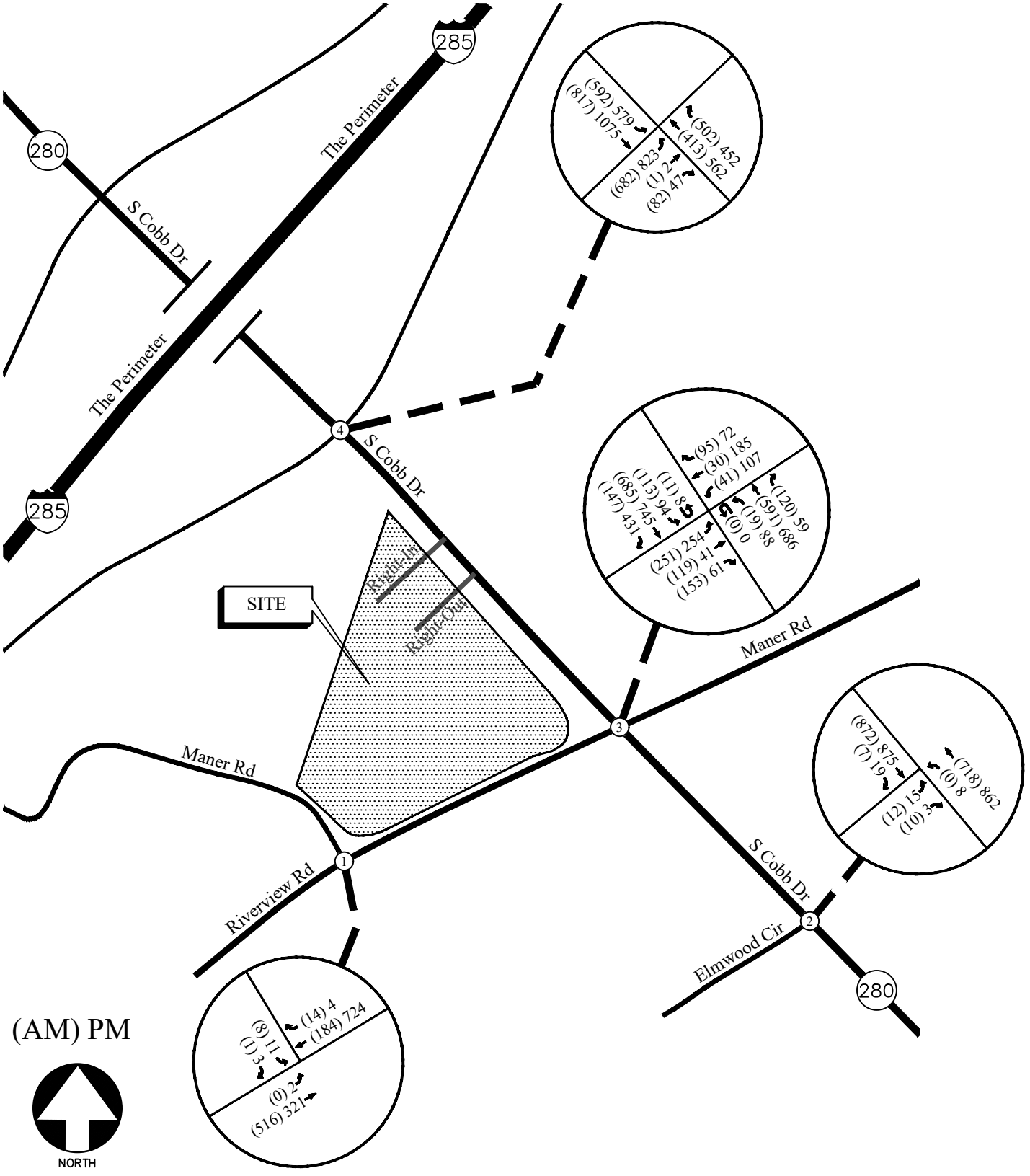
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the existing 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 five (between 2018-2019 & 2021-2023) years revealed growth of approximately 1% in the area. This growth factor was applied to the existing 2025 traffic volumes between collector and arterial roadways to estimate the future year traffic volumes prior to the addition of site-generated traffic. The future "No-Build" peak hour volumes for years 2027 and 2037 are shown in Figures 7A and 7B respectively.

6.2 Future "Build" Conditions

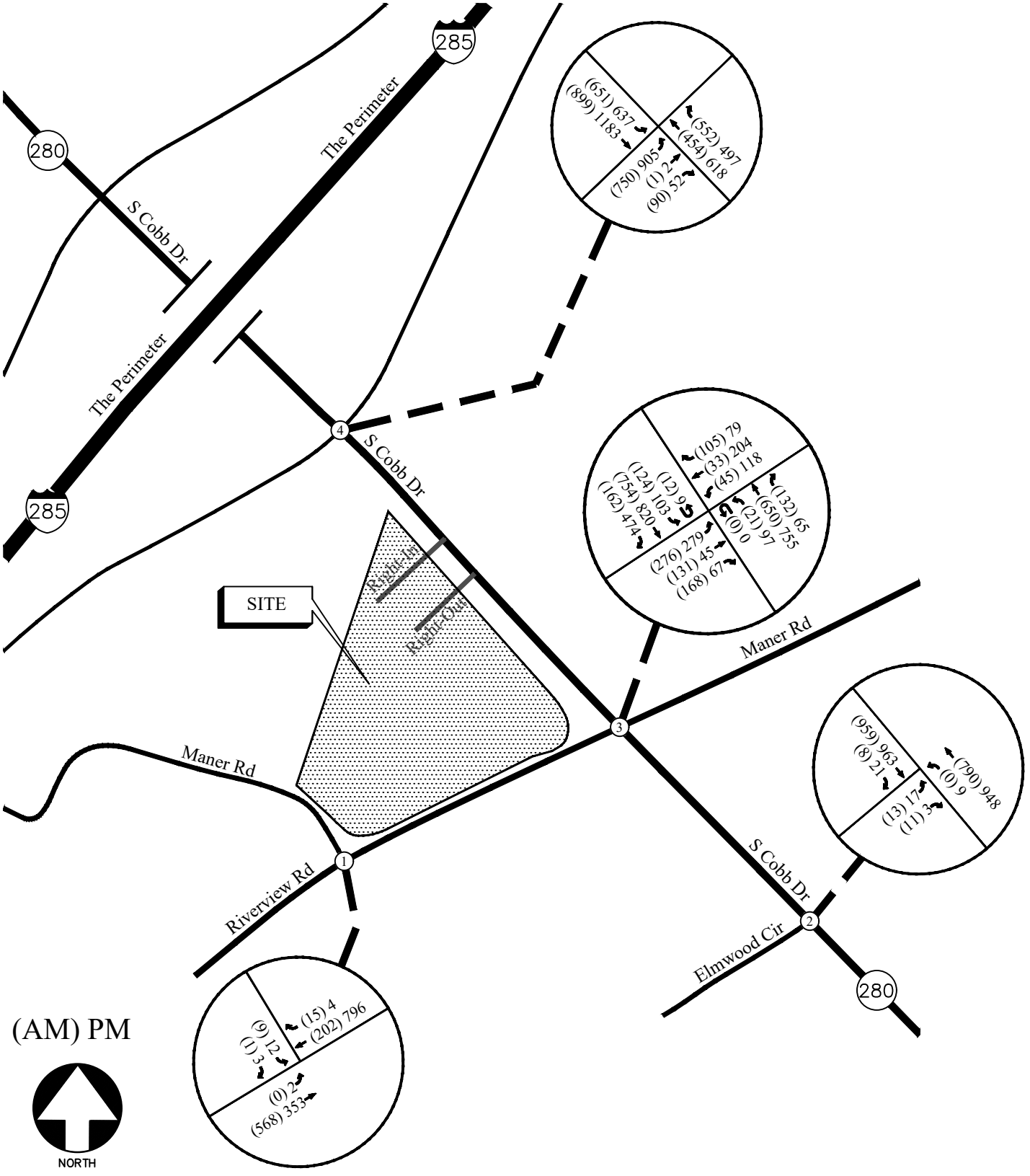
The "Build" or development conditions include the estimated background traffic from the "No-Build" conditions plus the added traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) and the pass-by volumes (Figure 6) were added to base traffic volumes (Figure 7A and 7B) to calculate the future traffic volumes after the construction of the development. These total future "Build" traffic volumes are shown in Figure 8A and 8B.



FUTURE (NO-BUILD - 2027) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7A

A&R Engineering Inc.



FUTURE (NO-BUILD - 2037) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7B

A&R Engineering Inc.

6.3 Auxiliary Lane Analysis

Included below are analyses for left turn lane and right turn lane for site driveway (per Cobb County Standards). The analyses below are based off the trip distribution included in Section 5.2. According to the trip distribution, the overall 24-hour two-way volume for traffic entering and exiting the site are 6.808 vehicles.

6.3.1 Left Turn Lane Analysis

Per Cobb County Development Standards, (402.10), a left turn lane may be required for residential and commercial developments on two-lane thoroughfare roads. Since Maner Road is a local roadway and is not included in Cobb County's Major Thoroughfare Plan, a left-turn lane is not required at site driveway 3.

6.3.2 Deceleration Turn Lane Analysis

Per Cobb County Development Standards, (402.9), right turn lanes are required on any roadway that is included in the county's major thoroughfare plan network. Since SR 280 (S Cobb Drive) and Riverview Road are among the roadways classified in the major thoroughfare plan a right turn lane is required at both the site driveways.

6.4 Future Opening Year 2027 Traffic Operations

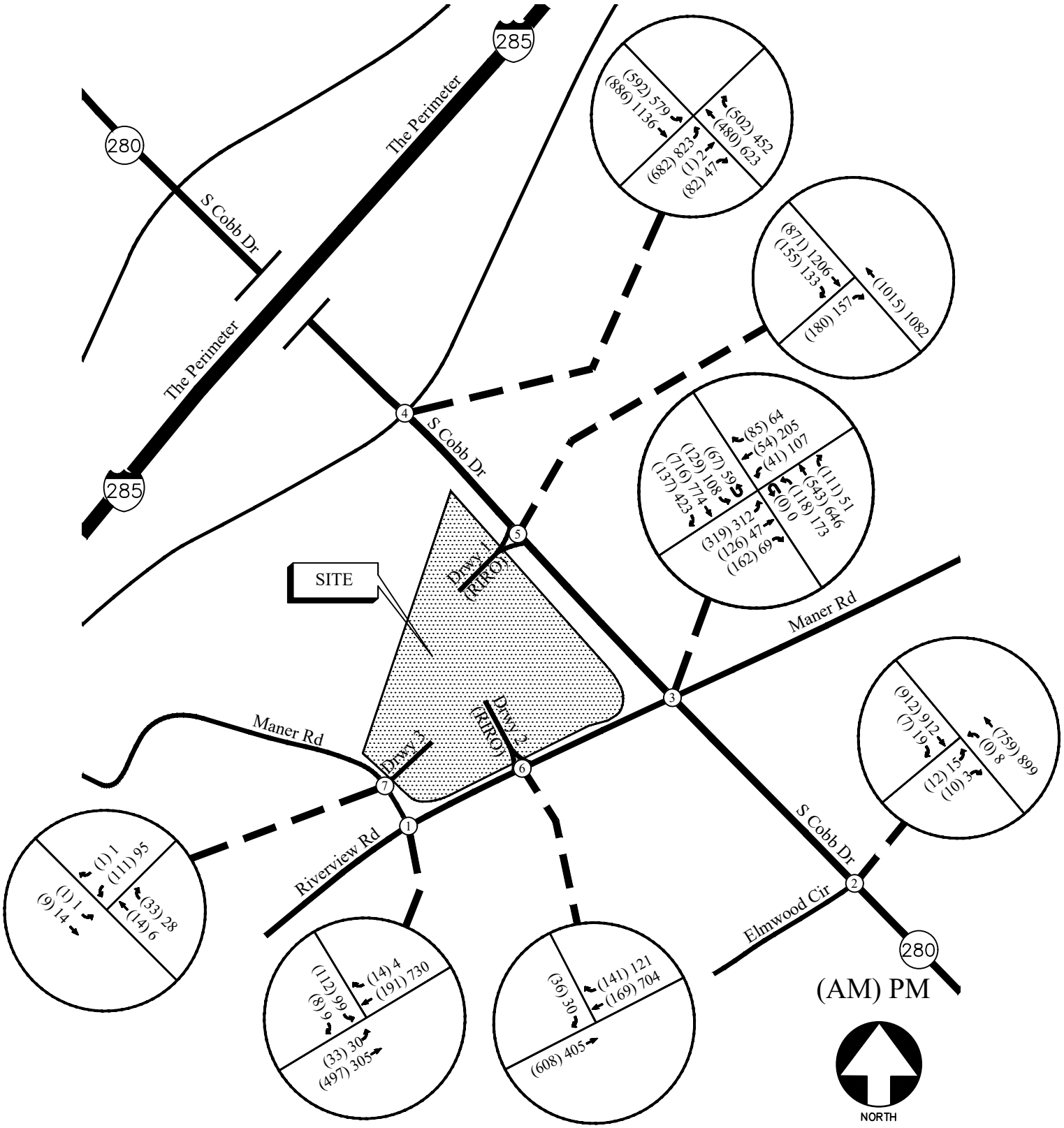
The future "No-Build" and "Build" traffic operations were analysed using the volumes in Figures 7A and 8A, respectively. The results of the future traffic operations analysis are shown below in Table 5. Recommendations for future 2027 traffic control and lane geometry are shown in Figure 9.

TABLE 5 – FUTURE OPENING YEAR 2027 INTERSECTION OPERATIONS

	Intersection	LOS (Delay)			
		NO BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**Riverview Road at Maner Road**				
	-Eastbound Approach	B (14.7)	C (19.7)	B (22.5)	E (37.1)
	-Northbound Left	A (0.0)	A (9.2)	A (7.7)	A (9.4)
2	**SR 280 (South Cobb Drive) at Elmwood Circle**				
	-Westbound Left	A (10.0)	B (10.2)	A (10.2)	B (10.4)
	-Northbound Approach	C (16.3)	C (19.7)	C (16.9)	C (20.5)
3	**SR 280 (South Cobb Drive) at Riverview Road/ Maner Road**	**D (37.3)**	**D (54.6)**	**D (45.9)**	**E (71.7)**
	-Eastbound Approach	C (22.0)	D (37.3)	C (25.4)	D (39.8)
	-Westbound Approach	C (28.7)	D (46.3)	C (34.1)	E (77.8)
	-Northbound Approach	E (66.0)	F (95.1)	F (86.8)	F (109.2)
	-Southbound Approach	E (71.3)	F (94.0)	E (70.6)	F (125.9)
4	**SR 280 (South Cobb Drive) at I-285 Northbound Ramp**	**D (38.4)**	**D (35.2)**	**D (38.2)**	**D (35.6)**
	-Eastbound Approach	C (32.3)	C (29.3)	C (26.9)	C (29.5)
	-Westbound Approach	C (30.0)	C (26.1)	C (30.2)	C (26.3)
	-Northbound Approach	E (59.7)	E (57.1)	E (70.4)	E (59.2)
5	**SR 280 (South Cobb Drive) at Site Driveway 1 (RIRO)**	-	-	C (15.5)	C (20.0)
	-Northbound Approach				
6	**SR 280 (South Cobb Drive) at Site Driveway 2 (RIRO)**	-	-		
	-Eastbound Approach			A (9.4)	C (14.7)
7	**Maner Road at Site Driveway 3**	-	-		
	-Eastbound Left			A (7.3)	A (7.3)
	-Southbound Approach			A (9.3)	A (9.1)

The traffic operations analysis for future 2027 "No-Build" indicates that the signalized study intersections will be operating at an overall level of service "D" or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at a level of service "C" or better in both the AM and PM peak hours.

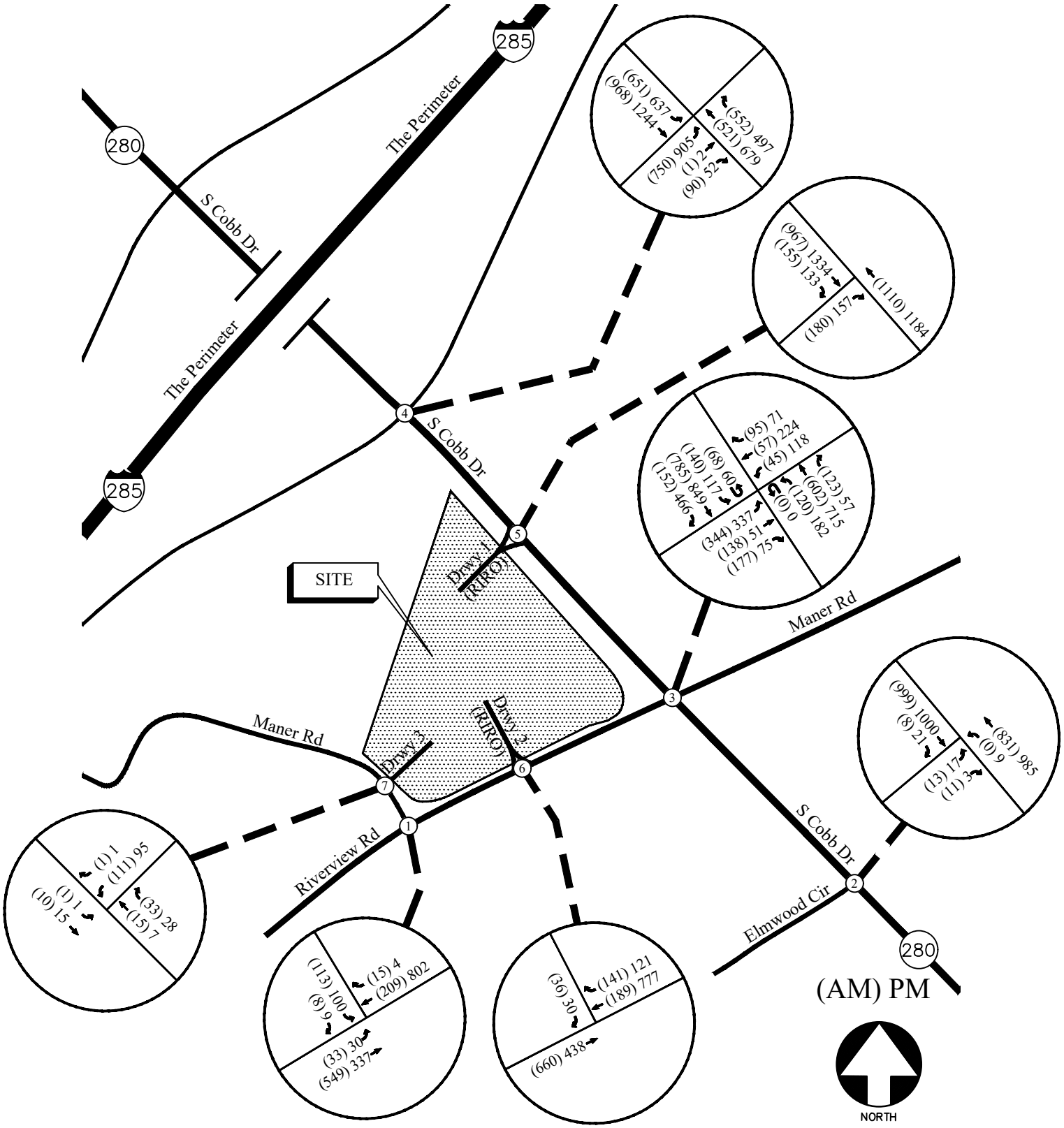
In "Build" condition the signalized study intersections will be operating at an overall level of service "E" or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at a level of service "E" or better in both the AM and PM peak hours.



FUTURE (BUILD - 2027) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8A

A&R Engineering Inc.



FUTURE (BUILD - 2037) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8B

A&R Engineering Inc.

6.5 Future Horizon Year 2037 Traffic Operations

The future "No-Build" and "Build" traffic operations were analysed using the volumes in Figures 7B and 8B, respectively. The results of the future traffic operations analysis are shown below in Table 6. Recommendations for future 2037 traffic control and lane geometry are shown in Figure 9.

TABLE 6– FUTURE HORIZON YEAR 2037 INTERSECTION OPERATIONS

	Intersection	LOS (Delay)			
		NO BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**Riverview Road at Maner Road**				
	-Eastbound Approach	B (15.8)	C (22.4)	D (26.0)	E (48.7)
	-Northbound Left	A (7.7)	A (9.5)	A (7.8)	A (9.7)
2	**SR 280 (South Cobb Drive) at Elmwood Circle**				
	-Westbound Left	A (10.4)	B (10.7)	A (10.6)	B (10.9)
	-Northbound Approach	C (17.7)	C (22.1)	C (18.4)	C (23.1)
3	**SR 280 (South Cobb Drive) at Riverview Road/ Maner Road**	**D (41.6)**	**E (62.9)**	**D (51.4)**	**F (86.7)**
	-Eastbound Approach	B (25.9)	D (46.5)	C (28.8)	D (41.9)
	-Westbound Approach	C (34.8)	E (58.3)	D (38.8)	F (96.4)
	-Northbound Approach	E (70.1)	F (95.6)	F (99.0)	F (140.0)
	-Southbound Approach	E (70.3)	F (99.1)	E (69.6)	F (160.2)
4	**SR 280 (South Cobb Drive) at I-285 Northbound Ramp**	**D (43.2)**	**D (38.9)**	**D (43.1)**	**D (41.5)**
	-Eastbound Approach	C (32.8)	C (33.3)	C (31.4)	C (36.6)
	-Westbound Approach	D (41.2)	C (30.4)	D (49.8)	C (29.8)
	-Northbound Approach	E (64.9)	E (59.6)	E (57.0)	D (65.7)
5	**SR 280 (South Cobb Drive) at Site Driveway 1 (RIRO)**	-	-	C (16.9)	C (23.0)
	-Northbound Approach				
6	**SR 280 (South Cobb Drive) at Site Driveway 2 (RIRO)**	-	-		
	-Eastbound Approach			A (9.5)	C (15.9)
7	**Maner Road at Site Driveway 3**	-	-		
	-Eastbound Left			A (7.3)	A (7.3)
	-Southbound Approach			A (9.3)	A (9.2)

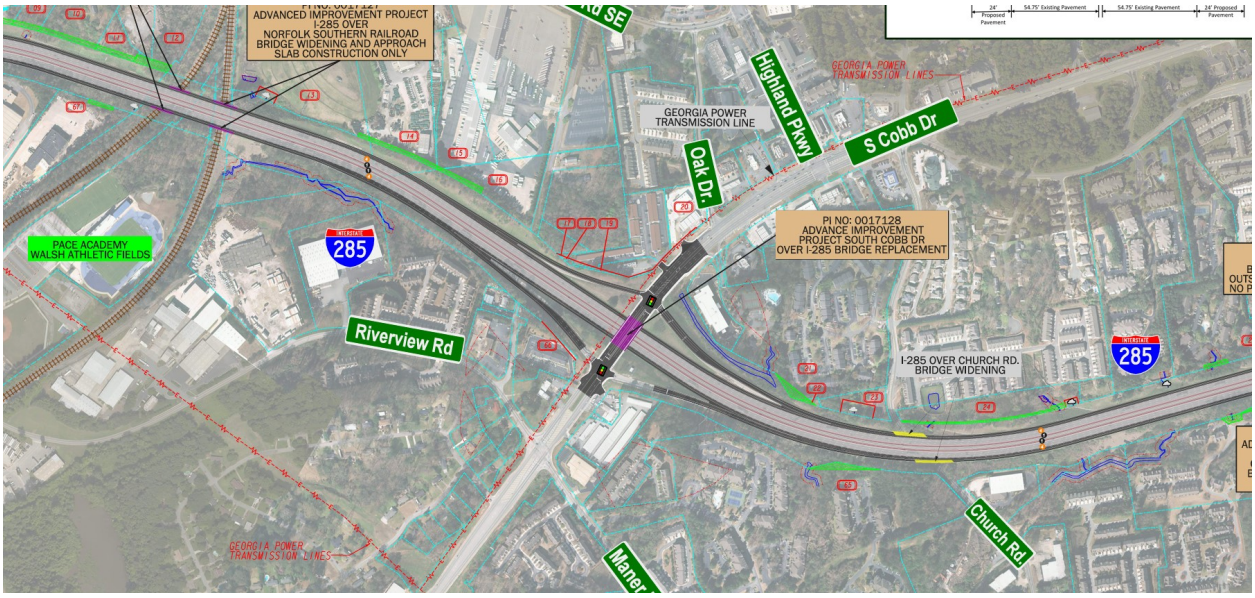
The Horizon Year 2037 traffic operations analysis for future "No-Build" condition indicate that the signalized study intersections will be operating at an overall level of service "E" or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at level of service "C" or better in both the AM and PM peak hours.

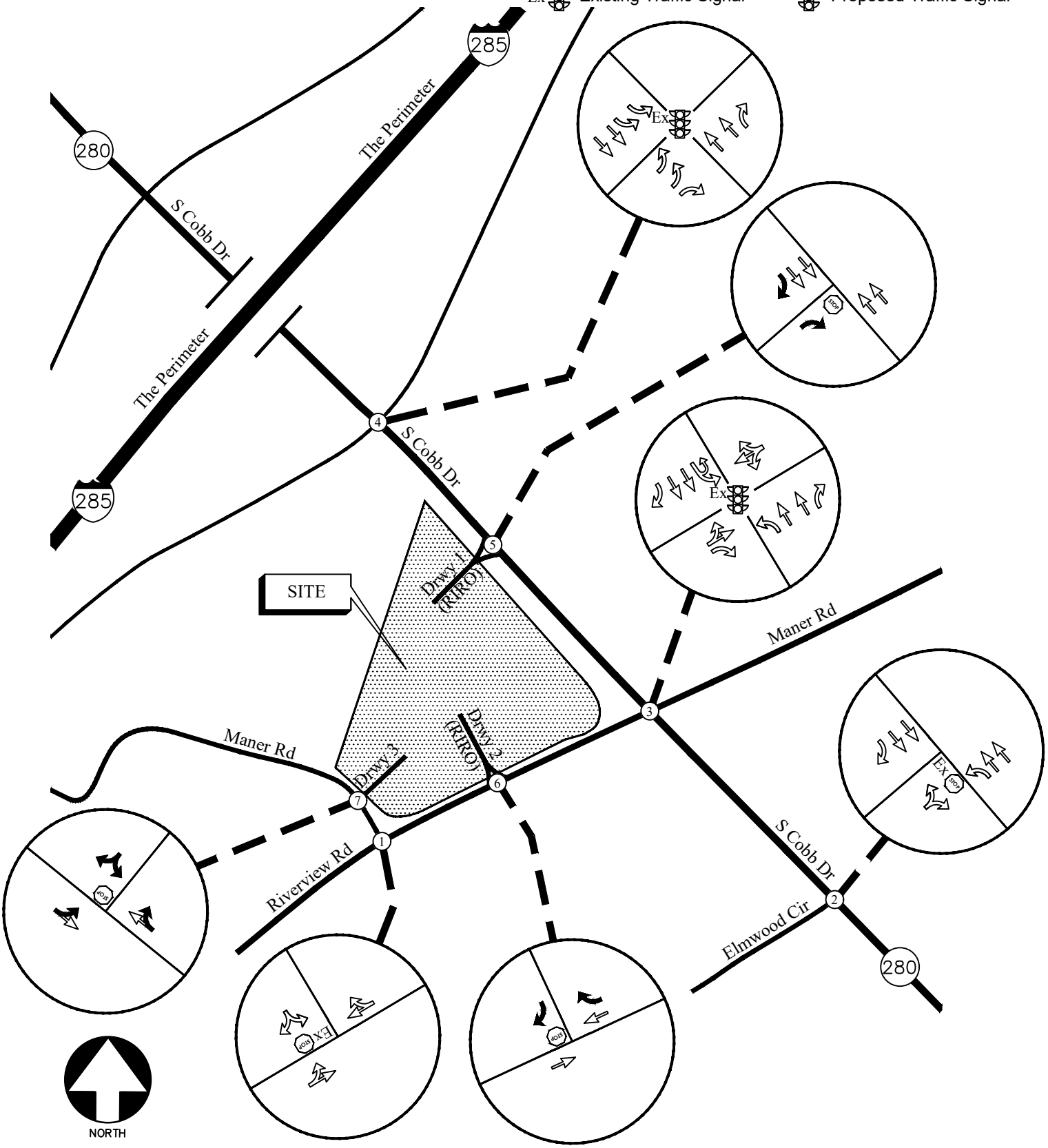
In "Build" conditions indicate that the signalized study intersections will be operating at an overall level of service "D" in AM peak hour and "F" in PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at level of service "E" or better in both the AM and PM peak hours.

6.5.1 I-285 West Side Express Lanes project

SR 280 (South Cobb Drive) at I-285 Northbound Ramp:

The I-285 Westside Express Lanes Project does not appear to impact the current project, and no conflicts are anticipated. It is recommended that future design phases continue to monitor the Express Lanes project to ensure compatibility.





FUTURE TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 9

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed Convenience Store/Gas Station development at 5322 South Cobb Drive, in Cobb County, Georgia. The proposed development will consist will consist of 5,135 sf of convenience store building (which includes the 1,500-sf quick service restaurant) and gas station with 8 pumps (16 vehicle fuelling position) along with 1,000 sf building serving as an automated car wash. The development plans to convert the existing right-in only and right-out only driveways on South Cobb Drive into a standard right-in/right-out driveway with a deceleration lane. Additionally, the plan proposes a right-in/right-out driveway on Riverview Road and a full-access driveway on Maner Road.

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

1. Riverview Road at Maner Road
2. SR 280 (South Cobb Drive) at Elmwood Circle
3. SR 280 (South Cobb Drive) at Riverview Road/Maner Road
4. SR 280 (South Cobb Drive) at I-285 Northbound Ramp
5. SR 280 (South Cobb Drive) at Site Driveway 1 (Right-In/Right-Out)
6. Riverview Road at Site Driveway 2 (Right-In/Right-Out)
7. Maner Road at Site Driveway 3

The analysis included the evaluation of future operations for “No-Build” and “Build” conditions, with the differences between “No-Build” and “Build” accounting for an increase in traffic due to the proposed development.

The traffic operations analysis for future 2027 “No-Build” indicates that the signalized study intersections will be operating at an overall level of service “D” or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at a level of service “C” or better in both the AM and PM peak hours.

In “Build” condition the signalized study intersections will be operating at an overall level of service “E” or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at a level of service “E” or better in both the AM and PM peak hours.

The Horizon Year 2037 traffic operations analysis for future “No-Build” condition indicate that the signalized study intersections will be operating at an overall level of service “E” or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at level of service “C” or better in both the AM and PM peak hours.

In “Build” conditions indicate that the signalized study intersections will be operating at an overall level of service “D” in AM peak hour and “F” in PM peak hours. The stop-controlled approaches at the unsignalized study intersections are expected to operate at level of service “E” or better in both the AM and PM peak hours.

7.1 Recommendation for Site Access Configuration

The following access configuration is recommended for the proposed site driveways intersections.

- Site Driveway 1: Right-In/ Right-Out Driveway on SR 280 (South Cobb Drive)
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with SR 280 (South Cobb Drive) remaining free flow
    - A deceleration turn lane for entering traffic.
    - Provide/confirm adequate sight distance per AASHTO standards
- Site Driveway 2: Right-In/Right-Out Driveway on Riverview Road
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with Riverview Road remaining free flow
    - A deceleration turn lane for entering traffic.
    - Provide/confirm adequate sight distance per AASHTO standards
- Site Driveway 3: Full Access Driveway on Maner Road
    - One entering lane and one exiting lane
    - Stop-sign controlled on the driveway approach with Maner Road remaining free flow

Appendix

Existing Intersection Traffic Counts .....
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future “No-Build” 2027 Intersection Analysis .....
Future “Build” 2027 Intersection Analysis.....
Future “No-Build” 2037 Intersection Analysis .....
Future “Build” 2037 Intersection Analysis.....
Traffic Volume Worksheets .....

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Riverview Road @ Maner Road
7-9 am | 4-6 pm

File Name : 20250254
Site Code : 20250254
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	Riverview Road Northbound				Riverview Road Southbound				Maner Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	118	0	118	0	43	4	47	4	0	0	4	0	0	0	0	169
07:15 AM	0	101	0	101	0	45	2	47	4	0	0	4	0	0	0	0	152
07:30 AM	0	119	0	119	0	42	1	43	4	0	1	5	0	0	0	0	167
07:45 AM	0	118	0	118	0	44	5	49	2	0	0	2	0	0	0	0	169
Total	0	456	0	456	0	174	12	186	14	0	1	15	0	0	0	0	657
08:00 AM	0	130	0	130	0	47	6	53	0	0	0	0	0	0	0	0	183
08:15 AM	0	139	0	139	0	47	2	49	2	0	0	2	0	0	0	0	190
08:30 AM	0	121	0	121	0	37	4	41	1	0	0	1	0	0	0	0	163
08:45 AM	0	108	0	108	0	33	3	36	1	0	0	1	0	0	0	0	145
Total	0	498	0	498	0	164	15	179	4	0	0	4	0	0	0	0	681
*** BREAK ***																	
04:00 PM	1	102	0	103	0	109	0	109	4	0	3	7	0	0	0	0	219
04:15 PM	2	78	0	80	0	156	0	156	2	0	1	3	0	0	0	0	239
04:30 PM	0	74	0	74	0	157	0	157	7	0	2	9	0	0	0	0	240
04:45 PM	0	102	0	102	0	147	1	148	1	0	2	3	0	0	0	0	253
Total	3	356	0	359	0	569	1	570	14	0	8	22	0	0	0	0	951
05:00 PM	1	78	0	79	0	187	1	188	3	0	0	3	0	0	0	0	270
05:15 PM	0	69	0	69	0	170	2	172	6	0	0	6	0	0	0	0	247
05:30 PM	0	89	0	89	0	181	1	182	1	0	1	2	0	0	0	0	273
05:45 PM	1	79	0	80	0	172	0	172	1	0	2	3	0	0	0	0	255
Total	2	315	0	317	0	710	4	714	11	0	3	14	0	0	0	0	1045
Grand Total	5	1625	0	1630	0	1617	32	1649	43	0	12	55	0	0	0	0	3334
Apprch %	0.3	99.7	0		0	98.1	1.9		78.2	0	21.8		0	0	0		
Total %	0.1	48.7	0	48.9	0	48.5	1	49.5	1.3	0	0.4	1.6	0	0	0	0	
Cars & Buses	5	1542	0	1547	0	1535	31	1566	42	0	12	54	0	0	0	0	3167
% Cars & Buses	100	94.9	0	94.9	0	94.9	96.9	95	97.7	0	100	98.2	0	0	0	0	95
Trucks	0	83	0	83	0	82	1	83	1	0	0	1	0	0	0	0	167
% Trucks	0	5.1	0	5.1	0	5.1	3.1	5	2.3	0	0	1.8	0	0	0	0	5

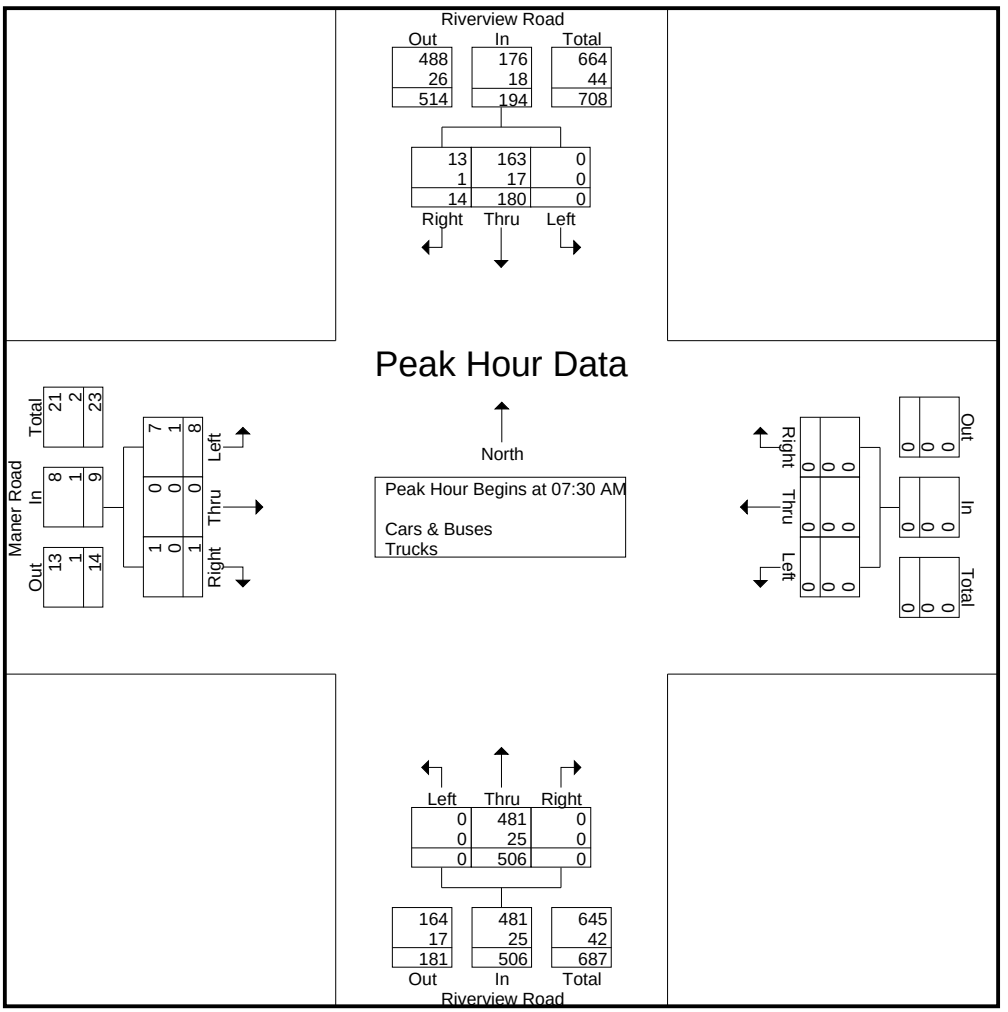
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TMC Data
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Start Date : 08-05-2025
Page No : 2

	Riverview Road Northbound				Riverview Road Southbound				Maner Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	119	0	119	0	42	1	43	**4**	0	**1**	**5**	0	0	0	0	167
07:45 AM	0	118	0	118	0	44	5	49	2	0	0	2	0	0	0	0	169
08:00 AM	0	130	0	130	0	**47**	**6**	**53**	0	0	0	0	0	0	0	0	183
08:15 AM	0	**139**	0	**139**	0	47	2	49	2	0	0	2	0	0	0	0	**190**
Total Volume	0	506	0	506	0	180	14	194	8	0	1	9	0	0	0	0	709
% App. Total	0	100	0		0	92.8	7.2		88.9	0	11.1		0	0	0		
PHF	.000	.910	.000	.910	.000	.957	.583	.915	.500	.000	.250	.450	.000	.000	.000	.000	.933
Cars & Buses	0	481	0	481	0	163	13	176	7	0	1	8	0	0	0	0	665
% Cars & Buses	0	95.1	0	95.1	0	90.6	92.9	90.7	87.5	0	100	88.9	0	0	0	0	93.8
Trucks	0	25	0	25	0	17	1	18	1	0	0	1	0	0	0	0	44
% Trucks	0	4.9	0	4.9	0	9.4	7.1	9.3	12.5	0	0	11.1	0	0	0	0	6.2



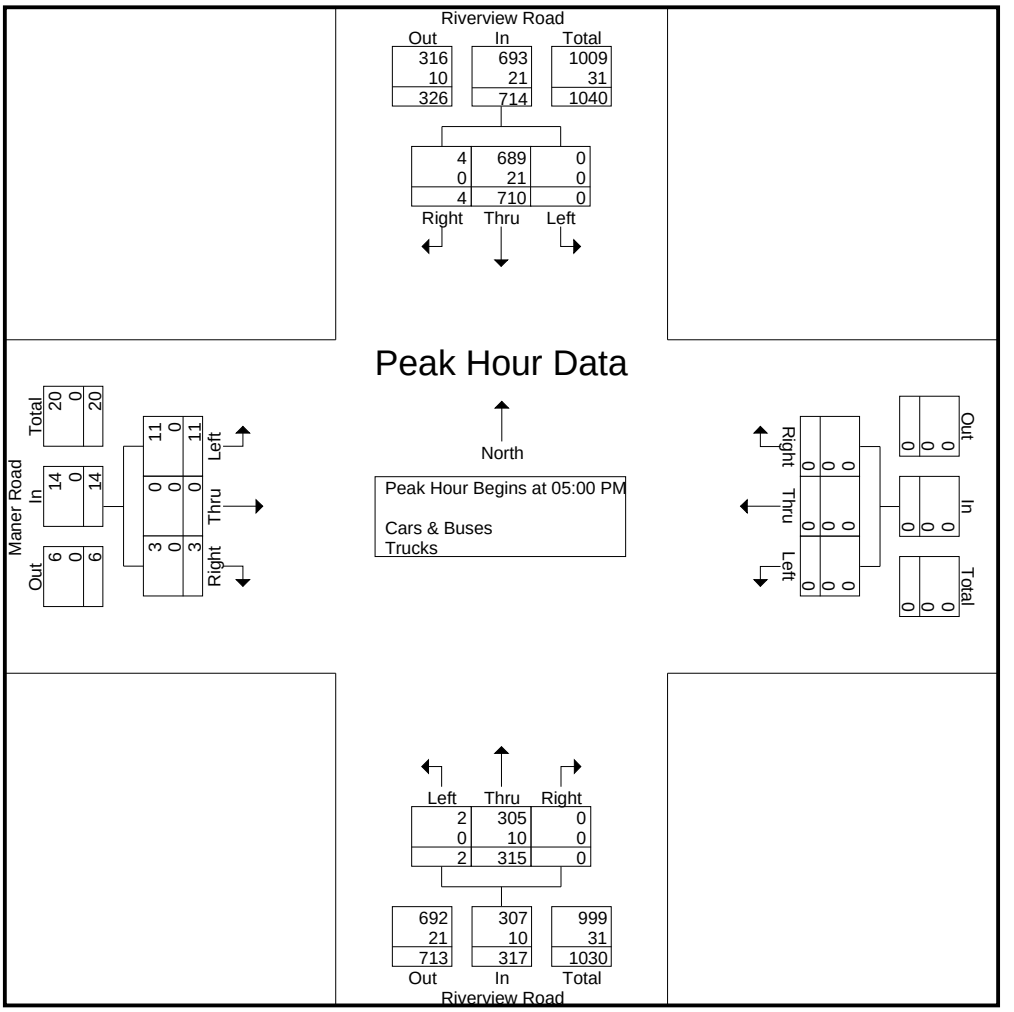
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Riverview Road @ Maner Road
7-9 am | 4-6 pm

File Name : 20250254
Site Code : 20250254
Start Date : 08-05-2025
Page No : 3

	Riverview Road Northbound				Riverview Road Southbound				Maner Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	78	0	79	0	**187**	1	**188**	3	0	0	3	0	0	0	0	270
05:15 PM	0	69	0	69	0	170	**2**	172	**6**	0	0	**6**	0	0	0	0	247
05:30 PM	0	**89**	0	**89**	0	181	1	182	1	0	1	2	0	0	0	0	**273**
05:45 PM	1	79	0	80	0	172	0	172	1	0	**2**	3	0	0	0	0	255
Total Volume	2	315	0	317	0	710	4	714	11	0	3	14	0	0	0	0	1045
% App. Total	0.6	99.4	0		0	99.4	0.6		78.6	0	21.4		0	0	0		
PHF	.500	.885	.000	.890	.000	.949	.500	.949	.458	.000	.375	.583	.000	.000	.000	.000	.957
Cars & Buses	2	305	0	307	0	689	4	693	11	0	3	14	0	0	0	0	1014
% Cars & Buses	100	96.8	0	96.8	0	97.0	100	97.1	100	0	100	100	0	0	0	0	97.0
Trucks	0	10	0	10	0	21	0	21	0	0	0	0	0	0	0	0	31
% Trucks	0	3.2	0	3.2	0	3.0	0	2.9	0	0	0	0	0	0	0	0	3.0



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Elmwood Circle
7-9 am | 4-6 pm

File Name : 20250255
Site Code : 20250255
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	Elmwood Circle Northbound				Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	0	0	0	0	0	113	3	116	0	101	0	101	219
07:15 AM	8	0	2	10	0	0	0	0	0	93	3	96	0	152	0	152	258
07:30 AM	3	0	1	4	0	0	0	0	0	118	2	120	0	164	0	164	288
07:45 AM	4	0	0	4	0	0	0	0	0	171	1	172	0	181	0	181	357
Total	17	0	3	20	0	0	0	0	0	495	9	504	0	598	0	598	1122
08:00 AM	2	0	5	7	0	0	0	0	0	220	1	221	0	197	0	197	425
08:15 AM	3	0	2	5	0	0	0	0	0	234	2	236	0	183	0	183	424
08:30 AM	3	0	3	6	0	0	0	0	0	230	3	233	0	143	0	143	382
08:45 AM	4	0	0	4	0	0	0	0	0	165	3	168	0	157	0	157	329
Total	12	0	10	22	0	0	0	0	0	849	9	858	0	680	0	680	1560
*** BREAK ***																	
04:00 PM	2	0	3	5	0	0	0	0	0	158	8	166	0	152	0	152	323
04:15 PM	7	0	3	10	0	0	0	0	0	195	9	204	0	193	0	193	407
04:30 PM	4	0	1	5	0	0	0	0	0	218	5	223	2	229	0	231	459
04:45 PM	5	0	1	6	0	0	0	0	0	189	5	194	3	188	0	191	391
Total	18	0	8	26	0	0	0	0	0	760	27	787	5	762	0	767	1580
05:00 PM	0	0	0	0	0	0	0	0	0	209	4	213	1	203	0	204	417
05:15 PM	6	0	1	7	0	0	0	0	0	242	5	247	2	225	0	227	481
05:30 PM	5	0	0	5	0	0	0	0	0	237	4	241	1	185	0	186	432
05:45 PM	5	0	0	5	0	0	0	0	0	222	5	227	3	163	0	166	398
Total	16	0	1	17	0	0	0	0	0	910	18	928	7	776	0	783	1728
Grand Total	63	0	22	85	0	0	0	0	0	3014	63	3077	12	2816	0	2828	5990
Apprch %	74.1	0	25.9		0	0	0		0	98	2		0.4	99.6	0		
Total %	1.1	0	0.4	1.4	0	0	0	0	0	50.3	1.1	51.4	0.2	47	0	47.2	
Cars & Buses	63	0	22	85	0	0	0	0	0	2920	63	2983	12	2734	0	2746	5814
% Cars & Buses	100	0	100	100	0	0	0	0	0	96.9	100	96.9	100	97.1	0	97.1	97.1
Trucks	0	0	0	0	0	0	0	0	0	94	0	94	0	82	0	82	176
% Trucks	0	0	0	0	0	0	0	0	0	3.1	0	3.1	0	2.9	0	2.9	2.9

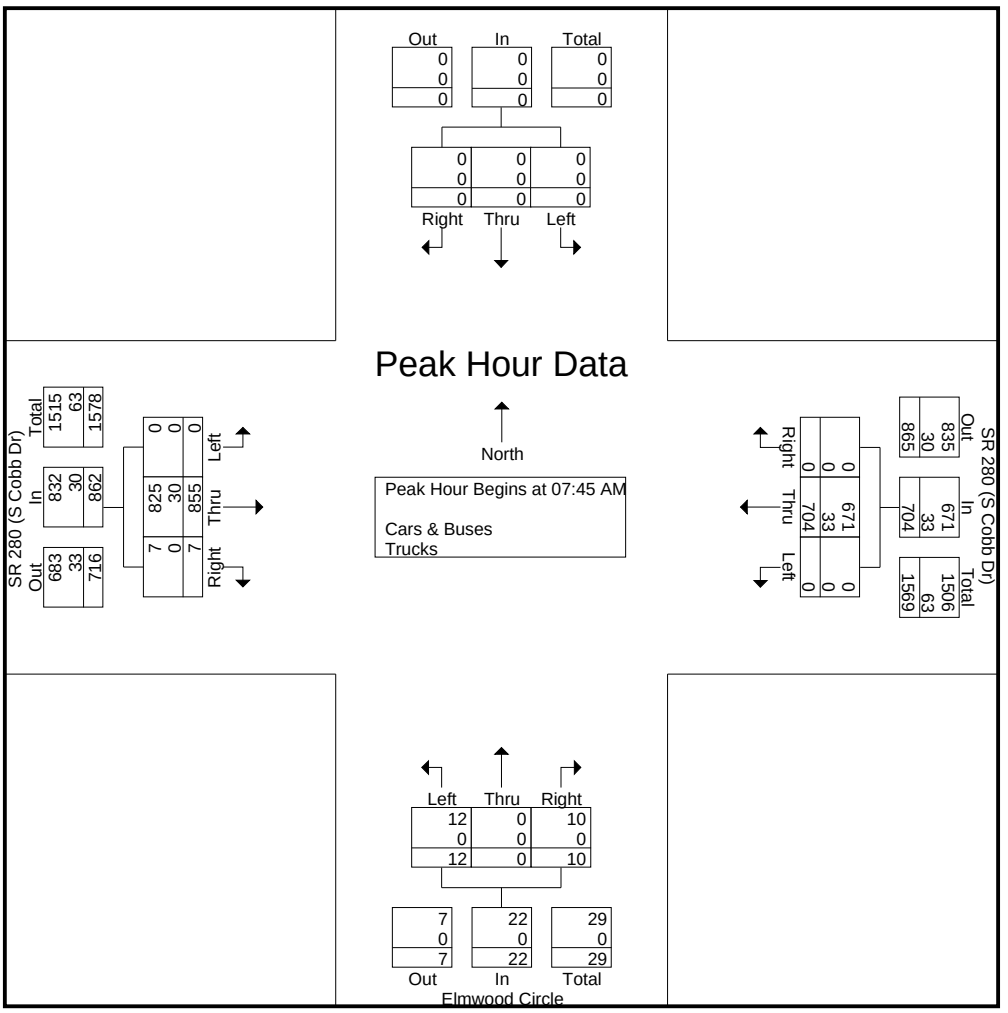
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Elmwood Circle
7-9 am | 4-6 pm

File Name : 20250255
Site Code : 20250255
Start Date : 08-05-2025
Page No : 2

	Elmwood Circle Northbound				Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**4**	0	0	4	0	0	0	0	0	171	1	172	0	181	0	181	357
08:00 AM	2	0	**5**	**7**	0	0	0	0	0	220	1	221	0	**197**	0	**197**	**425**
08:15 AM	3	0	2	5	0	0	0	0	0	**234**	2	**236**	0	183	0	183	424
08:30 AM	3	0	3	6	0	0	0	0	0	230	**3**	233	0	143	0	143	382
Total Volume	12	0	10	22	0	0	0	0	0	855	7	862	0	704	0	704	1588
% App. Total	54.5	0	45.5		0	0	0		0	99.2	0.8		0	100	0		
PHF	.750	.000	.500	.786	.000	.000	.000	.000	.000	.913	.583	.913	.000	.893	.000	.893	.934
Cars & Buses	12	0	10	22	0	0	0	0	0	825	7	832	0	671	0	671	1525
% Cars & Buses	100	0	100	100	0	0	0	0	0	96.5	100	96.5	0	95.3	0	95.3	96.0
Trucks	0	0	0	0	0	0	0	0	0	30	0	30	0	33	0	33	63
% Trucks	0	0	0	0	0	0	0	0	0	3.5	0	3.5	0	4.7	0	4.7	4.0



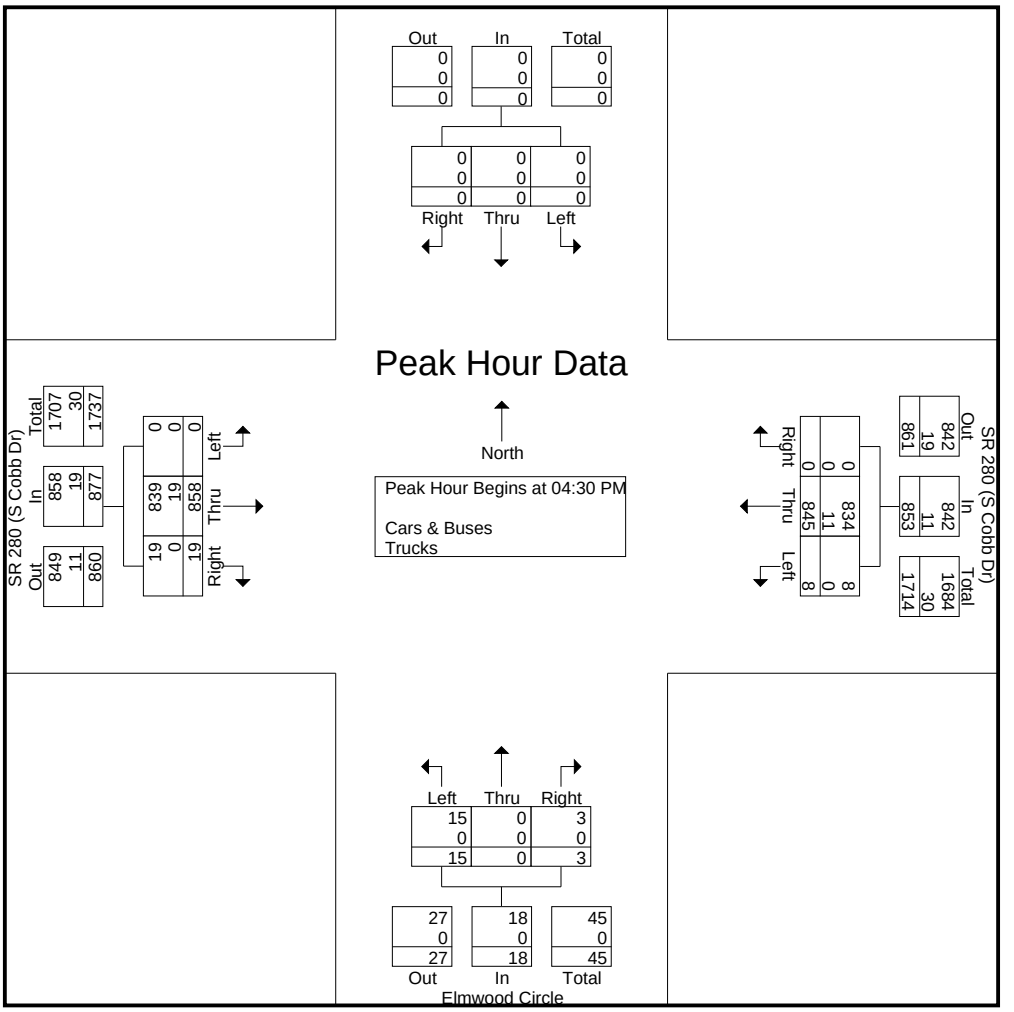
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Elmwood Circle
7-9 am | 4-6 pm

File Name : 20250255
Site Code : 20250255
Start Date : 08-05-2025
Page No : 3

	Elmwood Circle Northbound				Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	0	**1**	5	0	0	0	0	0	218	**5**	223	2	**229**	0	**231**	459
04:45 PM	5	0	1	6	0	0	0	0	0	189	5	194	**3**	188	0	191	391
05:00 PM	0	0	0	0	0	0	0	0	0	209	4	213	1	203	0	204	417
05:15 PM	**6**	0	1	**7**	0	0	0	0	0	**242**	5	**247**	2	225	0	227	**481**
Total Volume	15	0	3	18	0	0	0	0	0	858	19	877	8	845	0	853	1748
% App. Total	83.3	0	16.7		0	0	0		0	97.8	2.2		0.9	99.1	0		
PHF	.625	.000	.750	.643	.000	.000	.000	.000	.000	.886	.950	.888	.667	.922	.000	.923	.909
Cars & Buses	15	0	3	18	0	0	0	0	0	839	19	858	8	834	0	842	1718
% Cars & Buses	100	0	100	100	0	0	0	0	0	97.8	100	97.8	100	98.7	0	98.7	98.3
Trucks	0	0	0	0	0	0	0	0	0	19	0	19	0	11	0	11	30
% Trucks	0	0	0	0	0	0	0	0	0	2.2	0	2.2	0	1.3	0	1.3	1.7



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ I-285 NB Ramp
7-9 am | 4-6 pm

File Name : 20250256
Site Code : 20250256
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	I-285 NB Ramp Northbound				I-285 NB Ramp Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	117	0	21	138	0	0	0	0	167	131	0	298	0	70	135	205	641
07:15 AM	168	0	20	188	0	0	0	0	168	113	0	281	0	82	142	224	693
07:30 AM	154	0	20	174	0	0	0	0	172	138	0	310	0	83	135	218	702
07:45 AM	166	0	16	182	0	0	0	0	142	161	0	303	0	95	126	221	706
Total	605	0	77	682	0	0	0	0	649	543	0	1192	0	330	538	868	2742
08:00 AM	158	0	23	181	0	0	0	0	145	198	0	343	0	102	130	232	756
08:15 AM	182	0	22	204	0	0	0	0	159	217	0	376	0	114	133	247	827
08:30 AM	163	1	19	183	0	0	0	0	134	225	0	359	0	94	103	197	739
08:45 AM	135	0	14	149	0	0	0	0	115	172	0	287	0	93	123	216	652
Total	638	1	78	717	0	0	0	0	553	812	0	1365	0	403	489	892	2974
*** BREAK ***																	
04:00 PM	173	0	19	192	0	0	0	0	159	199	0	358	0	125	110	235	785
04:15 PM	241	2	21	264	0	0	0	0	128	212	0	340	0	122	111	233	837
04:30 PM	222	1	17	240	0	0	0	0	140	237	0	377	0	155	105	260	877
04:45 PM	203	1	13	217	0	0	0	0	159	249	0	408	0	135	101	236	861
Total	839	4	70	913	0	0	0	0	586	897	0	1483	0	537	427	964	3360
05:00 PM	223	0	7	230	0	0	0	0	127	286	0	413	0	117	112	229	872
05:15 PM	159	0	9	168	0	0	0	0	142	282	0	424	0	144	125	269	861
05:30 PM	187	0	11	198	0	0	0	0	128	290	0	418	0	120	99	219	835
05:45 PM	146	0	10	156	0	0	0	0	118	295	0	413	0	103	101	204	773
Total	715	0	37	752	0	0	0	0	515	1153	0	1668	0	484	437	921	3341
Grand Total	2797	5	262	3064	0	0	0	0	2303	3405	0	5708	0	1754	1891	3645	12417
Apprch %	91.3	0.2	8.6		0	0	0		40.3	59.7	0		0	48.1	51.9		
Total %	22.5	0	2.1	24.7	0	0	0	0	18.5	27.4	0	46	0	14.1	15.2	29.4	
Cars & Buses	2712	5	235	2952	0	0	0	0	2182	3270	0	5452	0	1704	1794	3498	11902
% Cars & Buses	97	100	89.7	96.3	0	0	0	0	94.7	96	0	95.5	0	97.1	94.9	96	95.9
Trucks	85	0	27	112	0	0	0	0	121	135	0	256	0	50	97	147	515
% Trucks	3	0	10.3	3.7	0	0	0	0	5.3	4	0	4.5	0	2.9	5.1	4	4.1

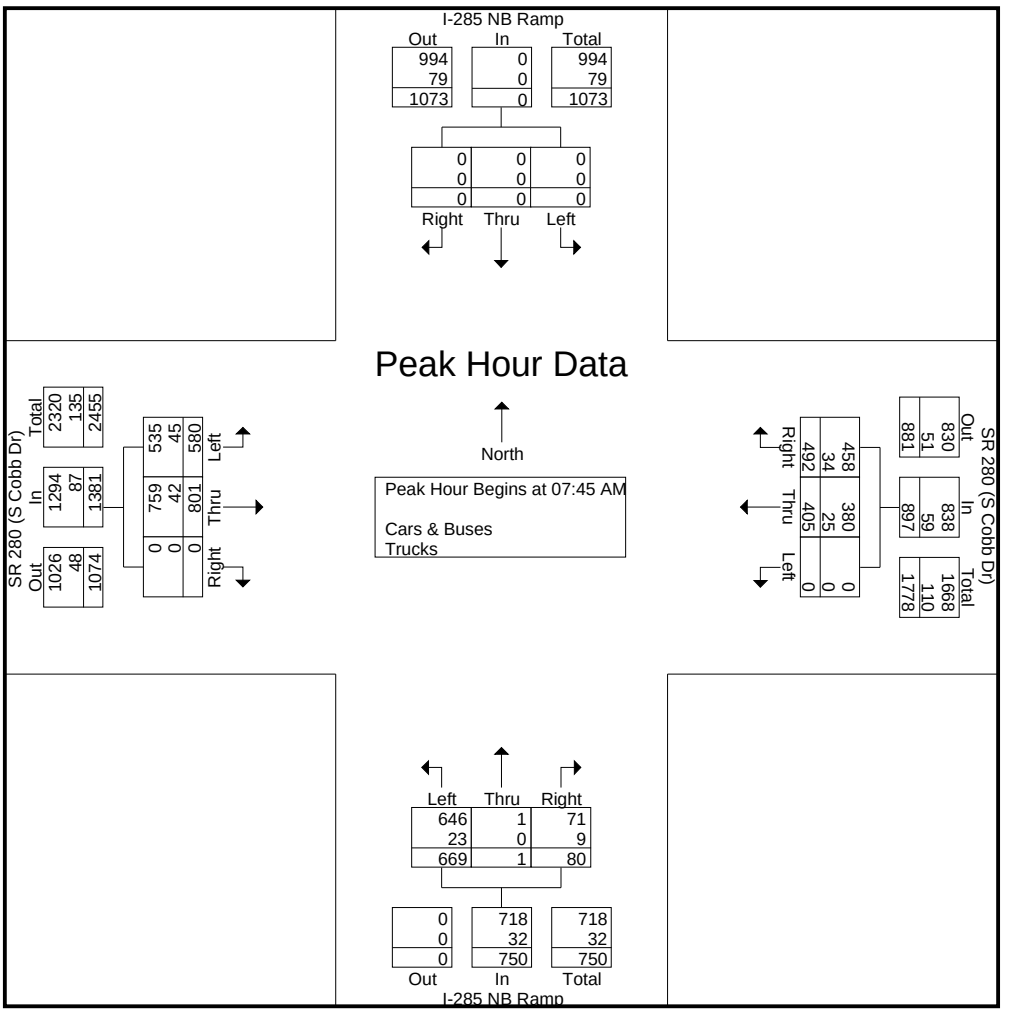
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ I-285 NB Ramp
7-9 am | 4-6 pm

File Name : 20250256
Site Code : 20250256
Start Date : 08-05-2025
Page No : 2

	I-285 NB Ramp Northbound				I-285 NB Ramp Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	166	0	16	182	0	0	0	0	142	161	0	303	0	95	126	221	706
08:00 AM	158	0	**23**	181	0	0	0	0	145	198	0	343	0	102	130	232	756
08:15 AM	**182**	0	22	**204**	0	0	0	0	**159**	217	0	**376**	0	**114**	**133**	**247**	**827**
08:30 AM	163	**1**	19	183	0	0	0	0	134	**225**	0	359	0	94	103	197	739
Total Volume	669	1	80	750	0	0	0	0	580	801	0	1381	0	405	492	897	3028
% App. Total	89.2	0.1	10.7		0	0	0		42	58	0		0	45.2	54.8		
PHF	.919	.250	.870	.919	.000	.000	.000	.000	.912	.890	.000	.918	.000	.888	.925	.908	.915
Cars & Buses	646	1	71	718	0	0	0	0	535	759	0	1294	0	380	458	838	2850
% Cars & Buses	96.6	100	88.8	95.7	0	0	0	0	92.2	94.8	0	93.7	0	93.8	93.1	93.4	94.1
Trucks	23	0	9	32	0	0	0	0	45	42	0	87	0	25	34	59	178
% Trucks	3.4	0	11.3	4.3	0	0	0	0	7.8	5.2	0	6.3	0	6.2	6.9	6.6	5.9



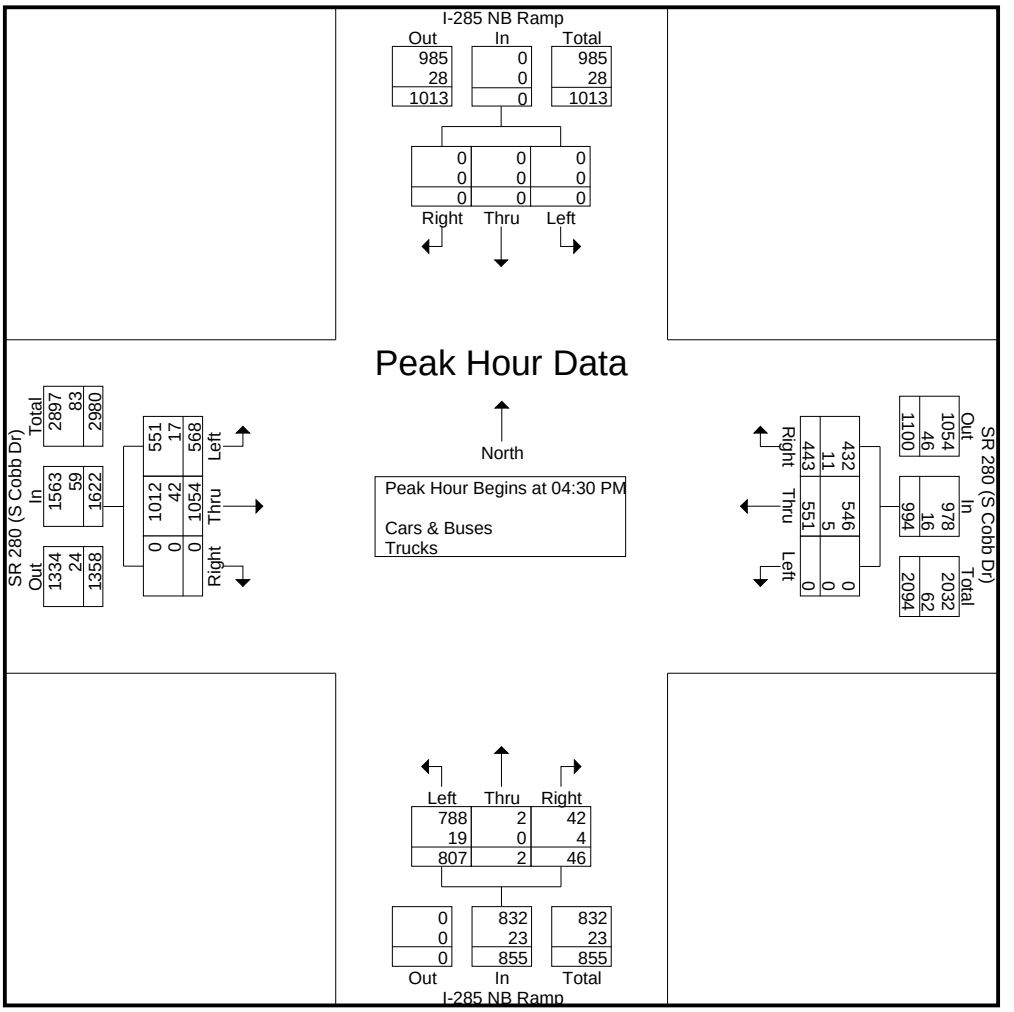
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ I-285 NB Ramp
7-9 am | 4-6 pm

File Name : 20250256
Site Code : 20250256
Start Date : 08-05-2025
Page No : 3

	I-285 NB Ramp Northbound				I-285 NB Ramp Southbound				SR 280 (S Cobb Dr) Eastbound				SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	222	**1**	**17**	**240**	0	0	0	0	140	237	0	377	0	**155**	105	260	**877**
04:45 PM	203	1	13	217	0	0	0	0	**159**	249	0	408	0	135	101	236	861
05:00 PM	**223**	0	7	230	0	0	0	0	127	**286**	0	413	0	117	112	229	872
05:15 PM	159	0	9	168	0	0	0	0	142	282	0	**424**	0	144	**125**	**269**	861
Total Volume	807	2	46	855	0	0	0	0	568	1054	0	1622	0	551	443	994	3471
% App. Total	94.4	0.2	5.4		0	0	0		35	65	0		0	55.4	44.6		
PHF	.905	.500	.676	.891	.000	.000	.000	.000	.893	.921	.000	.956	.000	.889	.886	.924	.989
Cars & Buses	788	2	42	832	0	0	0	0	551	1012	0	1563	0	546	432	978	3373
% Cars & Buses	97.6	100	91.3	97.3	0	0	0	0	97.0	96.0	0	96.4	0	99.1	97.5	98.4	97.2
Trucks	19	0	4	23	0	0	0	0	17	42	0	59	0	5	11	16	98
% Trucks	2.4	0	8.7	2.7	0	0	0	0	3.0	4.0	0	3.6	0	0.9	2.5	1.6	2.8



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Riverview Road - Maner Road
7-9 am | 4-6 pm

File Name : 20250257
Site Code : 20250257
Start Date : 08-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	Riverview Road Northbound				Maner Road Southbound				SR 280 (S Cobb Dr) Eastbound					SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	90	20	12	122	7	2	26	35	26	97	42	0	165	3	94	6	103	425
07:15 AM	69	24	12	105	6	2	23	31	25	78	38	1	142	7	133	20	160	438
07:30 AM	67	39	17	123	8	4	27	39	26	95	35	1	157	4	137	26	167	486
07:45 AM	61	28	31	120	10	7	19	36	30	131	38	3	202	4	148	33	185	543
Total	287	111	72	470	31	15	95	141	107	401	153	5	666	18	512	85	615	1892
08:00 AM	68	18	44	130	8	12	20	40	28	169	39	0	236	2	169	28	199	605
08:15 AM	65	29	47	141	10	4	31	45	25	179	37	2	243	8	145	33	186	615
08:30 AM	52	42	28	122	12	6	23	41	28	193	30	6	257	5	117	24	146	566
08:45 AM	69	22	18	109	14	5	13	32	23	136	26	2	187	5	138	18	161	489
Total	254	111	137	502	44	27	87	158	104	677	132	10	923	20	569	103	692	2275
*** BREAK ***																		
04:00 PM	88	5	13	106	27	41	27	95	20	126	55	2	203	13	128	13	154	558
04:15 PM	50	11	19	80	34	58	16	108	26	151	75	0	252	23	165	12	200	640
04:30 PM	54	5	22	81	25	43	12	80	24	176	89	3	292	25	199	9	233	686
04:45 PM	81	12	10	103	23	41	19	83	26	161	85	4	276	22	157	14	193	655
Total	273	33	64	370	109	183	74	366	96	614	304	9	1023	83	649	48	780	2539
05:00 PM	55	10	16	81	29	51	20	100	28	168	113	0	309	24	167	12	203	693
05:15 PM	56	6	13	75	28	36	18	82	20	206	115	3	344	21	191	19	231	732
05:30 PM	57	12	21	90	25	53	14	92	18	195	110	1	324	19	158	13	190	696
05:45 PM	55	10	15	80	33	59	9	101	21	179	95	4	299	18	144	6	168	648
Total	223	38	65	326	115	199	61	375	87	748	433	8	1276	82	660	50	792	2769
Grand Total	1037	293	338	1668	299	424	317	1040	394	2440	1022	32	3888	203	2390	286	2879	9475
Apprch %	62.2	17.6	20.3		28.8	40.8	30.5		10.1	62.8	26.3	0.8		7.1	83	9.9		
Total %	10.9	3.1	3.6	17.6	3.2	4.5	3.3	11	4.2	25.8	10.8	0.3	41	2.1	25.2	3	30.4	
Cars & Buses	977	280	327	1584	296	415	311	1022	381	2360	953	32	3726	198	2319	280	2797	9129
% Cars & Buses	94.2	95.6	96.7	95	99	97.9	98.1	98.3	96.7	96.7	93.2	100	95.8	97.5	97	97.9	97.2	96.3
Trucks	60	13	11	84	3	9	6	18	13	80	69	0	162	5	71	6	82	346
% Trucks	5.8	4.4	3.3	5	1	2.1	1.9	1.7	3.3	3.3	6.8	0	4.2	2.5	3	2.1	2.8	3.7

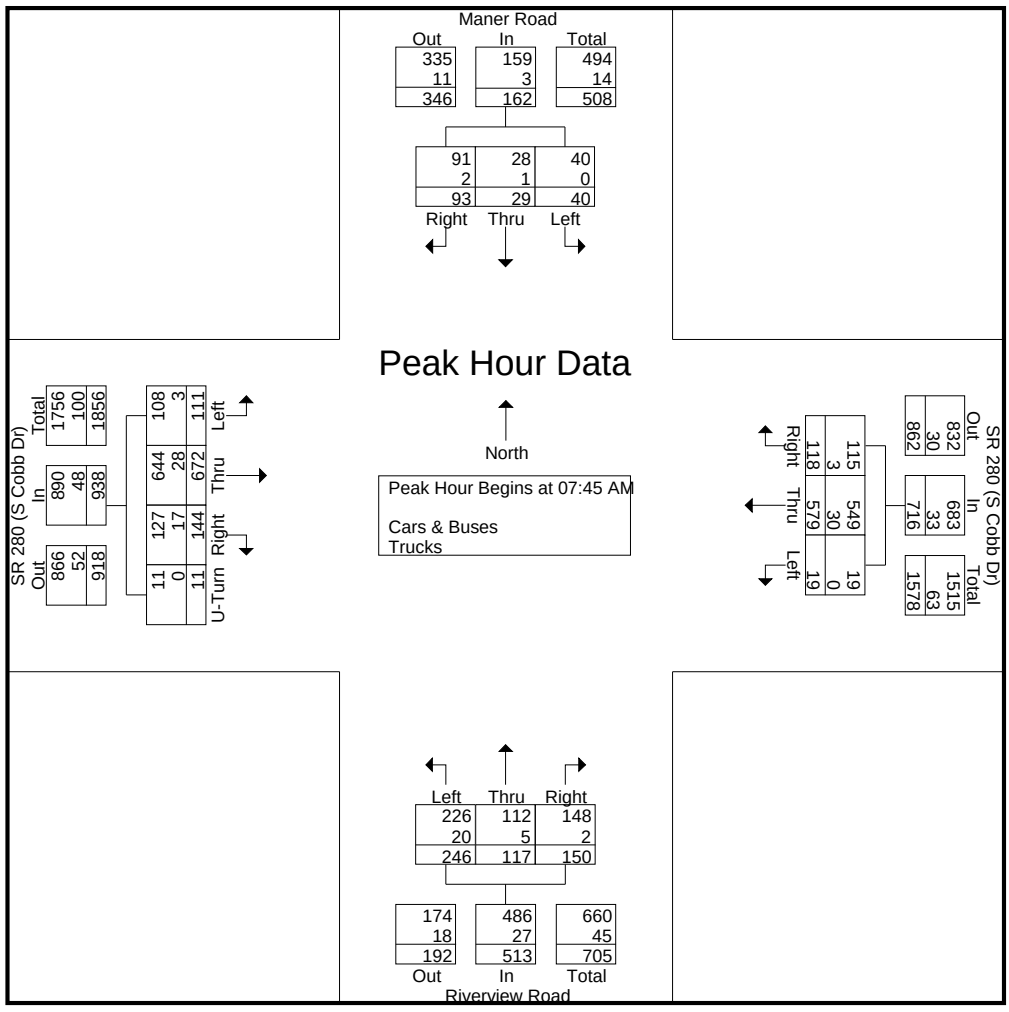
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Riverview Road - Maner Road
7-9 am | 4-6 pm

File Name : 20250257
Site Code : 20250257
Start Date : 08-05-2025
Page No : 2

	Riverview Road Northbound				Maner Road Southbound				SR 280 (S Cobb Dr) Eastbound					SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM	61	28	31	120	10	7	19	36	**30**	131	38	3	202	4	148	**33**	185	543
08:00 AM	**68**	18	44	130	8	**12**	20	40	28	169	**39**	0	236	2	**169**	28	**199**	605
08:15 AM	65	29	**47**	**141**	10	4	**31**	**45**	25	179	37	2	243	**8**	145	33	186	**615**
08:30 AM	52	**42**	28	122	**12**	6	23	41	28	**193**	30	**6**	**257**	5	117	24	146	566
Total Volume	246	117	150	513	40	29	93	162	111	672	144	11	938	19	579	118	716	2329
% App. Total	48	22.8	29.2		24.7	17.9	57.4		11.8	71.6	15.4	1.2		2.7	80.9	16.5		
PHF	.904	.696	.798	.910	.833	.604	.750	.900	.925	.870	.923	.458	.912	.594	.857	.894	.899	.947
Cars & Buses	226	112	148	486	40	28	91	159	108	644	127	11	890	19	549	115	683	2218
% Cars & Buses	91.9	95.7	98.7	94.7	100	96.6	97.8	98.1	97.3	95.8	88.2	100	94.9	100	94.8	97.5	95.4	95.2
Trucks	20	5	2	27	0	1	2	3	3	28	17	0	48	0	30	3	33	111
% Trucks	8.1	4.3	1.3	5.3	0	3.4	2.2	1.9	2.7	4.2	11.8	0	5.1	0	5.2	2.5	4.6	4.8



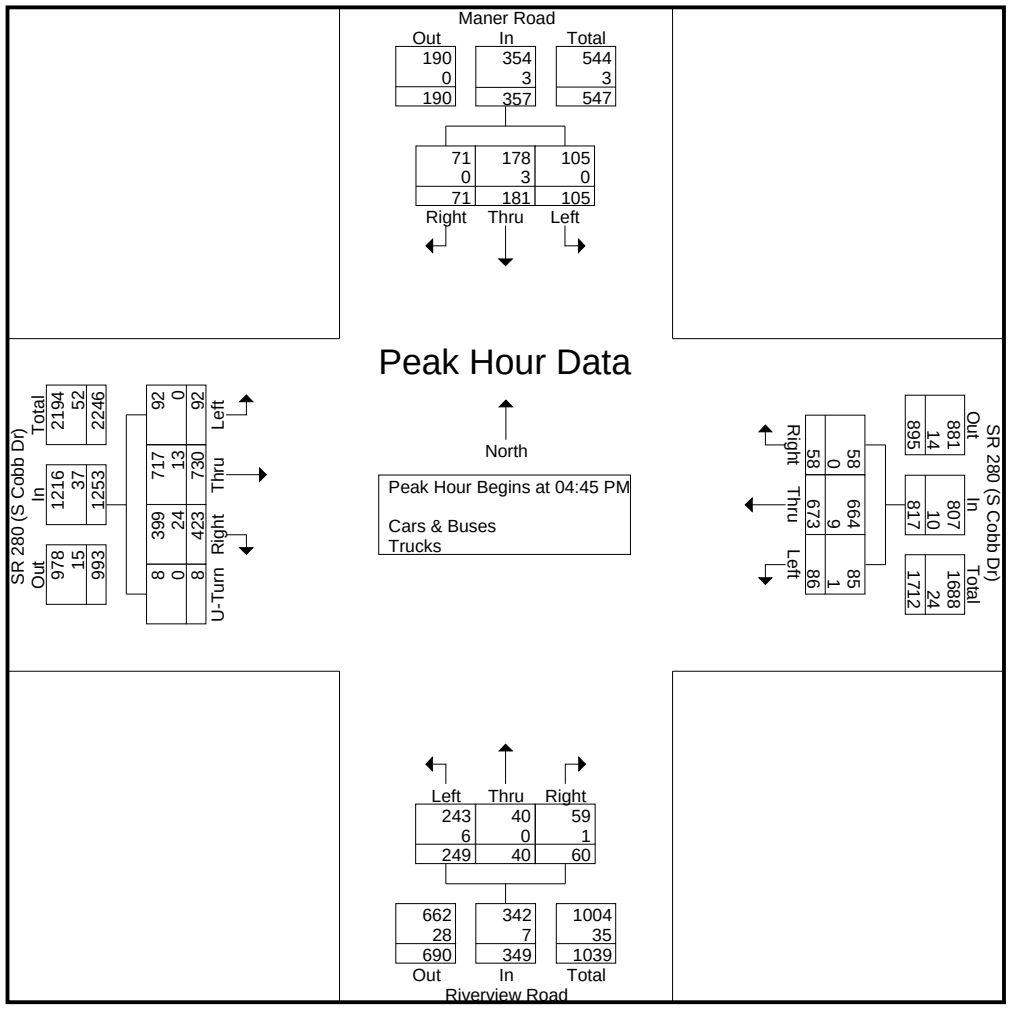
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 280 (S Cobb Dr) @ Riverview Road - Maner Road
7-9 am | 4-6 pm

File Name : 20250257
Site Code : 20250257
Start Date : 08-05-2025
Page No : 3

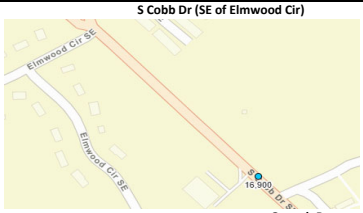
	Riverview Road Northbound				Maner Road Southbound				SR 280 (S Cobb Dr) Eastbound					SR 280 (S Cobb Dr) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	**81**	**12**	10	**103**	23	41	19	83	26	161	85	**4**	276	22	157	14	193	655
05:00 PM	55	10	16	81	**29**	51	**20**	**100**	**28**	168	113	0	309	**24**	167	12	203	693
05:15 PM	56	6	13	75	28	36	18	82	20	**206**	**115**	3	**344**	21	**191**	**19**	**231**	**732**
05:30 PM	57	12	**21**	90	25	**53**	14	92	18	195	110	1	324	19	158	13	190	696
Total Volume	249	40	60	349	105	181	71	357	92	730	423	8	1253	86	673	58	817	2776
% App. Total	71.3	11.5	17.2		29.4	50.7	19.9		7.3	58.3	33.8	0.6		10.5	82.4	7.1		
PHF	.769	.833	.714	.847	.905	.854	.888	.893	.821	.886	.920	.500	.911	.896	.881	.763	.884	.948
Cars & Buses	243	40	59	342	105	178	71	354	92	717	399	8	1216	85	664	58	807	2719
% Cars & Buses	97.6	100	98.3	98.0	100	98.3	100	99.2	100	98.2	94.3	100	97.0	98.8	98.7	100	98.8	97.9
Trucks	6	0	1	7	0	3	0	3	0	13	24	0	37	1	9	0	10	57
% Trucks	2.4	0	1.7	2.0	0	1.7	0	0.8	0	1.8	5.7	0	3.0	1.2	1.3	0	1.2	2.1

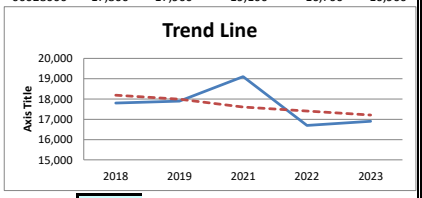


LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
S Cobb Dr (SE of Elmwood Cir)	-1.4%	0.18	067-2601	00028000	17,800	17,900	19,100	16,700	16,900
S Cobb Dr (N of Oak Dr)	1.2%	0.11	067-2603	00028000	39,000	44,800	40,200	41,900	43,800
Bolton Rd (NE of Browntown Rd)	1.2%	0.17	121-5274	00348403	17,100	18,800	17,200	17,900	19,000
James Jackson Pkwy (NW of Old Georgian Ter)	-0.1%	0.01	121-5445	00028000	16,000	16,100	15,800	15,900	16,100
Church Rd (E of N Church Ln)	-2.0%	0.58	067-2317	00289800	7,480	7,630	7,530	6,900	7,080
Weighted Average	**0.3%**	0.03	Sum of Count Stations =		97,380	105,230	99,830	99,300	102,880

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
S Cobb Dr (SE of Elmwood Cir)	067-2601	00028000	17,800	17,900	19,100	16,700	16,900

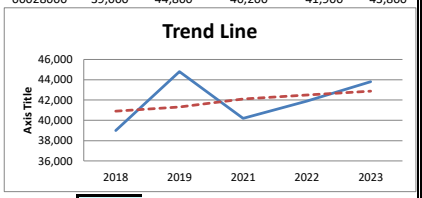




Growth Rate	Intercept		Slope	
-1.4%		410,052		-194.19
Trend Line	18,185	17,991	17,602	17,408	17,214

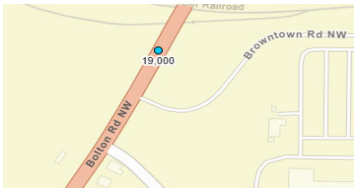
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
S Cobb Dr (N of Oak Dr)	067-2603	00028000	39,000	44,800	40,200	41,900	43,800

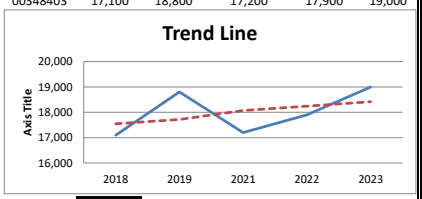




Growth Rate	Intercept		Slope	
1.2%		-754,552		394.19
Trend Line	40,915	41,309	42,098	42,492	42,886

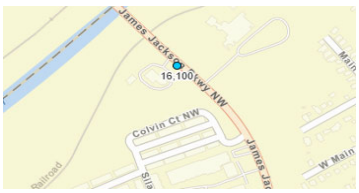
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Bolton Rd (NE of Browntown Rd)	121-5274	00348403	17,100	18,800	17,200	17,900	19,000

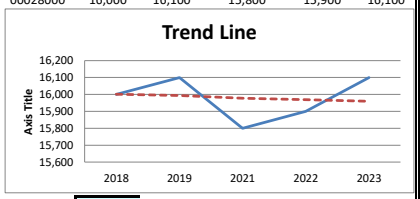




Growth Rate	Intercept		Slope	
1.2%		-334,430		174.42
Trend Line	17,547	17,721	18,070	18,244	18,419

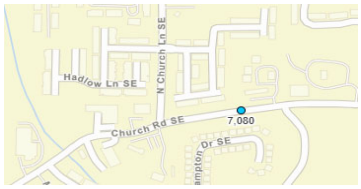
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
James Jackson Pkwy (NW of Old Georgian Ter)	121-5445	00028000	16,000	16,100	15,800	15,900	16,100

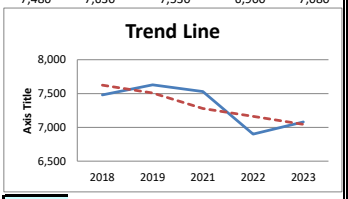




Growth Rate	Intercept		Slope	
-0.1%		32,427		-8.14
Trend Line	16,001	15,993	15,977	15,969	15,960

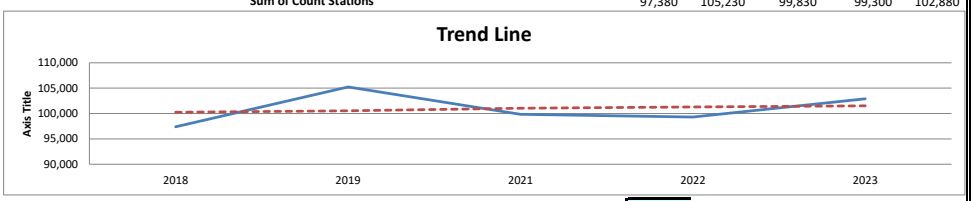
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Church Rd (E of N Church Ln)	067-2317	00289800	7,480	7,630	7,530	6,900	7,080





Growth Rate	Intercept		Slope	
-2.0%		241,338		-115.81
Trend Line	7,625	7,509	7,278	7,162	7,046

Weighted Average	2018	2019	2021	2022	2023
Sum of Count Stations	97,380	105,230	99,830	99,300	102,880



Growth Rate	Intercept		Slope	
0.3%		-405,166		250.47
Trend Line	100,273	100,523	101,024	101,275	101,525

EXISTING INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	1	506	180	14
Future Vol, veh/h	8	1	1	506	180	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	9	1	1	544	194	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	748	202	209	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	365	839	1362	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	365	839	1362	-	-	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	559	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1362	-	389	-	-
HCM Lane V/C Ratio	0.001	-	0.025	-	-
HCM Control Delay (s)	7.6	0	14.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	855	7	1	704	12	10
Future Vol, veh/h	855	7	1	704	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	919	8	1	757	13	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	927	0	1300	460
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	381	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	733	-	153	548
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	660	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	733	-	153	548
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16
HCM LOS			C

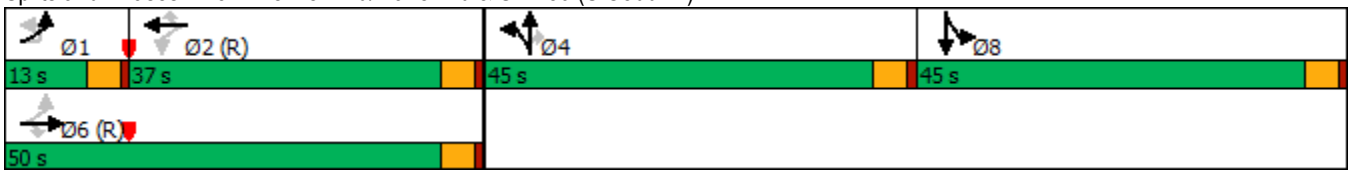
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	350	-	-	733	-
HCM Lane V/C Ratio	0.068	-	-	0.001	-
HCM Control Delay (s)	16	-	-	9.9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	11	111	672	144	19	579	118	117	150	29
Future Volume (vph)	11	111	672	144	19	579	118	117	150	29
Lane Group Flow (vph)	0	129	707	152	20	609	124	382	158	171
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	13.0	13.0	50.0	50.0	37.0	37.0	37.0	45.0	45.0	45.0
Total Split (%)	9.3%	9.3%	35.7%	35.7%	26.4%	26.4%	26.4%	32.1%	32.1%	32.1%
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.37	0.44	0.21	0.08	0.51	0.20	0.92	0.34	0.75
Control Delay		23.6	24.1	5.5	34.8	37.0	6.7	77.5	13.4	61.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		23.6	24.1	5.5	34.8	37.0	6.7	77.5	13.4	61.3
Queue Length 50th (ft)		66	225	8	12	237	0	343	27	114
Queue Length 95th (ft)		122	317	54	38	346	51	#524	89	189
Internal Link Dist (ft)			546			347		374		946
Turn Bay Length (ft)		155		200	200		300		180	
Base Capacity (vph)		348	1606	732	250	1205	625	448	496	476
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.37	0.44	0.21	0.08	0.51	0.20	0.85	0.32	0.36

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	11	111	672	144	19	579	118	246	117	150	40	29
Future Volume (veh/h)	11	111	672	144	19	579	118	246	117	150	40	29
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670
Adj Flow Rate, veh/h		117	707	152	20	609	124	259	123	158	42	31
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
Percent Heavy Veh, %		3	4	12	2	5	3	8	4	2	2	3
Cap, veh/h		327	1632	681	271	1352	613	277	131	364	48	35
Arrive On Green		0.05	0.52	0.52	0.43	0.43	0.43	0.25	0.25	0.25	0.13	0.13
Sat Flow, veh/h		1590	3148	1314	579	3122	1415	1086	516	1427	368	271
Grp Volume(v), veh/h		117	707	152	20	609	124	382	0	158	171	0
Grp Sat Flow(s),veh/h/ln		1590	1574	1314	579	1561	1415	1602	0	1427	1497	0
Q Serve(g_s), s		5.6	19.5	8.8	3.1	19.2	7.6	32.7	0.0	13.0	15.7	0.0
Cycle Q Clear(g_c), s		5.6	19.5	8.8	10.6	19.2	7.6	32.7	0.0	13.0	15.7	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.68		1.00	0.25	
Lane Grp Cap(c), veh/h		327	1632	681	271	1352	613	408	0	364	195	0
V/C Ratio(X)		0.36	0.43	0.22	0.07	0.45	0.20	0.94	0.00	0.43	0.88	0.00
Avail Cap(c_a), veh/h		339	1632	681	271	1352	613	464	0	413	433	0
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
Upstream Filter(I)		0.90	0.90	0.90	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		20.8	20.9	18.3	28.0	28.0	24.7	51.0	0.0	43.7	59.8	0.0
Incr Delay (d2), s/veh		0.6	0.8	0.7	0.5	1.1	0.7	24.9	0.0	0.8	11.8	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.1	7.1	2.7	0.5	7.2	2.6	15.8	0.0	4.7	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		21.4	21.7	19.0	28.5	29.1	25.4	75.9	0.0	44.5	71.6	0.0
LnGrp LOS		C	C	B	C	C	C	E	A	D	E	A
Approach Vol, veh/h			976			753			540			171
Approach Delay, s/veh			21.2			28.4			66.8			71.6
Approach LOS			C			C			E			E

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.0	65.1		40.2		77.1		22.7				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	32.5		40.5		45.5		40.5				
Max Q Clear Time (g_c+I1), s	7.6	21.2		34.7		21.5		17.7				
Green Ext Time (p_c), s	0.0	4.5		1.0		7.6		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		37.1
HCM 6th LOS		D

Notes
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



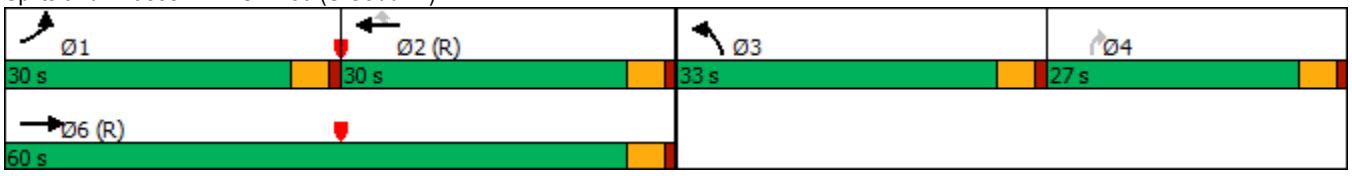
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	93
Future Volume (veh/h)	93
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	98
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	112
Arrive On Green	0.13
Sat Flow, veh/h	858
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.57
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

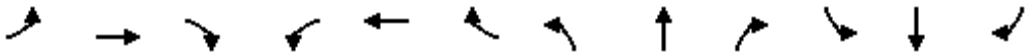
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	580	801	405	492	670	80
Future Volume (vph)	580	801	405	492	670	80
Lane Group Flow (vph)	630	871	440	535	728	87
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	9.5	27.5	23.5	23.5	26.5	26.5
Total Split (s)	30.0	60.0	30.0	30.0	33.0	27.0
Total Split (%)	25.0%	50.0%	25.0%	25.0%	27.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.80	0.42	0.41	0.63	0.92	0.51
Control Delay	50.7	14.1	34.9	6.9	63.1	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	14.1	34.9	6.9	63.1	19.5
Queue Length 50th (ft)	245	184	145	0	294	0
Queue Length 95th (ft)	299	256	220	107	#406	46
Internal Link Dist (ft)		670	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	799	2057	1082	844	807	350
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.42	0.41	0.63	0.90	0.25

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	580	801	0	0	405	492	670	0	80	0	0	0
Future Volume (veh/h)	580	801	0	0	405	492	670	0	80	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	630	871	0	0	440	535	728	0	87			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	680	2414	0	0	1554	688	786	0	337			
Arrive On Green	0.21	0.70	0.00	0.00	0.45	0.45	0.23	0.00	0.23			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	630	871	0	0	440	535	728	0	87			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	22.5	12.2	0.0	0.0	9.6	35.7	24.9	0.0	5.8			
Cycle Q Clear(g_c), s	22.5	12.2	0.0	0.0	9.6	35.7	24.9	0.0	5.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	680	2414	0	0	1554	688	786	0	337			
V/C Ratio(X)	0.93	0.36	0.00	0.00	0.28	0.78	0.93	0.00	0.26			
Avail Cap(c_a), veh/h	699	2414	0	0	1554	688	814	0	350			
HCM Platoon Ratio	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	0.00	0.85	0.85	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.7	7.4	0.0	0.0	20.7	27.8	45.3	0.0	37.9			
Incr Delay (d2), s/veh	18.1	0.4	0.0	0.0	0.4	7.3	16.2	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.6	4.0	0.0	0.0	3.8	14.3	12.4	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	7.8	0.0	0.0	21.1	35.1	61.4	0.0	38.3			
LnGrp LOS	E	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		1501			975			815				
Approach Delay, s/veh		31.8			28.8			59.0				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	29.3	58.7				88.0		32.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	25.5	25.5				55.5		28.5				
Max Q Clear Time (g_c+I1), s	24.5	37.7				14.2		26.9				
Green Ext Time (p_c), s	0.3	0.0				9.5		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			37.6									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	3	2	315	710	4
Future Vol, veh/h	11	3	2	315	710	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	11	3	2	328	740	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1074	742	744	0	-	0
Stage 1	742	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	243	416	864	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	242	416	864	-	-	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	727	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	864	-	266	-	-
HCM Lane V/C Ratio	0.002	-	0.055	-	-
HCM Control Delay (s)	9.2	0	19.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	858	19	8	845	15	3
Future Vol, veh/h	858	19	8	845	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	943	21	9	929	16	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	964	0	1426	472
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	710	-	126	538
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	710	-	124	538
Mov Cap-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.4
HCM LOS			C

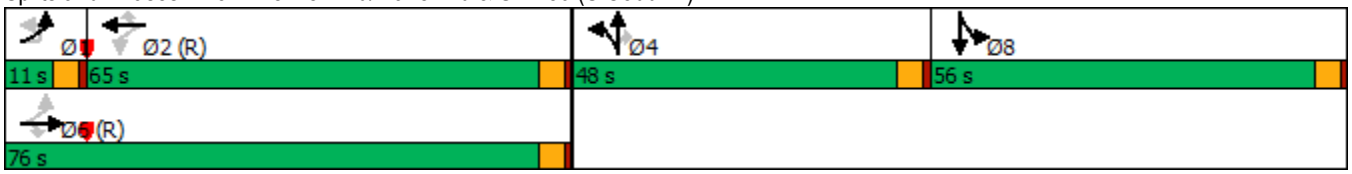
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	270	-	-	710	-
HCM Lane V/C Ratio	0.073	-	-	0.012	-
HCM Control Delay (s)	19.4	-	-	10.1	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	8	92	730	423	86	673	58	40	60	181
Future Volume (vph)	8	92	730	423	86	673	58	40	60	181
Lane Group Flow (vph)	0	106	768	445	91	708	61	304	63	377
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	11.0	76.0	76.0	65.0	65.0	65.0	48.0	48.0	56.0
Total Split (%)	6.1%	6.1%	42.2%	42.2%	36.1%	36.1%	36.1%	26.7%	26.7%	31.1%
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.44	0.52	0.56	0.46	0.58	0.10	0.89	0.18	0.91
Control Delay		39.0	38.2	13.4	54.9	48.4	8.0	96.5	11.8	90.4
Queue Delay		0.0	0.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		39.0	39.0	13.9	54.9	48.4	8.0	96.5	11.8	90.4
Queue Length 50th (ft)		78	363	108	90	390	0	364	0	441
Queue Length 95th (ft)		135	470	248	165	472	36	#484	44	#581
Internal Link Dist (ft)			546			347		374		946
Turn Bay Length (ft)		155		200	200		300		180	
Base Capacity (vph)		241	1463	801	198	1216	583	388	392	464
Starvation Cap Reductn		0	385	107	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.44	0.71	0.64	0.46	0.58	0.10	0.78	0.16	0.81

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	8	92	730	423	86	673	58	249	40	60	105	181
Future Volume (veh/h)	8	92	730	423	86	673	58	249	40	60	105	181
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1683	1683	1630	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h		97	768	445	91	708	61	262	42	63	111	191
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
Percent Heavy Veh, %		2	2	6	2	2	2	2	2	2	2	2
Cap, veh/h		255	1524	658	169	1329	593	280	45	287	117	201
Arrive On Green		0.04	0.48	0.48	0.42	0.42	0.42	0.20	0.20	0.20	0.25	0.25
Sat Flow, veh/h		1603	3198	1381	414	3198	1427	1391	223	1427	472	812
Grp Volume(v), veh/h		97	768	445	91	708	61	304	0	63	377	0
Grp Sat Flow(s),veh/h/ln		1603	1599	1381	414	1599	1427	1614	0	1427	1602	0
Q Serve(g_s), s		6.2	29.8	44.8	34.9	29.9	4.7	33.4	0.0	6.6	41.7	0.0
Cycle Q Clear(g_c), s		6.2	29.8	44.8	53.7	29.9	4.7	33.4	0.0	6.6	41.7	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.86		1.00	0.29	
Lane Grp Cap(c), veh/h		255	1524	658	169	1329	593	324	0	287	396	0
V/C Ratio(X)		0.38	0.50	0.68	0.54	0.53	0.10	0.94	0.00	0.22	0.95	0.00
Avail Cap(c_a), veh/h		255	1524	658	169	1329	593	390	0	345	458	0
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
Upstream Filter(I)		0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		31.0	32.4	36.4	54.7	39.5	32.1	70.8	0.0	60.1	66.7	0.0
Incr Delay (d2), s/veh		0.8	1.0	4.7	11.8	1.5	0.3	27.5	0.0	0.4	28.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.5	11.6	15.7	4.1	11.9	1.7	16.3	0.0	2.5	20.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		31.8	33.5	41.1	66.5	41.0	32.5	98.3	0.0	60.5	94.7	0.0
LnGrp LOS		C	C	D	E	D	C	F	A	E	F	A
Approach Vol, veh/h			1310			860			367			377
Approach Delay, s/veh			35.9			43.1			91.8			94.7
Approach LOS			D			D			F			F

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	79.3		40.7		90.3		49.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	60.5		43.5		71.5		51.5				
Max Q Clear Time (g_c+I1), s	8.2	55.7		35.4		46.8		43.7				
Green Ext Time (p_c), s	0.0	2.9		0.8		11.1		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		52.7
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



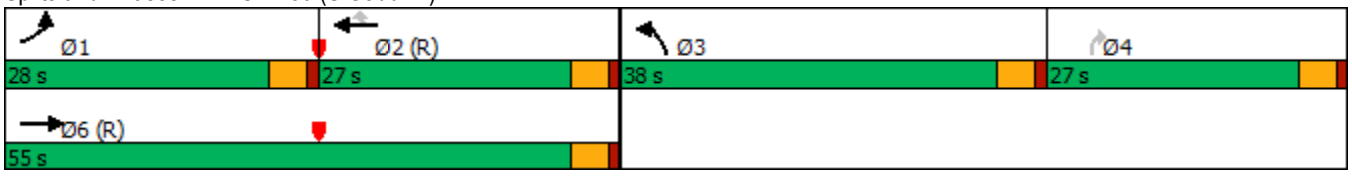
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	71
Future Volume (veh/h)	71
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	75
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	79
Arrive On Green	0.25
Sat Flow, veh/h	319
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.20
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

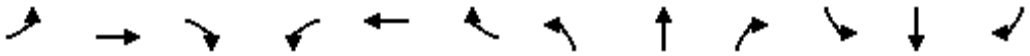
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	568	1054	551	443	809	46
Future Volume (vph)	568	1054	551	443	809	46
Lane Group Flow (vph)	574	1065	557	447	817	46
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	28.0	55.0	27.0	27.0	38.0	27.0
Total Split (%)	23.3%	45.8%	22.5%	22.5%	31.7%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.52	0.46	0.54	0.90	0.29
Control Delay	53.1	16.2	34.2	5.8	56.1	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	16.2	34.2	5.8	56.1	4.6
Queue Length 50th (ft)	226	272	193	0	321	0
Queue Length 95th (ft)	279	334	266	86	#409	1
Internal Link Dist (ft)		670	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	743	2059	1212	831	958	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.52	0.46	0.54	0.85	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	568	1054	0	0	551	443	809	0	46	0	0	0
Future Volume (veh/h)	568	1054	0	0	551	443	809	0	46	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1870	1856	1870	0	1767			
Adj Flow Rate, veh/h	574	1065	0	0	557	447	817	0	46			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	2	3	2	0	9			
Cap, veh/h	632	2335	0	0	1584	701	890	0	385			
Arrive On Green	0.18	0.67	0.00	0.00	0.45	0.45	0.26	0.00	0.26			
Sat Flow, veh/h	3428	3589	0	0	3647	1572	3456	0	1497			
Grp Volume(v), veh/h	574	1065	0	0	557	447	817	0	46			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1777	1572	1728	0	1497			
Q Serve(g_s), s	19.7	17.5	0.0	0.0	12.4	26.4	27.6	0.0	2.8			
Cycle Q Clear(g_c), s	19.7	17.5	0.0	0.0	12.4	26.4	27.6	0.0	2.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	632	2335	0	0	1584	701	890	0	385			
V/C Ratio(X)	0.91	0.46	0.00	0.00	0.35	0.64	0.92	0.00	0.12			
Avail Cap(c_a), veh/h	671	2335	0	0	1584	701	965	0	418			
HCM Platoon Ratio	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	0.00	0.79	0.79	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.0	9.5	0.0	0.0	21.9	25.7	43.3	0.0	34.1			
Incr Delay (d2), s/veh	15.8	0.6	0.0	0.0	0.5	3.5	12.8	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			
%ile BackOfQ(50%),veh/ln	9.5	5.9	0.0	0.0	5.0	10.5	13.4	0.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	10.2	0.0	0.0	22.3	29.2	56.1	0.0	34.3			
LnGrp LOS	E	B	A	A	C	C	E	A	C			
Approach Vol, veh/h		1639			1004			863				
Approach Delay, s/veh		29.0			25.4			55.0				
Approach LOS		C			C			D				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	26.6	58.0				84.6		35.4				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	23.5	22.5				50.5		33.5				
Max Q Clear Time (g_c+I1), s	21.7	28.4				19.5		29.6				
Green Ext Time (p_c), s	0.4	0.0				11.5		1.3				
Intersection Summary												
HCM 6th Ctrl Delay			34.3									
HCM 6th LOS			C									

FUTURE "NO-BUILD" 2027 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	1	516	184	14
Future Vol, veh/h	8	1	1	516	184	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	9	1	1	555	198	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	763	206	213	0	-	0
Stage 1	206	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	357	835	1357	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	357	835	1357	-	-	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	552	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1357	-	381	-	-
HCM Lane V/C Ratio	0.001	-	0.025	-	-
HCM Control Delay (s)	7.7	0	14.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	872	7	1	718	12	10
Future Vol, veh/h	872	7	1	718	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	938	8	1	772	13	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	946	0	1326	469
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	388	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	721	-	147	541
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	655	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	721	-	147	541
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	654	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.3
HCM LOS			C

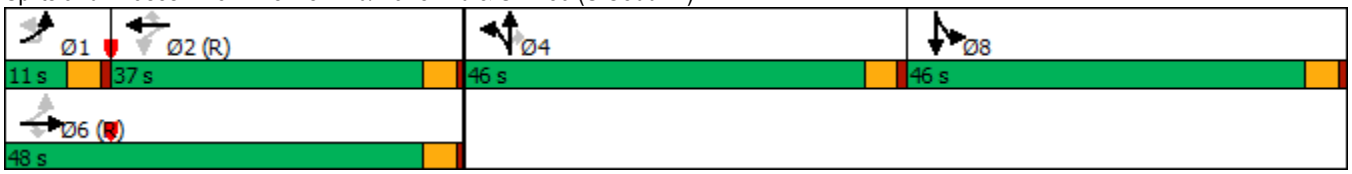
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	342	-	-	721	-
HCM Lane V/C Ratio	0.069	-	-	0.001	-
HCM Control Delay (s)	16.3	-	-	10	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	11	113	685	147	19	591	120	119	153	30
Future Volume (vph)	11	113	685	147	19	591	120	119	153	30
Lane Group Flow (vph)	0	131	721	155	20	622	126	389	161	175
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	11.0	48.0	48.0	37.0	37.0	37.0	46.0	46.0	46.0
Total Split (%)	7.9%	7.9%	34.3%	34.3%	26.4%	26.4%	26.4%	32.9%	32.9%	32.9%
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.38	0.46	0.21	0.09	0.55	0.21	0.92	0.34	0.75
Control Delay		24.4	25.1	6.1	36.7	39.8	7.0	76.6	13.4	61.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		24.4	25.1	6.1	36.7	39.8	7.0	76.6	13.4	61.5
Queue Length 50th (ft)		68	235	11	13	253	0	348	28	117
Queue Length 95th (ft)		125	331	59	39	361	53	#529	90	193
Internal Link Dist (ft)			546			347		374		946
Turn Bay Length (ft)		155		200	200		300		180	
Base Capacity (vph)		347	1581	722	232	1135	597	459	506	486
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.38	0.46	0.21	0.09	0.55	0.21	0.85	0.32	0.36

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	11	113	685	147	19	591	120	251	119	153	41	30
Future Volume (veh/h)	11	113	685	147	19	591	120	251	119	153	41	30
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670
Adj Flow Rate, veh/h		119	721	155	20	622	126	264	125	161	43	32
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
Percent Heavy Veh, %		3	4	12	2	5	3	8	4	2	2	3
Cap, veh/h		311	1609	671	260	1351	612	282	134	370	49	36
Arrive On Green		0.05	0.51	0.51	0.43	0.43	0.43	0.26	0.26	0.26	0.13	0.13
Sat Flow, veh/h		1590	3148	1314	570	3122	1415	1087	515	1427	368	274
Grp Volume(v), veh/h		119	721	155	20	622	126	389	0	161	175	0
Grp Sat Flow(s),veh/h/ln		1590	1574	1314	570	1561	1415	1602	0	1427	1498	0
Q Serve(g_s), s		5.7	20.3	9.2	3.2	19.8	7.8	33.2	0.0	13.2	16.1	0.0
Cycle Q Clear(g_c), s		5.7	20.3	9.2	12.6	19.8	7.8	33.2	0.0	13.2	16.1	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.68		1.00	0.25	
Lane Grp Cap(c), veh/h		311	1609	671	260	1351	612	416	0	370	199	0
V/C Ratio(X)		0.38	0.45	0.23	0.08	0.46	0.21	0.94	0.00	0.43	0.88	0.00
Avail Cap(c_a), veh/h		311	1609	671	260	1351	612	475	0	423	444	0
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
Upstream Filter(I)		0.90	0.90	0.90	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		21.5	21.7	19.0	29.2	28.1	24.7	50.7	0.0	43.3	59.6	0.0
Incr Delay (d2), s/veh		0.7	0.8	0.7	0.6	1.1	0.8	24.4	0.0	0.8	11.7	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.1	7.4	2.8	0.5	7.4	2.7	16.0	0.0	4.7	6.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		22.2	22.5	19.7	29.7	29.3	25.5	75.1	0.0	44.1	71.3	0.0
LnGrp LOS		C	C	B	C	C	C	E	A	D	E	A
Approach Vol, veh/h			995			768			550			175
Approach Delay, s/veh			22.0			28.7			66.0			71.3
Approach LOS			C			C			E			E

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	65.1		40.8		76.1		23.1				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	32.5		41.5		43.5		41.5				
Max Q Clear Time (g_c+I1), s	7.7	21.8		35.2		22.3		18.1				
Green Ext Time (p_c), s	0.0	4.5		1.1		7.3		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



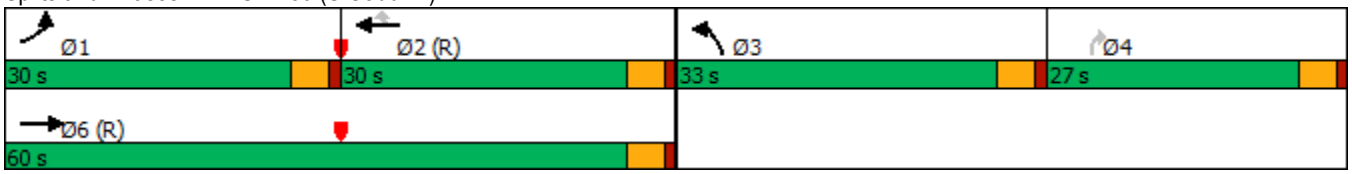
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	95
Future Volume (veh/h)	95
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	100
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	114
Arrive On Green	0.13
Sat Flow, veh/h	856
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.57
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

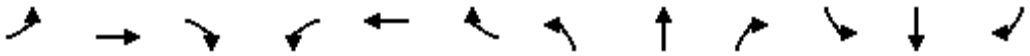
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	592	817	413	502	683	82
Future Volume (vph)	592	817	413	502	683	82
Lane Group Flow (vph)	643	888	449	546	742	89
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	30.0	60.0	30.0	30.0	33.0	27.0
Total Split (%)	25.0%	50.0%	25.0%	25.0%	27.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.43	0.43	0.65	0.94	0.51
Control Delay	49.7	14.3	35.9	7.2	64.9	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.7	14.3	35.9	7.2	64.9	20.2
Queue Length 50th (ft)	250	188	150	0	302	0
Queue Length 95th (ft)	303	264	227	110	#418	48
Internal Link Dist (ft)		670	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	815	2051	1053	844	807	350
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.43	0.43	0.65	0.92	0.25

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	817	0	0	413	502	683	0	82	0	0	0
Future Volume (veh/h)	592	817	0	0	413	502	683	0	82	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	643	888	0	0	449	546	742	0	89			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	690	2404	0	0	1534	678	796	0	342			
Arrive On Green	0.21	0.69	0.00	0.00	0.45	0.45	0.23	0.00	0.23			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	643	888	0	0	449	546	742	0	89			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	23.0	12.7	0.0	0.0	10.0	37.2	25.5	0.0	5.9			
Cycle Q Clear(g_c), s	23.0	12.7	0.0	0.0	10.0	37.2	25.5	0.0	5.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	690	2404	0	0	1534	678	796	0	342			
V/C Ratio(X)	0.93	0.37	0.00	0.00	0.29	0.80	0.93	0.00	0.26			
Avail Cap(c_a), veh/h	699	2404	0	0	1534	678	814	0	350			
HCM Platoon Ratio	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	0.00	0.82	0.82	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.6	7.6	0.0	0.0	21.2	28.7	45.2	0.0	37.7			
Incr Delay (d2), s/veh	19.1	0.4	0.0	0.0	0.4	8.2	17.2	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.9	4.1	0.0	0.0	3.9	15.0	12.8	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	8.0	0.0	0.0	21.6	36.9	62.3	0.0	38.1			
LnGrp LOS	E	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		1531			995			831				
Approach Delay, s/veh		32.3			30.0			59.7				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	29.7	58.0				87.6		32.4				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	25.5	25.5				55.5		28.5				
Max Q Clear Time (g_c+I1), s	25.0	39.2				14.7		27.5				
Green Ext Time (p_c), s	0.1	0.0				9.8		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			38.4									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	3	2	321	724	4
Future Vol, veh/h	11	3	2	321	724	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	11	3	2	334	754	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1094	756	758	0	-	0
Stage 1	756	-	-	-	-	-
Stage 2	338	-	-	-	-	-
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	237	408	853	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	236	408	853	-	-	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	853	-	259	-	-
HCM Lane V/C Ratio	0.002	-	0.056	-	-
HCM Control Delay (s)	9.2	0	19.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	875	19	8	862	15	3
Future Vol, veh/h	875	19	8	862	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	962	21	9	947	16	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	983	0	1454	481
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	492	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	698	-	121	531
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	580	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	698	-	119	531
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	572	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	19.7
HCM LOS			C

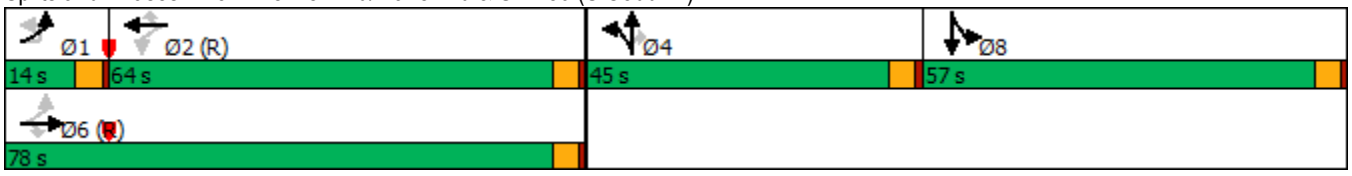
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	264	-	-	698	-
HCM Lane V/C Ratio	0.075	-	-	0.013	-
HCM Control Delay (s)	19.7	-	-	10.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	8	94	745	431	88	686	59	41	61	185
Future Volume (vph)	8	94	745	431	88	686	59	41	61	185
Lane Group Flow (vph)	0	108	784	454	93	722	62	310	64	384
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	23.5	23.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	14.0	14.0	78.0	78.0	64.0	64.0	64.0	45.0	45.0	57.0
Total Split (%)	7.8%	7.8%	43.3%	43.3%	35.6%	35.6%	35.6%	25.0%	25.0%	31.7%
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.45	0.54	0.57	0.49	0.61	0.11	0.92	0.18	0.91
Control Delay		37.7	38.5	13.5	57.7	50.2	8.3	101.7	12.4	89.7
Queue Delay		0.0	0.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		37.7	39.4	14.0	57.7	50.2	8.3	101.7	12.4	89.7
Queue Length 50th (ft)		81	381	115	94	406	0	370	0	449
Queue Length 95th (ft)		134	472	252	172	486	38	#547	47	#585
Internal Link Dist (ft)			546			347		374		946
Turn Bay Length (ft)		155		200	200		300		180	
Base Capacity (vph)		240	1455	801	190	1186	571	361	370	473
Starvation Cap Reductn		0	376	104	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.45	0.73	0.65	0.49	0.61	0.11	0.86	0.17	0.81

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	8	94	745	431	88	686	59	254	41	61	107	185
Future Volume (veh/h)	8	94	745	431	88	686	59	254	41	61	107	185
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1683	1683	1630	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h		99	784	454	93	722	62	267	43	64	113	195
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
Percent Heavy Veh, %		2	2	6	2	2	2	2	2	2	2	2
Cap, veh/h		253	1502	649	160	1273	568	283	46	290	119	205
Arrive On Green		0.05	0.47	0.47	0.40	0.40	0.40	0.20	0.20	0.20	0.25	0.25
Sat Flow, veh/h		1603	3198	1381	405	3198	1427	1390	224	1427	472	814
Grp Volume(v), veh/h		99	784	454	93	722	62	310	0	64	384	0
Grp Sat Flow(s),veh/h/ln		1603	1599	1381	405	1599	1427	1614	0	1427	1603	0
Q Serve(g_s), s		6.4	31.0	46.7	37.7	31.6	4.9	34.1	0.0	6.7	42.4	0.0
Cycle Q Clear(g_c), s		6.4	31.0	46.7	55.8	31.6	4.9	34.1	0.0	6.7	42.4	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.86		1.00	0.29	
Lane Grp Cap(c), veh/h		253	1502	649	160	1273	568	328	0	290	404	0
V/C Ratio(X)		0.39	0.52	0.70	0.58	0.57	0.11	0.94	0.00	0.22	0.95	0.00
Avail Cap(c_a), veh/h		263	1502	649	160	1273	568	363	0	321	467	0
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
Upstream Filter(I)		0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		32.1	33.5	37.7	57.7	42.1	34.1	70.7	0.0	59.8	66.3	0.0
Incr Delay (d2), s/veh		0.8	1.1	5.3	14.4	1.8	0.4	31.6	0.0	0.4	27.8	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.5	12.2	16.5	4.5	12.7	1.8	17.0	0.0	2.5	20.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		33.0	34.6	43.0	72.1	44.0	34.5	102.3	0.0	60.2	94.0	0.0
LnGrp LOS		C	C	D	E	D	C	F	A	E	F	A
Approach Vol, veh/h			1337			877			374			384
Approach Delay, s/veh			37.3			46.3			95.1			94.0
Approach LOS			D			D			F			F

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.9	76.1		41.1		89.0		49.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	9.5	59.5		40.5		73.5		52.5				
Max Q Clear Time (g_c+I1), s	8.4	57.8		36.1		48.7		44.4				
Green Ext Time (p_c), s	0.0	1.1		0.5		11.4		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		54.6
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



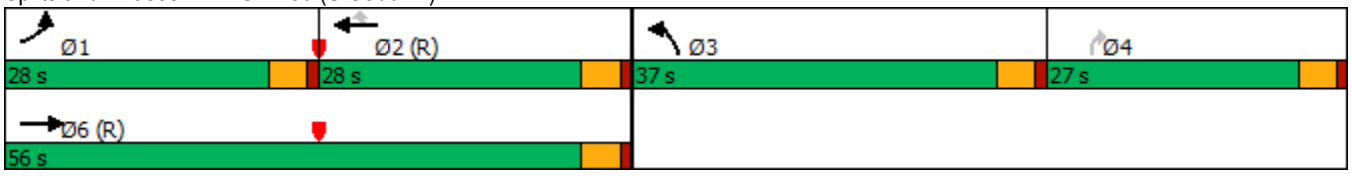
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	72
Future Volume (veh/h)	72
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	76
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	80
Arrive On Green	0.25
Sat Flow, veh/h	317
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.20
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

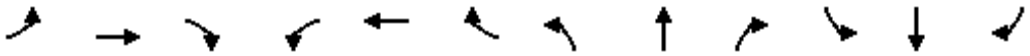
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	579	1075	562	452	825	47
Future Volume (vph)	579	1075	562	452	825	47
Lane Group Flow (vph)	585	1086	568	457	833	47
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	28.0	56.0	28.0	28.0	37.0	27.0
Total Split (%)	23.3%	46.7%	23.3%	23.3%	30.8%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.79	0.53	0.47	0.55	0.92	0.30
Control Delay	52.6	16.1	34.4	5.8	59.4	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	16.1	34.4	5.8	59.4	4.7
Queue Length 50th (ft)	230	273	196	0	334	0
Queue Length 95th (ft)	284	336	270	88	#448	2
Internal Link Dist (ft)		670	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	755	2065	1203	835	929	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.53	0.47	0.55	0.90	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	579	1075	0	0	562	452	825	0	47	0	0	0
Future Volume (veh/h)	579	1075	0	0	562	452	825	0	47	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1870	1856	1870	0	1767			
Adj Flow Rate, veh/h	585	1086	0	0	568	457	833	0	47			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	2	3	2	0	9			
Cap, veh/h	641	2329	0	0	1569	694	895	0	388			
Arrive On Green	0.19	0.67	0.00	0.00	0.44	0.44	0.26	0.00	0.26			
Sat Flow, veh/h	3428	3589	0	0	3647	1572	3456	0	1497			
Grp Volume(v), veh/h	585	1086	0	0	568	457	833	0	47			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1777	1572	1728	0	1497			
Q Serve(g_s), s	20.1	18.1	0.0	0.0	12.7	27.5	28.2	0.0	2.9			
Cycle Q Clear(g_c), s	20.1	18.1	0.0	0.0	12.7	27.5	28.2	0.0	2.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	641	2329	0	0	1569	694	895	0	388			
V/C Ratio(X)	0.91	0.47	0.00	0.00	0.36	0.66	0.93	0.00	0.12			
Avail Cap(c_a), veh/h	671	2329	0	0	1569	694	936	0	405			
HCM Platoon Ratio	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	0.00	0.76	0.76	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.8	9.7	0.0	0.0	22.3	26.4	43.4	0.0	34.0			
Incr Delay (d2), s/veh	16.6	0.7	0.0	0.0	0.5	3.7	15.0	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			
%ile BackOfQ(50%),veh/ln	9.8	6.2	0.0	0.0	5.2	11.0	14.0	0.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	10.4	0.0	0.0	22.8	30.1	58.4	0.0	34.1			
LnGrp LOS	E	B	A	A	C	C	E	A	C			
Approach Vol, veh/h		1671			1025			880				
Approach Delay, s/veh		29.3			26.0			57.1				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	26.9	57.5				84.4		35.6				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	23.5	23.5				51.5		32.5				
Max Q Clear Time (g_c+I1), s	22.1	29.5				20.1		30.2				
Green Ext Time (p_c), s	0.3	0.0				11.8		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			35.2									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

FUTURE "BUILD" 2027 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	112	8	33	497	191	14
Future Vol, veh/h	112	8	33	497	191	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	120	9	35	534	205	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	817	213	220	0	-	0
Stage 1	213	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	331	827	1349	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	319	827	1349	-	-	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	525	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.5	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1349	-	333	-	-
HCM Lane V/C Ratio	0.026	-	0.387	-	-
HCM Control Delay (s)	7.7	0	22.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	912	7	1	759	12	10
Future Vol, veh/h	912	7	1	759	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	981	8	1	816	13	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	989	0	1391	491
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	695	-	133	523
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	695	-	133	523
Mov Cap-2 Maneuver	-	-	-	-	248	-
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	637	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

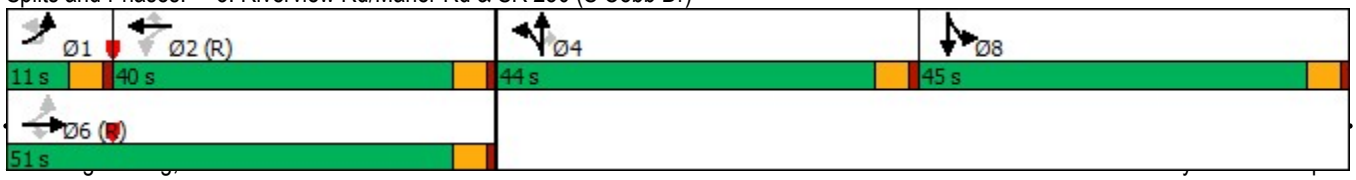
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	326	-	-	695	-
HCM Lane V/C Ratio	0.073	-	-	0.002	-
HCM Control Delay (s)	16.9	-	-	10.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	67	129	716	137	118	543	111	126	162	54
Future Volume (vph)	67	129	716	137	118	543	111	126	162	54
Lane Group Flow (vph)	0	209	754	144	124	572	117	469	171	189
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	11.0	51.0	51.0	40.0	40.0	40.0	44.0	44.0	45.0
Total Split (%)	7.9%	7.9%	36.4%	36.4%	28.6%	28.6%	28.6%	31.4%	31.4%	32.1%
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.53	0.50	0.21	0.76	0.69	0.25	1.08	0.34	0.77
Control Delay		28.7	27.5	7.7	75.7	51.2	8.2	112.7	10.9	66.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		28.7	27.5	7.7	75.7	51.2	8.2	112.7	10.9	66.6
Queue Length 50th (ft)		118	252	17	107	253	0	~494	19	146
Queue Length 95th (ft)		202	353	68	#230	335	52	#722	82	223
Internal Link Dist (ft)			266			347		197		628
Turn Bay Length (ft)		155		180	200		300		160	
Base Capacity (vph)		393	1496	679	164	831	464	435	505	470
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.53	0.50	0.21	0.76	0.69	0.25	1.08	0.34	0.40

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
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: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	67	129	716	137	118	543	111	319	126	162	41	54
Future Volume (veh/h)	67	129	716	137	118	543	111	319	126	162	41	54
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670
Adj Flow Rate, veh/h		136	754	144	124	572	117	336	133	171	43	57
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
Percent Heavy Veh, %		3	4	12	2	5	3	8	4	2	2	3
Cap, veh/h		306	1515	632	229	1257	570	323	128	402	49	64
Arrive On Green		0.05	0.48	0.48	0.40	0.40	0.40	0.28	0.28	0.28	0.14	0.14
Sat Flow, veh/h		1590	3148	1314	558	3122	1415	1146	454	1427	347	459
Grp Volume(v), veh/h		136	754	144	124	572	117	469	0	171	189	0
Grp Sat Flow(s),veh/h/ln		1590	1574	1314	558	1561	1415	1599	0	1427	1524	0
Q Serve(g_s), s		6.5	22.9	8.9	27.3	18.8	7.5	39.5	0.0	13.7	17.0	0.0
Cycle Q Clear(g_c), s		6.5	22.9	8.9	39.2	18.8	7.5	39.5	0.0	13.7	17.0	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.72		1.00	0.23	
Lane Grp Cap(c), veh/h		306	1515	632	229	1257	570	451	0	402	214	0
V/C Ratio(X)		0.44	0.50	0.23	0.54	0.45	0.21	1.04	0.00	0.42	0.88	0.00
Avail Cap(c_a), veh/h		306	1515	632	229	1257	570	451	0	402	441	0
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
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		25.0	24.8	21.2	41.9	30.6	27.2	50.3	0.0	41.0	59.1	0.0
Incr Delay (d2), s/veh		1.0	1.2	0.8	8.9	1.2	0.8	52.9	0.0	0.7	11.5	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.7	8.5	2.8	4.2	7.1	2.6	22.2	0.0	4.9	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		26.0	25.9	22.0	50.8	31.8	28.0	103.2	0.0	41.7	70.6	0.0
LnGrp LOS		C	C	C	D	C	C	F	A	D	E	A
Approach Vol, veh/h			1034			813			640			189
Approach Delay, s/veh			25.4			34.1			86.8			70.6
Approach LOS			C			C			F			E

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	60.9		44.0		71.9		24.1				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	35.5		39.5		46.5		40.5				
Max Q Clear Time (g_c+I1), s	8.5	41.2		41.5		24.9		19.0				
Green Ext Time (p_c), s	0.0	0.0		0.0		7.6		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		45.9
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	85
Future Volume (veh/h)	85
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	89
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	101
Arrive On Green	0.14
Sat Flow, veh/h	717
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.47
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

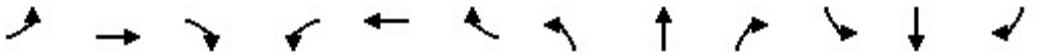
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	592	886	480	502	683	82
Future Volume (vph)	592	886	480	502	683	82
Lane Group Flow (vph)	643	963	522	546	742	89
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	9.5
Total Split (s)	37.0	71.0	34.0	34.0	31.0	18.0
Total Split (%)	30.8%	59.2%	28.3%	28.3%	25.8%	15.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.82	0.46	0.46	0.63	0.99	0.51
Control Delay	52.3	13.8	34.8	6.7	77.2	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	13.8	34.8	6.7	77.2	20.2
Queue Length 50th (ft)	254	201	170	0	309	0
Queue Length 95th (ft)	302	281	260	107	#442	48
Internal Link Dist (ft)		646	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	894	2094	1127	864	750	248
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.46	0.46	0.63	0.99	0.36

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	886	0	0	480	502	683	0	82	0	0	0
Future Volume (veh/h)	592	886	0	0	480	502	683	0	82	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	643	963	0	0	522	546	742	0	89			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	719	2443	0	0	1543	682	757	0	325			
Arrive On Green	0.22	0.70	0.00	0.00	0.45	0.45	0.22	0.00	0.22			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	643	963	0	0	522	546	742	0	89			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	22.8	13.6	0.0	0.0	11.8	37.0	25.8	0.0	6.0			
Cycle Q Clear(g_c), s	22.8	13.6	0.0	0.0	11.8	37.0	25.8	0.0	6.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	719	2443	0	0	1543	682	757	0	325			
V/C Ratio(X)	0.89	0.39	0.00	0.00	0.34	0.80	0.98	0.00	0.27			
Avail Cap(c_a), veh/h	891	2443	0	0	1543	682	757	0	325			
HCM Platoon Ratio	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	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.6	7.3	0.0	0.0	21.5	28.5	46.5	0.0	38.8			
Incr Delay (d2), s/veh	9.9	0.5	0.0	0.0	0.6	9.5	27.7	0.0	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			
%ile BackOfQ(50%),veh/ln	10.0	4.4	0.0	0.0	4.7	15.2	13.9	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	7.7	0.0	0.0	22.1	38.0	74.2	0.0	39.2			
LnGrp LOS	E	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		1606			1068			831				
Approach Delay, s/veh		26.9			30.2			70.4				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	30.7	58.3				89.0		31.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	32.5	29.5				66.5		26.5				
Max Q Clear Time (g_c+I1), s	24.8	39.0				15.6		27.8				
Green Ext Time (p_c), s	1.4	0.0				11.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			38.2									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	871	155	0	1015	0	180
Future Vol, veh/h	871	155	0	1015	0	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	175	-	-	-	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	947	168	0	1103	0	196

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	474
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	0	-	0	537
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	537
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	537	-	-
HCM Lane V/C Ratio	0.364	-	-
HCM Control Delay (s)	15.5	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.7	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	36	0	608	169	141
Future Vol, veh/h	0	36	0	608	169	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
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	39	0	661	184	153

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	184	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	858	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	858	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	858	-
HCM Lane V/C Ratio	-	0.046	-
HCM Control Delay (s)	-	9.4	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	9	14	33	111	1
Future Vol, veh/h	1	9	14	33	111	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	10	15	36	121	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	51	0	-	0	45	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	12	-
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	1555	-	-	-	965	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1555	-	-	-	964	1041
Mov Cap-2 Maneuver	-	-	-	-	964	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1555	-	-	-	965
HCM Lane V/C Ratio	0.001	-	-	-	0.126
HCM Control Delay (s)	7.3	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	99	9	30	305	730	4
Future Vol, veh/h	99	9	30	305	730	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	103	9	31	318	760	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1142	762	764	0	-	0
Stage 1	762	-	-	-	-	-
Stage 2	380	-	-	-	-	-
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	222	405	849	-	-	-
Stage 1	461	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	212	405	849	-	-	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	441	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	37.1	0.8	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	849	-	221	-	-
HCM Lane V/C Ratio	0.037	-	0.509	-	-
HCM Control Delay (s)	9.4	0	37.1	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	2.6	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	912	19	8	899	15	3
Future Vol, veh/h	912	19	8	899	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1002	21	9	988	16	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1023	0	1514	501
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	512	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	674	-	110	515
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	567	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	674	-	109	515
Mov Cap-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	20.5
HCM LOS			C

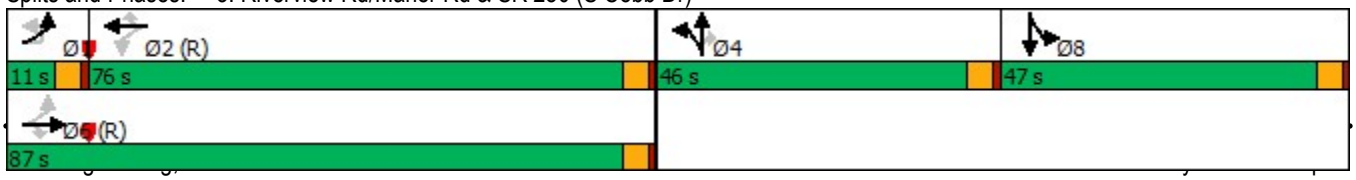
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	252	-	-	674	-
HCM Lane V/C Ratio	0.078	-	-	0.013	-
HCM Control Delay (s)	20.5	-	-	10.4	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

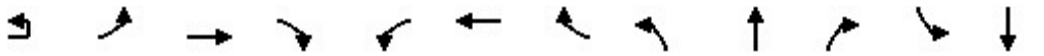
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	59	108	774	423	173	646	51	47	69	205
Future Volume (vph)	59	108	774	423	173	646	51	47	69	205
Lane Group Flow (vph)	0	178	815	445	182	680	54	377	73	396
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	11.0	87.0	87.0	76.0	76.0	76.0	46.0	46.0	47.0
Total Split (%)	6.1%	6.1%	48.3%	48.3%	42.2%	42.2%	42.2%	25.6%	25.6%	26.1%
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.75	0.56	0.56	1.01	0.54	0.09	1.02	0.19	1.03
Control Delay		55.4	37.3	13.1	120.7	43.5	5.1	117.6	15.6	117.5
Queue Delay		0.0	1.7	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		55.4	39.1	13.9	120.7	43.5	5.1	117.6	15.6	117.5
Queue Length 50th (ft)		132	381	119	~226	336	0	~488	9	~513
Queue Length 95th (ft)		#209	452	234	#413	405	25	#719	58	#749
Internal Link Dist (ft)			266			347		197		628
Turn Bay Length (ft)		155		180	200		300		160	
Base Capacity (vph)		237	1459	792	181	1265	604	370	377	385
Starvation Cap Reductn		0	450	134	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.75	0.81	0.68	1.01	0.54	0.09	1.02	0.19	1.03

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
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: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	59	108	774	423	173	646	51	312	47	69	107	205
Future Volume (veh/h)	59	108	774	423	173	646	51	312	47	69	107	205
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1683	1683	1630	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h		114	815	445	182	680	54	328	49	73	113	216
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
Percent Heavy Veh, %		2	2	6	2	2	2	2	2	2	2	2
Cap, veh/h		250	1466	633	148	1270	567	324	48	329	109	208
Arrive On Green		0.04	0.46	0.46	0.40	0.40	0.40	0.23	0.23	0.23	0.24	0.24
Sat Flow, veh/h		1603	3198	1381	396	3198	1427	1403	210	1427	460	879
Grp Volume(v), veh/h		114	815	445	182	680	54	377	0	73	396	0
Grp Sat Flow(s),veh/h/ln		1603	1599	1381	396	1599	1427	1613	0	1427	1611	0
Q Serve(g_s), s		6.5	33.3	46.3	49.2	29.3	4.3	41.5	0.0	7.5	42.5	0.0
Cycle Q Clear(g_c), s		6.5	33.3	46.3	71.5	29.3	4.3	41.5	0.0	7.5	42.5	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.87		1.00	0.29	
Lane Grp Cap(c), veh/h		250	1466	633	148	1270	567	372	0	329	380	0
V/C Ratio(X)		0.46	0.56	0.70	1.23	0.54	0.10	1.01	0.00	0.22	1.04	0.00
Avail Cap(c_a), veh/h		250	1466	633	148	1270	567	372	0	329	380	0
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
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		36.5	35.4	39.0	72.1	41.5	34.0	69.3	0.0	56.2	68.8	0.0
Incr Delay (d2), s/veh		1.3	1.5	6.4	147.9	1.6	0.3	50.2	0.0	0.3	57.2	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.4	13.2	16.6	13.0	11.8	1.5	22.3	0.0	2.8	23.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		37.8	37.0	45.4	220.0	43.1	34.3	119.4	0.0	56.5	125.9	0.0
LnGrp LOS		D	D	D	F	D	C	F	A	E	F	A
Approach Vol, veh/h			1374			916			450			396
Approach Delay, s/veh			39.8			77.8			109.2			125.9
Approach LOS			D			E			F			F

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	76.0		46.0		87.0		47.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	71.5		41.5		82.5		42.5				
Max Q Clear Time (g_c+I1), s	8.5	73.5		43.5		48.3		44.5				
Green Ext Time (p_c), s	0.0	0.0		0.0		13.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		71.7
HCM 6th LOS		E

Notes
User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	64
Future Volume (veh/h)	64
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	67
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	64
Arrive On Green	0.24
Sat Flow, veh/h	273
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.17
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

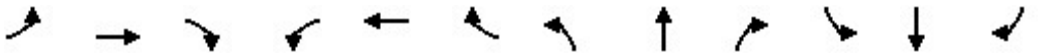
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	579	1136	623	452	825	47
Future Volume (vph)	579	1136	623	452	825	47
Lane Group Flow (vph)	585	1147	629	457	833	47
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	27.0	57.0	30.0	30.0	36.0	27.0
Total Split (%)	22.5%	47.5%	25.0%	25.0%	30.0%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.78	0.55	0.53	0.55	0.94	0.29
Control Delay	51.6	16.4	35.4	5.8	62.7	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	16.4	35.4	5.8	62.7	4.3
Queue Length 50th (ft)	228	293	222	0	338	0
Queue Length 95th (ft)	285	358	300	87	#460	2
Internal Link Dist (ft)		646	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	757	2071	1198	833	901	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.55	0.53	0.55	0.92	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	579	1136	0	0	623	452	825	0	47	0	0	0
Future Volume (veh/h)	579	1136	0	0	623	452	825	0	47	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1870	1856	1870	0	1767			
Adj Flow Rate, veh/h	585	1147	0	0	629	457	833	0	47			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	2	3	2	0	9			
Cap, veh/h	635	2337	0	0	1584	701	887	0	384			
Arrive On Green	0.19	0.67	0.00	0.00	0.45	0.45	0.26	0.00	0.26			
Sat Flow, veh/h	3428	3589	0	0	3647	1572	3456	0	1497			
Grp Volume(v), veh/h	585	1147	0	0	629	457	833	0	47			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1777	1572	1728	0	1497			
Q Serve(g_s), s	20.1	19.4	0.0	0.0	14.3	27.3	28.3	0.0	2.9			
Cycle Q Clear(g_c), s	20.1	19.4	0.0	0.0	14.3	27.3	28.3	0.0	2.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	635	2337	0	0	1584	701	887	0	384			
V/C Ratio(X)	0.92	0.49	0.00	0.00	0.40	0.65	0.94	0.00	0.12			
Avail Cap(c_a), veh/h	643	2337	0	0	1584	701	907	0	393			
HCM Platoon Ratio	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	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.0	9.8	0.0	0.0	22.4	26.0	43.7	0.0	34.2			
Incr Delay (d2), s/veh	18.7	0.7	0.0	0.0	0.7	4.7	16.9	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			
%ile BackOfQ(50%),veh/ln	10.0	6.6	0.0	0.0	5.9	11.1	14.2	0.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	10.6	0.0	0.0	23.1	30.7	60.6	0.0	34.4			
LnGrp LOS	E	B	A	A	C	C	E	A	C			
Approach Vol, veh/h		1732			1086			880				
Approach Delay, s/veh		29.5			26.3			59.2				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	26.7	58.0				84.7		35.3				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	22.5	25.5				52.5		31.5				
Max Q Clear Time (g_c+I1), s	22.1	29.3				21.4		30.3				
Green Ext Time (p_c), s	0.1	0.0				12.7		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			35.6									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1206	133	0	1082	0	157
Future Vol, veh/h	1206	133	0	1082	0	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	175	-	-	-	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	1311	145	0	1176	0	171

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	656
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	0	-	0	408
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	408
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	408	-	-
HCM Lane V/C Ratio	0.418	-	-
HCM Control Delay (s)	20	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	0	405	704	121
Future Vol, veh/h	0	30	0	405	704	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
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	33	0	440	765	132

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	765	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	403	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	403	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	403	-
HCM Lane V/C Ratio	-	0.081	-
HCM Control Delay (s)	-	14.7	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.3	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	14	6	28	95	1
Future Vol, veh/h	1	14	6	28	95	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	15	7	30	103	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	37	0	-	0	39	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	17	-
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	1574	-	-	-	973	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1574	-	-	-	972	1055
Mov Cap-2 Maneuver	-	-	-	-	972	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1006	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1574	-	-	-	973
HCM Lane V/C Ratio	0.001	-	-	-	0.107
HCM Control Delay (s)	7.3	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

FUTURE "NO-BUILD" 2037 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1	1	568	202	15
Future Vol, veh/h	9	1	1	568	202	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	10	1	1	611	217	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	838	225	233	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	322	814	1335	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	322	814	1335	-	-	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	520	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1335	-	343	-	-
HCM Lane V/C Ratio	0.001	-	0.031	-	-
HCM Control Delay (s)	7.7	0	15.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	959	8	1	790	13	11
Future Vol, veh/h	959	8	1	790	13	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	1031	9	1	849	14	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1040	0	1458	516
Stage 1	-	-	-	-	1031	-
Stage 2	-	-	-	-	427	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	664	-	120	504
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	626	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	664	-	120	504
Mov Cap-2 Maneuver	-	-	-	-	233	-
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	625	-

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

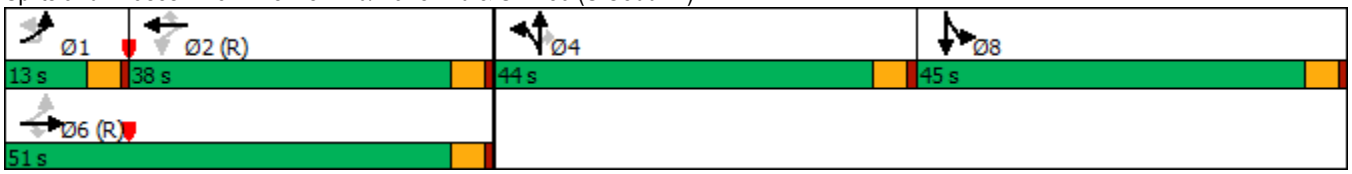
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	309	-	-	664	-
HCM Lane V/C Ratio	0.084	-	-	0.002	-
HCM Control Delay (s)	17.7	-	-	10.4	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	12	124	754	162	21	650	132	131	168	33
Future Volume (vph)	12	124	754	162	21	650	132	131	168	33
Lane Group Flow (vph)	0	144	794	171	22	684	139	429	177	193
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	13.0	13.0	51.0	51.0	38.0	38.0	38.0	44.0	44.0	45.0
Total Split (%)	9.3%	9.3%	36.4%	36.4%	27.1%	27.1%	27.1%	31.4%	31.4%	32.1%
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.46	0.52	0.24	0.11	0.66	0.25	0.98	0.36	0.77
Control Delay		26.9	27.5	6.9	38.7	44.7	7.2	88.4	16.6	62.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		26.9	27.5	6.9	38.7	44.7	7.2	88.4	16.6	62.7
Queue Length 50th (ft)		76	267	17	14	288	0	405	43	134
Queue Length 95th (ft)		138	373	70	43	#436	56	#635	112	213
Internal Link Dist (ft)			546			347		374		946
Turn Bay Length (ft)		155		200	200		300		180	
Base Capacity (vph)		316	1515	700	197	1039	566	437	486	475
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.46	0.52	0.24	0.11	0.66	0.25	0.98	0.36	0.41

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	12	124	754	162	21	650	132	276	131	168	45	33
Future Volume (veh/h)	12	124	754	162	21	650	132	276	131	168	45	33
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670
Adj Flow Rate, veh/h		131	794	171	22	684	139	291	138	177	47	35
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
Percent Heavy Veh, %		3	4	12	2	5	3	8	4	2	2	3
Cap, veh/h		275	1509	630	211	1207	547	303	144	398	53	39
Arrive On Green		0.06	0.48	0.48	0.39	0.39	0.39	0.28	0.28	0.28	0.15	0.15
Sat Flow, veh/h		1590	3148	1314	524	3122	1415	1087	515	1427	365	271
Grp Volume(v), veh/h		131	794	171	22	684	139	429	0	177	193	0
Grp Sat Flow(s),veh/h/ln		1590	1574	1314	524	1561	1415	1602	0	1427	1497	0
Q Serve(g_s), s		6.8	24.6	10.9	4.3	24.1	9.4	36.9	0.0	14.3	17.7	0.0
Cycle Q Clear(g_c), s		6.8	24.6	10.9	15.9	24.1	9.4	36.9	0.0	14.3	17.7	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.68		1.00	0.24	
Lane Grp Cap(c), veh/h		275	1509	630	211	1207	547	447	0	398	217	0
V/C Ratio(X)		0.48	0.53	0.27	0.10	0.57	0.25	0.96	0.00	0.44	0.89	0.00
Avail Cap(c_a), veh/h		275	1509	630	211	1207	547	452	0	402	433	0
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
Upstream Filter(I)		0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		25.2	25.4	21.8	35.4	33.7	29.2	49.7	0.0	41.5	58.7	0.0
Incr Delay (d2), s/veh		1.1	1.1	0.9	1.0	1.9	1.1	31.9	0.0	0.8	11.6	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.6	9.1	3.4	0.6	9.2	3.3	18.6	0.0	5.1	7.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		26.3	26.5	22.7	36.4	35.7	30.3	81.6	0.0	42.3	70.3	0.0
LnGrp LOS		C	C	C	D	D	C	F	A	D	E	A
Approach Vol, veh/h			1096			845			606			193
Approach Delay, s/veh			25.9			34.8			70.1			70.3
Approach LOS			C			C			E			E

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.0	58.6		43.6		71.6		24.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	33.5		39.5		46.5		40.5				
Max Q Clear Time (g_c+I1), s	8.8	26.1		38.9		26.6		19.7				
Green Ext Time (p_c), s	0.0	3.7		0.2		7.9		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		41.6
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



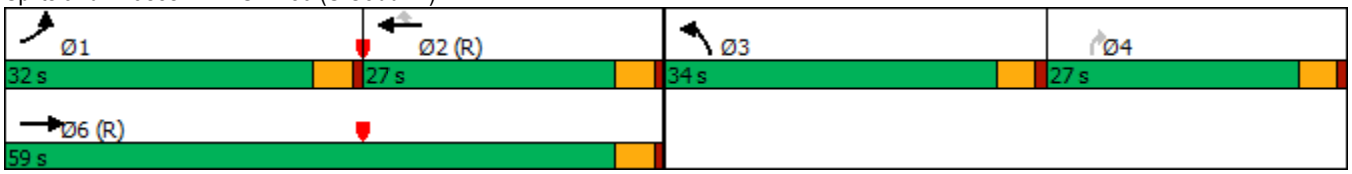
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	105
Future Volume (veh/h)	105
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	111
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	125
Arrive On Green	0.15
Sat Flow, veh/h	861
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.58
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

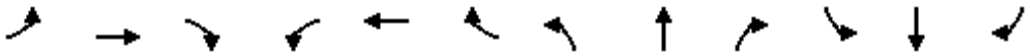
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	651	899	454	552	751	90
Future Volume (vph)	651	899	454	552	751	90
Lane Group Flow (vph)	708	977	493	600	816	98
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	9.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	32.0	59.0	27.0	27.0	34.0	27.0
Total Split (%)	26.7%	49.2%	22.5%	22.5%	28.3%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.80	0.49	0.54	0.71	0.98	0.54
Control Delay	47.8	16.2	41.6	8.7	71.3	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	16.2	41.6	8.7	71.3	22.6
Queue Length 50th (ft)	273	223	176	0	337	2
Queue Length 95th (ft)	326	313	265	130	#473	57
Internal Link Dist (ft)		670	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	886	1988	912	843	835	350
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.49	0.54	0.71	0.98	0.28

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	651	899	0	0	454	552	751	0	90	0	0	0
Future Volume (veh/h)	651	899	0	0	454	552	751	0	90	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	708	977	0	0	493	600	816	0	98			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	752	2356	0	0	1422	629	843	0	362			
Arrive On Green	0.23	0.68	0.00	0.00	0.41	0.41	0.25	0.00	0.25			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	708	977	0	0	493	600	816	0	98			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	25.4	15.1	0.0	0.0	11.8	45.8	28.3	0.0	6.5			
Cycle Q Clear(g_c), s	25.4	15.1	0.0	0.0	11.8	45.8	28.3	0.0	6.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	752	2356	0	0	1422	629	843	0	362			
V/C Ratio(X)	0.94	0.41	0.00	0.00	0.35	0.95	0.97	0.00	0.27			
Avail Cap(c_a), veh/h	754	2356	0	0	1422	629	843	0	362			
HCM Platoon Ratio	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	0.00	0.70	0.70	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.5	8.6	0.0	0.0	24.1	34.1	44.8	0.0	36.6			
Incr Delay (d2), s/veh	19.9	0.5	0.0	0.0	0.5	20.7	23.4	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.1	5.0	0.0	0.0	4.7	20.3	14.8	0.0	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	9.1	0.0	0.0	24.6	54.8	68.2	0.0	37.0			
LnGrp LOS	E	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		1685			1093			914				
Approach Delay, s/veh		32.8			41.2			64.9				
Approach LOS		C			D			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	31.9	54.1				86.0		34.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	27.5	22.5				54.5		29.5				
Max Q Clear Time (g_c+I1), s	27.4	47.8				17.1		30.3				
Green Ext Time (p_c), s	0.0	0.0				10.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			43.2									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	3	2	353	796	4
Future Vol, veh/h	12	3	2	353	796	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	13	3	2	368	829	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1203	831	833	0	-	0
Stage 1	831	-	-	-	-	-
Stage 2	372	-	-	-	-	-
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	204	370	800	-	-	-
Stage 1	428	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	370	800	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	800	-	223	-	-
HCM Lane V/C Ratio	0.003	-	0.07	-	-
HCM Control Delay (s)	9.5	0	22.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	963	21	9	948	17	3
Future Vol, veh/h	963	21	9	948	17	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1058	23	10	1042	19	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1081	0	1599	529
Stage 1	-	-	-	-	1058	-
Stage 2	-	-	-	-	541	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	641	-	97	494
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	548	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	641	-	95	494
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	22.1
HCM LOS			C

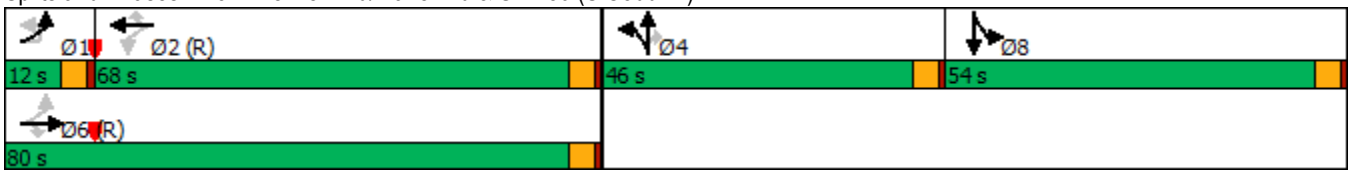
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	233	-	-	641	-
HCM Lane V/C Ratio	0.094	-	-	0.015	-
HCM Control Delay (s)	22.1	-	-	10.7	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	9	103	820	474	97	755	65	45	67	204
Future Volume (vph)	9	103	820	474	97	755	65	45	67	204
Lane Group Flow (vph)	0	118	863	499	102	795	68	341	71	422
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	23.5	23.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	12.0	12.0	80.0	80.0	68.0	68.0	68.0	46.0	46.0	54.0
Total Split (%)	6.7%	6.7%	44.4%	44.4%	37.8%	37.8%	37.8%	25.6%	25.6%	30.0%
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.63	0.63	0.64	0.70	0.69	0.12	0.95	0.19	0.97
Control Delay		50.8	42.8	17.0	76.1	52.8	9.4	104.3	15.0	98.1
Queue Delay		0.0	2.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		50.8	44.8	17.8	76.1	52.8	9.4	104.3	15.0	98.1
Queue Length 50th (ft)		91	443	168	109	444	3	414	7	506
Queue Length 95th (ft)		143	523	312	#221	528	43	#620	56	#739
Internal Link Dist (ft)			546			347		374		946
Turn Bay Length (ft)		155		200	200		300		180	
Base Capacity (vph)		186	1379	780	146	1158	559	370	377	447
Starvation Cap Reductn		0	352	94	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.63	0.84	0.73	0.70	0.69	0.12	0.92	0.19	0.94

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	9	103	820	474	97	755	65	279	45	67	118	204
Future Volume (veh/h)	9	103	820	474	97	755	65	279	45	67	118	204
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1683	1683	1630	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h		108	863	499	102	795	68	294	47	71	124	215
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
Percent Heavy Veh, %		2	2	6	2	2	2	2	2	2	2	2
Cap, veh/h		196	1380	596	120	1167	521	308	49	316	128	222
Arrive On Green		0.04	0.43	0.43	0.36	0.36	0.36	0.22	0.22	0.22	0.27	0.27
Sat Flow, veh/h		1603	3198	1381	360	3198	1427	1391	222	1427	471	817
Grp Volume(v), veh/h		108	863	499	102	795	68	341	0	71	422	0
Grp Sat Flow(s),veh/h/ln		1603	1599	1381	360	1599	1427	1614	0	1427	1603	0
Q Serve(g_s), s		7.5	37.8	57.9	39.9	37.8	5.7	37.5	0.0	7.3	46.8	0.0
Cycle Q Clear(g_c), s		7.5	37.8	57.9	65.7	37.8	5.7	37.5	0.0	7.3	46.8	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.86		1.00	0.29	
Lane Grp Cap(c), veh/h		196	1380	596	120	1167	521	357	0	316	436	0
V/C Ratio(X)		0.55	0.63	0.84	0.85	0.68	0.13	0.95	0.00	0.22	0.97	0.00
Avail Cap(c_a), veh/h		196	1380	596	120	1167	521	372	0	329	441	0
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
Upstream Filter(I)		0.79	0.79	0.79	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		38.4	39.8	45.5	74.4	48.3	38.1	69.2	0.0	57.4	64.7	0.0
Incr Delay (d2), s/veh		2.6	1.7	10.7	49.7	3.2	0.5	34.3	0.0	0.4	34.4	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		3.1	15.0	21.2	6.4	15.4	2.1	18.9	0.0	2.7	23.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		41.0	41.5	56.2	124.2	51.5	38.6	103.4	0.0	57.8	99.1	0.0
LnGrp LOS		D	D	E	F	D	D	F	A	E	F	A
Approach Vol, veh/h			1470			965			412			422
Approach Delay, s/veh			46.5			58.3			95.6			99.1
Approach LOS			D			E			F			F

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.0	70.2		44.4		82.2		53.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	7.5	63.5		41.5		75.5		49.5				
Max Q Clear Time (g_c+I1), s	9.5	67.7		39.5		59.9		48.8				
Green Ext Time (p_c), s	0.0	0.0		0.3		9.5		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	62.9
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



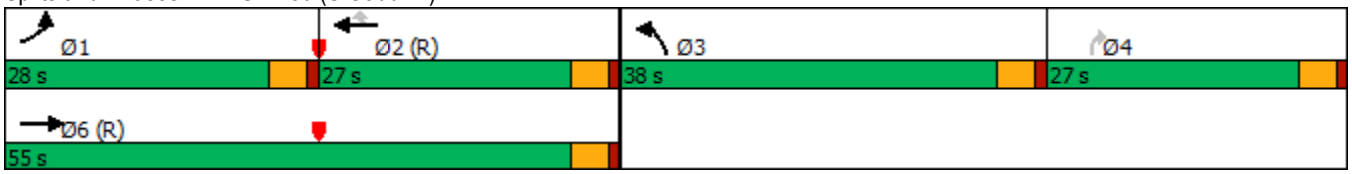
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	79
Future Volume (veh/h)	79
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	83
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	86
Arrive On Green	0.27
Sat Flow, veh/h	315
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.20
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

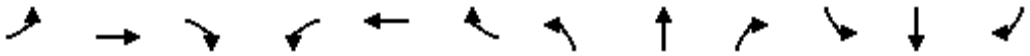
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	637	1183	618	497	907	52
Future Volume (vph)	637	1183	618	497	907	52
Lane Group Flow (vph)	643	1195	624	502	916	53
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	28.0	55.0	27.0	27.0	38.0	27.0
Total Split (%)	23.3%	45.8%	22.5%	22.5%	31.7%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.77	0.59	0.59	0.61	0.96	0.33
Control Delay	49.0	18.3	40.2	6.8	64.3	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.0	18.3	40.2	6.8	64.3	7.3
Queue Length 50th (ft)	248	322	232	0	374	0
Queue Length 95th (ft)	306	398	314	100	#510	9
Internal Link Dist (ft)		670	546			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	831	2012	1053	819	958	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.59	0.59	0.61	0.96	0.15

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	637	1183	0	0	618	497	907	0	52	0	0	0
Future Volume (veh/h)	637	1183	0	0	618	497	907	0	52	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1870	1856	1870	0	1767			
Adj Flow Rate, veh/h	643	1195	0	0	624	502	916	0	53			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	2	3	2	0	9			
Cap, veh/h	671	2263	0	0	1470	650	961	0	416			
Arrive On Green	0.20	0.65	0.00	0.00	0.41	0.41	0.28	0.00	0.28			
Sat Flow, veh/h	3428	3589	0	0	3647	1572	3456	0	1497			
Grp Volume(v), veh/h	643	1195	0	0	624	502	916	0	53			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1777	1572	1728	0	1497			
Q Serve(g_s), s	22.3	22.0	0.0	0.0	15.0	33.0	31.2	0.0	3.2			
Cycle Q Clear(g_c), s	22.3	22.0	0.0	0.0	15.0	33.0	31.2	0.0	3.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	671	2263	0	0	1470	650	961	0	416			
V/C Ratio(X)	0.96	0.53	0.00	0.00	0.42	0.77	0.95	0.00	0.13			
Avail Cap(c_a), veh/h	671	2263	0	0	1470	650	965	0	418			
HCM Platoon Ratio	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	0.00	0.67	0.67	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.8	11.4	0.0	0.0	25.0	30.3	42.6	0.0	32.4			
Incr Delay (d2), s/veh	24.7	0.9	0.0	0.0	0.6	5.9	18.7	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			
%ile BackOfQ(50%),veh/ln	11.5	7.7	0.0	0.0	6.2	13.5	15.8	0.0	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.4	12.2	0.0	0.0	25.6	36.2	61.2	0.0	32.6			
LnGrp LOS	E	B	A	A	C	D	E	A	C			
Approach Vol, veh/h		1838			1126			969				
Approach Delay, s/veh		33.3			30.4			59.6				
Approach LOS		C			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	28.0	54.1				82.1		37.9				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	23.5	22.5				50.5		33.5				
Max Q Clear Time (g_c+I1), s	24.3	35.0				24.0		33.2				
Green Ext Time (p_c), s	0.0	0.0				12.4		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			38.9									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

FUTURE "BUILD" 2037 INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	113	8	33	549	209	15
Future Vol, veh/h	113	8	33	549	209	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	2	2	5	9	7
Mvmt Flow	122	9	35	590	225	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	893	233	241	0	-	0
Stage 1	233	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Critical Hdwy	6.53	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	298	806	1326	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	286	806	1326	-	-	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	750	-	-	-	-	-
Stage 2	494	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1326	-	299	-	-
HCM Lane V/C Ratio	0.027	-	0.435	-	-
HCM Control Delay (s)	7.8	0	26	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	999	8	1	831	13	11
Future Vol, veh/h	999	8	1	831	13	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	1074	9	1	894	14	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1083	0	1523	537
Stage 1	-	-	-	-	1074	-
Stage 2	-	-	-	-	449	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	640	-	109	488
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	610	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	640	-	109	488
Mov Cap-2 Maneuver	-	-	-	-	220	-
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	609	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.4
HCM LOS			C

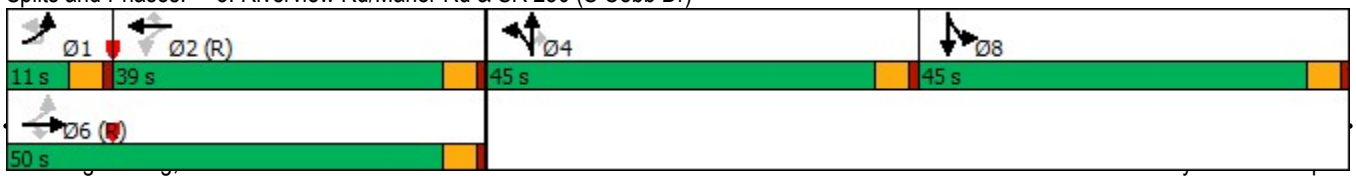
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	294	-	-	640	-
HCM Lane V/C Ratio	0.088	-	-	0.002	-
HCM Control Delay (s)	18.4	-	-	10.6	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	68	140	785	152	120	602	123	138	177	57
Future Volume (vph)	68	140	785	152	120	602	123	138	177	57
Lane Group Flow (vph)	0	221	826	160	126	634	129	507	186	207
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	11.0	11.0	50.0	50.0	39.0	39.0	39.0	45.0	45.0	45.0
Total Split (%)	7.9%	7.9%	35.7%	35.7%	27.9%	27.9%	27.9%	32.1%	32.1%	32.1%
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.61	0.57	0.24	0.90	0.83	0.29	1.13	0.36	0.78
Control Delay		34.2	30.7	9.8	104.8	60.7	8.4	129.4	12.2	66.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		34.2	30.7	9.8	104.8	60.7	8.4	129.4	12.2	66.4
Queue Length 50th (ft)		130	296	26	116	301	0	~557	28	161
Queue Length 95th (ft)		#288	411	86	#251	381	55	#791	95	239
Internal Link Dist (ft)			266			347		197		628
Turn Bay Length (ft)		155		180	200		300		160	
Base Capacity (vph)		361	1440	658	140	762	444	447	515	471
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.61	0.57	0.24	0.90	0.83	0.29	1.13	0.36	0.44

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
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: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	68	140	785	152	120	602	123	344	138	177	45	57
Future Volume (veh/h)	68	140	785	152	120	602	123	344	138	177	45	57
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1670	1657	1550	1683	1643	1670	1603	1657	1683	1683	1670
Adj Flow Rate, veh/h		147	826	160	126	634	129	362	145	186	47	60
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
Percent Heavy Veh, %		3	4	12	2	5	3	8	4	2	2	3
Cap, veh/h		267	1454	607	190	1197	542	330	132	413	53	67
Arrive On Green		0.05	0.46	0.46	0.38	0.38	0.38	0.29	0.29	0.29	0.15	0.15
Sat Flow, veh/h		1590	3148	1314	514	3122	1415	1142	457	1427	345	441
Grp Volume(v), veh/h		147	826	160	126	634	129	507	0	186	207	0
Grp Sat Flow(s),veh/h/ln		1590	1574	1314	514	1561	1415	1600	0	1427	1521	0
Q Serve(g_s), s		6.5	26.8	10.4	33.2	22.0	8.7	40.5	0.0	14.9	18.7	0.0
Cycle Q Clear(g_c), s		6.5	26.8	10.4	49.0	22.0	8.7	40.5	0.0	14.9	18.7	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.71		1.00	0.23	
Lane Grp Cap(c), veh/h		267	1454	607	190	1197	542	463	0	413	232	0
V/C Ratio(X)		0.55	0.57	0.26	0.66	0.53	0.24	1.10	0.00	0.45	0.89	0.00
Avail Cap(c_a), veh/h		267	1454	607	190	1197	542	463	0	413	440	0
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
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		29.8	27.5	23.1	49.4	33.4	29.3	49.8	0.0	40.7	58.2	0.0
Incr Delay (d2), s/veh		2.4	1.6	1.1	16.7	1.7	1.0	70.3	0.0	0.8	11.4	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.5	10.0	3.3	5.0	8.4	3.1	25.0	0.0	5.3	7.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		32.2	29.1	24.1	66.1	35.1	30.3	120.1	0.0	41.4	69.6	0.0
LnGrp LOS		C	C	C	E	D	C	F	A	D	E	A
Approach Vol, veh/h			1133			889			693			207
Approach Delay, s/veh			28.8			38.8			99.0			69.6
Approach LOS			C			D			F			E

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	58.2		45.0		69.2		25.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.5	34.5		40.5		45.5		40.5				
Max Q Clear Time (g_c+I1), s	8.5	51.0		42.5		28.8		20.7				
Green Ext Time (p_c), s	0.0	0.0		0.0		7.4		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		51.4
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	95
Future Volume (veh/h)	95
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	100
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	112
Arrive On Green	0.15
Sat Flow, veh/h	735
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.48
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

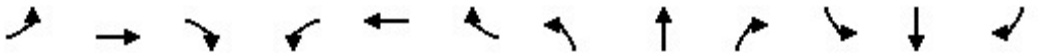
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	651	968	521	552	751	90
Future Volume (vph)	651	968	521	552	751	90
Lane Group Flow (vph)	708	1052	566	600	816	98
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	9.5
Total Split (s)	38.0	76.0	38.0	38.0	41.0	12.0
Total Split (%)	29.5%	58.9%	29.5%	29.5%	31.8%	9.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.89	0.53	0.56	0.69	0.90	0.62
Control Delay	61.5	18.2	41.9	7.7	59.0	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.5	18.2	41.9	7.7	59.0	32.1
Queue Length 50th (ft)	301	290	227	0	345	8
Queue Length 95th (ft)	#382	361	297	116	429	68
Internal Link Dist (ft)		646	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	841	1987	1016	871	962	168
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.53	0.56	0.69	0.85	0.58

Intersection Summary

Cycle Length: 129
Actuated Cycle Length: 129
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	651	968	0	0	521	552	751	0	90	0	0	0
Future Volume (veh/h)	651	968	0	0	521	552	751	0	90	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1781	1826	0	0	1811	1796	1856	0	1737			
Adj Flow Rate, veh/h	708	1052	0	0	566	600	816	0	98			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	8	5	0	0	6	7	3	0	11			
Cap, veh/h	770	2328	0	0	1384	612	888	0	381			
Arrive On Green	0.23	0.67	0.00	0.00	0.40	0.40	0.26	0.00	0.26			
Sat Flow, veh/h	3291	3561	0	0	3532	1522	3428	0	1472			
Grp Volume(v), veh/h	708	1052	0	0	566	600	816	0	98			
Grp Sat Flow(s),veh/h/ln	1646	1735	0	0	1721	1522	1714	0	1472			
Q Serve(g_s), s	27.1	18.5	0.0	0.0	15.2	50.2	29.9	0.0	6.8			
Cycle Q Clear(g_c), s	27.1	18.5	0.0	0.0	15.2	50.2	29.9	0.0	6.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	770	2328	0	0	1384	612	888	0	381			
V/C Ratio(X)	0.92	0.45	0.00	0.00	0.41	0.98	0.92	0.00	0.26			
Avail Cap(c_a), veh/h	855	2328	0	0	1384	612	970	0	417			
HCM Platoon Ratio	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	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.2	10.0	0.0	0.0	27.6	38.0	46.5	0.0	37.9			
Incr Delay (d2), s/veh	14.0	0.6	0.0	0.0	0.9	31.8	12.8	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.3	6.4	0.0	0.0	6.2	24.0	14.4	0.0	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	10.6	0.0	0.0	28.5	69.8	59.2	0.0	38.3			
LnGrp LOS	E	B	A	A	C	E	E	A	D			
Approach Vol, veh/h		1760			1166			914				
Approach Delay, s/veh		31.4			49.8			57.0				
Approach LOS		C			D			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	34.7	56.4				91.1		37.9				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	33.5	33.5				71.5		36.5				
Max Q Clear Time (g_c+I1), s	29.1	52.2				20.5		31.9				
Green Ext Time (p_c), s	1.1	0.0				13.0		1.6				

Intersection Summary												
HCM 6th Ctrl Delay			43.1									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	967	155	0	1110	0	180
Future Vol, veh/h	967	155	0	1110	0	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	175	-	-	-	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	1051	168	0	1207	0	196

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	526
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	0	-	0	496
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	496
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	496	-	-
HCM Lane V/C Ratio	0.394	-	-
HCM Control Delay (s)	16.9	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.9	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	36	0	660	189	141
Future Vol, veh/h	0	36	0	660	189	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
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	39	0	717	205	153

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	205	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	836	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	836	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	836	-
HCM Lane V/C Ratio	-	0.047	-
HCM Control Delay (s)	-	9.5	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	15	33	111	1
Future Vol, veh/h	1	10	15	33	111	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	11	16	36	121	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	52	0	-	0	47	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	13	-
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	1554	-	-	-	963	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1554	-	-	-	962	1039
Mov Cap-2 Maneuver	-	-	-	-	962	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1554	-	-	-	963
HCM Lane V/C Ratio	0.001	-	-	-	0.126
HCM Control Delay (s)	7.3	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	100	9	30	337	802	4
Future Vol, veh/h	100	9	30	337	802	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	104	9	31	351	835	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1250	837	839	0	-	0
Stage 1	837	-	-	-	-	-
Stage 2	413	-	-	-	-	-
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	191	367	796	-	-	-
Stage 1	425	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	182	367	796	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	405	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	48.7	0.8	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	796	-	190	-	-
HCM Lane V/C Ratio	0.039	-	0.598	-	-
HCM Control Delay (s)	9.7	0	48.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	3.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1000	21	9	985	17	3
Future Vol, veh/h	1000	21	9	985	17	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	25	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1099	23	10	1082	19	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1122	0	1660	550
Stage 1	-	-	-	-	1099	-
Stage 2	-	-	-	-	561	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	618	-	88	479
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	618	-	87	479
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	526	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	23.1
HCM LOS			C

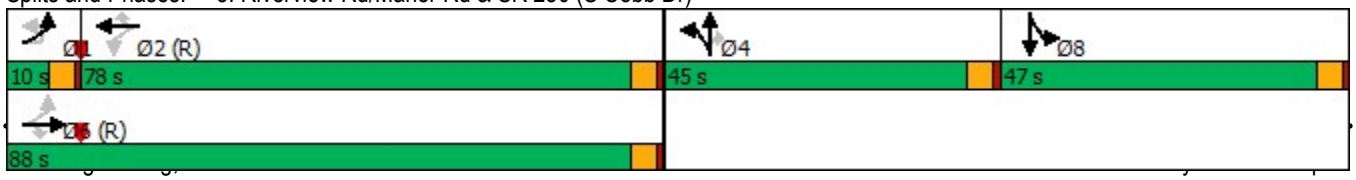
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	221	-	-	618	-
HCM Lane V/C Ratio	0.099	-	-	0.016	-
HCM Control Delay (s)	23.1	-	-	10.9	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Configurations										
Traffic Volume (vph)	60	117	849	466	182	715	57	51	75	224
Future Volume (vph)	60	117	849	466	182	715	57	51	75	224
Lane Group Flow (vph)	0	188	894	491	192	753	60	409	79	435
Turn Type	custom	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		1	6			2		4		8
Permitted Phases	1	6		6	2		2		4	
Detector Phase	1	1	6	6	2	2	2	4	4	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	15.0	15.0	15.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	22.5	22.5	24.5	24.5	24.5	44.5	44.5	44.5
Total Split (s)	10.0	10.0	88.0	88.0	78.0	78.0	78.0	45.0	45.0	47.0
Total Split (%)	5.6%	5.6%	48.9%	48.9%	43.3%	43.3%	43.3%	25.0%	25.0%	26.1%
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead			Lag	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None
v/c Ratio		0.89	0.61	0.61	1.21	0.58	0.10	1.13	0.21	1.13
Control Delay		76.7	38.1	15.7	182.3	43.5	6.1	148.3	17.9	144.6
Queue Delay		0.0	2.7	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		76.7	40.9	16.9	182.3	43.5	6.1	148.3	17.9	144.6
Queue Length 50th (ft)		139	428	165	~285	376	0	~581	15	~613
Queue Length 95th (ft)		#273	505	296	#471	450	31	#817	67	#855
Internal Link Dist (ft)			266			347		197		628
Turn Bay Length (ft)		155		180	200		300		160	
Base Capacity (vph)		212	1477	801	159	1300	619	361	370	385
Starvation Cap Reductn		0	447	132	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.89	0.87	0.73	1.21	0.58	0.10	1.13	0.21	1.13

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
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: 3: Riverview Rd/Maner Rd & SR 280 (S Cobb Dr)





Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	60	117	849	466	182	715	57	337	51	75	118	224
Future Volume (veh/h)	60	117	849	466	182	715	57	337	51	75	118	224
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1683	1683	1630	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h		123	894	491	192	753	60	355	54	79	124	236
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
Percent Heavy Veh, %		2	2	6	2	2	2	2	2	2	2	2
Cap, veh/h		226	1484	641	130	1306	583	315	48	321	108	206
Arrive On Green		0.03	0.46	0.46	0.41	0.41	0.41	0.22	0.22	0.22	0.24	0.24
Sat Flow, veh/h		1603	3198	1381	352	3198	1427	1400	213	1427	459	874
Grp Volume(v), veh/h		123	894	491	192	753	60	409	0	79	435	0
Grp Sat Flow(s),veh/h/ln		1603	1599	1381	352	1599	1427	1613	0	1427	1610	0
Q Serve(g_s), s		5.5	37.4	53.2	46.1	32.8	4.7	40.5	0.0	8.2	42.5	0.0
Cycle Q Clear(g_c), s		5.5	37.4	53.2	73.5	32.8	4.7	40.5	0.0	8.2	42.5	0.0
Prop In Lane		1.00		1.00	1.00		1.00	0.87		1.00	0.29	
Lane Grp Cap(c), veh/h		226	1484	641	130	1306	583	363	0	321	380	0
V/C Ratio(X)		0.55	0.60	0.77	1.48	0.58	0.10	1.13	0.00	0.25	1.14	0.00
Avail Cap(c_a), veh/h		226	1484	641	130	1306	583	363	0	321	380	0
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
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		42.2	35.9	40.1	74.1	41.2	32.9	69.8	0.0	57.2	68.8	0.0
Incr Delay (d2), s/veh		2.7	1.8	8.5	251.3	1.9	0.4	86.2	0.0	0.4	91.5	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.5	14.8	19.2	15.1	13.1	1.7	25.4	0.0	3.0	27.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		44.9	37.7	48.7	325.3	43.1	33.2	156.0	0.0	57.6	160.2	0.0
LnGrp LOS		D	D	D	F	D	C	F	A	E	F	A
Approach Vol, veh/h			1508			1005			488			435
Approach Delay, s/veh			41.9			96.4			140.0			160.2
Approach LOS			D			F			F			F

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	78.0		45.0		88.0		47.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.5	73.5		40.5		83.5		42.5				
Max Q Clear Time (g_c+I1), s	7.5	75.5		42.5		55.2		44.5				
Green Ext Time (p_c), s	0.0	0.0		0.0		13.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		86.7
HCM 6th LOS		F

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.



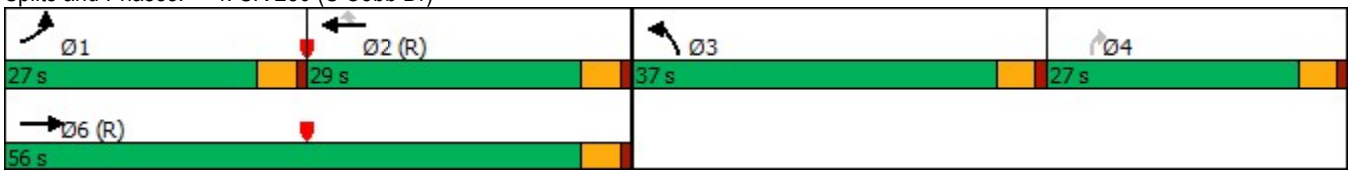
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	71
Future Volume (veh/h)	71
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1683
Adj Flow Rate, veh/h	75
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	66
Arrive On Green	0.24
Sat Flow, veh/h	278
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.17
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

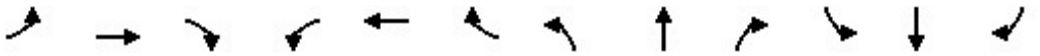
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	637	1244	679	497	907	52
Future Volume (vph)	637	1244	679	497	907	52
Lane Group Flow (vph)	643	1257	686	502	916	53
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	
Permitted Phases				2		4
Detector Phase	1	6	2	2	3	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	6.0
Minimum Split (s)	10.5	27.5	23.5	23.5	9.5	26.5
Total Split (s)	27.0	56.0	29.0	29.0	37.0	27.0
Total Split (%)	22.5%	46.7%	24.2%	24.2%	30.8%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None
v/c Ratio	0.74	0.62	0.66	0.62	0.99	0.32
Control Delay	47.0	18.5	42.1	6.8	70.1	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	18.5	42.1	6.8	70.1	7.0
Queue Length 50th (ft)	247	344	261	0	378	0
Queue Length 95th (ft)	306	421	346	98	#522	9
Internal Link Dist (ft)		646	201			
Turn Bay Length (ft)				330	380	
Base Capacity (vph)	864	2026	1033	813	929	355
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.62	0.66	0.62	0.99	0.15

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 280 (S Cobb Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	637	1244	0	0	679	497	907	0	52	0	0	0
Future Volume (veh/h)	637	1244	0	0	679	497	907	0	52	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1856	1841	0	0	1870	1856	1870	0	1767			
Adj Flow Rate, veh/h	643	1257	0	0	686	502	916	0	53			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	3	4	0	0	2	3	2	0	9			
Cap, veh/h	643	2288	0	0	1525	675	936	0	405			
Arrive On Green	0.19	0.65	0.00	0.00	0.43	0.43	0.27	0.00	0.27			
Sat Flow, veh/h	3428	3589	0	0	3647	1572	3456	0	1497			
Grp Volume(v), veh/h	643	1257	0	0	686	502	916	0	53			
Grp Sat Flow(s),veh/h/ln	1714	1749	0	0	1777	1572	1728	0	1497			
Q Serve(g_s), s	22.5	23.3	0.0	0.0	16.4	32.1	31.6	0.0	3.2			
Cycle Q Clear(g_c), s	22.5	23.3	0.0	0.0	16.4	32.1	31.6	0.0	3.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	643	2288	0	0	1525	675	936	0	405			
V/C Ratio(X)	1.00	0.55	0.00	0.00	0.45	0.74	0.98	0.00	0.13			
Avail Cap(c_a), veh/h	643	2288	0	0	1525	675	936	0	405			
HCM Platoon Ratio	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	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	48.8	11.2	0.0	0.0	24.2	28.7	43.4	0.0	33.1			
Incr Delay (d2), s/veh	35.6	1.0	0.0	0.0	1.0	7.3	24.2	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			
%ile BackOfQ(50%),veh/ln	12.5	8.1	0.0	0.0	6.8	13.4	16.6	0.0	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.3	12.2	0.0	0.0	25.2	36.0	67.6	0.0	33.2			
LnGrp LOS	F	B	A	A	C	D	E	A	C			
Approach Vol, veh/h		1900			1188			969				
Approach Delay, s/veh		36.6			29.8			65.7				
Approach LOS		D			C			E				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	27.0	56.0				83.0		37.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	22.5	24.5				51.5		32.5				
Max Q Clear Time (g_c+I1), s	24.5	34.1				25.3		33.6				
Green Ext Time (p_c), s	0.0	0.0				13.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			41.5									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1334	133	0	1184	0	157
Future Vol, veh/h	1334	133	0	1184	0	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	175	-	-	-	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	1450	145	0	1287	0	171

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	725
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	0	-	0	368
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	368
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	368	-	-
HCM Lane V/C Ratio	0.464	-	-
HCM Control Delay (s)	23	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2.4	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	0	438	777	121
Future Vol, veh/h	0	30	0	438	777	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	160
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	33	0	476	845	132

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	845	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	363	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	363	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	363	-
HCM Lane V/C Ratio	-	0.09	-
HCM Control Delay (s)	-	15.9	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.3	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	15	7	28	95	1
Future Vol, veh/h	1	15	7	28	95	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	16	8	30	103	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	38	0	-	0	41	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	18	-
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	1572	-	-	-	970	1054
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1572	-	-	-	969	1054
Mov Cap-2 Maneuver	-	-	-	-	969	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1572	-	-	-	970
HCM Lane V/C Ratio	0.001	-	-	-	0.108
HCM Control Delay (s)	7.3	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

TRAFFIC VOLUME WORKSHEETS

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

1.Riverview Rd @ Maner Rd

A.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Maner Road Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	506	0	506	0	0	180	14	194	0	8	0	1	9	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	516	0	516	0	0	184	14	198	0	8	0	1	9	0	0	0	0	0
No-Build 2037 Volumes:	0	0	568	0	568	0	0	202	15	217	0	9	0	1	10	0	0	0	0	0
Total New Trips:	0	14	0	0	14	0	0	7	0	7	0	27	0	7	34	0	0	0	0	0
Pass-by Trips:	0	19	-19	0	0	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0
Future 2027 Traffic Volumes:	0	33	497	0	530	0	0	191	14	205	0	112	0	8	120	0	0	0	0	0
Future 2037 Traffic Volumes:	0	33	549	0	582	0	0	209	15	224	0	113	0	8	121	0	0	0	0	0

P.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Maner Road Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	2	315	0	317	0	0	710	4	714	0	11	0	3	14	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	2	321	0	323	0	0	724	4	728	0	11	0	3	14	0	0	0	0	0
No-Build 2037 Volumes:	0	2	353	0	355	0	0	796	4	800	0	12	0	3	15	0	0	0	0	0
Total New Trips:	0	12	0	0	12	0	0	6	0	6	0	24	0	6	30	0	0	0	0	0
Pass-by Trips:	0	16	-16	0	0	0	0	0	0	0	0	64	0	0	64	0	0	0	0	0
Future 2027 Traffic Volumes:	0	30	305	0	335	0	0	730	4	734	0	99	0	9	108	0	0	0	0	0
Future 2037 Traffic Volumes:	0	30	337	0	367	0	0	802	4	806	0	100	0	9	109	0	0	0	0	0

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

2.SR 280 @ Elmwood Cir

A.M. Peak Hour

	Elmwood Circle Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	12	0	10	22	0	0	0	0	0	0	0	855	7	862	0	0	704	0	704
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	12	0	10	22	0	0	0	0	0	0	0	872	7	879	0	0	718	0	718
No-Build 2037 Volumes:	0	13	0	11	24	0	0	0	0	0	0	0	959	8	967	0	0	790	0	790
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	40	0	40	0	0	41	0	41
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	12	0	10	22	0	0	0	0	0	0	0	912	7	919	0	0	759	0	759
Future 2037 Traffic Volumes:	0	13	0	11	24	0	0	0	0	0	0	0	999	8	1007	0	0	831	0	831

P.M. Peak Hour

	Elmwood Circle Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	15	0	3	18	0	0	0	0	0	0	0	858	19	877	0	8	845	0	853
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	15	0	3	18	0	0	0	0	0	0	0	875	19	894	0	8	862	0	870
No-Build 2037 Volumes:	0	17	0	3	20	0	0	0	0	0	0	0	963	21	984	0	9	948	0	957
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	37	0	37	0	0	37	0	37
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	15	0	3	18	0	0	0	0	0	0	0	912	19	931	0	8	899	0	907
Future 2037 Traffic Volumes:	0	17	0	3	20	0	0	0	0	0	0	0	1000	21	1021	0	9	985	0	994

25-142 5322 South Cobb Drive, Cobb County GA 30080

Traffic Volumes

A&R Engineering
November 2025

3.SR 280@Riverwood Rd-Maner Rd

A.M. Peak Hour

	Riverview Road Northbound					Maner Road Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	246	117	150	513	0	40	29	93	162	11	111	672	144	938	0	19	579	118	716
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	251	119	153	523	0	41	30	95	166	11	113	685	147	956	0	19	591	120	730
No-Build 2037 Volumes:	0	276	131	168	575	0	45	33	105	183	12	124	754	162	1052	0	21	650	132	803
Total New Trips:	0	20	7	0	27	0	0	14	0	14	47	7	40	0	94	0	41	0	0	41
Pass-by Trips:	0	48	0	9	57	0	0	10	-10	0	9	9	-9	-10	-1	0	58	-48	-9	1
Future 2027 Traffic Volumes:	0	319	126	162	607	0	41	54	85	180	67	129	716	137	1049	0	118	543	111	772
Future 2037 Traffic Volumes:	0	344	138	177	659	0	45	57	95	197	68	140	785	152	1145	0	120	602	123	845

P.M. Peak Hour

	Riverview Road Northbound					Maner Road Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	249	40	60	349	0	105	181	71	357	8	92	730	423	1253	0	86	673	58	817
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	254	41	61	356	0	107	185	72	364	8	94	745	431	1278	0	88	686	59	833
No-Build 2037 Volumes:	0	279	45	67	391	0	118	204	79	401	9	103	820	474	1406	0	97	755	65	917
Total New Trips:	0	18	6	0	24	0	0	12	0	12	43	6	37	0	86	0	37	0	0	37
Pass-by Trips:	0	40	0	8	48	0	0	8	-8	0	8	8	-8	-8	0	0	48	-40	-8	0
Future 2027 Traffic Volumes:	0	312	47	69	428	0	107	205	64	376	59	108	774	423	1364	0	173	646	51	870
Future 2037 Traffic Volumes:	0	337	51	75	463	0	118	224	71	413	60	117	849	466	1492	0	182	715	57	954

4.SR 280 @ I-285 NB Ramp

A.M. Peak Hour

	I-285 Northbound Ramp					I-285 Northbound Ramp					SR 280 (South Cobb Drive)					SR 280 (South Cobb Drive)				
	Northbound					**Southbound**					**Eastbound**					**Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	669	1	80	750	0	0	0	0	0	0	580	801	0	1381	0	0	405	492	897
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	682	1	82	765	0	0	0	0	0	0	592	817	0	1409	0	0	413	502	915
No-Build 2037 Volumes:	0	750	1	90	841	0	0	0	0	0	0	651	899	0	1550	0	0	454	552	1006
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	69	0	69	0	0	67	0	67
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	682	1	82	765	0	0	0	0	0	0	592	886	0	1478	0	0	480	502	982
Future 2037 Traffic Volumes:	0	750	1	90	841	0	0	0	0	0	0	651	968	0	1619	0	0	521	552	1073

P.M. Peak Hour

	I-285 Northbound Ramp					I-285 Northbound Ramp					SR 280 (South Cobb Drive)					SR 280 (South Cobb Drive)				
	Northbound					**Southbound**					**Eastbound**					**Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	807	2	46	855	0	0	0	0	0	0	568	1054	0	1622	0	0	551	443	994
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	823	2	47	872	0	0	0	0	0	0	579	1075	0	1654	0	0	562	452	1014
No-Build 2037 Volumes:	0	905	2	52	959	0	0	0	0	0	0	637	1183	0	1820	0	0	618	497	1115
Total New Trips:	0	0	0	0	0	0	0	0	0	0	0	0	61	0	61	0	0	61	0	61
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	823	2	47	872	0	0	0	0	0	0	579	1136	0	1715	0	0	623	452	1075
Future 2037 Traffic Volumes:	0	905	2	52	959	0	0	0	0	0	0	637	1244	0	1881	0	0	679	497	1176

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Traffic Volumes

A&R Engineering
November 2025

5.SR 280 @ Drwy 1 (RIRO)

A.M. Peak Hour

	Site Driveway 1 (Right-In/Right-Out) Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	938	0	938	0	0	929	0	929
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	957	0	957	0	0	948	0	948
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	1053	0	1053	0	0	1043	0	1043
Total New Trips:	0	0	0	94	94	0	0	0	0	0	0	0	0	69	69	0	0	67	0	67
Pass-by Trips:	0	0	0	86	86	0	0	0	0	0	0	0	-86	86	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	0	180	180	0	0	0	0	0	0	0	871	155	1026	0	0	1015	0	1015
Future 2037 Traffic Volumes:	0	0	0	180	180	0	0	0	0	0	0	0	967	155	1122	0	0	1110	0	1110

P.M. Peak Hour

	Site Driveway 1 (Right-In/Right-Out) Northbound					- Southbound					SR 280 (South Cobb Drive) Eastbound					SR 280 (South Cobb Drive) Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	1253	0	1253	0	0	1001	0	1001
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	1278	0	1278	0	0	1021	0	1021
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	1406	0	1406	0	0	1123	0	1123
Total New Trips:	0	0	0	85	85	0	0	0	0	0	0	0	0	61	61	0	0	61	0	61
Pass-by Trips:	0	0	0	72	72	0	0	0	0	0	0	0	-72	72	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	0	157	157	0	0	0	0	0	0	0	1206	133	1339	0	0	1082	0	1082
Future 2037 Traffic Volumes:	0	0	0	157	157	0	0	0	0	0	0	0	1334	133	1467	0	0	1184	0	1184

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Traffic Volumes

A&R Engineering
November 2025

6.Riverview Rd @ Drwy 2 (RIRO)

A.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Site Driveway 2 (Right-In/Right-Out) Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	514	0	514	0	0	194	0	194	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	
No-Build 2027 Volumes:	0	0	524	0	524	0	0	198	0	198	0	0	0	0	0	0	0	0	0	0
No-Build 2037 Volumes:	0	0	576	0	576	0	0	218	0	218	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	27	0	27	0	0	0	55	55	0	0	0	7	7	0	0	0	0	0
Pass-by Trips:	0	0	57	0	57	0	0	-29	86	57	0	0	0	29	29	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	608	0	608	0	0	169	141	310	0	0	0	36	36	0	0	0	0	0
Future 2037 Traffic Volumes:	0	0	660	0	660	0	0	189	141	330	0	0	0	36	36	0	0	0	0	0

P.M. Peak Hour

	Riverview Road Northbound					Riverview Road Southbound					Site Driveway 2 (Right-In/Right-Out) Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	326	0	326	0	0	714	0	714	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	
No-Build 2027 Volumes:	0	0	333	0	333	0	0	728	0	728	0	0	0	0	0	0	0	0	0	0
No-Build 2037 Volumes:	0	0	366	0	366	0	0	801	0	801	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	24	0	24	0	0	0	49	49	0	0	0	6	6	0	0	0	0	0
Pass-by Trips:	0	0	48	0	48	0	0	-24	72	48	0	0	0	24	24	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	405	0	405	0	0	704	121	825	0	0	0	30	30	0	0	0	0	0
Future 2037 Traffic Volumes:	0	0	438	0	438	0	0	777	121	898	0	0	0	30	30	0	0	0	0	0

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Traffic Volumes

A&R Engineering
November 2025

7. Riverview Rd @ Drwy 3

A.M. Peak Hour

	- Northbound					Site Driveway 3 Southbound					Maner Road Eastbound					Maner Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	14	0	14
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	14	0	14
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	15	0	15
Total New Trips:	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	0	0	14	14
Pass-by Trips:	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	0	0	0	19	19
Future 2027 Traffic Volumes:	0	0	0	0	0	0	111	0	0	111	0	0	9	0	9	0	0	14	33	47
Future 2037 Traffic Volumes:	0	0	0	0	0	0	111	0	0	111	0	0	10	0	10	0	0	15	33	48

P.M. Peak Hour

	- Northbound					Site Driveway 3 Southbound					Maner Road Eastbound					Maner Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	6	0	6
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	6	0	6
No-Build 2037 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	0	0	7	0	7
Total New Trips:	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	0	0	12	12
Pass-by Trips:	0	0	0	0	0	0	64	0	0	64	0	0	0	0	0	0	0	0	16	16
Future 2027 Traffic Volumes:	0	0	0	0	0	0	95	0	0	95	0	0	14	0	14	0	0	6	28	34
Future 2037 Traffic Volumes:	0	0	0	0	0	0	95	0	0	95	0	0	15	0	15	0	0	7	28	35

Z-27-2025 revision DEPARTMENT COMMENTS – Fire Department

01/14/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

FIRE DEPARTMENT ACCESS:
All access roads shall meet the American Association of State and Highway Transportation Officials (AASHTO) design manual live load standard HS20 (75,000 lbs.) with an unobstructed width of not less than 20 feet, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

Maximum slope of the access road in reference to the apparatus is 10% Front to Back and 5% Side to Side. Maximum grade of roadways leading to Fire Access roads refer to the Cobb County Development Standard Section 400: 14% for Non-Residential. Maximum angle of departure is 8.5%.

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

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February 10, 2026

Via E-mail Only

Mr. John P. Pederson, AICP
Zoning Division Manager
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia 30064

RE:	Application for Rezoning -	Application No.: Z-27 (2025)
	Applicant:	Knight Partners LLC
	Property Owner:	Louise G. Howard Family Investments, L.P.
	Property:	1.544 acres, more or less, located at the intersection of the southwesterly side of South Cobb Drive and the northwesterly side of Riverview Road, being more particularly known as 5322 South Cobb Drive and 2259 and 2273 Riverview Road, Land Lots 754 and 759, 17th District, 2nd Section, Cobb County, Georgia

Dear John:

On behalf of the Applicant, Knight Partners LLC ("Applicant"); as well as, the Property Owner, please accept this correspondence as our formal request for a continuance of the above-referenced Application for Rezoning from the currently scheduled hearings before the Cobb County Planning Commission and the Cobb County Board of Commissioners on March 3, 2026, and March 17, 2026, respectively. The continuance to the April 2026 zoning hearing agendas will allow Applicant's team time to continue its evaluation and study of the site to address concerns of area residents with additional revisions. We would very much appreciate Staff's consideration of continuing the hearings to April 7, 2026, before the Cobb County Planning Commission, and April 21, 2026, before the Cobb County Board of Commissioners.

Thank you for your consideration in this request. If you should have any questions or require additional information at this time, please do not hesitate to contact me.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

J. Kevin Moore

JKM:cc
c: Terry L. Martin, AICP, CNU-A
Senior Planner
Zoning Division
Cobb County Community Development Agency

Cameron Jones, CNU-A
Planner III
Zoning Division
Cobb County Community Development Agency

Knight Partners LLC

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-1-2026

SITE BACKGROUND

Applicant	Francisco J. Garcia Sanchez
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Francisco J. Garcia Sanchez
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Francisco J. Garcia
Property Location	Located at the western terminus of Elnora Drive, west of Shallowford Road
Address	895 Elnora Drive
Access to Property	Elnora Drive

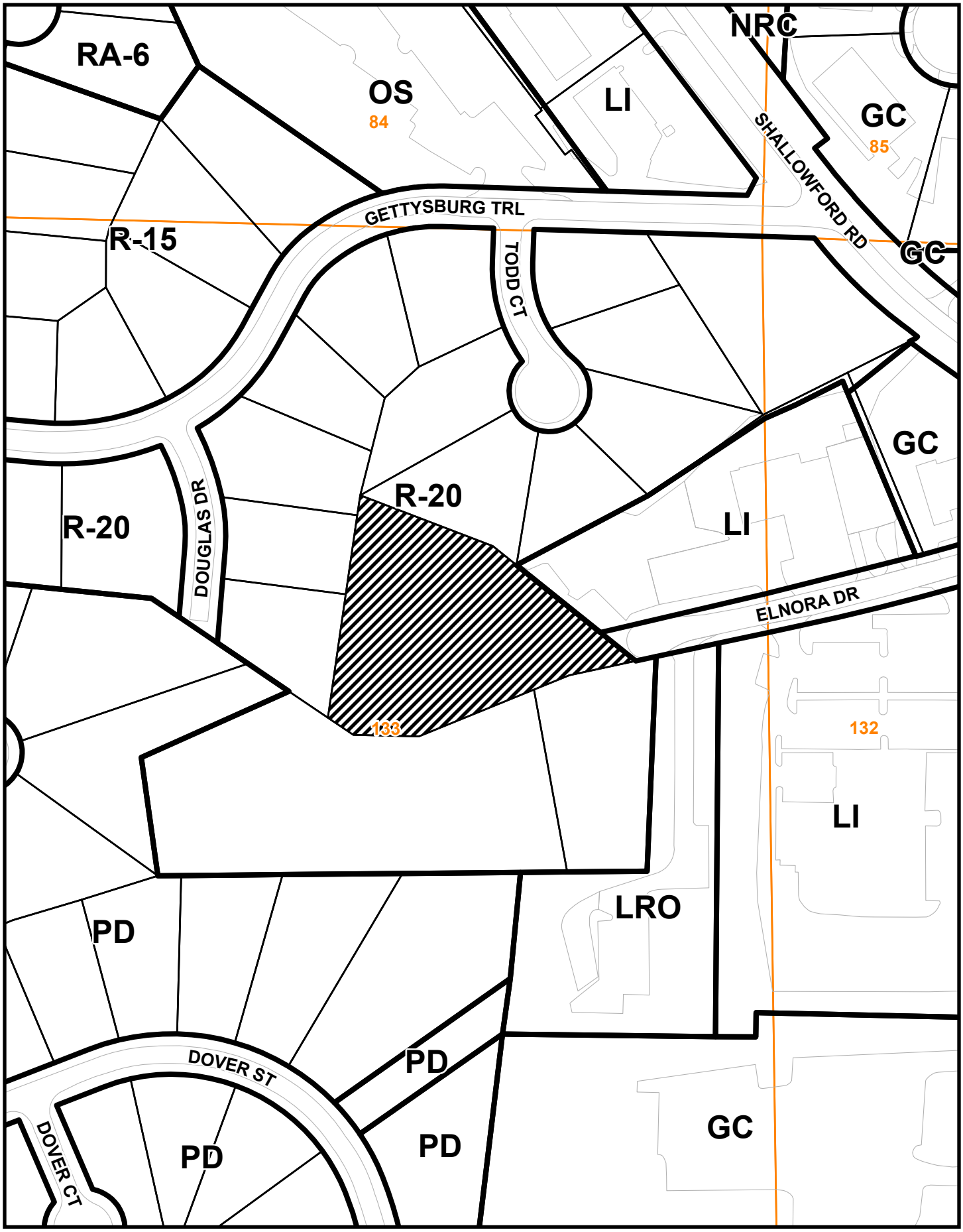
QUICK FACTS

Commission District	3 - Birrell
Current Zoning	R-20
Current Use of Property	Single-family residence
Proposed Zoning	LI
Proposed Use	Tree service
Future Land Use	LDR
Site Acreage	1.44
District	16
Land Lot	133
Parcel #	16013300010
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-1 2026 Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 135 270 Feet

Zoning Boundary

City Boundary

Z-1

2025087113 Plat Book 283 pg 683
Filed and Recorded: 10/7/2025 10:07:00 AM
Pamela Taylor
Clerk of Superior Court
Cobb County, Georgia

THE SPACE ABOVE IS RESERVED FOR THE CLERK OF SUPERIOR COURT FOR RECORDING DATA

GEORGIA SURVEY DATA

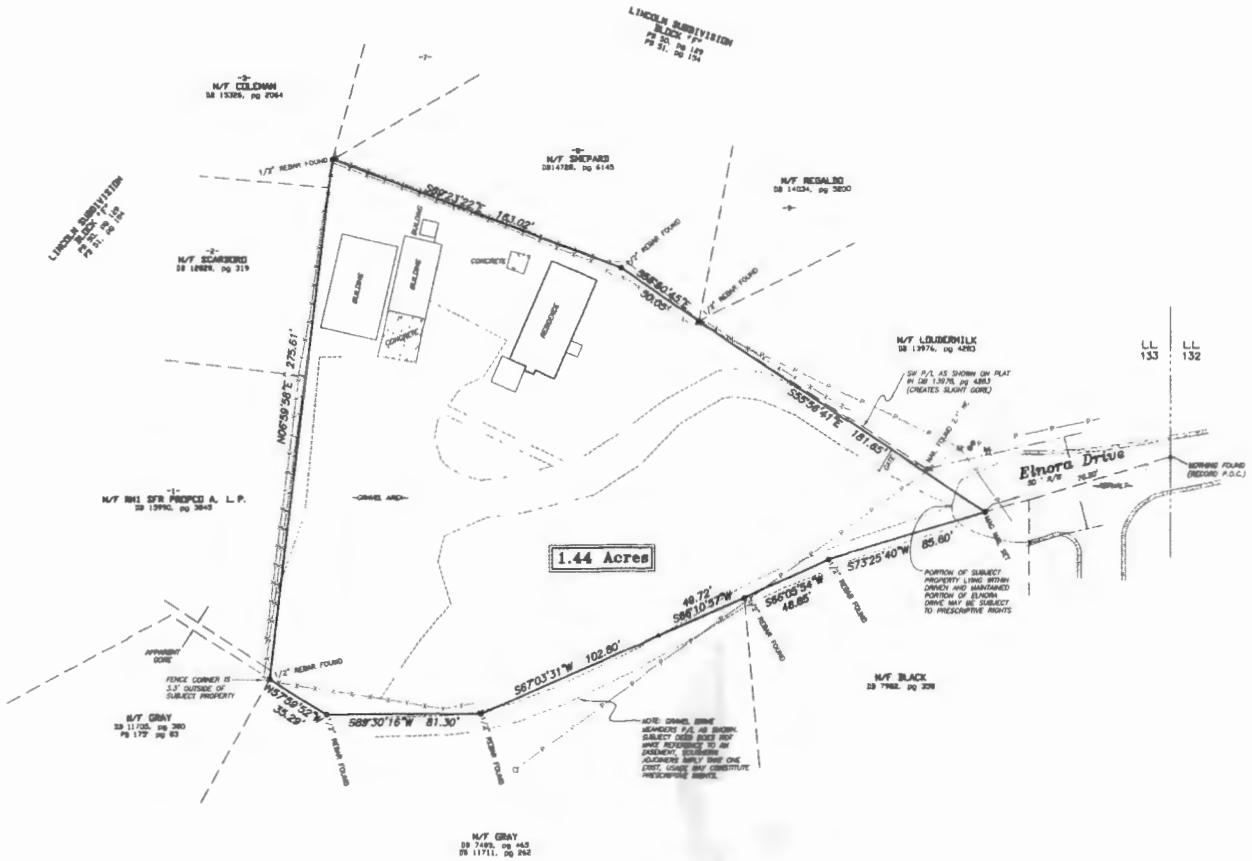
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B. THE PERIMETER OF THIS SURVEY HAS A CLOSURE PRECISION OF ONE FOOT IN 121,635 FEET.
C. DATE(S) OF FIELD SURVEY: 09/25-30/2025
D. OWNER INFORMATION AT TIME OF SURVEY:
OWNER: FRANCISCO J. GARCIA
SOURCE OF TITLE: DB 15162, pg 6124
TAX PARCEL: 16013300010

GEORGIA SURVEYOR CERTIFICATION

O.C.G.A. 15-6-67(c)(3)(A)(ii) (NO APPROVAL NEEDED)
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MARK E. CHASTAIN, RLS No. 2718 — OCTOBER 2, 2025

GEORGIA No. 2718 MARK E. CHASTAIN



RETRACEMENT SURVEY
PREPARED FOR

Francisco J. Garcia

895 ELNORA DRIVE, MARIETTA GA

LAND LOT 133
16th DISTRICT, 2nd SECTION
COBB COUNTY, GEORGIA

DATE: OCTOBER 2, 2025

REVISIONS:
DATE COMMENT

GRID NORTH
NAD83 GEORGIA WEST ZONE

LEGEND

IRON PIN FOUND
IRON PIN SET (IPS)
CRIMPED POINTS ON MONUMENT
ROCK
LITTLE CONCRETE MONUMENT
RB — REBAR
OTP — OPEN TOP PIPE
CTP — CRIMP TOP PIPE
POB — POINT OF BEGINNING
ROW — RIGHT OF WAY
P/L — PROPERTY LINE
C/L — CENTERLINE
MBL — MEAN HIGH WATER
BSL — BUILDING SETBACK LINE
PSL — PLAT SIDEWALK
PP — UTILITY POLE
LL — LAND LOT
RCP — REINFORCED CONC. PIPE
CMP — CORRUGATED METAL PIPE
CPP — CORRUGATED PLASTIC PIPE
FIRE HYDRANT
UTILITY POLE
WATER METER
WATER VALVE
GAS METER
GAS VALVE
LIGHT POLE
POWER RISER
GUY ANCHOR
SIGN
MAILBOX
STORM MH
SEWER MH
CLEANOUT
PROPERTY LINE
LAND LOT LINE
RIGHT OF WAY
GAS PIPELINE
FENCE
OVERLAND FLOW
UG GAS LINE
UG POWER
SEWER LINE
WATER LINE
STORM LINE
R/R TRACKS
ASPHALT
CONCRETE
GRAVEL
EXIST. CONTOUR
EXIST. INDEX CONTOUR
PROP. CONTOUR
PROP. INDEX CONTOUR

MONUMENT DIMENSIONS ARE OUTSIDE/OVERALL DIMENSIONS. ALL IPS ARE CAPPED 5/8" REBAR UNLESS OTHERWISE NOTED

"Thou shalt not remove thy neighbor's landmark, which they of old time have set." Deuteronomy 19:14 KJV

DISCLOSURE & NOTICE

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IN GOD WE TRUST

PREPARED BY
Chastain & Associates, P.C.
SURVEYING~PLANNING~CONSULTING

TN NC SC AL GA
Since 1995

"Covering Dixie Like The Dew"
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email: INFO@CHASTAINASSOCIATES.COM
288 N. Main St. Ellijay, GA 30540
GEORGIA CERTIFICATE OF AUTH. LSF000781
TENNESSEE PROFESSIONAL REG. No. 1937
NORTH CAROLINA LAND SURVEYING FIRM C-3188
ALABAMA LAND SURVEYING FIRM CA-852-LS
SOUTH CAROLINA SURVEYING FIRM COA No. 5208

15 0 30 60
GRAPHIC SCALE - 1" = 30'

SHEET 1 OF 1
FILE 229736

Z-1 2026 Aerial Map



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0 135 270 Feet

Zoning Boundary

City Boundary

Application No. _____

Summary of Intent for Rezoning

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** _____

b) **Proposed building architecture:** _____

c) **List all requested variances:** _____

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COBB COUNTY ZONING

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** On back page

b) **Proposed building architecture:** Existing home used as commercial space

c) **Proposed hours/days of operation:** On back page

d) **List all requested variances:** - Road frontage reduction
- Gravel drive

Part 3. Other Pertinent Information (List or attach additional information if needed)

Cars and trucks will be parking, they are leaving every morning around 6:30 am and getting back to park in the evening Mon-Sat

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government?
(Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located).

No-that we know at this time.

Workers will arrive in the morning and park their own cars in the site during the day, and leaving on the dump trucks and the commercial vehicles.

No noise during the day, heavy equipment working there as chainsaws, wood chippers, stump grinding or any equipment.

Our Business Latino Tree Service LLC
DBA: Beaver Tree Service
provides tree maintenance and removal services,
The facility at 895 Dhora Dr. Marietta GA 30066, includes secure storage for our fleet of vehicles and specialized equipment such as

Dump Trucks
Wood chipper
chainsaws
Cars / Trucks
stump grinding

~~There's also a potential space for administration office.~~

We are commitment to not to make noise for operating with chainsaws, wood chippers, stump grinding or any equipment at the site. We are not producing mulch from wood waste.
Trucks will be turn on around 6:30 am and they will leave for work and coming back in the evening to park again.
Our company operates from Mon- Sat

NEIGHBORS OF 895 Elnora Dr.

Marietta GA. 30066

SIGNATURES FOR REZONING

PROPERTY.

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COBB COUNTY ZONING

Dana L. Gray Sr.
895 ELNORA DR.
MARIETTA, GA 30066

Dana A Black
905 ELNORA DR.
MARIETTA GA 30066

FRANCISCO BARBOZA
426 Todd Ct KENESAW
GA 30144.

Doug and Sheila Barnett
460 Douglas Dr NE
Kennesaw, GA 30144

Dorothy Taylor
4597 Douglas Dr
Kennesaw GA 30144

M. J. Loudermilk
923 Elnora Dr, Marietta, GA. 30066
M.J. Loudermilk

Rodney W. Coleman (770) 316-6239
4613 Douglas Dr.
Kennesaw GA. 30144

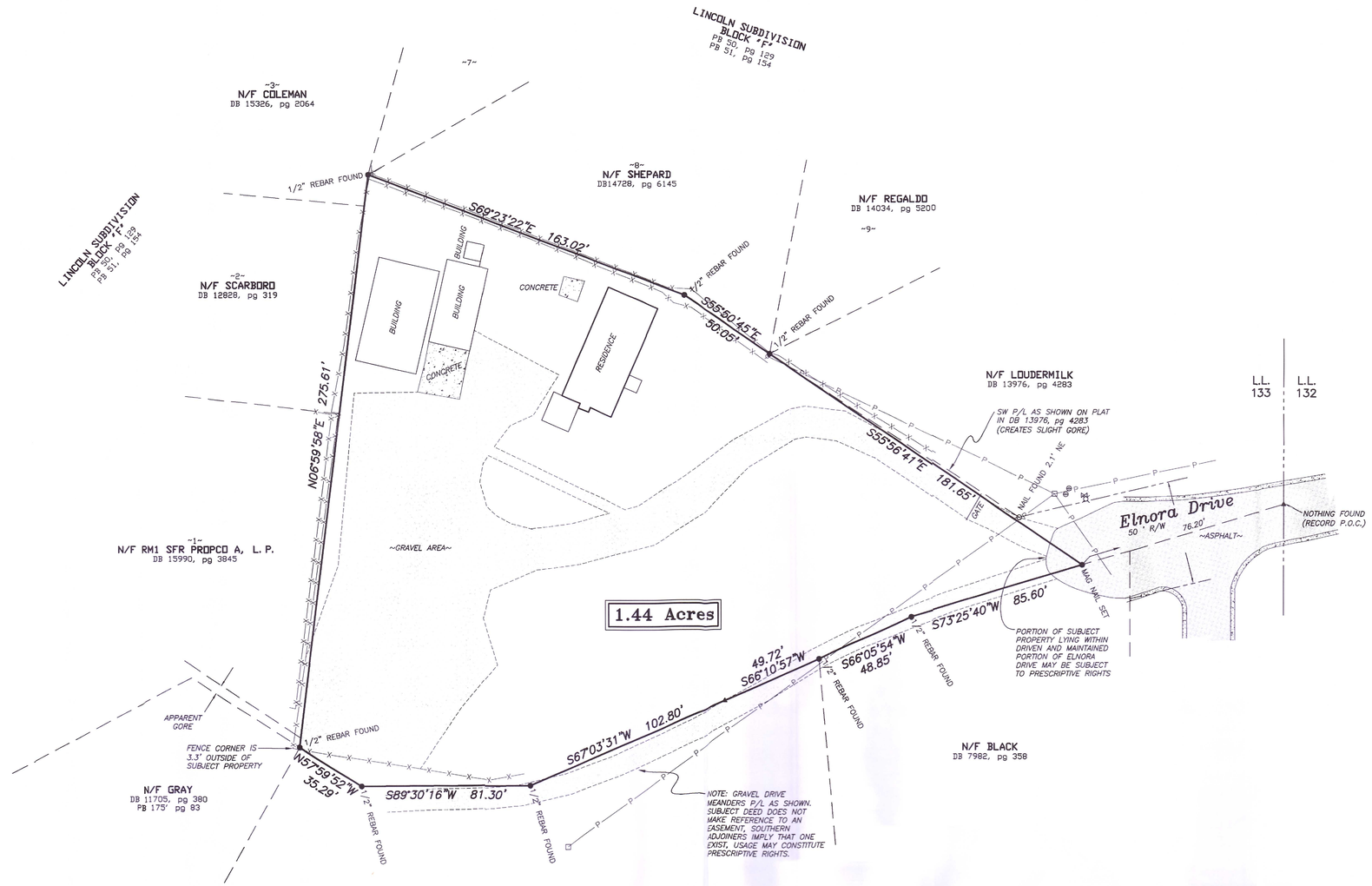
2-1

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GEORGIA REGISTERED No. 2718 LAND SURVEYOR MARK E. CHASTAIN

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COBB COUNTY, GEORGIA

DATE: OCTOBER 2, 2025

REVISIONS:
DATE COMMENT

GRID NORTH
NAD83 GEORGIA WEST ZONE

LEGEND

IRON PIN FOUND		FIRE HYDRANT	POWER BOX
IRON PIN SET (IPS)		UTILITY POLE	UTILITY PEDESTAL
COMPUTED POSITION (NO MONUMENT)		WATER METER	DRAIN INLET
ROCK		WATER VALVE	STORM MH
OR CONCRETE MONUMENT		GAS METER	SEWER MH
RB — REBAR		GAS VALVE	LIGHT POLE
OTP — OPEN TOP PIPE			PROPERTY LINE
CTP — CRIMP TOP PIPE			LAND LOT LINE
P.O.B. — POINT OF BEGINNING			RIGHT OF WAY
R/W — RIGHT OF WAY		P	O/H POWER
P/L — PROPERTY LINE		T	O/H TELEPHONE
C/L — CENTERLINE		X	FENCE
N/F — NOW OR FORMERLY			STREAM OR POND
DB/pg — DEED BOOK/PAGE		G	UG GAS LINE
PB/pg — PLAT BOOK/PAGE		E	UG POWER
PP — UTILITY POLE		SS	SEWER LINE
LL — LAND LOT		W	WATER LINE
RCP — REINFORCED CONC. PIPE		C	UG COMMUNICATIONS
CMP — CORRUGATED METAL PIPE			STORM LINE
CPP — CORRUGATED PLASTIC PIPE			R/R TRACKS
ASPHALT		1000	EXIST. CONTOUR
CONCRETE		1000	EXIST. INDEX CONTOUR
GRAVEL		1000	PROP. CONTOUR
		1000	PROP. INDEX CONTOUR

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SOUTH CAROLINA SURVEYING FIRM COA No. 5205

15 0 30 60
GRAPHIC SCALE - 1" = 30'

SHEET 1 OF 1
FILE: 225F35

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-1-2026

SITE BACKGROUND

Applicant	Francisco J. Garcia Sanchez
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Francisco J. Garcia Sanchez
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Francisco J. Garcia
Property Location	Located at the western terminus of Elnora Drive, west of Shallowford Road
Address	895 Elnora Drive
Access to Property	Elnora Drive

QUICK FACTS

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Future Land Use	LDR
Site Acreage	1.44
District	16
Land Lot	133
Parcel #	16013300010
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

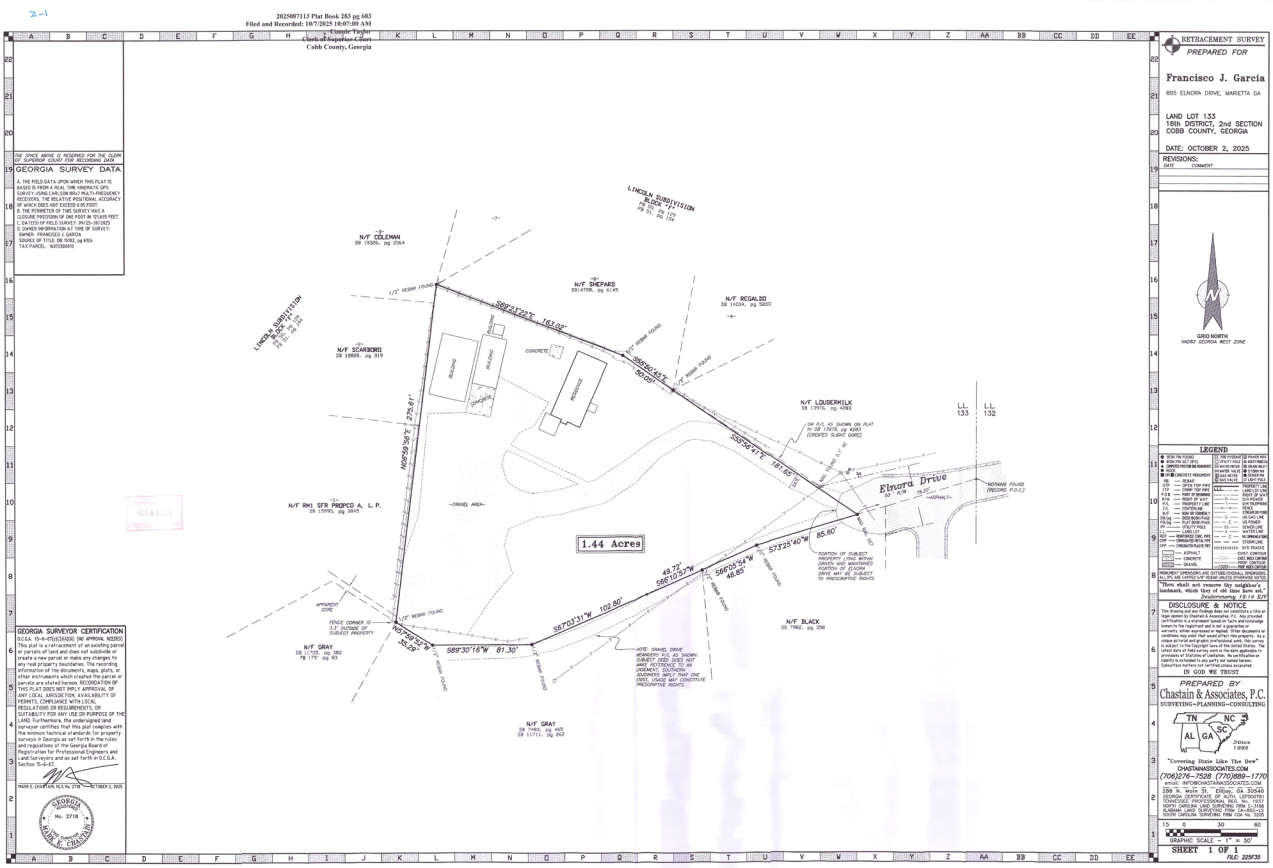
(Zoning staff member: Peyton McClure, CNU-A)

Based on the analysis of this case, Staff recommends **DENIAL**.

Z-1 2026 Aerial Map



Z-1-2026 DEPARTMENT COMMENTS – Zoning Division



North

Zoning: R-20/ Single-family Residential

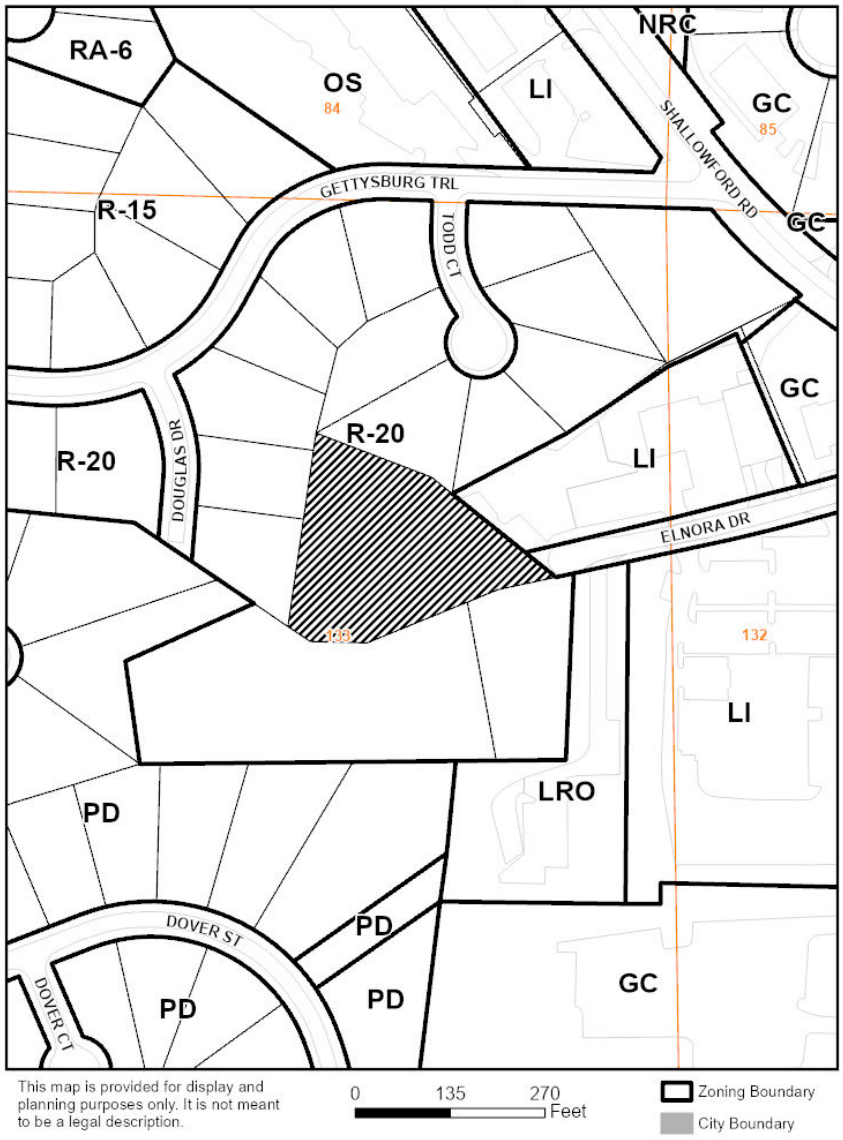
Future Land Use: LDR

WEST

Zoning: R-20/ Single-family Residential

Future Land Use: LDR

Z-1 2026 Map



EAST

Zoning: LI/ Light Industrial

Future Land Use: CAC

SOUTH

Zoning: R-20/ Single-family Residential

Future Land Use: LDR

Current zoning district for the property

The R-20 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-20 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Requested zoning district for the property

The LI district is established to provide locations for light industrial uses such as low intensity automobile repair and service, animal care facilities, commercial greenhouses, livestock, poultry, business distribution centers, warehousing and storage, and transportation terminals, which are on properties delineated within or on the perimeter of an industrial compatible and industrial category as defined and shown on the Cobb County Comprehensive Land Use Plan: A Policy Guide, adopted November 27, 1990. When located on the perimeter of an industrial node, the LI district should provide for uses that are low in intensity and scale such as to ensure compatibility with surrounding properties.

Summary of the applicant's proposal

The applicant is requesting to rezone the site to the LI light industrial zoning district to operate a tree service and removal company. The applicant has stated that they will not be harvesting or breaking down tree materials at this location, and that the property's primary use will be for parking of vehicles. The applicant has proposed that employees will park on the property at 6:30am to pick-up work vehicles and won't return until the evening to store the vehicles, with the latest vehicles arriving at 7:00pm.

The subject property's road access is Elnora Drive, which primarily serves commercial, and industrial businesses. This has left 895 Elnora as one of three homes on an otherwise non-residential street. It should be noted that 895 Elnora Drive is surrounded by residential single-family homes to the north, west, and south. There are new structures on site that are lacking proper permits, which will have to be brought into compliance. The applicant proposes vehicles to be parked on the existing gravel drive, which is not permitted under existing code requirements. The code requires that all vehicles be parked on a hardened, treated surface, within designated parking spaces. The applicant proposes a maximum of 10 work vehicles to be parked overnight plus 8 employee vehicles to be parked on-site during the day.

Z-1-2026 DEPARTMENT COMMENTS – Zoning Division

Non-residential criteria

Proposed # of buildings**:** 4
Proposed # of stories: 1
Total sq. footage of development: 4,116
Floor area ratio: 0.07
Square footage per acre: 2,858
Required parking spaces: 18 spaces minimum for 10 work vehicles and 8 employee vehicles.
Proposed parking spaces: 0, none paved or striped
Acres in floodplain or wetlands: 0
Impervious surface shown: 41.78%

Are there any zoning variances?

1. Reduction of side setback from 20ft to 10ft for existing single-family dwelling;
2. Reduction of rear setback from 30ft to 4ft for westernmost accessory structure;
3. Reduction of required road frontage from 100ft to 39ft;
4. Waive the 50-foot landscape buffer from 50-feet to 0-feet on the north, south, and west property lines; and
5. Allow parking and maneuvering on a non-hardened surface.

Are there any environmental conditions existing or proposed on the site?

No.

12/17/25

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

IFC 510 - EMERGENCY RESPONDER RADIO COVERAGE:
New buildings are required to provide radio coverage for emergency responders per the International Fire Code. Testing is required by a third party and when deemed necessary amplification systems are required before the building will be issued a certificate of occupancy. This serves as an early notification to owners and developers for budgeting purposes.

FIRE DEPARTMENT ACCESS:
Fire apparatus access roads must be clearly defined/shown and shall extend to within 150 feet of all portions of the facility or any portion of the exterior wall of the first floor (State Modifications IFC 503.1 2018 Edition and Cobb County Development Standards 402.11). A ten-foot separation, open to sky, is required in order to measure between structures. (CCDS 402.11)

All access roads shall meet the American Association of State and Highway Transportation Officials (AASHTO) design manual live load standard HS20 (75,000 lbs.) with an unobstructed width of not less than 20 feet, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

Maximum slope of the access road in reference to the apparatus is 10% Front to Back and 5% Side to Side. Maximum grade of roadways leading to Fire Access roads refer to the Cobb County Development Standard Section 400: 14% for Non-Residential. Maximum angle of departure is 8.5%.

Dead-end access roads more than 150 feet shall be provided with a turn-around (IFC Chapter-5, 120-3-3 Rules and Regulations, CCDS Section-401 & 402). Refer to APPENDIX-D for dimensional criteria for turn-arounds in commercial developments.

(continued)

CERTIFICATE OF OCCUPANCY:

Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

ACCESS GATES:

Gates securing fire apparatus access shall meet the following requirements:

- minimum 14 feet in clear width for a single lane and 20 feet for a double lane. The gates shall not reduce the operating width of the roadway.
- Double lane gates shall be a minimum of 20 feet in clear width.
- Gates shall be of the swinging or sliding type.
- Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access during normal operations and in power failure.
- Emergency opening devices require a permit and shall be approved by the Cobb County Fire Marshal's Office. (Cobb County Development Standards 401.8.2)

FIRE HYDRANT:

The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

FIRE PROTECTION:

Automatic sprinkler protection must be provided where mandated by the applicable codes.

Auto parts buildings may be required to be protected with a fire sprinkler system. Final determination to be made at building plan review. Be prepared to provide water supply.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

Z-1-2026 DEPARTMENT COMMENTS – Site Plan Review

12/26/2025

As determined by the Site Plan Review Section, the property owner may be required to obtain a Land Disturbance Permit to perform any site modifications, as required per stipulation approval (fencing, landscaping, curb/gutter & sidewalk installation, etc.) or otherwise. Contact Site Plan Review, 770-528-2147.

Z-1-2026 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

2/3/2026

Approval of this petition will not have an impact on the enrollment of schools.

12/26/2025

Comprehensive Plan Future Land Use Designation: Low Density Residential
The subject tract is within the Low Density Residential (LDR) future land use category. The purpose of LDR is to provide for areas that are suitable for low density housing between one (1) and two and one-half (2.5) dwelling units per acre and non-supportive senior living housing that in certain circumstances may reach five (5) dwelling units per acre, depending on existing conditions such as product type and mix, structure/building height, tract size, topographic conditions, etc. in order to provide compatibility with adjacent residential uses. This category presents a range of densities.

Future Land Use Sub-Category? N/A

☐ Consistent ☒ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☐ Yes ☒ No
If yes, which City: N/A
Was the city notified? N/A

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No

(continued)
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? ☐ Yes ☒ No

(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev**.**

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)? ☐ Yes ☒ No

Is this property within the Cumberland Special District #2 (ad valorem tax)? ☐ Yes ☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone? ☐ Yes ☒ No

Is the property within the Clear Zone (CZ)? ☐ Yes ☒ No

Is the property within 3000’ of Dobbins ARB? ☐ Yes ☒ No

Is the property within the Accident Potential Zone (APZ I)? ☐ Yes ☒ No

Is the property within the Accident Potential Zone II (APZ II)? ☐ Yes ☒ No

Is the property within the Noise Zone? ☐ Yes ☒ No

Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)? ☐ Yes ☒ No

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Z-1-2026 DEPARTMENT COMMENTS – Water and Sewer

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☐ YES ☒ NO

Size/location of existing water main(s): 6" on Elnora Dr

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☐ YES ☒ NO*

Approx. distance to nearest sewer: 180' west on Douglas Dr

Estimated waste generation (in G.P.D.): Average daily = 400

Peak flow = 1000

Treatment plant: Noonday WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☒ YES* ☐ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Additional sewer comments: Property will be required to connect to sewer if the continued use of the existing septic system is not permitted by the Health Department.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
Elnora Drive	Local	25	Cobb County	50’

Roadway	Location	Average daily trips	Level of service
Elnora Drive	NA	NA	NA

Comments and observations

Elnora Drive is classified as a local roadway and according to the available information the existing right-of-way does meet the minimum requirements for this classification.

The Institute of Traffic Engineers (ITE) Trip Generation manual, 11th edition, does not have available data for this specific land use type. This development is currently in limited operation and additional trip generation associated with the rezoning is assumed to be minimal.

In accordance with Cobb County Code 134-121 and based on site plan received October 8, 2025, this development does not require a traffic impact study submittal.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Should any driveway modifications or redevelopment of the property occur in the future, where redevelopment is defined as any action requiring a Land Disturbance Permit that also changes the existing business operations of the development in terms of use, intensity and/or anticipated traffic, Cobb DOT recommends the following:

    a. Recommend driveway on Elnora Drive be reconstructed to commercial standards and treated hardened surface for a minimum of 25’ from the edge of pavement or to the County right-of-way, whichever is greater in length. This recommendation is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways and Cobb County Development Standard Detail 116, Commercial Driveway Requirements.

2. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

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COBB COUNTY CODE ENFORCEMENT
CASE SYNOPSIS

Report Date:
12/22/2025

CASE #: CODE-2025-02404 **OPEN DATE:** 5/2/2025

COMPLAINANT: **PHONE #:**

DESCRIPTION: running a business out of home "Beaver Tree Service" 6 TO 7 commercial vehicles.

PRIMARY ADDRESS:

895 ELNORA DR NE
MARIETTA, GA 30066

OWNER ADDRESS:

GARCIA FRANCISCO J
895 ELNORA DR
MARIETTA, GA 30066

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
05/08/2025		Case Details		I issued a Notice of Violation for Customary Home Occupation and taped it to the front door with a written explanation of the violation. I was able to observe several heavy vehicles with Beaver Tree Service labeling on them. There were several vehicles which are most likely employee's vehicles. The vehicles were not parked on a hardened surface; however, the home was built in 1952 and does not appear to have ever had a driveway installed. D Roberts
05/08/2025		Initial Investigation	In Violation	/* PERMITTED USE/CUSTOMARY HOME OCCUPATION|*134-197 (3)*|Observe all Customary Home Occupation (CHO) regulations. **No employees, clients, materials, equipment, etc. allowed at residence. Only 1 business vehicle weighing less than 12,500 lb. gross vehicle weight rating is allowed at residence.*/
05/21/2025		Case Details		I received an email from the property owner Francisco advising that he has completed the paperwork for rezoning. D Roberts
05/21/2025		ReInspection	In Violation 30 Day	
06/03/2025		Case Details		I observed a Large Truck loaded with Tree logs and equipment retuning to the case address.. D. Harrell
06/03/2025		Case Details		No Change on Property.. Large Trucks and Equipment parked and Large tree waste piles parked on property. (Photos Uploaded). D. Harrell
06/03/2025		ReInspection	In Violation 0 Day	

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
09/10/2025		ReInspection	In Violation	/* USE LIMITATIONS/ OUTSIDE STORAGE|*134-197 (12) e*|Only firewood and lawn furnishings are allowed to be stored outside. Remove all other items.*/ /* LITTER|*102-92(a)(1)(2)*|Remove all trash and debris, including tree debris and yard waste, from property.*/ /* PERMITTED USE/COMMERCIAL USE|*134-197(3)*|Property is not zoned for commercial use, for Tree Service Company operating on property .*/ /* SPECIAL LAND USE PERMIT REQUIRED/WASTE TRANSFER STATION|*134-37(a)(12)*| A special land use permit shall be required for the following types of uses of property regardless of the zoning classification of district for the realty: Waste Transfer Station.*/
09/10/2025		Violation Details		I issued a Notice of Violation for LITTER, OUTSIDE STORAGE, PERMITTED USE/ COMMERCIAL USE, AND SPECIAL LAND USE/ WASTE TRANSFER to the property. I Observed Trucks, Marked Commercial vehicles, Tree waste, Equipment, trash and debris outside of the property. I also observed large number of vehicles on the property. (Photos Uploaded). Notice will be mailed to the case address. D. Harrell
09/22/2025		Phone Call		On Sept 15, 2025, I received a Phone call from the Property owner (Francisco Garcia) who informed me that he has not filed for the Land Use Permit for the property, due waiting for a appointment for a survey for the property, since receiving the Notice form Code Enforcement on May 8, 2025. I informed Mr. Francisco If No Land Use Permit for the property is not filed for the property by Sept 30, 2025. Citations will be issued. D. Harrell
09/22/2025		ReInspection	In Violation	
10/09/2025		Case Details		Mr. Garcia filed for the Land Use Permit with County Zoning on Oct 8, 2025.. Pending Zoning Hearings for property on (Z-1) Feb 3, 2026 and Feb 17, 2026.. Next Inspection (Jan 29, 2026). D. Harrell
10/09/2025		ReInspection	In Violation	

COBB COUNTY - COMMUNITY DEVELOPMENT AGENCY
Code Enforcement Division

Cobb County...Expect the Best!

Mailing Address
P.O. Box 649
Marietta, Ga. 30061

Physical Address
1150 Powder Springs Rd.
Suite 400
Marietta, Ga. 30064

Fax: (770) 528-2092

Notice of Violation

Violation Number: CODE-2025-02404 Date: 5/8/2025

The Cobb County Code Enforcement Division has grounds to believe the property located at:

895 ELNORA DR NE	MARIETTA, GA 30066	16	0133	001	R-20
(Address)	(City/State/Zip)	(Dist)	(Land Lot)	(Par)	(Zoning)

and/or GARCIA FRANCISCO J (895 ELNORA DR MARIETTA, GA 30066)

may be in violation of the Official Code of Cobb County, Georgia. You have 10 days to bring the violation(s) into compliance. An inspection will be made on or about 10 days from May 8, 2025. Failure to comply could result in a citation being issued for you to appear in the Cobb County Magistrate Court, and you may be subject to a fine, imprisonment or both.

Violation	Code Section	Requirement for Compliance
PERMITTED USE/CUSTOMARY HOME OCCUPATION	134-197 (3)	Observe all Customary Home Occupation (CHO) regulations. No employees, clients, materials, equipment, etc. allowed at residence. Only 1 business vehicle weighing less than 12,500 lb. gross vehicle weight rating is allowed at residence.

David Roberts (david.roberts@cobbcounty.org) — Officer

770-528-2181 — Telephone

Contact the Officer listed above by telephone or email for further information. Officer availability 8:00-9:00 a.m. and 3:30-4:30 p.m. Monday through Friday. You may leave voice mail or send email at any time.

A COMPLETE COPY OF THE COBB COUNTY ORDINANCE MAY BE VIEWED AT **WWW.COBBCOUNTY.ORG**

COBB COUNTY - COMMUNITY DEVELOPMENT AGENCY
Code Enforcement Division

Cobb County...Expect the Best!

Mailing Address
P.O. Box 649
Marietta, Ga. 30061

Physical Address
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(Address)	(City/State/Zip)	(Dist)	(Land Lot)	(Par)	(Zoning)

and/or GARCIA FRANCISCO J (895 ELNORA DR MARIETTA, GA 30066)

may be in violation of the Official Code of Cobb County, Georgia. You have 10 days to bring the violation(s) into compliance. An inspection will be made on or about 10 days from September 10, 2025. Failure to comply could result in a citation being issued for you to appear in the Cobb County Magistrate Court, and you may be subject to a fine, imprisonment or both.

Violation	Code Section	Requirement for Compliance
USE LIMITATIONS/ OUTSIDE STORAGE	134-197 (12) e	Only firewood and lawn furnishings are allowed to be stored outside. Remove all other items.
LITTER	102-92(a)(1)(2)	Remove all trash and debris, including tree debris and yard waste, from property.
PERMITTED USE/COMMERCIAL USE	134-197(3)	Property is not zoned for commercial use, for Tree Service Company operating on property .
SPECIAL LAND USE PERMIT REQUIRED/WASTE TRANSFER STATION	134-37(a)(12)	A special land use permit shall be required for the following types of uses of property regardless of the zoning classification of district for the realty: Waste Transfer Station.

Danny Harrell (Danny.Harrell@cobbcounty.gov) — Officer

770-528-2112 — Telephone

Contact the Officer listed above by telephone or email for further information. Officer availability 8:00-9:00 a.m. and 3:30-4:30 p.m. Monday through Friday. You may leave voice mail or send email at any time.

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Sep 10, 2025 at 9:43:06 AM


Sep 10, 2025 at 9:43:17 AM
678.616.4209


Sep 10, 2025 at 9:48:26 AM
678.616.4209


Sep 10, 2025 at 9:43:38 AM


Sep 10, 2025 at 9:43:59 AM


Sep 10, 2025 at 9:44:02 AM


Sep 10, 2025 at 9:44:06 AM


Sep 10, 2025 at 9:44:19 AM
BEAVER
Tree Service
678-616-4209
209
BEAVER
678-616-420


Sep 10, 2025 at 9:44:28 AM


Sep 10, 2025 at 9:44:45 AM
678.616.4209


Sep 10, 2025 at 9:44:56 AM


Sep 10, 2025 at 9:44:59 AM


Sep 10, 2025 at 9:45:09 AM


Sep 10, 2025 at 9:45:13 AM

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the zoning proposal will not permit a use that is suitable in view of the use and development of adjacent and nearby property. Although Elnora Drive caters predominately to industrial and commercial interests, the shape of the subject property would place an industrial use directly in the backyards of multiple residential properties.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the zoning proposal could adversely affect the existing use or usability of adjacent or nearby property. There is little to no existing buffering along residential property lines. Allowing for potential overlap of commercial activity into residential districts.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that the zoning proposal will not result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools. Elnora Drive already caters to commercial and industrial uses, with access to Shallowford Road and Canton Road.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the zoning proposal is not in conformity with the policies and intent of the comprehensive plan. The property's Future Land Use designation is Low Density Residential, which would not conform with the proposed light industrial zoning district. While most of Elnora Drive is a Community Activity Center (CAC), that designation encompasses existing commercially & industrially zoned properties along this roadway.

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

It is Staff's opinion that there are existing conditions that give support for disapproval of the proposed light industrial zoning district. The subject property is surrounded on three sides by single-family homes, which make this location a poor candidate for rezoning to an industrial usage. Approval would allow an industrial use to operate and maintain a vehicle fleet with few protections for surrounding residential properties.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Application No. _____

Summary of Intent for Rezoning

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** _____

b) **Proposed building architecture:** _____

c) **List all requested variances:** _____

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COBB COUNTY ZONING

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** On back page

b) **Proposed building architecture:** Existing home used as commercial space

c) **Proposed hours/days of operation:** On back page

d) **List all requested variances:** - Road frontage reduction
- Gravel drive

Part 3. Other Pertinent Information (List or attach additional information if needed)

Cars and trucks will be parking, they are leaving every morning around 6:30 am and getting back to park in the evening Mon-Sat

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government?
(Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located).

No-that we know at this time.

Workers will arrive in the morning and park their own cars in the site during the day, and leaving on the dump trucks and the commercial vehicles.

No noise during the day, heavy equipment working there as chainsaws, wood chippers, stump grinding or any equipment.

Our Business Latino Tree Service LLC
DBA: Beaver Tree Service

provides tree maintenance and removal services, The facility at 895 Dhora Dr. Marietta GA 30066, includes secure storage for our fleet of vehicles and specialized equipment such as

Dump Trucks
Wood chipper
chainsaws
Cars / Trucks
stump grinding

~~There's also a potential space for administration office.~~

We are commitment to not to make noise for operating with chainsaws, wood chippers, stump grinding or any equipment at the site. We are not producing mulch from wood waste.

Trucks will be turn on around 6:30 am and they will leave for work and coming back in the evening to park again.

Our company operates from Mon- Sat

NEIGHBORS OF 895 Elnora Dr.

Marietta GA. 30066

SIGNATURES FOR REZONING

PROPERTY.

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COBB COUNTY ZONING

James L. Gray Sr.
885 ELNORA DR.
MARIETTA, GA 30066

Dana G Black
905 ELNORA DR.
MARIETTA GA 30066

FRANCISCO BARBOZA
426 Todd Ct KENNESAW
GA 30144.

Doug and Sheila Barnett
460 Douglas Dr NE
Kennesaw, GA 30144

Dorothy Taylor
4597 Douglas Dr
Kennesaw GA 30144

M. J. Loudermilk
923 Elnora Dr, Marietta, GA. 30066
M.J. Loudermilk

Rodney W. Coleman (770) 316-6239
4613 Douglas Dr.
Kennesaw GA. 30144


"PURSUANT TO COBB COUNTY CODE, ZONING ORDINANCE, SECTION 134-124(b) THE COBB COUNTY BOARD OF COMMISSIONERS IS AUTHORIZED TO CONSIDER AND MAY CONSIDER ALL CONSTITUTIONALLY PERMISSIBLE ZONING CLASSIFICATION(S), INCLUDING, BUT NOT LIMITED TO, INTERVENING CLASSIFICATIONS AND/OR THE CLASSIFICATION(S) SOUGHT BY THE APPLICANT."
Z-1
ZONING NOTICE
Francisco Sanchez
R-20
2/3/26
2/17/26




Jan 29 2020 at 09:19 PM
BEAVER
Tree Service
BEAVER
Tree Service


Jan 29, 2016 at 1:09:51 PM
BEAVER
Tree Service


678.616.4209




678.616.4209


Jan 29, 2026 at 1:10:0 PM


Jan 29, 2026 at 10:09 PM


Jan 29, 2026 at 10:17 PM


Jan 29, 2026 at 1:10:16 PM


Jan 29 2026 at 10:27 PM


Jan 29, 2026 at 10:37 PM
5


Jan 29, 2026 at 10:52 PM



Z-1-2026 DEPARTMENT COMMENTS – Stormwater Management

12/26/2025

Site Data

1. Address: 895 Elnora Drive
2. District: 3
3. Existing Zoning: R-20 — Existing Allowable Impervious Coverage: 35%
4. Proposed Zoning: LI — Allowable Future Impervious Coverage: 70%
5. Future Land Use: LDR

Existing Conditions

Floodplain Information

1. Flood Damage Prevention Designated Flood Hazard: No

Stormwater Information

1. Drainage Basin: Noonday Creek Basin

Topography Information

1. General site Description: The site is an existing residential home on a small hilltop which slopes away from the home in all directions. Total lot area is 1.44ac. Existing Impervious coverage is approximately 26.9% per GIS measurements.

2. Downstream Description: Stormwater discharges through an established residential neighborhood downstream.

Project Design Comments and Recommendations

The following comments and recommendations are typically required at the time of plan review and permitting.

Proposed Project Onsite Design Requirements

1. At this time there are no present or future site improvement/modifications proposed.

2. Any Future improvements to the site will be considered a redevelopment project. Redevelopment projects that create, adds, or replaces 5,000 square feet or greater of new impervious surface area or that involves other land disturbing activity of one acre or more. Therefore, requiring an updated stormwater management facility that may require runoff reduction, water quality, and detention per the Georgia Stormwater Management Manual (GSMM).

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-2-2026

SITE BACKGROUND

Applicant	Piedmont Residential, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Juett Investments, LLC; AIR Property, LLC; Joy Cain (a/k/a Joy L. Cain); and Nathan A. Ball and Jessica E. Lawson
Property Location	Located on the east side of Bells Ferry Road and the north and west sides of Dickson Road, south of Interstate 75
Address	1520 and 1546 Bells Ferry Road, 15 and 141 Dickson Road
Access to Property	Bells Ferry Road and Dickson Road

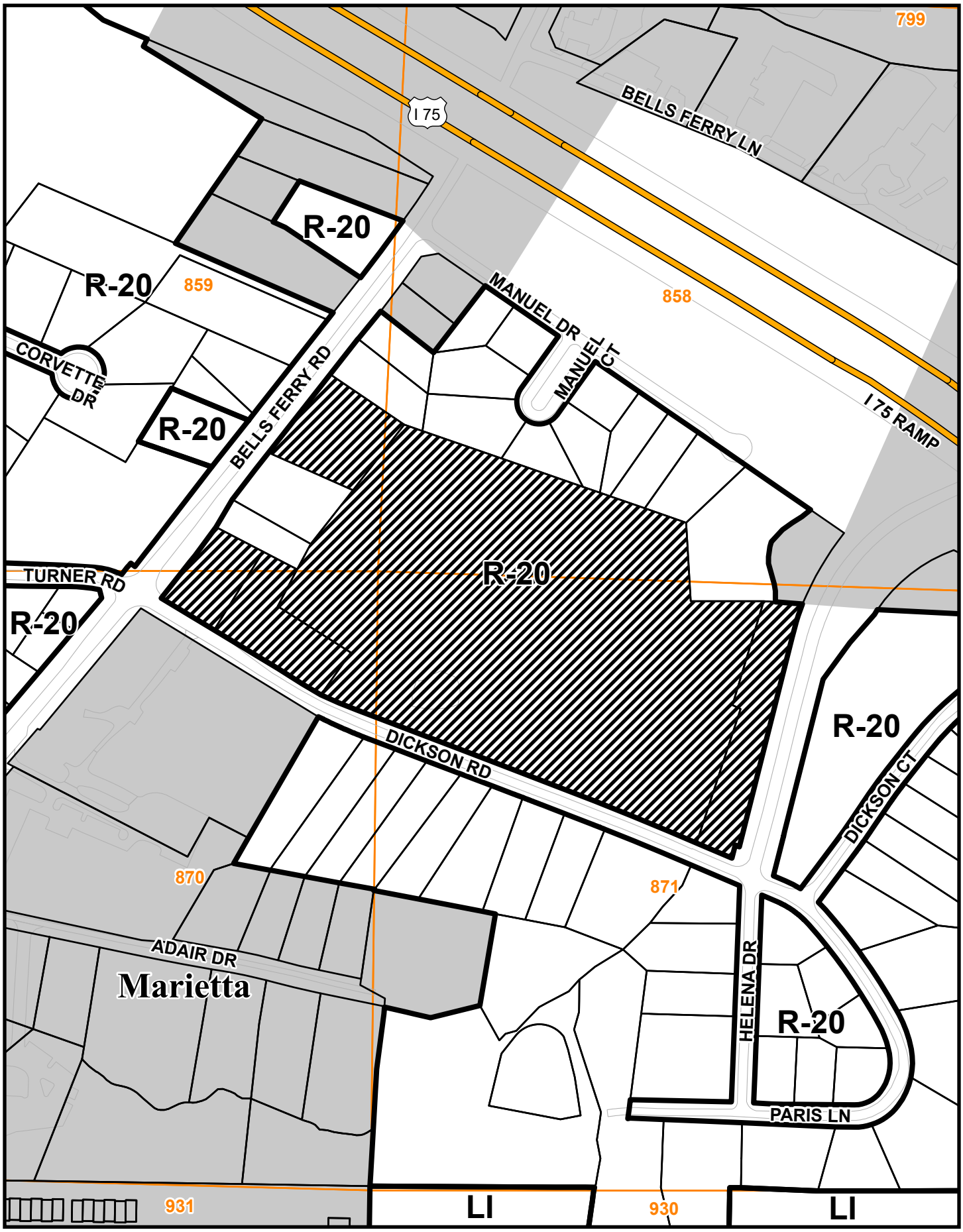
QUICK FACTS

Commission District	2 - Allen
Current Zoning	R-20
Current Use of Property	Single-family residences
Proposed Zoning	RM-8
Proposed Use	Single-family community
Future Land Use	IC
Site Acreage	17.81
District	16
Land Lot	858, 859, 870, 871
Parcel #	16087100320, 16087100380, 16087000020, 16085900150, 16087000230
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-2 2026 Map



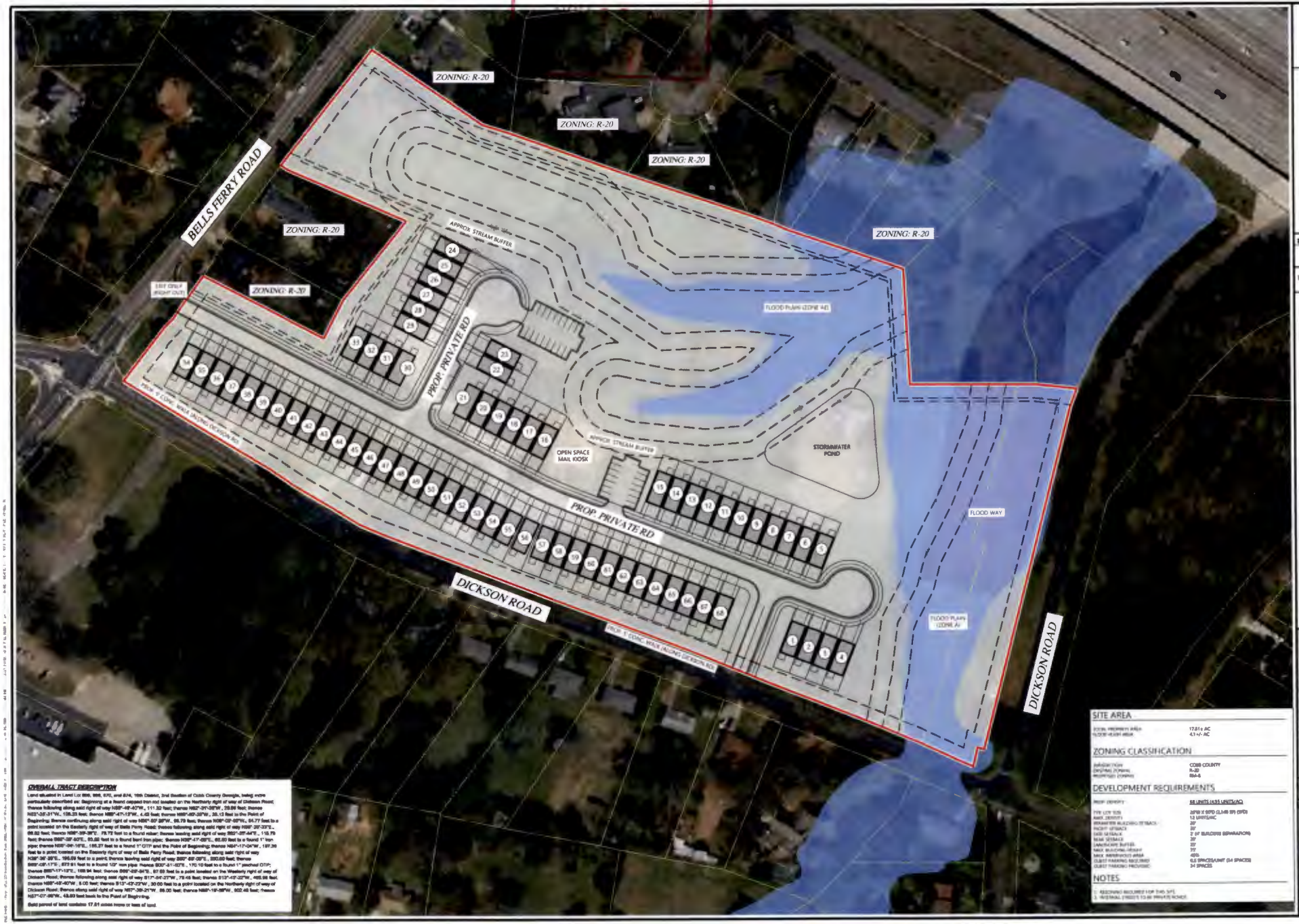
This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 245 490 Feet

Zoning Boundary

City Boundary

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OVERALL TRACT DESCRIPTION

Land situated in Land Lot 858, 859, 870, and 874, 16th District, 2nd Section of Cobb County Georgia, being more particularly described as: Beginning at a found capped iron rod located on the Northerly right of way of Dickson Road; thence following along said right of way N59°-48'-40"W , 111.32 feet; thence N62°-01'-08"W , 29.86 feet; thence N63°-26'-31"W , 136.23 feet; thence N68°-47'-17"W , 4.45 feet; thence N59°-40'-20"W , 35.13 feet to the Point of Beginning; thence continuing along said right of way N59°-59'-28"W , 96.79 feet; thence N58°-09'-07"W , 84.77 feet to a point located on the Easterly right of way of Bells Ferry Road; thence following along said right of way N39°-28'-33"E , 66.82 feet; thence N38°-39'-36"E , 79.72 feet to a found rebar; thence leaving said right of way S52°-28'-44"E , 116.79 feet; thence S66°-28'-50"E , 83.66 feet to a found bent iron pipe; thence N39°-47'-55"E , 60.00 feet to a found 1" iron pipe; thence N56°-04'-16"E , 186.27 feet to a found 1" OTP and the Point of Beginning; thence N64°-12'-04"W , 197.36 feet to a point located on the Easterly right of way of Bells Ferry Road; thence following along said right of way N38°-36'-39"E , 199.69 feet to a point; thence leaving said right of way S65°-59'-09"E , 332.60 feet; thence S69°-08'-17"E , 673.91 feet to a found 1/2" iron pipe; thence S33°-51'-02"E , 170.10 feet to a found 1" pinched OTP; thence S85°-17'-12"E , 169.94 feet; thence S66°-59'-54"E , 87.93 feet to a point located on the Westerly right of way of Dickson Road; thence following along said right of way S17°-04'-27"W , 79.46 feet; thence S12°-43'-22"W , 485.66 feet; thence N88°-48'-40"W , 5.00 feet; thence S13°-43'-23"W , 30.00 feet to a point located on the Northerly right of way of Dickson Road; thence along said right of way N57°-39'-21"W , 88.00 feet; thence N68°-19'-39"W , 802.48 feet; thence N57°-07'-39"W , 48.89 feet back to the Point of Beginning.

Said parcel of land contains 17.51 acres more or less of land.

SITE AREA

TOTAL PROPERTY AREA	17.61± AC
FLOOD PLAIN AREA	4.1+/- AC

ZONING CLASSIFICATION

JURISDICTION	COBB COUNTY
EXISTING ZONING	R-20
PROPOSED ZONING	RM-6

DEVELOPMENT REQUIREMENTS

PROP. DENSITY	98 UNITS (4.95 UNITS/AC)
TYP. LOT SIZE	20'W X 60'D (1,146 SF) (SFD)
MAX. DENSITY	12 UNITS/AC
MINIMUM BUILDING SETBACKS:	
FRONT SETBACK	20'
SIDE SETBACK	5' (0' BUILDING SEPARATION)
REAR SETBACK	20'
LANDSCAPE BUFFER	10'
MAX. BUILDING HEIGHT	35'
MAX. IMPERVIOUS AREA	45%
GUEST PARKING REQUIRED	0.5 SPACES/UNIT (54 SPACES)
GUEST PARKING PROVIDED	54 SPACES

NOTES

1. REZONING REQUIRED FOR THIS SITE.
2. INTERNAL STREETS TO BE PRIVATE ROADS.

ATWELL
866.850.4200
1000 PARKWAY PLACE, SUITE 650
MARIETTA, GA
770.423.0807

PROJECT ADDRESS
COBB COUNTY
24 HOUR EMERGENCY CONTACT

BELLS FERRY ASSEMBLAGE

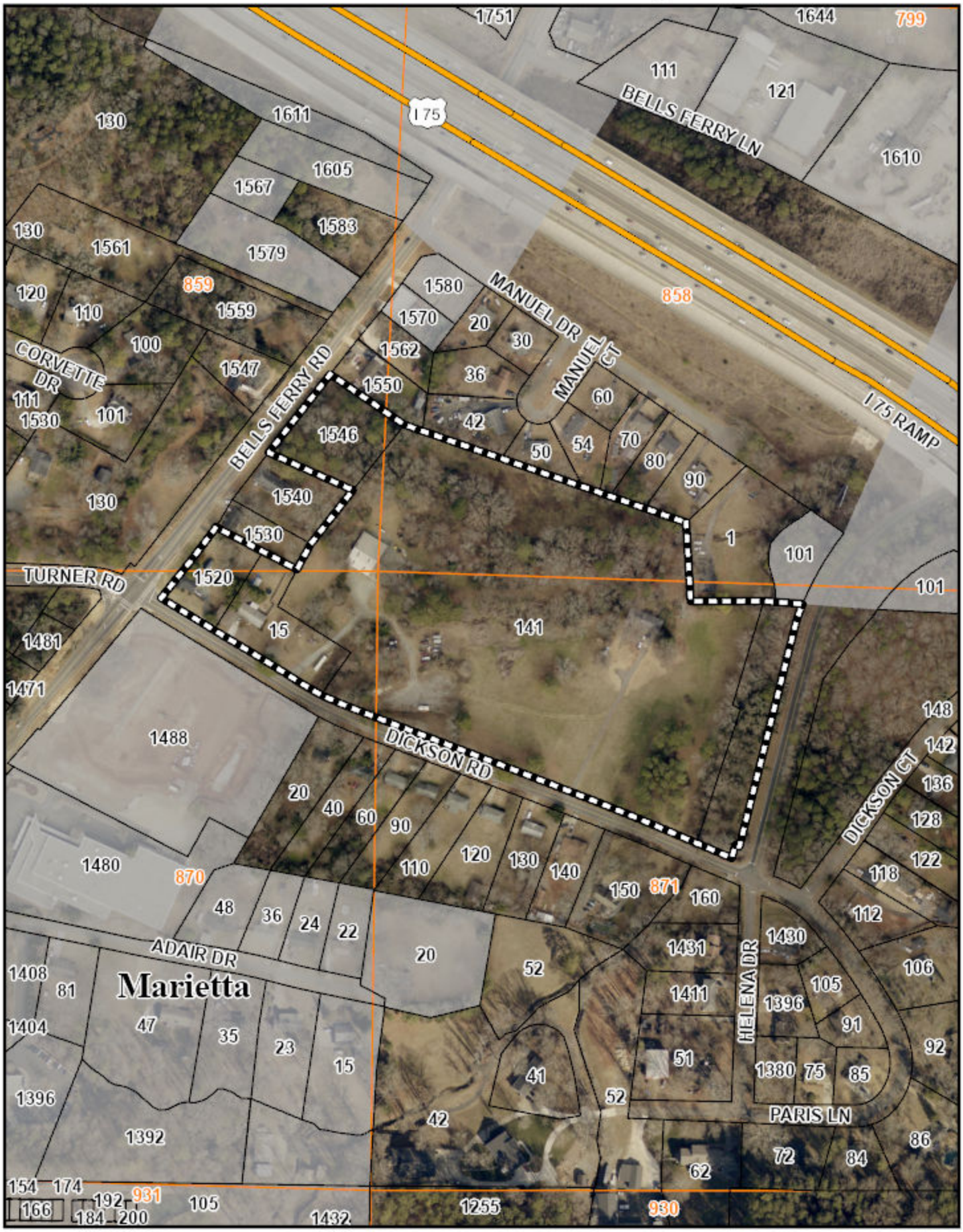
LAND LOTS 858, 859, 870, 874 - 16th DIST. - 2nd SECTION - COBB COUNTY GA

PIEDMONT RESIDENTIAL

CONCEPT PLAN

DATE 11-21-2023
PROJECT NO. 23007.004
SHEET NO. CSP3

Z-2 2026 Aerial Map



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0 245 490 Feet

Zoning Boundary

City Boundary

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Application No. Z- (2026)

Hearing Dates: PC - 02/03/2026
BOC - 02/17/2026

Summary of Intent for Rezoning*

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** Minimum 1,800 square feet (heated)

b) **Proposed building architecture:** Traditional architecture with cementious siding and asphalt shingles

c) **List all requested variances:** To Be Determined During Rezoning Process

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Not Applicable.

b) **Proposed building architecture:** Not Applicable.

c) **Proposed hours/days of operation:** Not Applicable.

d) **List all requested variances:**

Part 3. Other Pertinent Information (List or attach additional information if needed)

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). None known at this time.

*Applicant specifically reserves the right to amend any information set forth in this Summary of Intent for Rezoning, or any portion of the Application for Rezoning, or documentation attached thereto, at any time during the rezoning process.

Bells Ferry Assemblege
Traffic Study - Submittal 1

A traffic Submittal 1 (dated October 7, 2025) was received for a proposed 77-unit single family attached residential development with access off Dickson Road. The comments below are based on the October 7th memorandum and additional discussion with the applicant traffic engineer on October 30, 2025. A full traffic Submittal 2 traffic study is **not** required for the site plan included in the October 7th Submittal 1. However, a potential site plan modification that would include access on Bells Ferry Road was discussed during the October 30th conversation. If the site plan is modified, the Submittal 1 should be revised and resubmitted to Cobb DOT for re-evaluation.

Comments and Recommendations:

Left Turn Lane Requirements

1. Because Dickson Road is a local roadway, Cobb DOT does not anticipate requiring left turn lanes at the site driveways for the site plan included in the October 7th Submittal 1. Cobb DOT would therefore recommend retaining full-movement operation at both locations (as shown in Figure 1) to distribute the site traffic demand, as long as sight distance requirements are met for all approaches at both locations.

Growth Rate

2. If the Submittal 1 is revised for a new site plan, Cobb DOT recommends the use of a 1% growth rate to retain consistency with other county traffic studies.

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KCI

MEMORANDUM

RE: Bells Ferry Assemblage – Residential Development - Traffic Study for Submittal 1 Requirements
Cobb County, Georgia

For: Piedmont Residential, LLC
Attn: JT Eigel, Land Acquisitions Manager
285 Parkway 575
Woodstock, GA 30188
From: Andrew Antweiler, PE, PTOE, RSP1 – KCI Technologies Inc., Traffic Engineer
Date: October 7, 2025

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KCI Technologies, Inc. has prepared this memorandum summarizing the expected trip generation and driveway volumes for the proposed residential development in Cobb County. The +/- 18-acre site is located along the east side of Bells Ferry Road and north side of Dickson Road. Based on the site plan dated 8/26/2025, we understand the development will include 77 residential units (72 duplex homes and 5 single-family attached homes. The property will need to be rezoned. Access to the development is proposed via two full-movement driveways along Dickson Road.

Based on the expected number of development trips, this does not meet the county's stated 'Category 1 Development' (more than 750 daily vehicle trips; or 75 trips during on peak hour). Cobb County Department of Transportation staff requested a memorandum for review per the Cobb County Traffic Study Requirements Memorandum dated November 22, 2022.

Estimated Site Traffic

Traffic anticipated to be generated by the residential land use was based on the Trip Generation Manual, 12th Edition, by the Institute of Transportation Engineers (ITE). This is the nationally recognized database which provides trip generation estimates for multiple land uses. For this development, site traffic was estimated for the typical weekday daily, AM peak hour, and PM peak hour volumes using LU Code 215 (Single-Family attached). Using one land use code was deemed more appropriate rather than splitting between two ITE Land Use Codes (215 and 210 – Single-Family Detached). Due to the relative small number of units, the results for 5 units of LU 210 calculated 306 daily trips using the fitted equation. **Table 1** summarizes the results. The total number of vehicles (total of entering and exiting) the site on a weekday is estimated to be 506 vehicles. The total number of vehicles during the AM peak hour is 30 vehicles and during the PM peak hour is 36 vehicles.

Table 1: Development Trip Generation

Land Use (ITE Code)	Units	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Two-Way Total	Enter	Exit	Total	Enter	Exit	Total
Single-Family Attached (215)	DU	77	506	7	23	30	21	15	36
Total Driveway Trips			506	7	23	30	21	15	36

Site Driveway

The development proposes two full-movement driveways along Dickson Road. Dickson Road is a two-lane roadway, classified as a local road by Cobb County, with a posted speed limit of 30mph.

Figure 1 (attached) indicates the estimated trip distribution for the proposed development and the site driveway trips at the two full movement driveways. Per Cobb County DOT requirements, both a right-turn lane and left-turn lane are expected to be required at both site driveways. The applicant is interested in reducing the requirements considering the roadway and traffic volume conditions along Dickson Road.

Conclusion

The development proposes two full-movement driveways along Dickson Road. No additional transportation improvements are anticipated to accommodate the proposed development.

If a traffic impact study is required:

- a 0.5% annual growth rate is recommended based on historical traffic volume growth in the area to account for growth in traffic volumes until the development is open to traffic.
- The following intersections would be suggested to be studied in addition to the proposed driveways (based on including the first major intersection either direction from the site driveways):
    1. Bell Ferry Road at Dickson Road (signal)
    2. Dickson Road at Dickson Road/Helena Drive (all-way stop)
- There are no known adjacent development trips to be added to background traffic volumes, unless Cobb County provides this information.

This memorandum provides an estimate of traffic volumes for the site. The actual traffic volumes may vary. Please contact me if there are any questions.

Prepared by:
Andrew Antweiler, PE, PTOE, RSP1
Traffic Engineering Practice Lead
Andrew.antweiler@kci.com
Ph: 470-286-1289

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Attachments:

- Figure 1 – Trip Distribution and Driveway Volumes
- Site Plan

LEGEND:

100 Development Trip Distribution %

AM (PM) Project Trips

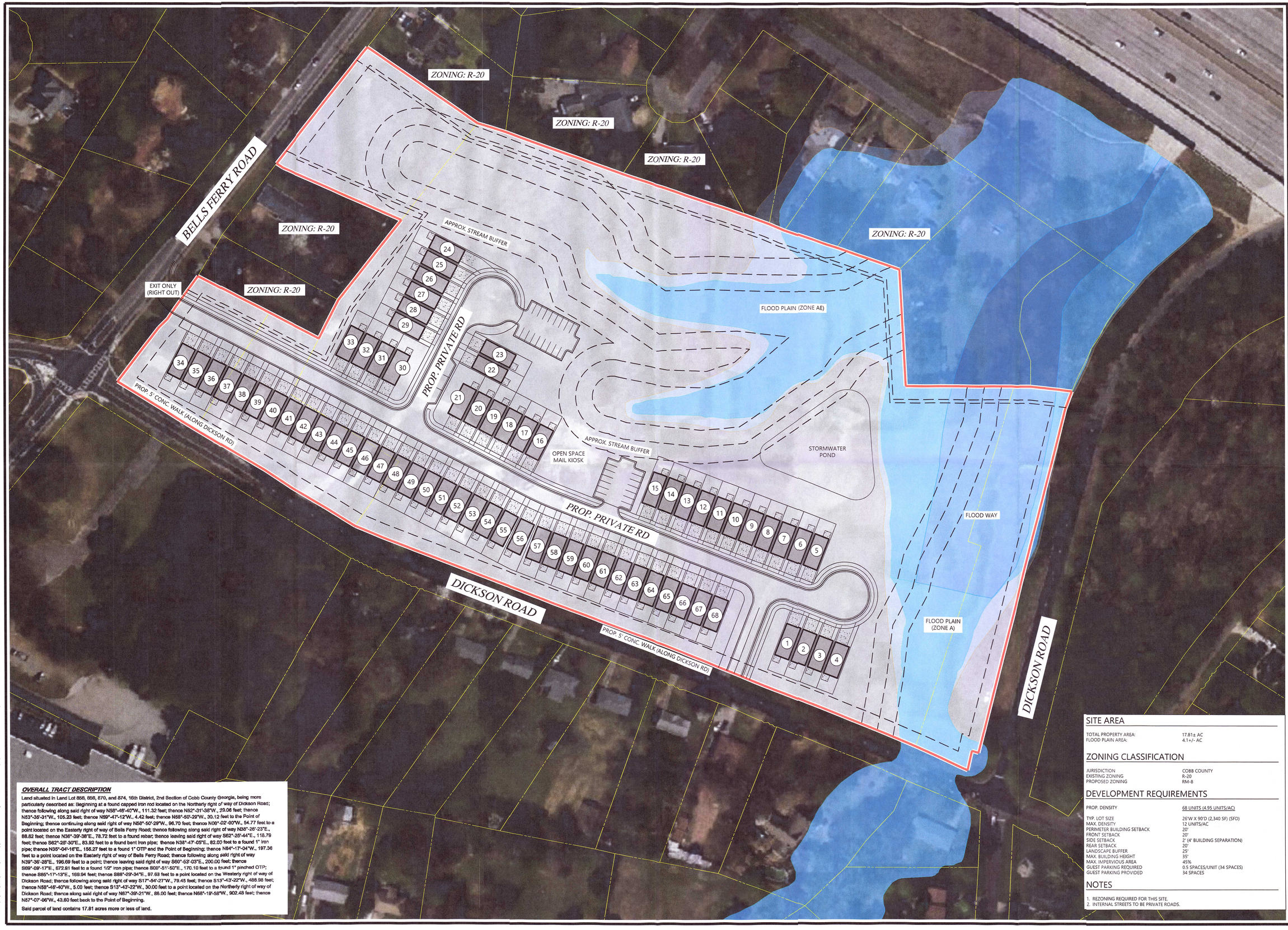
Proposed Study Intersections

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Not to Scale

KCI TECHNOLOGIES	**Bells Ferry Assemblage** **Cobb County, Georgia**	**Trip Distribution and Driveway Volumes**	**Figure 1**



OVERALL TRACT DESCRIPTION

Land situated in Land Lot 858, 859, 870, and 874, 16th District, 2nd Section of Cobb County Georgia, being more particularly described as: Beginning at a found capped iron rod located on the Northerly right of way of Dickson Road; thence following along said right of way N58°-46'-40"W., 111.32 feet; thence N62°-31'-38"W., 29.06 feet; thence N53°-35'-31"W., 105.23 feet; thence N59°-47'-12"W., 4.42 feet; thence N58°-50'-29"W., 30.12 feet to the Point of Beginning; thence continuing along said right of way N58°-50'-29"W., 96.70 feet; thence N06°-02'-00"W., 54.77 feet to a point located on the Easterly right of way of Bells Ferry Road; thence following along said right of way N38°-26'-23"E., 88.82 feet; thence N36°-39'-38"E., 78.72 feet to a found rebar; thence leaving said right of way S62°-25'-44"E., 118.79 feet; thence S62°-26'-30"E., 83.92 feet to a found bent iron pipe; thence N38°-47'-05"E., 82.00 feet to a found 1" iron pipe; thence N35°-04'-16"E., 156.27 feet to a found 1" OTP and the Point of Beginning; thence N84°-17'-04"W., 197.36 feet to a point located on the Easterly right of way of Bells Ferry Road; thence following along said right of way N39°-36'-28"E., 196.69 feet to a point; thence leaving said right of way S60°-53'-03"E., 200.00 feet; thence S69°-09'-17"E., 672.91 feet to a found 1/2" iron pipe; thence S00°-51'-50"E., 170.10 feet to a found 1" pinched OTP; thence S85°-17'-13"E., 169.94 feet; thence S88°-29'-34"E., 97.63 feet to a point located on the Westerly right of way of Dickson Road; thence following along said right of way S17°-54'-27"W., 79.45 feet; thence S13°-43'-22"W., 488.98 feet; thence N58°-46'-40"W., 5.00 feet; thence S13°-43'-22"W., 30.00 feet to a point located on the Northerly right of way of Dickson Road; thence along said right of way N67°-39'-21"W., 86.00 feet; thence N68°-19'-58"W., 902.48 feet; thence N67°-07'-06"W., 43.60 feet back to the Point of Beginning.

Said parcel of land contains 17.81 acres more or less of land.

SITE AREA

TOTAL PROPERTY AREA:	17.81± AC
FLOOD PLAIN AREA:	4.1+/- AC

ZONING CLASSIFICATION

JURISDICTION	COBB COUNTY
EXISTING ZONING	R-20
PROPOSED ZONING	RM-8

DEVELOPMENT REQUIREMENTS

PROP. DENSITY	68 UNITS (4.95 UNITS/AC)
TYP. LOT SIZE	26'W X 90'D (2,340 SF) (SFD)
MAX. DENSITY	12 UNITS/AC
PERIMETER BUILDING SETBACK	20'
FRONT SETBACK	20'
SIDE SETBACK	2' (4' BUILDING SEPARATION)
REAR SETBACK	20'
LANDSCAPE BUFFER	25'
MAX. BUILDING HEIGHT	35'
MAX. IMPERVIOUS AREA	45%
GUEST PARKING REQUIRED	0.5 SPACES/UNIT (34 SPACES)
GUEST PARKING PROVIDED	34 SPACES

NOTES

1. REZONING REQUIRED FOR THIS SITE.
2. INTERNAL STREETS TO BE PRIVATE ROADS.

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FILE NAME: X:\Proposals\2025\Marietta\Bells Ferry\BELLS-FERRY-CSP4.dwg LAST SAVED BY: rdh 11/20/2025 9:12 AM PLOTTED BY: Reginald Dill 11/20/2025 PAPER: ARCH FULL BLEED D (24.00 X 36.00 INCHES) DEVICE: DWG TO PDF.PC3 PLOT STYLE: ATWELL.CTB

0 30' 60'
SCALE: 1"=60'

ATWELL
866.850.4200
www.atwell.com
1850 PARKWAY PLACE, SUITE 650
MARIETTA, GA
770.423.0807

PROJECT ADDRESS

COBB COUNTY

24 HOUR EMERGENCY CONTACT
NAME
PHONE

BELLS FERRY ASSEMBLAGE

LAND LOTS 858, 859, 870, 874 - 16th DIST. - 2nd SECTION - COBB COUNTY GA

PIEDMONT RESIDENTIAL

CONCEPT PLAN

PLAN REVISIONS & RECORDS

REV	DATE

GEORGIA REGISTERED No. "LA001325" LANDSCAPE ARCHITECT R. REGINALD DILL, JR.

DATE. 11-20-2025
PROJECT NO. 25005306
SHEET NO. CSP3

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-2-2026

SITE BACKGROUND

Applicant	Piedmont Residential, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Juett Investments, LLC; AIR Property, LLC; Joy Cain (a/k/a Joy L. Cain); and Nathan A. Ball and Jessica E. Lawson
Property Location	Located on the east side of Bells Ferry Road and the north and west sides of Dickson Road, south of Interstate 75
Address	1520 and 1546 Bells Ferry Road, 15 and 141 Dickson Road
Access to Property	Bells Ferry Road and Dickson Road

QUICK FACTS

Commission District	2 - Allen
Current Zoning	R-20
Current Use of Property	Single-family residences
Proposed Zoning	RM-8
Proposed Use	Single-family community
Future Land Use	IC
Site Acreage	17.81
District	16
Land Lot	858, 859, 870, 871
Parcel #	16087100320, 16087100380, 16087000020, 16085900150, 16087000230
Taxes Paid	Yes

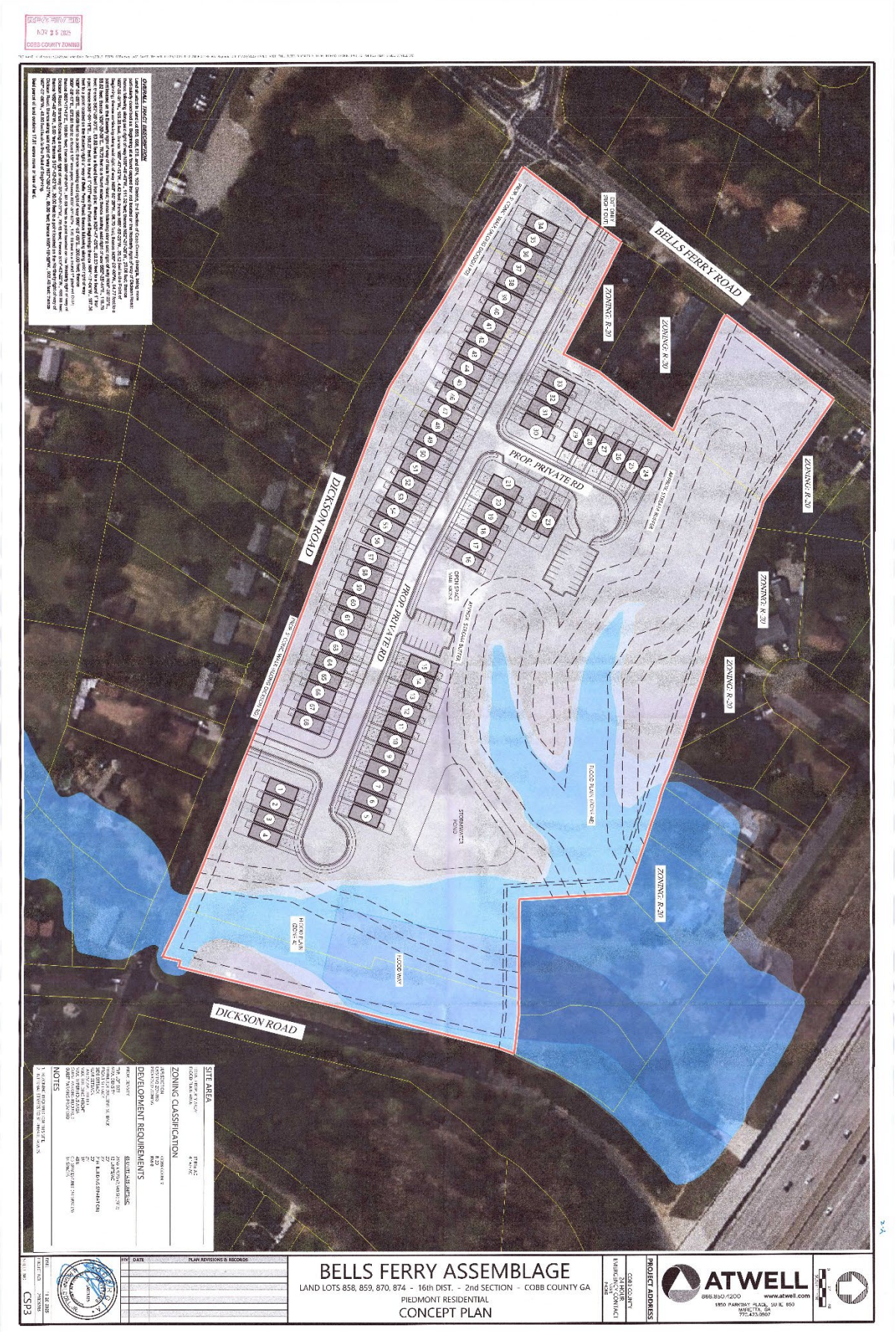
FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Jessica Berman, MPA, CNU-A)

Based on the analysis of this case, Staff recommends **DELETION TO RA-5**, subject to the following:

Z-2-2026 DEPARTMENT COMMENTS – Zoning Division

1. Final Site Plan to be approved by the District Commissioner;
2. Final building elevations to be approved by the District Commissioner;
3. Variances permitted, as shown on the Site Plan;
4. 20-foot landscape screening buffer along property lines abutting Bells Ferry Road and Dickson Road subject to approval by County Arborist;
5. Fire Department comments and recommendations;
6. Stormwater Management Division comments and recommendations;
7. Water and Sewer comments and recommendations; and
8. Department of Transportation comments and recommendations.


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COBB COUNTY ZONING
BELLS FERRY ROAD
DICKSON ROAD
PROP. PRIVATE RD
ZONING: R-20
ZONING: R-30
BELLS FERRY ASSEMBLAGE
LAND LOTS 858, 859, 870, 874 - 16th DIST. - 2nd SECTION - COBB COUNTY GA
PIEDMONT RESIDENTIAL
CONCEPT PLAN
ATWELL
PLAN REVISIONS & RECORDS
PROJECT ADDRESS
SITE AREA
ZONING CLASSIFICATION
DEVELOPMENT REQUIREMENTS
NOTES
CSP3

Z-2 2026 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 245 490 Feet

Zoning Boundary

City Boundary

North

Zoning: R-20 / Single-family residences

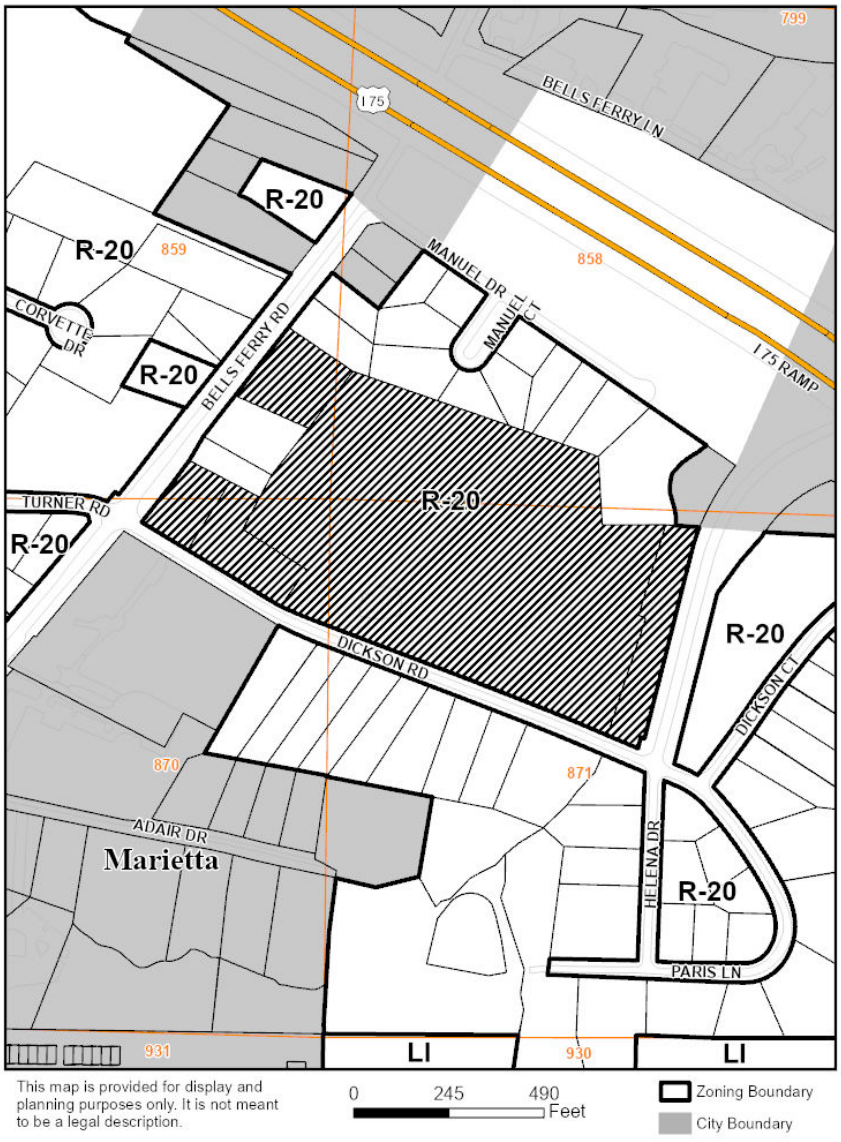
Future Land Use: IC

WEST

Zoning: R-20 / Single-family residences

Future Land Use: IC

Z-2 2026 Map



EAST

Zoning: R-20 / Vacant lot

Future Land Use: IC

SOUTH

Zoning: R-20 / Single-family residences

Future Land Use: IC

Z-2-2026 DEPARTMENT COMMENTS – Zoning Division

Current zoning district for the property

The R-20 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-20 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Requested zoning district for the property

The RM-8 district is established to provide locations for multifamily residential uses or residentially compatible institutional and recreational uses which are within properties delineated for medium and high density residential and regional activity center categories as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the RM-8 district, they should be designed and built to ensure intensity and density compatibility with adjacent multifamily detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Summary of the applicant's proposal

The applicant is requesting a rezoning to RM-8 residential multifamily district in order to develop a community of 68 detached homes on a 17.8-acre site. The proposal involves clearing and combining five (5) existing parcels into one (1) 17.8-acre single-family development with 68 lots. Of the total site area, 4.1 acres are in a flood plain. The overall density of the development within the non-flood plain area is 4.96 units per acre. The proposed homes will be a minimum of 1,600 square feet in size with a two (2)-car garage and of traditional architecture with cementitious siding and asphalt shingles. The proposal also includes the development of two (2) private roads.

Residential criteria

Allowable units as zoned: 7
Proposed # of units: 68
Net density: 4.96
Increase of units: 61
Acres of floodplain/wetlands: 4.1
Impervious surface shown: Maximum 45%

Z-2-2026 DEPARTMENT COMMENTS – Zoning Division

Are there any zoning variances?

Yes;

1. Reduce the required minimum lot size from required 7,000 square feet for RA-5 to 2,340 square feet;
2. Reduce the required rear setback on the individual lots from required 30 feet for interior lots to 20 feet; and
3. Reduce the required side setback on the individual lots from required five (5) feet for interior lots to two (2) feet.

12/17/25

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

FIRE DEPARTMENT ACCESS:
Fire apparatus access roads shall extend to within 150 feet of all portions of the facility or any portion of the exterior wall of the first floor (State Modifications IFC 503.1 2018 Edition and Cobb County Development Standards 402.11). **A ten-foot separation, open to sky, is required in order to measure between structures. (CCDS 402.11)**

All access roads shall meet the American Association of State and Highway Transportation Officials (AASHTO) design manual live load standard HS20 (75,000 lbs.) with an unobstructed width of not less than 20 feet, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

Maximum slope of the access road in reference to the apparatus is 10% Front to Back and 5% Side to Side. Maximum grade of roadways leading to Fire Access roads refer to the Cobb County Development Standard Section 400: 14% for Non-Residential. Maximum angle of departure is 8.5%.

Dead-end access roads more than 150 feet shall be provided with a turn-around (IFC Chapter-5, 120-3-3 Rules and Regulations, CCDS Section-401 & 402). Refer to APPENDIX-D for dimensional criteria for turn-arounds in commercial developments.

FIRE HYDRANT:
The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

(continued)

GUEST PARKING:

Occupant parking shall be installed as required by zoning and additional guest parking shall be required as follows:

- Where driveways to two car garages exceed 50 feet in length, no additional guest parking is required.
- Where driveways to two car garages are at least 22 feet long and 20 feet wide, additional parking shall be required at .5 spaces per dwelling unit.
- Where driveways to two car garages are less than 22 feet long and 20 feet wide, additional parking shall be required at 1 space per dwelling unit.
- Where only single car garages are provided, additional parking shall be required at 2 spaces per dwelling unit.
- **Guest parking spaces must be evenly distributed throughout the project.** (Cobb County Development Standards 401.8.2)

SITE PLAN REVIEW:

Plans must be submitted to the Cobb County Fire Marshal's Office's Mobile Eyes portal for fire site plan approval.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

Z-2-2026 DEPARTMENT COMMENTS – Cemetery Preservation

There is no significant impact on the cemetery site listed in the Cobb County Cemetery Preservation Commission's Inventory Listing which is located in this, or adjacent land lot.

2/3/2026

Approval of this petition will not have an impact on the enrollment of schools.

School	Student Capacity	School Enrollment	Capacity Status
Bells Ferry ES	712	690	22 under capacity
Daniell MS	1175	772	403 under capacity
Sprayberry HS	2062	1632	430 under capacity

12/26/2025

Comprehensive Plan Future Land Use Designation: Industrial Compatible
The subject tract is within the Industrial Compatible (IC) future land use category. The purpose of the IC is to provide for areas that can support light industrial, office/warehouse and distribution uses. Typical land uses for these areas include professional business parks and distribution centers.

Future Land Use Sub-Category? N/A

☐ Consistent ☒ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Marietta
Was the city notified? Yes

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

(continued)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? ☐ Yes ☒ No

(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)? ☐ Yes ☒ No

Is this property within the Cumberland Special District #2 (ad valorem tax)? ☐ Yes ☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone? ☐ Yes ☒ No

Is the property within the Clear Zone (CZ)? ☐ Yes ☒ No

Is the property within 3000' of Dobbins ARB? ☐ Yes ☒ No

Is the property within the Accident Potential Zone (APZ I)? ☐ Yes ☒ No

Is the property within the Accident Potential Zone II (APZ II)? ☐ Yes ☒ No

Is the property within the Noise Zone? ☐ Yes ☒ No

Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)? ☐ Yes ☒ No

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Z-2-2026 DEPARTMENT COMMENTS – Water and Sewer

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☒ YES ☐ NO

Size/location of existing water main(s): 6" on Dickson Rd and Bells Ferry Rd

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☒ YES ☐ NO*

Approx. distance to nearest sewer: On-site

Estimated waste generation (in G.P.D.): Average daily = 16,170

Peak flow = 40,425

Treatment plant: Noonday WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☐ YES* ☒ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Additional sewer comments: There is an existing public sewer system running through this development that must be relocated to avoid conflicting with the proposed buildings.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
Bells Ferry Road	Arterial	45	Cobb County	100’
Dickson Road	Local	30	Cobb County	50’

Roadway	Location	Average daily trips (vpd)	Level of service
Bells Ferry Road	South of Mark Avenue	11,900	D
Dickson Road	NA	NA	NA

vpd = vehicles per day, NA = Not Applicable

Based on 2024 AADT counting data taken by GDOT, as published on their website, for Bells Ferry Road.

Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial and major collector roads from this data source.

LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

ITE Land Use	Description	Expected Size (DU)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
210	Single Family Attached Homes	68	12	36	**48**	40	24	**64**	**641**

vph = vehicles per hour, DU = dwelling unit

Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th edition.

Comments and observations

Bells Ferry Road is classified as an arterial roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

Dickson Road is classified as a local roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

A traffic Submittal 1 (dated October 7, 2025) was received for this proposed development. Cobb DOT provided comments on October 31, 2025. In accordance with Cobb County Code 134-121 and based on the revised site plan received November 25, 2025, this development does not require any additional traffic study submittal.

(continued)

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend applicant, **WITHIN 12 MONTHS OF ZONING APPROVAL**, donate right-of-way on the east side of Bells Ferry Road, a minimum of 50’ from the roadway centerline, in accordance with Cobb County Development Standard 401.2, Right-of-Way.

2. Recommend applicant, **WITHIN 12 MONTHS OF ZONING APPROVAL**, donate right-of-way on the north side of Dickson Road, a minimum of 25’ from the roadway centerline, in accordance with Cobb County Development Standard 401.2, Right-of-Way.

3. Recommend retaining and/or replacing any disturbed curb, gutter, and sidewalk along the Bells Ferry frontage to meet Cobb DOT standards. This recommendation is pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

4. Recommend curb, gutter, and sidewalk along the entire frontage Dickson Road to meet Cobb DOT standards. This recommendation is pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

5. To restrict the Belly Berry access driveway to a right-out driveway as shown on the site plan dated November 20, 2025, Cobb DOT will require that the development construct a short center median or raised island on Bells Ferry Road to restrict the development left turn movements. Cobb DOT recommends the location and design be determined during plan review, subject to Cobb DOT approval.

6. Recommend all crosswalks be installed parallel to the adjacent roadway.

7. Recommend applicant verify that minimum intersection sight distance is available for the proposed development access points and if it is not, implement remedial measures, subject to the Department’s approval, to achieve the minimum requirement. This recommendation is pursuant to Cobb County Development Standard Detail 401B, Intersection Sight Distance.

(continued)

8. All signage and landscaping should be installed off county right-of-way and where it will not impede the line of sight for the driveways or roadways.

9. Recommend mail kiosk for proposed development be located off the right-of-way and either on the inward traffic flow or adjacent to off-street guest parking. This recommendation is to address safety because of the potential of illegal parking movements crossing opposing traffic. The site plan (dated November 20, 2025) appears to comply with this recommendation.

10. Recommend a minimum of 50 feet straight-line distance (from end of curb return to start of adjacent curb return) between any residential driveways and adjacent curves, on-street parking or driveways. This recommendation is pursuant to Cobb County Development Standard 402.7.1, Residential Driveways and Cobb County Development Standard Detail 116R, Residential Driveway Standard. However, because of the tight home spacing, Cobb DOT notes that this standard cannot be met for adjacent internal driveways with the proposed site plan (dated November 20, 2025). The failure to meet this standard for internal driveway spacing is noted because it will preclude the interior roadways from being accepted by the County as public streets at a future date.

11. Recommend private streets, lighting, and utilities be constructed to the Cobb County Standard Specifications for public streets. Private streets that do not meet Cobb DOT specifications for public streets cannot be considered for potential future transfer to Cobb County. This recommendation is pursuant to Cobb County Development Standard 401, Streets and Access (including subsections) and Cobb County Development Standard Details, including the following: Detail 110A, Typical Section Residential Street; Detail 100B, Residential Street Grading; Detail 104a, Typical Residential Cul-de-sac; Detail 104b, Typical Offset Cul-de-sac; and Detail 113, Sidewalks. Items such as the on-street perpendicular parking and close driveway spacing will still require these roadways to remain private in future considerations.

12. Recommend closing and removing driveway aprons along the Bells Ferry Road and Dickson Road frontages that the development renders unnecessary.

13. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that deleting the applicant's rezoning proposal to RA-5 would permit a use that is suitable in view of the use and development of adjacent and nearby property. Development in the immediate surrounding area is almost exclusively single-family residences. Staff believes that including a 20-foot landscape screening buffer along Bells Ferry Road and Dickinson Road could mitigate any effects of nonresidential uses.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that deleting the applicant's rezoning proposal to RA-5 would not adversely affect the existing use or usability of adjacent or nearby property. An RA-5 subdivision on this site with minimum lot sizes of 7,000 square feet as required by code would yield a density of 1.65 units per acre. By way of comparison, Bells Ferry subdivision immediately north has an existing density of 2.37 units per acre and Trojan Valley subdivision immediately south has an existing density of 1.58 units per acre.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that deleting the applicant's rezoning proposal to RA-5 will not result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools. This opinion is supported by the departmental comments contained in this analysis.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that while deleting the applicant's rezoning proposal to RA-5 would not be in conformity with the Cobb County Comprehensive Plan, an RA-5 single-family subdivision would not be incompatible with the surrounding development. The property is delineated within the Industrial Compatible (IC) future land use category. Although the purpose of the IC category is to provide for areas that can support light industrial, office/warehouse and distribution uses, IC areas may also serve as a transitional category between more intensive uses and less intensive uses. Among other IC areas with residential uses in the County, the Small Area Policy Guidelines recommend additional and enhanced buffering and screening requirements on redevelopment to protect the existing and future residential land users as well as the viability of other users. Staff believes that including a 20-foot landscape screening

buffer along Bells Ferry Road and Dickinson Road would be in conformity with this recommendation.

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

It is Staff's opinion that there are existing and changing conditions affecting the use and development of the property which give supporting grounds for deleting the applicant's rezoning proposal to RA-5. The proposed development does not encroach upon the 4.1 acres of wetlands and floodplain on the site. Staff believes that the proposed residential development is anticipated to result in fewer adverse impacts to these environmentally sensitive areas when compared to potential commercial or industrial uses. Accordingly, the proposal supports the Comprehensive Plan's strategic goals for Land Use and Natural & Historic Resources by promoting environmentally responsible development and the protection of sensitive natural resources..

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

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COBB COUNTY ZONING

Application No. Z- (2026)

Hearing Dates: PC - 02/03/2026
BOC - 02/17/2026

Summary of Intent for Rezoning*

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** Minimum 1,800 square feet (heated)

b) **Proposed building architecture:** Traditional architecture with cementious siding and asphalt shingles

c) **List all requested variances:** To Be Determined During Rezoning Process

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Not Applicable.

b) **Proposed building architecture:** Not Applicable.

c) **Proposed hours/days of operation:** Not Applicable.

d) **List all requested variances:**

Part 3. Other Pertinent Information (List or attach additional information if needed)

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). None known at this time.

*Applicant specifically reserves the right to amend any information set forth in this Summary of Intent for Rezoning, or any portion of the Application for Rezoning, or documentation attached thereto, at any time during the rezoning process.

Bells Ferry Assemblege
Traffic Study - Submittal 1

A traffic Submittal 1 (dated October 7, 2025) was received for a proposed 77-unit single family attached residential development with access off Dickson Road. The comments below are based on the October 7th memorandum and additional discussion with the applicant traffic engineer on October 30, 2025. A full traffic Submittal 2 traffic study is **not** required for the site plan included in the October 7th Submittal 1. However, a potential site plan modification that would include access on Bells Ferry Road was discussed during the October 30th conversation. If the site plan is modified, the Submittal 1 should be revised and resubmitted to Cobb DOT for re-evaluation.

Comments and Recommendations:

Left Turn Lane Requirements

1. Because Dickson Road is a local roadway, Cobb DOT does not anticipate requiring left turn lanes at the site driveways for the site plan included in the October 7th Submittal 1. Cobb DOT would therefore recommend retaining full-movement operation at both locations (as shown in Figure 1) to distribute the site traffic demand, as long as sight distance requirements are met for all approaches at both locations.

Growth Rate

2. If the Submittal 1 is revised for a new site plan, Cobb DOT recommends the use of a 1% growth rate to retain consistency with other county traffic studies.

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KCI

MEMORANDUM

RE: Bells Ferry Assemblage – Residential Development - Traffic Study for Submittal 1 Requirements
Cobb County, Georgia

For: Piedmont Residential, LLC
Attn: JT Eigel, Land Acquisitions Manager
285 Parkway 575
Woodstock, GA 30188
From: Andrew Antweiler, PE, PTOE, RSP1 – KCI Technologies Inc., Traffic Engineer
Date: October 7, 2025

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KCI Technologies, Inc. has prepared this memorandum summarizing the expected trip generation and driveway volumes for the proposed residential development in Cobb County. The +/- 18-acre site is located along the east side of Bells Ferry Road and north side of Dickson Road. Based on the site plan dated 8/26/2025, we understand the development will include 77 residential units (72 duplex homes and 5 single-family attached homes. The property will need to be rezoned. Access to the development is proposed via two full-movement driveways along Dickson Road.

Based on the expected number of development trips, this does not meet the county's stated 'Category 1 Development' (more than 750 daily vehicle trips; or 75 trips during on peak hour). Cobb County Department of Transportation staff requested a memorandum for review per the Cobb County Traffic Study Requirements Memorandum dated November 22, 2022.

Estimated Site Traffic

Traffic anticipated to be generated by the residential land use was based on the Trip Generation Manual, 12th Edition, by the Institute of Transportation Engineers (ITE). This is the nationally recognized database which provides trip generation estimates for multiple land uses. For this development, site traffic was estimated for the typical weekday daily, AM peak hour, and PM peak hour volumes using LU Code 215 (Single-Family attached). Using one land use code was deemed more appropriate rather than splitting between two ITE Land Use Codes (215 and 210 – Single-Family Detached). Due to the relative small number of units, the results for 5 units of LU 210 calculated 306 daily trips using the fitted equation. **Table 1** summarizes the results. The total number of vehicles (total of entering and exiting) the site on a weekday is estimated to be 506 vehicles. The total number of vehicles during the AM peak hour is 30 vehicles and during the PM peak hour is 36 vehicles.

Table 1: Development Trip Generation

Land Use (ITE Code)	Units	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Two-Way Total	Enter	Exit	Total	Enter	Exit	Total
Single-Family Attached (215)	DU	77	506	7	23	30	21	15	36
Total Driveway Trips			506	7	23	30	21	15	36

Site Driveway

The development proposes two full-movement driveways along Dickson Road. Dickson Road is a two-lane roadway, classified as a local road by Cobb County, with a posted speed limit of 30mph.

Figure 1 (attached) indicates the estimated trip distribution for the proposed development and the site driveway trips at the two full movement driveways. Per Cobb County DOT requirements, both a right-turn lane and left-turn lane are expected to be required at both site driveways. The applicant is interested in reducing the requirements considering the roadway and traffic volume conditions along Dickson Road.

Conclusion

The development proposes two full-movement driveways along Dickson Road. No additional transportation improvements are anticipated to accommodate the proposed development.

If a traffic impact study is required:

- a 0.5% annual growth rate is recommended based on historical traffic volume growth in the area to account for growth in traffic volumes until the development is open to traffic.
- The following intersections would be suggested to be studied in addition to the proposed driveways (based on including the first major intersection either direction from the site driveways):
    1. Bell Ferry Road at Dickson Road (signal)
    2. Dickson Road at Dickson Road/Helena Drive (all-way stop)
- There are no known adjacent development trips to be added to background traffic volumes, unless Cobb County provides this information.

This memorandum provides an estimate of traffic volumes for the site. The actual traffic volumes may vary. Please contact me if there are any questions.

Prepared by:
Andrew Antweiler, PE, PTOE, RSP1
Traffic Engineering Practice Lead
Andrew.antweiler@kci.com
Ph: 470-286-1289

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Attachments:

- Figure 1 – Trip Distribution and Driveway Volumes
- Site Plan

LEGEND:

100 Development Trip Distribution %

AM (PM) Project Trips

Proposed Study Intersections

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Not to Scale

KCI TECHNOLOGIES	**Bells Ferry Assemblage** **Cobb County, Georgia**	**Trip Distribution and Driveway Volumes**	**Figure 1**

MOORE INGRAM JOHNSON & STEELE

A LIMITED LIABILITY PARTNERSHIP
WWW.MIJS.COM

MARIETTA, GEORGIA
EMERSON OVERLOOK
326 ROSWELL STREET
SUITE 100
MARIETTA, GEORGIA 30060
TELEPHONE (770) 429-1499

KNOXVILLE, TENNESSEE
408 N. CEDAR BLUFF ROAD
SUITE 500
KNOXVILLE, TENNESSEE 37923
TELEPHONE (865) 692-9039

JACKSONVILLE, FLORIDA
10201 CENTURION PARKWAY N.
SUITE 401
JACKSONVILLE, FLORIDA 32256
TELEPHONE (904) 428-1465

BRENTWOOD, TENNESSEE
12 CADILLAC DRIVE
SUITE 200
BRENTWOOD, TENNESSEE 37027
TELEPHONE (615) 425-7347

LEXINGTON, KENTUCKY
2408 SIR BARTON WAY
SUITE 375
LEXINGTON, KENTUCKY 40509
TELEPHONE (859) 309-0026

ORLANDO, FLORIDA
1000 LEGION PLACE
SUITE 701
ORLANDO, FLORIDA 32801
TELEPHONE (407) 367-6233

HARRISBURG, PENNSYLVANIA
101 ERFORD ROAD
SUITE 300
CAMP HILL, PENNSYLVANIA 17011
TELEPHONE (717) 790-2854

FAIRFIELD, NEW JERSEY
165 PASSAIC AVENUE
SUITE 205
FAIRFIELD, NEW JERSEY 07004
TELEPHONE 201-602-4082

January 28, 2026

Via E-mail Only

Mr. John P. Pederson, AICP
Zoning Division Manager
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia 30064

RE: Application for Rezoning - Application No. Z-2 (2026)
Applicant: Piedmont Residential, LLC
Property Owners: Juett Investments, LLC; AIR Property LLC; Joy Cain (a/k/a Joy L. Cain; Nathan A. Ball; and Jessica E. Lawson
Property: 17.81 acres, more or less, located along the northeasterly side of Bells Ferry Road, and along the northerly and westerly sides of Dickson Road, being more particularly known as 1520 and 1546 Bells Ferry Road, and 15, 141, and unnumbered Dickson Road, Land Lots 858, 859, 870, and 871, 16th District, 2nd Section, Cobb County, Georgia

Dear John:

The undersigned and this firm represent the Applicant, Piedmont Residential, LLC (hereinafter referred to as "Applicant"), and the Property Owners, Juett Investments, LLC, AIR Property LLC, Joy Cain (a/k/a Joy L. Cain), Nathan A. Ball, and Jessica E. Lawson (hereinafter collectively referred to as "Owners" or "Property Owners"), in the above-referenced Application for Rezoning with regard to a total tract of 17.81 acres, more or less, located along the northeasterly side of Bells Ferry Road, and along the northerly and westerly sides of Dickson Road, being more particularly known as 1520 and 1546 Bells Ferry Road, and 15, 141, and unnumbered Dickson Road, Land Lots 858, 859, 870, and 871, 16th District, 2ndSection, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). After meetings and conferences with Planning and Zoning Staff; as well as, other County Departmental Staff, communications with area residents and homeowner representatives, reviewing the Departmental Comments and Staff Recommendations,

and reviewing the uses of surrounding properties, we have been authorized by the Applicant to submit this letter of agreeable stipulations and conditions, which, if the Application for Rezoning is approved, as submitted, shall become a part of the grant of the requested rezoning and shall be binding upon the Subject Property. The proposed stipulations are as follows:

(1) Applicant seeks rezoning of the Subject Property from the current zoning classification of R-20 to the proposed zoning classification of RM-8, site plan specific to the revised Site Plan prepared for Applicant by Atwell, dated January 18, 2026, and submitted with this letter of agreeable stipulations and conditions. A reduced copy of the revised Site Plan is attached as Exhibit "A" and incorporated herein by reference.

(2) The Subject Property consists of 17.81 acres, more or less, and shall be developed for a single-family, detached residential community containing a maximum of sixty-eight (68) residences.

(3) Applicant agrees the minimum house size for the homes in the proposed community shall be 1,700 square feet of heated and cooled living space and shall have a minimum two-car garage.

(4) Homes in the proposed community shall be Traditional and Craftsman in architecture and style and contain exterior materials of brick, stone, stacked stone, cedar shake, board and batten, traditional lap-siding, hardi-plank, or any combination thereof.

(5) Applicant agrees to the creation of a mandatory homeowners association consistent with communities within the area. The mandatory homeowners association shall be responsible for the upkeep and maintenance of all private streets, entrance areas, common areas, open space areas, amenity area, mail kiosk, landscaping around detention areas, and the like, contained within the proposed residential community.

(6) Additionally, and in conjunction with the creation of the mandatory homeowners association, Applicant agrees to the recording and enforcement of a Declaration of Covenants, Easements, and Restrictions (the "Covenants") which will contain covenants, rules, and regulations applicable to the proposed development.

(7) Entrance signage for the proposed community shall be ground based, monument-style signage, and shall consist of brick, stone, stacked stone, stucco, or combinations thereof, with accents, complementary to materials used in the

construction of the homes within the community. Entrance landscaping shall be professionally designed and implemented, with final approval being included as part of the overall Landscape Plan. Maintenance of the entrance area shall be through the mandatory homeowners association as set forth in the Covenants.

(8) The setbacks for the proposed residential community shall be as more particularly shown and reflected on the revised Site Plan.

(9) Detention and water quality facilities for the proposed community shall be as shown and reflected on the revised Site Plan, unless approved otherwise by Cobb County Stormwater Management. All surface facilities shall be screened by a fence, a minimum of six (6) feet in height with landscaping to the exterior of the fencing for purposes of visual screening. The landscaping shall be approved by the Cobb County Arborist during the Plan Review and Permitting Process. All landscaping and fencing surrounding the detention and water quality areas shall be maintained by the mandatory homeowners association.

(10) Applicant agrees to a minimum twenty (20) foot landscaped or undisturbed buffer around the perimeter of the Property. Areas not disturbed during development and construction may remain undisturbed.

(11) All landscaping referenced herein; including, but not limited to, the street frontage, entrance area, and landscape buffer areas, shall be approved by the Cobb County Arborist as part of the Plan Review and Permitting Process and incorporated into the overall Landscape Plan for the proposed community.

(12) The proposed community shall have private streets.

(13) Applicant agrees the Covenants include a provision the community streets will remain private, in perpetuity.

(14) Applicant agrees to establish a separate account in the name of the homeowners association for the exclusive purpose of future private street maintenance (the "Street Reserve Account"). Prior to approval of the initial final plat, Applicant agrees to perform a third-party capital reserve analysis ("CRA"), subject to review and approval by the Cobb County Department of Transportation, and Applicant shall (a) fund the Street Reserve Account with the amount determined in the CRA for the projected cost of the first round of maintenance of the private streets; and (b) include a requirement in the Covenants that (i) dues shall include an amount per

lot be collected each year and deposited into the Street Reserve Account at a rate that will yield the estimated amount needed to maintain the private streets per the most recent CRA; and (ii) the homeowners association shall commission a new CRA regarding the private streets every five (5) years.

(15) Applicant agrees the construction of the private streets shall be to public street standards with respect to the profile of the pavement sections.

(16) Minor modifications to the within stipulations, the referenced revised Site Plan, lighting, signage, landscaping, building architecture, site features, and the like, may be approved by the District Commissioner, as needed or necessary, except for those that:

(a) Increase the density of a residential project or the overall square footage of a non-residential project;

(b) Reduce the size of an approved buffer adjacent to a property that is zoned the same or in a more restrictive zoning district;

(c) Relocate a structure closer to the property line of an adjacent property that is zoned the same or in a more restrictive zoning district;

(d) Increase the height of a building that is adjacent to a property that is zoned the same or in a more restrictive zoning district;

(e) Change an access location to a different roadway;

(f) Would be in direct contradiction or conflict with any of the stipulations of this rezoning;

(g) Would be in direct contradiction or conflict with Cobb County Code and Ordinances; or

(h) Would be in direct contradiction or conflict with any Staff Recommendations that were adopted into the final zoning decision.

(17) All setbacks, landscape, and buffer areas may be penetrated for purposes of fencing, access, utilities, and stormwater management, including, but not limited to, drainage and detention facilities, utilities, and any and all slopes or other required

engineering features of the foregoing. Any disturbed areas must be replanted with like vegetation. Areas within the buffer that are not disturbed which have natural, existing vegetation may remain natural.

(18) Applicant agrees to comply with all Cobb County Stormwater Management requirements applicable to the Subject Property.

(19) Applicant agrees to comply with the Cobb County Water and Sewer Staff Comments and Recommendations.

(20) Applicant agrees to comply with the Cobb County Department of Transportation Staff Comments and Recommendations.

We believe the requested zoning, together with the revised Site Plan and the stipulations set forth herein, is an appropriate use of the Subject Property while taking into consideration the overall area, the location, and varied uses of properties located therein. The proposed residential community shall be a quality development, shall be compatible with and complementary to surrounding developments, businesses, and venues. and shall be an enhancement to the Subject Property and Cobb County as a whole. Thank you for your consideration in this request.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

J. Kevin Moore

JKM:cc
Attachment

c: Cobb County Board of Commissioners:
Lisa N. Cupid, Chairwoman
Erick Allen
JoAnn Birrell
Keli A. Gambrill
Monique Sheffield
(With Copy of Attachment)

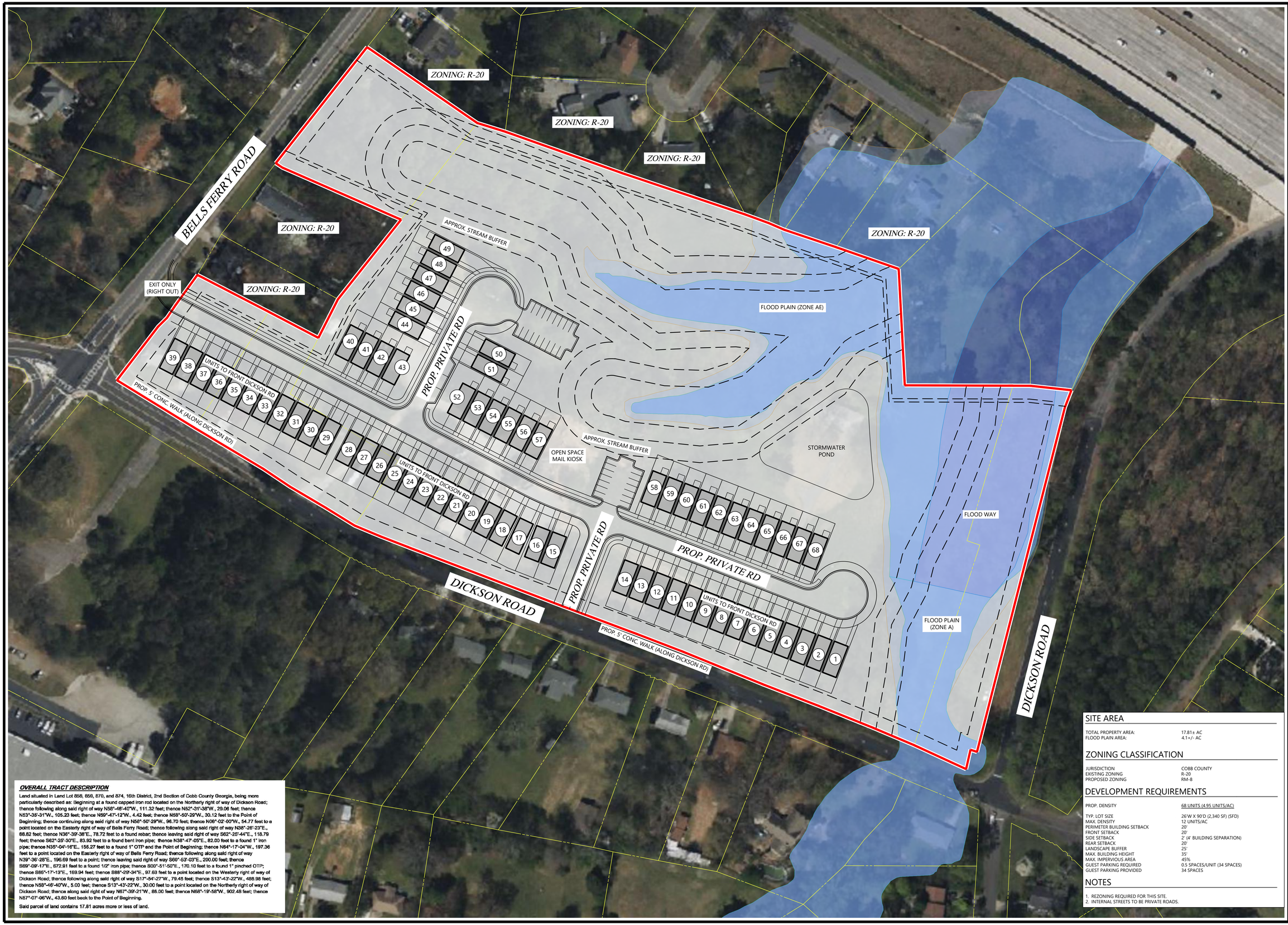
Cobb County Planning Commission:
Nadia Faucette, Chairwoman
Fred Beloin
Deborah Dance
Deidra Massey
Sara Micheletto
(With Copy of Attachment)

Terry L. Martin, AICP,CNU-A
Senior Planner
Zoning Division
Cobb County Community Development Agency
(With Copy of Attachment)

Piedmont Residential, LLC
(With Copy of Attachment)

BELLS FERRY ASSEMBLAGE
LAND LOTS 858, 859, 870, 874 - 16th DIST - 2nd SECTION - COBB COUNTY GA
PIEDMONT RESIDENTIAL
ZONING PLAN
ATWELL
PROJECT ADDRESS
COBB COUNTY
24 HOUR EMERGENCY CONTACT
SITE AREA
ZONING CLASSIFICATION
DEVELOPMENT REQUIREMENTS
NOTES
DESIGNATED FUTURE USE
DICKSON ROAD
BELLS FERRY ROAD
PROP. PRIVATE RD
STORMWATER POND
FLOOD WAY
FLOOD PLAIN (ZONE AE)
ZONING: R-20
OPEN SPACE MAIL KIOSK
APPROX. STREAM BUFFER
UNITS TO FRONT DICKSON RD
PROP. 5' CONC. WALK ALONG DICKSON RD
EXIST CURB PROP CURB
1 OF 1

EXHIBIT "A"



OVERALL TRACT DESCRIPTION

Land situated in Land Lot 858, 859, 870, and 874, 16th District, 2nd Section of Cobb County Georgia, being more particularly described as: Beginning at a found capped iron rod located on the Northerly right of way of Dickson Road; thence following along said right of way N58°-46'-40"W., 111.32 feet; thence N52°-31'-38"W., 29.06 feet; thence N53°-35'-31"W., 105.23 feet; thence N59°-47'-12"W., 4.42 feet; thence N58°-50'-29"W., 30.12 feet to the Point of Beginning; thence continuing along said right of way N58°-50'-29"W., 96.70 feet; thence N06°-02'-00"W., 54.77 feet to a point located on the Easterly right of way of Bells Ferry Road; thence following along said right of way N38°-26'-23"E., 88.82 feet; thence N36°-39'-36"E., 78.72 feet to a found rebar; thence leaving said right of way S62°-25'-44"E., 118.79 feet; thence S62°-25'-30"E., 83.92 feet to a found bent iron pipe; thence N38°-47'-05"E., 82.00 feet to a found 1" iron pipe; thence N35°-04'-16"E., 155.27 feet to a found 1" OTP and the Point of Beginning; thence N64°-17'-04"W., 197.36 feet to a point located on the Easterly right of way of Bells Ferry Road; thence following along said right of way N39°-36'-28"E., 196.69 feet to a point; thence leaving said right of way S60°-53'-03"E., 200.00 feet; thence S69°-08'-17"E., 872.91 feet to a found 1/2" iron pipe; thence S00°-51'-50"E., 170.10 feet to a found 1" pinched OTP; thence S85°-17'-13"E., 169.94 feet; thence S88°-29'-34"E., 97.63 feet to a point located on the Westerly right of way of Dickson Road; thence following along said right of way S17°-54'-27"W., 79.45 feet; thence S13°-43'-22"W., 486.98 feet; thence N58°-46'-40"W., 5.00 feet; thence S13°-43'-22"W., 30.00 feet to a point located on the Northerly right of way of Dickson Road; thence along said right of way N67°-39'-21"W., 86.00 feet; thence N68°-19'-58"W., 902.48 feet; thence N57°-07'-06"W., 43.60 feet back to the Point of Beginning.

Said parcel of land contains 17.81 acres more or less of land.

SITE AREA

TOTAL PROPERTY AREA:	17.81± AC
FLOOD PLAIN AREA:	4.1+/- AC

ZONING CLASSIFICATION

JURISDICTION	COBB COUNTY
EXISTING ZONING	R-20
PROPOSED ZONING	RM-8

DEVELOPMENT REQUIREMENTS

PROP. DENSITY	68 UNITS (4.95 UNITS/AC)
TYP. LOT SIZE	26'W X 90'D (2,340 SF) (SFD)
MAX. DENSITY	12 UNITS/AC
PERIMETER BUILDING SETBACK	20'
FRONT SETBACK	20'
SIDE SETBACK	2' (4' BUILDING SEPARATION)
REAR SETBACK	20'
LANDSCAPE BUFFER	25'
MAX. BUILDING HEIGHT	35'
MAX. IMPERVIOUS AREA	45%
GUEST PARKING REQUIRED	0.5 SPACES/UNIT (34 SPACES)
GUEST PARKING PROVIDED	34 SPACES

NOTES

1. REZONING REQUIRED FOR THIS SITE.
2. INTERNAL STREETS TO BE PRIVATE ROADS.

0 30' 60'
SCALE: 1" = 60'

ATWELL
866.850.4200
www.atwell.com
1850 PARKWAY PLACE, SUITE 650
MARIETTA, GA
770.423.0807

PROJECT ADDRESS

COBB COUNTY
24 HOUR EMERGENCY CONTACT
NAME
PHONE

BELLS FERRY ASSEMBLAGE

LAND LOTS 858, 859, 870, 874 - 16th DIST. - 2nd SECTION - COBB COUNTY GA
PIEDMONT RESIDENTIAL
ZONING PLAN

PLAN REVISIONS & RECORDS

REV	DATE

REGISTERED LANDSCAPE ARCHITECT
No. LA001325
M. REGINALD DILLER, JR.

DATE	01-18-2026
PROJECT NO.	25005306
SHEET NO.	1 OF 1

FILE NAME: X:\Projects\2025\Marietta\Bells Ferry\BELLS-FERRY-CSPR.dwg LAST SAVED BY: rdill 1/8/2026 8:59 PM PLOTTED BY: Reginald Dill 1/23/2026 PAPER: ARCH FULL BLEED D (24.00 X 36.00 INCHES) DEVICE: DWG TO PDF.PC3 PLOT STYLE: ATWELL.CTB

Z-2-2026 DEPARTMENT COMMENTS – Stormwater Management

12/26/2025

Site Data

1. Address: 1520 & 1546 Bells Ferry Rd, 15 & 141 Dickson Rd
2. District: 2
3. Existing Zoning: R-20 Existing Allowable Impervious Coverage: 35%
4. Proposed Zoning: RM-8 Allowable Future Impervious Coverage: 45%
5. Future Land Use: IC

Existing Conditions

Floodplain Information

1. Flood Damage Prevention Designated Flood Hazard: Yes, Zones: AE & A

Stormwater Information

1. Drainage Basin: Noonday Creek Basin
2. State Stream Buffers: Yes
3. County Stream Buffer Ordinance: Yes
4. Impaired Stream: Yes
5. Wetlands: Possibly, Not Verified Location: Bed & Bank of Stream

Topography Information

1. General site Description: The site is rolling, minimally developed property which slopes to the north toward significant areas of floodplain and stream buffers onsite.

Project Design Comments and Recommendations

The following comments and recommendations are typically required at the time of plan review and permitting.

Proposed Project Onsite Design Requirements

1. At the time of plan review provide a comprehensive Hydrology Study and Design for the Stormwater Management Design will be required. The design and study shall be in accordance with the Georgia Stormwater Management Manual and the current Cobb County Codes. The design and study shall include but not limited to stormwater detention, runoff reduction and/or water quality, channel protection, and downstream flood prevention.

2. At the time of plan review calculate and provide the percentage of impervious coverage for the project site on the plans.

3. Impervious calculations for residential subdivision design shall be based the maximum allowable percentage per lot based on the zoning category plus all additional

(continued)

impervious areas including but not limited to roads, sidewalks, and amenity areas.

4. Recommend a pre-design concept meeting with Cobb County Stormwater Management Division. At the time of the Concept Meeting a proposed concept stormwater management plan shall be presented.

5. The proposed onsite storm drain system and stormwater management facility is considered private. All annual inspections, maintenance and repairs are the responsibility of the property owner. A stormwater facility "Maintenance Agreement and Access Easement" will be required at the time of the land disturbance permit with the Cobb County Stormwater Management Division.

6. The Owner/Developer is responsible for obtaining any required stream piping and wetland disturbance permits from the U.S. Army Corps of Engineers including any required mitigation. Copies of the Corps of Engineers approvals, permits, and proof of mitigation are to be furnished at the time of the Land Disturbance Permit and scanned onto the plan sheets of the project drawings.

7. The Owner/Developer is responsible for obtaining any required stream piping and buffer variances from the Georgia EPD including any mitigation. Copies of the State's approvals, permits, and proof of mitigation are to be furnished at the time of the Land Disturbance Permit and scanned onto the plan sheets of the project drawings.

8. Any spring activity discovered must be addressed by a qualified registered geotechnical professional engineer (PE) at the expense of the owner/developer.

9. Structural fill must be placed under the direction of a qualified registered geotechnical engineer (PE) at the expense of the owner/developer.

Special Conditions

1. Lot 58 property line(s) should be modified slightly to avoid protruding into the impervious area buffer.
2. No portion of the RM-8 lots may be within the floodplain.
3. The proposed detention pond location is shown at a localized high-point on site. The "Stormwater Pond" bottom elevation must be above the Base Flood Elevation and fill associated it's construction must not extend into the floodplain.

MOORE INGRAM JOHNSON & STEELE
A LIMITED LIABILITY PARTNERSHIP
WWW.MIJS.COM

MARIETTA, GEORGIA
EMERSON OVERLOOK
326 ROSWELL STREET
SUITE 100
MARIETTA, GEORGIA 30060
TELEPHONE (770) 429-1499

KNOXVILLE, TENNESSEE
408 N. CEDAR BLUFF ROAD
SUITE 500
KNOXVILLE, TENNESSEE 37923
TELEPHONE (865) 692-9039

JACKSONVILLE, FLORIDA
10201 CENTURION PARKWAY N.
SUITE 401
JACKSONVILLE, FLORIDA 32256
TELEPHONE (904) 428-1465

BRENTWOOD, TENNESSEE
12 CADILLAC DRIVE
SUITE 200
BRENTWOOD, TENNESSEE 37027
TELEPHONE (615) 425-7347

LEXINGTON, KENTUCKY
2408 SIR BARTON WAY
SUITE 375
LEXINGTON, KENTUCKY 40509
TELEPHONE (859) 309-0026

ORLANDO, FLORIDA
1000 LEGION PLACE
SUITE 701
ORLANDO, FLORIDA 32801
TELEPHONE (407) 367-6233

HARRISBURG, PENNSYLVANIA
101 ERFORD ROAD
SUITE 300
CAMP HILL, PENNSYLVANIA 17011
TELEPHONE (717) 790-2854

FAIRFIELD, NEW JERSEY
165 PASSAIC AVENUE
SUITE 205
FAIRFIELD, NEW JERSEY 07004
TELEPHONE 201-602-4082

February 23, 2026

Via E-mail Only

Mr. John P. Pederson, AICP
Zoning Division Manager
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia 30064

RE: Application for Rezoning - Application No. Z-2 (2026)
Applicant: Piedmont Residential, LLC
Property Owners: Juett Investments, LLC; AIR Property LLC; Joy Cain (a/k/a Joy L. Cain; Nathan A. Ball; and Jessica E. Lawson
Property: 17.81 acres, more or less, located along the northeasterly side of Bells Ferry Road, and along the northerly and westerly sides of Dickson Road, being more particularly known as 1520 and 1546 Bells Ferry Road, and 15, 141, and unnumbered Dickson Road, Land Lots 858, 859, 870, and 871, 16th District, 2nd Section, Cobb County, Georgia

Dear John:

The undersigned and this firm represent the Applicant, Piedmont Residential, LLC (hereinafter referred to as "Applicant"), and the Property Owners, Juett Investments, LLC, AIR Property LLC, Joy Cain (a/k/a Joy L. Cain), Nathan A. Ball, and Jessica E. Lawson (hereinafter collectively referred to as "Owners" or "Property Owners"), in the above-referenced Application for Rezoning with regard to a total tract of 17.81 acres, more or less, located along the northeasterly side of Bells Ferry Road, and along the northerly and westerly sides of Dickson Road, being more particularly known as 1520 and 1546 Bells Ferry Road, and 15, 141, and unnumbered Dickson Road, Land Lots 858, 859, 870, and 871, 16th District, 2ndSection, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). After meetings and conferences with Planning and Zoning Staff; as well as, other County Departmental Staff, communications with area residents and homeowner representatives, reviewing the Departmental Comments and Staff Recommendations,

and reviewing the uses of surrounding properties, we have been authorized by the Applicant to submit this letter of agreeable stipulations and conditions, which, if the Application for Rezoning is approved, as submitted, shall become a part of the grant of the requested rezoning and shall be binding upon the Subject Property. The proposed stipulations are as follows:

(1) Applicant seeks rezoning of the Subject Property from the current zoning classification of R-20 to the proposed zoning classification of RM-8, site plan specific to the revised Site Plan prepared for Applicant by Atwell, dated January 18, 2026, and previously submitted to Cobb Zoning Staff. A reduced copy of the revised Site Plan is attached as Exhibit "A" and incorporated herein by reference.

(2) The Subject Property consists of 17.81 acres, more or less, and shall be developed for a single-family, detached residential community containing a maximum of sixty-eight (68) residences.

(3) Applicant agrees the minimum house size for the homes in the proposed community shall be 1,700 square feet of heated and cooled living space and shall have a minimum two-car garage.

(4) Homes in the proposed community shall be Traditional and Craftsman in architecture and style and contain exterior materials of brick, stone, stacked stone, cedar shake, board and batten, traditional lap-siding, hardi-plank, or any combination thereof.

(5) Applicant agrees to the creation of a mandatory homeowners association consistent with communities within the area. The mandatory homeowners association shall be responsible for the upkeep and maintenance of all private streets, entrance areas, common areas, open space areas, amenity area, mail kiosk, landscaping around detention areas, and the like, contained within the proposed residential community.

(6) Additionally, and in conjunction with the creation of the mandatory homeowners association, Applicant agrees to the recording and enforcement of a Declaration of Covenants, Easements, and Restrictions (the "Covenants") which will contain covenants, rules, and regulations applicable to the proposed development.

(7) Entrance signage for the proposed community shall be ground based, monument-style signage, and shall consist of brick, stone, stacked stone, stucco, or combinations thereof, with accents, complementary to materials used in the construction of the homes within the community. Entrance landscaping shall be

professionally designed and implemented, with final approval being included as part of the overall Landscape Plan. Maintenance of the entrance area shall be through the mandatory homeowners association as set forth in the Covenants.

(8) Applicant agrees the final design of the entrance and exit locations shall be designed to accommodate gates should the homeowners association desire to install gates in the future, which final design shall meet Cobb County Standards and Ordinances for installation of gates.

(9) Applicant agrees the undeveloped area located in the northwest portion of the Property shall be cleaned of underbrush, limbs, dead or fallen trees and debris in order to create a passive park area for use by the future residents. Such portion of the Property shall include fencing along the Bells Ferry Road frontage; as well as, such interior or perimeter fencing as is necessary to establish access to the passive park for use by future residents. The fencing and passive park area will be maintained by the future homeowners association.

(10) The setbacks for the proposed residential community shall be as more particularly shown and reflected on the revised Site Plan.

(11) Detention and water quality facilities for the proposed community shall be as shown and reflected on the revised Site Plan, unless approved otherwise by Cobb County Stormwater Management. All surface facilities shall be screened by a fence, a minimum of six (6) feet in height with landscaping to the exterior of the fencing for purposes of visual screening. The landscaping shall be approved by the Cobb County Arborist during the Plan Review and Permitting Process. All landscaping and fencing surrounding the detention and water quality areas shall be maintained by the mandatory homeowners association.

(12) Applicant agrees to a minimum twenty (20) foot landscaped or undisturbed buffer around the perimeter of the Property. Areas not disturbed during development and construction may remain undisturbed.

(13) All landscaping referenced herein; including, but not limited to, the street frontage, entrance area, and landscape buffer areas, shall be approved by the Cobb County Arborist as part of the Plan Review and Permitting Process and incorporated into the overall Landscape Plan for the proposed community.

(14) The proposed community shall have private streets.

(15) Applicant agrees the Covenants include a provision the community streets will remain private, in perpetuity.

(16) Applicant agrees to establish a separate account in the name of the homeowners association for the exclusive purpose of future private street maintenance (the "Street Reserve Account"). Prior to approval of the initial final plat, Applicant agrees to perform a third-party capital reserve analysis ("CRA"), subject to review and approval by the Cobb County Department of Transportation, and Applicant shall (a) fund the Street Reserve Account with the amount determined in the CRA for the projected cost of the first round of maintenance of the private streets; and (b) include a requirement in the Covenants that (i) dues shall include an amount per lot be collected each year and deposited into the Street Reserve Account at a rate that will yield the estimated amount needed to maintain the private streets per the most recent CRA; and (ii) the homeowners association shall commission a new CRA regarding the private streets every five (5) years.

(17) Applicant agrees the construction of the private streets shall be to public street standards with respect to the profile of the pavement sections.

(18) Minor modifications to the within stipulations, the referenced revised Site Plan, lighting, signage, landscaping, building architecture, site features, and the like, may be approved by the District Commissioner, as needed or necessary, except for those that:

(a) Increase the density of a residential project or the overall square footage of a non-residential project;

(b) Reduce the size of an approved buffer adjacent to a property that is zoned the same or in a more restrictive zoning district;

(c) Relocate a structure closer to the property line of an adjacent property that is zoned the same or in a more restrictive zoning district;

(d) Increase the height of a building that is adjacent to a property that is zoned the same or in a more restrictive zoning district;

(e) Change an access location to a different roadway;

(f) Would be in direct contradiction or conflict with any of the stipulations of this rezoning;

(g) Would be in direct contradiction or conflict with Cobb County Code and Ordinances; or

(h) Would be in direct contradiction or conflict with any Staff Recommendations that were adopted into the final zoning decision.

(19) All setbacks, landscape, and buffer areas may be penetrated for purposes of fencing, access, utilities, and stormwater management, including, but not limited to, drainage and detention facilities, utilities, and any and all slopes or other required engineering features of the foregoing. Any disturbed areas must be replanted with like vegetation. Areas within the buffer that are not disturbed which have natural, existing vegetation may remain natural.

(20) Applicant agrees to comply with all Cobb County Stormwater Management requirements applicable to the Subject Property.

(21) Applicant agrees to comply with the Cobb County Water and Sewer Staff Comments and Recommendations.

(22) Applicant agrees to comply with the Cobb County Department of Transportation Staff Comments and Recommendations.

We believe the requested zoning, together with the revised Site Plan and the revised stipulations set forth herein, is an appropriate use of the Subject Property while taking into consideration the overall area, the location, and varied uses of properties located therein. The proposed residential community shall be a quality development, shall be compatible with and complementary to surrounding developments, businesses, and venues. and shall be an enhancement to the Subject Property and Cobb County as a whole. Thank you for your consideration in this request.

[Balance of page 5 left intentionally blank]

[Signature contained on page 6]

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

J. Kevin Moore

JKM:cc
Attachment
c: Cobb County Board of Commissioners:
Lisa N. Cupid, Chairwoman
Erick Allen
JoAnn Birrell
Keli A. Gambrill
Monique Sheffield
(With Copy of Attachment)

Cobb County Planning Commission:
Nadia Faucette, Chairwoman
Fred Beloin
Deborah Dance
Deidra Massey
Sara Micheletto
(With Copy of Attachment)

Terry L. Martin, AICP,CNU-A
Senior Planner
Zoning Division
Cobb County Community Development Agency
(With Copy of Attachment)

Piedmont Residential, LLC
(With Copy of Attachment)

BELLS FERRY ASSEMBLAGE
LAND LOTS 858, 859, 870, 874 • 16th DIST. • 2nd SECTION • COBB COUNTY GA
PIEDMONT RESIDENTIAL
ZONING PLAN
ATWELL
PROJECT ADDRESS
COBB COUNTY
GEORGIA
EMERGENCY CONTACT
NAME
PHONE
PLAN REVISIONS & DESCRIPTION
DATE
1 OF 1
SITE AREA
ZONING CLASSIFICATION
DEVELOPMENT REQUIREMENTS
NOTES
DICKSON ROAD
BELLS FERRY ROAD
ZONING: R-20
FLOOD PLAIN (ZONE A)
STORMWATER POND
PROP. PRIVATE RD
OPEN SPACE 1.66AC 10.05%
APPROX. STREAM BUFFER
LINES TO FRONT DICKSON RD
PROP. 5' CONC. WALK ALONG DICKSON RD
EXISTING TRACT DESCRIPTION

EXHIBIT "A"

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-4-2026

SITE BACKGROUND

Applicant	Field Time Athletics, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Adam J. Rozen
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Sanctuary Park West Real Estate, LLC
Property Location	Located approximately 330 feet east of Ernest Barrett Parkway (landlocked), behind Pike Nursery and to the north of Home Depot
Address	3381 and 3391 Ernest Barrett Parkway
Access to Property	Easement off of Ernest Barrett Parkway or Home Depot property

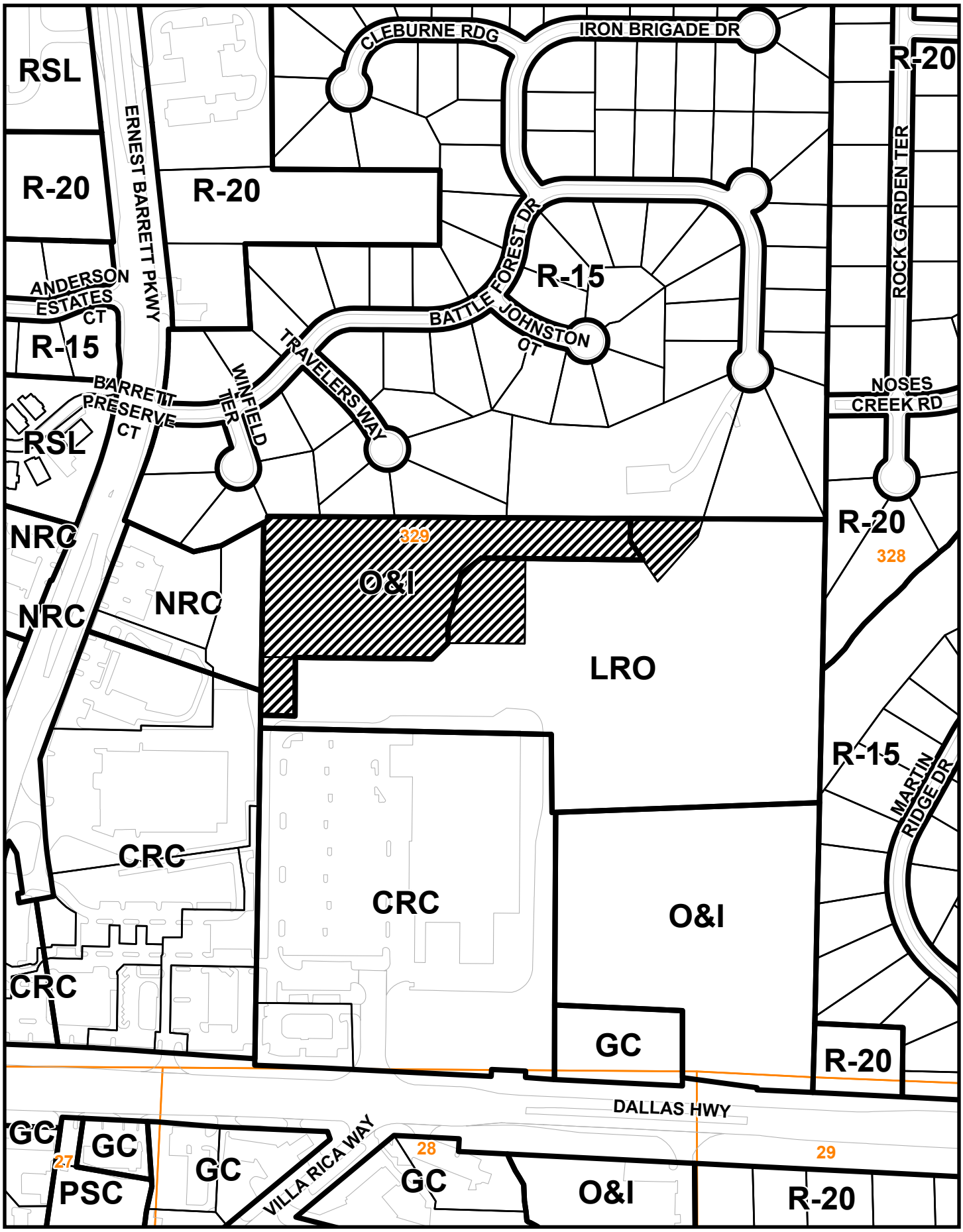
QUICK FACTS

Commission District	1 - Gambrill
Current Zoning	LRO, O&I
Current Use of Property	Vacant
Proposed Zoning	CRC
Proposed Use	Commercial Indoor Recreation
Future Land Use	NAC
Site Acreage	5.82
District	20
Land Lot	329
Parcel #	20032901380, 20032901370, 20032900080, 20033901150
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-4 2026 Map

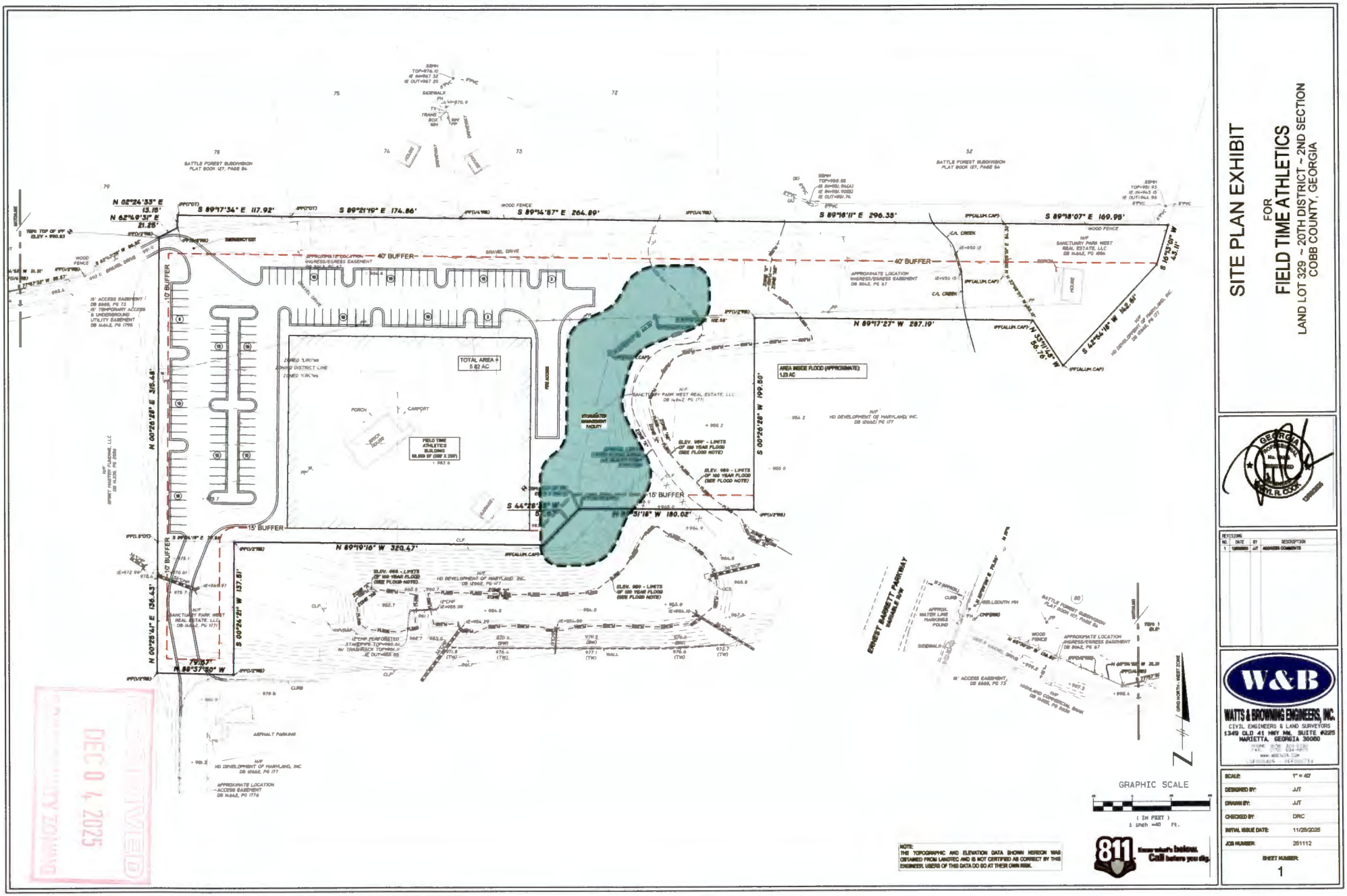


This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 260 520 Feet

Zoning Boundary

City Boundary


SITE PLAN EXHIBIT
FOR
FIELD TIME ATHLETICS
LAND LOT 329 ~ 20TH DISTRICT ~ 2ND SECTION
COBB COUNTY, GEORGIA
WATTS & BROWNING ENGINEERS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
1349 OLD 41 HWY NW, SUITE #225
MARIETTA, GEORGIA 30060
SCALE: 1" = 40'
DESIGNED BY: JJT
DRAWN BY: JJT
CHECKED BY: DRC
INITIAL ISSUE DATE: 11/25/2025
JOB NUMBER: 251112
SHEET NUMBER: 1
GRAPHIC SCALE
(In FEET)
1 inch = 40 ft.
40' BUFFER
15' BUFFER
10' BUFFER
TOTAL AREA = 5.82 AC
AREA INSIDE FLOOD (APPROXIMATE): 1.23 AC
FIELD TIME ATHLETICS BUILDING 69,869 SF (288' X 288')
STORMWATER MANAGEMENT FACILITY
ASPHALT PARKING
GRAVEL DRIVE
CREEK
WOOD FENCE
BATTLE FOREST SUBDIVISION PLAT BOOK 127, PAGE 84
BATTLE FOREST SUBDIVISION PLAT BOOK 157, PAGE 6A
N/F SANCTUARY PARK WEST REAL ESTATE, LLC DB 14442, PG 177
N/F HD DEVELOPMENT OF MARYLAND, INC. DB 15662, PG 177
N/F SPIRIT MASTER FUNDING, LLC DB 14328, PG 2999
N/F SANCTUARY PARK WEST REAL ESTATE, LLC DB 14442, PG 177
N/F HD DEVELOPMENT OF MARYLAND, INC DB 15662, PG 177
APPROXIMATE LOCATION ACCESS EASEMENT DB 14442, PG 1776
APPROXIMATE LOCATION INGRESS/EGRESS EASEMENT DB 8442, PG 67
15' ACCESS EASEMENT DB 8468, PG 73
15' TEMPORARY ACCESS & UNDERGROUND UTILITY EASEMENT DB 14442, PG 1796
ELEV. 989 - LIMITS OF 100 YEAR FLOOD (SEE FLOOD NOTE)
N 89°17'27" W 287.19'
N 89°19'16" W 320.47'
N 00°26'28" W 199.50'
S 00°26'28" W 137.61'
N 00°26'28" E 356.48'
N 00°26'14" E 136.43'
S 89°17'34" E 117.92'
S 89°21'19" E 174.86'
S 89°14'57" E 264.89'
S 89°16'11" E 296.35'
S 89°16'07" E 169.95'
S 16°39'09" W 43.11'
S 42°36'18" W 142.61'
N 89°37'50" W 79.87'
NOTE: THE TOPOGRAPHIC AND ELEVATION DATA SHOWN HEREON WAS OBTAINED FROM LIMITED AND IS NOT CERTIFIED AS CORRECT BY THIS ENGINEER. USERS OF THIS DATA DO SO AT THEIR OWN RISK.
811 Know what's below. Call before you dig.
RECEIVED DEC 01 2025
Planning & Zoning

Z-4 2026 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 260 520 Feet

Zoning Boundary

City Boundary

Application No. _____

Summary of Intent for Rezoning

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** N/A

b) **Proposed building architecture:** _____

c) **List all requested variances:** _____

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Commercial indoor recreational facility

b) **Proposed building architecture:** Provided under separate cover; combination of stone/brick accent with metal siding over steel frame construction.

c) **Proposed hours/days of operation:** Monday - Friday 2 pm - 10 pm
Saturday and Sunday 9 am - 6 pm

d) **List all requested variances:** To reduce the required number of parking spaces for commercial indoor recreation facilities from 250 to proposed 124. Based on the number of occupants in the facility at any one time, the proposed parking space count is sufficient and allows for additional space to be devoted to buffering and orientation of the building closest to the southern portion of the tract.

Part 3. Other Pertinent Information (List or attach additional information if needed)

The property is currently approved for a 60,000 square foot, 76 unit assisted living facility with 24 hour operations. The approved site plan for the assisted living facility reflects no buffer adjoining residential while the proposed facility and site plan includes a 40 foot buffer.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). No.

RECEIVED
DEC 04 2025
COBB COUNTY ZONING

ZONING IMPACT STATEMENT
FOR THE REZONING APPLICATION
OF FIELD TIME ATHLETICS, LLC

COMES NOW, APPLICATION OF FIELD TIME ATHLETICS, LLC, and pursuant to §134-121(a)(7) of the Cobb County Zoning Ordinance, files this its Zoning Impact Statement, as follows:

A. The zoning proposal will permit a utilization of the property which is suitable in the context of development and existing zonings along Barrett Parkway and Dallas Highway and its neighboring and nearby properties.

B. The zoning proposal will have no adverse effect or impact upon the existing uses or usability of adjacent or nearby properties. The property is located within an area classified as Neighborhood Activity Center ("NAC") and adjoining an area classified as Community Activity Center ("CAC") under Cobb County's Future Land Use Map and contains properties along and off of Dallas Highway and Barrett Parkway also zoned as CRC.

C. The Subject Property to be affected by the zoning proposal has no reasonable economic use as currently zoned as Office and Institutional ("O&I") and Low Rise Office ("LRO") with the 2011 stipulation (Z29 2011) that the only permitted use is 'assisted living facility *only* (no general apartment rentals on this property)' and has remained so stipulated with no feasible ability to so develop since that time. in that the fair market value of same falls below the range of values of similarly zoned and situated properties with equivalent utility.

DEC 0 4 2025
COBB COUNTY ZONING

D. The zoning proposal will have no adverse impact upon the existing County infrastructure including, but not limited to, existing streets, transportation facilities, utilities or schools.

E. The zoning proposal is located within a NAC future land use category adjoining a CAC future land use category and the requested zoning for commercial indoor recreation is consistent with the desired development within CAC considering the existing commercial development and the proposed protections for adjoining residential.

F. There is no substantial relationship between the existing zoning classification of which limits the property in terms of its present utilization and the public health, safety and general welfare. Additionally, considered in the context of development at this location, there are no established land use planning principles or political considerations which would adversely affect the proposed zoning.

Respectfully submitted, this the 4th day of December, 2025.

ROZEN, ROZEN & REILLY, LLP

By:_____
ADAM J. ROZEN
Attorney for Applicant
Ga. Bar No. 161610

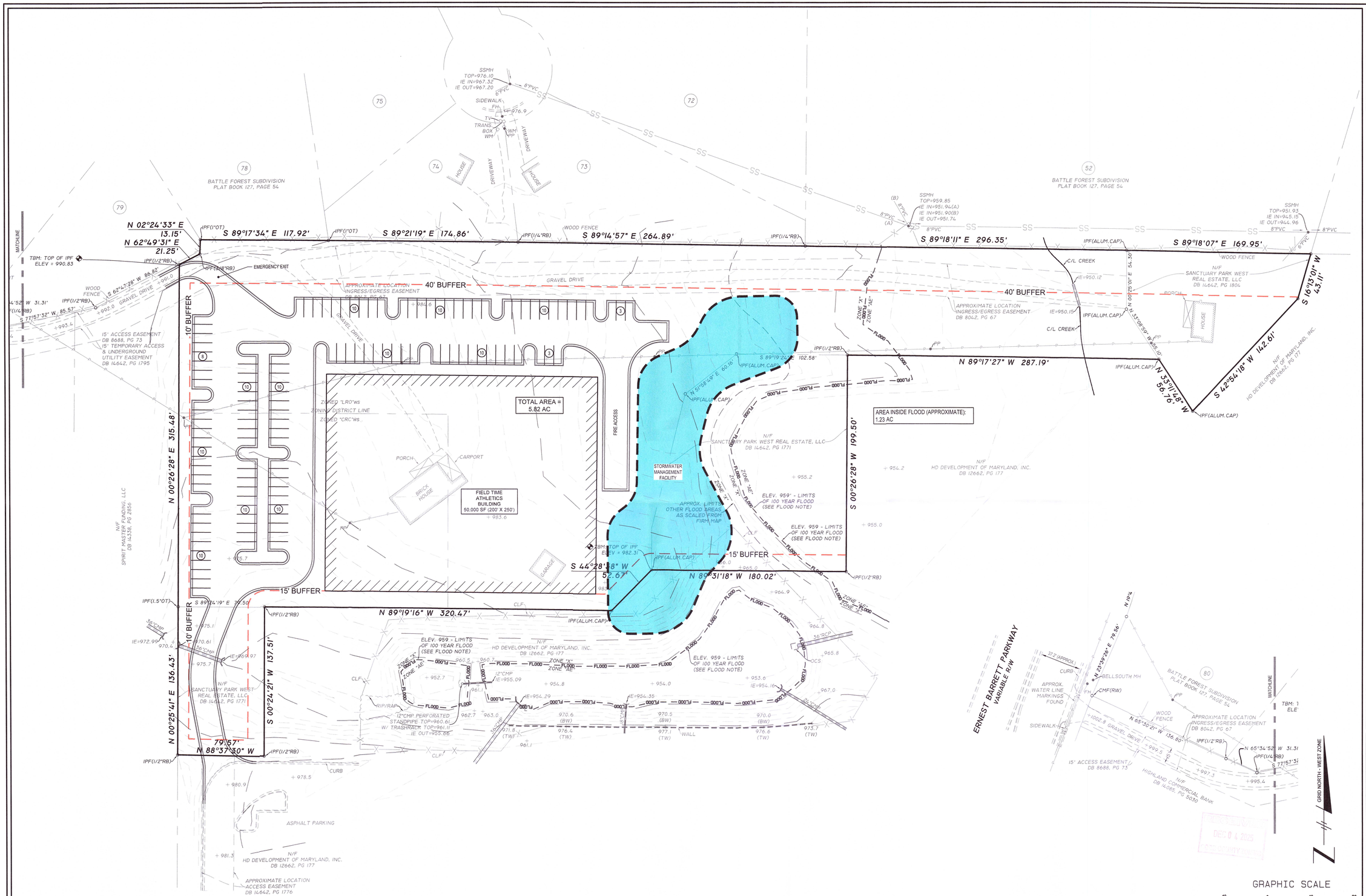
RECEIVED
DEC 04 2025
COBB COUNTY ZONING

SITE PLAN EXHIBIT

FOR

FIELD TIME ATHLETICS

LAND LOT 329 ~ 20TH DISTRICT ~ 2ND SECTION
COBB COUNTY, GEORGIA



NOTE:
THE TOPOGRAPHIC AND ELEVATION DATA SHOWN HEREON WAS OBTAINED FROM LANDTEC AND IS NOT CERTIFIED AS CORRECT BY THIS ENGINEER. USERS OF THIS DATA DO SO AT THEIR OWN RISK.

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

GEORGIA PROFESSIONAL No. 39315 REGISTERED ENGINEER MARYL R. COOK 12/03/2025

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	12/03/2025	JJT	ADDRESS COMMENTS

W&B
WATTS & BROWNING ENGINEERS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
1349 OLD 41 HWY NW, SUITE #225
MARIETTA, GEORGIA 30060
PHONE: (678) 384-6192
FAX: (770) 694-6870
WWW.WBENGR.COM
LSF000429 ~ PEF000714

SCALE:	1" = 40'
DESIGNED BY:	JJT
DRAWN BY:	JJT
CHECKED BY:	DRC
INITIAL ISSUE DATE:	11/25/2025
JOB NUMBER:	251112

SHEET NUMBER: 1

SITE PLAN EXHIBIT

FOR

FIELD TIME ATHLETICS

LAND LOT 329 ~ 20TH DISTRICT ~ 2ND SECTION
COBB COUNTY, GEORGIA

STORMWATER MANAGEMENT

TOTAL AREA = 5.82 AC

FIELD TIME ATHLETICS BUILDING
50,000 SF (200' X 250')
HEIGHT=25'

AREA INSIDE FLOOD (APPROXIMATE): 1.23 AC

SITE DATA:

SITE AREA = 5.82 ACRES
IMPERVIOUS AREA = 2.25 ACRES (38.66%)
PARKING PROVIDED = 89 SPACES (INCLUDING 4 HC SPACES)

NOTE:
THE TOPOGRAPHIC AND ELEVATION DATA SHOWN HEREON WAS OBTAINED FROM LANDTEC AND IS NOT CERTIFIED AS CORRECT BY THIS ENGINEER. USERS OF THIS DATA DO SO AT THEIR OWN RISK.

GRAPHIC SCALE

40 0 40 80

(IN FEET)
1 inch =40 ft.

GRID NORTH - WEST ZONE

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

GEORGIA PROFESSIONAL No. 19935 REGISTERED ENGINEER CARYL R. COOK 12/29/2025

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	12/29/2025	JJT	Re-zoning submittal

WATTS & BROWNING ENGINEERS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
1349 OLD 41 HWY NW, SUITE #225
MARIETTA, GEORGIA 30060
PHONE: (678) 324-6192
FAX: (770) 694-6870
WWW.WBENGR.COM
LSF000429 - PEF000714

SCALE:	1" = 40'
DESIGNED BY:	JJT
DRAWN BY:	JJT
CHECKED BY:	DRC
INITIAL ISSUE DATE:	12/29/2025
JOB NUMBER:	251112

SHEET NUMBER: 1

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-4-2026

SITE BACKGROUND

Applicant	Field Time Athletics, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Adam J. Rozen
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Sanctuary Park West Real Estate, LLC
Property Location	Located approximately 330 feet east of Ernest Barrett Parkway (landlocked), behind Pike Nursery and to the north of Home Depot
Address	3381 and 3391 Ernest Barrett Parkway
Access to Property	Easement off of Ernest Barrett Parkway or Home Depot property

QUICK FACTS

Commission District	1 - Gambrill
Current Zoning	LRO, O&I
Current Use of Property	Vacant
Proposed Zoning	CRC
Proposed Use	Commercial Indoor Recreation
Future Land Use	NAC
Site Acreage	5.82
District	20
Land Lot	329
Parcel #	20032901380, 20032901370, 20032900080, 20033901150
Taxes Paid	Yes

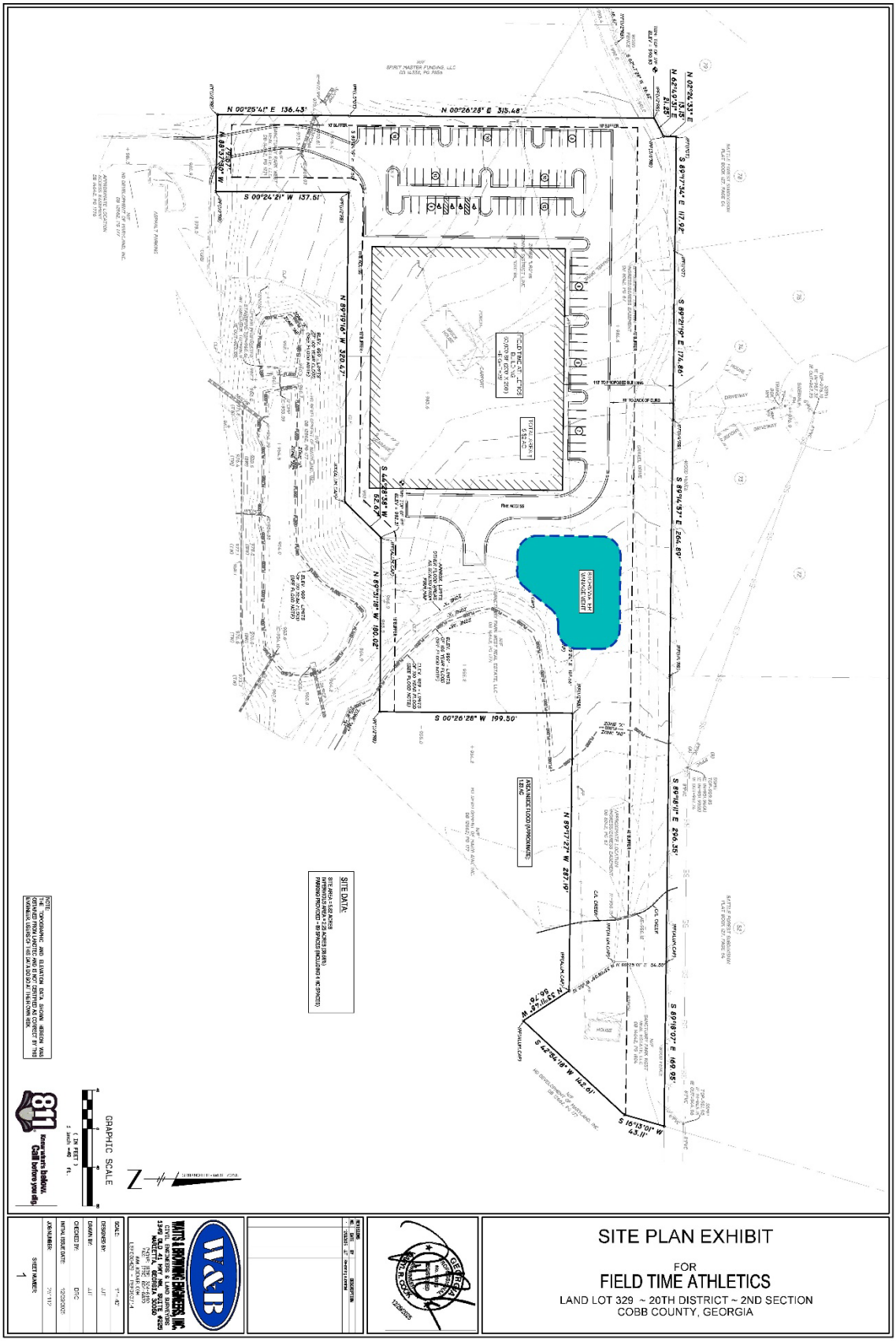
FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Cameron Jones, CNU-A)

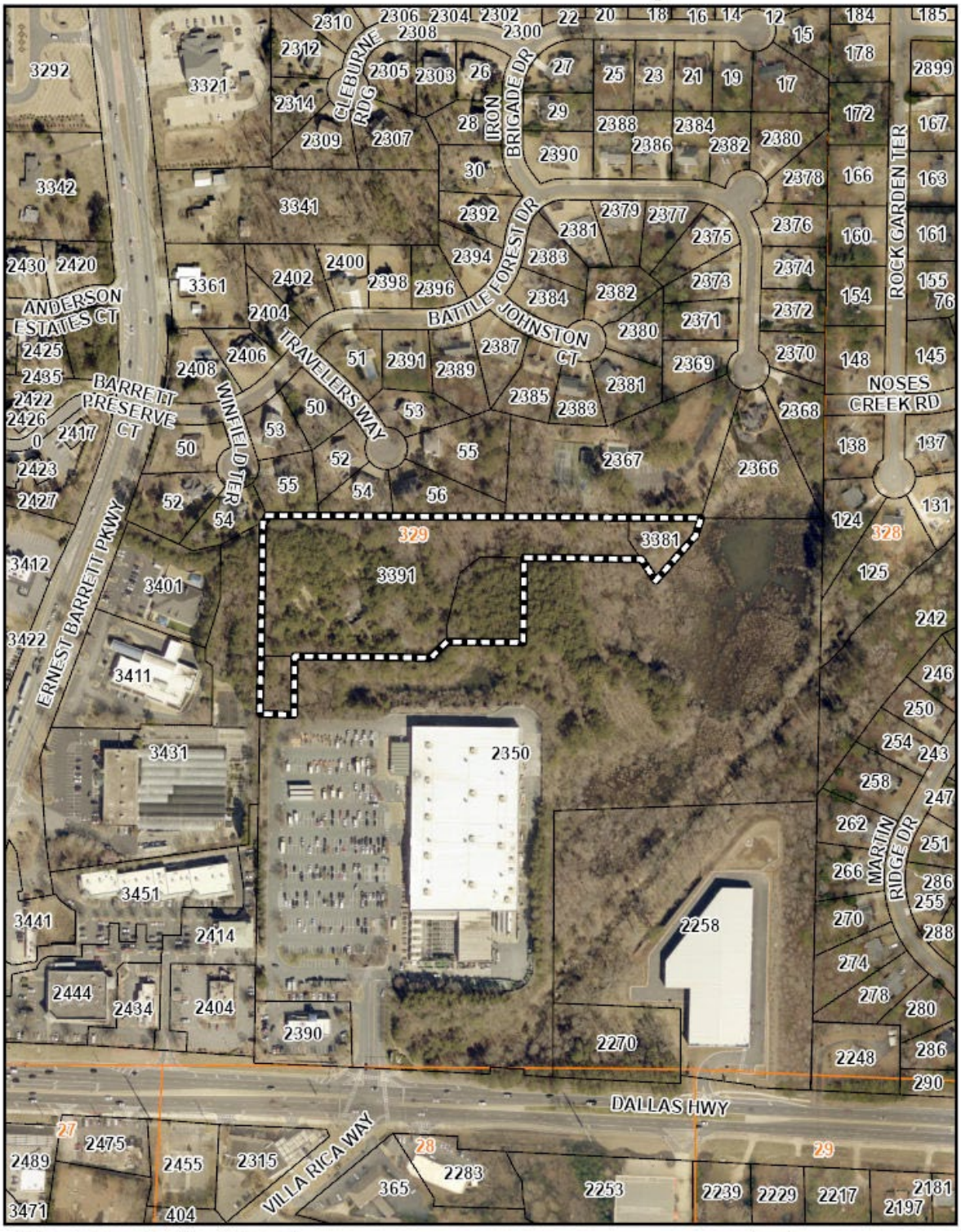
Based on the analysis of this case, Staff recommends **DELETION to NRC** subject to the following:

Z-4-2026 DEPARTMENT COMMENTS – Zoning Division

1. Maximum building size is 30,000 square feet;
2. Building to include sound insulation to reduce exterior noise levels;
3. Site plan received by the Zoning Division on December 29, 2025, with the District Commissioner approving final site plan;
4. Fire Department comments and recommendations;
5. Stormwater Management comments and recommendations;
6. Water and Sewer comments and recommendations;
7. Department of Transportation comments and recommendations;
8. Commercial Indoor Recreation facility permitted;
9. District Commissioner to approve the final Landscape plan and building elevations; and
10. No direct access to Barrett Parkway.


SITE PLAN EXHIBIT
FOR
FIELD TIME ATHLETICS
LAND LOT 329 ~ 20TH DISTRICT ~ 2ND SECTION
COBB COUNTY, GEORGIA
SITE DATA:
GRAPHIC SCALE
N 00°25'41" E 136.43'
N 00°26'28" E 315.48'
S 00°24'21" W 137.51'
S 89°17'45" E 117.52'
S 89°21'09" E 174.80'
S 89°16'37" E 296.69'
S 89°16'37" E 296.35'
S 89°18'07" E 169.95'
S 00°26'28" W 199.50'
N 69°17'22" W 221.19'
S 42°24'18" W 143.61'
S 16°13'01" W 43.11'
N 35°15'58" W 50.76'
S 44°23'54" W 82.97'
N 69°17'22" W 180.02'
N 69°31'18" W 380.47'
N 89°17'45" W 117.51'
N 42°29'33" E 31.22'

Z-4 2026 Aerial Map



North

Zoning: R-15 / Single-Family Homes

Future Land Use: LDR

WEST

Zoning: NRC, CRC / Daycare, Bank

Future Land Use: NAC, CAC

Z-4 2026 Aerial Map



EAST

Zoning: R-15, R-20 / Single-Family Homes

Future Land Use: LDR

SOUTH

Zoning: LRO / Vacant Lot

Future Land Use: NAC, CAC

Current zoning district for the property

The LRO district is established to provide locations for low scale professional offices and other nonretail commercial uses such as offices and nursery schools, which are on properties delineated within or on the edge of a neighborhood activity center, community activity center or regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When located on the edge of a neighborhood activity center node as defined by the comprehensive plan, the LRO district should provide for office uses that are low in intensity to ensure compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

The O&I district is established to provide locations for nonretail commercial uses such as offices and financial institutions, which are on properties delineated within or on the edge of a community activity center and a regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. The office and institutional district is designed primarily to provide for four-story and smaller office developments, office uses, motels, hotels, banking and professional offices that complement and provide step-down nodal zoning away from more intensive commercial uses and otherwise to implement the stated purpose of this chapter.

Requested zoning district for the property

The CRC district is established to provide locations for retail commercial and service uses which are designed and oriented to serve several neighborhoods making up a community. Projects developed within the CRC district should be done so as compact unified centers. CRC districts should be located on properties which are delineated within a community activity center and regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. Additionally, the desired quadrant location will provide for planned developments and one-destination shopping and service locations to serve the community, and will minimize traffic congestion.

Summary of the applicant's proposal

The applicant is requesting the CRC community retail commercial zoning district for the purpose of a new indoor athletics facility on the property. The facility will have half-fields and batting cages for the purpose of training. The hours of operation will be Monday through Friday from 2:00 pm until 10:00 pm, Saturday and Sunday from 9:00 am until 6:00 pm. The architectural style and composition of the facility will be a combination of stone and brick with metal siding over a steel frame. The current rezoning case on the property (Z-29 of 2011) was approved for a 60,000 square foot assisted living facility with 76 units.

Z-4-2026 DEPARTMENT COMMENTS – Zoning Division

Non-residential criteria

Proposed # of buildings**:** 1
Proposed # of stories: 1
Total sq. footage of development: 50,000
Floor area ratio: 0.20
Square footage per acre: 8,591
Required parking spaces: 250
Proposed parking spaces: 89
Acres in floodplain or wetlands: 1.23
Impervious surface shown: 38.66%

Are there any zoning variances?

Yes;

1. Reduce parking spaces from required 250 spaces to 89 spaces.

Are there any environmental conditions existing or proposed on the site?

None Identified

1/13/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

IFC 510- EMERGENCY RESPONDER RADIO COVERAGE:
New buildings are required to provide radio coverage for emergency responders per the International Fire Code. Testing is required by a third party and when deemed necessary amplification systems are required before the building will be issued a certificate of occupancy. This serves as an early notification to owners and developers for budgeting purposes.

FIRE DEPARTMENT ACCESS:
A cross-access road agreement will be needed if access across separate parcel is required.

Fire apparatus access roads shall extend to within 150 feet of all portions of the facility or any portion of the exterior wall of the first floor (State Modifications IFC 503.1 2018 Edition and Cobb County Development Standards 402.11).

All access roads shall meet the American Association of State and Highway Transportation Officials (AASHTO) design manual live load standard HS20 (75,000 lbs.) with an unobstructed width of not less than 20 feet, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

Maximum slope of the access road in reference to the apparatus is 10% Front to Back and 5% Side to Side. Maximum grade of roadways leading to Fire Access roads refer to the Cobb County Development Standard Section 400: 14% for Non-Residential. Maximum angle of departure is 8.5%.

Dead-end access roads more than 150 feet shall be provided with a turn-around (IFC Chapter-5, 120-3-3 Rules and Regulations, CCDS Section-401 & 402). Refer to APPENDIX-D for dimensional criteria for turn-arounds in commercial developments.

FIRE HYDRANT:
The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

(continued)

Private fire hydrants on a separate parcel is an unacceptable use.

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

FIRE PROTECTION:
Automatic sprinkler protection must be provided where mandated by the applicable codes.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

Z-4-2026 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

2/3/2026

Approval of this petition will not have an impact on the enrollment of schools.

12/26/2025

Comprehensive Plan Future Land Use Designation: Neighborhood Activity Center
The subject tract is within the Neighborhood Activity Center (NAC) future land use category. The purpose of the NAC is to provide for areas that serve neighborhood residents and businesses. Typical land uses for these areas include small offices, limited retail and grocery stores.

Future Land Use Sub-Category? N/A

☐ Consistent ☒ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☐ Yes ☒ No
If yes, which City: N/A
Was the city notified? N/A

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

(continued)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? ☐ Yes ☒ No

(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)? ☐ Yes ☒ No

Is this property within the Cumberland Special District #2 (ad valorem tax)? ☐ Yes ☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone? ☐ Yes ☒ No

Is the property within the Clear Zone (CZ)? ☐ Yes ☒ No

Is the property within 3000' of Dobbins ARB? ☐ Yes ☒ No

Is the property within the Accident Potential Zone (APZ I)? ☐ Yes ☒ No

Is the property within the Accident Potential Zone II (APZ II)? ☐ Yes ☒ No

Is the property within the Noise Zone? ☐ Yes ☒ No

Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)? ☐ Yes ☒ No

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Z-4-2026 DEPARTMENT COMMENTS – Water and Sewer

Water comments:

At development: ☐ YES ☒ NO

Fire flow test required: ☒ YES ☐ NO

Size/location of existing water main(s): 12" on Ernest Barrett Pkwy and 8" on Dallas Hwy

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☐ YES ☒ NO*

Approx. distance to nearest sewer: 16' from northern property line

Estimated waste generation (in G.P.D.): Average daily = 5,000

Peak flow = 12,500

Treatment plant: South Cobb WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☒ YES* ☐ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

Additional sewer comments:

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Location	Average daily trips (vpd)	Level of service
Dallas Highway / SR-120	East of Martin Ridge Drive	31,300	D

vpd = vehicles per day

Based on 2024 AADT counting data taken by GDOT, as published on their website, for SR 120.

Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial roads from this data source.

LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

Description	Expected Size (Indoor Fields)	PM Peak Hour			Saturday peak hour			Saturday Daily (vpd)
		In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
Indoor Sports Training Facility	4	33	6	**39**	9	47	**56**	**602**

vph = vehicles per hour

Development gross trip generation estimated based on development operational data provided by applicant team.

Comments and observations

The proposed development does not have public frontage but appears to have an access easement to Dallas Highway / SR-120 for primary access.

Based on the December 18th applicant meeting, the intended site use is 4 indoor infield only fields and netted practice/training areas. This training facility is currently anticipated to operate from 2 PM to 9 PM (weekday) and 9 AM to 6 PM (weekend).

A traffic management proposal memorandum was received for this development on December 26, 2025. Additional information needed to calculate trip generation volumes was provided in email from the applicant team on January 8, 2026. Based on the December 26th memorandum and January 8th email, and in accordance with Cobb County Code 134-121, the development will not require a traffic study submittal.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the applicant's rezoning proposal will permit a use that is suitable in the view of use and development of adjacent and nearby properties, with a smaller building. The property is in an area with commercial and residential uses.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the applicant's rezoning proposal will not adversely affect the existing use or usability of adjacent or nearby properties. There are similar uses adjacent to the proposed location. The site would represent an intensity that is compatible with the neighboring uses if the landscape buffer is installed.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that the applicant's rezoning proposal will not result in a use which would cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools. This opinion is supported by the departmental comments contained in this analysis.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the applicant's CRC rezoning proposal is not in conformity with the policies and intent of the Cobb County Comprehensive Plan. The property is delineated in a Neighborhood Activity Center, NAC future land use category which can be used as a transitional area between the residential to the north and the CRC zoning districts to the south. Staff would suggest deleting the request to NRC for the applicant's use.

E. **Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;**
It is Staff's opinion that there are no existing or changing conditions affecting the use and development of the property which give grounds for deleting the applicant's rezoning proposal for the use of commercial indoor recreation. The proposal is not consistent with the NAC future land use category so staff would recommend deleting this proposal to NRC. Staff researched six other sports training facilities/batting cages in

the County and found the parking ratio averaged one parking space per 350 square feet of building. This would equate to a 30,000 square foot building with 86 parking spaces.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Application No. _____

Summary of Intent for Rezoning

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** N/A

b) **Proposed building architecture:** _____

c) **List all requested variances:** _____

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Commercial indoor recreational facility

b) **Proposed building architecture:** Provided under separate cover; combination of stone/brick accent with metal siding over steel frame construction.

c) **Proposed hours/days of operation:** Monday - Friday 2 pm - 10 pm
Saturday and Sunday 9 am - 6 pm

d) **List all requested variances:** To reduce the required number of parking spaces for commercial indoor recreation facilities from 250 to proposed 124. Based on the number of occupants in the facility at any one time, the proposed parking space count is sufficient and allows for additional space to be devoted to buffering and orientation of the building closest to the southern portion of the tract.

Part 3. Other Pertinent Information (List or attach additional information if needed)

The property is currently approved for a 60,000 square foot, 76 unit assisted living facility with 24 hour operations. The approved site plan for the assisted living facility reflects no buffer adjoining residential while the proposed facility and site plan includes a 40 foot buffer.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). No.

RECEIVED
DEC 04 2025
COBB COUNTY ZONING

ZONING IMPACT STATEMENT
FOR THE REZONING APPLICATION
OF FIELD TIME ATHLETICS, LLC

COMES NOW, APPLICATION OF FIELD TIME ATHLETICS, LLC, and pursuant to §134-121(a)(7) of the Cobb County Zoning Ordinance, files this its Zoning Impact Statement, as follows:

A. The zoning proposal will permit a utilization of the property which is suitable in the context of development and existing zonings along Barrett Parkway and Dallas Highway and its neighboring and nearby properties.

B. The zoning proposal will have no adverse effect or impact upon the existing uses or usability of adjacent or nearby properties. The property is located within an area classified as Neighborhood Activity Center ("NAC") and adjoining an area classified as Community Activity Center ("CAC") under Cobb County's Future Land Use Map and contains properties along and off of Dallas Highway and Barrett Parkway also zoned as CRC.

C. The Subject Property to be affected by the zoning proposal has no reasonable economic use as currently zoned as Office and Institutional ("O&I") and Low Rise Office ("LRO") with the 2011 stipulation (Z29 2011) that the only permitted use is 'assisted living facility *only* (no general apartment rentals on this property)' and has remained so stipulated with no feasible ability to so develop since that time. in that the fair market value of same falls below the range of values of similarly zoned and situated properties with equivalent utility.

DEC 0 4 2025
COBB COUNTY ZONING

D. The zoning proposal will have no adverse impact upon the existing County infrastructure including, but not limited to, existing streets, transportation facilities, utilities or schools.

E. The zoning proposal is located within a NAC future land use category adjoining a CAC future land use category and the requested zoning for commercial indoor recreation is consistent with the desired development within CAC considering the existing commercial development and the proposed protections for adjoining residential.

F. There is no substantial relationship between the existing zoning classification of which limits the property in terms of its present utilization and the public health, safety and general welfare. Additionally, considered in the context of development at this location, there are no established land use planning principles or political considerations which would adversely affect the proposed zoning.

Respectfully submitted, this the 4th day of December, 2025.

ROZEN, ROZEN & REILLY, LLP

By:_____
ADAM J. ROZEN
Attorney for Applicant
Ga. Bar No. 161610

RECEIVED
DEC 04 2025
COBB COUNTY ZONING

ORIGINAL DATE OF APPLICATION: 08-16-11

APPLICANTS NAME: HELTON REAL ESTATE ADVISORS, LLC

THE FOLLOWING REPRESENTS THE FINAL DECISIONS OF THE
COBB COUNTY BOARD OF COMMISSIONERS

BOC DECISION OF 08-16-11 ZONING HEARING:

HELTON REAL ESTATE ADVISORS, LLC (Sanctuary Park West Real Estate, LLC, owner) requesting Rezoning from **CRC** and **LRO** to **O&I** for the purpose of an Assisted Living Facility in Land Lot 329 of the 20th District. Located on the east side of Ernest Barrett Parkway, north of Dallas Highway.

MOTION: Motion by Ott, second by Birrell, to **approve** Rezoning to the **OI** zoning district **subject to:**

- **use limited to assisted living facility *only* (no general apartment rentals on this property)**
- **site plan received by the Zoning Division on June 2, 2011 for reference and subject to Plan Review, with the District Commissioner approving minor modifications (attached and made a part of these minutes)**
- **the site plan to be revised adding the required 20-foot landscape screening buffer abutting the residentially zoned properties to the north (site plan approval by District Commissioner, landscaping to be approved by the County Arborist)**
- **letter of agreeable conditions from Mr. John Moore dated August 1, 2011 (attached and made a part of these minutes) *not otherwise in conflict, with the following changes:***
  - **Item No. 16 – Add subsection "E" – *"Applicant agrees to maintain these fences in perpetuity."***
  - **Item No. 23 – Change to read: *"There shall be no vehicle access from Barrett Parkway."***
- **elevations to be in general conformity with drawings attached as Exhibit B to the stipulated letter (attached and made a part of these minutes)**
- **all public access to be from Dallas Highway through the interior roadways along the Home Depot parking lot**
- **emergency vehicle access and turn-around requirements to be resolved in Plan Review**
- **any significant redesign, as determined by the Zoning Division Manager, will require plans and elevations to be approved by the Board of Commissioners as an Other Business Item**
- **District Commissioner may approve minor changes**
- **Water and Sewer Division comments and recommendations**
- **Stormwater Management Division comments and recommendations**
- **Cobb DOT comments and recommendations**

VOTE: **ADOPTED** unanimously

PAGE 4 OF

Min. Bk. 63 Petition No. Z-29
Doc. Type site plan
Meeting Date 8/16/11

HREA
Hellen Real Estate Advisors

LEGEND:

SQUARE FOOTAGE:	55,000 S.F.
NO. OF BEDS:	80 BEDS
CURRENT ZONING:	LRO/ CRC
REQUESTED ZONING:	OI
PARKING REQUIRED:	25 SPACES
PARKING PROVIDED:	63 SPACES

1 SITE PLAN
SP-1 SCALE: 1" = 60'-0"

N

JEArchitects

ARCHITECTURE PROGRAMMING MASTER PLANNING PROJECT MANAGEMENT
1701 SHEAR BOAT RAIL DRIVE, SAW, CA 30144
T. 770-956-8919 F. 770-424-4120
WWW.JEA-ARCHITECTS.COM

ARCHITECT SEAL

SHEET ISSUE RECORD
DATE DESCRIPTION

PROPOSED SITE PLAN FOR
SANCTUARY PARK WEST
COMMERCIAL DEVELOPMENT
LAND LOT 329, 20TH DISTRICT
COBB COUNTY, GA

SHEET TITLE
SITE PLAN

JOB NO. 1008
SHEET NO. SP-1

NOT FOR CONSTRUCTION

MOORE INGRAM JOHNSON & STEELE

A LIMITED LIABILITY PARTNERSHIP
WWW.MIJS.COM

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JODIE B. LODEN[1]

OF COUNSEL
JOHN L. SKELTON JR.[1]

1 ALSO ADMITTED IN TN
2 ALSO ADMITTED IN FL
3 ALSO ADMITTED IN DC
4 ALSO ADMITTED IN GA
5 ALSO ADMITTED IN PA
6 ALSO ADMITTED IN TX
7 ALSO ADMITTED IN AL
8 ALSO ADMITTED IN KY
9 ALSO ADMITTED IN NY
* ADMITTED ONLY IN GA
† ADMITTED ONLY IN FL

August 1, 2011

Hand Delivered

Min. Bk. 63 Petition No. Z-29
Doc. Type letter of agreeable conditions
Meeting Date 8/16/11

Mr. Jason A. Campbell
Planner III
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia 30064

RE: Application for Rezoning - Application No. Z-29 (2011)
Applicant: Helton Real Estate Advisors, LLC
Property Owner: Sanctuary Park West Real Estate, LLC
Property: 5.82 acres, more or less, located on the northerly side of Dallas Highway (State Route 120), and the easterly side of Barrett Parkway, Land Lot 329, 20th District, 2nd Section, Cobb County, Georgia

Dear Jason:

The undersigned and this firm represent the Applicant, Helton Real Estate Advisors, LLC (hereinafter referred to as "Applicant"), and the Property Owner, Sanctuary Park West Real Estate, LLC (hereinafter referred to as "Owner"), in their Application for Rezoning regarding a total tract of 5.82 acres located on the northerly side of Dallas Highway (State Route 120), and the easterly side of Barrett Parkway, Land Lot 329, 20th District, 2nd Section, Cobb County, Georgia (hereinafter referred to as the "Property" or the "Subject Property"). After meetings with planning and zoning staff, on-going discussions with area residents, reviewing the staff

Petition No. Z-29
Meeting Date 8/16/11
Continued

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comments and recommendations; and reviewing the uses of surrounding properties, we have been authorized by the Applicant to submit this revised letter of agreeable stipulations and conditions, which, if the Application for Rezoning is approved, as submitted, shall become a part of the grant of the requested zoning and shall be binding upon the Subject Property. This letter shall supersede and replace in full that certain letter of agreeable stipulations and conditions dated and filed July 27, 2011. The revised stipulations are as follows:

(1) The stipulations and conditions set forth herein shall replace and supersede in full any and all prior stipulations and conditions, in whatsoever form, which are currently in place on the Subject Property; together with any and all prior Departmental Comments and Staff Recommendations submitted by Planning, Fire, Water, Sewer, and Drainage, relating to the Subject Property from any previous zoning actions.

(2) Applicant seeks rezoning of the Subject Property from the existing zoning categories of Community Retail Commercial ("CRC") and Low-Rise Office ("LRO") to the proposed zoning category of Office and Institutional ("OI"), with reference to the Site Plan prepared by JAE Architects and filed with the Application for Rezoning on June 2, 2011. A reduced, color copy of the Site Plan is attached hereto as Exhibit "A" for ease of reference.

(3) The Subject Property consists of 5.82 acres and shall be developed for an assisted living facility.

(4) The proposed assisted living facility shall consist of a one-story building as shown and reflected on the elevation attached hereto as Exhibit "B" and incorporated herein by reference. The building shall contain approximately 60,000 square feet and shall have a maximum total of seventy-six (76) residential living units.

(5) The living units within the proposed assisted living facility will provide residents with separate bedroom and bathroom areas. Additionally, the assisted living facility will have common areas for all residents consisting of a living room, dining room, kitchen, laundry room, and office.

(6) The exterior of the building shall be traditional in style and architecture. The exterior façade shall be comprised of brick, stone, stacked stone, hardi-plank, and stucco-type finishes, with complementary accents, or combinations thereof. No vinyl materials shall be used on the exterior of the proposed facility.

(7) Lighting fixtures for parking areas shall be environmentally sensitive, shoe-box style and shall be fitted with non-glare lenses and cut off shields to prevent light from extending beyond the property line.

(8) Security lighting on the proposed assisted living facility shall be wall packs, hooded, environmentally sensitive and shall be fitted with non-glare lenses and cut off shields to prevent light from extending beyond the property line.

(9) Signage for the proposed assisted living facility shall be ground based, monument style signage. The design, finish, materials, and colors for the signage shall be complementary with the proposed facility.

(10) Additionally, directional signage to the proposed facility shall be located within the parking area of Home Depot, as agreed to by and among Applicant and Owner and the owner of the Home Depot property.

(11) All signage shall comply with Cobb County Zoning Codes and Ordinances; excepting that signage for this project may be off-premises signage.

(12) Any roof-mounted HVAC equipment shall be screened by means of a continuous roof parapet.

(13) The dumpsters servicing the proposed facility will be enclosed within a minimum six (6) foot high brick enclosure on three sides with a solid wooden screen gate or doors on the access side. The materials and colors for the enclosure shall match and be complementary to the façade of the buildings. All dumpsters shall contain rubber lids to minimize noise.

(14) Dumpsters shall be emptied Monday through Saturday from 7:00 a.m. to 6:00 p.m. and Sunday from 11:00 a.m. to 6:00 p.m.

(15) All utilities for the proposed development shall be located underground.

(16) Applicant agrees to install fences in connection with its proposed development, as follows:

A) Black, vinyl-clad chain link fence, eight (8) feet in height, along the property line dividing the Subject Property from Battle Forest Subdivision;

Petition No. Z-29
Meeting Date 8/16/11
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i) There are three (3) homeowners along the property line with existing fences. If these homeowners wish to have the existing fences demolished and the above fence erected, each homeowner must provide to Applicant written permission to demolish the existing fence and written permission to enter upon the homeowner property to demolish and install the new fence; and

ii) The written authority must be presented to Applicant not later than sixty (60) days after zoning approval by the Cobb County Board of Commissioners. If no such authority is received, Applicant shall erect the boundary fence outside the existing fence on Applicant's Property.

B) Fifteen (15) foot black, vinyl-clad chain link fence around the Alzheimer outdoor area;

C) Both fences referenced above shall have installed thereon a black screen, being a mesh screen as shown and depicted on Exhibit "C" attached hereto and incorporated herein by reference; and

D) Applicant agrees to install the referenced fencing, as follows:

i) The eight (8) foot fence shall be installed prior to issuance of a building permit; and

ii) The fifteen (15) foot fence shall be installed prior to issuance of a Certificate of Occupancy for the building to be constructed.

(17) All landscaping for the proposed development shall be professionally designed, installed, and maintained. An irrigation system shall service the landscaping.

(18) All landscaping referenced herein shall be approved by the Cobb County Arborist as part of the plan review process and incorporated into the overall landscape plan for the proposed development.

(19) Minor modifications to the within stipulations, the referenced Site Plan, landscaping, architecture, site features, and the like, may be approved by the District Commissioner, as needed or necessary.

Mr. Jason A. Campbell
Planner III
Zoning Division
Cobb County Community Development Agency

August 1, 2011

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Continued

(20) Stormwater management facilities for the proposed development shall meet all Cobb County Stormwater Management requirements applicable to the Subject Property.

(21) Applicant agrees to comply with all Cobb County Stormwater Management requirements applicable to the Subject Property.

(22) Applicant agrees to comply with all Cobb County development standards and ordinances relating to project improvements, except as approved by the Board of Commissioners or by the Department of Transportation or Community Development Agency, as their authority may allow.

(23) Access to the proposed facility via Barrett Parkway shall be for emergency police, fire, and ambulance only.

We believe the requested rezoning, pursuant to the referenced Site Plan and the stipulations contained herein, is an appropriate use of the Subject Property and shall be an enhancement to the Subject Property as well as provide a valuable service to the West Cobb community. Thank you for your consideration in this request.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

John H. Moore

JHM:cc
Attachments

Petition No. 2-29
Meeting Date 8/16/11
Continued

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c: Cobb County Board of Commissioners:
Timothy D. Lee, Chairman
George W. "Woody" Thompson
Helen C. Goreham
Robert Ott
Joann Birrell
(With Copies of Attachments)

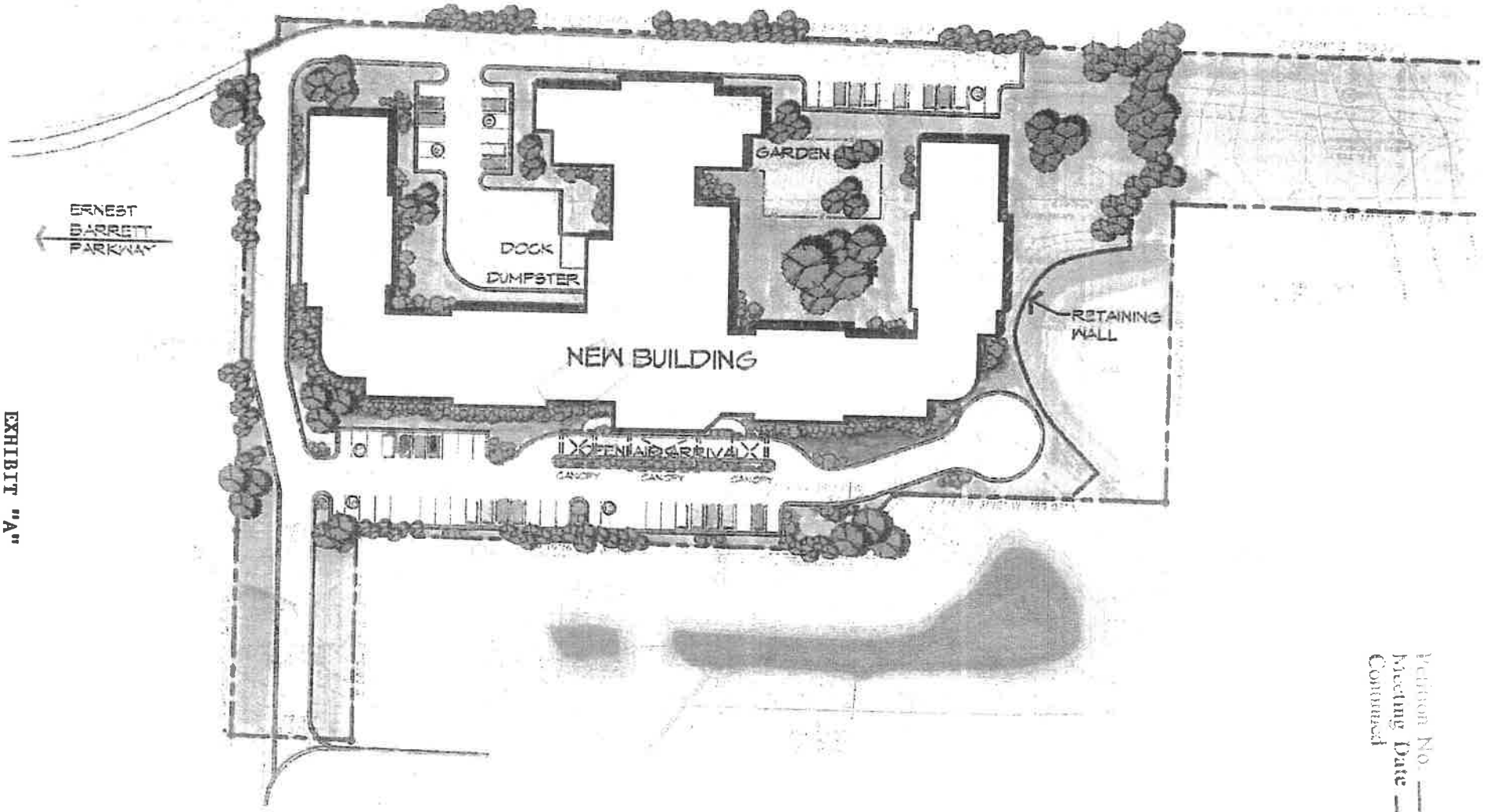
Cobb County Planning Commission:
Murray Homan, Chairman
Judy Williams
Christi S. Trombetti
Bob Hovey
Michael Terry
(With Copies of Attachments)

Mike Brown, President
Battle Forest Homeowners Association
(With Copies of Attachments)

Joyce Cole
Martin's Ridge Resident
(With Copies of Attachments)

Helton Real Estate Advisors, LLC
(With Copies of Attachments)

EXHIBIT "A"



HREA

JOEL P. ATCOCK, P.E. ARCHITECTS

HELTON REAL ESTATE ADVISORS

COBB COUNTY, GEORGIA

0 60 120 180

SCALE: 1" = 60'-0"

JEA PROJECT NUMBER 10030

22 OCTOBER 2010

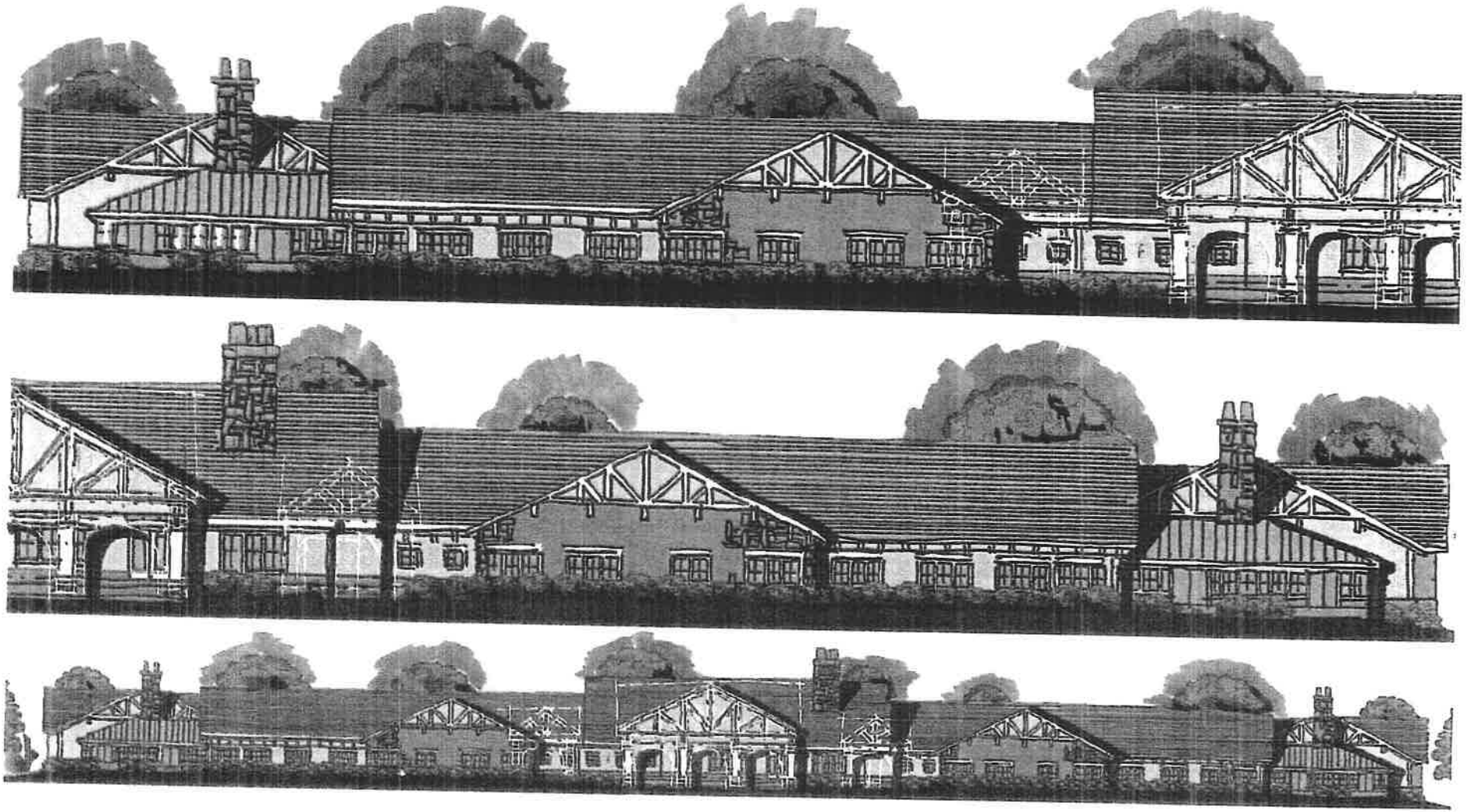
JEA

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EXHIBIT "B"



HREA

Helton Real Estate Advisors

JOEL E. AYDOCK, P.E. ARCHITECTS

HELTON REAL ESTATE ADVISORS

COBB COUNTY, GEORGIA

SCALE: NOT TO SCALE

JEA PROJECT NUMBER 10030

22 OCTOBER 2010

JEA

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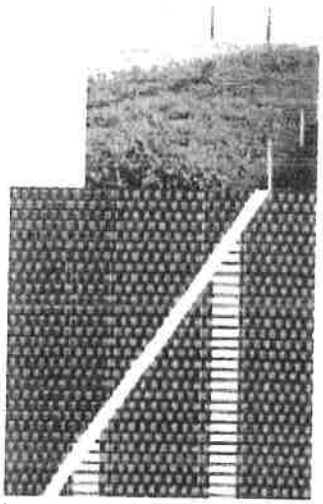
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8/16/11

iShade

More Information ONLINE STORE Click here



Available closed mesh / or open mesh
Colors Available:

- Open Mesh=60%, 70%, 85% Block
- Closed Mesh=94% Block

i Shade fabrics are used for overhead shade on patios, small work or faculty areas, storage facilities, kennels, and more. *Diversity Shade* is offered in open and closed mesh styles available in a variety of colors and shade densities. developed to simulate the sunlight patterns of rain forests, This Lath Shade fabrics have found a wide variety applications. The fabrics are made of high UV stabilized black or green polypropylene and are strong, long-lasting and resistant to abrasion. When this Lath is installed in a north to south orientation, the openings allow intermittent direct sunlight to reach plants in a "strobe" effect. The fabric is also well suited for windy applications such as privacy fencing or tennis windscreen. • Simulates rainforest light • UV stabilized polypropylene • Creates "strobe" effect • Good for windy conditions

EXHIBIT "C"

Z-4-2026 DEPARTMENT COMMENTS – Stormwater Management

12/26/2025

Site Data

1. Address: 3381 & 3391 Ernest Barrett Pkwy
2. District: 1
3. Existing Zoning: LRO & O&I Existing Allowable Impervious Coverage: 70%
4. Proposed Zoning: CRC Allowable Future Impervious Coverage: 70%
5. Future Land Use: NAC

Existing Conditions

Floodplain Information

1. Flood Damage Prevention Designated Flood Hazard: Yes; Zone: AE

Stormwater Information

1. Drainage Basin: Noses Creek Basin
2. Impaired Stream: Yes
3. Wetlands: Possibly, Not Verified Location: Near or in adjacent floodplain.

Topography Information

1. General site Description: This site is predominantly wooded with a few residential structures and slopes into the floodplain at the eastern edge of the site.

Project Design Comments and Recommendations

The following comments and recommendations are typically required at the time of plan review and permitting.

Proposed Project Onsite Design Requirements

1. At the time of plan review provide a comprehensive Hydrology Study and Design for the Stormwater Management Design will be required. The design and study shall be in accordance with the Georgia Stormwater Management Manual and the current Cobb County Codes. The design and study shall include but not limited to stormwater detention, runoff reduction and/or water quality, channel protection, and downstream flood prevention.

2. At the time of plan review calculate and provide the percentage of impervious coverage for the project site on the plans.

3. Recommend a pre-design concept meeting with Cobb County Stormwater Management Division. At the time of the Concept Meeting a proposed concept stormwater management plan shall be presented.

Z-4-2026 DEPARTMENT COMMENTS – Stormwater Management

(continued)

4. The proposed onsite storm drain system and stormwater management facility is considered private. All annual inspections, maintenance and repairs are the responsibility of the property owner. A stormwater facility "Maintenance Agreement and Access Easement" will be required at the time of the land disturbance permit with the Cobb County Stormwater Management Division.

5. The Owner/Developer is responsible for obtaining any required stream piping and wetland disturbance permits from the U.S. Army Corps of Engineers including any required mitigation. Copies of the Corps of Engineers approvals, permits, and proof of mitigation are to be furnished at the time of the Land Disturbance Permit and scanned onto the plan sheets of the project drawings.

6. The Owner/Developer is responsible for obtaining any required stream piping and buffer variances from the Georgia EPD including any mitigation. Copies of the State's approvals, permits, and proof of mitigation are to be furnished at the time of the Land Disturbance Permit and scanned onto the plan sheets of the project drawings.

7. Developer must secure drainage easement(s) to receive concentrated discharges where none naturally exist downstream.

8. Any spring activity discovered must be addressed by a qualified registered geotechnical professional engineer (PE) at the expense of the owner/developer.

9. Structural fill must be placed under the direction of a qualified registered geotechnical engineer (PE) at the expense of the owner/developer.

Special Conditions

1. The dumpster pad on this site, must be connected to sanitary sewer or an infiltration system must be provided to capture the dumpster pad runoff.
2. The bottom of the detention pond must be above the Base Flood Elevation.
3. An easement agreement with the Home Depot may be necessary for the Stormwater Management Facility as its footprint appears to overlap onto their site.

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-5-2026

SITE BACKGROUND

Applicant	The Revive Land Group, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Estate of Lucille Garrett a/k/a Leathy Lucille Garrett a/k/a Leathy Lucille Price Garrett and William D. Brown
Property Location	Located on the east and west sides of Ernest Barrett Parkway and the western terminus of Old Horseshoe Bend Road
Address	None assigned
Access to Property	Ernest Barrett Parkway and Old Horseshoe Bend Road

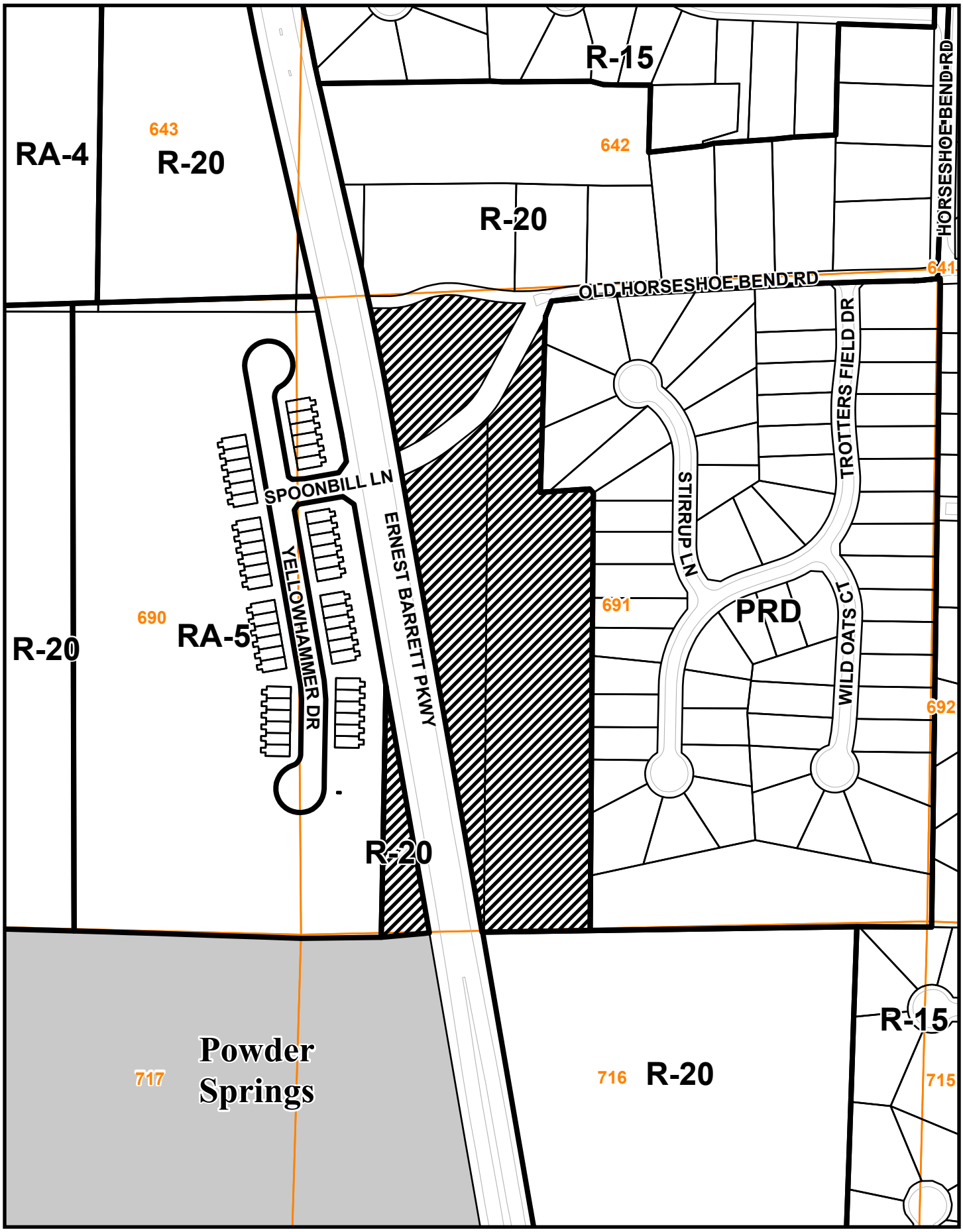
QUICK FACTS

Commission District	4 - Sheffield
Current Zoning	R-20
Current Use of Property	Vacant
Proposed Zoning	RA-5
Proposed Use	Single-family community
Future Land Use	MDR
Site Acreage	10.17
District	19
Land Lot	691
Parcel #	19069100010, 19069100070
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-5 2026 Map

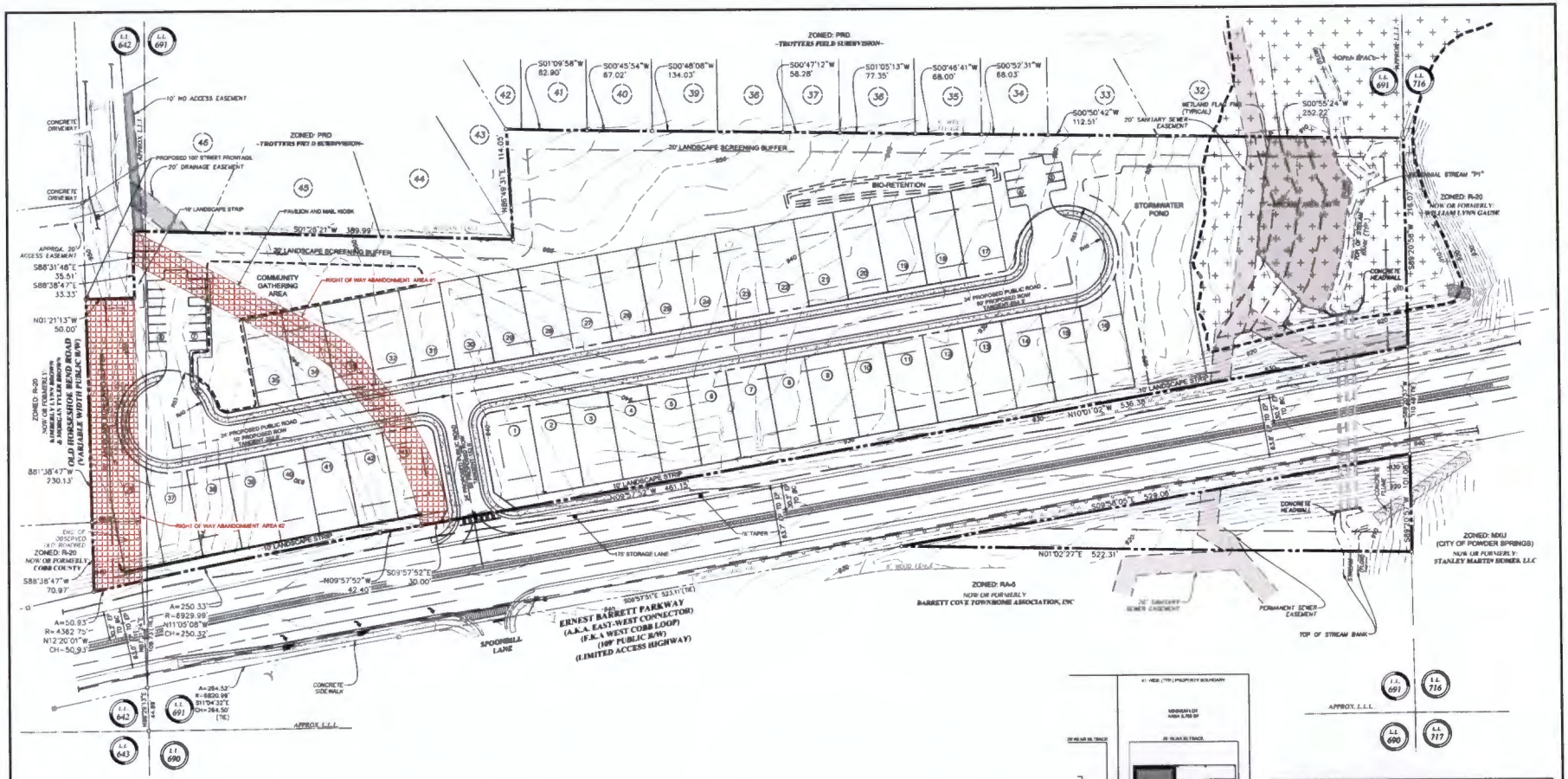


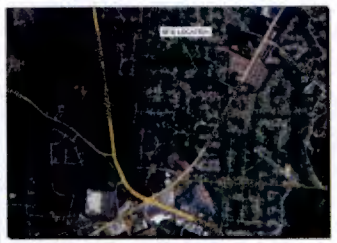
This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 230 460 Feet

Zoning Boundary

City Boundary





SITE LOCATION MAP
NOT TO SCALE

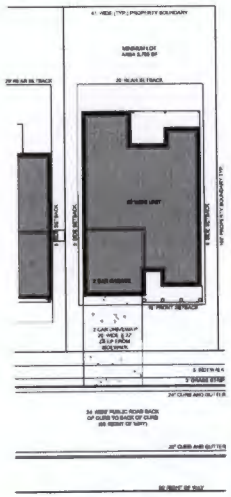
GEORGIA 811
www.Georgia811.com
Know what's below.
Call before you dig.

24 HOUR CONTACT:
NEVILLE ALLISON
678-223-8978

GENERAL NOTES:

1. STREAMS AND WETLANDS ARE LOCATED ON THE SITE
2. PROPERTY IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), AS SHOWN ON FLOOD INSURANCE RATE MAP PANEL 0594H, WITH A DATE OF IDENTIFICATION OF MARCH 4, 2013 FOR COMMUNITY NO. 130052, COBB COUNTY, GEORGIA. WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS LOCATED.
3. POWER AND GAS EASEMENTS ARE LOCATED ON THE SITE IN THE EXISTING RIGHT OF WAY
4. NO CEMETERIES ARE LOCATED ON THE SITE
5. SPEED LIMIT ON EARNEST BARRETT PARKWAY IS 45 MPH
6. WATER UTILITY PROVIDER IS COBB COUNTY
7. SANITARY SEWER PROVIDER IS COBB COUNTY
8. SIZE AND LOCATION OF PROPOSED STRUCTURES ARE INDICATED ON SITE PLAN

0 50 100 150 feet
1" = 50'-0"



TYPICAL LOT LAYOUT

SITE AREA	10.171 ACRES OR 443,038 SF
FLOOD PLAIN	0.005 ACRES OR 41 845 SF ± (0.476 AC)
NET SITE AREA	9.693 ACRES OR 422,216 SF
EXISTING ZONING	R-20
PROPOSED ZONING	RA-5
MINIMUM LOT AREA	7,000 SF (PROPOSED 3,700 SF)
MIN./MAX. ACREAGE REQUIRED	50,000 SF OR ACRES
MAXIMUM DENSITY	5 UNITS PER ACRE
MINIMUM FLOOR AREA	800 SF
MINIMUM LOT WIDTH AT FRONT SETBACK	70 FEET (80 FEET (PROPOSED 41 FEET)
FRONT YARD SETBACK ARTERIAL STREET	50 FEET (N/A)
FRONT YARD SETBACK INTERIOR STREET	20 FEET (PROPOSED 16 FEET)
MAJOR SIDE YARD SETBACK	20 FEET (PROPOSED 16 FEET)
SIDE SETBACK INTERIOR	5 FEET
REAR SETBACK ARTERIAL STREET	40 FEET (PROPOSED 30 FEET)
REAR SETBACK INTERIOR	30 FEET (PROPOSED 20 FEET)
MINIMUM FLOOR AREA	950 SF
BUILDING HEIGHT	35 FEET
MAXIMUM COVERAGE	45% OR 1,899 SF (PROPOSED 45% OR 1,800 SF)
MAXIMUM IMPERVIOUS AREA	85% OR 180,883 SF
PROPOSED UNITS	43 UNITS
PROPOSED DENSITY	4.44 UNITS PER ACRE
GUEST PARKING SPACES (0.5 SPACES PER UNIT)	22 SPACES OR 0.51 SPACES PER UNIT

THE REVIVE LAND GROUP

SOURCE. ENTITLE. REVIVE.

ONE ALLIANCE CENTER
3500 LENOX ROAD
SUITE 625
ATLANTA, GEORGIA 30326
O: (678) 223-8978
WWW.THEREVIVELANDGROUP.COM

PROJECT

SOMERSET AT MACEDONIA

A MASTER PLANNED RESIDENTIAL DEVELOPMENT

OLD HORSESHOE BEND ROAD AND BARRETT PARKWAY
MARIETTA, GEORGIA 30064

COBB COUNTY
GEORGIA

LAND LOT: 691
DISTRICT: 19TH

CLIENT

THE REVIVE LAND GROUP

SOURCE. ENTITLE. REVIVE.

ONE ALLIANCE CENTER
3500 LENOX ROAD
SUITE 625
ATLANTA, GEORGIA 30326
O: (678) 223-8978
THEREVIVELANDGROUP.COM

REVISION DATE

PROJECT NUMBER

25021

SEAL

GEORGIA REGISTERED LANDSCAPE ARCHITECT

PRELIMINARY
NOT TO BE RELEASED FOR CONSTRUCTION

SEAL IS ONLY VALID IF CONTAINS ORIGINAL AND BLUE INK WITH ALL UNUSED SEAL BLANKS VOIDED

NORTH

DATE

NOVEMBER 20, 2025

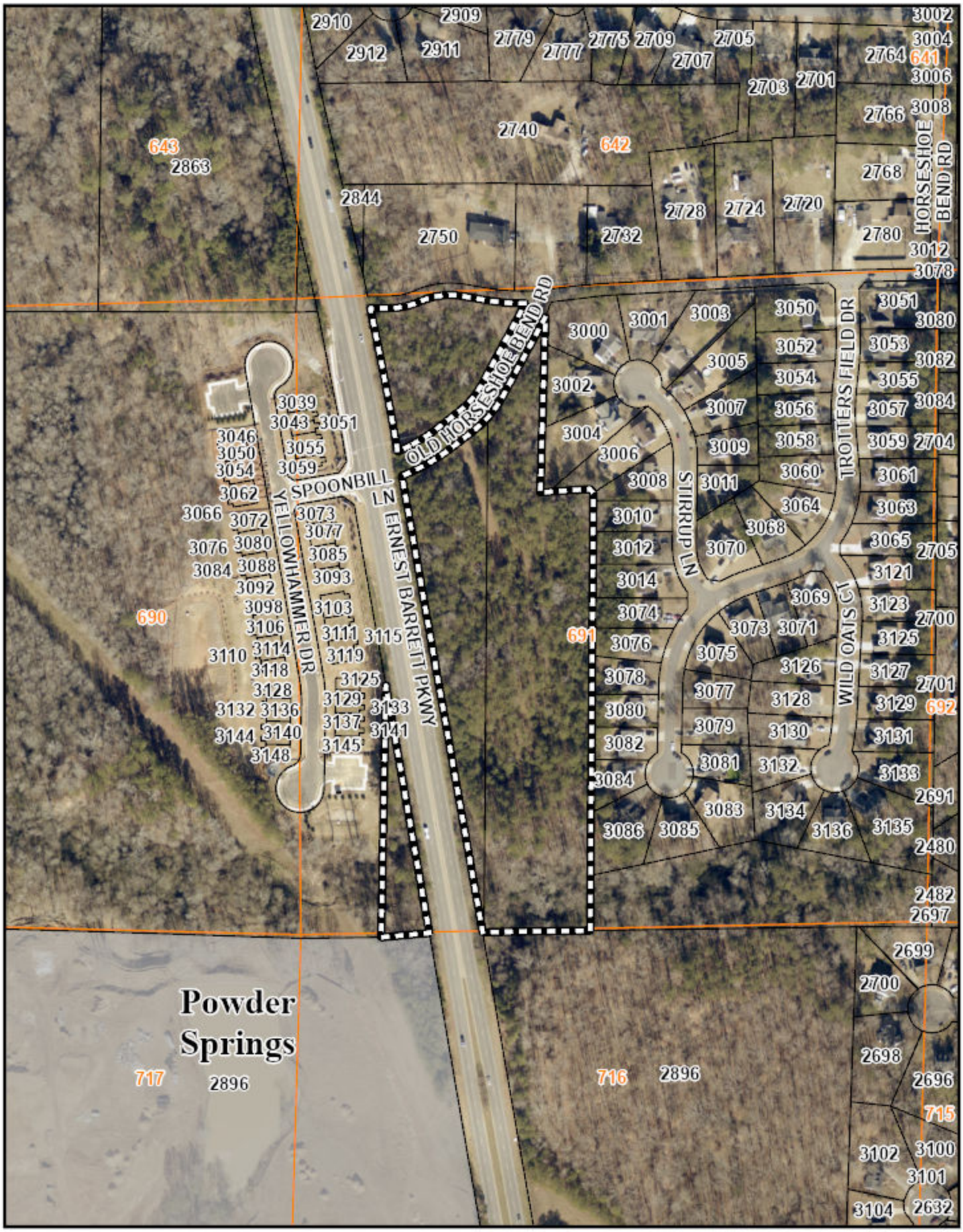
TITLE

CONCEPTUAL SITE PLAN

SHEET

Z-01

Z-5 2026 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 230 460 Feet

Zoning Boundary

City Boundary

Application No. Z- (2026)

Hearing Dates: PC - 02/03/2026
BOC - 02/17/2026

Summary of Intent for Rezoning*

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** Minimum 1,600 square feet and greater

b) **Proposed building architecture:** Traditional/Craftsman - Fronts of brick, stone, shake, board and batten, cementitious lap siding

c) **List all requested variances:** See attached Listing of Variances

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Not Applicable.

b) **Proposed building architecture:** Not Applicable.

c) **Proposed hours/days of operation:** Not Applicable.

d) **List all requested variances:**

Part 3. Other Pertinent Information (List or attach additional information if needed)

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). Yes. Portions of two Cobb County rights-of-way are proposed for abandonment, as shown on submitted Site Plan.

*Applicant specifically reserves the right to amend any information set forth in this Summary of Intent for Rezoning, or any portion of the Application for Rezoning or documentation attached thereto, at any time during the rezoning process.

ATTACHMENT TO SUMMARY OF INTENT FOR REZONING

Application No.: **Z-_____ (2026)**
Hearing Dates: **February 3, 2026**
February 17, 2026

Applicant: **The Revive Land Group, LLC**
Titleholder: **Estate of Lucille Garrett**
(a/k/a Leathy Lucille Garrett;
a/k/a Leathy Lucille Price Garrett)

Tax Parcel Identification No.: **19069100010**

Part 1. Residential Rezoning Information

(c) List all requested variances:

i) Sec. 134-201.2.(4)a. Minimum lot size: 7,000 sf. Variance request for minimum lot size: 3,700 sf;
ii) Sec. 134-201.2.(4)b. Minimum lot width at front setback line: 70 feet; cul-de-sac or interior lot, 50 feet. Variance request for minimum lot width of 41 feet;
iii) Sec. 134-201.2.(4)c. Minimum width between buildings: 15 feet. Variance request for minimum width between buildings of 10 feet;
iv) Sec. 134-201.2.(4)d. Minimum public road frontage: 70 feet; cul-de-sac 35 feet; 50 feet minimum public road frontage if interior to development. Variance request for minimum public road frontage of 41 feet;
v) Sec. 134-201.2.(4)e. Minimum building setbacks: minimum front yard setback: 20 feet. Variance request for minimum front yard setback of 15 feet;
vi) Sec. 134-201.2.(4)e. Minimum building setbacks: minimum major side yard setback: 20 feet. Variance request for minimum front yard setback of 15 feet.
vii) Sec. 134-201.2.(4)e. Minimum building setbacks: minimum rear yard setback on an arterial street: 40 feet. Variance request for minimum rear yard setback on an arterial street of 30 feet;
viii) Sec. 134-201.2.(4)e. Minimum building setbacks: minimum rear yard setback: 30 feet. Variance request for minimum front yard setback of 20 feet; and
ix) Sec. 134-191. Summary of bulk regulations: maximum coverage: 35 percent. Variance request for maximum coverage of 45percent.

Cobb County Development Standards Sec 402.7.1

x) A minimum 50 feet straight line distance is required between residential driveways. Request a minimum 12 feet straight line distance between residential driveways; and
xi) A minimum 50 feet straight line distance is required between the intersection radius and the edge of residential driveway aprons. Request a minimum 2 feet straight line distance between the intersection radius and the edge of the residential driveway apron.

TRAFFIC IMPACT STUDY
FOR
PROPOSED SOMERSET AT MACEDONIA RESIDENTIAL DEVELOPMENT ON ERNEST W BARRETT PARKWAY

COBB COUNTY, GEORGIA



Prepared for:

The Revive Land Group
3500 Lenox Road, Suite 625
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

November 17, 2025
A & R Project # 25-196

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1.0 INTRODUCTION

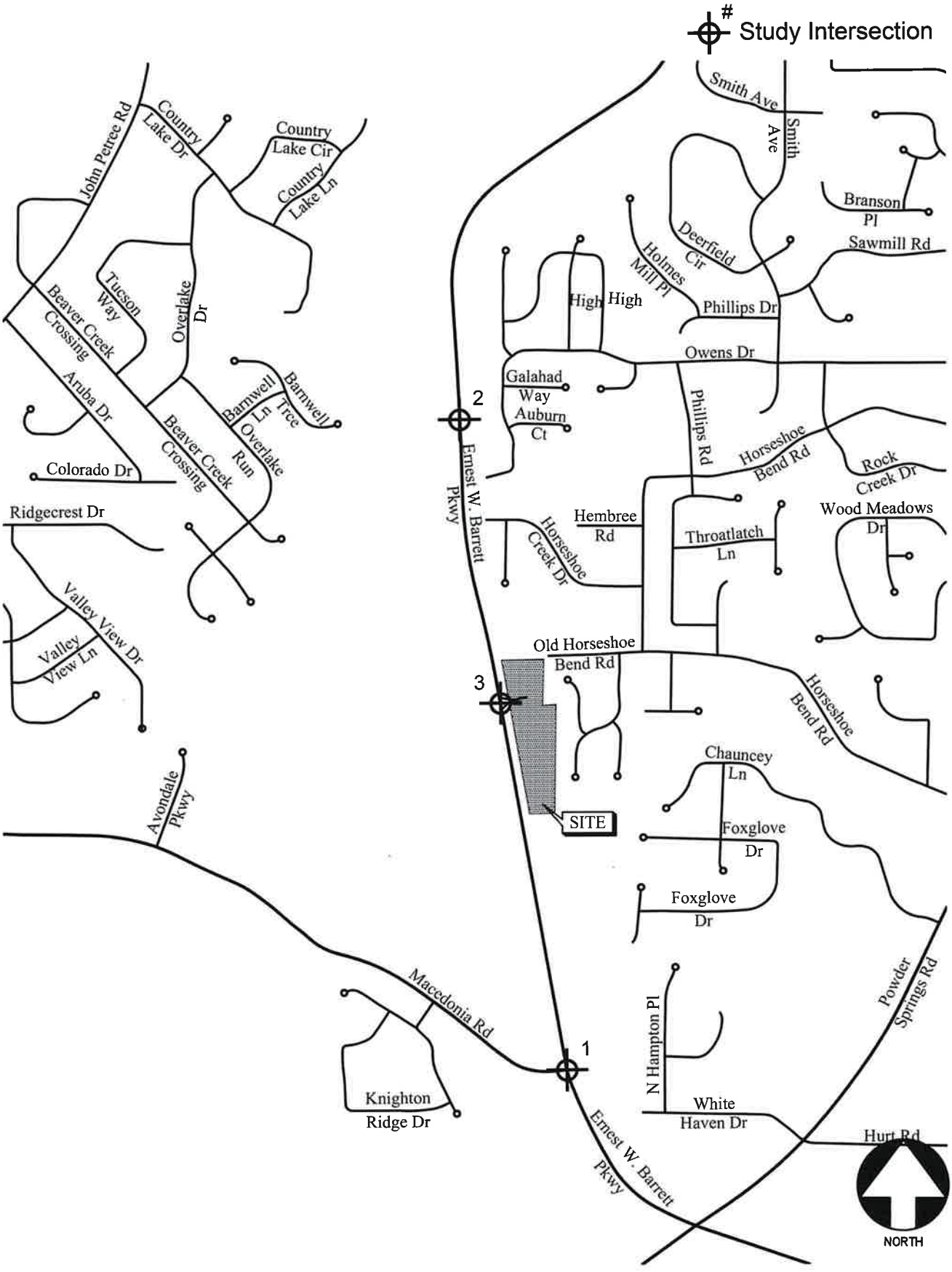
The purpose of this study is to determine the traffic impact from the proposed Somerset at Macedonia residential development that will be located on the east side of Ernest W Barrett Parkway about 3,000 feet north of Macedonia Road in Cobb County. The traffic analysis includes evaluation of the current operations as well as future conditions including traffic generated by the proposed development. The development will consist of 43 single-family detached houses and proposes one right-in/right-out driveway on Ernest W Barrett Parkway.



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

1. Ernest W Barrett Parkway at Macedonia Road
2. Ernest W Barrett Parkway at Median Break (approximately 0.45 miles to the north of the proposed site driveway location)

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 are shown in Figure 1.



LOCATION MAP

FIGURE 1

A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 Ernest W Barrett Parkway

Ernest W Barrett Parkway is a north-south, four-lane, median divided roadway with a posted speed limit of 45 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID: 067-0657) indicate that the daily traffic volume on Ernest W Barrett Parkway in 2024 was 21,500 vehicles per day northwest of Macedonia Road. Cobb County DOT classifies Ernest W Barrett Parkway as an arterial roadway.

2.1.2 Macedonia Road

Macedonia Road is an east-west, two-lane, undivided roadway with a two way left turn lane and posted speed limit of 35 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID: 067-8836) indicate that the daily traffic volume on Macedonia Road in 2024 was 5,660 vehicles per day southwest of Hopkins Road. Cobb County DOT classifies Macedonia Road as a major collector roadway.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board's Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level of service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designated as "F" regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level of service is assigned a letter designation from "A" through "F". Level of service "A" indicates excellent operations with little delay to motorists, while level of service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 – LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio of greater than 1.0 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 ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favourable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly 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.

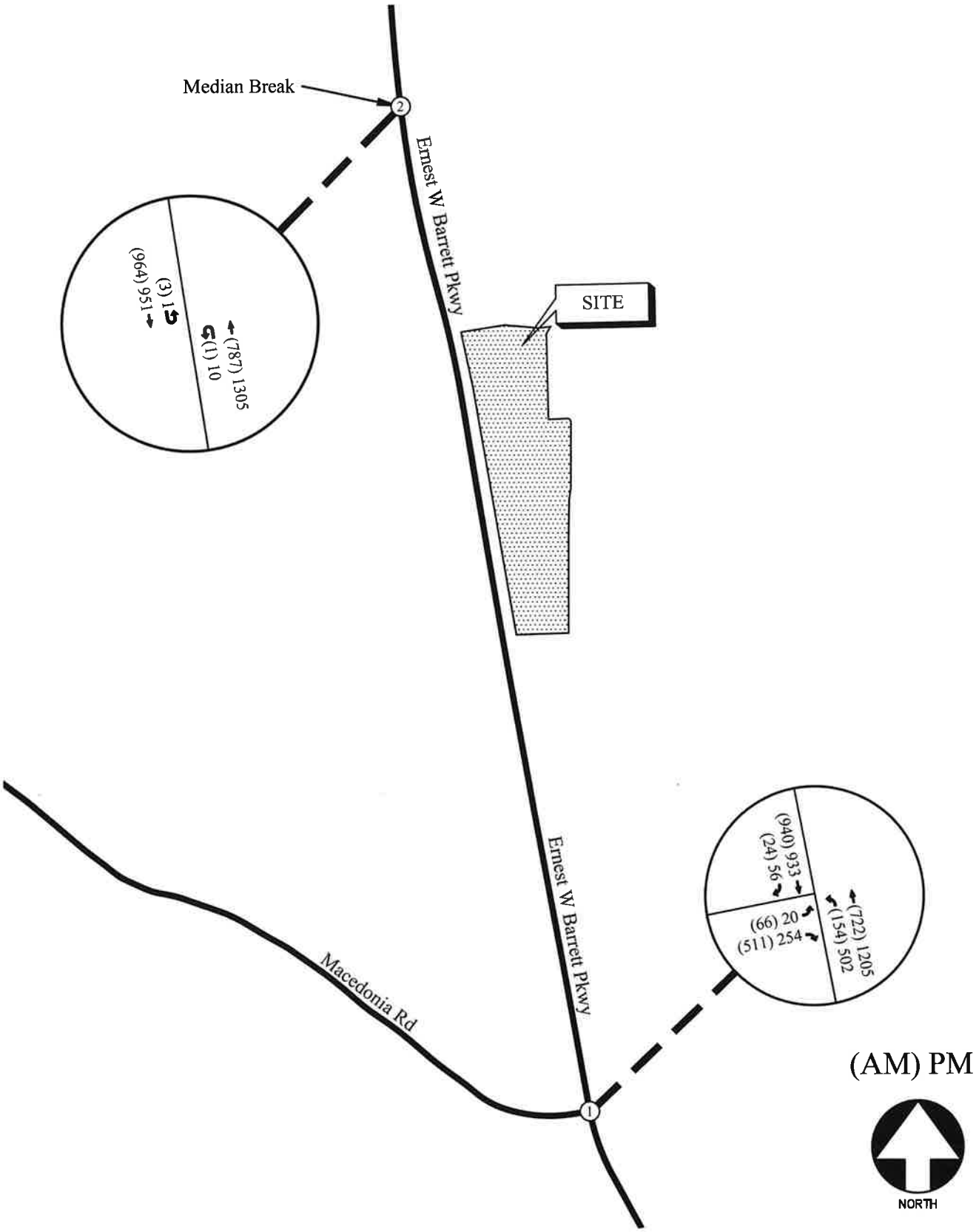
4.0 EXISTING 2025 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

1. Ernest W Barrett Parkway at Macedonia Road
2. Ernest W Barrett Parkway at Median Break

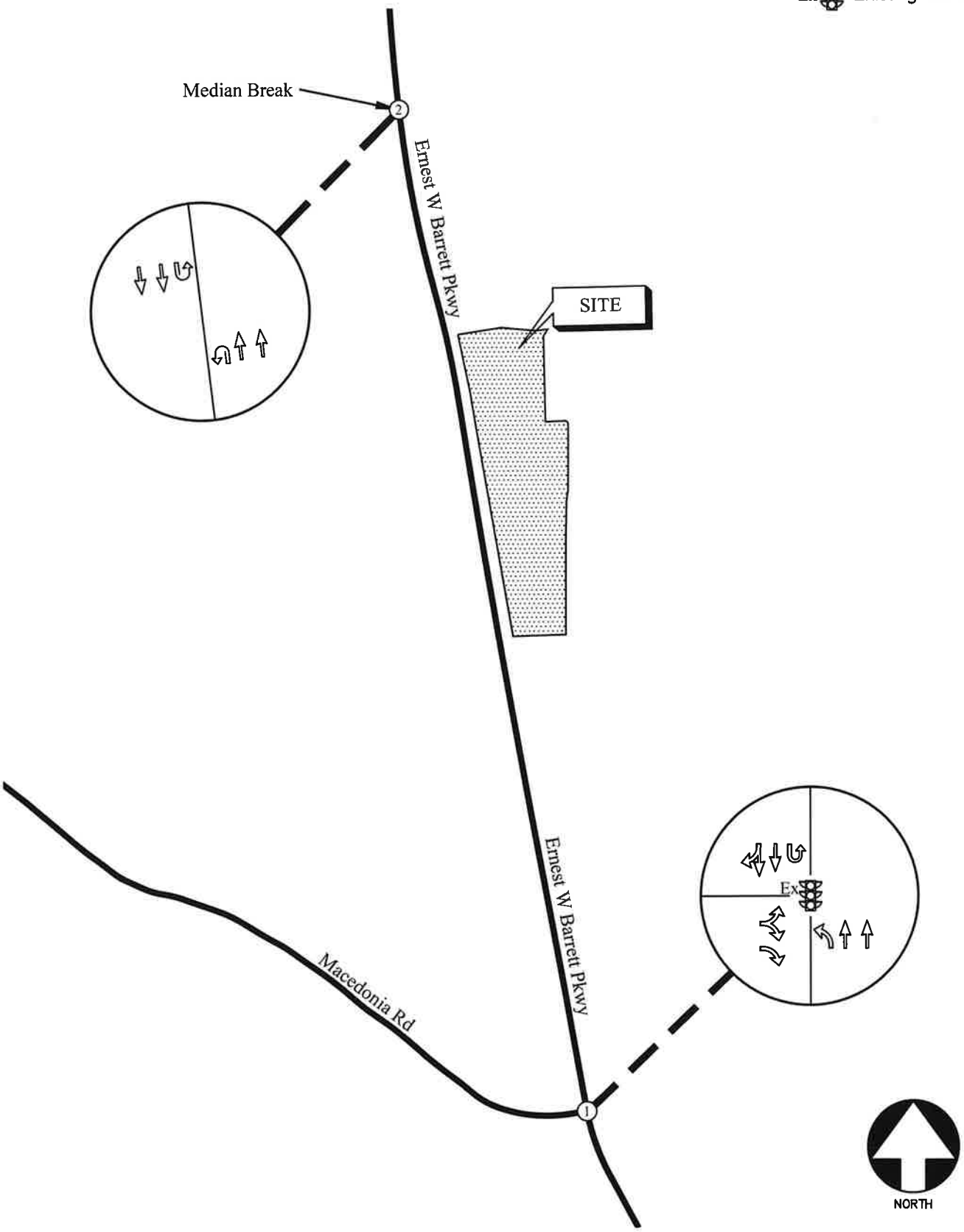
Turning movement counts were collected on Wednesday, October 22, 2025. All turning movement counts were recorded during the AM and PM peak hours between 7:00am to 9:00am and 4:00pm to 6:00pm, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections and are shown in Figure 2. The existing traffic control and lane geometry for the intersections are shown in Figure 3.



EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2

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EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 3

A&R Engineering Inc.

Figure 3 – Existing Traffic Control and Lane Geometry

4.2 Existing Traffic Operations

Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3.

TABLE 3 – EXISTING INTERSECTION OPERATIONS

	Intersection	Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	**Ernest W Barrett Parkway @ Macedonia Road**	Signalized	**C (23.0)**	**C (21.0)**
	-Eastbound Approach		D (54.9)	E (74.4)
	-Northbound Approach		A (8.8)	B (15.2)
	-Southbound Approach		B (16.6)	B (16.0)
2	**Ernest W Barrett Parkway @ Median Break**	-		
	-Northbound U-Turn		A (0.0)	A (0.0)
	-Southbound U-Turn		A (0.0)	A (0.0)

The results of the existing traffic operations analysis indicate that the signalized study intersection is operating at an overall level of service "B" in both the AM and PM peak hours.

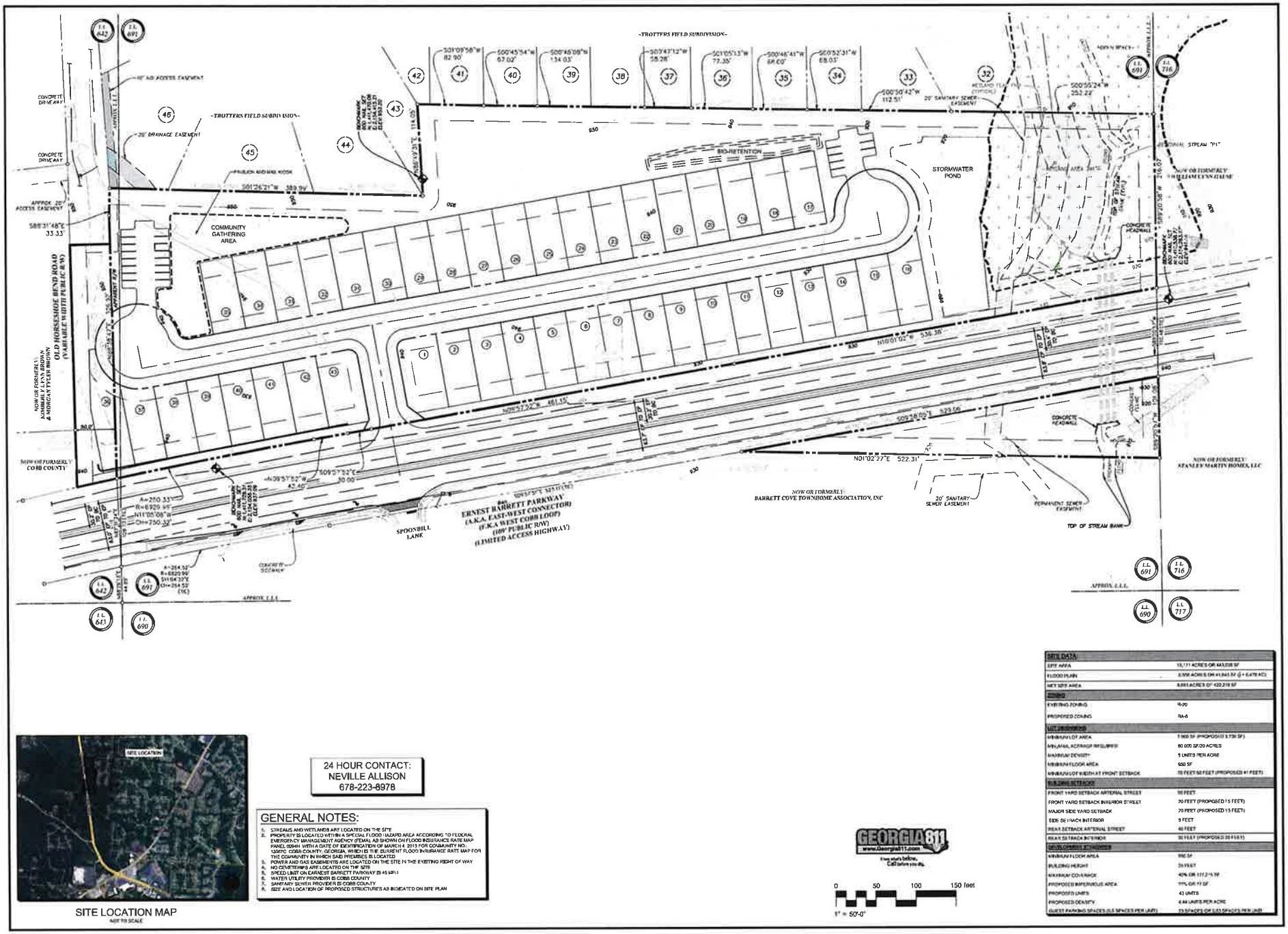
5.0 PROPOSED DEVELOPMENT

The proposed development is the Somerset at Macedonia residential development that will be located on the east side of Ernest W Barrett Parkway about 3,000 feet north of Macedonia Road in Cobb County. The development will consist of 43 single-family detached houses and proposes one right-in/right-out driveway on Ernest W Barrett Parkway.



A site plan is shown in Figure 4.

Figure 4 – Site Plan



5.1 Trip Generation

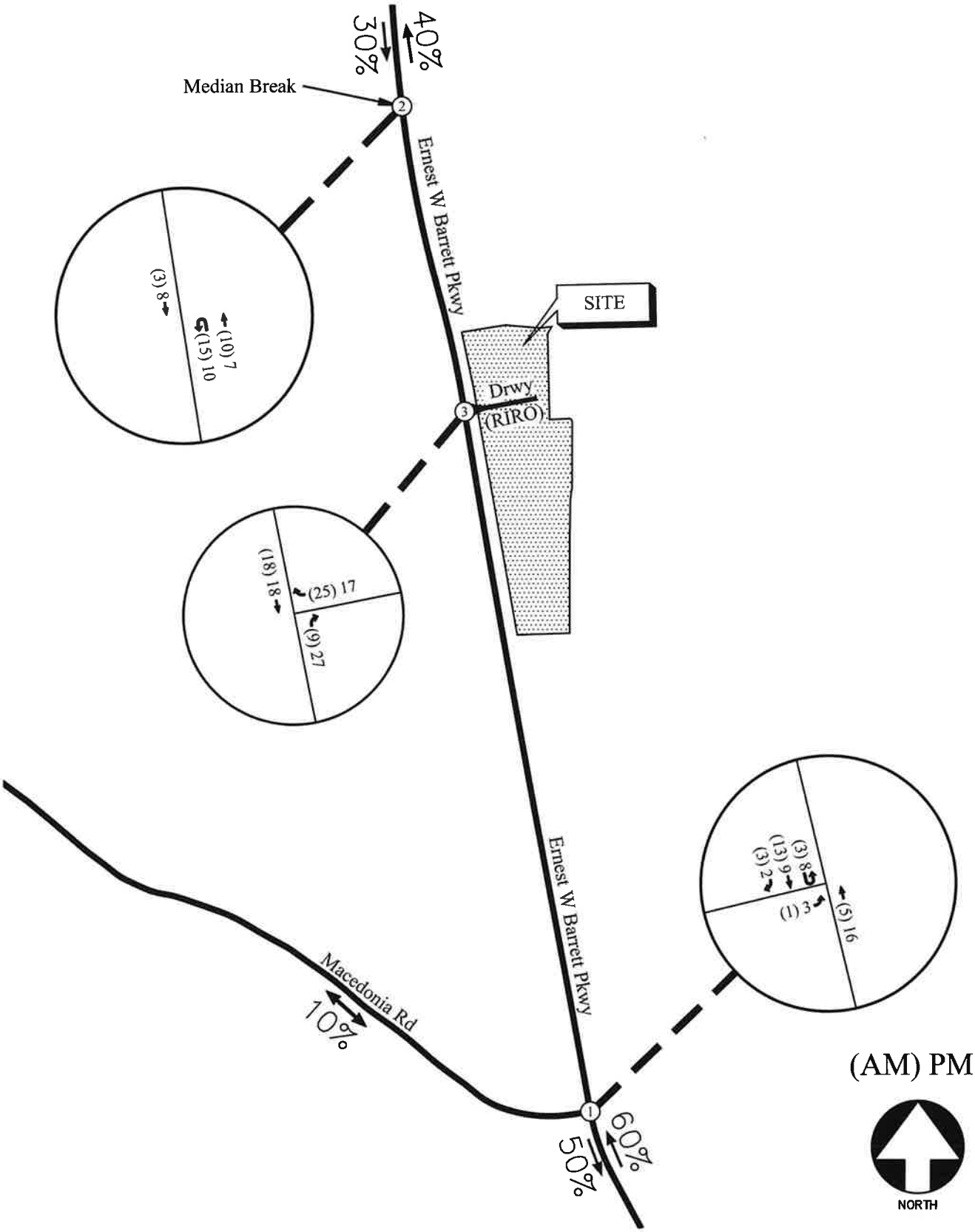
Trip generation estimates for the project were based on the rates and equations published in the 12th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Use category: *210 – Single-Family Detached Housing.* The calculated trip generation volumes for the proposed development are shown in Table 4.

TABLE 4 – TRIP GENERATION FOR PROPOSED DEVELOPMENT

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	2-way
ITE 210 – Single-Family Detached Housing	43 Units	9	25	34	27	17	44	612

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 traffic volumes generated by the site are shown in Figure 5.



TRIP DISTRIBUTION AND NEW SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 5

A&R Engineering Inc.

6.0 FUTURE 2027 TRAFFIC ANALYSIS

The future 2027 traffic operations are analyzed for the "Build" and "No-Build" conditions.

6.1 Future "No-Build" Conditions

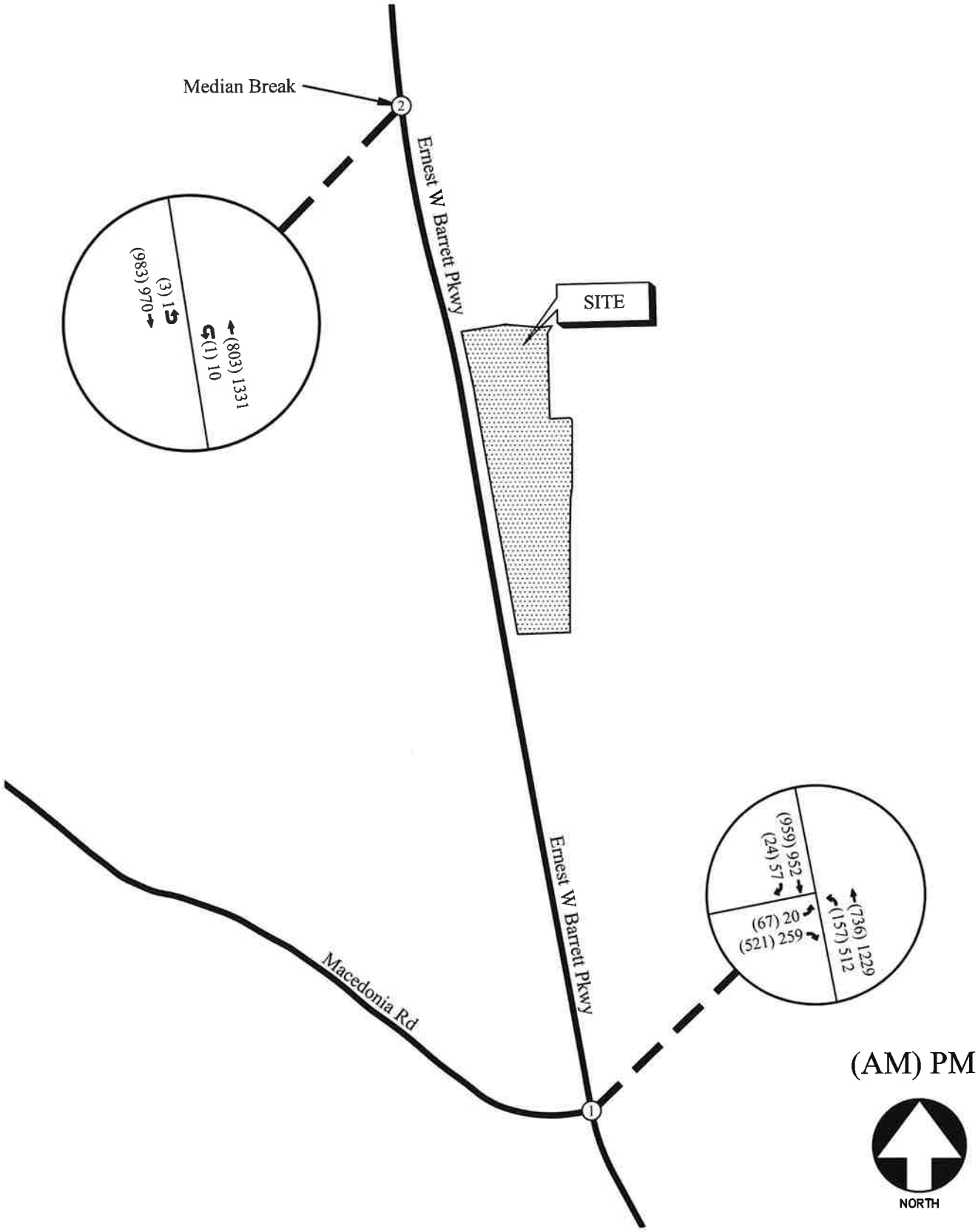
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the existing 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 (2022-2024) years revealed growth of approximately 1% in the area. This growth factor was applied to the existing traffic volumes between collector and arterial roadways 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

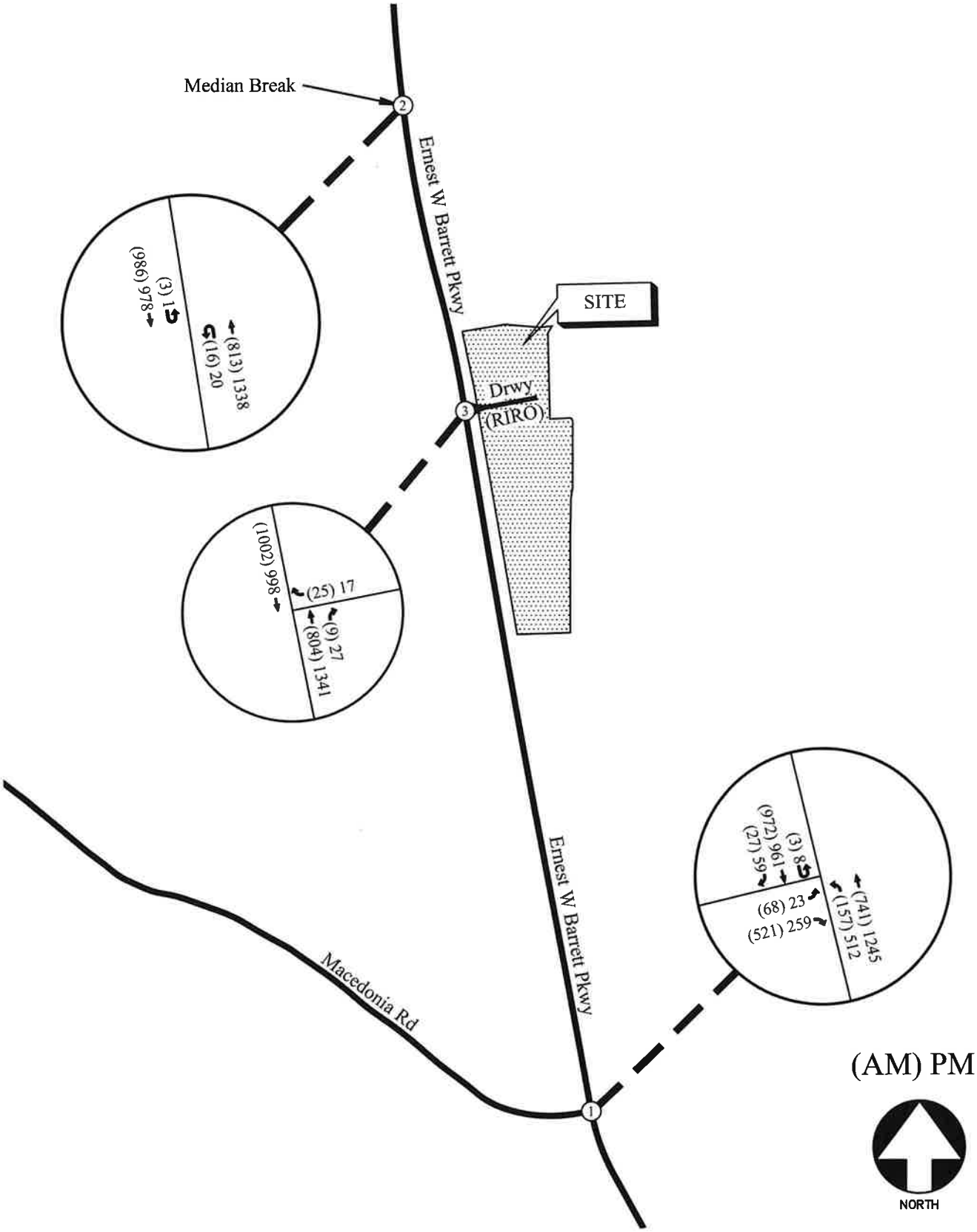
The "Build" or development conditions include the estimated background traffic from the "No-Build" conditions plus the added traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) were added to base traffic volumes (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 is the analysis for a right turn lane for the site driveway (per Cobb County 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 for traffic entering and exiting the site are 612 vehicles.

6.3.1 Deceleration Turn Lane Analysis

Per Cobb County Development Standards, (402.9), right turn lanes are required on any roadway that is included in the county's major thoroughfare plan network. Since Ernest W Barrett Parkway is an arterial roadway and is included in Cobb County's Major Thoroughfare Plan, a right turn lane is required at site driveway.

6.4 Future Traffic Operations

The future "No-Build" and "Build" traffic operations were analysed using the volumes in Figures 6 and 7, respectively. The results of the future traffic operations analysis are shown below in Table 5. Recommendations on traffic control and lane geometry are shown in Figure 8.

TABLE 5 – FUTURE INTERSECTION OPERATIONS

	Intersection	LOS (Delay)			
		NO BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**Ernest W Barrett Parkway @ Macedonia Road**	**C (23.2)**	**C (22.4)**	**C (23.3)**	**C (22.7)**
	-Eastbound Approach	D (54.2)	E (74.6)	D (54.3)	E (74.8)
	-Northbound Approach	A (9.2)	B (16.5)	A (9.2)	B (16.8)
	-Southbound Approach	B (17.3)	B (17.9)	B (17.5)	B (18.5)
2	**Ernest W Barrett Parkway @ Median Break**				
	-Northbound U-Turn	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	-Southbound U-Turn	A (0.0)	A (0.0)	A (0.0)	A (0.0)
3	**Ernest W Barrett Parkway @ Site Driveway (Right In/Right Out)**				
	-Westbound Approach	-	-	B (11.7)	C (15.4)

The results of the future "No-Build" and "Build" traffic operations analysis indicate that the unsignalized study intersections will continue to operate at a level of service "C" or better in both the AM and PM peak hours. The signalized study intersection will be operating at a level of service "C" or better in both the AM and PM peak hour.

Table 6 below includes 95th percentile SimTraffic queue lengths at the study intersections. SimTraffic results of the "No Build" and "Build" have been used since the microsimulation more accurately modelled a multi-lane turn lane scenario than Synchro (macrosimulation).

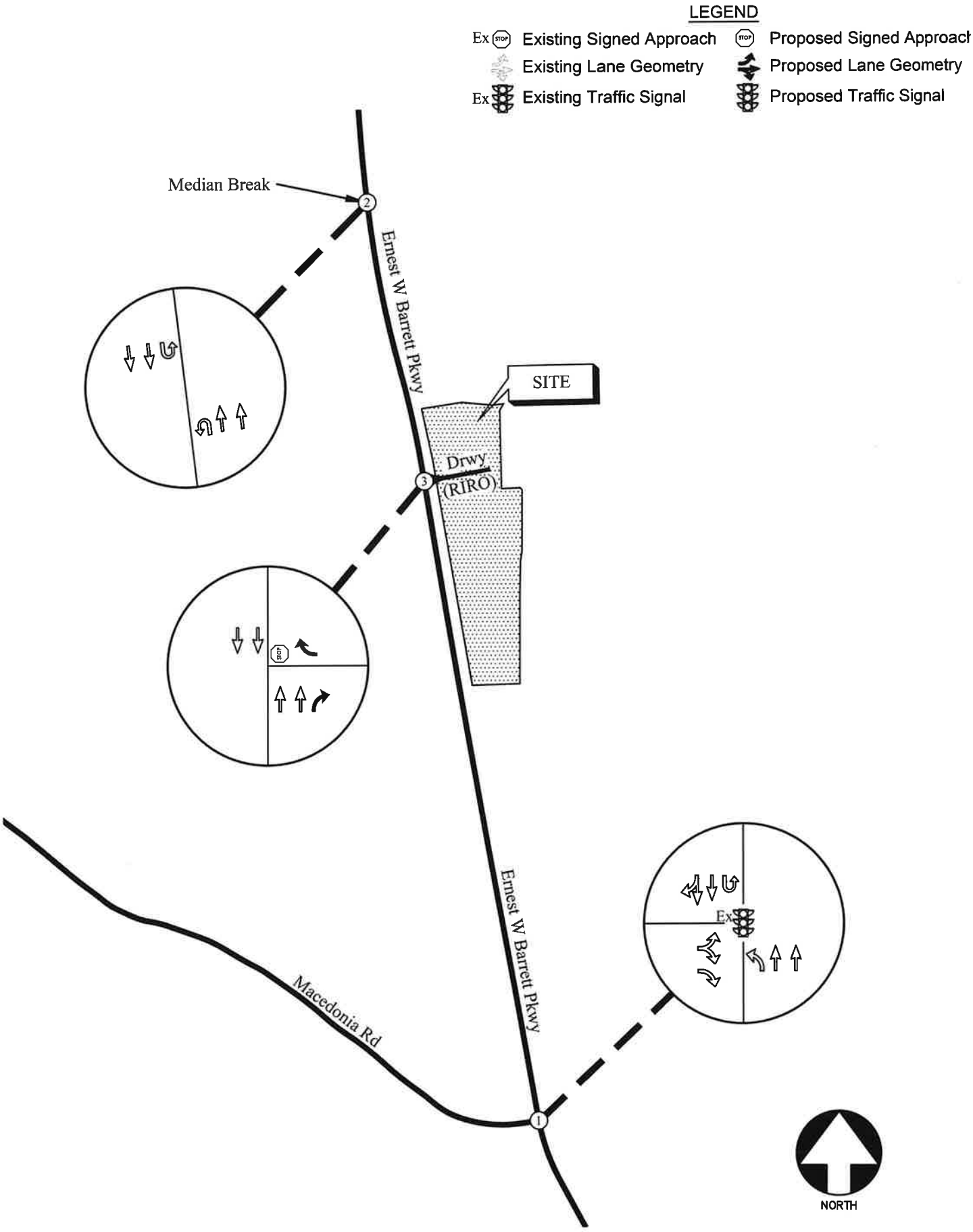
TABLE 6 – FUTURE INTERSECTION 95TH PERCENTILE QUEUES

	Intersection	Available Storage	Queue Length in feet			
			NO-BUILD		BUILD	
			AM Peak	PM Peak	AM Peak	PM Peak
1	**Ernest W Barrett Parkway @ Macedonia Road**					
	-Eastbound Left/Right	460'	227	94	229	97
	-Eastbound Right	-	76	73	76	73
	-Northbound Left	305'	77	454	78	464
	-Northbound Through	-	172	183	174	190
	-Southbound U-Turn	190'	-	-	7	16
	-Southbound Through	-	411	504	419	511
	-Southbound Through/ Right	-	411	504	419	511
2	**Ernest W Barrett Parkway @ Median Break**					
	-Northbound U-Turn	145'	4	23	35	32
	-Southbound U-Turn	155'	11	6	12	5

The storage lengths are all adequate to accommodate projected queues other than the northbound left approach at the intersection of Ernest W Barrett Parkway and Macedonia Road during the PM peak hour.

6.5 System Improvements

The "No-Build" scenario shows a significant amount of northbound left turning volume at Ernest W Barrett Parkway and Macedonia Road during the PM peak hour. The expected 95th percentile queue during this time is also longer than the available storage for this movement. It is recommended to consider a dual left turn lane whenever the left turn volume is greater than 300 vehicles during the peak hour. The PM peak hour volume for northbound left turning vehicles at this intersection is 512.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 8

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed Somerset at Macedonia residential development that will be located on the east side of Ernest W Barrett Parkway in Cobb County. The development will consist of 43 single-family detached houses and proposes one right-in/right-out driveway on Ernest W Barrett Parkway.

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

1. Ernest W Barrett Parkway at Macedonia Road
2. Ernest W Barrett Parkway at Median Break (Approximately 0.45 miles to the north of the proposed site driveway location)
3. Ernest W Barrett Parkway at Site Driveway (Right In/Right Out)

The analysis included the evaluation of future operations for "No-Build" and "Build" conditions, with the differences between "No-Build" and "Build" accounting for an increase in traffic due to the proposed development. The results of the future "No-Build" and "Build" traffic operations analysis indicate that the unsignalized study intersections will continue to operate at a level of service "C" in both the AM and PM peak hours. The results of the future "No-Build" and "Build" traffic operations analysis also indicate that the signalized study intersections will continue to operate at a level of service "C" in both the AM and PM peak hours. The impact of the proposed site's traffic on the traffic operations in the study network is minimal.

7.1 Recommendation for Site Access Configuration

The following access configuration is recommended for the proposed site driveway intersection.

- Site Driveway: Right-In/ Right-Out driveway on Ernest W Barrett Parkway
    - One entering and one exiting lanes.
    - Stop-sign controlled on the driveway approach with Ernest W Barrett Parkway remaining free flow.
    - Deceleration turn lane for entering traffic
    - Provide adequate sight distance per AASHTO standards.

Appendix

Existing Intersection Traffic Counts .....
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future "No-Build" 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
Ernest W Barrett Pkwy @ Median Opening
North of Macedonia Road
7-9 am | 4-6 pm

File Name : 20250374
Site Code : 20250374
Start Date : 10-22-2025
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Ernest W Barrett Pkwy Northbound					Ernest W Barrett Pkwy Southbound					Eastbound				Westbound				
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	191	0	0	191	0	208	0	2	210	0	0	0	0	0	0	0	0	401
07:15 AM	0	209	0	0	209	0	258	0	0	258	0	0	0	0	0	0	0	0	467
07:30 AM	0	204	0	0	204	0	265	0	0	265	0	0	0	0	0	0	0	0	469
07:45 AM	0	183	0	1	184	0	233	0	1	234	0	0	0	0	0	0	0	0	418
Total	0	787	0	1	788	0	964	0	3	967	0	0	0	0	0	0	0	0	1755
08:00 AM	0	169	0	1	170	0	228	0	1	229	0	0	0	0	0	0	0	0	399
08:15 AM	0	168	0	2	170	0	232	0	0	232	0	0	0	0	0	0	0	0	402
08:30 AM	0	147	0	1	148	0	221	0	2	223	0	0	0	0	0	0	0	0	371
08:45 AM	0	172	0	0	172	0	263	0	0	263	0	0	0	0	0	0	0	0	435
Total	0	656	0	4	660	0	944	0	3	947	0	0	0	0	0	0	0	0	1607
*** BREAK ***																			
04:00 PM	0	308	0	2	310	0	232	0	0	232	0	0	0	0	0	0	0	0	542
04:15 PM	0	321	0	3	324	0	216	0	0	216	0	0	0	0	0	0	0	0	540
04:30 PM	0	323	0	2	325	0	230	0	0	230	0	0	0	0	0	0	0	0	555
04:45 PM	0	354	0	3	357	0	248	0	1	249	0	0	0	0	0	0	0	0	606
Total	0	1306	0	10	1316	0	926	0	1	927	0	0	0	0	0	0	0	0	2243
05:00 PM	0	307	0	2	309	0	257	0	0	257	0	0	0	0	0	0	0	0	566
05:15 PM	0	290	0	2	292	0	222	0	1	223	0	0	0	0	0	0	0	0	515
05:30 PM	0	291	0	2	293	0	267	0	2	269	0	0	0	0	0	0	0	0	562
05:45 PM	0	280	0	2	282	0	240	0	1	241	0	0	0	0	0	0	0	0	523
Total	0	1168	0	8	1176	0	986	0	4	990	0	0	0	0	0	0	0	0	2166
Grand Total	0	3917	0	23	3940	0	3820	0	11	3831	0	0	0	0	0	0	0	0	7771
Apprch %	0	99.4	0	0.6		0	99.7	0	0.3		0	0	0		0	0	0		
Total %	0	50.4	0	0.3	50.7	0	49.2	0	0.1	49.3	0	0	0	0	0	0	0	0	

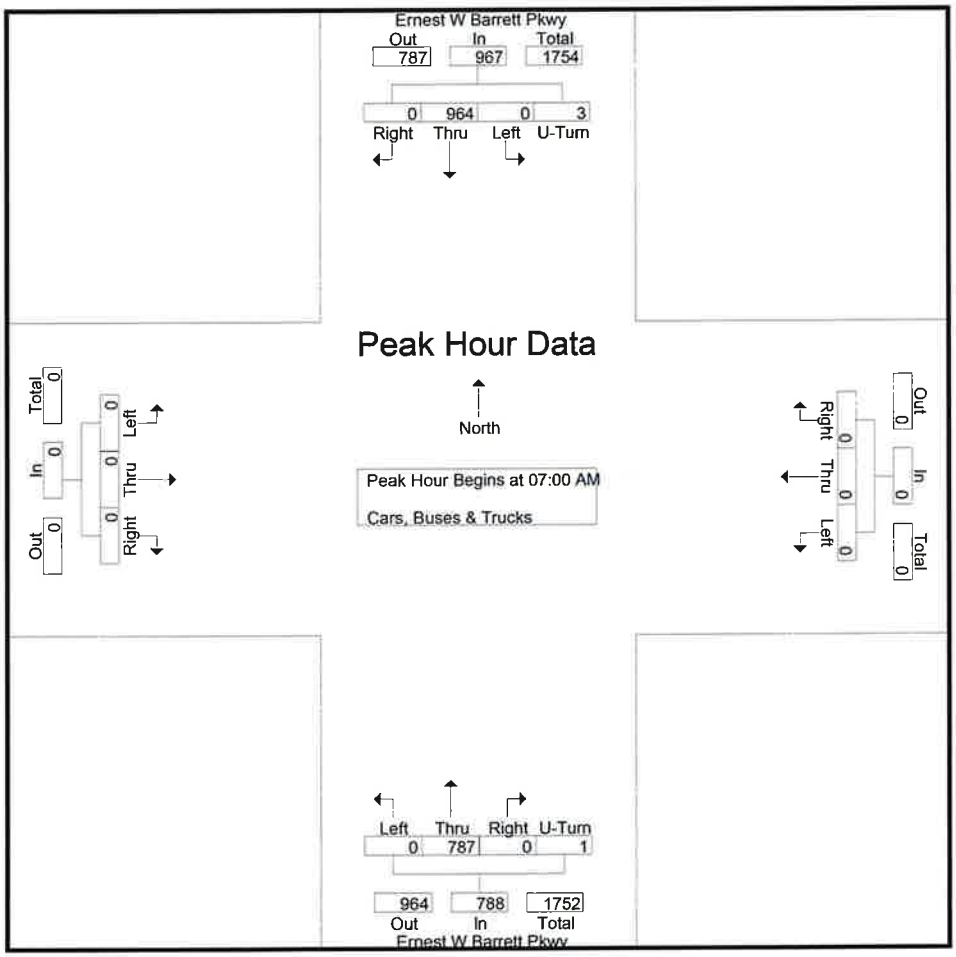
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2160 Kingston Court Suite 'O'
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TMC Data
Ernest W Barrett Pkwy @ Median Opening
North of Macedonia Road
7-9 am | 4-6 pm

File Name : 20250374
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	Ernest W Barrett Pkwy Northbound					Ernest W Barrett Pkwy Southbound					Eastbound				Westbound				
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:00 AM																			
07:00 AM	0	191	0	0	191	0	208	0	**2**	210	0	0	0	0	0	0	0	0	401
07:15 AM	0	**209**	0	0	**209**	0	258	0	0	258	0	0	0	0	0	0	0	0	467
07:30 AM	0	204	0	0	204	0	**265**	0	0	**265**	0	0	0	0	0	0	0	0	**469**
07:45 AM	0	183	0	**1**	184	0	233	0	1	234	0	0	0	0	0	0	0	0	418
Total Volume	0	787	0	1	788	0	964	0	3	967	0	0	0	0	0	0	0	0	1755
% App. Total	0	99.9	0	0.1		0	99.7	0	0.3		0	0	0		0	0	0		
PHF	.000	.941	.000	.250	.943	.000	.909	.000	.375	.912	.000	.000	.000	.000	.000	.000	.000	.000	.936



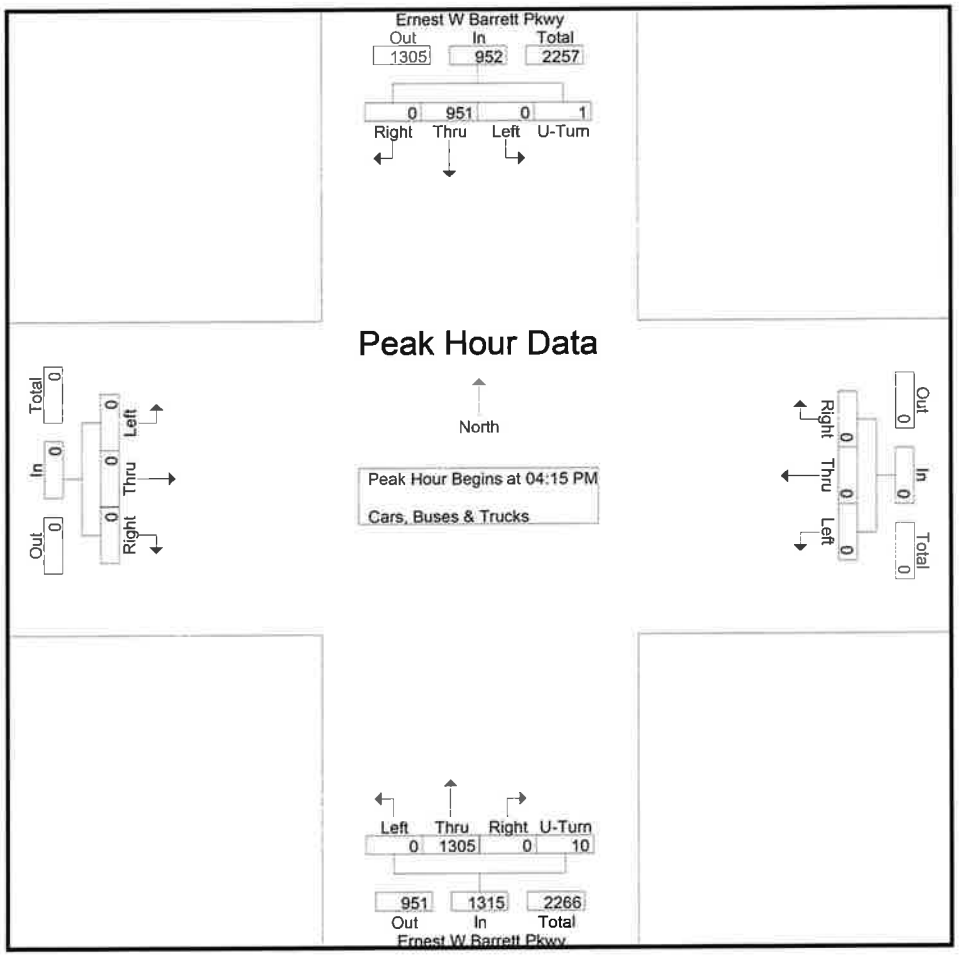
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	Ernest W Barrett Pkwy Northbound					Ernest W Barrett Pkwy Southbound					Eastbound				Westbound				
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:15 PM																			
04:15 PM	0	321	0	**3**	324	0	216	0	0	216	0	0	0	0	0	0	0	0	540
04:30 PM	0	323	0	2	325	0	230	0	0	230	0	0	0	0	0	0	0	0	555
04:45 PM	0	**354**	0	3	**357**	0	248	0	**1**	249	0	0	0	0	0	0	0	0	**606**
05:00 PM	0	307	0	2	309	0	**257**	0	0	**257**	0	0	0	0	0	0	0	0	566
Total Volume	0	1305	0	10	1315	0	951	0	1	952	0	0	0	0	0	0	0	0	2267
% App. Total	0	99.2	0	0.8		0	99.9	0	0.1		0	0	0		0	0	0		
PHF	.000	.922	.000	.833	.921	.000	.925	.000	.250	.926	.000	.000	.000	.000	.000	.000	.000	.000	.935



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Ernest W Barrett Pkwy @ Macedonia Road
7-9 am | 4-6 pm

File Name : 20250375
Site Code : 20250375
Start Date : 10-22-2025
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Ernest W Barrett Pkwy Northbound				Ernest W Barrett Pkwy Southbound				Macedonia Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	165	0	177	0	196	12	208	26	0	151	177	0	0	0	0	562
07:15 AM	34	195	0	229	0	252	6	258	14	0	161	175	0	0	0	0	662
07:30 AM	45	190	0	235	0	265	0	265	14	0	111	125	0	0	0	0	625
07:45 AM	63	172	0	235	0	227	6	233	12	0	88	100	0	0	0	0	568
Total	154	722	0	876	0	940	24	964	66	0	511	577	0	0	0	0	2417
08:00 AM	40	160	0	200	0	223	5	228	10	0	91	101	0	0	0	0	529
08:15 AM	46	163	0	209	0	222	10	232	7	0	86	93	0	0	0	0	534
08:30 AM	32	141	0	173	0	217	4	221	7	0	72	79	0	0	0	0	473
08:45 AM	35	159	0	194	0	259	4	263	13	0	72	85	0	0	0	0	542
Total	153	623	0	776	0	921	23	944	37	0	321	358	0	0	0	0	2078
*** BREAK ***																	
04:00 PM	91	302	0	393	0	222	10	232	8	0	63	71	0	0	0	0	696
04:15 PM	88	317	0	405	0	205	11	216	7	0	57	64	0	0	0	0	685
04:30 PM	98	317	0	415	0	222	8	230	8	0	57	65	0	0	0	0	710
04:45 PM	101	353	0	454	0	233	15	248	4	0	53	57	0	0	0	0	759
Total	378	1289	0	1667	0	882	44	926	27	0	230	257	0	0	0	0	2850
05:00 PM	107	307	0	414	0	243	14	257	2	0	62	64	0	0	0	0	735
05:15 PM	130	287	0	417	0	212	10	222	5	0	63	68	0	0	0	0	707
05:30 PM	116	290	0	406	0	248	19	267	3	0	55	58	0	0	0	0	731
05:45 PM	149	321	0	470	0	230	13	243	10	0	74	84	0	0	0	0	797
Total	502	1205	0	1707	0	933	56	989	20	0	254	274	0	0	0	0	2970
Grand Total	1187	3839	0	5026	0	3676	147	3823	150	0	1316	1466	0	0	0	0	10315
Apprch %	23.6	76.4	0		0	96.2	3.8		10.2	0	89.8		0	0	0		
Total %	11.5	37.2	0	48.7	0	35.6	1.4	37.1	1.5	0	12.8	14.2	0	0	0	0	

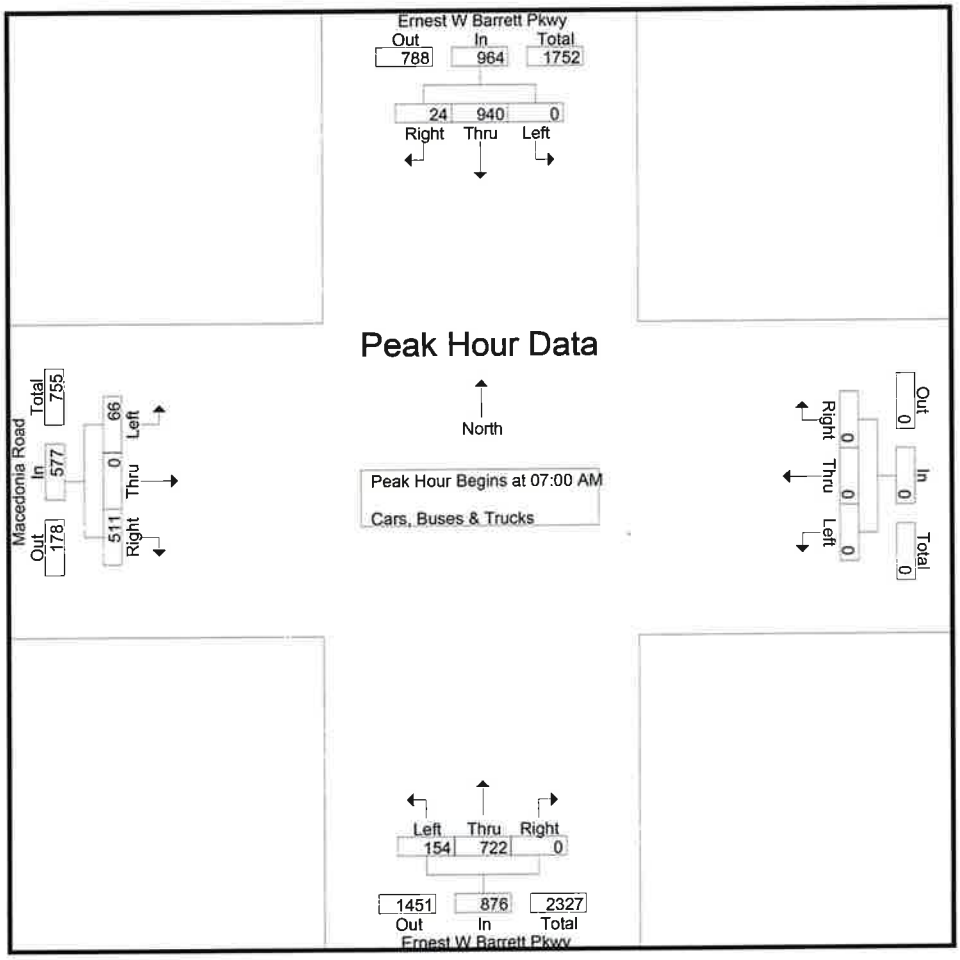
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Ernest W Barrett Pkwy @ Macedonia Road
7-9 am | 4-6 pm

File Name : 20250375
Site Code : 20250375
Start Date : 10-22-2025
Page No : 2

	Ernest W Barrett Pkwy Northbound				Ernest W Barrett Pkwy Southbound				Macedonia Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	12	165	0	177	0	196	**12**	208	**26**	0	151	**177**	0	0	0	0	562
07:15 AM	34	**195**	0	229	0	252	6	258	14	0	**161**	175	0	0	0	0	**662**
07:30 AM	45	190	0	**235**	0	**265**	0	**265**	14	0	111	125	0	0	0	0	625
07:45 AM	**63**	172	0	235	0	227	6	233	12	0	88	100	0	0	0	0	568
Total Volume	154	722	0	876	0	940	24	964	66	0	511	577	0	0	0	0	2417
% App. Total	17.6	82.4	0		0	97.5	2.5		11.4	0	88.6		0	0	0		
PHF	.611	.926	.000	.932	.000	.887	.500	.909	.635	.000	.793	.815	.000	.000	.000	.000	.913



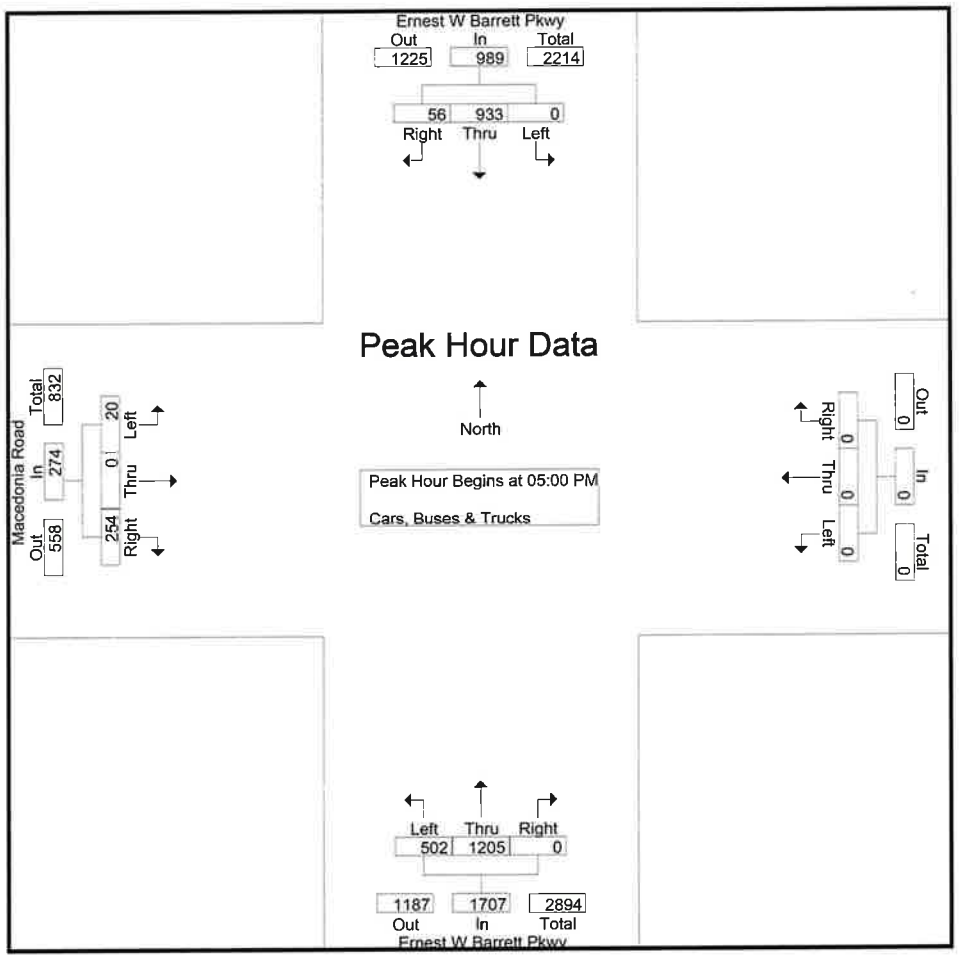
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Ernest W Barrett Pkwy @ Macedonia Road
7-9 am | 4-6 pm

File Name : 20250375
Site Code : 20250375
Start Date : 10-22-2025
Page No : 3

	Ernest W Barrett Pkwy Northbound				Ernest W Barrett Pkwy Southbound				Macedonia Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	107	307	0	414	0	243	14	257	2	0	62	64	0	0	0	0	735
05:15 PM	130	287	0	417	0	212	10	222	5	0	63	68	0	0	0	0	707
05:30 PM	116	290	0	406	0	**248**	**19**	**267**	3	0	55	58	0	0	0	0	731
05:45 PM	**149**	**321**	0	**470**	0	230	13	243	**10**	0	**74**	**84**	0	0	0	0	**797**
Total Volume	502	1205	0	1707	0	933	56	989	20	0	254	274	0	0	0	0	2970
% App. Total	29.4	70.6	0		0	94.3	5.7		7.3	0	92.7		0	0	0		
PHF	.842	.938	.000	.908	.000	.941	.737	.926	.500	.000	.858	.815	.000	.000	.000	.000	.932

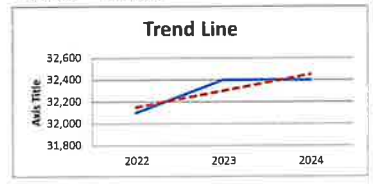


LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2022	2023	2024
SR 360 (Macland Road) (W of W. Sandtown I	0.5%	0.75	067-0669	00000360	32,100	32,400	32,400
SR 360 (Macland Road) (W of Scotney Castle	1.1%	0.99	067-0667	00036000	31,500	31,900	32,200
Macedonia Road (SW of Hopkins Road)	2.0%	0.96	067-8836	0000000	5,440	5,510	5,660
East-West Connector (SE of Tramore Pointe I	2.8%	0.89	067-0770	00283500	37,700	38,100	39,800
Ernest W. Barrett Parkway (NW of Macedoni	-2.4%	0.62	067-0657	00822800	22,600	22,800	21,500
Weighted Average	0.9%	0.98	Sum of Count Stations =		1,29,340	1,30,710	1,31,560

Location	Traffic Counter	RCLINK	2022	2023	2024
SR 360 (Macland Road) (W of W. Sandtown Road)	067-0669	00000360	32,100	32,400	32,400

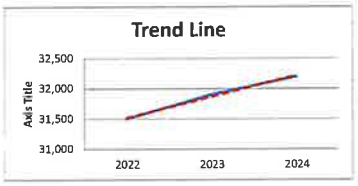




Growth Rate	Intercept		Slope	
0.5%	Intercept	-2,71,150	Slope	150.00
Trend Line		32,150	32,300	32,450

Location	Traffic Counter	RCLINK	2022	2023	2024
SR 360 (Macland Road) (W of Scotney Castle Lane)	067-0667	00036000	31,500	31,900	32,200

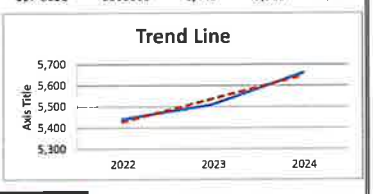




Growth Rate	Intercept		Slope	
1.1%	Intercept	-6,76,183	Slope	350.00
Trend Line		31,517	31,867	32,217

Location	Traffic Counter	RCLINK	2022	2023	2024
Macedonia Road (SW of Hopkins Road)	067-8836	0000000	5,440	5,510	5,660

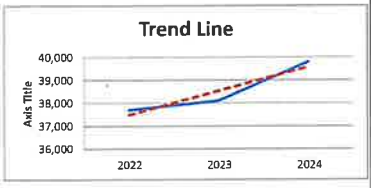




Growth Rate	Intercept		Slope	
2.0%	Intercept	-2,16,993	Slope	110.00
Trend Line		5,427	5,537	5,647

Location	Traffic Counter	RCLINK	2022	2023	2024
East-West Connector (SE of Tramore Pointe Parkway/ Asquith Avenue)	067-0770	00283500	37,700	38,100	39,800

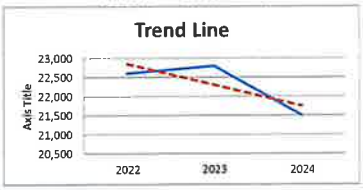




Growth Rate	Intercept		Slope	
2.8%	Intercept	-20,85,617	Slope	1,050.00
Trend Line		37,483	38,533	39,583

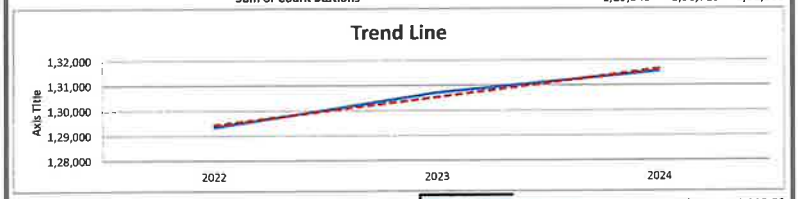
Location	Traffic Counter	RCLINK	2022	2023	2024
Ernest W. Barrett Parkway (NW of Macedonia Road)	067-0657	00822800	22,600	22,800	21,500





Growth Rate	Intercept		Slope	
-2.4%	Intercept	11,34,950	Slope	-550.00
Trend Line		22,850	22,300	21,750

Weighted Average	2022	2023	2024
Sum of Count Stations	1,29,340	1,30,710	1,31,560



Growth Rate	Intercept		Slope	
0.9%	Intercept	-21,14,993	Slope	1,110.00
Trend Line		1,29,427	1,30,537	1,31,647

EXISTING INTERSECTION ANALYSIS

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	66	511	154	722	940
Future Volume (vph)	66	511	154	722	940
Lane Group Flow (vph)	320	315	169	793	1059
Turn Type	Prot	Prot	pm+pt	NA	NA
Protected Phases	8	8	1	6	2
Permitted Phases			6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	15.0	15.0
Minimum Split (s)	23.5	23.5	15.0	23.5	40.5
Total Split (s)	40.0	40.0	30.0	80.0	50.0
Total Split (%)	33.3%	33.3%	25.0%	66.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min
v/c Ratio	0.83	0.62	0.42	0.30	0.50
Control Delay (s/veh)	43.4	9.7	8.7	6.3	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	9.7	8.7	6.3	16.5
Queue Length 50th (ft)	138	0	32	92	228
Queue Length 95th (ft)	222	76	74	166	392
Internal Link Dist (ft)	433			445	3140
Turn Bay Length (ft)	135		315		
Base Capacity (vph)	569	656	558	2629	2122
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.56	0.48	0.30	0.30	0.50

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ernest W. Barrett Pkwy & Macedonia Rd



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	66	511	154	722	0	940	24
Future Volume (veh/h)	66	511	154	722	0	940	24
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	640	169	793		1033	26
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	404	719	376	2422		2055	52
Arrive On Green	0.00	0.23	0.06	0.68		0.58	0.58
Sat Flow, veh/h	1781	3170	1781	3647		3636	89
Grp Volume(v), veh/h	0	640	169	793		518	541
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1854
Q Serve(g_s), s	0.0	23.5	4.4	11.0		20.7	20.7
Cycle Q Clear(g_c), s	0.0	23.5	4.4	11.0		20.7	20.7
Prop In Lane	1.00	1.00	1.00				0.05
Lane Grp Cap(c), veh/h	404	719	376	2422		1031	1076
V/C Ratio(X)	0.00	0.89	0.45	0.33		0.50	0.50
Avail Cap(c_a), veh/h	512	911	641	2422		1031	1076
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	45.0	11.2	7.8		14.9	14.9
Incr Delay (d2), s/veh	0.0	9.1	0.8	0.4		1.8	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.0	1.6	3.7		8.1	8.4
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	0.0	54.1	12.0	8.2		16.7	16.6
LnGrp LOS		D	B	A		B	B
Approach Vol, veh/h	640			962		1059	
Approach Delay, s/veh	54.1			8.9		16.7	
Approach LOS	D			A		B	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.2	75.1			87.3	32.7
Change Period (Y+Rc), s	5.5	5.5			5.5	5.5
Max Green Setting (Gmax), s	24.5	44.5			74.5	34.5
Max Q Clear Time (g_c+I1), s	6.4	22.7			13.0	25.5
Green Ext Time (p_c), s	0.3	9.0			8.7	1.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	66	511	154	722	0	940	24
Future Volume (veh/h)	66	511	154	722	0	940	24
Number	3	18	1	6		2	12
Initial Q, veh	0	0	0	0		0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00				1.00
Parking Bus Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Lanes Open During Work Zone							
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	640	169	793		1033	26
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Opposing Right Turn Influence	Yes		Yes				
Cap, veh/h	404	719	376	2422		2055	52
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Prop Arrive On Green	0.00	0.23	0.06	0.68		0.58	0.58
Unsig. Movement Delay							
Ln Grp Delay, s/veh	0.0	54.1	12.0	8.2		16.7	16.6
Ln Grp LOS		D	B	A		B	B
Approach Vol, veh/h	640			962		1059	
Approach Delay, s/veh	54.1			8.9		16.7	
Approach LOS	D			A		B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	12.2	75.1	32.7			87.3		
Change Period (Y+Rc), s	5.5	5.5	5.5			5.5		
Max Green (Gmax), s	24.5	44.5	34.5			74.5		
Max Allow Headway (MAH), s	3.5	5.8	3.8			5.8		
Max Q Clear (g_c+I1), s	6.4	22.7	25.5			13.0		
Green Ext Time (g_e), s	0.3	9.0	1.7			8.7		
Prob of Phs Call (p_c)	1.00	1.00	1.00			1.00		
Prob of Max Out (p_x)	0.00	0.30	0.12			0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1781	0	1781					

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3636	0			3647		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		89	3170			0		

Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	L (Pr/Pm)		L					

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	169	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	533	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	71.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	48.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	69.6	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	376	0	404	0	0	0	0	0
V/C Ratio (X)	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	641	0	512	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	11.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	518	0	0	0	793	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	20.7	0.0	0.0	0.0	11.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.7	0.0	0.0	0.0	11.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1031	0	0	0	2422	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.33	0.00	0.00
Avail Cap (c_a), veh/h	0	1031	0	0	0	2422	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.9	0.0	0.0	0.0	7.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.7	0.0	0.0	0.0	8.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.6	0.0	0.0	0.0	3.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.1	0.0	0.0	0.0	3.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	2	0	0	0	0	0
Grp Vol (v), veh/h	0	541	640	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1854	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	20.7	23.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.7	23.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1076	719	0	0	0	0	0
V/C Ratio (X)	0.00	0.50	0.89	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1076	911	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.9	45.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	9.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.6	54.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.9	9.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.9	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.4	10.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.55	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	20	254	502	1205	933
Future Volume (vph)	20	254	502	1205	933
Lane Group Flow (vph)	148	147	540	1296	1063
Turn Type	Prot	Prot	pm+pt	NA	NA
Protected Phases	8	8	1	6	2
Permitted Phases			6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	15.0	15.0
Minimum Split (s)	23.5	23.5	15.0	23.5	40.5
Total Split (s)	30.0	30.0	45.0	120.0	75.0
Total Split (%)	20.0%	20.0%	30.0%	80.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min
v/c Ratio	0.69	0.64	0.78	0.42	0.56
Control Delay (s/veh)	31.8	22.5	29.0	2.8	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.8	22.5	29.0	2.8	25.3
Queue Length 50th (ft)	21	0	256	94	350
Queue Length 95th (ft)	92	73	420	176	490
Internal Link Dist (ft)	433			445	3140
Turn Bay Length (ft)	135		315		
Base Capacity (vph)	368	368	707	3064	1905
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.40	0.76	0.42	0.56

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ernest W. Barrett Pkwy & Macedonia Rd



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	20	254	502	1205	0	933	56
Future Volume (veh/h)	20	254	502	1205	0	933	56
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	297	540	1296		1003	60
Peak Hour Factor	0.93	0.93	0.93	0.93		0.93	0.93
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	196	348	568	2903		2145	128
Arrive On Green	0.00	0.11	0.15	0.82		0.63	0.63
Sat Flow, veh/h	1781	3170	1781	3647		3500	204
Grp Volume(v), veh/h	0	297	540	1296		523	540
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1834
Q Serve(g_s), s	0.0	13.8	19.2	15.8		23.2	23.2
Cycle Q Clear(g_c), s	0.0	13.8	19.2	15.8		23.2	23.2
Prop In Lane	1.00	1.00	1.00				0.11
Lane Grp Cap(c), veh/h	196	348	568	2903		1119	1155
V/C Ratio(X)	0.00	0.85	0.95	0.45		0.47	0.47
Avail Cap(c_a), veh/h	291	518	769	2903		1119	1155
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	65.6	23.1	4.0		14.6	14.6
Incr Delay (d2), s/veh	0.0	8.8	17.9	0.5		1.4	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.0	22.1	4.3		9.2	9.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	0.0	74.4	41.0	4.5		16.0	15.9
LnGrp LOS		E	D	A		B	B
Approach Vol, veh/h	297			1836		1063	
Approach Delay, s/veh	74.4			15.2		16.0	
Approach LOS	E			B		B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	28.1	100.0				128.0	22.0
Change Period (Y+Rc), s	5.5	5.5				5.5	5.5
Max Green Setting (Gmax), s	39.5	69.5				114.5	24.5
Max Q Clear Time (g_c+I1), s	21.2	25.2				17.8	15.8
Green Ext Time (p_c), s	1.4	11.6				20.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	21.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	20	254	502	1205	0	933	56
Future Volume (veh/h)	20	254	502	1205	0	933	56
Number	3	18	1	6		2	12
Initial Q, veh	0	0	0	0		0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00				1.00
Parking Bus Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Lanes Open During Work Zone							
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	297	540	1296		1003	60
Peak Hour Factor	0.93	0.93	0.93	0.93		0.93	0.93
Percent Heavy Veh, %	2	2	2	2		2	2
Opposing Right Turn Influence	Yes		Yes				
Cap, veh/h	196	348	568	2903		2145	128
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Prop Arrive On Green	0.00	0.11	0.15	0.82		0.63	0.63
Unsig. Movement Delay							
Ln Grp Delay, s/veh	0.0	74.4	41.0	4.5		16.0	15.9
Ln Grp LOS		E	D	A		B	B
Approach Vol, veh/h	297			1836		1063	
Approach Delay, s/veh	74.4			15.2		16.0	
Approach LOS	E			B		B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	28.1	100.0	22.0			128.0		
Change Period (Y+Rc), s	5.5	5.5	5.5			5.5		
Max Green (Gmax), s	39.5	69.5	24.5			114.5		
Max Allow Headway (MAH), s	3.5	5.8	3.8			5.8		
Max Q Clear (g_c+I1), s	21.2	25.2	15.8			17.8		
Green Ext Time (g_e), s	1.4	11.6	0.7			20.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00			1.00		
Prob of Max Out (p_x)	0.00	0.06	0.03			0.01		

Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1781	0	1781					

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3500	0			3647		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		204	3170			0		

Left Lane Group Data									
Assigned Mvmt	1	5	3	0	0	0	0	0	
Lane Assignment	L (Pr/Pm)		L						

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	540	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	531	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	96.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	71.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	71.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	94.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	568	0	196	0	0	0	0	0
V/C Ratio (X)	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	769	0	291	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	41.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	22.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	523	0	0	0	1296	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	23.2	0.0	0.0	0.0	15.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.2	0.0	0.0	0.0	15.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1119	0	0	0	2903	0	0
V/C Ratio (X)	0.00	0.47	0.00	0.00	0.00	0.45	0.00	0.00
Avail Cap (c_a), veh/h	0	1119	0	0	0	2903	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.6	0.0	0.0	0.0	4.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.0	0.0	0.0	0.0	4.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.8	0.0	0.0	0.0	4.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.2	0.0	0.0	0.0	4.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.23	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	2	0	0	0	0	0
Grp Vol (v), veh/h	0	540	297	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1834	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	23.2	13.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.2	13.8	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1155	348	0	0	0	0	0
V/C Ratio (X)	0.00	0.47	0.85	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1155	518	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.6	65.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	8.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.9	74.4	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.1	5.6	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.5	6.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.33	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	21.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

FUTURE "NO-BUILD" INTERSECTION ANALYSIS

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	67	521	157	736	959
Future Volume (vph)	67	521	157	736	959
Lane Group Flow (vph)	326	321	173	809	1080
Turn Type	Prot	Prot	pm+pt	NA	NA
Protected Phases	8	8	1	6	2
Permitted Phases			6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	15.0	15.0
Minimum Split (s)	23.5	23.5	15.0	23.5	40.5
Total Split (s)	40.0	40.0	30.0	80.0	50.0
Total Split (%)	33.3%	33.3%	25.0%	66.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min
v/c Ratio	0.83	0.62	0.43	0.31	0.52
Control Delay (s/veh)	43.6	9.6	9.1	6.4	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.6	9.6	9.1	6.4	17.4
Queue Length 50th (ft)	142	0	34	96	241
Queue Length 95th (ft)	227	76	77	172	411
Internal Link Dist (ft)	433			445	3140
Turn Bay Length (ft)	135		315		
Base Capacity (vph)	570	661	547	2617	2093
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.49	0.32	0.31	0.52

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ernest W. Barrett Pkwy & Macedonia Rd



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	67	521	157	736	0	959	24
Future Volume (veh/h)	67	521	157	736	0	959	24
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	652	173	809		1054	26
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	410	730	368	2409		2038	50
Arrive On Green	0.00	0.23	0.06	0.68		0.58	0.58
Sat Flow, veh/h	1781	3170	1781	3647		3638	87
Grp Volume(v), veh/h	0	652	173	809		528	552
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1855
Q Serve(g_s), s	0.0	23.9	4.5	11.4		21.6	21.6
Cycle Q Clear(g_c), s	0.0	23.9	4.5	11.4		21.6	21.6
Prop In Lane	1.00	1.00	1.00				0.05
Lane Grp Cap(c), veh/h	410	730	368	2409		1022	1066
V/C Ratio(X)	0.00	0.89	0.47	0.34		0.52	0.52
Avail Cap(c_a), veh/h	512	911	630	2409		1022	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	44.7	11.7	8.1		15.4	15.4
Incr Delay (d2), s/veh	0.0	9.5	0.9	0.4		1.9	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.2	1.6	3.9		8.5	8.8
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	0.0	54.2	12.6	8.4		17.3	17.2
LnGrp LOS		D	B	A		B	B
Approach Vol, veh/h	652			982		1080	
Approach Delay, s/veh	54.2			9.2		17.3	
Approach LOS	D			A		B	

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.4	74.5				86.9		33.1
Change Period (Y+Rc), s	5.5	5.5				5.5		5.5
Max Green Setting (Gmax), s	24.5	44.5				74.5		34.5
Max Q Clear Time (g_c+I1), s	6.5	23.6				13.4		25.9
Green Ext Time (p_c), s	0.3	9.0				8.9		1.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	23.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	67	521	157	736	0	959	24
Future Volume (veh/h)	67	521	157	736	0	959	24
Number	3	18	1	6		2	12
Initial Q, veh	0	0	0	0		0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00				1.00
Parking Bus Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Lanes Open During Work Zone							
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	652	173	809		1054	26
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Opposing Right Turn Influence	Yes		Yes				
Cap, veh/h	410	730	368	2409		2038	50
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Prop Arrive On Green	0.00	0.23	0.06	0.68		0.58	0.58
Unsig. Movement Delay							
Ln Grp Delay, s/veh	0.0	54.2	12.6	8.4		17.3	17.2
Ln Grp LOS		D	B	A		B	B
Approach Vol, veh/h	652			982		1080	
Approach Delay, s/veh	54.2			9.2		17.3	
Approach LOS	D			A		B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	12.4	74.5	33.1			86.9		
Change Period (Y+Rc), s	5.5	5.5	5.5			5.5		
Max Green (Gmax), s	24.5	44.5	34.5			74.5		
Max Allow Headway (MAH), s	3.5	5.8	3.8			5.8		
Max Q Clear (g_c+I1), s	6.5	23.6	25.9			13.4		
Green Ext Time (g_e), s	0.3	9.0	1.7			8.9		
Prob of Phs Call (p_c)	1.00	1.00	1.00			1.00		
Prob of Max Out (p_x)	0.00	0.33	0.15			0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	3
Mvmt Sat Flow, veh/h	1781	0	1781

Through Movement Data			
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3638	0			3647		

Right-Turn Movement Data			
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		87	3170			0		

Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	L (Pr/Pm)		L					

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	173	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	522	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	71.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	47.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	69.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	368	0	410	0	0	0	0	0
V/C Ratio (X)	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	630	0	512	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	528	0	0	0	809	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	21.6	0.0	0.0	0.0	11.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.6	0.0	0.0	0.0	11.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1022	0	0	0	2409	0	0
V/C Ratio (X)	0.00	0.52	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	1022	0	0	0	2409	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.4	0.0	0.0	0.0	8.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.3	0.0	0.0	0.0	8.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.0	0.0	0.0	0.0	3.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.5	0.0	0.0	0.0	3.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	2	0	0	0	0	0
Grp Vol (v), veh/h	0	552	652	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1855	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	21.6	23.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.6	23.9	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1066	730	0	0	0	0	0
V/C Ratio (X)	0.00	0.52	0.89	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1066	911	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.4	44.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	9.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.2	54.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.3	9.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.8	10.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.56	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	23.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	20	259	512	1229	952
Future Volume (vph)	20	259	512	1229	952
Lane Group Flow (vph)	150	150	551	1322	1085
Turn Type	Prot	Prot	pm+pt	NA	NA
Protected Phases	8	8	1	6	2
Permitted Phases			6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	15.0	15.0
Minimum Split (s)	23.5	23.5	15.0	23.5	40.5
Total Split (s)	30.0	30.0	45.0	120.0	75.0
Total Split (%)	20.0%	20.0%	30.0%	80.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min
v/c Ratio	0.69	0.65	0.79	0.43	0.58
Control Delay (s/veh)	31.7	22.4	31.6	2.8	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.7	22.4	31.6	2.8	26.7
Queue Length 50th (ft)	21	0	282	97	372
Queue Length 95th (ft)	94	73	454	183	504
Internal Link Dist (ft)	433			445	3140
Turn Bay Length (ft)	135		315		
Base Capacity (vph)	370	371	707	3064	1865
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.40	0.78	0.43	0.58

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ernest W. Barrett Pkwy & Macedonia Rd



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	20	259	512	1229	0	952	57
Future Volume (veh/h)	20	259	512	1229	0	952	57
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	302	551	1322		1024	61
Peak Hour Factor	0.93	0.93	0.93	0.93		0.93	0.93
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	198	353	579	2897		2077	124
Arrive On Green	0.00	0.11	0.17	0.82		0.61	0.61
Sat Flow, veh/h	1781	3170	1781	3647		3501	203
Grp Volume(v), veh/h	0	302	551	1322		534	551
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1834
Q Serve(g_s), s	0.0	14.0	22.0	16.4		25.2	25.2
Cycle Q Clear(g_c), s	0.0	14.0	22.0	16.4		25.2	25.2
Prop In Lane	1.00	1.00	1.00				0.11
Lane Grp Cap(c), veh/h	198	353	579	2897		1083	1118
V/C Ratio(X)	0.00	0.86	0.95	0.46		0.49	0.49
Avail Cap(c_a), veh/h	291	518	747	2897		1083	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	65.5	25.8	4.1		16.3	16.3
Incr Delay (d2), s/veh	0.0	9.1	19.2	0.5		1.6	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	22.7	4.6		10.2	10.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	0.0	74.6	45.1	4.6		17.9	17.9
LnGrp LOS		E	D	A		B	B
Approach Vol, veh/h	302			1873		1085	
Approach Delay, s/veh	74.6			16.5		17.9	
Approach LOS	E			B		B	

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	30.9	96.9				127.8		22.2
Change Period (Y+Rc), s	5.5	5.5				5.5		5.5
Max Green Setting (Gmax), s	39.5	69.5				114.5		24.5
Max Q Clear Time (g_c+I1), s	24.0	27.2				18.4		16.0
Green Ext Time (p_c), s	1.4	11.8				20.8		0.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	20	259	512	1229	0	952	57
Future Volume (veh/h)	20	259	512	1229	0	952	57
Number	3	18	1	6		2	12
Initial Q, veh	0	0	0	0		0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00				1.00
Parking Bus Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Lanes Open During Work Zone							
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	302	551	1322		1024	61
Peak Hour Factor	0.93	0.93	0.93	0.93		0.93	0.93
Percent Heavy Veh, %	2	2	2	2		2	2
Opposing Right Turn Influence	Yes		Yes				
Cap, veh/h	198	353	579	2897		2077	124
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Prop Arrive On Green	0.00	0.11	0.17	0.82		0.61	0.61
Unsig. Movement Delay							
Ln Grp Delay, s/veh	0.0	74.6	45.1	4.6		17.9	17.9
Ln Grp LOS		E	D	A		B	B
Approach Vol, veh/h	302			1873		1085	
Approach Delay, s/veh	74.6			16.5		17.9	
Approach LOS	E			B		B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	30.9	96.9	22.2			127.8		
Change Period (Y+Rc), s	5.5	5.5	5.5			5.5		
Max Green (Gmax), s	39.5	69.5	24.5			114.5		
Max Allow Headway (MAH), s	3.5	5.8	3.8			5.8		
Max Q Clear (g_c+I1), s	24.0	27.2	16.0			18.4		
Green Ext Time (g_e), s	1.4	11.8	0.7			20.8		
Prob of Phs Call (p_c)	1.00	1.00	1.00			1.00		
Prob of Max Out (p_x)	0.00	0.07	0.04			0.01		

Left-Turn Movement Data			
Assigned Mvmt	1	5	3
Mvmt Sat Flow, veh/h	1781	0	1781

Through Movement Data			
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3501	0			3647		

Right-Turn Movement Data			
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		203	3170			0		

Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	L (Pr/Pm)		L					

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	551	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	520	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	93.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	66.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	66.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	91.4	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	579	0	198	0	0	0	0	0
V/C Ratio (X)	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	747	0	291	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	45.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	19.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	534	0	0	0	1322	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	25.2	0.0	0.0	0.0	16.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.2	0.0	0.0	0.0	16.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1083	0	0	0	2897	0	0
V/C Ratio (X)	0.00	0.49	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	1083	0	0	0	2897	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.3	0.0	0.0	0.0	4.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.9	0.0	0.0	0.0	4.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.7	0.0	0.0	0.0	4.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.2	0.0	0.0	0.0	4.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.24	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	2	0	0	0	0	0
Grp Vol (v), veh/h	0	551	302	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1834	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	25.2	14.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.2	14.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1118	353	0	0	0	0	0
V/C Ratio (X)	0.00	0.49	0.86	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1118	518	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.3	65.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	9.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.9	74.6	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.0	5.7	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.5	6.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.34	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

FUTURE "BUILD" INTERSECTION ANALYSIS

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations						
Traffic Volume (vph)	68	521	157	741	3	972
Future Volume (vph)	68	521	157	741	3	972
Lane Group Flow (vph)	327	321	173	814	3	1098
Turn Type	Prot	Prot	pm+pt	NA	Perm	NA
Protected Phases	8	8	1	6		2
Permitted Phases			6		2	
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	5.0	15.0	15.0	15.0
Minimum Split (s)	23.5	23.5	15.0	23.5	40.5	40.5
Total Split (s)	39.0	39.0	25.0	81.0	56.0	56.0
Total Split (%)	32.5%	32.5%	20.8%	67.5%	46.7%	46.7%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.83	0.61	0.45	0.31	0.01	0.52
Control Delay (s/veh)	44.1	9.5	9.5	6.5	14.7	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.1	9.5	9.5	6.5	14.7	16.8
Queue Length 50th (ft)	145	0	34	97	1	240
Queue Length 95th (ft)	230	76	78	174	m7	404
Internal Link Dist (ft)	433			445		2820
Turn Bay Length (ft)	135		305		190	
Base Capacity (vph)	555	651	485	2609	384	2112
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.49	0.36	0.31	0.01	0.52

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Ernest W. Barrett Pkwy & Macedonia Rd



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	68	521	157	741	3	972	27
Future Volume (veh/h)	68	521	157	741	3	972	27
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	653	173	814		1068	30
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	409	729	362	2411		2033	57
Arrive On Green	0.00	0.23	0.06	0.68		0.58	0.58
Sat Flow, veh/h	1781	3170	1781	3647		3624	99
Grp Volume(v), veh/h	0	653	173	814		538	560
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1853
Q Serve(g_s), s	0.0	24.0	4.5	11.5		22.1	22.1
Cycle Q Clear(g_c), s	0.0	24.0	4.5	11.5		22.1	22.1
Prop In Lane	1.00	1.00	1.00				0.05
Lane Grp Cap(c), veh/h	409	729	362	2411		1023	1067
V/C Ratio(X)	0.00	0.90	0.48	0.34		0.53	0.53
Avail Cap(c_a), veh/h	497	885	551	2411		1023	1067
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	44.8	11.8	8.0		15.5	15.5
Incr Delay (d2), s/veh	0.0	10.3	1.0	0.4		1.9	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.3	1.6	3.9		8.7	9.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	0.0	55.1	12.8	8.4		17.4	17.3
LnGrp LOS		E	B	A		B	B
Approach Vol, veh/h	653			987		1098	
Approach Delay, s/veh	55.1			9.2		17.4	
Approach LOS	E			A		B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.3	74.6				86.9	33.1
Change Period (Y+Rc), s	5.5	5.5				5.5	5.5
Max Green Setting (Gmax), s	19.5	50.5				75.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	24.1				13.5	26.0
Green Ext Time (p_c), s	0.3	10.3				9.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	23.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	68	521	157	741	3	972	27
Future Volume (veh/h)	68	521	157	741	3	972	27
Number	3	18	1	6		2	12
Initial Q, veh	0	0	0	0		0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00				1.00
Parking Bus Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Lanes Open During Work Zone							
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	653	173	814		1068	30
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Opposing Right Turn Influence	Yes		Yes				
Cap, veh/h	409	729	362	2411		2033	57
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Prop Arrive On Green	0.00	0.23	0.06	0.68		0.58	0.58
Unsig. Movement Delay							
Ln Grp Delay, s/veh	0.0	55.1	12.8	8.4		17.4	17.3
Ln Grp LOS		E	B	A		B	B
Approach Vol, veh/h	653			987		1098	
Approach Delay, s/veh	55.1			9.2		17.4	
Approach LOS	E			A		B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	12.3	74.6	33.1			86.9		
Change Period (Y+Rc), s	5.5	5.5	5.5			5.5		
Max Green (Gmax), s	19.5	50.5	33.5			75.5		
Max Allow Headway (MAH), s	3.5	5.8	3.8			5.8		
Max Q Clear (g_c+I1), s	6.5	24.1	26.0			13.5		
Green Ext Time (g_e), s	0.3	10.3	1.6			9.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00			1.00		
Prob of Max Out (p_x)	0.00	0.24	0.23			0.00		

Left-Turn Movement Data			
Assigned Mvmt	1	5	3
Mvmt Sat Flow, veh/h	1781	0	1781

Through Movement Data			
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3624	0			3647		

Right-Turn Movement Data			
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		99	3170			0		

Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	L (Pr/Pm)		L					

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	173	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	514	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	71.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	47.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	69.1	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	362	0	409	0	0	0	0	0
V/C Ratio (X)	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	551	0	497	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	12.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	538	0	0	0	814	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	22.1	0.0	0.0	0.0	11.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.1	0.0	0.0	0.0	11.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1023	0	0	0	2411	0	0
V/C Ratio (X)	0.00	0.53	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	1023	0	0	0	2411	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.5	0.0	0.0	0.0	8.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.4	0.0	0.0	0.0	8.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.1	0.0	0.0	0.0	3.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.7	0.0	0.0	0.0	3.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	2	0	0	0	0	0
Grp Vol (v), veh/h	0	560	653	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1853	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	22.1	24.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.1	24.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1067	729	0	0	0	0	0
V/C Ratio (X)	0.00	0.53	0.90	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1067	885	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.5	44.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	10.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.3	55.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.5	9.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.0	10.3	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.57	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	23.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations						
Traffic Volume (vph)	23	259	512	1245	8	961
Future Volume (vph)	23	259	512	1245	8	961
Lane Group Flow (vph)	153	150	551	1339	9	1096
Turn Type	Prot	Prot	pm+pt	NA	Perm	NA
Protected Phases	8	8	1	6		2
Permitted Phases			6		2	
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	5.0	15.0	15.0	15.0
Minimum Split (s)	23.5	23.5	15.0	23.5	40.5	40.5
Total Split (s)	28.0	28.0	55.0	122.0	67.0	67.0
Total Split (%)	18.7%	18.7%	36.7%	81.3%	44.7%	44.7%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.70	0.64	0.79	0.44	0.05	0.59
Control Delay (s/veh)	32.5	22.0	31.9	2.9	24.1	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.5	22.0	31.9	2.9	24.1	28.0
Queue Length 50th (ft)	24	0	294	102	4	372
Queue Length 95th (ft)	97	73	434	190	m18	564
Internal Link Dist (ft)	433			445		2820
Turn Bay Length (ft)	135		305		190	
Base Capacity (vph)	351	353	752	3059	199	1848
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.42	0.73	0.44	0.05	0.59

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Ernest W. Barrett Pkwy & Macedonia Rd



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	23	259	512	1245	8	961	59
Future Volume (veh/h)	23	259	512	1245	8	961	59
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	305	551	1339		1033	63
Peak Hour Factor	0.93	0.93	0.93	0.93		0.93	0.93
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	199	354	580	2896		2057	125
Arrive On Green	0.00	0.11	0.17	0.81		0.60	0.60
Sat Flow, veh/h	1781	3170	1781	3647		3496	207
Grp Volume(v), veh/h	0	305	551	1339		539	557
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1833
Q Serve(g_s), s	0.0	14.2	22.5	16.8		25.9	25.9
Cycle Q Clear(g_c), s	0.0	14.2	22.5	16.8		25.9	25.9
Prop In Lane	1.00	1.00	1.00				0.11
Lane Grp Cap(c), veh/h	199	354	580	2896		1074	1108
V/C Ratio(X)	0.00	0.86	0.95	0.46		0.50	0.50
Avail Cap(c_a), veh/h	267	476	858	2896		1074	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	65.5	26.6	4.1		16.8	16.8
Incr Delay (d2), s/veh	0.0	11.7	15.4	0.5		1.7	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.3	22.1	4.7		10.5	10.8
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	0.0	77.2	42.0	4.7		18.5	18.5
LnGrp LOS		E	D	A		B	B
Approach Vol, veh/h	305			1890		1096	
Approach Delay, s/veh	77.2			15.5		18.5	
Approach LOS	E			B		B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	31.6	96.2				127.7	22.3
Change Period (Y+Rc), s	5.5	5.5				5.5	5.5
Max Green Setting (Gmax), s	49.5	61.5				116.5	22.5
Max Q Clear Time (g_c+I1), s	24.5	27.9				18.8	16.2
Green Ext Time (p_c), s	1.5	11.3				21.4	0.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	23	259	512	1245	8	961	59
Future Volume (veh/h)	23	259	512	1245	8	961	59
Number	3	18	1	6		2	12
Initial Q, veh	0	0	0	0		0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00				1.00
Parking Bus Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Lanes Open During Work Zone							
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	305	551	1339		1033	63
Peak Hour Factor	0.93	0.93	0.93	0.93		0.93	0.93
Percent Heavy Veh, %	2	2	2	2		2	2
Opposing Right Turn Influence	Yes		Yes				
Cap, veh/h	199	354	580	2896		2057	125
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Prop Arrive On Green	0.00	0.11	0.17	0.81		0.60	0.60
Unsig. Movement Delay							
Ln Grp Delay, s/veh	0.0	77.2	42.0	4.7		18.5	18.5
Ln Grp LOS		E	D	A		B	B
Approach Vol, veh/h	305			1890		1096	
Approach Delay, s/veh	77.2			15.5		18.5	
Approach LOS	E			B		B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	31.6	96.2	22.3			127.7		
Change Period (Y+Rc), s	5.5	5.5	5.5			5.5		
Max Green (Gmax), s	49.5	61.5	22.5			116.5		
Max Allow Headway (MAH), s	3.5	5.8	3.8			5.8		
Max Q Clear (g_c+I1), s	24.5	27.9	16.2			18.8		
Green Ext Time (g_e), s	1.5	11.3	0.6			21.4		
Prob of Phs Call (p_c)	1.00	1.00	1.00			1.00		
Prob of Max Out (p_x)	0.00	0.14	0.17			0.01		

Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1781	0	1781					

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3496	0			3647		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		207	3170			0		

Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	L (Pr/Pm)		L					

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	551	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	22.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	22.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	515	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	92.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	64.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	64.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	90.7	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	580	0	199	0	0	0	0	0
V/C Ratio (X)	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	858	0	267	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	19.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	22.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	539	0	0	0	1339	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	25.9	0.0	0.0	0.0	16.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.9	0.0	0.0	0.0	16.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1074	0	0	0	2896	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	1074	0	0	0	2896	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.8	0.0	0.0	0.0	4.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.5	0.0	0.0	0.0	4.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.0	0.0	0.0	0.0	4.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.5	0.0	0.0	0.0	4.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.00	0.00	0.24	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	2	0	0	0	0	0
Grp Vol (v), veh/h	0	557	305	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1833	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	25.9	14.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.9	14.2	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1108	354	0	0	0	0	0
V/C Ratio (X)	0.00	0.50	0.86	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1108	476	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.8	65.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	11.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.5	77.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.3	5.7	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.6	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.8	6.3	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.35	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

TRAFFIC VOLUME WORKSHEETS

25-196 Res Dev at Old Horseshoe Bend Rd and Ernest Barrett Pkwy - Cobb County, GA

Traffic Volumes

A&R Engineering
November 2025

1.Ernest W.B.Pkwy @ Macedonia

A.M. Peak Hour

Condition	Ernest W. Barrett Parkway Northbound					Ernest W. Barrett Parkway Southbound					Macedonia Road Eastbound					- Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	154	722	0	876	0	0	940	24	964	0	66	0	511	577	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	157	736	0	893	0	0	959	24	983	0	67	0	521	588	0	0	0	0	0
Total New Trips:	0	0	5	0	5	3	0	13	3	19	0	1	0	0	1	0	0	0	0	0
Future 2027 Traffic Volumes:	0	157	741	0	898	3	0	972	27	1002	0	68	0	521	589	0	0	0	0	0

P.M. Peak Hour

Condition	Ernest W. Barrett Parkway Northbound					Ernest W. Barrett Parkway Southbound					Macedonia Road Eastbound					- Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	502	1205	0	1707	0	0	933	56	989	0	20	0	254	274	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	512	1229	0	1741	0	0	952	57	1009	0	20	0	259	279	0	0	0	0	0
Total New Trips:	0	0	16	0	16	8	0	9	2	19	0	3	0	0	3	0	0	0	0	0
Future 2027 Traffic Volumes:	0	512	1245	0	1757	8	0	961	59	1028	0	23	0	259	282	0	0	0	0	0

25-196 Res Dev at Old Horseshoe Bend Rd and Ernest Barrett Pkwy - Cobb County, GA

Traffic Volumes

A&R Engineering
November 2025

2.Ernest W.B.Pkwy @ Median Brk

A.M. Peak Hour

Condition	Ernest W. Barrett Parkway Northbound					Ernest W. Barrett Parkway Southbound					- Eastbound					- Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	1	0	787	0	788	3	0	964	0	967	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	
No-Build 2027 Volumes:	1	0	803	0	804	3	0	983	0	986	0	0	0	0	0	0	0	0	0	0
Total New Trips:	15	0	10	0	25	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	16	0	813	0	829	3	0	986	0	989	0	0	0	0	0	0	0	0	0	0

P.M. Peak Hour

Condition	Ernest W. Barrett Parkway Northbound					Ernest W. Barrett Parkway Southbound					- Eastbound					- Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	10	0	1305	0	1315	1	0	951	0	952	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	
No-Build 2027 Volumes:	10	0	1331	0	1341	1	0	970	0	971	0	0	0	0	0	0	0	0	0	0
Total New Trips:	10	0	7	0	17	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	20	0	1338	0	1358	1	0	978	0	979	0	0	0	0	0	0	0	0	0	0

25-196 Res Dev at Old Horseshoe Bend Rd and Ernest Barrett Pkwy - Cobb County, GA

Traffic Volumes

A&R Engineering
November 2025

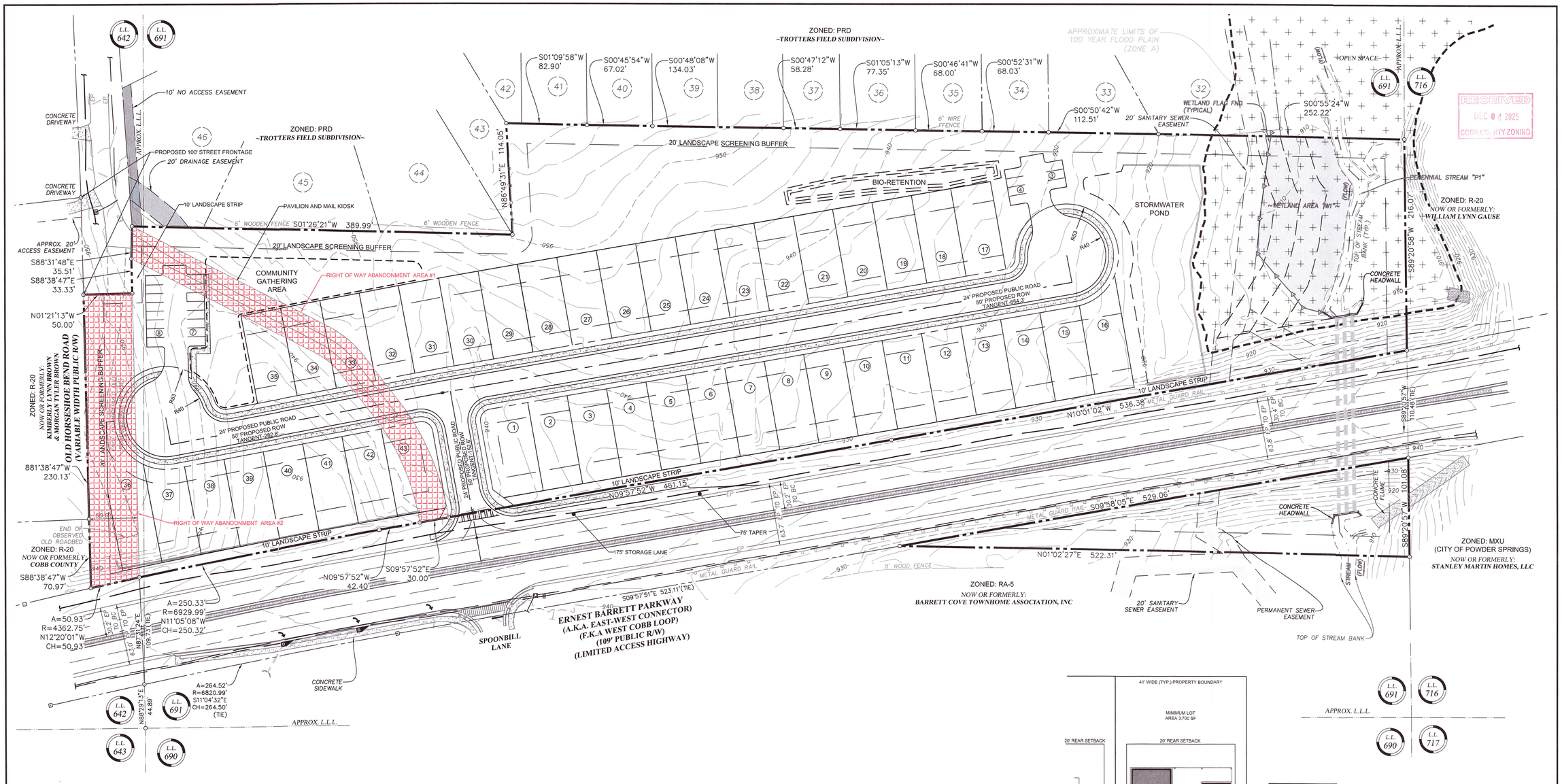
3.Ernest W.B.Pkwy @ Drwy (RIRO)

A.M. Peak Hour

Condition	Ernest W. Barrett Parkway Northbound					Ernest W. Barrett Parkway Southbound					- Eastbound					Site Driveway (Right-In/ Right-Out) Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	788	0	788	0	0	965	0	965	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	
No-Build 2027 Volumes:	0	0	804	0	804	0	0	984	0	984	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	0	9	9	0	0	18	0	18	0	0	0	0	0	0	0	0	25	25
Future 2027 Traffic Volumes:	0	0	804	9	813	0	0	1002	0	1002	0	0	0	0	0	0	0	0	25	25

P.M. Peak Hour

Condition	Ernest W. Barrett Parkway Northbound					Ernest W. Barrett Parkway Southbound					- Eastbound					Site Driveway (Right-In/ Right-Out) Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	1315	0	1315	0	0	961	0	961	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	
No-Build 2027 Volumes:	0	0	1341	0	1341	0	0	980	0	980	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	0	27	27	0	0	18	0	18	0	0	0	0	0	0	0	0	17	17
Future 2027 Traffic Volumes:	0	0	1341	27	1368	0	0	998	0	998	0	0	0	0	0	0	0	0	17	17





SITE LOCATION MAP
NOT TO SCALE

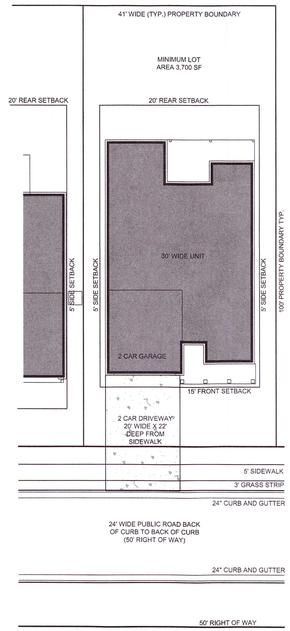
GEORGIA811
www.Georgia811.com
Know what's below. Call before you dig.

24 HOUR CONTACT:
NEVILLE ALLISON
678-223-8978

GENERAL NOTES:

1. STREAMS AND WETLANDS ARE LOCATED ON THE SITE
2. PROPERTY IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), AS SHOWN ON FLOOD INSURANCE RATE MAP PANEL 0094H, WITH A DATE OF IDENTIFICATION OF MARCH 4, 2013 FOR COMMUNITY NO. 13067C, COBB COUNTY, GEORGIA, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS LOCATED
3. POWER AND GAS EASEMENTS ARE LOCATED ON THE SITE IN THE EXISTING RIGHT OF WAY
4. NO CEMETERIES ARE LOCATED ON THE SITE
5. SPEED LIMIT ON EARNEST BARRETT PARKWAY IS 45 MPH
6. WATER UTILITY PROVIDER IS COBB COUNTY
7. SANITARY SEWER PROVIDER IS COBB COUNTY
8. SIZE AND LOCATION OF PROPOSED STRUCTURES AS INDICATED ON SITE PLAN

0 50 100 150 feet
1" = 50'-0"



TYPICAL LOT LAYOUT

SITE DATA:	
SITE AREA	10.171 ACRES OR 443,038 SF
FLOOD PLAIN	0.956 ACRES OR 41,645 SF (= 0.478 AC)
NET SITE AREA	9.693 ACRES OF 422,216 SF
ZONING	
EXISTING ZONING	R-20
PROPOSED ZONING	RA-5
LOT DIMENSIONS	
MINIMUM LOT AREA	7,000 SF (PROPOSED 3,700 SF)
MIN./MAX. ACERAGE REQUIRED	80,000 SF/20 ACRES
MAXIMUM DENSITY	5 UNITS PER ACRE
MINIMUM FLOOR AREA	950 SF
MINIMUM LOT WIDTH AT FRONT SETBACK	70 FEET/50 FEET (PROPOSED 41 FEET)
BUILDING SETBACKS	
FRONT YARD SETBACK ARTERIAL STREET	50 FEET (N/A)
FRONT YARD SETBACK INTERIOR STREET	20 FEET (PROPOSED 15 FEET)
MAJOR SIDE YARD SETBACK	20 FEET (PROPOSED 15 FEET)
SIDE SETBACK INTERIOR	5 FEET
REAR SETBACK ARTERIAL STREET	40 FEET (PROPOSED 30 FEET)
REAR SETBACK INTERIOR	30 FEET (PROPOSED 20 FEET)
DEVELOPMENT STANDARDS	
MINIMUM FLOOR AREA	950 SF
BUILDING HEIGHT	35 FEET
MAXIMUM COVERAGE	40% OR 1,295 SF (PROPOSED 45% OR 1,650 SF)
MAXIMUM IMPERVIOUS AREA	35% OR 155,063 SF
PROPOSED UNITS	43 UNITS
PROPOSED DENSITY	4.44 UNITS PER ACRE
GUEST PARKING SPACES (0.5 SPACES PER UNIT)	22 SPACES OR 0.51 SPACES PER UNIT

RECEIVED
DEC 04 2025
COBB COUNTY ZONING

ENGINEER
THE REVIVE LAND GROUP
SOURCE. ENTITLE. REVIVE.
ONE ALLIANCE CENTER
3500 LENOX ROAD
SUITE 625
ATLANTA, GEORGIA 30326
O: (678) 223-8978
WWW.THEREVIVELANDGROUP.COM

PROJECT
SOMERSET AT MACEDONIA
A MASTER PLANNED RESIDENTIAL DEVELOPMENT

OLD HORSESHOE BEND ROAD AND BARRETT PARKWAY
MARIETTA, GEORGIA 30064

COBB COUNTY
GEORGIA

LAND LOT: 691
DISTRICT: 19TH

CLIENT
THE REVIVE LAND GROUP

SOURCE. ENTITLE. REVIVE.
ONE ALLIANCE CENTER
3500 LENOX ROAD
SUITE 625
ATLANTA, GEORGIA 30326
O: (678) 223-8978
THEREVIVELANDGROUP.COM

REVISION

REVISION	DATE

PROJECT NUMBER
25021

SEAL
GEORGIA REGISTERED PROFESSIONAL ENGINEER CHARLES BARRY ETHRIDGE
PRELIMINARY
NOT TO BE RELEASED FOR CONSTRUCTION
SEAL IS ONLY VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE

NORTH
NORTH

DATE
NOVEMBER 20, 2025

TITLE
CONCEPTUAL SITE PLAN

SHEET
Z-01

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-5-2026

SITE BACKGROUND

Applicant	The Revive Land Group, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Estate of Lucille Garrett a/k/a Leathy Lucille Garrett a/k/a Leathy Lucille Price Garrett and William D. Brown
Property Location	Located on the east and west sides of Ernest Barrett Parkway and the western terminus of Old Horseshoe Bend Road
Address	None assigned
Access to Property	Ernest Barrett Parkway and Old Horseshoe Bend Road

QUICK FACTS

Commission District	4 - Sheffield
Current Zoning	R-20
Current Use of Property	Vacant
Proposed Zoning	RA-5
Proposed Use	Single-family community
Future Land Use	MDR
Site Acreage	10.17
District	19
Land Lot	691
Parcel #	19069100010, 19069100070
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

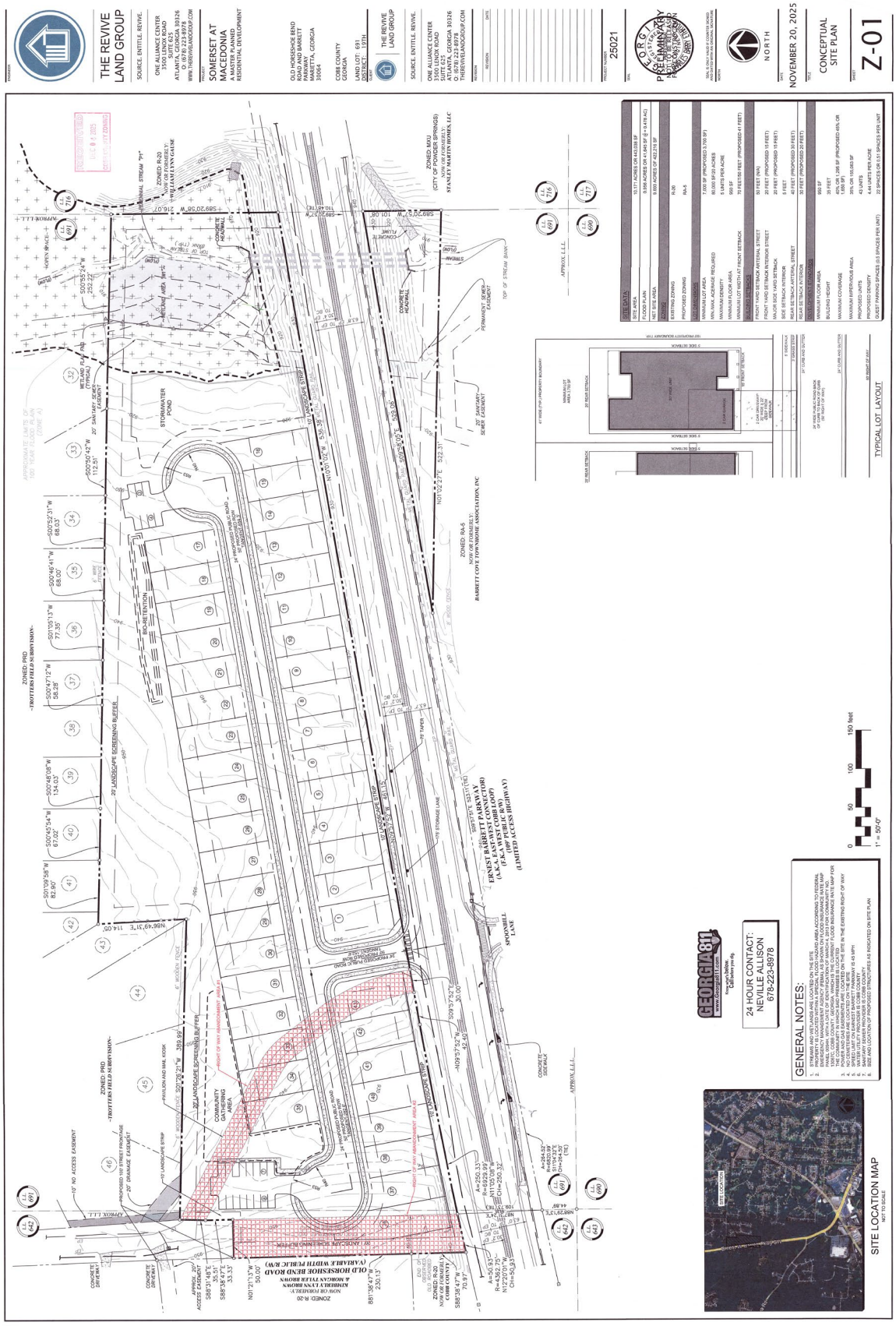
(Zoning staff member: Cameron Jones, CNU-A)

Based on the analysis of this case, Staff recommends **APPROVAL** subject to the following:

Z-5-2026 DEPARTMENT COMMENTS – Zoning Division

1. District Commissioner to approve final site plan;
2. Maximum density of 5 units per acre;
3. Variances stated in the Zoning comments;
4. Fire Department comments and recommendations;
5. Stormwater Management Division comments and recommendations;
6. Water and Sewer Division comments and recommendations; and
7. Department of Transportation comments and recommendations.

Z-5-2026 DEPARTMENT COMMENTS – Zoning Division



Z-5 2026 Aerial Map



North

Zoning: R-20 / Single-Family Homes

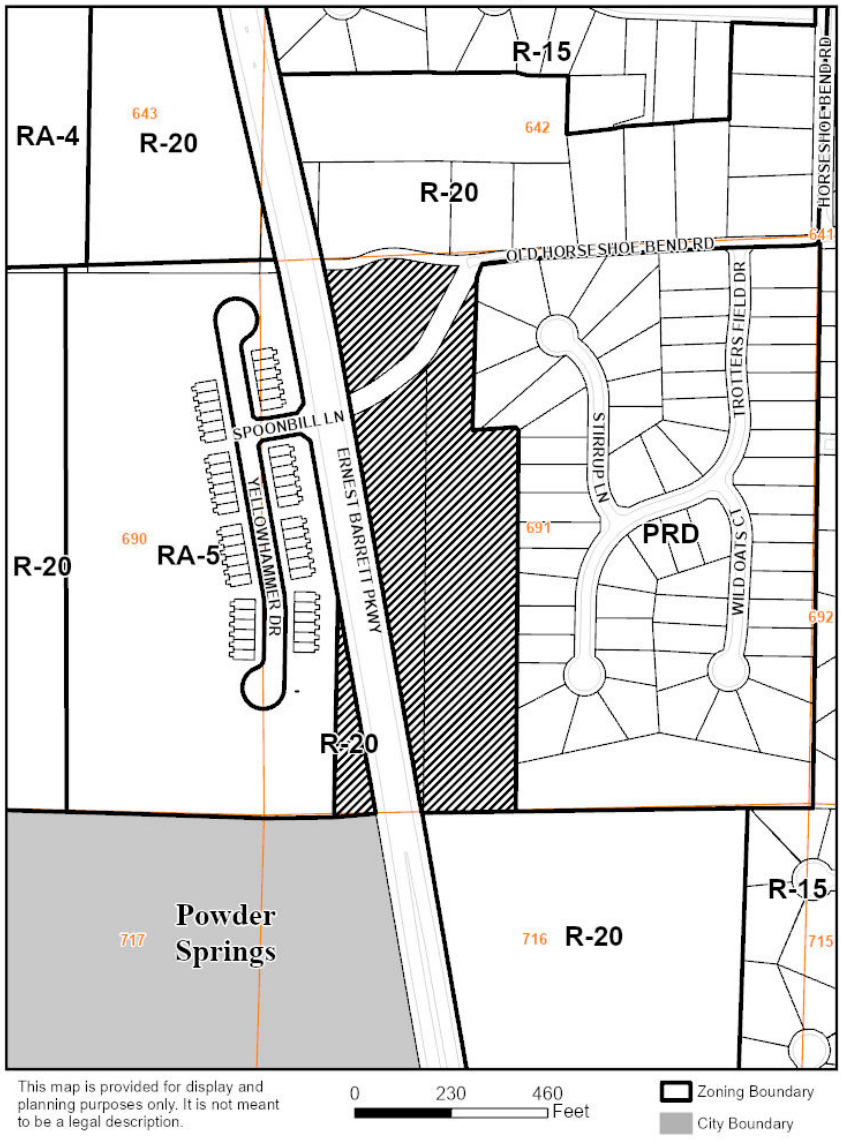
Future Land Use: LDR

WEST

Zoning: RA-5 / Attached Townhomes

Future Land Use: MDR

Z-5 2026 Map



EAST

Zoning: PRD / Single-Family Homes

Future Land Use: MDR

SOUTH

Zoning: City of Powder Springs, R-20 / Vacant Lot

Future Land Use: MDR

Z-5-2026 DEPARTMENT COMMENTS – Zoning Division

Current zoning district for the property

The R-20 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-20 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Requested zoning district for the property

The RA-5 district is established to provide locations for the development of affordable single-family detached or attached residential dwelling units, including the combination of duplexes, triplexes and quadraplexes. The dwelling units are to be designed so as to be placed on an individual lot attached to another dwelling unit or on an adjoining lot where the units will be attached by a common party wall. This residential use is designed to be located within or on the edge of properties delineated for any residential categories as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the RA-5 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Summary of the applicant's proposal

The applicant is requesting to rezone to the RA-5, single-family attached/detached residential district, to develop a 43-unit single-family community on a 10.17-acre site. The homes will be a minimum of 1,600 square feet and proposed to be traditional/craftsman in architecture.

Residential criteria

Allowable units as zoned: 16
Proposed # of units: 43
Net density: 4.44
Increase of units: 27
Acres of floodplain/wetlands: 0.956
Impervious surface shown: Maximum 40%

Z-5-2026 DEPARTMENT COMMENTS – Zoning Division

Are there any zoning variances?

Yes;

1. Reduce the minimum lot size for all lots from required 7,000 square feet to 3,700 square feet;
2. Reduce rear yard setback on an arterial road from required 40 feet to 30 feet;
3. Reduce the rear setback for all interior lots from required 30 feet to 20 feet;
4. Reduce the front setback for all interior lots from required 20 feet to 15 feet;
5. Reduce the major side setbacks for all interior lots from required 20 feet to 15 feet;
6. Reduce the minimum lot width at front setback and the minimum public road frontage for all interior lots from required 70 and 50 feet to 41 feet;
7. Reduce the minimum width between buildings from required 15 feet to 10 feet; and
8. Increase the maximum allowable impervious coverage from required 40% to 45%.

12/17/25

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

FIRE DEPARTMENT ACCESS:
Fire apparatus access roads shall extend to within 150 feet of all portions of the facility or any portion of the exterior wall of the first floor (State Modifications IFC 503.1 2018 Edition and Cobb County Development Standards 402.11). A ten-foot separation, open to sky, is required in order to measure between structures. (CCDS 402.11)

All access roads shall meet the American Association of State and Highway Transportation Officials (AASHTO) design manual live load standard HS20 (75,000 lbs.) with an unobstructed width of not less than 20 feet, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

Maximum slope of the access road in reference to the apparatus is 10% Front to Back and 5% Side to Side. Maximum grade of roadways leading to Fire Access roads refer to the Cobb County Development Standard Section 400: 14% for Non-Residential. Maximum angle of departure is 8.5%.

Dead-end access roads more than 150 feet shall be provided with a turn-around (IFC Chapter-5, 120-3-3 Rules and Regulations, CCDS Section-401 & 402). Refer to APPENDIX-D for dimensional criteria for turn-arounds in commercial developments.

FIRE HYDRANT:
The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

(continued)

GUEST PARKING:

Occupant parking shall be installed as required by zoning and additional guest parking shall be required as follows:

- Where driveways to two car garages exceed 50 feet in length, no additional guest parking is required.
- Where driveways to two car garages are at least 22 feet long and 20 feet wide, additional parking shall be required at .5 spaces per dwelling unit.
- Where driveways to two car garages are less than 22 feet long and 20 feet wide, additional parking shall be required at 1 space per dwelling unit.
- Where only single car garages are provided, additional parking shall be required at 2 spaces per dwelling unit.
- Guest parking spaces must be evenly distributed throughout the project. (Cobb County Development Standards 401.8.2)

SITE PLAN APPROVAL:

Plans must be submitted to the Cobb County Fire Marshal's Office for fire site plan approval.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

Z-5-2026 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

2/3/2026

Approval of this petition will cause concern for CCSD, as it will result in an impact on the enrollment of one (1) school already over capacity.

School	Student Capacity	School Enrollment	Capacity Status
Hollydale ES	862	538	324 under capacity
Smitha MS	1137	806	331 under capacity
Osborne HS	2412	2707	295 over capacity

12/26/2025

Comprehensive Plan Future Land Use Designation: Medium Density Residential
The subject tract is within the Medium Density Residential (MDR) future land use category. The purpose of MDR is to provide for areas that are suitable for moderate density housing between two and one-half (2.5) and five (5) dwelling units per acre. This category presents a range of densities.

Future Land Use Sub-Category? N/A

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Powder Springs
Was the city notified? Yes

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

(continued)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? ☐ Yes ☒ No

(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)? ☐ Yes ☒ No

Is this property within the Cumberland Special District #2 (ad valorem tax)? ☐ Yes ☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone? ☐ Yes ☒ No

Is the property within the Clear Zone (CZ)? ☐ Yes ☒ No

Is the property within 3000' of Dobbins ARB? ☐ Yes ☒ No

Is the property within the Accident Potential Zone (APZ I)? ☐ Yes ☒ No

Is the property within the Accident Potential Zone II (APZ II)? ☐ Yes ☒ No

Is the property within the Noise Zone? ☐ Yes ☒ No

Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)? ☐ Yes ☒ No

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Z-5-2026 DEPARTMENT COMMENTS – Water and Sewer

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☒ YES ☐ NO

Size/location of existing water main(s): 12" on Ernest Barrett Pkwy and 8" on Old Horseshoe Bend Rd

Additional water comments: Dual water feed will be required

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☒ YES ☐ NO*

Approx. distance to nearest sewer: On-site

Estimated waste generation (in G.P.D.): Average daily = 9,000

Peak flow = 22,500

Treatment plant: South Cobb WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☐ YES* ☒ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

Additional sewer comments:

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
Barrett Parkway	Arterial	45	Cobb County	100’

Roadway	Location	Average daily trips (vpd)	Level of service
Barrett Parkway	North of Horseshoe Bend Road	21,500	D

vpd = vehicles per day
Based on 2024 AADT counting data taken by GDOT, as published on their website for Barrett Parkway.
Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial and major collector roads from this data source.
LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

ITE Land Use	Description	Expected Size (DU)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
210	Single Family Homes	43	7	23	**30**	25	15	**40**	**405**

vph = vehicles per hour, DU = dwelling unit
Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th edition.

Comments and observations

Barrett Parkway is classified as an arterial roadway and according to the available information the existing right-of-way does meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan dated November 20, 2025, this development does not require a traffic study submittal. However, Cobb DOT has requested a traffic study in accordance with Cobb County Code 106-11, because Ernest Barrett Parkway is a limited access highway that required the Board of Commissioners approve for new access.

A Submittal 1 traffic study assumptions memorandum (dated October 14, 2025) was submitted by this developer at this location. Cobb DOT provided comments (dated November 3, 2025) and approval to the applicant team to proceed with the full Submittal 2 traffic study. A traffic Submittal 2 (dated November 17, 2025; received December 4, 2025) was received for this development. Cobb DOT then received an updated Submittal 2 on December 30, 2025. Cobb DOT provided comments for the updated Submittal 2 on January 7, 2026.

The December 30th traffic study is **approved** by Cobb DOT and the traffic study requirement can be considered **satisfied** for this application.

(continued)

Cobb County DOT supports abandonment of the existing right of way as shown in the proposed site plan. This property owner must coordinate with Cobb County DOT regarding the abandonment and subsequent purchase of the Old Horseshoe Bend Road right-of-way. This will need to be addressed between the applicant and the County before completion of the Plan Review process.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend applicant verify that minimum intersection sight distance is available for the Barrett Parkway access, and if it is not, implement remedial measures, subject to Cobb DOT's approval, to achieve the minimum requirement of 500'.

2. Recommend Barrett Parkway access include a deceleration (right turn) lane to address safety because Barrett Parkway is an arterial roadway. This recommendation is pursuant to Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. This recommendation is addressed conceptually in the site plan dated November 20, 2025. However, this site plan does not appear to fully comply with design requirements for this recommendation. Recommend location and design be determined during plan review, subject to Cobb DOT approval.

3. If the development is approved by the Board of Commissioners, recommend applicant submit a plat of survey and legal description of proposed right of way abandonment area to Cobb DOT to abandon and dispose of right of way in accordance with OCGA Section 32-7.

4. Recommend payment of fee in lieu for required sidewalk, curb and gutter installation along Barrett Parkway frontage. This recommendation will be finalized in plan review, subject to Cobb County DOT approval.

(continued)

5. Recommend a minimum of 50 feet straight-line distance (from end of curb return to start of adjacent curb return) between any residential driveways and interior roadways, adjacent curves, on-street parking or driveways. This recommendation is pursuant to Cobb County Development Standard 402.7.1, Residential Driveways and Cobb County Development Standard Detail 116R, Residential Driveway Standard. However, because of the tight home spacing, Cobb DOT notes that this standard cannot be met for adjacent internal driveways with the proposed site plan (dated November 20, 2025). The failure to meet this standard for internal driveway spacing is noted because it will preclude the interior roadways from being accepted by the County as public streets at a future date.

6. Recommend curb and gutter along both sides and sidewalk along one side of proposed internal roadway. The site plan (dated November 20, 2025) appears to comply with this recommendation.

7. Recommend extending uninterrupted access (distance to the first internal parking space or drive aisle) to a minimum of 50 feet from the edge of right-of-way line. This recommendation is to allow for vehicle stacking and is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways and Cobb County Development Standard Detail 116. Recommend final location and design be determined during plan review, subject to Cobb County DOT approval.

8. Recommend mail kiosk for proposed development be located off the right-of-way and either on the inward traffic flow or adjacent to off-street guest parking. This recommendation is to address safety because of the potential of illegal parking movements crossing opposing traffic. The site plan (dated November 20, 2025) appears to comply with this recommendation.

9. All signage and landscaping should be installed off county right-of-way and where it will not impede the line of sight for the driveways or roadways.

10. Recommend 10’ no access easement on Barrett Parkway and frontage along Old Horseshoe Bend Road.

11. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the applicant's rezoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property if the density is limited to five (5) units per acre. There are single-family residential developments surrounding this property with lower densities to the east and west.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the applicant's rezoning proposal will not adversely affect the existing use or usability of adjacent or nearby properties if the density is limited to five (5) units per acre. The proposed development would have a slightly higher impact on surrounding development. The subdivision Trotter's Field, located to the east, is developed at three (3) units per acre and the Barrett Cove Townhome community, located to the west, is developed at three point eight (3.8) units per acre.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that the applicant's rezoning proposal will not result in a use which could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools if the density is limited to five (5) units per acre. This opinion can be supported by the department comments contained in the analysis.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the zoning proposal would be in conformity with the Cobb County Comprehensive Plan if the density is limited to five (5) units per acre. The property lies within the Medium Density Residential (MDR) future land use category. The MDR designation allows for moderate density housing between two and one-half (2.5) and five (5) dwelling units per acre. The project is proposed at 4.4 units per acre which would conform to the Medium Density Residential (MDR) future land use category, but be slightly higher than the surrounding developments.

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

It is Staff's opinion that there are existing and changing conditions affecting the use and development of the property which give supporting grounds for approving the applicant's rezoning proposal if the density is limited to five (5) units per acre. The applicant has proposed to include the increased buffers adjacent to the lower density residential zoning to the east of the development. If developed, the applicant's proposal would meet the objectives of the Comprehensive Plan for the MDR future land use category and fall within the surrounding development density range.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Application No. Z- (2026)

Hearing Dates: PC - 02/03/2026
BOC - 02/17/2026

Summary of Intent for Rezoning*

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** Minimum 1,600 square feet and greater

b) **Proposed building architecture:** Traditional/Craftsman - Fronts of brick, stone, shake, board and batten, cementitious lap siding

c) **List all requested variances:** See attached Listing of Variances

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Not Applicable.

b) **Proposed building architecture:** Not Applicable.

c) **Proposed hours/days of operation:** Not Applicable.

d) **List all requested variances:**

Part 3. Other Pertinent Information (List or attach additional information if needed)

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). Yes. Portions of two Cobb County rights-of-way are proposed for abandonment, as shown on submitted Site Plan.

*Applicant specifically reserves the right to amend any information set forth in this Summary of Intent for Rezoning, or any portion of the Application for Rezoning or documentation attached thereto, at any time during the rezoning process.

ATTACHMENT TO SUMMARY OF INTENT FOR REZONING

Application No.: **Z-_____ (2026)**
Hearing Dates: **February 3, 2026**
February 17, 2026

Applicant: **The Revive Land Group, LLC**
Titleholder: **Estate of Lucille Garrett**
(a/k/a Leathy Lucille Garrett;
a/k/a Leathy Lucille Price Garrett)

Tax Parcel Identification No.: **19069100010**

Part 1. Residential Rezoning Information

(c) List all requested variances:

i) Sec. 134-201.2.(4)a. Minimum lot size: 7,000 sf. Variance request for minimum lot size: 3,700 sf;
ii) Sec. 134-201.2.(4)b. Minimum lot width at front setback line: 70 feet; cul-de-sac or interior lot, 50 feet. Variance request for minimum lot width of 41 feet;
iii) Sec. 134-201.2.(4)c. Minimum width between buildings: 15 feet. Variance request for minimum width between buildings of 10 feet;
iv) Sec. 134-201.2.(4)d. Minimum public road frontage: 70 feet; cul-de-sac 35 feet; 50 feet minimum public road frontage if interior to development. Variance request for minimum public road frontage of 41 feet;
v) Sec. 134-201.2.(4)e. Minimum building setbacks: minimum front yard setback: 20 feet. Variance request for minimum front yard setback of 15 feet;
vi) Sec. 134-201.2.(4)e. Minimum building setbacks: minimum major side yard setback: 20 feet. Variance request for minimum front yard setback of 15 feet.
vii) Sec. 134-201.2.(4)e. Minimum building setbacks: minimum rear yard setback on an arterial street: 40 feet. Variance request for minimum rear yard setback on an arterial street of 30 feet;
viii) Sec. 134-201.2.(4)e. Minimum building setbacks: minimum rear yard setback: 30 feet. Variance request for minimum front yard setback of 20 feet; and
ix) Sec. 134-191. Summary of bulk regulations: maximum coverage: 35 percent. Variance request for maximum coverage of 45percent.

Cobb County Development Standards Sec 402.7.1

x) A minimum 50 feet straight line distance is required between residential driveways. Request a minimum 12 feet straight line distance between residential driveways; and
xi) A minimum 50 feet straight line distance is required between the intersection radius and the edge of residential driveway aprons. Request a minimum 2 feet straight line distance between the intersection radius and the edge of the residential driveway apron.

TRAFFIC IMPACT STUDY
FOR
PROPOSED SOMERSET AT MACEDONIA RESIDENTIAL DEVELOPMENT ON ERNEST W BARRETT PARKWAY

COBB COUNTY, GEORGIA



Prepared for:

The Revive Land Group
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Prepared By:

A&R Engineering Inc.
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Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

November 17, 2025
A & R Project # 25-196

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1.0 INTRODUCTION

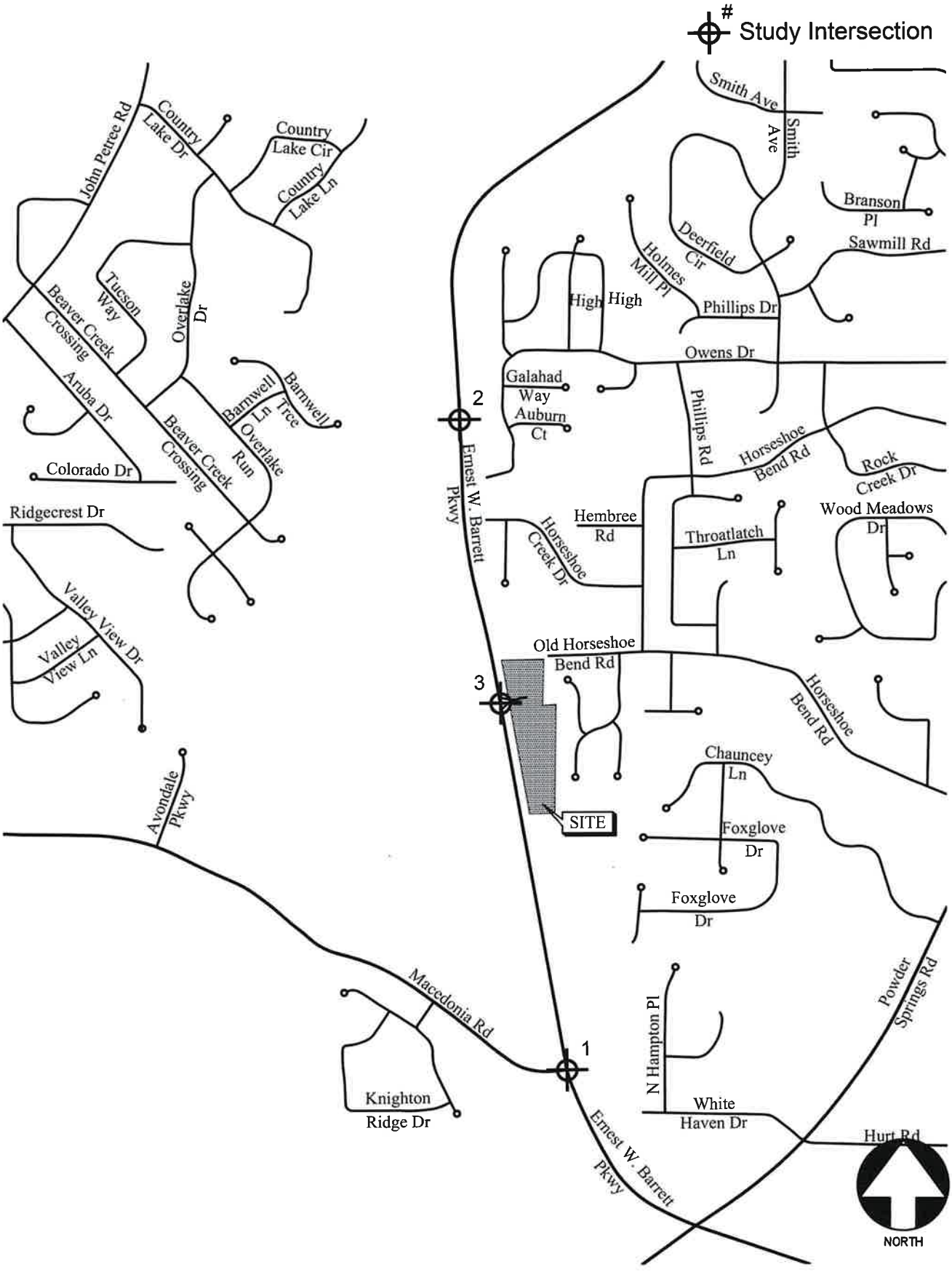
The purpose of this study is to determine the traffic impact from the proposed Somerset at Macedonia residential development that will be located on the east side of Ernest W Barrett Parkway about 3,000 feet north of Macedonia Road in Cobb County. The traffic analysis includes evaluation of the current operations as well as future conditions including traffic generated by the proposed development. The development will consist of 43 single-family detached houses and proposes one right-in/right-out driveway on Ernest W Barrett Parkway.



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

1. Ernest W Barrett Parkway at Macedonia Road
2. Ernest W Barrett Parkway at Median Break (approximately 0.45 miles to the north of the proposed site driveway location)

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 are shown in Figure 1.



LOCATION MAP

FIGURE 1

A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 Ernest W Barrett Parkway

Ernest W Barrett Parkway is a north-south, four-lane, median divided roadway with a posted speed limit of 45 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID: 067-0657) indicate that the daily traffic volume on Ernest W Barrett Parkway in 2024 was 21,500 vehicles per day northwest of Macedonia Road. Cobb County DOT classifies Ernest W Barrett Parkway as an arterial roadway.

2.1.2 Macedonia Road

Macedonia Road is an east-west, two-lane, undivided roadway with a two way left turn lane and posted speed limit of 35 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID: 067-8836) indicate that the daily traffic volume on Macedonia Road in 2024 was 5,660 vehicles per day southwest of Hopkins Road. Cobb County DOT classifies Macedonia Road as a major collector roadway.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board's Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level of service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designated as "F" regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level of service is assigned a letter designation from "A" through "F". Level of service "A" indicates excellent operations with little delay to motorists, while level of service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 – LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio of greater than 1.0 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 ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favourable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly 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.

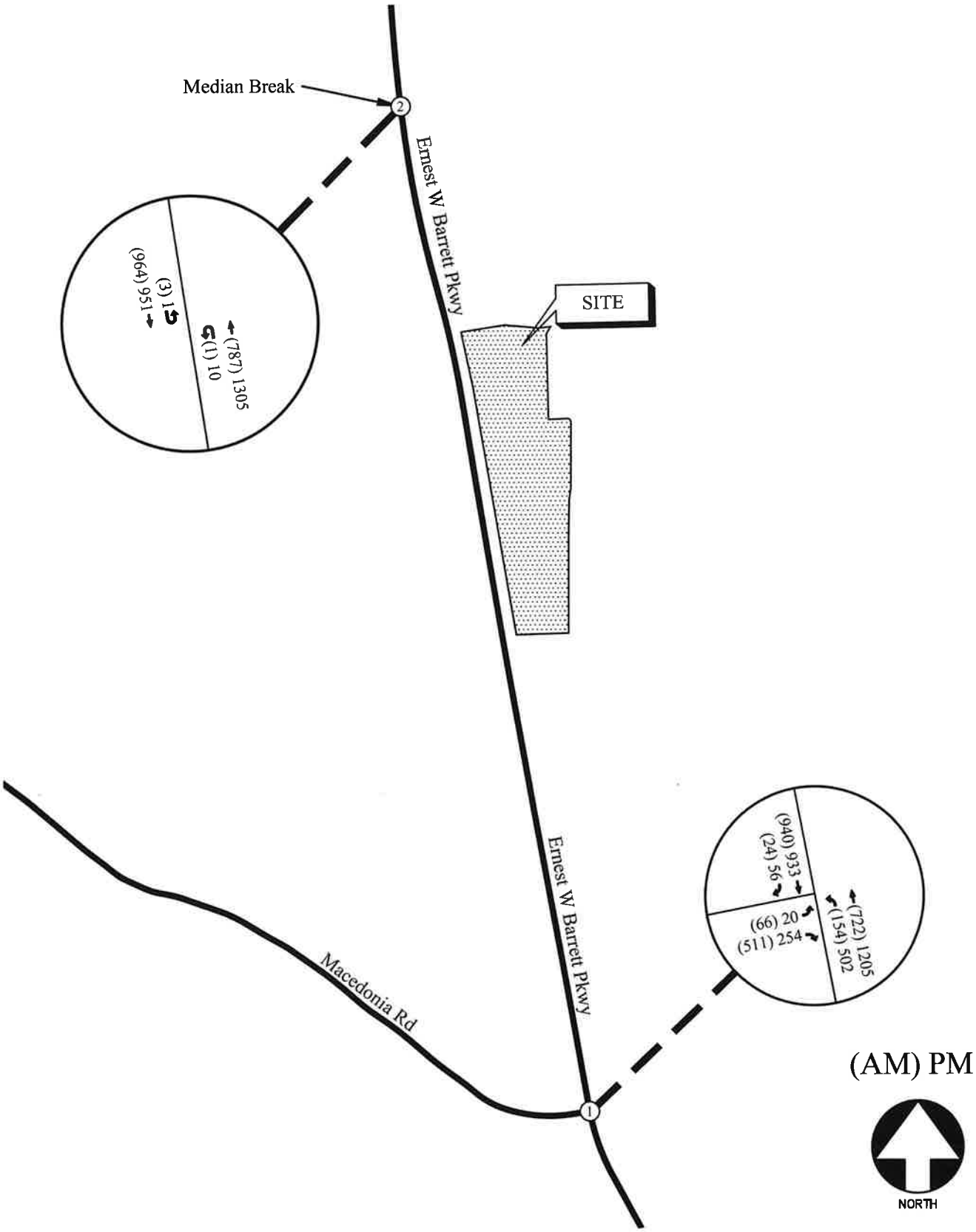
4.0 EXISTING 2025 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

1. Ernest W Barrett Parkway at Macedonia Road
2. Ernest W Barrett Parkway at Median Break

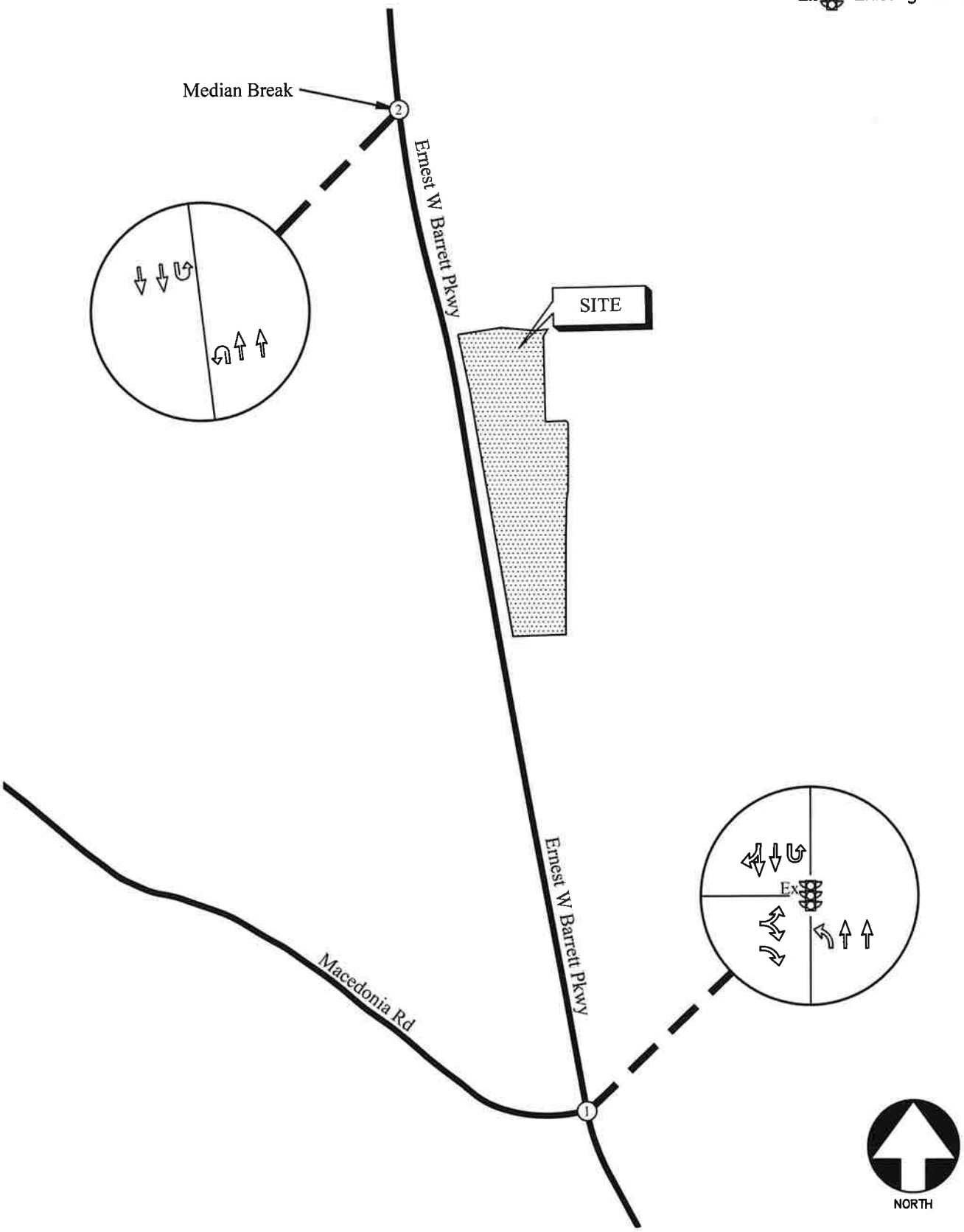
Turning movement counts were collected on Wednesday, October 22, 2025. All turning movement counts were recorded during the AM and PM peak hours between 7:00am to 9:00am and 4:00pm to 6:00pm, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections and are shown in Figure 2. The existing traffic control and lane geometry for the intersections are shown in Figure 3.



EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2

A&R Engineering Inc.



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 3

A&R Engineering Inc.

Figure 3 – Existing Traffic Control and Lane Geometry

4.2 Existing Traffic Operations

Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3.

TABLE 3 – EXISTING INTERSECTION OPERATIONS

	Intersection	Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	**Ernest W Barrett Parkway @ Macedonia Road**	Signalized	**C (23.0)**	**C (21.0)**
	-Eastbound Approach		D (54.9)	E (74.4)
	-Northbound Approach		A (8.8)	B (15.2)
	-Southbound Approach		B (16.6)	B (16.0)
2	**Ernest W Barrett Parkway @ Median Break**	-		
	-Northbound U-Turn		A (0.0)	A (0.0)
	-Southbound U-Turn		A (0.0)	A (0.0)

The results of the existing traffic operations analysis indicate that the signalized study intersection is operating at an overall level of service "B" in both the AM and PM peak hours.

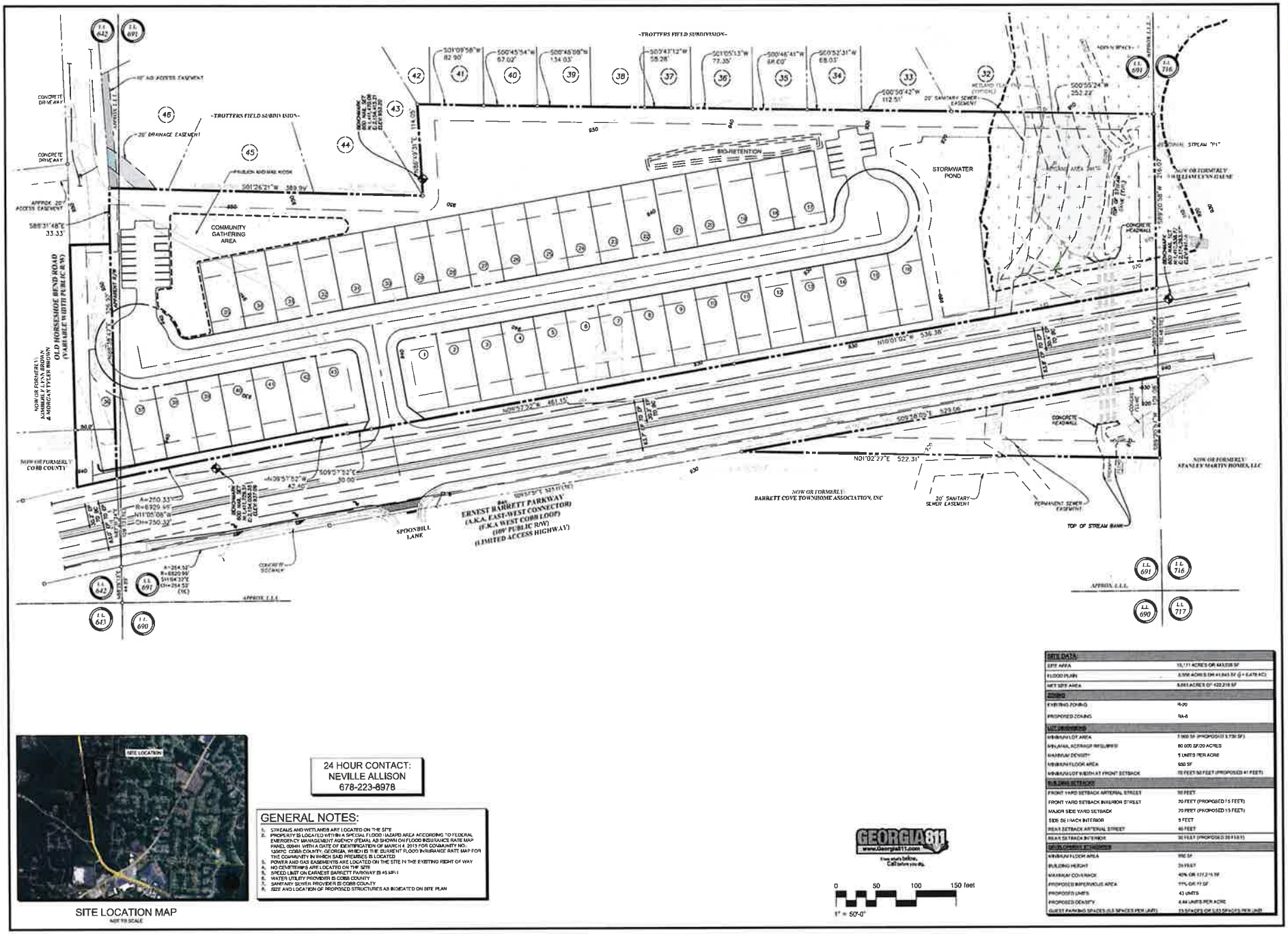
5.0 PROPOSED DEVELOPMENT

The proposed development is the Somerset at Macedonia residential development that will be located on the east side of Ernest W Barrett Parkway about 3,000 feet north of Macedonia Road in Cobb County. The development will consist of 43 single-family detached houses and proposes one right-in/right-out driveway on Ernest W Barrett Parkway.



A site plan is shown in Figure 4.

Figure 4 – Site Plan



SITE LOCATION MAP
NOT TO SCALE

24 HOUR CONTACT:
NEVILLE ALLISON
678-223-8978

GENERAL NOTES:

1. STREAMS AND WETLANDS ARE LOCATED ON THE SITE
2. PROPERTY IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AS SHOWN ON FLOOD INSURANCE RATE MAP PANEL 0094H WITH A DATE OF IDENTIFICATION OF MARCH 4, 2013 FOR COMMUNITY NO. 130052 COBB COUNTY, GEORGIA, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS LOCATED
3. POWER AND GAS EASEMENTS ARE LOCATED ON THE SITE IN THE EXISTING RIGHT OF WAY
4. NO CEMETERIES ARE LOCATED ON THE SITE
5. SPEED LIMIT ON EARNEST BARRETT PARKWAY IS 45 MPH
6. WATER UTILITY PROVIDER IS COBB COUNTY
7. SANITARY SEWER PROVIDER IS COBB COUNTY
8. SIZE AND LOCATION OF PROPOSED STRUCTURES AS INDICATED ON SITE PLAN

GEORGIA811
www.Georgia811.com
It's how we're below. Call before you dig.

0 50 100 150 feet
1" = 50'-0"

SITE DATA	
SITE AREA	10.171 ACRES OR 443,035 SF
FLOOD PLAIN	0.556 ACRES OR 24,243 SF (@ + 0.478 AC)
NET SITE AREA	9.693 ACRES OR 422,218 SF
ZONING	
EXISTING ZONING	R-20
PROPOSED ZONING	RA-6
LOT DIMENSIONS	
MINIMUM LOT AREA	7,900 SF (PROPOSED 9,730 SF)
MINIMUM ACREAGE REQUIRED	80,000 SF/20 ACRES
MAXIMUM DENSITY	5 UNITS PER ACRE
MINIMUM FLOOR AREA	900 SF
MINIMUM LOT WIDTH AT FRONT SETBACK	70 FEET 50 FEET (PROPOSED 41 FEET)
BUILDING SETBACK	
FRONT YARD SETBACK ARTERIAL STREET	50 FEET
FRONT YARD SETBACK INTERIOR STREET	20 FEET (PROPOSED 15 FEET)
MAJOR SIDE YARD SETBACK	20 FEET (PROPOSED 15 FEET)
SIDE SETBACK INTERIOR	5 FEET
REAR SETBACK ARTERIAL STREET	40 FEET
REAR SETBACK INTERIOR	30 FEET (PROPOSED 20 FEET)
DEVELOPMENT STANDARDS	
MINIMUM FLOOR AREA	900 SF
BUILDING HEIGHT	35 FEET
MAXIMUM COVERAGE	40% OR 177,215 SF
PROPOSED IMPERVIOUS AREA	44% OR 193 SF
PROPOSED UNITS	43 UNITS
PROPOSED DENSITY	4.44 UNITS PER ACRE
GUEST PARKING SPACES (0.5 SPACES PER UNIT)	22 SPACES OR 0.51 SPACES PER UNIT

THE REVIVE LAND GROUP

SOURCE. ENTITLE. REVIVE.

ONE ALLIANCE CENTER
3500 LENOX ROAD
SUITE 625
ATLANTA, GEORGIA 30326
O: (678) 223-8978
WWW.THEREVIVELANDGROUP.COM

PROJECT
SOMERSET AT MACEDONIA
A MASTER PLANNED RESIDENTIAL DEVELOPMENT

OLD HORSESHOE BEND ROAD AND BARRETT PARKWAY
MARIETTA, GEORGIA 30064

COBB COUNTY
GEORGIA

LAND LOT: 691
DISTRICT: 19TH

CLIENT
THE REVIVE LAND GROUP

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ONE ALLIANCE CENTER
3500 LENOX ROAD
SUITE 625
ATLANTA, GEORGIA 30326
O (678) 223-8978
THEREVIVELANDGROUP.COM

REVISION | DATE

PROJECT NUMBER
25021

SEAL
GEORGIA REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY
NOT TO BE RELEASED FOR CONSTRUCTION
JAMES BARRY EMERSON

ALL BEARINGS ARE GRID NORTH AS DERIVED FROM COBB COUNTY GPS CONTROL MONUMENTS

NORTH

DATE
OCTOBER 13, 2025

TITLE
CONCEPTUAL SITE PLAN

SHEET
Z-01

5.1 Trip Generation

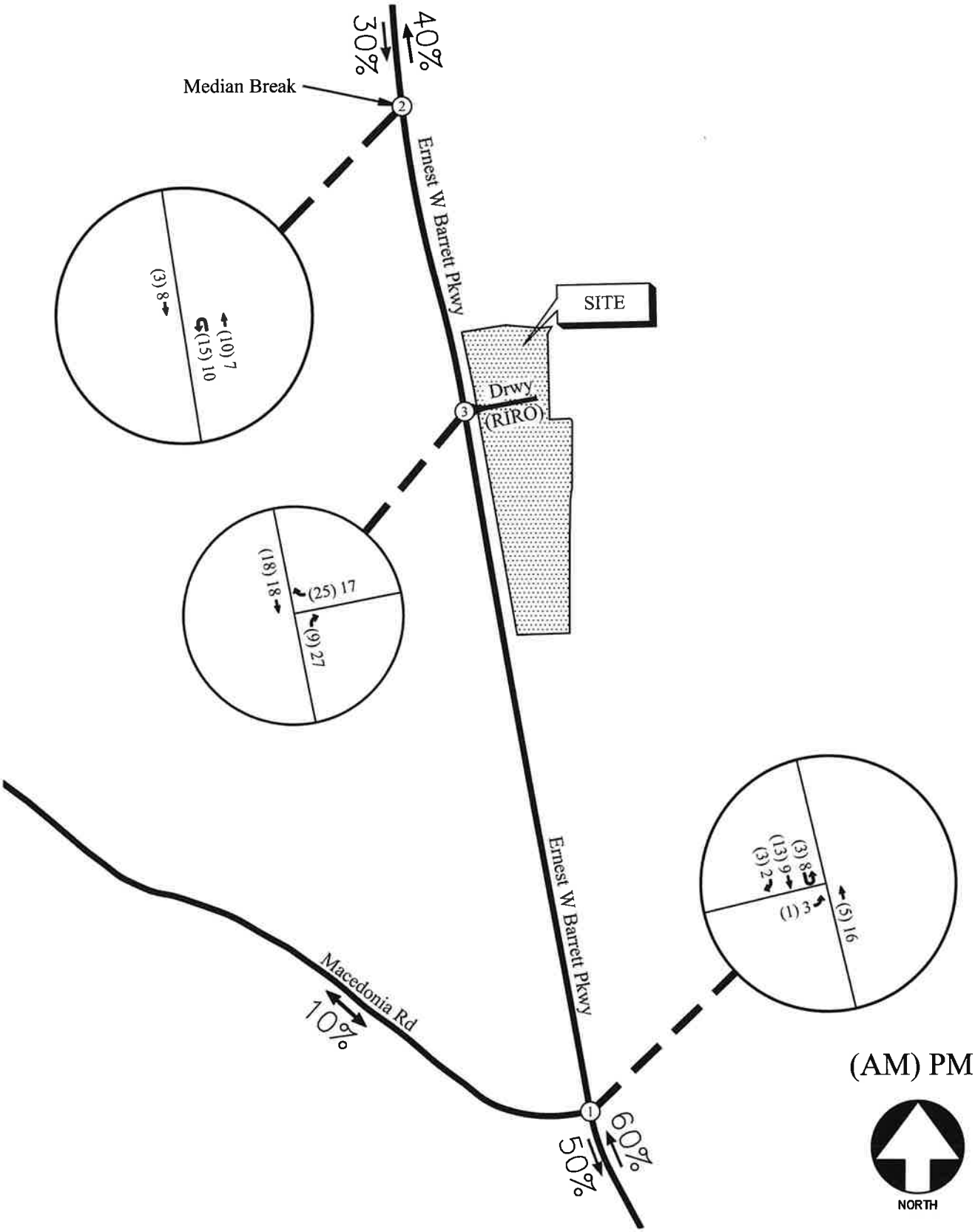
Trip generation estimates for the project were based on the rates and equations published in the 12th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Use category: *210 – Single-Family Detached Housing.* The calculated trip generation volumes for the proposed development are shown in Table 4.

TABLE 4 – TRIP GENERATION FOR PROPOSED DEVELOPMENT

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	2-way
ITE 210 – Single-Family Detached Housing	43 Units	9	25	34	27	17	44	612

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 traffic volumes generated by the site are shown in Figure 5.



TRIP DISTRIBUTION AND NEW SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 5

A&R Engineering Inc.

6.0 FUTURE 2027 TRAFFIC ANALYSIS

The future 2027 traffic operations are analyzed for the "Build" and "No-Build" conditions.

6.1 Future "No-Build" Conditions

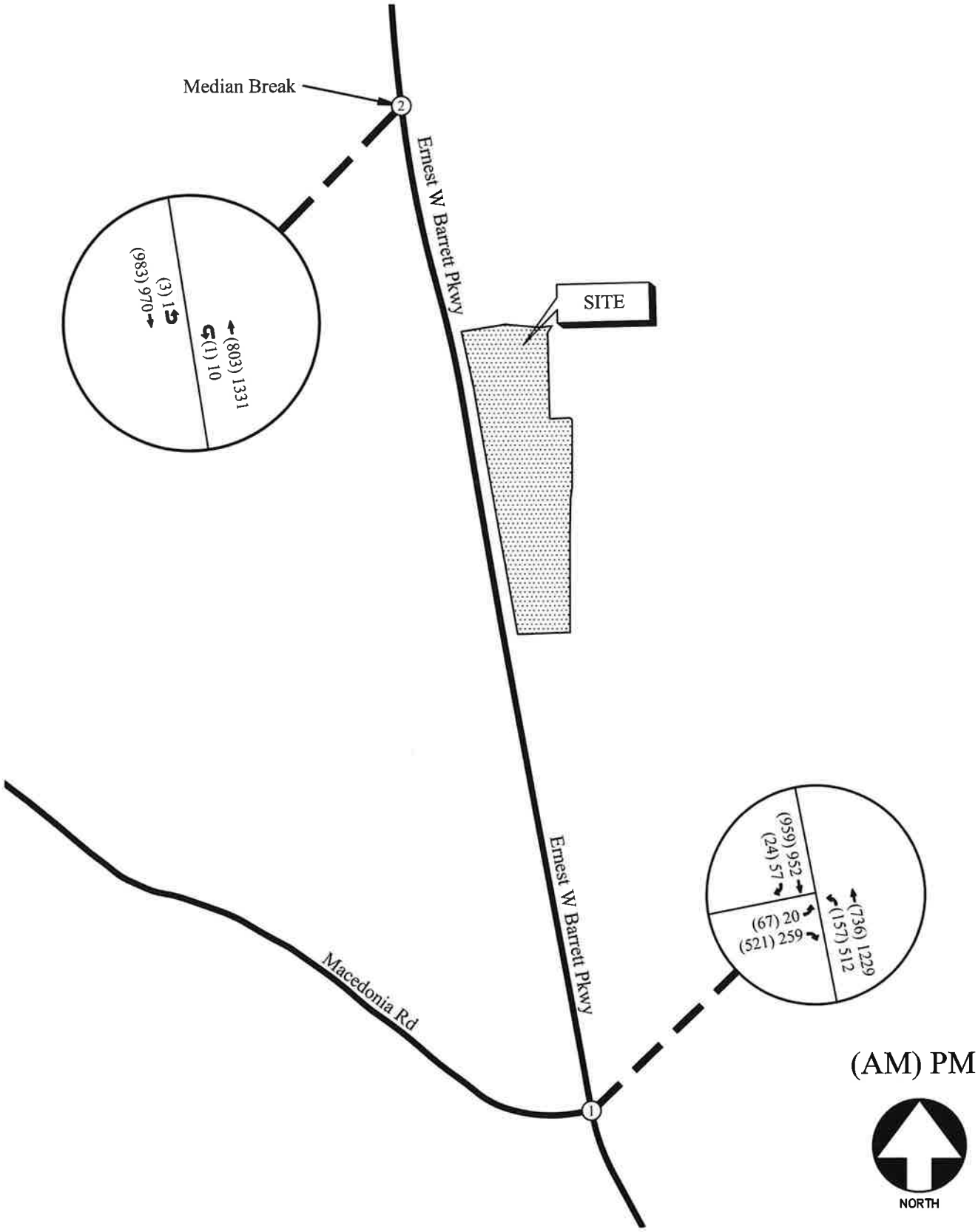
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the existing 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 (2022-2024) years revealed growth of approximately 1% in the area. This growth factor was applied to the existing traffic volumes between collector and arterial roadways 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

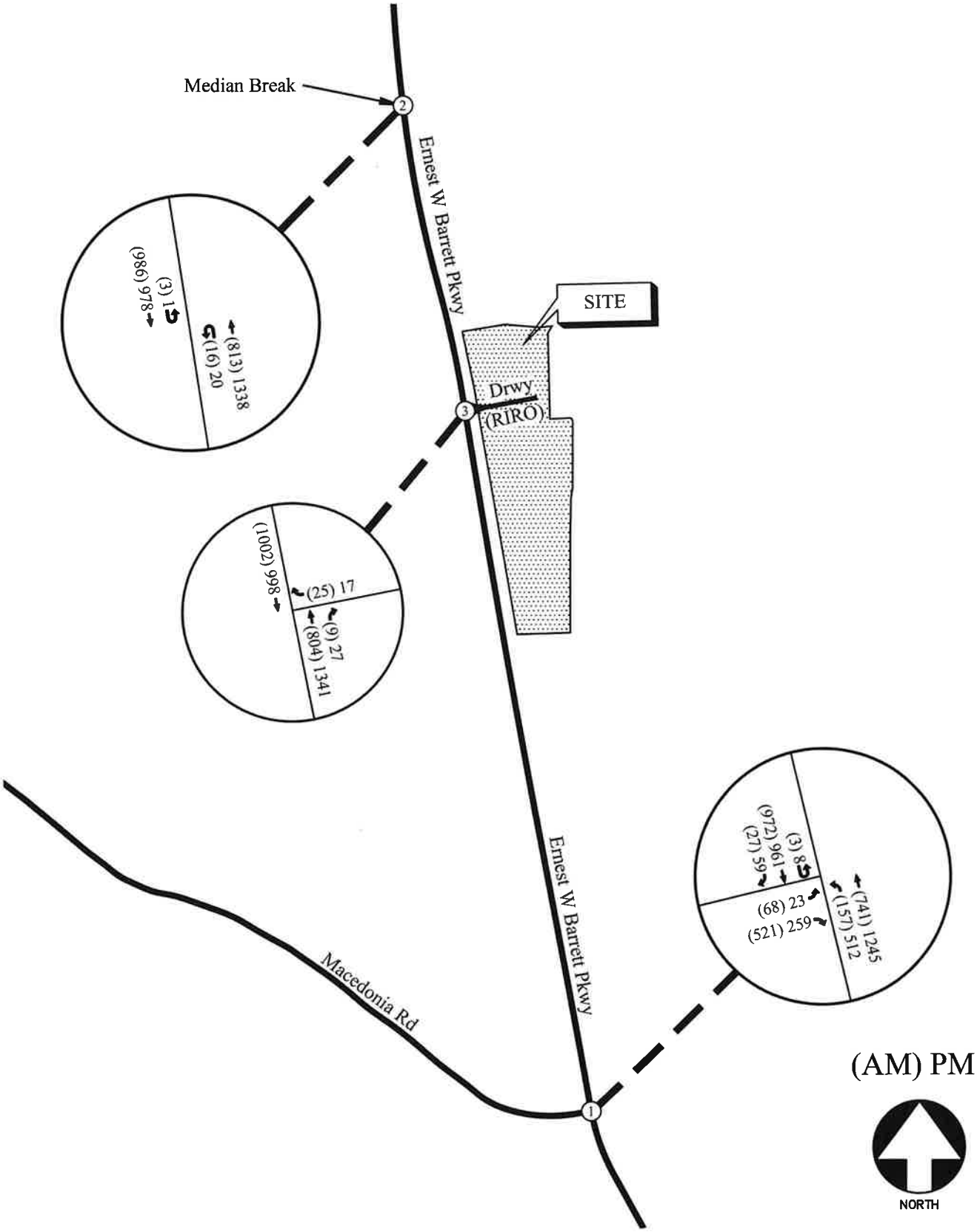
The "Build" or development conditions include the estimated background traffic from the "No-Build" conditions plus the added traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) were added to base traffic volumes (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 is the analysis for a right turn lane for the site driveway (per Cobb County 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 for traffic entering and exiting the site are 612 vehicles.

6.3.1 Deceleration Turn Lane Analysis

Per Cobb County Development Standards, (402.9), right turn lanes are required on any roadway that is included in the county's major thoroughfare plan network. Since Ernest W Barrett Parkway is an arterial roadway and is included in Cobb County's Major Thoroughfare Plan, a right turn lane is required at site driveway.

6.4 Future Traffic Operations

The future "No-Build" and "Build" traffic operations were analysed using the volumes in Figures 6 and 7, respectively. The results of the future traffic operations analysis are shown below in Table 5. Recommendations on traffic control and lane geometry are shown in Figure 8.

TABLE 5 – FUTURE INTERSECTION OPERATIONS

	Intersection	LOS (Delay)			
		NO BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**Ernest W Barrett Parkway @ Macedonia Road**	**C (23.2)**	**C (22.4)**	**C (23.3)**	**C (22.7)**
	-Eastbound Approach	D (54.2)	E (74.6)	D (54.3)	E (74.8)
	-Northbound Approach	A (9.2)	B (16.5)	A (9.2)	B (16.8)
	-Southbound Approach	B (17.3)	B (17.9)	B (17.5)	B (18.5)
2	**Ernest W Barrett Parkway @ Median Break**				
	-Northbound U-Turn	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	-Southbound U-Turn	A (0.0)	A (0.0)	A (0.0)	A (0.0)
3	**Ernest W Barrett Parkway @ Site Driveway (Right In/Right Out)**				
	-Westbound Approach	-	-	B (11.7)	C (15.4)

The results of the future "No-Build" and "Build" traffic operations analysis indicate that the unsignalized study intersections will continue to operate at a level of service "C" or better in both the AM and PM peak hours. The signalized study intersection will be operating at a level of service "C" or better in both the AM and PM peak hour.

Table 6 below includes 95th percentile SimTraffic queue lengths at the study intersections. SimTraffic results of the "No Build" and "Build" have been used since the microsimulation more accurately modelled a multi-lane turn lane scenario than Synchro (macrosimulation).

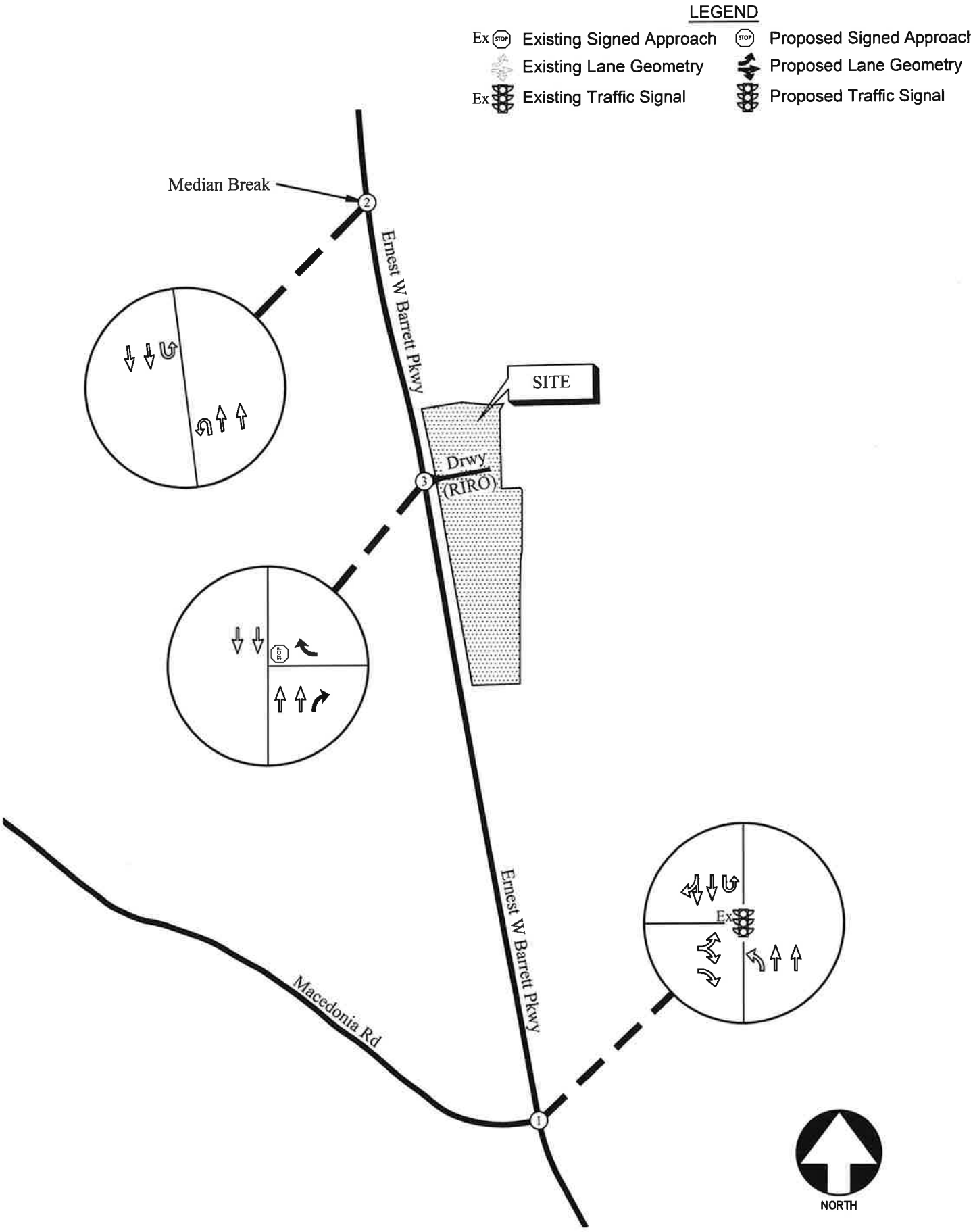
TABLE 6 – FUTURE INTERSECTION 95TH PERCENTILE QUEUES

	Intersection	Available Storage	Queue Length in feet			
			NO-BUILD		BUILD	
			AM Peak	PM Peak	AM Peak	PM Peak
1	**Ernest W Barrett Parkway @ Macedonia Road**					
	-Eastbound Left/Right	460'	227	94	229	97
	-Eastbound Right	-	76	73	76	73
	-Northbound Left	305'	77	454	78	464
	-Northbound Through	-	172	183	174	190
	-Southbound U-Turn	190'	-	-	7	16
	-Southbound Through	-	411	504	419	511
	-Southbound Through/ Right	-	411	504	419	511
2	**Ernest W Barrett Parkway @ Median Break**					
	-Northbound U-Turn	145'	4	23	35	32
	-Southbound U-Turn	155'	11	6	12	5

The storage lengths are all adequate to accommodate projected queues other than the northbound left approach at the intersection of Ernest W Barrett Parkway and Macedonia Road during the PM peak hour.

6.5 System Improvements

The "No-Build" scenario shows a significant amount of northbound left turning volume at Ernest W Barrett Parkway and Macedonia Road during the PM peak hour. The expected 95th percentile queue during this time is also longer than the available storage for this movement. It is recommended to consider a dual left turn lane whenever the left turn volume is greater than 300 vehicles during the peak hour. The PM peak hour volume for northbound left turning vehicles at this intersection is 512.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 8

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed Somerset at Macedonia residential development that will be located on the east side of Ernest W Barrett Parkway in Cobb County. The development will consist of 43 single-family detached houses and proposes one right-in/right-out driveway on Ernest W Barrett Parkway.

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

1. Ernest W Barrett Parkway at Macedonia Road
2. Ernest W Barrett Parkway at Median Break (Approximately 0.45 miles to the north of the proposed site driveway location)
3. Ernest W Barrett Parkway at Site Driveway (Right In/Right Out)

The analysis included the evaluation of future operations for "No-Build" and "Build" conditions, with the differences between "No-Build" and "Build" accounting for an increase in traffic due to the proposed development. The results of the future "No-Build" and "Build" traffic operations analysis indicate that the unsignalized study intersections will continue to operate at a level of service "C" in both the AM and PM peak hours. The results of the future "No-Build" and "Build" traffic operations analysis also indicate that the signalized study intersections will continue to operate at a level of service "C" in both the AM and PM peak hours. The impact of the proposed site's traffic on the traffic operations in the study network is minimal.

7.1 Recommendation for Site Access Configuration

The following access configuration is recommended for the proposed site driveway intersection.

- Site Driveway: Right-In/ Right-Out driveway on Ernest W Barrett Parkway
    - One entering and one exiting lanes.
    - Stop-sign controlled on the driveway approach with Ernest W Barrett Parkway remaining free flow.
    - Deceleration turn lane for entering traffic
    - Provide adequate sight distance per AASHTO standards.

Appendix

Existing Intersection Traffic Counts .....
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future "No-Build" 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
Ernest W Barrett Pkwy @ Median Opening
North of Macedonia Road
7-9 am | 4-6 pm

File Name : 20250374
Site Code : 20250374
Start Date : 10-22-2025
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Ernest W Barrett Pkwy Northbound					Ernest W Barrett Pkwy Southbound					Eastbound				Westbound				
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	191	0	0	191	0	208	0	2	210	0	0	0	0	0	0	0	0	401
07:15 AM	0	209	0	0	209	0	258	0	0	258	0	0	0	0	0	0	0	0	467
07:30 AM	0	204	0	0	204	0	265	0	0	265	0	0	0	0	0	0	0	0	469
07:45 AM	0	183	0	1	184	0	233	0	1	234	0	0	0	0	0	0	0	0	418
Total	0	787	0	1	788	0	964	0	3	967	0	0	0	0	0	0	0	0	1755
08:00 AM	0	169	0	1	170	0	228	0	1	229	0	0	0	0	0	0	0	0	399
08:15 AM	0	168	0	2	170	0	232	0	0	232	0	0	0	0	0	0	0	0	402
08:30 AM	0	147	0	1	148	0	221	0	2	223	0	0	0	0	0	0	0	0	371
08:45 AM	0	172	0	0	172	0	263	0	0	263	0	0	0	0	0	0	0	0	435
Total	0	656	0	4	660	0	944	0	3	947	0	0	0	0	0	0	0	0	1607
*** BREAK ***																			
04:00 PM	0	308	0	2	310	0	232	0	0	232	0	0	0	0	0	0	0	0	542
04:15 PM	0	321	0	3	324	0	216	0	0	216	0	0	0	0	0	0	0	0	540
04:30 PM	0	323	0	2	325	0	230	0	0	230	0	0	0	0	0	0	0	0	555
04:45 PM	0	354	0	3	357	0	248	0	1	249	0	0	0	0	0	0	0	0	606
Total	0	1306	0	10	1316	0	926	0	1	927	0	0	0	0	0	0	0	0	2243
05:00 PM	0	307	0	2	309	0	257	0	0	257	0	0	0	0	0	0	0	0	566
05:15 PM	0	290	0	2	292	0	222	0	1	223	0	0	0	0	0	0	0	0	515
05:30 PM	0	291	0	2	293	0	267	0	2	269	0	0	0	0	0	0	0	0	562
05:45 PM	0	280	0	2	282	0	240	0	1	241	0	0	0	0	0	0	0	0	523
Total	0	1168	0	8	1176	0	986	0	4	990	0	0	0	0	0	0	0	0	2166
Grand Total	0	3917	0	23	3940	0	3820	0	11	3831	0	0	0	0	0	0	0	0	7771
Apprch %	0	99.4	0	0.6		0	99.7	0	0.3		0	0	0		0	0	0		
Total %	0	50.4	0	0.3	50.7	0	49.2	0	0.1	49.3	0	0	0	0	0	0	0	0	

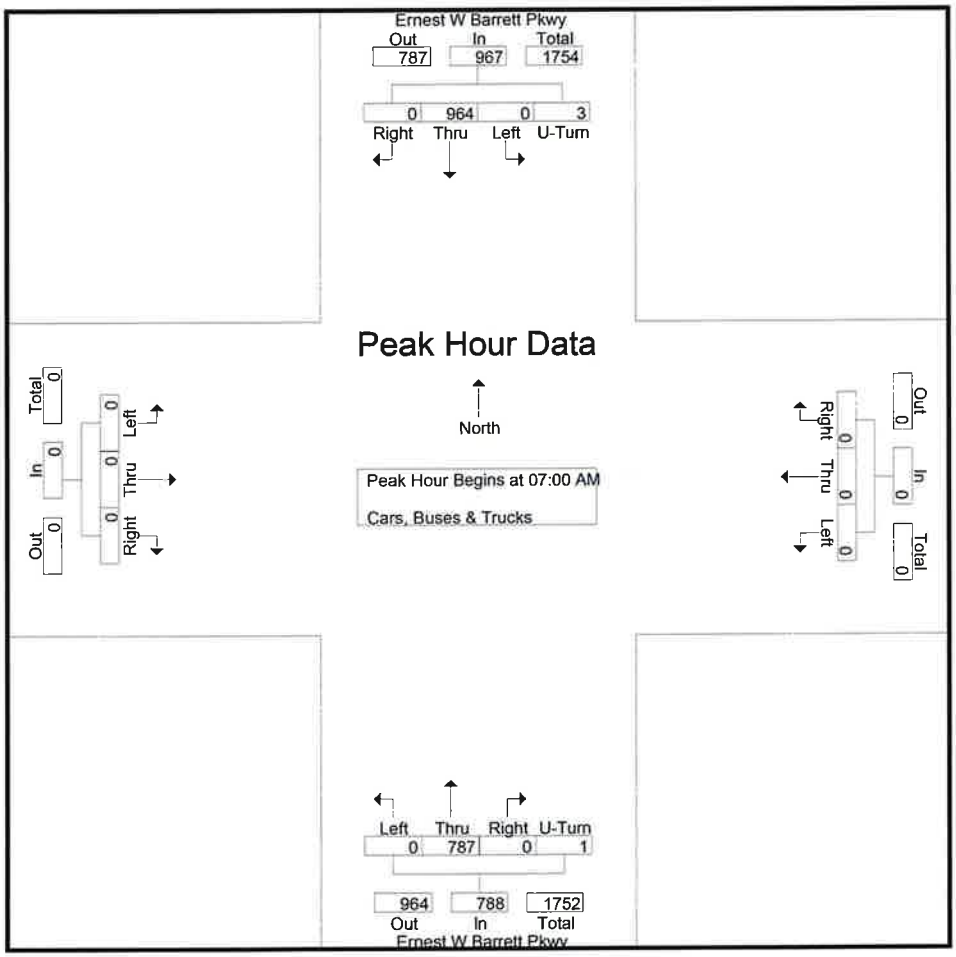
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Ernest W Barrett Pkwy @ Median Opening
North of Macedonia Road
7-9 am | 4-6 pm

File Name : 20250374
Site Code : 20250374
Start Date : 10-22-2025
Page No : 2

	Ernest W Barrett Pkwy Northbound					Ernest W Barrett Pkwy Southbound					Eastbound				Westbound				
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:00 AM																			
07:00 AM	0	191	0	0	191	0	208	0	**2**	210	0	0	0	0	0	0	0	0	401
07:15 AM	0	**209**	0	0	**209**	0	258	0	0	258	0	0	0	0	0	0	0	0	467
07:30 AM	0	204	0	0	204	0	**265**	0	0	**265**	0	0	0	0	0	0	0	0	**469**
07:45 AM	0	183	0	**1**	184	0	233	0	1	234	0	0	0	0	0	0	0	0	418
Total Volume	0	787	0	1	788	0	964	0	3	967	0	0	0	0	0	0	0	0	1755
% App. Total	0	99.9	0	0.1		0	99.7	0	0.3		0	0	0		0	0	0		
PHF	.000	.941	.000	.250	.943	.000	.909	.000	.375	.912	.000	.000	.000	.000	.000	.000	.000	.000	.936



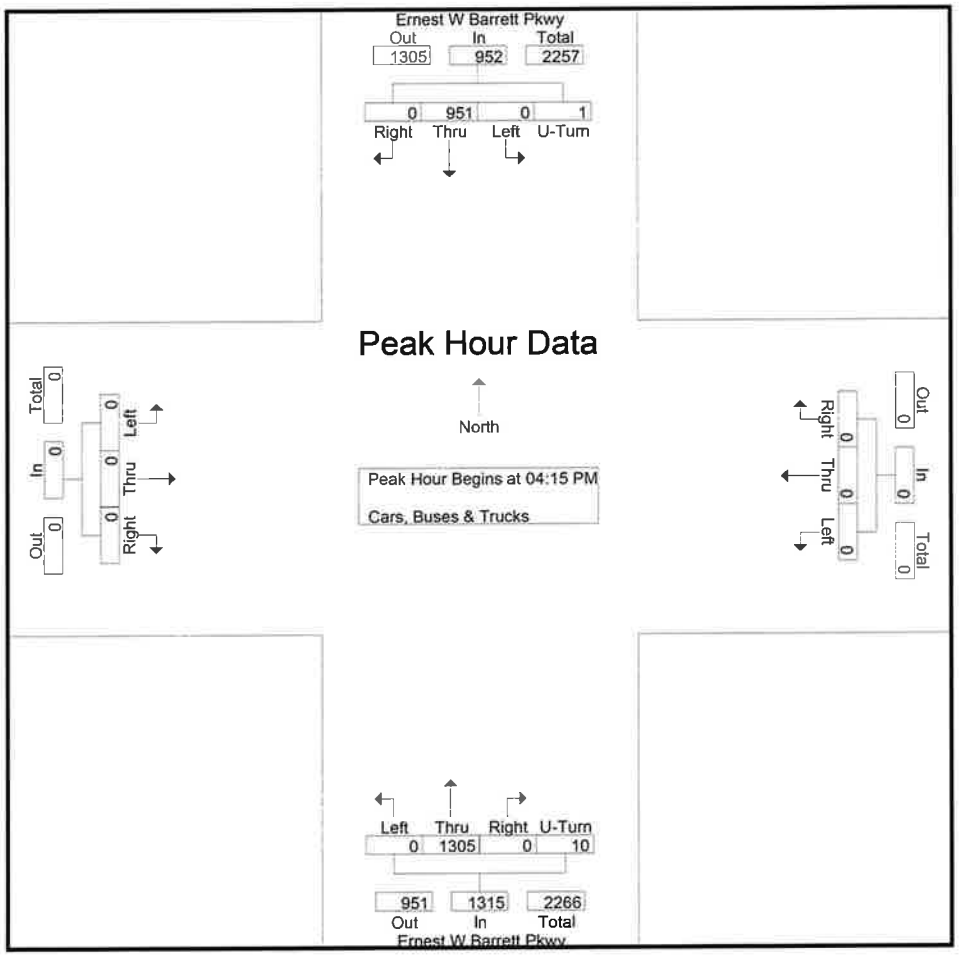
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Ernest W Barrett Pkwy @ Median Opening
North of Macedonia Road
7-9 am | 4-6 pm

File Name : 20250374
Site Code : 20250374
Start Date : 10-22-2025
Page No : 3

	Ernest W Barrett Pkwy Northbound					Ernest W Barrett Pkwy Southbound					Eastbound				Westbound				
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:15 PM																			
04:15 PM	0	321	0	**3**	324	0	216	0	0	216	0	0	0	0	0	0	0	0	540
04:30 PM	0	323	0	2	325	0	230	0	0	230	0	0	0	0	0	0	0	0	555
04:45 PM	0	**354**	0	3	**357**	0	248	0	**1**	249	0	0	0	0	0	0	0	0	**606**
05:00 PM	0	307	0	2	309	0	**257**	0	0	**257**	0	0	0	0	0	0	0	0	566
Total Volume	0	1305	0	10	1315	0	951	0	1	952	0	0	0	0	0	0	0	0	2267
% App. Total	0	99.2	0	0.8		0	99.9	0	0.1		0	0	0		0	0	0		
PHF	.000	.922	.000	.833	.921	.000	.925	.000	.250	.926	.000	.000	.000	.000	.000	.000	.000	.000	.935



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Ernest W Barrett Pkwy @ Macedonia Road
7-9 am | 4-6 pm

File Name : 20250375
Site Code : 20250375
Start Date : 10-22-2025
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Ernest W Barrett Pkwy Northbound				Ernest W Barrett Pkwy Southbound				Macedonia Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	165	0	177	0	196	12	208	26	0	151	177	0	0	0	0	562
07:15 AM	34	195	0	229	0	252	6	258	14	0	161	175	0	0	0	0	662
07:30 AM	45	190	0	235	0	265	0	265	14	0	111	125	0	0	0	0	625
07:45 AM	63	172	0	235	0	227	6	233	12	0	88	100	0	0	0	0	568
Total	154	722	0	876	0	940	24	964	66	0	511	577	0	0	0	0	2417
08:00 AM	40	160	0	200	0	223	5	228	10	0	91	101	0	0	0	0	529
08:15 AM	46	163	0	209	0	222	10	232	7	0	86	93	0	0	0	0	534
08:30 AM	32	141	0	173	0	217	4	221	7	0	72	79	0	0	0	0	473
08:45 AM	35	159	0	194	0	259	4	263	13	0	72	85	0	0	0	0	542
Total	153	623	0	776	0	921	23	944	37	0	321	358	0	0	0	0	2078
*** BREAK ***																	
04:00 PM	91	302	0	393	0	222	10	232	8	0	63	71	0	0	0	0	696
04:15 PM	88	317	0	405	0	205	11	216	7	0	57	64	0	0	0	0	685
04:30 PM	98	317	0	415	0	222	8	230	8	0	57	65	0	0	0	0	710
04:45 PM	101	353	0	454	0	233	15	248	4	0	53	57	0	0	0	0	759
Total	378	1289	0	1667	0	882	44	926	27	0	230	257	0	0	0	0	2850
05:00 PM	107	307	0	414	0	243	14	257	2	0	62	64	0	0	0	0	735
05:15 PM	130	287	0	417	0	212	10	222	5	0	63	68	0	0	0	0	707
05:30 PM	116	290	0	406	0	248	19	267	3	0	55	58	0	0	0	0	731
05:45 PM	149	321	0	470	0	230	13	243	10	0	74	84	0	0	0	0	797
Total	502	1205	0	1707	0	933	56	989	20	0	254	274	0	0	0	0	2970
Grand Total	1187	3839	0	5026	0	3676	147	3823	150	0	1316	1466	0	0	0	0	10315
Apprch %	23.6	76.4	0		0	96.2	3.8		10.2	0	89.8		0	0	0		
Total %	11.5	37.2	0	48.7	0	35.6	1.4	37.1	1.5	0	12.8	14.2	0	0	0	0	

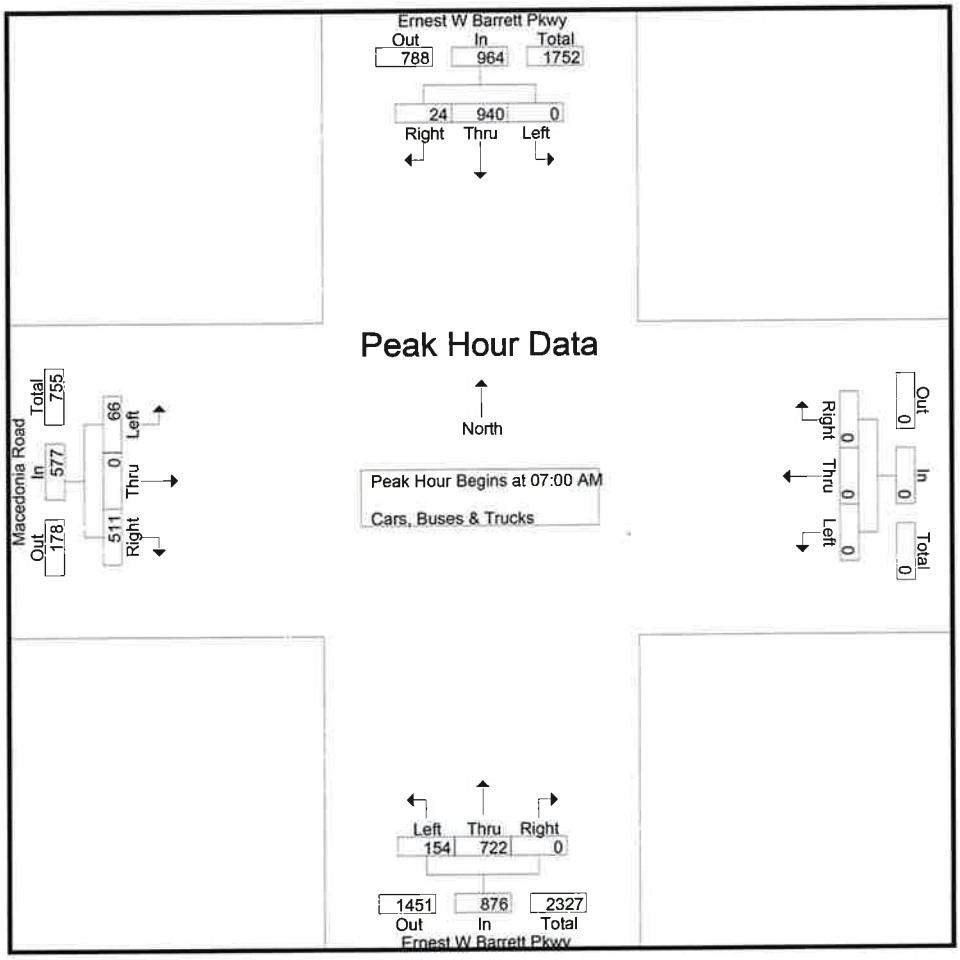
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Ernest W Barrett Pkwy @ Macedonia Road
7-9 am | 4-6 pm

File Name : 20250375
Site Code : 20250375
Start Date : 10-22-2025
Page No : 2

	Ernest W Barrett Pkwy Northbound				Ernest W Barrett Pkwy Southbound				Macedonia Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	12	165	0	177	0	196	**12**	208	**26**	0	151	**177**	0	0	0	0	562
07:15 AM	34	**195**	0	229	0	252	6	258	14	0	**161**	175	0	0	0	0	**662**
07:30 AM	45	190	0	**235**	0	**265**	0	**265**	14	0	111	125	0	0	0	0	625
07:45 AM	**63**	172	0	235	0	227	6	233	12	0	88	100	0	0	0	0	568
Total Volume	154	722	0	876	0	940	24	964	66	0	511	577	0	0	0	0	2417
% App. Total	17.6	82.4	0		0	97.5	2.5		11.4	0	88.6		0	0	0		
PHF	.611	.926	.000	.932	.000	.887	.500	.909	.635	.000	.793	.815	.000	.000	.000	.000	.913



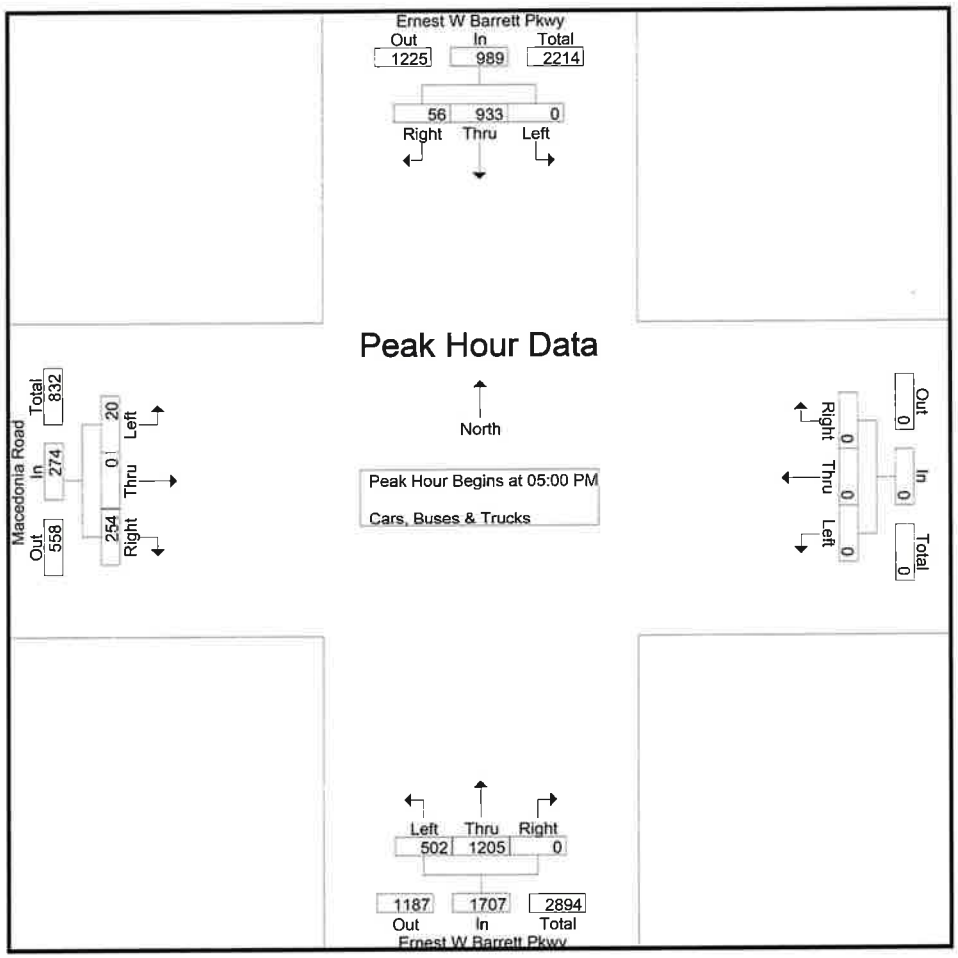
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Ernest W Barrett Pkwy @ Macedonia Road
7-9 am | 4-6 pm

File Name : 20250375
Site Code : 20250375
Start Date : 10-22-2025
Page No : 3

	Ernest W Barrett Pkwy Northbound				Ernest W Barrett Pkwy Southbound				Macedonia Road Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	107	307	0	414	0	243	14	257	2	0	62	64	0	0	0	0	735
05:15 PM	130	287	0	417	0	212	10	222	5	0	63	68	0	0	0	0	707
05:30 PM	116	290	0	406	0	**248**	**19**	**267**	3	0	55	58	0	0	0	0	731
05:45 PM	**149**	**321**	0	**470**	0	230	13	243	**10**	0	**74**	**84**	0	0	0	0	**797**
Total Volume	502	1205	0	1707	0	933	56	989	20	0	254	274	0	0	0	0	2970
% App. Total	29.4	70.6	0		0	94.3	5.7		7.3	0	92.7		0	0	0		
PHF	.842	.938	.000	.908	.000	.941	.737	.926	.500	.000	.858	.815	.000	.000	.000	.000	.932

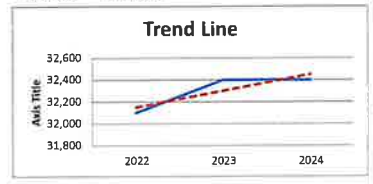


LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2022	2023	2024
SR 360 (Macland Road) (W of W. Sandtown I	0.5%	0.75	067-0669	00000360	32,100	32,400	32,400
SR 360 (Macland Road) (W of Scotney Castle	1.1%	0.99	067-0667	00036000	31,500	31,900	32,200
Macedonia Road (SW of Hopkins Road)	2.0%	0.96	067-8836	0000000	5,440	5,510	5,660
East-West Connector (SE of Tramore Pointe I	2.8%	0.89	067-0770	00283500	37,700	38,100	39,800
Ernest W. Barrett Parkway (NW of Macedoni	-2.4%	0.62	067-0657	00822800	22,600	22,800	21,500
Weighted Average	0.9%	0.98	Sum of Count Stations =		1,29,340	1,30,710	1,31,560

Location	Traffic Counter	RCLINK	2022	2023	2024
SR 360 (Macland Road) (W of W. Sandtown Road)	067-0669	00000360	32,100	32,400	32,400

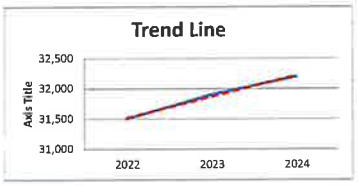




Growth Rate	Intercept		Slope	
0.5%	Intercept	-2,71,150	Slope	150.00
Trend Line		32,150	32,300	32,450

Location	Traffic Counter	RCLINK	2022	2023	2024
SR 360 (Macland Road) (W of Scotney Castle Lane)	067-0667	00036000	31,500	31,900	32,200

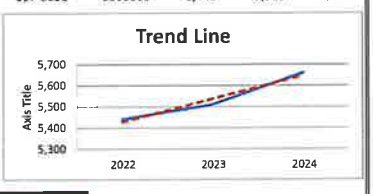




Growth Rate	Intercept		Slope	
1.1%	Intercept	-6,76,183	Slope	350.00
Trend Line		31,517	31,867	32,217

Location	Traffic Counter	RCLINK	2022	2023	2024
Macedonia Road (SW of Hopkins Road)	067-8836	0000000	5,440	5,510	5,660

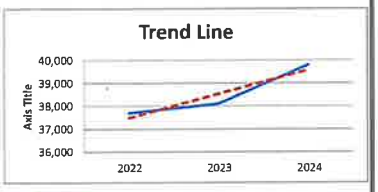




Growth Rate	Intercept		Slope	
2.0%	Intercept	-2,16,993	Slope	110.00
Trend Line		5,427	5,537	5,647

Location	Traffic Counter	RCLINK	2022	2023	2024
East-West Connector (SE of Tramore Pointe Parkway/ Asquith Avenue)	067-0770	00283500	37,700	38,100	39,800

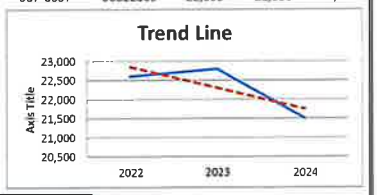




Growth Rate	Intercept		Slope	
2.8%	Intercept	-20,85,617	Slope	1,050.00
Trend Line		37,483	38,533	39,583

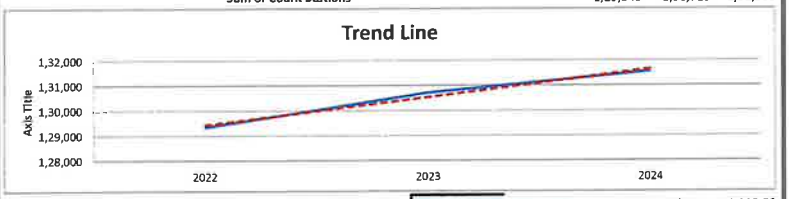
Location	Traffic Counter	RCLINK	2022	2023	2024
Ernest W. Barrett Parkway (NW of Macedonia Road)	067-0657	00822800	22,600	22,800	21,500





Growth Rate	Intercept		Slope	
-2.4%	Intercept	11,34,950	Slope	-550.00
Trend Line		22,850	22,300	21,750

Weighted Average	2022	2023	2024
Sum of Count Stations	1,29,340	1,30,710	1,31,560



Growth Rate	Intercept		Slope	
0.9%	Intercept	-21,14,993	Slope	1,110.00
Trend Line		1,29,427	1,30,537	1,31,647

EXISTING INTERSECTION ANALYSIS

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	66	511	154	722	940
Future Volume (vph)	66	511	154	722	940
Lane Group Flow (vph)	320	315	169	793	1059
Turn Type	Prot	Prot	pm+pt	NA	NA
Protected Phases	8	8	1	6	2
Permitted Phases			6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	15.0	15.0
Minimum Split (s)	23.5	23.5	15.0	23.5	40.5
Total Split (s)	40.0	40.0	30.0	80.0	50.0
Total Split (%)	33.3%	33.3%	25.0%	66.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min
v/c Ratio	0.83	0.62	0.42	0.30	0.50
Control Delay (s/veh)	43.4	9.7	8.7	6.3	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	9.7	8.7	6.3	16.5
Queue Length 50th (ft)	138	0	32	92	228
Queue Length 95th (ft)	222	76	74	166	392
Internal Link Dist (ft)	433			445	3140
Turn Bay Length (ft)	135		315		
Base Capacity (vph)	569	656	558	2629	2122
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.56	0.48	0.30	0.30	0.50

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ernest W. Barrett Pkwy & Macedonia Rd



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	66	511	154	722	0	940	24
Future Volume (veh/h)	66	511	154	722	0	940	24
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	640	169	793		1033	26
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	404	719	376	2422		2055	52
Arrive On Green	0.00	0.23	0.06	0.68		0.58	0.58
Sat Flow, veh/h	1781	3170	1781	3647		3636	89
Grp Volume(v), veh/h	0	640	169	793		518	541
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1854
Q Serve(g_s), s	0.0	23.5	4.4	11.0		20.7	20.7
Cycle Q Clear(g_c), s	0.0	23.5	4.4	11.0		20.7	20.7
Prop In Lane	1.00	1.00	1.00				0.05
Lane Grp Cap(c), veh/h	404	719	376	2422		1031	1076
V/C Ratio(X)	0.00	0.89	0.45	0.33		0.50	0.50
Avail Cap(c_a), veh/h	512	911	641	2422		1031	1076
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	45.0	11.2	7.8		14.9	14.9
Incr Delay (d2), s/veh	0.0	9.1	0.8	0.4		1.8	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.0	1.6	3.7		8.1	8.4
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	0.0	54.1	12.0	8.2		16.7	16.6
LnGrp LOS		D	B	A		B	B
Approach Vol, veh/h	640			962		1059	
Approach Delay, s/veh	54.1			8.9		16.7	
Approach LOS	D			A		B	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.2	75.1			87.3	32.7
Change Period (Y+Rc), s	5.5	5.5			5.5	5.5
Max Green Setting (Gmax), s	24.5	44.5			74.5	34.5
Max Q Clear Time (g_c+I1), s	6.4	22.7			13.0	25.5
Green Ext Time (p_c), s	0.3	9.0			8.7	1.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	66	511	154	722	0	940	24
Future Volume (veh/h)	66	511	154	722	0	940	24
Number	3	18	1	6		2	12
Initial Q, veh	0	0	0	0		0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00				1.00
Parking Bus Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Lanes Open During Work Zone							
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	640	169	793		1033	26
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Opposing Right Turn Influence	Yes		Yes				
Cap, veh/h	404	719	376	2422		2055	52
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Prop Arrive On Green	0.00	0.23	0.06	0.68		0.58	0.58
Unsig. Movement Delay							
Ln Grp Delay, s/veh	0.0	54.1	12.0	8.2		16.7	16.6
Ln Grp LOS		D	B	A		B	B
Approach Vol, veh/h	640			962		1059	
Approach Delay, s/veh	54.1			8.9		16.7	
Approach LOS	D			A		B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	12.2	75.1	32.7			87.3		
Change Period (Y+Rc), s	5.5	5.5	5.5			5.5		
Max Green (Gmax), s	24.5	44.5	34.5			74.5		
Max Allow Headway (MAH), s	3.5	5.8	3.8			5.8		
Max Q Clear (g_c+I1), s	6.4	22.7	25.5			13.0		
Green Ext Time (g_e), s	0.3	9.0	1.7			8.7		
Prob of Phs Call (p_c)	1.00	1.00	1.00			1.00		
Prob of Max Out (p_x)	0.00	0.30	0.12			0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1781	0	1781					

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3636	0			3647		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		89	3170			0		

Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	L (Pr/Pm)		L					

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	169	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	533	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	71.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	48.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	69.6	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	376	0	404	0	0	0	0	0
V/C Ratio (X)	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	641	0	512	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	11.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	518	0	0	0	793	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	20.7	0.0	0.0	0.0	11.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.7	0.0	0.0	0.0	11.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1031	0	0	0	2422	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.33	0.00	0.00
Avail Cap (c_a), veh/h	0	1031	0	0	0	2422	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.9	0.0	0.0	0.0	7.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.7	0.0	0.0	0.0	8.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.6	0.0	0.0	0.0	3.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.1	0.0	0.0	0.0	3.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	2	0	0	0	0	0
Grp Vol (v), veh/h	0	541	640	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1854	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	20.7	23.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.7	23.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1076	719	0	0	0	0	0
V/C Ratio (X)	0.00	0.50	0.89	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1076	911	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.9	45.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	9.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.6	54.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.9	9.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.9	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.4	10.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.55	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	20	254	502	1205	933
Future Volume (vph)	20	254	502	1205	933
Lane Group Flow (vph)	148	147	540	1296	1063
Turn Type	Prot	Prot	pm+pt	NA	NA
Protected Phases	8	8	1	6	2
Permitted Phases			6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	15.0	15.0
Minimum Split (s)	23.5	23.5	15.0	23.5	40.5
Total Split (s)	30.0	30.0	45.0	120.0	75.0
Total Split (%)	20.0%	20.0%	30.0%	80.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min
v/c Ratio	0.69	0.64	0.78	0.42	0.56
Control Delay (s/veh)	31.8	22.5	29.0	2.8	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.8	22.5	29.0	2.8	25.3
Queue Length 50th (ft)	21	0	256	94	350
Queue Length 95th (ft)	92	73	420	176	490
Internal Link Dist (ft)	433			445	3140
Turn Bay Length (ft)	135		315		
Base Capacity (vph)	368	368	707	3064	1905
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.40	0.76	0.42	0.56

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ernest W. Barrett Pkwy & Macedonia Rd



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	20	254	502	1205	0	933	56
Future Volume (veh/h)	20	254	502	1205	0	933	56
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	297	540	1296		1003	60
Peak Hour Factor	0.93	0.93	0.93	0.93		0.93	0.93
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	196	348	568	2903		2145	128
Arrive On Green	0.00	0.11	0.15	0.82		0.63	0.63
Sat Flow, veh/h	1781	3170	1781	3647		3500	204
Grp Volume(v), veh/h	0	297	540	1296		523	540
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1834
Q Serve(g_s), s	0.0	13.8	19.2	15.8		23.2	23.2
Cycle Q Clear(g_c), s	0.0	13.8	19.2	15.8		23.2	23.2
Prop In Lane	1.00	1.00	1.00				0.11
Lane Grp Cap(c), veh/h	196	348	568	2903		1119	1155
V/C Ratio(X)	0.00	0.85	0.95	0.45		0.47	0.47
Avail Cap(c_a), veh/h	291	518	769	2903		1119	1155
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	65.6	23.1	4.0		14.6	14.6
Incr Delay (d2), s/veh	0.0	8.8	17.9	0.5		1.4	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.0	22.1	4.3		9.2	9.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	0.0	74.4	41.0	4.5		16.0	15.9
LnGrp LOS		E	D	A		B	B
Approach Vol, veh/h	297			1836		1063	
Approach Delay, s/veh	74.4			15.2		16.0	
Approach LOS	E			B		B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	28.1	100.0				128.0	22.0
Change Period (Y+Rc), s	5.5	5.5				5.5	5.5
Max Green Setting (Gmax), s	39.5	69.5				114.5	24.5
Max Q Clear Time (g_c+I1), s	21.2	25.2				17.8	15.8
Green Ext Time (p_c), s	1.4	11.6				20.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	21.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	20	254	502	1205	0	933	56
Future Volume (veh/h)	20	254	502	1205	0	933	56
Number	3	18	1	6		2	12
Initial Q, veh	0	0	0	0		0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00				1.00
Parking Bus Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Lanes Open During Work Zone							
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	297	540	1296		1003	60
Peak Hour Factor	0.93	0.93	0.93	0.93		0.93	0.93
Percent Heavy Veh, %	2	2	2	2		2	2
Opposing Right Turn Influence	Yes		Yes				
Cap, veh/h	196	348	568	2903		2145	128
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Prop Arrive On Green	0.00	0.11	0.15	0.82		0.63	0.63
Unsig. Movement Delay							
Ln Grp Delay, s/veh	0.0	74.4	41.0	4.5		16.0	15.9
Ln Grp LOS		E	D	A		B	B
Approach Vol, veh/h	297			1836		1063	
Approach Delay, s/veh	74.4			15.2		16.0	
Approach LOS	E			B		B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	28.1	100.0	22.0			128.0		
Change Period (Y+Rc), s	5.5	5.5	5.5			5.5		
Max Green (Gmax), s	39.5	69.5	24.5			114.5		
Max Allow Headway (MAH), s	3.5	5.8	3.8			5.8		
Max Q Clear (g_c+I1), s	21.2	25.2	15.8			17.8		
Green Ext Time (g_e), s	1.4	11.6	0.7			20.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00			1.00		
Prob of Max Out (p_x)	0.00	0.06	0.03			0.01		

Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1781	0	1781					

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3500	0			3647		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		204	3170			0		

Left Lane Group Data									
Assigned Mvmt	1	5	3	0	0	0	0	0	
Lane Assignment	L (Pr/Pm)		L						

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	540	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	531	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	96.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	71.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	71.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	94.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	568	0	196	0	0	0	0	0
V/C Ratio (X)	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	769	0	291	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	41.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	22.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	523	0	0	0	1296	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	23.2	0.0	0.0	0.0	15.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.2	0.0	0.0	0.0	15.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1119	0	0	0	2903	0	0
V/C Ratio (X)	0.00	0.47	0.00	0.00	0.00	0.45	0.00	0.00
Avail Cap (c_a), veh/h	0	1119	0	0	0	2903	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.6	0.0	0.0	0.0	4.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.0	0.0	0.0	0.0	4.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.8	0.0	0.0	0.0	4.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.2	0.0	0.0	0.0	4.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.23	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	2	0	0	0	0	0
Grp Vol (v), veh/h	0	540	297	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1834	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	23.2	13.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.2	13.8	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1155	348	0	0	0	0	0
V/C Ratio (X)	0.00	0.47	0.85	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1155	518	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.6	65.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	8.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.9	74.4	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.1	5.6	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.5	6.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.33	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	21.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

FUTURE "NO-BUILD" INTERSECTION ANALYSIS

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	67	521	157	736	959
Future Volume (vph)	67	521	157	736	959
Lane Group Flow (vph)	326	321	173	809	1080
Turn Type	Prot	Prot	pm+pt	NA	NA
Protected Phases	8	8	1	6	2
Permitted Phases			6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	15.0	15.0
Minimum Split (s)	23.5	23.5	15.0	23.5	40.5
Total Split (s)	40.0	40.0	30.0	80.0	50.0
Total Split (%)	33.3%	33.3%	25.0%	66.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min
v/c Ratio	0.83	0.62	0.43	0.31	0.52
Control Delay (s/veh)	43.6	9.6	9.1	6.4	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.6	9.6	9.1	6.4	17.4
Queue Length 50th (ft)	142	0	34	96	241
Queue Length 95th (ft)	227	76	77	172	411
Internal Link Dist (ft)	433			445	3140
Turn Bay Length (ft)	135		315		
Base Capacity (vph)	570	661	547	2617	2093
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.49	0.32	0.31	0.52

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ernest W. Barrett Pkwy & Macedonia Rd





Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	67	521	157	736	0	959	24
Future Volume (veh/h)	67	521	157	736	0	959	24
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	652	173	809		1054	26
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	410	730	368	2409		2038	50
Arrive On Green	0.00	0.23	0.06	0.68		0.58	0.58
Sat Flow, veh/h	1781	3170	1781	3647		3638	87
Grp Volume(v), veh/h	0	652	173	809		528	552
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1855
Q Serve(g_s), s	0.0	23.9	4.5	11.4		21.6	21.6
Cycle Q Clear(g_c), s	0.0	23.9	4.5	11.4		21.6	21.6
Prop In Lane	1.00	1.00	1.00				0.05
Lane Grp Cap(c), veh/h	410	730	368	2409		1022	1066
V/C Ratio(X)	0.00	0.89	0.47	0.34		0.52	0.52
Avail Cap(c_a), veh/h	512	911	630	2409		1022	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	44.7	11.7	8.1		15.4	15.4
Incr Delay (d2), s/veh	0.0	9.5	0.9	0.4		1.9	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.2	1.6	3.9		8.5	8.8
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	0.0	54.2	12.6	8.4		17.3	17.2
LnGrp LOS		D	B	A		B	B
Approach Vol, veh/h	652			982		1080	
Approach Delay, s/veh	54.2			9.2		17.3	
Approach LOS	D			A		B	

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.4	74.5				86.9		33.1
Change Period (Y+Rc), s	5.5	5.5				5.5		5.5
Max Green Setting (Gmax), s	24.5	44.5				74.5		34.5
Max Q Clear Time (g_c+I1), s	6.5	23.6				13.4		25.9
Green Ext Time (p_c), s	0.3	9.0				8.9		1.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	23.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	67	521	157	736	0	959	24
Future Volume (veh/h)	67	521	157	736	0	959	24
Number	3	18	1	6		2	12
Initial Q, veh	0	0	0	0		0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00				1.00
Parking Bus Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Lanes Open During Work Zone							
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	652	173	809		1054	26
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Opposing Right Turn Influence	Yes		Yes				
Cap, veh/h	410	730	368	2409		2038	50
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Prop Arrive On Green	0.00	0.23	0.06	0.68		0.58	0.58
Unsig. Movement Delay							
Ln Grp Delay, s/veh	0.0	54.2	12.6	8.4		17.3	17.2
Ln Grp LOS		D	B	A		B	B
Approach Vol, veh/h	652			982		1080	
Approach Delay, s/veh	54.2			9.2		17.3	
Approach LOS	D			A		B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	12.4	74.5	33.1			86.9		
Change Period (Y+Rc), s	5.5	5.5	5.5			5.5		
Max Green (Gmax), s	24.5	44.5	34.5			74.5		
Max Allow Headway (MAH), s	3.5	5.8	3.8			5.8		
Max Q Clear (g_c+I1), s	6.5	23.6	25.9			13.4		
Green Ext Time (g_e), s	0.3	9.0	1.7			8.9		
Prob of Phs Call (p_c)	1.00	1.00	1.00			1.00		
Prob of Max Out (p_x)	0.00	0.33	0.15			0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1781	0	1781					

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3638	0			3647		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		87	3170			0		

Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	L (Pr/Pm)		L					

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	173	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	522	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	71.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	47.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	69.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	368	0	410	0	0	0	0	0
V/C Ratio (X)	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	630	0	512	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	528	0	0	0	809	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	21.6	0.0	0.0	0.0	11.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.6	0.0	0.0	0.0	11.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1022	0	0	0	2409	0	0
V/C Ratio (X)	0.00	0.52	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	1022	0	0	0	2409	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.4	0.0	0.0	0.0	8.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.3	0.0	0.0	0.0	8.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.0	0.0	0.0	0.0	3.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.5	0.0	0.0	0.0	3.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	2	0	0	0	0	0
Grp Vol (v), veh/h	0	552	652	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1855	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	21.6	23.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.6	23.9	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1066	730	0	0	0	0	0
V/C Ratio (X)	0.00	0.52	0.89	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1066	911	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.4	44.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	9.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.2	54.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.3	9.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.8	10.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.56	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	23.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	20	259	512	1229	952
Future Volume (vph)	20	259	512	1229	952
Lane Group Flow (vph)	150	150	551	1322	1085
Turn Type	Prot	Prot	pm+pt	NA	NA
Protected Phases	8	8	1	6	2
Permitted Phases			6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	15.0	15.0
Minimum Split (s)	23.5	23.5	15.0	23.5	40.5
Total Split (s)	30.0	30.0	45.0	120.0	75.0
Total Split (%)	20.0%	20.0%	30.0%	80.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min
v/c Ratio	0.69	0.65	0.79	0.43	0.58
Control Delay (s/veh)	31.7	22.4	31.6	2.8	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.7	22.4	31.6	2.8	26.7
Queue Length 50th (ft)	21	0	282	97	372
Queue Length 95th (ft)	94	73	454	183	504
Internal Link Dist (ft)	433			445	3140
Turn Bay Length (ft)	135		315		
Base Capacity (vph)	370	371	707	3064	1865
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.40	0.78	0.43	0.58

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ernest W. Barrett Pkwy & Macedonia Rd



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	20	259	512	1229	0	952	57
Future Volume (veh/h)	20	259	512	1229	0	952	57
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	302	551	1322		1024	61
Peak Hour Factor	0.93	0.93	0.93	0.93		0.93	0.93
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	198	353	579	2897		2077	124
Arrive On Green	0.00	0.11	0.17	0.82		0.61	0.61
Sat Flow, veh/h	1781	3170	1781	3647		3501	203
Grp Volume(v), veh/h	0	302	551	1322		534	551
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1834
Q Serve(g_s), s	0.0	14.0	22.0	16.4		25.2	25.2
Cycle Q Clear(g_c), s	0.0	14.0	22.0	16.4		25.2	25.2
Prop In Lane	1.00	1.00	1.00				0.11
Lane Grp Cap(c), veh/h	198	353	579	2897		1083	1118
V/C Ratio(X)	0.00	0.86	0.95	0.46		0.49	0.49
Avail Cap(c_a), veh/h	291	518	747	2897		1083	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	65.5	25.8	4.1		16.3	16.3
Incr Delay (d2), s/veh	0.0	9.1	19.2	0.5		1.6	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	22.7	4.6		10.2	10.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	0.0	74.6	45.1	4.6		17.9	17.9
LnGrp LOS		E	D	A		B	B
Approach Vol, veh/h	302			1873		1085	
Approach Delay, s/veh	74.6			16.5		17.9	
Approach LOS	E			B		B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	30.9	96.9				127.8	22.2
Change Period (Y+Rc), s	5.5	5.5				5.5	5.5
Max Green Setting (Gmax), s	39.5	69.5				114.5	24.5
Max Q Clear Time (g_c+I1), s	24.0	27.2				18.4	16.0
Green Ext Time (p_c), s	1.4	11.8				20.8	0.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	20	259	512	1229	0	952	57
Future Volume (veh/h)	20	259	512	1229	0	952	57
Number	3	18	1	6		2	12
Initial Q, veh	0	0	0	0		0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00				1.00
Parking Bus Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Lanes Open During Work Zone							
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	302	551	1322		1024	61
Peak Hour Factor	0.93	0.93	0.93	0.93		0.93	0.93
Percent Heavy Veh, %	2	2	2	2		2	2
Opposing Right Turn Influence	Yes		Yes				
Cap, veh/h	198	353	579	2897		2077	124
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Prop Arrive On Green	0.00	0.11	0.17	0.82		0.61	0.61
Unsig. Movement Delay							
Ln Grp Delay, s/veh	0.0	74.6	45.1	4.6		17.9	17.9
Ln Grp LOS		E	D	A		B	B
Approach Vol, veh/h	302			1873		1085	
Approach Delay, s/veh	74.6			16.5		17.9	
Approach LOS	E			B		B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	30.9	96.9	22.2			127.8		
Change Period (Y+Rc), s	5.5	5.5	5.5			5.5		
Max Green (Gmax), s	39.5	69.5	24.5			114.5		
Max Allow Headway (MAH), s	3.5	5.8	3.8			5.8		
Max Q Clear (g_c+I1), s	24.0	27.2	16.0			18.4		
Green Ext Time (g_e), s	1.4	11.8	0.7			20.8		
Prob of Phs Call (p_c)	1.00	1.00	1.00			1.00		
Prob of Max Out (p_x)	0.00	0.07	0.04			0.01		

Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1781	0	1781					

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3501	0			3647		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		203	3170			0		

Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	L (Pr/Pm)		L					

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	551	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	520	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	93.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	66.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	66.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	91.4	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	579	0	198	0	0	0	0	0
V/C Ratio (X)	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	747	0	291	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	45.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	19.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	534	0	0	0	1322	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	25.2	0.0	0.0	0.0	16.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.2	0.0	0.0	0.0	16.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1083	0	0	0	2897	0	0
V/C Ratio (X)	0.00	0.49	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	1083	0	0	0	2897	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.3	0.0	0.0	0.0	4.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.9	0.0	0.0	0.0	4.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.7	0.0	0.0	0.0	4.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.2	0.0	0.0	0.0	4.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.24	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	2	0	0	0	0	0
Grp Vol (v), veh/h	0	551	302	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1834	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	25.2	14.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.2	14.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1118	353	0	0	0	0	0
V/C Ratio (X)	0.00	0.49	0.86	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1118	518	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.3	65.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	9.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.9	74.6	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.0	5.7	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.5	6.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.34	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

FUTURE "BUILD" INTERSECTION ANALYSIS

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations						
Traffic Volume (vph)	68	521	157	741	3	972
Future Volume (vph)	68	521	157	741	3	972
Lane Group Flow (vph)	327	321	173	814	3	1098
Turn Type	Prot	Prot	pm+pt	NA	Perm	NA
Protected Phases	8	8	1	6		2
Permitted Phases			6		2	
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	5.0	15.0	15.0	15.0
Minimum Split (s)	23.5	23.5	15.0	23.5	40.5	40.5
Total Split (s)	39.0	39.0	25.0	81.0	56.0	56.0
Total Split (%)	32.5%	32.5%	20.8%	67.5%	46.7%	46.7%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.83	0.61	0.45	0.31	0.01	0.52
Control Delay (s/veh)	44.1	9.5	9.5	6.5	14.7	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.1	9.5	9.5	6.5	14.7	16.8
Queue Length 50th (ft)	145	0	34	97	1	240
Queue Length 95th (ft)	230	76	78	174	m7	404
Internal Link Dist (ft)	433			445		2820
Turn Bay Length (ft)	135		305		190	
Base Capacity (vph)	555	651	485	2609	384	2112
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.49	0.36	0.31	0.01	0.52

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Ernest W. Barrett Pkwy & Macedonia Rd



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	68	521	157	741	3	972	27
Future Volume (veh/h)	68	521	157	741	3	972	27
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	653	173	814		1068	30
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	409	729	362	2411		2033	57
Arrive On Green	0.00	0.23	0.06	0.68		0.58	0.58
Sat Flow, veh/h	1781	3170	1781	3647		3624	99
Grp Volume(v), veh/h	0	653	173	814		538	560
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1853
Q Serve(g_s), s	0.0	24.0	4.5	11.5		22.1	22.1
Cycle Q Clear(g_c), s	0.0	24.0	4.5	11.5		22.1	22.1
Prop In Lane	1.00	1.00	1.00				0.05
Lane Grp Cap(c), veh/h	409	729	362	2411		1023	1067
V/C Ratio(X)	0.00	0.90	0.48	0.34		0.53	0.53
Avail Cap(c_a), veh/h	497	885	551	2411		1023	1067
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	44.8	11.8	8.0		15.5	15.5
Incr Delay (d2), s/veh	0.0	10.3	1.0	0.4		1.9	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.3	1.6	3.9		8.7	9.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	0.0	55.1	12.8	8.4		17.4	17.3
LnGrp LOS		E	B	A		B	B
Approach Vol, veh/h	653			987		1098	
Approach Delay, s/veh	55.1			9.2		17.4	
Approach LOS	E			A		B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.3	74.6				86.9	33.1
Change Period (Y+Rc), s	5.5	5.5				5.5	5.5
Max Green Setting (Gmax), s	19.5	50.5				75.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	24.1				13.5	26.0
Green Ext Time (p_c), s	0.3	10.3				9.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	23.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	68	521	157	741	3	972	27
Future Volume (veh/h)	68	521	157	741	3	972	27
Number	3	18	1	6		2	12
Initial Q, veh	0	0	0	0		0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00				1.00
Parking Bus Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Lanes Open During Work Zone							
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	653	173	814		1068	30
Peak Hour Factor	0.91	0.91	0.91	0.91		0.91	0.91
Percent Heavy Veh, %	2	2	2	2		2	2
Opposing Right Turn Influence	Yes		Yes				
Cap, veh/h	409	729	362	2411		2033	57
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Prop Arrive On Green	0.00	0.23	0.06	0.68		0.58	0.58
Unsig. Movement Delay							
Ln Grp Delay, s/veh	0.0	55.1	12.8	8.4		17.4	17.3
Ln Grp LOS		E	B	A		B	B
Approach Vol, veh/h	653			987		1098	
Approach Delay, s/veh	55.1			9.2		17.4	
Approach LOS	E			A		B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	12.3	74.6	33.1			86.9		
Change Period (Y+Rc), s	5.5	5.5	5.5			5.5		
Max Green (Gmax), s	19.5	50.5	33.5			75.5		
Max Allow Headway (MAH), s	3.5	5.8	3.8			5.8		
Max Q Clear (g_c+I1), s	6.5	24.1	26.0			13.5		
Green Ext Time (g_e), s	0.3	10.3	1.6			9.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00			1.00		
Prob of Max Out (p_x)	0.00	0.24	0.23			0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1781	0	1781					

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3624	0			3647		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		99	3170			0		

Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	L (Pr/Pm)		L					

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	173	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	514	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	71.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	47.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	69.1	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	362	0	409	0	0	0	0	0
V/C Ratio (X)	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	551	0	497	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	12.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	538	0	0	0	814	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	22.1	0.0	0.0	0.0	11.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.1	0.0	0.0	0.0	11.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1023	0	0	0	2411	0	0
V/C Ratio (X)	0.00	0.53	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	1023	0	0	0	2411	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.5	0.0	0.0	0.0	8.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.4	0.0	0.0	0.0	8.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.1	0.0	0.0	0.0	3.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.7	0.0	0.0	0.0	3.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	2	0	0	0	0	0
Grp Vol (v), veh/h	0	560	653	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1853	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	22.1	24.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.1	24.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1067	729	0	0	0	0	0
V/C Ratio (X)	0.00	0.53	0.90	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1067	885	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.5	44.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	10.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.3	55.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.5	9.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.0	10.3	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.57	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	23.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations						
Traffic Volume (vph)	23	259	512	1245	8	961
Future Volume (vph)	23	259	512	1245	8	961
Lane Group Flow (vph)	153	150	551	1339	9	1096
Turn Type	Prot	Prot	pm+pt	NA	Perm	NA
Protected Phases	8	8	1	6		2
Permitted Phases			6		2	
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	5.0	15.0	15.0	15.0
Minimum Split (s)	23.5	23.5	15.0	23.5	40.5	40.5
Total Split (s)	28.0	28.0	55.0	122.0	67.0	67.0
Total Split (%)	18.7%	18.7%	36.7%	81.3%	44.7%	44.7%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.70	0.64	0.79	0.44	0.05	0.59
Control Delay (s/veh)	32.5	22.0	31.9	2.9	24.1	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.5	22.0	31.9	2.9	24.1	28.0
Queue Length 50th (ft)	24	0	294	102	4	372
Queue Length 95th (ft)	97	73	434	190	m18	564
Internal Link Dist (ft)	433			445		2820
Turn Bay Length (ft)	135		305		190	
Base Capacity (vph)	351	353	752	3059	199	1848
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.42	0.73	0.44	0.05	0.59

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Ernest W. Barrett Pkwy & Macedonia Rd



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	23	259	512	1245	8	961	59
Future Volume (veh/h)	23	259	512	1245	8	961	59
Initial Q (Qb), veh	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	305	551	1339		1033	63
Peak Hour Factor	0.93	0.93	0.93	0.93		0.93	0.93
Percent Heavy Veh, %	2	2	2	2		2	2
Cap, veh/h	199	354	580	2896		2057	125
Arrive On Green	0.00	0.11	0.17	0.81		0.60	0.60
Sat Flow, veh/h	1781	3170	1781	3647		3496	207
Grp Volume(v), veh/h	0	305	551	1339		539	557
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777		1777	1833
Q Serve(g_s), s	0.0	14.2	22.5	16.8		25.9	25.9
Cycle Q Clear(g_c), s	0.0	14.2	22.5	16.8		25.9	25.9
Prop In Lane	1.00	1.00	1.00				0.11
Lane Grp Cap(c), veh/h	199	354	580	2896		1074	1108
V/C Ratio(X)	0.00	0.86	0.95	0.46		0.50	0.50
Avail Cap(c_a), veh/h	267	476	858	2896		1074	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	0.0	65.5	26.6	4.1		16.8	16.8
Incr Delay (d2), s/veh	0.0	11.7	15.4	0.5		1.7	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.3	22.1	4.7		10.5	10.8
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	0.0	77.2	42.0	4.7		18.5	18.5
LnGrp LOS		E	D	A		B	B
Approach Vol, veh/h	305			1890		1096	
Approach Delay, s/veh	77.2			15.5		18.5	
Approach LOS	E			B		B	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	31.6	96.2			127.7	22.3
Change Period (Y+Rc), s	5.5	5.5			5.5	5.5
Max Green Setting (Gmax), s	49.5	61.5			116.5	22.5
Max Q Clear Time (g_c+I1), s	24.5	27.9			18.8	16.2
Green Ext Time (p_c), s	1.5	11.3			21.4	0.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	23	259	512	1245	8	961	59
Future Volume (veh/h)	23	259	512	1245	8	961	59
Number	3	18	1	6		2	12
Initial Q, veh	0	0	0	0		0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00				1.00
Parking Bus Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No			No		No	
Lanes Open During Work Zone							
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	0	305	551	1339		1033	63
Peak Hour Factor	0.93	0.93	0.93	0.93		0.93	0.93
Percent Heavy Veh, %	2	2	2	2		2	2
Opposing Right Turn Influence	Yes		Yes				
Cap, veh/h	199	354	580	2896		2057	125
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Prop Arrive On Green	0.00	0.11	0.17	0.81		0.60	0.60
Unsig. Movement Delay							
Ln Grp Delay, s/veh	0.0	77.2	42.0	4.7		18.5	18.5
Ln Grp LOS		E	D	A		B	B
Approach Vol, veh/h	305			1890		1096	
Approach Delay, s/veh	77.2			15.5		18.5	
Approach LOS	E			B		B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	31.6	96.2	22.3			127.7		
Change Period (Y+Rc), s	5.5	5.5	5.5			5.5		
Max Green (Gmax), s	49.5	61.5	22.5			116.5		
Max Allow Headway (MAH), s	3.5	5.8	3.8			5.8		
Max Q Clear (g_c+I1), s	24.5	27.9	16.2			18.8		
Green Ext Time (g_e), s	1.5	11.3	0.6			21.4		
Prob of Phs Call (p_c)	1.00	1.00	1.00			1.00		
Prob of Max Out (p_x)	0.00	0.14	0.17			0.01		

Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1781	0	1781					

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3496	0			3647		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		207	3170			0		

Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	L (Pr/Pm)		L					

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	551	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	22.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	22.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	515	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	92.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	64.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	64.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	90.7	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	580	0	199	0	0	0	0	0
V/C Ratio (X)	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	858	0	267	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	19.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	22.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	539	0	0	0	1339	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	25.9	0.0	0.0	0.0	16.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.9	0.0	0.0	0.0	16.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1074	0	0	0	2896	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	1074	0	0	0	2896	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.8	0.0	0.0	0.0	4.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.5	0.0	0.0	0.0	4.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.0	0.0	0.0	0.0	4.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.5	0.0	0.0	0.0	4.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.00	0.00	0.24	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	2	0	0	0	0	0
Grp Vol (v), veh/h	0	557	305	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1833	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	25.9	14.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.9	14.2	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1108	354	0	0	0	0	0
V/C Ratio (X)	0.00	0.50	0.86	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1108	476	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.8	65.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	11.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.5	77.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.3	5.7	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.6	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.8	6.3	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.35	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

TRAFFIC VOLUME WORKSHEETS

25-196 Res Dev at Old Horseshoe Bend Rd and Ernest Barrett Pkwy - Cobb County, GA

Traffic Volumes

A&R Engineering
November 2025

1.Ernest W.B.Pkwy @ Macedonia

A.M. Peak Hour

	Ernest W. Barrett Parkway Northbound					Ernest W. Barrett Parkway Southbound					Macedonia Road Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	154	722	0	876	0	0	940	24	964	0	66	0	511	577	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	157	736	0	893	0	0	959	24	983	0	67	0	521	588	0	0	0	0	0
Total New Trips:	0	0	5	0	5	3	0	13	3	19	0	1	0	0	1	0	0	0	0	0
Future 2027 Traffic Volumes:	0	157	741	0	898	3	0	972	27	1002	0	68	0	521	589	0	0	0	0	0

P.M. Peak Hour

	Ernest W. Barrett Parkway Northbound					Ernest W. Barrett Parkway Southbound					Macedonia Road Eastbound					- Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	502	1205	0	1707	0	0	933	56	989	0	20	0	254	274	0	0	0	0	0
Growth Factor (%):	1	1	1	1		1	1	1	1		1	1	1	1		1	1	1	1	
No-Build 2027 Volumes:	0	512	1229	0	1741	0	0	952	57	1009	0	20	0	259	279	0	0	0	0	0
Total New Trips:	0	0	16	0	16	8	0	9	2	19	0	3	0	0	3	0	0	0	0	0
Future 2027 Traffic Volumes:	0	512	1245	0	1757	8	0	961	59	1028	0	23	0	259	282	0	0	0	0	0

25-196 Res Dev at Old Horseshoe Bend Rd and Ernest Barrett Pkwy - Cobb County, GA

Traffic Volumes

A&R Engineering
November 2025

2.Ernest W.B.Pkwy @ Median Brk

A.M. Peak Hour

Condition	Ernest W. Barrett Parkway Northbound					Ernest W. Barrett Parkway Southbound					- Eastbound					- Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	1	0	787	0	788	3	0	964	0	967	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	
No-Build 2027 Volumes:	1	0	803	0	804	3	0	983	0	986	0	0	0	0	0	0	0	0	0	0
Total New Trips:	15	0	10	0	25	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	16	0	813	0	829	3	0	986	0	989	0	0	0	0	0	0	0	0	0	0

P.M. Peak Hour

Condition	Ernest W. Barrett Parkway Northbound					Ernest W. Barrett Parkway Southbound					- Eastbound					- Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	10	0	1305	0	1315	1	0	951	0	952	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	
No-Build 2027 Volumes:	10	0	1331	0	1341	1	0	970	0	971	0	0	0	0	0	0	0	0	0	0
Total New Trips:	10	0	7	0	17	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	20	0	1338	0	1358	1	0	978	0	979	0	0	0	0	0	0	0	0	0	0

25-196 Res Dev at Old Horseshoe Bend Rd and Ernest Barrett Pkwy - Cobb County, GA

Traffic Volumes

A&R Engineering
November 2025

3.Ernest W.B.Pkwy @ Drwy (RIRO)

A.M. Peak Hour

Condition	Ernest W. Barrett Parkway Northbound					Ernest W. Barrett Parkway Southbound					- Eastbound					Site Driveway (Right-In/ Right-Out) Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	788	0	788	0	0	965	0	965	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	
No-Build 2027 Volumes:	0	0	804	0	804	0	0	984	0	984	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	0	9	9	0	0	18	0	18	0	0	0	0	0	0	0	0	25	25
Future 2027 Traffic Volumes:	0	0	804	9	813	0	0	1002	0	1002	0	0	0	0	0	0	0	0	25	25

P.M. Peak Hour

Condition	Ernest W. Barrett Parkway Northbound					Ernest W. Barrett Parkway Southbound					- Eastbound					Site Driveway (Right-In/ Right-Out) Westbound				
	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	1315	0	1315	0	0	961	0	961	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	
No-Build 2027 Volumes:	0	0	1341	0	1341	0	0	980	0	980	0	0	0	0	0	0	0	0	0	0
Total New Trips:	0	0	0	27	27	0	0	18	0	18	0	0	0	0	0	0	0	0	17	17
Future 2027 Traffic Volumes:	0	0	1341	27	1368	0	0	998	0	998	0	0	0	0	0	0	0	0	17	17

MOORE INGRAM JOHNSON & STEELE

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January 27, 2026

Via E-mail Only

Mr. John P. Pederson, AICP
Zoning Division Manager
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia 30064

RE: Application for Rezoning - Application No. Z-5 (2026)
Applicant: The Revive Land Group, LLC
Property Owners: Estate of Lucille Garrett; William D. Brown
Property: 10.171 acres, more or less, located southerly of the terminus of Old Horseshoe Bend Road, easterly and westerly sides of Barrett Parkway, and northwesterly of the intersection of Powder Springs Road and Barrett Parkway; Land Lots 642 and 691, 19th District, 2nd Section, Cobb County, Georgia

Dear John:

The undersigned and this firm represent The Revive Land Group, LLC, as Applicant (hereinafter referred to as "Applicant"), and the Property Owners set forth in the Application for Rezoning and enumerated above (hereinafter collectively referred to as "Owners" or "Property Owners"), in their Application for Rezoning with regard to 10.171 acres, more or less, located southerly of the terminus of Old Horseshoe Bend Road, the easterly and westerly sides of Barrett Parkway, and northwesterly of the intersection of Powder Springs Road and Barrett Parkway; Land Lots 642 and 691, 19th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or "Subject Property"). After meetings and discussions with Planning and Zoning Staff and various Cobb County Departmental Representatives, ongoing discussions and meetings with area residents and homeowner representatives, reviewing the Departmental Comments and Staff Recommendations,

and reviewing the uses of surrounding properties, we have been authorized by the Applicant to submit this letter of agreeable stipulations and conditions which, if the Application for Rezoning is approved, as submitted, shall become a part of the grant of the requested zoning and shall be binding upon the Subject Property. The proposed stipulations are as follows:

(1) Applicant seeks rezoning of the Subject Property from the existing zoning classification of R-20 to the proposed zoning classification of RA-5, site plan specific to the Site Plan dated November 20, 2025, and submitted with the Application for Rezoning. A reduced copy of the Site Plan is attached as Exhibit "A" and incorporated herein by reference.

(2) The Subject Property shall be developed for a single-family detached residential community consisting of a maximum of forty-three (43) homes.

(3) Applicant agrees the minimum house size for the homes in the proposed community shall be 1,600 square feet of heated and cooled living space and shall have a minimum two-car garage.

(4) Homes in the proposed community shall be Traditional and Craftsman in architecture and style and contain exterior materials of brick, stone, stacked stone, cedar shake, board and batten, traditional lap-siding, hardi-plank, or any combination thereof.

(5) Applicant agrees to the creation of a mandatory homeowners association consistent with communities within the area. The mandatory homeowners association shall be responsible for the upkeep and maintenance of entrance areas, common areas, open space areas, amenity area, mail kiosk, landscaping around detention areas, and the like, contained within the proposed residential community.

(6) Additionally, and in conjunction with the creation of the mandatory homeowners association, Applicant agrees to the recording and enforcement of a Declaration of Covenants, Easements, and Restrictions which will contain covenants, rules, and regulations applicable to the proposed development.

(7) Entrance signage for the proposed community shall be ground based, monument-style signage, and shall consist of brick, stone, stacked stone, stucco, or combinations thereof, with accents, complementary to materials used in the construction of the homes within the community. Lighting for the entrance signage shall be in-ground. Entrance landscaping shall be professionally designed and

implemented, with final approval being included as part of the overall Landscape Plan. Maintenance of the entrance area shall be through the mandatory homeowners association as set forth in the Covenants.

(8) The proposed community shall have a passive amenity area consisting of, at a minimum, a community gathering area and pavilion and open space/park areas.

(9) All amenity lighting shall be environmentally sensitive, shoe-box luminaries so as to prevent light from penetrating outside Applicant's property.

(10) Applicant agrees to install lighting in the mail kiosk shelter.

(11) The setbacks for the proposed residential community shall be as more particularly shown and reflected on the Site Plan.

(12) Detention areas shall be fenced, a minimum of six (6) feet in height. Landscaping for these areas shall be to the exterior of the fencing for purposes of visual screening. Final approval of the landscaping shall be included as part of the Landscape Plan for the proposed community.

(13) Applicant agrees to a minimum twenty (20) foot landscaped or undisturbed buffer around the perimeter of the Property, excepting only on Barrett Parkway, which shall have a ten (10) foot landscaped or undisturbed buffer, together with street frontage and entrance area landscaping. Areas not disturbed during development and construction may remain undisturbed.

(14) All landscaping referenced herein shall be approved by the Cobb County Arborist as part of the Plan Review and Permitting Process and incorporated into the overall Landscape Plan for the proposed community.

(15) Minor modifications to the within stipulations, the referenced Site Plan, lighting, signage, landscaping, building architecture, site features, and the like, may be approved by the District Commissioner, as needed or necessary, except for those that:

(a) Increase the density of a residential project or the overall square footage of a non-residential project;

(b) Reduce the size of an approved buffer adjacent to a property that is zoned the same or in a more restrictive zoning district;

(c) Relocate a structure closer to the property line of an adjacent property that is zoned the same or in a more restrictive zoning district;

(d) Increase the height of a building that is adjacent to a property that is zoned the same or in a more restrictive zoning district;

(e) Change an access location to a different roadway;

(f) Would be in direct contradiction or conflict with any of the stipulations of this rezoning;

(g) Would be in direct contradiction or conflict with Cobb County Code and Ordinances; or

(h) Would be in direct contradiction or conflict with any Staff Recommendations that were adopted into the final zoning decision.

(16) Approval of the proposed rezoning shall also constitute approval by the Cobb County Board of Commissioners of the access and curb-cut onto Barrett Parkway.

(17) All setbacks, landscape, and buffer areas may be penetrated for purposes of fencing, access, utilities, and stormwater management; including, but not limited to, drainage and detention facilities, utilities, and any and all slopes or other required engineering features of the foregoing.

(18) Applicant agrees to comply with all Cobb County Stormwater Management requirements applicable to the Subject Property.

(19) Applicant agrees to comply with the Cobb County Water and Sewer Staff Comments and Recommendations.

(20) Applicant agrees to comply with the Cobb County Department of Transportation Staff Comments and Recommendations; excepting only, that the streets within the proposed community shall be public streets and not subject to any standard which requires fifty (50) foot separation between driveways.

We believe the requested zoning, pursuant to the Site Plan and the stipulations set forth herein, is an appropriate use of the Subject Property while taking into consideration the existing conditions and use of the Property and the area neighborhoods. The proposed community shall be a quality development, providing a much needed and highly sought-after type of community within the Cobb County area. Additionally, the proposed community shall be compatible with surrounding developments and be an enhancement to the Subject Property. Thank you for your consideration in this request.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

J. Kevin Moore

JKM:cc
Attachment
c: Cobb County Board of Commissioners:
Lisa N. Cupid, Chairwoman
Erick Allen
JoAnn K. Birrell
Keli A. Gambrill
Monique Sheffield
(With Copy of Attachment)

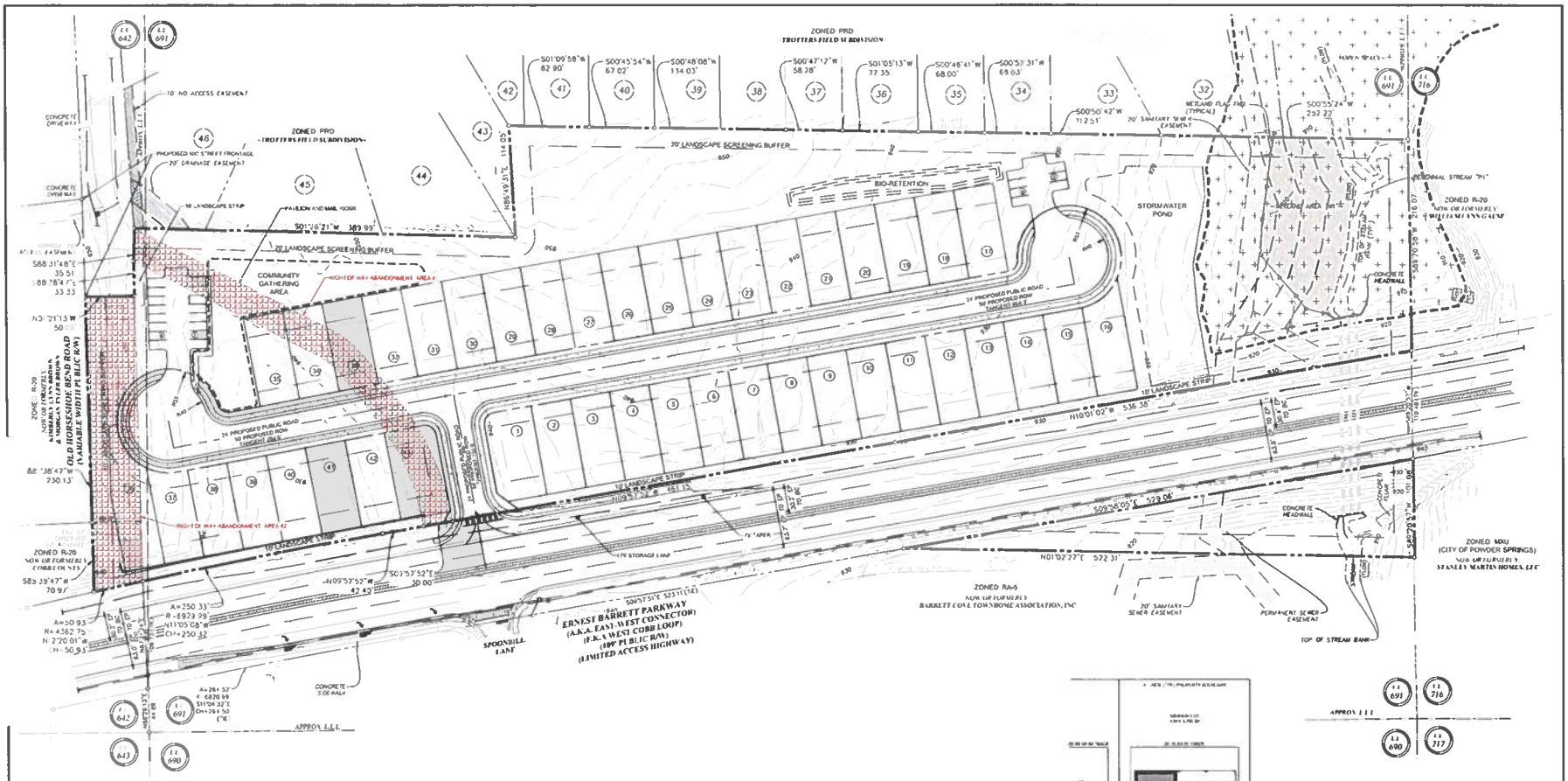
Cobb County Planning Commission:
Nadia Faucette, Chairwoman
Fred Beloin
Deborah Dance
Deidra Massey
Sara Micheletto
(With Copy of Attachment)

c: Terry L. Martin, AICP,CNU-A
Senior Planner
Zoning Division
Cobb County Community Development Agency
(With Copy of Attachment)

Eileen Carlsen
Old Horseshoe Bend Road Resident

The Revive Land Group, LLC
(With Copy of Attachment)

EXHIBIT "A"





SITE LOCATION MAP
NOT TO SCALE

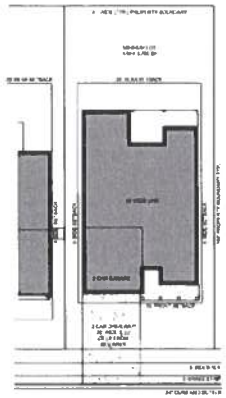
GEORGIA 811
Know what's below.
Call before you dig.

24 HOUR CONTACT:
NEVILLE ALLISON
678-223-8978

GENERAL NOTES:

1. STREAMS AND WETLANDS ARE LOCATED ON THE SITE
2. PROPERTY IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP PANEL 0684H, WITH A DATE OF IDENTIFICATION OF MARCH 4, 2013 FOR COMMUNITY NO. 130052, COBB COUNTY, GEORGIA, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS LOCATED
3. POWER AND GAS EASEMENTS ARE LOCATED ON THE SITE
4. NO CEMETERIES ARE LOCATED ON THE SITE
5. SPEED LIMIT ON EARNEST BARRETT PARKWAY IS 45 MPH
6. WATER UTILITY PROVIDER IS COBB COUNTY
7. SANITARY SEWER PROVIDER IS COBB COUNTY
8. SIZE AND LOCATION OF PROPOSED BUILDING ARE APPROXIMATE ON SITE PLAN

0 50 100 150 feet
1" = 50'-0"



TYPICAL LOT LAYOUT

SITE DATA	
SITE AREA	16.171 ACRES OR 443,036 SF
FLOOD PLAIN	0.998 ACRES OR 43,645 SF @ +/- 0.479 AC)
NET SITE AREA	5.693 ACRES OF 422,216 SF
ZONING	
EXISTING ZONING	R-20
PROPOSED ZONING	RA-5
LOT DIMENSIONS	
MINIMUM LOT AREA	7,980 SF (PROPOSED 7,700 SF)
MINIMUM ACREAGE REQUIRED	10,000 SF OR ACRES
MAXIMUM DENSITY	5 UNITS PER AC-NL
MINIMUM FLOOR AREA	950 SF
MINIMUM LOT WIDTH AT FRONT SETBACK	70 FEET 50 FEET (PROPOSED 41 FEET)
BUILDING SETBACKS	
FRONT YARD SETBACK ARTERIAL STREET	50 FEET (MIN)
FRONT YARD SETBACK INTERIOR STREET	20 FEET (PROPOSED 15 FEET)
MAJOR SIDE YARD SETBACK	30 FEET (PROPOSED 15 FEET)
SIDE SETBACK INTERIOR	5 FEET
REAR SETBACK ARTERIAL STREET	40 FEET (PROPOSED 30 FEET)
REAR SETBACK INTERIOR	30 FEET (PROPOSED 20 FEET)
DEVELOPMENT DATA	
MINIMUM FLOOR AREA	950 SF
BUILDING HEIGHT	35 FEET
MAXIMUM COVERAGE	40% OR 1,796 SF (PROPOSED 49% OR 2,600 SF)
MAXIMUM IMPERVIOUS AREA	35% OR +/- 35,000 SF
PROPOSED UNITS	43 UNITS
PROPOSED DENSITY	6.44 +/- UNITS / ACRE
BUILDING PARKING SPACES (2.5 SPACES PER UNIT)	77 SPACES OR 0.51 SPACES PER UNIT

THE REVIVE LAND GROUP

SOURCE. ENTITLE. REVIVE.

ONE ALLIANCE CENTER
3500 LENOX ROAD
SUITE 625
ATLANTA, GEORGIA 30326
O: (678) 223-8978
WWW.THEREVIVELANDGROUP.COM

SOMERSET AT MACEDONIA
A MASTER PLANNED RESIDENTIAL DEVELOPMENT

OLD HORSESHOE BEND ROAD AND BARRETT PARKWAY
MARIETTA, GEORGIA 30064

COBB COUNTY
GEORGIA

LAND LOT 691
DISTRICT 19TH

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25021

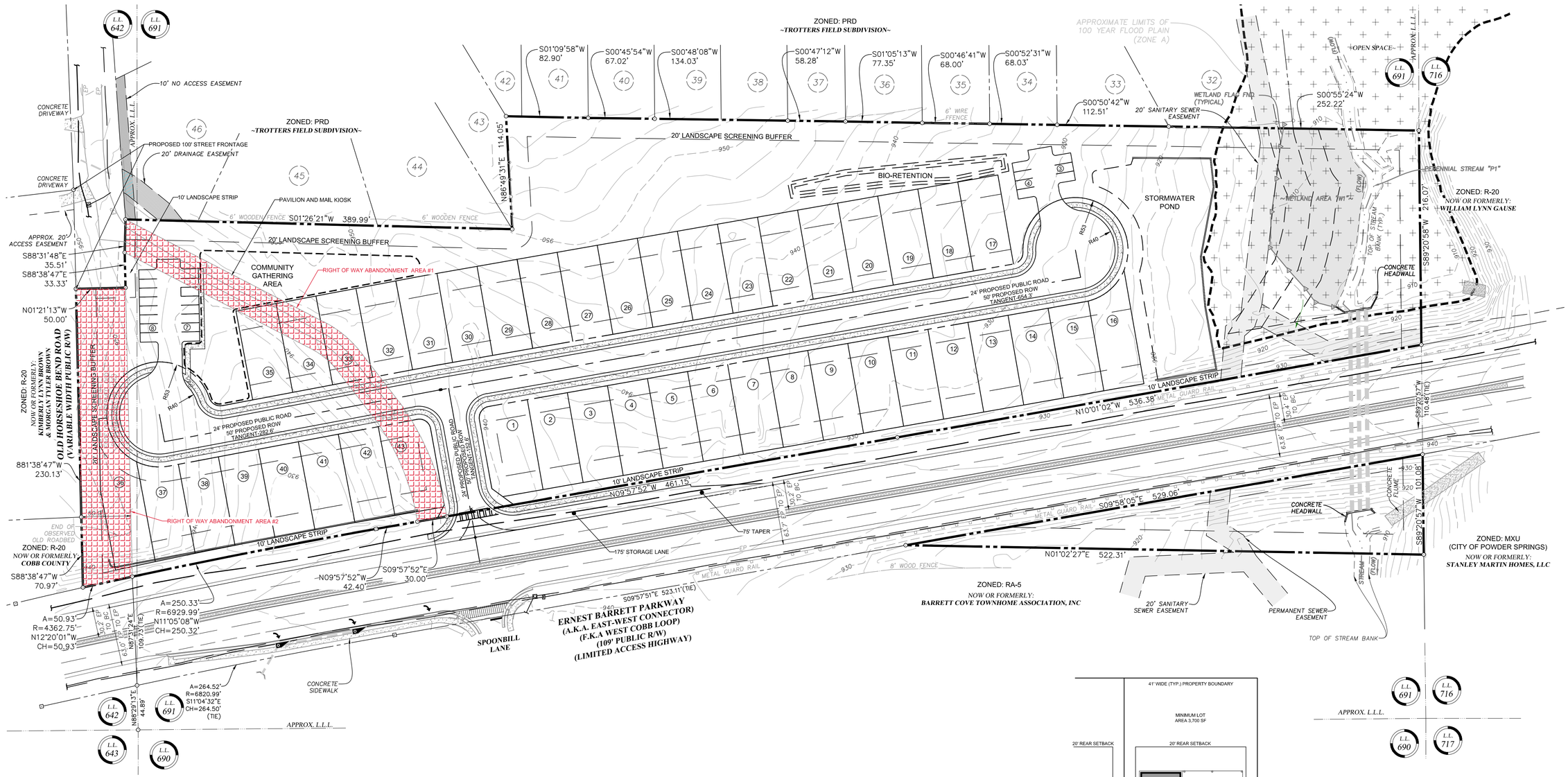
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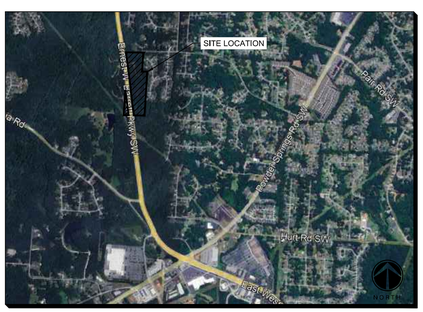
NORTH

NOVEMBER 20, 2025

CONCEPTUAL SITE PLAN

Z-01





SITE LOCATION MAP
NOT TO SCALE

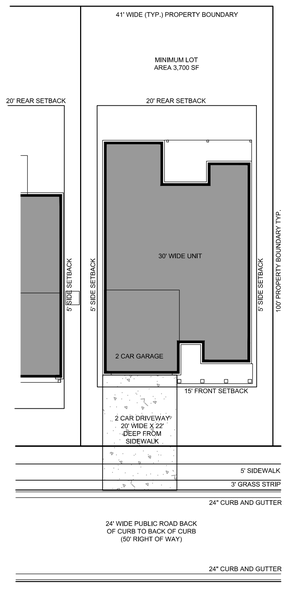
GEORGIA811
www.Georgia811.com
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5. SPEED LIMIT ON EARNEST BARRETT PARKWAY IS 45 MPH
6. WATER UTILITY PROVIDER IS COBB COUNTY
7. SANITARY SEWER PROVIDER IS COBB COUNTY
8. SIZE AND LOCATION OF PROPOSED STRUCTURES AS INDICATED ON SITE PLAN

0 50 100 150 feet
1" = 50'-0"



TYPICAL LOT LAYOUT

SITE DATA:	
SITE AREA	10.171 ACRES OR 443,038 SF
FLOOD PLAIN	0.956 ACRES OR 41,645 SF (± = 0.478 AC)
NET SITE AREA	9.693 ACRES OF 422,216 SF
ZONING	
EXISTING ZONING	R-20
PROPOSED ZONING	RA-5
LOT DIMENSIONS	
MINIMUM LOT AREA	7,000 SF (PROPOSED 3,700 SF)
MIN./MAX. ACERAGE REQUIRED	80,000 SF/20 ACRES
MAXIMUM DENSITY	5 UNITS PER ACRE
MINIMUM FLOOR AREA	950 SF
MINIMUM LOT WIDTH AT FRONT SETBACK	70 FEET/50 FEET (PROPOSED 41 FEET)
BUILDING SETBACKS	
FRONT YARD SETBACK ARTERIAL STREET	50 FEET (N/A)
FRONT YARD SETBACK INTERIOR STREET	20 FEET (PROPOSED 15 FEET)
MAJOR SIDE YARD SETBACK	20 FEET (PROPOSED 15 FEET)
SIDE SETBACK INTERIOR	5 FEET
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PROPOSED DENSITY	4.44 UNITS PER ACRE
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ENGINEER
THE REVIVE LAND GROUP
SOURCE, ENTITLE, REVIVE.
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O: (678) 223-8978
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PROJECT
SOMERSET AT MACEDONIA
A MASTER PLANNED RESIDENTIAL DEVELOPMENT

OLD HORSESHOE BEND ROAD AND BARRETT PARKWAY
MARIETTA, GEORGIA 30064

COBB COUNTY
GEORGIA

LAND LOT: 691
DISTRICT: 19TH

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O: (678) 223-8978
THEREVIVELANDGROUP.COM

REVISION

REVISION	DATE

PROJECT NUMBER
25021

SEAL
GEORGIA REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY
NOT TO BE RELEASED FOR CONSTRUCTION
CHARLES BARRY EITAN

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

NORTH
NORTH

DATE
NOVEMBER 20, 2025

TITLE
CONCEPTUAL SITE PLAN

SHEET
Z-01

Z-5-2026 DEPARTMENT COMMENTS – Stormwater Management

12/26/2025

Site Data

1. Address: PIN 19069100070 & 19069100010, E. of Barrett Pkwy & S. of Old Horseshoe Bend
2. District: 4
3. Existing Zoning: R-20 Existing Allowable Impervious Coverage: 35%
4. Proposed Zoning: RA-5 Allowable Future Impervious Coverage: 40%
5. Future Land Use: MDR

Existing Conditions

Floodplain Information

1. Flood Damage Prevention Designated Flood Hazard: Yes

Stormwater Information

1. Drainage Basin: Noses Creek Basin
2. State Stream Buffers:
3. County Stream Buffer Ordinance: Yes
4. Impaired Stream: Yes: If the site is within a one-mile radius of an impaired stream additional Erosion Control BMP's per the State's current requirements will be required. It is the Engineer's responsibility to verify Impaired Streams per the State EPD's list.
5. Hotspot: No
6. Wetlands: Yes
7. Water Intake Zone: No
8. Chattahoochee River Corridor: No
9. Existing Onsite Ponds / Lake: No

Topography Information

1. General site Description: The site is predominantly wooded and drains to the south into Noses Creek. A short length of County R/W will be abandoned as part of this project.

Project Design Comments and Recommendations

The following comments and recommendations are typically required at the time of plan review and permitting.

Proposed Project Onsite Design Requirements

1. At the time of plan review provide a comprehensive Hydrology Study and Design for the Stormwater Management Design will be required. The design and study shall be in accordance with the Georgia Stormwater Management Manual and the current Cobb County Codes. The design and study shall include but not limited to stormwater detention, runoff reduction and/or water quality, channel protection, and downstream flood prevention.

(continued)

2. At the time of plan review calculate and provide the percentage of impervious coverage for the project site on the plans.

3. Impervious calculations for residential subdivision design shall be based the maximum allowable percentage per lot based on the zoning category plus all additional impervious areas including but not limited to roads, sidewalks, and amenity areas.

4. Recommend a pre-design concept meeting with Cobb County Stormwater Management Division. At the time of the Concept Meeting a proposed concept stormwater management plan shall be presented.

5. The proposed onsite storm drain system and stormwater management facility is considered private. All annual inspections, maintenance and repairs are the responsibility of the property owner. A stormwater facility "Maintenance Agreement and Access Easement" will be required at the time of the land disturbance permit with the Cobb County Stormwater Management Division.

6. The Owner/Developer is responsible for obtaining any required stream piping and wetland disturbance permits from the U.S. Army Corps of Engineers including any required mitigation. Copies of the Corps of Engineers approvals, permits, and proof of mitigation are to be furnished at the time of the Land Disturbance Permit and scanned onto the plan sheets of the project drawings.

7. The Owner/Developer is responsible for obtaining any required stream piping and buffer variances from the Georgia EPD including any mitigation. Copies of the State's approvals, permits, and proof of mitigation are to be furnished at the time of the Land Disturbance Permit and scanned onto the plan sheets of the project drawings.

8. Stormwater discharges must be controlled not to exceed the existing capacity of the downstream storm drainage system including drainage swales and roadside ditches.

9. Substantially mitigate any effects of concentrated stormwater discharges onto adjacent properties. Level spreaders may be required to disburse the stormwater discharge.

10. Developer must secure drainage easement(s) to receive concentrated discharges where none naturally exist downstream.

11. Any spring activity discovered must be addressed by a qualified registered geotechnical professional engineer (PE) at the expense of the owner/developer.

Z-5-2026 DEPARTMENT COMMENTS – Stormwater Management

(continued)

12. Structural fill must be placed under the direction of a qualified registered geotechnical engineer (PE) at the expense of the owner/developer.

Special Conditions

1. The dumpster pad on this site, if one is utilized, must be connected to sanitary sewer or an infiltration system must be provided to capture the dumpster pad runoff.
2. The detention pond grading must remain outside the floodplain.
3. The detention pond bottom elevation must remain above the Base Flood Elevation.
4. This lot arrangement appears more dense (43 lots) than the previously heard Z-20-2025 at 40 lots. RRv must be provided outside the detention pond. The proposed Bio-retention area is constructed on a slope and does not appear to be located to capture all the developed runoff.
5. Pipes passing between units must be RCP and provide a minimum 20' Drainage Easement, which may alter the lot layout.
6. How will all the developed area of the site be captured and conveyed to the pond? Currently, a roadside ditch along Barrett Pkwy conveys runoff to the creek. Can this ditch remain and be directed into the detention pond?
7. Where does the low-point at Northwest corner of the site drain to?
8. All of the RA-5 lot area must be located outside the floodplain and the homes constructed 3' above the BFE or 2' above the roadway (Barrett Pkwy) overtopping elevation, whichever is higher.
9. The north arrow on the zoning site plan is pointing east.

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-6-2026

SITE BACKGROUND

Applicant	Colliflower, Inc.
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Parks F. Huff
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	B & J HYD Building, Inc.
Property Location	Located on the northwest corner of Old 41 Highway and Hames Road
Address	1661 Old 41 Highway
Access to Property	Old 41 Highway and Hames Road

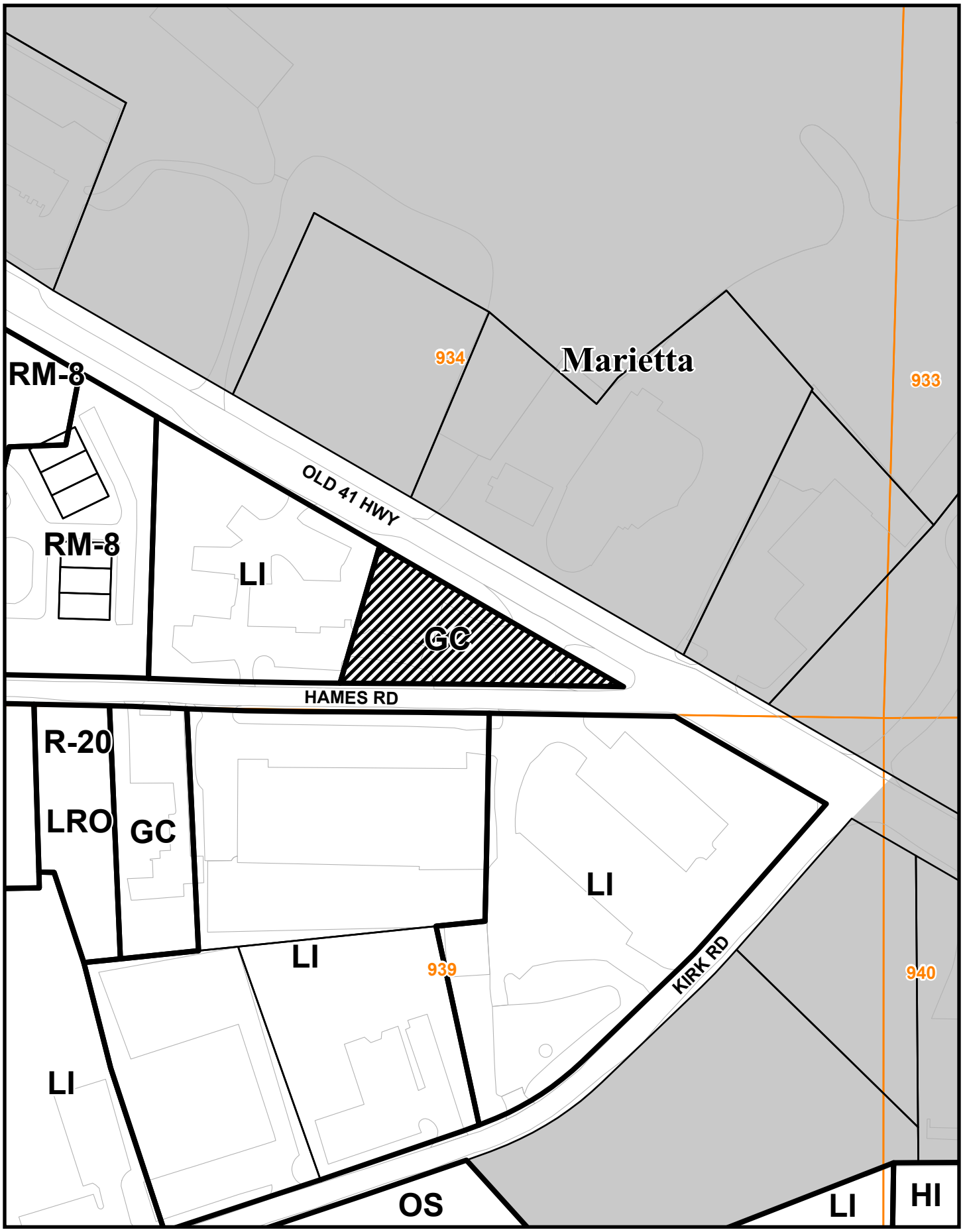
QUICK FACTS

Commission District	2 - Allen
Current Zoning	GC
Current Use of Property	Hydraulics business
Proposed Zoning	LI
Proposed Use	Hydraulics business
Future Land Use	IC
Site Acreage	0.48
District	19
Land Lot	934
Parcel #	16093400140
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-6 2026 Map

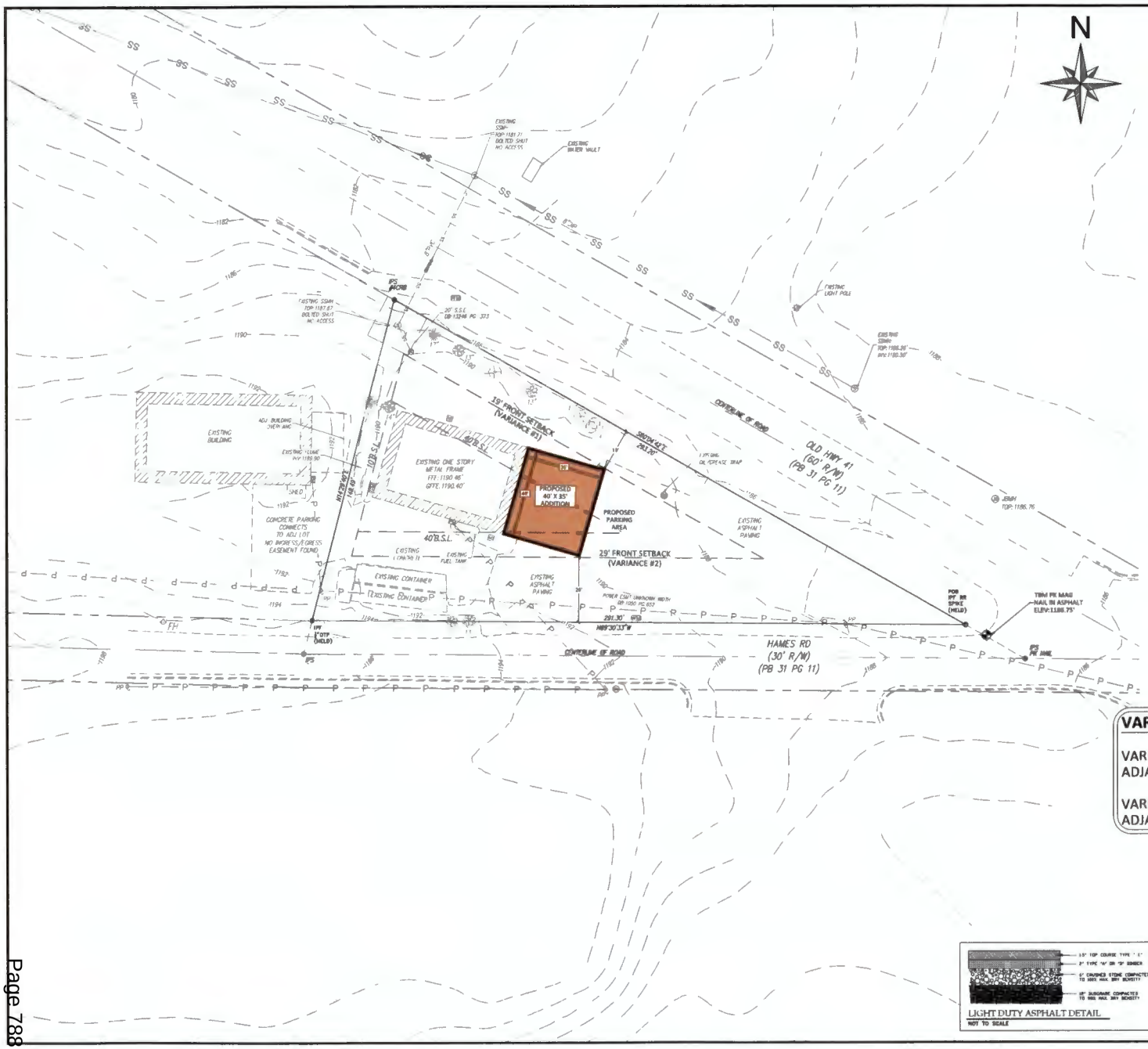


This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 115 230 Feet

Zoning Boundary

City Boundary





VICINITY MAP

GENERAL NOTES:
SITE AREA= 0.48 AC.
PARCEL # 16093400140
ZONING= GC (GENERAL COMMERCIAL)
-MINIMUM LOT SIZE= 20,000 S.F.
-MINIMUM LOT WIDTH= 60' (AT FRONT SETBACK)
-FRONT SETBACK= ART. 50', COL. 40', LOC. 40'
-MINOR SIDE SETBACK= 10 FT.
-MAJOR SIDE SETBACK= 25' OR 35'
-REAR SETBACK= 30'
-OPEN SPACE= %
-BOUNDARY & TOPO INFORMATION TAKEN BY A BOUNDARY SURVEY PREPARED BY FRONTLINE SURVEYING, DATED: 09/10/2025.
-THE PROPERTY IS LOCATED WITHIN FEMA ZONE "X" WHICH IS OUTSIDE THE 100 YR FLOOD ZONE PER FIRM 1306C0102J, DATED: 10/05/2018
-WATER SERVICE PROVIDED BY: COBB COUNTY
-SANITARY SEWER PROVIDED BY: COBB COUNTY

VARIANCE REQUEST:

VARIANCE #1- REDUCE FRONT BUILDING SETBACK ADJACENT TO OLD HWY 41 FROM 40 FEET TO 19 FEET.

VARIANCE #2- REDUCE FRONT BUILDING SETBACK ADJACENT TO HAMES ROAD FROM 40 FEET TO 29 FEET.

24 HOUR CONTACT
NAME
NUMBER

LIGHT DUTY ASPHALT DETAIL
NOT TO SCALE

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

SCALE: 1" = 20'
20 0 20 40 60 FEET

SITE PLAN

GEORGIA REGISTERED No. PE36309 PROFESSIONAL ENGINEER MATTHEW D. BAILEY

Group BAILEY civil
P.O. Box 4392 Cartersville, GA 30120
678.925.6603 baileycivilgroup.com

FOR BRAD RUBY
1861 OLD 41 HWY NW MARIETTA, GA 30060

PROJECT COLLIFLOWER BUILDING ADDITION
1861 OLD 41 HWY NW MARIETTA, GA 30060

SHEET TITLE SITE PLAN

SHEET NUMBER C201

PROJECT NUMBER 25184

DATE OCTOBER 21, 2025

REVISIONS

Z-6 2026 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 115 230 Feet

Zoning Boundary

City Boundary

Application No. Z-

PC Hearing: 02-03-2026
BOC Hearing: 02-17-2026

Summary of Intent for Rezoning

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** _____

b) **Proposed building architecture:** _____

_____

c) **List all requested variances:** _____

_____

_____

_____

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Existing hydraulics business that serves the C.W. Matthews business across the road.

b) **Proposed building architecture:** Industrial

_____

c) **Proposed hours/days of operation:** 8:00 a.m. - 6:00 p.m.

_____

d) **List all requested variances:** 1. Reduce the lot size from 40,000 square feet to 20,900 square feet (existing); 2. Reduce the front setback along Hames Road fro 50 feet to 25 feet; 3. Reduce the major side setback on Old 41 Highway from 25 feet to 18 feet; and, 4. Reduce the side setback to 10 feet.

Part 3. Other Pertinent Information (List or attach additional information if needed)

_____

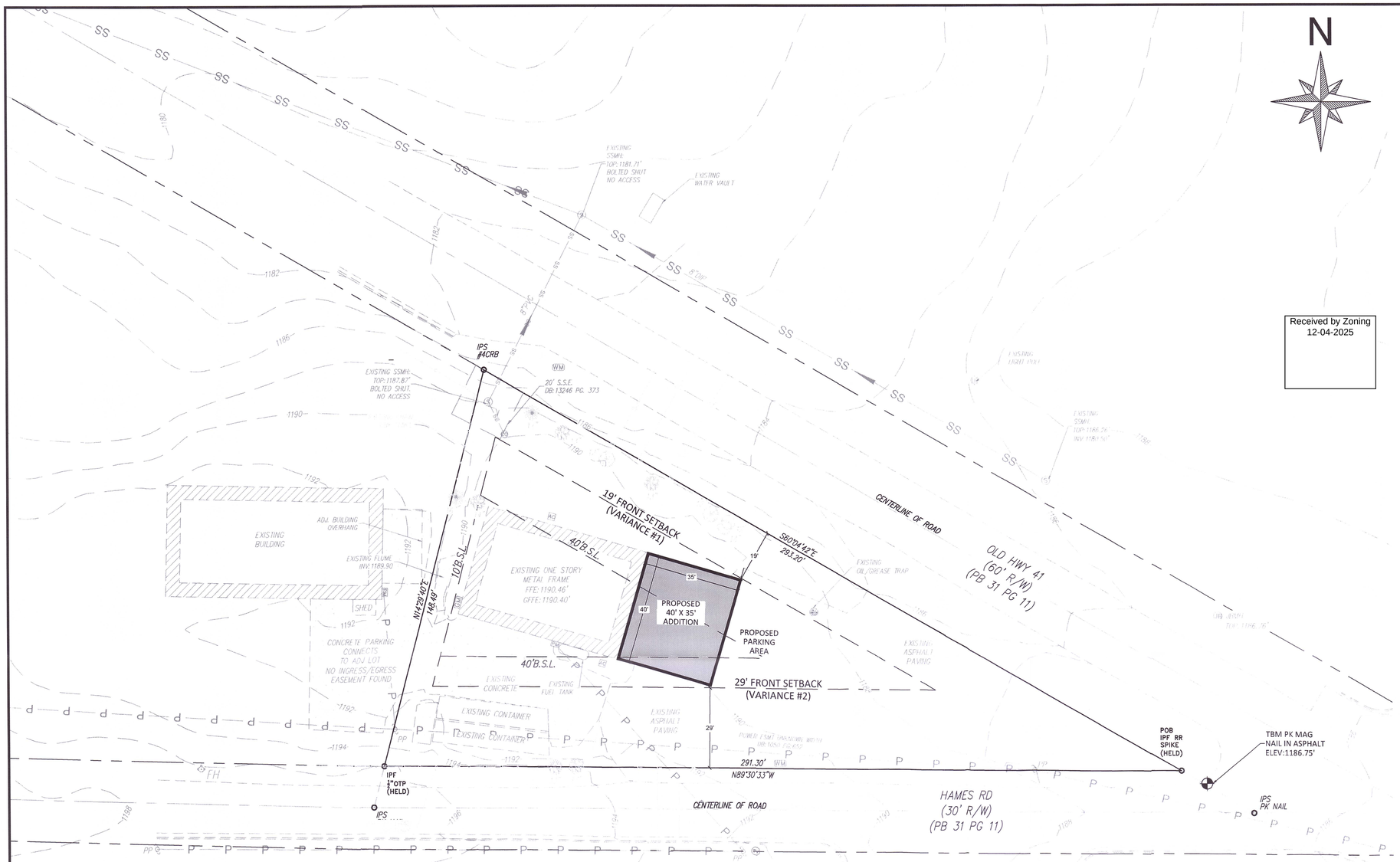
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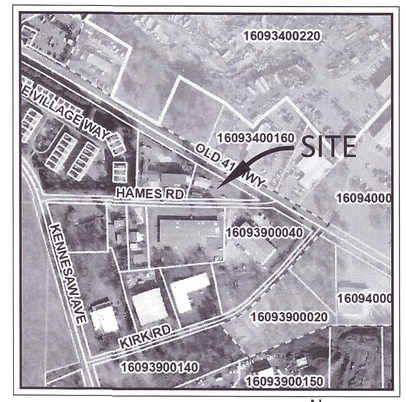
Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government?
(Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located).

_____

_____



Received by Zoning
12-04-2025



VICINITY MAP

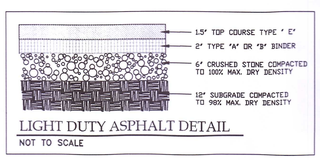
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GEORGIA REGISTERED No. PE36309 PROFESSIONAL ENGINEER MATTHEW D. BAILEY

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Community Development – Zoning Division
John Pederson – Division Manager

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Z-6-2026

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Email	Contact Zoning Office
Titleholder	B & J HYD Building, Inc.
Property Location	Located on the northwest corner of Old 41 Highway and Hames Road
Address	1661 Old 41 Highway
Access to Property	Old 41 Highway and Hames Road

QUICK FACTS

Commission District	2 - Allen
Current Zoning	GC
Current Use of Property	Hydraulics business
Proposed Zoning	LI
Proposed Use	Hydraulics business
Future Land Use	IC
Site Acreage	0.48
District	16
Land Lot	934
Parcel #	16093400140
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Peyton McClure, CNU-A)

Based on the analysis of this case, Staff recommends **APPROVAL** subject to the following:

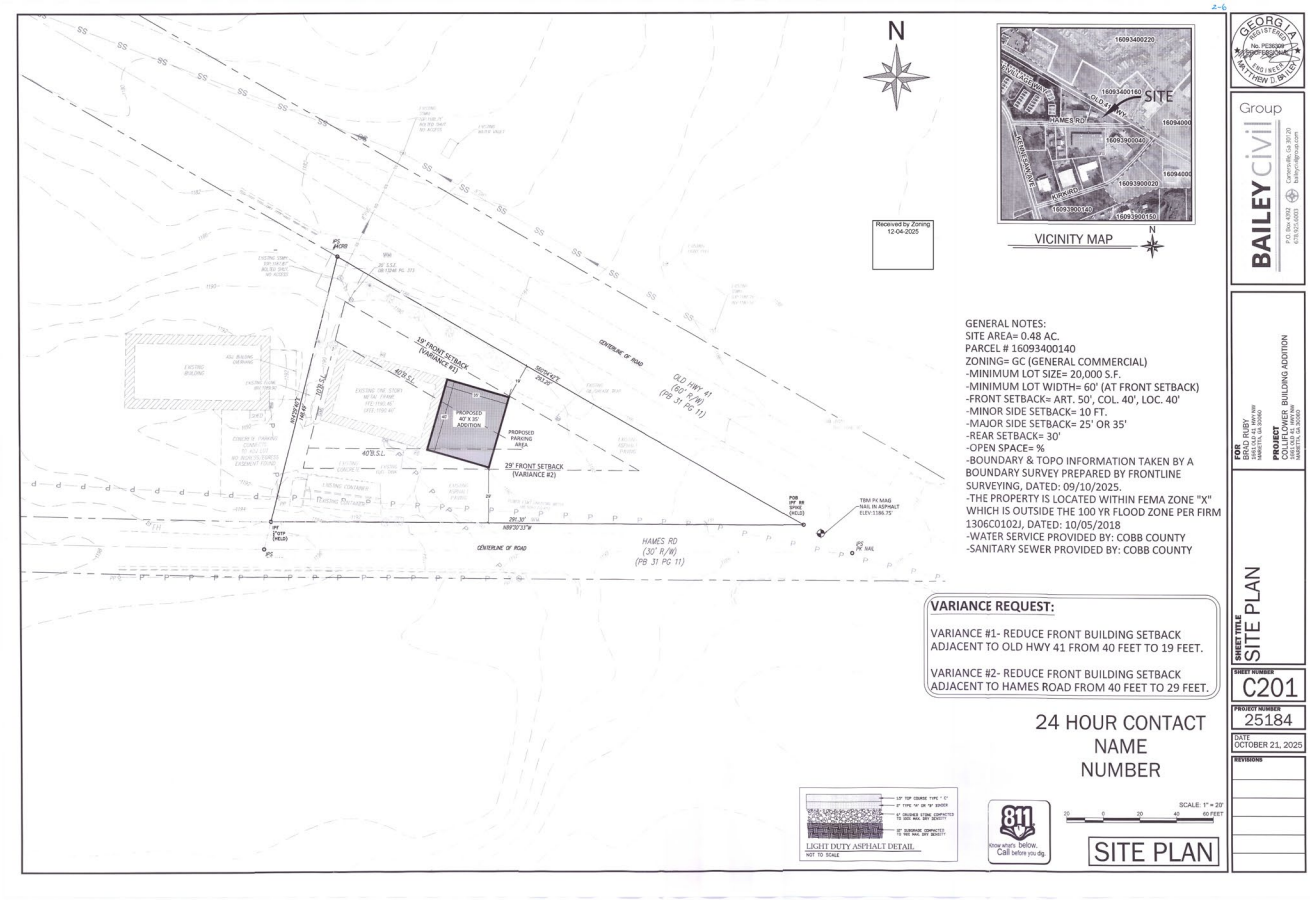
Z-6-2026 DEPARTMENT COMMENTS – Zoning Division

1. Site plan received by the Zoning Division on December 4, 2025, with the District Commissioner approving minor modifications;
2. Water and Sewer Division comments and recommendations;
3. Fire Department comments and recommendations;
4. Stormwater Management Division comments and recommendations;
5. Department of Transportation comments and recommendations;
6. Site Plan Review comments and recommendations; and
7. No outdoor storage or outdoor display of merchandise.

Z-6 2026 Aerial Map



Z-6-2026 DEPARTMENT COMMENTS – Zoning Division



North

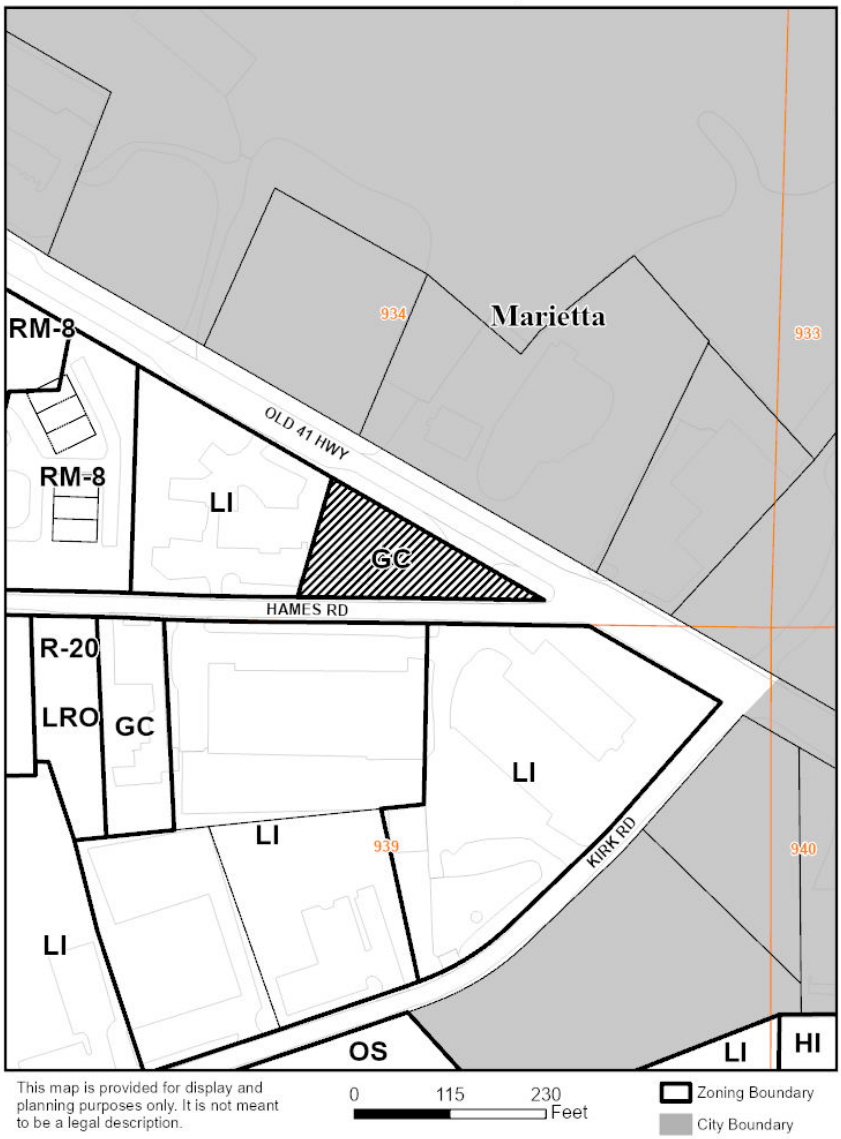
Zoning: City of Marietta
Future Land Use: N/A

WEST

Zoning: LI/ General Contractor

Future Land Use: IC

Z-6 2026 Map



EAST

Zoning: City of Marietta

Future Land Use: N/A

SOUTH

Zoning: LI/ General Contractor
Future Land Use: IC

Z-6-2026 DEPARTMENT COMMENTS – Zoning Division

Current zoning district for the property

The GC district is established to provide locations for retail commercial and service uses which are oriented toward automotive businesses, are land intensive with a need for major road access and visibility, are generally not listed as a permitted uses within the NRC (neighborhood retail commercial) and CRC (community retail commercial) districts or may have existing stipulations and conditions that limit certain intensive uses and are located in areas delineated within a community activity center and regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. Any existing GC district, developed or undeveloped, located within an area delineated within an industrial-compatible area or industrial area as shown on the comprehensive plan, shall be deemed to be a grandfathered, nonconforming use after January 1, 1991, and subject to those provisions contained in this chapter.

Requested zoning district for the property

The LI district is established to provide locations for light industrial uses such as low intensity automobile repair and service, animal care facilities, commercial greenhouses, livestock, poultry, business distribution centers, warehousing and storage, and transportation terminals, which are on properties delineated within or on the perimeter of an industrial compatible and industrial category as defined and shown on the Cobb County Comprehensive Land Use Plan: A Policy Guide, adopted November 27, 1990. When located on the perimeter of an industrial node, the LI district should provide for uses that are low in intensity and scale such as to ensure compatibility with surrounding properties.

Summary of the applicant's proposal

The applicant is requesting rezoning of the 0.48-acre property from the GC general commercial zoning district to the LI light industrial zoning district for the purposes of expanding a hydraulic repair facility catering to C.W. Mathews business directly across the street. The facility will be a continuation of an already established operation, with business hours set from 8:00am to 6:00pm. Rezoning is needed to allow for a 1,400 square foot addition to the front of the building.

Z-6-2026 DEPARTMENT COMMENTS – Zoning Division

Non-residential criteria

Proposed # of buildings**:** 1
Proposed # of stories: 1
Total sq. footage of development: 3,800
Floor area ratio: 0.18
Square footage per acre: 7,917
Required parking spaces: 10
Proposed parking spaces: 0, none striped
Acres in floodplain or wetlands: 0
Impervious surface shown: N/A

Are there any zoning variances?

Yes;

1. Reduce required lot size from 40,000 square feet to 20,900 square feet;
2. Reduce the front setback along Hames Road from 50 feet to 25 feet;
3. Reduce the major side setback along Old 41 Highway from 25 feet to 18 feet; and
4. Reduce the minor side setback from 20 feet to 10 feet.

Are there any environmental conditions existing or proposed on the site?

No.

12/17/25

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

IFC 510- EMERGENCY RESPONDER RADIO COVERAGE:
New buildings are required to provide radio coverage for emergency responders per the International Fire Code. Testing is required by a third party and when deemed necessary amplification systems are required before the building will be issued a certificate of occupancy. This serves as an early notification to owners and developers for budgeting purposes.

FIRE DEPARTMENT ACCESS:
Fire apparatus access roads shall extend to within 150 feet of all portions of the facility or any portion of the exterior wall of the first floor (State Modifications IFC 503.1 2018 Edition and Cobb County Development Standards 402.11). A ten-foot separation, open to sky, is required in order to measure between structures. (CCDS 402.11)

All access roads shall meet the American Association of State and Highway Transportation Officials (AASHTO) design manual live load standard HS20 (75,000 lbs.) with an unobstructed width of not less than 20 feet, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

Maximum slope of the access road in reference to the apparatus is 10% Front to Back and 5% Side to Side. Maximum grade of roadways leading to Fire Access roads refer to the Cobb County Development Standard Section 400: 14% for Non-Residential. Maximum angle of departure is 8.5%.

Dead-end access roads more than 150 feet shall be provided with a turn-around (IFC Chapter-5, 120-3-3 Rules and Regulations, CCDS Section-401 & 402). Refer to APPENDIX-D for dimensional criteria for turn-arounds in commercial developments.

FIRE PROTECTION:
Automatic sprinkler protection must be provided where mandated by the applicable codes.

(continued)

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

Z-6-2026 DEPARTMENT COMMENTS – Site Plan Review

12/26/2025

A land disturbance permit is required for the construction of this project. Fully designed civil engineering plans must be submitted to the Site Plan Review Section, Community Development Agency. 770-528-2147.

Z-6-2026 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

2/3/2026

Approval of this petition will not have an impact on the enrollment of schools.

12/26/2025

Comprehensive Plan Future Land Use Designation: Industrial Compatible
The subject tract is within the Industrial Compatible (IC) future land use category. The purpose of the IC is to provide for areas that can support light industrial, office/warehouse and distribution uses. Typical land uses for these areas include professional business parks and distribution centers.

Future Land Use Sub-Category? N/A

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Marietta
Was the city notified? Yes

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

(continued)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? ☐ Yes ☒ No

(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)? ☐ Yes ☒ No

Is this property within the Cumberland Special District #2 (ad valorem tax)? ☐ Yes ☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone? ☐ Yes ☒ No

Is the property within the Clear Zone (CZ)? ☐ Yes ☒ No

Is the property within 3000' of Dobbins ARB? ☐ Yes ☒ No

Is the property within the Accident Potential Zone (APZ I)? ☐ Yes ☒ No

Is the property within the Accident Potential Zone II (APZ II)? ☐ Yes ☒ No

Is the property within the Noise Zone? ☐ Yes ☒ No

Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)? ☐ Yes ☒ No

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Z-6-2026 DEPARTMENT COMMENTS – Water and Sewer

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☒ YES ☐ NO

Size/location of existing water main(s): 16" on Old 41 Hwy

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☒ YES ☐ NO*

Approx. distance to nearest sewer: On-site

Estimated waste generation (in G.P.D.): Average daily = 430

Peak flow = 1,075

Treatment plant: Noonday WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☐ YES* ☒ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Additional sewer comments: If an LDP is required, this property will be required to connect to sewer within the scope of the LDP. This property is inside the Old Hwy 41 Special Assessment Area where a sewer fee of $13,000 per acre is due prior to LDP issuance.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
Old 41 Highway	Major Collector	35	Cobb County	80’
Hames Road	Local	30	Cobb County	50’

Roadway	Location	Average daily trips (vpd)	Level of service
Old 41 Highway	South of Kirk Road	12,300	D
Hames Road	NA	NA	NA

vpd = vehicles per day, NA = Not Applicable

Based on 2024 AADT counting data taken by GDOT, as published on their website, for Old 41 Highway.

Planning Level of Service based on available Average Daily Trips using GRTA guideline thresholds. Classification thresholds for LOS A and LOS B are not available for arterial and major collector roads from this data source.

LOS C or D is acceptable based on GDOT Design Policy Manual criteria.

ITE Land Use	Description	Expected Size (KSF)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
110	General Light Industrial	1.4*	0	1	**1**	1	0	**1**	**7**

vph = vehicles per hour, KSF = thousand square feet

Development gross trip generation based on available development size and rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th edition.

**1.4 KSF is the proposed area. However, 2.4 KSF area is the existing condition.*

Comments and observations

Old 41 Highway is classified as a major collector roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

Hames Road is classified as a local roadway and according to the available information the existing right-of-way does not meet the minimum requirements for this classification.

In accordance with Cobb County Code 134-121 and based on site plan received December 4, 2025, this development does not require a traffic study submittal.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend applicant, **WITHIN 12 MONTHS OF ZONING APPROVAL**, donate right-of-way on the North side of Hames Road, a minimum of 25’ from the roadway centerline, in accordance with Cobb County Development Standard 401.2, Right-of-Way.

(continued)

2. Should any development of the property occur in the future, where development is defined as any action requiring a Land Disturbance Permit, Cobb DOT recommends the following:

    a. Recommend applicant, PRIOR TO DEVELOPMENT PLAN APPROVAL, donate right-of-way on the Sout side of Old 41 Highway, a minimum of 40’ from the roadway centerline, in accordance with Cobb County Development Standard 401.2, Right-of-Way.

    b. Recommend curb, gutter, and sidewalk along the entire frontages of Old 41 Highway and Hames Road to meet Cobb DOT standards. This recommendation is pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

    c. Recommend closing and removing driveway along Old 41 Highway frontage or dividing parking lot through the development to reduce improper turning movements through private property.

    d. Recommend driveway(s) meet commercial driveway standards per Section 402.08, Non-Residential Driveways, of the Cobb County Development Standards.

3. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property. The area largely caters to industrial uses, additionally, the proposed use is a continuation of an existing business that currently serves the needs to another industrial compatible business across the street.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the zoning proposal would not adversely affect the existing use or usability of adjacent or nearby property. Surrounding businesses are predominately industrial in nature, with the proposed expansion being for an existing business.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that the zoning proposal would not result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools. The proposed business was established to meet the needs of the business across the street, so this use would not meaningfully expand potential traffic usage.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the zoning proposal is in conformity with the policies and intent of the comprehensive plan. The Future Land Use for this property is designated as IC Industrial Compatible, therefore the LI light industrial designation would be appropriate for this property. Additionally, rezoning this property would clarify expected usages for this property as opposed to the broad allowances permitted under the original GC general commercial zoning district.

E. **Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;**
It is Staff's opinion that there are existing conditions affecting the use and development of the property which give supporting grounds for approving the applicant's zoning proposal. The current zoning district would not allow for any sort of expansion of existing usages nor new alternative uses due to the "grandfathered" nature of the GC

zoning district. The proposed LI district is in conformity with the comprehensive plan and would allow for another such “grandfathered” GC property to be transitioned to a more appropriate zoning classification.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Application No. Z-

PC Hearing: 02-03-2026
BOC Hearing: 02-17-2026

Summary of Intent for Rezoning

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** _____

b) **Proposed building architecture:** _____

_____

c) **List all requested variances:** _____

_____

_____

_____

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Existing hydraulics business that serves the C.W. Matthews business across the road.

b) **Proposed building architecture:** Industrial

_____

c) **Proposed hours/days of operation:** 8:00 a.m. - 6:00 p.m.

_____

d) **List all requested variances:** 1. Reduce the lot size from 40,000 square feet to 20,900 square feet (existing); 2. Reduce the front setback along Hames Road fro 50 feet to 25 feet; 3. Reduce the major side setback on Old 41 Highway from 25 feet to 18 feet; and, 4. Reduce the side setback to 10 feet.

Part 3. Other Pertinent Information (List or attach additional information if needed)

_____

_____

_____

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government?
(Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located).

_____

_____

S L H

GARVIS L. SAMS, JR.
(1952-2025)
JOEL L. LARKIN
PARKS F. HUFF

SAMS, LARKIN & HUFF
A LIMITED LIABILITY PARTNERSHIP
SUITE 100
376 POWDER SPRINGS STREET
MARIETTA, GEORGIA 30064-3448

770•422•7016
TELEPHONE
770•426•6583
FACSIMILE

February 11, 2026

VIA EMAIL

Mr. John P. Pederson, AICP, Manager
Cobb County Zoning Division
Community Development Agency
1150 Powder Springs Road, Suite 400
Marietta, GA 30064

Re: Application of Colliflower, Inc. to Rezone an approximate 0.48±-Acre Tract from GC to LI; Land Lot 934 of the 16th District; Located on the southwest side of Old 41 Highway, north side of Hames Road (1661 Old 41 Highway); Z-6 of 2026

Dear John:

I represent Colliflower, a long-time property and business owner in Cobb County. The above-described property has been used as a hydraulics repair facility that was built in 1968, and it is strategically located across Old 41 from its biggest client CW Mathews, another important Cobb business and employer. Inexplicably, despite the long-time industrial use, the property has been zoned GC instead of LI, as the use would require. The industrial use preceded the GC zoning which was placed on the property when it was originally zoned.

Because Colliflower would like to invest in an addition on the property, the property must be rezoned from GC to LI to correct the zoning inconsistency. The property is triangular in shape and very narrow. The Department of Transportation (DOT) comments that are part of a rezoning case typically can be agreed to because they do not have a material impact on the property and its use. In this case, a donation of right of way along Old 41 would result in a material taking of property, greatly devaluing the property and its ability to support a business and any use. The building and property were developed for Light Industrial use in 1968 and the original zoning from 1972 should have reflected this use instead of GC. The county has not needed additional right of way in the last almost 60 years so donation of critical property for a potential right of way need that has not been needed in the past is unnecessary. Based upon the foregoing, the applicant requests approval of the rezoning subject to the following conditions:

1) The site plan submitted with the application received by the county on December 4, 2025, with the addition shown on the site plan and the variances as depicted on the

site plan for setback, impervious coverage and other development and zoning ordinance requirements with the District Commissioner approving minor modifications;

2) Water and Sewer comments and recommendations;

3) Fire Department comments and recommendations;

4) Stormwater Management Division comments and recommendations;

5) Site Plan Review Comments and recommendations; and

6) No outdoor storage or display of merchandise.

With this revised stipulation list, the case can remain on consent agenda. Please let me know if you need any additional information.

Very truly yours,

SAMS, LARKIN & HUFF, LLP

Parks F. Huff
phuff@samslarkinhuff.com

PFH/jac

cc: ON FOLLOWING PAGE

VIA EMAIL

cc: Members, Cobb County Board of Commissioners (via email)
Dr. Jackie McMorris, County Manager (via email)
Mr. Brian Johnson, Senior Associate County Attorney, Cobb County Attorney's Office (via email)
Board of Commissioners Assistants (via email)
Ms. Jessica Guinn, AICP, Director (via email)
Mr. Terry Martin, AICP, CNU-A, Senior Planner (via email)
Mr. Cameron Jones, MCRP, CNU-A, Planner III (via email)
Ms. Jessica Berman, Planner I (via email)
Mr. Peyton McClure, CNU-A, Planner I (via email)
Mr. Shaun Daniels, Planner I (via email)
Ms. Pam Mabry, County Clerk (via email)
Ms. Robin Stone, Deputy County Clerk (via email)
Ms. Leila Washington, Deputy County Clerk (via email)
Mr. Jeff Byrd, Fire Marshal's Office (via email)
Ms. Amy Diaz, P.E., Cobb DOT (via email)
Mr. Wilson Collins, Cobb DOT (via email)
Mr. Andrew Heath, P.E., Stormwater Management Division (via email)
Mr. Chris Duggan, Cobb County Water and Sewer Division (via email)
Mr. Bradley Ruby, Director of Operations, Colliflower, Inc. (via email)
Mr. Matthew Bailey, PE, Bailey Civil Group (via email)

Z-6-2026 DEPARTMENT COMMENTS – Stormwater Management

12/26/2025

Site Data

1. Address: 1661 Old 41 Highway
2. District: 2
3. Existing Zoning: GC Existing Allowable Impervious Coverage: 70%
4. Proposed Zoning: LI Allowable Future Impervious Coverage: 70%
5. Future Land Use: IC

Existing Conditions

Floodplain Information

1. Flood Damage Prevention Designated Flood Hazard: No / Yes; Zone:
2. FEMA Map Number:

Stormwater Information

1. Drainage Basin: Noonday Creek Basin
2. Impaired Stream: Yes: If the site is within a one-mile radius of an impaired stream additional Erosion Control BMP's per the State's current requirements will be required. It is the Engineer's responsibility to verify Impaired Streams per the State EPD's list.
3. Hotspot: Yes: Due to the proposed use of site; portions of the proposed site will be considered a "Hotspot" requiring an oil/water separator to capture potential stormwater contaminates prior to entering the stormwater management facility.
4. Wetlands: No
5. Water Intake Zone: No
6. Chattahoochee River Corridor: No
7. Existing Onsite Ponds / Lake: No

Topography Information

1. General site Description: The triangular shaped lot is developed with a building and parking areas.

Project Design Comments and Recommendations

The following comments and recommendations are typically required at the time of plan review and permitting.

Proposed Project Onsite Design Requirements

1. At the time of plan review calculate and provide the percentage of impervious coverage for the project site on the plans.

Z-6-2026 DEPARTMENT COMMENTS – Stormwater Management

(continued)

2. Recommend a pre-design concept meeting with Cobb County Stormwater Management Division. At the time of the Concept Meeting a proposed concept stormwater management plan shall be presented.

3. The proposed onsite storm drain system and stormwater management facility is considered private. All annual inspections, maintenance and repairs are the responsibility of the property owner. A stormwater facility "Maintenance Agreement and Access Easement" will be required at the time of the land disturbance permit with the Cobb County Stormwater Management Division.

4. Any Future improvements to the site will be considered a redevelopment project. Redevelopment projects that create, adds, or replaces 5,000 square feet or greater of new impervious surface area or that involves other land disturbing activity of one acre or more. Therefore, requiring an updated stormwater management facility that may require runoff reduction, water quality, and detention per the Georgia Stormwater Management Manual (GSMM).

Special Conditions

1. The dumpster pad on this site, must be connected to sanitary sewer or an infiltration system must be provided to capture the dumpster pad runoff.
2. The proposed 40' x 35' building expansion would add only 1400sf of "redeveloped" impervious area and would be exempt from Stormwater Management except for the need to provide Water Quality for the site which is considered a "Hot-Spot" classification.

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-2-2026

SITE BACKGROUND

Applicant	April Murchison
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	April Murchison
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	April Murchison and Greg Persaud
Property Location	Located on the southeast corner of Woodhill Drive and Shadowood Court
Address	1331 Woodhill Drive
Access to Property	Woodhill Drive and Shadowood Court

QUICK FACTS

Commission District	3 - Birrell
Current Zoning	R-20
Current Use of Property	Single-family residence
Proposed Use	To allow more vehicles than the Code allows
Future Land Use	LDR
Site Acreage	0.57
District	16
Land Lot	376
Parcel #	16037600300
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

LUP-2 2026 Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 105 210 Feet

Zoning Boundary

City Boundary

ArcGIS Web Map



12/2/2025, 2:49:09 PM

1:564

0 0 0.01 0.02 mi

0 0.01 0.01 0.02 km

- CAM_ActiveAddress
- Subdivisions
- CobbParcels
- CountyEasements
- <all other values>
- DOT
- WATER
- Ramps
- Local
- Local
- Minor Collectors
- Major Collectors
- Arterials
- Interstates

Zoning Districts
- R-20
- Land Lots

ORTHO
- Red: Band_1
- Green: Band_2
- Blue: Band_3

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ArcGIS Web AppBuilder

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LUP-2 2026 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 105 210 Feet

Zoning Boundary

City Boundary

Revised December18, 2013

Application #:_____

PC Hearing Date:_____

BOC Hearing Date:_____

TEMPORARY LAND USE PERMIT WORKSHEET (FOR NUMBER OF ADULTS AND/OR VEHICLES)

1. **Number of unrelated adults in the house?** 0
2. **Number of related adults in the house?** 3
3. **Number of vehicles at the house?** 8
4. **Where do the residents park?**
   Driveway: ✓ ; **Street:**_____ ; **Garage:** _____
5. **Does the property owner live in the house? Yes** ✓ ;**No**_____
6. **Any outdoor storage? No** ✓ ; **Yes**_____**(If yes, please state what is kept outside):**_____
7. **Length of time requested (24 months maximum):** 24 mos.
8. **Is this application a result of a Code Enforcement action? No**___ ;**Yes**__ **(If yes, attach a copy of the Notice of Violation and/or tickets to this form).**
9. **Any additional information? (Please attach additional information if needed):**
   We also use existing gravel driveway for parking / Pavers to Driveway

Applicant signature: April Morrison **Date:** 12-2-25

Applicant name (printed): April Morrison

ZONING STAFF USE ONLY BELOW THIS LINE

Zoning of property: R-20

Size of house per Cobb County Tax Assessor records: 2309

Number of related adults proposed: 3 **Number permitted by code:** 5

Number of unrelated adults proposed: 0 **Number permitted by code:** 1

Number of vehicles proposed: 8 **Number permitted by code:** 5

Number of vehicles proposed to be parked outside: 8 **Number of vehicles permitted** 4

Revised December 18, 2013

LUP-2

Received by
Zoning
12-2-2025

ArcGIS Web Map



12/2/2025, 2:49:09 PM

1:564

0 0 0.01 0.02 mi

0 0.01 0.01 0.02 km

CAM_ActiveAddress

Zoning Districts

R-20

Land Lots

Subdivisions

CobbParcels

CountyEasements

<all other values>

DOT

WATER

Ramps

Local

Local

Minor Collectors

Major Collectors

Arterials

Interstates

ORTHO

Red: Band_1

Green: Band_2

Blue: Band_3

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ArcGIS Web AppBuilder

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Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-2-2026

SITE BACKGROUND

Applicant	April Murchison
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	April Murchison
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	April Murchison and Greg Persaud
Property Location	Located on the southeast corner of Woodhill Drive and Shadowood Court
Address	1331 Woodhill Drive
Access to Property	Woodhill Drive and Shadowood Court

QUICK FACTS

Commission District	3 - Birrell
Current Zoning	R-20
Current Use of Property	Single-family residence
Proposed Use	To allow more vehicles than the Code allows
Future Land Use	LDR
Site Acreage	0.57
District	16
Land Lot	376
Parcel #	16037600300
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Peyton McClure, CNU-A)

Based on the analysis of this case, Staff recommends **DENIAL**.

LUP-2 2026 Aerial Map

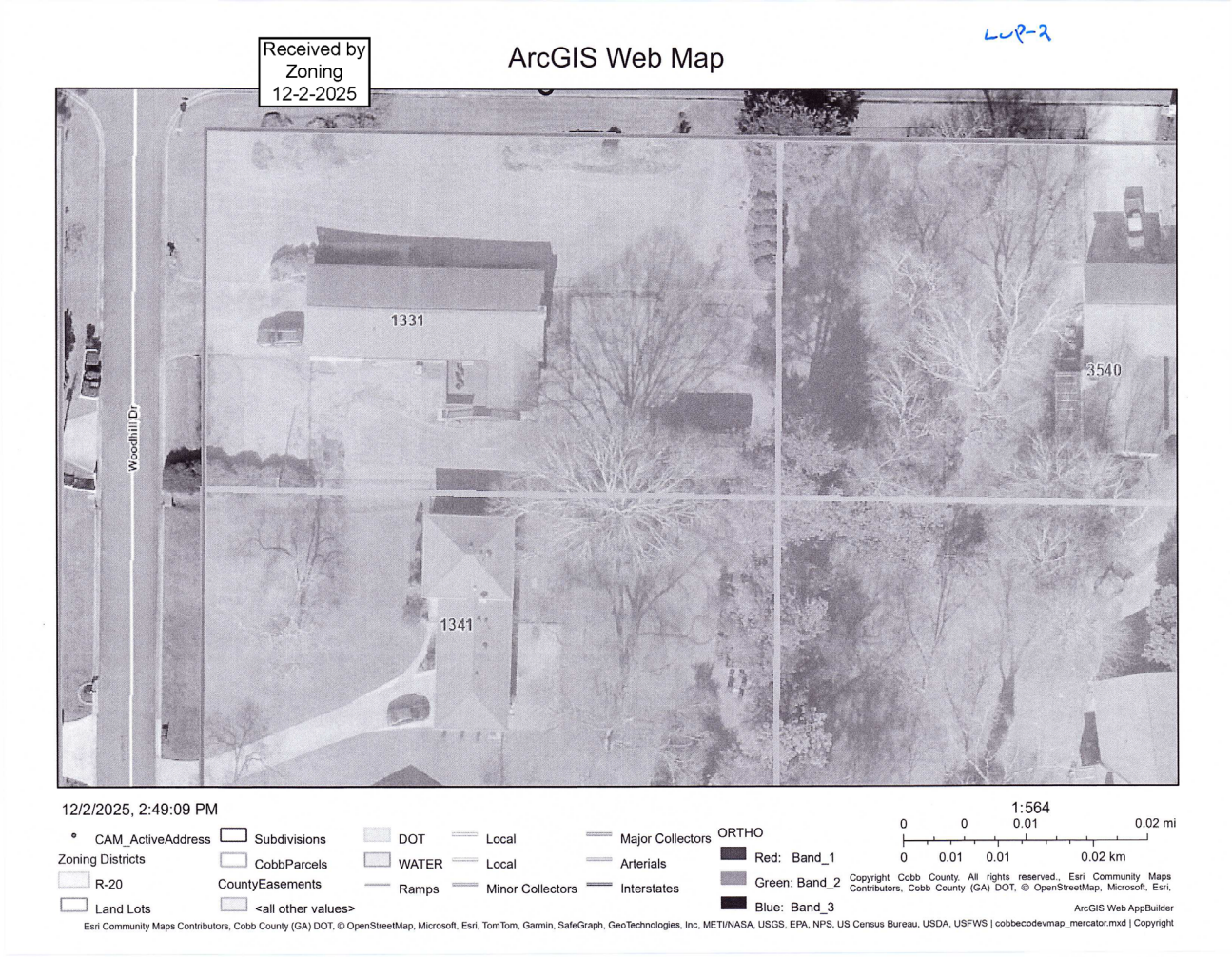


This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 105 210 Feet

Zoning Boundary

City Boundary


LUP-2
Received by Zoning 12-2-2025
ArcGIS Web Map
1331
3540
1341
Woodhill Dr
12/2/2025, 2:49:09 PM
1:564
0 0 0.01 0.02 mi
0 0.01 0.01 0.02 km
CAM_ActiveAddress
Subdivisions
DOT
Local
Major Collectors
ORTHO
Zoning Districts
CobbParcels
WATER
Local
Arterials
Red: Band_1
R-20
CountyEasements
Ramps
Minor Collectors
Interstates
Green: Band_2
Land Lots
<all other values>
Blue: Band_3
Copyright Cobb County. All rights reserved., Esri Community Maps Contributors, Cobb County (GA) DOT, © OpenStreetMap, Microsoft, Esri,
ArcGIS Web AppBuilder
Esri Community Maps Contributors, Cobb County (GA) DOT, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS | cobbecodevmap_mercator.mxd | Copyright

North

Zoning: R-20/ Singel-family Residential

Future Land Use: LDR

WEST

Zoning: R-20/ Singel-family Residential

Future Land Use: LDR

LUP-2 2026 Map



EAST

Zoning: R-20/ Singel-family Residential

Future Land Use: LDR

SOUTH

Zoning: R-20/ Singel-family Residential

Future Land Use: LDR

Current zoning district for the property

The R-20 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-20 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Request for a Temporary Land Use Permit

The Board of Commissioners may permit temporary land use permits for uses that are uniquely located and are considered compatible with adjoining zoning districts and nearby uses for designated periods of time for uses, exceptions or professions in areas, along roadways and within districts where the zoning regulations would otherwise prohibit such operations. Customary home occupations as defined in this chapter, do not require a temporary land use permit.

Summary of the applicant's proposal

The applicant is requesting a temporary land use permit to allow for a total of eight (8) cars to be parked outside a carport or garage at a 2,309 square foot home. The code allows for up to one (1) car and one (1) adult per 390 square feet based off the living space listed by the tax assessor, which would only allow five (5) cars on site, with only four (4) parked outside a carport or garage. The applicant would like to park eight (8) vehicles outside, which is not permitted by code. The property was placed on notice by the Code Enforcement for violating the single-family dwelling parking code. The applicant is requesting approval for 24 months. The house currently has an existing, fully enclosed garage, with two garage doors facing Woodhill Drive.

LUP-2-2026 DEPARTMENT COMMENTS – Fire Department

01/06/26

CCFMO is acceptable to the proposed zoning case as presented.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

LUP-2-2026 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

12/26/2025

Comprehensive Plan Future Land Use Designation: Low Density Residential
The subject tract is within the Low Density Residential (LDR) future land use category. The purpose of LDR is to provide for areas that are suitable for low density housing between one (1) and two and one-half (2.5) dwelling units per acre and non-supportive senior living housing that in certain circumstances may reach five (5) dwelling units per acre, depending on existing conditions such as product type and mix, structure/building height, tract size, topographic conditions, etc. in order to provide compatibility with adjacent residential uses. This category presents a range of densities.

What is the Future Land Use Sub-Category? N/A

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary?	☐ Yes	☒ No
If Yes:		
Which City:	N/A	
Was the city notified?	N/A	

Dobbins Air Reserve Base Zones

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☐ Yes	☒ No

---

Comments:

LUP-2

February '26 Zoning

Applicant: April Murchison

Water & Sewer Comments: No comments.

Recommendations:

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend no parking on the right-of-way.

2. Recommend driveway on Shadowood Court be paved with a treated hardened surface for a minimum of 25' from the edge of pavement or to the County right-of-way, whichever is greater in length. This recommendation is pursuant to Cobb County Development Standard 402.7.1, Residential Driveways and Cobb County Development Standard Detail 116R, Residential Driveway Standard.

3. Should any driveway modifications on Woodhill Drive or redevelopment of the property occur in the future, where redevelopment is defined as any action requiring a Land Disturbance Permit that also changes the existing operations of the development in terms of use, intensity and/or anticipated traffic, Cobb DOT recommends the following:

    a. Recommend driveway on Woodhill Drive be reconstructed to residential standards. This recommendation is pursuant to Cobb County Development Standard 402.7, Residential Driveways and Cobb County Development Standard Detail 116R, Residential Driveway Requirements.

4. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

Cobb County...Expect the Best!

COBB COUNTY CODE ENFORCEMENT
CASE SYNOPSIS

Report Date:
12/22/2025

CASE #: CODE-2025-07375 **OPEN DATE:** 11/3/2025

COMPLAINANT: SHEILA ROGERS **PHONE #:** 770-310-4140

DESCRIPTION: Two business trucks w/ trailers, skid steer tractor. also 11 vehicles usually parked at property.

PRIMARY ADDRESS:

1331 WOODHILL DR NE
MARIETTA, GA 30066

OWNER ADDRESS:

BELL SARAH FRANCES
1331 WOODHILL DR
MARIETTA, GA 30066

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
11/12/2025		Initial Investigation	In Violation	/* PERMITTED USE/SINGLE FAMILY DWELLING|*134-197 (3)*|Must comply with all requirements in the attached definition of dwelling unit. **see attached***/ /* PERMITTED USE/CUSTOMARY HOME OCCUPATION|*134-197 (3)*|Observe all Customary Home Occupation (CHO) regulations. **No employees, clients, materials, equipment, etc. allowed at residence. Only 1 business vehicle weighing less than 12,500 lb. gross vehicle weight rating is allowed at residence.*/ /* PARKING STANDARDS|*134-272 (6) b & c*|All vehicles must be parked on a hardened/treated surface. All tires must be on hardened/treated surface. Surface must be installed flush with the ground and capable of supporting all vehicle/equipment tires without driving onto or over an unapproved parking surface.*/ /* USE LIMITATIONS/ OUTSIDE STORAGE|*134-197 (12) e*|Only firewood and lawn furnishings are allowed to be stored outside. Remove all other items.*/
11/12/2025		Violation Details		I issued a Notice of Violation and related paperwork for SINGLE FAMILY DWELLING, based on the complaint, that Multiple vehicles are usually parked outside of the property. The property has 2,309 Livable sq ft zoned R-20 and allows 5/5/4, which means the following is allowed, 5 related adults to include 1 unrelated, 5 vehicles, 4 of which can be outside a garage or carport. Also on the notice was PARKING STANDARDS, OUTSIDE STORAGE and CUSTOMARY HOME OCCUPATION I observed two Trailers, Pavers, Cender Blocks, Ladder, Plywood and Ladder on the outside of the property on the right-side rear and left side rear of the property. I also observed vehicles parked on Gravel on the property near the Driveway on the property. The Notice and related paperwork was left with the property owner D. Harrell (Photos Uploaded).

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
12/02/2025		Case Details		The Property is not in Compliance.. for Parking Standards I observed white Pick Up truck and Trailer parked on Gravel Driveway on Shadowood Ct side of property and the property owner, stated that he informed Cobb Dept. of transportation and was told that the Driveway was no on any easement. Property owner stated that he will file for the Land Use Permit for the Driveway and Single family dwelling Violations.. D. Harrell
12/02/2025		ReInspection	In Violation	
12/03/2025		Case Details		Property owner Filed for an Land Use Permit for Parking on Non Hardened surfaces and Number of vehicles on property (LUP -2). Hearing Dates Feb 3, 2026 and Feb 17, 2026. D. Harrell
12/03/2025		ReInspection	In Violation	
12/08/2025		Phone Call		Complainant and her husband called and requested to speak to Officer Harrell. I advised that the Officer was in the field and offered to transfer to voice mail. D. Smith
12/10/2025		Case Details		Received additional complaint in regards to commercial equipment at the property. The property will be placed on the Early Morning Inspection List for CUTSTOMARY HOME OCCUPATION. D. Harrell

COBB COUNTY - COMMUNITY DEVELOPMENT AGENCY
Code Enforcement Division

Cobb County...Expect the Best!

Mailing Address
P.O. Box 649
Marietta, Ga. 30061

Physical Address
1150 Powder Springs Rd.
Suite 400
Marietta, Ga. 30064

Fax: (770) 528-2092

Notice of Violation

Violation Number: CODE-2025-07375 Date: 11/12/2025

The Cobb County Code Enforcement Division has grounds to believe the property located at:

1331 WOODHILL DR NE	MARIETTA, GA 30066	16	0376	030	R-20
(Address)	(City/State/Zip)	(Dist)	(Land Lot)	(Par)	(Zoning)

and/or BELL SARAH FRANCES (1331 WOODHILL DR MARIETTA, GA 30066)

may be in violation of the Official Code of Cobb County, Georgia. You have 10 days to bring the violation(s) into compliance. An inspection will be made on or about 10 days from November 12, 2025. Failure to comply could result in a citation being issued for you to appear in the Cobb County Magistrate Court, and you may be subject to a fine, imprisonment or both.

Violation	Code Section	Requirement for Compliance
PERMITTED USE/SINGLE FAMILY DWELLING	134-197 (3)	Must comply with all requirements in the attached definition of dwelling unit. see attached
PERMITTED USE/CUSTOMARY HOME OCCUPATION	134-197 (3)	Observe all Customary Home Occupation (CHO) regulations. No employees, clients, materials, equipment, etc. allowed at residence. Only 1 business vehicle weighing less than 12,500 lb. gross vehicle weight rating is allowed at residence.
PARKING STANDARDS	134-272 (6) b & c	All vehicles must be parked on a hardened/treated surface. All tires must be on hardened/treated surface. Surface must be installed flush with the ground and capable of supporting all vehicle/equipment tires without driving onto or over an unapproved parking surface.
USE LIMITATIONS/ OUTSIDE STORAGE	134-197 (12) e	Only firewood and lawn furnishings are allowed to be stored outside. Remove all other items.

Danny Harrell (Danny.Harrell@cobbcounty.gov) — Officer

770-528-2112 — Telephone

Contact the Officer listed above by telephone or email for further information. Officer availability 8:00-9:00 a.m. and 3:30-4:30 p.m. Monday through Friday. You may leave voice mail or send email at any time.

A COMPLETE COPY OF THE COBB COUNTY ORDINANCE MAY BE VIEWED AT **WWW.COBBCOUNTY.ORG**


Nov 12, 2025 at 10:53:26 AM


Nov 12, 2025 at 12:35 AM


Nov 12, 2025 at 11:12:49 AM


Nov 12, 2025 at 11:13:45 AM


Nov 12, 2025 at 11:14:57 AM


Nov 12, 2025 at 11:15:00 AM


Nov 12, 2025 at 11:15:07 AM


Nov 12, 2025 at 11:15:52 AM
IRONBULL


Dec 2, 2025 at 1:15:32 PM


Dec 2, 2025 at 1:15:40 PM

COBB COUNTY
COMMUNITY DEVELOPMENT AGENCY

Code Enforcement Division
1150 Powder Springs St, Ste 400
Marietta, Georgia 30064
(770) 528-2180 fax (770) 528-2092

Brent Farrell
Division Manager

Incident Number: CODE-2025-07375

Follow the attached ordinances – One family (within the fourth degree**)** including up to one unrelated adult **OR** two or fewer unrelated adults may occupy a single-family residence. There must be at least 390 square feet of total building square footage for each related adult occupant and each vehicle regularly parked at the residence.

The tax records for this property show 2,309 square feet which allows for _5_ related adults, including up to one unrelated adult or two or fewer unrelated adults; and 5 vehicles to be regularly parked at this residence. Of the total number of vehicles allowed, only _4_ may be parked outside of a garage or carport.

Please provide a notarized statement within the next 10 days stating how many adults reside at this residence, and how they are related. Additionally, please list the vehicles that are regularly parked at this residence.

Section 134-1 DEFINITIONS

Adult means any person over the age of 18 years old or legally emancipated in the State of Georgia

Family means two or more persons related by blood, legal adoption, or marriage, occupying a dwelling. Related means persons are all related to each other within the fourth degree, as defined in O.C.G.A. § 53-2-1, which includes parents, children, grandparents, grandchildren, brothers and sisters. State of Georgia authorized foster children of a family member shall also be deemed a member of the family for this purpose

Single-family dwelling unit. A single-family dwelling unit consists of one or more rooms which are arranged, designed or used as living quarters for one family including up to one unrelated adult, or two or fewer unrelated adults and their children and/or grandchildren.

(1) A single-family dwelling unit shall have an interior bathroom and complete kitchen facilities, permanently installed.

(2) A single-family dwelling unit shall have at least 390 square feet of living building square footage (as determined and maintained in the records of the Cobb County Tax Assessor) per each adult occupant.

(3) No more than one vehicle per 390 square feet of living building square footage may be parked regularly overnight on the property upon which the single-family dwelling unit exists.

Of the total number of vehicles allowed per 390 square feet of living building square footage, there shall be a maximum of **five** or less (of the total) parked outside of a garage, carport or the like for properties zoned **R-40, R-80 and RR**.

All Other zoning districts used for single family dwelling units shall have no more than **Four** vehicles parked outside of a garage, carport or the like.

This includes vehicles parked within the right-of-way adjacent to a dwelling unit.

"Regularly" means a majority of days in any seven-day period.
Exceptions to this definition may be considered as part of a land use permit processed in accordance with section 134-36. Contact Zoning (770) 528-2035.

STAFF ANALYSIS

There are twelve criteria that must be considered for a Temporary Land Use Permit. The criteria are below in bold, with the staff analysis following:

(1) Safety, health, welfare and moral concerns involving the surrounding neighborhood.
It is Staff's opinion that the proposed use may not have an impact on the safety, health, welfare and moral concerns involving the surrounding neighborhood.

(2) Parking and traffic considerations.
It is Staff's opinion that the proposed use may not have an impact on the traffic and parking considerations, since parking would occur on the property and there are only three (3) adults proposed.

(3) Number of nonrelated employees.
N/A

(4) Number of commercial and business deliveries.
N/A

(5) The general presumption of the board of commissioners that residential neighborhoods should not allow noncompatible business uses.
N/A

(6) Compatibility of the business use to the neighborhood.
N/A

(7) Hours of operation.
N/A

(8) Existing business uses in the vicinity.
There are no known commercial uses in the neighborhood.

(9) Effect on property values of surrounding property.
It is Staff's opinion that the proposed use may have an adverse effect on surrounding property values.

(10) Circumstances surrounding neighborhood complaints.
This is the result of Code Enforcement action addressing multiple vehicles, outdoor storage, and parking standards.

(11) Intensity of the proposed business use.
N/A

(12) Location of the use within the neighborhood.
The property is within a platted neighborhood.

LUP-2-2026 DEPARTMENT COMMENTS – Zoning Division

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Revised December18, 2013

Application #:_____

PC Hearing Date:_____

BOC Hearing Date:_____

TEMPORARY LAND USE PERMIT WORKSHEET (FOR NUMBER OF ADULTS AND/OR VEHICLES)

1. **Number of unrelated adults in the house?** 0
2. **Number of related adults in the house?** 3
3. **Number of vehicles at the house?** 8
4. **Where do the residents park?**
   Driveway: ✓ ; **Street:**_____ ; **Garage:** _____
5. **Does the property owner live in the house? Yes** ✓ ;**No**_____
6. **Any outdoor storage? No** ✓ ; **Yes**_____**(If yes, please state what is kept outside):**_____
7. **Length of time requested (24 months maximum):** 24 mos.
8. **Is this application a result of a Code Enforcement action? No**___ ;**Yes**__ **(If yes, attach a copy of the Notice of Violation and/or tickets to this form).**
9. **Any additional information? (Please attach additional information if needed):**
   We also use existing gravel driveway for parking / Pavers to Driveway

Applicant signature: April Morrison **Date:** 12-2-25

Applicant name (printed): April Morrison

ZONING STAFF USE ONLY BELOW THIS LINE

Zoning of property: R-20

Size of house per Cobb County Tax Assessor records: 2309

Number of related adults proposed: 3 **Number permitted by code:** 5

Number of unrelated adults proposed: 0 **Number permitted by code:** 1

Number of vehicles proposed: 8 **Number permitted by code:** 5

Number of vehicles proposed to be parked outside: 8 **Number of vehicles permitted** 4

Revised December 18, 2013

12/26/2026

Site Data

1. Address: 1331 Woodhill Drive
2. District: 3

Existing Conditions

Floodplain Information

1. Flood Damage Prevention Designated Flood Hazard: No

Proposed Project Onsite Design Requirements

1. At this time there are no present or future site improvement/modifications proposed. (More vehicles than allowed by Code).

2. Stormwater Management has no objection to the request.

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

SLUP-1-2026

SITE BACKGROUND

Applicant	Dane Contracting, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Zeke Farriba and Barton L. Boyd
Property Location	Located on the southwest side of Baker Road, north of Webster Drive
Address	2675 Baker Road
Access to Property	Baker Road

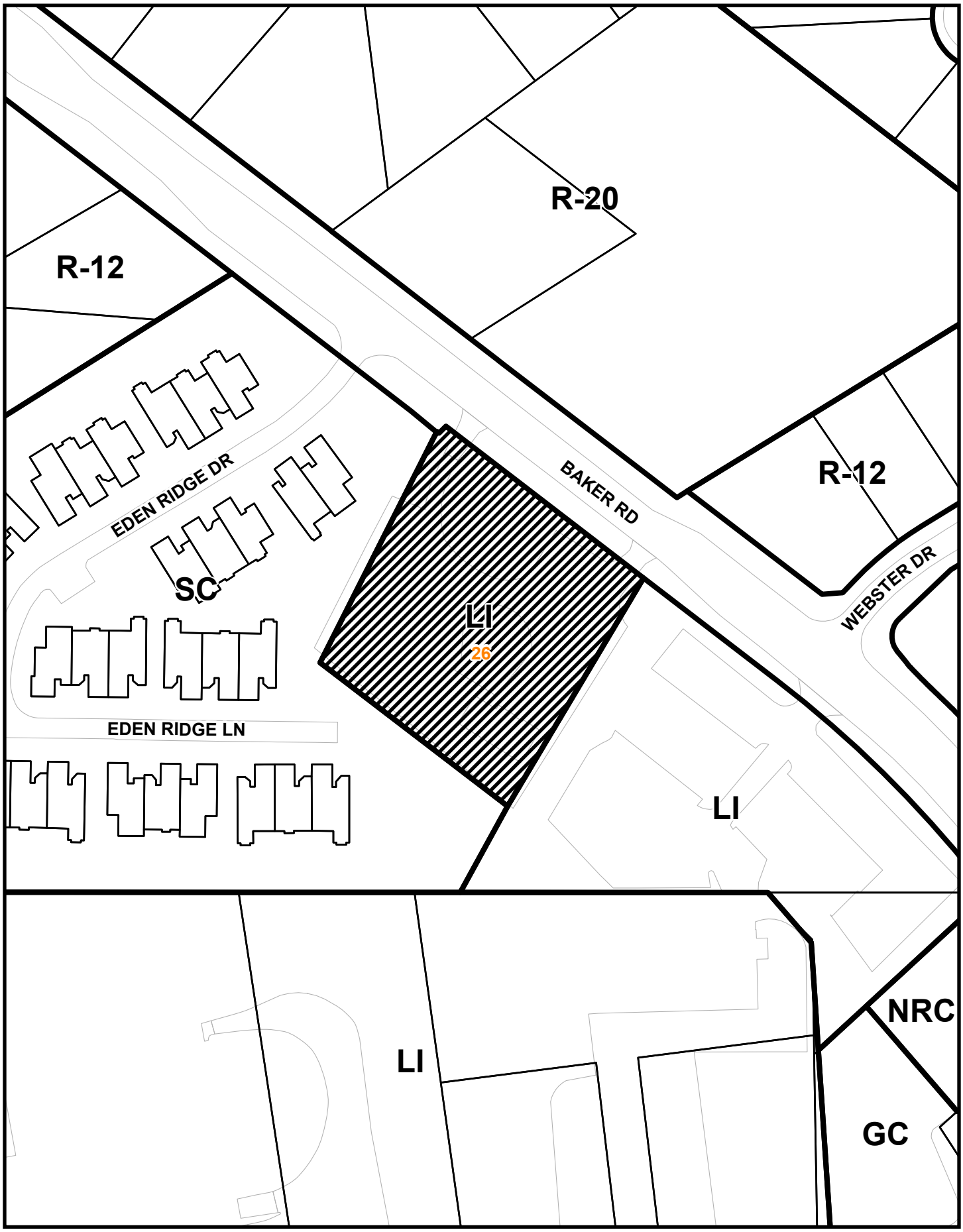
QUICK FACTS

Commission District	1 - Gambrill
Current Zoning	LI
Current Use of Property	Tree and landscape business
Proposed Zoning	LI
Proposed Use	Addition of wood materials processing for firewood
Future Land Use	IC
Site Acreage	1.28
District	20
Land Lot	26
Parcel #	20002600150
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

SLUP-1 2026 Map



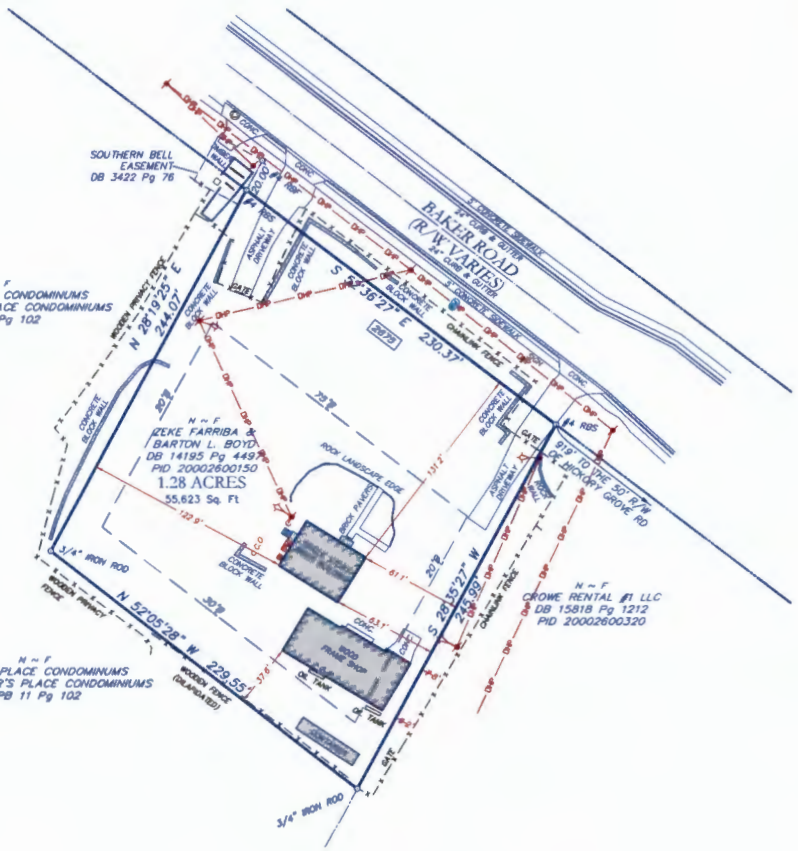
This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 105 210 Feet

Zoning Boundary

City Boundary

RESERVED FOR COURT CLERK





VICINITY MAP

GENERAL NOTES

THE FOLLOWING GPS STATISTICS UPON WHICH THE FIELD DATA COLLECTED IS BASED HAVE BEEN PRODUCED AT THE 95% CONFIDENCE LEVEL:

POSITIONAL ACCURACY: 0.05' HORIZONTAL / 0.1' VERTICAL
EQUIPMENT USED: STONEX S900+
CORRECTION TYPE: VRS NETWORK CORRECTIONS
SERVICE USED: TOPNET LIVE
DATUM: NAD_83(2011)
GEOID MODEL: 2018

THE HORIZONTAL CLOSURE OF THIS PLAT HAS BEEN CALCULATED TO BE 1:171,600.

THIS FOLLOWING SETBACKS APPLY TO PROPERTIES ZONED LI (LIGHT INDUSTRIAL) PER COBB COUNTY ZONING ORDINANCES.

FRONT SETBACK	75 FEET
SIDE SETBACK	20 FEET
REAR SETBACK	30 FEET

VERIFY THIS SETBACK INFORMATION WITH THE APPROPRIATE ZONING AUTHORITIES FOR SAID MUNICIPALITY.

THIS PROPERTY IS NOT LOCATED IN A 100 YEAR FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 13067C0009G AND THE DATE OF SAID MAP IS DECEMBER 16, 2008. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.

UTILITIES SHOWN ON THIS PLAT ARE BASED ON VISIBLE ABOVE GROUND EVIDENCE. UNDERGROUND UTILITIES MAY EXIST IN THIS SITE THAT ARE NOT SHOWN ON THIS SURVEY.

A TITLE INSPECTION WAS NOT PERFORMED AS PART OF THIS SURVEY. EASEMENTS OR OTHER MATTERS OF TITLE MAY EXIST IN PUBLIC RECORD BUT ARE NOT SHOWN HEREON.

RECEIVED
DEC 04 2025
COBB COUNTY ZONING

LEGEND

POB	POINT OF BEGINNING	FH	FIRE HYDRANT
POC	POINT OF COMMENCEMENT	WV	WATER VALVE
RBS	REBAR SET	WM	WATER METER
RBF	REBAR FOUND	GM	GAS METER
MNF	MAG NAIL FOUND	PM	POWER METER
MNS	MAG NAIL SET	EB	ELECTRICAL BOX
CRF	CAPPED REBAR FOUND	PP	POWER POLE
OTF	OPEN TOP PIPE FOUND	OHE	OVERHEAD ELECTRICAL
CMF	CONCRETE MONUMENT FOUND	GW	GUY WIRE
DI	DROP INLET	RD	ROOF DRAIN
CI	CATCH INLET	DI	DROP INLET
YI	YARD INLET	JB	JUNCTION BOX
OCS	OUTLET CONTROL STRUCTURE	SWCB	SINGLE WING CATCH BASIN
JB	JUNCTION BOX	DWCB	DOUBLE WING CATCH BASIN
SWCB	SINGLE WING CATCH BASIN	HW	HEAD WALL
DWCB	DOUBLE WING CATCH BASIN	SES	SAFETY END SECTION
HW	HEADWALL	UGG	UNDERGROUND GAS LINE
FES	FLARED END SECTION	UGW	UNDERGROUND WATER LINE
CMP	CORRUGATED METAL PIPE	UGE	UNDERGROUND ELECTRIC LINE
RCP	REINFORCED CONCRETE PIPE	UGT	UNDERGROUND TELECOM
SS	SANITARY SEWER	SS	SANITARY SEWER LINE
F.M.E.	FORCE MAIN EASEMENT	SSMH	SANITARY SEWER MANHOLE
S.S.E.	SANITARY SEWER EASEMENT	CO	CLEAN OUT
D.E.	DRAINAGE EASEMENT	GT	GREASE TRAP
W.E.	WATER EASEMENT		FENCE
			BOLLARD
		444	SPOT ELEVATION

SURVEY REFERENCES

1. REFERENCE A WARRANTY DEED TO ZEKE FARRIBA AND BARTON L. BOYD RECORDED IN DEED BOOK 14195, PAGE 4497.

2. REFERENCE A COBB COUNTY RIGHT-OF-WAY DEED RECORDED IN DEED BOOK 11747, PAGE 230-232.

3. REFERENCE A PLAT FOR HUEY L. CHUMLEY RECORDED IN PLAT BOOK 48, PAGE 123.

REFERENCE A FINAL PLAT OF MADISON PLACE CONDOMINIUMS (F.K.A SETTLER'S PLACE CONDOMINIUMS) RECORDED IN COBB PLAT BOOK 11, PAGE 102.

50 0 50 100

SCALE: 1" = 50'

SURVEYOR'S CERTIFICATION

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REED DEKLE , LS # 3166 — DATE 7-23-25

PRELIMINARY

JOB NO.	3089
DRAWN BY	JBD
CHECKED	RTD
DATE	7-23-25
FIELD DATE	7-16-25
SCALE	1"=50'

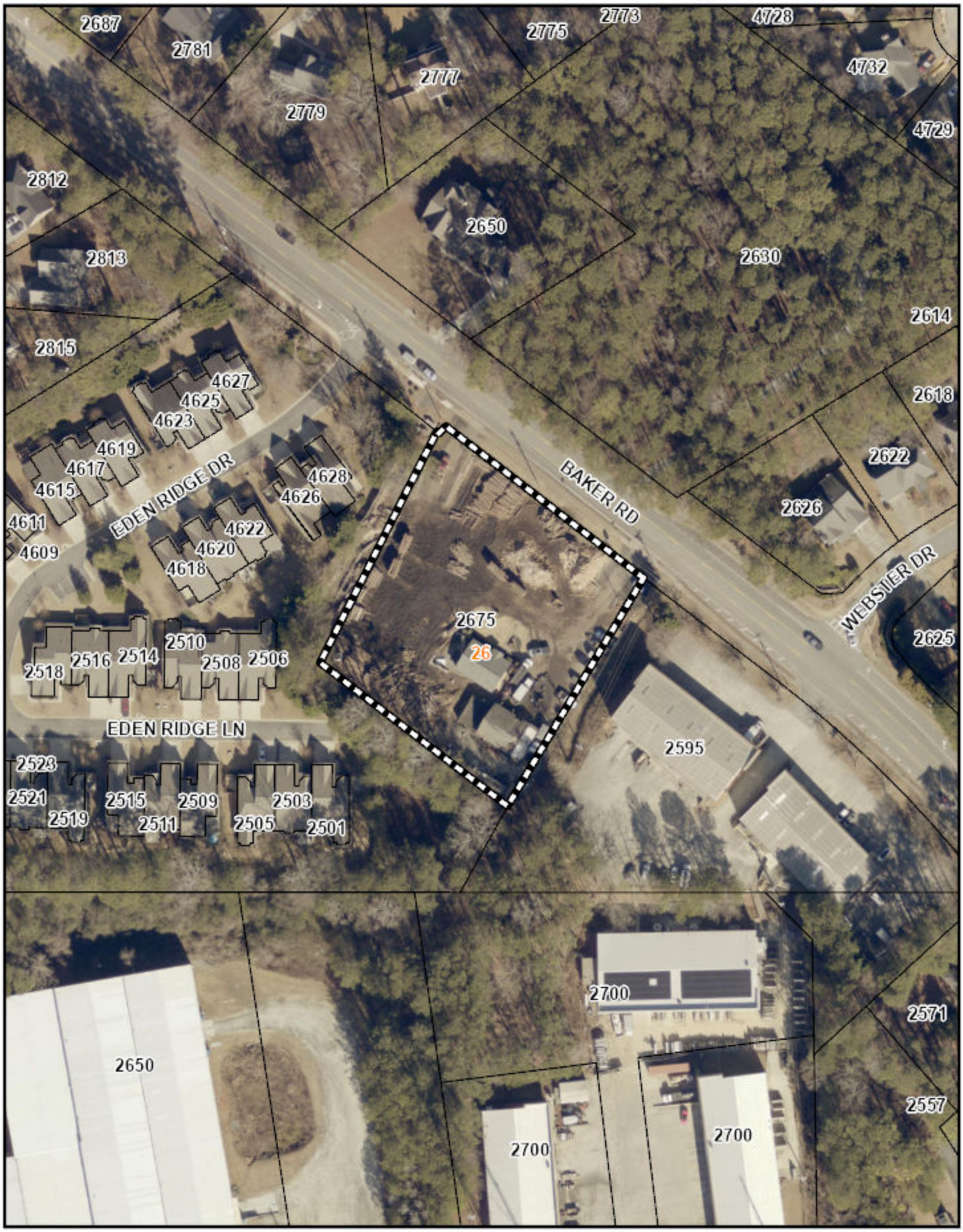
REVISIONS	DATE

5D GEOMATICS
1400 WINDMOOR COURT
KENNESAW, GEORGIA 30144
PHONE: (770) 653-4558

BOUNDARY RETRACEMENT SURVEY OF:
3675 BAKER ROAD FOR:
DANE TREE SERVICE
TAX PARCEL: 20002600150
3675 BAKER ROAD, ACWORTH, GEORGIA 30101
LAND LOT 26 OF THE 2nd DISTRICT, 2nd SECTION, COBB COUNTY, GEORGIA

Sheet 1 of 1

SLUP-1 2026 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 105 210 Feet

Zoning Boundary

City Boundary

ATTACHMENT TO APPLICATION FOR SPECIAL LAND USE PERMIT

Application No.:	**SLUP-_____ (2026)**
Hearing Dates:	**February 3, 2026** **February 17, 2026**
Applicant:	**Dane Contracting L.L.C.**
Titleholders:	**Zeke Farriba and Barton L. Boyd**
Tax Parcel Number:	**20002600150**

STATEMENT OF PROPOSED SITE IMPROVEMENTS

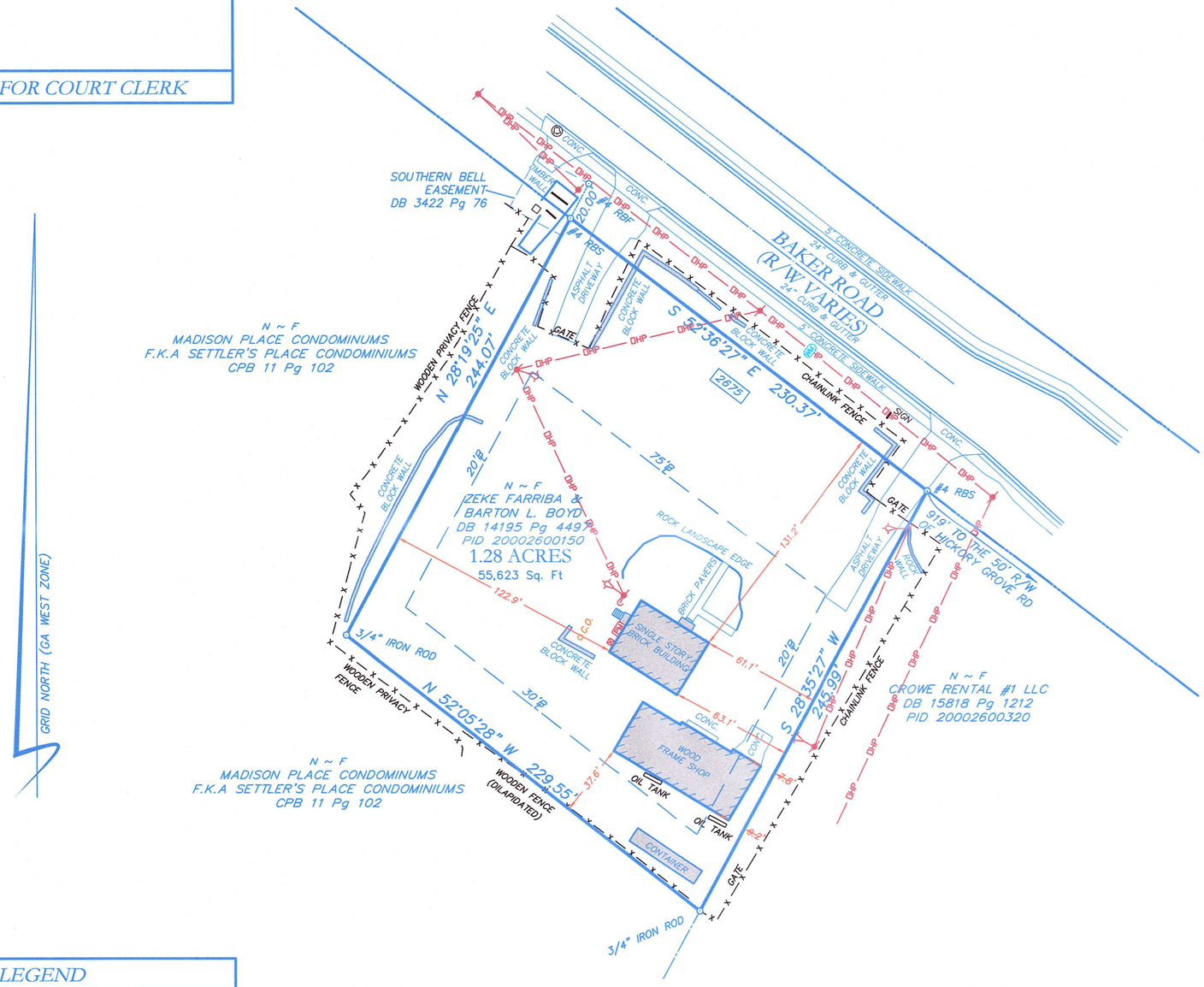
Applicant, Dane Contracting L.L.C. (hereinafter "Applicant"), operates its tree and landscape business from the property located at 2675 Baker Road, N.W., being approximately 1.28 acres located in Land Lot 26, 20th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Property is zoned to the Light Industrial ("LI") zoning classification which allows for the operation of the current business and the parking of heavy equipment. Applicant is seeking a Special Land Use Permit for the Property for the processing of wood materials for firewood in conjunction with Applicant's tree and landscape services. Applicant proposes no new construction on the Property for this use.

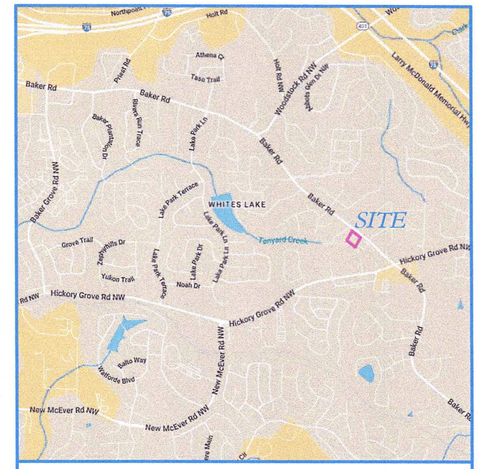
RECEIVED
DEC 0 4 2025
COBB COUNTY ZONING

SCUP-1

RESERVED FOR COURT CLERK

RECEIVED
DEC 04 2025
COBB COUNTY ZONING





VICINITY MAP

GENERAL NOTES

THE FOLLOWING GPS STATISTICS UPON WHICH THE FIELD DATA COLLECTED IS BASED HAVE BEEN PRODUCED AT THE 95% CONFIDENCE LEVEL:

POSITIONAL ACCURACY: 0.05' HORIZONTAL / 0.1' VERTICAL
EQUIPMENT USED: STONEX S900+
CORRECTION TYPE: VRS NETWORK CORRECTIONS
SERVICE USED: TOPNET LIVE
DATUM: NAD_83(2011)
GEOID MODEL: 2018

THE HORIZONTAL CLOSURE OF THIS PLAT HAS BEEN CALCULATED TO BE 1:171,600.

THIS FOLLOWING SETBACKS APPLY TO PROPERTIES ZONED LI (LIGHT INDUSTRIAL) PER COBB COUNTY ZONING ORDINANCES.

FRONT SETBACK	75 FEET
SIDE SETBACK	20 FEET
REAR SETBACK	30 FEET

VERIFY THIS SETBACK INFORMATION WITH THE APPROPRIATE ZONING AUTHORITIES FOR SAID MUNICIPALITY.

THIS PROPERTY IS NOT LOCATED IN A 100 YEAR FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 13067C0009G AND THE DATE OF SAID MAP IS DECEMBER 16, 2008. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.

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LEGEND

POB	POINT OF BEGINNING		FIRE HYDRANT
POC	POINT OF COMMENCEMENT		WATER VALVE
RBS	REBAR SET	WM	WATER METER
RBF	REBAR FOUND	GM	GAS METER
MNF	MAG NAIL FOUND	PM	POWER METER
MNS	MAG NAIL SET	EB	ELECTRICAL BOX
CRF	CAPPED REBAR FOUND		POWER POLE
OTF	OPEN TOP PIPE FOUND		OVERHEAD ELECTRICAL
CMF	CONCRETE MONUMENT FOUND		GUY WIRE
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CI	CATCH INLET		DROP INLET
YI	YARD INLET		JUNCTION BOX
OCS	OUTLET CONTROL STRUCTURE		SINGLE WING CATCH BASIN
JB	JUNCTION BOX		DOUBLE WING CATCH BASIN
SWCB	SINGLE WING CATCH BASIN		HEAD WALL
DWCB	DOUBLE WING CATCH BASIN		SAFETY END SECTION
HW	HEADWALL	G	UNDERGROUND GAS LINE
FES	FLARED END SECTION	W	UNDERGROUND WATER LINE
CMP	CORRUGATED METAL PIPE	E	UNDERGROUND ELECTRIC LINE
RCP	REINFORCED CONCRETE PIPE	T	UNDERGROUND TELECOM
SS	SANITARY SEWER	SS	SANITARY SEWER LINE
F.M.E.	FORCE MAIN EASEMENT	S	SANITARY SEWER MANHOLE
S.S.E.	SANITARY SEWER EASEMENT	CO	CLEAN OUT
D.E.	DRAINAGE EASEMENT	G.T.	GREASE TRAP
W.E.	WATER EASEMENT		FENCE
			BOLLARD
		+99.9	SPOT ELEVATION

SURVEY REFERENCES

1. REFERENCE A WARRANTY DEED TO ZEKE FARRIBA AND BARTON L. BOYD RECORDED IN DEED BOOK 14195, PAGE 4497.

2. REFERENCE A COBB COUNTY RIGHT-OF-WAY DEED RECORDED IN DEED BOOK 11747, PAGE 230-232.

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50 0 50 100

SCALE: 1" = 50'

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BOUNDARY RETRACEMENT SURVEY OF:
2675 BAKER ROAD FOR:
DANE TREE SERVICE
TAX PARCEL: 20002600150
2675 BAKER ROAD, ACWORTH, GEORGIA 30101
LAND LOT 26 OF THE 20th DISTRICT, 2nd SECTION, COBB COUNTY, GEORGIA

Sheet 1 of 1

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

SLUP-1-2026

SITE BACKGROUND

Applicant	Dane Contracting, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	J. Kevin Moore
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Zeke Farriba and Barton L. Boyd
Property Location	Located on the southwest side of Baker Road, north of Webster Drive
Address	2675 Baker Road
Access to Property	Baker Road

QUICK FACTS

Commission District	1 - Gambrill
Current Zoning	LI
Current Use of Property	Tree and landscape business
Proposed Zoning	LI
Proposed Use	Addition of wood materials processing for firewood
Future Land Use	IC
Site Acreage	1.28
District	20
Land Lot	26
Parcel #	20002600150
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

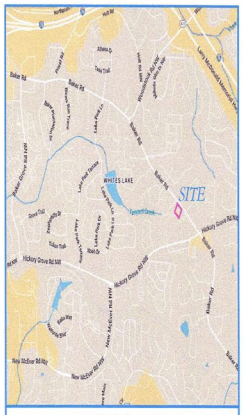
(Zoning staff member: Shaun Daniels, Planner II)

Based on the analysis of the case, Staff recommends **DENIAL.**

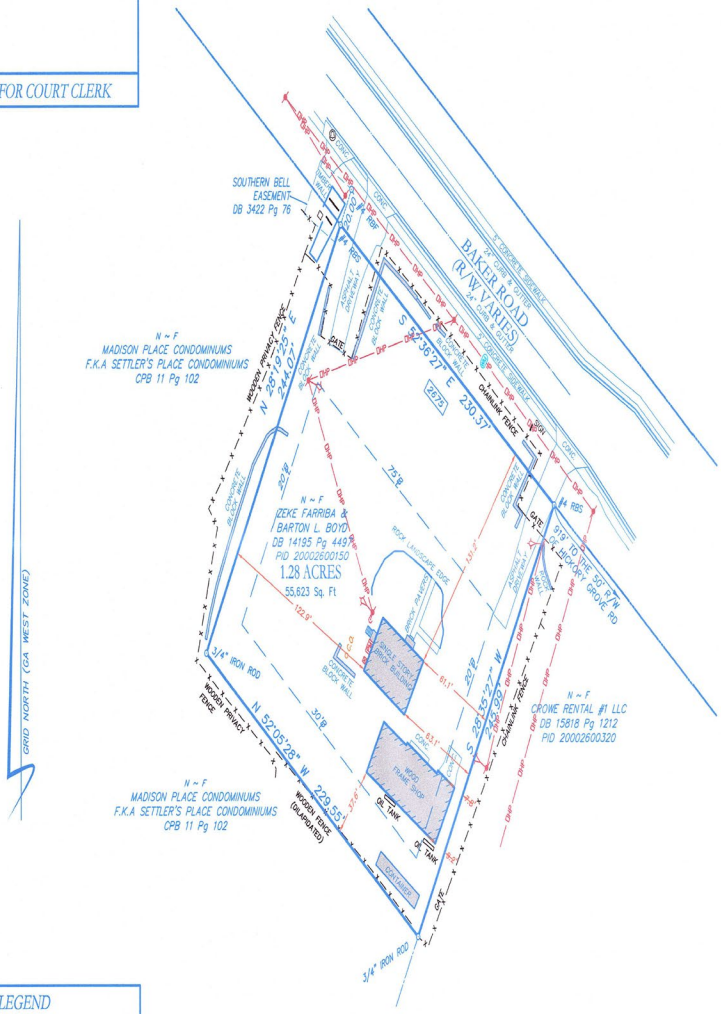
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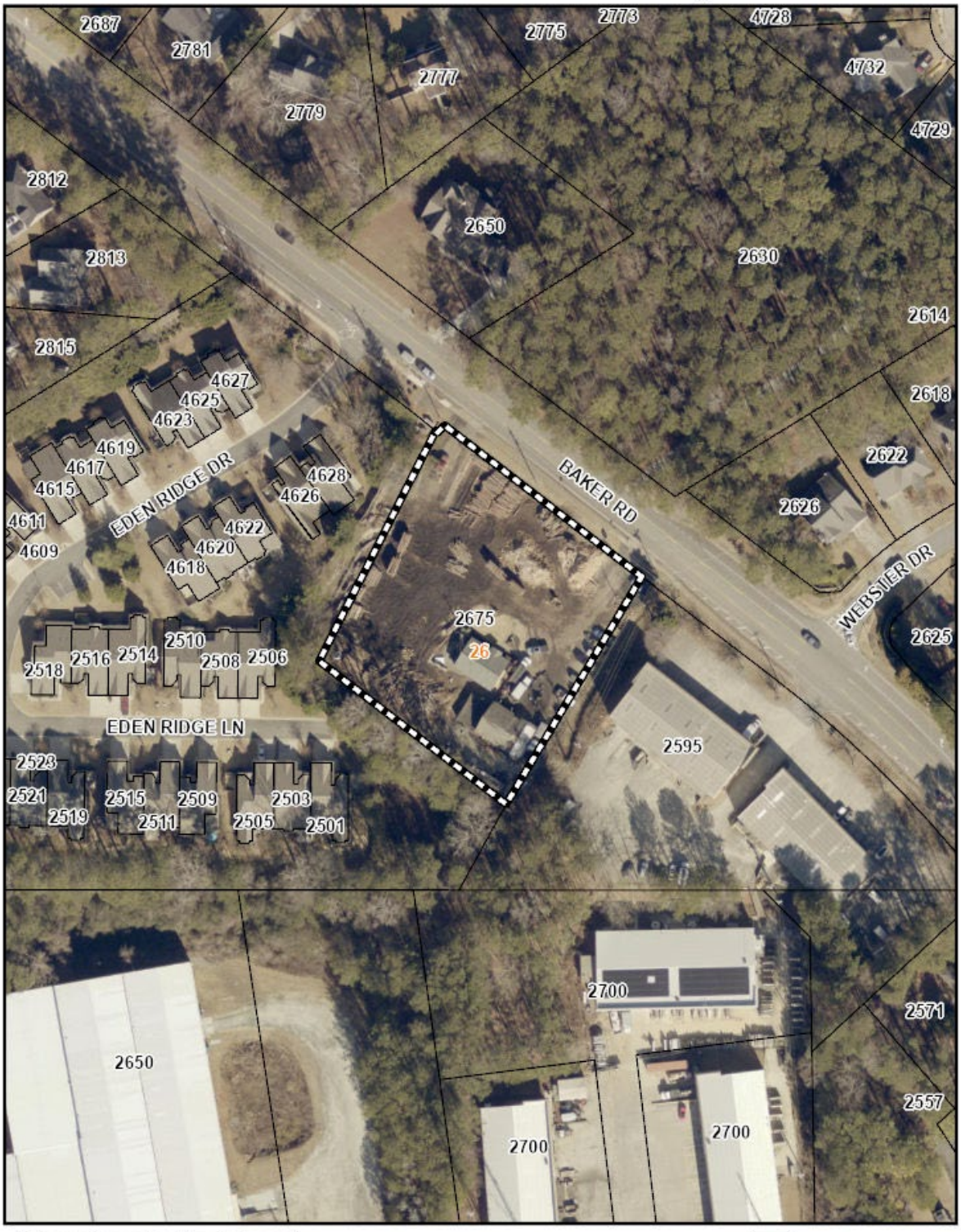
REVISIONS | DATE

5D GEOMATICS
1400 WINDMOOR COURT
KENNESAW, GEORGIA 30144
PHONE: (770) 653-4558

BOUNDARY RETRACEMENT SURVEY OF:
2675 BAKER ROAD FOR:
DANE TREE SERVICE
TAX PARCEL: 20002600130
2675 BAKER ROAD, MARIETTA, GEORGIA 30101
LAND LOT 26 OF THE 20th DISTRICT, 2nd SECTION, COBB COUNTY, GEORGIA

Sheet 1 of 1

SLUP-1 2026 Aerial Map



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0 105 210 Feet

Zoning Boundary

City Boundary

North

Zoning: : R-20 Single-Family Residential

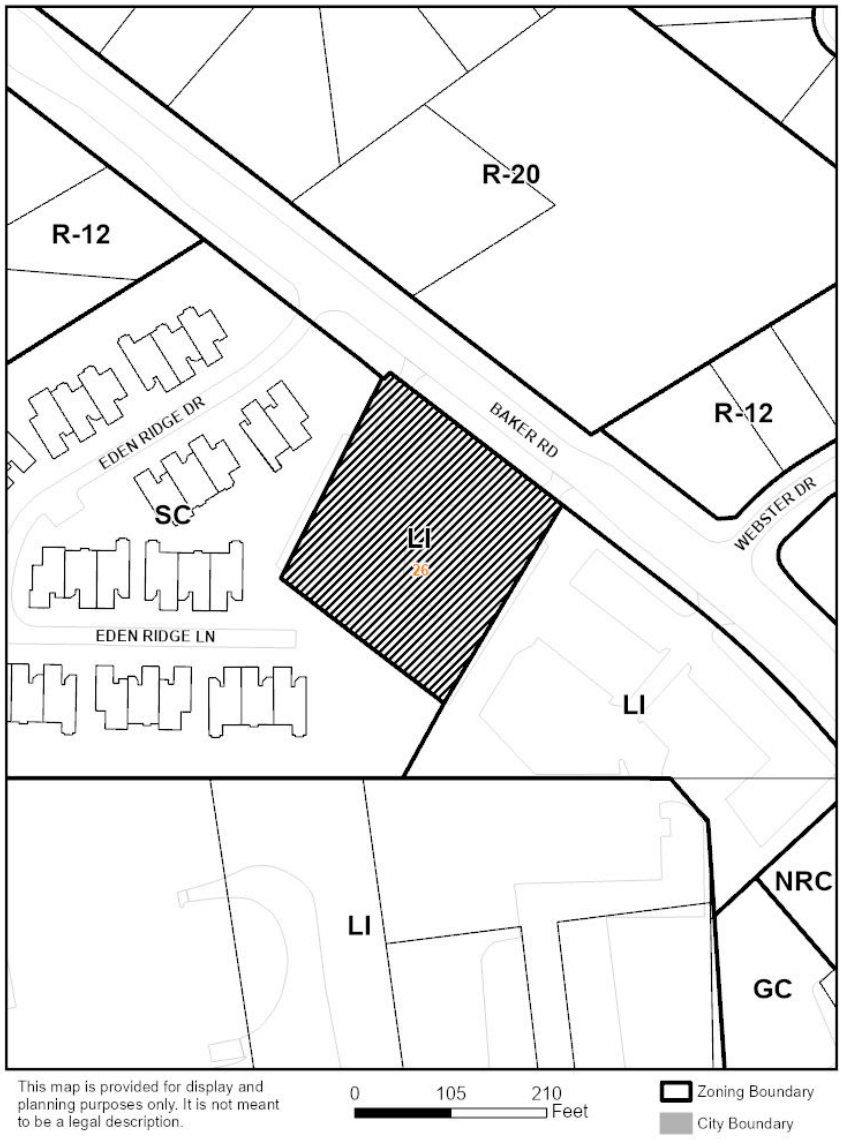
Future Land Use: LDR

WEST

Zoning: SC Suburban Condominium Residential

Future Land Use: MDR

SLUP-1 2026 Map



EAST

Zoning: LI Light Industrial

Future Land Use: IC

SOUTH

Zoning: SC Suburban Condominium Residential & LI Light Industrial

Future Land Use: MDR & IC

Current zoning district for the property

The LI district is established to provide locations for light industrial uses such as low intensity automobile repair and service, animal care facilities, commercial greenhouses, livestock, poultry, business distribution centers, warehousing and storage, and transportation terminals, which are on properties delineated within or on the perimeter of an industrial compatible and industrial category as defined and shown on the Cobb County Comprehensive Land Use Plan: A Policy Guide, adopted November 27, 1990. When located on the perimeter of an industrial node, the LI district should provide for uses that are low in intensity and scale such as to ensure compatibility with surrounding properties.

Request for a Special Land Use Permit

The Board of Commissioners may grant special land use permits for uses enumerated in Sec. 134-37, subsection (a). The granting of a special land use permit is conditional upon the site plan considered by the Board of Commissioners. The Board of Commissioners may grant special land use permits for any period of time at the discretion of the Board of Commissioners.

Summary of the applicant's proposal

The applicant is requesting a Special Land Use Permit (SLUP) to continue operating a wood-processing activity that converts raw wood materials into firewood. The applicant proposes to store processed firewood in the northeastern portion of the property, adjacent to Baker Road. The business currently operates as a tree and landscape service on approximately 1.28 acres. Under the approved rezoning case Z-106 of 1998, the applicant is permitted to park heavy equipment on the property. According to the applicant's representative, the wood-processing activity has been ongoing for several years. This SLUP request was initiated following a proactive notice of violation issued by Cobb County Code Enforcement.

Non-residential criteria

Proposed # of buildings**:** 2 (existing)
Proposed # of stories: 0 (existing)
Total sq. footage of development: 2140sf
Floor area ratio: .04
Square footage per acre: 1672sf
Required parking spaces: 1 space per 285 square feet (net) of floorspace, 1 space per vehicle parked on-site.
Proposed parking spaces: 0, none paved or stripped
Acres in floodplain or wetlands: 0
Impervious surface shown: N/A

Are there any zoning variances?

Yes;

1. The existing building does not meet the required setbacks and encroaches into the eastern property setback;
2. A landscape plan and survey showing installation of the required buffer adjacent to the residential properties located to the south and west.

Are there any environmental conditions existing or proposed on the site?

There are no known existing or proposed environmental conditions on the site. The applicant intends to continue processing wood into firewood and storing the material on the northeastern portion of the property adjacent to Baker Road.

SLUP-01-2026 DEPARTMENT COMMENTS – Fire Department

12/17/25

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

FIRE DEPARTMENT ACCESS:
Fire apparatus access roads shall extend to within 150 feet of all portions of the facility or any portion of the exterior wall of the first floor (State Modifications IFC 503.1 2018 Edition and Cobb County Development Standards 402.11). A ten-foot separation, open to sky, is required in order to measure between structures. (CCDS 402.11)

All access roads shall meet the American Association of State and Highway Transportation Officials (AASHTO) design manual live load standard HS20 (75,000 lbs.) with an unobstructed width of not less than 20 feet, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

Maximum slope of the access road in reference to the apparatus is 10% Front to Back and 5% Side to Side. Maximum grade of roadways leading to Fire Access roads refer to the Cobb County Development Standard Section 400: 14% for Non-Residential. Maximum angle of departure is 8.5%.

Dead-end access roads more than 150 feet shall be provided with a turn-around (IFC Chapter-5, 120-3-3 Rules and Regulations, CCDS Section-401 & 402). Refer to APPENDIX-D for dimensional criteria for turn-arounds in commercial developments.

ACCESS GATES:
Gates securing fire apparatus access shall meet the following requirements:

- minimum 14 feet in clear width for a single lane and 20 feet for a double lane. The gates shall not reduce the operating width of the roadway.
- Double lane gates shall be a minimum of 20 feet in clear width.
- Gates shall be of the swinging or sliding type.
- Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access during normal operations and in power failure.
- Emergency opening devices require a permit and shall be approved by the Cobb County Fire Marshal's Office. (Cobb County Development Standards 401.8.2)

(continued)

CERTIFICATE OF OCCUPANCY:

Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

FIRE HYDRANT:

The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

SLUP-1-2026 DEPARTMENT COMMENTS – Site Plan Review

12/26/2025

As determined by the Site Plan Review Section, the property owner may be required to obtain a Land Disturbance Permit to perform any site modifications, as required per stipulation approval (fencing, landscaping, curb/gutter & sidewalk installation, etc.) or otherwise. Contact Site Plan Review, 770-528-2147.

SLUP-1-2026 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

12/26/2025

Comprehensive Plan Future Land Use Designation: Industrial Compatible
The subject tract is within the Industrial Compatible (IC) future land use category. The purpose of the IC is to provide for areas that can support light industrial, office/warehouse and distribution uses. Typical land uses for these areas include professional business parks and distribution centers.

What is the Future Land Use Sub-Category? N/A

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If Yes:
Which City: Kennesaw & Acworth
Was the city notified? Yes

Dobbins Air Reserve Base Zones

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☐ Yes	☒ No

---

Comments:

SLUP-1

February '26 Zoning

Applicant: Dane Contracting, LLC

Water & Sewer Comments: No comments.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend retaining the following DOT recommendations from Z-106-1998:
    a. Recommend 150' deceleration lane for ingress into the facility from the Arterial.
    b. Recommend that the driveway be upgraded to commercial standards.
    c. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.
2. Recommend replacing disturbed curb and gutter, and sidewalk along the property frontages. This recommendation is to address pedestrian accessibility and safety pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard 405 Accessibility Requirements, and Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

Cobb County...Expect the Best!

COBB COUNTY CODE ENFORCEMENT
CASE SYNOPSIS

Report Date:
12/22/2025

CASE #: CODE-2025-00811 **OPEN DATE:** 2/24/2025

COMPLAINANT: **PHONE #:**

DESCRIPTION: CHECK FOR VIOLATIONS

PRIMARY ADDRESS:

2675 BAKER RD NW
ACWORTH, GA 30101

OWNER ADDRESS:

FARRIBA ZEKE & BOYD BARTON L
2675 BAKER RD
ACWORTH, GA 30101

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
02/27/2025		Case Details		Property is zoned LIGHT INDUSTRIAL. Dane Tree service is located on the parcel of land. Unable to locate any LAND USE PERMITS on Accela Program. I took photos of property and uploaded them. I observed large logs, pulpwood trailers and also large amounts of split firewood on the property. Will consult with supervisor for all violations. Extending case. J. COCHRAN
02/27/2025		Case Details		Received info from my Division Manager where there was a Zoning Hearing (Z-106 of 1998) for the property. The stipulations were to include a 40 ft natural buffer/ landscaped where open. The company will also need a Land use Permit to reduce the logs to firewood at the property. J. COCHRAN
02/27/2025		Initial Investigation	Extension	
02/28/2025		Case Details		Property owner was not at the property at the time. Left a notice of violation for PENALTIES and SPECIAL LAND USE PERMIT. I then received a call from owner Zeke and advised him of the violations. Zeke stated that he had taken care of all of this in 1998 after hiring an attorney. I suggested that Zeke speak with the Cobb County Zoning Division. Zeke stated that he would read over the paperwork and get back with me. J. COCHRAN
02/28/2025		ReInspection	In Violation	/* PENALTIES|* 134-2 *| Zoning Stipulation Case Z-106 Of 1998, Must abide by all stipulations placed in zoning hearing. */ /* SPECIAL LAND USE PERMIT |* 134-37 *|A SPECIAL LAND USE PERMIT MUST BE OBTAINED THROUGH COBB COUNTY ZONING DIVISION in order to reduce the timber to firewood at this property.*/ Per the zoning hearing in 1998, this property is required to have a 40 ft NATURAL BUFFER (landscaped where open) adjacent to Baker Road and the NORTH PROPERTY LINE.

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
03/03/2025		Case Details		I spoke with Business Owner Zeke. Zeke stated that he had spoken with County Landscape Architect Bragg Vaughn about the buffer zone. Zeke stated that Bragg was going to look into the case and get back with him. Will extend 1 week to get a follow up. J. COCHRAN
03/03/2025		ReInspection	Extension	
03/10/2025		Case Details		I received an email from County Arborist Bragg Vaughn stating that Owner of the property is going to speak with a Zoning Attorney about filing for other business to try to reduce the size of the buffer. Will extend 30 days. J. COCHRAN
03/10/2025		ReInspection	Extension	
04/07/2025		Case Details		I have not heard back from business owner Zeke. I contacted business owner Zeke and left voicemail, asking for a call back with an update. J. COCHRAN
04/07/2025		ReInspection	Extension	
04/08/2025		Case Details		I received a call from attorney Kevin Moore's office in reference to the case. I was advised that property owner Zeke was out of town, but had retained Kevin Moore for his case. I was advised that Kevin Moore would get back in touch with me. J. COCHRAN
04/08/2025		ReInspection	Extension	
04/21/2025		Case Details		Extending case out 2 weeks to see if I hear from property owner, or attorney Kevin Moore's office about what their plan is going forward with the landscaped buffer. J. COCHRAN
04/21/2025		ReInspection	Extension	
05/01/2025		Case Details		I replied to the complainant's email and provided an update on the case status. Officer D. Smith
05/01/2025		Phone Call		I called the property owner to follow-up on the case and spoke with the property owner, Zeke, who advised that his associate has been out of town but is in contact with Attorney Kevin Moore's office. Zeke will call me back when his associate returns. Officer D. Smith
05/01/2025		ReInspection	Extension	
05/22/2025		Phone Call		I placed a follow-up call to Zeke to obtain a status update. No answer. i left a voice message requesting a callback. Officers J. Cochran & D. Smith
05/22/2025		ReInspection	Extension	
05/23/2025		Case Details		I received a new email from the complainant to advise that Dane Tree & Landscaping Pros had both the north and southbound lanes of Baker Road blocked with a logging truck. Uploaded correspondence to OnBase. Officer D. Smith
05/23/2025		ReInspection	Extension	

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
05/29/2025		Case Details		I have not heard back from Zeke Farriba or his attorney Mr. Kevin Moore. I re-visited the property. No answer at the door and I taped a business card to the same requesting a callback. I also placed a phone call to the offices of his attorney Mr. Kevin Moore. No answer. I left a voice message requesting a callback. It has been twenty eight (28) days since last contact with the owner/rep. Officers J. Cochran & D. Smith
05/29/2025		Phone Call		I received a courtesy call back from attorney Kevin G. Moore stating that he is not representing Mr. Farriba. He stated it may possibly be another attorney named Kevin Moore in the Atlanta area: Kevin K. Moore, Kevin T. Moore or Kevin J. Moore. Officers J. Cochran & D. Smith
05/29/2025		ReInspection	Extension	
06/03/2025		Phone Call		I received and returned Mr. Zeke Farriba's voice message. I stated that I have not received a follow-up from attorney Kevin Moore and I wanted to verify specifically the Kevin Moore who is representing him in this matter. I requested that Mr. Farriba e-mail or text me the attorney's contact details. Awaiting the contact details. I plan on contacting the attorney directly to determine the status of the required buffer. Officers D. Smith & J. Cochran
06/03/2025		ReInspection	Extension	
06/09/2025		Phone Call		Officer J. Cochran and myself placed another phone call to Mr. Zeke Farriba to advised we have yet to hear back from his attorney, Kevin Moore, on the status of compliance with the Special Land Use Permit (SLUP). A forty (40) foot natural buffer is required to be installed. No answer. We left another voice message. Officers J. Cochran & D. Smith
06/09/2025		ReInspection	In Violation	
06/10/2025		Phone Call		Uploaded attorney J. Kevin Moore's contact information to OnBase as provided by Zeke Farriba via e-mail message received. Officer D. Smith
06/11/2025		Phone Call		I received a voice message from Zeke Farriba. He stated that he has now been asked to obtain an "as built survey." He has reached out to Donald Perryman with Surveys Plus. I uploaded this correspondence to OnBase. Officer D. Smith
06/11/2025		ReInspection	Extension	
06/11/2025		ReInspection	Extension	
07/08/2025		Phone Call		I placed a phone call to Mr. Zeke Farriba in re: to obtaining the required survey to proceed with the process of complying with the stipulations. No answer. I left a voice message requesting a callback. Officer D. Smith
07/08/2025		ReInspection	Extension	

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
07/10/2025		Phone Call		I received a voice message from Mr. Zeke Farriba to advised the "as built" survey will be completed on Friday July 11th by Surveys Plus. This survey is a necessary component of completing the required process. I will extend. Officer D. Smith
07/10/2025		ReInspection	Extension	
07/21/2025		Case Details		I placed a phone call to Mr. Zeke Farriba to follow-up on the status of the case. Donald Perryman with Surveys Plus completed the required "as built" survey on Friday July 11th. The survey was then forwarded to Attorney Kevin Moore's office on Monday July 21st. Mr. Zeke Farriba's business partner and property co-owner, Bart Boyd has retained Attorney Moore to represent them in this matter. Officer D., Smith
07/21/2025		ReInspection	Extension	
09/08/2025		Case Details		I placed a call to Mr. Farriba for a status update. Contact details are entered in Accela back office. Mr. Farriba stated that he completed the "as built" survey. I reminded him that I had that information in July. Mr. Farriba stated that he will speak to his business partner, Mr. Barton and call me back with additional details. This case has been open for more than eight (8) months and I have yet to receive any communication from Mr. Farriba's, attorney Kevin Moore. I will once again extend. Officer D. Smith
09/08/2025		ReInspection	Extension	
09/10/2025		Case Details		No response received from Mr. Z. Farriba or his Attorney Kevin Moore in re: to the phone call placed on 09/08/25. I consulted with Supervisor Ahlmann and will await instructions prior to proceeding. Officer D. Smith
09/10/2025		ReInspection	Extension	
09/24/2025		Phone Call		I placed a phone call to the offices of Kevin Moore in an attempt to obtain a status update. I spoke to Carolyn, Mr. Moore's paralegal. She advised Mr. Moore is unavailable but she or he will return my call or set up an appointment to meet re: this matter. Officer D. Smith
09/24/2025		ReInspection	Extension	
09/25/2025		Phone Call		I received a phone from Attorney Kevin Moore to advise he is preparing to submit an amendment to the Special Land Use Permit (SLUP) and anticipates that the documents will be submitted on or before October 15th. He advised that I may reach him for any additional updates re: this matter. I will extend. Officer D. Smith
09/25/2025		ReInspection	Extension	
10/08/2025		ReInspection	Extension	
10/15/2025		ReInspection	Extension	

Inspection Date	Inspection/Activity Date	Inspection/Activity Type	Status	Comments
10/23/2025		ReInspection	Extension	
10/28/2025		Case Details		Application was NEVER submitted. I called and left property owner Zeke a voicemail to contact me. Zeke contacted me and stated that he would contact his attorney Kevin Moore and find out why the application was never submitted. J. COCHRAN
10/30/2025		Case Details		.
10/30/2025		Case Details		I took photographs of the property. Buffer has not been installed as required by previous stipulations. No response received from Mr. Farriba, Mr. Barton or their counsel, Kevin Moore. While standing on the sidewalk, I was confronted by a gentleman who claimed to own the property. He asked who I was? I replied, "Who are you? He stated, " I own this business. I then asked him why multiple commercial trucks were obstructing the right of way? He did not respond but then he attempted to approach me in an aggressive manner. I said, "You don't know who you are dealing with" and lifted my Cobb County issued i.d. to identify myself. He replied, "What does that mean?" I said, "You'll find out soon." He said, " Let's Go! I dare you, I double dog dare you!" At this point I turned away and walked back to the work truck and contacted my Supervisor M. Ahlmann
10/30/2025		Case Details		I was able to speak with Attorney Kevin Moore's assistant and confirmed that Zeke Farriba was in fact still a client of theirs. Kevin Moore Is currently out of town is supposed to contact me on November 3, 2025 and discuss the case with me. J. COCHRAN
10/30/2025		ReInspection	Citation Served	
11/03/2025		Case Details		Attorney Kevin Moore contacted me and stated that he would have the application turned into Zoning by December4, 2025. J. COCHRAN
11/03/2025		ReInspection	Extension	
12/08/2025		Case Details		I was unable to locate in back office any information regarding an application being turned in. Will extend as it is only a few days since it was supposed to be turned in. M Monroe
12/08/2025		ReInspection	Extension	
12/18/2025		Case Details		PC HEARING FOR LUP SCHEDULED FOR 2/3/2026. YFOSTON

COBB COUNTY - COMMUNITY DEVELOPMENT AGENCY
Code Enforcement Division

Cobb County...Expect the Best!

Mailing Address
P.O. Box 649
Marietta, Ga. 30061

Physical Address
1150 Powder Springs Rd.
Suite 400
Marietta, Ga. 30064

Fax: (770) 528-2092

Notice of Violation

Violation Number: CODE-2025-00811 Date: 2/28/2025

The Cobb County Code Enforcement Division has grounds to believe the property located at:

2675 BAKER RD NW	ACWORTH, GA 30101	20	0026	015	LI
(Address)	(City/State/Zip)	(Dist)	(Land Lot)	(Par)	(Zoning)

and/or FARRIBA ZEKE & BOYD BARTON L (2675 BAKER RD ACWORTH, GA 30101)

may be in violation of the Official Code of Cobb County, Georgia. You have 10 days to bring the violation(s) into compliance. An inspection will be made on or about 10 days from February 28, 2025. Failure to comply could result in a citation being issued for you to appear in the Cobb County Magistrate Court, and you may be subject to a fine, imprisonment or both.

Violation	Code Section	Requirement for Compliance
PENALTIES	134-2	Zoning Stipulation Case Z-106 Of 1998, Must abide by all stipulations placed in zoning hearing.
SPECIAL LAND USE PERMIT	134-37	A SPECIAL LAND USE PERMIT MUST BE OBTAINED THROUGH COBB COUNTY ZONING DIVISION in order to reduce the timber to firewood at this property.

Per the zoning hearing in 1998, this property is required to have a 40 ft NATURAL BUFFER (landscaped where open) adjacent to Baker Road and the NORTH PROPERTY LINE.

Officer: Jason Cochran (jason.cochran@cobbcounty.org) **Direct: 770-420-6665**

Officer Telephone

Contact the Officer listed above by telephone or email for further information. Officer availability 8:00-9:00 a.m. and 3:30-4:30 p.m. Monday through Friday. You may leave voice mail or send email at any time.

A COMPLETE COPY OF THE COBB COUNTY ORDINANCE MAY BE VIEWED AT **WWW.COBBCOUNTY.ORG**


SILVERADO
GEORGIA
SJP8904


10/30/25, 10:29 AM

10/30/25, 10:30 AM

FIREWOOD
FOR SALE

DANE
TREE & LANDSCAPING
PROFESSIONALS

DANE
TREE & LANDSCAPING
PROFESSIONALS
770-529-8779
danetreeservice.com
2675


10/30/25, 10:30 AM


10/30/25, 10:31 AM


10/30/25, 10:35 AM
DANE
770-529-8779
2675
Stone Creek
2675

STAFF ANALYSIS

There are fifteen criteria that must be considered for a Special Land Use Permit. The criteria are below in bold, with the staff analysis written unbolded:

(1) Whether or not there will be a significant adverse effect on the neighborhood or area in which the proposed use will be located.
Potential exists for adverse impacts on the surrounding neighborhood due to the nature of the wood-processing activities. The 40-foot landscaped buffer required under rezoning case Z-106 (1998) does not appear to have been installed or maintained, and existing vegetation along the southwestern boundary is located on the adjacent Suburban Condominium (SC) residential development rather than on the subject site. The absence of required buffering increases the likelihood of impacts on nearby residential uses.

(2) Whether or not the use is otherwise compatible with the neighborhood.
The Future Land Use Map designates the subject property as Industrial Compatible, and similar industrial zoning exists directly to the east. However, the surrounding area includes established residential neighborhoods such as Madison Place to the west (designated Medium Density Residential) and the R-20 and R-12 subdivisions to the north (designated Low Density Residential). The proximity of these residential communities raises compatibility concerns, particularly given the outdoor, equipment-based nature of wood-processing activities and storage.

(3) Whether or not the use proposed will result in a nuisance as defined under state law.
Wood-processing activities have the potential to generate noise, odors, and other nuisance conditions depending on the equipment and methods used. Although the applicant's representative indicates that the activity has occurred for several years without complaints, the absence of required buffering and the close proximity of residential neighborhoods such as Madison Place and the Baker Road residential area, create conditions where nuisance impacts could occur. The SLUP request was initiated following proactive Code Enforcement action, underscoring the need for formal review and regulation.

(4) Whether or not quiet enjoyment of surrounding property will be adversely affected.
The quiet enjoyment of nearby properties could potentially be affected depending on how the wood is processed, handled, and stored. Nearby residential properties including Madison Place and the homes along Baker Road may be affected depending on how wood materials are processed, handled, and stored. While no historical complaints have been recorded, the lack of required screening and the proximity of residential uses increase the potential for impacts.

(5) Whether or not property values of surrounding property will be adversely affected.
This use may adversely affect property values of surrounding property. However, the absence of required buffering and the adjacency to residential neighborhoods could influence perceptions of compatibility and long-term value.

(6) Whether or not adequate provisions are made for parking and traffic considerations.
Adequate provisions for parking and traffic have not been demonstrated. The site lacks striped, code-compliant parking spaces, making it difficult to verify compliance with required parking ratios for Contractor uses. This deficiency is notable given the site's proximity to residential areas such as Madison Place and the Baker Road residential properties.

(7) Whether or not the site or intensity of the use is appropriate.
While some existing business activities, such as landscaping services and stone storage—are permitted within the LI district, the continuation of wood-processing activities increases the overall intensity of use. Without required buffering, adequate parking, or demonstrated compliance with prior zoning conditions under Z-106 (1998), the site does not appear to be fully equipped to support the proposed intensity, particularly given its adjacency to residential neighborhoods.

(8) Whether or not special or unique conditions overcome the board of commissioners' general presumption that residential neighborhoods should not allow noncompatible business uses.
There are no special or unique conditions which could prohibit the proposed use in this area.

(9) Whether or not adequate provisions are made regarding hours of operation.
It does not appear that adequate provisions have been established regarding the hours of operation for the wood-processing activities. No formal documentation or stipulations have been identified that regulate or limit the hours during which wood processing may occur.

(10) Whether or not adequate controls and limits are placed on commercial and business deliveries.
Staff is not aware of any existing controls or limits on commercial deliveries to or from the property. To minimize potential impacts on surrounding residential areas, staff recommends that all deliveries of wood waste materials, as well as shipments of processed firewood, occur during normal business hours.

(11) Whether or not adequate landscape plans are incorporated to ensure appropriate transition.

Adequate landscape plans have not been provided. The required 40-foot buffer along the northern property line adjacent to Baker Road has not been installed, and additional screening required along the western and southern boundaries, where the site abuts residential properties also appears to be absent. This results in an inadequate transition between industrial activity and adjacent residential uses.

(12) Whether or not the public health, safety, welfare or moral concerns of the surrounding neighborhood will be adversely affected.

While the use itself may not inherently threaten public health or safety, the absence of required buffering, parking compliance, and operational controls increases the potential for negative impacts on surrounding residential areas

(13) Whether the application complies with any applicable specific requirements set forth in this chapter for special land use permits for particular types of uses.

The application does not demonstrate compliance with prior zoning stipulations under Z-106 (1998) or with general development standards necessary to support this type of use.

(14) Whether the applicant has provided sufficient information to allow a full consideration of all relevant factors.

The applicant has not provided sufficient information for a comprehensive review. Key operational and site-specific details, including number of employees, hours of operation, building square footage, parking layout, and floor area ratio were not submitted. These omissions limit Staff's ability to fully evaluate the potential impacts of the request.

(15) In all applications for a special land use permit the burden shall be on the applicant both to produce sufficient information to allow the county fully to consider all relevant factors and to demonstrate that the proposal complies with all applicable requirements and is otherwise consistent with the policies reflected in the factors enumerated in this chapter for consideration by the county.

For all Special Land Use Permit applications, the burden is on the applicant to provide sufficient information for the County to fully evaluate all relevant factors and to demonstrate that the proposal complies with applicable requirements and aligns with the policies outlined in this chapter. In this case, The applicant has not met this burden. While some information was provided, the submission lacks the level of detail necessary to demonstrate compliance with applicable requirements or to support a finding that the proposed use is appropriate at this location, particularly given its proximity to Madison Place, the Baker Road residences, and the conditions established under Z-106 (1998).

SLUP-1-2026 DEPARTMENT COMMENTS – Zoning Division

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

ATTACHMENT TO APPLICATION FOR SPECIAL LAND USE PERMIT

Application No.: SLUP-_____ (2026)
Hearing Dates: February 3, 2026
February 17, 2026

Applicant: Dane Contracting L.L.C.
Titleholders: Zeke Farriba and Barton L. Boyd

Tax Parcel Number: 20002600150

STATEMENT OF PROPOSED SITE IMPROVEMENTS

Applicant, Dane Contracting L.L.C. (hereinafter "Applicant"), operates its tree and landscape business from the property located at 2675 Baker Road, N.W., being approximately 1.28 acres located in Land Lot 26, 20th District, 2nd Section, Cobb County, Georgia (hereinafter the "Property" or the "Subject Property"). The Property is zoned to the Light Industrial ("LI") zoning classification which allows for the operation of the current business and the parking of heavy equipment. Applicant is seeking a Special Land Use Permit for the Property for the processing of wood materials for firewood in conjunction with Applicant's tree and landscape services. Applicant proposes no new construction on the Property for this use.

RECEIVED
DEC 0 4 2025
COBB COUNTY ZONING

Z-106 **HAROLD S. WILLINGHAM** for Rezoning from **R-20** to **LI** for the purpose of Parking Heavy Equipment in Land Lot 26 of the 20th District. 1.32 acre. Located on the south side of Baker Road, southeast of Hickory Grove Road. The Board of Commissioners, as part of the Consent Agenda, **approved** Rezoning to the **LI zoning district subject to: 1) owner/developer to enter into a Development Agreement pursuant to O.C.G.A. §36-71-13 for dedication of system improvements to mitigate traffic concerns; 2) project subject to Cobb Department of Transportation comments and recommendations; 3) project subject to Stormwater Management Division comments and recommendations; 4) owner/developer required to meet all Cobb County development requirements and ordinances related to project improvements; 5) 40 foot natural buffer (landscaped where open) adjacent to Baker Road and the north property line)**. Motion by Cooper, second by Wysong, carried 5-0.

Land Use Permits

LUP-43 **CHERYLE WEIDMAN** (David and Cheryle Weidman, owners) for a **Land Use Permit (renewal)** for the purpose of a Hair Salon in Land Lot 169 of the 16th District. 0.35 acre. Located on the south side of Windsor Oaks Court, west of Windsor Oaks Drive (4543 Windsor Oaks Court). The Board of Commissioners, as part of the Consent Agenda, **approved** Land Use Permit **for 24 months subject to: 1) clients by appointment only; 2) no on-street parking; 3) one station, one operator only; 4) no signs**. Motion by Cooper, second by Wysong, carried 5-0.

LUP-44 **CHARLES H. AND JANICE J. JACKSON** for a **Land Use Permit (renewal)** for the purpose of a Garage Apartment in Land Lot 123 of the 16th District. 10 acres. Located on the northwest side of Steinhauer Road, (4600 Steinhauer Road). The Board of Commissioners, as part of the Consent Agenda, **approved** Land Use Permit **for 24 months**. Motion by Cooper, second by Wysong, carried 5-0.

SLUP-1-2025 DEPARTMENT COMMENTS – Stormwater Management

12/26/2026

Site Data

1. Applicant: Dane Contracting, LLC
2. Address: 2675 Baker Road
3. District: 1

- **SLUP to allow onsite processing of trees into firewood.**
- **No new development is proposed on site.**
- **Stormwater Management has no objection to this SLUP request.**

MOORE INGRAM JOHNSON & STEELE

A LIMITED LIABILITY PARTNERSHIP
WWW.MIJS.COM

MARIETTA, GEORGIA
EMERSON OVERLOOK
326 ROSWELL STREET
SUITE 100
MARIETTA, GEORGIA 30060
TELEPHONE (770) 429-1499

KNOXVILLE, TENNESSEE
408 N. CEDAR BLUFF ROAD
SUITE 500
KNOXVILLE, TENNESSEE 37923
TELEPHONE (865) 692-9039

JACKSONVILLE, FLORIDA
10201 CENTURION PARKWAY N.
SUITE 401
JACKSONVILLE, FLORIDA 32256
TELEPHONE (904) 428-1465

BRENTWOOD, TENNESSEE
12 CADILLAC DRIVE
SUITE 200
BRENTWOOD, TENNESSEE 37027
TELEPHONE (615) 425-7347

LEXINGTON, KENTUCKY
2408 SIR BARTON WAY
SUITE 375
LEXINGTON, KENTUCKY 40509
TELEPHONE (859) 309-0026

ORLANDO, FLORIDA
1000 LEGION PLACE
SUITE 701
ORLANDO, FLORIDA 32801
TELEPHONE (407) 367-6233

HARRISBURG, PENNSYLVANIA
101 ERFORD ROAD
SUITE 300
CAMP HILL, PENNSYLVANIA 17011
TELEPHONE (717) 790-2854

FAIRFIELD, NEW JERSEY
165 PASSAIC AVENUE
SUITE 205
FAIRFIELD, NEW JERSEY 07004
TELEPHONE 201-602-4082

February 18, 2026

Via E-mail Only

Mr. John P. Pederson, AICP
Zoning Division Manager
Zoning Division
Cobb County Community Development Agency
Suite 400
1150 Powder Springs Road
Marietta, Georgia 30064

RE: Application for Special Land Use Permit - Application No.: SLUP-1 (2026)
Applicant: Dane Contracting LLC
Property Owners: Zeke Farriba and Barton L. Boyd
Property: 1.28 acres, more or less, located on the southwesterly side of Baker Road, northwesterly of Hickory Grove Road, being more particularly known as 2675 Baker Road, Land Lot 26, 20th District, 2nd Section, Cobb County, Georgia

Dear John:

On behalf of the Applicant, Dane Contracting LLC ("Applicant"); as well as, the Property Owners, please accept this correspondence as our formal request for a continuance of the above-referenced Application for Rezoning from the currently scheduled hearings before the Cobb County Planning Commission and the Cobb County Board of Commissioners on March 3, 2026, and March 17, 2026, respectively. The continuance to the April 2026 zoning hearing agendas will allow time to address issues and areas of concern expressed at the Planning Commission hearing. We would very much appreciate Staff's consideration of continuing the hearings to April 7, 2026, before the Cobb County Planning Commission, and April 21, 2026, before the Cobb County Board of Commissioners.

Thank you for your consideration in this request. If you should have any questions or require additional information at this time, please do not hesitate to contact me.

With kindest regards, I remain

Very truly yours,

MOORE, INGRAM, JOHNSON & STEELE, LLP

J. Kevin Moore

JKM:cc
c: Terry L. Martin, AICP, CNU-A
Senior Planner
Zoning Division
Cobb County Community Development Agency

Cameron Jones, CNU-A
Planner III
Zoning Division
Cobb County Community Development Agency

Dane Contracting LLC

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-8-2026

SITE BACKGROUND

Applicant	Brock Built Homes, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Parks F. Huff
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Habitat for Humanity of Northwest Metro Atlanta, Inc.
Property Location	Located on the east side of Hiram Lithia Springs Road south of its terminus with Angham Road
Address	3545 Hiram Lithia Springs Road
Access to Property	Hiram Lithia Springs Road

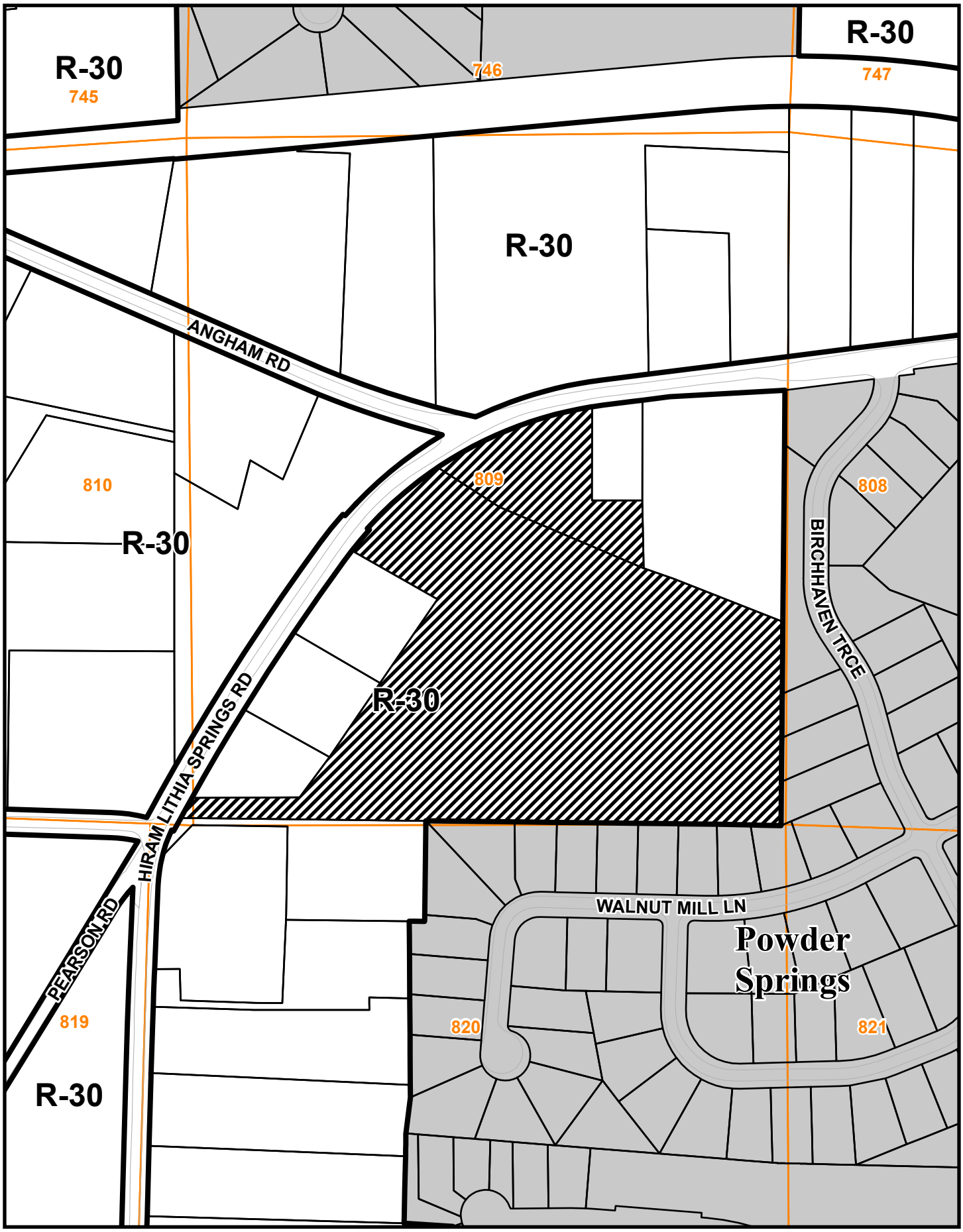
QUICK FACTS

Commission District	4 - Sheffield
Current Zoning	R-30
Current Use of Property	Single-family residence
Proposed Zoning	RA-5
Proposed Use	Single-family community
Future Land Use	VLDR
Site Acreage	11.47
District	19
Land Lot	809
Parcel #	19080900120, 19080900220
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-8 2026 Map

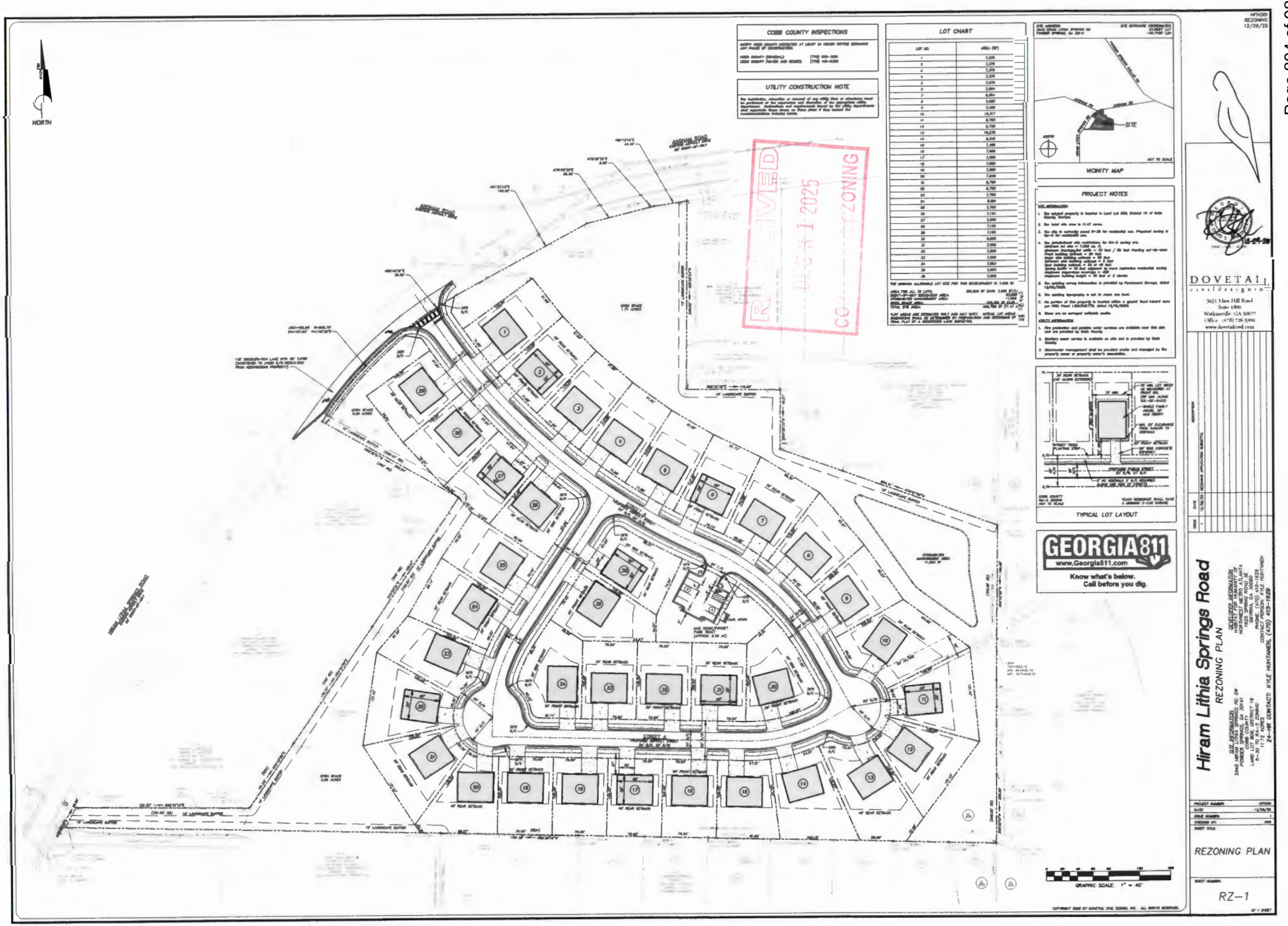


This map is provided for display and planning purposes only. It is not meant to be a legal description.

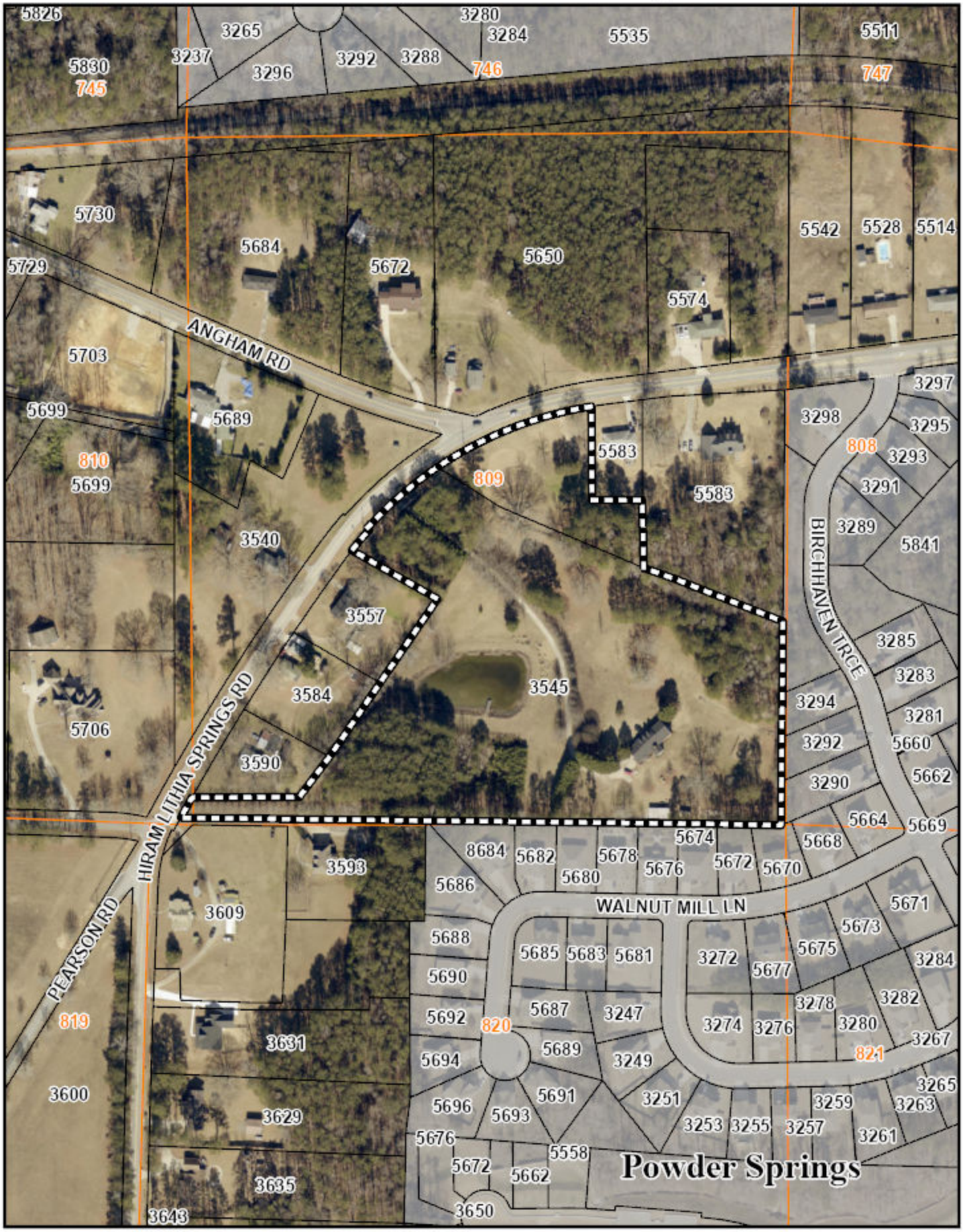
0 220 440 Feet

Zoning Boundary

City Boundary


COBB COUNTY INSPECTIONS
UTILITY CONSTRUCTION NOTE
LOT CHART
PROJECT NOTES
VICINITY MAP
TYPICAL LOT LAYOUT
GEORGIA811
www.Georgia811.com
Know what's below.
Call before you dig.
RECEIVED
2025
ZONING
NORTH
GRAPHIC SCALE: 1" = 40'
Hiram Lithia Springs Road
REZONING PLAN
DOVETAIL
civildesign
3651 Mars Hill Road
Suite 1800
Watkinsville, GA 30677
Office: (678) 298-5000
www.dovetailcivil.com
REZONING PLAN
RZ-1

Z-8 2026 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 220 440 Feet

Zoning Boundary

City Boundary

Application No. Z-

PC Hearing: 03-03-2026
BOC Hearing: 03-17-2026

Summary of Intent for Rezoning

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** 1,600 square feet

b) **Proposed building architecture:** To be submitted under separate cover.

c) **List all requested variances:** None at this time.

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):**

b) **Proposed building architecture:**

c) **Proposed hours/days of operation:**

d) **List all requested variances:**

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COBB COUNTY ZONING

Part 3. Other Pertinent Information (List or attach additional information if needed)

The Applicant is proposing a 36-lot single-family residential subdivision.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located).

N/A

STATEMENT OF INTENT

OF

BROCK BUILT HOMES, LLC

Rezoning Application
for a 11.47-Acre Tract of Land located in
Land Lot 809 - 19th District, 2nd Section,
Cobb County, Georgia

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Submitted for the Applicant by:

Parks F. Huff
Sams, Larkin, & Huff, LLP
Suite 100
376 Powder Springs Street
Marietta, GA 30064
(770) 422-7016
phuff@samslarkinhuff.com

This Application for Rezoning seeks certain entitlements in order to rezone the property from R-30 to RA-5, for the development of a 36-lot, single-family residential subdivision. The Subject Property consists of approximately 11.47 acres and is on the southeast side of Hiram Lithia Springs Road, southwest of Angham Road. The property abuts single-family residential lots in Cobb County and a single-family subdivision in the City of Powder Springs.

Cobb County's Future Land Use Map ("FLUM") reflects that the Subject Property is located within the confines of the Very Low Density Residential ("VLDR") land use category. The RA-5 Single-family Residential zoning district is designed to be located within or on the edge of properties delineated for any residential categories.

The proposed RA-5 development includes the required 10-foot landscape buffer adjacent to more restrictive residentially zoned properties. The proposed houses are situated more internally to the overall development. Included on the site plan for the proposed development is a mail kiosk, parking, and open space. The proposed new single-family residential use will revive the property, providing this area with new residents.

Based upon the foregoing reasons, the Applicant respectfully requests that the Application for Rezoning be approved with the Applicant soliciting any comments from staff or other officials of Cobb County so that such recommendations or input may be incorporated as conditions of approval of this Rezoning Application.

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Respectfully submitted, this the 30 day of Dec, 2025.

SAMS, LARKIN, & HUFF, LLP

By: _____
PARKS F. HUFF
Attorney for Applicant
Georgia Bar No. 375010

376 Powder Springs Street, Suite 100
Marietta, GA 30064
(770) 422-7016

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Hiram Lithia Springs Road

REZONING PLAN

SITE INFORMATION
3545 HIRAM LITHIA SPRINGS RD SW
POWDER SPRINGS, GA 30141
COBB COUNTY
LAND LOT 809 DISTRICT 19
R-30 EXISTING ZONING
11.72 ACRES
34 LOTS
24-HR CONTACT: KYLE HUHTANEN, (470) 415-1629

DEVELOPER INFORMATION
HOMES BY TAYLOR MORRISON OF ATLANTA
1625 SPRING ROAD SE
SMYRNA, GA 30080
PHONE: (770) 801-7629
CONTACT PERSON: KYLE HUHTANEN

PROJECT NUMBER:	HH001
ISSUE DATE:	12/29/25
DESIGNED BY:	RDB
SHEET TITLE:	REZONING PLAN
SHEET NUMBER:	RZ-1

OF 1 SHEET

GRAPHIC SCALE: 1" = 40'

0 20 40 60 80 120 160

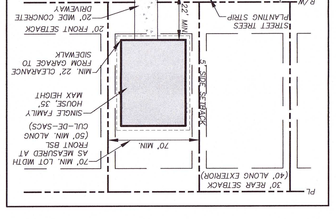
ISSUE	DATE	DESCRIPTION
1	12/29/25	REZONING APPLICATION

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TYPICAL LOT LAYOUT



PROJECT NOTES

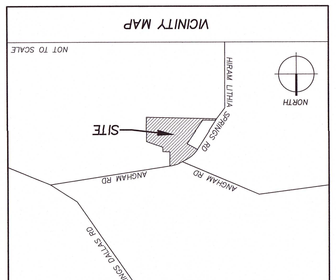
SITE INFORMATION

1. The subject property is located in Land Lot 809, District 19 of Cobb County, Georgia.
2. The total site area is 11.47 acres.
3. The site is currently zoned R-30 for residential use. Proposed zoning is RA-5 for residential use.
4. The jurisdictional site restrictions for RA-5 zoning are:
   Minimum heated floor area = 1,000 sq. ft.
   Minimum lot size = 7,000 sq. ft.
   Minimum lot width = 70 feet / 50 feet fronting cul-de-sacs
   Minimum front building setback = 20 feet
   Major side building setback = 20 feet
   Minor side building setback = 5 feet
   Rear building setback = 30 or 40 feet
   Zoning buffer = 10 feet adjacent to more restrictive residential zoning
   Maximum impervious coverage = 60%
   Maximum building height = 35 feet or 2 stories
5. The existing survey information is provided by Monument Surveying, dated 12/03/2025.
6. The existing topography is set to mean sea level.
7. No portion of this property is located within a special flood hazard zone per FIRM Panel 13067C0177G, dated 12/16/2008.
8. There are no surveyed wetlands onsite.

UTILITY INFORMATION

1. Fire protection and potable water services are available near this site and are provided by Cobb County.
2. Sanitary sewer service is available on site and is provided by Cobb County.
3. Stormwater management shall be provided onsite and managed by the property owner or property owner's association.

VICINITY MAP



SITE ADDRESS:
3545 HIRAM LITHIA SPRINGS RD
POWDER SPRINGS, GA 30141

SITE ENTRANCE COORDINATES:
33.8687° LAT
-84.7167° LON

LOT CHART

LOT No.	AREA (SF)
1	7,375
2	7,375
3	7,375
4	7,375
5	7,375
6	7,584
7	8,364
8	7,925
9	7,496
10	10,317
11	8,728
12	8,728
13	10,276
14	8,743
15	7,489
16	7,000
17	7,000
18	7,000
19	7,000
20	7,846
21	8,728
22	8,728
23	7,790
24	8,281
25	7,700
26	7,124
27	7,050
28	7,155
29	7,155
30	8,556
31	7,000
32	7,000
33	7,000
34	7,965
35	7,953
36	7,665

THE MINIMUM ALLOWABLE LOT SIZE FOR THIS DEVELOPMENT IS 7,000 SF.

AREA FOR ALL 36 LOTS: 281,818 SF (AVG. 7,828 SF/LOT)
RIGHT-OF-WAY DEDICATION AREA: 83,886 SF
STORMWATER MANAGEMENT AREA: 11,593 SF
OPEN SPACE AREA: 122,761 SF (2.81 AC)
TOTAL SITE AREA: 499,758 SF (11.47 AC)

ALL LOT AREAS ARE ESTIMATES ONLY AND MAY VARY. ACTUAL LOT AREAS AND DIMENSIONS SHALL BE DETERMINED BY PREPARATION AND RECORDING OF THE FINAL PLAT BY A REGISTERED LAND SURVEYOR.

UTILITY CONSTRUCTION NOTE

The installation, location or removal of any utility lines or structures must be performed at the supervision and discretion of the appropriate utility department. Restrictions and requirements issued by the utility departments and supersede those shown on these plans if they exceed the recommendations included herein.

COBB COUNTY INSPECTIONS

NOTIFY COBB COUNTY INSPECTOR AT LEAST 24 HOURS BEFORE BEGINNING ANY PHASE OF CONSTRUCTION.

COBB COUNTY (GENERAL): (770) 528-2051
COBB COUNTY (WATER AND SEWER): (770) 419-6320

HFZONING
12/29/25

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-8-2026

SITE BACKGROUND

Applicant	Brock Built Homes, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Parks F. Huff
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Habitat for Humanity of Northwest Metro Atlanta, Inc.
Property Location	Located on the southeast side of Hiram Lithia Springs Road, southwest of Angham Road
Address	3545 Hiram Lithia Springs Road
Access to Property	Hiram Lithia Springs Road

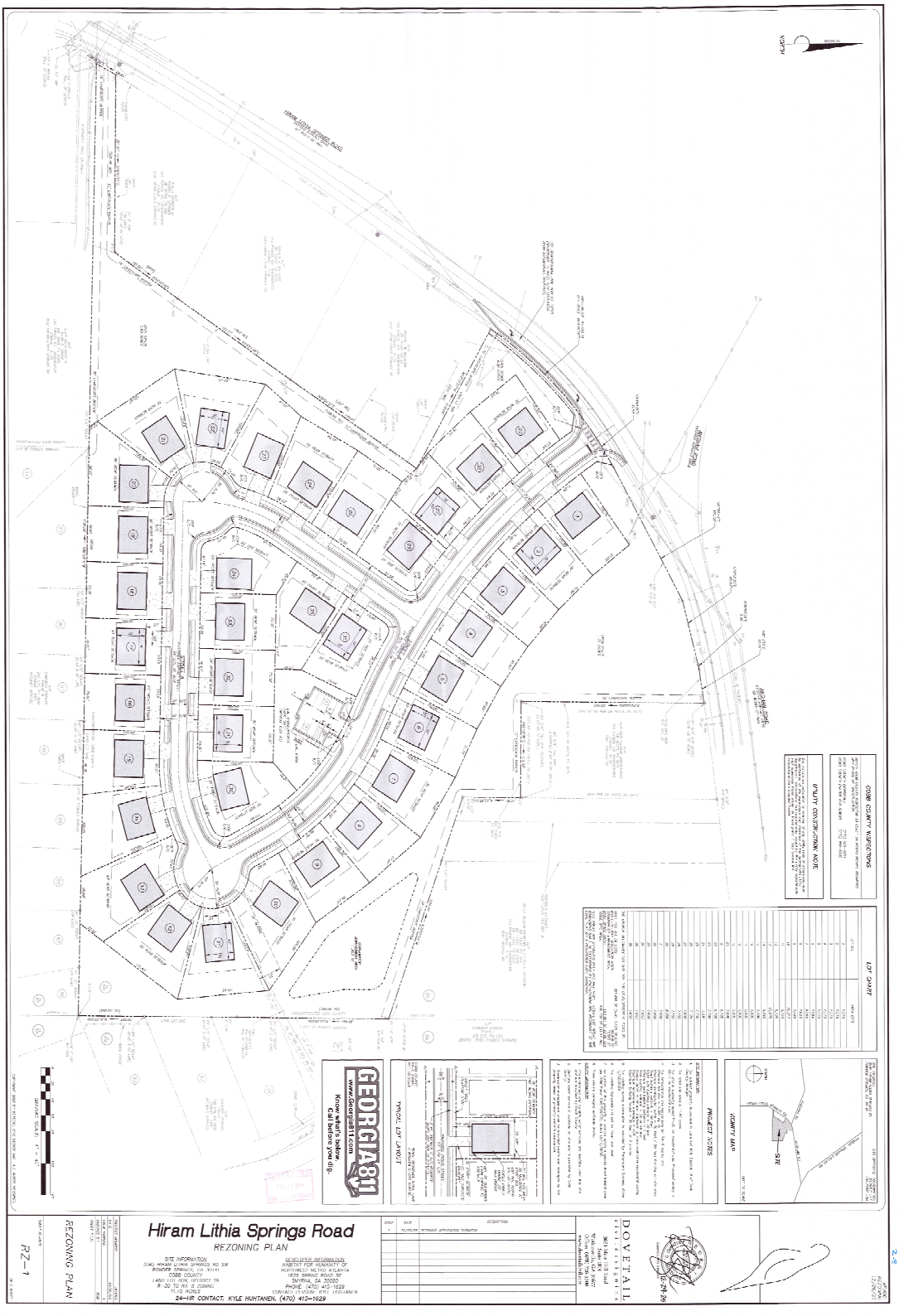
QUICK FACTS

Commission District	4 - Sheffield
Current Zoning	R-30
Current Use of Property	Single-family residence
Proposed Zoning	RA-5
Proposed Use	Single-family subdivision
Future Land Use	VLDR
Site Acreage	11.47
District	19
Land Lot	809
Parcel #	19080900120, 19080900220
Taxes Paid	Yes

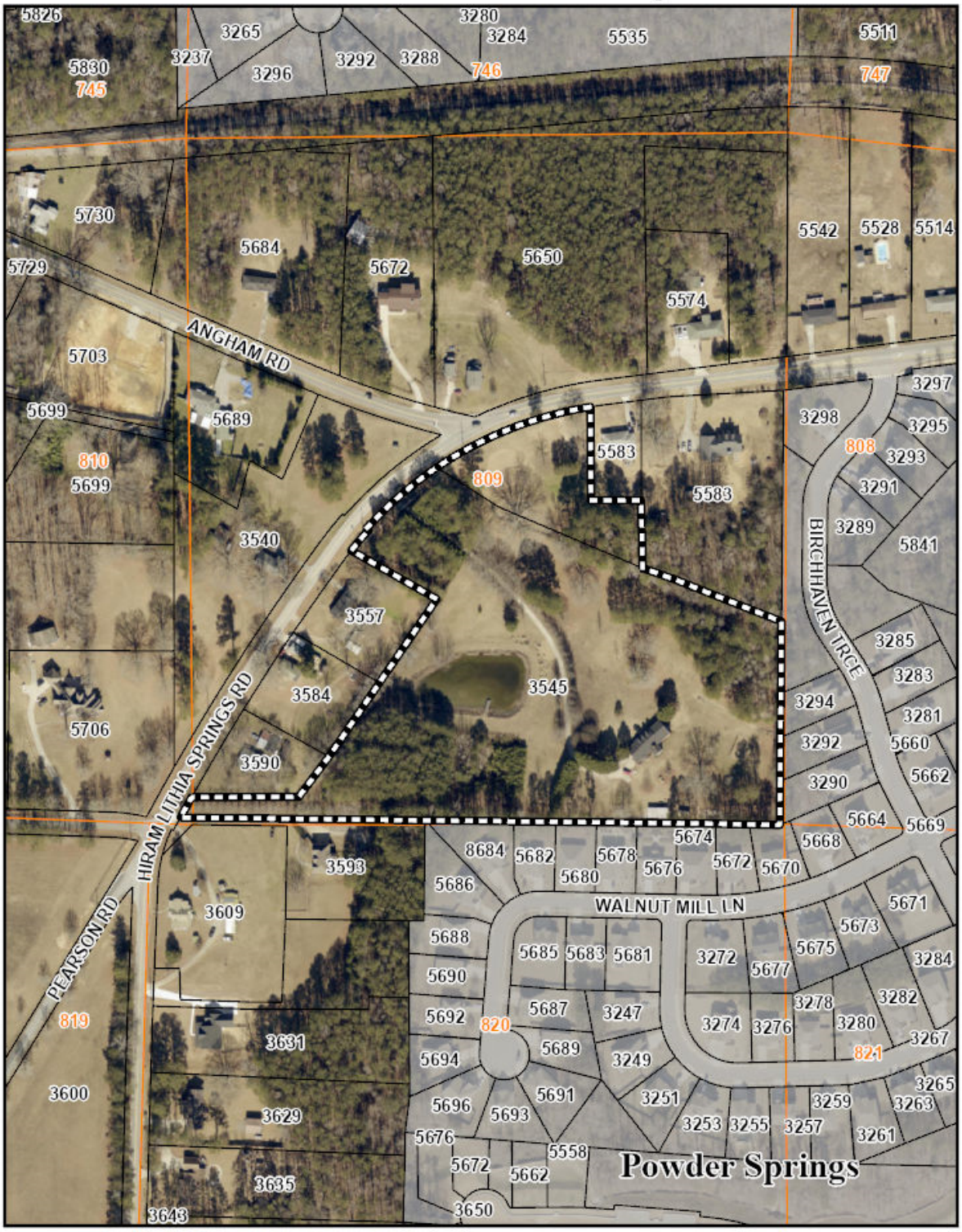
FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Cameron Jones, CNU-A)

Based on the analysis of this case, Staff recommends **DENIAL.**


Hiram Lithia Springs Road
REZONING PLAN
REZONING PLAN
RZ-1
DOVETAIL
LOT CHART
PROJECT NOTES
VICINITY MAP
TYPICAL LOT LAYOUT
UTILITY CONSTRUCTION NOTE
COBB COUNTY INSPECTIONS
GEORGIA811
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Z-8 2026 Aerial Map



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0 220 440 Feet

Zoning Boundary

City Boundary

North

Zoning: R-30 / Single-Family Homes

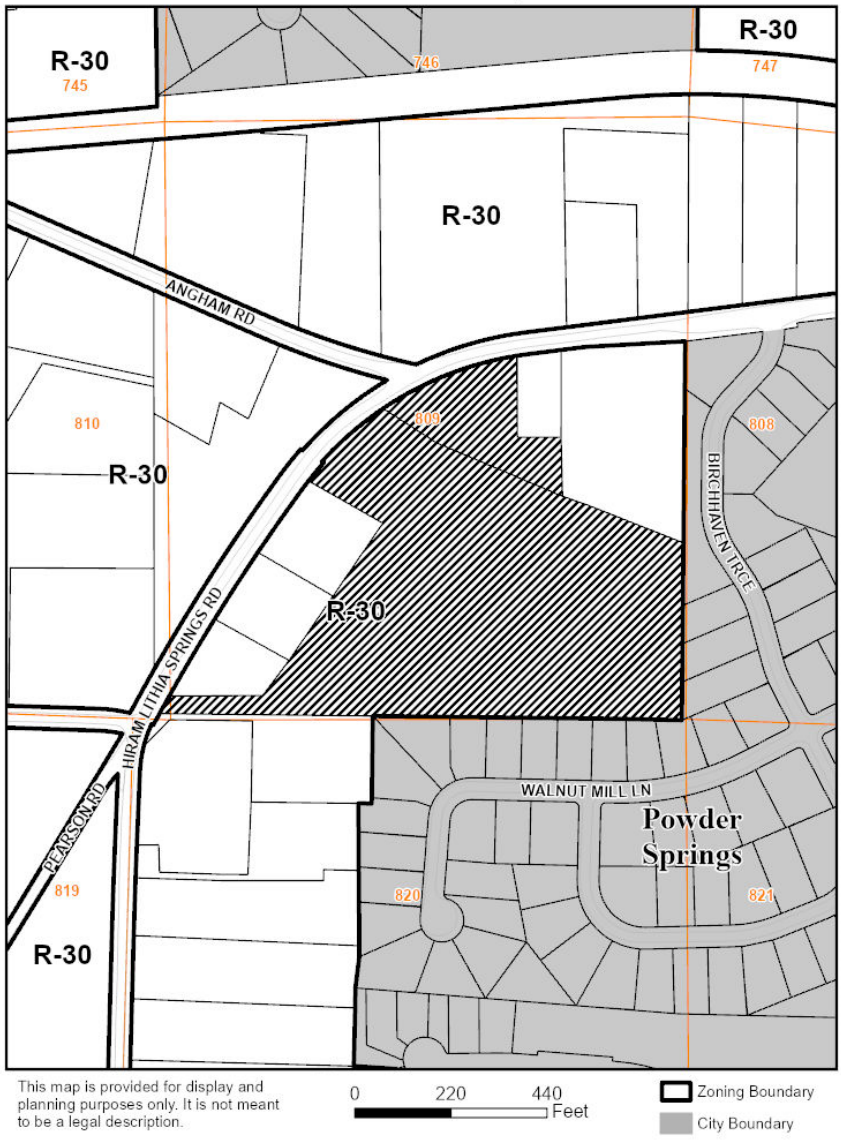
Future Land Use: VLDR

WEST

Zoning: R-30 / Single-Family Homes

Future Land Use: VLDR

Z-8 2026 Map



EAST

Zoning: R-30, City of Powder Springs / Single-Family Homes

Future Land Use: VLDR

SOUTH

Zoning: R-30, City of Powder Springs / Single-Family Homes

Future Land Use: VLDR

Z-8-2026 DEPARTMENT COMMENTS – Zoning Division

Current zoning district for the property

The R-30 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-30 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Requested zoning district for the property

The RA-5 district is established to provide locations for the development of affordable single-family detached or attached residential dwelling units, including the combination of duplexes, triplexes and quadraplexes. The dwelling units are to be designed so as to be placed on an individual lot attached to another dwelling unit or on an adjoining lot where the units will be attached by a common party wall. This residential use is designed to be located within or on the edge of properties delineated for any residential categories as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the RA-5 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Summary of the applicant's proposal

The applicant is requesting to rezone to the RA-5 single-family attached/detached residential district to develop a 36-unit single-family detached home community on a 11.47-acre site. The homes will be a minimum of 1,600 square feet with about one-third of the homes being "Habitat for Humanity" homes.

Residential criteria

Allowable units as zoned: 12
Proposed # of units: 36
Net density: 3.14
Increase of units: 24
Acres of floodplain/wetlands: 0
Impervious surface shown: Maximum 40%

Z-8-2026 DEPARTMENT COMMENTS – Zoning Division

Are there any zoning variances?

Yes;

1. Reduce the minimum lot width at front setback and the minimum public road frontage for all interior lots from required 70 and 50 feet to 36 feet for Lots 7-9, 11, 12, 14, 15, 20-22, 24, 27-29; and
2. Reduce the minimum width between buildings from required 15 feet to 10 feet.

Z-08-2026 DEPARTMENT COMMENTS – Fire Department

01/12/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

Approval will be based on Professional Engineer-stamped plans that signify overall plan conformance to all Georgia State and Cobb County Codes. Design Professional and Developer maintain the sole responsibility for the design and for correcting all errors, omissions, problems, and code violations (if any) exposed during construction AFTER authorization by Cobb County.

FIRE DEPARTMENT ACCESS:
All access roads shall meet the American Association of State and Highway Transportation Officials (AASHTO) design manual live load standard HS20 (75,000 lbs.) with an unobstructed width of not less than 20 feet, 35 foot inside radius, 50 foot outside turning radius and unobstructed vertical clearance of not less than 13 feet 6 inches. (Cobb County Development Standards 402.11)

Maximum slope of the access road in reference to the apparatus is 10% Front to Back and 5% Side to Side. Maximum grade of roadways leading to Fire Access roads refer to the Cobb County Development Standard Section 400: 14% for Non-Residential. Maximum angle of departure is 8.5%.

GUEST PARKING:
Occupant parking shall be installed as required by zoning and additional guest parking shall be required as follows:

- Where driveways to two car garages exceed 50 feet in length, no additional guest parking is required.
- Where driveways to two car garages are at least 22 feet long and 20 feet wide, additional parking shall be required at .5 spaces per dwelling unit.
- Where driveways to two car garages are less than 22 feet long and 20 feet wide, additional parking shall be required at 1 space per dwelling unit.
- Where only single car garages are provided, additional parking shall be required at 2 spaces per dwelling unit.
- Guest parking spaces must be evenly distributed throughout the project. (Cobb County Development Standards 401.8.2)

FIRE HYDRANT:
The maximum distance of a hydrant to the most remote portion of a structure shall be 500 feet. Distance shall be measured around the structure and from the fire apparatus access road. A 500-foot radius around the hydrant is not an acceptable measurement for distance. Hydrants on the opposite side of a main ROW is not an acceptable measurement of distance. (Cobb County Development Standards 410.5.2) (Cobb County Development Standards 410.5.2)

(continued)
Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet for a 40-foot length centered on the fire hydrant, exclusive of shoulders (see Figure D103.1 in Appendix D).

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

Z-8-2026 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

3/3/2026

Approval of this petition will not have an impact on the enrollment of schools.

School	Student Capacity	School Enrollment	Capacity Status
Powder Springs ES	900	803	97 under capacity
Cooper MS	1162	1054	108 under capacity
McEachern HS	2450	2122	328 under capacity

Z-8-2026 DEPARTMENT COMMENTS – Stormwater Management

1/23/2026

Site Data

1. Address: 3545 Hiram Lithia Springs Rd
2. District: 4
3. Existing Zoning: R-30 Existing Allowable Impervious Coverage: 35%
4. Proposed Zoning: RA-5 Allowable Future Impervious Coverage: 40%
5. Future Land Use: VLDR

Existing Conditions

Floodplain Information

1. Flood Damage Prevention Designated Flood Hazard: No

Stormwater Information

1. Drainage Basin: Powder Springs Creek
2. State Stream Buffers: Possibly, Not Verified; Georgia DNR Variance may be required to disturb within 25-foot streambank buffers. All stream buffers are to be located by the State's guidelines.
3. County Stream Buffer Ordinance: Possibly, Not Verified. The County's Undisturbed Stream Buffer is 50' each side of the stream; with an additional 25' impervious setback from the undisturbed buffer line. All stream buffers are to be located by the State's guidelines.
4. Impaired Stream: No.
5. Hotspot: No
6. Wetlands: No
7. Water Intake Zone: No
8. Chattahoochee River Corridor: No
9. Existing Onsite Ponds / Lake: Yes

Topography Information

1. General site Description: The existing site is minimally developed consisting of grassed areas with some woods and a single-family home with accessory structures. The site drains toward the northeast corner of the site.

2. Downstream Description: Stormwater discharges from the site toward the northeast and under Birchhaven Trace and into Toombs Lake downstream before entering the larger Powder Springs Creek floodplain.

3. Potential or known drainage problems may exist downstream from this site.

Project Design Comments and Recommendations

The following comments and recommendations are typically required at the time of plan

(continued)

review and permitting.

Existing Offsite Ponds and/or Lakes Design Requirements

1. Existing Downstream Offsite Lakes/Ponds: Additional Best Management Practices (BMP's) for Erosion & Sediment Control may be required during construction. Erosion Control BMP's shall be designed in accordance with the "Manual for Erosion and Sediment Control in Georgia".

2. Existing Downstream Lakes/Ponds Sediment Study Required: Provide a pre-development and post-construction sediment survey/study to document pre-development and post-development sediment levels within the downstream lakes/ponds.
    - Location(s): Toombs Lake (at 5841 Angham Rd)

Proposed Project Onsite Design Requirements

1. At the time of plan review provide a comprehensive Hydrology Study and Design for the Stormwater Management Design will be required. The design and study shall be in accordance with the Georgia Stormwater Management Manual and the current Cobb County Codes. The design and study shall include but not limited to stormwater detention, runoff reduction and/or water quality, channel protection, and downstream flood prevention.

2. Project Engineer must evaluate the impact of increased volume of runoff generated by the proposed project on existing downstream drainage system(s). Including hydrologic routing of downstream ponds or lakes.

3. At the time of plan review calculate and provide the percentage of impervious coverage for the project site on the plans.

4. Impervious calculations for residential subdivision design shall be based the maximum allowable percentage per lot based on the zoning category plus all additional impervious areas including but not limited to roads, sidewalks, and amenity areas.

5. Recommend a pre-design concept meeting with Cobb County Stormwater Management Division. At the time of the Concept Meeting a proposed concept stormwater management plan shall be presented.

6. The proposed onsite storm drain system and stormwater management facility is considered private. All annual inspections, maintenance and repairs are the responsibility of the property owner. A stormwater facility "Maintenance Agreement

(continued)

and Access Easement" will be required at the time of the land disturbance permit with the Cobb County Stormwater Management Division.

7. The proposed stormwater management facility(ies) within residential subdivisions with dedicated streets are to be located on a standalone parcel with a **20' minimum right-of-way frontage.** All appurtenances of the storm management facility must be within the pond parcel.

8. The Owner/Developer is responsible for obtaining any required stream piping and wetland disturbance permits from the U.S. Army Corps of Engineers including any required mitigation. Copies of the Corps of Engineers approvals, permits, and proof of mitigation are to be furnished at the time of the Land Disturbance Permit and scanned onto the plan sheets of the project drawings.

9. The Owner/Developer is responsible for obtaining any required stream piping and buffer variances from the Georgia EPD including any mitigation. Copies of the State's approvals, permits, and proof of mitigation are to be furnished at the time of the Land Disturbance Permit and scanned onto the plan sheets of the project drawings.

10. Stormwater discharges must be controlled not to exceed the existing capacity of the downstream storm drainage system (including pipe systems).

11. Substantially mitigate any effects of concentrated stormwater discharges onto adjacent properties. Level spreaders may be required to disburse the stormwater discharge.

12. Developer must secure drainage easement(s) to receive concentrated discharges where none naturally exist downstream.

13. Any spring activity discovered must be addressed by a qualified registered geotechnical professional engineer (PE) at the expense of the owner/developer.

14. Structural fill must be placed under the direction of a qualified registered geotechnical engineer (PE) at the expense of the owner/developer.

Special Conditions

1. The onsite lake, referred to as "Stansel Pond" in GIS provides a Water Quality benefit in the existing watershed that will be lost since the pond is proposed to be eliminated, per the provided Zoning site plan. The benefit of this lake must be replicated in the existing pond by providing additional Water Quality volume and Channel Protection volume as directed by Stormwater Management.
2. The proposed detention pond must have a 20' wide access path from the roadway.

1/23/2026

Comprehensive Plan Future Land Use Designation: Very Low Density Residential
The subject tract is within the Very Low Density Residential (VLDR) future land use category. The purpose of VLDR is to provide for areas that are suitable for very low-density housing, particularly in locations that may not have basic services such as sewer, or where the existing or desired residential development pattern is zero to two (2) dwelling units per acre.

Future Land Use Sub-Category? N/A

☐ Consistent ☒ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Powder Springs
Was the city notified? Yes

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

(continued)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? ☐ Yes ☒ No

(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)? ☐ Yes ☒ No

Is this property within the Cumberland Special District #2 (ad valorem tax)? ☐ Yes ☒ No

Is this property within the Six Flags Special Service District? ☐ Yes ☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone? ☐ Yes ☒ No

Is the property within the Clear Zone (CZ)? ☐ Yes ☒ No

Is the property within 3000’ of Dobbins ARB? ☐ Yes ☒ No

Is the property within the Accident Potential Zone (APZ I)? ☐ Yes ☒ No

Is the property within the Accident Potential Zone II (APZ II)? ☐ Yes ☒ No

Is the property within the Noise Zone? ☐ Yes ☒ No

Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)? ☐ Yes ☒ No

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Z-8-2026 DEPARTMENT COMMENTS – Water and Sewer

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☒ YES ☐ NO

Size/location of existing water main(s): 8" on Hirma Lithia Springs Rd

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☒ YES ☐ NO*

Approx. distance to nearest sewer: On-site

Estimated waste generation (in G.P.D.): Average daily = 7,560

Peak flow = 18,900

Treatment plant: South Cobb WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☐ YES* ☒ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

Additional sewer comments:

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
Hiram Lithia Springs Road	Major Collector	40	Cobb County	80’

ITE Land Use	Description	Expected Size (DU)	AM			PM			Daily (vpd)
			In (vph)	Out (vph)	**Total (vph)**	In (vph)	Out (vph)	**Total (vph)**	
210	Single Family Homes	36	6	19	**25**	21	13	**34**	**339**

vph = vehicles per hour, vpd = vehicles per day, DU = dwelling unit

Comments and observations

According to the available information, the existing right-of-way does not meet the minimum requirements.

In accordance with Cobb County Code 134-121 and based on site plan received December 31, 2025, this development does not require a traffic study submittal.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend applicant, **WITHIN 12 MONTHS OF ZONING APPROVAL**, donate right-of-way on the south side of Hiram Lithia Springs Road, a minimum of 40’ from the roadway centerline, in accordance with Cobb County Development Standard 401.2, Right-of-Way.

2. Recommend Hiram Lithia Springs Road access include a deceleration (right turn) lane. This recommendation is pursuant to Cobb County Development Standard 402.9, Deceleration Lanes/Roadway Improvements Along Existing Streets, and Cobb County Development Standard Detail 401A, Deceleration Lanes. A conceptual deceleration lane is shown on the site plan received December 31, 2025. Recommend location and design be determined during plan review, subject to Cobb DOT approval.

3. Recommend curb, gutter, and sidewalk along the entire frontage of Hiram Lithia Springs Road to meet Cobb DOT standards. This recommendation is pursuant to Cobb County Development Standard 401.15, Curbs and Gutters (including subsections), Cobb County Development Standard 404 Sidewalks and Pathways, Cobb County Development Standard Detail 106, Concrete Curbs, Medians.

(continued)

4. Recommend applicant verify that minimum intersection sight distance is available for the proposed development access and if it is not, implement remedial measures, subject to the Department's approval, to achieve the minimum requirement. This recommendation is pursuant to Cobb County Development Standard Detail 401B, Intersection Sight Distance.

5. All signage and landscaping should be installed off county right-of-way and where it will not impede the line of sight for the driveways or roadways.

6. Recommend a minimum of 50 feet straight-line distance (from end of curb return to start of adjacent curb return) or greatest feasible spacing allowed by lot frontage, using engineering judgement, between any residential driveways. This recommendation is pursuant to Cobb County Development Standard 402.7.1, Residential Driveways and Cobb County Development Standard Detail 116R, Residential Driveway Standard. Recommend final location and design be determined during plan review, subject to Cobb County DOT approval. The failure to meet this standard for internal driveway spacing is noted because it will preclude the interior roadways from being accepted by the County as public streets at a future date.

7. Recommend a minimum of 100 feet straight-line distance (from end of intersection curb return to start of driveway curb return) between the first residential driveway and Hiram Lithia Springs Road. This recommendation is pursuant to Cobb County Development Standard 402.2, Access from Thoroughfare Streets and Cobb County Development Standard Detail 116R, Residential Driveway Standard.

8. Recommend Hiram Lithia Springs Road main access include a left turn lane to address safety. This recommendation is pursuant to Cobb County Development Standard 402.10, Left Turn Lane Design Guidelines, and Cobb County Development Standard Detail 401F, Left Turn Lane. Cobb DOT also follows Table 9-24 and Figure 9-35 recommendations published in the American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets (Green Book), 7th Edition. Recommend final location and design be determined during plan review, subject to Cobb County DOT approval.

9. Recommend proposed streets, lighting, and utilities be constructed to the Cobb County Standard Specifications for public streets. Streets that do not meet Cobb DOT specifications for public streets cannot be considered for potential future transfer to Cobb County. This recommendation is pursuant to Cobb County Development Standard 401,

(continued)

Streets and Access (including subsections) and Cobb County Development Standard Details, including the following: Detail 110A, Typical Section Residential Street; Detail 100B, Residential Street Grading; Detail 104a, Typical Residential Cul-de-sac; Detail 104b, Typical Offset Cul-de-sac; and Detail 113, Sidewalks.

10. Recommend a minimum of 30’ radius and 50 feet straight-line distance from the edge of the right-of way line to the first internal parking space or drive aisle to allow for vehicle stacking. This recommendation is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways. Recommend location and design be determined during plan review, subject to Cobb DOT approval.

11. Recommend development either directly align or have an offset of a minimum of 125 feet centerline to centerline from Angham Road. This recommendation is pursuant to Cobb County Development Standard 401.10, Minimum Centerline Offsets and Intersection Separations. Recommend location and design be determined during plan review, subject to Cobb DOT approval.

12. Recommend removing and closing driveway aprons along the property frontages that the development renders unnecessary.

13. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion that the applicant's rezoning proposal will not permit a use that is suitable in the view of use and development of adjacent and nearby properties. The proposed density of 3.14 units per acre is higher than most adjacent residential development nearby which follows the pattern of large lot single-family homes.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion that the applicant's rezoning proposal may adversely affect the existing use or usability of adjacent or nearby properties. There are less dense residential uses surrounding the proposed site.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion that the applicant's rezoning proposal will result in a use which could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. This opinion can be supported by the department comments contained in the analysis.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion that the zoning proposal is not in conformity with the Cobb County Comprehensive Plan. The property is delineated within the Very Low Density Residential (VLDR) future land use category. The purpose of the VLDR category is to provide for areas that are suitable for low-density housing between zero (0) and two (2) dwelling units per acre. The area is predominately R-30 with a development pattern that is much less dense with single-family homes on lots many of which are one (1) acre or more in size.

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

It is Staff's opinion that there are existing or changing conditions affecting the use and development of the property which give supporting grounds for denying the zoning proposal. The area of the proposal is in a residential area with single-family neighborhoods a half-mile south. The highest density subdivision in the surrounding area is an RSL subdivision at approximately 2.53 units per acre. The zoning proposal for RA-5 lies within an area delineated as VLDR and does meet the forecasted density range of zero (0) to two (2) dwelling units per acre with a net density of 3.14 which makes it out of character with nearby adjacent development of single-family homes on larger lots.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Application No. Z-

PC Hearing: 03-03-2026
BOC Hearing: 03-17-2026

Summary of Intent for Rezoning

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** 1,600 square feet

b) **Proposed building architecture:** To be submitted under separate cover.

c) **List all requested variances:** None at this time.

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):**

b) **Proposed building architecture:**

c) **Proposed hours/days of operation:**

d) **List all requested variances:**

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Part 3. Other Pertinent Information (List or attach additional information if needed)

The Applicant is proposing a 36-lot single-family residential subdivision.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located).

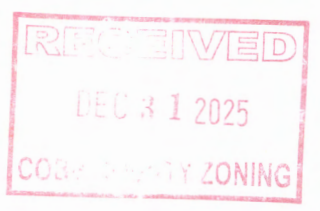
N/A

STATEMENT OF INTENT

OF

BROCK BUILT HOMES, LLC

Rezoning Application
for a 11.47-Acre Tract of Land located in
Land Lot 809 - 19th District, 2nd Section,
Cobb County, Georgia



Submitted for the Applicant by:

Parks F. Huff
Sams, Larkin, & Huff, LLP
Suite 100
376 Powder Springs Street
Marietta, GA 30064
(770) 422-7016
phuff@samslarkinhuff.com

This Application for Rezoning seeks certain entitlements in order to rezone the property from R-30 to RA-5, for the development of a 36-lot, single-family residential subdivision. The Subject Property consists of approximately 11.47 acres and is on the southeast side of Hiram Lithia Springs Road, southwest of Angham Road. The property abuts single-family residential lots in Cobb County and a single-family subdivision in the City of Powder Springs.

Cobb County's Future Land Use Map ("FLUM") reflects that the Subject Property is located within the confines of the Very Low Density Residential ("VLDR") land use category. The RA-5 Single-family Residential zoning district is designed to be located within or on the edge of properties delineated for any residential categories.

The proposed RA-5 development includes the required 10-foot landscape buffer adjacent to more restrictive residentially zoned properties. The proposed houses are situated more internally to the overall development. Included on the site plan for the proposed development is a mail kiosk, parking, and open space. The proposed new single-family residential use will revive the property, providing this area with new residents.

Based upon the foregoing reasons, the Applicant respectfully requests that the Application for Rezoning be approved with the Applicant soliciting any comments from staff or other officials of Cobb County so that such recommendations or input may be incorporated as conditions of approval of this Rezoning Application.

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Respectfully submitted, this the 30 day of Dec, 2025.

SAMS, LARKIN, & HUFF, LLP

By: _____
PARKS F. HUFF
Attorney for Applicant
Georgia Bar No. 375010

376 Powder Springs Street, Suite 100
Marietta, GA 30064
(770) 422-7016

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S L H

SAMS, LARKIN & HUFF
A LIMITED LIABILITY PARTNERSHIP
SUITE 100
376 POWDER SPRINGS STREET
MARIETTA, GEORGIA 30064-3448

GARVIS L. SAMS, JR.
(1952-2025)
JOEL L. LARKIN
PARKS F. HUFF

770•422•7016
TELEPHONE
770•426•6583
FACSIMILE

COPY

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FEB 24 2026
COBB COUNTY ZONING

February 24, 2026

VIA EMAIL & HAND DELIVERY

Mr. John P. Pederson, AICP, Manager
Cobb County Zoning Division
Community Development Agency
1150 Powder Springs Road, Suite 400
Marietta, GA 30064

Re: Application of Brock Built Homes, LLC, to Rezone an approximate 11.47±-Acre Tract from R-30 to RA-5; Land Lot 809 of the 19th District; Located on the southeast side of Hiram Lithia Springs Road, southwest of Angham Road (3545 Hiram Lithia Springs Road); Z-8 of 2026

Dear John:

Brock Built Homes, LLC ("Applicant") is proposing to develop a neighborhood with thirty-six for sale single-family homes on Hiram Lithia Springs Road, southwest of Angham Road. The rezoning application is scheduled to be heard and considered by the Cobb County Planning Commission on March 3, 2026, and, thereafter, heard and considered for final action by the Cobb County Board of Commissioners on March 17, 2026.

The Subject Property is an 11.47-acre tract that is within an area denominated as Very Low Density Residential ("VLDR") under Cobb County's Future Land Use Map ("FLUM") and it is currently zoned R-30. The Applicant proposes to develop a new single-family residential community at a density of 3.1 units per acre. The Subject Property abuts property zoned R-30 in Cobb County and a subdivision in the City of Powder Springs zoned R-5 Cluster. Although the staff analysis notes the project is denser than the VLDR designation, this does not take into account the existing similar zoned uses adjacent to the property in the city of Powder Springs, or the need to create more options for homeownership in Cobb County. A key element to this project is a partnership with Habitat for Humanity to create purchase options for homeowners by setting aside a number of lots within the community that will be purchased by homeowners with equity and loan assistance from Habitat. This innovative partnership is a small step in addressing the fact that because homeownership is so unattainable the average age of a first-time homebuyer is now 40.

During the pendency of this application, we have established a dialogue with the County's professional staff and other stake holders. In that regard, this letter will serve as the Applicant's agreement to the following stipulations which shall become conditions and a part of the grant of the requested Rezoning, and which shall be binding upon the Subject Property thereafter. The referenced stipulations are as follows, to wit:

1. The stipulations and conditions set forth herein shall replace and supersede in full any and all prior stipulations and conditions in whatsoever form which are currently in place concerning the Subject Property which constitutes the subject matter of the above-captioned Application.

2. The approval of this Application shall be specifically for the purposes of a 36-lot single-family residential subdivision.

3. Thirty-three percent (33%) of the homes will be sold to buyers that are at or below the 80% average median income (AMI) for the area with special consideration for buyers that work for Cobb County or the Cobb County School System.

4. This Rezoning shall be in substantial conformity to that certain Site Plan prepared by Dovetail Civil Design, Inc., which is attached as Exhibit A with the variances noted on the plan and the staff analysis.

5. The architectural style and composition of the houses will be in substantial conformity to the renderings attached as Exhibit B.

6. The District Commissioner is to approve the final site plan and building elevations.

7. Compliance with recommendations from the Cobb County Department of Transportation that are contained in the staff analysis, with the exception of the left turn lane on Hiram Lithia Springs Road because the proximity to Angham Road creates a turning conflict.

8. Compliance with directives from the Cobb County Fire Marshal's Office regarding Life, Safety and Fire Prevention issues.

9. Subject to recommendations from the Stormwater Management Division with respect to detention, hydrology, stormwater management, water quality and downstream

considerations. This stipulation includes recommendations regarding the ultimate location and configuration of on-site detention and water quality.

10. The District Commissioner shall have the authority to approve minor modifications as this development proposal proceeds through the Plan Review process and thereafter, except for those that:

    a. Reduce the size of an approved buffer adjacent to property which is zoned in a more restrictive zoning district.

    b. Relocate a structure closer to the property line to an adjacent property which is zoned in a more restrictive zoning district.

    c. Increase the height of a building adjacent to property which is zoned in a more restrictive zoning district.

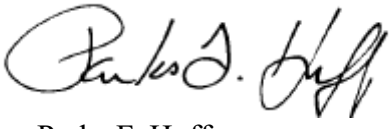
    d. Change access location to different roadways.

    e. Seek Variances to provisions of the Cobb County Zoning Ordinance.

In the interim, please do not hesitate to contact me should you or your staff have any questions or require any additional information or documentation. With kind regards, I am

Very truly yours,

SAMS, LARKIN & HUFF, LLP



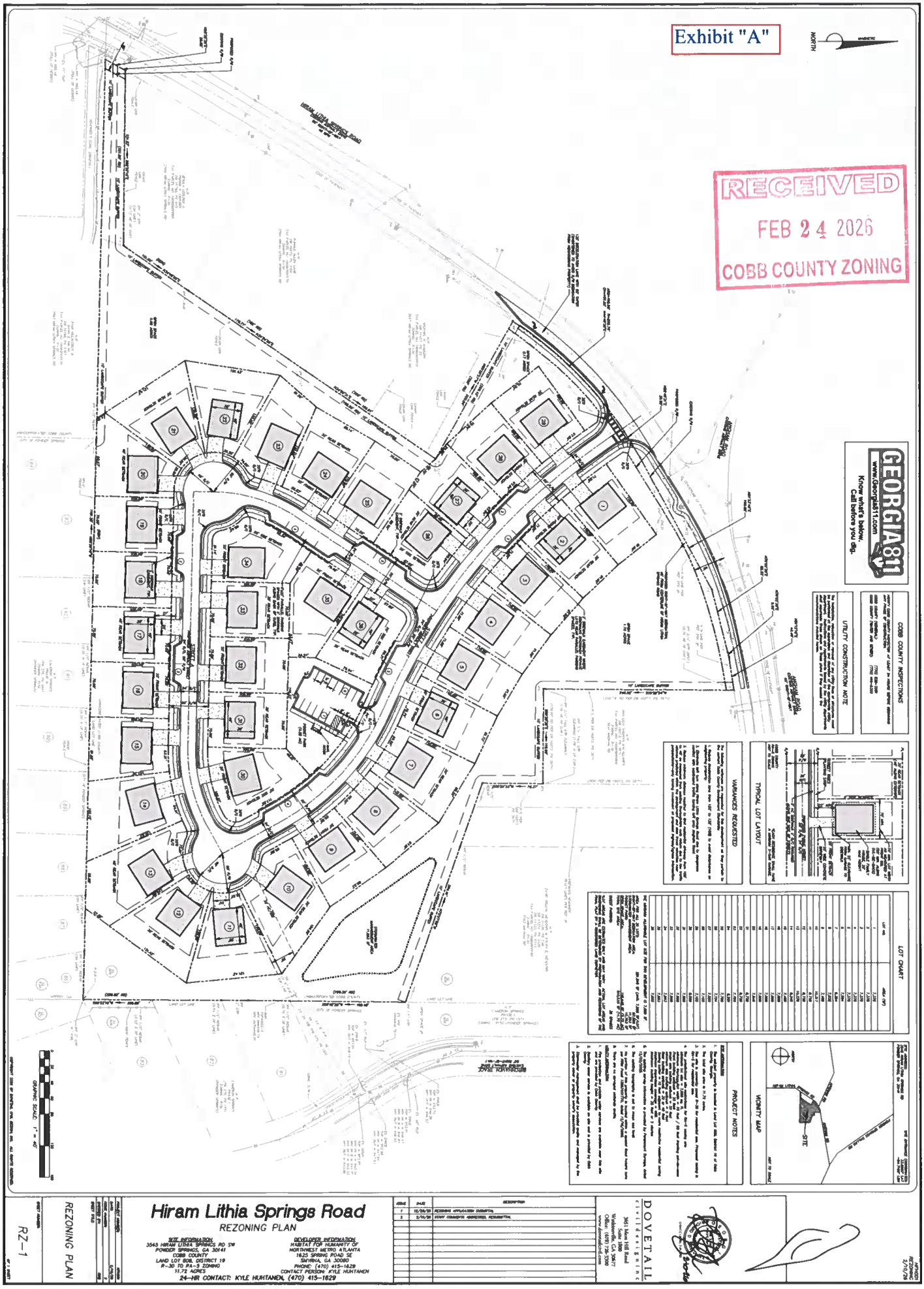
Parks F. Huff
phuff@samslarkinhuff.com

PFH/jac
Enclosures/Attachments

cc: ON FOLLOWING PAGE

VIA EMAIL & HAND DELIVERY

cc: Members, Cobb County Board of Commissioners (via email)
Dr. Jackie McMorris, County Manager (via email)
Mr. Brian Johnson, Senior Associate County Attorney, Cobb County Attorney's Office (via email)
Board of Commissioners Assistants (via email)
Ms. Jessica Guinn, AICP, Director (via email)
Mr. Terry Martin, AICP, CNU-A, Senior Planner (via email)
Mr. Cameron Jones, MCRP, CNU-A, Planner III (via email)
Ms. Jessica Berman, Planner I (via email)
Mr. Peyton McClure, CNU-A, Planner I (via email)
Mr. Shaun Daniels, Planner I (via email)
Ms. Pam Mabry, County Clerk (via email)
Ms. Robin Stone, Deputy County Clerk (via email)
Ms. Leila Washington, Deputy County Clerk (via email)
Mr. Jeff Byrd, Fire Marshal's Office (via email)
Ms. Amy Diaz, P.E., Cobb DOT (via email)
Mr. Wilson Collins, Cobb DOT (via email)
Mr. Andrew Heath, P.E., Stormwater Management Division (via email)
Mr. Chris Duggan, Cobb County Water and Sewer Division (via email)
Mr. Kyle Huhtanen, Executive Director, Habitat for Humanity of NW Metro Atlanta (via email)
Mr. Adam Brock, Manager, Brock Built Homes, LLC (via email)


Exhibit "A"
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COBB COUNTY ZONING
NORTH
GEORGIA811
www.Georgia811.com
Know what's below.
Call before you dig.
COBB COUNTY INSPECTIONS
UTILITY CONSTRUCTION NOTE
VARIANCES REQUESTED
TYPICAL LOT LAYOUT
LOT CHART
PROJECT NOTES
VICINITY MAP
SITE
GRAPHIC SCALE: 1" = 40'
Hiram Lithia Springs Road
REZONING PLAN
SITE INFORMATION:
3545 HIRAM LITHIA SPRINGS RD SW
POWDER SPRINGS, GA 30141
COBB COUNTY
LAND LOT 808, DISTRICT 19
R-30 TO PA-3 ZONING
11.72 ACRES
DEVELOPER INFORMATION:
HABITAT FOR HUMANITY OF
NORTHWEST METRO ATLANTA
1625 SPRING ROAD SE
SMYRNA, GA 30080
PHONE: (470) 415-1629
CONTACT PERSON: KYLE HUHTANEN
24-HR CONTACT: KYLE HUHTANEN, (470) 415-1629
DOVETAIL
civil design
3661 Mars Hill Road
Suite 200
Watkinsville, GA 30677
Office: (678) 736-3090
www.dovetailcivil.com
REZONING PLAN
RZ-1
HRSP
REZONING
2/11/26

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Exhibit "B"



Brock Built for Better Living

New construction homes designed with you in mind.

BROCK BUILT

Habitat for Humanity®
NW Metro Atlanta

Mixed-Income Development

3545 Hiram Lithia Springs Rd.
Powder Springs, GA 30127

A Response to the Housing Challenge

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Exhibit "B"

Humanity Has a New Look

Habitat for Humanity NWMA

New Home Designs are emerging to include modern details, garages and modern styling.

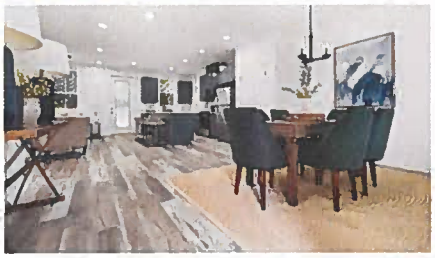


Farmhouse Elevation
Powder Springs Home, Completed 2025









BROCK BUILT | Habitat for Humanity NW Metro Atlanta

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-9-2026

SITE BACKGROUND

Applicant	Kopecky CRE Holdings, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Parks F. Huff
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Tyrus L. Cobb and Lisa A. Cobb
Property Location	Located on the east side of West Atlanta Street and on the west side of CSX Railroad, south of Pearl Street
Address	823 West Atlanta Street
Access to Property	West Atlanta Street

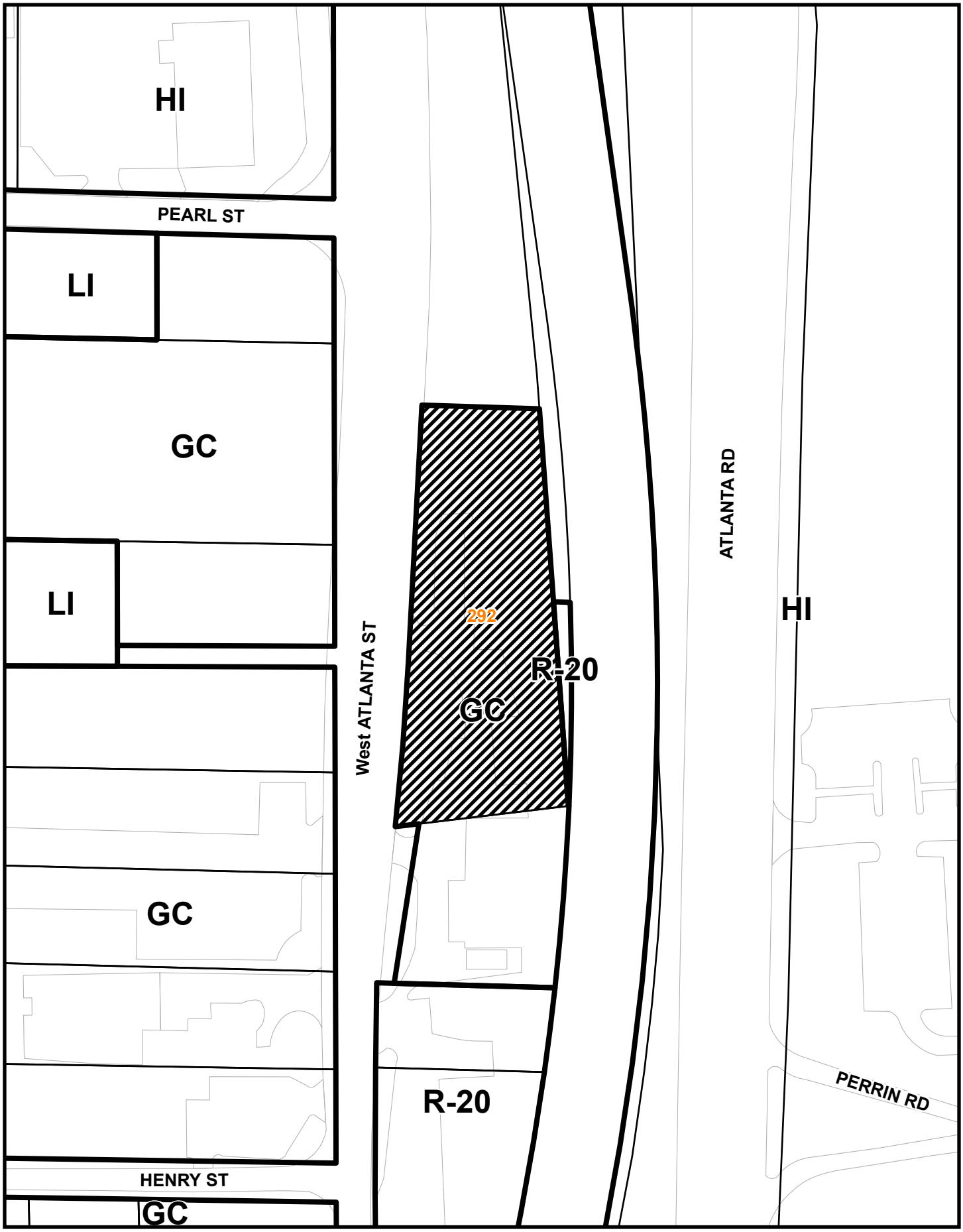
QUICK FACTS

Commission District	2 - Allen
Current Zoning	GC
Current Use of Property	Vacant commercial/industrial
Proposed Zoning	LI
Proposed Use	Special contractor (restriping business)
Future Land Use	IC
Site Acreage	0.82
District	17
Land Lot	292
Parcel #	17029200460
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

Z-9 2026 Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 85 170 Feet

Zoning Boundary

City Boundary

Rezoning Plat

823 West Atlanta Road Tract

Cobb County, Georgia Land Lot 292, 17th District, 2nd Section

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prepared for:
Kopecki CRC Holdings, LLC

0 10 20 40 80
Scale: 1" = 20'

DGM
LAND PLANNING CONSULTANTS, INC.

1635 OLD HWY 41
SUITE 112-314
KENNESAW, GA 30152

770-514-9006
DGMLPC.COM

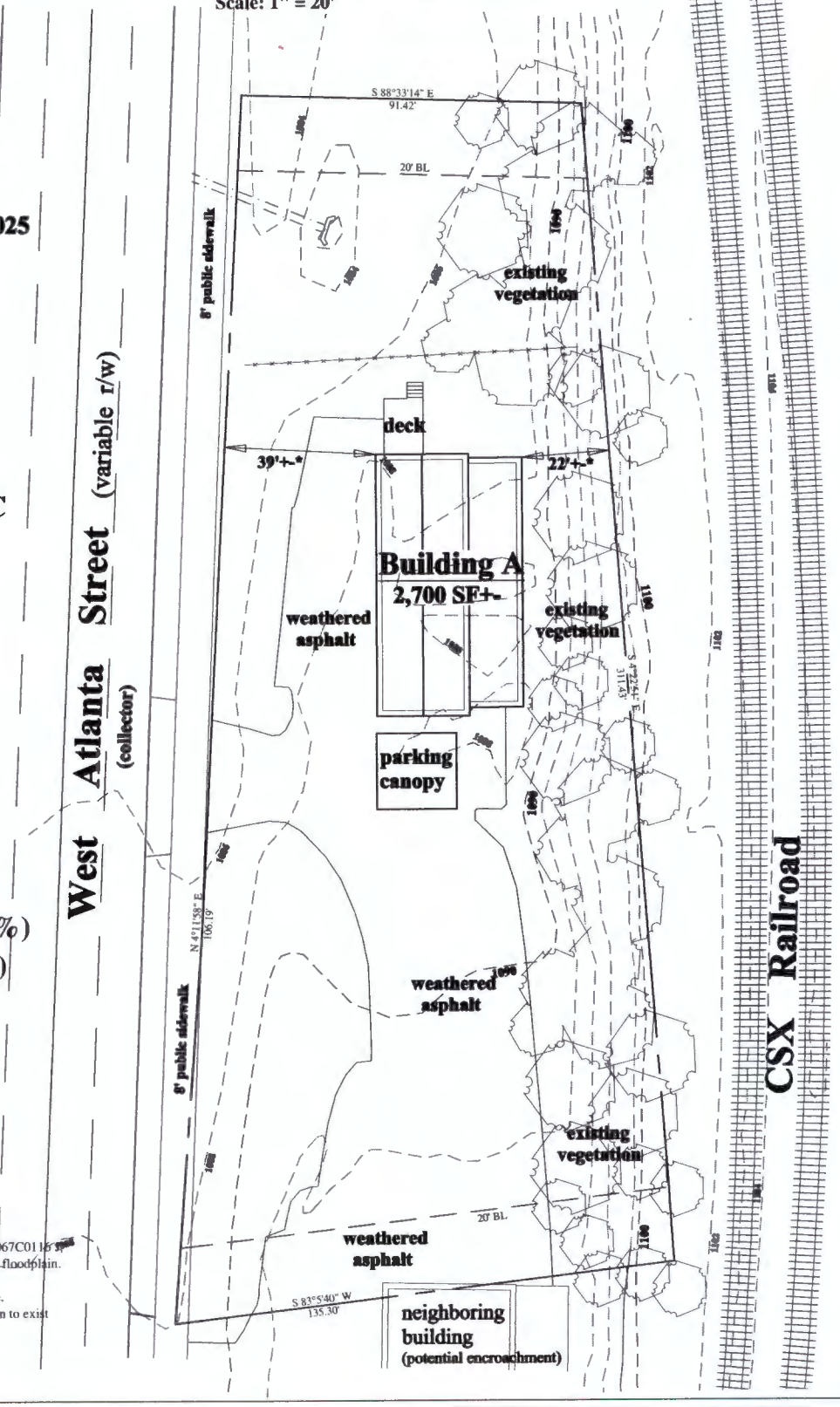
north

December 31, 2025

Site Data

Total Site Area: .82 AC (35,719 SF)*
Present Zoning: GC
Proposed Zoning: LI
LI building setbacks:
front: 50'*
(39' requested)
side: 20'
rear: 30'*
(22' requested)
Total impervious surface: 13,904 SF (39%) (maximum 70% in NAC)

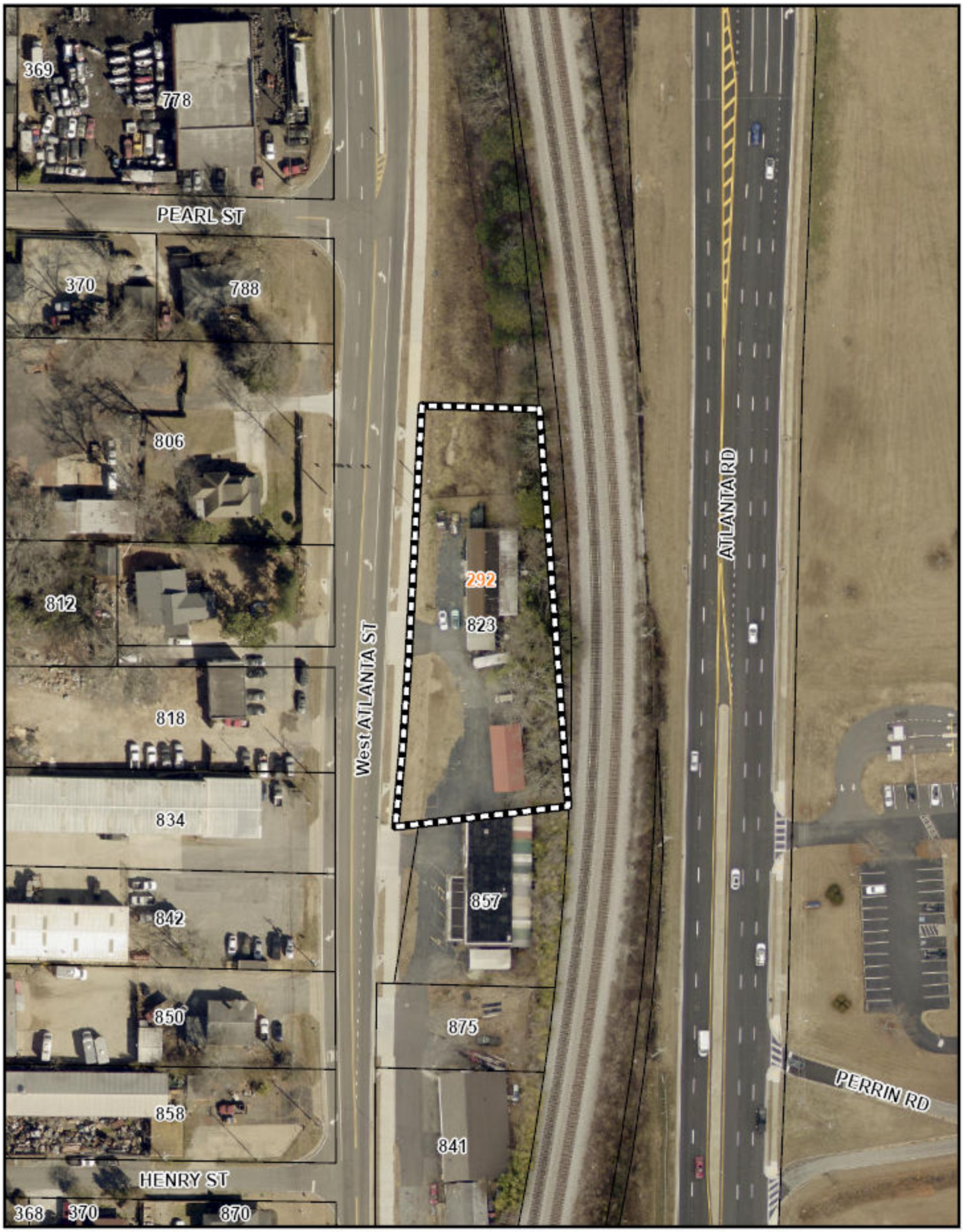
***variance requested**



General Notes:

1. Boundary and topography from Cobb County GIS
2. According to Flood Insurance Rate Map (FIRM) #13067C0116 F, December 5, 2018, no portion of this site contains floodplain.
3. No cemeteries are known to exist on site.
4. No streams and/or wetlands are known to exist on site.
5. No archeological or architectural landmarks are known to exist on site.
6. No utility easements are known to exist on site.

Z-9 2026 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 85 170 Feet

Zoning Boundary

City Boundary

Application No. Z-

PC Hearing: 03-03-2026
BOC Hearing: 03-17-2026

Summary of Intent for Rezoning

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** _____

b) **Proposed building architecture:** _____

c) **List all requested variances:** _____

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Special Contractor's Office - Restriping Business

b) **Proposed building architecture:** Existing building.

c) **Proposed hours/days of operation:** _____

d) **List all requested variances:** Existing

Part 3. Other Pertinent Information (List or attach additional information if needed)

The Subject Property is zoned GC and is located in the IC future land use category, which prohibits a different use and/or expansion. The applicant wants to locate his business in the existing building. The requested LI allows the proposed use and is compatible with the FLUM.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). No.

STATEMENT OF INTENT

OF

KOPECKY CRE HOLDINGS, LLC

Proposed Light Industrial Rezoning

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DEC 31 2025

Submitted for the Applicant by:

PARKS F. HUFF
Sams, Larkin & Huff, LLP
Suite 100
376 Powder Springs Street
Marietta, GA 30064
(770) 422-7016
phuff@samslarkinhuff.com

STATEMENT OF INTENT

KOPECKY CRE HOLDINGS, LLC ("Applicant") is proposing to rezone this GC zoned parcel to the Light Industrial ("LI") zoning district.

The Applicant's requested special contractor's business is a permitted use under the requested LI zoning district, which is compatible with the Subject Property's Industrial Compatible ("IC") future land use designation. The Subject Property is developed, and the Applicant wants to use the existing building.

The property is zoned GC and no change in use or improvements can be made to the existing building/property because the GC zoning district needs to be located in a Community Activity Center ("CAC") or a Regional Activity Center ("RAC") on the Future Land Use Map ("FLUM") in order to increase the building or change the use. The GC zoning's grandfathered status in the Industrial Compatible ("IC") does not allow the proposed change to the use of the property. Other properties in this area are in the same situation because they were grandfathered when the FLUM was adopted in 1972. Again, the proposed rezoning and the proposed use are compatible with the area and Cobb County's FLUM. The proposed use and rezoning will allow this parcel to be zoned under the FLUM-compatible zoning district of LI.

This LI proposal will provide a new LI-permitted business in the existing building and rezone the property to a compatible zoning category.

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COBB COUNTY ZONING

Respectfully submitted, this the 30 day of Dec 2025.

SAMS, LARKIN & HUFF, LLP

By: _____
PARKS F. HUFF
Attorney for Applicant
Ga. Bar No. 375010

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COBB COUNTY ZONING

ZONING IMPACT STATEMENT
FOR THE REZONING APPLICATION
OF KOPECKY CRE HOLDINGS, LLC

COMES NOW, KOPECKY CRE HOLDINGS, LLC, and pursuant to §134-121(a)(7) of the Cobb County Zoning Ordinance, files this its Zoning Impact Statement, as follows:

A. The zoning proposal will permit a use of the property which is suitable in the context of development and existing zonings along this section of West Atlanta Street. The subject property is located on the east side of West Atlanta Street. The property is situated among industrial, commercial and automotive properties.

B. The zoning proposal will have no adverse effect or impact upon the exiting uses or usability of adjacent or nearby properties as such properties are currently used. The proposed rezoning will be consistent with other industrial, commercial and automotive uses along this West Atlanta Street.

C. The subject property to be affected by the zoning proposal has limited reasonable economic use as currently zoned in that the fair market value of same falls below the range of values of similarly zoned and situated properties with equivalent utility. The Subject Property is zoned GC. The GC zoning, because of the Industrial Compatible ("IC") future land use designation on the County's Future Land Use Map ("FLUM"), the

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use of the property and building cannot be expanded or changed. The Applicant's requested zoning of LI and the proposed use are consistent with the IC land use designation.

D. The zoning proposal is consistent with the uses and purposes contemplated under Cobb County's Comprehensive Land Use Plan and FLUM with the subject property being located within the IC FLUM designation under and pursuant to Cobb County's Future Land Use Map and Comprehensive Land Use Plan.

E. There is no substantial relationship between the existing LI and GC zoning districts and the LI rezoning as proposed which limits the subject property in terms of its present utilization and the public health, safety, and general welfare. The proposed use will be a specialized contractor's business.

Respectfully submitted, this the 30 day of Dec, 2025.

SAMS, LARKIN & HUFF, LLP

By: _____
PARKS F. HUFF
Attorney for Applicant
Ga. Bar No. 375010

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2025
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COBB COUNTY ZONING

Rezoning Plat

823 West Atlanta Road Tract

Cobb County, Georgia Land Lot 292, 17th District, 2nd Section

prepared for:
Kopecki CRC Holdings, LLC

0 10 20 40 80
Scale: 1" = 20'

DGM
LAND PLANNING CONSULTANTS, INC.
1635 OLD HWY 41
SUITE 112–314
KENNESAW, GA 30152
770–514–9006
DGMLPC.COM

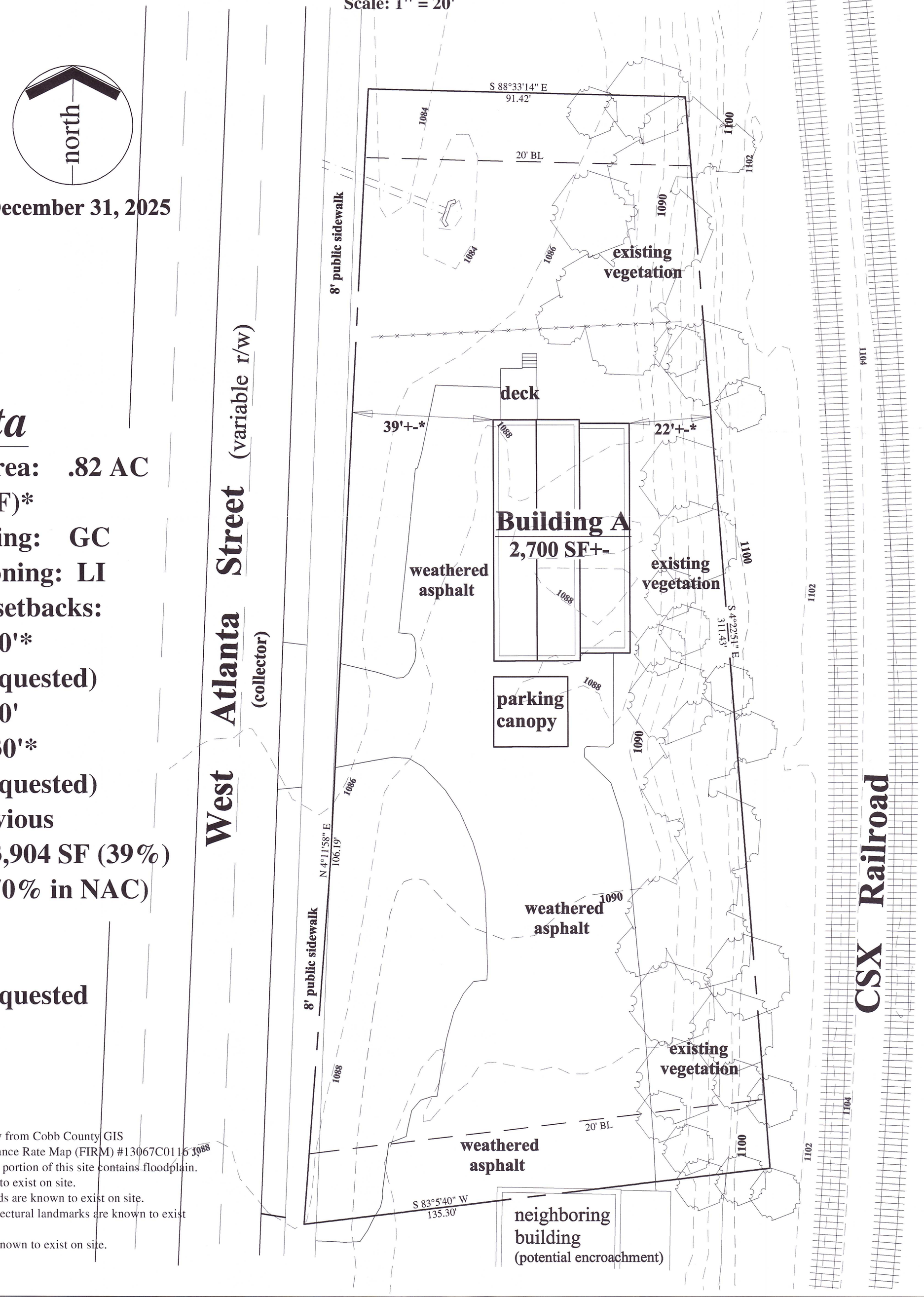
north

December 31, 2025

Site Data

Total Site Area: .82 AC
(35,719 SF)*
Present Zoning: GC
Proposed Zoning: LI
LI building setbacks:
front: 50'*
(39' requested)
side: 20'
rear: 30'*
(22' requested)
Total impervious surface: 13,904 SF (39%)
(maximum 70% in NAC)

***variance requested**



General Notes:

1. Boundary and topography from Cobb County GIS
2. According to Flood Insurance Rate Map (FIRM) #13067C0116 J, December 5, 2018, no portion of this site contains floodplain.
3. No cemeteries are known to exist on site.
4. No streams and/or wetlands are known to exist on site.
5. No archeological or architectural landmarks are known to exist on site.
6. No utility easements are known to exist on site.

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

Z-9-2026

SITE BACKGROUND

Applicant	Kopecky CRE Holdings, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Parks F. Huff
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Tyrus L. Cobb and Lisa A. Cobb
Property Location	Located on the east side of West Atlanta Street, south of South Cobb Drive
Address	823 West Atlanta Street
Access to Property	West Atlanta Street

QUICK FACTS

Commission District	2 - Allen
Current Zoning	GC
Current Use of Property	Vacant commercial/industrial
Proposed Zoning	LI
Proposed Use	Contractor (parking lot restriping)
Future Land Use	IC
Site Acreage	0.82
District	17
Land Lot	292
Parcel #	17029200460
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

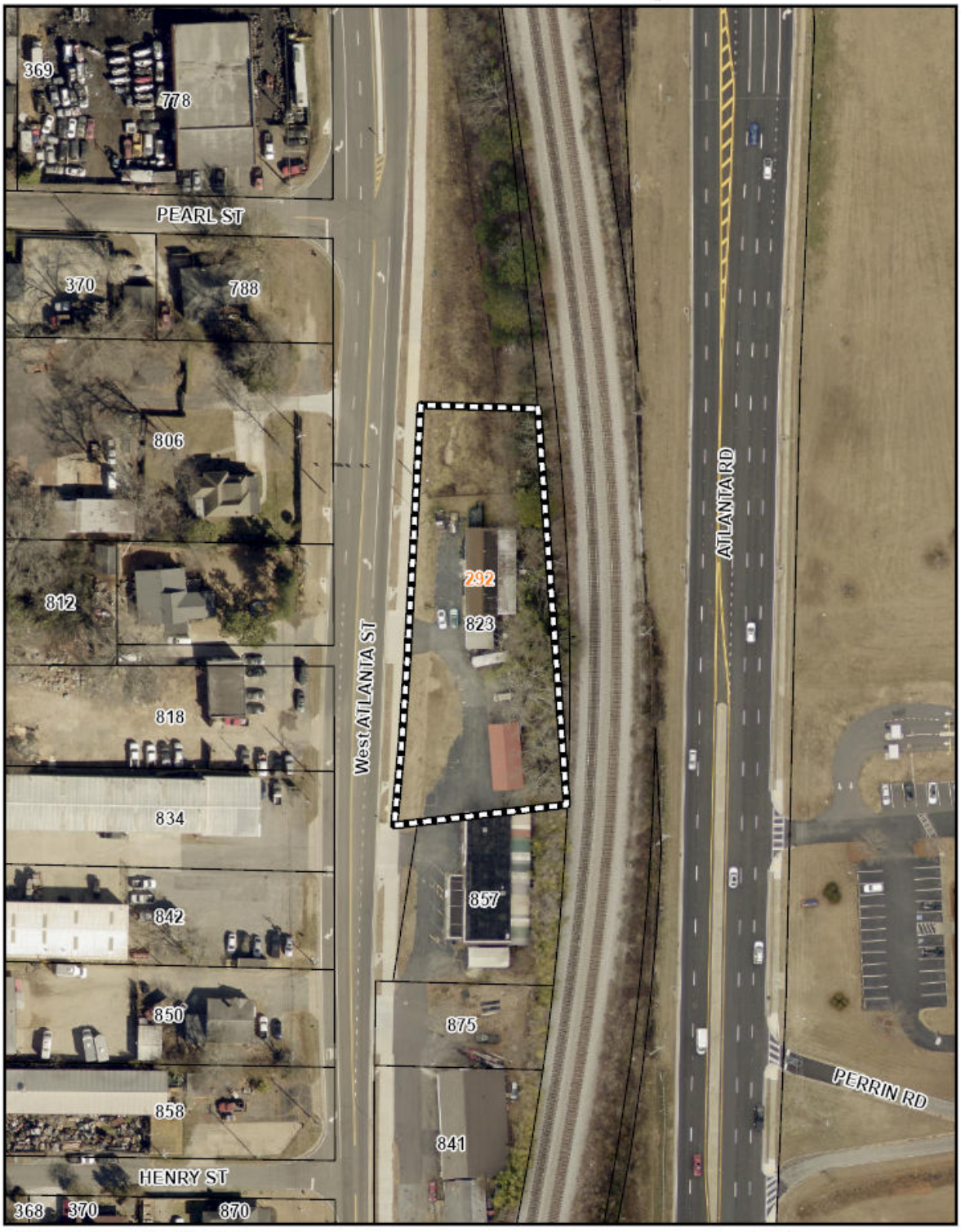
(Zoning staff member: Peyton McClure, CNU-A)

Based on the analysis of this case, Staff recommends **Approval** subject to the following;

Z-9-2026 DEPARTMENT COMMENTS – Zoning Division

1. Site plan received by the Zoning Division on January 2, 2026, with the district commissioner approving minor modifications;
2. Existing exterior signage to be removed or brought into a state of good repair and made code-compliant;
3. No outside storage of equipment within 35 feet of ROW and five (5’) feet from side or rear property lines;
4. Incidental storage of materials to be within enclosed portion of principle structure or within a permitted accessory structure;
5. All vehicles to be parked in striped and paved spaces;
6. Fire Department comments and recommendations;
7. Stormwater Management Division comments and recommendations;
8. Water and Sewer Division comments and recommendations; and
9. Department of Transportation comments and recommendations.

Z-9 2026 Aerial Map



2-9

Rezoning Plat

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JAN 02 2026
COBB COUNTY ZONING

823 West Atlanta Road Tract

Cobb County, Georgia Land Lot 292, 17th District, 2nd Section

prepared for:
Kopecki CRC Holdings, LLC

0 10 20 40 80
Scale: 1" = 20'

DGM
LAND PLANNING CONSULTANTS, INC.
1635 OLD HWY 41
SUITE 112–314
KENNESAW, GA 30152
770–514–9006
DGMLPC.COM

north

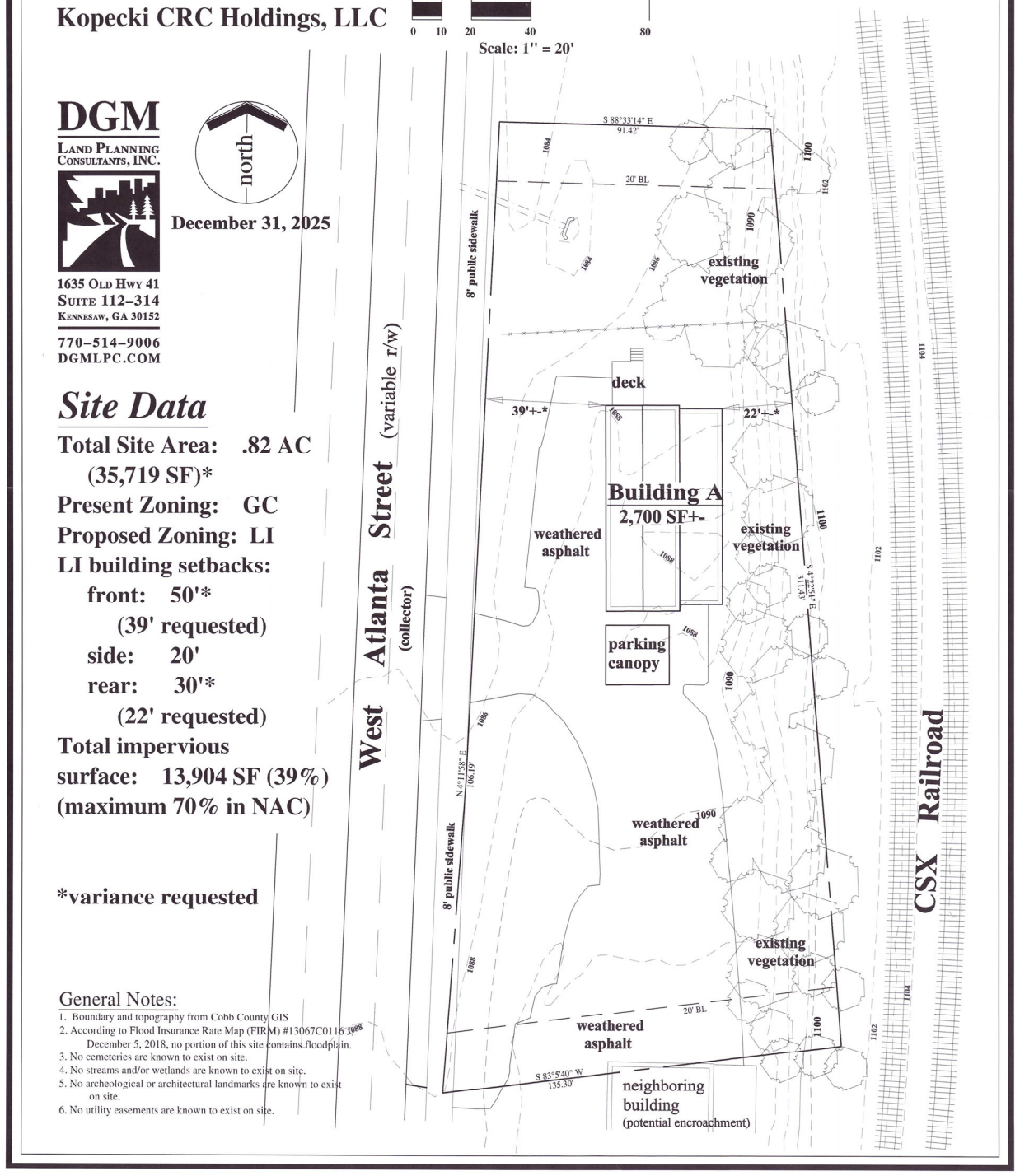
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3. No cemeteries are known to exist on site.
4. No streams and/or wetlands are known to exist on site.
5. No archeological or architectural landmarks are known to exist on site.
6. No utility easements are known to exist on site.



North

Zoning: HI/ Vacant Cobb County DOT property

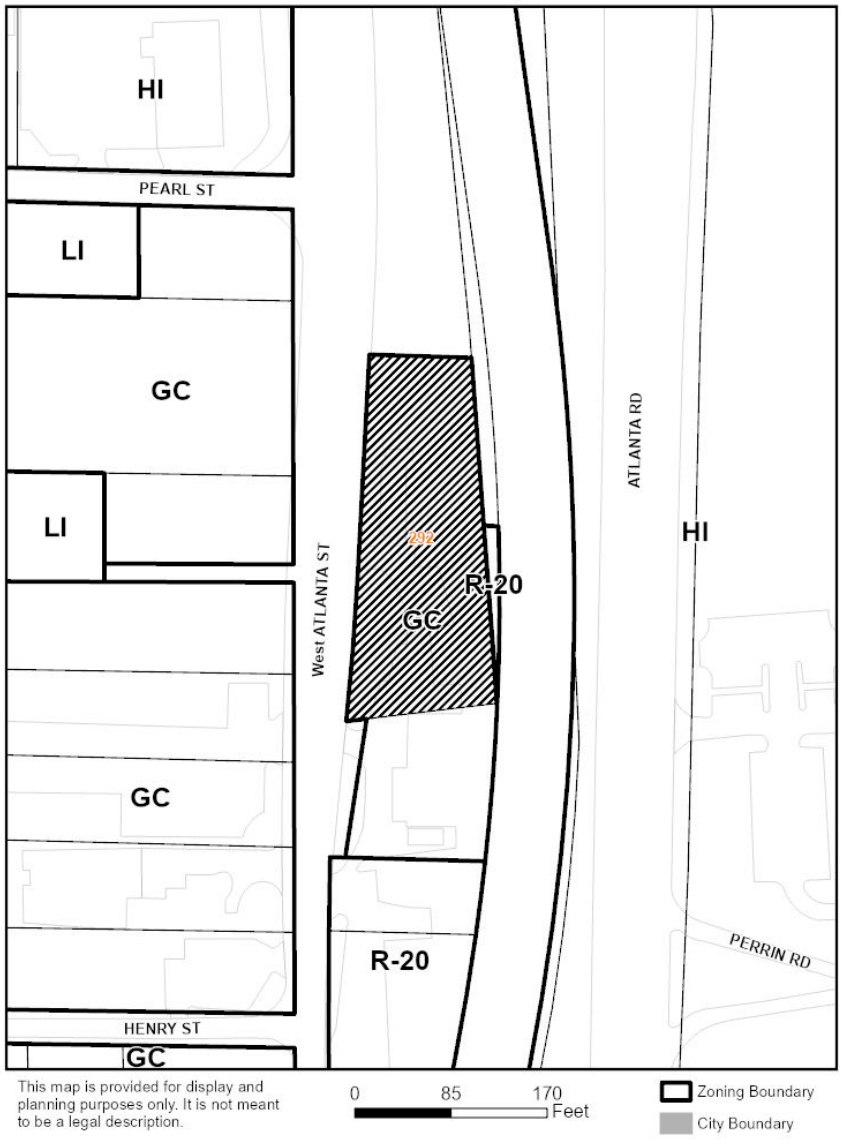
Future Land Use: IC

WEST

Zoning: GC/ Light automotive repair, general contracting, and single-family residence

Future Land Use: IC

Z-9 2026 Map



EAST

Zoning: HI/ Railroad, & Dobbins Air Reserve Base

Future Land Use: IC

SOUTH

Zoning: GC/ Light automotive repair and paint shop

Future Land Use: IC

Current zoning district for the property

The GC district is established to provide locations for retail commercial and service uses which are oriented toward automotive businesses, are land intensive with a need for major road access and visibility, are generally not listed as a permitted uses within the NRC (neighborhood retail commercial) and CRC (community retail commercial) districts or may have existing stipulations and conditions that limit certain intensive uses and are located in areas delineated within a community activity center and regional activity center as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. Any existing GC district, developed or undeveloped, located within an area delineated within an industrial-compatible area or industrial area as shown on the comprehensive plan, shall be deemed to be a grandfathered, nonconforming use after January 1, 1991, and subject to those provisions contained in this chapter.

Requested zoning district for the property

The LI district is established to provide locations for light industrial uses such as low intensity automobile repair and service, animal care facilities, commercial greenhouses, livestock, poultry, business distribution centers, warehousing and storage, and transportation terminals, which are on properties delineated within or on the perimeter of an industrial compatible and industrial category as defined and shown on the Cobb County Comprehensive Land Use Plan: A Policy Guide, adopted November 27, 1990. When located on the perimeter of an industrial node, the LI district should provide for uses that are low in intensity and scale such as to ensure compatibility with surrounding properties.

Summary of the applicant's proposal

The applicant is requesting the LI light industrial zoning district for the purposes of a new restriping business. The building is an industrial style building with a wooden facade and ramped entry. The existing district, GC general commercial, is no longer compatible with the Future Land Use (FLU) designation of this property, so a rezoning is required to make the property conforming. The current FLU designates this property as Industrial Compatible (IC), so the LI zoning would be appropriate for this property.

Non-residential criteria

Proposed # of buildings**:** 2, existing
Proposed # of stories: 1 story
Total sq. footage of development: 3,128
Floor area ratio: 0.09
Square footage per acre: 3,814
Required parking spaces: 1 per vehicle parked on site, 1 per 285 square feet of net floorspace
Proposed parking spaces: None striped
Acres in floodplain or wetlands: 0
Impervious surface shown: 39%

Are there any zoning variances?

Yes;

1. Reduction of front setback from 50ft to 38ft;
2. Reduction of rear setback from 30ft to 22ft.

Are there any environmental conditions existing or proposed on the site?

There are no environmental conditions existing or proposed.

Z-09-2026 DEPARTMENT COMMENTS – Fire Department

01/12/26

The proposed zoning case must address the comments listed below by prescriptive code or equivalency, as approved by the Cobb County Fire Marshal's Office

CERTIFICATE OF OCCUPANCY:
Plans must be submitted to the Cobb County Fire Marshal's Office to initiate the Certificate of Occupancy process.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

Z-9-2025 DEPARTMENT COMMENTS – Site Plan Review

1/22/26

As determined by the Site Plan Review Section, the property owner may be required to obtain a Land Disturbance Permit to perform any site modifications, as required per stipulation approval (fencing, landscaping, curb/gutter & sidewalk installation, etc.) or otherwise. Contact Site Plan Review, 770-528-2147.

Z-9-2026 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

3/3/2026

Approval of this petition will not have an impact on the enrollment of schools.

Z-9-2026 DEPARTMENT COMMENTS – Stormwater Management

1/23/2026

Site Data

1. Address: 823 West Atlanta Street
2. District: 2
3. Existing Zoning: GC Existing Allowable Impervious Coverage: 70%
4. Proposed Zoning: LI Allowable Future Impervious Coverage: 70%
5. Future Land Use: IC

Existing Conditions

Floodplain Information

1. Flood Damage Prevention Designated Flood Hazard: No

Stormwater Information

1. Drainage Basin: Olley Creek Basin
2. State Stream Buffers: No
3. County Stream Buffer Ordinance: No
4. Impaired Stream: Yes
5. Hotspot: No
6. Wetlands: No
7. Water Intake Zone: No
8. Chattahoochee River Corridor: No

Topography Information

1. General site Description: The site is developed with an existing building and parking lot (currently, 39% impervious coverage) and no further development is proposed onsite. Runoff from the site drains to the north into an inlet, then into a pipe system within West Atlanta Street.

Proposed Project Onsite Design Requirements

1. At this time there are no present or future site improvement/modifications proposed.

2. Any Future improvements to the site will be considered a redevelopment project. Redevelopment projects that create, adds, or replaces 5,000 square feet or greater of new impervious surface area or that involves other land disturbing activity of one acre or more. Therefore, requiring an updated stormwater management facility that may require runoff reduction, water quality, and detention per the Georgia Stormwater Management Manual (GSMM).

1/23/2026

Comprehensive Plan Future Land Use Designation: Industrial Compatible
The subject tract is within the Industrial Compatible (IC) future land use category. The purpose of the IC is to provide for areas that can support light industrial, office/warehouse and distribution uses. Typical land uses for these areas include professional business parks and distribution centers.

Future Land Use Sub-Category? N/A

☒ Consistent ☐ Inconsistent

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary? ☒ Yes ☐ No
If yes, which City: Marietta
Was the city notified? Yes

Specific Area Policy Guidelines: ☐ Yes ☒ No
Policy:

Masterplan/ Corridor Study: ☐ Yes ☒ No
Name of Masterplan/Corridor Study: N/A

Design guidelines area? ☐ Yes ☒ No
If yes, design guidelines area? N/A
Does the proposal plan comply with the design requirements? N/A

Is the property within an Opportunity Zone? ☐ Yes ☒ No
If yes, Opportunity Zone? N/A
(The Opportunity Zone is an incentive that provides $3,500 tax credit per job in eligible areas if two or more jobs are being created. This incentive is for new or existing businesses)

Is the property within an Enterprise Zone? ☐ Yes ☒ No
If yes, Enterprise Zone? N/A
(The Enterprise Zone is an incentive that provides tax abatements and other economic incentives for qualifying businesses locating or expanding within designated areas for new jobs and capital investment)

Is the property eligible for the Façade Improvement Program? ☐ Yes ☒ No
(The Façade Improvement Program is an incentive for owners and tenants to enhance the appearance of buildings. The CDBG program provides the funding. Properties must be either on the current inventory of redevelopment sites or in a corridor study area and be in a census tract with at least 51% low and moderate income. The program serves to improve the economic viability of these areas.)

(continued)

Is the property eligible for incentives through the Commercial and Industrial Property Rehabilitation Program? *(The Commercial and Industrial Property Rehabilitation Program Is an incentive that provides a reduction in ad valorem property taxes for qualifying redevelopment in eligible areas)*	☐ Yes	☒ No

Note: For more information on incentives, please call the Community Development Agency- Economic Development Division at 770-528-2018 or find information online at www.cobbcounty.org/econdev.

Special District:

Is this property within the Cumberland Special District #1 (hotel/motel fee)?	☐ Yes	☒ No
Is this property within the Cumberland Special District #2 (ad valorem tax)?	☐ Yes	☒ No
Is this property within the Six Flags Special Service District?	☐ Yes	☒ No

Dobbins Air Reserve Base Zones:

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☒ Yes	☐ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☒ Yes	☐ No

Historic Preservation:

After consulting various county historic resources surveys, historic maps, archaeology surveys and Civil War trench location maps, staff finds that no known significant historic resources appear to be affected by this application.

Z-9-2026 DEPARTMENT COMMENTS – Water and Sewer

Water comments:

At development: ☒ YES ☐ NO

Fire flow test required: ☐ YES ☒ NO

Size/location of existing water main(s): 12" on West Atlanta St

Additional water comments:

Sewer comments:

In the drainage basin: ☒ YES ☐ NO

At development: ☒ YES ☐ NO*

Approx. distance to nearest sewer: On-site

Estimated waste generation (in G.P.D.): Average daily = 270

Peak flow = 675

Treatment plant: South Cobb WRF

Plant capacity: ☒ Yes ☐ NO

Projected plant availability: ☐ 0-5 years ☐ 5-10 years ☒ over 10 years

Off-site easement required: ☐ YES* ☒ NO

Line capacity study required: ☐ YES ☒ NO

Letter of allocation issued: ☐ YES ☒ NO

Septic tank recommended by this department: ☐ YES ☒ NO

Subject to Health Department approval: ☐ YES ☒ NO

Additional sewer comments:

*If off-site easements are required, the developer/owner must submit easements to CCWS for review and approval as to form and stipulations prior to the execution of easements by the property owners. All easement acquisitions are the responsibility of the developer/owner.

Note: These comments only reflect what facilities were in existence at the time of this review. Developer may be required to install/upgrade water mains based on fire flow test results or Fire Department code. This will be addressed in the Plan Review process. The developer/owner will be responsible for connecting to the existing county water and sewer systems, installing and/or upgrading all outfalls & water mains, obtaining onsite and/or offsite easements, and dedication of onsite and/or offsite water and sewer to Cobb County as may be required. Rezoning does not guarantee water/sewer availability or capacity unless so stated in writing by the Cobb County Water System.

Roadway	Roadway classification	Speed limit (mph)	Jurisdictional control	Min. R.O.W. requirements
West Atlanta Street	Minor Collector	35	Cobb County	60’

Roadway	Location	Average daily trips	Level of service
West Atlanta Street	North of Oak Ridge Drive	2,810	C

Comments and observations

According to the available information the existing right-of-way does meet the minimum requirements.

Additional trip generation for this application is assumed to be minimal.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Should any driveway modifications or redevelopment of the property occur in the future, where redevelopment is defined as any action requiring a Land Disturbance Permit that also changes the existing business operations of the development in terms of use, intensity and/or anticipated traffic, Cobb DOT recommends the following:

    a. Recommend driveway be reconstructed to commercial standards. This recommendation is pursuant to Cobb County Development Standard 402.8, Non-Residential Driveways and Cobb County Development Standard Detail 116, Commercial Driveway Requirements.

2. Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.

STAFF ANALYSIS

Per section 134-122 of the Official Code of Cobb County, below is a written zoning analysis relating to the following (question in bold; the answer is not bold):

A. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
It is Staff's opinion the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property. The proposed use is for a restriping business, which would conform with surrounding industrial and commercial districts.

B. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**
It is Staff's opinion the zoning proposal will not adversely affect the existing use or usability of adjacent or nearby property. Surrounding properties are currently industrial or commercial zoned with most operating as contractors or automotive repair shops.

C. **Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**
It is Staff's opinion the zoning proposal will not result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools. The property has existing access to West Atlanta Street and is not proposing an expansion of its parking facilities.

D. **Whether the zoning proposal is in conformity with the policies and intent of the comprehensive plan;**
It is Staff's opinion the zoning proposal is in conformity with the policies and intent of the comprehensive plan. The Future Land Use designates this property as Industrial Compatible (IC), which would allow Light Industrial zoning districts. Furthermore, rezoning the property from GC general commercial district brings it in conformity with its future land use designation.

E. **Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;**
It is Staff's opinion that there are changing conditions affecting the use and development of this property, which give support ground for approval of this application. The current GC zoning district is no longer a compatible classification for this property. Any alterations to the development of this property, new usages, or failing to have an active business license on this property for six months or greater will require this property to be brought forward for rezoning. Rezoning the property to LI will bring it into conformity with the Comprehensive Plan.

Z-9-2026 DEPARTMENT COMMENTS – Zoning Division

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

Application No. Z-

PC Hearing: 03-03-2026
BOC Hearing: 03-17-2026

Summary of Intent for Rezoning

Part 1. Residential Rezoning Information (attach additional information if needed)

a) **Proposed unit square-footage(s):** _____

b) **Proposed building architecture:** _____

c) **List all requested variances:** _____

Part 2. Non-residential Rezoning Information (attach additional information if needed)

a) **Proposed use(s):** Special Contractor's Office - Restriping Business

b) **Proposed building architecture:** Existing building.

c) **Proposed hours/days of operation:** _____

d) **List all requested variances:** Existing

Part 3. Other Pertinent Information (List or attach additional information if needed)

The Subject Property is zoned GC and is located in the IC future land use category, which prohibits a different use and/or expansion. The applicant wants to locate his business in the existing building. The requested LI allows the proposed use and is compatible with the FLUM.

Part 4. Is any of the property included on the proposed site plan owned by the Local, State, or Federal Government? (Please list all Right-of-Ways, Government owned lots, County owned parcels and/or remnants, etc., and attach a plat clearly showing where these properties are located). No.

STATEMENT OF INTENT

OF

KOPECKY CRE HOLDINGS, LLC

Proposed Light Industrial Rezoning

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Submitted for the Applicant by:

PARKS F. HUFF
Sams, Larkin & Huff, LLP
Suite 100
376 Powder Springs Street
Marietta, GA 30064
(770) 422-7016
phuff@samslarkinhuff.com

STATEMENT OF INTENT

KOPECKY CRE HOLDINGS, LLC ("Applicant") is proposing to rezone this GC zoned parcel to the Light Industrial ("LI") zoning district.

The Applicant's requested special contractor's business is a permitted use under the requested LI zoning district, which is compatible with the Subject Property's Industrial Compatible ("IC") future land use designation. The Subject Property is developed, and the Applicant wants to use the existing building.

The property is zoned GC and no change in use or improvements can be made to the existing building/property because the GC zoning district needs to be located in a Community Activity Center ("CAC") or a Regional Activity Center ("RAC") on the Future Land Use Map ("FLUM") in order to increase the building or change the use. The GC zoning's grandfathered status in the Industrial Compatible ("IC") does not allow the proposed change to the use of the property. Other properties in this area are in the same situation because they were grandfathered when the FLUM was adopted in 1972. Again, the proposed rezoning and the proposed use are compatible with the area and Cobb County's FLUM. The proposed use and rezoning will allow this parcel to be zoned under the FLUM-compatible zoning district of LI.

This LI proposal will provide a new LI-permitted business in the existing building and rezone the property to a compatible zoning category.

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Respectfully submitted, this the 30 day of Dec 2025.

SAMS, LARKIN & HUFF, LLP

By: _____
PARKS F. HUFF
Attorney for Applicant
Ga. Bar No. 375010

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COBB COUNTY ZONING

ZONING IMPACT STATEMENT
FOR THE REZONING APPLICATION
OF KOPECKY CRE HOLDINGS, LLC

COMES NOW, KOPECKY CRE HOLDINGS, LLC, and pursuant to §134-121(a)(7) of the Cobb County Zoning Ordinance, files this its Zoning Impact Statement, as follows:

A. The zoning proposal will permit a use of the property which is suitable in the context of development and existing zonings along this section of West Atlanta Street. The subject property is located on the east side of West Atlanta Street. The property is situated among industrial, commercial and automotive properties.

B. The zoning proposal will have no adverse effect or impact upon the exiting uses or usability of adjacent or nearby properties as such properties are currently used. The proposed rezoning will be consistent with other industrial, commercial and automotive uses along this West Atlanta Street.

C. The subject property to be affected by the zoning proposal has limited reasonable economic use as currently zoned in that the fair market value of same falls below the range of values of similarly zoned and situated properties with equivalent utility. The Subject Property is zoned GC. The GC zoning, because of the Industrial Compatible ("IC") future land use designation on the County's Future Land Use Map ("FLUM"), the

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ZONING

use of the property and building cannot be expanded or changed. The Applicant's requested zoning of LI and the proposed use are consistent with the IC land use designation.

D. The zoning proposal is consistent with the uses and purposes contemplated under Cobb County's Comprehensive Land Use Plan and FLUM with the subject property being located within the IC FLUM designation under and pursuant to Cobb County's Future Land Use Map and Comprehensive Land Use Plan.

E. There is no substantial relationship between the existing LI and GC zoning districts and the LI rezoning as proposed which limits the subject property in terms of its present utilization and the public health, safety, and general welfare. The proposed use will be a specialized contractor's business.

Respectfully submitted, this the 30 day of Dec, 2025.

SAMS, LARKIN & HUFF, LLP

By: _____
PARKS F. HUFF
Attorney for Applicant
Ga. Bar No. 375010

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ZONING

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-5-2026

SITE BACKGROUND

Applicant	Early Education, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Qiu Fang
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Early Education, LLC
Property Location	Located on the west side of Hurt Road, north of Plantation Road
Address	488 Hurt Road
Access to Property	Hurt Road

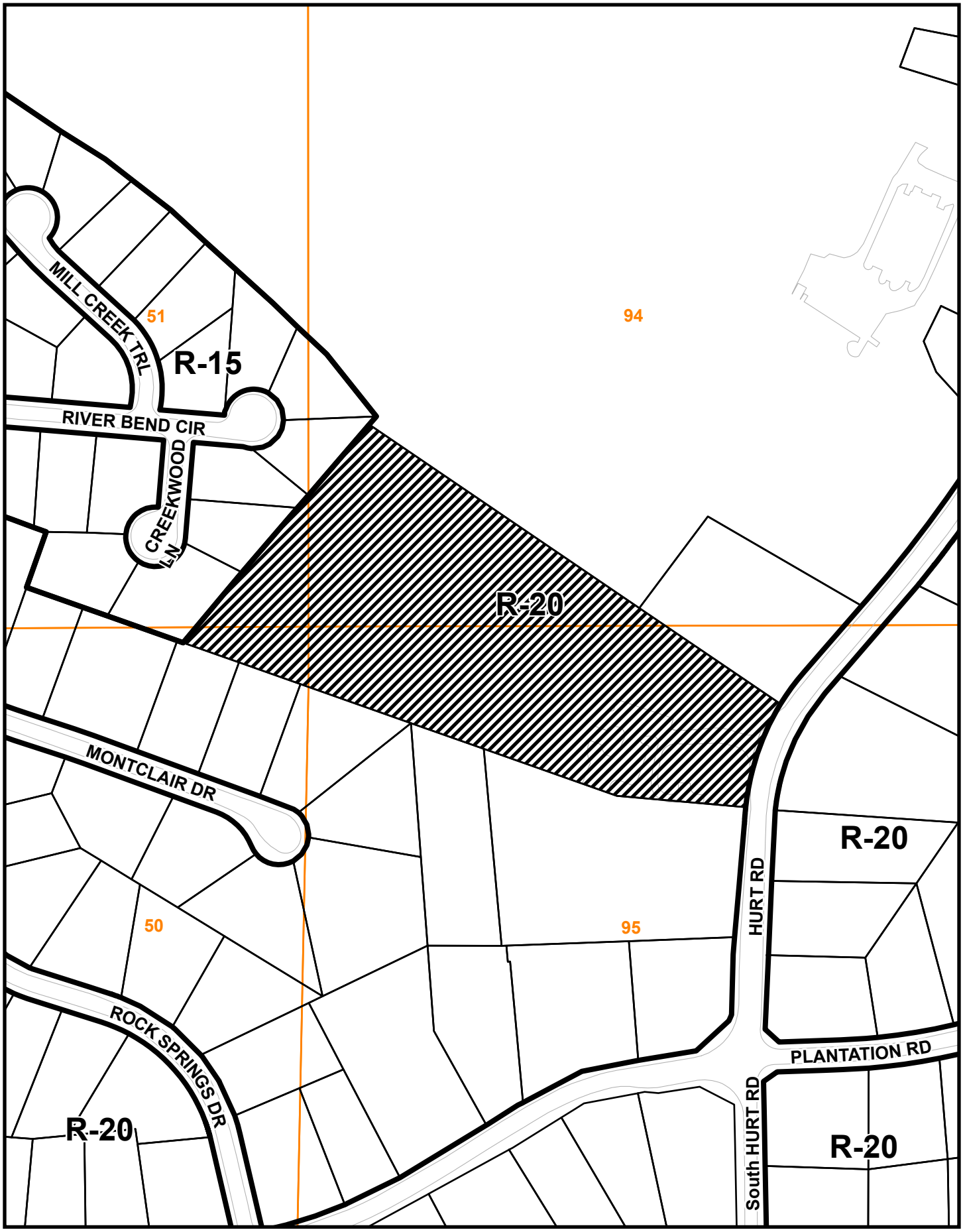
QUICK FACTS

Commission District	4 - Sheffield
Current Zoning	R-20
Current Use of Property	Single-family residence
Proposed Use	Daycare (LUP Renewal)
Future Land Use	LDR
Site Acreage	6.65
District	17
Land Lot	50, 51, 94, 95
Parcel #	17009500030
Taxes Paid	Yes

FINAL ZONING STAFF RECOMMENDATIONS

Click here to enter text.

LUP-5 2026 Map

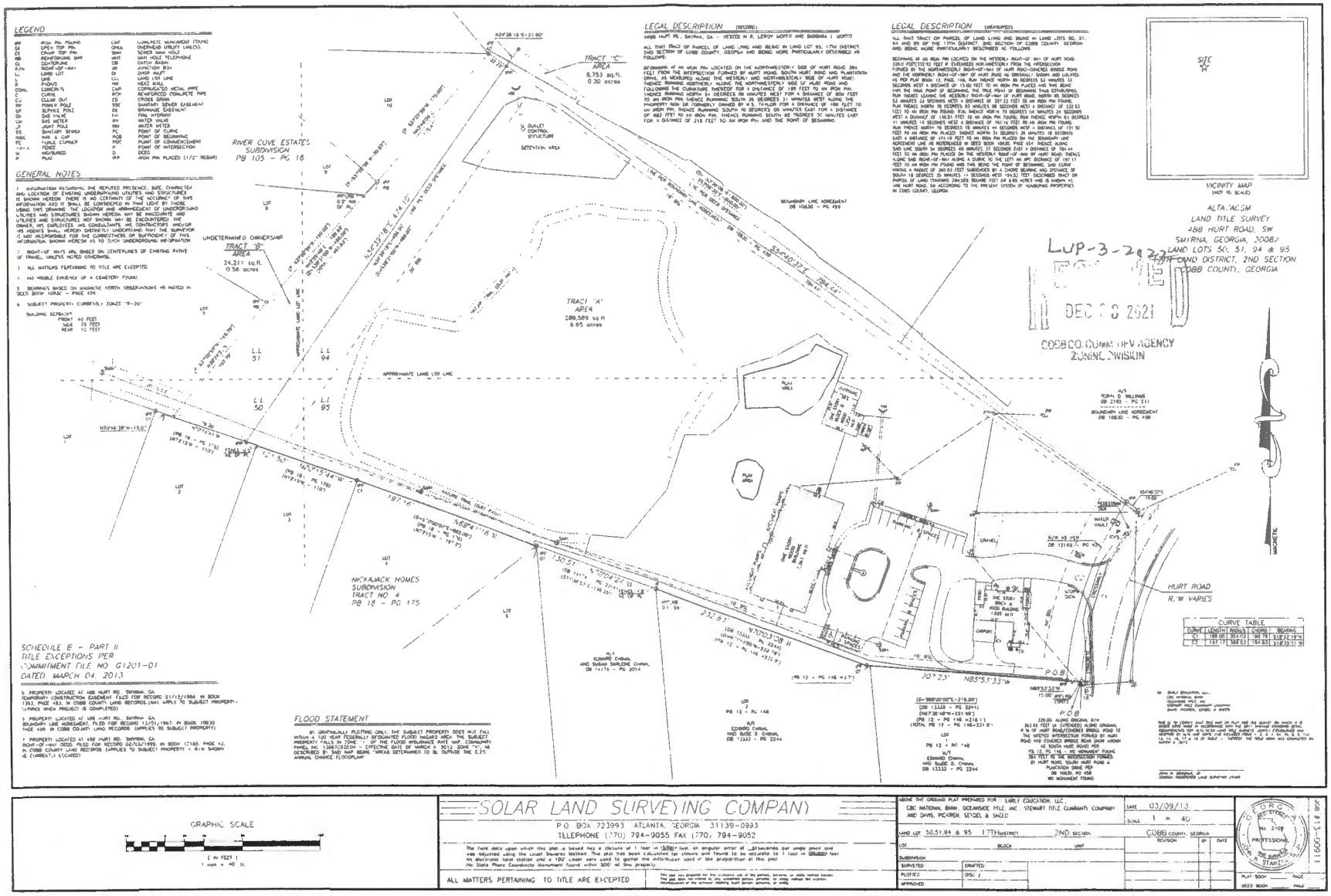


This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 185 370 Feet

Zoning Boundary

City Boundary



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LUP-5 2026 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 185 370 Feet

Zoning Boundary

City Boundary

Revised October 1, 2009

Application #:_____

PC Hearing Date:_____

BOC Hearing Date:_____

TEMPORARY LAND USE PERMIT WORKSHEET

(FOR BUSINESS USE OR FOR A USE NOT PERMITTED)

1. **Type of business, or request?** Daycare & school
2. **Number of employees?** 10
3. **Days of operation?** M-F
4. **Hours of operation?** 7:30 am - 5:30 pm
5. **Number of clients, customers, or sales persons coming to the house per day?** < 100 **;Per week?**_____
6. **Where do clients, customers and/or employees park?**
   Driveway:_____**; Street:**_____**;Other (Explain):**_____
   designated parking spaces on site
7. **Signs? No:**_____**; Yes:**_____**. (If yes, then how many, size, and location):**_____
8. **Number of vehicles related to this request? (Please also state type of vehicle, i.e. dump truck, bobcat, trailer, etc.):**_____
9. **Deliveries? No**_____**; Yes** ✓ **(If yes, then how many per day or week, and is the delivery via semi-truck, USPS, Fedex, UPS, etc.)**
   1/ day
10. **Does the applicant live in the house? Yes**_____**;No** ✗
11. **Any outdoor storage? No** _____**; Yes** ✗ **(If yes, please state what is kept outside):** school supplies and additional furnitures
12. **Length of time requested (24 months maximum):** 24 months
13. **Is this application a result of a Code Enforcement action? No** ✗ **;Yes**__ **(If yes, attach a copy of the Notice of Violation and/or tickets to this form).**
14. **Any additional information? (Please attach additional information if needed):**
    No changes

Applicant signature:_____ **Date:** 12/18/2025

Applicant name (printed): Qiu Fang

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COBB COUNTY ZONING

LUP-5

LEGEND

IPF	IRON PIN FOUND	CMF	CONCRETE MONUMENT FOUND
OT	OPEN TOP PIN	OHUL	OVERHEAD UTILITY LINE(S).
CT	CRIMP TOP PIN	SMH	SEWER MAN HOLE
RB	REINFORCING BAR	MHT	MAN HOLE TELEPHONE
CL	CENTERLINE	CB	CATCH BASIN
R/W	RIGHT-OF-WAY	JB	JUNCTION BOX
LL	LAND LOT	DI	DROP INLET
L	LINE	LLL	LAND LOT LINE
R	RADIUS	HW	HEAD WALL
CONC	CONCRETE	CMP	CORRUGATED METAL PIPE
C	CURVE	RCP	REINFORCED CONCRETE PIPE
CO	CLEAN OUT	CD	CROSS DRAIN
PP	POWER POLE	SSE	SANITARY SEWER EASEMENT
SP	SERVICE POLE	DE	DRAINAGE EASEMENT
GV	GAS VALVE	FH	FIRE HYDRANT
GM	GAS METER	WV	WATER VALVE
LP	LIGHT POLE	WM	WATER METER
SS	SANITARY SEWER	PC	POINT OF CURVE
N&C	NAIL & CAP	POB	POINT OF BEGINNING
FC	FENCE CORNER	POC	POINT OF COMMENCEMENT
-x-x-	FENCE	PI	POINT OF INTERSECTION
M	MEASURED	D	DEED
P	PLAT	IPP	IRON PIN PLACED (1/2" REBAR)

GENERAL NOTES

1. INFORMATION REGARDING THE REPUTED PRESENCE, SIZE, CHARACTER, AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES IS SHOWN HEREON. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED IN THAT LIGHT BY THOSE USING THIS DRAWING. THE LOCATION AND ARRANGEMENT OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN HEREON MAY BE INACCURATE AND UTILITIES AND STRUCTURES NOT SHOWN MAY BE ENCOUNTERED. THE OWNER, HIS EMPLOYEES, HIS CONSULTANTS, HIS CONTRACTORS, AND/OR HIS AGENTS SHALL HEREBY DISTINCTLY UNDERSTAND THAT THE SURVEYOR IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF THIS INFORMATION SHOWN HEREON AS TO SUCH UNDERGROUND INFORMATION.

2. RIGHT-OF-WAYS ARE BASED ON CENTERLINES OF EXISTING PATHS OF TRAVEL, UNLESS NOTED OTHERWISE.

3. ALL MATTERS PERTAINING TO TITLE ARE EXCEPTED.

4. NO VISIBLE EVIDENCE OF A CEMETERY FOUND

5. BEARINGS BASED ON MAGNETIC NORTH OBSERVATIONS AS NOTED IN DEED BOOK 10830 – PAGE 459

6. SUBJECT PROPERTY CURRENTLY ZONED "R-20"

BUILDING SETBACKS:
FRONT: 40 FEET
SIDE: 35 FEET
REAR: 10 FEET

LEGAL DESCRIPTION (RECORD)

4888 HURT RD., SMYRNA, GA – VESTED IN R. LEROY MOFFIT AND BARBARA J. MOFFIT

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 95, 17TH DISTRICT, 2ND SECTION OF COBB COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON PIN LOCATED ON THE NORTHWESTERLY SIDE OF HURT ROAD 394 FEET FROM THE INTERSECTION FORMED BY HURT ROAD, SOUTH HURT ROAD AND PLANTATION DRIVE, AS MEASURED ALONG THE WESTERLY AND NORTHWESTERLY SIDE OF HURT ROAD; THENCE RUNNING NORTHERLY ALONG THE NORTHWESTERLY SIDE OF HURT ROAD AND FOLLOWING THE CURVATURE THEREOF FOR A DISTANCE OF 189 FEET TO AN IRON PIN; THENCE RUNNING NORTH 54 DEGREES 00 MINUTES WEST FOR A DISTANCE OF 800 FEET TO AN IRON PIN; THENCE RUNNING SOUTH 36 DEGREES 31 MINUTES WEST ALONG THE PROPERTY NOW OR FORMERLY OWNED BY W.S. TAYLOR FOR A DISTANCE OF 496 FEET TO AN IRON PIN; THENCE RUNNING SOUTH 70 DEGREES 00 MINUTES EAST FOR A DISTANCE OF 682 FEET TO AN IRON PIN; THENCE RUNNING SOUTH 88 DEGREES 00 MINUTES EAST FOR A DISTANCE OF 218 FEET TO AN IRON PIN AND THE POINT OF BEGINNING

LEGAL DESCRIPTION (MEASURED)

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 50, 51, 94 AND 95 OF THE 17TH DISTRICT, 2ND SECTION OF COBB COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON PIN LOCATED ON THE WESTERLY RIGHT-OF-WAY OF HURT ROAD 320.0 FEET(392.92 FEET IF EXTENDED) NORTHWESTERLY FROM THE INTERSECTION FORMED BY THE NORTHWESTERLY RIGHT-OF-WAY OF HURT ROAD-COVERED BRIDGE ROAD AND THE NORTHERLY RIGHT-OF-WAY OF HURT ROAD AS ORIGINALLY SHOWN AND LOCATED AS PER PLAT BOOK 12, PAGE 148, RUN THENCE NORTH 85 DEGREES 53 MINUTES 33 SECONDS WEST A DISTANCE OF 15.00 FEET TO AN IRON PIN PLACED AND THIS BEING THIS THE TRUE POINT OF BEGINNING; THE TRUE POINT OF BEGINNING THUS ESTABLISHED, RUN THENCE LEAVING THE WESTERLY RIGHT-OF-WAY OF HURT ROAD, NORTH 85 DEGREES 53 MINUTES 33 SECONDS WEST A DISTANCE OF 207.23 FEET TO AN IRON PIN FOUND; RUN THENCE NORTH 70 DEGREES 03 MINUTES 08 SECONDS WEST A DISTANCE OF 232.83 FEET TO AN IRON PIN FOUND; RUN THENCE NORTH 70 DEGREES 04 MINUTES 24 SECONDS WEST A DISTANCE OF 130.51 FEET TO AN IRON PIN FOUND; RUN THENCE NORTH 69 DEGREES 41 MINUTES 16 SECONDS WEST A DISTANCE OF 197.16 FEET TO AN IRON PIN FOUND; RUN THENCE NORTH 70 DEGREES 15 MINUTES 44 SECONDS WEST A DISTANCE OF 121.50 FEET TO AN IRON PIN PLACED; THENCE NORTH 34 DEGREES 39 MINUTES 18 SECONDS EAST A DISTANCE OF 474.10 FEET TO AN IRON PIN PLACED ON THE BOUNDARY LINE AGREEMENT LINE AS REFERENCED IN DEED BOOK 10830, PAGE 459; THENCE ALONG SAID LINE SOUTH 54 DEGREES 40 MINUTES 37 SECONDS EAST A DISTANCE OF 784.44 FEET TO AN IRON PIN PLACED ON THE WESTERLY RIGHT-OF-WAY OF HURT ROAD; THENCE ALONG SAID RIGHT-OF-WAY ALONG A CURVE TO THE LEFT AN ARC DISTANCE OF 197.17 FEET TO AN IRON PIN FOUND AND THIS BEING THE POINT OF BEGINNING, SAID CURVE HAVING A RADIUS OF 369.03 FEET, SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 18 DEGREES 35 MINUTES 11 SECONDS WEST 194.83 FEET. DESCRIBED TRACT OR PARCEL OF LAND CONTAINS 289,589 SQUARE FEET OR 6.65 ACRES AND IS KNOWN AS 488 HURT ROAD, SW ACCORDING TO THE PRESENT SYSTEM OF NUMBERING PROPERTIES IN COBB COUNTY, GEORGIA.

SITE

VICINITY MAP
(NOT TO SCALE)

ALTA/ACSM
LAND TITLE SURVEY
488 HURT ROAD, SW
SMYRNA, GEORGIA, 30082
LAND LOTS 50, 51, 94 & 95
17TH LAND DISTRICT, 2ND SECTION
COBB COUNTY, GEORGIA

LUP-3-2025
RECEIVED
DEC 08 2021
COBB COUNTY ZONING

N34°39'18"E-21.90'
IPF OT
23.23'
IPF
TRACT "C"
AREA
8,753 sq.ft.
0.20 acres
HW
OUTLET CONTROL STRUCTURE
DETENTION AREA
LOT 10
(P=S37°07'39"W-175.00')
S45°46'38"E 175.17'
RIVER COVE ESTATES
SUBDIVISION
PB 105 – PG 16
LOT 9
(P=S37°07'39"W-20.67')
IPF RB
IPF\RB 0.2' NW OF PL
LOT 8
N34°39'18"E 474.10'
(D=N34°39'18"E-498.00')
(D=S36°31'00"W-496.80')
LINE PER BOUNDARY LINE AGREEMENT DB 10830 – PG 459
LINE PER DEED DISTANCE
10' BSL
35' BSL
UNDETERMINED OWNERSHIP
TRACT "B"
AREA
24,211 sq.ft.
0.56 acres
(P=S37°07'39"W-150.00')
N52°43'35"E 169.83'
(D=S36°31'00"W-496.80')
TOTAL = 497.83'
LOT 7
IPF RB
APPROXIMATE LAND LOT LINE
NATURE TRAIL (DIRT PATH)
TRACT "A"
AREA
289,589 sq.ft.
6.65 acres
BOUNDARY LINE AGREEMENT DB 10830 – PG 459
S54°40'37"E 784.44'
784.44'
(D=N52°36'06"W-800.00')
S52°36'06"E-800.00'
L.L. 51
L.L. 94
L.L. 50
L.L. 95
APPROXIMATE LAND LOT LINE
SMH
20' S.S.E.
(P=S37°07'39"W-148.79')
N52°43'35"E 169.83'
103.78'
IPF CT
N70°46'38"W-19.92'
79.20'
N70°15'44"W
(PB 18 – PG 175)
(N73°15'W – 110')
IPF CT
FENCE 0.5' NE OF PL
121.50'
N70°15'44"W
(PB 18 – PG 175)
(N73°15'W – 110')
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
SMH
NATURE TRAIL (DIRT PATH)
197.16'
(D=S70°00'00"E-682.00')
(PB 18 – PG 175)
(N73°15'W – 197')
N69°41'16"W
IPF OT
130.51'
N70°04'24"W
(DB 14174 – PG 2014)
(S71°36'33"E-130.35')
FENCE 7.8' NE OF PL
IPF\RB 0.1' SW
NICKAJACK HOMES
SUBDIVISION
TRACT NO. 4
PB 18 – PG 175
N/F
EDWARD CHINAL
AND SUSAN DARLENE CHINAL
DB 14174 – PG 2014
LOT 2
PB 12 – PG 148
N/F
EDWARD CHINAL
AND SUZIE D. CHINAL
DB 13333 – PG 2244
PLAY AREA
OVERHANG
A/C VENT PUMPS
ONE STORY WOOD BUILDING 1,681 sq.ft.
ONE STORY BRICK & WOOD BUILDING 1,589 sq.ft.
PARKING & SPACES
GRAVEL
CARPORT
POND
GM
GV
HW
SMH
PP
LP
CO
ICV
SIGN
WATER VAULT
PEDESTRIAN SIGN
STOP SIGN
CONCRETE
C1
C2
HURT ROAD
R/W VARIES
R/W AS PER DB 12165 – PG 42
S54°40'37"E 15.00'
IPF
IPF\RB (DIST')
P.O.B.
N85°53'33"W 15.00'
207.23'
N85°53'33"W
P.O.B.
320.00' ALONG ORIGINAL R/W 392.92 FEET (IF EXTENDED) ALONG ORIGINAL R/W OF HURT ROAD/COVERED BRIDGE ROAD TO THE MITERED INTERSECTION FORMED BY HURT ROAD AND COVERED BRIDGE ROAD (NOW KNOWN AS SOUTH HURT ROAD) PER: PB 12, PG 148 – NO MONUMENT FOUND 394 FEET TO THE INTERSECTION FORMED BY HURT ROAD, SOUTH HURT ROAD & PLANTATION DRIVE PER: DB 10830, PG 458 NO MONUMENT FOUND
(D=S88°00'00"E-218.00')
(DB 13333 – PG 2244)
(N87°38'48"W-221.99')
(PB 12 – PG 148 =218.1')
(TOTAL PB 12 – PG 148=221.8')
LOT 1
PB 12 – PG 148
N/F
EDWARD CHINAL
AND SUZIE D. CHINAL
DB 13333 – PG 2244
N/F
TERRY D. WILLIAMS
DB 2165 – PG 211
BOUNDARY LINE AGREEMENT
DB 10830 – PG 459
MAGNETIC

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD	BEARING
C1	189.00	354.03	186.76	S18°32'19"W
C2	197.17	369.03	194.83	S18°35'11"W

SCHEDULE B – PART II
TITLE EXCEPTIONS PER
COMMITMENT FILE NO: G1201-01
DATED: MARCH 04, 2013

5. PROPERTY LOCATED AT 488 HURT RD., SMYRNA, GA. TEMPORARY CONSTRUCTION EASEMENT, FILED FOR RECORD 01/13/1999, IN BOOK 9353, PAGE 483, IN COBB COUNTY LAND RECORDS.(MAY APPLY TO SUBJECT PROPERTY– EXPIRES WHEN PROJECT IS COMPLETED)

6. PROPERTY LOCATED AT 488 HURT RD., SMYRNA, GA. BOUNDARY LINE AGREEMENT, FILED FOR RECORD 12/01/1997, IN BOOK 10830, PAGE 459, IN COBB COUNTY LAND RECORDS. (APPLIES TO SUBJECT PROPERTY)

7. PROPERTY LOCATED AT 488 HURT RD., SMYRNA, GA. RIGHT-OF-WAY DEED, FILED FOR RECORD 02/03/1999, IN BOOK 12165, PAGE 42, IN COBB COUNTY LAND RECORDS. (APPLIES TO SUBJECT PROPERTY – R/W SHOWN AS CURRENTLY LOCATED)

FLOOD STATEMENT

BY GRAPHICALLY PLOTTING ONLY, THE SUBJECT PROPERTY DOES NOT FALL WITHIN A 100 YEAR FEDERALLY DESIGNATED FLOOD HAZARD AREA THE SUBJECT PROPERTY FALLS IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 13067C0202H – EFFECTIVE DATE OF MARCH 4, 2013, ZONE "X", AS DESCRIBED BY SAID MAP BEING "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN".

TO: EARLY EDUCATION, LLC., CBC NATIONAL BANK, OCEANSIDE TITLE, INC. STEWART TITLE GUARANTY COMPANY DAVIS, PICKREN, SEYDEL & SNEED

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6A, 7A, 8, 9, 11A, 13, 14, 16, 17, & 18 OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON MARCH 6, 2013.

JOHN W. STANZILIS, JR.
GEORGIA REGISTERED LAND SURVEYOR #2109

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DEC 18 2025
COBB COUNTY ZONING

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 inch = 40 ft.

SOLAR LAND SURVEYING COMPANY
P.O. BOX 723993 ATLANTA, GEORGIA 31139-0993
TELEPHONE (770) 794-9055 FAX (770) 794-9052

The field data upon which this plat is based has a closure of 1 foot in 13,000+ feet, an angular error of 03 seconds per angle point and was adjusted using the Least Squares Method. This plat has been calculated for closure and found to be accurate to 1 foot in 100,000+ feet. An electronic total station and a 100' chain were used to gather the information used in the preparation of this plat. No State Plane Coordinate Monument found within 500' of this property.

ALL MATTERS PERTAINING TO TITLE ARE EXCEPTED

This plat was prepared for the exclusive use of the person, persons, or entity named hereon. This plat does not extend to any unnamed person, persons, or entity without the express recertification of the surveyor naming such person, persons, or entity.

ABOVE THE GROUND PLAT PREPARED FOR : EARLY EDUCATION, LLC., CBC NATIONAL BANK, OCEANSIDE TITLE, INC., STEWART TITLE GUARANTY COMPANY AND DAVIS, PICKREN, SEYDEL & SNEED

DATE 03/09/13
SCALE 1" = 40'

LAND LOT 50,51,94 & 95 17TH DISTRICT 2ND SECTION COBB COUNTY, GEORGIA

LOT	BLOCK	UNIT
SUBDIVISION		
SURVEYED:	DRAFTED:	
PLOTTED:	DISC #:	
APPROVED:		

REVISION	BY:	DATE:

GEORGIA REGISTERED No. 2109 PROFESSIONAL LAND SURVEYOR JOHN W. STANZILIS, JR.

JOB #13-00911

PLAT BOOK: _____ PAGE _____
DEED BOOK: _____ PAGE _____

Community Development – Zoning Division
John Pederson – Division Manager

ZONING CASE

LUP-5-2026

SITE BACKGROUND

Applicant	Early Education, LLC
Phone	Contact Zoning Office
Email	Contact Zoning Office
Representative Contact	Qiu Fang
Phone	Contact Zoning Office
Email	Contact Zoning Office
Titleholder	Early Education, LLC
Property Location	Located on the west side of Hurt Road, south of Herren Road
Address	488 Hurt Road
Access to Property	Hurt Road

QUICK FACTS

Commission District	4 - Sheffield
Current Zoning	R-20
Current Use of Property	Single-family residence
Proposed Use	Daycare (LUP Renewal)
Future Land Use	LDR
Site Acreage	6.65
District	17
Land Lot	50, 51, 94, 95
Parcel #	17009500030
Taxes Paid	Yes

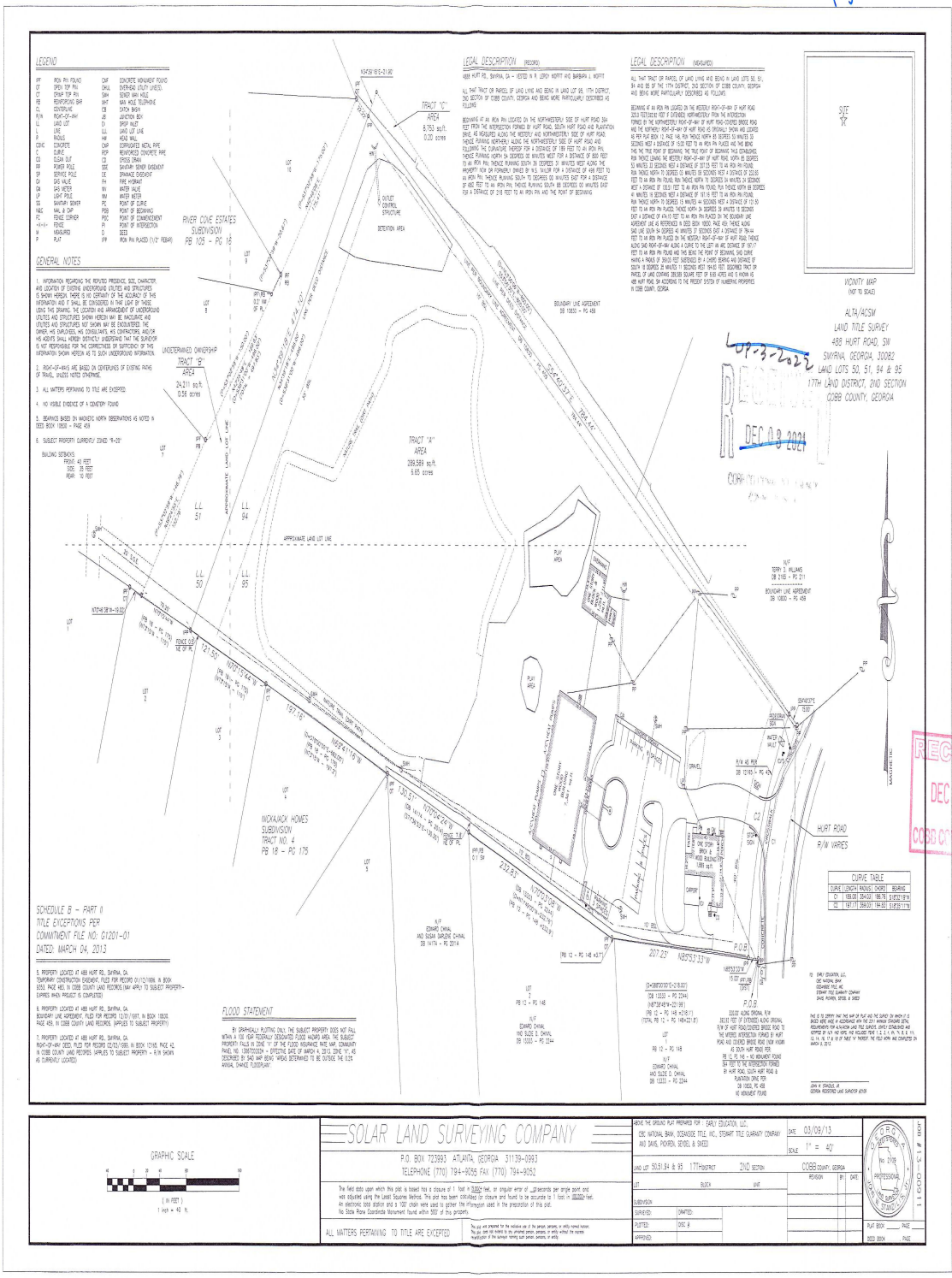
FINAL ZONING STAFF RECOMMENDATIONS

(Zoning staff member: Shaun Daniels, Planner II)

Based on the analysis of the case, Staff recommends **APPROVAL** for 24 months subject to:

1. The maximum number of students permitted by state and fire codes.

LUP-5



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COBB COUNTY ZONING

LUP-5 2026 Aerial Map



This map is provided for display and planning purposes only. It is not meant to be a legal description.

0 185 370 Feet

Zoning Boundary

City Boundary

North

Zoning: R-20/ Single-Family Homes

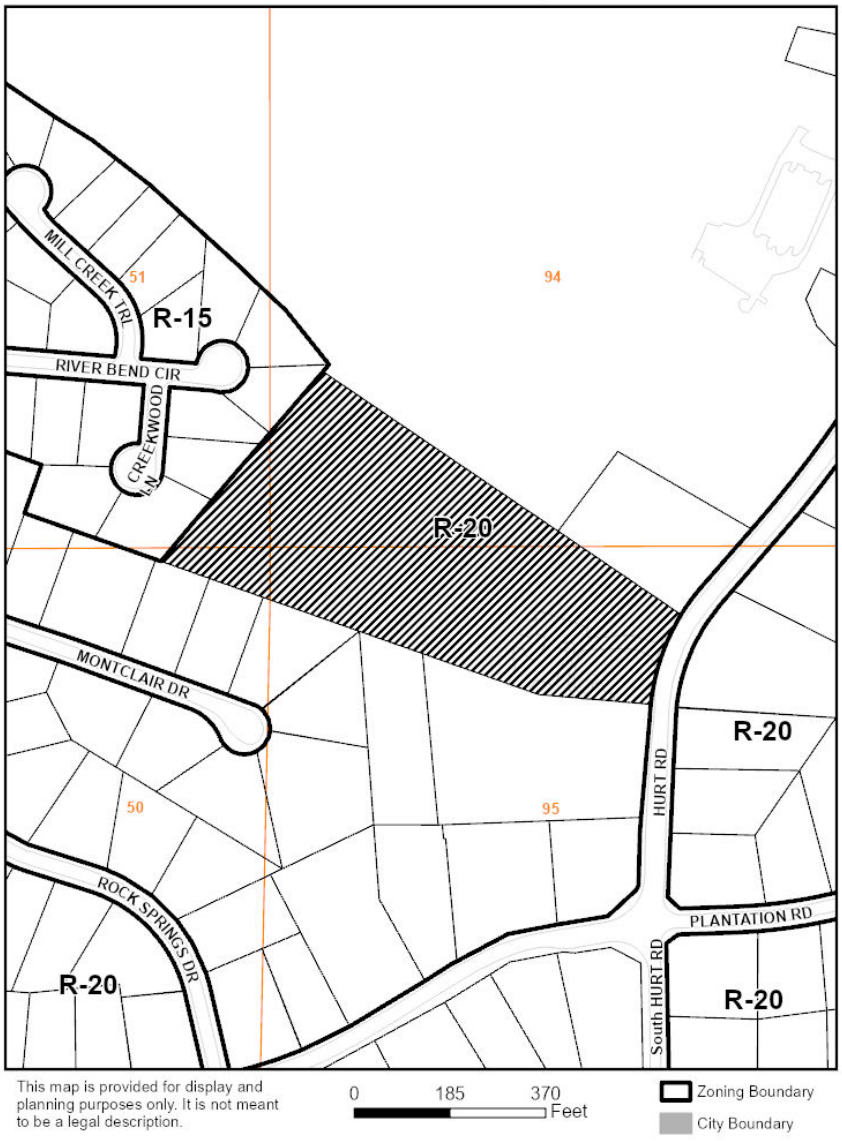
Future Land Use: LDR

WEST

Zoning: R-15/ Single-Family Homes

Future Land Use: LDR

LUP-5 2026 Map



EAST

Zoning: R-20/ Single-Family Homes

Future Land Use: LDR

SOUTH

Zoning: R-20/ Single-Family Homes

Future Land Use: LDR

Current zoning district for the property

The R-20 district is established to provide locations for single-family residential uses or residentially compatible institutional and recreational uses which are within or on the edge of properties delineated for any residential category as defined and shown on the Cobb County Comprehensive Plan: A Policy Guide, adopted November 27, 1990. When residentially compatible institutional and recreational uses are developed within the R-20 district, they should be designed and built to ensure intensity and density compatibility with adjacent single-family detached dwellings and otherwise to implement the stated purpose and intent of this chapter.

Request for a Temporary Land Use Permit

The Board of Commissioners may permit temporary land use permits for uses that are uniquely located and are considered compatible with adjoining zoning districts and nearby uses for designated periods of time for uses, exceptions or professions in areas, along roadways and within districts where the zoning regulations would otherwise prohibit such operations. Customary home occupations as defined in this chapter, do not require a temporary land use permit.

Summary of the applicant's proposal

The applicant seeks renewal of a Temporary Land Use Permit (LUP) to continue operating a daycare facility within an existing private school. The proposed hours of operation are Monday through Friday, from 7:30 a.m. to 5:30 p.m. The facility anticipates approximately 100-120 daily visitors and receives only small-package deliveries from Amazon. No outdoor storage is proposed, and one identification sign will remain at the site entrance. This request represents a subsequent renewal of the Temporary LUP. The original approval was granted in 2014, with the most recent renewal issued in 2024 (LUP-6, minutes attached).

LUP-05-2026 DEPARTMENT COMMENTS – Fire Department

01/12/26

CCFMO is acceptable to the proposed zoning case as presented.

Jeff Byrd
(678) 229-7059
Jeffrey.Byrd@cobbcounty.gov

LUP-5-2026 DEPARTMENT COMMENTS – Cemetery Preservation

No comment

LUP-5-2025 DEPARTMENT COMMENTS – Stormwater Management

1/23/2026

Site Data

1. Address: 488 Hurt Road
2. District: 4
3. Existing Zoning: R-20 Existing Allowable Impervious Coverage: 35%
4. Future Land Use: LDR

Existing Conditions

Floodplain Information

1. Flood Damage Prevention Designated Flood Hazard: No:

Proposed Project Onsite Design Requirements

1. At this time there are no present or future site improvement/modifications proposed.

2. Stormwater Management has no objection to the request. (Daycare – LUP Renewal).

1/23/2026

Comprehensive Plan Future Land Use Designation: Low Density Residential
The subject tract is within the Low Density Residential (LDR) future land use category. The purpose of LDR is to provide for areas that are suitable for low density housing between one (1) and two and one-half (2.5) dwelling units per acre and non-supportive senior living housing that in certain circumstances may reach five (5) dwelling units per acre, depending on existing conditions such as product type and mix, structure/building height, tract size, topographic conditions, etc. in order to provide compatibility with adjacent residential uses. This category presents a range of densities.

What is the Future Land Use Sub-Category? N/A

House Bill 489 Intergovernmental Agreement Zoning Amendment Notification

Is the proposal within one-half mile of a city boundary?	☒ Yes	☐ No
If Yes:		
Which City:	Mableton	
Was the city notified?	Yes	

Dobbins Air Reserve Base Zones

Is the property within the Dobbins Airfield Safety Zone?	☐ Yes	☒ No
Is the property within the Clear Zone (CZ)?	☐ Yes	☒ No
Is the property within 3000’ of Dobbins ARB?	☐ Yes	☒ No
Is the property within the Accident Potential Zone (APZ I)?	☐ Yes	☒ No
Is the property within the Accident Potential Zone II (APZ II)?	☐ Yes	☒ No
Is the property within the Noise Zone?	☐ Yes	☒ No
Is the property within the Bird/Wildlife Air Strike Hazard Area (BASH)?	☒ Yes	☐ No

---

Comments:

LUP-5

March '26 Zoning

Applicant: Early Education, LLC

Water & Sewer Comments: No comments.

Recommendations

THE RECOMMENDATIONS BELOW SHALL BECOME STIPULATED REQUIREMENTS UPON INCLUSION WITH AND APPROVAL BY THE BOARD OF COMMISSIONERS OF THIS APPLICATION:

1. Recommend no parking on the right-of-way.

STAFF ANALYSIS

There are twelve criteria that must be considered for a Temporary Land Use Permit. The criteria are below in bold, with the staff analysis following:

(1) Safety, health, welfare and moral concerns involving the surrounding neighborhood.
The proposed renewal is not expected to negatively impact the safety, health, welfare, or general well-being of surrounding properties.

(2) Parking and traffic considerations.
Customer parking will occur on-site, with additional parking available at the adjacent public school or church parking lots as needed.

(3) Number of nonrelated employees.
The operation will employ eight (8) staff members.

(4) Number of commercial and business deliveries.
The facility receives approximately one (1) to three (3) small-package deliveries per week, limited to Amazon shipments.

(5) The general presumption of the board of commissioners that residential neighborhoods should not allow noncompatible business uses.
The proposed use has been previously approved at this location and has operated without compatibility concerns.

(6) Compatibility of the business use to the neighborhood.
There are no known commercial uses in the immediate area. The daycare has operated at this location for several years without adverse impacts on neighboring properties.

(7) Hours of operation.
The daycare will operate Monday through Friday, from 7:30 a.m. to 5:30 p.m.

(8) Existing business uses in the vicinity.
No commercial or business uses are known to exist in the surrounding area.

(9) Effect on property values of surrounding property.
The request is not anticipated to negatively affect surrounding property values.

(10) Circumstances surrounding neighborhood complaints.
This request is not associated with any neighborhood complaints.

(11) Intensity of the proposed business use.
The same use has been previously approved for a 24-month period. Renewal of the permit is not expected to create additional impacts or adversely affect nearby residents.

(12) Location of the use within the neighborhood.
The site is located along a major collector road and is not situated within a platted residential subdivision.

The staff analysis and recommendation made by the Planning and Zoning Staff are only the opinions of the Planning and Zoning Staff and are by no means the final decision. The Cobb County Board of Commissioners makes the final decisions on all Rezoning and Land Use Permits at an advertised public hearing.

CONSENT AGENDA (CONT.)

Z-5 MARIANNA KOVITCH (CONT.)

7. **Water and Sewer Division comments and recommendations**
8. **Letter of agreeable conditions from Kevin Moore dated January 29, 2024 (attached and made a part of these minutes)**

At the call for LUP-1 (Christel Y. Herrera, Jr.), the Applicant was not present, and there was no opposition present. Commissioner Gambrill requested that Staff attempt to reach the Applicant, and the case was put on hold while the Applicant was being contacted. See page 12 of these minutes for the outcome of the case.

LUP-4 **CONGREGATION ETZ CHAIM** (Congregation Etz Chaim, Inc., owner) requesting a **Temporary Land Use Permit (Renewal)** for a daycare in land lot 969 of the 16th district. Property is located on the south side of Roswell Road and on the north side of Fairfield Drive, east of Indian Hills Parkway (1190 Indian Hills Parkway).

To **approve** LUP-4 for **24 months**, subject to:

1. **Site Plan received by the Zoning Division on November 15, 2023 (attached and made a part of these minutes)**
2. **Fire Department comments and recommendations**
3. **Department of Transportation comments and recommendations**
4. **All previous stipulations from LUP-10 of 2010 and LUP-12 of 2012, including letter of agreeable conditions from Park Huff dated March 15, 2010 (attached and made a part of these minutes)**

LUP-5 **YOLANDA CASTILLO** (Yolanda Castillo, owner) requesting a **Temporary Land Use Permit** to allow more vehicles and adults than the code allows in land lot 64 of the 17th district. Property is located on the south side of Lowell Drive, east of Cunningham Road (689 Lowell Drive).

To **approve** LUP-5 for **24 months**, subject to:

1. **No parking of vehicles on the right-of-way on an overnight basis**
2. **All vehicles owned by the permanent residents be parked in the driveway**

LUP-6 **EARLY EDUCATION, LLC** (Early Education, LLC, owner) requesting a **Temporary Land Use Permit (Renewal)** for a daycare in land lots 50, 51, 94, and 95 of the 17th district. Property is located on the west side of Hurt Road, north of Plantation Road (488 Hurt Road).

To **approve** LUP-6 for **24 months**, subject to:

1. **The maximum number of students permitted by state and fire codes**