



CITY ADMINISTRATOR
Michael E. Parks

PLANNING COMMISSION
Kim Skriba
Carolyn Wade
Bo Bland
Jon Gomolak
Robert Yoe

PLANNING COMMISSION
AGENDA
October 16, 2024
1 Auburn Way
6:00 p.m.

CALL TO ORDER:

APPROVAL OF AGENDA

APPROVAL OF MINUTES – September 25, 2024

OLD BUSINESS:

1. **Case: RZ 24-000**, MBC Developers, LLC c/o Andersen Tate & Carr, has submitted an application to rezone 100 Lyle Road (AU11 148) and 0 Main Street (AU11 031B), a combined 57.917± acres, from AG – Agricultural District to PUD – Planned Unit Development district for the purpose of developing the property with a 188-lot single-family detached subdivision.

Announcements

Adjournment

Agenda subject to change...



Mayor

Richard E. Roquemore

City Council

Robert L. Vogel III

Taylor Sisk

Jamie Bradley

Joshua Rowan

City Administrator

Michael E. Parks

Planning & Zoning
Commission Meeting
Minutes

September 25, 2024

The meeting was Called to order by Chairwoman Skriba

The chairwoman asked for approval of the agenda, motion, 2nd, all in favor, motion carried.

Chairwoman asked for the approval of minutes from July 17, 2024, and a motion was made to approve, 2nd - all in favor, motion carried.

New Business: City Planner Presented

1. Proposed Adoption of the updated Official Zoning Map amendment to correct 4 parcels that were zoned incorrectly during the previous update. 1 question by a Commission Member was to see if there was a way to add the parcel numbers to the map, The Planner will see what can be done.

Motion made to approve, 2nd, all in favor

2. Proposed amendment to the City's Zoning Ordinance 17.91, Auburn Downtown Overlay District. The Planner outlined some items that needed to be updated & to make sure the Ordinance aligns with the Comp Plan. No major changes since the ordinance was put into place & slightly updated in 2021.

A motion was made to approve the updated ADOD Ordinance 17.91, 2nd, all in favor

Chairwoman announced case: **ZTA 24-000**, MBC Developers, LLC c/o Andersen Tate & Carr, has applied for a proposed amendment to the City's Zoning Ordinance, Section 17.90.140, PUD Planned Unit Development District announced by Chairwoman & staff presented brief description: Denser product from 2.2 to 3.3 units per acre, also request to eliminate 1 standard within the development so they would be able to grade for lot layout and everything all at once. Staff recommended approval.

(The chairwoman read the Procedures of the Meeting).

Applicant representative: Melody Glouton representing Anderson, Tate & Carr spoke on behalf of the applicant for the text amendment requesting 2 modifications for the Planned Unit Development, the 1st is requesting a change from 2.2 units an acre to 3.3 units per acre, a gradual density increase she explained. Requesting the minimum density to be 3.3 and the 2nd modification is to eliminate the requirement in terms of the grading so they can grade more than 1 lot at a time.

A few residents spoke in opposition to the text amendment request & the current road conditions.

The applicant spoke in rebuttal & respectfully requested that the units per acre be changed, they are there in good faith & will discuss more in the rezoning case.

Commission members had another chance to ask questions and make comments.

A motion was made to deny text amendment change to C.1 to increase the maximum density to 3.3 dwelling units per acre and to approve text amendment C.5 to delete the prohibition of mass-grading during the land development process, 2nd, vote 3-1 passed.

Chairwoman announced the next case **RZ 24-000**, MBC Developers, LLC c/o Andersen Tate & Carr, has applied to rezone 100 Lyle Road (AU11 148) and 0 Main Street (AU11 031B), a combined 57.917± acres, from AG – Agricultural District to PUD – Planned Unit Development district for the purpose of developing the property with a 188-lot single-family detached subdivision.

Staff Planner gave a summary and turned it over to the applicant. Applicant representative Melody Glouton asked that the item RZ 24-000 be tabled until the next meeting and Mayor and Council have decided on ZTA 24-000, the proposed PUD text amendment.

Motion to allow the table, all voted-passed. The next meeting is scheduled for the 16th of October 2024.

The Chairwoman asked for a motion to adjourn, all in favor. Motion passed.



COMMUNITY DEVELOPMENT DEPARTMENT

CITY OF AUBURN

1 Auburn Way

AUBURN, GA 30011

PHONE: 770-963-4002

www.cityofauburn-ga.org

MEMORANDUM

TO: Planning & Zoning Commission Members

FROM: Sarah McQuade, City Planner

DATE: October 9, 2024

RE: RZ 24-000 - Application to rezone 100 Lyle Road (AU11 148) and 0 Main Street (AU11 031B), a combined 57.917± acres, from AG – Agricultural district to PUD – Planned Unit Development district for the purpose of developing the property with a 188-lot single-family detached subdivision.

Dear Planning & Zoning Commission Members,

During the September 25, 2024, Planning & Zoning Commission meeting, the commission tabled this item, at the request of the applicant, until after a decision regarding ZTA 24-000 had been made by Mayor and Council. ZTA 24-000 will be heard at the October 10, 2024, Mayor and Council meeting.

At this time there have been no changes to the request to rezone the property from AG – Agricultural district to PUD – Planned Unit Development district.

Please let me know if you have any questions.

Thank you.

CC: Mayor and Members of City Council
Michael Parks, City Manager
Jack Wilson, City Attorney

ANNEXATION & REZONING APPLICATION



**CITY OF AUBURN
COMMUNITY DEVELOPMENT DEPARTMENT
1369 4TH AVE, AUBURN, GA 30011
(770) 963-4002
www.cityofauburn-ga.org**

ANNEXATION & REZONING APPLICATION
AN APPLICATION TO AMEND THE OFFICIAL ZONING MAP FOR THE CITY OF AUBURN, GA.

| APPLICANT INFORMATION | | PROPERTY OWNER INFORMATION | |
|-------------------------------------------------------|--|----------------------------|--|
| NAME: MBC Developers, LLC c/o Andersen Tate & Carr | | NAME: Donna J. Evans | |
| ADDRESS: 1960 Satellite Blvd S-4000 | | ADDRESS: 100 Lyle Road | |
| CITY: Duluth | | CITY: Auburn | |
| STATE: GA ZIP: 30097 | | STATE: GA ZIP: 30011 | |
| PHONE: 770-822-0900 | | PHONE: | |
| EMAIL: mglouton@atclawfirm.com | | EMAIL: | |
| | | | |
| CONTACT PERSON: Melody A. Glouton | | PHONE: 770-822-0900 | |
| EMAIL: mglouton@atclawfirm.com | | | |

| | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------|--|
| APPLICANT IS: <input type="checkbox"/> OWNER'S AGENT <input type="checkbox"/> PROPERTY OWNER <input checked="" type="checkbox"/> CONTRACT PURCHASER | | | |
| PRESENT ZONING DISTRICT(S): AG | | REQUESTED ZONING DISTRICT: PUD | |
| PARCEL NUMBER(S): AU11 148 & AU11 031B | | ACREAGE: 57.917 | |
| ADDRESS OF PROPERTY: 100 Lyle Road, Auburn, GA | | | |
| PROPOSED DEVELOPMENT: Single Family Detached | | | |

| RESIDENTIAL DEVELOPMENT | NON-RESIDENTIAL DEVELOPMENT |
|-------------------------------------------|-----------------------------|
| NO. OF LOTS/DWELLING UNITS: 188 | NO. OF BUILDINGS/LOTS: |
| DWELLING UNIT SIZE (SQ.FT.): 1600 sq feet | TOTAL BUILDING SQ.FT.: |
| GROSS DENSITY: 3.25 upa | DENSITY: |
| NET DENSITY: | |

PLEASE ATTACHED A LETTER OF INTENT EXPLAINING PROPOSED DEVELOPMENT

REZONING APPLICANT'S CERTIFICATION

THE UNDERSIGNED BELOW IS AUTHORIZED TO MAKE THIS APPLICATION. THE UNDERSIGNED IS AWARE THAT NO APPLICATION OR REAPPLICATION AFFECTING THE SAME LAND SHALL BE ACTED UPON WITHIN 12 MONTHS FROM THE DATE OF LAST ACTION BY THE CITY COUNCIL UNLESS WAIVED BY THE CITY COUNCIL. IN NO CASE SHALL AN APPLICATION OR REAPPLICATION BE ACTED UPON IN LESS THAN SIX (6) MONTHS FROM THE DATE OF LAST ACTION BY THE CITY COUNCIL.



SIGNATURE OF APPLICANT

08/23/2024

DATE

Melody A. Glouton, Attorney for Applicant

PRINT NAME AND TITLE



SIGNATURE OF NOTARY PUBLIC


08/23/2024

DATE



REZONING PROPERTY OWNER'S CERTIFICATION

THE UNDERSIGNED BELOW, OR AS ATTACHED, IS THE OWNER OF THE PROPERTY CONSIDERED IN THIS APPLICATION. THE UNDERSIGNED IS AWARE THAT NO APPLICATION OR REAPPLICATION AFFECTING THE SAME LAND SHALL BE ACTED UPON WITHIN 12 MONTHS FROM THE DATE OF LAST ACTION BY THE CITY COUNCIL UNLESS WAIVED BY THE CITY COUNCIL. IN NO CASE SHALL AN APPLICATION OR REAPPLICATION BE ACTED UPON IN LESS THAN SIX (6) MONTHS FROM THE DATE OF LAST ACTION BY THE CITY COUNCIL.



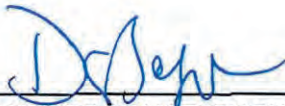
SIGNATURE OF PROPERTY OWNER

08/23/2024

DATE

Melody A. Glouton, with express permission from property owner

PRINT NAME AND TITLE



SIGNATURE OF NOTARY PUBLIC

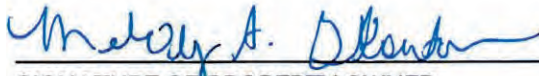
08/24/2023

DATE



CONFLICT OF INTEREST CERTIFICATION FOR REZONING

THE UNDERSIGNED BELOW, MAKING APPLICATION FOR A REZONING, HAS COMPLIED WITH THE OFFICIAL CODE OF GEORGIA SECTION 36-67A-1, ET. SEQ, CONFLICT OF INTEREST IN ZONING ACTIONS, AND HAS SUBMITTED OR ATTACHED THE REQUIRED INFORMATION ON THE FORMS PROVIDED.



08/23/2024

SIGNATURE OF PROPERTY OWNER

DATE

Melody A. Glouton with express permission from property owner

PRINT NAME AND TITLE



08/23/2024

SIGNATURE OF NOTARY PUBLIC

DATE



DISCLOSURE OF CAMPAIGN CONTRIBUTIONS

HAVE YOU, WITHIN THE TWO YEARS IMMEDIATELY PRECEDING THE FILING OF THIS APPLICATION, MADE CAMPAIGN CONTRIBUTIONS AGGREGATING \$250.00 OR MORE TO A MEMBER OF THE CITY COUNCIL OR A MEMBER OF THE AUBURN PLANNING COMMISSION?

☐ YES ☒ NO

Donna J. Evans

YOUR NAME

IF THE ANSWER IF YES, PLEASE COMPLETE THE FOLLOWING SECTION:

| NAME AND POSITION OF GOVERNMENT OFFICIAL | CONTRIBUTIONS (LIST ALL WHICH AGGREGATE TO \$250 OR MORE) | DATE CONTRIBUTION WAS MADE (WITHIN LAST TWO YEARS) |
|------------------------------------------|-----------------------------------------------------------|----------------------------------------------------|
| | | |
| | | |
| | | |

ATTACHED ADDITIONAL SHEETS IF NECESSARY, TO DISCLOSE OR DESCRIBE ALL CONTRIBUTIONS.

ANDERSEN | TATE | CARR

August 23, 2024

LETTER OF INTENT AND JUSTIFICATION FOR REZONING

**Rezoning Application
City of Auburn
Barrow County, Georgia**

Applicant:
MBC Developers, LLC

Rezoning Tract:
Tax Parcel IDs AU11 031B and AU11 148
±57.917 Acres of Land

Located at 100 Lyle Road, Auburn, Georgia
From AG to PUD

Submitted for Applicant by:
Melody A. Glouton, Esq.
ANDERSEN TATE & CARR, P.C.
One Sugarloaf Centre
1960 Satellite Blvd.
Suite 4000
Duluth, Georgia 30097
770.822.0900
mglouton@atclawfirm.com

I. INTRODUCTION

This Application for Rezoning is submitted for a 57.917-acre parcel of land located at 100 Lyle Road, just south of its intersection of Autry Road (hereinafter the "Property"). The Property is an assemblage of two tax parcels, with frontage on Lyle Road. The Property is currently zoned AG (Agricultural District) pursuant to the City of Auburn Zoning Ordinance (the "Zoning Ordinance"). The Applicant, MBC Developers, LLC (the "Applicant") now seeks approval to rezone the Property to PUD (Planned Unit Development District) in order to develop a distinctive and attractive single-family detached residential community with 188 lots.

This document is submitted as the Letter of Intent, Impact Analysis Statement, and other materials required by the Zoning Ordinance.

II. DESCRIPTION OF THE PROPERTY AND SURROUNDING AREA

The Property is a large tract fronting Lyle Road. It contains a personal residence and several accessory structures. The Property is mostly wooded and slopes southward toward a creek with floodplain. The surrounding zoning classifications and uses are as follows:

| Location | Zoning |
|----------------------|--------------|
| <i>Proposed Site</i> | <i>PUD</i> |
| North | AG and R-100 |
| East | MH and R-100 |
| South | R-100 |
| West | AG |



The Applicant is requesting the City of Auburn rezone the Property to allow for a planned unit development. The site is surrounded by other residential uses to include primarily R-100 zoning classifications. As such, the Property is ideal for development as a residential community and will allow for the development of more housing.

As stated in the City of Auburn's 2018 Comprehensive Plan (the "Comprehensive Plan"), the Future Land Use Map identifies this area as single-family residential. The rezoning and development of the Property, as intended by the Applicant, will enhance the surrounding and existing area. Specifically, the proposed development of a planned unit development will provide additional housing options for residents.

III. PROJECT SUMMARY

As shown on the site plan by Thomas & Hutton, dated August 21, 2024, and filed with this Application (hereinafter the "Site Plan"), the Applicant is proposing to rezone 57.917 acres from AG to PUD in order to accommodate the development of a planned unit development with 188 units. The Applicant proposes to develop the Property in compliance with the PUD zoning classification to allow for a more unique and creative community. The minimum heated floor area would be 1,600 square feet. To the extent necessary, the Applicant is seeking a concurrent variance from Section 17.90.150 as related to the minimum dwelling unit size. The proposed development will consist of homes at a size, quality, and price point commensurate with or exceeding homes in the surrounding communities. Generally, the architectural style and composition of the exterior of the homes would consist of brick, stacked stoned, cedar and/or cementitious shake, siding board and batten or combinations thereof. The Applicant has included sample renderings with this submittal. The proposed development would be served by a primary full access entrance and a secondary entrance for emergency vehicles as required by Barrow County Fire Marshall along Lyle Road, which would be landscaped and maintained by a Homeowners' Association.

The Applicant further submits that several community benefits would result in the property being developed under the City's PUD zoning classification. For example, the proposed development would increase the supply of housing in the area, which is currently in high demand. By providing more homes, the development can help alleviate the shortage of single-family detached housing and provide citizens with additional housing options. In summary, the requested zoning of PUD for development of a neighborhood is consistent with the Comprehensive Plan.

PUD – Planned Unit Development District

Pursuant to Section 17.90.140, the intent and purpose of a PUD zoning is to provide for the possibility of relatively large scale, mixed-use planned developments, which incorporate innovative concepts of efficiency in land use, public services delivery, energy conservation, and environmental preservation. A planned unit development may allow more flexible placement, arrangement and orientation of residential structures, the accompanying flexibility in the subdivision of land, and the grouping of open space and accessory facilities such as garages and parking. A planned unit development is intended to allow a mixture and/or density of land uses not otherwise allowed in an established zoning district.

The planned development will contain a variety of housing and lot sizes to meet the increasing demand for the community. Moreover, the proposed development would provide attractive, high-end personal residences. Approximately 21 acres of the overall site will be preserved as open space, which far exceeds the minimum required per the Zoning Ordinance.

IV. SITE IMPACT ANALYSIS

Pursuant to the Zoning Resolution, the Applicant submits its written responses to the impact analysis which shows that rezoning to PUD satisfies the “Standards Governing Exercise of the Zoning Power,” as follows:

- A) Whether a proposed rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property:

Yes. The proposed rezoning is consistent and suitable with the existing use and development of adjacent and nearby properties. The Property maintains frontage on Lyle Road. The proposed residential development is compatible with existing residential uses and will further diversify housing options in the surrounding area.

- B) Whether a proposed rezoning will adversely affect the existing use or useability of adjacent or nearby property:

No, approval of the proposed rezoning will not adversely affect the existing use or usability of adjacent or nearby properties. The proposed development is compatible with the Comprehensive Plan and complimentary to adjacent and nearby uses.

- C) Whether the property to be affected by a proposed rezoning has reasonable economic use as currently zoned:

The Applicant submits that due to the size, location, layout, topography, and natural features of the Subject Property, it does not have reasonable economic use as currently zoned.

- D) Whether the proposed rezoning will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools:

No, approval of the proposed rezoning will not result in an excessive or burdensome use of the existing infrastructure systems. The Property has direct access to Lyle Road and is in close proximity to Atlanta Highway. Appropriate zoning conditions and site development requirements can mitigate any potential impacts on public facilities such as traffic, utility demand, stormwater, and schools.

- E) Whether the proposed rezoning is in conformity with the policy and intent of the Land Use Plan:

Yes, the proposed Rezoning Application conforms with the policy and intent of the Comprehensive Plan and Future Land Use Map. The Subject Property is identified as single-family residential on the future land use map.

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

Yes. The proposed Rezoning achieves a goal of the Comprehensive Plan by proposing a development and site layout that serves as an opportunity to provide additional housing.

V. JUSTIFICATION FOR REZONING

The Applicant respectfully submits that "City of Auburn Zoning Ordinance" (the "Zoning Ordinance"), as amended from time to time, to the extent that it classifies the Property in any zoning district that would preclude development of a planned, unit development, under the PUD zoning classification, is unconstitutional as a taking of property, a denial of equal protection, an arbitrary and capricious act, and an unlawful delegation of authority under the specific constitutional provisions later set forth herein. Any existing inconsistent zoning of the Property pursuant to the Zoning Resolution deprives the Applicant and Property owner of any alternative reasonable use and development of the Property. Additionally, all other zoning classifications, including ones intervening between the existing classification and that requested herein, would deprive the Applicant and Property owner of any reasonable use and development of the Property. Further, any attempt by the Mayor and Council of the City of Auburn to impose greater restrictions upon the manner in which the Property will be developed than presently exist would be equally unlawful.

Accordingly, Applicant submits that the current zoning classification and any other zoning of the Property save for what has been requested as established in the Zoning Resolution constitute an arbitrary and unreasonable use of the zoning and police powers because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant and Property owner. All inconsistent zoning classifications between the existing zoning and the zoning requested hereunder would constitute an arbitrary and unreasonable use of the zoning and police powers because they bear or would bear no substantial relationship to the public health, safety, morality, or general welfare of the public and would substantially harm the Applicant and Property owner. Further, the existing inconsistent zoning classification constitutes, and all zoning and plan classifications intervening between the existing inconsistent zoning classification and that required to develop this Project would constitute, a taking of the owner's private property without just compensation and without due process in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Due Process and Equal Protection Clauses of the Fourteenth Amendment to the Constitution of the United States.

Further, the Applicant respectfully submits that failure to approve the requested rezoning change would be unconstitutional and would discriminate in an arbitrary, capricious and

unreasonable manner between the Applicant and Property owner and owners of similarly situated property in violation of Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Equal Protection Clause of the Fourteenth Amendment of the Constitution of the United States.

Finally, the Applicant respectfully submits that the Mayor and Council of the City of Auburn cannot lawfully impose more restrictive standards upon the development of the Property than presently exist, as to do so not only would constitute a taking of the Property as set forth above, but also would amount to an unlawful delegation of their authority, in response to neighborhood opposition, in violation of Article IX, Section IV, Paragraph II of the Georgia Constitution.

This Application meets favorably with the prescribed test set out by the Georgia Supreme Court to be used in establishing the constitutional balance between private property rights and zoning and planning as an expression of the government's police power. See Guhl v. Holcomb Bridge Road Corp., 238 Ga. 322 (1977).

VI. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that this Application to Rezone from AG to PUD be approved. The Applicant welcomes the opportunity to meet with the City of Auburn Planning Department staff to answer any questions or to address any concerns relating to this Letter of Intent or supporting materials.

Respectfully submitted this 23rd day of August, 2024.

ANDERSEN, TATE & CARR, P.C.

Melody A. Glouton

Melody A. Glouton, Esq.

Enclosures
MAG/dwb
4855-9356-0795, v. 1

LEGAL DESCRIPTION

All that tract or parcel of land lying and being in G.M.D. 1740, City of Auburn, Barrow County, Georgia and being more particularly described as follows:

Beginning at the intersection of the centerline of Lyle Road (a.k.a. Main Street) and the centerline of Third Street; THENCE continuing 492.66 feet along said centerline of Lyle Road in a southwesterly direction to a point; THENCE South 29 degrees 53 minutes 18 seconds East 20.00 feet to a point located on the southeasterly right-of-way of Lyle Road, said point being THE TRUE POINT OF BEGINNING;

THENCE South 38 degrees 54 minutes 23 seconds East for a distance of 506.56 feet to a point;
THENCE South 39 degrees 07 minutes 00 seconds East for a distance of 262.17 feet to a point;
THENCE South 39 degrees 42 minutes 12 seconds East for a distance of 260.91 feet to a point;
THENCE South 37 degrees 12 minutes 14 seconds East for a distance of 117.42 feet to a point;
THENCE South 36 degrees 22 minutes 35 seconds East for a distance of 96.06 feet to a point;
THENCE South 36 degrees 22 minutes 35 seconds East for a distance of 72.20 feet to a point;
THENCE South 21 degrees 24 minutes 35 seconds West for a distance of 272.51 feet to a point located in the centerline of a creek;
THENCE continuing along said centerline of creek the following 13 calls:
THENCE South 12 degrees 08 minutes 00 seconds East for a distance of 94.40 feet to a point;
THENCE South 43 degrees 07 minutes 00 seconds East for a distance of 146.70 feet to a point;
THENCE South 28 degrees 33 minutes 00 seconds West for a distance of 124.90 feet to a point;
THENCE South 36 degrees 05 minutes 00 seconds West for a distance of 143.07 feet to a point;
THENCE South 42 degrees 57 minutes 00 seconds West for a distance of 149.40 feet to a point;
THENCE South 33 degrees 46 minutes 00 seconds West for a distance of 294.96 feet to a point;
THENCE South 6 degrees 53 minutes 00 seconds East for a distance of 66.00 feet to a point;
THENCE South 50 degrees 2 minutes 00 seconds West for a distance of 103.80 feet to a point;
THENCE North 85 degrees 44 minutes 00 seconds West for a distance of 57.70 feet to a point;
THENCE South 58 degrees 33 minutes 00 seconds West for a distance of 97.50 feet to a point;
THENCE South 36 degrees 26 minutes 00 seconds West for a distance of 50.00 feet to a point;
THENCE South 23 degrees 10 minutes 00 seconds East for a distance of 35.00 feet to a point;
THENCE South 54 degrees 53 minutes 00 seconds West for a distance of 71.10 feet to a point;
THENCE North 40 degrees 00 minutes 00 seconds West for a distance of 2075.30 feet leaving said creek to a point;
THENCE North 56 degrees 11 minutes 00 seconds East for a distance of 385.80 feet to a point located on the southeasterly right-of-way of Lyle Road;
THENCE North 60 degrees 03 minutes 41 seconds East for a distance of 114.32 feet to a point;
THENCE North 57 degrees 36 minutes 02 seconds East for a distance of 240.38 feet to a point;
THENCE North 56 degrees 03 minutes 34 seconds East for a distance of 76.79 feet to a point;
THENCE North 55 degrees 04 minutes 36 seconds East for a distance of 104.51 feet to a point;
THENCE along an arc of cure to the left for an arc length of 490.73 feet having a radius of 7,691.74 feet and being subtended by a chord bearing North 58 degrees 05 minutes 33 seconds East for a distance of 490.65 feet to a point, said point being THE TRUE POINT OF BEGINNING.

The above-described tract contains an area of 57.917 acres.

ANDERSEN | TATE | CARR

September 6, 2024

COMBINED LETTER OF INTENT AND JUSTIFICATION FOR REZONING AND TEXT AMENDMENT

**Rezoning Application
Text Amendment Application
City of Auburn
Barrow County, Georgia**

Applicant:
MBC Developers, LLC

Rezoning Tract:
Tax Parcel IDs AU11 031B and AU11 148
±57.917 Acres of Land

Located at 100 Lyle Road, Auburn, Georgia
From AG to PUD

Submitted for Applicant by:

Melody A. Glouton, Esq.
ANDERSEN TATE & CARR, P.C.
One Sugarloaf Centre
1960 Satellite Blvd.
Suite 4000
Duluth, Georgia 30097
770.822.0900
mglouton@atclawfirm.com

I. INTRODUCTION

This Application for Rezoning and Text Amendment¹ is submitted for a 57.917-acre parcel of land located at 100 Lyle Road, just south of its intersection of Autry Road (hereinafter the “Property”). The Property is an assemblage of two tax parcels, with frontage on Lyle Road. The Property is currently zoned AG (Agricultural District) pursuant to the City of Auburn Zoning Ordinance (the “Zoning Ordinance”). The Applicant, MBC Developers, LLC (the “Applicant”) now seeks approval to rezone the Property to PUD (Planned Unit Development District) in order to develop a distinctive and attractive single-family detached residential community with 188 lots.

This document is submitted as the Letter of Intent, Impact Analysis Statement, and other materials required by the Zoning Ordinance.

II. DESCRIPTION OF THE PROPERTY AND SURROUNDING AREA

The Property is a large tract fronting Lyle Road. It contains a personal residence and several accessory structures. The Property is mostly wooded and slopes southward toward a creek with floodplain. The surrounding zoning classifications and uses are as follows:

| Location | Zoning |
|----------------------|--------------|
| <i>Proposed Site</i> | <i>PUD</i> |
| North | AG and R-100 |
| East | MH and R-100 |
| South | R-100 |
| West | AG |



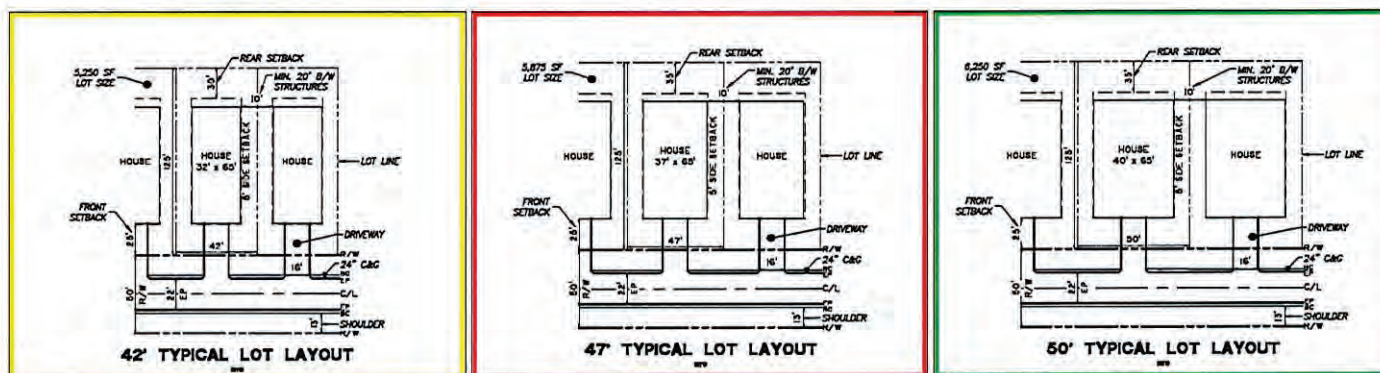
¹ In conjunction with the requested rezoning, the Applicant is seeking a text amendment to Section 17.90.140(C)(1) and (6) of the City of Auburn Zoning Ordinance.

The Applicant is requesting the City of Auburn rezone the Property to allow for a planned unit development. The site is surrounded by other residential uses to include primarily R-100 zoning classifications. As such, the Property is ideal for development as a residential community and will allow for the development of more housing.

As stated in the City of Auburn's 2018 Comprehensive Plan (the "Comprehensive Plan"), the Future Land Use Map identifies this area as single-family residential. The rezoning and development of the Property, as intended by the Applicant, will enhance the surrounding and existing area. Specifically, the proposed development of a planned unit development will provide additional housing options for residents.

III. PROJECT SUMMARY

As shown on the site plan by Thomas & Hutton, dated August 21, 2024, and filed with this Application (hereinafter the "Site Plan"), the Applicant is proposing to rezone 57.917 acres from AG to PUD in order to accommodate the development of a planned unit development with 188 units. The Applicant proposes to develop the Property in compliance with the PUD zoning classification to allow for a more unique and creative community. The minimum heated floor area would be 1,600 square feet. To the extent necessary, the Applicant is seeking a concurrent variance from Section 17.90.150 as related to the minimum dwelling unit size. The development would include the required 50-foot buffer along all abutting R-100 zoning districts. As referenced on the Site Plan, the typical lot layout for each type of housing unit is identified below:



The proposed development will consist of homes at a size, quality, and price point commensurate with or exceeding homes in the surrounding communities. Generally, the architectural style and composition of the exterior of the homes would consist of brick, stacked stone, cedar and/or cementitious shake, siding board, and batten or combinations thereof. The Applicant has included sample renderings with this submittal. The proposed development would be served by a primary full-access entrance and a secondary entrance for emergency vehicles as required by Barrow County Fire Marshall along Lyle Road, which would be landscaped and maintained by a Homeowners' Association. The proposed development would be serviced by Barrow County Water & Sewer Authority (sewer) and the City of Auburn Public Works (water).

The Applicant further submits that several community benefits would result in the property being developed under the City's PUD zoning classification. For example, the proposed development would increase the supply of housing in the area, which is currently in high demand. By providing more homes, the development can help alleviate the shortage of single-family detached housing and provide citizens with additional housing options. In summary, the requested zoning of PUD for development of a neighborhood is consistent with the Comprehensive Plan.

PUD – Planned Unit Development District

Pursuant to Section 17.90.140, the intent and purpose of a PUD zoning is to provide for the possibility of relatively large scale, mixed-use planned developments, which incorporate innovative concepts of efficiency in land use, public services delivery, energy conservation, and environmental preservation. A planned unit development may allow more flexible placement, arrangement and orientation of residential structures, the accompanying flexibility in the subdivision of land, and the grouping of open space and accessory facilities such as garages and parking. A planned unit development is intended to allow a mixture and/or density of land uses not otherwise allowed in an established zoning district.

The planned development will contain a variety of housing and lot sizes to meet the increasing demand for the community. Moreover, the proposed development would provide attractive, high-end personal residences. Approximately 21 acres of the overall site will be preserved as open space, which far exceeds the minimum required per the Zoning Ordinance.

IV. TEXT AMENDMENT

The Applicant is seeking to amend Sections 17.90.140 (C)(1) and (6) of the City of Auburn Zoning Ordinance. The current Ordinance reads as follows, with the requested amendments (additions in **Bold**; redactions with ~~Strikethrough~~):

“C. Special Requirements. All proposed PUD planned unit development district applications shall conform to the following specific requirements:

1. The maximum density shall not to exceed ~~two and two-tenths~~ **three and three-tenths** dwelling units per gross acre.
2. The site must abut a public street for a distance of at least one hundred feet.
3. A registered engineer, architect, land surveyor or landscape architect shall prepare the plans required for inclusion in an application. The plans shall have their official registration seal.
4. Sidewalks shall be required along both sides of all streets within a PUD. The construction standard of the required sidewalks are given in the city development regulations.
5. Where a PUD abuts a R-100 district, the PUD shall contain a fifty-foot wide buffer strip along the abutting property lines, unless the property has the same land use and lot size (within a ten percent variation) is adjacent to the R-100 property; and shall further meet all requirements of the city landscape requirements.
6. ~~There shall be no land disturbance beyond the areas needed for the construction of roads and other public utilities/facilities, prior to issuance of building permits for the individual buildings within a PUD planned unit development.”~~

The Applicant is seeking to increase the overall density from 2.2/upa to 3.3/upa to provide more variety in housing type/sizes, as well as more affordable housing units. The request to repeal the land disturbance provision is to allow for multiple lot grading during development, which will result in a more cohesive site. The proposed text amendments will promote and encourage the development of properties that incorporate more walkable communities in close proximity to neighbor-serving commercial uses. In addition, the text amendment will allow for a gradual density increase in communities that also incorporate open space, recreational areas, and community gathering areas. Moreover, by allowing for a mixed-use development with higher density, community members have improved access to things such as healthcare, grocery stores, and employment opportunities. In summary, by allowing for diverse housing options and community spaces, the text amendment can foster a sense of

community and belonging, as well as attract businesses and investments, leading to job creation and economic growth for the City.

V. SITE IMPACT ANALYSIS

Pursuant to the Zoning Resolution, the Applicant submits its written responses to the impact analysis which shows that rezoning to PUD satisfies the “Standards Governing Exercise of the Zoning Power,” as follows:

- A) Whether a proposed rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property:

Yes. The proposed rezoning is consistent and suitable with the existing use and development of adjacent and nearby properties. The Property maintains frontage on Lyle Road. The proposed residential development is compatible with existing residential uses and will further diversify housing options in the surrounding area.

- B) Whether a proposed rezoning will adversely affect the existing use or useability of adjacent or nearby property:

No, approval of the proposed rezoning will not adversely affect the existing use or usability of adjacent or nearby properties. The proposed development is compatible with the Comprehensive Plan and complimentary to adjacent and nearby uses.

- C) Whether the property to be affected by a proposed rezoning has reasonable economic use as currently zoned:

The Applicant submits that due to the size, location, layout, topography, and natural features of the Subject Property, it does not have reasonable economic use as currently zoned.

- D) Whether the proposed rezoning will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools:

No, approval of the proposed rezoning will not result in an excessive or burdensome use of the existing infrastructure systems. The Property has direct access to Lyle Road and is in close proximity to Atlanta Highway. Appropriate zoning conditions and site development requirements can mitigate any potential impacts on public facilities such as traffic, utility demand, stormwater, and schools.

- E) Whether the proposed rezoning is in conformity with the policy and intent of the Land Use Plan:

Yes, the proposed Rezoning Application conforms with the policy and intent of the Comprehensive Plan and Future Land Use Map. The Subject Property is identified as single-family residential on the future land use map.

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

Yes. The proposed Rezoning achieves a goal of the Comprehensive Plan by proposing a development and site layout that serves as an opportunity to provide additional housing.

VI. JUSTIFICATION FOR REZONING

The Applicant respectfully submits that "City of Auburn Zoning Ordinance" (the "Zoning Ordinance"), as amended from time to time, to the extent that it classifies the Property in any zoning district that would preclude development of a planned, unit development, under the PUD zoning classification, is unconstitutional as a taking of property, a denial of equal protection, an arbitrary and capricious act, and an unlawful delegation of authority under the specific constitutional provisions later set forth herein. Any existing inconsistent zoning of the Property pursuant to the Zoning Resolution deprives the Applicant and Property owner of any alternative reasonable use and development of the Property. Additionally, all other zoning classifications, including ones intervening between the existing classification and that requested herein, would deprive the Applicant and Property owner of any reasonable use and development of the Property. Further, any attempt by the Mayor and Council of the City of Auburn to impose greater restrictions upon the manner in which the Property will be developed than presently exist would be equally unlawful.

Accordingly, Applicant submits that the current zoning classification and any other zoning of the Property save for what has been requested as established in the Zoning Resolution constitute an arbitrary and unreasonable use of the zoning and police powers because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant and Property owner. All inconsistent zoning classifications between the existing zoning and the zoning requested hereunder would constitute an arbitrary and unreasonable use of the zoning and police powers because they bear or would bear no substantial relationship to the public health, safety, morality, or general welfare of the public and would substantially harm the Applicant and Property owner. Further, the existing inconsistent zoning classification constitutes, and all zoning and plan classifications intervening between the existing inconsistent zoning classification and that required to develop this Project would constitute, a taking of the owner's private property without just compensation and without due process in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Due Process and Equal Protection Clauses of the Fourteenth Amendment to the Constitution of the United States.

Further, the Applicant respectfully submits that failure to approve the requested rezoning change would be unconstitutional and would discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and Property owner and owners of similarly situated property in violation of Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Equal Protection Clause of the Fourteenth Amendment of the Constitution of the United States.

Finally, the Applicant respectfully submits that the Mayor and Council of the City of Auburn cannot lawfully impose more restrictive standards upon the development of the Property than presently exist, as to do so not only would constitute a taking of the Property as set forth above, but also would amount to an unlawful delegation of their authority, in response to neighborhood opposition, in violation of Article IX, Section IV, Paragraph II of the Georgia Constitution.

This Application meets favorably with the prescribed test set out by the Georgia Supreme Court to be used in establishing the constitutional balance between private property rights and zoning and planning as an expression of the government's police power. See Guhl v. Holcomb Bridge Road Corp., 238 Ga. 322 (1977).

VII. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that this Application to Rezone from AG to PUD, as well as the associated Text Amendment, be approved. The Applicant welcomes the opportunity to meet with the City of Auburn Planning Department staff to answer any questions or to address any concerns relating to this Letter of Intent or supporting materials.

Respectfully submitted this 23rd day of August, 2024.

ANDERSEN, TATE & CARR, P.C.

Melody A. Glouton

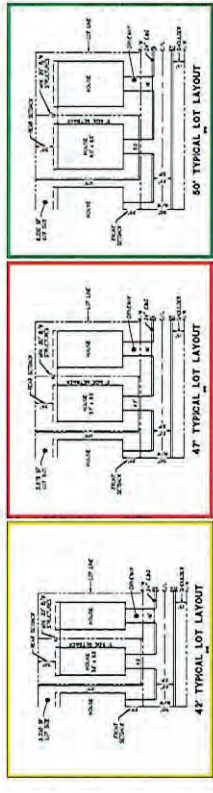
Melody A. Glouton, Esq.

Enclosures

MAG/dwb

4863-0052-1186, v. 1

| DEVELOPMENT SUMMARY | | | |
|---------------------------|-----------------|-------|-------|
| TOTAL GROSS ACRES | 157.917 A.C. | | |
| DENSITY PROVIDED | 185 UNITS | | |
| DU/GROSS A.C. | 3.33 UNITS/A.C. | | |
| OPEN SPACE REQUIRED (SQ.) | 11.58 A.C. | | |
| OPEN SPACE PROVIDED | (2) | | |
| | 42x25 | 47x25 | 50x25 |
| | 63 | 38 | 87 |
| | 55% | 20% | 41% |



DEVELOPMENT SUMMARY

1. TOTAL PROPERTY ACRES = 157.917 AC. (PARCEL D J/AU-118 & J/AU-018)
2. CURRENT ZONING: AG (UNCLAS. 01)
3. PROPOSED ZONING: R-100
4. PROPOSED RATIO: SINGLE-FAMILY DETACHED LOT SETBACKS:
FRONT = 25'
SIDE = 5'
REAR = 30'
5. ON STREET PARKING: 23 SPACES
6. 50' EXTERIOR UNDISTURBED BUFFER
7. 50' FRONT YARD-OF-ANY LANDSCAPE SETBACK
8. TOTAL NUMBER OF UNITS = 185 (1.35 UNITS/AC)
NUMBER OF LOTS = 188
9. COMMON AREA PROVIDED = 121 AC. (1.19%)
STORMWATER MANAGEMENT AREA = 12.25 AC.
EXISTING COMMON AREA = 118.75 AC. (1.14%)
10. TOPOGRAPHIC AND UTILITY INFORMATION BASED ON BARROW COUNTY GIS. DATUM IS MEAN SEA LEVEL. CONVEYER INTERNAL IS 2 FEET.
11. PORTIONS OF THE SUBJECT PROPERTY ARE LOCATED WITHIN A FLOOD HAZARD AREA AS PER BARROW COUNTY FIRM, COMPANY PANEL NO. 1301200420 DATED DECEMBER 1, 2022.
12. EROSION CONTROL BASED ON BARROW COUNTY GIS AND AGRICULTURAL EROSION CONTROL SERVICE TO BE PROVIDED BY THE CITY OF AUGUSTA. WATERWATER SERVICE TO BE PROVIDED BY BARROW COUNTY. PROPOSED WATERWATER PUMP STATION REQUIRED.
13. SITE PLAN IS CONCEPTUAL IN NATURE AND IS SUBJECT TO CHANGE BASED ON ACTUAL FIELD CONDITIONS.
14. VARIANCE REQUEST:
REQUESTER: OVERALL PROJECT DENSITY FROM 22 UNITS/AC. (10.83 140 CI)
VARIANCE TO ALLOW FOR MULTIPLE LOT DENSITY PREPARATION TO ADDRESS STORMWATER CONVEYANCE (1.150 140 CI)

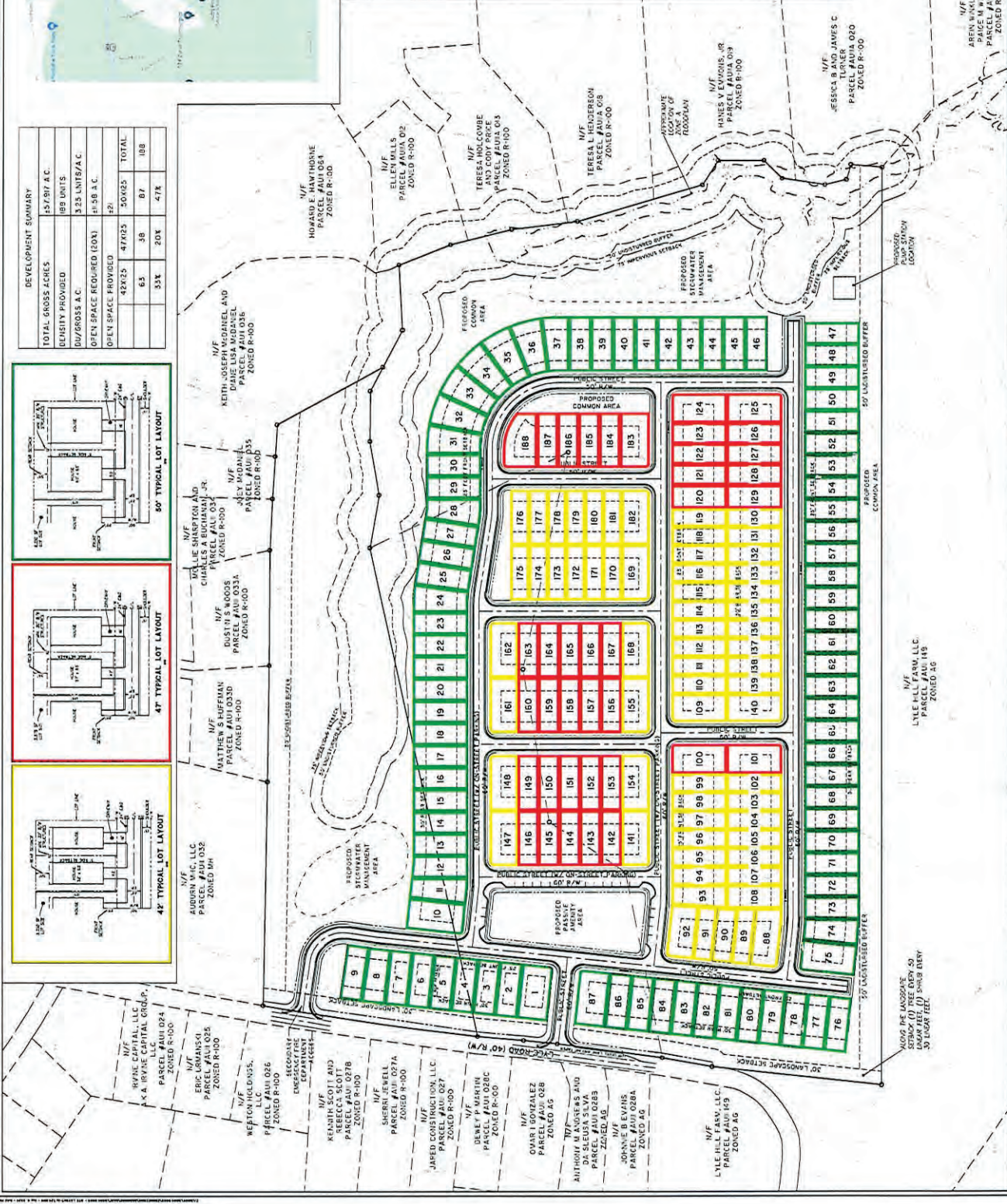
CONCEPTUAL LAYOUT

EVANS PROPERTY
AUBURN, GA

PREPARED FOR:
MBC DEVELOPERS

PREPARED BY:
THOMAS HUTTON
REGISTERED PROFESSIONAL ENGINEER
STATE OF GEORGIA
LICENSE NO. 10000

DATE: 11/13/23
SCALE: 1" = 1/4 MILE



1/4" ARLEN WINKLER AND JESSICA B AND JAMES C PARCEL J/AU 020 ZONED R-00

1/4" ARLEN WINKLER AND JESSICA B AND JAMES C PARCEL J/AU 020 ZONED R-00

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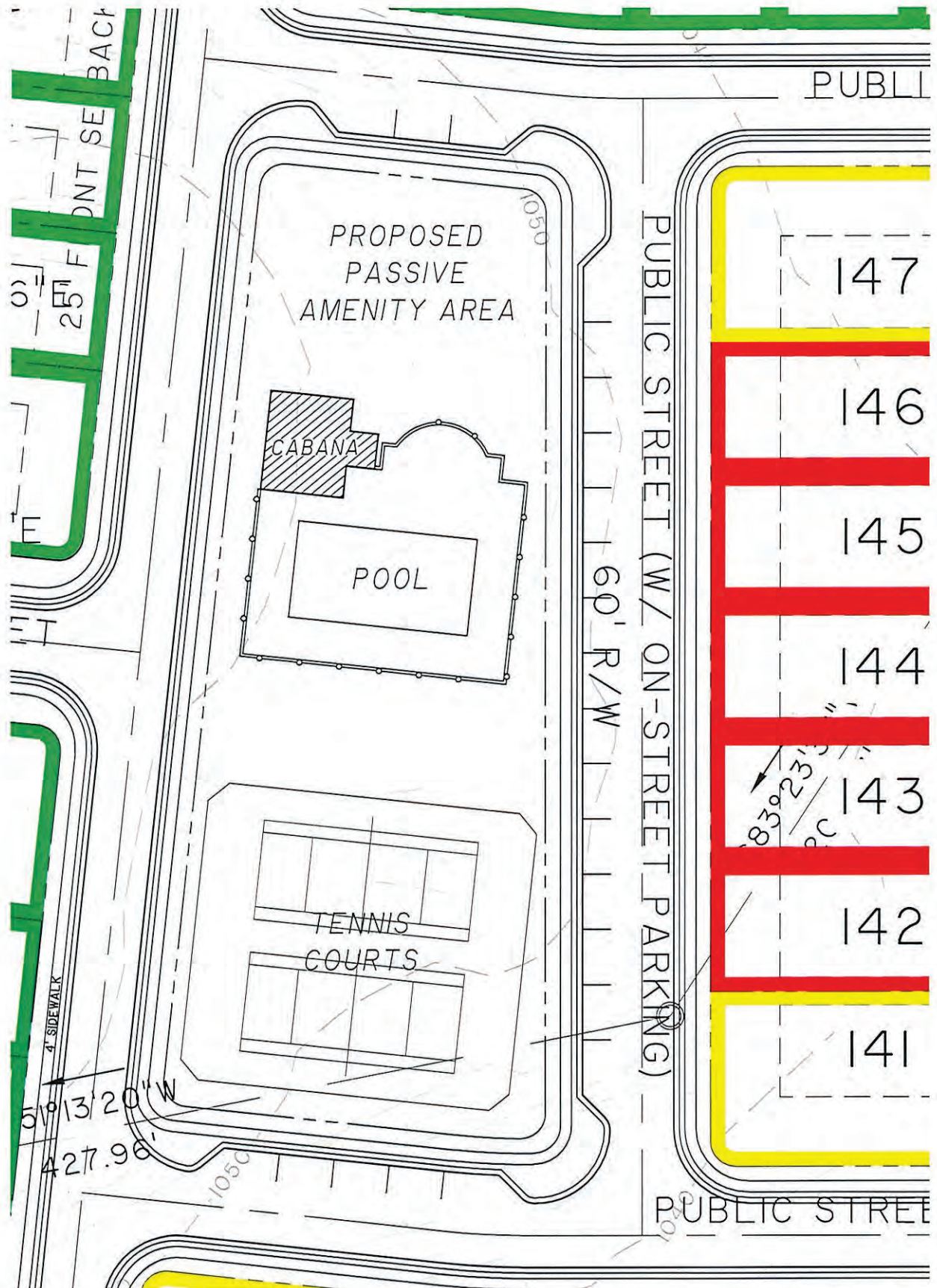
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1/4" ARLEN WINKLER AND JESSICA B AND JAMES C PARCEL J/AU 020 ZONED R-00

AMENITY AREA EXHIBIT
(TO SHOW SPATIAL REPRESENTATION)



SCALE: 1"= 50 FEET

PARK HAVEN





Front Entrance House Plans

FAIRMONT



FIRST FLOOR PLAN



UPPER FLOOR PLAN

OAKLEY



FIRST FLOOR PLAN A



FIRST FLOOR PLAN B



UPPER FLOOR PLAN

MADISON

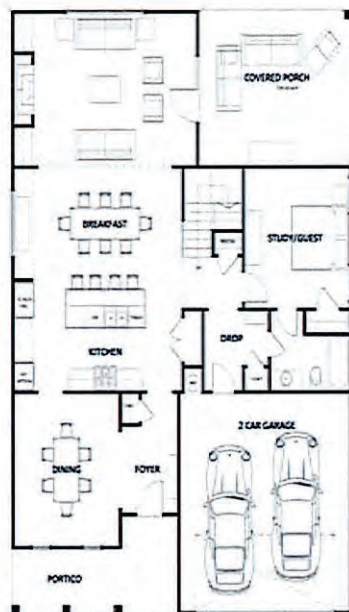


FIRST FLOOR PLAN



UPPER FLOOR PLAN

MADDOX



FIRST FLOOR PLAN



UPPER FLOOR PLAN



FIRST FLOOR PLAN



UPPER A FLOOR PLAN



UPPER B FLOOR PLAN

Bowen and Bowen Homebuilders, LLC

BUILDING A TRADITION OF VALUE SINCE 1968



Traffic Impact Study

Proposed Main Street / Lyle Road Residential Subdivision
City of Auburn, Georgia

June 13, 2024



in collaboration with



Traffic Impact Study

Proposed Main Street / Lyle Road Residential Subdivision
City of Auburn, Georgia

prepared for:

MBC Developers
5072 Bristol Industrial Way, Suite A
Buford, Georgia 30518

June 13, 2024



in collaboration with



ACAMPORA TRAFFIC, LLC

858 Myrtle Street, NE
Atlanta, Georgia 30308
(678) 637-1763

e-mail: acamporatraffic@comcast.net

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Introduction

This study assesses the traffic impact of a proposed residential subdivision in the City of Auburn, Georgia. The site is located along the south side of Main Street between Autry Road and 3rd Street, as shown in Figure 1. The development will consist of 144 detached single-family homes and 44 attached townhomes which will be served by one full-movement access on Main Street. A secondary, emergency vehicle access will also be provided on Main Street.

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

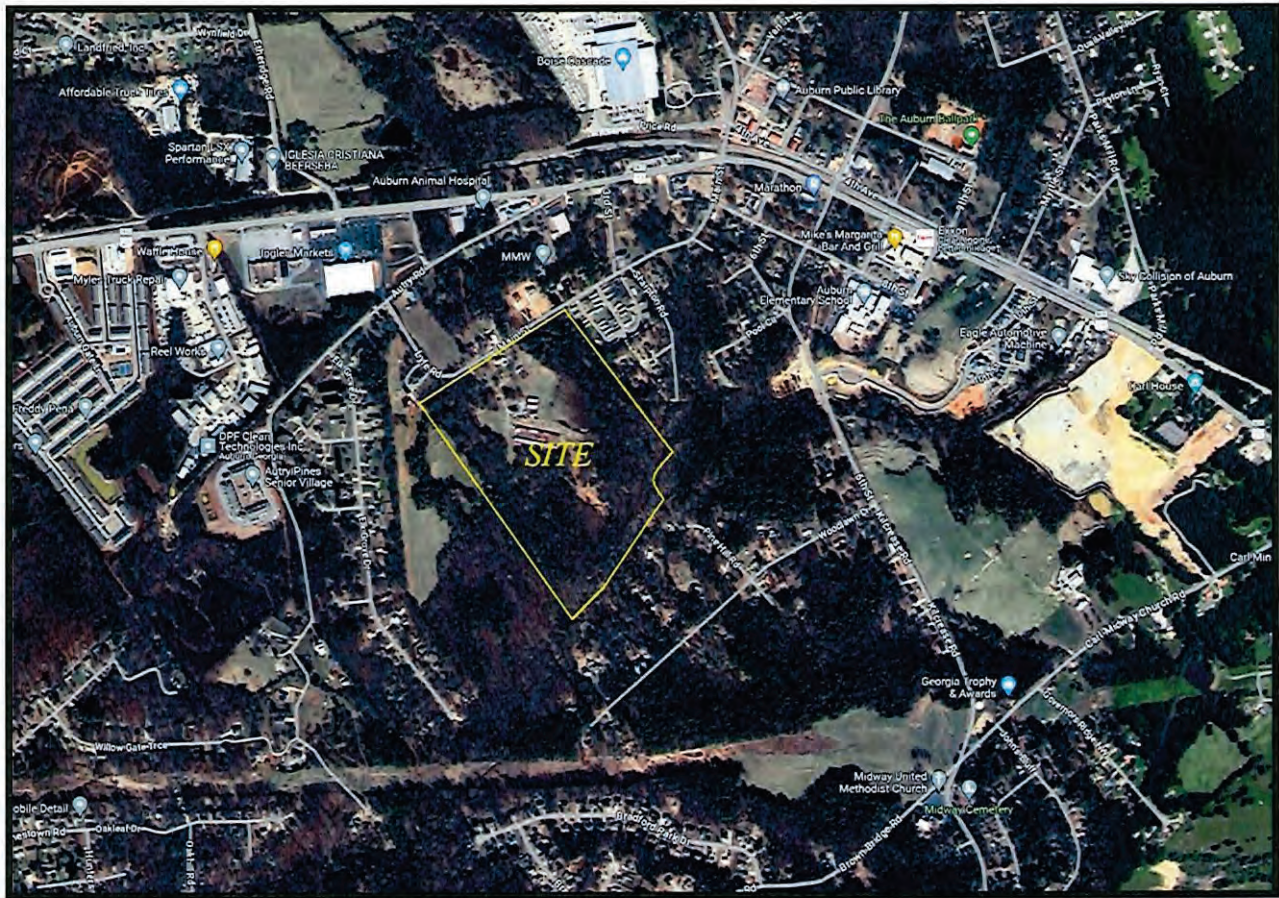


Figure 1 – Site Location Map

Existing Traffic Conditions

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

Description of Existing Roadways

Main Street / Lyle Road is a two lane local street that begins to the northwest of the subject site at an all way stop sign controlled intersection at Autry Road (the fourth leg is the rear access to the Ingles retail center). From that intersection Lyle Road bends to the east, changes name to Main Street, passes the subject site, then bends back to the north, intersects 6th Avenue at an all-way stop sign controlled intersection, then a signalized intersection at Atlanta Highway (US 29 Business) (north of the intersection Main Street changes name to Mt Moriah Road). The terrain along Main Street / Lyle Road is level to gently rolling and the posted speed limit is 25 mph. The road is narrow with a rural cross-section with no sidewalks, shoulder, or curb-and-gutter and the pavement is in poor condition.

Pedestrian, Bicycle, and Transit Accessibility

There are no sidewalks along Main Street or Lyle Road or other local roadways. There is a sidewalk along the south side of US 29 Business and there are crosswalks and pedestrian signals on all approaches at the intersection of US 29 Business at Main Street. There are no dedicated bicycle lanes in this vicinity. There is no regularly scheduled mass transit within a reasonable walking distance of the proposed subdivision.

Existing Traffic Volumes

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

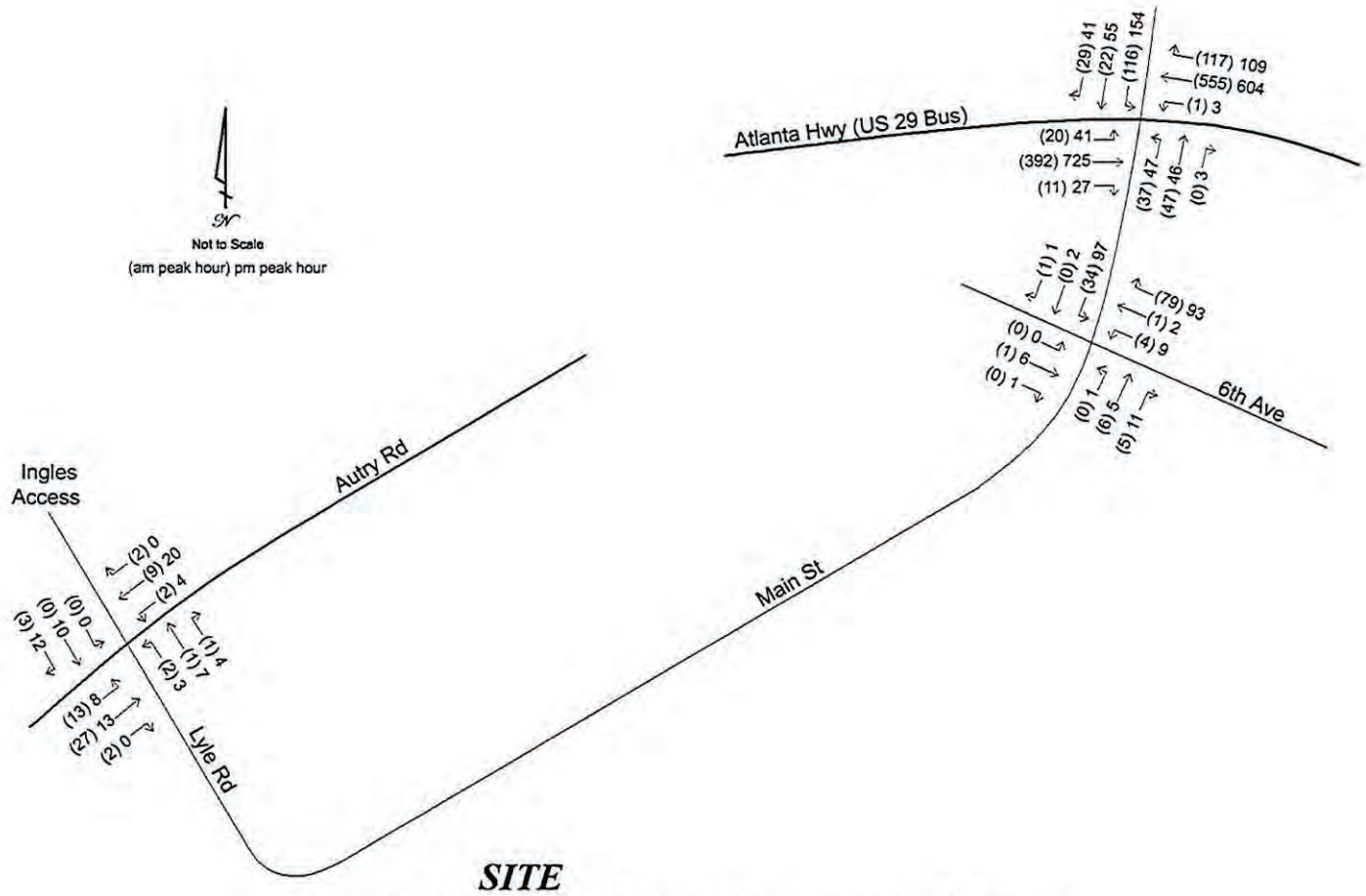
1. Autry Road at Lyle Road / Ingles Access (all way stop)
2. Main Street at 6th Avenue / Bank Access (all way stop)
3. Atlanta Highway (US 29 Business) at Main Street / Mt Moriah Road (signal)

Figure 2 shows the locations of the counted intersections.



Figure 2 – Traffic Volume Count Location Map

The intersection counts were collected on Tuesday, June 4, 2024 from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. From the intersection turning movement count data, the highest four consecutive 15-minute interval volumes at each intersection, during each time period, were determined. The counts were collected during summer recess in area schools, which could affect typical volumes and travel patterns. The Georgia DOT provides recommended adjustment factors by month in their publication *Georgia's Traffic Monitoring Guide*, 2018. Table 7: Factor Groups, in that document, assigns a Factor Group of 4 to the area roadways, based on the description "urban/small urban major collectors, minor collectors, and locals". Table 4 in that document recommends a monthly adjustment factor 1.00 for June, which would not change the counted volumes. These existing counts are shown in Figure 3. The raw count data is found in Appendix A.



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

Existing Intersection Operations

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

Table 1 – Existing Intersection Operations

| Intersection / Approach | A.M. Peak Hour | | P.M. Peak Hour | |
|-----------------------------------------------------------------------|----------------|---------------|----------------|---------------|
| | LOS | Delay (s/veh) | LOS | Delay (s/veh) |
| 1. Autry Road at Lyle Road / Ingles Access (all-way stop) | A | 7.2 | A | 7.2 |
| northbound approach (Lyle Rd) | A | 7.1 | A | 7.1 |
| southbound approach (Ingles access) | A | 6.5 | A | 6.9 |
| eastbound approach (Autry Rd) | A | 7.3 | A | 7.3 |
| westbound approach (Autry Rd) | A | 7.0 | A | 7.3 |
| 2. Main Street at 6 th Avenue / Bank Access (all-way stop) | A | 7.2 | A | 7.7 |
| northbound approach (Main St) | A | 7.0 | A | 7.1 |
| southbound approach (Main St) | A | 7.6 | A | 8.2 |
| eastbound approach (bank access) | A | 7.2 | A | 7.4 |
| westbound approach (6 th Ave) | A | 7.0 | A | 7.4 |
| 3. US 29 Business at Main Street / Mt Moriah Road (signal) | C | 20.8 | C | 26.3 |
| northbound approach (Main St) | B | 16.7 | C | 20.5 |
| southbound approach (Main St) | B | 18.6 | C | 25.6 |
| eastbound approach (US 29 Bus) | B | 11.5 | C | 23.3 |
| westbound approach (US 29 Bus) | C | 27.5 | C | 30.8 |

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

No-Build Traffic Conditions

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

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

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

| Year | Atlanta Hwy E of Main | Annual Growth | Atlanta Hwy E of 6th St | Annual Growth | Carl Midway Church E of Kilcrease | Annual Growth |
|-------------------|--------------------------|------------------|----------------------------|------------------|-----------------------------------------|------------------|
| Station ID | 013-0007 | | 013-0009 | | 013-7006 | |
| 2018 | 18,000 | | 15,600 | | 1,920 | |
| 2019 | 18,800 | 4.4% | 15,800 | 1.3% | 1,960 | 2.1% |
| 2020 | 17,300 | -8.0% | 17,900 | 13.3% | 1,820 | -7.1% |
| 2021 | 19,100 | 10.4% | 19,400 | 8.4% | 1,930 | 6.0% |
| 2022 | 19,500 | 2.1% | 16,300 | -16.0% | 2,090 | 8.3% |
| <i>avg growth</i> | | 1.6% | | 0.9% | | 1.7% |

Growth in the area has fluctuated. Two of the three Georgia DOT count stations experienced a decrease in volumes between 2019 and 2020 which is considered an anomaly due to the pandemic. There was positive growth at all locations the following year, which is somewhat attributable to a return to pre-pandemic levels and not necessarily new growth. In the last year of the data there was an increase at two of the three count stations, but a -16.0% decrease on Atlanta Highway east of 6th Street. Overall there was a slight increasing trend at all three locations, ranging from 0.9% to 1.7%. Based on the growth trends identified in Table 2, and taking the pandemic into consideration, as well as the decrease on Atlanta Highway in the latest year of data, it was decided that a modest background annual growth rate of 2.0% could be expected on the roads in this study while the proposed subdivision is built-out. This equates to a 10.4% increase in volumes from existing to the anticipated 2029 project buildout year. The 10.4% background growth factor was applied to the counted trips at each study intersection to develop the 2029 no-build volumes.

Programmed Transportation Infrastructure Improvements

The Georgia DOT projects website was reviewed for transportation projects in the vicinity of the subject development. The following programmed (scheduled and funded) or planned (anticipated) transportation infrastructure project was identified:

Proposed Main Street / Lyle Road Subdivision, Auburn
Traffic Impact Study

Georgia DOT Project No. 0001816 – Grade Separation at CSX Railroad Tracks – This is a long-range (2052) project to grade separate certain intersections at the railroad crossings adjacent to Atlanta Highway. This project will occur well beyond the buildout date of the proposed subdivision and was, therefore, not included in the future modeling and analysis in this traffic study.

No-Build Intersection Operations

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

Table 3 – No-Build Intersection Operations

| Intersection / Approach | A.M. Peak Hour | | P.M. Peak Hour | |
|-----------------------------------------------------------------------|----------------|---------------|----------------|---------------|
| | LOS | Delay (s/veh) | LOS | Delay (s/veh) |
| 1. Autry Road at Lyle Road / Ingles Access (all-way stop) | A | 7.2 | A | 7.2 |
| northbound approach (Lyle Rd) | A | 7.1 | A | 7.1 |
| southbound approach (Ingles access) | A | 6.5 | A | 7.0 |
| eastbound approach (Autry Rd) | A | 7.3 | A | 7.4 |
| westbound approach (Autry Rd) | A | 7.1 | A | 7.4 |
| 2. Main Street at 6 th Avenue / Bank Access (all-way stop) | A | 7.2 | A | 7.8 |
| northbound approach (Main St) | A | 7.1 | A | 7.2 |
| southbound approach (Main St) | A | 7.7 | A | 8.3 |
| eastbound approach (bank access) | A | 7.2 | A | 7.4 |
| westbound approach (6 th Ave) | A | 7.0 | A | 7.5 |
| 3. US 29 Business at Main Street / Mt Moriah Road (signal) | C | 22.0 | C | 31.7 |
| northbound approach (Main St) | B | 19.7 | C | 24.9 |
| southbound approach (Main St) | C | 22.2 | C | 33.0 |
| eastbound approach (US 29 Bus) | B | 11.0 | C | 27.4 |
| westbound approach (US 29 Bus) | C | 28.9 | D | 37.0 |

The no-build analysis reveals traffic operations comparable to the existing condition, with slight increases in delays. All locations will continue to operate acceptably in the no-build condition and no mitigation is identified at any study intersection.

Project Traffic Characteristics

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

Project Description

The proposed development is a residential subdivision which will consist of 144 detached single-family homes and 44 attached townhomes which will be served by one full-movement access on Main Street. A secondary, emergency vehicle access will also be provided on Main Street. The site plan is presented in Figure 4.

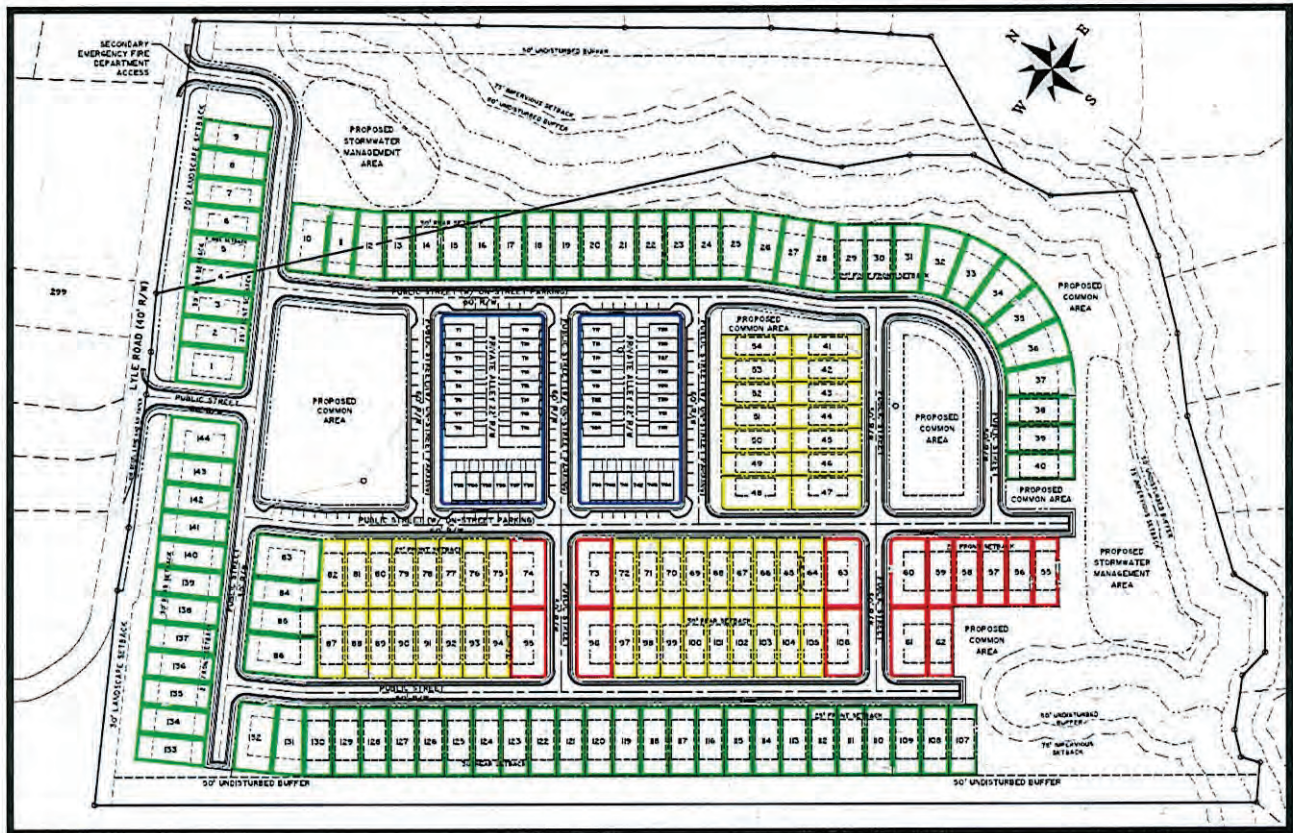


Figure 4 – Subdivision Site Plan

Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed development. The volume of traffic that will be generated by the project was calculated using the equations and rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (the

current edition). ITE Land Use 210 – Single Family Detached Housing and ITE Land Use 215 – Single Family Attached Housing were chosen as representative of project. The trip generation for the project is presented in Table 4.

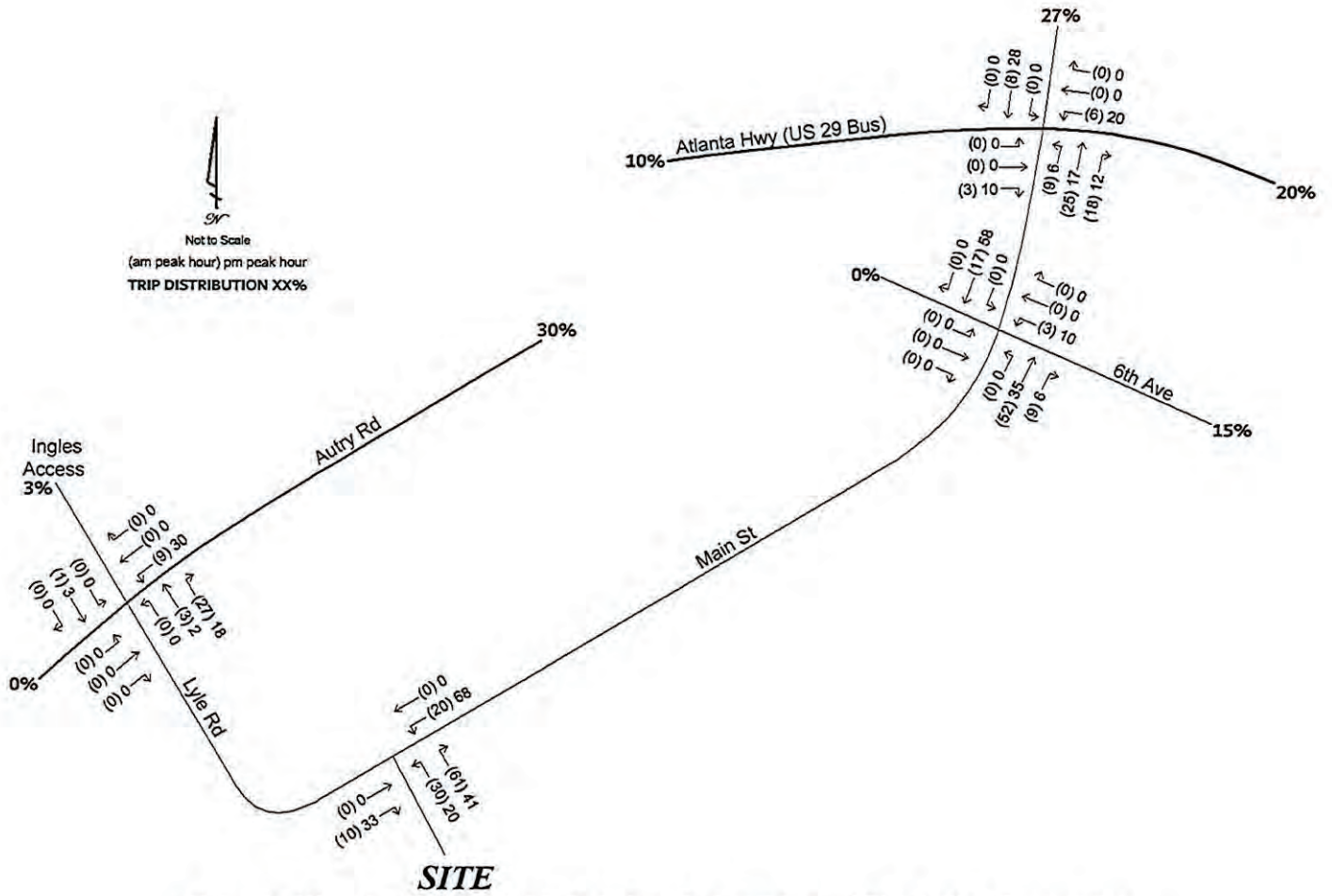
Table 4 – Main Street / Lyle Road Subdivision Trip Generation

| Land Use | ITE Code | Size | A.M. Peak Hour | | | P.M. Peak Hour | | | 24-Hour |
|------------------------|----------|-----------|----------------|-----|-------|----------------|-----|-------|---------|
| | | | In | Out | Total | In | Out | Total | 2-Way |
| Single Family Detached | 210 | 144 homes | 26 | 78 | 104 | 88 | 52 | 140 | 1,412 |
| Single Family Attached | 215 | 44 homes | 4 | 13 | 17 | 13 | 9 | 22 | 286 |
| Project Totals | | 188 homes | 30 | 91 | 121 | 101 | 61 | 162 | 1,698 |

The proposed subdivision will generate 121 a.m. peak hour trips, 162 p.m. peak hour trips, and 1,698 weekday trips.

Trip Distribution and Assignment

The trip distribution percentages indicate what proportion of the subdivision's trips will travel to and from various directions. The trip distribution percentages for the subdivision were developed based on the locations and proximity of likely trip origins and destinations including regional employment centers, retail and offices in the area, nearby schools, other regional trip attractors, and the major routes of travel in the area. The project trips, shown in Table 4, were assigned to each study intersection and the project main access based on the distribution percentages. The trip distribution percentages and the total a.m. and p.m. peak hour trips expected to be generated by the proposed development are shown in Figure 5.



Future Traffic Conditions

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

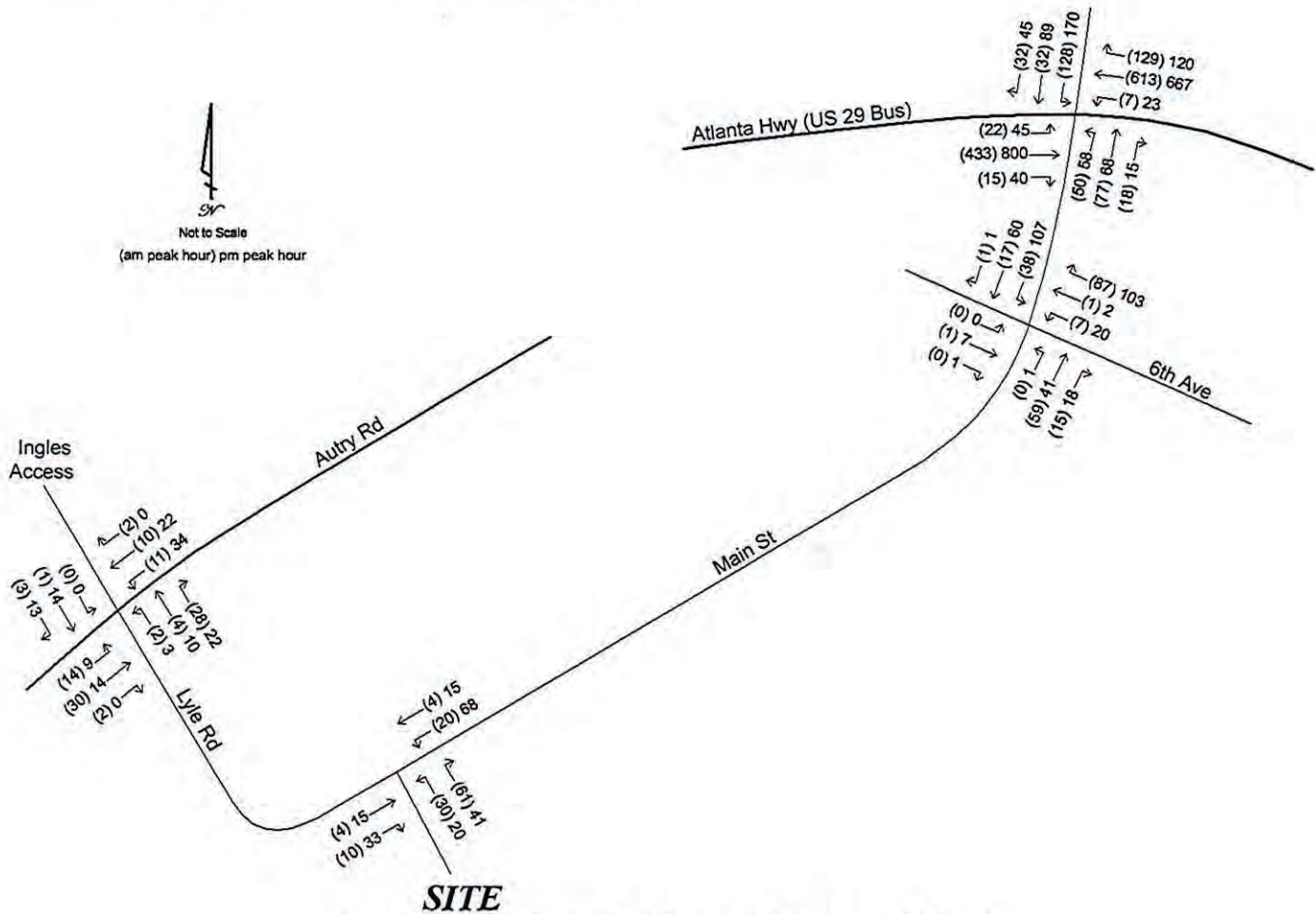


Figure 6 – Future Weekday A.M. and P.M. Peak Hour Volumes

Auxiliary Lane Requirements at Project Access

The Code of Ordinances of the City of Auburn was reviewed to determine the standards for providing left and right turn lanes on Main Street at the project main access. The Code Title 16 – Development Regulations, Chapter 16.28 – Access and Right of Way Requirements; Street Improvements and Construction Requirements, Section 16.28.020 – Minimum Right-of-Way and Street Improvements, B – Project Access Improvements – Single Family Detached Subdivisions states:

1. When property that abuts upon an existing or proposed city road is to be developed or redeveloped as a single family detached or duplex subdivision and the city street will provide access to the property, project

access improvements to the city road (deceleration lanes, turn lanes, etc.) shall be provided by the developer as required in this chapter.

2. A deceleration lane shall be required to be provided at each subdivision street entrance that is provided street access to a collector street or arterial street. In the event a street has an existing or proposed median, and the developer desires to construct a median break to serve the subdivision, a left turn lane leading to the median break shall be required to be provided by the developer and shall meet the standards contained herein.
3. Deceleration lanes shall have a length of one hundred fifty feet, with an additional fifty foot taper length, a pavement width of twelve feet (exclusive of curb and gutter) and shall be provided with curb and gutter. Additional right-of-way to accommodate the deceleration lane and an eleven foot shoulder shall be dedicated by the developer to the city at no cost. Associated drainage improvements as deemed necessary by the construction of the deceleration lane shall also be required.
4. Other project access improvements may be required by the city upon the recommendation of the Department of Transportation for Barrow and/or Gwinnett County or the state of Georgia in order to ensure adequate site access, pedestrian access, convenience and safety to the motoring public.
5. The developer shall be responsible for the relocation of public or private utilities and drainage structures, as may be occasioned by the required project access improvements.

Main Street / Lyle Street is a local street and as such, the code does not require an eastbound deceleration lane on Main Street at the project access. Given the extremely low volumes on Main Street (projected for the future at eastbound through 4 vehicles and 15 vehicles in the a.m. and p.m. peak hours, respectively, and westbound through also at 4 vehicles and 15 vehicles in the a.m. and p.m. peak hours, respectively), this study agrees with this conclusion. For the same reason, a westbound left turn lane is not considered necessary on Main Street at the project access. The secondary access was assumed to be for emergency vehicle use only and, therefore, no turn lanes are recommended on Main Street at the secondary access.

It is recommended that the project main access be constructed with one entering lane and one exiting lane. The exiting approach should be controlled by side street stop sign and accompanying stop bar.

Future Intersection Operations

An operational analysis was performed for the anticipated future project build-out at the study intersections. No analysis was performed at the project main access because the through volumes on Main Street are very low, as presented above, and the project access is expected to operate with minimal delays. Table 5 presents the results of the future analysis. Computer printouts containing detailed results of the future analysis are located in Appendix E. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 5 – Future Intersection Operations

| Intersection / Approach | A.M. Peak Hour | | P.M. Peak Hour | |
|-----------------------------------------------------------------------|----------------|---------------|----------------|---------------|
| | LOS | Delay (s/veh) | LOS | Delay (s/veh) |
| 1. Autry Road at Lyle Road / Ingles Access (all-way stop) | A | 7.3 | A | 7.5 |
| northbound approach (Lyle Rd) | A | 7.1 | A | 7.2 |
| southbound approach (Ingles access) | A | 6.8 | A | 7.2 |
| eastbound approach (Autry Rd) | A | 7.5 | A | 7.5 |
| westbound approach (Autry Rd) | A | 7.4 | A | 7.9 |
| 2. Main Street at 6 th Avenue / Bank Access (all-way stop) | A | 7.7 | A | 8.5 |
| northbound approach (Main St) | A | 7.9 | A | 7.9 |
| southbound approach (Main St) | A | 7.9 | A | 9.0 |
| eastbound approach (bank access) | A | 7.6 | A | 7.8 |
| westbound approach (6 th Ave) | A | 7.5 | A | 8.2 |
| 3. US 29 Business at Main Street / Mt Moriah Road (signal) | C | 22.2 | D | 36.7 |
| northbound approach (Main St) | C | 21.6 | C | 26.3 |
| southbound approach (Main St) | C | 22.2 | D | 36.9 |
| eastbound approach (US 29 Bus) | B | 11.4 | D | 37.3 |
| westbound approach (US 29 Bus) | C | 28.7 | D | 38.3 |

The future analysis with the addition of the proposed subdivision's trips reveals a slight deterioration in operations at each study intersection, with all locations continuing to operate acceptably. Therefore, no mitigation is identified as a consequence of the proposed subdivision.

Conclusions and Recommendations

This study assesses the traffic impact of a proposed residential subdivision in the City of Auburn. The site is located along the south side of Main Street between Autry Road and 3rd Street. The development will consist of 144 detached single-family homes and 44 attached townhomes which will be served by one full-movement access on Main Street. A secondary, emergency vehicle access will also be provided on Main Street. The following are the findings and recommendations of this study:

1. The existing analysis reveals acceptable traffic operations at all study locations. Therefore, no mitigation is identified at any study intersection for the existing condition.
2. Traffic volume growth in this area has been a mix of positive and negative. An annual growth rate of 2.0%, applied for five years, for a total of 10.4% growth, was used in developing future volume projections.
3. The no-build analysis reveals operations comparable to the existing condition, with slight increases in delays. All locations will continue to operate acceptably in the no-build condition and no mitigation is identified at any study intersection.
4. The proposed subdivision will generate 121 a.m. peak hour trips, 162 p.m. peak hour trips, and 1,698 weekday trips.
5. The future analysis with the addition of the proposed subdivision's trips reveals a slight deterioration in operations at the study intersections. However, all study intersections will operate acceptably and no mitigation is recommended as a consequence of the proposed development.
6. No exclusive left or right turn lanes are required by City Code on Main Street at the main project access and none are recommended by this study.
7. The main subdivision access should be built with one entering lane and one exiting lane and the exiting approach should be controlled by side street stop sign and accompanying stop bar.
8. Main Street / Lyle Road is very narrow and the pavement is in poor condition. Improving this road from Autry Road to 6th Avenue to City standards, is advised.
9. The project civil/site engineer should comply with all applicable design standards including sight distances, turn lane storage and taper lengths (when applicable), turn radii, driveway widths, islands, angles with the adjacent roadways, and grades.

Appendix A

Traffic Count Data

June 2024

Weekday A.M. Peak Hour

| Weekday A.M. Peak Hour | Northbound Lyle Road | | | | Southbound Ingles Access | | | | Eastbound Autry Road | | | | Westbound Autry Road | | | |
|------------------------------------------------------------------------------------------------------------------|----------------------|-------|-------|-----|--------------------------|-------|-------|-----|----------------------|-------|-------|-----|----------------------|-------|-------|-----|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| Counted Volumes (Tuesday, June 4, 2024 7:15-8:15) GDOT Monthly Adjustment Factor Existing Adjusted Volumes | 2 | 1 | 1 | 4 | 0 | 0 | 3 | 3 | 13 | 27 | 2 | 42 | 2 | 9 | 2 | 13 |
| | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| | 2 | 1 | 1 | 4 | 0 | 0 | 3 | 3 | 13 | 27 | 2 | 42 | 2 | 9 | 2 | 13 |
| Annual Background Growth to 2029 2029 No-Build Volumes | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | |
| | 2 | 1 | 1 | 4 | 0 | 0 | 3 | 3 | 14 | 30 | 2 | 46 | 2 | 10 | 2 | 14 |
| | 0 | 3 | 27 | 30 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Lyle Road / Main Street Subdivision Trips | | | | | | | | | | | | | | | | |
| 2029 Build Volumes | 2 | 4 | 28 | 34 | 0 | 1 | 3 | 4 | 14 | 30 | 2 | 46 | 11 | 10 | 2 | 23 |

Weekday P.M. Peak Hour

| Weekday P.M. Peak Hour | Northbound Lyle Road | | | | Southbound Ingles Access | | | | Eastbound Autry Road | | | | Westbound Autry Road | | | |
|------------------------------------------------------------------------------------------------------------------|----------------------|-------|-------|-----|--------------------------|-------|-------|-----|----------------------|-------|-------|-----|----------------------|-------|-------|-----|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| Counted Volumes (Tuesday, June 4, 2024 4:30-5:30) GDOT Monthly Adjustment Factor Existing Adjusted Volumes | 3 | 7 | 4 | 14 | 0 | 10 | 12 | 22 | 8 | 13 | 0 | 21 | 4 | 20 | 0 | 24 |
| | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| | 3 | 7 | 4 | 14 | 0 | 10 | 12 | 22 | 8 | 13 | 0 | 21 | 4 | 20 | 0 | 24 |
| Annual Background Growth to 2029 2029 No-Build Volumes | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | |
| | 3 | 8 | 4 | 15 | 0 | 11 | 13 | 24 | 9 | 14 | 0 | 23 | 4 | 22 | 0 | 26 |
| Lyle Road / Main Street Subdivision Trips 2029 Build Volumes | 0 | 2 | 18 | 20 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 30 |
| | 3 | 10 | 22 | 35 | 0 | 14 | 13 | 27 | 9 | 14 | 0 | 23 | 34 | 22 | 0 | 56 |

Lyle Road / Main Street Subdivision Traffic Impact Study
City of Auburn, Georgia

June 2024

Intersection: 2. Main Street at 6th Avenue / Bank Access

| Weekday A.M. Peak Hour | Northbound Main Street | | | | Southbound Main Street | | | | Eastbound Bank Access | | | | Westbound 6th Avenue | | | |
|---------------------------------------------------|------------------------|-------|-------|-----|------------------------|-------|-------|-----|-----------------------|-------|-------|-----|----------------------|-------|-------|-----|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| Counted Volumes (Tuesday, June 4, 2024 7:00-8:00) | 0 | 6 | 5 | 11 | 34 | 0 | 1 | 35 | 0 | 1 | 0 | 1 | 4 | 1 | 79 | 84 |
| GDOT Monthly Adjustment Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Existing Adjusted Volumes | 0 | 6 | 5 | 11 | 34 | 0 | 1 | 35 | 0 | 1 | 0 | 1 | 4 | 1 | 79 | 84 |
| Annual Background Growth to 2029 | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | |
| 2029 No-Build Volumes | 0 | 7 | 6 | 12 | 38 | 0 | 1 | 39 | 0 | 1 | 0 | 1 | 4 | 1 | 87 | 93 |
| Lyle Road / Main Street Subdivision Trips | 0 | 52 | 9 | 61 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| 2029 Build Volumes | 0 | 59 | 15 | 73 | 38 | 17 | 1 | 56 | 0 | 1 | 0 | 1 | 7 | 1 | 87 | 96 |

| Weekday P.M. Peak Hour | Northbound Main Street | | | | Southbound Main Street | | | | Eastbound Bank Access | | | | Westbound 6th Avenue | | | |
|---------------------------------------------------|------------------------|-------|-------|-----|------------------------|-------|-------|-----|-----------------------|-------|-------|-----|----------------------|-------|-------|-----|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| Counted Volumes (Tuesday, June 4, 2024 4:30-5:30) | 1 | 5 | 11 | 17 | 97 | 2 | 1 | 100 | 0 | 6 | 1 | 7 | 9 | 2 | 93 | 104 |
| GDOT Monthly Adjustment Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Existing Adjusted Volumes | 1 | 5 | 11 | 17 | 97 | 2 | 1 | 100 | 0 | 6 | 1 | 7 | 9 | 2 | 93 | 104 |
| Annual Background Growth to 2029 | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | |
| 2029 No-Build Volumes | 1 | 6 | 12 | 19 | 107 | 2 | 1 | 110 | 0 | 7 | 1 | 8 | 10 | 2 | 103 | 115 |
| Lyle Road / Main Street Subdivision Trips | 0 | 35 | 6 | 41 | 0 | 58 | 0 | 58 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 |
| 2029 Build Volumes | 1 | 41 | 18 | 60 | 107 | 60 | 1 | 168 | 0 | 7 | 1 | 8 | 20 | 2 | 103 | 125 |

ACAMTORA TRAFFIC, LLC

Lyle Road / Main Street Subdivision Traffic Impact Study
City of Auburn, Georgia

June 2024

Intersection: 3. US 29 Business (Atlanta Highway) at Main Street / Mt Moriah Road

| Weekday A.M. Peak Hour | Northbound Main Street | | | Southbound Mt Moriah Road | | | Eastbound US 29 Bus | | | Westbound US 29 Bus | | |
|---------------------------------------------------|------------------------|-------|-------|---------------------------|-------|-------|---------------------|-----|-------|---------------------|-------|-----|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| Counted Volumes (Tuesday, June 4, 2024 7:15-8:15) | 37 | 47 | 0 | 84 | 116 | 22 | 29 | 167 | 20 | 392 | 11 | 423 |
| GDOT Monthly Adjustment Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Existing Adjusted Volumes | 37 | 47 | 0 | 84 | 116 | 22 | 29 | 167 | 20 | 392 | 11 | 423 |
| Annual Background Growth to 2029 | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | |
| 2029 No-Build Volumes | 41 | 52 | 0 | 93 | 128 | 24 | 32 | 184 | 22 | 433 | 12 | 467 |
| Lyle Road / Main Street Subdivision Trips | 9 | 25 | 18 | 52 | 0 | 8 | 0 | 8 | 0 | 0 | 3 | 3 |
| 2029 Build Volumes | 50 | 77 | 18 | 145 | 128 | 32 | 32 | 192 | 22 | 433 | 15 | 470 |

| Weekday P.M. Peak Hour | Northbound Main Street | | | Southbound Mt Moriah Road | | | Eastbound US 29 Bus | | | Westbound US 29 Bus | | |
|---------------------------------------------------|------------------------|-------|-------|---------------------------|-------|-------|---------------------|-----|-------|---------------------|-------|-----|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| Counted Volumes (Tuesday, June 4, 2024 4:15-5:15) | 47 | 46 | 3 | 96 | 154 | 55 | 41 | 250 | 41 | 725 | 27 | 793 |
| GDOT Monthly Adjustment Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Existing Adjusted Volumes | 47 | 46 | 3 | 96 | 154 | 55 | 41 | 250 | 41 | 725 | 27 | 793 |
| Annual Background Growth to 2029 | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | |
| 2029 No-Build Volumes | 52 | 51 | 3 | 106 | 170 | 61 | 45 | 276 | 45 | 800 | 30 | 875 |
| Lyle Road / Main Street Subdivision Trips | 6 | 17 | 12 | 35 | 0 | 28 | 0 | 28 | 0 | 0 | 10 | 10 |
| 2029 Build Volumes | 58 | 68 | 15 | 141 | 170 | 89 | 45 | 304 | 45 | 800 | 40 | 885 |

ACCOMMODA TRAFFIC, LLC

Reliable Traffic Data Services
Tel: (770) 578-8158 | Fax: (770) 578-8159

TMC Data
Autry Rd @ Lyle Rd
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980001
Site Code : 48980001
Start Date : 6/4/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

| Start Time | Autry Rd Northbound | | | | | Autry Rd Southbound | | | | | Private Drwy Eastbound | | | | | Lyle Rd Westbound | | | | | Int. Total |
|---------------|---------------------|------|-------|------|------------|---------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 07:00 AM | 2 | 5 | 1 | 0 | 8 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 13 |
| 07:15 AM | 1 | 7 | 0 | 0 | 8 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 14 |
| 07:30 AM | 6 | 3 | 1 | 0 | 10 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 16 |
| 07:45 AM | 4 | 10 | 0 | 0 | 14 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| Total | 13 | 25 | 2 | 0 | 40 | 2 | 11 | 1 | 0 | 14 | 0 | 0 | 2 | 0 | 2 | 3 | 1 | 1 | 0 | 5 | 61 |
| 08:00 AM | 2 | 7 | 1 | 0 | 10 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 08:15 AM | 1 | 6 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 9 |
| 08:30 AM | 2 | 6 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 14 |
| 08:45 AM | 1 | 2 | 1 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 6 | 21 | 2 | 0 | 29 | 0 | 8 | 2 | 0 | 10 | 1 | 1 | 5 | 0 | 7 | 0 | 1 | 1 | 0 | 2 | 48 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 2 | 0 | 0 | 3 | 0 | 5 | 1 | 0 | 6 | 0 | 3 | 3 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 16 |
| 04:15 PM | 3 | 1 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 12 |
| 04:30 PM | 4 | 4 | 0 | 0 | 8 | 2 | 9 | 0 | 0 | 11 | 0 | 4 | 2 | 0 | 6 | 0 | 2 | 1 | 0 | 3 | 28 |
| 04:45 PM | 1 | 3 | 0 | 0 | 4 | 1 | 6 | 0 | 0 | 7 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 17 |
| Total | 9 | 10 | 0 | 0 | 19 | 3 | 24 | 1 | 0 | 28 | 1 | 10 | 10 | 0 | 21 | 0 | 3 | 2 | 0 | 5 | 73 |
| 05:00 PM | 2 | 3 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 3 | 2 | 1 | 0 | 6 | 16 |
| 05:15 PM | 1 | 3 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 0 | 8 | 0 | 3 | 1 | 0 | 4 | 20 |
| 05:30 PM | 0 | 3 | 0 | 0 | 3 | 1 | 7 | 0 | 0 | 8 | 1 | 3 | 2 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 19 |
| 05:45 PM | 2 | 4 | 0 | 0 | 6 | 1 | 5 | 1 | 0 | 7 | 0 | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 19 |
| Total | 5 | 13 | 0 | 0 | 18 | 3 | 17 | 1 | 0 | 21 | 1 | 8 | 13 | 0 | 22 | 3 | 8 | 2 | 0 | 13 | 74 |
| Grand Total | 33 | 69 | 4 | 0 | 106 | 8 | 60 | 5 | 0 | 73 | 3 | 19 | 30 | 0 | 52 | 6 | 13 | 6 | 0 | 25 | 256 |
| Approch % | 31.1 | 65.1 | 3.8 | 0 | | 11 | 82.2 | 6.8 | 0 | | 5.8 | 36.5 | 57.7 | 0 | | 24 | 52 | 24 | 0 | | |
| Total % | 12.9 | 27 | 1.6 | 0 | 41.4 | 3.1 | 23.4 | 2 | 0 | 28.5 | 1.2 | 7.4 | 11.7 | 0 | 20.3 | 2.3 | 5.1 | 2.3 | 0 | 9.8 | |

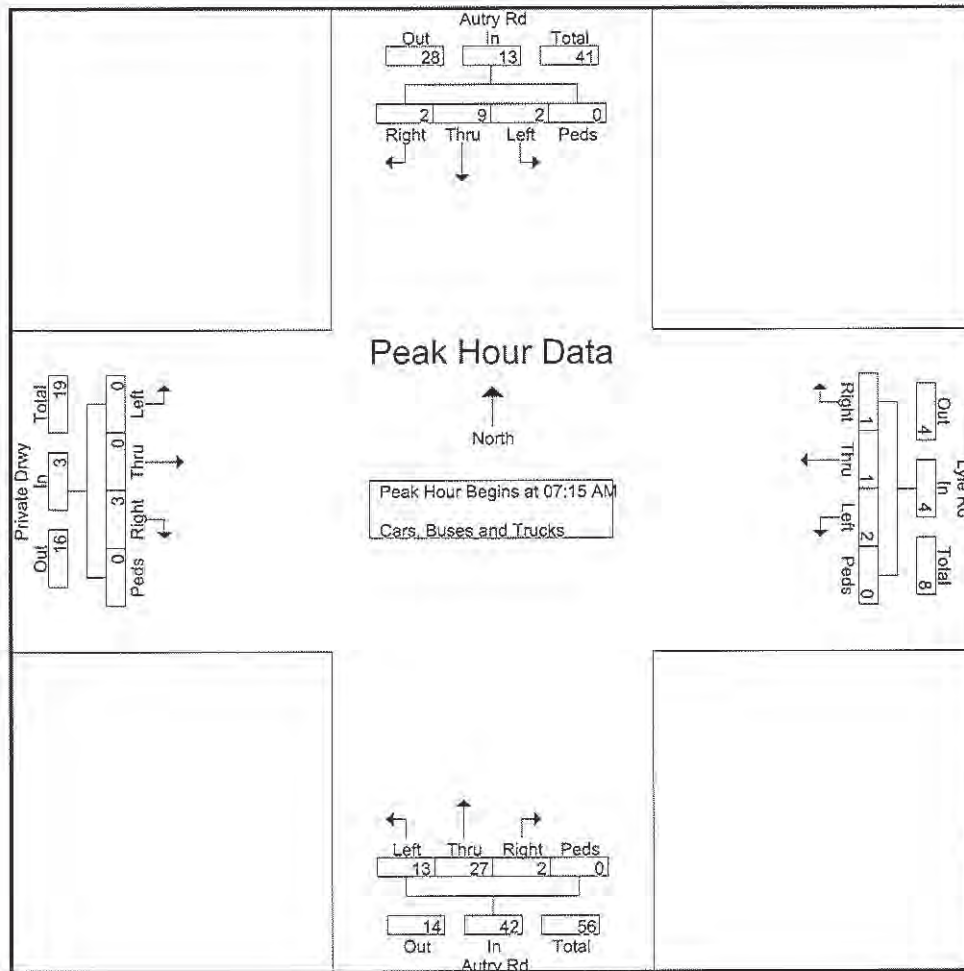
Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159

TMC Data
Autry Rd @ Lyle Rd
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980001
Site Code : 48980001
Start Date : 6/4/2024
Page No : 2

| | Autry Rd Northbound | | | | | Autry Rd Southbound | | | | | Private Drwy Eastbound | | | | | Lyle Rd Westbound | | | | | |
|------------------------------------------------------------|---------------------|------|-------|------|------------|---------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 1 | 7 | 0 | 0 | 8 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 14 |
| 07:30 AM | 6 | 3 | 1 | 0 | 10 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 16 |
| 07:45 AM | 4 | 10 | 0 | 0 | 14 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 08:00 AM | 2 | 7 | 1 | 0 | 10 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total Volume | 13 | 27 | 2 | 0 | 42 | 2 | 9 | 2 | 0 | 13 | 0 | 0 | 3 | 0 | 3 | 2 | 1 | 1 | 0 | 4 | 62 |
| % App. Total | 64.3 | | | | | 15.4 | | | | | 7.5 | | | | | 17.8 | | | | | |
| PHF | .542 | .675 | .500 | .000 | .750 | .500 | .563 | .500 | .000 | .650 | .000 | .000 | .750 | .000 | .750 | .500 | .250 | .250 | .000 | .333 | .861 |



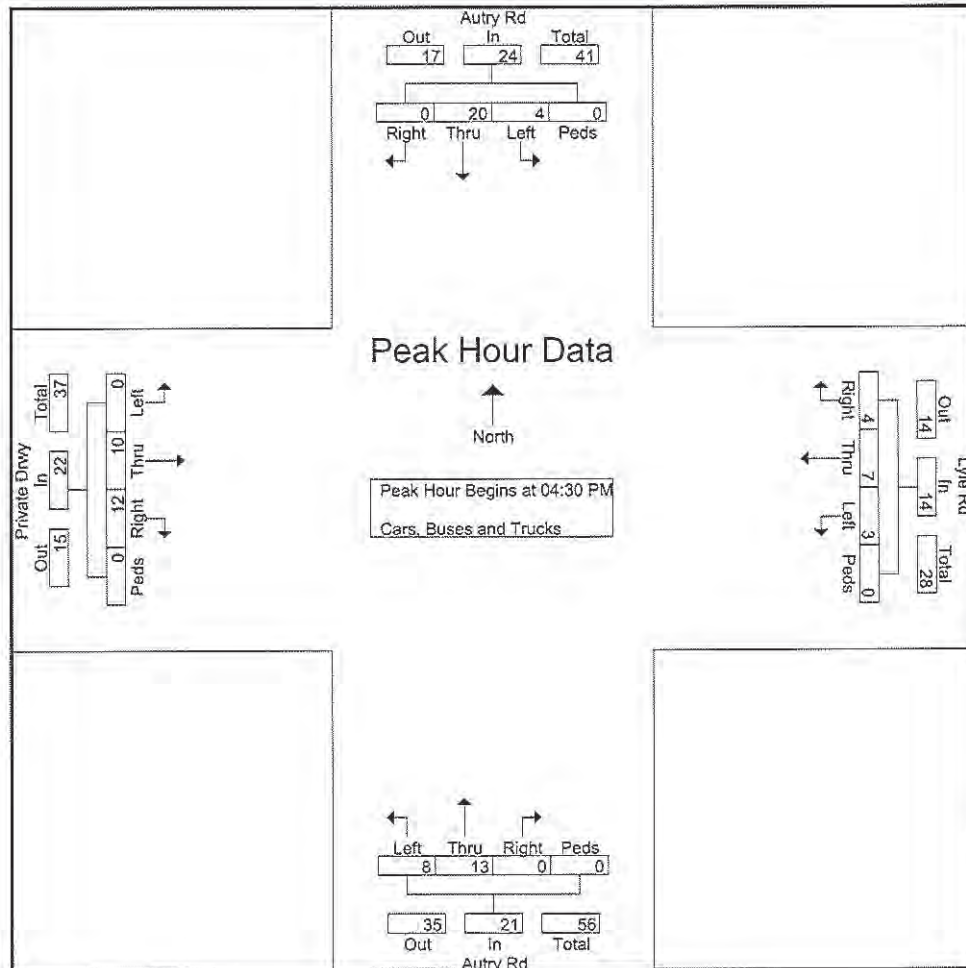
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TMC Data
Autry Rd @ Lyle Rd
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980001
Site Code : 48980001
Start Date : 6/4/2024
Page No : 3

| | Autry Rd Northbound | | | | | Autry Rd Southbound | | | | | Private Drwy Eastbound | | | | | Lyle Rd Westbound | | | | | |
|------------------------------------------------------------|---------------------|------|-------|------|------------|---------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 4 | 4 | 0 | 0 | 8 | 2 | 9 | 0 | 0 | 11 | 0 | 4 | 2 | 0 | 6 | 0 | 2 | 1 | 0 | 3 | 28 |
| 04:45 PM | 1 | 3 | 0 | 0 | 4 | 1 | 6 | 0 | 0 | 7 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 17 |
| 05:00 PM | 2 | 3 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 3 | 2 | 1 | 0 | 6 | 16 |
| 05:15 PM | 1 | 3 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 4 | 0 | 8 | 0 | 3 | 1 | 0 | 4 | 20 |
| Total Volume | 8 | 13 | 0 | 0 | 21 | 4 | 20 | 0 | 0 | 24 | 0 | 10 | 12 | 0 | 22 | 3 | 7 | 4 | 0 | 14 | 81 |
| % App. Total | 38.1 | 61.9 | | | | 16.7 | 83.3 | | | | | 45.5 | 54.5 | | | 21.4 | | 28.6 | | | |
| PHF | .500 | .813 | .000 | .000 | .656 | .500 | .556 | .000 | .000 | .545 | .000 | .625 | .750 | .000 | .688 | .250 | .583 | 1.00 | .000 | .583 | .723 |



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TMC Data
Main St @ 6th Ave
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980002
Site Code : 48980002
Start Date : 6/4/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

| Start Time | Main St Northbound | | | | | Main St Southbound | | | | | Private Drwy Eastbound | | | | | 6th Ave Westbound | | | | | Int. Total |
|---------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 07:00 AM | 0 | 2 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 22 | 0 | 23 | 31 |
| 07:15 AM | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 1 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 27 | 0 | 28 | 36 |
| 07:30 AM | 0 | 2 | 3 | 0 | 5 | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 | 0 | 21 | 38 |
| 07:45 AM | 0 | 2 | 1 | 0 | 3 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 12 | 26 |
| Total | 0 | 6 | 5 | 0 | 11 | 34 | 0 | 1 | 0 | 35 | 0 | 1 | 0 | 0 | 1 | 4 | 1 | 79 | 0 | 84 | 131 |
| 08:00 AM | 0 | 1 | 2 | 0 | 3 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 19 | 0 | 20 | 29 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 11 | 18 |
| 08:30 AM | 0 | 0 | 1 | 0 | 1 | 8 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 20 |
| 08:45 AM | 0 | 2 | 1 | 0 | 3 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 12 | 20 |
| Total | 0 | 3 | 4 | 0 | 7 | 26 | 1 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 50 | 0 | 53 | 87 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 1 | 3 | 0 | 5 | 19 | 0 | 0 | 0 | 19 | 1 | 5 | 0 | 0 | 6 | 2 | 1 | 14 | 0 | 17 | 47 |
| 04:15 PM | 0 | 0 | 2 | 0 | 2 | 14 | 1 | 0 | 0 | 15 | 1 | 5 | 0 | 0 | 6 | 1 | 1 | 19 | 0 | 21 | 44 |
| 04:30 PM | 0 | 0 | 5 | 0 | 5 | 18 | 0 | 0 | 0 | 18 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 35 | 0 | 37 | 62 |
| 04:45 PM | 1 | 1 | 0 | 0 | 2 | 27 | 1 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 19 | 0 | 21 | 51 |
| Total | 2 | 2 | 10 | 0 | 14 | 78 | 2 | 0 | 0 | 80 | 2 | 12 | 0 | 0 | 14 | 6 | 3 | 87 | 0 | 96 | 204 |
| 05:00 PM | 0 | 2 | 2 | 0 | 4 | 25 | 1 | 0 | 0 | 26 | 0 | 3 | 0 | 0 | 3 | 2 | 1 | 21 | 0 | 24 | 57 |
| 05:15 PM | 0 | 2 | 4 | 0 | 6 | 27 | 0 | 1 | 0 | 28 | 0 | 1 | 1 | 0 | 2 | 4 | 0 | 18 | 0 | 22 | 58 |
| 05:30 PM | 0 | 2 | 2 | 0 | 4 | 21 | 0 | 0 | 0 | 21 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 13 | 0 | 14 | 40 |
| 05:45 PM | 0 | 1 | 0 | 0 | 1 | 15 | 0 | 1 | 0 | 16 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 13 | 0 | 14 | 33 |
| Total | 0 | 7 | 8 | 0 | 15 | 88 | 1 | 2 | 0 | 91 | 0 | 7 | 1 | 0 | 8 | 8 | 1 | 65 | 0 | 74 | 188 |
| Grand Total | 2 | 18 | 27 | 0 | 47 | 226 | 4 | 3 | 0 | 233 | 2 | 20 | 1 | 0 | 23 | 20 | 6 | 281 | 0 | 307 | 610 |
| Approch % | 4.3 | 38.3 | 57.4 | 0 | | 97 | 1.7 | 1.3 | 0 | | 8.7 | 87 | 4.3 | 0 | | 6.5 | 2 | 91.5 | 0 | | |
| Total % | 0.3 | 3 | 4.4 | 0 | 7.7 | 37 | 0.7 | 0.5 | 0 | 38.2 | 0.3 | 3.3 | 0.2 | 0 | 3.8 | 3.3 | 1 | 46.1 | 0 | 50.3 | |

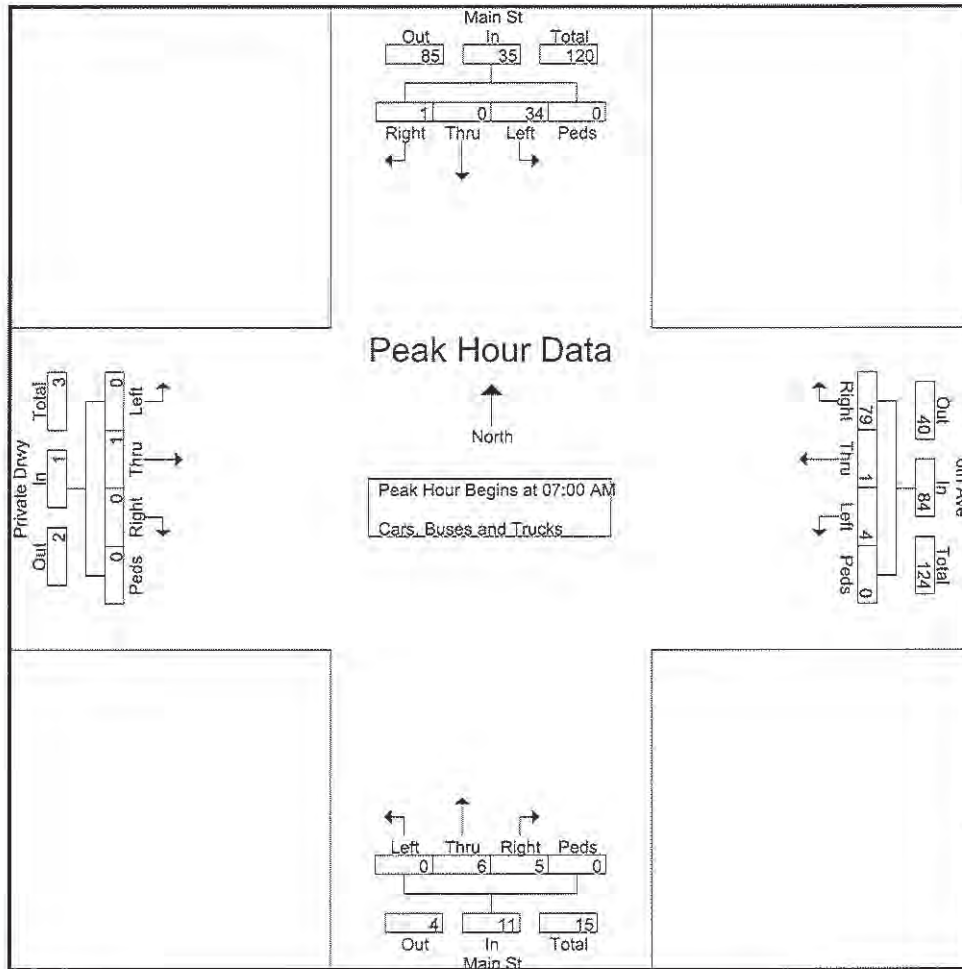
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TMC Data
Main St @ 6th Ave
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980002
Site Code : 48980002
Start Date : 6/4/2024
Page No : 2

| | Main St Northbound | | | | | Main St Southbound | | | | | Private Drwy Eastbound | | | | | 6th Ave Westbound | | | | | |
|------------------------------------------------------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 2 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 22 | 0 | 23 | 31 |
| 07:15 AM | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 1 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 27 | 0 | 28 | 36 |
| 07:30 AM | 0 | 2 | 3 | 0 | 5 | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 | 0 | 21 | 38 |
| 07:45 AM | 0 | 2 | 1 | 0 | 3 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 12 | 26 |
| Total Volume | 0 | 6 | 5 | 0 | 11 | 34 | 0 | 1 | 0 | 35 | 0 | 1 | 0 | 0 | 1 | 4 | 1 | 79 | 0 | 84 | 131 |
| % App. Total | | 54.5 | 45.5 | | | 97.1 | | | | | | | | | | | | | | | |
| PHF | .000 | .750 | .417 | .000 | .550 | .708 | .000 | .250 | .000 | .729 | .000 | .250 | .000 | .000 | .250 | .500 | .250 | .731 | .000 | .750 | .862 |



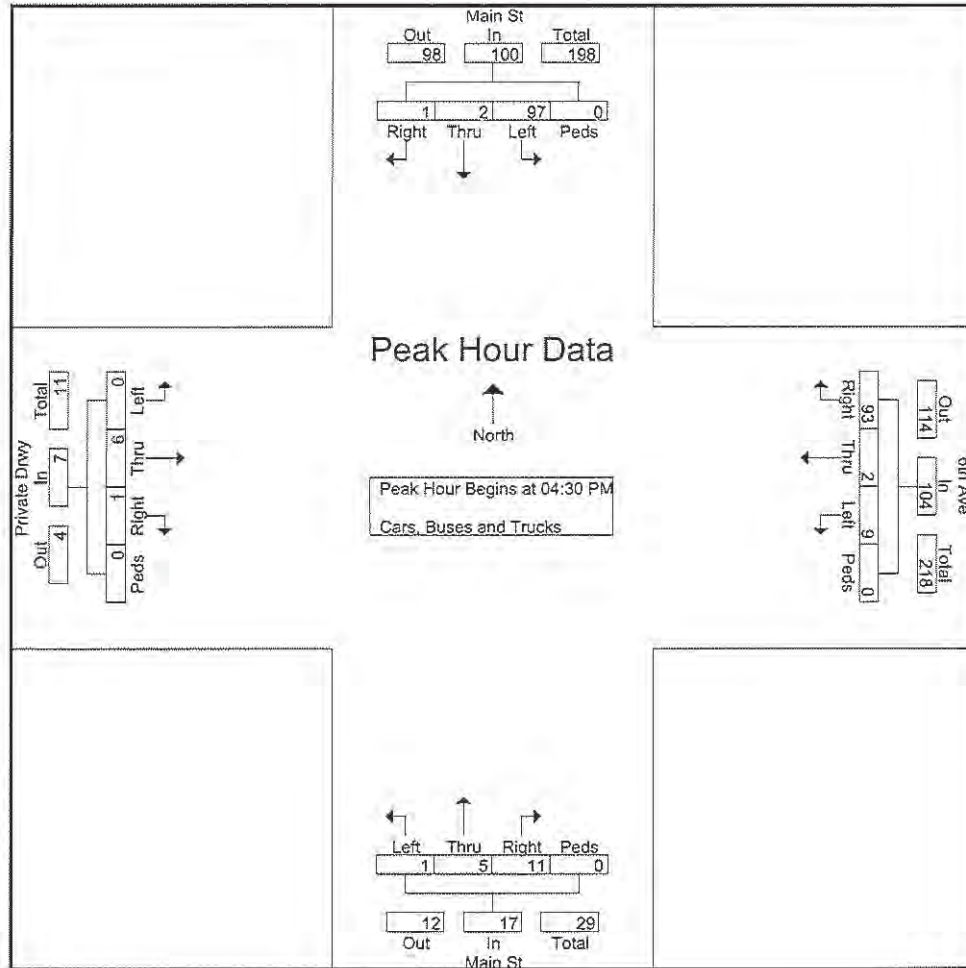
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TMC Data
Main St @ 6th Ave
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980002
Site Code : 48980002
Start Date : 6/4/2024
Page No : 3

| | Main St Northbound | | | | | Main St Southbound | | | | | Private Drwy Eastbound | | | | | 6th Ave Westbound | | | | | |
|------------------------------------------------------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 5 | 0 | 5 | 18 | 0 | 0 | 0 | 18 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 35 | 0 | 37 | 62 |
| 04:45 PM | 1 | 1 | 0 | 0 | 2 | 27 | 1 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 19 | 0 | 21 | 51 |
| 05:00 PM | 0 | 2 | 2 | 0 | 4 | 25 | 1 | 0 | 0 | 26 | 0 | 3 | 0 | 0 | 3 | 2 | 1 | 21 | 0 | 24 | 57 |
| 05:15 PM | 0 | 2 | 4 | 0 | 6 | 27 | 0 | 1 | 0 | 28 | 0 | 1 | 1 | 0 | 2 | 4 | 0 | 18 | 0 | 22 | 58 |
| Total Volume | 1 | 5 | 11 | 0 | 17 | 97 | 2 | 1 | 0 | 100 | 0 | 6 | 1 | 0 | 7 | 9 | 2 | 93 | 0 | 104 | 228 |
| % App. Total | | 29.4 | 64.7 | | | | | | | | | 85.7 | 14.3 | | | | | 89.4 | | | |
| PHF | .250 | .625 | .550 | .000 | .708 | .898 | .500 | .250 | .000 | .893 | .000 | .500 | .250 | .000 | .583 | .563 | .500 | .664 | .000 | .703 | .919 |



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TMC Data
Atlanta Hwy (US29 Bus) @ Main St
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980003
Site Code : 48980003
Start Date : 6/4/2024
Page No : 1

Groups Printed- Cars, Buses and Trucks

| Start Time | Main St Northbound | | | | | Mt Moriah Rd Southbound | | | | | Atlanta Hwy (US29 Bus) Eastbound | | | | | Atlanta Hwy (US29 Bus) Westbound | | | | | Int. Total |
|---------------|--------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|----------------------------------|------|-------|------|------------|----------------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 07:00 AM | 8 | 13 | 1 | 0 | 22 | 27 | 4 | 7 | 0 | 38 | 8 | 67 | 2 | 0 | 77 | 0 | 165 | 21 | 0 | 186 | 323 |
| 07:15 AM | 12 | 14 | 0 | 0 | 26 | 27 | 3 | 6 | 0 | 36 | 5 | 101 | 1 | 0 | 107 | 1 | 152 | 29 | 0 | 182 | 351 |
| 07:30 AM | 7 | 13 | 0 | 0 | 20 | 25 | 8 | 9 | 0 | 42 | 4 | 102 | 2 | 0 | 108 | 0 | 141 | 27 | 0 | 168 | 338 |
| 07:45 AM | 10 | 10 | 0 | 0 | 20 | 32 | 6 | 6 | 0 | 44 | 6 | 93 | 5 | 0 | 104 | 0 | 133 | 30 | 0 | 163 | 331 |
| Total | 37 | 50 | 1 | 0 | 88 | 111 | 21 | 28 | 0 | 160 | 23 | 363 | 10 | 0 | 396 | 1 | 591 | 107 | 0 | 699 | 1343 |
| 08:00 AM | 8 | 10 | 0 | 0 | 18 | 32 | 5 | 8 | 0 | 45 | 5 | 96 | 3 | 0 | 104 | 0 | 129 | 31 | 0 | 160 | 327 |
| 08:15 AM | 10 | 6 | 0 | 0 | 16 | 26 | 3 | 5 | 0 | 34 | 3 | 85 | 3 | 0 | 91 | 0 | 148 | 26 | 0 | 174 | 315 |
| 08:30 AM | 3 | 4 | 0 | 0 | 7 | 35 | 5 | 4 | 0 | 44 | 7 | 89 | 3 | 0 | 99 | 1 | 130 | 25 | 0 | 156 | 306 |
| 08:45 AM | 11 | 4 | 0 | 0 | 15 | 33 | 2 | 11 | 0 | 46 | 5 | 84 | 4 | 0 | 93 | 2 | 103 | 23 | 0 | 128 | 282 |
| Total | 32 | 24 | 0 | 0 | 56 | 126 | 15 | 28 | 0 | 169 | 20 | 354 | 13 | 0 | 387 | 3 | 510 | 105 | 0 | 618 | 1230 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 6 | 9 | 2 | 0 | 17 | 36 | 12 | 7 | 0 | 55 | 5 | 177 | 7 | 0 | 189 | 0 | 155 | 23 | 0 | 178 | 439 |
| 04:15 PM | 8 | 10 | 0 | 0 | 18 | 38 | 8 | 13 | 0 | 59 | 7 | 184 | 7 | 0 | 198 | 2 | 161 | 26 | 0 | 189 | 464 |
| 04:30 PM | 15 | 16 | 1 | 0 | 32 | 40 | 11 | 6 | 0 | 57 | 10 | 162 | 4 | 0 | 176 | 0 | 165 | 30 | 0 | 195 | 460 |
| 04:45 PM | 14 | 9 | 1 | 0 | 24 | 38 | 22 | 12 | 0 | 72 | 10 | 190 | 7 | 0 | 207 | 0 | 122 | 28 | 0 | 150 | 453 |
| Total | 43 | 44 | 4 | 0 | 91 | 152 | 53 | 38 | 0 | 243 | 32 | 713 | 25 | 0 | 770 | 2 | 603 | 107 | 0 | 712 | 1816 |
| 05:00 PM | 10 | 11 | 1 | 0 | 22 | 38 | 14 | 10 | 0 | 62 | 14 | 189 | 9 | 0 | 212 | 1 | 156 | 25 | 0 | 182 | 478 |
| 05:15 PM | 6 | 12 | 1 | 0 | 19 | 42 | 18 | 12 | 0 | 72 | 10 | 169 | 10 | 0 | 189 | 2 | 151 | 29 | 0 | 182 | 462 |
| 05:30 PM | 8 | 9 | 2 | 0 | 19 | 35 | 13 | 16 | 0 | 64 | 12 | 191 | 10 | 0 | 213 | 0 | 135 | 31 | 0 | 166 | 462 |
| 05:45 PM | 9 | 3 | 1 | 0 | 13 | 58 | 12 | 7 | 0 | 77 | 12 | 147 | 5 | 0 | 164 | 0 | 101 | 21 | 0 | 122 | 376 |
| Total | 33 | 35 | 5 | 0 | 73 | 173 | 57 | 45 | 0 | 275 | 48 | 696 | 34 | 0 | 778 | 3 | 543 | 106 | 0 | 652 | 1778 |
| Grand Total | 145 | 153 | 10 | 0 | 308 | 562 | 146 | 139 | 0 | 847 | 123 | 2126 | 82 | 0 | 2331 | 9 | 2247 | 425 | 0 | 2681 | 6167 |
| Approch % | 47.1 | 49.7 | 3.2 | 0 | | 66.4 | 17.2 | 16.4 | 0 | | 5.3 | 91.2 | 3.5 | 0 | | 0.3 | 83.8 | 15.9 | 0 | | |
| Total % | 2.4 | 2.5 | 0.2 | 0 | 5 | 9.1 | 2.4 | 2.3 | 0 | 13.7 | 2 | 34.5 | 1.3 | 0 | 37.8 | 0.1 | 36.4 | 6.9 | 0 | 43.5 | |

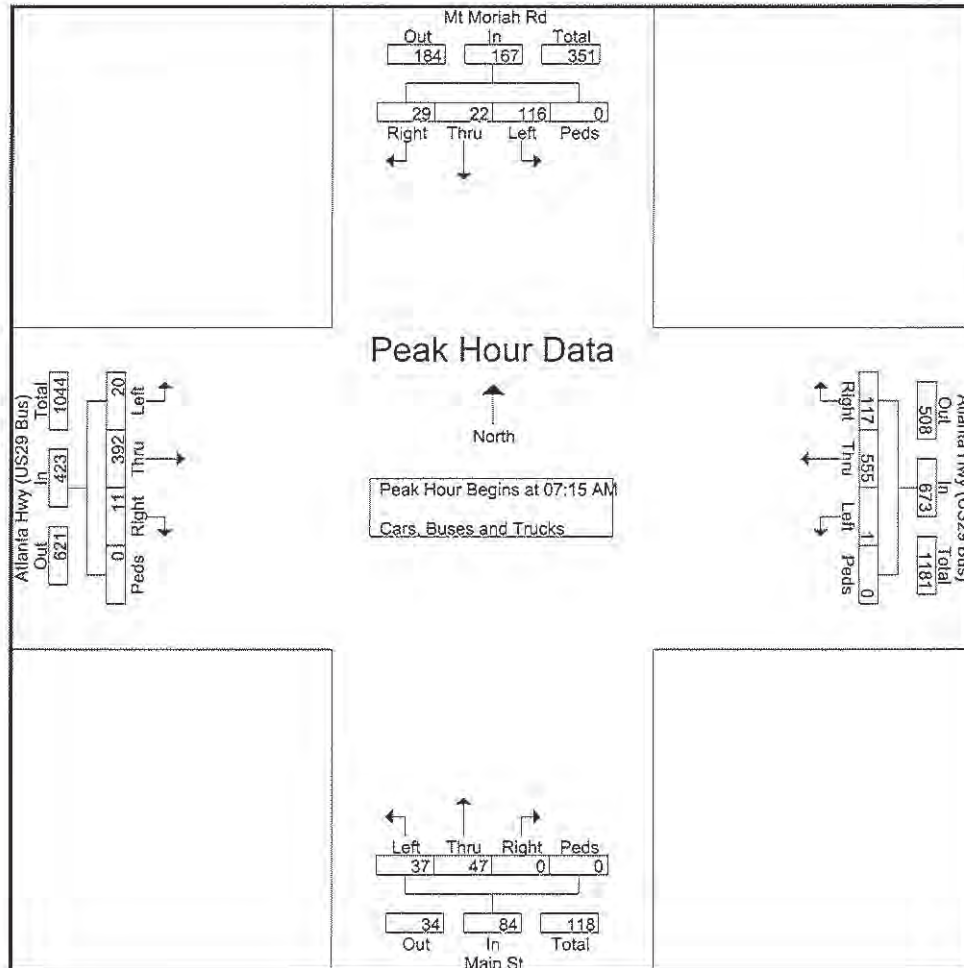
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TMC Data
Atlanta Hwy (US29 Bus) @ Main St
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980003
Site Code : 48980003
Start Date : 6/4/2024
Page No : 2

| | Main St Northbound | | | | | Mt Moriah Rd Southbound | | | | | Atlanta Hwy (US29 Bus) Eastbound | | | | | Atlanta Hwy (US29 Bus) Westbound | | | | | |
|------------------------------------------------------------|-----------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 12 | 14 | 0 | 0 | 26 | 27 | 3 | 6 | 0 | 36 | 5 | 101 | 1 | 0 | 107 | 1 | 152 | 29 | 0 | 182 | 351 |
| 07:30 AM | 7 | 13 | 0 | 0 | 20 | 25 | 8 | 9 | 0 | 42 | 4 | 102 | 2 | 0 | 108 | 0 | 141 | 27 | 0 | 168 | 338 |
| 07:45 AM | 10 | 10 | 0 | 0 | 20 | 32 | 6 | 6 | 0 | 44 | 6 | 93 | 5 | 0 | 104 | 0 | 133 | 30 | 0 | 163 | 331 |
| 08:00 AM | 8 | 10 | 0 | 0 | 18 | 32 | 5 | 8 | 0 | 45 | 5 | 96 | 3 | 0 | 104 | 0 | 129 | 31 | 0 | 160 | 327 |
| Total Volume | 37 | 47 | 0 | 0 | 84 | 116 | 22 | 29 | 0 | 167 | 20 | 392 | 11 | 0 | 423 | 1 | 555 | 117 | 0 | 673 | 1347 |
| % App. Total | | | | | | 69.5 | 13.2 | 17.4 | | | | 92.7 | | | | | 82.5 | 17.4 | | | |
| PHF | .771 | .839 | .000 | .000 | .808 | .906 | .688 | .806 | .000 | .928 | .833 | .961 | .550 | .000 | .979 | .250 | .913 | .944 | .000 | .924 | .959 |



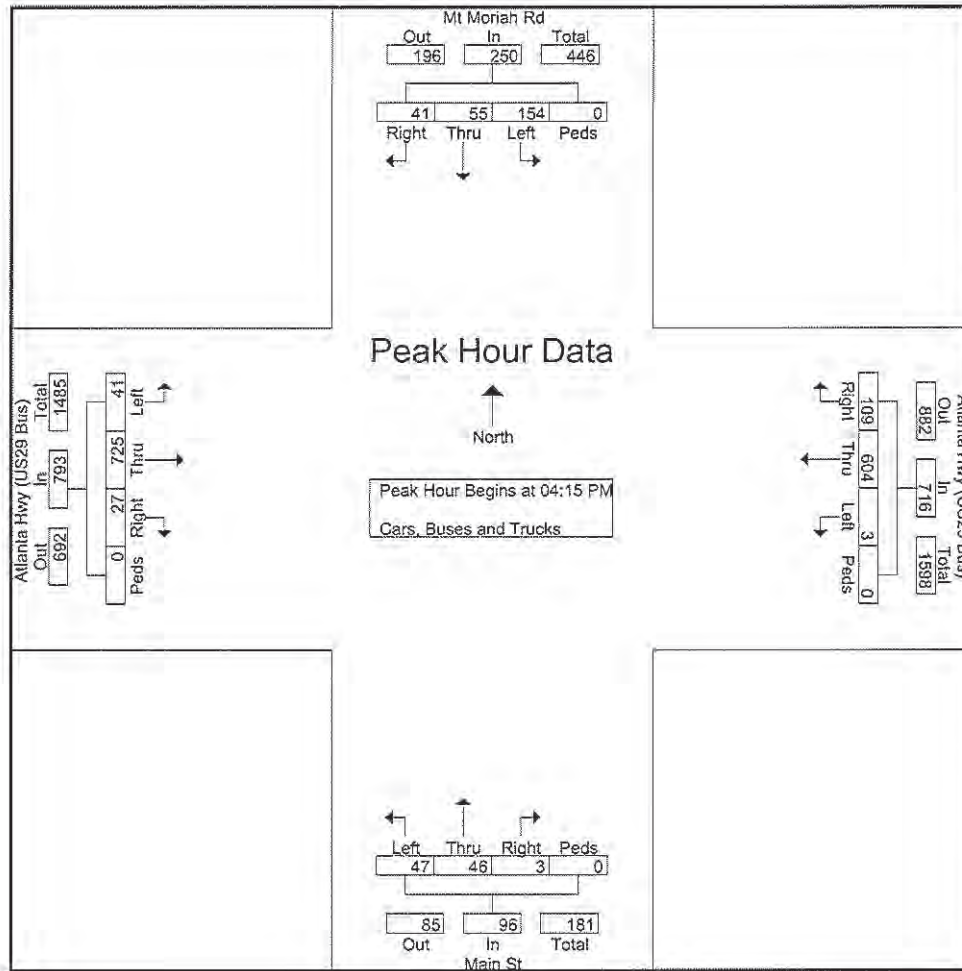
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TMC Data
Atlanta Hwy (US29 Bus) @ Main St
Auburn, GA
7-9 AM | 4-6 PM

File Name : 48980003
Site Code : 48980003
Start Date : 6/4/2024
Page No : 3

| | Main St Northbound | | | | | Mt Moriah Rd Southbound | | | | | Atlanta Hwy (US29 Bus) Eastbound | | | | | Atlanta Hwy (US29 Bus) Westbound | | | | | |
|------------------------------------------------------------|-----------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 8 | 10 | 0 | 0 | 18 | 38 | 8 | 13 | 0 | 59 | 7 | 184 | 7 | 0 | 198 | 2 | 161 | 26 | 0 | 189 | 464 |
| 04:30 PM | 15 | 16 | 1 | 0 | 32 | 40 | 11 | 6 | 0 | 57 | 10 | 162 | 4 | 0 | 176 | 0 | 165 | 30 | 0 | 195 | 460 |
| 04:45 PM | 14 | 9 | 1 | 0 | 24 | 38 | 22 | 12 | 0 | 72 | 10 | 190 | 7 | 0 | 207 | 0 | 122 | 28 | 0 | 150 | 453 |
| 05:00 PM | 10 | 11 | 1 | 0 | 22 | 38 | 14 | 10 | 0 | 62 | 14 | 189 | 9 | 0 | 212 | 1 | 156 | 25 | 0 | 182 | 478 |
| Total Volume | 47 | 46 | 3 | 0 | 96 | 154 | 55 | 41 | 0 | 250 | 41 | 725 | 27 | 0 | 793 | 3 | 604 | 109 | 0 | 716 | 1855 |
| % App. Total | 47.9 | | | | | 61.6 | | | | | 91.4 | | | | | 84.4 | | | | | |
| PHF | .783 | .719 | .750 | .000 | .750 | .963 | .625 | .788 | .000 | .868 | .732 | .954 | .750 | .000 | .935 | .375 | .915 | .908 | .000 | .918 | .970 |



Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

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

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

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

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

Source: Highway Capacity Manual 7

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

Table B – Level of Service Criteria for Unsignalized Intersections

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

Source: Highway Capacity Manual 7

Appendix C

Existing Intersection Operational Analysis

Lyle / Main Subdivision Auburn
1: Lyle Rd/Ingles Access & Autry Rd

existing a.m.

Intersection

| | |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.2 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 13 | 27 | 2 | 2 | 9 | 2 | 2 | 1 | 1 | 0 | 0 | 3 |
| Future Vol, veh/h | 13 | 27 | 2 | 2 | 9 | 2 | 2 | 1 | 1 | 0 | 0 | 3 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.65 | 0.65 | 0.65 | 0.33 | 0.33 | 0.33 | 0.75 | 0.75 | 0.75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 36 | 3 | 3 | 14 | 3 | 6 | 3 | 3 | 0 | 0 | 4 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7.3 | 7 | 7.1 | 6.5 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 50% | 31% | 15% | 0% |
| Vol Thru, % | 25% | 64% | 69% | 0% |
| Vol Right, % | 25% | 5% | 15% | 100% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 4 | 42 | 13 | 3 |
| LT Vol | 2 | 13 | 2 | 0 |
| Through Vol | 1 | 27 | 9 | 0 |
| RT Vol | 1 | 2 | 2 | 3 |
| Lane Flow Rate | 12 | 56 | 20 | 4 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.014 | 0.062 | 0.022 | 0.004 |
| Departure Headway (Hd) | 4.02 | 4.012 | 3.944 | 3.475 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 889 | 896 | 909 | 1026 |
| Service Time | 2.051 | 2.021 | 1.96 | 1.509 |
| HCM Lane V/C Ratio | 0.013 | 0.063 | 0.022 | 0.004 |
| HCM Control Delay, s/veh | 7.1 | 7.3 | 7 | 6.5 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0 | 0.2 | 0.1 | 0 |

Lyle / Main Subdivision Auburn
2: Main St & bank access/6th Ave

existing a.m.

Intersection

Intersection Delay, s/veh 7.2

Intersection LOS A



















| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 1 | 0 | 4 | 1 | 79 | 0 | 6 | 5 | 34 | 0 | 1 |
| Future Vol, veh/h | 0 | 1 | 0 | 4 | 1 | 79 | 0 | 6 | 5 | 34 | 0 | 1 |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.75 | 0.75 | 0.75 | 0.55 | 0.55 | 0.55 | 0.73 | 0.73 | 0.73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 4 | 0 | 5 | 1 | 105 | 0 | 11 | 9 | 47 | 0 | 1 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|----|----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7.2 | 7 | 7 | 7.6 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 0% | 0% | 5% | 97% |
| Vol Thru, % | 55% | 100% | 1% | 0% |
| Vol Right, % | 45% | 0% | 94% | 3% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 11 | 1 | 84 | 35 |
| LT Vol | 0 | 0 | 4 | 34 |
| Through Vol | 6 | 1 | 1 | 0 |
| RT Vol | 5 | 0 | 79 | 1 |
| Lane Flow Rate | 20 | 4 | 112 | 48 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.022 | 0.005 | 0.109 | 0.058 |
| Departure Headway (Hd) | 3.902 | 4.139 | 3.501 | 4.331 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 915 | 860 | 1019 | 828 |
| Service Time | 1.935 | 2.185 | 1.539 | 2.354 |
| HCM Lane V/C Ratio | 0.022 | 0.005 | 0.11 | 0.058 |
| HCM Control Delay, s/veh | 7 | 7.2 | 7 | 7.6 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.1 | 0 | 0.4 | 0.2 |

Lyle / Main Subdivision Auburn
3: Main St/Mt Moriah Rd & US 29 Bus

existing a.m.

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  | | |  | |
| Traffic Volume (veh/h) | 20 | 392 | 11 | 1 | 555 | 117 | 37 | 47 | 0 | 116 | 22 | 29 |
| Future Volume (veh/h) | 20 | 392 | 11 | 1 | 555 | 117 | 37 | 47 | 0 | 116 | 22 | 29 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | | | No | | | No | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1811 | 1870 | 1870 | 1811 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 20 | 400 | 11 | 1 | 603 | 127 | 46 | 58 | 0 | 125 | 24 | 31 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.92 | 0.92 | 0.92 | 0.81 | 0.81 | 0.81 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 6 | 2 | 2 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 209 | 842 | 23 | 436 | 664 | 140 | 273 | 315 | 0 | 393 | 78 | 78 |
| Arrive On Green | 0.02 | 0.48 | 0.48 | 0.00 | 0.46 | 0.46 | 0.30 | 0.30 | 0.00 | 0.30 | 0.30 | 0.30 |
| Sat Flow, veh/h | 1781 | 1754 | 48 | 1781 | 1451 | 306 | 629 | 1041 | 0 | 974 | 257 | 256 |
| Grp Volume(v), veh/h | 20 | 0 | 411 | 1 | 0 | 730 | 104 | 0 | 0 | 180 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1802 | 1781 | 0 | 1756 | 1670 | 0 | 0 | 1487 | 0 | 0 |
| Q Serve(g_s), s | 0.4 | 0.0 | 9.6 | 0.0 | 0.0 | 24.1 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.4 | 0.0 | 9.6 | 0.0 | 0.0 | 24.1 | 2.6 | 0.0 | 0.0 | 5.5 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.03 | 1.00 | | 0.17 | 0.44 | | 0.00 | 0.69 | | 0.17 |
| Lane Grp Cap(c), veh/h | 209 | 0 | 865 | 436 | 0 | 804 | 589 | 0 | 0 | 548 | 0 | 0 |
| V/C Ratio(X) | 0.10 | 0.00 | 0.48 | 0.00 | 0.00 | 0.91 | 0.18 | 0.00 | 0.00 | 0.33 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 313 | 0 | 938 | 579 | 0 | 914 | 589 | 0 | 0 | 548 | 0 | 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 13.3 | 0.0 | 10.9 | 9.7 | 0.0 | 15.7 | 16.1 | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.4 | 0.0 | 0.0 | 11.8 | 0.7 | 0.0 | 0.0 | 1.6 | 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 | 0.1 | 0.0 | 3.0 | 0.0 | 0.0 | 9.9 | 1.1 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 13.5 | 0.0 | 11.4 | 9.7 | 0.0 | 27.5 | 16.7 | 0.0 | 0.0 | 18.6 | 0.0 | 0.0 |
| LnGrp LOS | B | | B | | A | | C | | B | | B | |
| Approach Vol, veh/h | 431 | | | 731 | | | 104 | | | 180 | | |
| Approach Delay, s/veh | 11.5 | | | 27.5 | | | 16.7 | | | 18.6 | | |
| Approach LOS | B | | | C | | | B | | | B | | |
| Timer - Assigned Phs | 2 | | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 23.4 | | 4.6 | 34.5 | | 23.4 | 6.0 | 33.1 | | | | |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 18.9 | | 5.1 | 32.5 | | 18.9 | 5.1 | 32.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.6 | | 2.0 | 11.6 | | 7.5 | 2.4 | 26.1 | | | | |
| Green Ext Time (p_c), s | 0.4 | | 0.0 | 2.2 | | 0.7 | 0.0 | 2.5 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 7th Control Delay, s/veh | | | | 20.8 | | | | | | | | |
| HCM 7th LOS | | | | C | | | | | | | | |

Lyle / Main Subdivision Auburn
1: Lyle Rd/Ingles Access & Autry Rd

existing p.m.

Intersection

Intersection Delay, s/veh 7.2

Intersection LOS A

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 8 | 13 | 0 | 4 | 20 | 0 | 3 | 7 | 4 | 0 | 10 | 12 |
| Future Vol, veh/h | 8 | 13 | 0 | 4 | 20 | 0 | 3 | 7 | 4 | 0 | 10 | 12 |
| Peak Hour Factor | 0.66 | 0.66 | 0.66 | 0.55 | 0.55 | 0.55 | 0.58 | 0.58 | 0.58 | 0.69 | 0.69 | 0.69 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 20 | 0 | 7 | 36 | 0 | 5 | 12 | 7 | 0 | 14 | 17 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Approach | EB | | | WB | | | NB | | | SB | | |
| Opposing Approach | WB | | | EB | | | SB | | | NB | | |
| Opposing Lanes | 1 | | | 1 | | | 1 | | | 1 | | |
| Conflicting Approach Left | SB | | | NB | | | EB | | | WB | | |
| Conflicting Lanes Left | 1 | | | 1 | | | 1 | | | 1 | | |
| Conflicting Approach Right | NB | | | SB | | | WB | | | EB | | |
| Conflicting Lanes Right | 1 | | | 1 | | | 1 | | | 1 | | |
| HCM Control Delay, s/veh | 7.3 | | | 7.3 | | | 7.1 | | | 6.9 | | |
| HCM LOS | A | | | A | | | A | | | A | | |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 21% | 38% | 17% | 0% |
| Vol Thru, % | 50% | 62% | 83% | 45% |
| Vol Right, % | 29% | 0% | 0% | 55% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 14 | 21 | 24 | 22 |
| LT Vol | 3 | 8 | 4 | 0 |
| Through Vol | 7 | 13 | 20 | 10 |
| RT Vol | 4 | 0 | 0 | 12 |
| Lane Flow Rate | 24 | 32 | 44 | 32 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.027 | 0.037 | 0.05 | 0.033 |
| Departure Headway (Hd) | 3.96 | 4.139 | 4.087 | 3.755 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 900 | 864 | 875 | 948 |
| Service Time | 2.003 | 2.17 | 2.116 | 1.799 |
| HCM Lane V/C Ratio | 0.027 | 0.037 | 0.05 | 0.034 |
| HCM Control Delay, s/veh | 7.1 | 7.3 | 7.3 | 6.9 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.1 | 0.1 | 0.2 | 0.1 |

Lyle / Main Subdivision Auburn
2: Main St & bank access/6th Ave

existing p.m.

Intersection

Intersection Delay, s/veh 7.7




















Intersection LOS A

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 6 | 1 | 9 | 2 | 93 | 1 | 5 | 11 | 97 | 2 | 1 |
| Future Vol, veh/h | 0 | 6 | 1 | 9 | 2 | 93 | 1 | 5 | 11 | 97 | 2 | 1 |
| Peak Hour Factor | 0.58 | 0.58 | 0.58 | 0.70 | 0.70 | 0.70 | 0.71 | 0.71 | 0.71 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 10 | 2 | 13 | 3 | 133 | 1 | 7 | 15 | 109 | 2 | 1 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Approach | EB | | | WB | | | NB | | | SB | | |
| Opposing Approach | WB | | | EB | | | SB | | | NB | | |
| Opposing Lanes | 1 | | | 1 | | | 1 | | | 1 | | |
| Conflicting Approach Left | SB | | | NB | | | EB | | | WB | | |
| Conflicting Lanes Left | 1 | | | 1 | | | 1 | | | 1 | | |
| Conflicting Approach Right | NB | | | SB | | | WB | | | EB | | |
| Conflicting Lanes Right | 1 | | | 1 | | | 1 | | | 1 | | |
| HCM Control Delay, s/veh | 7.4 | | | 7.4 | | | 7.1 | | | 8.2 | | |
| HCM LOS | A | | | A | | | A | | | A | | |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 6% | 0% | 9% | 97% |
| Vol Thru, % | 29% | 86% | 2% | 2% |
| Vol Right, % | 65% | 14% | 89% | 1% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 17 | 7 | 104 | 100 |
| LT Vol | 1 | 0 | 9 | 97 |
| Through Vol | 5 | 6 | 2 | 2 |
| RT Vol | 11 | 1 | 93 | 1 |
| Lane Flow Rate | 24 | 12 | 149 | 112 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.026 | 0.014 | 0.151 | 0.138 |
| Departure Headway (Hd) | 3.925 | 4.304 | 3.659 | 4.421 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 900 | 837 | 964 | 808 |
| Service Time | 2.003 | 2.304 | 1.745 | 2.468 |
| HCM Lane V/C Ratio | 0.027 | 0.014 | 0.155 | 0.139 |
| HCM Control Delay, s/veh | 7.1 | 7.4 | 7.4 | 8.2 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.1 | 0 | 0.5 | 0.5 |

Lyle / Main Subdivision Auburn
3: Main St/Mt Moriah Rd & US 29 Bus

existing p.m.

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  | | |  |  |
| Traffic Volume (veh/h) | 41 | 725 | 27 | 3 | 604 | 109 | 47 | 46 | 3 | 154 | 55 | 41 |
| Future Volume (veh/h) | 41 | 725 | 27 | 3 | 604 | 109 | 47 | 46 | 3 | 154 | 55 | 41 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1811 | 1870 | 1870 | 1811 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 44 | 771 | 29 | 3 | 657 | 118 | 63 | 61 | 4 | 177 | 63 | 47 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 | 0.75 | 0.75 | 0.75 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 2 | 6 | 2 | 2 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 217 | 891 | 34 | 190 | 714 | 128 | 275 | 246 | 14 | 343 | 119 | 75 |
| Arrive On Green | 0.04 | 0.51 | 0.51 | 0.00 | 0.48 | 0.48 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 |
| Sat Flow, veh/h | 1781 | 1734 | 65 | 1781 | 1494 | 268 | 676 | 824 | 48 | 885 | 397 | 251 |
| Grp Volume(v), veh/h | 44 | 0 | 800 | 3 | 0 | 775 | 128 | 0 | 0 | 287 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1799 | 1781 | 0 | 1763 | 1548 | 0 | 0 | 1534 | 0 | 0 |
| Q Serve(g_s), s | 0.9 | 0.0 | 28.6 | 0.1 | 0.0 | 30.1 | 0.0 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.9 | 0.0 | 28.6 | 0.1 | 0.0 | 30.1 | 4.2 | 0.0 | 0.0 | 11.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.04 | 1.00 | | 0.15 | 0.49 | | 0.03 | 0.62 | | 0.16 |
| Lane Grp Cap(c), veh/h | 217 | 0 | 924 | 190 | 0 | 842 | 535 | 0 | 0 | 537 | 0 | 0 |
| V/C Ratio(X) | 0.20 | 0.00 | 0.87 | 0.02 | 0.00 | 0.92 | 0.24 | 0.00 | 0.00 | 0.53 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 269 | 0 | 968 | 306 | 0 | 948 | 535 | 0 | 0 | 537 | 0 | 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 15.3 | 0.0 | 15.6 | 14.5 | 0.0 | 17.9 | 19.5 | 0.0 | 0.0 | 21.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 8.0 | 0.0 | 0.0 | 13.0 | 1.1 | 0.0 | 0.0 | 3.8 | 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 | 0.3 | 0.0 | 11.2 | 0.0 | 0.0 | 12.8 | 1.7 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 15.8 | 0.0 | 23.7 | 14.5 | 0.0 | 30.9 | 20.5 | 0.0 | 0.0 | 25.6 | 0.0 | 0.0 |
| LnGrp LOS | B | | C | B | | C | C | | | C | | |
| Approach Vol, veh/h | | 844 | | | 778 | | | 128 | | | 287 | |
| Approach Delay, s/veh | | 23.3 | | | 30.8 | | | 20.5 | | | 25.6 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 26.4 | 4.8 | 42.2 | | 26.4 | 7.5 | 39.6 | | | | |
| Change Period (Y+Rc), s | | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 21.9 | 5.1 | 39.5 | | 21.9 | 5.1 | 39.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 6.2 | 2.1 | 30.6 | | 13.3 | 2.9 | 32.1 | | | | |
| Green Ext Time (p_c), s | | 0.5 | 0.0 | 3.5 | | 1.0 | 0.0 | 3.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 7th Control Delay, s/veh | | | 26.3 | | | | | | | | | |
| HCM 7th LOS | | | C | | | | | | | | | |

Appendix D

No-Build Intersection Operational Analysis

Lyle / Main Subdivision Auburn
1: Lyle Rd/Ingles Access & Autry Rd

no-build a.m.

Intersection

Intersection Delay, s/veh 7.2

Intersection LOS A

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 14 | 30 | 2 | 2 | 10 | 2 | 2 | 1 | 1 | 0 | 0 | 3 |
| Future Vol, veh/h | 14 | 30 | 2 | 2 | 10 | 2 | 2 | 1 | 1 | 0 | 0 | 3 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.65 | 0.65 | 0.65 | 0.33 | 0.33 | 0.33 | 0.75 | 0.75 | 0.75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 19 | 40 | 3 | 3 | 15 | 3 | 6 | 3 | 3 | 0 | 0 | 4 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7.3 | 7.1 | 7.1 | 6.5 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 50% | 30% | 14% | 0% |
| Vol Thru, % | 25% | 65% | 71% | 0% |
| Vol Right, % | 25% | 4% | 14% | 100% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 4 | 46 | 14 | 3 |
| LT Vol | 2 | 14 | 2 | 0 |
| Through Vol | 1 | 30 | 10 | 0 |
| RT Vol | 1 | 2 | 2 | 3 |
| Lane Flow Rate | 12 | 61 | 22 | 4 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.014 | 0.068 | 0.024 | 0.004 |
| Departure Headway (Hd) | 4.032 | 4.014 | 3.952 | 3.487 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 885 | 895 | 907 | 1022 |
| Service Time | 2.067 | 2.024 | 1.969 | 1.524 |
| HCM Lane V/C Ratio | 0.014 | 0.068 | 0.024 | 0.004 |
| HCM Control Delay, s/veh | 7.1 | 7.3 | 7.1 | 6.5 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0 | 0.2 | 0.1 | 0 |

Lyle / Main Subdivision Auburn
2: Main St & bank access/6th Ave

no-build a.m.



















| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.2 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 1 | 0 | 4 | 1 | 87 | 0 | 7 | 6 | 38 | 0 | 1 |
| Future Vol, veh/h | 0 | 1 | 0 | 4 | 1 | 87 | 0 | 7 | 6 | 38 | 0 | 1 |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.75 | 0.75 | 0.75 | 0.55 | 0.55 | 0.55 | 0.73 | 0.73 | 0.73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 4 | 0 | 5 | 1 | 116 | 0 | 13 | 11 | 52 | 0 | 1 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Approach | EB | | WB | | NB | | SB | | | | | |
| Opposing Approach | WB | | EB | | SB | | NB | | | | | |
| Opposing Lanes | 1 | | 1 | | 1 | | 1 | | | | | |
| Conflicting Approach Left | SB | | NB | | EB | | WB | | | | | |
| Conflicting Lanes Left | 1 | | 1 | | 1 | | 1 | | | | | |
| Conflicting Approach Right | NB | | SB | | WB | | EB | | | | | |
| Conflicting Lanes Right | 1 | | 1 | | 1 | | 1 | | | | | |
| HCM Control Delay, s/veh | 7.2 | | 7 | | 7.1 | | 7.7 | | | | | |
| HCM LOS | A | | A | | A | | A | | | | | |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 0% | 0% | 4% | 97% |
| Vol Thru, % | 54% | 100% | 1% | 0% |
| Vol Right, % | 46% | 0% | 95% | 3% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 13 | 1 | 92 | 39 |
| LT Vol | 0 | 0 | 4 | 38 |
| Through Vol | 7 | 1 | 1 | 0 |
| RT Vol | 6 | 0 | 87 | 1 |
| Lane Flow Rate | 24 | 4 | 123 | 53 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.026 | 0.005 | 0.12 | 0.065 |
| Departure Headway (Hd) | 3.919 | 4.161 | 3.511 | 4.354 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 910 | 854 | 1014 | 822 |
| Service Time | 1.959 | 2.216 | 1.556 | 2.382 |
| HCM Lane V/C Ratio | 0.026 | 0.005 | 0.121 | 0.064 |
| HCM Control Delay, s/veh | 7.1 | 7.2 | 7 | 7.7 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.1 | 0 | 0.4 | 0.2 |

Lyle / Main Subdivision Auburn
3: Main St/Mt Moriah Rd & US 29 Bus

no-build a.m.

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  | | |  | |
| Traffic Volume (veh/h) | 22 | 433 | 12 | 1 | 613 | 129 | 41 | 52 | 0 | 128 | 24 | 32 |
| Future Volume (veh/h) | 22 | 433 | 12 | 1 | 613 | 129 | 41 | 52 | 0 | 128 | 24 | 32 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1811 | 1870 | 1870 | 1811 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 22 | 442 | 12 | 1 | 666 | 140 | 51 | 64 | 0 | 138 | 26 | 34 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.92 | 0.92 | 0.92 | 0.81 | 0.81 | 0.81 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 6 | 2 | 2 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 199 | 915 | 25 | 446 | 722 | 152 | 253 | 290 | 0 | 364 | 71 | 71 |
| Arrive On Green | 0.03 | 0.52 | 0.52 | 0.00 | 0.50 | 0.50 | 0.28 | 0.28 | 0.00 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1781 | 1755 | 48 | 1781 | 1451 | 305 | 633 | 1042 | 0 | 984 | 254 | 257 |
| Grp Volume(v), veh/h | 22 | 0 | 454 | 1 | 0 | 806 | 115 | 0 | 0 | 198 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1803 | 1781 | 0 | 1756 | 1676 | 0 | 0 | 1495 | 0 | 0 |
| Q Serve(g_s), s | 0.4 | 0.0 | 10.9 | 0.0 | 0.0 | 28.9 | 0.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.4 | 0.0 | 10.9 | 0.0 | 0.0 | 28.9 | 3.2 | 0.0 | 0.0 | 6.9 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.03 | 1.00 | | 0.17 | 0.44 | | 0.00 | 0.70 | | 0.17 |
| Lane Grp Cap(c), veh/h | 199 | 0 | 940 | 446 | 0 | 874 | 543 | 0 | 0 | 506 | 0 | 0 |
| V/C Ratio(X) | 0.11 | 0.00 | 0.48 | 0.00 | 0.00 | 0.92 | 0.21 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 288 | 0 | 996 | 577 | 0 | 970 | 543 | 0 | 0 | 506 | 0 | 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 14.2 | 0.0 | 10.4 | 9.2 | 0.0 | 15.8 | 18.8 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.4 | 0.0 | 0.0 | 13.1 | 0.9 | 0.0 | 0.0 | 2.3 | 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 | 0.1 | 0.0 | 3.4 | 0.0 | 0.0 | 12.0 | 1.4 | 0.0 | 0.0 | 2.7 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 14.4 | 0.0 | 10.8 | 9.2 | 0.0 | 28.9 | 19.7 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 |
| LnGrp LOS | B | | B | | A | C | | B | | C | | |
| Approach Vol, veh/h | 476 | | | | 807 | | | | 115 | | 198 | |
| Approach Delay, s/veh | 11.0 | | | | 28.9 | | | | 19.7 | | 22.2 | |
| Approach LOS | B | | | | C | | | | B | | C | |
| Timer - Assigned Phs | 2 | | 3 | 4 | 6 | | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 23.4 | | 4.6 | 39.9 | 23.4 | | 6.2 | 38.3 | | | | |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 18.9 | | 5.1 | 37.5 | 18.9 | | 5.1 | 37.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.2 | | 2.0 | 12.9 | 8.9 | | 2.4 | 30.9 | | | | |
| Green Ext Time (p_c), s | 0.4 | | 0.0 | 2.6 | 0.7 | | 0.0 | 2.9 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 7th Control Delay, s/veh | | | 22.0 | | | | | | | | | |
| HCM 7th LOS | | | C | | | | | | | | | |

Lyle / Main Subdivision Auburn
1: Lyle Rd/Ingles Access & Autry Rd

no-build p.m.

Intersection

Intersection Delay, s/veh 7.2

Intersection LOS A

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 9 | 14 | 0 | 4 | 22 | 0 | 3 | 8 | 4 | 0 | 11 | 13 |
| Future Vol, veh/h | 9 | 14 | 0 | 4 | 22 | 0 | 3 | 8 | 4 | 0 | 11 | 13 |
| Peak Hour Factor | 0.66 | 0.66 | 0.66 | 0.55 | 0.55 | 0.55 | 0.58 | 0.58 | 0.58 | 0.69 | 0.69 | 0.69 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 21 | 0 | 7 | 40 | 0 | 5 | 14 | 7 | 0 | 16 | 19 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Approach | EB | | | WB | | | NB | | | SB | | |
| Opposing Approach | WB | | | EB | | | SB | | | NB | | |
| Opposing Lanes | 1 | | | 1 | | | 1 | | | 1 | | |
| Conflicting Approach Left | SB | | | NB | | | EB | | | WB | | |
| Conflicting Lanes Left | 1 | | | 1 | | | 1 | | | 1 | | |
| Conflicting Approach Right | NB | | | SB | | | WB | | | EB | | |
| Conflicting Lanes Right | 1 | | | 1 | | | 1 | | | 1 | | |
| HCM Control Delay, s/veh | 7.4 | | | 7.4 | | | 7.1 | | | 7 | | |
| HCM LOS | A | | | A | | | A | | | A | | |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 20% | 39% | 15% | 0% |
| Vol Thru, % | 53% | 61% | 85% | 46% |
| Vol Right, % | 27% | 0% | 0% | 54% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 15 | 23 | 26 | 24 |
| LT Vol | 3 | 9 | 4 | 0 |
| Through Vol | 8 | 14 | 22 | 11 |
| RT Vol | 4 | 0 | 0 | 13 |
| Lane Flow Rate | 26 | 35 | 47 | 35 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.029 | 0.04 | 0.054 | 0.036 |
| Departure Headway (Hd) | 3.983 | 4.154 | 4.097 | 3.771 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 894 | 860 | 873 | 944 |
| Service Time | 2.028 | 2.186 | 2.126 | 1.817 |
| HCM Lane V/C Ratio | 0.029 | 0.041 | 0.054 | 0.037 |
| HCM Control Delay, s/veh | 7.1 | 7.4 | 7.4 | 7 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.1 | 0.1 | 0.2 | 0.1 |

Lyle / Main Subdivision Auburn
2: Main St & bank access/6th Ave

no-build p.m.

Intersection

Intersection Delay, s/veh 7.8



















Intersection LOS A

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↕ | | | ↕ | | | ↕ | | | ↕ | | |
| Traffic Vol, veh/h | 0 | 7 | 1 | 10 | 2 | 103 | 1 | 6 | 12 | 107 | 2 | 1 |
| Future Vol, veh/h | 0 | 7 | 1 | 10 | 2 | 103 | 1 | 6 | 12 | 107 | 2 | 1 |
| Peak Hour Factor | 0.58 | 0.58 | 0.58 | 0.70 | 0.70 | 0.70 | 0.71 | 0.71 | 0.71 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 12 | 2 | 14 | 3 | 147 | 1 | 8 | 17 | 120 | 2 | 1 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Approach | EB | | | WB | | | NB | | | SB | | |
| Opposing Approach | WB | | | EB | | | SB | | | NB | | |
| Opposing Lanes | 1 | | | 1 | | | 1 | | | 1 | | |
| Conflicting Approach Left | SB | | | NB | | | EB | | | WB | | |
| Conflicting Lanes Left | 1 | | | 1 | | | 1 | | | 1 | | |
| Conflicting Approach Right | NB | | | SB | | | WB | | | EB | | |
| Conflicting Lanes Right | 1 | | | 1 | | | 1 | | | 1 | | |
| HCM Control Delay, s/veh | 7.4 | | | 7.5 | | | 7.2 | | | 8.3 | | |
| HCM LOS | A | | | A | | | A | | | A | | |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 5% | 0% | 9% | 97% |
| Vol Thru, % | 32% | 88% | 2% | 2% |
| Vol Right, % | 63% | 13% | 90% | 1% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 19 | 8 | 115 | 110 |
| LT Vol | 1 | 0 | 10 | 107 |
| Through Vol | 6 | 7 | 2 | 2 |
| RT Vol | 12 | 1 | 103 | 1 |
| Lane Flow Rate | 27 | 14 | 164 | 124 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.03 | 0.017 | 0.168 | 0.153 |
| Departure Headway (Hd) | 3.972 | 4.368 | 3.684 | 4.454 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 886 | 824 | 954 | 800 |
| Service Time | 2.065 | 2.368 | 1.783 | 2.512 |
| HCM Lane V/C Ratio | 0.03 | 0.017 | 0.172 | 0.155 |
| HCM Control Delay, s/veh | 7.2 | 7.4 | 7.5 | 8.3 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.1 | 0.1 | 0.6 | 0.5 |

Lyle / Main Subdivision Auburn
3: Main St/Mt Moriah Rd & US 29 Bus

no-build p.m.

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  | | |  | |
| Traffic Volume (veh/h) | 45 | 800 | 30 | 3 | 667 | 120 | 52 | 51 | 3 | 170 | 61 | 45 |
| Future Volume (veh/h) | 45 | 800 | 30 | 3 | 667 | 120 | 52 | 51 | 3 | 170 | 61 | 45 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | | | No | | | No | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1811 | 1870 | 1870 | 1811 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 48 | 851 | 32 | 3 | 725 | 130 | 69 | 68 | 4 | 195 | 70 | 52 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 | 0.75 | 0.75 | 0.75 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 2 | 6 | 2 | 2 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 189 | 950 | 36 | 162 | 766 | 137 | 255 | 234 | 12 | 328 | 104 | 71 |
| Arrive On Green | 0.04 | 0.55 | 0.55 | 0.00 | 0.51 | 0.51 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 |
| Sat Flow, veh/h | 1781 | 1734 | 65 | 1781 | 1495 | 268 | 662 | 804 | 43 | 894 | 358 | 246 |
| Grp Volume(v), veh/h | 48 | 0 | 883 | 3 | 0 | 855 | 141 | 0 | 0 | 317 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1799 | 1781 | 0 | 1763 | 1509 | 0 | 0 | 1498 | 0 | 0 |
| Q Serve(g_s), s | 1.0 | 0.0 | 37.3 | 0.1 | 0.0 | 39.4 | 0.0 | 0.0 | 0.0 | 10.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 1.0 | 0.0 | 37.3 | 0.1 | 0.0 | 39.4 | 5.9 | 0.0 | 0.0 | 16.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.04 | 1.00 | | 0.15 | 0.49 | | 0.03 | 0.62 | | 0.16 |
| Lane Grp Cap(c), veh/h | 189 | 0 | 986 | 162 | 0 | 903 | 501 | 0 | 0 | 503 | 0 | 0 |
| V/C Ratio(X) | 0.25 | 0.00 | 0.90 | 0.02 | 0.00 | 0.95 | 0.28 | 0.00 | 0.00 | 0.63 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 224 | 0 | 986 | 261 | 0 | 957 | 501 | 0 | 0 | 503 | 0 | 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 18.6 | 0.0 | 17.2 | 16.9 | 0.0 | 19.8 | 23.5 | 0.0 | 0.0 | 27.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.7 | 0.0 | 10.7 | 0.0 | 0.0 | 17.2 | 1.4 | 0.0 | 0.0 | 5.9 | 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 | 0.4 | 0.0 | 15.4 | 0.0 | 0.0 | 17.7 | 2.3 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 19.3 | 0.0 | 27.9 | 17.0 | 0.0 | 37.0 | 24.9 | 0.0 | 0.0 | 33.0 | 0.0 | 0.0 |
| LnGrp LOS | B | | C | | B | | D | | C | | | |
| Approach Vol, veh/h | 931 | | | 858 | | | 141 | | | 317 | | |
| Approach Delay, s/veh | 27.4 | | | 37.0 | | | 24.9 | | | 33.0 | | |
| Approach LOS | C | | | D | | | C | | | C | | |
| Timer - Assigned Phs | 2 | | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 29.4 | | 4.8 | 51.4 | | 29.4 | 7.9 | 48.4 | | | | |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 24.9 | | 5.1 | 46.5 | | 24.9 | 5.1 | 46.5 | | | | |
| Max Q Clear Time (g_c+l1), s | 7.9 | | 2.1 | 39.3 | | 18.0 | 3.0 | 41.4 | | | | |
| Green Ext Time (p_c), s | 0.6 | | 0.0 | 3.4 | | 1.0 | 0.0 | 2.5 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 7th Control Delay, s/veh | | | | 31.7 | | | | | | | | |
| HCM 7th LOS | | | | C | | | | | | | | |

Appendix E

Future Intersection Operational Analysis

Lyle / Main Subdivision Auburn
1: Lyle Rd/Ingles Access & Autry Rd

future a.m.

Intersection

Intersection Delay, s/veh 7.3

Intersection LOS A

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 14 | 30 | 2 | 11 | 10 | 2 | 2 | 4 | 28 | 0 | 1 | 3 |
| Future Vol, veh/h | 14 | 30 | 2 | 11 | 10 | 2 | 2 | 4 | 28 | 0 | 1 | 3 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.65 | 0.65 | 0.65 | 0.33 | 0.33 | 0.33 | 0.75 | 0.75 | 0.75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 19 | 40 | 3 | 17 | 15 | 3 | 6 | 12 | 85 | 0 | 1 | 4 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7.5 | 7.4 | 7.1 | 6.8 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 6% | 30% | 48% | 0% |
| Vol Thru, % | 12% | 65% | 43% | 25% |
| Vol Right, % | 82% | 4% | 9% | 75% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 34 | 46 | 23 | 4 |
| LT Vol | 2 | 14 | 11 | 0 |
| Through Vol | 4 | 30 | 10 | 1 |
| RT Vol | 28 | 2 | 2 | 3 |
| Lane Flow Rate | 103 | 61 | 35 | 5 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.104 | 0.071 | 0.041 | 0.006 |
| Departure Headway (Hd) | 3.623 | 4.186 | 4.216 | 3.731 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 982 | 854 | 847 | 949 |
| Service Time | 1.674 | 2.22 | 2.255 | 1.792 |
| HCM Lane V/C Ratio | 0.105 | 0.071 | 0.041 | 0.005 |
| HCM Control Delay, s/veh | 7.1 | 7.5 | 7.4 | 6.8 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.3 | 0.2 | 0.1 | 0 |

Lyle / Main Subdivision Auburn
2: Main St & bank access/6th Ave

future a.m.

Intersection

Intersection Delay, s/veh 7.7

Intersection LOS A




















| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 1 | 0 | 7 | 1 | 87 | 0 | 59 | 15 | 38 | 17 | 1 |
| Future Vol, veh/h | 0 | 1 | 0 | 7 | 1 | 87 | 0 | 59 | 15 | 38 | 17 | 1 |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.75 | 0.75 | 0.75 | 0.55 | 0.55 | 0.55 | 0.73 | 0.73 | 0.73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 4 | 0 | 9 | 1 | 116 | 0 | 107 | 27 | 52 | 23 | 1 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7.6 | 7.5 | 7.9 | 7.9 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 0% | 0% | 7% | 68% |
| Vol Thru, % | 80% | 100% | 1% | 30% |
| Vol Right, % | 20% | 0% | 92% | 2% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 74 | 1 | 95 | 56 |
| LT Vol | 0 | 0 | 7 | 38 |
| Through Vol | 59 | 1 | 1 | 17 |
| RT Vol | 15 | 0 | 87 | 1 |
| Lane Flow Rate | 135 | 4 | 127 | 77 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.153 | 0.005 | 0.136 | 0.094 |
| Departure Headway (Hd) | 4.101 | 4.534 | 3.876 | 4.395 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 865 | 793 | 931 | 806 |
| Service Time | 2.172 | 2.538 | 1.876 | 2.472 |
| HCM Lane V/C Ratio | 0.156 | 0.005 | 0.136 | 0.096 |
| HCM Control Delay, s/veh | 7.9 | 7.6 | 7.5 | 7.9 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.5 | 0 | 0.5 | 0.3 |

Lyle / Main Subdivision Auburn
3: Main St/Mt Moriah Rd & US 29 Bus

future a.m.

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  | | |  |  |
| Traffic Volume (veh/h) | 22 | 433 | 15 | 7 | 613 | 129 | 50 | 77 | 18 | 128 | 32 | 32 |
| Future Volume (veh/h) | 22 | 433 | 15 | 7 | 613 | 129 | 50 | 77 | 18 | 128 | 32 | 32 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1811 | 1870 | 1870 | 1811 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 22 | 442 | 15 | 8 | 666 | 140 | 62 | 95 | 22 | 138 | 34 | 34 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.92 | 0.92 | 0.92 | 0.81 | 0.81 | 0.81 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 6 | 2 | 2 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 199 | 892 | 30 | 448 | 722 | 152 | 200 | 285 | 58 | 348 | 86 | 68 |
| Arrive On Green | 0.03 | 0.51 | 0.51 | 0.01 | 0.50 | 0.50 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1781 | 1741 | 59 | 1781 | 1451 | 305 | 462 | 1023 | 208 | 931 | 308 | 245 |
| Grp Volume(v), veh/h | 22 | 0 | 457 | 8 | 0 | 806 | 179 | 0 | 0 | 206 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1800 | 1781 | 0 | 1756 | 1693 | 0 | 0 | 1485 | 0 | 0 |
| Q Serve(g_s), s | 0.4 | 0.0 | 11.3 | 0.2 | 0.0 | 28.9 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.4 | 0.0 | 11.3 | 0.2 | 0.0 | 28.9 | 5.3 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.03 | 1.00 | | 0.17 | 0.35 | | 0.12 | 0.67 | | 0.17 |
| Lane Grp Cap(c), veh/h | 199 | 0 | 922 | 448 | 0 | 874 | 543 | 0 | 0 | 502 | 0 | 0 |
| V/C Ratio(X) | 0.11 | 0.00 | 0.50 | 0.02 | 0.00 | 0.92 | 0.33 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 288 | 0 | 995 | 564 | 0 | 970 | 543 | 0 | 0 | 502 | 0 | 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 14.2 | 0.0 | 10.8 | 9.0 | 0.0 | 15.8 | 19.6 | 0.0 | 0.0 | 20.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.4 | 0.0 | 0.0 | 13.1 | 1.6 | 0.0 | 0.0 | 2.5 | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 3.6 | 0.0 | 0.0 | 12.0 | 2.3 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 14.4 | 0.0 | 11.2 | 9.1 | 0.0 | 28.9 | 21.2 | 0.0 | 0.0 | 22.6 | 0.0 | 0.0 |
| LnGrp LOS | B | | B | A | | C | C | | | C | | |
| Approach Vol, veh/h | | 479 | | | 814 | | | 179 | | | 206 | |
| Approach Delay, s/veh | | 11.4 | | | 28.7 | | | 21.2 | | | 22.6 | |
| Approach LOS | | B | | | C | | | C | | | C | |
| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 23.4 | 5.2 | 39.3 | | 23.4 | 6.2 | 38.3 | | | | |
| Change Period (Y+Rc), s | | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 18.9 | 5.1 | 37.5 | | 18.9 | 5.1 | 37.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 7.3 | 2.2 | 13.3 | | 9.0 | 2.4 | 30.9 | | | | |
| Green Ext Time (p_c), s | | 0.7 | 0.0 | 2.6 | | 0.8 | 0.0 | 2.9 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 7th Control Delay, s/veh | | | 22.2 | | | | | | | | | |
| HCM 7th LOS | | | C | | | | | | | | | |

Lyle / Main Subdivision Auburn
1: Lyle Rd/Ingles Access & Autry Rd

future p.m.

Intersection

Intersection Delay, s/veh 7.5

Intersection LOS A

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 9 | 14 | 0 | 34 | 22 | 0 | 3 | 10 | 22 | 0 | 14 | 13 |
| Future Vol, veh/h | 9 | 14 | 0 | 34 | 22 | 0 | 3 | 10 | 22 | 0 | 14 | 13 |
| Peak Hour Factor | 0.66 | 0.66 | 0.66 | 0.55 | 0.55 | 0.55 | 0.58 | 0.58 | 0.58 | 0.69 | 0.69 | 0.69 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 21 | 0 | 62 | 40 | 0 | 5 | 17 | 38 | 0 | 20 | 19 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Approach | EB | | | WB | | | NB | | | | SB | |
| Opposing Approach | WB | | | EB | | | SB | | | | NB | |
| Opposing Lanes | 1 | | | 1 | | | 1 | | | | 1 | |
| Conflicting Approach Left | SB | | | NB | | | EB | | | | WB | |
| Conflicting Lanes Left | 1 | | | 1 | | | 1 | | | | 1 | |
| Conflicting Approach Right | NB | | | SB | | | WB | | | | EB | |
| Conflicting Lanes Right | 1 | | | 1 | | | 1 | | | | 1 | |
| HCM Control Delay, s/veh | 7.5 | | | 7.9 | | | 7.2 | | | | 7.2 | |
| HCM LOS | A | | | A | | | A | | | | A | |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 9% | 39% | 61% | 0% |
| Vol Thru, % | 29% | 61% | 39% | 52% |
| Vol Right, % | 63% | 0% | 0% | 48% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 35 | 23 | 56 | 27 |
| LT Vol | 3 | 9 | 34 | 0 |
| Through Vol | 10 | 14 | 22 | 14 |
| RT Vol | 22 | 0 | 0 | 13 |
| Lane Flow Rate | 60 | 35 | 102 | 39 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.064 | 0.041 | 0.12 | 0.043 |
| Departure Headway (Hd) | 3.841 | 4.265 | 4.256 | 3.93 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 918 | 833 | 839 | 897 |
| Service Time | 1.924 | 2.326 | 2.3 | 2.014 |
| HCM Lane V/C Ratio | 0.065 | 0.042 | 0.122 | 0.043 |
| HCM Control Delay, s/veh | 7.2 | 7.5 | 7.9 | 7.2 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.2 | 0.1 | 0.4 | 0.1 |

Lyle / Main Subdivision Auburn
2: Main St & bank access/6th Ave

future p.m.

Intersection

Intersection Delay, s/veh 8.5

Intersection LOS A



















| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 0 | 7 | 1 | 20 | 2 | 103 | 1 | 41 | 18 | 107 | 60 | 1 |
| Future Vol, veh/h | 0 | 7 | 1 | 20 | 2 | 103 | 1 | 41 | 18 | 107 | 60 | 1 |
| Peak Hour Factor | 0.58 | 0.58 | 0.58 | 0.70 | 0.70 | 0.70 | 0.71 | 0.71 | 0.71 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 12 | 2 | 29 | 3 | 147 | 1 | 58 | 25 | 120 | 67 | 1 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|-----|-----|----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7.8 | 8.2 | 7.9 | 9 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 2% | 0% | 16% | 64% |
| Vol Thru, % | 68% | 88% | 2% | 36% |
| Vol Right, % | 30% | 13% | 82% | 1% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 60 | 8 | 125 | 168 |
| LT Vol | 1 | 0 | 20 | 107 |
| Through Vol | 41 | 7 | 2 | 60 |
| RT Vol | 18 | 1 | 103 | 1 |
| Lane Flow Rate | 85 | 14 | 179 | 189 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.103 | 0.018 | 0.205 | 0.239 |
| Departure Headway (Hd) | 4.389 | 4.693 | 4.125 | 4.567 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 817 | 763 | 871 | 787 |
| Service Time | 2.414 | 2.718 | 2.14 | 2.589 |
| HCM Lane V/C Ratio | 0.104 | 0.018 | 0.206 | 0.24 |
| HCM Control Delay, s/veh | 7.9 | 7.8 | 8.2 | 9 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.3 | 0.1 | 0.8 | 0.9 |

Lyle / Main Subdivision Auburn
3: Main St/Mt Moriah Rd & US 29 Bus

future p.m.

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  | | |  | |
| Traffic Volume (veh/h) | 45 | 800 | 40 | 23 | 667 | 120 | 58 | 68 | 15 | 170 | 89 | 45 |
| Future Volume (veh/h) | 45 | 800 | 40 | 23 | 667 | 120 | 58 | 68 | 15 | 170 | 89 | 45 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | | | No | | | No | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1811 | 1870 | 1870 | 1811 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 48 | 851 | 43 | 25 | 725 | 130 | 77 | 91 | 20 | 195 | 102 | 52 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 | 0.75 | 0.75 | 0.75 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 2 | 6 | 2 | 2 | 6 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 184 | 893 | 45 | 160 | 761 | 136 | 215 | 239 | 47 | 295 | 132 | 63 |
| Arrive On Green | 0.04 | 0.52 | 0.52 | 0.03 | 0.51 | 0.51 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 |
| Sat Flow, veh/h | 1781 | 1709 | 86 | 1781 | 1495 | 268 | 528 | 810 | 159 | 780 | 447 | 215 |
| Grp Volume(v), veh/h | 48 | 0 | 894 | 25 | 0 | 855 | 188 | 0 | 0 | 349 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1796 | 1781 | 0 | 1763 | 1498 | 0 | 0 | 1442 | 0 | 0 |
| Q Serve(g_s), s | 1.1 | 0.0 | 40.9 | 0.6 | 0.0 | 40.0 | 0.0 | 0.0 | 0.0 | 11.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 1.1 | 0.0 | 40.9 | 0.6 | 0.0 | 40.0 | 8.3 | 0.0 | 0.0 | 19.5 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 0.15 | 0.41 | | 0.11 | 0.56 | | 0.15 |
| Lane Grp Cap(c), veh/h | 184 | 0 | 938 | 160 | 0 | 897 | 501 | 0 | 0 | 491 | 0 | 0 |
| V/C Ratio(X) | 0.26 | 0.00 | 0.95 | 0.16 | 0.00 | 0.95 | 0.38 | 0.00 | 0.00 | 0.71 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 219 | 0 | 954 | 219 | 0 | 937 | 501 | 0 | 0 | 491 | 0 | 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 19.0 | 0.0 | 19.6 | 19.0 | 0.0 | 20.2 | 24.2 | 0.0 | 0.0 | 28.4 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.7 | 0.0 | 18.6 | 0.4 | 0.0 | 18.6 | 2.1 | 0.0 | 0.0 | 8.5 | 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 18.9 | 0.2 | 0.0 | 18.3 | 3.2 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 19.8 | 0.0 | 38.3 | 19.4 | 0.0 | 38.9 | 26.3 | 0.0 | 0.0 | 36.9 | 0.0 | 0.0 |
| LnGrp LOS | B | | D | | B | | D | | C | | D | |
| Approach Vol, veh/h | 942 | | | 880 | | | 188 | | | 349 | | |
| Approach Delay, s/veh | 37.3 | | | 38.3 | | | 26.3 | | | 36.9 | | |
| Approach LOS | D | | | D | | | C | | | D | | |
| Timer - Assigned Phs | 2 | | 3 | 4 | | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 30.0 | | 6.8 | 49.6 | | 30.0 | 7.9 | 48.5 | | | | |
| Change Period (Y+Rc), s | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 25.5 | | 5.1 | 45.9 | | 25.5 | 5.1 | 45.9 | | | | |
| Max Q Clear Time (g_c+I1), s | 10.3 | | 2.6 | 42.9 | | 21.5 | 3.1 | 42.0 | | | | |
| Green Ext Time (p_c), s | 0.9 | | 0.0 | 1.7 | | 0.8 | 0.0 | 2.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 7th Control Delay, s/veh | 36.7 | | | | | | | | | | | |
| HCM 7th LOS | D | | | | | | | | | | | |