

DEPARTMENT OF PLANNING & SUSTAINABILITY

RECEIVED

By Rachel Bragg at 3:41 pm, Jun 29, 2022

Rezoning Application to Amend the Official Zoning Map of DeKalb County, Georgia

Date Received: _____ Application No: _____

Applicant Name: Stein Investment Group c/o Dennis J. Webb, Jr., Smith, Gambrell & Russell, LLP

Applicant E-Mail Address: dwebb@sgrlaw.com

Applicant Mailing Address: 1105 W. Peachtree Street, NE, Suite 1000, Atlanta, Georgia 30309

Applicant Daytime Phone: 404.815.3620 Fax: 404.685.6920

Owner Name: See attached owners' list
If more than one owner, attach list of owners.

Owner Mailing Address: _____

Owner Daytime Phone: _____

Address of Subject Property: 3082 Briarcliff Road, 3084 Briarcliff Road, 3110 Briarcliff Road,
Atlanta, Georgia 30329

Parcel ID#: 18 196 03 010; 18 196 03 006; 18 196 03 008

Acreage: 6.0 acres Commission District: 2/6

Present Zoning District: C1 - Local Commercial District

Proposed Zoning District: HR-3 High Density Residential District

Present Land Use Designation: Neighborhood Center (NC) Briarcliff Road Clairmont Road Small Area Plan

Proposed Land Use Designation (if applicable): N/A

REZONING APPLICATION CHECKLIST

Submit 4 printed, collated sets of the complete application (no staples, no binders) and a PDF version on a flash drive

- 1. Schedule a mandatory **Pre-Application Conference** with Planning & Sustainability staff by appointment. Obtain **Pre-Application form** (to be completed in pre-application meeting). Please call 404-371-2155 for appointment.
- 2. Hold a **Pre-Submittal Community Meeting** with surrounding neighborhood associations and residents. Provide documentation of the meeting (**meeting notice and sign in sheets**). Letter(s) from homeowners association(s) may also be provided.
- 3. Submit **Application** (Submit 4 printed, collated sets and a PDF version on a flash drive. Please assemble materials in the following order.)
 - A. Application form** with name and address of applicant and owner, and address of subject property;
 - B. Pre-submittal community meeting notice and sign-in sheet** and other documentation of meeting, if any;
 - C. Letter of application and impact analysis**
 - 1. **Letter of application** identifying a) the proposed zoning classification, b) the reason for the rezoning or special use or modification request, c) the existing and proposed use of the property, d) detailed characteristics of the proposed use (e.g. floor area, height of building(s), number of units, mix of unit types, number of employees, manner and hours of operation), d)(optional) statement of conditions discussed with the neighborhood or community, if any.
 - 2. **Impact analysis** of the anticipated impact of the proposed use and rezoning on the surrounding properties in response to the standards and factors specified in Article 7.3 of the DeKalb County Zoning Ordinance, as attached. If a Major Modification, please include previously approved conditions and Board of Commissioner meeting minutes.
 - D. Authorization Form**, if applicant is not the owner. Must be signed by all owners of the subject property and notarized. Authorization must contain the mailing address and phone number of any applicant or agent who is authorized to represent the owner(s) of the subject property. Please include warranty deed, if property ownership is less than 2 years.
 - E. Campaign disclosure statement** (required by State law).
 - F. Legal boundary survey** of the subject property, (showing boundaries, structures, and improvements), prepared and sealed within the last year by a professional engineer or land surveyor registered in the State of Georgia. *(If survey shows property on opposite sides of a public street right-of-way, file a separate application for each property.)*
 - G. Site Plan**, printed to scale, folded, of any existing and or proposed development/redevelopment. For projects larger than 1 acre, site plan should be at least 1:50 scale. The site plan must include the following:
 - a. complete boundaries of subject property;
 - b. dimensioned access points and vehicular circulation drives;
 - c. location of all existing and proposed buildings, structures, setbacks and parking;
 - d. location of 100 year floodplain and any streams;
 - e. notation of the total acreage or square footage of the subject property;
 - f. landscaping, tree removal and replacement, buffer(s); and
 - g. site plan notes of building square footages, heights, density calculations, lot coverage of impervious surfaces, parking ratios, open space calculations, and other applicable district standards.
 - H. Reduced Site Plan**, reduced to 8.5" x 11".
 - I. Written Legal Description** of metes and bounds of the subject property (can be printed on site plan or survey).
 - J. Building Form Information**. Elevation (line drawing or rendering), or details of proposed materials, in compliance with Article 5 of the Zoning Ordinance.
 - K. Completed, signed Pre-application Form** (Provided at pre-application meeting.)

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

<u>Property Address:</u>	<u>Parcel No.</u>	<u>Owner</u>
3082 Briarcliff Road	18 196 03 010	Kartos Family Trust U A D 12 31 2012 P.O. Box 22147 Knoxville, TN 379
3084 Briarcliff Road	18 196 03 006	SIG Briarcliff LLC / REBA Briarcliff, LLC 5607 Glenridge Drive, NE, Suite 200 Atlanta, GA 30342
3110 Briarcliff Road	18 196 03 008	SIG Briarcliff LLC / REBA Briarcliff, LLC 5607 Glenridge Drive, NE, Suite 200 Atlanta, GA 30342

DEPARTMENT OF PLANNING & SUSTAINABILITY

AUTHORIZATION

The property owner should complete this form or a similar signed and notarized form if the individual who will file the application with the County is not the property owner.

Date: June 21, 2022

TO WHOM IT MAY CONCERN:

(I) (WE) SIG Briarcliff LLC
Name of owner(s)

being (owner) (owners) of the subject property described below or attached hereby delegate authority to

Dennis J. Webb, Jr., Smith, Gambrell & Russell, LLP

Name of Agent or Representative

to file an application on (my) (our) behalf.

[Signature]
Notary Public



[Signature]
Owner

Notary Public

Owner

Notary Public

Owner

Notary Public

Owner

DEPARTMENT OF PLANNING & SUSTAINABILITY

AUTHORIZATION

The property owner should complete this form or a similar signed and notarized form if the individual who will file the application with the County is not the property owner.

Date: June 21, 2022

TO WHOM IT MAY CONCERN:

(I) (WE) REBA Briarcliff LLC
Name of owner(s)

being (owner) (owners) of the subject property described below or attached hereby delegate authority to

Dennis J. Webb, Jr., Smith, Gambrell & Russell, LLP
Name of Agent or Representative

to file an application on ~~my~~ our behalf.

[Signature]
Notary Public

Notary Public

Notary Public

Notary Public



[Signature]
Owner

Owner

Owner

Owner

DEPARTMENT OF PLANNING & SUSTAINABILITY

DISCLOSURE OF CAMPAIGN CONTRIBUTION

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

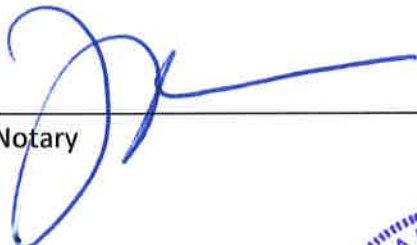
Have you, the applicant, made \$250.00 or more in campaign contribution to a local government official within two years immediately preceding the filling of this application?

Yes _____ No _____ *


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

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

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



Notary



Signature of Applicant /Date
REBA Briarcliff LLC
Check one: Owner Agent

4-10-2024

Expiration Date/ Seal



*Notary seal not needed if answer is "no".

DEPARTMENT OF PLANNING & SUSTAINABILITY

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Notary



Signature of Applicant /Date
SIG Briarcliff LLC
Check one: Owner Agent _____

4-10-2024

Expiration Date/ Seal



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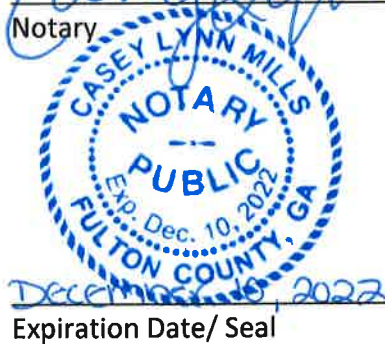
Yes X No _____ *

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Casey Lynn Mills
Notary



[Signature] 06.29.2022
Dennis J. Webb, Jr. Signature of Applicant /Date

Check one: Owner _____ Agent X

*Notary seal not needed if answer is "no".

DEPARTMENT OF PLANNING & SUSTAINABILITY

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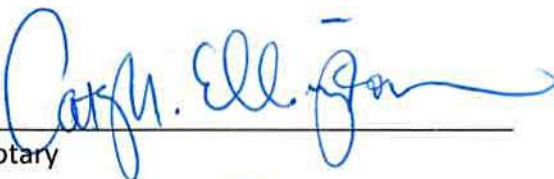
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Yes X No _____*


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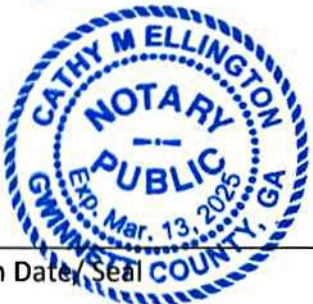


Notary



Kathryn M. Zickert 06.22.2022
Signature of Applicant /Date

Check one: Owner _____ Agent X



Expiration Date/Seal

*Notary seal not needed if answer is "no".

DEPARTMENT OF PLANNING & SUSTAINABILITY

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Notary



J. Alexander Brock 06.22.2022

Signature of Applicant /Date

Check one: Owner _____ Agent X

Expiration Date/ Seal

*Notary seal not needed if answer is "no".

1105 W. Peachtree St. NE, Suite 1000
Atlanta, Georgia 30309-3608
Tel: 404 815-3500
www.sgrlaw.com



Dennis (Den) J. Webb, Jr.
Direct Tel: 404-815-3620
Direct Fax: 404-685-6920
dwebb@sgrlaw.com

June 13, 2022

Re: Petitioner: Stein Investment Group (Dennis J. Webb, Jr.)
Subject: Community Meeting Notice

Dear Neighbor,

You are receiving this notification because you are a property owner within 500 feet of the following properties:

<u>Property Address:</u>	<u>Parcel No.</u>
3082 Briarcliff Road	18 196 03 010
3084 Briarcliff Road	18 196 03 006
3110 Briarcliff Road	18 196 03 008

Stein Investment Group will be submitting an Application to Amend Official Zoning Map of DeKalb County from C-1 (Local Commercial) to HR-3 (High Density Residential District) to allow for a mixed use development with +/-40,000 square feet of commercial/restaurant space and 392 multi-family units. You are invited to participate in a virtual community meeting on Tuesday, June 28, 2022 at 7:00 PM.

ZOOM: <https://sgrlaw.zoom.us> ; Meeting ID: **989 6760 2508**; Passcode: **776649**

Alternate Phone Dial-In: +1 301 715 8592; Meeting ID: **989 6760 2508**; Passcode: **776649**

This application will be presented at the DeKalb County Planning Commission meeting on September 1, 2022 and the Board of Commissioners' meeting on September 29, 2022, both at 5:30 pm. Zoom credentials for these meetings will be made available on the County's website as these dates get closer: www.dekalbcountyga.gov. Further details on these meetings (including whether the hearings will be live or virtual) will be made available on the County's website as these dates get closer: www.dekalbcountyga.gov.

Should you have any questions regarding this application, please feel free to contact me.

With kind regards,

A handwritten signature in blue ink, appearing to read 'Dennis J. Webb, Jr.'.

Dennis J. Webb, Jr.

PRE-APPLICATION COMMUNITY MEETING - NOTIFICATION MAILING LIST



Firm Mailing Book For Accountable Mail

Name and Address of Sender Cathy Ellington Smith, Gambrell & Russell, LLP 1105 West Peachtree Street, NE Suite 1000 Atlanta, GA 30309	Check type of mail or service <input type="checkbox"/> Adult Signature Required £ Priority Mail Express <input type="checkbox"/> Adult Signature Restricted Delivery £ Registered Mail <input type="checkbox"/> Certified Mail £ Return Receipt for Merchandise <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Collect on Delivery (COD) £ Signature Confirmation <input type="checkbox"/> Insured Mail £ Signature Confirmation Restricted Delivery <input type="checkbox"/> Priority Mail
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Hasler

06/13/2022

US POSTAGE \$32.90⁰⁰

ZIP 30301
011D11636292

USPS Tracking/Article Number	Addressee (Name, Street, City, State, & ZIP Code™)	Postage	Insurance	Signature Confirmation	Registered Mail	Certified Mail	Return Receipt for Merchandise	Collect on Delivery	Insured Mail	Priority Mail
1.	HRJ 2725 LLC 640 RICHMOND PL LOGANVILLE GA 30052	.54	.47							
2.	HJH 2741 LLC 640 RICHMOND PL LOGANVILLE CA 30052	.54	.47							
3.	BRIARCLIFF BAPTIST CHURCH INC 3039 BRIARCLIFF RD NE ATLANTA GA 30329	.54	.47							
4.	COLEMAN QUEEN ELIZABETH 1966 DEVONWOOD DR ATLANTA GA 30329	.54	.47							
5.	CARRAMORE TOWNHOME ASSOCIATION INC 2675 PACES FERRY RD STE 125 ATLANTA GA 30339	.54	.47							
6.	SIG BRIARCLIFF LLC 5607 GLENRIDGE DR NE STE 200 ATLANTA GA 30342	.54	.47							
7.	CLAIRMONT BRIARCLIFF LLC 1290 SUNDERLAND CT NE ATLANTA GA 30319	.54	.47							



8.	KIANGONYO NAOMI NYAMBURA 3044 BRIARCLIFF RD NE UNIT 12 ATLANTA GA 30329	.54	.47																
9.	NGIGI ANTHONY 3046 BRIARCLIFF RD NE UNIT 1 ATLANTA GA 30329	.54	.47																
10.	3119 3145 BRIARCLIFF LLC 4335 S LEE ST STE B BUFORD GA 30518	.54	.47																
11.	3111 BRIARCLIFF LLC 3111 BRIARCLIFF RD ATLANTA GA 30329	.54	.47																
12.	KINGS BRIDGE RETIREMENT CENTER INC 3055 BRIARCLIFF RD NE ATLANTA GA 30329	.54	.47																
13.	SCHERER LESTER EDWARD JR 1902 FOREST GREEN DR ATLANTA GA 30329	.54	.47																
14.	CALATLANTIC GROUP INC 1000 MANSELL EXCHANGE W STE 200 ALPHARETTA GA 30022	.54	.47																
15.	CORDOBA PROPERTY GROUP II LLC 2100 RIVEREDGE PKWY SUITE 850 ATLANTA GA 30328	.54	.47																
16.	SIG BRIARCLIFF LLC 5607 GLENRIDGE DR NE STE 200 ATLANTA GA 30342	.54	.47																
17.	GEORGIA NURSES FOUNDATION INC 3032 BRIARCLIFF RD NE ATLANTA GA 30329	.54	.47																



18.	STOCKSTILL MICHAEL 3044 BRIARCLIFF RD NE 11 ATLANTA GA 30329	.54	.47																
19.	MISENHEIMER ANDREW 3046 BRIARCLIFF RD UNIT 16 ATLANTA GA 30329	.54	.47																
20.	THOMSON STEVEN GERARD 3046 BRIARCLIFF RD NE UNIT 2 ATLANTA GA 30329	.54	.47																
21.	BRIGHT BRIARCLIFF LLC 537 MARKET ST CHATTANOOGA TN 37402	.54	.47																
22.	PAJ 2755 LLC 640 RICHMOND PL LOGANVILLE GA 30052	.54	.47																
23.	BRIARCLIFF SHOPPING CENTER INC 1777 OAK GROVE RD DECATUR GA 30033	.54	.47																
24.	SAGARESE GARY JR 1958 INNWOOD RD NE ATLANTA GA 30329	.54	.47																
25.	MORRIS DREWRY H 1920 FOREST GREEN DR NE ATLANTA GA 30329	.54	.47																
26.	GOODLOE BRADLEY EVAN 1962 DEVONWOOD DR ATLANTA GA 30329	.54	.47																
27.	FC OAKS LLC 433 E LAS COLINAS BLVD STE 300 IRVING TX 75039	.54	.47																



28.	BRIARCLIFF VENTURE PARTNERS LLC 5607 GLENRIDGE DR NE STE 200 ATLANTA GA 30342	.54	.47																
29.	PACKETT MICHAEL Y 3044 BRIARCLIFF RD NE # 1 ATLANTA GA 30329	.54	.47																
30.	JULIAO GUSTAVO E 3044 BRIARCLIFF RD NE # 8 ATLANTA GA 30329	.54	.47																
31.	ROBINSON REBECCA ELIZABETH 3046 BRIARCLIFF RD NE UNIT 5 ATLANTA GA 30329	.54	.47																
32.	DEKALB COUNTY 1300 COMMERCE DR DECATUR GA 30030	.54	.47																
33.	GORE SONJA T 3044 BRIARCLIFF RD NE # 3 ATLANTA GA 30329	.54	.47																
34.	SUMMERTON KACI E 3044 BRIARCLIFF RD NE # 6 ATLANTA GA 30329	.54	.47																
35.	PARKER JACKSON ELIJAH 3046 BRIARCLIFF RD UNIT 6 ATLANTA GA 30329	.54	.47																
36.	WALDROP RACHEL 3046 BRIARCLIFF RD NE # 7 ATLANTA GA 30329	.54	.47																
37.	CANON WILLIAM B 3050 BRIARCLIFF RD NE UNIT 2 ATLANTA GA 30329	.54	.47																



38.	MCCURDY AARON T 3050 BRIARCLIFF RD NE # 3 ATLANTA GA 30329	.54	.47																	
39.	3103 BRIARCLIFF LLC 839 RAGSDALE RD MANCHESTER TN 37355	.54	.47																	
40.	3109 BRIARCLIFF LLC 3109 BRIARCLIFF RD ATLANTA GA 30329	.54	.47																	
41.	KINGS BRIDGE RETIREMENT CENTER INC 3057 BRIARCLIFF RD NE # 6 ATLANTA GA 30329	.54	.47																	
42.	OPENDOOR PROPERTY C LLC 410 N SCOTTSDALE RD STE 1600 TEMPE AZ 85281	.54	.47																	
43.	RIVERA ITZEL 1261 LAVISTA RD N4 ATLANTA GA 30324	.54	.47																	
44.	BOGDAN DAN 3172 BRIARCLIFF RD NE ATLANTA GA 30329	.54	.47																	
45.	CSP COMMUNITY OWNER LLC 11 GRENNWAY PLZ STE 2400 HOUSTON TX 77046	.54	.47																	
46.	PETEET JOHN 3046 BRIARCLIFF RD NE ATLANTA GA 30329	.54	.47																	
47.	ZINEB BENSMAILI 3046 BRIARCLIFF RD NE UNIT 14 ATLANTA GA 30329	.54	.47																	



48.	BRANNON CORINNA E 1940 INNWOOD RD NE ATLANTA GA 30329	.54	.47																	
49.	3119 3145 BRIARCLIFF LLC 4335 S LEE ST STE B BUFORD GA 30518	.54	.47																	
50.	BERBERICH STEVEN M 1976 INNWOOD RD NE ATLANTA GA 30329	.54	.47																	
51.	KAHN REBECCA JEAN 1906 FOREST GREEN DR NE ATLANTA GA 30329	.54	.47																	
52.	CARRAMORE TOWNHOME ASSOCIATION INC 2675 PACES FERRY RD STE 125 ATLANTA GA 30339	.54	.47																	
53.	WANG YIDONG 4130 BRADBURY LN ALPHARETTA GA 30022	.54	.47																	
54.	LOGAN WILLIAM PHILLIP 3044 BRIARCLIFF RD # 10 ATLANTA GA 30329	.54	.47																	
55.	WILLIAMSON PAUL 3046 BRIARCLIFF RD UNIT 44 ATLANTA GA 30329	.54	.47																	
56.	ZEE HOMES LLC 732 OLD NORCROSS TUCKER RD TUCKER GA 30084	.54	.47																	
57.	GAO YUAN 1960 DEVONWOOD DR ATLANTA GA 30329	.54	.47																	



58.	QIU ANGELA JIE NI 1964 DEVONWOOD DR ATLANTA GA 30329	.54	.47																	
59.	KARTOS FAMILY TRUST PO BOX 22147 KNOXVILLE TN 37933	.54	.47																	
60.	CARDENAS CARLOS ALBERTO 3044 BRIARCLIFF RD NE 2 ATLANTA GA 30329	.54	.47																	
61.	WARGO JAMES M 2346 DOREEN CT NE ATLANTA GA 30345	.54	.47																	
62.	OBENHAUS LIFE INSURANCE TRUST 5516 ASH GROVE CIR MONTGOMERY AL 36116	.54	.47																	
63.	NEEDHAM AND NEEDHAM LLC 1970 DEVONWOOD DR ATLANTA GA 30329	.54	.47																	
64.	XU HELEN HUI 13591 SARATOGA VISTA AVE SARATOGA CA 95070	.54	.47																	
65.	CHAN NILAR TAN TRUST 1927 RIDGEMONT LN DECATUR GA 30033	.54	.47																	
66.	EPPERSON SCOTT PATRICK 3044 BRIARCLIFF RD NE # 4 ATLANTA GA 30329	.54	.47																	
67.	HARVEY LANNY 3044 BRIARCLIFF RD NE UNIT 5 ATLANTA GA 30329	.54	.47																	



68.	LABORDE DAVID V 45 VILLA PLACE CT TUCKER GA 30084	.54	.47																
69.	REMOROZA RODERICK 9 HOGAN LN NW ROME GA 30165	.54	.47																
70.	WINES BRACKETT AARON 3050 BRIARCLIFF RD NE # 4 ATLANTA GA 30329	.54	.47																
71.		.54	.47																
72.		.54	.47																
73.		.54	.47																



PRE-APPLICATION COMMUNITY MEETING - ATTENDEE LIST

Attendee Report **Pre-Application Community Meeting**
Report Generated: **6/29/2022 7:40**

Topic	Webinar ID	Actual Start Time	Actual Duration (minutes)	Unique Viewers	Total Users	Max Concurrent Views	Enable Registration
Stein	989 6760 2508	6/28/2022 18:32	72	34	44	31	No
Host Details							
Attended	User Name (Original Name)	Email	Join Time	Leave Time	Time in Session (minutes)	Is Guest	Country/Region Name
Yes	Dennis (Den) Webb	dwebb@sgrlaw.co	6/28/2022 18:32	6/28/2022 19:44	72	No	United States
Panelist Details							
Attended	Yes+A8:D11	Email	Join Time	Leave Time	Time in Session (minutes)	Is Guest	Country/Region Name
Yes	Dustin Quinteros	dquinteros@sgrlaw	6/28/2022 18:57	6/28/2022 19:44	47	No	United States
Yes	Jason Linscott		6/28/2022 19:05	6/28/2022 19:44	40	Yes	United States
Attendee Details							
Attended	User Name (Original Name)	Email	Join Time	Leave Time	Time in Session (minutes)	Is Guest	Country/Region Name
Yes	Jeffri Epps -		6/28/2022 18:58	6/28/2022 19:44	46	Yes	United States
Yes	Jay Ulbrich		6/28/2022 19:03	6/28/2022 19:44	41	Yes	United States
Yes	Phyllis Turner		6/28/2022 18:56	6/28/2022 19:44	49	Yes	United States
Yes	Jason Linscott		6/28/2022 19:00	6/28/2022 19:05	5	Yes	United States
Yes	Mike		6/28/2022 18:59	6/28/2022 19:42	43	Yes	United States
Yes	BarbaraVargas		6/28/2022 18:53	6/28/2022 18:55	3	Yes	United States
Yes	BarbaraVargas		6/28/2022 18:56	6/28/2022 19:44	48	Yes	United States
Yes	sylviapoulos		6/28/2022 18:45	6/28/2022 19:44	59	Yes	United States
Yes	Beth Kyle		6/28/2022 18:57	6/28/2022 18:57	1	Yes	United States
Yes	Beth Kyle		6/28/2022 19:04	6/28/2022 19:35	31	Yes	United States
Yes	Lance Artis		6/28/2022 18:59	6/28/2022 19:44	46	Yes	United States
Yes	Stuart Graetz		6/28/2022 19:00	6/28/2022 19:44	44	Yes	United States
Yes	Nick White		6/28/2022 18:50	6/28/2022 18:51	1	Yes	United States
Yes	Nick White		6/28/2022 18:52	6/28/2022 19:44	52	Yes	United States
Yes	Martha Gross		6/28/2022 18:53	6/28/2022 18:53	1	Yes	United States
Yes	Martha Gross		6/28/2022 18:57	6/28/2022 19:44	47	Yes	United States
Yes	Susan Bailey		6/28/2022 18:55	6/28/2022 19:44	49	Yes	United States
Yes	JDutro		6/28/2022 18:57	6/28/2022 19:44	47	Yes	United States
Yes	Thomas Wells		6/28/2022 19:00	6/28/2022 19:44	44	Yes	United States
Yes	Jane Yates		6/28/2022 19:04	6/28/2022 19:06	3	Yes	United States
Yes	Molly McLarty		6/28/2022 18:51	6/28/2022 19:39	49	Yes	United States
Yes	rhezlep		6/28/2022 18:59	6/28/2022 19:44	46	Yes	United States
Yes	Maria Thacker-Goethe		6/28/2022 19:00	6/28/2022 19:30	30	Yes	United States
Yes	Faye Negron		6/28/2022 18:59	6/28/2022 19:44	45	Yes	United States
Yes	Bill		6/28/2022 19:42	6/28/2022 19:44	3	Yes	United States
Yes	Francis Lee		6/28/2022 19:02	6/28/2022 19:42	40	Yes	United States
Yes	Jon Peters		6/28/2022 19:04	6/28/2022 19:44	40	Yes	United States
Yes	laurie Braswell		6/28/2022 18:40	6/28/2022 18:45	6	Yes	United States
Yes	Laurie Braswell		6/28/2022 19:02	6/28/2022 19:31	30	Yes	United States
Yes	Adam Zuckerman		6/28/2022 18:53	6/28/2022 19:44	51	Yes	United States
Yes	KM		6/28/2022 18:57	6/28/2022 19:44	47	Yes	United States
Yes	Tom Knechtel		6/28/2022 19:09	6/28/2022 19:44	35	Yes	United States
Yes	Faye Negron		6/28/2022 18:56	6/28/2022 19:00	4	Yes	United States
Yes	Richard Aaronson		6/28/2022 18:57	6/28/2022 19:44	47	Yes	United States
Yes	Ben Curran		6/28/2022 18:57	6/28/2022 19:44	48	Yes	United States
Yes	Ben Curran		6/28/2022 19:15	6/28/2022 19:30	16	Yes	United States
Yes	Bradley Goodloe		6/28/2022 19:06	6/28/2022 19:44	39	Yes	United States
Yes	rpalm		6/28/2022 18:59	6/28/2022 19:00	1	Yes	United States
Yes	rpalm		6/28/2022 19:01	6/28/2022 19:44	44	Yes	United States
Yes	Sarah Gill		6/28/2022 19:00	6/28/2022 19:44	44	Yes	United States
Yes	Randy Roosa		6/28/2022 19:05	6/28/2022 19:44	40	Yes	United States

STATEMENT OF INTENT

and

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

of

Stein Investment Co, LLC

for

± 6.0 Acres of Land
located in
Land Lot 196, 18th District, DeKalb County

From C-1 to HR-3

Submitted for Applicant by:

Dennis J. Webb, Jr.
Kathryn M. Zickert
J. Alexander Brock
Smith, Gambrell & Russell, LLP
1105 W. Peachtree Street, N.E., Suite 1000
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404-815-3500

I. INTRODUCTION

This Application seeks the rezoning of ± 6.0 acres of land located in Land Lot 196, 18th District of DeKalb County (“Subject Property”) from C-1 (Local Commercial) to HR-3 (High Density Residential--3). The Subject Property is located in the Southeast quadrant of the intersection of Interstate 85 and Clairmont Road. This node is characterized by high traffic volumes; I-85 experiences approximately 250,000 vehicle trips per weekday and Clairmont Road 43,000 vehicle trips per weekday.

The northern portion of the node features intense, regional commercial, office and employment uses and correspondingly intense land use designations. For example, the northeast quadrant lies in the City of Chamblee. It includes Century Center and is zoned MU-BC (Mixed-Use-Business Center). The MU-BC district is designed to “facilitate a high-rise urban form of development with a mix of uses.” (City of Chamblee Unified Development Ordinance, Section 210-12). Accordingly, it authorizes, among other things, multi-family, office, restaurants, retail, and hotel uses with no restrictions on height or density. (Chamblee UDO at Section 210-12).

Similarly, the northwest quadrant of the node lies in the City of Brookhaven. It is zoned OI (Office-Institutional), a district intended to accommodate “institutional and office uses, as well as supporting retail and service uses.” (City of Brookhaven Zoning Ordinance, Section 27-261(d)). The OI district has a base height restriction of five stories or 70 feet, but allows greater heights with a Special Use Permit. (Brookhaven Zoning Code at Section 27-294).¹

The southern portion of the node is in Dekalb County. Development in this node has lagged that of the parcels to the north. Dekalb County recently approved a Small Area Plan, however,

¹ In addition to the more intense uses and entitlements on the north side of the node, the Applicant also notes that the \$1.5 B Children’s Healthcare of Atlanta campus and the \$1 B Emory Executive Park healthy innovation district development are in proximity at the intersection of I-85 and North Druid Hills Road. In addition to allowing for a variety of uses, these developments are projected to create 7,500 new jobs.

specifically to allow for zoning districts and intensities in the area similar to those permitted on the properties to the north (TA21 1244421). Known as the Briarcliff Road-Clairmont Road Small Area Plan (“SAP”), the SAP divides the activity center into four sub-areas: (1) Core-Mixed Use; (2) Multi-Family Residential; (3) Commercial; and (4) Residential/Commercial. Dekalb County 2021 Comprehensive Plan (5-year update), p. 170. The Core-Mixed Use subarea is the most intense, establishing a base density of 70 units per acre (with up to 90 units per acre with density bonuses) and allowing building heights of up to eight stories, among other things. Comp Plat at p. 170.

The Subject Property is located within the Core-Mixed Use subarea. It currently houses Williamsburg Village, a dated shopping center with 90,000+ square feet of commercial space that is partially occupied, a large concrete parking field in disrepair that covers almost the entirety of the site, and six full-access curb cuts onto the public right-of-way (two on Clairmont Road and four on Briarcliff Road). Consistent with the aspirations of the new SAP, the Applicant hopes to transform the Subject Property into vibrant, pedestrian-oriented, mixed-use development. The proposed development will include \pm 30,000 square feet of restaurant/retail space, \pm 6,000 square feet of office space, 392 multi-family units², and a shared structured parking. Additionally, the development will provide a central public green, outdoor dining, internal sidewalks and plazas, and inviting streetscapes along Clairmont and Briarcliff Roads complete with landscaping, streetlights and 10’ wide multi-use paths. Importantly, the development also will improve (a) vehicular access to and from the Subject Property by reducing the six full-access curb cuts to two limited access curb cuts (right-in, right-out only) and one full-access curb cut and (b) traffic flow

² The residential density proposed is 65.3 units per acre. The Applicant will be relying upon a density bonus to achieve this density. Notably, the proposed density at the Subject Property is less than the 70 units/ac base allowed under the approved SAP for the Core Mixed-Use sub-area.

on Briarcliff Road by expanding the right-of-way and restriping it to create a dedicated east/west through-lane and a shared left turn lane to allow for left turns without stopping traffic into the Subject Property and the commercial on the south side of Briarcliff Road.

This document is submitted as a Statement of Intent with regard to this Application, a preservation of the Applicant's constitutional rights, and the Impact Analysis as required by the DeKalb County Zoning Ordinance, § 27-7.3.5. A survey of the Subject Property as well as a site plan and conceptual renderings have been filed contemporaneously with the Application, along with other required materials.

II. IMPACT ANALYSIS

A.

THE PROPOSED ZONING IS IN CONFORMITY WITH THE POLICY AND INTENT OF THE COUNTY'S COMPREHENSIVE LAND USE PLAN.

As noted above, the Subject Property is located in the Core-Mixed use subarea of the SAP. This application is fully consistent with the development requirements and goals of the SAP because it:

- Creates a compact mixed-use district and reduces automobile dependency and travel to obtain basic services.
- Creates a pedestrian scale community that focuses on the relationship between the street, buildings, streetscaping and people.
- Improves street character with lighting, landscaping and other design features.
- Includes a very high-density mix of retail, office, services, and employment opportunities to serve several neighborhoods.
- Adds traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walkability.

- Enhances an existing gateway in the County.

B.

THE PROPOSED ZONING WILL PERMIT A USE THAT IS SUITABLE IN VIEW OF THE USE AND DEVELOPMENT OF ADJACENT AND NEARBY PROPERTIES.

The Subject Property is in the southeast quadrant of a major node that, to the north, includes high-intensity office, commercial and residential uses and entitlements that allow for more density and height. On the south side and in immediate proximity to the Subject Property, the uses adjacent to and nearby are comparable in both nature (e.g., mixed-use at LUMEN Briarcliff (West), multi-family at Camden St. Clair (West) and Audubon Briarcliff Apartments (North and East)) and height (e.g., LUMEN Briarcliff mixed-use (West), Briarcliff Oaks Apartments (West) and Kingsbridge Retirement Community (Southwest)).

C.

THE PROPERTY TO BE EFFECTED BY THE ZONING PROPOSAL HAS LIMITED ECONOMIC USE AS CURRENTLY ZONED.

The Subject Property has limited economic use as currently zoned. The Subject Property is dated, in need of substantial capital improvements, partially occupied and vehicle centric. The SAP was specifically designed to encourage redevelopment of properties like the Subject Property with more modern, walkable and high-intensity uses and this request directly responds to that aspiration.

D.

THE PROPOSED ZONING WILL NOT ADVERSELY AFFECT THE EXISTING USE OR USABILITY OF ADJACENT OR NEARBY PROPERTIES.

See B above.

E.

THERE ARE OTHER EXISTING AND CHANGING CONDITIONS AFFECTING THE USE AND DEVELOPMENT OF THE PROPERTY WHICH SUPPORT THE APPROVAL OF THE PROPOSED ZONING.

The area in which the Subject Property is located has lagged change and growth compared to its neighbors to the north. The County recently adopted the SAP to change that. The development proposed will accomplish the SAP's goal while serving as an asset for the nearby community and, potentially, a catalyst for additional high-quality redevelopment on other parcels in area.

F.

THE PROPOSED ZONING WILL NOT ADVERSELY AFFECT HISTORIC BUILDINGS, SITES, DISTRICTS, OR ARCHAEOLOGICAL RESOURCES.

The Applicant knows of no historic buildings, sites, districts, or archaeological resources either on the Subject Property or located in the immediate vicinity that would suffer adverse impacts from the zoning requested.

G.

THE PROPOSED ZONING WILL NOT CAUSE AN EXCESSIVE OR BURDENSOME USE OF EXISTING STREETS, TRANSPORTATION FACILITIES, UTILITIES, OR SCHOOLS.

The development, if approved, will not adversely affect existing transportation facilities. The Applicant will be providing a Traffic Impact Study with this application that directly responds to this issue. The Applicant also notes that, as demonstrated in an exhibit submitted with this application, vehicle trips would be higher were the existing shopping center fully leased than they will be with the proposed development. Further, through this development, the Applicant will be improving (a) vehicular access to and from the Subject Property by reducing the six full-access curb cuts to two limited access curb cuts (right-in, right-out only) and one full-access curb cut and

(b) traffic flow on Briarcliff Road by expanding the right-of-way and restriping it to create a dedicated east/west through-lane and a shared left turn lane.

Water and sewer exist at the Subject Property. Further, the Applicant has secured a sewer capacity letter from the County.

Finally, as to schools, the Subject Property is served by Sagamore Hills Elementary School, Henderson Middle School, and Lakeside High School. The Applicant notes that the majority of the multi-family units will be studio and one-bedroom and, hence, not designed for families. Therefore, while the Subject Property may generate some additional school-aged children, the Applicant anticipates that the numbers will be low and should have, at best, a negligible impact on the County school system.

H.

THE PROPOSED ZONING WILL NOT ADVERSELY IMPACT THE ENVIRONMENT OR SURROUNDING NATURAL RESOURCES.

The Applicant will comply with all federal, state, and county regulations relating to environmental protection to ensure that the proposed development will not adversely affect the environment.

III. NOTICE OF CONSTITUTIONAL CHALLENGE AND PRESERVATION OF CONSTITUTIONAL RIGHTS

The Applicant respectfully submits that the existing zoning on the Subject Property is unconstitutional and that a refusal to approve the proposed rezoning, or any attempt to rezone the Subject Property to an intervening classification, would be unlawful, arbitrary, capricious, irrational and a manifest abuse of discretion, all 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.

A refusal to approve the proposed rezoning, or any attempt to rezone the Subject Property to an intervening classification, would discriminate unfairly between the owner of the Subject Property and other property owners similarly situated, in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph II of the Constitution of the State of Georgia.

A refusal to approve the proposed rezoning, or any attempt to rezone the Subject Property to an intervening classification, would amount to a taking of property, 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.

A refusal to approve the proposed rezoning, or any attempt to rezone the Subject Property to an intervening classification, would be unjustified from a fact-based standpoint and instead would result only from constituent opposition, which would be an unlawful delegation of authority in violation of Article IX, Section II, Paragraph IV of the Constitution of the State of Georgia.

A refusal to approve the proposed rezoning, or any attempt to rezone the Subject Property to an intervening classification, would be invalid inasmuch as the Zoning Ordinance of DeKalb County is unlawful, null and void because its adoption and map adoption/maintenance did not and does not comply with the requirements of its predecessor ordinance and/or the Zoning Procedures Law, O.C.G.A. § 36-66-1, *et seq.*

DeKalb County's Zoning Ordinance lacks adequate standards for the Board of Commissioners to exercise its power to review this Application. Specifically, the "standards and factors" set out in Section 27-7.3.5 are not sufficient to contain the discretion of the Board of Commissioners and to provide the Courts with a reasonable basis for judicial review. Because the

stated standards (individually and collectively) are too vague and uncertain to provide reasonable guidance, the Zoning Ordinance is unlawful and violates, among other things, the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States and Article I, Section I, Paragraphs I and II of the Constitution of the State of Georgia.

Any limitation on the time for presentation of the issues before the Board of Commissioners, which has the power to zone and rezone property, is a violation of the guarantees of free speech under the First Amendment of the Constitution of the United States and Article I, Section I, Paragraph V of the Constitution of the State of Georgia. Further, said limitations are in violation of the right to petition and assemble, in violation of the First Amendment of the Constitution of the United States and Article I, Section I, Paragraph IX of the Constitution of Georgia, as well as the due process clauses of the United States and Georgia Constitutions.

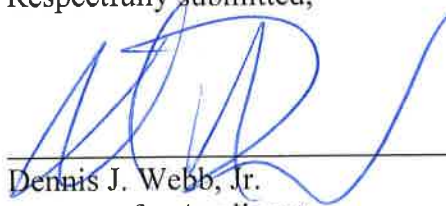
The Applicant raises the defenses of lack of standing and failure to exhaust administrative remedies.

IV. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that the proposed rezoning be approved. The Applicant also invites and welcomes any comments from Staff or other officials of DeKalb County so that such recommendations or input might be incorporated as conditions of approval of this Application.

This 29th day of June, 2022.

Respectfully submitted,



Dennis J. Webb, Jr.
Attorney for Applicant

Smith, Gambrell & Russell, LLP
1105 W. Peachtree Street, N.E., Suite 1000
Atlanta, Georgia 30309
404-815-3500

SURVEYORS NOTES

CLOSURE STATEMENT
 • THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE PRECISION OF 1 FOOT IN 63,295 FEET AND WAS ADJUSTED USING THE COMPASS RULE METHOD.
 • THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND ITS ACCURACY IS 1 FOOT IN 200,312 FEET.

EQUIPMENT AND FIELD SURVEY STATEMENT
 • LINEAR MEASUREMENTS AND ANGULAR MEASUREMENTS OBTAINED USING TCRA 1105 PLUS
 • FIELD SURVEY PERFORMED ON 06-11-18.

FLOOD ZONE
 • BASED ON GRAPHICAL INTERPRETATION, THIS PROPERTY IS SITUATED IN FLOOD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE 500 YEAR FLOODPLAIN) AND FLOOD ZONE "X OTHER FLOOD AREAS" (AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD) AS DEPICTED BY THE NFIP FLOOD INSURANCE RATE MAP NO. 13121C0241F HAVING AN EFFECTIVE DATE OF MAY 16, 2013. USER OF THIS INFORMATION IS CAUTIONED THAT A MORE PRECISE FLOOD DELINEATION MAY BE NECESSARY.

ZONING
 • SITE IS ZONED C1 (LOCAL COMMERCIAL DISTRICT) PER DRAFT ZONING REPORT DATED 6-22-2018.
BUILDING SETBACKS
 • FRONT THOROUGHFARES AND ARTERIALS (MIN./MAX. FEET) = 20 FEET / 60 FEET
 • FRONT - ALL OTHER STREETS (MIN./MAX. FEET) = 10 FEET / 60 FEET
 • SIDE INTERIOR = 15 FEET
 • REAR = 20 FEET
 MAXIMUM BUILDING HEIGHT = 2 STORIES/35 FEET.
 • SURVEYOR MAKES NO WARRANTY AS TO THE EFFECT OF ZONING TO THE CURRENT OR FUTURE USE OF THE SUBJECT PROPERTY. USER OF THIS MAP IS HEREBY CAUTIONED TO CONSULT THE APPROPRIATE GOVERNING BODY FOR FINAL INTERPRETATION CONCERNING ZONING.

PARKING SUMMARY
 REGULAR = 291
 HANDICAP = 14
 TOTAL = 305
 Parking Space Formula: Restaurant-Minimum: 1 space for each 150 squarefeet of floor area, but not less than 10 spaces (11,539 / 150= 77)
 Maximum: 1 space for each 75 square feet of floor area, but not less than 10 spaces (11,539 / 75= 154)
 Retail / Personal Services / Commercial Business Uses-Minimum: 1 space for each 500 square feet of floor area (72,674 / 500= 145)
 Maximum: 1 space for each 200 square feet of floor area (72,674 / 200= 363)
 (77 + 145= 222)
 (154 + 363= 517)
 Parking Spaces Required: Minimum- 222 Total Parking Spaces
 Maximum- 517 Total Parking Spaces
 Existing Parking Spaces: 305 Total Parking Spaces

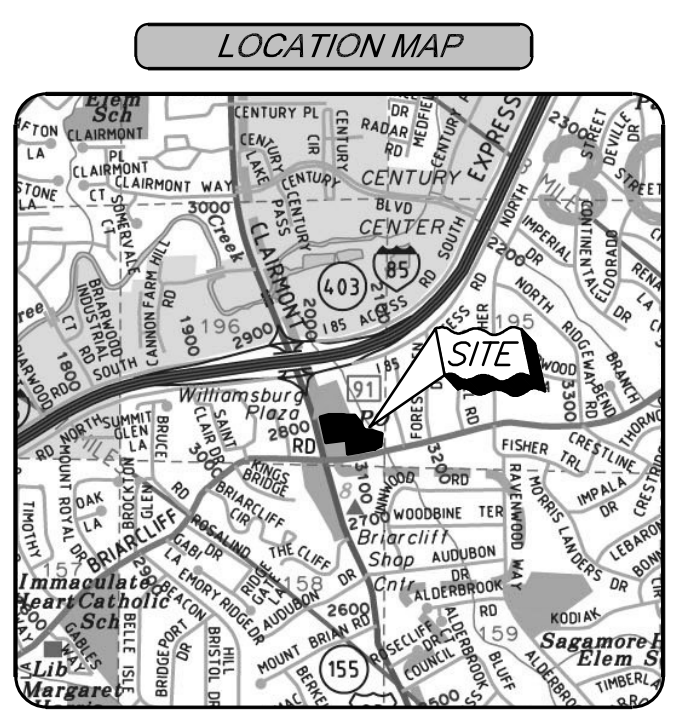
UTILITIES
 • OVERHEAD AND UNDERGROUND UTILITIES THAT ARE SHOWN HEREON ARE BASED UPON FIELD SURFACE OBSERVATIONS AND AVAILABLE INFORMATION ON HAND AT THE TIME OF THE SURVEY. ONLY UTILITIES THAT WERE VISIBLE AND ACCESSIBLE WERE MEASURED. SITE EXCAVATION WAS NOT PERFORMED IN ANY WAY TO MEASURE ANY SUBSURFACE UTILITY OR FEATURE OF ANY TYPE. NOTICE IS HEREBY GIVEN THAT "KNOW WHAT'S BELOW" CALL BEFORE YOU DIG." UTILITY LOCATION SERVICE (811) SHOULD BE NOTIFIED PRIOR TO ANY EXCAVATION OF THE SITE.
STREAMS, BODIES OF WATER, & WETLANDS
 • ALL STREAMS, BODIES OF WATER, AND WETLANDS MAY BE SUBJECT TO STATE, COUNTY, AND LOCAL BUFFERS OR RESTRICTIONS. SURVEYOR MAKES NO INTERPRETATION REGARDING THESE BUFFERS OR RESTRICTIONS. USER OF THIS MAP IS CAUTIONED TO CONSULT WITH THE APPROPRIATE GOVERNING AUTHORITIES CONCERNING POSSIBLE BUFFERS OR RESTRICTIONS.
ARCHEOLOGICAL & HISTORIC
 • UNLESS SHOWN HEREON, NO CEMETERIES, ARCHEOLOGICAL, OR ARCHITECTURAL LANDMARKS ARE KNOWN TO EXIST ON THIS SITE. HOWEVER, SURVEYOR HAS NOT EXCAVATED THE SITE OR CONSULTED WITH A QUALIFIED PROFESSIONAL IN THIS FIELD FOR ABSOLUTE CONFIRMATION.

CERTIFICATION
 • THIS SURVEY WAS PREPARED FOR THE EXCLUSIVE USE FOR THE CLIENT NAMED HEREON AND REPRESENTS A SPECIFIC SCOPE OF SERVICES.
REFERENCES
 1. DEED BOOK 6384, PAGE 5.
 2. ALTA/NSPS LAND TITLE SURVEY PREPARED FOR CORDOBA PROPERTY GROUP II, LLC., BRANCH BANKING & TRUST COMPANY AND FIRST AMERICAN TITLE INSURANCE COMPANY PREPARED BY WATTS AND BROVINGEN ENGINEERS, INC. DATED 3-30-03, LAST REVISED 4-3-08.
HORIZONTAL & VERTICAL DATUM
 HORIZONTAL AND VERTICAL DATUM WAS ESTABLISHED USING RTK GPS METHODS WITH CORRECTIONS FROM THE GCPN NETWORK. HORIZONTAL DATUM IS GEORGIA STATE PLANE, WEST ZONE, NAD83 AND THE VERTICAL DATUM IS NAVD83.

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY
 OF
WILLIAMSBURG VILLAGE
3084 AND 3110 BRIARCLIFF ROAD
 PREPARED FOR
STEIN INVESTMENT GROUP
5607 GLENRIDGE DRIVE, SUITE 200
ATLANTA, GA 30342

TITLE EXCEPTIONS

- FIRST AMERICAN TITLE INSURANCE COMPANY
 Schedule B-Section II
 File No.: NCS-898493-ATL
 Commitment Date: May 07, 2018 at 8:00 a.m.
- ITEM 12 Easements as conveyed in Right-of-Way Deed from Ruth Jones Hewell, et al to DeKalb County, a Georgia political subdivision, dated September 23, 1963, filed for record September 27, 1963, and recorded in Deed Book 1812, Page 543, DeKalb County, Georgia records, UNABLE TO DETERMINE THE EXACT LOCATION OF EASEMENTS, MAY OR MAY NOT AFFECT THE SUBJECT PROPERTY.
- ITEM 13 Easements as conveyed in Right-of-Way Deed from Ruth Jones Hewell, et al to DeKalb County, a Georgia political subdivision, dated September 23, 1963, filed for record September 27, 1963, and recorded in Deed Book 1012, Page 544, aforesaid records, UNABLE TO DETERMINE THE EXACT LOCATION OF EASEMENTS, MAY OR MAY NOT AFFECT THE SUBJECT PROPERTY.
- ITEM 14 Conveyance from W. H. Jones to Atlanta Gas Light Company, dated April 2, 1951, filed for record April 5, 1951, and recorded in Deed Book 870, Page 266, aforesaid records; and as affected by that certain Agreement by and among Atlanta Gas Light Company, a Georgia corporation, W. Howard Jones, Jr., Ruth Jones Hewell, Betty Jones Minton, Hazel Jones Matlik and Southland Investment Corporation, dated December 31, 1963, filed for record March 12, 1964, and recorded in Deed Book 1060, Page 14, aforesaid records DOES NOT AFFECT THE SUBJECT PROPERTY.
- ITEM 15 Terms and provisions of that certain Indenture of Lease from Mr. W. Howard Jones, Jr., et al to Southland Investment Corporation, a Georgia corporation, dated June 25, 1963, filed for record July 9, 1963, and recorded in Deed Book 1895, Page 655, aforesaid records; and as recorded on September 1965 in Deed Book 2022, Page 555, aforesaid records, AFFECTS THE SUBJECT PROPERTY.
- ITEM 16 Use restrictions as contained in that certain Warranty Deed from Williamsburg Village Limited Partnership, a Georgia limited partnership to John L. Kartos, dated March 31, 1989, filed for record March 8, 1989, and recorded in Deed Book 7591, Page 468, aforesaid records, AFFECTS THE SUBJECT PROPERTY.
- ITEM 17 Matters as would be disclosed by a current and accurate survey and inspection of the subject premises AFFECTS THE SUBJECT PROPERTY. THERE ARE EASEMENTS SHOWN HEREON THAT WERE TAKEN FROM SURVEY REFERENCE NO. 2 THAT WERE NOT PART OF THIS TITLE COMMITMENT.



COPYRIGHT 2010 AERO SURVEYS OF GA., INC. (NOT TO SCALE)

AS SURVEYED PROPERTY DESCRIPTIONS

TRACT 1
 All of that tract or parcel of land lying and being in Land Lot 196, 18th District, DeKalb County, Georgia and being more particularly described as follows:
 Commencing at the intersection of the north right-of-way line of Briarcliff Road with the east right-of-way line of Clairmont road (having a variable right-of-way), thence running along said right-of-way line of Clairmont Road North 70°58'41" East, a distance of 10.00 feet to a point; thence North 17°00'47" West, a distance of 112.31 feet to a scribed "x" placed thence, leaving said POINT OF BEGINNING, thence running along said right-of-way line of Clairmont Road, North 17°18'41" West, a distance of 294.25 feet to a 1/2" rebar found; thence leaving said right-of-way line of Clairmont Road and running along the south and west property lines of property now or formerly owned by FC Oaks, LLC the following metes and bounds; North 67°37'44" East, a distance of 147.86 feet to a point; North 81°07'50" East, a distance of 60.44 feet to a point; South 81°11'09" East, a distance of 109.88 feet to a chiseled "x" found; thence North 80°35'19" East, a distance of 74.89 feet to a chiseled "x" found; South 75°48'53" East, a distance of 156.03 feet to a chiseled "x" found; South 89°40'14" East, a distance of 80.53 feet to a 1/2" iron pin and plastic cap placed; South 22°44'51" East, a distance of 126.52 feet to a chiseled "x" found; North 67°07'59" East, a distance of 15.02 feet to a 1/2" iron pin and plastic cap placed; South 22°02'29" East, a distance of 184.27 feet to a chiseled "x" found; South 28°23'43" East, a distance of 75.31 feet to a chiseled "x" found on the north right-of-way line of Briarcliff Road (having an 80 foot right-of-way); thence running along said right-of-way line of Briarcliff Road, South 75°44'49" West, a distance of 218.89 feet to a point; thence continue along said right-of-way line of Briarcliff Road running southwest along the arc of a curve 232.18 feet, concave to the north, having a central angle of 12°31'52" and a radius of 1091.98 feet and being subtended by a chord which bears South 81°46'24" West, a distance of 231.70 feet to a 1/2" iron pin and plastic cap placed; thence leaving said right-of-way line of Briarcliff Road and running along the east and north property lines of property now or formerly owned by Mary Kartos the following metes and bounds: North 16°39'27" West, a distance of 177.02 feet to a nail found; South 73°40'58" West, a distance of 88.59 feet to a nail found; thence running along the east and north property lines of property now or formerly owned by Cordoba Property Group II, LLC, North 17°00'59" West, a distance of 21.25 feet to a nail placed; South 72°58'41" West, a distance of 109.70 feet to a scribed "x" placed and the POINT OF BEGINNING.
 Said tract containing 5.702 acres (248,364 SQ. FT.) and being Tract 1 as depicted on the ALTA / NSPS Land Title Survey prepared by Metro Engineering and Surveying Company, Inc. of McDonough, Georgia, dated 06-13-18, (Job No. 14378), last revised 06-24-22.

R-1 TRACT 2
 All of that tract or parcel of land lying and being in Land Lot 196, 18th District, DeKalb County, Georgia and being more particularly described as follows:
 Commencing at the intersection of the north right-of-way line of Briarcliff Road with the east right-of-way line of Clairmont road (having a variable right-of-way), thence running along said right-of-way line of Clairmont Road North 70°58'41" East, a distance of 10.00 feet to a point; thence North 17°00'47" West, a distance of 112.31 feet to a scribed "x" placed thence, leaving said right-of-way, N 72°58'41" E a distance of 109.70 feet to a nail placed; thence S 17°00'59" E a distance of 21.25 feet to a nail found at the base of a wall and the POINT OF BEGINNING; thence N 73°40'58" E a distance of 88.59 feet to a nail found; thence S 16°39'27" E a distance of 160.66 feet to a 1/2" iron pin and plastic cap placed on the north right-of-way line of Briarcliff Road; thence, along said right-of-way, N 89°15'14" W a distance of 91.95 feet to a 1/2" iron pin and plastic cap placed; thence, leaving said right-of-way, N 17°01'14" W a distance of 133.69 feet to a nail found at the base of a wall and the POINT OF BEGINNING.
 Said tract containing 0.298 acres (12,969 SQ. FT.) and being Tract 2 as depicted on the ALTA / NSPS Land Title Survey prepared by Metro Engineering and Surveying Company, Inc. of McDonough, Georgia, dated 06-13-18, (Job No. 14378), last revised 06-24-22.



ALTA/NSPS LAND TITLE & TOPOGRAPHIC SURVEY
 OF
 WILLIAMSBURG VILLAGE
 TAX PARCELS 18 196 03 006, 18 196 03 008 AND 18 196 03 010 R-1

PROPERTY INFORMATION	
LAND LOTS:	196
DISTRICT:	18th
SECTION:	NA
COUNTY:	DeKALB
STATE:	GEORGIA
CITY:	NA

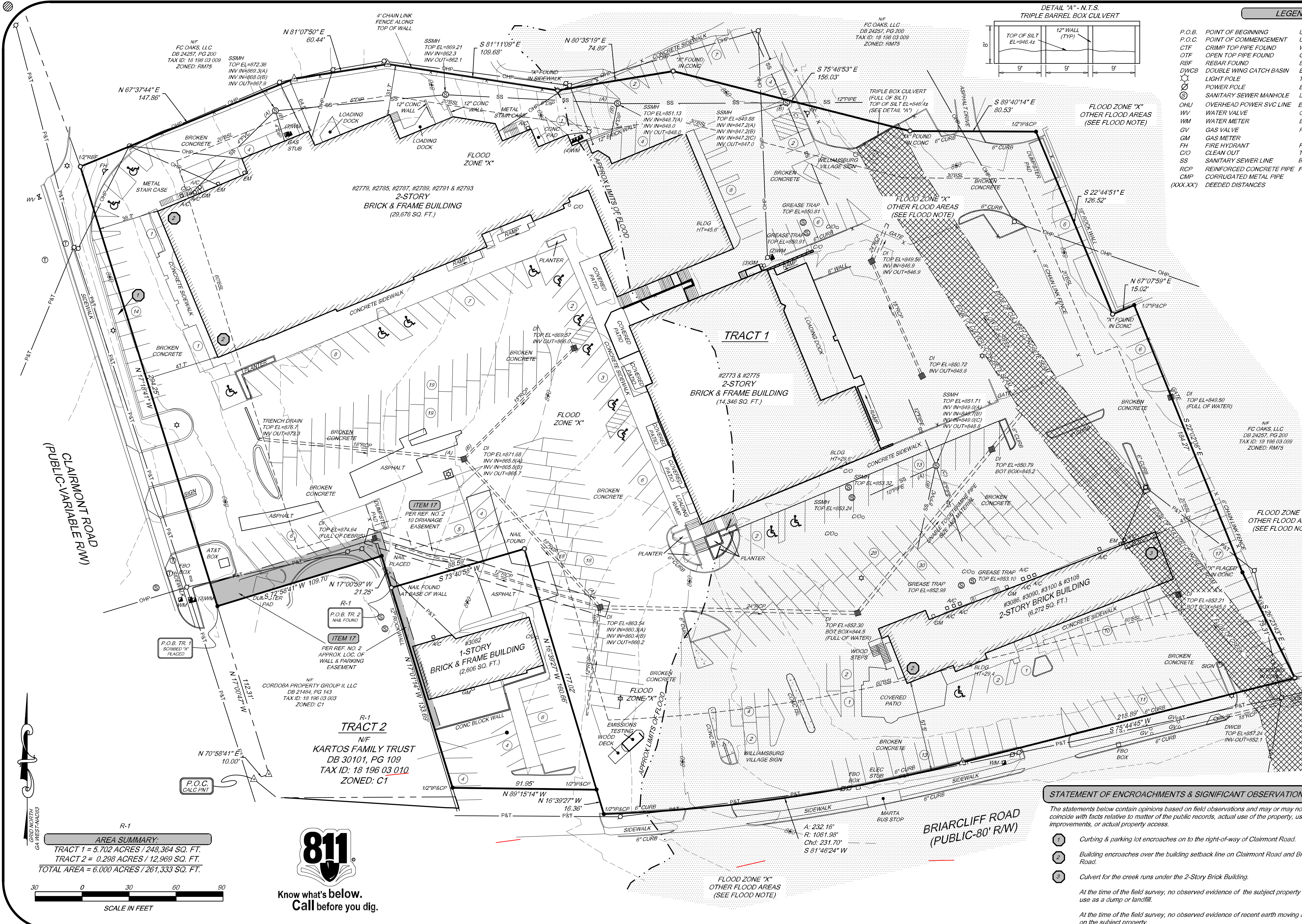
DRAWING INFORMATION	
DATE:	06-13-18
SCALE:	1"=30'
DWN JCS	R-1: 06-24-2022
CHKD:	JRG
JOB No.:	14378
FILE:	14378-ALTA-0

ALTA / NSPS CERTIFICATION

To: SIG Briarcliff LLC, REBA Briarcliff LLC and First American Title Insurance Company;
 This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b), 7(c), 8, 9, 11 (observed evidence only), 13, 14, 16, 17 and 19 of Table A thereof. The fieldwork was completed on 06-11-18.
 Date of Plat or Map: 06-13-2018
 JAMES R. GREEN: *James R. Green*



NOTE: REVISION R-1 CONSISTS OF THE ADDITION OF TRACT 2 TO THE TOTAL SITE AREA.



LEGEND

P.O.B.	POINT OF BEGINNING	UGT	UNDERGROUND TELEPHONE
P.O.C.	POINT OF COMMENCEMENT	UGP	UNDERGROUND POWER
CTF	CRIMP TOP PIPE FOUND	W	WATER MAIN
OTF	OPEN TOP PIPE FOUND	G	GAS MAIN
RFB	REBAR FOUND	BSL	BUILDING SETBACK LINE
DW/CB	DOUBLE WING CATCH BASIN	EOP	EDGE OF PAVEMENT
LP	LIGHT POLE	TRANS	TRANSMISSION LINE
PP	POWER POLE	EM	ELECTRIC TOWER
SSMH	SANITARY SEWER MANHOLE	LL	SANITARY SEWER MANHOLE
OHP	OVERHEAD POWER SVC LINE	EB	ELECTRIC BOX
WV	WATER VALVE	OHP	OVERHEAD POWER
WM	WATER METER	BLDG	BUILDING
GV	GAS VALVE	P&T	OVERHEAD POWER & TELEPHONE
GM	GAS METER	FEE	FIRE FLOOD ELEVATION
FM	FIRE HYDRANT	TW	TOP OF WALL
CS	CLEAN OUT	BC	BACK OF CURB (TOP)
SS	SANITARY SEWER LINE	BK/C	BACK OF CURB (TOP)
RCP	REINFORCED CONCRETE PIPE	FDC	FIRE DEPARTMENT CONNECTION
CMP	CORRUGATED METAL PIPE		
(XXX'XX')	DEEDED DISTANCES		

LOCATION MAP

SURVEYORS NOTES

CLOSURE STATEMENT

- THE FIELD DATA UPON WHICH THIS MAP OR PLAN IS BASED HAS A CLOSURE PRECISION OF 1 FOOT IN 63,295 FEET AND WAS ADJUSTED USING THE COMPASS RULE METHOD.
- THIS PLAN HAS BEEN CALCULATED FOR CLOSURE AND ITS ACCURACY IS 1 FOOT IN 200,312 FEET.

EQUIPMENT AND FIELD SURVEY STATEMENT

- LINEAR MEASUREMENTS AND ANGULAR MEASUREMENTS OBTAINED USING TCRA 1105 PLUS.
- FIELD SURVEY PERFORMED ON 06-11-18.

FLOOD ZONE

BASED ON GRAPHICAL INTERPRETATION, THIS PROPERTY IS SITUATED IN FLOOD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE 500 YEAR FLOODPLAIN) AND FLOOD ZONE "X" OTHER FLOOD AREAS (AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD) AS DEPICTED BY THE NFIP FLOOD INSURANCE RATE MAP NO. 1312102141F HAVING AN EFFECTIVE DATE OF MAY 16, 2013. USER OF THIS INFORMATION IS CAUTIONED THAT A MORE PRECISE FLOOD DELINEATION MAY BE NECESSARY.

ZONING

SITE IS ZONED C1 (LOCAL COMMERCIAL DISTRICT) PER DRAFT ZONING REPORT DATED 6-22-2018.

BUILDING SETBACKS

- FRONT THOROUGHFARES AND ARTERIALS (MIN./MAX. FEET) = 20 FEET / 60 FEET
- FRONT ALL OTHER STREETS (MIN./MAX. FEET) = 10 FEET / 60 FEET
- SIDE INTERIOR = 15 FEET
- REAR = 20 FEET

MAXIMUM BUILDING HEIGHT = 2 STORY/35 FEET.

SURVEYOR MAKES NO WARRANTY AS TO THE EFFECT OF ZONING TO THE CURRENT OR FUTURE USE OF THE SUBJECT PROPERTY. USER OF THIS MAP IS HEREBY CAUTIONED TO CONSULT THE APPROPRIATE GOVERNING BODY FOR FINAL INTERPRETATION CONCERNING ZONING.

PARKING SUMMARY

REGULAR = 305
HANDICAP = 14
TOTAL = 319

Parking Space Formula: Restaurant-Minimum: 1 space for each 150 squarefoot of floor area, but not less than 10 spaces (11,539 / 150 = 77)
Maximum: 1 space for each 75 square feet of floor area, but not less than 10 spaces (11,539 / 75 = 154)
Retail / Personal Services / Commercial Business Uses-Minimum: 1 space for each 500 square feet of floor area (72,674 / 500 = 145)
Maximum: 1 space for each 200 square feet of floor area (72,674 / 200 = 363)
(77 + 145 = 222)
(154 + 363 = 517)

Parking Spaces Required: Minimum-222 Total Parking Spaces
Maximum-517 Total Parking Spaces

Existing Parking Spaces: 305 Total Parking Spaces

UTILITIES

OVERHEAD AND UNDERGROUND UTILITIES THAT ARE SHOWN HEREON ARE BASED UPON FIELD SURFACE OBSERVATIONS AND AVAILABLE INFORMATION ON HAND AT THE TIME OF THE SURVEY. ONLY UTILITIES THAT WERE VISIBLE AND ACCESSIBLE WERE MEASURED. SITE EXCAVATION WAS NOT PERFORMED IN ANY WAY TO MEASURE ANY SUBSURFACE UTILITY OR FEATURE OF ANY TYPE. NOTICE IS HEREBY GIVEN THAT "KNOW WHATS BELOW" CALL BEFORE YOU DIG" UTILITY LOCATION SERVICE (811) SHOULD BE NOTIFIED PRIOR TO ANY EXCAVATION OF THE SITE.

STREAMS, BODIES OF WATER, & WETLANDS

ALL STREAMS, BODIES OF WATER, AND WETLANDS MAY BE SUBJECT TO STATE, COUNTY, AND LOCAL BUFFERS OR RESTRICTIONS. SURVEYOR MAKES NO INTERPRETATION REGARDING THESE BUFFERS OR RESTRICTIONS. USER OF THIS MAP IS CAUTIONED TO CONSULT WITH THE APPROPRIATE GOVERNING AUTHORITIES CONCERNING POSSIBLE BUFFERS OR RESTRICTIONS.

ARCHEOLOGICAL & HISTORIC

UNLESS SHOWN HEREON, NO GEOMETRIES, ARCHEOLOGICAL OR ARCHITECTURAL LANDMARKS ARE KNOWN TO EXIST ON THIS SITE. HOWEVER, SURVEYOR HAS NOT EXCAVATED THE SITE OR CONSULTED WITH A QUALIFIED PROFESSIONAL IN THIS FIELD FOR ABSOLUTE CONFORMANCE.

CERTIFICATION

THIS SURVEY WAS PREPARED FOR THE EXCLUSIVE USE FOR THE CLIENT NAMED HEREON AND REPRESENTS A SPECIFIC SCOPE OF SERVICES.

REFERENCES

- DEED BOOK 6384, PAGE 5.
- ALTA/NSPS LAND TITLE SURVEY PREPARED FOR CORDOBA PROPERTY GROUP II, LLC, BRANCH BANKING & TRUST COMPANY AND FIRST AMERICAN TITLE INSURANCE COMPANY PREPARED BY WATTS AND BROWNING ENGINEERS, INC. DATED 3-30-08, LAST REVISED 4-3-08.

HORIZONTAL & VERTICAL DATUM

HORIZONTAL AND VERTICAL DATUM WAS ESTABLISHED USING RTK GPS METHODS WITH CORRECTIONS FROM THE GPS NETWORK. HORIZONTAL DATUM IS GEORGIA STATE PLANE, WEST ZONE, NAD83 AND THE VERTICAL DATUM IS NAVD83.

AREA SUMMARY:
TRACT 1 = 5.702 ACRES / 248,364 SQ. FT.
TRACT 2 = 0.298 ACRES / 12,969 SQ. FT.
TOTAL AREA = 6.000 ACRES / 261,333 SQ. FT.

SCALE IN FEET

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

ALTA/NSPS LAND TITLE & TOPOGRAPHIC SURVEY

OF
WILLIAMSBURG VILLAGE R-1
TAX PARCELS 18 196 03 006, 18 196 03 008 AND 18 196 03 010

PROPERTY INFORMATION	
LAND LOTS:	196
DISTRICT:	18th
SECTION:	NA
COUNTY:	DEKALB
STATE:	GEORGIA
CITY:	NA

DRAWING INFORMATION	
DATE:	06-13-18
SCALE:	1"=30'
DWN JCS	R-1: 06-24-2022
CHK: JRG	
JOB No.:	14378
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ALTA / NSPS CERTIFICATION

To: SIG Briarcliff LLC, REBA Briarcliff LLC and First American Title Insurance Company;

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Date of Plat or Map: 06-13-2018

JAMES R. GREEN

FOR THE FIRM
METRO ENGINEERING & SURVEYING CO., INC.
GA. L.S.T. #00538

GEORGIA REGISTERED PROFESSIONAL SURVEYOR
No. 2543
JAMES R. GREEN

METRO ENGINEERING & SURVEYING CO., INC.
SURVEYORS - ENGINEERS - PHOTOGRAMMETRISTS
PROVIDING PROFESSIONAL SERVICE SINCE 1967
1469 Highway 20 West - McDonough, Georgia 30253
Phone: 770-707-0777 - Fax: 770-707-0755
www.metro-engineering.com

SHEET 2 OF 2

NOTE: REVISION R-1 CONSISTS OF THE ADDITION OF TRACT 2 TO THE TOTAL SITE AREA.

TRACT 1

All of that tract or parcel of land lying and being in Land Lot 196, 18th District, DeKalb County, Georgia and being more particularly described as follows:

Commencing at the intersection of the north right-of-way line of Briarcliff Road with the east right-of-way line of Clairmont road (having a variable right-of-way), thence running along said right-of-way line of Clairmont Road North 70°58'41" East, a distance of 10.00 feet to a point; thence North 17°00'47" West, a distance of 112.31 feet to a scribed "x" placed and the POINT OF BEGINNING; thence running along said right-of-way line of Clairmont Road, North 17°18'41" West, a distance of 294.25 feet to a ½" rebar found; thence leaving said right-of-way line of Clairmont Road and running along the south and west property lines of property now or formerly owned by FC Oaks, LLC the following metes and bounds; North 67°37'44" East, a distance of 147.86 feet to a point; North 81°07'50" East, a distance of 60.44 feet to a point; South 81°11'09" East, a distance of 109.68 feet to a chiseled "x" found; thence North 80°35'19" East, a distance of 74.89 feet to a chiseled "x" found; South 75°48'53" East, a distance of 156.03 feet to a chiseled "x" found; South 89°40'14" East, a distance of 80.53 feet to a ½" iron pin and plastic cap placed; South 22°44'51" East, a distance of 126.52 feet to a chiseled "x" found; North 67°07'59" East, a distance of 15.02 feet to a ½" iron pin and plastic cap placed; South 22°02'08" East, a distance of 184.27 feet to a chiseled "x" found; South 26°23'43" East, a distance of 75.31 feet to a chiseled "x" found on the north right-of-way line of Briarcliff Road (having an 80 foot right-of-way); thence running along said right-of-way line of Briarcliff Road, South 75°44'45" West, a distance of 218.89 feet to a point; thence continue along said right-of-way line of Briarcliff Road running southwest along the arc of a curve 232.16 feet, concave to the north, having a central angle of 12°31'32" and a radius of 1061.98 feet and being subtended by a chord which bears South 81°46'24" West, a distance of 231.70 feet to a ½" iron pin and plastic cap placed; thence leaving said right-of-way line of Briarcliff Road and running along the east and north property lines of property now or formerly owned by Mary Kartos the following meets and bounds; North 16°39'27" West, a distance of 177.02 feet to a nail found; South 73°40'58" West, a distance of 88.59 feet to a nail found; thence running along the east and north property lines of property now or formerly owned by Cordoba Property Group II, LLC; North 17°00'59" West, a distance of 21.25 feet a nail placed; South 72°58'41" West, a distance of 109.70 feet to a scribed "x" placed and the POINT OF BEGINNING.

Said tract containing 5.702 acres (248,364 SQ. FT.) and being Tract 1 as depicted on the ALTA / NSPS Land Title Survey prepared by Metro Engineering and Surveying Company, Inc. of McDonough, Georgia, dated 06-13-18. (Job No. 14378), last revised 06-24-22.

TRACT 2

All of that tract or parcel of land lying and being in Land Lot 196, 18th District, DeKalb County, Georgia and being more particularly described as follows:

Commencing at the intersection of the north right-of-way line of Briarcliff Road with the east right-of-way line of Clairmont road (having a variable right-of-way), thence running along said right-of-way line of Clairmont Road North $70^{\circ}58'41''$ East, a distance of 10.00 feet to a point; thence North $17^{\circ}00'47''$ West, a distance of 112.31 feet to a scribed "x" placed thence, leaving said right-of-way, N $72^{\circ}58'41''$ E a distance of 109.70 feet to a nail placed; thence S $17^{\circ}00'59''$ E a distance of 21.25 feet to a nail found at the base of a wall and the POINT OF BEGINNING; thence N $73^{\circ}40'58''$ E a distance of 88.59 feet to a nail found; thence S $16^{\circ}39'27''$ E a distance of 160.66 feet to a $\frac{1}{2}$ " iron pin and plastic cap placed on the north right-of-way line of Briarcliff Road; thence, along said right-of-way, N $89^{\circ}15'14''$ W a distance of 91.95 feet to a $\frac{1}{2}$ " iron pin and plastic cap placed; thence, leaving said right-of-way, N $17^{\circ}01'14''$ W a distance of 133.69 feet to a nail found at the base of a wall and the POINT OF BEGINNING;

Said tract containing 0.298 acres (12,969 SQ. FT.) and being Tract 2 as depicted on the ALTA / NSPS Land Title Survey prepared by Metro Engineering and Surveying Company, Inc. of McDonough, Georgia, dated 06-13-18. (Job No. 14378), last revised 06-24-22.

Drawing name: K:\ATL_Civil\017481004_3084 Briarcliff Road\CAD\Plansheets\Z1.00-ZONING SITE PLAN.dwg Z1.00 SITE PLAN Jun 29, 2022 5:52am by: Aaron Bailey



N/F
DB 24257, PG 200
TAX ID: 18 196 03 009
ZONED: MR-2

N/F
FC OAKS, LLC
DB 24257, PG 200
TAX ID: 18 196 03 009
ZONED: MR-2

N/F
CORDOBA PROPERTY
GROUP II, LLC
DB 21484, PG 143
TAX ID: 18 196 03 003
ZONED: C1

N/F
FC OAKS, LLC
DB 24257, PG 200
TAX ID: 18 196 03 009
ZONED: MR-2

ZONING SUMMARY:

SITE AREA	EXISTING	6.0 ACRES
ZONING	ZONING CLASSIFICATION	C1
	CURRENT	HR-3
	PROPOSED	
OVERLAY DISTRICT	N/A	
FUTURE LAND USE (COMPREHENSIVE PLAN)	EXISTING	CORE MIXED USE
	PROPOSED	CORE MIXED USE (NO CHANGE)
OPEN SPACE	REQ'D	15%
	PROVIDED	15%
OUTDOOR RECREATION AREA (5.7.7(G))	REQ'D	5%
	PROVIDED	5%
LOT COVERAGE (PERCENT IMPERVIOUS)	MAX	85%
	PROPOSED	85%
SETBACKS*	FRONT	10' MIN. / 20' MAX
	SIDE-CORNER	10' MIN. / 20' MAX
	SIDE-INTERIOR	0'
	REAR	20'
	*MEASURED FROM EXISTING PROPERTY BOUNDARY	
TRANSITIONAL BUFFER	HR-3 TO MR-2	30' (TYPE 'B')

DEVELOPMENT SUMMARY:

LAND USE	APARTMENTS ALLOWED	HR-3 MAX + BONUS TO SAP MAX 60 UNITS/ACRE - 90/ACRE
	PROPOSED	360 UNITS - 540 UNITS 392 UNITS (65.3 UNITS/ACRE)
BUILDING SUMMARY	MULTI-FAMILY	329,928 NRSF
	COMMERCIAL	36,802 GSF
PARKING SUMMARY	MULTI-FAMILY	REQ'D 588 SPACES (1.5 PER UNIT)
	COMMERCIAL	REQ'D 549 (1.4 PER UNIT)
	COMMERCIAL	REQ'D 178 SPACES (COMPOSITE 1/207 SF)
	COMMERCIAL	PROVIDED 182 SPACES (1/202 SF)
LOADING SUMMARY	REQUIRED	4 SPACES (INCL. 1 x XL SPACE)
	PROVIDED	2 SPACES (12' x 35' x 14' CLEAR)
BUILDING HEIGHT	MAX (BASE / BONUS)	PROPOSED 8 STORIES / NO LIMIT
	PROVIDED	1 TO 7 STORIES
FLOOD PLAIN	BASED ON GRAPHICAL INTERPRETATION, THIS PROPERTY IS SITUATED IN FLOOD ZONE "X" AS DEPICTED BY THE NFIP FLOOD INSURANCE RATE MAP NO. 13121C0241F HAVING AN EFFECTIVE DATE OF MAY 16, 2013.	

STREETSCAPE SUMMARY:

BRIARCLIFF ROAD NORTHEAST
(MINOR ARTERIAL - DEKALB CLASSIFICATION)
EDGE OF EXISTING TRAVEL LANE
24" CURB AND GUTTER
5' LANDSCAPE STRIP
10' MULTI-USE PATH
5' LANDSCAPE STRIP

CLAIRMONT ROAD
(STATE ROUTE 155 (MAJOR ARTERIAL - DEKALB CLASSIFICATION))
EDGE OF PROPOSED TRAVEL LANE
30" CURB AND GUTTER
4' LANDSCAPE STRIP
10' MULTI-USE PATH
6' LANDSCAPE STRIP

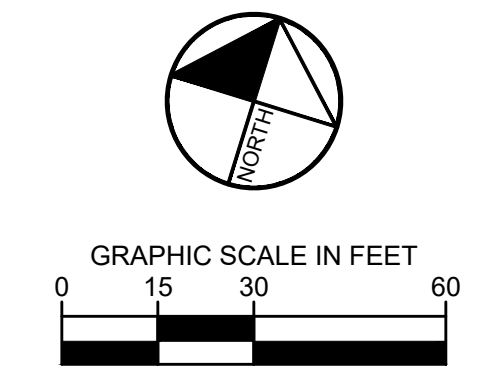
Kimley Horn
6500 BIRCHMOUNT ROAD, SUITE 200
ATLANTA, GA 30339
PHONE: (770) 825-0744
WWW.KIMLEYHORN.COM

STEIN INVESTMENT GROUP
3300 CUMBERLAND BLVD SE, SUITE 200
ATLANTA, GA 30339
PHONE: 770.986.3118

NO.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

PROJECT SILVER
2551 FARBURN ROAD, DOUGLASVILLE, GA 30135
LAND LOT 108 & 130, 1ST DISTRICT
PARCEL ID: 01300150008, 01300150007, 01300150016

GSWCC NO. (LEVEL II)	0000095761
DRAWN BY	AB
DESIGNED BY	BH
REVIEWED BY	BH
DATE	2022-06-29
PROJECT NO.	014514001
TITLE	ZONING SITE PLAN
SHEET NUMBER	Z1.00



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

MOORE

URBAN FORESTRY

5962 LAKE LANIER HEIGHTS RD.
BUFORD, GEORGIA 30518

(770) 530-4114
MOOREURBANFORESTRY@CHARTER.NET

PREPARED FOR:

KIMLEY - HORN
817 W Peachtree St NW
#601
Atlanta, Ga. 30308

PROJECT NAME:

Briarcliff East

TASK:

Arborist Report

PROJECT INFORMATION:

Briarcliff East

Project Name

Project Number

Project Address

Land Lot No.(s)

District

Atlanta, GA, DeKalb

City, State, County

DATE

REVISION

No. 1 2 3 4 5 6 7 8 9

TVM DESIGN AS SHOWN SCALE

MMM DRAWN

T1

TVM CHECKED SHEET

6/24/2022 DATE PROJECT No.

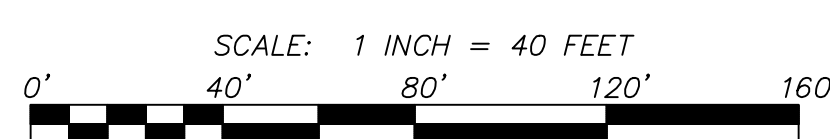
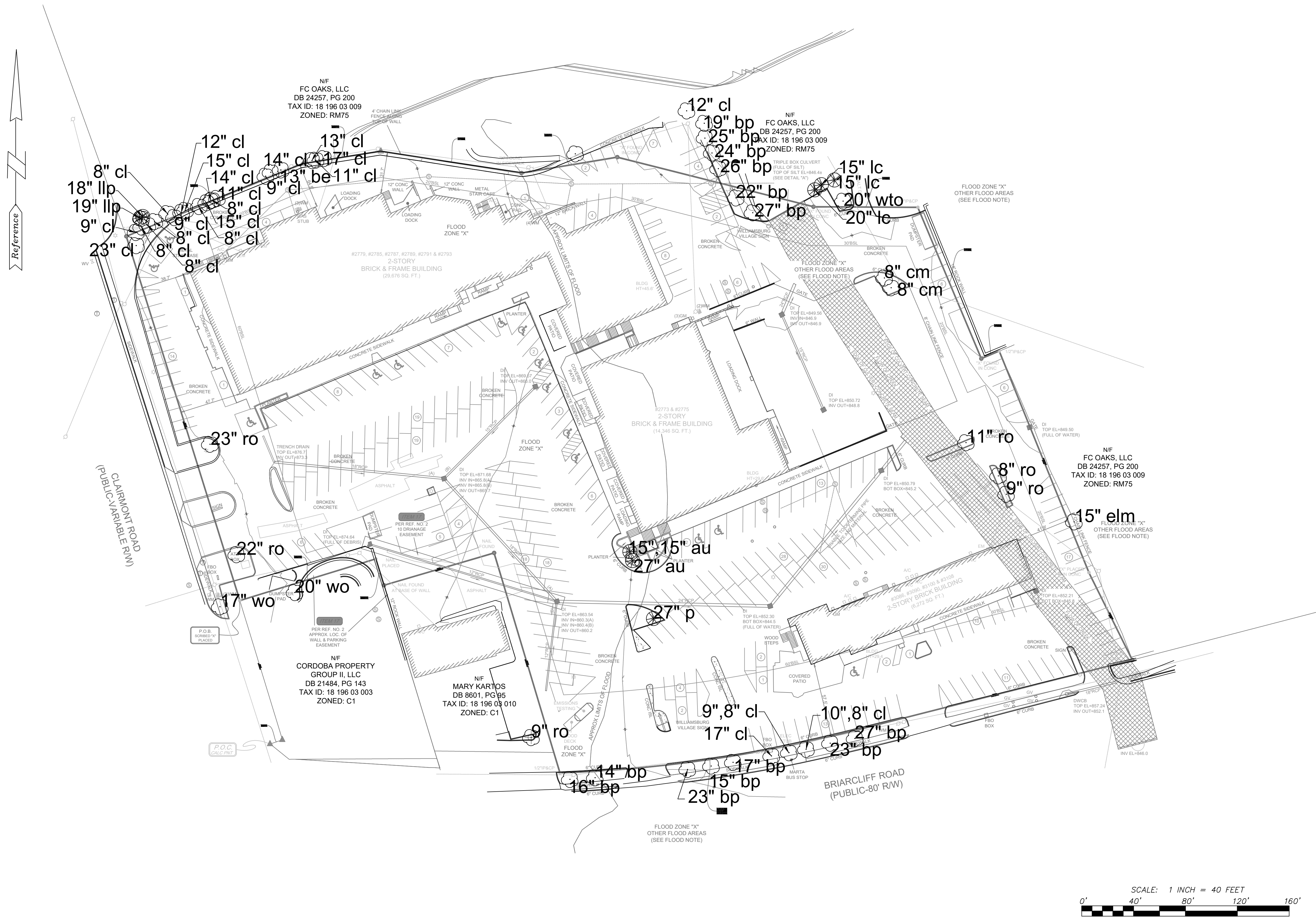
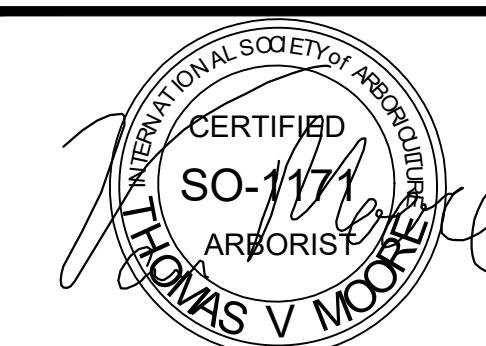
Tree Legend

au	Araucaria
be	Boxelder
bp	Bradford Pear
cl	Cherry Laurel
cm	Crepe Myrtle
lc	Leyland Cypress
llp	Loblolly Pine
p	Pine
ro	Red Oak
sm	Silver Maple
wo	White Oak
wto	Water Oak

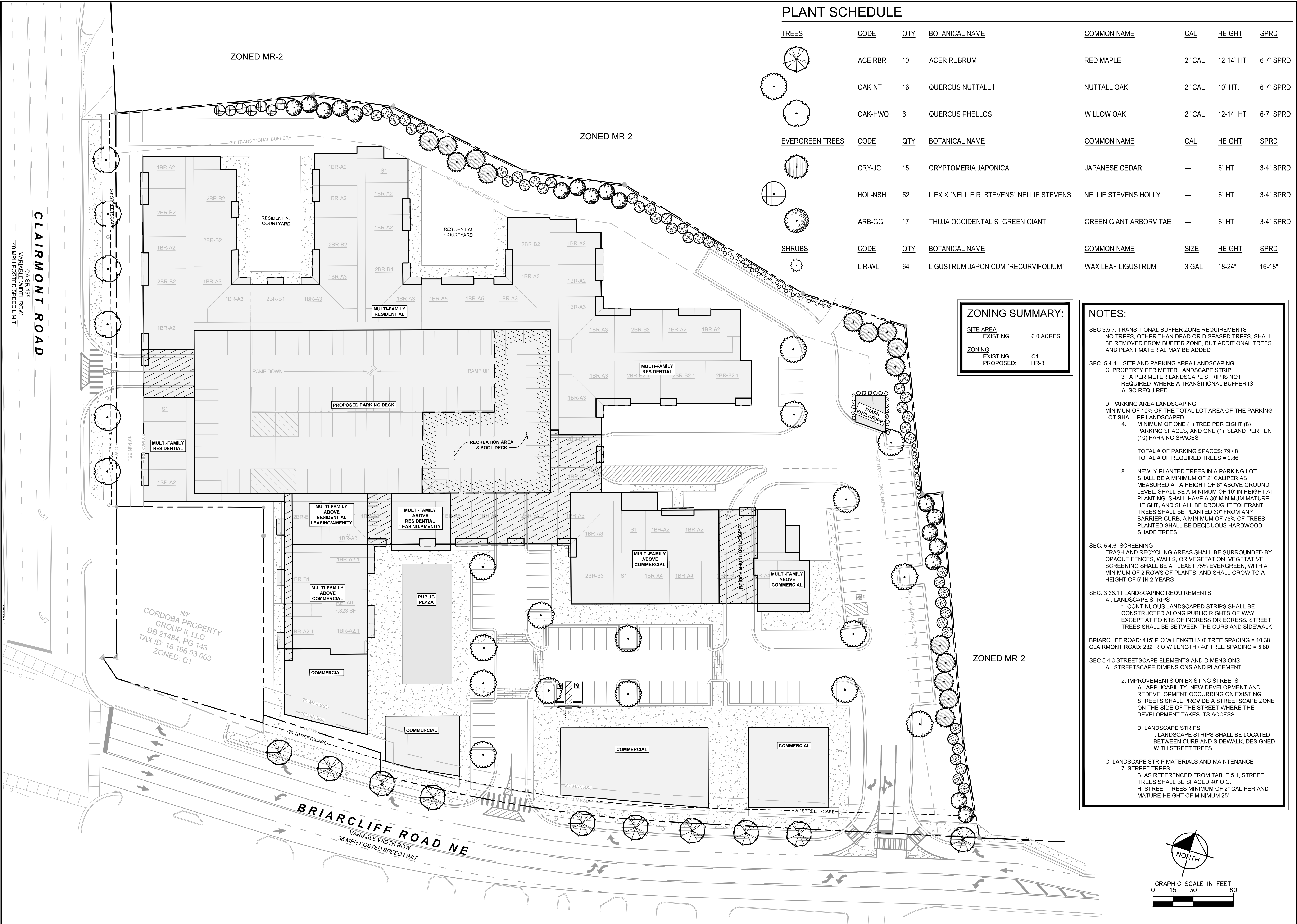
NO SPECIMEN TREES
WERE FOUND ON SITE

Landscape Tree Survey Data

Size (Inches)	Type (Common Name)	Condition
23	Cherry Laurel	Good
23	Red Oak	Fair
22	Red Oak	Fair
15,15	Araucaria	Poor
27	Araucaria	Poor
27	Pine	Good
8	Red Oak	Poor
9	Red Oak	Poor
11	Red Oak	Poor
8	Crepe Myrtle	Fair
8	Crepe Myrtle	Fair



Drawing name: K:\ATL_Civil\01748\100_3084 Briarcliff Road\CAD\Plansheets\L1-00 - LA ZONING SITE PLAN.dwg REZONING SITE PLAN Jun 29, 2022 9:31am by: Kate Winn



PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CAL	HEIGHT	SPRD
	ACE RBR	10	ACER RUBRUM	RED MAPLE	2" CAL	12-14' HT	6-7' SPRD
	OAK-NT	16	QUERCUS NUTTALLII	NUTTALL OAK	2" CAL	10' HT.	6-7' SPRD
	OAK-HWO	6	QUERCUS PHELLOS	WILLOW OAK	2" CAL	12-14' HT	6-7' SPRD
EVERGREEN TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CAL	HEIGHT	SPRD
	CRY-JC	15	CRYPTOMERIA JAPONICA	JAPANESE CEDAR	--	6' HT	3-4' SPRD
	HOL-NSH	52	ILEX X 'NELLIE R. STEVENS' NELLIE STEVENS	NELLIE STEVENS HOLLY	--	6' HT	3-4' SPRD
	ARB-GG	17	THUJA OCCIDENTALIS 'GREEN GIANT'	GREEN GIANT ARBORVITAE	--	6' HT	3-4' SPRD
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	SPRD
	LIR-WL	64	LIGUSTRUM JAPONICUM 'RECURVIFOLIUM'	WAX LEAF LIGUSTRUM	3 GAL	18-24"	16-18"

ZONING SUMMARY:

SITE AREA
EXISTING: 6.0 ACRES

ZONING
EXISTING: C1
PROPOSED: HR-3

NOTES:

SEC 3.5.7. TRANSITIONAL BUFFER ZONE REQUIREMENTS
NO TREES, OTHER THAN DEAD OR DISEASED TREES, SHALL BE REMOVED FROM BUFFER ZONE, BUT ADDITIONAL TREES AND PLANT MATERIAL MAY BE ADDED

SEC. 5.4.4. - SITE AND PARKING AREA LANDSCAPING
C. PROPERTY PERIMETER LANDSCAPE STRIP
3. A PERIMETER LANDSCAPE STRIP IS NOT REQUIRED WHERE A TRANSITIONAL BUFFER IS ALSO REQUIRED

D. PARKING AREA LANDSCAPING
MINIMUM OF 10% OF THE TOTAL LOT AREA OF THE PARKING LOT SHALL BE LANDSCAPED
4. MINIMUM OF ONE (1) TREE PER EIGHT (8) PARKING SPACES, AND ONE (1) ISLAND PER TEN (10) PARKING SPACES
TOTAL # OF PARKING SPACES: 79 / 8
TOTAL # OF REQUIRED TREES = 9.86

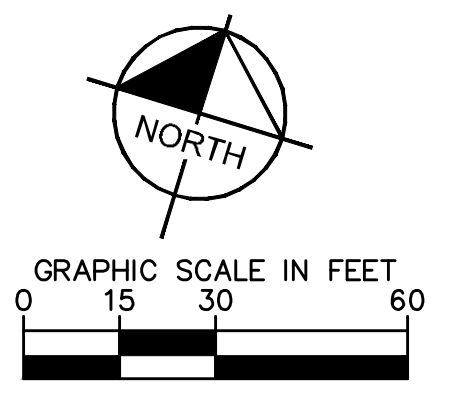
8. NEWLY PLANTED TREES IN A PARKING LOT SHALL BE A MINIMUM OF 2" CALIPER AS MEASURED AT A HEIGHT OF 6" ABOVE GROUND LEVEL, SHALL BE A MINIMUM OF 10' IN HEIGHT AT PLANTING, SHALL HAVE A 30' MINIMUM MATURE HEIGHT, AND SHALL BE DROUGHT TOLERANT. TREES SHALL BE PLANTED 30" FROM ANY BARRIER CURB. A MINIMUM OF 75% OF TREES PLANTED SHALL BE DECIDUOUS HARDWOOD SHADE TREES.

SEC. 5.4.6. SCREENING
TRASH AND RECYCLING AREAS SHALL BE SURROUNDED BY OPAQUE FENCES, WALLS, OR VEGETATION. VEGETATIVE SCREENING SHALL BE AT LEAST 75% EVERGREEN, WITH A MINIMUM OF 2 ROWS OF PLANTS, AND SHALL GROW TO A HEIGHT OF 6' IN 2 YEARS

SEC. 3.36.11 LANDSCAPING REQUIREMENTS
A. LANDSCAPE STRIPS
1. CONTINUOUS LANDSCAPED STRIPS SHALL BE CONSTRUCTED ALONG PUBLIC RIGHTS-OF-WAY EXCEPT AT POINTS OF INGRESS OR EGRESS. STREET TREES SHALL BE BETWEEN THE CURB AND SIDEWALK.

BRIARCLIFF ROAD: 415' R.O.W LENGTH / 40' TREE SPACING = 10.38
CLAIRMONT ROAD: 232' R.O.W LENGTH / 40' TREE SPACING = 5.80

SEC 5.4.3 STREETScape ELEMENTS AND DIMENSIONS
A. STREETScape DIMENSIONS AND PLACEMENT
2. IMPROVEMENTS ON EXISTING STREETS
A. APPLICABILITY, NEW DEVELOPMENT AND REDEVELOPMENT OCCURRING ON EXISTING STREETS SHALL PROVIDE A STREETScape ZONE ON THE SIDE OF THE STREET WHERE THE DEVELOPMENT TAKES ITS ACCESS
D. LANDSCAPE STRIPS
1. LANDSCAPE STRIPS SHALL BE LOCATED BETWEEN CURB AND SIDEWALK, DESIGNED WITH STREET TREES
C. LANDSCAPE STRIP MATERIALS AND MAINTENANCE
7. STREET TREES
B. AS REFERENCED FROM TABLE 5.1, STREET TREES SHALL BE SPACED 40' O.C.
H. STREET TREES MINIMUM OF 2" CALIPER AND MATURE HEIGHT OF MINIMUM 25'



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ATLANTA, GA 30326
PHONE: 770.580.2480

NO.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

BRIARCLIFF EAST
3084 BRIARCLIFF ROAD, ATLANTA, GA 30329
LAND LOT 196, 18TH DISTRICT
PARCEL ID: 18-196-03-008 & 18-196-03-010
18-196-03-010

GSWCC NO. (LEVEL II) 0000022363
DRAWN BY PQ
DESIGNED BY TML
REVIEWED BY KCW
DATE 06/28/2022
PROJECT NO. 017481004
TITLE
REZONING PLAN
SHEET NUMBER
L1-00

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



SD ELEVATION - CLAIRMONT ROAD

SCHEMATIC ELEVATIONS

BRIARCLIFF EAST

06/28/22
 LAS #11566-00
 0 16 32 64'



SD ELEVATION - BRIARCLIFF ROAD RETAIL



SD ELEVATION - BRIARCLIFF ROAD RESIDENTIAL

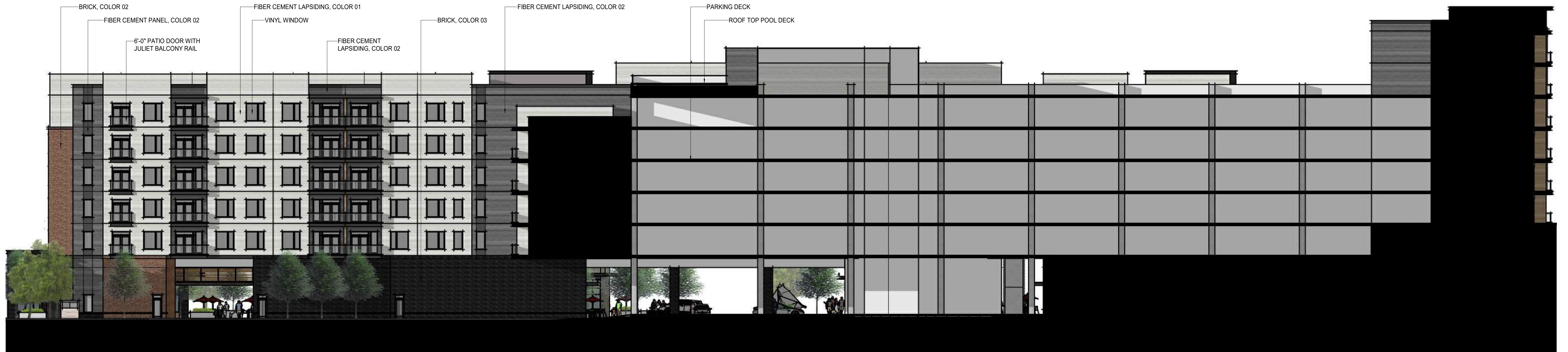
SCHEMATIC ELEVATIONS

BRIARCLIFF EAST

06/28/22
 LAS #11566-00
 0 16 32 64'



SD ELEVATION - REAR

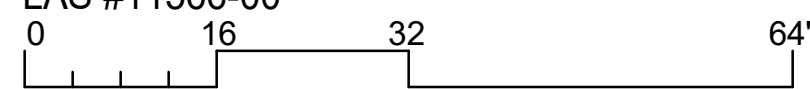


SD ELEVATION - DRIVETHRU ENTRANCE

SCHEMATIC ELEVATIONS

BRIARCLIFF EAST

06/28/22
LAS #11566-00





SD ELEVATION - SIDE ALLEY



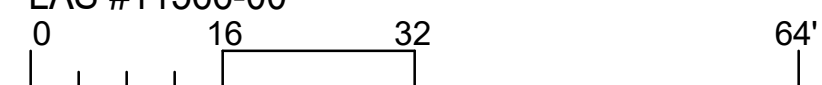
SD ELEVATION - BRIARCLIFF RETAIL INTERIOR

SCHEMATIC ELEVATIONS

BRIARCLIFF EAST

06/28/22

LAS #11566-00



Chief Executive Officer
Michael Thurmond

DEPARTMENT OF PLANNING & SUSTAINABILITY

Director
Andrew A. Baker, AICP

PRE-APPLICATION FORM
REZONE, SPECIAL LAND USE PERMIT, MODIFICATION, AND LAND USE
(Required prior to filing application: signed copy of this form must be submitted at filing)

Applicant Name(s): SGR (Den Webb / Alex Brode)

Phone: (404) 815-3500 Email: djwebb@sgrlaw.com

Property Address: 3084 BRIARCLIFF RD. (WIMSBURG PLAZA)

Tax Parcel ID: 18-196-03-006 Comm. District(s): 236 Acreage: _____

Existing Use: shopping center Proposed Use multi-fam. res. w/ qf comm.

Supplemental Regs: NO Overlay District: NO DRI: _____

Rezoning: Yes _____ No _____

Existing Zoning: C-1 Proposed Zoning: HR-3 Square Footage/Number of Units: 1-2 story, 37k sf commercial
392 units

Rezoning Request: Rezone from C-1 to HR-3 for (65 w/ac.)
development of m-f residential with m-f height - 6 stories
accessory retail on ground floor and along Briarcliff Rd.

Land Use Plan Amendment: Yes _____ No X

Existing Land Use: NC Proposed Land Use: _____ Consistent _____ Inconsistent _____
(max 24 w/ac. but property is governed by Briarcliff-Clairmont SAP)

Special Land Use Permit: Yes _____ No X

Special Land Use Request(s) _____

Major Modification: Yes _____ No X

Existing Case Number(s): _____

Condition(s) to be modified:

DEPARTMENT OF PLANNING & SUSTAINABILITY

WHAT TO KNOW BEFORE YOU FILE YOUR APPLICATION

Pre-submittal Community Meeting: Review Calendar Dates: PC: BOC:
 Letter of Intent: Impact Analysis: Owner Authorization(s): Campaign Disclosure:
 Zoning Conditions: Community Council Meeting: Public Notice, Signs:
 Tree Survey, Conservation: Land Disturbance Permit (LDP): Sketch Plat:
 Bldg. Permits: Fire Inspection: Business License: State License:
 Lighting Plan: Tent Permit: Submittal Format: NO STAPLES, NO BINDERS PLEASE

Review of Site Plan

Density: Density Bonuses: Mix of Uses: Open Space: Enhanced
 Open Space: Setbacks: front sides side corner rear Lot Size:
 Frontage: Street Widths: Bicycle Lanes: Landscape Strips: Buffers:
 Parking Lot Landscaping: Parking - Auto: Parking - Bicycle: Screening:
 Streetscapes: Sidewalks: Fencing/Walls: Bldg. Height: Bldg.
 Orientation: Bldg. Separation: Bldg. Materials: Roofs: Fenestration:
 Façade Design: Garages: Pedestrian Plan: Perimeter Landscape Strip:
 Possible Variances: unknown at this stage

Comments: Drive-through under a podium (for a coffee shop) - possible
text amendment? Traffic improvements on Briardiff - mainly to create
consistent three-lane. Reducing curb cuts. Restore buffers on north s.
 Planner: Mulora Furman Date 6/22/22
east sides.

Filing Fees

REZONING:	RE, RLG, R-100, R-85, R-75, R-60, MHP, RSM, MR-1	\$500.00
	RNC, MR-2, HR-1, HR-2, HR-3, MU-1, MU-2, MU-3, MU-4, MU-5	\$750.00
	OI, OD, OIT, NS, C1, C2, M, M2	\$750.00
LAND USE MAP AMENDMENT		\$500.00
SPECIAL LAND USE PERMIT		\$400.00



Traffic Impact Study

Briarcliff East

DeKalb County, Georgia

Report Prepared:

June 2022

Prepared for:

Stein Investment Group

Prepared by:

Kimley»»Horn

Kimley-Horn and Associates, Inc.
3930 East Jones Bridge Road, Suite 350
Peachtree Corners, GA 30092
June 2022
017481008

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Appendix C: Volume Development

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1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the *Briarcliff East* development, which is expected to be completed in 2026 (referred to herein as “build-out year”). This study evaluates the impact of constructing 392 multi-family apartments, approximately 5,000 SF of fitness club, 7,000 SF of office, 5,000 SF of retail, 5,000 SF of bodega (small market), 19,000 SF of restaurant. The proposed site is located in the northeast quadrant of the intersection of Clairmont Road (SR 155/US 23) at Briarcliff Road in DeKalb County, Georgia.

The site is currently comprised of approximately 26,896 SF of office, 22,000 SF of retail, 32,424 SF of retail, and 13,395 SF of United States Postal Service. All existing structures are proposed to be demolished with the redevelopment of the site. Some of the buildings are currently in operation (approximately 50%) and generating traffic.

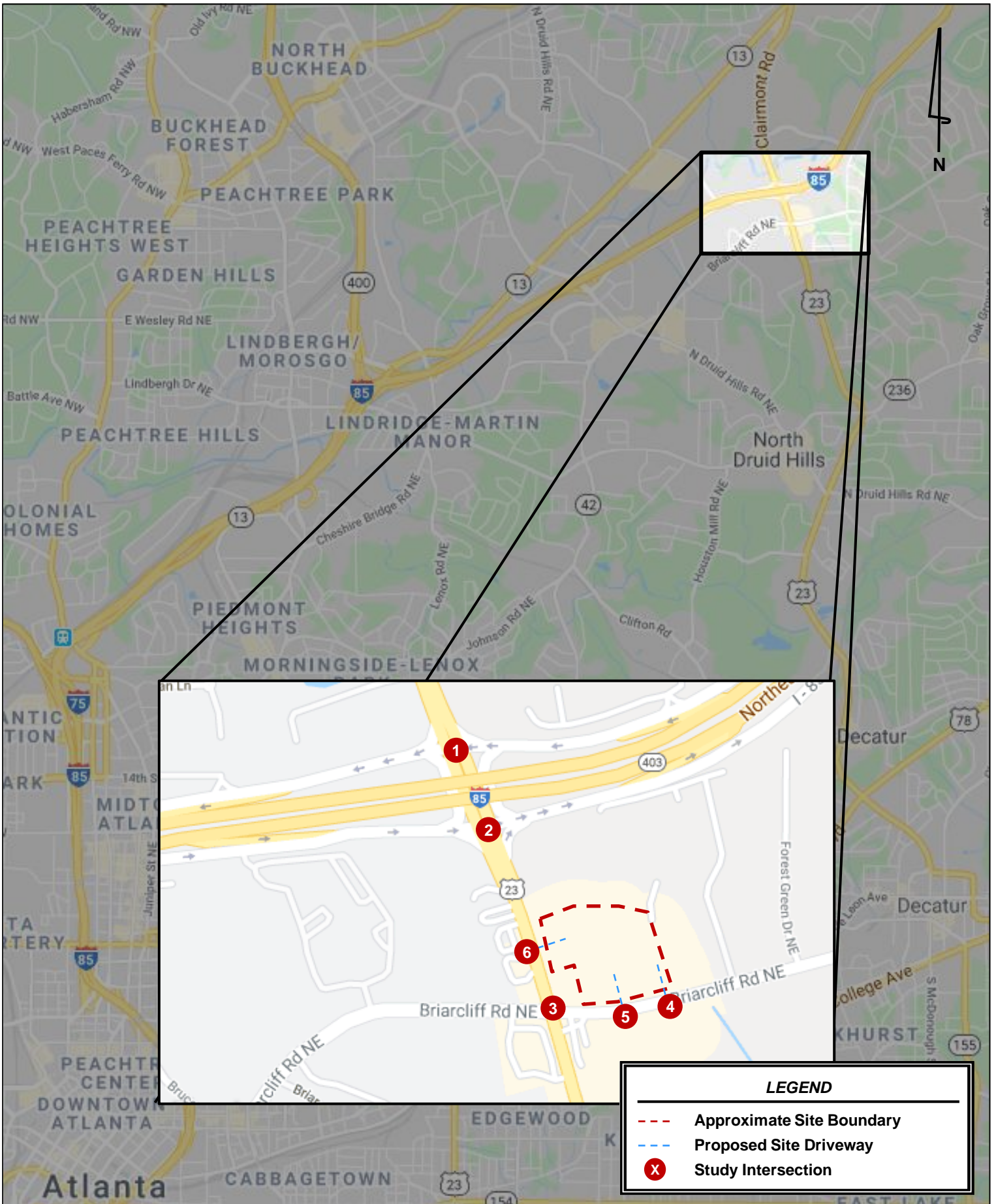
Figure 1 provides a location map of the project site. **Figure 2** provides an aerial image that captures the project site and the study roadway network. A site plan is also included in **Appendix A**.

2.0 STUDY AREA DETERMINATION

The study area consists of the following four (4) intersections:

1. Clairmont Road (SR 155/US 23) at I-85 SB Ramps (Signalized)
2. Clairmont Road (SR 155/US 23) at I-85 NB Ramps (Signalized)
3. Clairmont Road (SR 155/US 23) at Briarcliff Road (Signalized)
4. Briarcliff Road at Private Driveway / Proposed Site Driveway A (Unsignalized)

For purposes of the traffic impact study, I-85, Briarcliff Road, and Proposed Site Driveway C are considered to have an east-west orientation. Clairmont Road (SR 155/US 23), Proposed Site Driveway A and Proposed Site Driveway B are considered to have a north-south orientation.





3.0 EXISTING TRAFFIC CONDITIONS

The roadways within the study network have the following characteristics:

Clairmont Road (SR 155/US 23) is a four-lane, principal arterial with turn lanes and a posted speed limit of 40 MPH. GDOT counts taken north of Briarcliff Road indicate an AADT of 43,300 vehicles per day in 2019.

Briarcliff Road is a four-lane minor arterial with turn lanes and a posted speed limit of 35 MPH in the vicinity of the study network. GDOT counts taken west of Clairmont Road (SR 155/US 23) indicate an AADT of 12,000 vehicles per day in 2019.

I-85 is a twelve-lane, interstate with a posted speed limit of 65 MPH in the vicinity of the study network. GDOT counts taken west of the I-85/Clairmont Road interchange indicate an AADT of 222,000 vehicles per day in 2019. The I-85 exit ramps each include a free-flow U-turn slip lane under the I-85 bridge deck for vehicles to directly access I-85 entrance ramps or I-85 Access Road without merging into travel lanes on Clairmont Road (SR 155/US 23).

Vehicle peak hour turning movement counts were performed at the following study intersections:

1. Clairmont Road (SR 155/US 23) at I-85 SB Ramps (Signalized)
2. Clairmont Road (SR 155/US 23) at I-85 NB Ramps (Signalized)
3. Clairmont Road (SR 155/US 23) at Briarcliff Road (Signalized)
4. Briarcliff Road at Private Driveway / Proposed Site Driveway A (Unsignalized)

The turning movement counts were collected on Thursday, June 9, 2022. **Table 1** shows the AM and PM peak hours for each intersection.

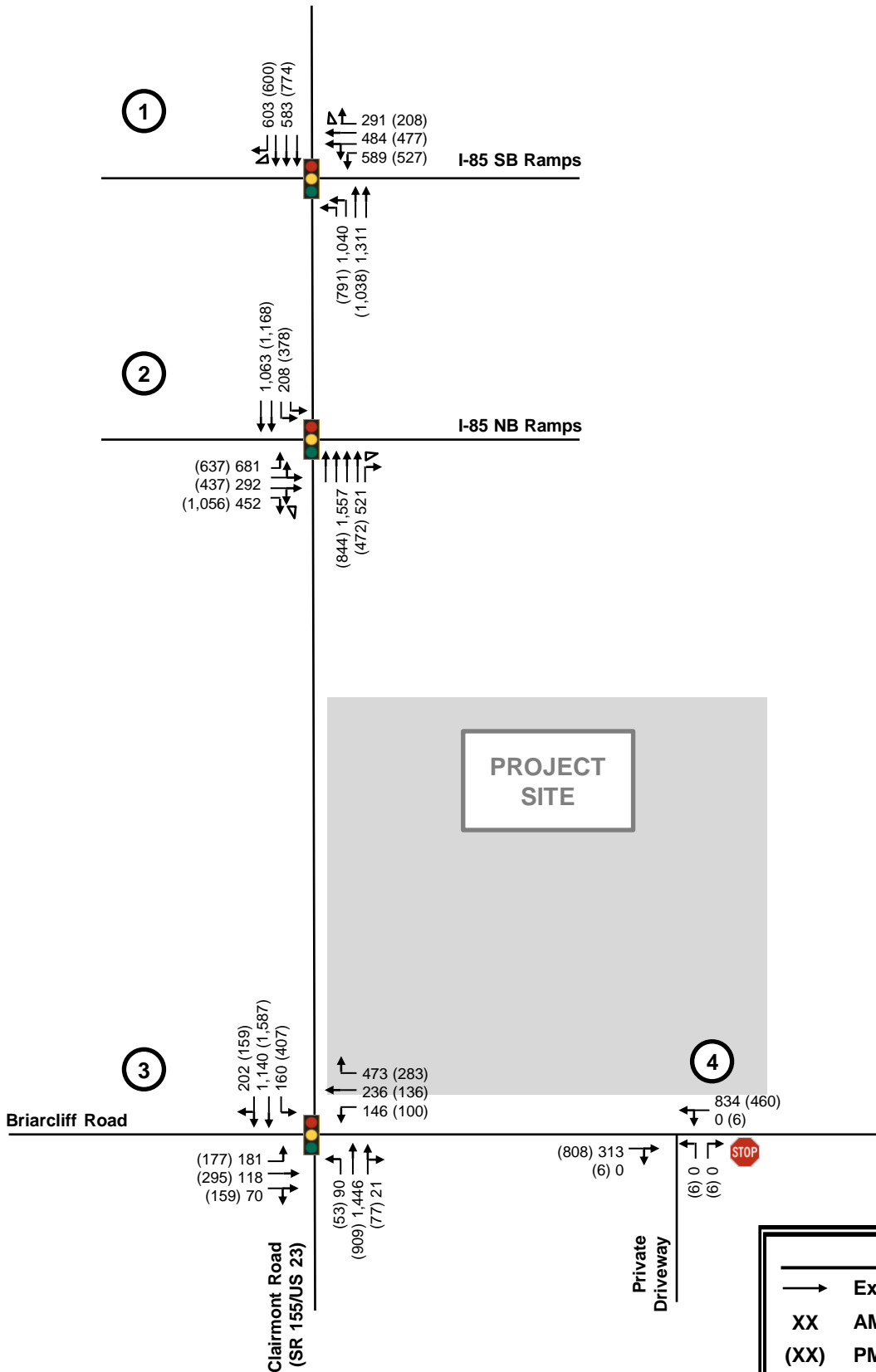
Intersection	AM Peak Hour	PM Peak Hour
1. Clairmont Road (SR 155/US 23) at I-85 SB Ramps	8:00 AM – 9:00 AM	5:00 PM – 6:00 PM
2. Clairmont Road (SR 155/US 23) at I-85 NB Ramps	8:00 AM – 9:00 AM	4:30 PM – 5:30 PM
3. Clairmont Road (SR 155/US 23) at Briarcliff Road	8:00 AM – 9:00 AM	4:15 PM – 5:15 PM
4. Briarcliff Road at Private Driveway / Proposed Site Driveway A	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM

3.1 CALIBRATION FACTORS

Per guidance outlined within GDOT’s Design Traffic Forecasting Manual, the existing 2022 peak hour traffic volumes were seasonally adjusted by monthly and daily factors to develop ‘annual average’ conditions to calibrate the counts collected in June 2022. The monthly and daily factors applied were based on GDOT’s latest available pre-COVID 2019 Traffic Factors (Factor Group 8).

Additionally, due to COVID-19's impact on traffic, the existing turning movement counts were further calibrated based on historical turning movement count data collected on Thursday, March 7, 2019 at the intersection of Clairmont Road (SR 155/US 23) at Briarcliff Road. The historical turning movement count data was used to calibrate the 2022 traffic counts. As a result of the volume comparison, it was determined that a COVID-19 calibration factor of 1.32 and 1.12 should be used for the AM and PM peak hours, respectively. The volume comparison is shown in a tabular format in **Appendix C**.

Figure 3 illustrates the Existing 2022 peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout). The complete traffic count data is provided in **Appendix B**.



Note: Turning movement counts were collected in June 2022. The AM and PM volumes were calibrated by factors of 1.32 and 1.12, respectively, to account for seasonality and COVID-19.

LEGEND

- Existing Laneage
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- Existing Traffic Signal
- Existing Stop Control
- Intersection Reference Number

4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

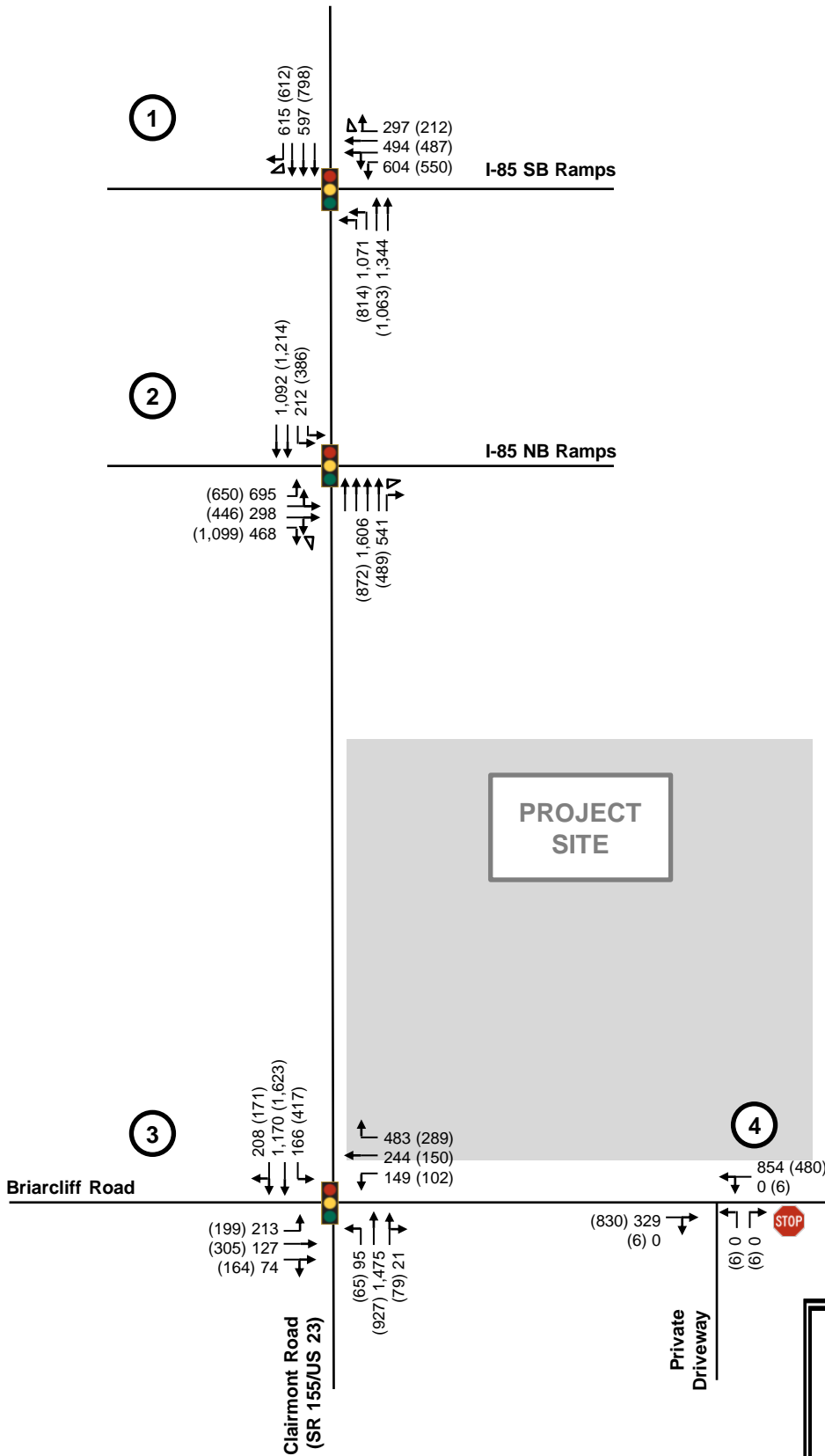
Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the *Briarcliff East* development. The existing 2022 peak hour traffic volumes were increased by 0.5% per year for four (4) years to account for the expected background growth in traffic through year 2026, build-out of the project. **Figure 4** illustrates the Projected 2026 No-Build traffic volumes.

4.1 FUTURE ROADWAY / INTERSECTION PROJECTS

The Atlanta Regional Commission’s “Atlanta Region’s Plan”, the DeKalb County SPLOST project list, and GDOT’s GeoPI system were researched to identify any currently programmed transportation projects that may impact the study network during the analysis period. One (1) project was identified in the vicinity of the site and are shown below in **Table 2**.

PI#	Build Year	Description
0015956 (GDOT)*	2026	This project proposes to provide a raised median, additional through lane, and sidewalks (where nonavailable) along Clairmont Road (SR 155/US 23) from I-85 NB Exit Ramp to Audubon Drive.

To present a more conservative analysis, no planned improvements were considered in this analysis. Additional details about the projects listed above are provided in **Appendix E**.



LEGEND

- Existing Laneage
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- Existing Traffic Signal
- STOP Existing Stop Control
- (X) Intersection Reference Number

5.0 PROJECT TRAFFIC

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

5.1 PROJECT SITE ACCESS

Currently, there are 5 driveways serving the site. However, access to the site is proposed to be provided via three (3) site driveways, which are shown on the proposed site plan in **Appendix A**. A brief description of the site driveways are as follows:

- Proposed Site Driveway A (Intersection 4) – a proposed full-movement driveway along Briarcliff Road. The existing driveway will be removed and the proposed driveway will be aligned with the existing private driveway located south of Briarcliff Road approximately 650 feet east of the intersection of Clairmont Road (SR 155/US 23) at Briarcliff Road (Intersection 3). The driveway will consist of one (1) ingress lane and two (2) egress lane on site, and an exclusive left- and right-turn lane along Briarcliff Road entering the site.
- Proposed Site Driveway B (Intersection 5) – two (2) existing full-movement driveways will be consolidated into one (1) proposed right-in/right-out driveway along Briarcliff Road located approximately 330 feet east of the intersection of Clairmont Road (SR 155/US 23) at Briarcliff Road (Intersection 3). The intersection is proposed to consist of one (1) ingress lane and one (1) egress lane on site.
- Proposed Site Driveway C (Intersection 6) – two (2) existing full-movement driveways will be consolidated into one (1) proposed right-in/right-out driveway along Clairmont Road (SR 155/US 23) approximately 245 feet north of the intersection of Clairmont Road (SR 155/US 23) at Briarcliff Road (Intersection 3). The intersection is proposed to consist of one (1) ingress lane and one (1) egress lane on site.

An additional fire access drive is proposed to be provided along Clairmont Road (SR 155/US 23) approximately 430 feet north of the intersection of Clairmont Road (SR 155/US 23) at Briarcliff Road (Intersection 3). The proposed site driveways provide vehicular access to the entire development. Internal, private drives throughout the site provide access to all buildings and parking facilities. Refer to the site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

5.2 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition*, using equations where available. Trip generation for the proposed development was calculated based upon the following land uses:

- Land Use 221: Multi-Family Housing (Low-Rise)
- Land Use 492: Fitness Club
- Land Use 712: Small Office Building
- Land Use 822: Strip Retail (<40k SF)
- Land Use 850: Supermarket
- Land Use 930: Fast Casual Restaurant
- Land Use 932: High-Turnover (Sit-Down) Restaurant

Reductions to gross trips were considered in the analysis, including internal capture (mixed-use) reductions and pass-by reductions.

Mixed-Use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. The retail and restaurant establishments proposed for the project are expected to generate pass-by trips.

Table 3 summarizes the gross and net trip generation for the proposed development upon full build-out (2022). **Appendix C** provides the detailed trip generation worksheet for the proposed development.

Table 3: Project Trip Generation Summary

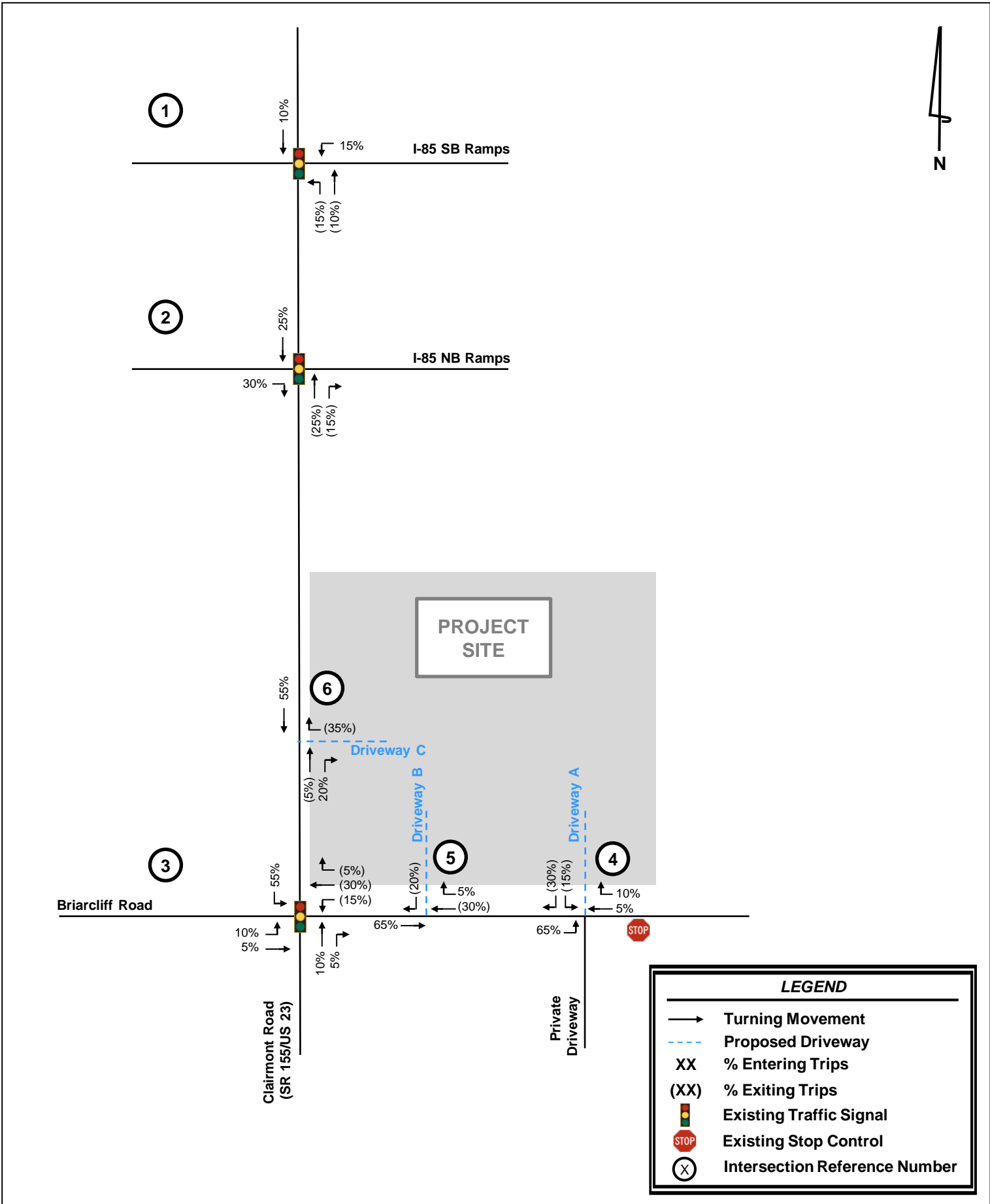
ITE Code	Land Use	Density	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
221	Multi-Family Housing (Low-Rise)	392 units	912	912	37	124	93	60
492	Fitness Club*	5,000 SF	85	85	4	3	10	7
712	Small Office Building	7,000 SF	50	50	10	2	5	10
822	Strip Retail (<40k SF)	5,000 SF	220	220	11	7	24	24
850	Supermarket	5,000 SF	478	478	8	6	34	34
930	Fast Casual Restaurant	9,000 SF	437	437	7	6	62	51
932	High-Turnover (Sit-Down)	10,000 SF	536	536	53	43	56	35
Total Gross Trips			2,718	2,718	130	191	284	221
<i>Mixed-Use Reductions</i>			-356	-356	-23	-23	-102	-102
<i>Pass-By Reductions</i>			-387	-387	0	0	-20	-20
Total Net Trips			1,975	1,975	107	168	162	99

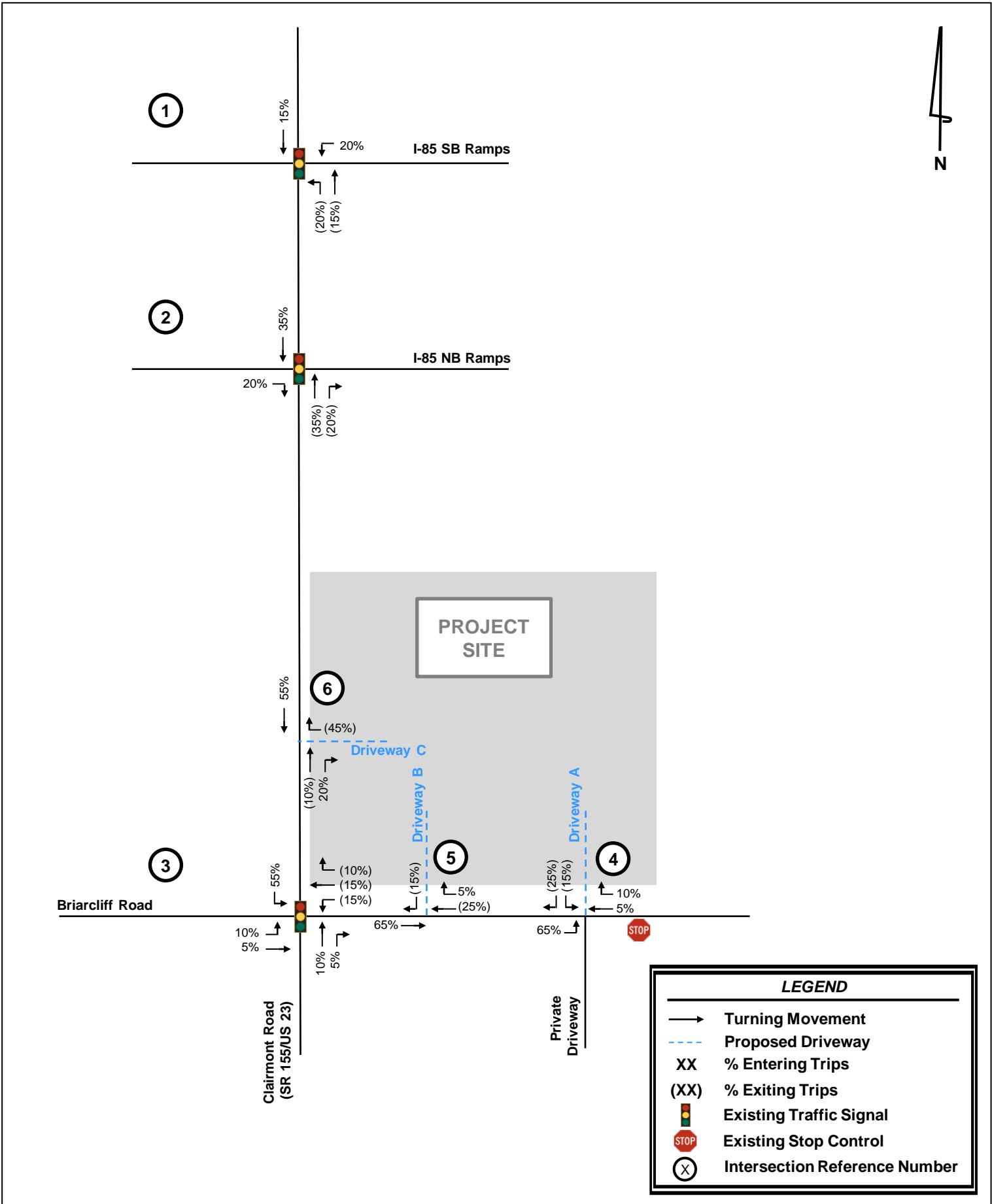
*Note: ITE does not provide daily traffic data points for LUC 492 Fitness Club. It was assumed that the PM Peak accounts for 10% of daily traffic generated by this land use.

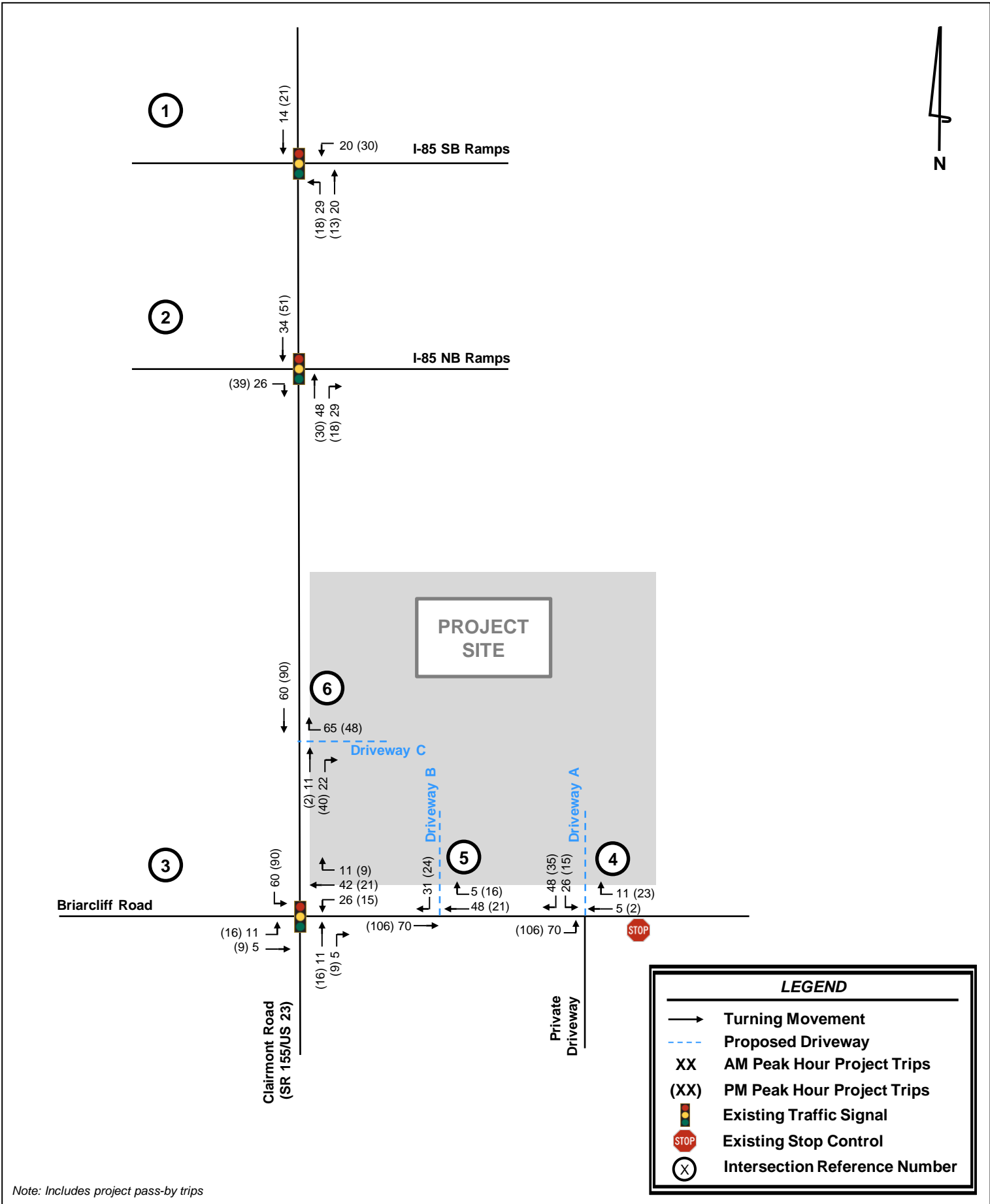
It should be noted that the existing land uses on the site currently generate traffic. All the uses on the site are proposed to be demolished and will no longer generate traffic. However, existing traffic currently generated by the site was not reduced for a more conservative analysis.

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

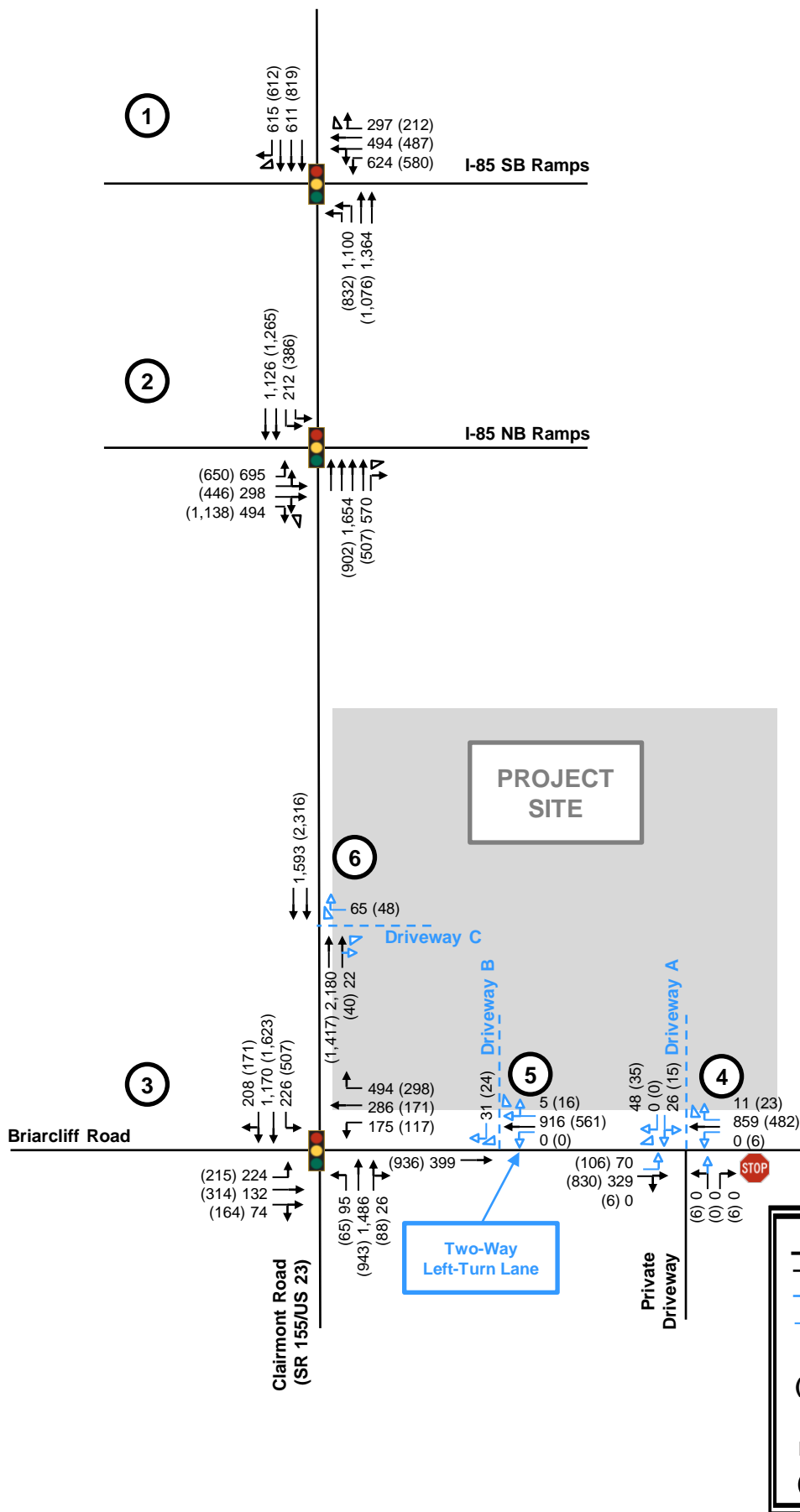
The directional distribution and assignment of adding new trips (project trips) related to the proposed development was based on a review of land uses and population densities in the area, and a review of the existing travel patterns in the area. Detailed trip distribution and assignment for both residential and non-residential land uses are shown in **Figure 5** and **Figure 6**, respectively. Based on trip generation from **Table 3** and the anticipated trip distribution, new project trips were assigned to the study roadway network. **Figure 7** illustrates the new project trips distributed throughout the study network for the Projected 2026 Build conditions. **Figure 8** illustrates the Projected 2026 Build traffic volumes for the AM and PM peak hours. **Appendix C** provides intersection volume worksheets for all study intersections.







Note: Includes project pass-by trips



LEGEND

- Existing Laneage
- Proposed Laneage
- - - Proposed Driveway
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- 🚦 Existing Traffic Signal
- 🛑 Existing Stop Control
- ⊗ Intersection Reference Number

6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro 11*. *Synchro* software uses methodologies contained in the *Highway Capacity Manual, 6th Edition* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

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

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

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

In addition to the Existing (Calibrated) 2022 conditions, an analysis was performed for the AM and PM peak hours under Projected 2026 No-Build and Build traffic conditions. The results of the LOS analysis are summarized for the AM and PM peak hours in **Table 4**. The *Synchro* analysis reports are included in **Appendix D**.

Table 4: Level-of-Service Summary
LOS (Delay in Seconds)

Intersection	Control	Approach	Existing (Calibrated) 2022		Projected 2026 No-Build		Projected 2026 Build	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Clairmont Road (SR 155/US 23) at I-85 SB Ramps	Signal	Overall	E (58.5)	D (39.7)	E (62.9)	D (43.5)	E (65.3)	D (46.1)
2. Clairmont Road (SR 155/US 23) at I-85 NB Ramps	Signal	Overall	C (28.3)	C (29.9)	C (29.4)	C (31.6)	C (30.2)	C (33.1)
3. Clairmont Road (SR 155/US 23) at Briarcliff Road	Signal	Overall	E (56.2)	C (33.1)	E (57.1)	C (33.5)	E (59.2)	D (46.2)
4. Briarcliff Road at Private Driveway/Site Driveway A	TWSC	NB	A (0.0)	C (15.0)	A (0.0)	C (22.3)	A (0.0)	C (24.4)
		SB					D (25.9)	C (16.7)
		EBL					B (11.8)	A (9.1)
		WBL	A (0.0)	A (9.6)	A (0.0)	A (9.7)	A (0.0)	A (9.7)
5. Briarcliff Road at Site Driveway B	RIRO	SB					C (18.7)	B (12.7)
6. Clairmont Road (SR 155/US 23) at Site Driveway C	RIRO	WB					E (36.8)	C (17.1)

*As stated above, low levels-of-service for side-street approaches are not uncommon as vehicles may experience greater delay turning onto a major roadway

As shown in **Table 4**, the analysis indicates that under Existing 2022 conditions, the intersection of Clairmont Road (SR 155/US 23) at I-85 SB Ramps (Intersection 1) and the intersection of Clairmont Road (SR 155/US 23) at Briarcliff Road (Intersection 3) both currently operate at LOS E during the AM peak hour. These intersections are expected to continue to operate at LOS E during the AM peak hour under Projected 2026 No-Build conditions and Projected 2026 Build conditions.

The westbound approach for the intersection of Clairmont Road (SR 155/US 23) at Proposed Site Driveway C (Intersection 6) is expected to operate at LOS E during the AM peak hour under Projected 2026 Build conditions. It should be noted that low levels-of-service for side-street approaches are not uncommon as vehicles may experience greater delay turning onto a major roadway.

All other study intersections and movements are projected to operate at LOS D or better during all scenarios.

7.0 INTERSECTION CONTROL EVALUATION (ICE)

Per GDOT's Policy, Intersection Control Evaluation (ICE) was performed for the site driveway along Clairmont Road (SR 155/US 23). The intent of ICE is to determine the most effective intersection design/traffic control at a given intersection.

The intersection of Clairmont Road (SR 155/US 23) at Site Driveway East is proposed to be converted from a full-movement driveway to a right-in/right-out (RIRO) controlled driveway. The proposed intersection control is expected to reduce the number of turning movements at the intersection and is in agreement with

the proposed median along Clairmont Road (SR 155/US 23); therefore, a waiver form has been prepared in place of ICE Stages 1 and 2 forms.

The ICE waiver form for the intersection of Clairmont Road (SR 155/US 23) at Proposed Site Driveway C is provided in **Appendix F**.

8.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *Briarcliff East* development located in the northeast quadrant of the intersection of Clairmont Road (SR 155/US 23) at Briarcliff Road in DeKalb County, Georgia. The development will include 392 multi-family apartments, approximately 5,000 SF of fitness club, 7,000 SF of office, 5,000 SF of retail, 5,000 SF of bodega (small market), 19,000 SF of restaurant. The study network, which consists of four (4) existing intersections, was analyzed for the weekday AM and PM peak hours under Existing 2022 conditions, Projected 2026 No-Build conditions (four years of background traffic growth), Projected 2026 Build conditions (Projected 2026 No-Build conditions plus traffic generated by the proposed *Briarcliff East* development).

The intersections of Clairmont Road (SR 155/US 23) at I-85 SB Ramps (Intersection 1) and Clairmont Road (SR 155/US 23) at Briarcliff Road (Intersection 3) currently operate at LOS E during the AM peak hour under Existing (Calibrated) 2022 conditions. These intersections are projected to continue operating at LOS E during the AM peak hour under Projected 2026 No-Build conditions and Projected 2026 Build conditions.

Additionally, the westbound approach for the intersection of Clairmont Road (SR 155/US 23) at Proposed Site Driveway C (Intersection 6) is expected to operate at LOS E during the AM peak hour under Projected 2026 Build conditions. It should be noted that low levels-of-service for side-street approaches are not uncommon as vehicles may experience greater delay turning onto a major roadway.

All other study intersections and movements are projected to operate at LOS D or better during all scenarios.

Kimley-Horn and Associates, Inc. recommends site access improvements based on the results of this study. Site access improvements, or “Build” recommendations, are needed to serve the background road network traffic plus the *Briarcliff East* development traffic.

8.1 SITE-ACCESS IMPROVEMENT RECOMMENDATIONS

Based on the results of this study, Kimley-Horn and Associates, Inc. recommends the following site-access improvements to serve the Projected 2026 Build traffic conditions (note: this would be the improvements needed to serve the traffic associated with the *Briarcliff East* development).

- Intersection 4 – Briarcliff Road at Private Driveway / Proposed Site Driveway A
 - To operate as full-movement driveway
 - On the site, construct one (1) ingress lane entering the site and two (2) egress lane exiting the site
 - Provide one (1) exclusive eastbound left-turn lane and one (1) exclusive westbound right-turn lane along Briarcliff Road at the Proposed Site Driveway A
- Intersection 5 – Briarcliff Road at Proposed Site Driveway B
 - To operate as right-in/right-out
 - On the site, construct one (1) ingress lane entering the site and one (1) egress lane exiting the site
- Intersection 6 – Clairmont Road (SR 155/US 23) at Proposed Site Driveway C
 - To operate as right-in/right-out
 - On the site, construct one (1) ingress lane entering the site and one (1) egress lane exiting the site

Site Plan

Drawing name: K:\ATL_Civil\017481004_3084 Briarcliff Road\CAD\Plansheets\Z1.00-ZONING SITE PLAN.dwg Z1.00 SITE PLAN Jun 29, 2022 5:52am by: Aaron Bailey



N/F
DB 24257, PG 200
TAX ID: 18 196 03 009
ZONED: MR-2

N/F
FC OAKS, LLC
DB 24257, PG 200
TAX ID: 18 196 03 009
ZONED: MR-2

N/F
CORDOBA PROPERTY
GROUP II, LLC
DB 21484, PG 143
TAX ID: 18 196 03 003
ZONED: C1

N/F
FC OAKS, LLC
DB 24257, PG 200
TAX ID: 18 196 03 009
ZONED: MR-2

ZONING SUMMARY:

SITE AREA	EXISTING	6.0 ACRES
ZONING	ZONING CLASSIFICATION	C1
	CURRENT	HR-3
	PROPOSED	HR-3
OVERLAY DISTRICT	N/A	
FUTURE LAND USE (COMPREHENSIVE PLAN)	EXISTING	CORE MIXED USE
	PROPOSED	CORE MIXED USE (NO CHANGE)
OPEN SPACE	REQ'D	15%
	PROVIDED	15%
OUTDOOR RECREATION AREA (5.7.7(G))	REQ'D	5%
	PROVIDED	5%
LOT COVERAGE (PERCENT IMPERVIOUS)	MAX	85%
	PROPOSED	85%
SETBACKS*	FRONT	10' MIN. / 20' MAX
	SIDE-CORNER	10' MIN. / 20' MAX
	SIDE-INTERIOR	0'
	REAR	20'
*MEASURED FROM EXISTING PROPERTY BOUNDARY		
TRANSITIONAL BUFFER	HR-3 TO MR-2	30' (TYPE 'B')

DEVELOPMENT SUMMARY:

LAND USE	APARTMENTS ALLOWED	HR-3 MAX + BONUS TO SAP MAX 60 UNITS/ACRE - 90/ACRE
	PROPOSED	360 UNITS - 540 UNITS 392 UNITS (65.3 UNITS/ACRE)
BUILDING SUMMARY	MULTI-FAMILY	329,928 NRSF
	COMMERCIAL	36,802 GSF
PARKING SUMMARY	MULTI-FAMILY	REQ'D 588 SPACES (1.5 PER UNIT)
	COMMERCIAL	REQ'D 549 (1.4 PER UNIT)
	COMMERCIAL	PROVIDED 178 SPACES (COMPOSITE 1/207 SF)
	COMMERCIAL	PROVIDED 182 SPACES (1/202 SF)
LOADING SUMMARY	REQUIRED	4 SPACES (INCL. 1 x XL SPACE)
	PROVIDED	2 SPACES (12' x 35' x 14' CLEAR)
BUILDING HEIGHT	MAX (BASE / BONUS)	PROPOSED 8 STORIES / NO LIMIT
	PROVIDED	1 TO 7 STORIES
FLOOD PLAIN	BASED ON GRAPHICAL INTERPRETATION, THIS PROPERTY IS SITUATED IN FLOOD ZONE "X" AS DEPICTED BY THE NFIP FLOOD INSURANCE RATE MAP NO. 13121C0241F HAVING AN EFFECTIVE DATE OF MAY 16, 2013.	

STREETSCAPE SUMMARY:

BRIARCLIFF ROAD NORTHEAST
(MINOR ARTERIAL - DEKALB CLASSIFICATION)
EDGE OF EXISTING TRAVEL LANE
24" CURB AND GUTTER
5' LANDSCAPE STRIP
10' MULTI-USE PATH
5' LANDSCAPE STRIP

CLAIRMONT ROAD
(STATE ROUTE 155 (MAJOR ARTERIAL - DEKALB CLASSIFICATION))
EDGE OF PROPOSED TRAVEL LANE
30" CURB AND GUTTER
4' LANDSCAPE STRIP
10' MULTI-USE PATH
6' LANDSCAPE STRIP

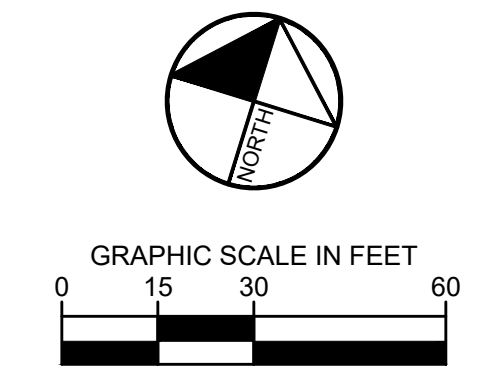
Kimley Horn
6500 BIRCHMOUNT ROAD, SUITE 200
ATLANTA, GA 30339
PHONE: (770) 825-0744
WWW.KIMLEYHORN.COM

STEIN INVESTMENT GROUP
3300 CUMBERLAND BLVD SE, SUITE 200
ATLANTA, GA 30339
PHONE: 770-986-3118

NO.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

PROJECT SILVER
2551 FARBURN ROAD, DOUGLASVILLE, GA 30135
LAND LOT 108 & 130, 1ST DISTRICT
PARCEL ID: 01300150008, 01300150007, 01300150016

GSWCC NO. (LEVEL II)	0000095761
DRAWN BY	AB
DESIGNED BY	BH
REVIEWED BY	BH
DATE	2022-06-29
PROJECT NO.	014514001
TITLE	ZONING SITE PLAN
SHEET NUMBER	Z1.00



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

Traffic Count Data

Bi-Directional Class Count || NB EB 15min

Atlanta, GA



www.marrtraffic.com

Site 5
GA-155 Clairmont Rd,
north of Briarcliff Rd NE

Date
Thursday, June 9, 2022

Weather
Mostly Cloudy
76°F

Lat/Long
33.838752°, -84.312381°

[Click here for Map](#)

0000 - 2400 (24h Session) (06-09-2022)
NB EB 15min

Time	Northbound (Movement 5.1)				15min Total	60min Total
	Bikes	1-3	4-7	8-13		
0000-0015	0	53	1	0	54	
0015-0030	0	34	0	0	34	
0030-0045	0	33	0	0	33	
0045-0100	0	23	0	0	23	144
0100-0115	0	29	0	0	29	
0115-0130	0	18	0	0	18	
0130-0145	0	15	0	0	15	
0145-0200	0	23	0	0	23	85
0200-0215	0	18	0	0	18	
0215-0230	0	16	0	0	16	
0230-0245	0	15	0	0	15	
0245-0300	0	12	0	1	13	62
0300-0315	0	15	1	0	16	
0315-0330	0	17	0	0	17	
0330-0345	0	20	0	0	20	
0345-0400	0	15	0	0	15	68
0400-0415	0	12	1	0	13	
0415-0430	0	9	0	0	9	
0430-0445	0	23	2	0	25	
0445-0500	0	31	1	0	32	79
0500-0515	0	32	0	0	32	
0515-0530	0	49	1	0	50	
0530-0545	0	61	1	1	63	
0545-0600	0	73	1	0	74	219
0600-0615	0	94	3	0	97	
0615-0630	0	128	4	0	132	
0630-0645	0	187	2	2	191	
0645-0700	0	188	2	0	190	610
0700-0715	0	240	3	0	243	
0715-0730	0	305	3	0	308	
0730-0745	0	358	1	1	360	
0745-0800	0	402	6	0	408	1319
0800-0815	0	402	4	2	408	
0815-0830	0	401	8	0	409	
0830-0845	0	443	6	3	452	
0845-0900	0	425	7	1	433	1702
0900-0915	0	409	6	0	415	
0915-0930	0	395	9	0	404	
0930-0945	0	361	6	1	368	
0945-1000	0	355	3	0	358	1545
1000-1015	0	294	12	1	307	
1015-1030	0	319	8	1	328	
1030-1045	0	307	7	3	317	
1045-1100	0	311	12	1	324	1276
1100-1115	0	277	6	0	283	
1115-1130	0	289	5	1	295	
1130-1145	0	347	8	0	355	
1145-1200	0	345	17	1	363	1296
1200-1215	0	333	7	0	340	
1215-1230	0	357	16	0	373	
1230-1245	0	330	10	2	342	
1245-1300	0	351	6	3	360	1415
1300-1315	0	358	5	0	363	
1315-1330	0	352	3	0	355	
1330-1345	0	345	11	1	357	
1345-1400	0	338	5	0	343	1418
1400-1415	0	291	11	0	302	
1415-1430	0	311	5	3	319	
1430-1445	0	347	6	0	353	
1445-1500	0	338	4	0	342	1316
1500-1515	0	369	2	1	372	
1515-1530	0	328	8	0	336	
1530-1545	0	330	7	1	338	
1545-1600	0	337	5	0	342	1388
1600-1615	0	341	6	1	348	
1615-1630	0	331	4	0	335	
1630-1645	0	321	4	1	326	
1645-1700	0	299	5	0	304	1313
1700-1715	0	341	4	1	346	
1715-1730	0	305	6	0	311	
1730-1745	0	351	4	1	356	
1745-1800	0	315	3	0	318	1331
1800-1815	0	283	8	1	292	
1815-1830	0	293	6	0	299	
1830-1845	0	277	1	0	278	
1845-1900	0	268	4	1	273	1142
1900-1915	0	276	5	0	281	
1915-1930	0	266	1	1	268	
1930-1945	0	259	4	0	263	
1945-2000	0	242	4	0	246	1058
2000-2015	0	232	1	0	233	
2015-2030	0	269	4	0	273	
2030-2045	0	198	1	1	200	
2045-2100	0	196	1	0	197	903
2100-2115	0	203	1	0	204	
2115-2130	0	187	2	0	189	
2130-2145	0	167	1	1	169	
2145-2200	0	157	3	0	160	722
2200-2215	0	149	1	0	150	
2215-2230	0	143	0	0	143	
2230-2245	0	123	1	0	124	
2245-2300	0	87	0	0	87	504
2300-2315	0	90	2	0	92	
2315-2330	0	69	1	0	70	
2330-2345	0	61	1	0	62	
2345-0000	0	62	1	0	63	287

Session Total	0	20804	358	40
Session Average	0.00	216.71	3.73	0.42
Session Percentage	0.00	98.12	1.69	0.19
AM Peak Hour	-	0815 - 0915	0915 - 1015	0800 - 0900
AM Peak Volume	0	1678	30	6
Noon Peak Hour	-	1245 - 1345	1145 - 1245	1000 - 1100
Noon Peak Volume	0	1406	50	6
PM Peak Hour	-	1500 - 1600	1515 - 1615	1500 - 1600
PM Peak Volume	0	1364	26	2

21202
220.85
0815 - 0915
1709
1215 - 1315
1438
1500 - 1600
1388

Bi-Directional Class Count || SB WB 15min

Atlanta, GA



www.marrtraffic.com

Site 5
GA-155 Clairmont Rd,
north of Briarcliff Rd NE

Date
Thursday, June 9, 2022

Weather
Mostly Cloudy
76°F

Lat/Long
33.838752°, -84.312381°

[Click here for Map](#)

0000 - 2400 (24h Session) (06-09-2022)
SB WB 15min

Time	Southbound (Movement 5.2)				15min Total	60min Total
	Bikes	1-3	4-7	8-13		
0000-0015	0	58	2	0	60	
0015-0030	0	44	0	0	44	
0030-0045	0	34	0	0	34	
0045-0100	0	35	0	0	35	173
0100-0115	0	31	0	0	31	
0115-0130	0	22	0	0	22	
0130-0145	0	23	0	0	23	
0145-0200	0	9	0	0	9	85
0200-0215	0	17	0	0	17	
0215-0230	0	19	1	1	21	
0230-0245	0	16	0	0	16	
0245-0300	0	12	0	0	12	66
0300-0315	0	15	0	0	15	
0315-0330	1	20	0	0	21	
0330-0345	0	18	0	0	18	
0345-0400	0	15	0	1	16	70
0400-0415	0	13	2	1	16	
0415-0430	0	12	0	0	12	
0430-0445	0	20	0	0	20	
0445-0500	0	30	1	0	31	79
0500-0515	0	34	0	0	34	
0515-0530	0	60	1	0	61	
0530-0545	0	78	1	0	79	
0545-0600	0	83	3	0	86	260
0600-0615	0	112	1	1	114	
0615-0630	0	118	2	1	121	
0630-0645	0	181	8	0	189	
0645-0700	0	188	7	0	195	619
0700-0715	0	185	5	2	192	
0715-0730	0	230	9	0	239	
0730-0745	0	211	8	0	219	
0745-0800	0	238	4	0	242	892
0800-0815	0	226	7	2	235	
0815-0830	0	308	8	1	317	
0830-0845	0	312	6	0	318	
0845-0900	0	311	7	1	319	1189
0900-0915	0	275	12	0	287	
0915-0930	0	279	9	2	290	
0930-0945	0	259	10	1	270	
0945-1000	0	251	11	1	263	1110
1000-1015	0	260	15	0	275	
1015-1030	0	256	9	0	265	
1030-1045	0	248	8	0	256	
1045-1100	0	250	10	2	262	1058
1100-1115	0	264	13	0	277	
1115-1130	0	271	8	0	279	
1130-1145	0	287	5	0	292	
1145-1200	0	323	7	0	330	1178
1200-1215	0	302	7	0	309	
1215-1230	0	308	9	0	317	
1230-1245	0	322	11	0	333	
1245-1300	0	363	8	1	372	1331
1300-1315	0	322	8	0	330	
1315-1330	0	299	6	0	305	
1330-1345	0	315	7	0	322	
1345-1400	0	334	5	0	339	1296
1400-1415	0	344	5	0	349	
1415-1430	0	357	8	1	366	
1430-1445	0	414	5	0	419	
1445-1500	0	423	8	1	432	1566
1500-1515	0	415	7	2	424	
1515-1530	0	420	4	3	427	
1530-1545	0	450	8	0	458	
1545-1600	0	426	2	0	428	1737
1600-1615	0	436	8	0	444	
1615-1630	0	501	7	0	508	
1630-1645	0	495	9	0	504	
1645-1700	0	503	6	0	509	1965
1700-1715	0	526	6	1	533	
1715-1730	0	506	8	0	514	
1730-1745	0	480	6	0	486	
1745-1800	0	454	5	1	460	1993
1800-1815	0	481	6	2	489	
1815-1830	0	511	6	0	517	
1830-1845	0	387	2	0	389	
1845-1900	0	374	2	0	376	1771
1900-1915	0	336	0	0	336	
1915-1930	0	262	0	0	262	
1930-1945	0	226	2	0	228	
1945-2000	0	241	1	0	242	1068
2000-2015	0	235	3	0	238	
2015-2030	0	208	1	0	209	
2030-2045	0	192	2	2	196	
2045-2100	0	203	3	0	206	849
2100-2115	0	194	0	0	194	
2115-2130	0	178	0	0	178	
2130-2145	0	143	1	0	144	
2145-2200	0	162	1	0	163	679
2200-2215	0	156	0	0	156	
2215-2230	0	223	1	0	224	
2230-2245	0	202	2	1	205	
2245-2300	0	212	2	1	215	800
2300-2315	0	194	4	1	199	
2315-2330	0	79	2	0	81	
2330-2345	0	102	0	0	102	
2345-0000	0	69	1	0	70	452
Session Total	1	21846	405	34	22286	
Session Average	0.01	227.56	4.22	0.35	232.15	
Session Percentage	0.00	98.03	1.82	0.15		
AM Peak Hour	-	0815 - 0915	0915 - 1015	0800 - 0900	0815 - 0915	
AM Peak Volume	0	1206	45	4	1241	
Noon Peak Hour	-	1445 - 1545	1000 - 1100	1430 - 1530	1445 - 1545	
Noon Peak Volume	0	1708	42	6	1741	
PM Peak Hour	-	1630 - 1730	1600 - 1700	1500 - 1600	1630 - 1730	
PM Peak Volume	0	2030	30	5	2060	

Bi-Directional Class Count || Bi-Directional 15min

Atlanta, GA



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GA-155 Clairmont Rd,
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Date
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Weather
Mostly Cloudy
76°F

Lat/Long
33.838752°, -84.312381°

0000 - 2400 (24h Session) (06-09-2022)
Bi-Directional 15min

Time	Bi-Directional 15min				15min Total	60min Total
	Bikes	1-3	4-7	8-13		
0000-0015	0	111	3	0	114	
0015-0030	0	78	0	0	78	
0030-0045	0	67	0	0	67	
0045-0100	0	58	0	0	58	317
0100-0115	0	60	0	0	60	
0115-0130	0	40	0	0	40	
0130-0145	0	38	0	0	38	
0145-0200	0	32	0	0	32	170
0200-0215	0	35	0	0	35	
0215-0230	0	35	1	1	37	
0230-0245	0	31	0	0	31	
0245-0300	0	24	0	1	25	128
0300-0315	0	30	1	0	31	
0315-0330	1	37	0	0	38	
0330-0345	0	38	0	0	38	
0345-0400	0	30	0	1	31	138
0400-0415	0	25	3	1	29	
0415-0430	0	21	0	0	21	
0430-0445	0	43	2	0	45	
0445-0500	0	61	2	0	63	158
0500-0515	0	66	0	0	66	
0515-0530	0	109	2	0	111	
0530-0545	0	139	2	1	142	
0545-0600	0	156	4	0	160	479
0600-0615	0	206	4	1	211	
0615-0630	0	246	6	1	253	
0630-0645	0	368	10	2	380	
0645-0700	0	376	9	0	385	1229
0700-0715	0	425	8	2	435	
0715-0730	0	535	12	0	547	
0730-0745	0	569	9	1	579	
0745-0800	0	640	10	0	650	2211
0800-0815	0	628	11	4	643	
0815-0830	0	709	16	1	726	
0830-0845	0	755	12	3	770	
0845-0900	0	736	14	2	752	2891
0900-0915	0	684	18	0	702	
0915-0930	0	674	18	2	694	
0930-0945	0	620	16	2	638	
0945-1000	0	606	14	1	621	2655
1000-1015	0	554	27	1	582	
1015-1030	0	575	17	1	593	
1030-1045	0	555	15	3	573	
1045-1100	0	561	22	3	586	2334
1100-1115	0	541	19	0	560	
1115-1130	0	560	13	1	574	
1130-1145	0	634	13	0	647	
1145-1200	0	668	24	1	693	2474
1200-1215	0	635	14	0	649	
1215-1230	0	665	25	0	690	
1230-1245	0	652	21	2	675	
1245-1300	0	714	14	4	732	2746
1300-1315	0	680	13	0	693	
1315-1330	0	651	9	0	660	
1330-1345	0	660	18	1	679	
1345-1400	0	672	10	0	682	2714
1400-1415	0	635	16	0	651	
1415-1430	0	668	13	4	685	
1430-1445	0	761	11	0	772	
1445-1500	0	761	12	1	774	2882
1500-1515	0	784	9	3	796	
1515-1530	0	748	12	3	763	
1530-1545	0	780	15	1	796	
1545-1600	0	763	7	0	770	3125
1600-1615	0	777	14	1	792	
1615-1630	0	832	11	0	843	
1630-1645	0	816	13	1	830	
1645-1700	0	802	11	0	813	3278
1700-1715	0	867	10	2	879	
1715-1730	0	811	14	0	825	
1730-1745	0	831	10	1	842	
1745-1800	0	769	8	1	778	3324
1800-1815	0	764	14	3	781	
1815-1830	0	804	12	0	816	
1830-1845	0	664	3	0	667	
1845-1900	0	642	6	1	649	2913
1900-1915	0	612	5	0	617	
1915-1930	0	528	1	1	530	
1930-1945	0	485	6	0	491	
1945-2000	0	483	5	0	488	2126
2000-2015	0	467	4	0	471	
2015-2030	0	477	5	0	482	
2030-2045	0	390	3	3	396	
2045-2100	0	399	4	0	403	1752
2100-2115	0	397	1	0	398	
2115-2130	0	365	2	0	367	
2130-2145	0	310	2	1	313	
2145-2200	0	319	4	0	323	1401
2200-2215	0	305	1	0	306	
2215-2230	0	366	1	0	367	
2230-2245	0	325	3	1	329	
2245-2300	0	299	2	1	302	1304
2300-2315	0	284	6	1	291	
2315-2330	0	148	3	0	151	
2330-2345	0	163	1	0	164	
2345-0000	0	131	2	0	133	739
Session Total	1	42650	763	74	43488	
Session Average	0.01	444.27	7.95	0.77	453.00	
Session Percentage	0.00	98.07	1.75	0.17		
AM Peak Hour	-	0815 - 0915	0915 - 1015	0800 - 0900	0815 - 0915	
AM Peak Volume	0	2884	75	10	2950	
Noon Peak Hour	-	1445 - 1545	1145 - 1245	1000 - 1100	1445 - 1545	
Noon Peak Volume	0	3073	84	8	3129	
PM Peak Hour	-	1615 - 1715	1600 - 1700	1500 - 1600	1615 - 1715	
PM Peak Volume	0	3317	49	7	3365	

Bi-Directional Class Count || Volume Summary 15min



www.marrtraffic.com

Atlanta, GA

Site 5

GA-155 Clairmont Rd,
north of Briarcliff Rd NE

Date

Thursday, June 9, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

33.838752°, -84.312381°

0000 - 2400 (24h Session) (06-09-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	54	60	114	
0015 - 0030	34	44	78	
0030 - 0045	33	34	67	
0045 - 0100	23	35	58	317
0100 - 0115	29	31	60	
0115 - 0130	18	22	40	
0130 - 0145	15	23	38	
0145 - 0200	23	9	32	170
0200 - 0215	18	17	35	
0215 - 0230	16	21	37	
0230 - 0245	15	16	31	
0245 - 0300	13	12	25	128
0300 - 0315	16	15	31	
0315 - 0330	17	21	38	
0330 - 0345	20	18	38	
0345 - 0400	15	16	31	138
0400 - 0415	13	16	29	
0415 - 0430	9	12	21	
0430 - 0445	25	20	45	
0445 - 0500	32	31	63	158
0500 - 0515	32	34	66	
0515 - 0530	50	61	111	
0530 - 0545	63	79	142	
0545 - 0600	74	86	160	479
0600 - 0615	97	114	211	
0615 - 0630	132	121	253	
0630 - 0645	191	189	380	
0645 - 0700	190	195	385	1229
0700 - 0715	243	192	435	
0715 - 0730	308	239	547	
0730 - 0745	360	219	579	
0745 - 0800	408	242	650	2211
0800 - 0815	408	235	643	
0815 - 0830	409	317	726	
0830 - 0845	452	318	770	
0845 - 0900	433	319	752	2891
0900 - 0915	415	287	702	
0915 - 0930	404	290	694	
0930 - 0945	368	270	638	
0945 - 1000	358	263	621	2655
1000 - 1015	307	275	582	
1015 - 1030	328	265	593	
1030 - 1045	317	256	573	
1045 - 1100	324	262	586	2334
1100 - 1115	283	277	560	
1115 - 1130	295	279	574	
1130 - 1145	355	292	647	
1145 - 1200	363	330	693	2474

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	340	309	649	
1215 - 1230	373	317	690	
1230 - 1245	342	333	675	
1245 - 1300	360	372	732	2746
1300 - 1315	363	330	693	
1315 - 1330	355	305	660	
1330 - 1345	357	322	679	
1345 - 1400	343	339	682	2714
1400 - 1415	302	349	651	
1415 - 1430	319	366	685	
1430 - 1445	353	419	772	
1445 - 1500	342	432	774	2882
1500 - 1515	372	424	796	
1515 - 1530	336	427	763	
1530 - 1545	338	458	796	
1545 - 1600	342	428	770	3125
1600 - 1615	348	444	792	
1615 - 1630	335	508	843	
1630 - 1645	326	504	830	
1645 - 1700	304	509	813	3278
1700 - 1715	346	533	879	
1715 - 1730	311	514	825	
1730 - 1745	356	486	842	
1745 - 1800	318	460	778	3324
1800 - 1815	292	489	781	
1815 - 1830	299	517	816	
1830 - 1845	278	389	667	
1845 - 1900	273	376	649	2913
1900 - 1915	281	336	617	
1915 - 1930	268	262	530	
1930 - 1945	263	228	491	
1945 - 2000	246	242	488	2126
2000 - 2015	233	238	471	
2015 - 2030	273	209	482	
2030 - 2045	200	196	396	
2045 - 2100	197	206	403	1752
2100 - 2115	204	194	398	
2115 - 2130	189	178	367	
2130 - 2145	169	144	313	
2145 - 2200	160	163	323	1401
2200 - 2215	150	156	306	
2215 - 2230	143	224	367	
2230 - 2245	124	205	329	
2245 - 2300	87	215	302	1304
2300 - 2315	92	199	291	
2315 - 2330	70	81	151	
2330 - 2345	62	102	164	
2345 - 0000	63	70	133	739

Session Total	21202	22286	43488
Session Average	220.85	232.15	453.00
Session Percentage	48.75	51.25	

Bi-Directional Class Count || NB EB 60min

Atlanta, GA



Site 5
GA-155 Clairmont Rd,
north of Briarcliff Rd NE

Date
Thursday, June 9, 2022

Weather
Mostly Cloudy
76°F

Lat/Long
33.838752°, -84.312381°

0000 - 2400 (24h Session) (06-09-2022)

NB EB 60min

Northbound (Movement 5.1)					
TIME	Bikes	1-3	4-7	8-13	Total
0000 - 0100	0	143	1	0	144
0100 - 0200	0	85	0	0	85
0200 - 0300	0	61	0	1	62
0300 - 0400	0	67	1	0	68
0400 - 0500	0	75	4	0	79
0500 - 0600	0	215	3	1	219
0600 - 0700	0	597	11	2	610
0700 - 0800	0	1305	13	1	1319
0800 - 0900	0	1671	25	6	1702
0900 - 1000	0	1520	24	1	1545
1000 - 1100	0	1231	39	6	1276
1100 - 1200	0	1258	36	2	1296
1200 - 1300	0	1371	39	5	1415
1300 - 1400	0	1393	24	1	1418
1400 - 1500	0	1287	26	3	1316
1500 - 1600	0	1364	22	2	1388
1600 - 1700	0	1292	19	2	1313
1700 - 1800	0	1312	17	2	1331
1800 - 1900	0	1121	19	2	1142
1900 - 2000	0	1043	14	1	1058
2000 - 2100	0	895	7	1	903
2100 - 2200	0	714	7	1	722
2200 - 2300	0	502	2	0	504
2300 - 2400	0	282	5	0	287
Session Total	0	20804	358	40	21202
Session Average	0.00	866.83	14.92	1.67	883.42
Session Percentage	0.00	98.12	1.69	0.19	
AM Peak Hour	-	0800 - 0900	0800 - 0900	0800 - 0900	1702
AM Peak Volume	0	1671	25	6	
Noon Peak Hour	-	1300 - 1400	1000 - 1100	1000 - 1100	1418
Noon Peak Volume	0	1393	39	6	
PM Peak Hour	-	1500 - 1600	1500 - 1600	1500 - 1600	1388
PM Peak Volume	0	1364	22	2	

Bi-Directional Class Count || SB WB 60min

Atlanta, GA

Site 5
GA-155 Clairmont Rd,
north of Briarcliff Rd NE

Date
Thursday, June 9, 2022

Weather
Mostly Cloudy
76°F

Lat/Long
33.838752°, -84.312381°

0000 - 2400 (24h Session) (06-09-2022)

SB WB 60min

Southbound (Movement 5.2)					
TIME	Bikes	1-3	4-7	8-13	Total
0000 - 0100	0	171	2	0	173
0100 - 0200	0	85	0	0	85
0200 - 0300	0	64	1	1	66
0300 - 0400	1	68	0	1	70
0400 - 0500	0	75	3	1	79
0500 - 0600	0	255	5	0	260
0600 - 0700	0	599	18	2	619
0700 - 0800	0	864	26	2	892
0800 - 0900	0	1157	28	4	1189
0900 - 1000	0	1064	42	4	1110
1000 - 1100	0	1014	42	2	1058
1100 - 1200	0	1145	33	0	1178
1200 - 1300	0	1295	35	1	1331
1300 - 1400	0	1270	26	0	1296
1400 - 1500	0	1538	26	2	1566
1500 - 1600	0	1711	21	5	1737
1600 - 1700	0	1935	30	0	1965
1700 - 1800	0	1966	25	2	1993
1800 - 1900	0	1753	16	2	1771
1900 - 2000	0	1065	3	0	1068
2000 - 2100	0	838	9	2	849
2100 - 2200	0	677	2	0	679
2200 - 2300	0	793	5	2	800
2300 - 2400	0	444	7	1	452
Session Total	1	21846	405	34	22286
Session Average	0.04	910.25	16.88	1.42	928.58
Session Percentage	0.00	98.03	1.82	0.15	
AM Peak Hour	-	0800 - 0900	0900 - 1000	0800 - 0900	1189
AM Peak Volume	0	1157	42	4	
Noon Peak Hour	-	1400 - 1500	1000 - 1100	1000 - 1100	1566
Noon Peak Volume	0	1538	42	2	
PM Peak Hour	-	1700 - 1800	1600 - 1700	1500 - 1600	1993
PM Peak Volume	0	1966	30	5	

Bi-Directional Class Count || Bi-Directional 60min

Atlanta, GA

Site 5
GA-155 Clairmont Rd,
north of Briarcliff Rd NE

Date
Thursday, June 9, 2022

Weather
Mostly Cloudy
76°F

Lat/Long
33.838752°, -84.312381°

0000 - 2400 (24h Session) (06-09-2022)

Bi-Directional 60min

Bi-Directional 60min					
TIME	Bikes	1-3	4-7	8-13	Total
0000 - 0100	0	314	3	0	317
0100 - 0200	0	170	0	0	170
0200 - 0300	0	125	1	2	128
0300 - 0400	1	135	1	1	138
0400 - 0500	0	150	7	1	158
0500 - 0600	0	470	8	1	479
0600 - 0700	0	1196	29	4	1229
0700 - 0800	0	2169	39	3	2211
0800 - 0900	0	2828	53	10	2891
0900 - 1000	0	2584	66	5	2655
1000 - 1100	0	2245	81	8	2334
1100 - 1200	0	2403	69	2	2474
1200 - 1300	0	2666	74	6	2746
1300 - 1400	0	2663	50	1	2714
1400 - 1500	0	2825	52	5	2882
1500 - 1600	0	3075	43	7	3125
1600 - 1700	0	3227	49	2	3278
1700 - 1800	0	3278	42	4	3324
1800 - 1900	0	2874	35	4	2913
1900 - 2000	0	2108	17	1	2126
2000 - 2100	0	1733	16	3	1752
2100 - 2200	0	1391	9	1	1401
2200 - 2300	0	1295	7	2	1304
2300 - 2400	0	726	12	1	739

Session Total	1	42650	763	74	43488
Session Average	0.04	1777.08	31.79	3.08	1812.00
Session Percentage	0.00	98.07	1.75	0.17	

AM Peak Hour	-	0800 - 0900	0900 - 1000	0800 - 0900	0800 - 0900
AM Peak Volume	0	2828	66	10	2891

Noon Peak Hour	-	1400 - 1500	1000 - 1100	1000 - 1100	1400 - 1500
Noon Peak Volume	0	2825	81	8	2882

PM Peak Hour	-	1700 - 1800	1600 - 1700	1500 - 1600	1700 - 1800
PM Peak Volume	0	3278	49	7	3324

Bi-Directional Class Count || Volume Summary 60min

Atlanta, GA

Site 5

GA-155 Clairmont Rd,
north of Briarcliff Rd NE

Date

Thursday, June 9, 2022

Weather

Mostly Cloudy
76°F

Lat/Long

33.838752°, -84.312381°

0000 - 2400 (24h Session) (06-09-2022)

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	144	173	317
0100 - 0200	85	85	170
0200 - 0300	62	66	128
0300 - 0400	68	70	138
0400 - 0500	79	79	158
0500 - 0600	219	260	479
0600 - 0700	610	619	1229
0700 - 0800	1319	892	2211
0800 - 0900	1702	1189	2891
0900 - 1000	1545	1110	2655
1000 - 1100	1276	1058	2334
1100 - 1200	1296	1178	2474

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	1415	1331	2746
1300 - 1400	1418	1296	2714
1400 - 1500	1316	1566	2882
1500 - 1600	1388	1737	3125
1600 - 1700	1313	1965	3278
1700 - 1800	1331	1993	3324
1800 - 1900	1142	1771	2913
1900 - 2000	1058	1068	2126
2000 - 2100	903	849	1752
2100 - 2200	722	679	1401
2200 - 2300	504	800	1304
2300 - 2400	287	452	739

Session Total	21202	22286	43488
Session Average	883.42	928.58	1812.00
Session Percentage	48.75	51.25	

Bi-Directional Class Count || Graphical Analysis NB EB

Atlanta, GA

Site 5

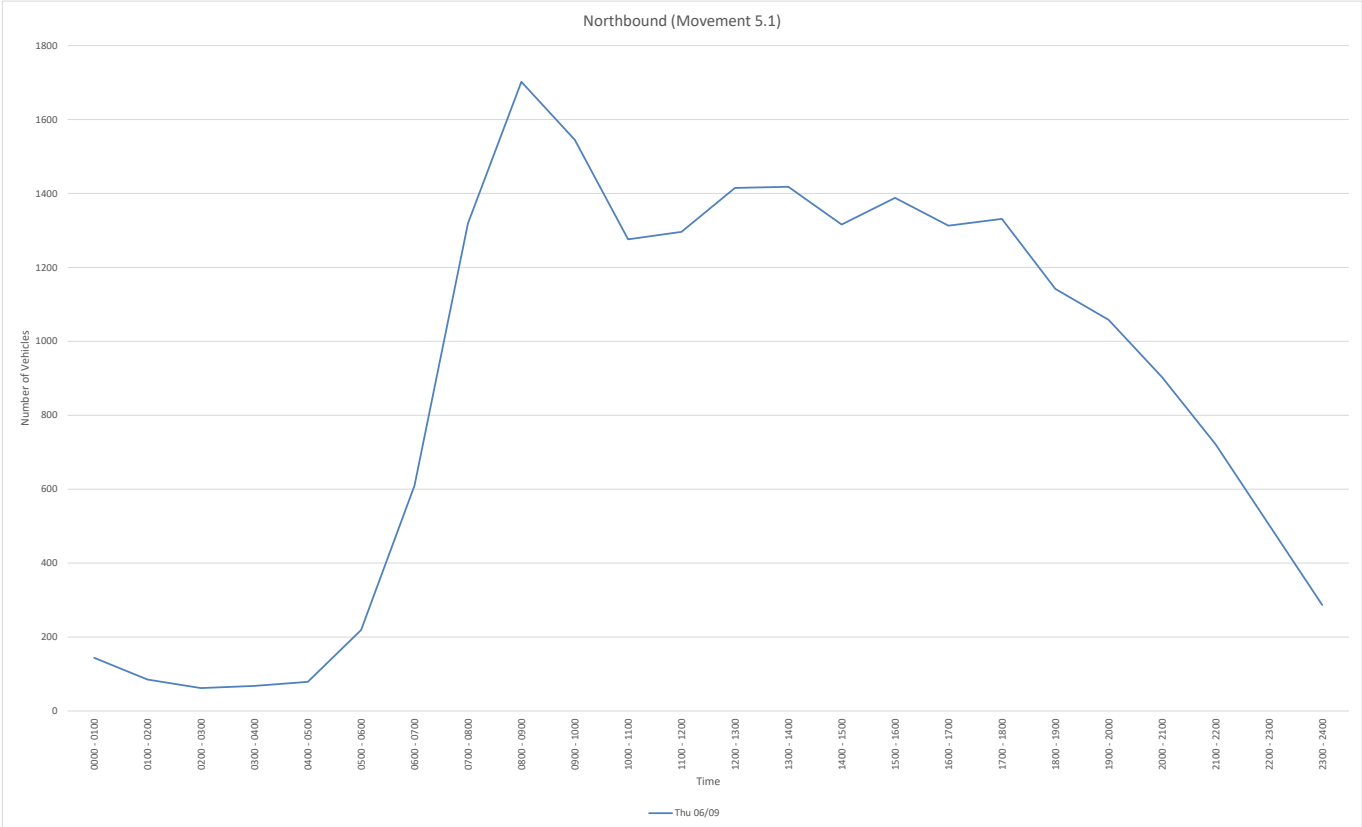
GA-155 Clairmont Rd,
north of Briarcliff Rd NE

Lat/Long

33.838752°, -84.312381°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Bi-Directional Class Count || Graphical Analysis SB WB

Atlanta, GA

Site 5

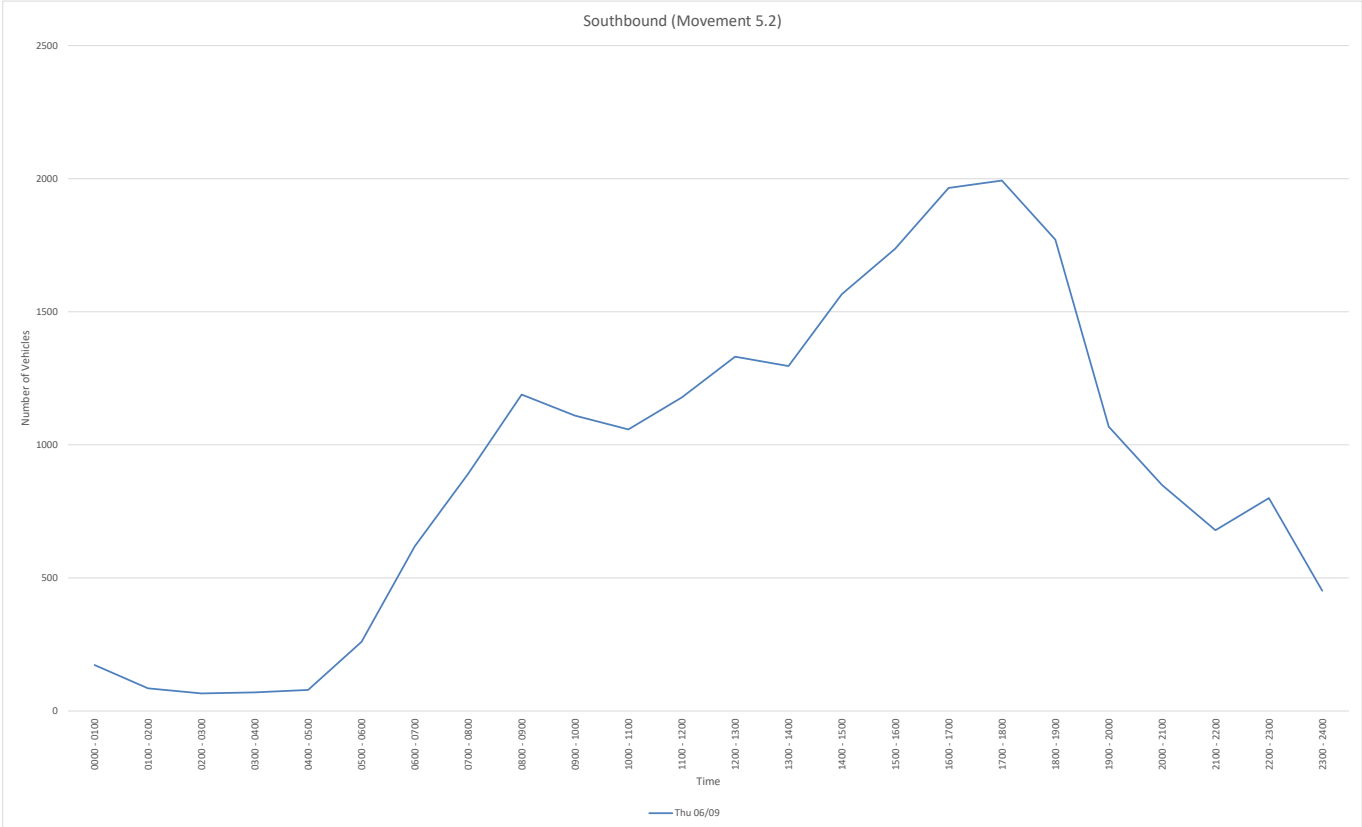
GA-155 Clairmont Rd,
north of Briarcliff Rd NE

Lat/Long

33.838752°, -84.312381°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



NB
 File Name:
 Start Date: 6/9/2022
 Start Time: 0
 Site Code: 5
 Station ID: 1
 Location 1: GA-155 Clairmont Rd, north of Briarcliff Rd NE
 Location 2:

Date	Time	Bikes	1-3	4-7	8-13
6/9/2022	12:00 AM	0	53	1	0
6/9/2022	12:15 AM	0	34	0	0
6/9/2022	12:30 AM	0	33	0	0
6/9/2022	12:45 AM	0	23	0	0
6/9/2022	1:00 AM	0	29	0	0
6/9/2022	1:15 AM	0	18	0	0
6/9/2022	1:30 AM	0	15	0	0
6/9/2022	1:45 AM	0	23	0	0
6/9/2022	2:00 AM	0	18	0	0
6/9/2022	2:15 AM	0	16	0	0
6/9/2022	2:30 AM	0	15	0	0
6/9/2022	2:45 AM	0	12	0	1
6/9/2022	3:00 AM	0	15	1	0
6/9/2022	3:15 AM	0	17	0	0
6/9/2022	3:30 AM	0	20	0	0
6/9/2022	3:45 AM	0	15	0	0
6/9/2022	4:00 AM	0	12	1	0
6/9/2022	4:15 AM	0	9	0	0
6/9/2022	4:30 AM	0	23	2	0
6/9/2022	4:45 AM	0	31	1	0
6/9/2022	5:00 AM	0	32	0	0
6/9/2022	5:15 AM	0	49	1	0
6/9/2022	5:30 AM	0	61	1	1
6/9/2022	5:45 AM	0	73	1	0
6/9/2022	6:00 AM	0	94	3	0
6/9/2022	6:15 AM	0	128	4	0
6/9/2022	6:30 AM	0	187	2	2
6/9/2022	6:45 AM	0	188	2	0
6/9/2022	7:00 AM	0	240	3	0
6/9/2022	7:15 AM	0	305	3	0
6/9/2022	7:30 AM	0	358	1	1
6/9/2022	7:45 AM	0	402	6	0
6/9/2022	8:00 AM	0	402	4	2
6/9/2022	8:15 AM	0	401	8	0
6/9/2022	8:30 AM	0	443	6	3
6/9/2022	8:45 AM	0	425	7	1
6/9/2022	9:00 AM	0	409	6	0
6/9/2022	9:15 AM	0	395	9	0
6/9/2022	9:30 AM	0	361	6	1
6/9/2022	9:45 AM	0	355	3	0
6/9/2022	10:00 AM	0	294	12	1
6/9/2022	10:15 AM	0	319	8	1
6/9/2022	10:30 AM	0	307	7	3
6/9/2022	10:45 AM	0	311	12	1
6/9/2022	11:00 AM	0	277	6	0
6/9/2022	11:15 AM	0	289	5	1
6/9/2022	11:30 AM	0	347	8	0
6/9/2022	11:45 AM	0	345	17	1
6/9/2022	12:00 PM	0	333	7	0
6/9/2022	12:15 PM	0	357	16	0
6/9/2022	12:30 PM	0	330	10	2
6/9/2022	12:45 PM	0	351	6	3
6/9/2022	1:00 PM	0	358	5	0
6/9/2022	1:15 PM	0	352	3	0
6/9/2022	1:30 PM	0	345	11	1
6/9/2022	1:45 PM	0	338	5	0
6/9/2022	2:00 PM	0	291	11	0
6/9/2022	2:15 PM	0	311	5	3
6/9/2022	2:30 PM	0	347	6	0
6/9/2022	2:45 PM	0	338	4	0
6/9/2022	3:00 PM	0	369	2	1
6/9/2022	3:15 PM	0	328	8	0
6/9/2022	3:30 PM	0	330	7	1
6/9/2022	3:45 PM	0	337	5	0
6/9/2022	4:00 PM	0	341	6	1
6/9/2022	4:15 PM	0	331	4	0
6/9/2022	4:30 PM	0	321	4	1
6/9/2022	4:45 PM	0	299	5	0
6/9/2022	5:00 PM	0	341	4	1
6/9/2022	5:15 PM	0	305	6	0
6/9/2022	5:30 PM	0	351	4	1
6/9/2022	5:45 PM	0	315	3	0
6/9/2022	6:00 PM	0	283	8	1
6/9/2022	6:15 PM	0	293	6	0
6/9/2022	6:30 PM	0	277	1	0
6/9/2022	6:45 PM	0	268	4	1
6/9/2022	7:00 PM	0	276	5	0
6/9/2022	7:15 PM	0	266	1	1
6/9/2022	7:30 PM	0	259	4	0
6/9/2022	7:45 PM	0	242	4	0
6/9/2022	8:00 PM	0	232	1	0
6/9/2022	8:15 PM	0	269	4	0
6/9/2022	8:30 PM	0	198	1	1
6/9/2022	8:45 PM	0	196	1	0
6/9/2022	9:00 PM	0	203	1	0
6/9/2022	9:15 PM	0	187	2	0
6/9/2022	9:30 PM	0	167	1	1
6/9/2022	9:45 PM	0	157	3	0
6/9/2022	10:00 PM	0	149	1	0
6/9/2022	10:15 PM	0	143	0	0
6/9/2022	10:30 PM	0	123	1	0
6/9/2022	10:45 PM	0	87	0	0
6/9/2022	11:00 PM	0	90	2	0
6/9/2022	11:15 PM	0	69	1	0
6/9/2022	11:30 PM	0	61	1	0
6/9/2022	11:45 PM	0	62	1	0

SB
 File Name:
 Start Date: 6/9/2022
 Start Time: 0
 Site Code: 5
 Station ID: 1
 Location 1: GA-155 Clairmont Rd, north of Briarcliff Rd NE
 Location 2:

Date	Time	Bikes	1-3	4-7	8-13
6/9/2022	12:00 AM	0	58	2	0
6/9/2022	12:15 AM	0	44	0	0
6/9/2022	12:30 AM	0	34	0	0
6/9/2022	12:45 AM	0	35	0	0
6/9/2022	1:00 AM	0	31	0	0
6/9/2022	1:15 AM	0	22	0	0
6/9/2022	1:30 AM	0	23	0	0
6/9/2022	1:45 AM	0	9	0	0
6/9/2022	2:00 AM	0	17	0	0
6/9/2022	2:15 AM	0	19	1	1
6/9/2022	2:30 AM	0	16	0	0
6/9/2022	2:45 AM	0	12	0	0
6/9/2022	3:00 AM	0	15	0	0
6/9/2022	3:15 AM	1	20	0	0
6/9/2022	3:30 AM	0	18	0	0
6/9/2022	3:45 AM	0	15	0	1
6/9/2022	4:00 AM	0	13	2	1
6/9/2022	4:15 AM	0	12	0	0
6/9/2022	4:30 AM	0	20	0	0
6/9/2022	4:45 AM	0	30	1	0
6/9/2022	5:00 AM	0	34	0	0
6/9/2022	5:15 AM	0	60	1	0
6/9/2022	5:30 AM	0	78	1	0
6/9/2022	5:45 AM	0	83	3	0
6/9/2022	6:00 AM	0	112	1	1
6/9/2022	6:15 AM	0	118	2	1
6/9/2022	6:30 AM	0	181	8	0
6/9/2022	6:45 AM	0	188	7	0
6/9/2022	7:00 AM	0	185	5	2
6/9/2022	7:15 AM	0	230	9	0
6/9/2022	7:30 AM	0	211	8	0
6/9/2022	7:45 AM	0	238	4	0
6/9/2022	8:00 AM	0	226	7	2
6/9/2022	8:15 AM	0	308	8	1
6/9/2022	8:30 AM	0	312	6	0
6/9/2022	8:45 AM	0	311	7	1
6/9/2022	9:00 AM	0	275	12	0
6/9/2022	9:15 AM	0	279	9	2
6/9/2022	9:30 AM	0	259	10	1
6/9/2022	9:45 AM	0	251	11	1
6/9/2022	10:00 AM	0	260	15	0
6/9/2022	10:15 AM	0	256	9	0
6/9/2022	10:30 AM	0	248	8	0
6/9/2022	10:45 AM	0	250	10	2
6/9/2022	11:00 AM	0	264	13	0
6/9/2022	11:15 AM	0	271	8	0
6/9/2022	11:30 AM	0	287	5	0
6/9/2022	11:45 AM	0	323	7	0
6/9/2022	12:00 PM	0	302	7	0
6/9/2022	12:15 PM	0	308	9	0
6/9/2022	12:30 PM	0	322	11	0
6/9/2022	12:45 PM	0	363	8	1
6/9/2022	1:00 PM	0	322	8	0
6/9/2022	1:15 PM	0	299	6	0
6/9/2022	1:30 PM	0	315	7	0
6/9/2022	1:45 PM	0	334	5	0
6/9/2022	2:00 PM	0	344	5	0
6/9/2022	2:15 PM	0	357	8	1
6/9/2022	2:30 PM	0	414	5	0
6/9/2022	2:45 PM	0	423	8	1
6/9/2022	3:00 PM	0	415	7	2
6/9/2022	3:15 PM	0	420	4	3
6/9/2022	3:30 PM	0	450	8	0
6/9/2022	3:45 PM	0	426	2	0
6/9/2022	4:00 PM	0	436	8	0
6/9/2022	4:15 PM	0	501	7	0
6/9/2022	4:30 PM	0	495	9	0
6/9/2022	4:45 PM	0	503	6	0
6/9/2022	5:00 PM	0	526	6	1
6/9/2022	5:15 PM	0	506	8	0
6/9/2022	5:30 PM	0	480	6	0
6/9/2022	5:45 PM	0	454	5	1
6/9/2022	6:00 PM	0	481	6	2
6/9/2022	6:15 PM	0	511	6	0
6/9/2022	6:30 PM	0	387	2	0
6/9/2022	6:45 PM	0	374	2	0
6/9/2022	7:00 PM	0	336	0	0
6/9/2022	7:15 PM	0	262	0	0
6/9/2022	7:30 PM	0	226	2	0
6/9/2022	7:45 PM	0	241	1	0
6/9/2022	8:00 PM	0	235	3	0
6/9/2022	8:15 PM	0	208	1	0
6/9/2022	8:30 PM	0	192	2	2
6/9/2022	8:45 PM	0	203	3	0
6/9/2022	9:00 PM	0	194	0	0
6/9/2022	9:15 PM	0	178	0	0
6/9/2022	9:30 PM	0	143	1	0
6/9/2022	9:45 PM	0	162	1	0
6/9/2022	10:00 PM	0	156	0	0
6/9/2022	10:15 PM	0	223	1	0
6/9/2022	10:30 PM	0	202	2	1
6/9/2022	10:45 PM	0	212	2	1
6/9/2022	11:00 PM	0	194	4	1
6/9/2022	11:15 PM	0	79	2	0
6/9/2022	11:30 PM	0	102	0	0
6/9/2022	11:45 PM	0	69	1	0

NB
 File Name:
 Start Date: 6/9/2022
 Start Time: 0
 Site Code: 5
 Station ID: 1
 Location 1: GA-155 Clairmont Rd, north of Briarcliff Rd NE
 Location 2:

Date	Time	Bikes	1-3	4-7	8-13
6/9/2022	12:00 AM	0	143	1	0
6/9/2022	12:15 AM	0	119	0	0
6/9/2022	12:30 AM	0	103	0	0
6/9/2022	12:45 AM	0	85	0	0
6/9/2022	1:00 AM	0	85	0	0
6/9/2022	1:15 AM	0	74	0	0
6/9/2022	1:30 AM	0	72	0	0
6/9/2022	1:45 AM	0	72	0	0
6/9/2022	2:00 AM	0	61	0	1
6/9/2022	2:15 AM	0	58	1	1
6/9/2022	2:30 AM	0	59	1	1
6/9/2022	2:45 AM	0	64	1	1
6/9/2022	3:00 AM	0	67	1	0
6/9/2022	3:15 AM	0	64	1	0
6/9/2022	3:30 AM	0	56	1	0
6/9/2022	3:45 AM	0	59	3	0
6/9/2022	4:00 AM	0	75	4	0
6/9/2022	4:15 AM	0	95	3	0
6/9/2022	4:30 AM	0	135	4	0
6/9/2022	4:45 AM	0	173	3	1
6/9/2022	5:00 AM	0	215	3	1
6/9/2022	5:15 AM	0	277	6	1
6/9/2022	5:30 AM	0	356	9	1
6/9/2022	5:45 AM	0	482	10	2
6/9/2022	6:00 AM	0	597	11	2
6/9/2022	6:15 AM	0	743	11	2
6/9/2022	6:30 AM	0	920	10	2
6/9/2022	6:45 AM	0	1091	9	1
6/9/2022	7:00 AM	0	1305	13	1
6/9/2022	7:15 AM	0	1467	14	3
6/9/2022	7:30 AM	0	1563	19	3
6/9/2022	7:45 AM	0	1648	24	5
6/9/2022	8:00 AM	0	1671	25	6
6/9/2022	8:15 AM	0	1678	27	4
6/9/2022	8:30 AM	0	1672	28	4
6/9/2022	8:45 AM	0	1590	28	2
6/9/2022	9:00 AM	0	1520	24	1
6/9/2022	9:15 AM	0	1405	30	2
6/9/2022	9:30 AM	0	1329	29	3
6/9/2022	9:45 AM	0	1275	30	5
6/9/2022	10:00 AM	0	1231	39	6
6/9/2022	10:15 AM	0	1214	33	5
6/9/2022	10:30 AM	0	1184	30	5
6/9/2022	10:45 AM	0	1224	31	2
6/9/2022	11:00 AM	0	1258	36	2
6/9/2022	11:15 AM	0	1314	37	2
6/9/2022	11:30 AM	0	1382	48	1
6/9/2022	11:45 AM	0	1365	50	3
6/9/2022	12:00 PM	0	1371	39	5
6/9/2022	12:15 PM	0	1396	37	5
6/9/2022	12:30 PM	0	1391	24	5
6/9/2022	12:45 PM	0	1406	25	4
6/9/2022	1:00 PM	0	1393	24	1
6/9/2022	1:15 PM	0	1326	30	1
6/9/2022	1:30 PM	0	1285	32	4
6/9/2022	1:45 PM	0	1287	27	3
6/9/2022	2:00 PM	0	1287	26	3
6/9/2022	2:15 PM	0	1365	17	4
6/9/2022	2:30 PM	0	1382	20	1
6/9/2022	2:45 PM	0	1365	21	2
6/9/2022	3:00 PM	0	1364	22	2
6/9/2022	3:15 PM	0	1336	26	2
6/9/2022	3:30 PM	0	1339	22	2
6/9/2022	3:45 PM	0	1330	19	2
6/9/2022	4:00 PM	0	1292	19	2
6/9/2022	4:15 PM	0	1292	17	2
6/9/2022	4:30 PM	0	1266	19	2
6/9/2022	4:45 PM	0	1296	19	2
6/9/2022	5:00 PM	0	1312	17	2
6/9/2022	5:15 PM	0	1254	21	2
6/9/2022	5:30 PM	0	1242	21	2
6/9/2022	5:45 PM	0	1168	18	1
6/9/2022	6:00 PM	0	1121	19	2
6/9/2022	6:15 PM	0	1114	16	1
6/9/2022	6:30 PM	0	1087	11	2
6/9/2022	6:45 PM	0	1069	14	2
6/9/2022	7:00 PM	0	1043	14	1
6/9/2022	7:15 PM	0	999	10	1
6/9/2022	7:30 PM	0	1002	13	0
6/9/2022	7:45 PM	0	941	10	1
6/9/2022	8:00 PM	0	895	7	1
6/9/2022	8:15 PM	0	866	7	1
6/9/2022	8:30 PM	0	784	5	1
6/9/2022	8:45 PM	0	753	5	1
6/9/2022	9:00 PM	0	714	7	1
6/9/2022	9:15 PM	0	660	7	1
6/9/2022	9:30 PM	0	616	5	1
6/9/2022	9:45 PM	0	572	5	0
6/9/2022	10:00 PM	0	502	2	0
6/9/2022	10:15 PM	0	443	3	0
6/9/2022	10:30 PM	0	369	4	0
6/9/2022	10:45 PM	0	307	4	0
6/9/2022	11:00 PM	0	282	5	0
6/9/2022	11:15 PM	0	192	3	0
6/9/2022	11:30 PM	0	123	2	0
6/9/2022	11:45 PM	0	62	1	0

SB
 File Name:
 Start Date: 6/9/2022
 Start Time: 0
 Site Code: 5
 Station ID: 1
 Location 1: GA-155 Clairmont Rd, north of Briarcliff Rd NE
 Location 2:

Date	Time	Bikes	1-3	4-7	8-13
6/9/2022	12:00 AM	0	171	2	0
6/9/2022	12:15 AM	0	144	0	0
6/9/2022	12:30 AM	0	122	0	0
6/9/2022	12:45 AM	0	111	0	0
6/9/2022	1:00 AM	0	85	0	0
6/9/2022	1:15 AM	0	71	0	0
6/9/2022	1:30 AM	0	68	1	1
6/9/2022	1:45 AM	0	61	1	1
6/9/2022	2:00 AM	0	64	1	1
6/9/2022	2:15 AM	0	62	1	1
6/9/2022	2:30 AM	1	63	0	0
6/9/2022	2:45 AM	1	65	0	0
6/9/2022	3:00 AM	1	68	0	1
6/9/2022	3:15 AM	1	66	2	2
6/9/2022	3:30 AM	0	58	2	2
6/9/2022	3:45 AM	0	60	2	2
6/9/2022	4:00 AM	0	75	3	1
6/9/2022	4:15 AM	0	96	1	0
6/9/2022	4:30 AM	0	144	2	0
6/9/2022	4:45 AM	0	202	3	0
6/9/2022	5:00 AM	0	255	5	0
6/9/2022	5:15 AM	0	333	6	1
6/9/2022	5:30 AM	0	391	7	2
6/9/2022	5:45 AM	0	494	14	2
6/9/2022	6:00 AM	0	599	18	2
6/9/2022	6:15 AM	0	672	22	3
6/9/2022	6:30 AM	0	784	29	2
6/9/2022	6:45 AM	0	814	29	2
6/9/2022	7:00 AM	0	864	26	2
6/9/2022	7:15 AM	0	905	28	2
6/9/2022	7:30 AM	0	983	27	3
6/9/2022	7:45 AM	0	1084	25	3
6/9/2022	8:00 AM	0	1157	28	4
6/9/2022	8:15 AM	0	1206	33	2
6/9/2022	8:30 AM	0	1177	34	3
6/9/2022	8:45 AM	0	1124	38	4
6/9/2022	9:00 AM	0	1064	42	4
6/9/2022	9:15 AM	0	1049	45	4
6/9/2022	9:30 AM	0	1026	45	2
6/9/2022	9:45 AM	0	1015	43	1
6/9/2022	10:00 AM	0	1014	42	2
6/9/2022	10:15 AM	0	1018	40	2
6/9/2022	10:30 AM	0	1033	39	2
6/9/2022	10:45 AM	0	1072	36	2
6/9/2022	11:00 AM	0	1145	33	0
6/9/2022	11:15 AM	0	1183	27	0
6/9/2022	11:30 AM	0	1220	28	0
6/9/2022	11:45 AM	0	1255	34	0
6/9/2022	12:00 PM	0	1295	35	1
6/9/2022	12:15 PM	0	1315	36	1
6/9/2022	12:30 PM	0	1306	33	1
6/9/2022	12:45 PM	0	1299	29	1
6/9/2022	1:00 PM	0	1270	26	0
6/9/2022	1:15 PM	0	1292	23	0
6/9/2022	1:30 PM	0	1350	25	1
6/9/2022	1:45 PM	0	1449	23	1
6/9/2022	2:00 PM	0	1538	26	2
6/9/2022	2:15 PM	0	1609	28	4
6/9/2022	2:30 PM	0	1672	24	6
6/9/2022	2:45 PM	0	1708	27	6
6/9/2022	3:00 PM	0	1711	21	5
6/9/2022	3:15 PM	0	1732	22	3
6/9/2022	3:30 PM	0	1813	25	0
6/9/2022	3:45 PM	0	1858	26	0
6/9/2022	4:00 PM	0	1935	30	0
6/9/2022	4:15 PM	0	2025	28	1
6/9/2022	4:30 PM	0	2030	29	1
6/9/2022	4:45 PM	0	2015	26	1
6/9/2022	5:00 PM	0	1966	25	2
6/9/2022	5:15 PM	0	1921	25	3
6/9/2022	5:30 PM	0	1926	23	3
6/9/2022	5:45 PM	0	1833	19	3
6/9/2022	6:00 PM	0	1753	16	2
6/9/2022	6:15 PM	0	1608	10	0
6/9/2022	6:30 PM	0	1359	4	0
6/9/2022	6:45 PM	0	1198	4	0
6/9/2022	7:00 PM	0	1065	3	0
6/9/2022	7:15 PM	0	964	6	0
6/9/2022	7:30 PM	0	910	7	0
6/9/2022	7:45 PM	0	876	7	2
6/9/2022	8:00 PM	0	838	9	2
6/9/2022	8:15 PM	0	797	6	2
6/9/2022	8:30 PM	0	767	5	2
6/9/2022	8:45 PM	0	718	4	0
6/9/2022	9:00 PM	0	677	2	0
6/9/2022	9:15 PM	0	639	2	0
6/9/2022	9:30 PM	0	684	3	0
6/9/2022	9:45 PM	0	743	4	1
6/9/2022	10:00 PM	0	793	5	2
6/9/2022	10:15 PM	0	831	9	3
6/9/2022	10:30 PM	0	687	10	3
6/9/2022	10:45 PM	0	587	8	2
6/9/2022	11:00 PM	0	444	7	1
6/9/2022	11:15 PM	0	250	3	0
6/9/2022	11:30 PM	0	171	1	0
6/9/2022	11:45 PM	0	69	1	0

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Peak Hour Turning Movement Count

Atlanta, GA



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Thursday, June 9, 2022	
Period	0700 - 0900
Peak Hour	0800 - 0900

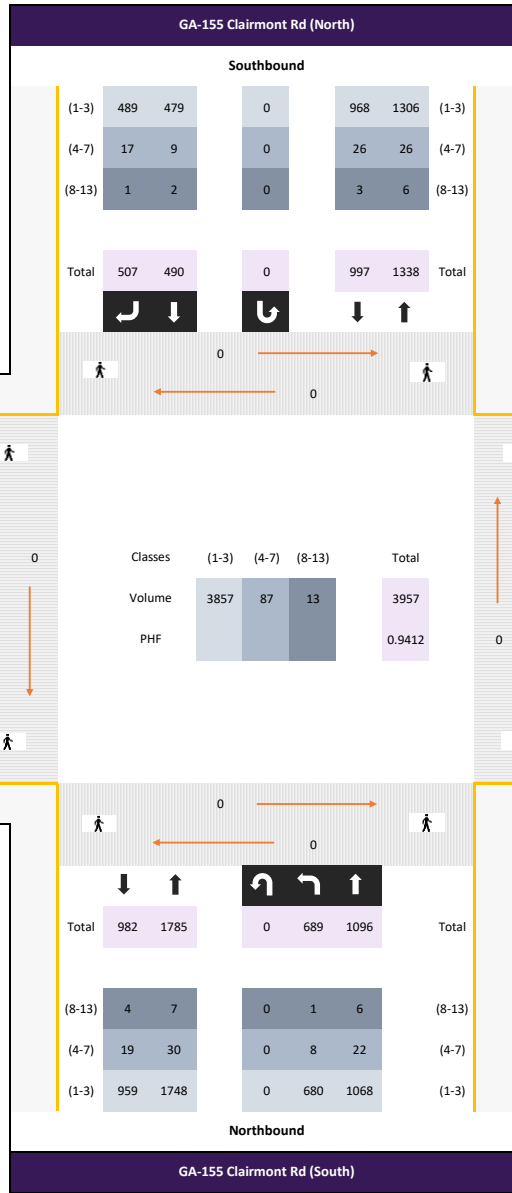
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



GA-403 Northeast Expwy W/Bound On-Ramp

GA-403 Northeast Expwy W/Bound Off-Ramp

All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int	
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					GA-403 Northeast Expy W/Bound On-Ram					GA-403 Northeast Expy W/Bound Off-Ram						
	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn		App
0800 - 0815	186	254	-	0	440	-	100	120	0	220	-	-	-	-	0	0	108	96	66	12	282	942
0815 - 0830	162	258	-	0	420	-	123	135	0	258	-	-	-	-	0	0	145	97	63	10	315	993
0830 - 0845	174	290	-	0	464	-	140	131	0	271	-	-	-	-	0	0	122	129	60	5	316	1051
0845 - 0900	167	294	-	0	461	-	127	121	0	248	-	-	-	-	0	0	117	85	53	7	262	971
Total	689	1096	0	0	1785	0	490	507	0	997	0	0	0	0	0	0	492	407	242	34	1175	3957
Approach %	38.60	61.40	0.00	0.00	-	0.00	49.15	50.85	0.00	-	0.00	0.00	0.00	0.00	-	-	41.87	34.64	20.60	2.89	-	-
PHF	0.93	0.93	0.00	0.00	0.96	0.00	0.88	0.94	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.79	0.92	0.71	0.93	0.94

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int		
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					GA-403 Northeast Expy W/Bound On-Ram					GA-403 Northeast Expy W/Bound Off-Ram							
	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn		App	Total
0800 - 0815	0	0	-	0	0	-	0	0	0	0	-	-	-	-	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	-	0	0	-	0	0	0	0	-	-	-	-	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	-	0	0	-	0	0	0	0	-	-	-	-	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	-	0	0	-	0	0	0	0	-	-	-	-	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	-	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)


Time	Northbound					Southbound					Eastbound					Westbound					Int	
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					GA-403 Northeast Expy W/Bound On-Ram					GA-403 Northeast Expy W/Bound Off-Ram						
	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn		App
0800 - 0815	181	249	-	0	430	-	95	115	0	210	-	-	-	-	0	0	105	91	65	11	272	912
0815 - 0830	160	250	-	0	410	-	119	130	0	249	-	-	-	-	0	0	140	95	62	10	307	966
0830 - 0845	172	284	-	0	456	-	138	129	0	267	-	-	-	-	0	0	120	125	59	5	309	1032
0845 - 0900	167	285	-	0	452	-	127	115	0	242	-	-	-	-	0	0	115	80	52	6	253	947
Total	680	1068	0	0	1748	0	479	489	0	968	0	0	0	0	0	0	480	391	238	32	1141	3857
Approach %	38.90	61.10	0.00	0.00	-	0.00	49.48	50.52	0.00	-	0.00	0.00	0.00	0.00	-	-	42.07	34.27	20.86	2.80	-	-
PHF	0.94	0.94	0.00	0.00	0.96	0.00	0.87	0.94	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.78	0.92	0.73	0.92	0.93

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int	
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					GA-403 Northeast Expy W/Bound On-Ram					GA-403 Northeast Expy W/Bound Off-Ram						
	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn		App
0800 - 0815	4	3	-	0	7	-	4	5	0	9	-	-	-	-	0	0	1	4	1	1	7	23
0815 - 0830	2	6	-	0	8	-	3	4	0	7	-	-	-	-	0	0	5	2	1	0	8	23
0830 - 0845	2	5	-	0	7	-	2	2	0	4	-	-	-	-	0	0	2	4	1	0	7	18
0845 - 0900	0	8	-	0	8	-	0	6	0	6	-	-	-	-	0	0	2	5	1	1	9	23
Total	8	22	0	0	30	0	9	17	0	26	0	0	0	0	0	0	10	15	4	2	31	87
Approach %	26.67	73.33	0.00	0.00	-	0.00	34.62	65.38	0.00	-	0.00	0.00	0.00	0.00	-	-	32.26	48.39	12.90	6.45	-	-
PHF	0.50	0.69	0.00	0.00	0.94	0.00	0.56	0.71	0.00	0.72	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.75	1.00	0.50	0.86	0.95

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int	
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					GA-403 Northeast Expy W/Bound On-Ram					GA-403 Northeast Expy W/Bound Off-Ram						
	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn		App
0800 - 0815	1	2	-	0	3	-	1	0	0	1	-	-	-	-	0	0	2	1	0	0	3	7
0815 - 0830	0	2	-	0	2	-	1	1	0	2	-	-	-	-	0	0	0	0	0	0	0	4
0830 - 0845	0	1	-	0	1	-	0	0	0	0	-	-	-	-	0	0	0	0	0	0	0	1
0845 - 0900	0	1	-	0	1	-	0	0	0	0	-	-	-	-	0	0	0	0	0	0	0	1
Total	1	6	0	0	7	0	2	1	0	3	0	0	0	0	0	0	2	1	0	0	3	13
Approach %	14.29	85.71	0.00	0.00	-	0.00	66.67	33.33	0.00	-	0.00	0.00	0.00	0.00	-	-	66.67	33.33	0.00	0.00	-	-
PHF	0.25	0.75	0.00	0.00	0.58	0.00	0.50	0.25	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.25	0.46

 [Click here for Map](#)

Peak Hour Turning Movement Count

Atlanta, GA



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Thursday, June 9, 2022	
Period	1600 - 1800
Peak Hour	1700 - 1800

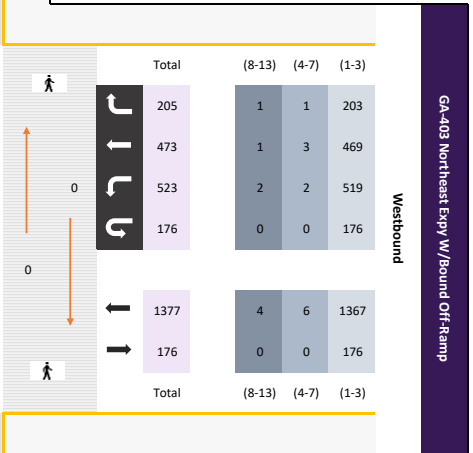
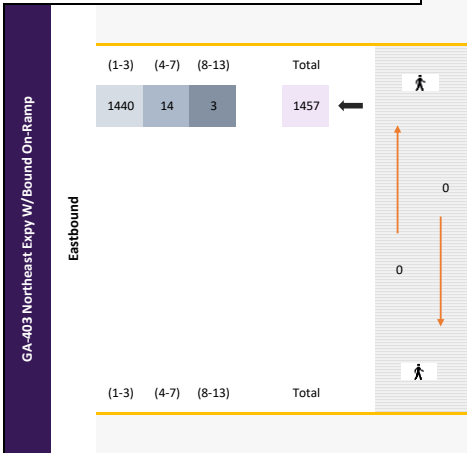
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classes

Class	(1-3)	(4-7)	(8-13)	Total
Volume	4102	36	8	4146
PHF				0.9698

All vehicles

Time	Northbound				Southbound				Eastbound				Westbound				Int	Total			
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy W/Bound On-Ram				GA-403 Northeast Expy W/Bound Off-Ram								
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right			U-Turn	App	
1700 - 1715	109	247	-	0	356	-	216	162	0	378	-	-	-	-	0	123	115	40	57	335	1069
1715 - 1730	95	249	-	0	344	-	169	158	0	327	-	-	-	-	0	149	126	58	53	386	1057
1730 - 1745	92	270	-	0	362	-	196	127	0	323	-	-	-	-	0	115	120	57	39	331	1016
1745 - 1800	97	257	-	0	354	-	182	144	0	326	-	-	-	-	0	136	112	50	27	325	1005
Total	393	1023	0	0	1416	0	763	591	0	1354	0	0	0	0	0	523	473	205	176	1377	4147
Approach %	27.75	72.25	0.00	0.00	-	0.00	56.35	43.65	0.00	-	0.00	0.00	0.00	0.00	-	37.98	34.35	14.89	12.78	-	-
PHF	0.90	0.95	0.00	0.00	0.98	0.00	0.88	0.91	0.00	0.90	0.00	0.00	0.00	0.00	0.00	0.88	0.94	0.88	0.77	0.89	0.97

Bikes

Time	Northbound				Southbound				Eastbound				Westbound				Int	Total			
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy W/Bound On-Ram				GA-403 Northeast Expy W/Bound Off-Ram								
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right			U-Turn	App	
1700 - 1715	0	0	-	0	0	-	0	0	0	0	-	-	-	-	0	0	0	0	0	0	0
1715 - 1730	0	0	-	0	0	-	0	0	0	0	-	-	-	-	0	0	0	0	0	0	0
1730 - 1745	0	1	-	0	1	-	0	0	0	0	-	-	-	-	0	0	0	0	0	0	1
1745 - 1800	0	0	-	0	0	-	0	0	0	0	-	-	-	-	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Passenger Vehicles (1-3)

Time	Northbound				Southbound				Eastbound				Westbound				Int	Total			
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy W/Bound On-Ram				GA-403 Northeast Expy W/Bound Off-Ram								
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right			U-Turn	App	
1700 - 1715	105	244	-	0	349	-	215	161	0	376	-	-	-	-	0	122	115	40	57	334	1059
1715 - 1730	94	246	-	0	340	-	167	156	0	323	-	-	-	-	0	149	124	58	53	384	1047
1730 - 1745	91	265	-	0	356	-	192	125	0	317	-	-	-	-	0	114	119	56	39	328	1001
1745 - 1800	95	254	-	0	349	-	181	144	0	325	-	-	-	-	0	134	111	49	27	321	995
Total	385	1009	0	0	1394	0	755	586	0	1341	0	0	0	0	0	519	469	203	176	1367	4102
Approach %	27.62	72.38	0.00	0.00	-	0.00	56.30	43.70	0.00	-	0.00	0.00	0.00	0.00	-	37.97	34.31	14.85	12.87	-	-
PHF	0.92	0.95	0.00	0.00	0.98	0.00	0.88	0.91	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.87	0.95	0.88	0.77	0.89	0.97

Single Unit Trucks (4-7)

Time	Northbound				Southbound				Eastbound				Westbound				Int	Total			
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy W/Bound On-Ram				GA-403 Northeast Expy W/Bound Off-Ram								
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right			U-Turn	App	
1700 - 1715	2	3	-	0	5	-	1	1	0	2	-	-	-	-	0	0	0	0	0	0	7
1715 - 1730	1	2	-	0	3	-	2	2	0	4	-	-	-	-	0	0	2	0	0	2	9
1730 - 1745	1	4	-	0	5	-	3	2	0	5	-	-	-	-	0	1	0	1	0	2	12
1745 - 1800	2	3	-	0	5	-	1	0	0	1	-	-	-	-	0	1	1	0	0	2	8
Total	6	12	0	0	18	0	7	5	0	12	0	0	0	0	0	2	3	1	0	6	36
Approach %	33.33	66.67	0.00	0.00	-	0.00	58.33	41.67	0.00	-	0.00	0.00	0.00	0.00	-	33.33	50.00	16.67	0.00	-	-
PHF	0.75	0.75	0.00	0.00	0.90	0.00	0.58	0.63	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.50	0.38	0.25	0.00	0.75	0.75

Combination Trucks (8-13)

Time	Northbound				Southbound				Eastbound				Westbound				Int	Total			
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy W/Bound On-Ram				GA-403 Northeast Expy W/Bound Off-Ram								
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right			U-Turn	App	
1700 - 1715	2	0	-	0	2	-	0	0	0	0	-	-	-	-	0	1	0	0	0	1	3
1715 - 1730	0	1	-	0	1	-	0	0	0	0	-	-	-	-	0	0	0	0	0	0	1
1730 - 1745	0	0	-	0	0	-	1	0	0	1	-	-	-	-	0	0	1	0	0	1	2
1745 - 1800	0	0	-	0	0	-	0	0	0	0	-	-	-	-	0	1	0	1	0	2	2
Total	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	2	1	1	0	4	8
Approach %	66.67	33.33	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	50.00	25.00	25.00	0.00	-	-
PHF	0.25	0.25	0.00	0.00	0.38	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.25	0.25	0.00	0.50	0.67

Classified Turn Movement Count || All vehicles



Atlanta, GA

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Site 1 of 4
 GA-155 Clairmont Rd (South)
 GA-155 Clairmont Rd (North)
 GA-403 Northeast Expy W/Bound On-Ramp
 GA-403 Northeast Expy W/Bound Off-Ramp

Date
 Thursday, June 9, 2022

Weather
 Mostly Cloudy
 76°F

Lat/Long
 33.840935°, -84.313418°

0700 - 0900 (Weekday 2h Session) (06-09-2022)

All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound			
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy W/Bound On-Ramp				GA-403 Northeast Expy W/Bound Off-Ramp			
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	Right 1.9	U-Turn 1.10	App Total	Int Total		
0700 - 0715	118	142	0	260	85	103	0	188	108	95	48	10	261	709		
0715 - 0730	147	171	0	318	107	139	0	246	116	94	39	13	262	826		
0730 - 0745	156	204	0	360	96	157	0	253	105	122	52	6	285	898		
0745 - 0800	181	243	0	424	114	127	0	241	104	108	39	10	261	926		
Hourly Total	602	760	0	1362	402	526	0	928	433	419	178	39	1069	3359		
0800 - 0815	186	254	0	440	100	120	0	220	108	96	66	12	282	942		
0815 - 0830	162	258	0	420	123	135	0	258	145	97	63	10	315	993		
0830 - 0845	174	290	0	464	140	131	0	271	122	129	60	5	316	1051		
0845 - 0900	167	294	0	461	127	121	0	248	117	85	53	7	262	971		
Hourly Total	689	1096	0	1785	490	507	0	997	492	407	242	34	1175	3957		
Grand Total	1291	1856	0	3147	892	1033	0	1925	925	826	420	73	2244	7316		
Approach %	41.02	58.98	0.00	-	46.34	53.66	0.00	-	41.22	36.81	18.72	3.25	-	-		
Intersection %	17.65	25.37	0.00	43.02	12.19	14.12	0.00	26.31	12.64	11.29	5.74	1.00	30.67	-		
PHF	0.93	0.93	0.00	0.96	0.88	0.94	0.00	0.92	0.85	0.79	0.92	0.71	0.93	0.94		

1600 - 1800 (Weekday 2h Session) (06-09-2022)

All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound			
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy W/Bound On-Ramp				GA-403 Northeast Expy W/Bound Off-Ramp			
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	Right 1.9	U-Turn 1.10	App Total	Int Total		
1600 - 1615	98	229	0	327	195	138	0	333	89	84	74	36	283	943		
1615 - 1630	110	228	0	338	188	129	0	317	104	104	59	27	294	949		
1630 - 1645	95	245	0	340	203	144	0	347	100	120	50	38	308	995		
1645 - 1700	86	267	0	353	179	146	0	325	128	100	59	35	322	1000		
Hourly Total	389	969	0	1358	765	557	0	1322	421	408	242	136	1207	3887		
1700 - 1715	109	247	0	356	216	162	0	378	123	115	40	57	335	1069		
1715 - 1730	95	249	0	344	169	158	0	327	149	126	58	53	386	1057		
1730 - 1745	92	270	0	362	196	127	0	323	115	120	57	39	331	1016		
1745 - 1800	97	257	0	354	182	144	0	326	136	112	50	27	325	1005		
Hourly Total	393	1023	0	1416	763	591	0	1354	523	473	205	176	1377	4147		
Grand Total	782	1992	0	2774	1528	1148	0	2676	944	881	447	312	2584	8034		
Approach %	28.19	71.81	0.00	-	57.10	42.90	0.00	-	36.53	34.09	17.30	12.07	-	-		
Intersection %	9.73	24.79	0.00	34.53	19.02	14.29	0.00	33.31	11.75	10.97	5.56	3.88	32.16	-		
PHF	0.90	0.95	0.00	0.98	0.88	0.91	0.00	0.90	0.88	0.94	0.88	0.77	0.89	0.97		

Classified Turn Movement Count || Passenger Vehicles (1-3)



Atlanta, GA

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Site 1 of 4
 GA-155 Clairmont Rd (South)
 GA-155 Clairmont Rd (North)
 GA-403 Northeast Expy W/Bound On-Ramp
 GA-403 Northeast Expy W/Bound Off-Ramp

Date
 Thursday, June 9, 2022

Weather
 Mostly Cloudy
 76°F

Lat/Long
 33.840935°, -84.313418°

0700 - 0900 (Weekday 2h Session) (06-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound				Eastbound				Westbound					
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)				GA-403 Northeast Expy W/Bound On-Ramp				GA-403 Northeast Expy W/Bound Off-Ramp					
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total				Left 1.7	Thru 1.8	Right 1.9	U-Turn 1.10	App Total	Int Total	
0700 - 0715	118	140	0	258		81	101	0	182				105	92	45	9	251	691	
0715 - 0730	144	166	0	310		107	136	0	243				113	90	37	10	250	803	
0730 - 0745	153	199	0	352		93	152	0	245				100	116	47	6	269	866	
0745 - 0800	180	239	0	419		111	126	0	237				103	104	35	9	251	907	
Hourly Total	595	744	0	1339		392	515	0	907				421	402	164	34	1021	3267	
0800 - 0815	181	249	0	430		95	115	0	210				105	91	65	11	272	912	
0815 - 0830	160	250	0	410		119	130	0	249				140	95	62	10	307	966	
0830 - 0845	172	284	0	456		138	129	0	267				120	125	59	5	309	1032	
0845 - 0900	167	285	0	452		127	115	0	242				115	80	52	6	253	947	
Hourly Total	680	1068	0	1748		479	489	0	968				480	391	238	32	1141	3857	
Grand Total	1275	1812	0	3087		871	1004	0	1875				901	793	402	66	2162	7124	
Approach %	41.30	58.70	0.00	-		46.45	53.55	0.00	-				41.67	36.68	18.59	3.05	-	-	
Intersection %	17.90	25.44	0.00	43.33		12.23	14.09	0.00	26.32				12.65	11.13	5.64	0.93	30.35	-	

1600 - 1800 (Weekday 2h Session) (06-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound				Eastbound				Westbound					
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)				GA-403 Northeast Expy W/Bound On-Ramp				GA-403 Northeast Expy W/Bound Off-Ramp					
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total				Left 1.7	Thru 1.8	Right 1.9	U-Turn 1.10	App Total	Int Total	
1600 - 1615	96	226	0	322		190	135	0	325				89	83	73	35	280	927	
1615 - 1630	108	222	0	330		186	126	0	312				101	104	57	27	289	931	
1630 - 1645	92	245	0	337		200	140	0	340				100	118	49	38	305	982	
1645 - 1700	83	262	0	345		179	142	0	321				125	98	58	35	316	982	
Hourly Total	379	955	0	1334		755	543	0	1298				415	403	237	135	1190	3822	
1700 - 1715	105	244	0	349		215	161	0	376				122	115	40	57	334	1059	
1715 - 1730	94	246	0	340		167	156	0	323				149	124	58	53	384	1047	
1730 - 1745	91	265	0	356		192	125	0	317				114	119	56	39	328	1001	
1745 - 1800	95	254	0	349		181	144	0	325				134	111	49	27	321	995	
Hourly Total	385	1009	0	1394		755	586	0	1341				519	469	203	176	1367	4102	
Grand Total	764	1964	0	2728		1510	1129	0	2639				934	872	440	311	2557	7924	
Approach %	28.01	71.99	0.00	-		57.22	42.78	0.00	-				36.53	34.10	17.21	12.16	-	-	
Intersection %	9.64	24.79	0.00	34.43		19.06	14.25	0.00	33.30				11.79	11.00	5.55	3.92	32.27	-	

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Site 1 of 4
 GA-155 Clairmont Rd (South)
 GA-155 Clairmont Rd (North)
 GA-403 Northeast Expy W/Bound On-Ramp
 GA-403 Northeast Expy W/Bound Off-Ramp

Date
 Thursday, June 9, 2022

Weather
 Mostly Cloudy
 76°F

Lat/Long
 33.840935°, -84.313418°

0700 - 0900 (Weekday 2h Session) (06-09-2022) Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Westbound			
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy W/Bound On-Ramp				GA-403 Northeast Expy W/Bound Off-Ramp			
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	Right 1.9	U-Turn 1.10	App Total	Int Total		
0700 - 0715	0	1	0	1	4	2	0	6	1	3	3	1	8	15		
0715 - 0730	3	5	0	8	0	3	0	3	2	3	2	2	9	20		
0730 - 0745	3	4	0	7	3	5	0	8	5	6	4	0	15	30		
0745 - 0800	1	4	0	5	3	1	0	4	1	4	4	1	10	19		
Hourly Total	7	14	0	21	10	11	0	21	9	16	13	4	42	84		
0800 - 0815	4	3	0	7	4	5	0	9	1	4	1	1	7	23		
0815 - 0830	2	6	0	8	3	4	0	7	5	2	1	0	8	23		
0830 - 0845	2	5	0	7	2	2	0	4	2	4	1	0	7	18		
0845 - 0900	0	8	0	8	0	6	0	6	2	5	1	1	9	23		
Hourly Total	8	22	0	30	9	17	0	26	10	15	4	2	31	87		
Grand Total	15	36	0	51	19	28	0	47	19	31	17	6	73	171		
Approach %	29.41	70.59	0.00	-	40.43	59.57	0.00	-	26.03	42.47	23.29	8.22	-	-		
Intersection %	8.77	21.05	0.00	29.82	11.11	16.37	0.00	27.49	11.11	18.13	9.94	3.51	42.69	-		

1600 - 1800 (Weekday 2h Session) (06-09-2022) Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Westbound			
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy W/Bound On-Ramp				GA-403 Northeast Expy W/Bound Off-Ramp			
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	Right 1.9	U-Turn 1.10	App Total	Int Total		
1600 - 1615	2	2	0	4	5	3	0	8	0	1	1	1	3	15		
1615 - 1630	2	4	0	6	2	3	0	5	3	0	2	0	5	16		
1630 - 1645	3	-1	0	2	3	3	0	6	0	2	1	0	3	11		
1645 - 1700	2	5	0	7	0	4	0	4	3	1	1	0	5	16		
Hourly Total	9	10	0	19	10	13	0	23	6	4	5	1	16	58		
1700 - 1715	2	3	0	5	1	1	0	2	0	0	0	0	0	7		
1715 - 1730	1	2	0	3	2	2	0	4	0	2	0	0	2	9		
1730 - 1745	1	4	0	5	3	2	0	5	1	0	1	0	2	12		
1745 - 1800	2	3	0	5	1	0	0	1	1	1	0	0	2	8		
Hourly Total	6	12	0	18	7	5	0	12	2	3	1	0	6	36		
Grand Total	15	22	0	37	17	18	0	35	8	7	6	1	22	94		
Approach %	40.54	59.46	0.00	-	48.57	51.43	0.00	-	36.36	31.82	27.27	4.55	-	-		
Intersection %	15.96	23.40	0.00	39.36	18.09	19.15	0.00	37.23	8.51	7.45	6.38	1.06	23.40	-		

Classified Turn Movement Count || Combination Trucks (8-13)



Atlanta, GA

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Site 1 of 4
 GA-155 Clairmont Rd (South)
 GA-155 Clairmont Rd (North)
 GA-403 Northeast Expy W/Bound On-Ramp
 GA-403 Northeast Expy W/Bound Off-Ramp

Date
 Thursday, June 9, 2022

Weather
 Mostly Cloudy
 76°F


Lat/Long
 33.840935°, -84.313418°

0700 - 0900 (Weekday 2h Session) (06-09-2022) Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Westbound			
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy W/Bound On-Ramp				GA-403 Northeast Expy W/Bound Off-Ramp			
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	Right 1.9	U-Turn 1.10	App Total	Int Total		
0700 - 0715	0	1	0	1	0	0	0	0	0	0	0	0	2	3		
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	1	3		
0730 - 0745	0	1	0	1	0	0	0	0	0	0	1	0	1	2		
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	2	0	2	0	0	0	0	0	0	1	0	6	8		
0800 - 0815	1	2	0	3	1	0	0	1	2	1	0	0	3	7		
0815 - 0830	0	2	0	2	1	1	0	2	0	0	0	0	0	4		
0830 - 0845	0	1	0	1	0	0	0	0	0	0	0	0	0	1		
0845 - 0900	0	1	0	1	0	0	0	0	0	0	0	0	0	1		
Hourly Total	1	6	0	7	2	1	0	3	2	1	0	0	3	13		
Grand Total	1	8	0	9	2	1	0	3	5	2	1	1	9	21		
Approach %	11.11	88.89	0.00	-	66.67	33.33	0.00	-	55.56	22.22	11.11	11.11	-	-		
Intersection %	4.76	38.10	0.00	42.86	9.52	4.76	0.00	14.29	23.81	9.52	4.76	4.76	42.86	-		

1600 - 1800 (Weekday 2h Session) (06-09-2022) Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Westbound			
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy W/Bound On-Ramp				GA-403 Northeast Expy W/Bound Off-Ramp			
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	Right 1.9	U-Turn 1.10	App Total	Int Total		
1600 - 1615	0	1	0	1	0	0	0	0	0	0	0	0	0	1		
1615 - 1630	0	2	0	2	0	0	0	0	0	0	0	0	0	2		
1630 - 1645	0	1	0	1	0	1	0	1	0	0	0	0	0	2		
1645 - 1700	1	0	0	1	0	0	0	0	0	1	0	0	1	2		
Hourly Total	1	4	0	5	0	1	0	1	0	1	0	0	1	7		
1700 - 1715	2	0	0	2	0	0	0	0	1	0	0	0	1	3		
1715 - 1730	0	1	0	1	0	0	0	0	0	0	0	0	0	1		
1730 - 1745	0	0	0	0	1	0	0	1	0	1	0	0	1	2		
1745 - 1800	0	0	0	0	0	0	0	0	1	0	1	0	2	2		
Hourly Total	2	1	0	3	1	0	0	1	2	1	1	0	4	8		
Grand Total	3	5	0	8	1	1	0	2	2	2	1	0	5	15		
Approach %	37.50	62.50	0.00	-	50.00	50.00	0.00	-	40.00	40.00	20.00	0.00	-	-		
Intersection %	20.00	33.33	0.00	53.33	6.67	6.67	0.00	13.33	13.33	13.33	6.67	0.00	33.33	-		

 [Click here for Map](#)

Peak Hour Turning Movement Count

Atlanta, GA



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Thursday, June 9, 2022	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



Eastbound		Westbound					
(1-3)	(4-7)	(8-13)	Total	(8-13)	(4-7)	(1-3)	Total
666	8	1	675	0	0	7	668
249	8	0	257	0	5	663	677
2	0	0	2	0	0	0	253
2	1	0	3	0	7	246	
243	7	0	250	0	0	0	
2	0	0	2	0	0	0	
(1-3)	(4-7)	(8-13)	Total	(8-13)	(4-7)	(1-3)	Total

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	925	16	1	942
PHF				0.8954

Northbound		Southbound					
(1-3)	(4-7)	(8-13)	Total	(8-13)	(4-7)	(1-3)	Total
4	0	0	4	0	0	0	0
(8-13)	(4-7)	(1-3)	Total	(8-13)	(4-7)	(1-3)	Total

Briarcliff Rd NE (West)

Briarcliff Rd NE (East)

All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
0800 - 0815	0	0	0	0	0	0	0	1	0	1	1	58	0	0	59	0	164	2	0	166	226	
0815 - 0830	0	0	0	0	0	1	0	0	0	1	1	52	0	0	53	0	168	2	0	170	224	
0830 - 0845	0	0	0	0	0	0	0	2	0	2	1	66	0	2	69	0	190	2	0	192	263	
0845 - 0900	0	0	0	0	0	2	0	2	0	4	0	74	2	0	76	2	146	1	0	149	229	
Total	0	0	0	0	0	3	0	5	0	8	3	250	2	2	257	2	668	7	0	677	942	
Approach %	0.00	0.00	0.00	0.00	-	37.50	0.00	62.50	0.00	-	1.17	97.28	0.78	0.78	-	0.30	98.67	1.03	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.63	0.00	0.50	0.75	0.84	0.25	0.25	0.85	0.25	0.88	0.88	0.00	0.88	0.90	

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (1-3)


Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	56	0	0	56	0	163	2	0	165	221	
0815 - 0830	0	0	0	0	0	1	0	0	0	1	1	51	0	0	52	0	168	2	0	170	223	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	1	64	0	2	67	0	187	2	0	189	256	
0845 - 0900	0	0	0	0	0	2	0	1	0	3	0	72	2	0	74	2	145	1	0	148	225	
Total	0	0	0	0	0	3	0	1	0	4	2	243	2	2	249	2	663	7	0	672	925	
Approach %	0.00	0.00	0.00	0.00	-	75.00	0.00	25.00	0.00	-	0.80	97.59	0.80	0.80	-	0.30	98.66	1.04	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.25	0.00	0.33	0.50	0.84	0.25	0.25	0.84	0.25	0.89	0.88	0.00	0.89	0.90	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
0800 - 0815	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	4	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
0830 - 0845	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	3	0	0	3	7	
0845 - 0900	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	4	
Total	0	0	0	0	0	0	0	3	0	3	1	7	0	0	8	0	5	0	0	5	16	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	12.50	87.50	0.00	0.00	-	0.00	100.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.38	0.25	0.88	0.00	0.00	0.67	0.00	0.42	0.00	0.00	0.42	0.57	

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
0800 - 0815	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	

 [Click here for Map](#)

Peak Hour Turning Movement Count

Atlanta, GA



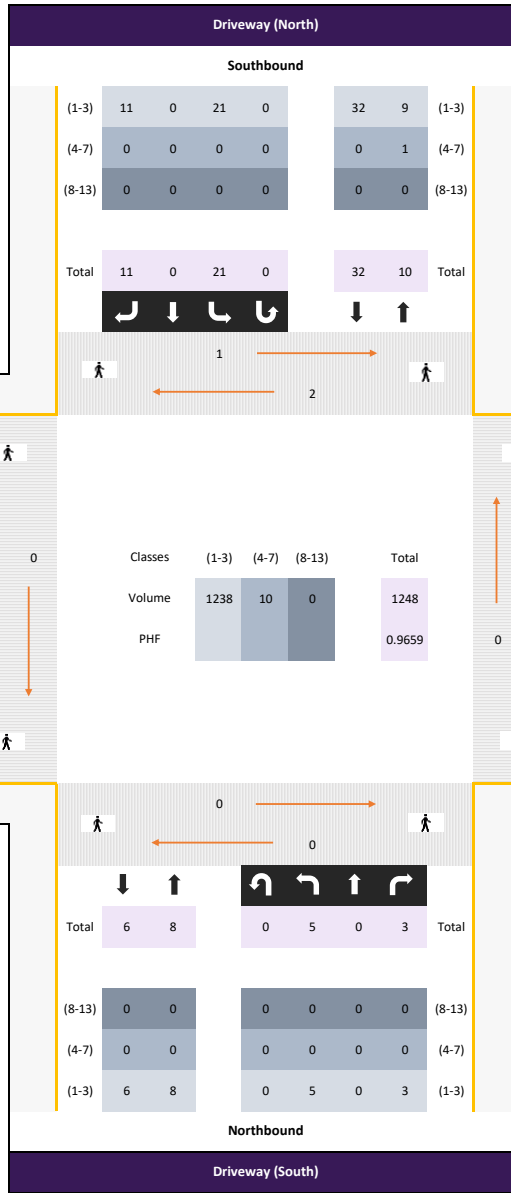
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Thursday, June 9, 2022	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



Briarcliff Rd NE (West)

Briarcliff Rd NE (East)

All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
1645 - 1700	0	0	1	0	1	6	0	6	0	12	0	186	1	0	187	0	112	2	0	114	314	
1700 - 1715	1	0	0	0	1	7	0	2	0	9	1	184	0	0	185	0	107	0	0	107	302	
1715 - 1730	2	0	1	0	3	1	0	2	0	3	2	213	2	0	217	2	96	2	0	100	323	
1730 - 1745	2	0	1	0	3	7	0	1	0	8	2	175	0	0	177	1	119	1	0	121	309	
Total	5	0	3	0	8	21	0	11	0	32	5	758	3	0	766	3	434	5	0	442	1248	
Approach %	62.50	0.00	37.50	0.00	-	65.63	0.00	34.38	0.00	-	0.65	98.96	0.39	0.00	-	0.68	98.19	1.13	0.00	-		
PHF	0.63	0.00	0.75	0.00	0.67	0.75	0.00	0.46	0.00	0.67	0.63	0.89	0.38	0.00	0.88	0.38	0.91	0.63	0.00	0.91	0.97	

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
1645 - 1700	0	0	1	0	1	6	0	6	0	12	0	185	1	0	186	0	110	2	0	112	311	
1700 - 1715	1	0	0	0	1	7	0	2	0	9	1	184	0	0	185	0	105	0	0	105	300	
1715 - 1730	2	0	1	0	3	1	0	2	0	3	2	210	2	0	214	2	96	2	0	100	320	
1730 - 1745	2	0	1	0	3	7	0	1	0	8	1	174	0	0	175	1	119	1	0	121	307	
Total	5	0	3	0	8	21	0	11	0	32	4	753	3	0	760	3	430	5	0	438	1238	
Approach %	62.50	0.00	37.50	0.00	-	65.63	0.00	34.38	0.00	-	0.53	99.08	0.39	0.00	-	0.68	98.17	1.14	0.00	-		
PHF	0.63	0.00	0.75	0.00	0.67	0.75	0.00	0.46	0.00	0.67	0.50	0.90	0.38	0.00	0.89	0.38	0.90	0.63	0.00	0.90	0.97	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	
Total	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	4	0	0	4	10	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	16.67	83.33	0.00	0.00	-	0.00	100.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.42	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.50	0.83	

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All vehicles



Atlanta, GA

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Site 2 of 4

Driveway (South)
 Driveway (North)
 Briarcliff Rd NE (West)
 Briarcliff Rd NE (East)

Date

Thursday, June 9, 2022

Weather

Mostly Cloudy
 76°F

Lat/Long

33.837739°, -84.309681°

0700 - 0900 (Weekday 2h Session) (06-09-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	104	0	0	104	117
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	0	98	0	0	98	120
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	26	0	0	26	0	117	0	0	117	143
0745 - 0800	0	0	0	0	0	0	0	0	0	0	1	46	0	0	47	0	151	1	0	152	199
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	107	0	0	108	0	470	1	0	471	579
0800 - 0815	0	0	0	0	0	0	0	1	0	1	1	58	0	0	59	0	164	2	0	166	226
0815 - 0830	0	0	0	0	0	1	0	0	0	1	1	52	0	0	53	0	168	2	0	170	224
0830 - 0845	0	0	0	0	0	0	0	2	0	2	1	66	0	2	69	0	190	2	0	192	263
0845 - 0900	0	0	0	0	0	2	0	2	0	4	0	74	2	0	76	2	146	1	0	149	229
Hourly Total	0	0	0	0	0	3	0	5	0	8	3	250	2	2	257	2	668	7	0	677	942
Grand Total	0	0	0	0	0	3	0	5	0	8	4	357	2	2	365	2	1138	8	0	1148	1521
Approach %	0.00	0.00	0.00	0.00	-	37.50	0.00	62.50	0.00	-	1.10	97.81	0.55	0.55	-	0.17	99.13	0.70	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.33	0.00	0.53	0.26	23.47	0.13	0.13	24.00	0.13	74.82	0.53	0.00	75.48	
PHF	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.63	0.00	0.50	0.75	0.84	0.25	0.25	0.85	0.25	0.88	0.88	0.00	0.88	0.90

1600 - 1800 (Weekday 2h Session) (06-09-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	1	0	0	0	1	5	0	6	0	11	4	175	0	0	179	0	91	1	0	92	283
1615 - 1630	2	0	4	0	6	3	0	2	0	5	3	176	0	0	179	1	120	2	0	123	313
1630 - 1645	1	0	0	0	1	4	0	5	0	9	1	167	0	0	168	0	93	2	0	95	273
1645 - 1700	0	0	1	0	1	6	0	6	0	12	0	186	1	0	187	0	112	2	0	114	314
Hourly Total	4	0	5	0	9	18	0	19	0	37	8	704	1	0	713	1	416	7	0	424	1183
1700 - 1715	1	0	0	0	1	7	0	2	0	9	1	184	0	0	185	0	107	0	0	107	302
1715 - 1730	2	0	1	0	3	1	0	2	0	3	2	213	2	0	217	2	96	2	0	100	323
1730 - 1745	2	0	1	0	3	7	0	1	0	8	2	175	0	0	177	1	119	1	0	121	309
1745 - 1800	0	0	1	0	1	0	0	1	0	1	3	176	1	0	180	0	113	0	0	113	295
Hourly Total	5	0	3	0	8	15	0	6	0	21	8	748	3	0	759	3	435	3	0	441	1229
Grand Total	9	0	8	0	17	33	0	25	0	58	16	1452	4	0	1472	4	851	10	0	865	2412
Approach %	52.94	0.00	47.06	0.00	-	56.90	0.00	43.10	0.00	-	1.09	98.64	0.27	0.00	-	0.46	98.38	1.16	0.00	-	
Intersection %	0.37	0.00	0.33	0.00	0.70	1.37	0.00	1.04	0.00	2.40	0.66	60.20	0.17	0.00	61.03	0.17	35.28	0.41	0.00	35.86	
PHF	0.63	0.00	0.75	0.00	0.67	0.75	0.00	0.46	0.00	0.67	0.63	0.89	0.38	0.00	0.88	0.38	0.91	0.63	0.00	0.91	0.97

Classified Turn Movement Count || Bikes



Atlanta, GA

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Site 2 of 4
 Driveway (South)
 Driveway (North)
 Briarcliff Rd NE (West)
 Briarcliff Rd NE (East)

Date
 Thursday, June 9, 2022

Weather
 Mostly Cloudy
 76°F

Lat/Long
 33.837739°, -84.309681°

0700 - 0900 (Weekday 2h Session) (06-09-2022)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total					
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)										
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total						
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0	0	2
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	50.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	

1600 - 1800 (Weekday 2h Session) (06-09-2022)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total					
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)										
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total						
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Atlanta, GA

Site 2 of 4

Driveway (South)
 Driveway (North)
 Briarcliff Rd NE (West)
 Briarcliff Rd NE (East)

Date

Thursday, June 9, 2022

Weather

Mostly Cloudy
 76°F

Lat/Long

33.837739°, -84.309681°

0700 - 0900 (Weekday 2h Session) (06-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	101	0	0	101	114
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	98	0	0	98	118
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	116	0	0	116	141
0745 - 0800	0	0	0	0	0	0	0	0	0	0	1	44	0	0	45	0	150	1	0	151	196
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	102	0	0	103	0	465	1	0	466	569
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	56	0	0	56	0	163	2	0	165	221
0815 - 0830	0	0	0	0	0	1	0	0	0	1	1	51	0	0	52	0	168	2	0	170	223
0830 - 0845	0	0	0	0	0	0	0	0	0	0	1	64	0	2	67	0	187	2	0	189	256
0845 - 0900	0	0	0	0	0	2	0	1	0	3	0	72	2	0	74	2	145	1	0	148	225
Hourly Total	0	0	0	0	0	3	0	1	0	4	2	243	2	2	249	2	663	7	0	672	925
Grand Total	0	0	0	0	0	3	0	1	0	4	3	345	2	2	352	2	1128	8	0	1138	1494
Approach %	0.00	0.00	0.00	0.00	-	75.00	0.00	25.00	0.00	-	0.85	98.01	0.57	0.57	-	0.18	99.12	0.70	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.07	0.00	0.27	0.20	23.09	0.13	0.13	23.56	0.13	75.50	0.54	0.00	76.17	

1600 - 1800 (Weekday 2h Session) (06-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	0	0	0	0	0	5	0	6	0	11	4	173	0	0	177	0	88	1	0	89	277
1615 - 1630	2	0	4	0	6	3	0	2	0	5	3	173	0	0	176	1	119	2	0	122	309
1630 - 1645	1	0	0	0	1	4	0	5	0	9	1	165	0	0	166	0	92	2	0	94	270
1645 - 1700	0	0	1	0	1	6	0	6	0	12	0	185	1	0	186	0	110	2	0	112	311
Hourly Total	3	0	5	0	8	18	0	19	0	37	8	696	1	0	705	1	409	7	0	417	1167
1700 - 1715	1	0	0	0	1	7	0	2	0	9	1	184	0	0	185	0	105	0	0	105	300
1715 - 1730	2	0	1	0	3	1	0	2	0	3	2	210	2	0	214	2	96	2	0	100	320
1730 - 1745	2	0	1	0	3	7	0	1	0	8	1	174	0	0	175	1	119	1	0	121	307
1745 - 1800	0	0	1	0	1	0	0	0	0	0	3	176	1	0	180	0	113	0	0	113	294
Hourly Total	5	0	3	0	8	15	0	5	0	20	7	744	3	0	754	3	433	3	0	439	1221
Grand Total	8	0	8	0	16	33	0	24	0	57	15	1440	4	0	1459	4	842	10	0	856	2388
Approach %	50.00	0.00	50.00	0.00	-	57.89	0.00	42.11	0.00	-	1.03	98.70	0.27	0.00	-	0.47	98.36	1.17	0.00	-	
Intersection %	0.34	0.00	0.34	0.00	0.67	1.38	0.00	1.01	0.00	2.39	0.63	60.30	0.17	0.00	61.10	0.17	35.26	0.42	0.00	35.85	

Classified Turn Movement Count || Single Unit Trucks (4-7)



Atlanta, GA

www.marrtraffic.com

Site 2 of 4
 Driveway (South)
 Driveway (North)
 Briarcliff Rd NE (West)
 Briarcliff Rd NE (East)

Date
 Thursday, June 9, 2022

Weather
 Mostly Cloudy
 76°F

Lat/Long
 33.837739°, -84.309681°

0700 - 0900 (Weekday 2h Session) (06-09-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total				
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)									
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total					
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	0	1	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1
Hourly Total	0	0	0	0	0	0	0	3	0	3	1	7	0	0	8	0	5	0	0	5	0	1	0	0	1
Grand Total	0	0	0	0	0	0	0	3	0	3	1	11	0	0	12	0	9	0	0	9	0	1	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	8.33	91.67	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.50	0.00	12.50	4.17	45.83	0.00	0.00	50.00	0.00	37.50	0.00	0.00	37.50	0.00	0.00	0.00	0.00	0.00

1600 - 1800 (Weekday 2h Session) (06-09-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total				
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)									
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total					
1600 - 1615	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0
Hourly Total	1	0	0	0	1	0	0	0	0	0	0	8	0	0	8	0	6	0	0	6	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1	1	4	0	0	5	0	2	0	0	2	0	0	0	0	0
Grand Total	1	0	0	0	1	0	0	1	0	1	1	12	0	0	13	0	8	0	0	8	0	0	0	0	0
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	7.69	92.31	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-
Intersection %	4.35	0.00	0.00	0.00	4.35	0.00	0.00	4.35	0.00	4.35	4.35	52.17	0.00	0.00	56.52	0.00	34.78	0.00	0.00	34.78	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || Combination Trucks (8-13)



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Atlanta, GA

Site 2 of 4
 Driveway (South)
 Driveway (North)
 Briarcliff Rd NE (West)
 Briarcliff Rd NE (East)

Date
 Thursday, June 9, 2022

Weather
 Mostly Cloudy
 76°F


Lat/Long
 33.837739°, -84.309681°

0700 - 0900 (Weekday 2h Session) (06-09-2022) Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (06-09-2022) Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway (South)					Driveway (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

 [Click here for Map](#)

Peak Hour Turning Movement Count

Atlanta, GA



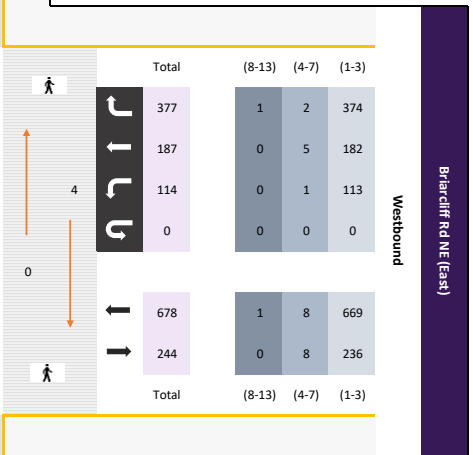
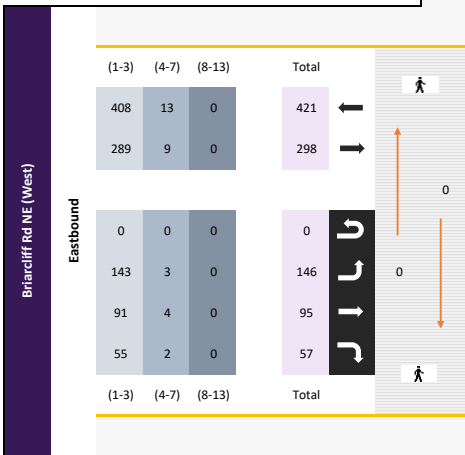
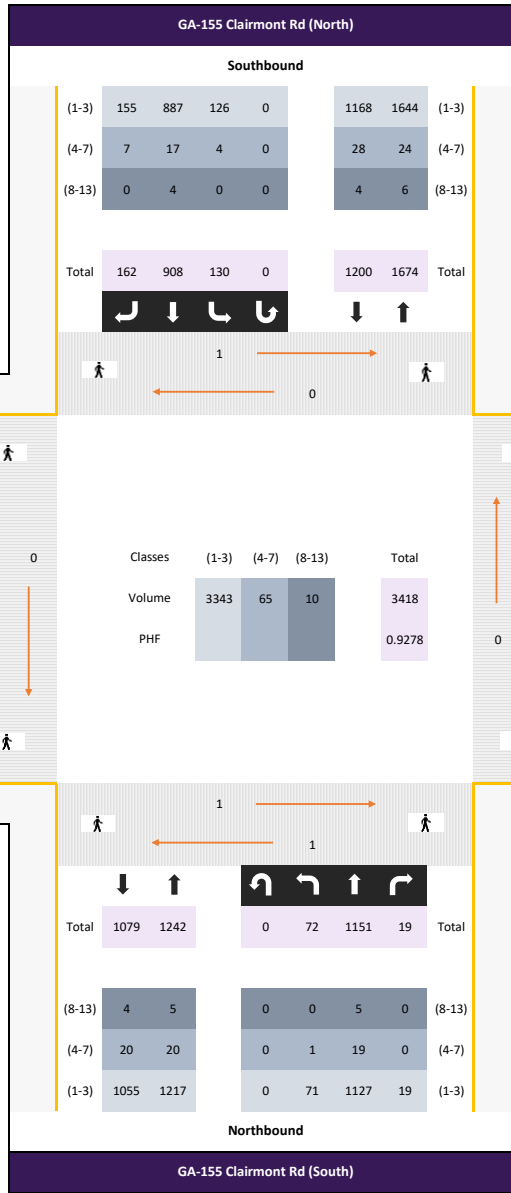
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Thursday, June 9, 2022	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0800 - 0815	17	276	4	0	297	29	183	30	0	242	30	23	18	0	71	21	44	101	0	166	776
0815 - 0830	23	273	1	0	297	31	232	47	0	310	33	23	17	0	73	24	53	95	0	172	852
0830 - 0845	14	298	8	0	320	34	248	44	0	326	46	29	9	0	84	38	56	97	0	191	921
0845 - 0900	18	304	6	0	328	36	245	41	0	322	37	20	13	0	70	31	34	84	0	149	869
Total	72	1151	19	0	1242	130	908	162	0	1200	146	95	57	0	298	114	187	377	0	678	3418
Approach %	5.80	92.67	1.53	0.00	-	10.83	75.67	13.50	0.00	-	48.99	31.88	19.13	0.00	-	16.81	27.58	55.60	0.00	-	-
PHF	0.78	0.95	0.59	0.00	0.95	0.90	0.92	0.86	0.00	0.92	0.79	0.82	0.79	0.00	0.89	0.75	0.83	0.93	0.00	0.89	0.93

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0800 - 0815	17	270	4	0	291	28	179	28	0	235	29	23	18	0	70	21	43	100	0	164	760
0815 - 0830	23	268	1	0	292	29	224	43	0	296	33	23	17	0	73	24	53	94	0	171	832
0830 - 0845	14	292	8	0	314	33	243	43	0	319	44	27	8	0	79	37	52	97	0	186	898
0845 - 0900	17	297	6	0	320	36	241	41	0	318	37	18	12	0	67	31	34	83	0	148	853
Total	71	1127	19	0	1217	126	887	155	0	1168	143	91	55	0	289	113	182	374	0	669	3343
Approach %	5.83	92.60	1.56	0.00	-	10.79	75.94	13.27	0.00	-	49.48	31.49	19.03	0.00	-	16.89	27.20	55.90	0.00	-	-
PHF	0.77	0.95	0.59	0.00	0.95	0.88	0.91	0.90	0.00	0.92	0.81	0.84	0.76	0.00	0.91	0.76	0.86	0.94	0.00	0.90	0.93

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0800 - 0815	0	3	0	0	3	1	3	2	0	6	1	0	0	0	1	0	1	0	0	1	11
0815 - 0830	0	5	0	0	5	2	7	4	0	13	0	0	0	0	0	0	0	1	0	1	19
0830 - 0845	0	5	0	0	5	1	3	1	0	5	2	2	1	0	5	1	4	0	0	5	20
0845 - 0900	1	6	0	0	7	0	4	0	0	4	0	2	1	0	3	0	0	1	0	1	15
Total	1	19	0	0	20	4	17	7	0	28	3	4	2	0	9	1	5	2	0	8	65
Approach %	5.00	95.00	0.00	0.00	-	14.29	60.71	25.00	0.00	-	33.33	44.44	22.22	0.00	-	12.50	62.50	25.00	0.00	-	-
PHF	0.25	0.79	0.00	0.00	0.71	0.50	0.61	0.44	0.00	0.54	0.38	0.50	0.50	0.00	0.45	0.25	0.31	0.50	0.00	0.40	0.81

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0800 - 0815	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	5
0815 - 0830	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0845 - 0900	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	10
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	-
PHF	0.00	0.42	0.00	0.00	0.42	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.50

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Peak Hour Turning Movement Count

Atlanta, GA



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Thursday, June 9, 2022	
Period	1600 - 1800
Peak Hour	1615 - 1715

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



Briarcliff Rd NE (West)

Briarcliff Rd NE (East)

Classified Turn Movement Count || All vehicles



Atlanta, GA

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Site 3 of 4

GA-155 Clairmont Rd (South)
 GA-155 Clairmont Rd (North)
 Briarcliff Rd NE (West)
 Briarcliff Rd NE (East)

Date

Thursday, June 9, 2022

Weather

Mostly Cloudy
 76°F

Lat/Long

33.837509°, -84.311927°

0700 - 0900 (Weekday 2h Session) (06-09-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	5	147	0	0	152	13	151	30	0	194	28	1	7	0	36	15	19	69	0	103	485
0715 - 0730	8	213	1	0	222	13	195	32	0	240	26	7	13	0	46	9	20	66	0	95	603
0730 - 0745	8	239	4	0	251	14	179	26	0	219	39	10	6	0	55	12	22	89	0	123	648
0745 - 0800	11	280	7	0	298	25	204	25	0	254	36	19	6	0	61	25	37	82	0	144	757
Hourly Total	32	879	12	0	923	65	729	113	0	907	129	37	32	0	198	61	98	306	0	465	2493
0800 - 0815	17	276	4	0	297	29	183	30	0	242	30	23	18	0	71	21	44	101	0	166	776
0815 - 0830	23	273	1	0	297	31	232	47	0	310	33	23	17	0	73	24	53	95	0	172	852
0830 - 0845	14	298	8	0	320	34	248	44	0	326	46	29	9	0	84	38	56	97	0	191	921
0845 - 0900	18	304	6	0	328	36	245	41	0	322	37	20	13	0	70	31	34	84	0	149	869
Hourly Total	72	1151	19	0	1242	130	908	162	0	1200	146	95	57	0	298	114	187	377	0	678	3418
Grand Total	104	2030	31	0	2165	195	1637	275	0	2107	275	132	89	0	496	175	285	683	0	1143	5911
Approach %	4.80	93.76	1.43	0.00	-	9.25	77.69	13.05	0.00	-	55.44	26.61	17.94	0.00	-	15.31	24.93	59.76	0.00	-	
Intersection %	1.76	34.34	0.52	0.00	36.63	3.30	27.69	4.65	0.00	35.65	4.65	2.23	1.51	0.00	8.39	2.96	4.82	11.55	0.00	19.34	
PHF	0.78	0.95	0.59	0.00	0.95	0.90	0.92	0.86	0.00	0.92	0.79	0.82	0.79	0.00	0.89	0.75	0.83	0.93	0.00	0.89	0.93

1600 - 1800 (Weekday 2h Session) (06-09-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	13	224	15	0	252	97	317	31	0	445	50	61	30	0	141	26	17	64	0	107	945
1615 - 1630	14	211	23	0	248	97	355	47	0	499	41	67	20	0	128	27	38	74	0	139	1014
1630 - 1645	11	241	16	0	268	87	379	43	0	509	45	65	41	0	151	20	25	51	0	96	1024
1645 - 1700	10	176	17	0	203	86	371	29	0	486	50	85	46	0	181	30	39	66	0	135	1005
Hourly Total	48	852	71	0	971	367	1422	150	0	1939	186	278	137	0	601	103	119	255	0	477	3988
1700 - 1715	16	228	17	0	261	110	385	31	0	526	31	62	43	0	136	17	24	75	0	116	1039
1715 - 1730	8	179	18	0	205	111	344	39	0	494	55	83	26	0	164	23	29	58	0	110	973
1730 - 1745	15	236	10	0	261	121	332	43	0	496	41	63	23	0	127	17	32	74	0	123	1007
1745 - 1800	9	191	13	0	213	92	316	37	0	445	45	77	25	0	147	15	33	67	0	115	920
Hourly Total	48	834	58	0	940	434	1377	150	0	1961	172	285	117	0	574	72	118	274	0	464	3939
Grand Total	96	1686	129	0	1911	801	2799	300	0	3900	358	563	254	0	1175	175	237	529	0	941	7927
Approach %	5.02	88.23	6.75	0.00	-	20.54	71.77	7.69	0.00	-	30.47	47.91	21.62	0.00	-	18.60	25.19	56.22	0.00	-	
Intersection %	1.21	21.27	1.63	0.00	24.11	10.10	35.31	3.78	0.00	49.20	4.52	7.10	3.20	0.00	14.82	2.21	2.99	6.67	0.00	11.87	
PHF	0.80	0.89	0.79	0.00	0.91	0.86	0.97	0.80	0.00	0.96	0.84	0.82	0.82	0.00	0.82	0.78	0.81	0.89	0.00	0.87	0.98

Classified Turn Movement Count || Bikes



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Atlanta, GA

Site 3 of 4

GA-155 Clairmont Rd (South)
 GA-155 Clairmont Rd (North)
 Briarcliff Rd NE (West)
 Briarcliff Rd NE (East)

Date

Thursday, June 9, 2022

Weather

Mostly Cloudy
 76°F

Lat/Long

33.837509°, -84.311927°

0700 - 0900 (Weekday 2h Session) (06-09-2022)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	

1600 - 1800 (Weekday 2h Session) (06-09-2022)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Atlanta, GA

Site 3 of 4

GA-155 Clairmont Rd (South)
 GA-155 Clairmont Rd (North)
 Briarcliff Rd NE (West)
 Briarcliff Rd NE (East)

Date

Thursday, June 9, 2022

Weather

Mostly Cloudy
 76°F

Lat/Long

33.837509°, -84.311927°

0700 - 0900 (Weekday 2h Session) (06-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	5	146	0	0	151	13	148	29	0	190	27	1	7	0	35	15	18	67	0	100	476
0715 - 0730	8	210	1	0	219	12	188	32	0	232	25	7	13	0	45	9	20	66	0	95	591
0730 - 0745	8	236	4	0	248	13	173	23	0	209	36	10	6	0	52	12	21	89	0	122	631
0745 - 0800	11	279	7	0	297	24	199	25	0	248	36	18	6	0	60	24	37	82	0	143	748
Hourly Total	32	871	12	0	915	62	708	109	0	879	124	36	32	0	192	60	96	304	0	460	2446
0800 - 0815	17	270	4	0	291	28	179	28	0	235	29	23	18	0	70	21	43	100	0	164	760
0815 - 0830	23	268	1	0	292	29	224	43	0	296	33	23	17	0	73	24	53	94	0	171	832
0830 - 0845	14	292	8	0	314	33	243	43	0	319	44	27	8	0	79	37	52	97	0	186	898
0845 - 0900	17	297	6	0	320	36	241	41	0	318	37	18	12	0	67	31	34	83	0	148	853
Hourly Total	71	1127	19	0	1217	126	887	155	0	1168	143	91	55	0	289	113	182	374	0	669	3343
Grand Total	103	1998	31	0	2132	188	1595	264	0	2047	267	127	87	0	481	173	278	678	0	1129	5789
Approach %	4.83	93.71	1.45	0.00	-	9.18	77.92	12.90	0.00	-	55.51	26.40	18.09	0.00	-	15.32	24.62	60.05	0.00	-	-
Intersection %	1.78	34.51	0.54	0.00	36.83	3.25	27.55	4.56	0.00	35.36	4.61	2.19	1.50	0.00	8.31	2.99	4.80	11.71	0.00	19.50	-

1600 - 1800 (Weekday 2h Session) (06-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	13	221	15	0	249	97	312	29	0	438	49	57	30	0	136	26	17	60	0	103	926
1615 - 1630	14	209	23	0	246	96	349	47	0	492	40	67	19	0	126	26	38	73	0	137	1001
1630 - 1645	11	237	16	0	264	87	372	43	0	502	45	62	41	0	148	20	25	50	0	95	1009
1645 - 1700	10	174	17	0	201	86	363	29	0	478	50	85	45	0	180	30	39	64	0	133	992
Hourly Total	48	841	71	0	960	366	1396	148	0	1910	184	271	135	0	590	102	119	247	0	468	3928
1700 - 1715	16	224	17	0	257	110	379	31	0	520	31	62	43	0	136	17	24	73	0	114	1027
1715 - 1730	7	177	18	0	202	111	336	39	0	486	53	83	26	0	162	23	29	58	0	110	960
1730 - 1745	15	231	10	0	256	120	328	43	0	491	40	61	23	0	124	17	32	74	0	123	994
1745 - 1800	9	189	13	0	211	90	311	37	0	438	45	77	25	0	147	15	33	66	0	114	910
Hourly Total	47	821	58	0	926	431	1354	150	0	1935	169	283	117	0	569	72	118	271	0	461	3891
Grand Total	95	1662	129	0	1886	797	2750	298	0	3845	353	554	252	0	1159	174	237	518	0	929	7819
Approach %	5.04	88.12	6.84	0.00	-	20.73	71.52	7.75	0.00	-	30.46	47.80	21.74	0.00	-	18.73	25.51	55.76	0.00	-	-
Intersection %	1.21	21.26	1.65	0.00	24.12	10.19	35.17	3.81	0.00	49.18	4.51	7.09	3.22	0.00	14.82	2.23	3.03	6.62	0.00	11.88	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



Atlanta, GA

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Site 3 of 4

GA-155 Clairmont Rd (South)
 GA-155 Clairmont Rd (North)
 Briarcliff Rd NE (West)
 Briarcliff Rd NE (East)

Date

Thursday, June 9, 2022

Weather

Mostly Cloudy
 76°F

Lat/Long

33.837509°, -84.311927°

0700 - 0900 (Weekday 2h Session) (06-09-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	0	1	0	0	1	0	2	1	0	3	1	0	0	0	1	0	1	1	0	2	7
0715 - 0730	0	3	0	0	3	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	10
0730 - 0745	0	3	0	0	3	1	6	3	0	10	3	0	0	0	3	0	1	0	0	1	17
0745 - 0800	0	1	0	0	1	1	5	0	0	6	0	1	0	0	1	1	0	0	0	1	9
Hourly Total	0	8	0	0	8	3	19	4	0	26	4	1	0	0	5	1	2	1	0	4	43
0800 - 0815	0	3	0	0	3	1	3	2	0	6	1	0	0	0	1	0	1	0	0	1	11
0815 - 0830	0	5	0	0	5	2	7	4	0	13	0	0	0	0	0	0	0	1	0	1	19
0830 - 0845	0	5	0	0	5	1	3	1	0	5	2	2	1	0	5	1	4	0	0	5	20
0845 - 0900	1	6	0	0	7	0	4	0	0	4	0	2	1	0	3	0	0	1	0	1	15
Hourly Total	1	19	0	0	20	4	17	7	0	28	3	4	2	0	9	1	5	2	0	8	65
Grand Total	1	27	0	0	28	7	36	11	0	54	7	5	2	0	14	2	7	3	0	12	108
Approach %	3.57	96.43	0.00	0.00	-	12.96	66.67	20.37	0.00	-	50.00	35.71	14.29	0.00	-	16.67	58.33	25.00	0.00	-	
Intersection %	0.93	25.00	0.00	0.00	25.93	6.48	33.33	10.19	0.00	50.00	6.48	4.63	1.85	0.00	12.96	1.85	6.48	2.78	0.00	11.11	

1600 - 1800 (Weekday 2h Session) (06-09-2022)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1600 - 1615	0	3	0	0	3	0	5	2	0	7	1	4	0	0	5	0	0	3	0	3	18
1615 - 1630	0	2	0	0	2	1	6	0	0	7	1	0	0	0	1	1	0	1	0	2	12
1630 - 1645	0	3	0	0	3	0	7	0	0	7	0	3	0	0	3	0	0	1	0	1	14
1645 - 1700	0	2	0	0	2	0	8	0	0	8	0	0	1	0	1	0	0	2	0	2	13
Hourly Total	0	10	0	0	10	1	26	2	0	29	2	7	1	0	10	1	0	7	0	8	57
1700 - 1715	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	2	0	2	11
1715 - 1730	1	2	0	0	3	0	8	0	0	8	2	0	0	0	2	0	0	0	0	0	13
1730 - 1745	0	4	0	0	4	1	4	0	0	5	0	2	0	0	2	0	0	0	0	0	11
1745 - 1800	0	2	0	0	2	2	3	0	0	5	0	0	0	0	0	0	0	1	0	1	8
Hourly Total	1	11	0	0	12	3	21	0	0	24	2	2	0	0	4	0	0	3	0	3	43
Grand Total	1	21	0	0	22	4	47	2	0	53	4	9	1	0	14	1	0	10	0	11	100
Approach %	4.55	95.45	0.00	0.00	-	7.55	88.68	3.77	0.00	-	28.57	64.29	7.14	0.00	-	9.09	0.00	90.91	0.00	-	
Intersection %	1.00	21.00	0.00	0.00	22.00	4.00	47.00	2.00	0.00	53.00	4.00	9.00	1.00	0.00	14.00	1.00	0.00	10.00	0.00	11.00	

Classified Turn Movement Count || Combination Trucks (8-13)



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Atlanta, GA

Site 3 of 4

GA-155 Clairmont Rd (South)
 GA-155 Clairmont Rd (North)
 Briarcliff Rd NE (West)
 Briarcliff Rd NE (East)

Date

Thursday, June 9, 2022

Weather

Mostly Cloudy
 76°F

Lat/Long

33.837509°, -84.311927°

0700 - 0900 (Weekday 2h Session) (06-09-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
0800 - 0815	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	5
0815 - 0830	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0845 - 0900	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	10
Grand Total	0	5	0	0	5	0	6	0	0	6	1	0	0	0	1	0	0	1	0	1	13
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	38.46	0.00	0.00	38.46	0.00	46.15	0.00	0.00	46.15	7.69	0.00	0.00	0.00	7.69	0.00	0.00	7.69	0.00	7.69	

1600 - 1800 (Weekday 2h Session) (06-09-2022)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-155 Clairmont Rd (South)					GA-155 Clairmont Rd (North)					Briarcliff Rd NE (West)					Briarcliff Rd NE (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1630 - 1645	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	3
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	3	0	0	3	0	2	0	0	2	0	0	1	0	1	0	0	1	0	1	7
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	42.86	0.00	0.00	42.86	0.00	28.57	0.00	0.00	28.57	0.00	0.00	14.29	0.00	14.29	0.00	0.00	14.29	0.00	14.29	

Pedestrian Count | All vehicles



Atlanta, GA

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Site 3 of 4

GA-155 Clairmont Rd (South)
 GA-155 Clairmont Rd (North)
 Briarcliff Rd NE (West)
 Briarcliff Rd NE (East)

Date

Thursday, June 9, 2022

Weather

Mostly Cloudy
 76°F

Lat/Long

33.837509°, -84.311927°

0700 - 0900 (Weekday 2h Session) (06-09-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	GA-155 Clairmont Rd (South)			GA-155 Clairmont Rd (North)			Briarcliff Rd NE (West)			Briarcliff Rd NE (East)				
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total		
0700 - 0715	0	0	0	1	0	1	1	1	0	1	0	0	2	
0715 - 0730	2	0	2	0	0	0	0	0	0	0	0	0	2	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	1	1	1	
0745 - 0800	1	0	1	0	0	0	0	0	0	0	0	0	1	
Hourly Total	3	0	3	1	0	1	1	1	0	1	1	1	6	
0800 - 0815	0	1	1	0	0	0	0	0	0	0	2	2	3	
0815 - 0830	1	0	1	0	0	0	0	0	0	0	2	2	3	
0830 - 0845	0	0	0	1	0	1	1	0	0	0	0	0	1	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	1	1	2	1	0	1	1	0	0	0	4	4	7	
Grand Total	4	1	5	2	0	2	1	0	1	0	5	5	13	
Approach %	80.00	20.00	-	100.00	0.00	-	100.00	0.00	-	0.00	100.00	-	-	
Intersection %	30.77	7.69	38.46	15.38	0.00	15.38	7.69	0.00	7.69	0.00	38.46	38.46	-	

1600 - 1800 (Weekday 2h Session) (06-09-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	GA-155 Clairmont Rd (South)			GA-155 Clairmont Rd (North)			Briarcliff Rd NE (West)			Briarcliff Rd NE (East)				
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total		
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	1	0	1	1	0	0	0	1	1	2	
1645 - 1700	1	0	1	0	0	0	0	0	0	0	0	0	1	
Hourly Total	1	0	1	1	0	1	1	0	0	0	1	1	3	
1700 - 1715	2	0	2	0	0	0	0	0	0	0	1	1	3	
1715 - 1730	0	0	0	0	0	0	0	0	0	1	1	2	2	
1730 - 1745	2	0	2	0	1	1	1	0	0	2	0	2	5	
1745 - 1800	1	0	1	0	0	0	0	0	0	1	2	3	4	
Hourly Total	5	0	5	0	1	1	1	0	0	5	3	8	14	
Grand Total	6	0	6	1	1	2	0	0	0	5	4	9	17	
Approach %	100.00	0.00	-	50.00	50.00	-	0.00	0.00	-	55.56	44.44	-	-	
Intersection %	35.29	0.00	35.29	5.88	5.88	11.76	0.00	0.00	0.00	29.41	23.53	52.94	-	

 [Click here for Map](#)

Peak Hour Turning Movement Count

Atlanta, GA



www.marrtraffic.com

Thursday, June 9, 2022	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes


Session Parameters

(Drop Down Menu)



GA-403 Northeast Expwy E/Bound Off-Ramp

GA-403 Northeast Expwy E/Bound On-Ramp

 [Click here for Map](#)

Peak Hour Turning Movement Count

Atlanta, GA



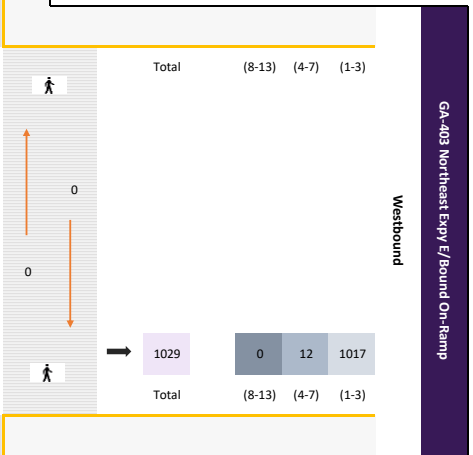
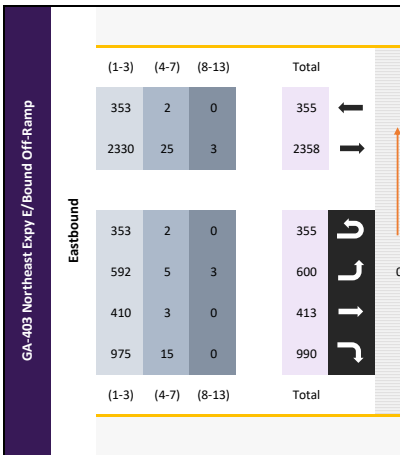
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Thursday, June 9, 2022	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



Classified Turn Movement Count || All vehicles



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Atlanta, GA

Site 4 of 4
 GA-155 Clairmont Rd (South)
 GA-155 Clairmont Rd (North)
 GA-403 Northeast Expy E/Bound Off-Ramp
 GA-403 Northeast Expy E/Bound On-Ramp

Date
 Thursday, June 9, 2022

Weather
 Mostly Cloudy
 76°F

Lat/Long
 33.840014°, -84.312982°

0700 - 0900 (Weekday 2h Session) (06-09-2022)

All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound		Int Total
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy E/Bound Off-Ramp				GA-403 Northeast Expy E/Bound On-Ramp		
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total		
0700 - 0715	184	56	0	240	34	157	0	191	75	56	41	39	211		642
0715 - 0730	218	65	0	283	37	198	0	235	100	65	48	33	246		764
0730 - 0745	260	95	0	355	33	157	0	190	99	61	64	55	279		824
0745 - 0800	307	90	0	397	40	184	0	224	117	53	76	43	289		910
Hourly Total	969	306	0	1275	144	696	0	840	391	235	229	170	1025		3140
0800 - 0815	311	91	0	402	37	165	0	202	129	62	73	45	309		913
0815 - 0830	287	102	0	389	36	232	0	268	135	51	94	33	313		970
0830 - 0845	323	115	0	438	35	226	0	261	140	63	99	52	354		1053
0845 - 0900	323	106	0	429	21	226	0	247	138	56	97	51	342		1018
Hourly Total	1244	414	0	1658	129	849	0	978	542	232	363	181	1318		3954
Grand Total	2213	720	0	2933	273	1545	0	1818	933	467	592	351	2343		7094
Approach %	75.45	24.55	0.00	-	15.02	84.98	0.00	-	39.82	19.93	25.27	14.98	-		
Intersection %	31.20	10.15	0.00	41.34	3.85	21.78	0.00	25.63	13.15	6.58	8.35	4.95	33.03		
PHF	0.96	0.90	0.00	0.95	0.87	0.91	0.00	0.91	0.97	0.92	0.92	0.87	0.93		0.94

1600 - 1800 (Weekday 2h Session) (06-09-2022)

All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound		Int Total
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy E/Bound Off-Ramp				GA-403 Northeast Expy E/Bound On-Ramp		
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total		
1600 - 1615	198	131	0	329	48	228	0	276	130	61	244	75	510		1115
1615 - 1630	211	110	0	321	33	265	0	298	127	93	242	81	543		1162
1630 - 1645	195	128	0	323	43	264	0	307	144	100	247	87	578		1208
1645 - 1700	186	95	0	281	39	266	0	305	167	105	249	82	603		1189
Hourly Total	790	464	0	1254	163	1023	0	1186	568	359	982	325	2234		4674
1700 - 1715	212	126	0	338	48	296	0	344	144	97	243	83	567		1249
1715 - 1730	199	95	0	294	42	272	0	314	145	111	251	103	610		1218
1730 - 1745	231	124	0	355	38	273	0	311	130	80	210	102	522		1188
1745 - 1800	190	105	0	295	36	282	0	318	164	81	183	102	530		1143
Hourly Total	832	450	0	1282	164	1123	0	1287	583	369	887	390	2229		4798
Grand Total	1622	914	0	2536	327	2146	0	2473	1151	728	1869	715	4463		9472
Approach %	63.96	36.04	0.00	-	13.22	86.78	0.00	-	25.79	16.31	41.88	16.02	-		
Intersection %	17.12	9.65	0.00	26.77	3.45	22.66	0.00	26.11	12.15	7.69	19.73	7.55	47.12		
PHF	0.93	0.87	0.00	0.91	0.90	0.93	0.00	0.92	0.90	0.93	0.99	0.86	0.97		0.97

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Atlanta, GA

Site 4 of 4
 GA-155 Clairmont Rd (South)
 GA-155 Clairmont Rd (North)
 GA-403 Northeast Expy E/Bound Off-Ramp
 GA-403 Northeast Expy E/Bound On-Ramp

Date
 Thursday, June 9, 2022

Weather
 Mostly Cloudy
 76°F

Lat/Long
 33.840014°, -84.312982°

0700 - 0900 (Weekday 2h Session) (06-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Westbound		Int Total
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy E/Bound Off-Ramp				GA-403 Northeast Expy E/Bound On-Ramp		
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total		
0700 - 0715	183	55	0	238	33	151	0	184	74	53	40	39	206		628
0715 - 0730	215	65	0	280	36	196	0	232	95	64	43	32	234		746
0730 - 0745	256	93	0	349	33	149	0	182	95	60	61	54	270		801
0745 - 0800	305	90	0	395	39	181	0	220	114	52	75	43	284		899
Hourly Total	959	303	0	1262	141	677	0	818	378	229	219	168	994		3074
0800 - 0815	305	90	0	395	35	159	0	194	125	59	69	44	297		886
0815 - 0830	282	100	0	382	34	225	0	259	130	48	93	32	303		944
0830 - 0845	321	109	0	430	35	222	0	257	134	62	96	52	344		1031
0845 - 0900	317	104	0	421	21	224	0	245	135	55	92	51	333		999
Hourly Total	1225	403	0	1628	125	830	0	955	524	224	350	179	1277		3860
Grand Total	2184	706	0	2890	266	1507	0	1773	902	453	569	347	2271		6934
Approach %	75.57	24.43	0.00	-	15.00	85.00	0.00	-	39.72	19.95	25.06	15.28	-		
Intersection %	31.50	10.18	0.00	41.68	3.84	21.73	0.00	25.57	13.01	6.53	8.21	5.00	32.75		

1600 - 1800 (Weekday 2h Session) (06-09-2022)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Westbound		Int Total
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy E/Bound Off-Ramp				GA-403 Northeast Expy E/Bound On-Ramp		
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total		
1600 - 1615	193	129	0	322	45	226	0	271	130	58	241	75	504		1097
1615 - 1630	207	110	0	317	32	261	0	293	123	93	235	79	530		1140
1630 - 1645	192	127	0	319	42	262	0	304	144	99	241	87	571		1194
1645 - 1700	183	93	0	276	39	263	0	302	162	105	245	82	594		1172
Hourly Total	775	459	0	1234	158	1012	0	1170	559	355	962	323	2199		4603
1700 - 1715	207	126	0	333	48	294	0	342	142	97	241	82	562		1237
1715 - 1730	196	92	0	288	40	272	0	312	144	109	248	102	603		1203
1730 - 1745	228	123	0	351	37	269	0	306	128	80	202	102	512		1169
1745 - 1800	188	104	0	292	35	280	0	315	161	81	177	100	519		1126
Hourly Total	819	445	0	1264	160	1115	0	1275	575	367	868	386	2196		4735
Grand Total	1594	904	0	2498	318	2127	0	2445	1134	722	1830	709	4395		9338
Approach %	63.81	36.19	0.00	-	13.01	86.99	0.00	-	25.80	16.43	41.64	16.13	-		
Intersection %	17.07	9.68	0.00	26.75	3.41	22.78	0.00	26.18	12.14	7.73	19.60	7.59	47.07		

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Atlanta, GA

Site 4 of 4
 GA-155 Clairmont Rd (South)
 GA-155 Clairmont Rd (North)
 GA-403 Northeast Expy E/Bound Off-Ramp
 GA-403 Northeast Expy E/Bound On-Ramp

Date
 Thursday, June 9, 2022

Weather
 Mostly Cloudy
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Lat/Long
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0700 - 0900 (Weekday 2h Session) (06-09-2022)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			Eastbound					Westbound		Int Total
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)			GA-403 Northeast Expy E/Bound Off-Ramp		GA-403 Northeast Expy E/Bound On-Ramp					
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total		
0700 - 0715	0	1	0	1	1	4	0	5	1	3	1	0	5		11
0715 - 0730	3	0	0	3	0	2	0	2	5	1	5	1	12		17
0730 - 0745	4	2	0	6	0	8	0	8	3	1	3	1	8		22
0745 - 0800	2	0	0	2	1	3	0	4	3	1	1	0	5		11
Hourly Total	9	3	0	12	2	17	0	19	12	6	10	2	30		61
0800 - 0815	3	1	0	4	0	5	0	5	4	3	3	1	11		20
0815 - 0830	4	2	0	6	2	6	0	8	4	2	1	1	8		22
0830 - 0845	2	5	0	7	0	4	0	4	5	1	3	0	9		20
0845 - 0900	6	1	0	7	0	2	0	2	2	1	4	0	7		16
Hourly Total	15	9	0	24	2	17	0	19	15	7	11	2	35		78
Grand Total	24	12	0	36	4	34	0	38	27	13	21	4	65		139
Approach %	66.67	33.33	0.00	-	10.53	89.47	0.00	-	41.54	20.00	32.31	6.15	-		
Intersection %	17.27	8.63	0.00	25.90	2.88	24.46	0.00	27.34	19.42	9.35	15.11	2.88	46.76		

1600 - 1800 (Weekday 2h Session) (06-09-2022)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			Eastbound					Westbound		Int Total
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)			GA-403 Northeast Expy E/Bound Off-Ramp		GA-403 Northeast Expy E/Bound On-Ramp					
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total		
1600 - 1615	4	2	0	6	3	2	0	5	0	3	3	0	6		17
1615 - 1630	4	0	0	4	1	4	0	5	2	0	7	2	11		20
1630 - 1645	2	1	0	3	1	2	0	3	0	1	6	0	7		13
1645 - 1700	3	2	0	5	0	3	0	3	4	0	4	0	8		16
Hourly Total	13	5	0	18	5	11	0	16	6	4	20	2	32		66
1700 - 1715	4	0	0	4	0	1	0	1	1	0	2	1	4		9
1715 - 1730	3	3	0	6	2	0	0	2	0	2	3	1	6		14
1730 - 1745	3	0	0	3	0	4	0	4	2	0	8	0	10		17
1745 - 1800	2	1	0	3	1	1	0	2	3	0	6	2	11		16
Hourly Total	12	4	0	16	3	6	0	9	6	2	19	4	31		56
Grand Total	25	9	0	34	8	17	0	25	12	6	39	6	63		122
Approach %	73.53	26.47	0.00	-	32.00	68.00	0.00	-	19.05	9.52	61.90	9.52	-		
Intersection %	20.49	7.38	0.00	27.87	6.56	13.93	0.00	20.49	9.84	4.92	31.97	4.92	51.64		

Classified Turn Movement Count || Combination Trucks (8-13)



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Atlanta, GA

Site 4 of 4
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 GA-403 Northeast Expy E/Bound Off-Ramp
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Date
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Lat/Long
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0700 - 0900 (Weekday 2h Session) (06-09-2022) Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Westbound		Int Total
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy E/Bound Off-Ramp				GA-403 Northeast Expy E/Bound On-Ramp		
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total		
0700 - 0715	1	0	0	1	0	2	0	2	0	0	0	0	0		3
0715 - 0730	0	0	0	0	1	0	0	1	0	0	0	0	0		1
0730 - 0745	0	0	0	0	0	0	0	0	1	0	0	0	1		1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Hourly Total	1	0	0	1	1	2	0	3	1	0	0	0	1		5
0800 - 0815	3	0	0	3	2	1	0	3	0	0	1	0	1		7
0815 - 0830	1	0	0	1	0	1	0	1	1	1	0	0	2		4
0830 - 0845	0	1	0	1	0	0	0	0	1	0	0	0	1		2
0845 - 0900	0	1	0	1	0	0	0	0	1	0	1	0	2		3
Hourly Total	4	2	0	6	2	2	0	4	3	1	2	0	6		16
Grand Total	5	2	0	7	3	4	0	7	4	1	2	0	7		21
Approach %	71.43	28.57	0.00	-	42.86	57.14	0.00	-	57.14	14.29	28.57	0.00	-		
Intersection %	23.81	9.52	0.00	33.33	14.29	19.05	0.00	33.33	19.05	4.76	9.52	0.00	33.33		

1600 - 1800 (Weekday 2h Session) (06-09-2022) Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Westbound		Int Total
	GA-155 Clairmont Rd (South)				GA-155 Clairmont Rd (North)				GA-403 Northeast Expy E/Bound Off-Ramp				GA-403 Northeast Expy E/Bound On-Ramp		
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8	Right 4.9	U-Turn 4.10	App Total		
1600 - 1615	1	0	0	1	0	0	0	0	0	0	0	0	0		1
1615 - 1630	0	0	0	0	0	0	0	0	2	0	0	0	2		2
1630 - 1645	1	0	0	1	0	0	0	0	0	0	0	0	0		1
1645 - 1700	0	0	0	0	0	0	0	0	1	0	0	0	1		1
Hourly Total	2	0	0	2	0	0	0	0	3	0	0	0	3		5
1700 - 1715	1	0	0	1	0	1	0	1	1	0	0	0	1		3
1715 - 1730	0	0	0	0	0	0	0	0	1	0	0	0	1		1
1730 - 1745	0	1	0	1	1	0	0	1	0	0	0	0	0		2
1745 - 1800	0	0	0	0	0	1	0	1	0	0	0	0	0		1
Hourly Total	1	1	0	2	1	2	0	3	2	0	0	0	2		7
Grand Total	3	1	0	4	1	2	0	3	5	0	0	0	5		12
Approach %	75.00	25.00	0.00	-	33.33	66.67	0.00	-	100.00	0.00	0.00	0.00	-		
Intersection %	25.00	8.33	0.00	33.33	8.33	16.67	0.00	25.00	41.67	0.00	0.00	0.00	41.67		

Pedestrian Count | All vehicles



Atlanta, GA

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0700 - 0900 (Weekday 2h Session) (06-09-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	GA-155 Clairmont Rd (South)			GA-155 Clairmont Rd (North)			GA-403 Northeast Expy E/Bound Off-Ramp			GA-403 Northeast Expy E/Bound On-Ramp				
	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	1	0	1	0	0	0	0	0	0	0	0	0	1	
0815 - 0830	0	0	0	0	0	0	0	1	1	0	0	0	1	
0830 - 0845	0	0	0	0	0	0	0	1	1	0	0	0	1	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	1	0	1	0	0	0	0	2	2	0	0	0	3	
Grand Total	1	0	1	0	0	0	0	2	2	0	0	0	3	
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	-	
Intersection %	33.33	0.00	33.33	0.00	0.00	0.00	0.00	66.67	66.67	0.00	0.00	0.00	-	

1600 - 1800 (Weekday 2h Session) (06-09-2022)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	GA-155 Clairmont Rd (South)			GA-155 Clairmont Rd (North)			GA-403 Northeast Expy E/Bound Off-Ramp			GA-403 Northeast Expy E/Bound On-Ramp				
	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total		
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	1	1	1	1	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	1	1	1	1	
1700 - 1715	1	0	1	0	0	0	0	0	0	0	0	0	1	
1715 - 1730	1	0	1	0	0	0	0	0	0	0	0	0	1	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	2	0	2	0	0	0	0	0	0	0	0	0	2	
Grand Total	2	0	2	0	0	0	0	0	0	1	1	1	3	
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	-	
Intersection %	66.67	0.00	66.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.33	33.33	-	

Volume Development

(Trip Generation, Growth Rate,
Intersection Volumes, COVID-19
Calibration Calculations)

COVID Adjusted 2022 Turning Movement Counts																		
Description	SR 155 Northbound				SR 155 Southbound				Briarcliff Road Eastbound				Briarcliff Road Westbound				Total	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right		
AM Peak Hour																		
Historical 2019-AM	0	103	1472	32	0	158	1028	264	0	194	165	79	0	164	289	553	4501	Thursday, March 7, 2019
Assumed Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%		
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02		
Historical Projected 2022-AM	0	95	1335	30	0	145	930	240	0	175	150	70	0	150	260	500	4080	Thursday, June 9, 2022
Observed 2022-AM	0	72	1151	19	0	130	908	162	0	146	95	57	0	114	187	377	3418	
Calibrated 2022-AM	0	65	1040	15	0	115	820	145	0	130	85	50	0	105	170	340	3080	
% DELTA-AM	0.0%	-31.6%	-22.1%	-50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-25.7%	-43.3%	0.0%	0.0%	0.0%	-34.6%	-32.0%	-24.5%	
Calibration Factor	1.00	1.46	1.28	2.00	1.00	1.00	1.00	1.00	1.00	1.35	1.76	1.00	1.00	1.00	1.53	1.47	1.32	
PM Peak Hour																		
Historical 2019-AM	0	58	882	109	0	600	1768	126	0	166	324	120	0	84	122	195	4554	Thursday, March 7, 2019
Assumed Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%		
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02		
Historical Projected 2022-PM	0	55	800	100	0	545	1600	115	0	150	295	110	0	75	110	175	4130	Thursday, June 9, 2022
Observed 2022-PM	0	51	856	73	0	380	1490	150	0	167	279	150	0	94	126	266	4082	
Projected 2022-PM	0	45	770	65	0	345	1345	135	0	150	250	135	0	85	115	240	3680	
% DELTA-PM	0.0%	-18.2%	-3.8%	-35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-15.3%	0.0%	0.0%	0.0%	4.5%	37.1%	-10.9%	
Calibration Factor	1.00	1.22	1.04	1.54	1.00	1.00	1.00	1.00	1.00	1.00	1.18	1.00	1.00	1.00	0.96	0.73	1.12	

Source: [GDOT "Georgia Traffic Monitoring Program" 2019](#)

Seasonal Adjustment Factors		
Factor Group		8
Class	Yes	1.00
Month	March	0.97
Month	June	0.98
Day 1	Wed	0.92
Day 2	Thurs	0.92

Growth Rate Considerations

Growth Rate	0.5%
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Population Data and Nearby Developments

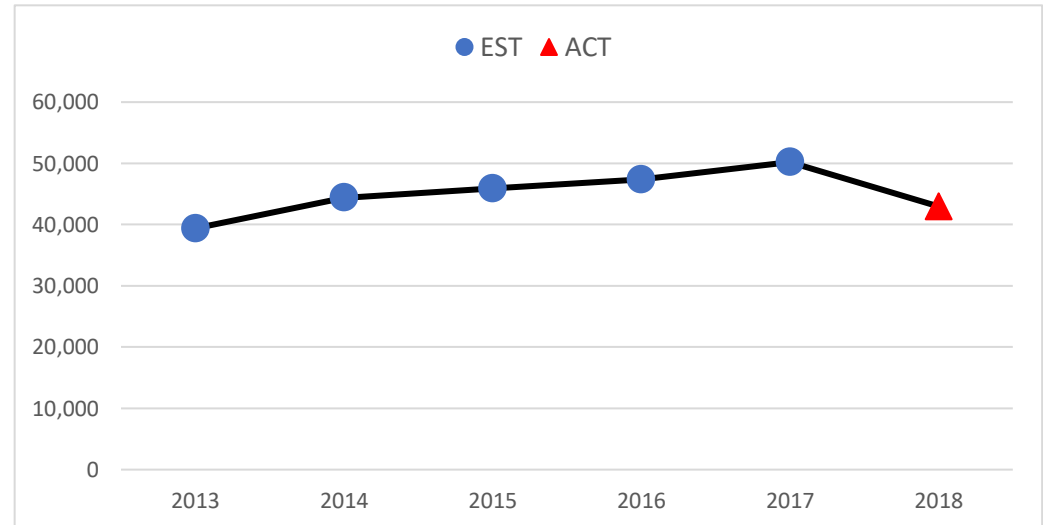
DeKalb County Population Annual Growth (2000-2019):	1.04%
CHOA Master Plan DRI #2789	0.5%
Emory at Executive Park DRI #2962	0.5%
Lumen Briarcliff West TIA (July 2020)	0.5%

Historical ADT Count Data

Source:	GDOT
Location:	Clairmont Road n/o Briarcliff Road
Route #:	00015500
Route Type:	Principal Arterial
Station:	089-3241

Count Type	Count Year	Volume	Growth Rate
EST	2013	39,400	
EST	2014	44,400	12.69%
EST	2015	45,900	3.38%
EST	2016	47,400	3.27%
EST	2017	50,200	5.91%
ACT	2018	43,000	-14.34%

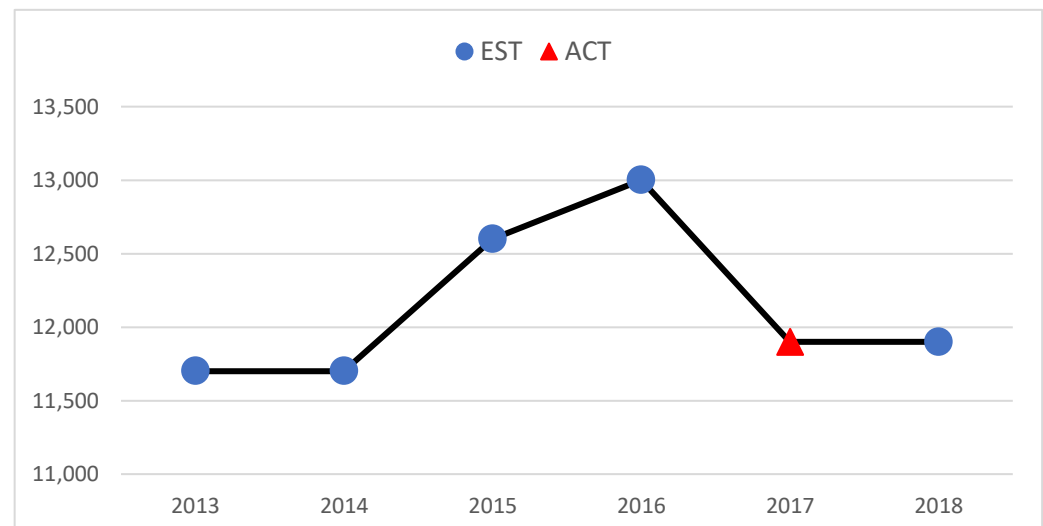
5 Year Growth Rate	1.76%
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Source:	GDOT
Location:	Briarcliff Road w/o Clairmont Road
Route #:	00515700
Route Type:	Minor Arterial
Station:	089-3667

Count Type	Count Year	Volume	Growth Rate
EST	2013	11,700	
EST	2014	11,700	0.00%
EST	2015	12,600	7.69%
EST	2016	13,000	3.17%
ACT	2017	11,900	-8.46%
EST	2018	11,900	0.00%

5 Year Growth Rate	0.34%
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INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #2
I-85 NB Exit Ramp/I-85 NB Entrance Ramp at SR 155

	AM PEAK HOUR															
	SR 155 Northbound				SR 155 Southbound				I-85 NB Exit Ramp Eastbound				I-85 NB Entrance Ramp Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	1,244	414	0	165	849	0	181	542	232	363	0	0	0	0
Calibrated 2022 Traffic Volumes	0	0	1120	375	0	150	765	0	165	490	210	325	0	0	0	0
Pedestrians	0															
Conflicting Pedestrians	0															
Bicycles	0															
Conflicting Bicycles	0															
Heavy Vehicles	0	0	19	3	0	26	6	0	0	20	8	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	3%	2%	16%	2%	2%	2%	4%	3%	4%	2%	2%	2%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Covid Adjustment Factor	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39
Adjusted 2022 Volumes	0	0	1,557	521	0	208	1,063	0	229	681	292	452	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Background Growth Trips	0	0	31	10	0	4	21	0	5	14	6	9	0	0	0	0
Lumen Briarcliff Development	0	0	18	10	0	0	8	0	0	0	0	7	0	0	0	0
2026 No-Build Traffic	0	0	1,606	541	0	212	1,092	0	234	695	298	468	0	0	0	0
2026 No-Build Heavy Vehicle %	2%	2%	2%	3%	2%	16%	2%	2%	2%	4%	3%	4%	2%	2%	2%	2%
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Residential Trips	0	0	28	17	0	0	9	0	0	0	0	11	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Retail Trips	0	0	4	2	0	0	5	0	0	0	0	3	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Restaurant Trips	0	0	15	9	0	0	16	0	0	0	0	9	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Other Non-Residential Trips	0	0	1	1	0	0	1	0	0	0	0	1	0	0	0	0
Total Primary Site Trips	0	0	48	29	0	0	34	0	0	0	0	26	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	48	29	0	0	34	0	0	0	0	26	0	0	0	0
2026 Build Traffic	0	0	1,654	570	0	212	1,126	0	234	695	298	494	0	0	0	0
2026 Build Heavy Vehicle %	2%	2%	2%	3%	2%	16%	2%	2%	2%	4%	3%	4%	2%	2%	2%	2%

	PM PEAK HOUR															
	SR 155 Northbound				SR 155 Southbound				I-85 NB Exit Ramp Eastbound				I-85 NB Entrance Ramp Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	792	444	0	355	1,098	0	355	600	413	990	0	0	0	0
Count Balancing	0	0	715	400	0	320	990	0	320	540	370	895	0	0	0	0
Pedestrians	0															
Conflicting Pedestrians	0															
Bicycles	0															
Conflicting Bicycles	0															
Heavy Vehicles	0	0	14	6	0	9	3	0	0	10	3	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Covid Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	0	0	844	472	0	378	1,168	0	378	637	437	1,056	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Background Growth Trips	0	0	17	10	0	8	24	0	8	13	9	21	0	0	0	0
Lumen Briarcliff Development	0	0	11	7	0	0	22	0	0	0	0	22	0	0	0	0
2026 No-Build Traffic	0	0	872	489	0	386	1,214	0	386	650	446	1,099	0	0	0	0
2026 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Residential Trips	0	0	10	6	0	0	16	0	0	0	0	19	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Office Trips	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Retail Trips	0	0	6	4	0	0	5	0	0	0	0	3	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Restaurant Trips	0	0	9	5	0	0	26	0	0	0	0	15	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Other Non-Residential Trips	0	0	2	1	0	0	4	0	0	0	0	2	0	0	0	0
Total Primary Site Trips	0	0	30	18	0	0	51	0	0	0	0	39	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	30	18	0	0	51	0	0	0	0	39	0	0	0	0
2026 Build Traffic	0	0	902	507	0	386	1,265	0	386	650	446	1,138	0	0	0	0
2026 Build Heavy Vehicle %	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT
 INTERSECTION 43
 Briarcliff Road at SR 155

	AM PEAK HOUR															
	SR 155 Northbound				SR 155 Southbound				Briarcliff Road Eastbound				Briarcliff Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	72	1,151	19	0	130	908	162	0	146	95	57	0	114	187	377
Calibrated 2022 Traffic Volumes	0	65	1040	15	0	115	820	145	0	130	85	50	0	105	170	340
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0				0				0				0			
Bicycles	0				0				0				0			
Conflicting Bicycles	0				0				0				0			
Heavy Vehicles	0	1	24	0	0	4	21	7	0	3	4	2	0	1	5	3
Heavy Vehicle %	2%	2%	2%	2%	2%	3%	2%	4%	2%	2%	4%	4%	2%	2%	3%	2%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Covid Adjustment Factor	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39
Adjusted 2022 Volumes	0	90	1,446	21	0	160	1,140	202	0	181	118	70	0	146	236	473
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Background Growth Trips	0	2	29	0	0	3	23	4	0	4	2	1	0	3	5	10
Lumen Briarcliff Development	0	3	0	0	0	3	7	2	0	28	7	3	0	0	3	0
2026 No-Build Traffic	0	95	1,475	21	0	166	1,170	208	0	213	127	74	0	149	244	483
2026 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	3%	2%	4%	2%	2%	4%	4%	2%	2%	3%	2%
Trip Distribution IN	10%				5%				55%				10%			
Trip Distribution OUT	10%				5%				55%				10%			
Balancing Adjustment Residential Trips	0	0	3	2	0	20	0	0	0	3	2	0	0	17	33	6
Trip Distribution IN	10%				5%				55%				10%			
Trip Distribution OUT	10%				5%				55%				10%			
Balancing Adjustment Office Trips	0	0	1	0	0	5	0	0	0	1	0	0	0	0	0	0
Trip Distribution IN	10%				5%				55%				10%			
Trip Distribution OUT	10%				5%				55%				10%			
Balancing Adjustment Retail Trips	0	0	2	1	0	8	0	0	0	2	1	0	0	2	2	1
Trip Distribution IN	10%				5%				55%				10%			
Trip Distribution OUT	10%				5%				55%				10%			
Balancing Adjustment Restaurant Trips	0	0	5	2	0	25	0	0	0	5	2	0	0	7	7	4
Trip Distribution IN	10%				5%				55%				10%			
Trip Distribution OUT	10%				5%				55%				10%			
Balancing Adjustment Other Non-Residential Trips	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	11	5	0	60	0	0	0	11	5	0	0	26	42	11
Pass-By Distribution REDUCTION	Pass-By Distribution IN															
Pass-By Distribution OUT	Pass-By Distribution OUT															
Balancing Adjustment	Pass-By Trips															
Total Vehicular Project Trips	0	0	11	5	0	60	0	0	0	11	5	0	0	26	42	11
2026 Build Traffic	0	95	1,486	26	0	226	1,170	208	0	224	132	74	0	175	286	494
2026 Build Heavy Vehicle %	2%	2%	2%	2%	2%	3%	2%	4%	2%	2%	4%	4%	2%	2%	3%	2%

	PM PEAK HOUR															
	SR 155 Northbound				SR 155 Southbound				Briarcliff Road Eastbound				Briarcliff Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	51	856	73	0	380	1,490	150	0	167	279	150	0	94	126	266
Count Balancing	0	45	770	65	0	345	1345	135	0	150	250	135	0	85	115	240
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0				0				0				0			
Bicycles	0				0				0				0			
Conflicting Bicycles	0				0				0				0			
Heavy Vehicles	0	0	12	0	0	1	27	0	0	1	3	2	0	1	0	6
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Covid Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	0	53	909	77	0	407	1,587	159	0	177	295	159	0	100	136	283
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Background Growth Trips	0	1	18	2	0	8	32	3	0	4	6	3	0	2	3	6
Lumen Briarcliff Development	0	11	0	0	0	2	4	9	0	18	4	2	0	0	11	0
2026 No-Build Traffic	0	65	927	79	0	417	1,623	171	0	199	305	164	0	102	150	289
2026 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN	10%				5%				55%				10%			
Trip Distribution OUT	10%				5%				55%				10%			
Balancing Adjustment Residential Trips	0	0	6	3	0	35	0	0	0	6	3	0	0	6	12	2
Trip Distribution IN	10%				5%				55%				10%			
Trip Distribution OUT	10%				5%				55%				10%			
Balancing Adjustment Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Trip Distribution IN	10%				5%				55%				10%			
Trip Distribution OUT	10%				5%				55%				10%			
Balancing Adjustment Retail Trips	0	0	1	1	0	8	0	0	0	1	1	0	0	3	3	2
Trip Distribution IN	10%				5%				55%				10%			
Trip Distribution OUT	10%				5%				55%				10%			
Balancing Adjustment Restaurant Trips	0	0	8	4	0	41	0	0	0	8	4	0	0	4	4	3
Trip Distribution IN	10%				5%				55%				10%			
Trip Distribution OUT	10%				5%				55%				10%			
Balancing Adjustment Other Non-Residential Trips	0	0	1	1	0	6	0	0	0	1	1	0	0	1	1	1
Total Primary Site Trips	0	0	16	9	0	90	0	0	0	16	9	0	0	15	21	9
Pass-By Distribution REDUCTION	Pass-By Distribution IN															
Pass-By Distribution OUT	Pass-By Distribution OUT															
Balancing Adjustment	Pass-By Trips															
Total Vehicular Project Trips	0	0	16	9	0	90	0	0	0	16	9	0	0	15	21	9
2026 Build Traffic	0	65	943	88	0	507	1,623	171	0	215	314	164	0	117	171	298
2026 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION 44
Briarcliff Road at Driveway (South)/Proposed Site Driveway A

	AM PEAK HOUR															
	Driveway (South)				Proposed Site Driveway A				Briarcliff Road Eastbound				Briarcliff Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	250	2	0	2	668	0
Calibrated 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	225	0	0	0	600	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0				0				0				0			
Bicycles	0				0				0				0			
Conflicting Bicycles	0				0				0				0			
Heavy Vehicles	0				0				1				7			
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Covid Adjustment Factor	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39
Adjusted 2022 Volumes	0	0	0	0	0	0	0	0	0	0	313	0	0	0	834	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Background Growth Trips	0				0				6				17			
Lumen Briarcliff Development	0				0				10				3			
2026 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	329	0	0	0	854	0
2026 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Trip Distribution IN									65%				5%			
Trip Distribution OUT					(15%)				(30%)							
Balancing Adjustment																
Residential Trips	0	0	0	0	0	17	0	33	0	22	0	0	0	0	2	3
Trip Distribution IN									65%				5%			
Trip Distribution OUT					(15%)				(25%)							
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1
Trip Distribution IN									65%				5%			
Trip Distribution OUT					(15%)				(25%)							
Balancing Adjustment																
Retail Trips	0	0	0	0	0	2	0	3	0	10	0	0	0	0	1	2
Trip Distribution IN									65%				5%			
Trip Distribution OUT					(15%)				(25%)							
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	7	0	11	0	29	0	0	0	0	2	5
Trip Distribution IN									65%				5%			
Trip Distribution OUT					(15%)				(25%)							
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0
Total Primary Site Trips	0	0	0	0	0	26	0	48	0	70	0	0	0	0	5	11
Pass-By Distribution REDUCTION																
Pass-By Distribution IN													-33%			
Pass-By Distribution OUT													33%			
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	26	0	48	0	70	0	0	0	0	5	11
2026 Build Traffic	0	0	0	0	0	26	0	48	0	70	329	0	0	0	859	11
2026 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%

	PM PEAK HOUR															
	Driveway (South)				Proposed Site Driveway A				Briarcliff Road Eastbound				Briarcliff Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	5	0	3	0	0	0	0	0	0	758	3	0	3	434	0
Count Balancing	0	5	0	5	0	0	0	0	0	0	685	5	0	5	390	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0				0				0				0			
Bicycles	0				0				0				0			
Conflicting Bicycles	0				0				0				0			
Heavy Vehicles	0				0				1				5			
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Covid Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	0	6	0	6	0	0	0	0	0	0	808	6	0	6	460	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Background Growth Trips	0				0				16				9			
Lumen Briarcliff Development	0				0				6				11			
2026 No-Build Traffic	0	6	0	6	0	0	0	0	0	0	830	6	0	6	480	0
2026 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN									65%				5%			
Trip Distribution OUT					(15%)				(30%)							
Balancing Adjustment																
Residential Trips	0	0	0	0	0	6	0	12	0	41	0	0	0	0	3	6
Trip Distribution IN									65%				5%			
Trip Distribution OUT					(15%)				(25%)							
Balancing Adjustment																
Office Trips	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
Trip Distribution IN									65%				5%			
Trip Distribution OUT					(15%)				(25%)							
Balancing Adjustment																
Retail Trips	0	0	0	0	0	3	0	5	0	9	0	0	0	0	1	1
Trip Distribution IN									65%				5%			
Trip Distribution OUT					(15%)				(25%)							
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	4	0	7	0	49	0	0	0	0	4	8
Trip Distribution IN									65%				5%			
Trip Distribution OUT					(15%)				(25%)							
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	1	0	2	0	7	0	0	0	0	1	1
Total Primary Site Trips	0	0	0	0	0	15	0	28	0	106	0	0	0	0	9	16
Pass-By Distribution REDUCTION																
Pass-By Distribution IN													-33%			
Pass-By Distribution OUT													33%			
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	7	0	0	0	0	0	0	-7	7
Total Vehicular Project Trips	0	0	0	0	0	15	0	35	0	106	0	0	0	0	2	23
2026 Build Traffic	0	6	0	6	0	15	0	35	0	106	830	6	0	6	482	23
2026 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #5
 Briarcliff Road at N/A/Proposed Site Driveway B (R/R/O)

	AM PEAK HOUR															
	N/A				Proposed Site Driveway B (R/R/O)				Briarcliff Road Eastbound				Briarcliff Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	252	0	0	0	678
Calibrated 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	225	0	0	0	610
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles												8				9
Heavy Vehicles												3%				2%
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%
Peak Hour Factor																
Covid Adjustment Factor	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39
Adjusted 2022 Volumes	0	0	0	0	0	0	0	0	0	0	0	313	0	0	0	848
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	17
Lumen Briarcliff Development												10				3
2026 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	0	329	0	0	0	868
2026 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%
Trip Distribution IN												65%				5%
Trip Distribution OUT								(20%)								(30%)
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	22	0	0	0	22	0	0	0	33
Trip Distribution IN												65%				5%
Trip Distribution OUT								(15%)								(25%)
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
Trip Distribution IN												65%				5%
Trip Distribution OUT								(15%)								(25%)
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	2	0	0	0	10	0	0	0	3
Trip Distribution IN												65%				5%
Trip Distribution OUT								(15%)								(25%)
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	7	0	0	0	29	0	0	0	11
Trip Distribution IN												65%				5%
Trip Distribution OUT								(15%)								(25%)
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1
Total Primary Site Trips	0	0	0	0	0	0	0	31	0	0	0	70	0	0	0	48
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																-33%
Pass-By Distribution OUT								(33%)								33%
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	0	0	31	0	0	0	70	0	0	0	48
2026 Build Traffic	0	0	0	0	0	0	0	31	0	0	0	399	0	0	0	916
2026 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%

	PM PEAK HOUR															
	N/A				Proposed Site Driveway B (R/R/O)				Briarcliff Road Eastbound				Briarcliff Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	761	0	0	0	496
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	685	0	0	0	440
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles												6				7
Heavy Vehicles												2%				2%
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Covid Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	0	0	0	0	0	0	0	0	0	0	0	808	0	0	0	519
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	10
Lumen Briarcliff Development												6				11
2026 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	0	830	0	0	0	540
2026 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN												65%				5%
Trip Distribution OUT								(20%)								(30%)
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	8	0	0	0	41	0	0	0	12
Trip Distribution IN												65%				5%
Trip Distribution OUT								(15%)								(25%)
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Trip Distribution IN												65%				5%
Trip Distribution OUT								(15%)								(25%)
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	3	0	0	0	9	0	0	0	5
Trip Distribution IN												65%				5%
Trip Distribution OUT								(15%)								(25%)
Balancing Adjustment																
Restaurant Trips	0	0	0	0	0	0	0	4	0	0	0	49	0	0	0	7
Trip Distribution IN												65%				5%
Trip Distribution OUT								(15%)								(25%)
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	2
Total Primary Site Trips	0	0	0	0	0	0	0	17	0	0	0	106	0	0	0	28
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																-33%
Pass-By Distribution OUT								(33%)								33%
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	-7
Total Vehicular Project Trips	0	0	0	0	0	0	0	24	0	0	0	106	0	0	0	21
2026 Build Traffic	0	0	0	0	0	0	0	24	0	0	0	936	0	0	0	561
2026 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT
 INTERSECTION 46
 N/A/Proposed Site Driveway C (R/O) at SR 155

	AM PEAK HOUR															
	SR 155				SR 155				N/A				Proposed Site Driveway C (R/O)			
	U-Turn	Northbound	Through	Right	U-Turn	Southbound	Through	Right	U-Turn	Eastbound	Through	Right	U-Turn	Westbound	Through	Right
Observed 2022 Traffic Volumes	0	0	1,674	0	0	0	1,200	0	0	0	0	0	0	0	0	0
Calibrated 2022 Traffic Volumes	0	0	1510	0	0	0	1080	0	0	0	0	0	0	0	0	0
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles			30				32									
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Covid Adjustment Factor	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39
Adjusted 2022 Volumes	0	0	2,099	0	0	0	1,501	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Background Growth Trips	0	0	42	0	0	0	30	0	0	0	0	0	0	0	0	0
Lumen Briarcliff Development			28				2									
2026 No-Build Traffic	0	0	2,169	0	0	0	1,533	0	0	0	0	0	0	0	0	0
2026 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN				20%				55%								
Trip Distribution OUT			(5%)													(35%)
Balancing Adjustment																
Residential Trips	0	0	6	7	0	0	20	0	0	0	0	0	0	0	0	39
Trip Distribution IN				20%				55%								
Trip Distribution OUT			(10%)													(45%)
Balancing Adjustment																
Office Trips	0	0	0	2	0	0	5	0	0	0	0	0	0	0	0	0
Trip Distribution IN				20%				55%								
Trip Distribution OUT			(10%)													(45%)
Balancing Adjustment																
Retail Trips	0	0	1	3	0	0	8	0	0	0	0	0	0	0	0	5
Trip Distribution IN				20%				55%								
Trip Distribution OUT			(10%)													(45%)
Balancing Adjustment																
Restaurant Trips	0	0	4	9	0	0	25	0	0	0	0	0	0	0	0	20
Trip Distribution IN				20%				55%								
Trip Distribution OUT			(10%)													(45%)
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	1
Total Primary Site Trips	0	0	11	22	0	0	60	0	0	0	0	0	0	0	0	65
Pass-By Distribution REDUCTION																
Pass-By Distribution IN			-33%	33%												
Pass-By Distribution OUT																(33%)
Balancing Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips																
Total Vehicular Project Trips	0	0	11	22	0	0	60	0	0	0	0	0	0	0	0	65
2026 Build Traffic	0	0	2,180	22	0	0	1,593	0	0	0	0	0	0	0	0	65
2026 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%

	PM PEAK HOUR															
	SR 155				SR 155				N/A				Proposed Site Driveway C (R/O)			
	U-Turn	Northbound	Through	Right	U-Turn	Southbound	Through	Right	U-Turn	Eastbound	Through	Right	U-Turn	Westbound	Through	Right
Observed 2022 Traffic Volumes	0	0	1,289	0	0	0	2,020	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	1160	0	0	0	1820	0	0	0	0	0	0	0	0	0
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles			19				28									
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Covid Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	0	0	1,369	0	0	0	2,148	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Background Growth Trips	0	0	28	0	0	0	43	0	0	0	0	0	0	0	0	0
Lumen Briarcliff Development			18				35									
2026 No-Build Traffic	0	0	1,415	0	0	0	2,226	0	0	0	0	0	0	0	0	0
2026 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN				20%				55%								
Trip Distribution OUT			(5%)													(35%)
Balancing Adjustment																
Residential Trips	0	0	2	13	0	0	35	0	0	0	0	0	0	0	0	14
Trip Distribution IN				20%				55%								
Trip Distribution OUT			(10%)													(45%)
Balancing Adjustment																
Office Trips	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Trip Distribution IN				20%				55%								
Trip Distribution OUT			(10%)													(45%)
Balancing Adjustment																
Retail Trips	0	0	2	3	0	0	8	0	0	0	0	0	0	0	0	8
Trip Distribution IN				20%				55%								
Trip Distribution OUT			(10%)													(45%)
Balancing Adjustment																
Restaurant Trips	0	0	3	15	0	0	41	0	0	0	0	0	0	0	0	12
Trip Distribution IN				20%				55%								
Trip Distribution OUT			(10%)													(45%)
Balancing Adjustment																
Other Non-Residential Trips	0	0	1	2	0	0	6	0	0	0	0	0	0	0	0	3
Total Primary Site Trips	0	0	9	33	0	0	90	0	0	0	0	0	0	0	0	41
Pass-By Distribution REDUCTION																
Pass-By Distribution IN			-33%	33%												
Pass-By Distribution OUT																(33%)
Balancing Adjustment	0	0	-7	7	0	0	0	0	0	0	0	0	0	0	0	7
Pass-By Trips																
Total Vehicular Project Trips	0	0	2	40	0	0	90	0	0	0	0	0	0	0	0	48
2026 Build Traffic	0	0	1,417	40	0	0	2,316	0	0	0	0	0	0	0	0	48
2026 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

Synchro Analysis Reports

HCM 6th Signalized Intersection Summary
 1: Clairmont Rd (SR 23) & I-85S Entrance Ramp/I-85S Exit Ramp

Briarcliff East
 Existing 2022 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↕	↗	↙↗	↕			↕↗	↗
Traffic Volume (veh/h)	0	0	0	589	484	291	1040	1311	0	0	583	603
Future Volume (veh/h)	0	0	0	589	484	291	1040	1311	0	0	583	603
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1856	1841	1870	1870	1856	0	0	1841	1841
Adj Flow Rate, veh/h				635	504	259	1106	1395	0	0	620	592
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				3	4	2	2	3	0	0	4	4
Cap, veh/h				919	479	412	1145	2327	0	0	1450	450
Arrive On Green				0.26	0.26	0.26	0.66	1.00	0.00	0.00	0.29	0.29
Sat Flow, veh/h				3534	1841	1585	3456	3618	0	0	5191	1560
Grp Volume(v), veh/h				635	504	259	1106	1395	0	0	620	592
Grp Sat Flow(s),veh/h/ln				1767	1841	1585	1728	1763	0	0	1675	1560
Q Serve(g_s), s				24.3	39.0	21.7	45.0	0.0	0.0	0.0	15.0	43.3
Cycle Q Clear(g_c), s				24.3	39.0	21.7	45.0	0.0	0.0	0.0	15.0	43.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				919	479	412	1145	2327	0	0	1450	450
V/C Ratio(X)				0.69	1.05	0.63	0.97	0.60	0.00	0.00	0.43	1.31
Avail Cap(c_a), veh/h				919	479	412	1244	2327	0	0	1450	450
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	1.00	1.00	0.78	0.78	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				50.1	55.5	49.1	24.5	0.0	0.0	0.0	43.3	53.4
Incr Delay (d2), s/veh				2.2	55.8	3.0	14.6	0.9	0.0	0.0	0.9	156.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				16.6	34.9	13.9	19.0	0.5	0.0	0.0	10.4	53.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				52.3	111.3	52.1	39.1	0.9	0.0	0.0	44.2	210.2
LnGrp LOS				D	F	D	D	A	A	A	D	F
Approach Vol, veh/h					1398			2501			1212	
Approach Delay, s/veh					73.5			17.8			125.3	
Approach LOS					E			B			F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	55.7	49.3		45.0		105.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	54.0	39.0		39.0		99.0						
Max Q Clear Time (g_c+l1), s	47.0	45.3		41.0		2.0						
Green Ext Time (p_c), s	2.7	0.0		0.0		15.4						

Intersection Summary

HCM 6th Ctrl Delay	58.5
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

2: Clairmont Rd (SR 23) & I-85N Exit Ramp/I-85N Entrance Ramp

Briarcliff East
Existing 2022 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	681	292	452	0	0	0	0	1557	521	208	1063	0
Future Volume (veh/h)	681	292	452	0	0	0	0	1557	521	208	1063	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No		No			No
Adj Sat Flow, veh/h/ln	1841	1856	1841				0	1870	1856	1663	1870	0
Adj Flow Rate, veh/h	794	403	254				0	1656	488	221	1131	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	3	4				0	2	3	16	2	0
Cap, veh/h	795	421	354				0	3644	891	267	2464	0
Arrive On Green	0.23	0.23	0.23				0.00	1.00	1.00	0.17	1.00	0.00
Sat Flow, veh/h	3506	1856	1560				0	6696	1572	3072	3647	0
Grp Volume(v), veh/h	794	403	254				0	1656	488	221	1131	0
Grp Sat Flow(s),veh/h/ln	1753	1856	1560				0	1609	1572	1536	1777	0
Q Serve(g_s), s	34.0	32.2	22.6				0.0	0.0	0.0	10.4	0.0	0.0
Cycle Q Clear(g_c), s	34.0	32.2	22.6				0.0	0.0	0.0	10.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	795	421	354				0	3644	891	267	2464	0
V/C Ratio(X)	1.00	0.96	0.72				0.00	0.45	0.55	0.83	0.46	0.00
Avail Cap(c_a), veh/h	795	421	354				0	3644	891	594	2464	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	1.00	1.00				0.00	1.00	1.00	0.75	0.75	0.00
Uniform Delay (d), s/veh	58.0	57.3	53.6				0.0	0.0	0.0	60.9	0.0	0.0
Incr Delay (d2), s/veh	31.7	33.2	6.9				0.0	0.4	2.4	4.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh	25.6	26.1	14.6				0.0	0.2	1.1	6.7	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.7	90.5	60.5				0.0	0.4	2.4	65.8	0.5	0.0
LnGrp LOS	F	F	E				A	A	A	E	A	A
Approach Vol, veh/h		1451						2144			1352	
Approach Delay, s/veh		84.8						0.9			11.1	
Approach LOS		F						A			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		110.0			19.0	91.0		40.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		104.0			29.0	69.0		34.0				
Max Q Clear Time (g_c+I1), s		2.0			12.4	2.0		36.0				
Green Ext Time (p_c), s		10.5			0.6	24.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 3: Clairmont Rd (SR 23) & Briarcliff Rd

Briarcliff East
 Existing 2022 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	118	70	146	236	473	90	1446	21	160	1140	202
Future Volume (veh/h)	181	118	70	146	236	473	90	1446	21	160	1140	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1841	1841	1870	1856	1870	1870	1870	1870	1856	1870	1841
Adj Flow Rate, veh/h	195	127	35	157	254	457	97	1555	22	172	1226	202
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	4	2	3	2	2	2	2	3	2	4
Cap, veh/h	243	432	115	350	260	320	314	1902	27	212	1693	277
Arrive On Green	0.11	0.16	0.16	0.09	0.14	0.14	0.04	0.53	0.53	0.12	1.00	1.00
Sat Flow, veh/h	1781	2730	728	1781	1856	1585	1781	3587	51	1767	3057	501
Grp Volume(v), veh/h	195	80	82	157	254	457	97	769	808	172	710	718
Grp Sat Flow(s),veh/h/ln	1781	1749	1710	1781	1856	1585	1781	1777	1861	1767	1777	1780
Q Serve(g_s), s	13.9	6.0	6.4	11.2	20.5	21.0	3.7	53.8	54.0	6.9	0.0	0.0
Cycle Q Clear(g_c), s	13.9	6.0	6.4	11.2	20.5	21.0	3.7	53.8	54.0	6.9	0.0	0.0
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.03	1.00		0.28
Lane Grp Cap(c), veh/h	243	277	271	350	260	320	314	942	987	212	984	986
V/C Ratio(X)	0.80	0.29	0.30	0.45	0.98	1.43	0.31	0.82	0.82	0.81	0.72	0.73
Avail Cap(c_a), veh/h	348	277	271	499	260	320	366	942	987	362	984	986
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	55.7	55.8	48.9	64.3	59.9	14.8	29.2	29.2	28.6	0.0	0.0
Incr Delay (d2), s/veh	8.5	0.6	0.6	0.9	49.5	210.5	0.6	7.8	7.5	7.3	4.6	4.7
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(95%),veh/ln	1.0	4.9	5.0	8.8	19.2	46.1	2.8	32.1	33.5	6.2	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	56.2	56.4	49.8	113.7	270.4	15.3	37.0	36.7	35.9	4.6	4.7
LnGrp LOS	E	E	E	D	F	F	B	D	D	D	A	A
Approach Vol, veh/h		357			868			1674			1600	
Approach Delay, s/veh		57.1			184.7			35.6			8.0	
Approach LOS		E			F			D			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	89.1	19.5	29.7	15.3	85.5	22.2	27.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	70.0	70.0	26.0	20.0	22.0	58.0	25.0	21.0				
Max Q Clear Time (g_c+I), s	7.0	2.0	13.2	8.4	8.9	56.0	15.9	23.0				
Green Ext Time (p_c), s	0.1	14.2	0.3	0.6	0.3	1.6	0.3	0.0				

Intersection Summary

HCM 6th Ctrl Delay		56.2										
HCM 6th LOS			E									

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	313	0	0	834	0	0
Future Vol, veh/h	313	0	0	834	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	348	0	0	927	0	0

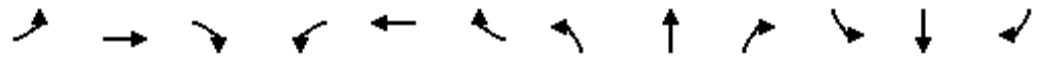
Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	-	-	348
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	695
Stage 1	-	0	0	-
Stage 2	-	0	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	695
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

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

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

HCM 6th Signalized Intersection Summary
 1: Clairmont Rd (SR 23) & I-85S Entrance Ramp/I-85S Exit Ramp

Briarcliff East
 Existing 2022 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↕	↗	↙↗	↕			↕↗	↗
Traffic Volume (veh/h)	0	0	0	527	477	208	791	1038	0	0	774	600
Future Volume (veh/h)	0	0	0	527	477	208	791	1038	0	0	774	600
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				572	440	163	807	1059	0	0	790	565
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				956	502	425	829	2174	0	0	1591	494
Arrive On Green				0.27	0.27	0.27	0.48	1.00	0.00	0.00	0.31	0.31
Sat Flow, veh/h				3563	1870	1585	3456	3647	0	0	5274	1585
Grp Volume(v), veh/h				572	440	163	807	1059	0	0	790	565
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1728	1777	0	0	1702	1585
Q Serve(g_s), s				14.0	22.5	8.4	22.8	0.0	0.0	0.0	12.6	31.2
Cycle Q Clear(g_c), s				14.0	22.5	8.4	22.8	0.0	0.0	0.0	12.6	31.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				956	502	425	829	2174	0	0	1591	494
V/C Ratio(X)				0.60	0.88	0.38	0.97	0.49	0.00	0.00	0.50	1.14
Avail Cap(c_a), veh/h				1033	542	460	829	2174	0	0	1591	494
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	1.00	1.00	0.73	0.73	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				31.9	35.0	29.8	25.7	0.0	0.0	0.0	28.0	34.4
Incr Delay (d2), s/veh				0.8	14.3	0.6	20.4	0.6	0.0	0.0	1.1	86.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				10.1	17.7	5.8	12.2	0.3	0.0	0.0	8.8	33.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.7	49.3	30.4	46.1	0.6	0.0	0.0	29.1	120.8
LnGrp LOS				C	D	C	D	A	A	A	C	F
Approach Vol, veh/h					1175			1866			1355	
Approach Delay, s/veh					38.6			20.3			67.4	
Approach LOS					D			C			E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.0	37.2		32.8		67.2						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	24.0	29.0		29.0		59.0						
Max Q Clear Time (g_c+l1), s	24.8	33.2		24.5		2.0						
Green Ext Time (p_c), s	0.0	0.0		2.3		9.3						

Intersection Summary

HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

2: Clairmont Rd (SR 23) & I-85N Exit Ramp/I-85N Entrance Ramp

Briarcliff East
Existing 2022 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	637	437	1056	0	0	0	0	844	472	378	1168	0
Future Volume (veh/h)	637	437	1056	0	0	0	0	844	472	378	1168	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1856	1870	0
Adj Flow Rate, veh/h	438	588	1105				0	870	423	390	1204	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	3	2	0
Cap, veh/h	681	715	1212				0	1976	487	448	1769	0
Arrive On Green	0.38	0.38	0.38				0.00	0.21	0.21	0.26	1.00	0.00
Sat Flow, veh/h	1781	1870	3170				0	6696	1585	3428	3647	0
Grp Volume(v), veh/h	438	588	1105				0	870	423	390	1204	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585				0	1609	1585	1714	1777	0
Q Serve(g_s), s	20.1	28.3	33.1				0.0	11.8	25.8	10.9	0.5	0.0
Cycle Q Clear(g_c), s	20.1	28.3	33.1				0.0	11.8	25.8	10.9	0.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	681	715	1212				0	1976	487	448	1769	0
V/C Ratio(X)	0.64	0.82	0.91				0.00	0.44	0.87	0.87	0.68	0.00
Avail Cap(c_a), veh/h	695	729	1236				0	1976	487	480	1769	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	2.00	2.00	1.00
Upstream Filter(l)	1.00	1.00	1.00				0.00	1.00	1.00	0.78	0.78	0.00
Uniform Delay (d), s/veh	25.3	27.8	29.3				0.0	32.2	37.8	36.1	0.1	0.0
Incr Delay (d2), s/veh	2.0	7.4	10.2				0.0	0.7	18.6	12.3	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.5	19.8	19.9				0.0	8.4	18.6	7.7	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.3	35.3	39.5				0.0	32.9	56.4	48.5	1.8	0.0
LnGrp LOS	C	D	D				A	C	E	D	A	A
Approach Vol, veh/h		2131						1293			1594	
Approach Delay, s/veh		35.8						40.6			13.2	
Approach LOS		D						D			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		55.8			19.1	36.7		44.2				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		49.0			14.0	29.0		39.0				
Max Q Clear Time (g_c+l1), s		2.5			12.9	27.8		35.1				
Green Ext Time (p_c), s		11.1			0.2	0.8		3.2				

Intersection Summary

HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 3: Clairmont Rd (SR 23) & Briarcliff Rd

Briarcliff East
 Existing 2022 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖	↖	↖	↖↗		↖	↖↗	
Traffic Volume (veh/h)	177	295	159	100	136	283	53	909	77	407	1587	159
Future Volume (veh/h)	177	295	159	100	136	283	53	909	77	407	1587	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	181	301	124	102	139	240	54	928	78	415	1619	148
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	426	172	193	252	437	216	1685	142	464	2060	186
Arrive On Green	0.10	0.17	0.17	0.06	0.14	0.14	0.02	0.51	0.51	0.28	1.00	1.00
Sat Flow, veh/h	1781	2472	996	1781	1870	1585	1781	3318	279	1781	3295	298
Grp Volume(v), veh/h	181	214	211	102	139	240	54	497	509	415	865	902
Grp Sat Flow(s),veh/h/ln	1781	1777	1691	1781	1870	1585	1781	1777	1820	1781	1777	1817
Q Serve(g_s), s	17.2	22.7	23.5	9.8	13.9	25.8	2.9	38.2	38.2	24.9	0.0	0.0
Cycle Q Clear(g_c), s	17.2	22.7	23.5	9.8	13.9	25.8	2.9	38.2	38.2	24.9	0.0	0.0
Prop In Lane	1.00		0.59	1.00		1.00	1.00		0.15	1.00		0.16
Lane Grp Cap(c), veh/h	273	306	291	193	252	437	216	903	925	464	1111	1135
V/C Ratio(X)	0.66	0.70	0.72	0.53	0.55	0.55	0.25	0.55	0.55	0.89	0.78	0.79
Avail Cap(c_a), veh/h	289	311	296	204	252	437	253	903	925	721	1111	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.9	77.9	78.2	69.7	80.8	61.8	22.6	33.6	33.6	22.2	0.0	0.0
Incr Delay (d2), s/veh	5.2	6.7	8.2	2.2	2.5	1.5	0.6	2.4	2.4	9.1	5.4	5.8
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(95%),veh/ln	13.0	16.5	16.4	8.2	11.2	16.0	2.3	23.9	24.4	13.1	3.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.0	84.6	86.5	71.9	83.4	63.3	23.2	36.0	36.0	31.3	5.4	5.8
LnGrp LOS	E	F	F	E	F	E	C	D	D	C	A	A
Approach Vol, veh/h		606			481			1060			2182	
Approach Delay, s/veh		80.9			70.9			35.3			10.5	
Approach LOS		F			E			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	131.0	17.8	40.5	34.2	107.6	25.2	33.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	119.0	13.0	35.0	57.0	71.0	21.0	27.0				
Max Q Clear Time (g_c+I1),s	11.0	2.0	11.8	25.5	26.9	40.2	19.2	27.8				
Green Ext Time (p_c), s	0.0	24.3	0.0	1.7	1.3	7.0	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay											33.1	
HCM 6th LOS											C	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	808	6	6	460	6	6
Future Vol, veh/h	808	6	6	460	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	833	6	6	474	6	6

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	839	0	1322 836
Stage 1	-	-	-	-	836 -
Stage 2	-	-	-	-	486 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	796	-	173 367
Stage 1	-	-	-	-	425 -
Stage 2	-	-	-	-	618 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	796	-	171 367
Mov Cap-2 Maneuver	-	-	-	-	171 -
Stage 1	-	-	-	-	425 -
Stage 2	-	-	-	-	612 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	367	-	-	796	-
HCM Lane V/C Ratio	0.017	-	-	0.008	-
HCM Control Delay (s)	15	-	-	9.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th Signalized Intersection Summary
 1: Clairmont Rd (SR 23) & I-85S Entrance Ramp/I-85S Exit Ramp

Briarcliff East
 NoBuild 2026 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↕	↗	↙↗	↕			↕↗	↗
Traffic Volume (veh/h)	0	0	0	604	494	297	1071	1344	0	0	597	615
Future Volume (veh/h)	0	0	0	604	494	297	1071	1344	0	0	597	615
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1856	1841	1870	1870	1856	0	0	1841	1841
Adj Flow Rate, veh/h				650	516	265	1139	1430	0	0	635	605
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				3	4	2	2	3	0	0	4	4
Cap, veh/h				919	479	412	1173	2327	0	0	1410	438
Arrive On Green				0.26	0.26	0.26	0.68	1.00	0.00	0.00	0.28	0.28
Sat Flow, veh/h				3534	1841	1585	3456	3618	0	0	5191	1560
Grp Volume(v), veh/h				650	516	265	1139	1430	0	0	635	605
Grp Sat Flow(s),veh/h/ln				1767	1841	1585	1728	1763	0	0	1675	1560
Q Serve(g_s), s				25.0	39.0	22.3	46.6	0.0	0.0	0.0	15.6	42.1
Cycle Q Clear(g_c), s				25.0	39.0	22.3	46.6	0.0	0.0	0.0	15.6	42.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				919	479	412	1173	2327	0	0	1410	438
V/C Ratio(X)				0.71	1.08	0.64	0.97	0.61	0.00	0.00	0.45	1.38
Avail Cap(c_a), veh/h				919	479	412	1244	2327	0	0	1410	438
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	1.00	1.00	0.76	0.76	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				50.3	55.5	49.3	23.4	0.0	0.0	0.0	44.4	54.0
Incr Delay (d2), s/veh				2.5	63.8	3.4	15.5	0.9	0.0	0.0	1.0	186.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				17.0	36.7	14.3	19.0	0.5	0.0	0.0	10.8	58.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				52.8	119.3	52.7	38.8	0.9	0.0	0.0	45.5	239.9
LnGrp LOS				D	F	D	D	A	A	A	D	F
Approach Vol, veh/h					1431			2569			1240	
Approach Delay, s/veh					76.8			17.7			140.4	
Approach LOS					E			B			F	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	56.9	48.1		45.0			105.0					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	54.0	39.0		39.0			99.0					
Max Q Clear Time (g_c+l1), s	48.6	44.1		41.0			2.0					
Green Ext Time (p_c), s	2.4	0.0		0.0			16.2					

Intersection Summary

HCM 6th Ctrl Delay	62.9
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 2: Clairmont Rd (SR 23) & I-85N Exit Ramp/I-85N Entrance Ramp

Briarcliff East
 NoBuild 2026 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	695	298	468	0	0	0	0	1606	541	212	1092	0
Future Volume (veh/h)	695	298	468	0	0	0	0	1606	541	212	1092	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1841				0	1870	1856	1663	1870	0
Adj Flow Rate, veh/h	812	414	265				0	1709	510	226	1162	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	4				0	2	3	16	2	0
Cap, veh/h	801	421	354				0	3633	888	272	2464	0
Arrive On Green	0.23	0.23	0.23				0.00	1.00	1.00	0.18	1.00	0.00
Sat Flow, veh/h	3534	1856	1560				0	6696	1572	3072	3647	0
Grp Volume(v), veh/h	812	414	265				0	1709	510	226	1162	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1560				0	1609	1572	1536	1777	0
Q Serve(g_s), s	34.0	33.3	23.7				0.0	0.0	0.0	10.6	0.0	0.0
Cycle Q Clear(g_c), s	34.0	33.3	23.7				0.0	0.0	0.0	10.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	801	421	354				0	3633	888	272	2464	0
V/C Ratio(X)	1.01	0.98	0.75				0.00	0.47	0.57	0.83	0.47	0.00
Avail Cap(c_a), veh/h	801	421	354				0	3633	888	594	2464	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	1.00	1.00				0.00	1.00	1.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	58.0	57.7	54.0				0.0	0.0	0.0	60.6	0.0	0.0
Incr Delay (d2), s/veh	35.2	39.6	8.6				0.0	0.4	2.7	4.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh	26.5	27.6	15.4				0.0	0.2	1.2	6.8	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.2	97.4	62.6				0.0	0.4	2.7	65.4	0.5	0.0
LnGrp LOS	F	F	E				A	A	A	E	A	A
Approach Vol, veh/h		1491						2219			1388	
Approach Delay, s/veh		88.9						1.0			11.0	
Approach LOS		F						A			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		110.0			19.3	90.7		40.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		104.0			29.0	69.0		34.0				
Max Q Clear Time (g_c+l1), s		2.0			12.6	2.0		36.0				
Green Ext Time (p_c), s		11.0			0.7	26.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 3: Clairmont Rd (SR 23) & Briarcliff Rd

Briarcliff East
 NoBuild 2026 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖	↖	↖	↖↗		↖↗↘	↖↗↘	
Traffic Volume (veh/h)	213	127	74	149	244	483	95	1475	21	166	1170	208
Future Volume (veh/h)	213	127	74	149	244	483	95	1475	21	166	1170	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1841	1870	1856	1870	1870	1870	1870	1856	1870	1841
Adj Flow Rate, veh/h	229	137	40	160	262	467	102	1586	22	178	1258	209
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	4	2	3	2	2	2	2	3	2	4
Cap, veh/h	219	431	122	327	272	332	311	1928	27	212	2474	411
Arrive On Green	0.09	0.16	0.16	0.08	0.15	0.15	0.04	0.54	0.54	0.13	1.00	1.00
Sat Flow, veh/h	1781	2692	761	1781	1856	1585	1781	3589	50	1767	4410	733
Grp Volume(v), veh/h	229	87	90	160	262	467	102	784	824	178	971	496
Grp Sat Flow(s),veh/h/ln	1781	1749	1704	1781	1856	1585	1781	1777	1861	1767	1702	1738
Q Serve(g_s), s	14.0	6.6	7.0	11.4	21.0	22.0	3.9	54.9	55.1	7.1	0.0	0.0
Cycle Q Clear(g_c), s	14.0	6.6	7.0	11.4	21.0	22.0	3.9	54.9	55.1	7.1	0.0	0.0
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.03	1.00		0.42
Lane Grp Cap(c), veh/h	219	280	273	327	272	332	311	955	1000	212	1910	975
V/C Ratio(X)	1.05	0.31	0.33	0.49	0.96	1.41	0.33	0.82	0.82	0.84	0.51	0.51
Avail Cap(c_a), veh/h	219	280	273	327	272	332	349	955	1000	360	1910	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	55.7	55.9	49.4	63.6	59.3	14.3	28.8	28.8	28.9	0.0	0.0
Incr Delay (d2), s/veh	73.5	0.6	0.7	1.1	44.2	200.2	0.6	7.9	7.7	8.6	1.0	1.9
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(95%),veh/ln	10.2	5.4	5.5	9.0	19.2	46.3	2.9	32.6	34.0	6.6	0.5	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	126.5	56.3	56.6	50.5	107.8	259.5	14.9	36.7	36.5	37.5	1.0	1.9
LnGrp LOS	F	E	E	D	F	F	B	D	D	D	A	A
Approach Vol, veh/h		406			889			1710			1645	
Approach Delay, s/veh		95.9			177.2			35.3			5.2	
Approach LOS		F			F			D			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	90.2	18.0	30.0	15.4	86.6	20.0	28.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	90.0	81.0	12.0	24.0	22.0	68.0	14.0	22.0				
Max Q Clear Time (g_c+I), s	11.0	2.0	13.4	9.0	9.1	57.1	16.0	24.0				
Green Ext Time (p_c), s	0.1	14.5	0.0	0.7	0.4	7.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay		57.1										
HCM 6th LOS			E									

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	329	0	0	854	0	0
Future Vol, veh/h	329	0	0	854	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	366	0	0	949	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	-	1315 366
Stage 1	-	-	-	-	366 -
Stage 2	-	-	-	-	949 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	-	0	0	-	174 679
Stage 1	-	0	0	-	702 -
Stage 2	-	0	0	-	376 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	174 679
Mov Cap-2 Maneuver	-	-	-	-	174 -
Stage 1	-	-	-	-	702 -
Stage 2	-	-	-	-	376 -

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

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

HCM 6th Signalized Intersection Summary
 1: Clairmont Rd (SR 23) & I-85S Entrance Ramp/I-85S Exit Ramp

Briarcliff East
 NoBuild 2026 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↕	↗	↙↗	↕			↕↗↘	↗
Traffic Volume (veh/h)	0	0	0	550	487	212	814	1063	0	0	798	612
Future Volume (veh/h)	0	0	0	550	487	212	814	1063	0	0	798	612
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				590	457	167	831	1085	0	0	814	577
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				977	513	435	829	2152	0	0	1561	485
Arrive On Green				0.27	0.27	0.27	0.48	1.00	0.00	0.00	0.31	0.31
Sat Flow, veh/h				3563	1870	1585	3456	3647	0	0	5274	1585
Grp Volume(v), veh/h				590	457	167	831	1085	0	0	814	577
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1728	1777	0	0	1702	1585
Q Serve(g_s), s				14.4	23.5	8.5	24.0	0.0	0.0	0.0	13.2	30.6
Cycle Q Clear(g_c), s				14.4	23.5	8.5	24.0	0.0	0.0	0.0	13.2	30.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				977	513	435	829	2152	0	0	1561	485
V/C Ratio(X)				0.60	0.89	0.38	1.00	0.50	0.00	0.00	0.52	1.19
Avail Cap(c_a), veh/h				1033	542	460	829	2152	0	0	1561	485
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	1.00	1.00	0.70	0.70	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				31.6	34.8	29.4	26.0	0.0	0.0	0.0	28.7	34.7
Incr Delay (d2), s/veh				0.9	16.2	0.6	26.6	0.6	0.0	0.0	1.2	104.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				10.3	18.6	5.9	13.4	0.3	0.0	0.0	9.1	37.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.5	51.0	30.0	52.6	0.6	0.0	0.0	29.9	139.6
LnGrp LOS				C	D	C	F	A	A	A	C	F
Approach Vol, veh/h					1214			1916			1391	
Approach Delay, s/veh					39.1			23.2			75.4	
Approach LOS					D			C			E	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	30.0	36.6		33.4			66.6					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	24.0	29.0		29.0			59.0					
Max Q Clear Time (g_c+I1), s	26.0	32.6		25.5			2.0					
Green Ext Time (p_c), s	0.0	0.0		2.0			9.6					

Intersection Summary

HCM 6th Ctrl Delay	43.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 2: Clairmont Rd (SR 23) & I-85N Exit Ramp/I-85N Entrance Ramp

Briarcliff East
 NoBuild 2026 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	650	446	1099	0	0	0	0	872	489	386	1214	0
Future Volume (veh/h)	650	446	1099	0	0	0	0	872	489	386	1214	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1856	1870	0
Adj Flow Rate, veh/h	447	604	1149				0	899	440	398	1252	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	3	2	0
Cap, veh/h	689	723	1226				0	1934	476	455	1753	0
Arrive On Green	0.39	0.39	0.39				0.00	0.20	0.20	0.27	0.99	0.00
Sat Flow, veh/h	1781	1870	3170				0	6696	1585	3428	3647	0
Grp Volume(v), veh/h	447	604	1149				0	899	440	398	1252	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585				0	1609	1585	1714	1777	0
Q Serve(g_s), s	20.5	29.2	34.9				0.0	12.3	27.2	11.1	1.6	0.0
Cycle Q Clear(g_c), s	20.5	29.2	34.9				0.0	12.3	27.2	11.1	1.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	689	723	1226				0	1934	476	455	1753	0
V/C Ratio(X)	0.65	0.83	0.94				0.00	0.46	0.92	0.88	0.71	0.00
Avail Cap(c_a), veh/h	695	729	1236				0	1934	476	480	1753	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	2.00	2.00	1.00
Upstream Filter(l)	1.00	1.00	1.00				0.00	1.00	1.00	0.75	0.75	0.00
Uniform Delay (d), s/veh	25.1	27.8	29.5				0.0	32.8	38.8	36.0	0.4	0.0
Incr Delay (d2), s/veh	2.1	8.3	13.2				0.0	0.8	26.0	12.5	1.9	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
%ile BackOfQ(95%),veh/ln	13.7	20.5	21.4				0.0	8.7	20.4	7.7	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	36.0	42.7				0.0	33.6	64.8	48.5	2.3	0.0
LnGrp LOS	C	D	D				A	C	E	D	A	A
Approach Vol, veh/h		2200						1339			1650	
Approach Delay, s/veh		37.7						43.9			13.4	
Approach LOS		D						D			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		55.3			19.3	36.1		44.7				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		49.0			14.0	29.0		39.0				
Max Q Clear Time (g_c+l1), s		3.6			13.1	29.2		36.9				
Green Ext Time (p_c), s		11.8			0.1	0.0		1.8				

Intersection Summary

HCM 6th Ctrl Delay	31.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

3: Clairmont Rd (SR 23) & Briarcliff Rd

Briarcliff East
NoBuild 2026 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖	↖	↖	↖↗		↖	↖↗↘	
Traffic Volume (veh/h)	199	305	164	102	150	289	65	927	79	417	1623	171
Future Volume (veh/h)	199	305	164	102	150	289	65	927	79	417	1623	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	203	311	129	104	153	246	66	946	80	426	1656	160
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	411	167	187	224	420	215	1680	142	465	2957	285
Arrive On Green	0.11	0.17	0.17	0.06	0.12	0.12	0.03	0.51	0.51	0.29	1.00	1.00
Sat Flow, veh/h	1781	2466	1001	1781	1870	1585	1781	3316	280	1781	4736	457
Grp Volume(v), veh/h	203	222	218	104	153	246	66	507	519	426	1190	626
Grp Sat Flow(s),veh/h/ln	1781	1777	1690	1781	1870	1585	1781	1777	1820	1781	1702	1788
Q Serve(g_s), s	19.6	23.8	24.6	10.2	15.7	24.0	3.6	39.4	39.4	25.7	0.0	0.0
Cycle Q Clear(g_c), s	19.6	23.8	24.6	10.2	15.7	24.0	3.6	39.4	39.4	25.7	0.0	0.0
Prop In Lane	1.00		0.59	1.00		1.00	1.00		0.15	1.00		0.26
Lane Grp Cap(c), veh/h	270	296	282	187	224	420	215	900	922	465	2126	1117
V/C Ratio(X)	0.75	0.75	0.77	0.56	0.68	0.59	0.31	0.56	0.56	0.92	0.56	0.56
Avail Cap(c_a), veh/h	273	296	282	273	224	420	247	900	922	714	2126	1117
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.5	79.3	79.7	71.8	84.3	63.9	22.5	34.0	34.1	22.9	0.0	0.0
Incr Delay (d2), s/veh	11.1	10.2	12.4	2.6	8.1	2.1	0.8	2.5	2.5	11.8	1.1	2.0
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(95%),veh/ln	14.9	17.4	17.4	8.4	12.8	16.7	2.9	24.6	25.1	14.7	0.6	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	89.5	92.1	74.4	92.5	66.0	23.3	36.6	36.5	34.7	1.1	2.0
LnGrp LOS	E	F	F	E	F	E	C	D	D	C	A	A
Approach Vol, veh/h		643			503			1092			2242	
Approach Delay, s/veh		86.6			75.8			35.8			7.7	
Approach LOS		F			E			D			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	115.0	130.9	18.3	39.4	35.0	107.3	27.6	30.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	90.0	121.0	22.0	24.0	57.0	73.0	22.0	24.0				
Max Q Clear Time (g_c+I), s	11.0	2.0	12.2	26.6	27.7	41.4	21.6	26.0				
Green Ext Time (p_c), s	0.0	22.7	0.1	0.0	1.3	7.3	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											33.5	
HCM 6th LOS											C	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	830	6	6	480	6	6
Future Vol, veh/h	830	6	6	480	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	856	6	6	495	6	6

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	862	0	1366 859
Stage 1	-	-	-	-	859 -
Stage 2	-	-	-	-	507 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	780	-	162 356
Stage 1	-	-	-	-	415 -
Stage 2	-	-	-	-	605 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	780	-	160 356
Mov Cap-2 Maneuver	-	-	-	-	160 -
Stage 1	-	-	-	-	415 -
Stage 2	-	-	-	-	598 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	22.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	221	-	-	780	-
HCM Lane V/C Ratio	0.056	-	-	0.008	-
HCM Control Delay (s)	22.3	-	-	9.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th Signalized Intersection Summary
 1: Clairmont Rd (SR 23) & I-85S Entrance Ramp/I-85S Exit Ramp

Briarcliff East
 Build 2026 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↕	↗	↙↗	↕			↕↗	↗
Traffic Volume (veh/h)	0	0	0	624	494	297	1100	1364	0	0	611	615
Future Volume (veh/h)	0	0	0	624	494	297	1100	1364	0	0	611	615
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1856	1841	1870	1870	1856	0	0	1841	1841
Adj Flow Rate, veh/h				664	526	265	1170	1451	0	0	650	605
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				3	4	2	2	3	0	0	4	4
Cap, veh/h				919	479	412	1199	2327	0	0	1373	426
Arrive On Green				0.26	0.26	0.26	0.69	1.00	0.00	0.00	0.27	0.27
Sat Flow, veh/h				3534	1841	1585	3456	3618	0	0	5191	1560
Grp Volume(v), veh/h				664	526	265	1170	1451	0	0	650	605
Grp Sat Flow(s),veh/h/ln				1767	1841	1585	1728	1763	0	0	1675	1560
Q Serve(g_s), s				25.7	39.0	22.3	48.2	0.0	0.0	0.0	16.2	41.0
Cycle Q Clear(g_c), s				25.7	39.0	22.3	48.2	0.0	0.0	0.0	16.2	41.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				919	479	412	1199	2327	0	0	1373	426
V/C Ratio(X)				0.72	1.10	0.64	0.98	0.62	0.00	0.00	0.47	1.42
Avail Cap(c_a), veh/h				919	479	412	1244	2327	0	0	1373	426
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	1.00	1.00	0.74	0.74	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				50.6	55.5	49.3	22.4	0.0	0.0	0.0	45.5	54.5
Incr Delay (d2), s/veh				2.8	70.8	3.4	16.3	0.9	0.0	0.0	1.2	202.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				17.4	38.2	14.3	19.0	0.5	0.0	0.0	11.2	60.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				53.4	126.3	52.7	38.7	0.9	0.0	0.0	46.7	256.8
LnGrp LOS				D	F	D	D	A	A	A	D	F
Approach Vol, veh/h					1455			2621			1255	
Approach Delay, s/veh					79.6			17.8			148.0	
Approach LOS					E			B			F	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	58.0	47.0		45.0			105.0					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	54.0	39.0		39.0			99.0					
Max Q Clear Time (g_c+l1), s	50.2	43.0		41.0			2.0					
Green Ext Time (p_c), s	1.9	0.0		0.0			16.6					

Intersection Summary

HCM 6th Ctrl Delay	65.3
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

2: Clairmont Rd (SR 23) & I-85N Exit Ramp/I-85N Entrance Ramp

Briarcliff East
Build 2026 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↔	↘					↑↑↑	↙	↘	↑↑	
Traffic Volume (veh/h)	695	298	490	0	0	0	0	1654	570	212	1126	0
Future Volume (veh/h)	695	298	490	0	0	0	0	1654	570	212	1126	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1856	1841				0	1870	1856	1663	1870	0
Adj Flow Rate, veh/h	814	422	281				0	1760	540	226	1198	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	3	4				0	2	3	16	2	0
Cap, veh/h	795	421	354				0	3633	888	272	2464	0
Arrive On Green	0.23	0.23	0.23				0.00	1.00	1.00	0.18	1.00	0.00
Sat Flow, veh/h	3506	1856	1560				0	6696	1572	3072	3647	0
Grp Volume(v), veh/h	814	422	281				0	1760	540	226	1198	0
Grp Sat Flow(s),veh/h/ln	1753	1856	1560				0	1609	1572	1536	1777	0
Q Serve(g_s), s	34.0	34.0	25.5				0.0	0.0	0.0	10.6	0.0	0.0
Cycle Q Clear(g_c), s	34.0	34.0	25.5				0.0	0.0	0.0	10.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	795	421	354				0	3633	888	272	2464	0
V/C Ratio(X)	1.02	1.00	0.79				0.00	0.48	0.61	0.83	0.49	0.00
Avail Cap(c_a), veh/h	795	421	354				0	3633	888	594	2464	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	1.00	1.00				0.00	1.00	1.00	0.71	0.71	0.00
Uniform Delay (d), s/veh	58.0	58.0	54.7				0.0	0.0	0.0	60.6	0.0	0.0
Incr Delay (d2), s/veh	38.2	44.7	11.8				0.0	0.5	3.1	4.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh	26.9	28.8	16.7				0.0	0.2	1.4	6.7	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.2	102.7	66.6				0.0	0.5	3.1	65.3	0.5	0.0
LnGrp LOS	F	F	E				A	A	A	E	A	A
Approach Vol, veh/h		1517						2300			1424	
Approach Delay, s/veh		92.5						1.1			10.8	
Approach LOS		F						A			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		110.0			19.3	90.7		40.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		104.0			29.0	69.0		34.0				
Max Q Clear Time (g_c+l1), s		2.0			12.6	2.0		36.0				
Green Ext Time (p_c), s		11.6			0.7	28.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

3: Clairmont Rd (SR 23) & Briarcliff Rd

Briarcliff East
Build 2026 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	↖
Traffic Volume (veh/h)	224	132	74	175	286	494	95	1486	26	225	1170	208
Future Volume (veh/h)	224	132	74	175	286	494	95	1486	26	225	1170	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1841	1841	1870	1856	1870	1870	1870	1870	1856	1870	1841
Adj Flow Rate, veh/h	241	142	40	188	308	479	102	1598	27	242	1258	209
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	4	2	3	2	2	2	2	3	2	4
Cap, veh/h	237	525	143	391	359	402	301	1764	30	180	2256	375
Arrive On Green	0.09	0.19	0.19	0.09	0.19	0.19	0.04	0.49	0.49	0.12	1.00	1.00
Sat Flow, veh/h	1781	2715	741	1781	1856	1585	1781	3576	60	1767	4410	733
Grp Volume(v), veh/h	241	90	92	188	308	479	102	793	832	242	971	496
Grp Sat Flow(s),veh/h/ln	1781	1749	1707	1781	1856	1585	1781	1777	1859	1767	1702	1738
Q Serve(g_s), s	14.0	6.6	6.9	12.6	24.1	29.0	4.2	61.3	61.5	9.0	0.0	0.0
Cycle Q Clear(g_c), s	14.0	6.6	6.9	12.6	24.1	29.0	4.2	61.3	61.5	9.0	0.0	0.0
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.03	1.00		0.42
Lane Grp Cap(c), veh/h	237	338	330	391	359	402	301	877	917	180	1741	889
V/C Ratio(X)	1.02	0.27	0.28	0.48	0.86	1.19	0.34	0.90	0.91	1.35	0.56	0.56
Avail Cap(c_a), veh/h	237	338	330	391	359	402	392	877	917	180	1741	889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	51.4	51.6	42.9	58.5	56.0	17.2	34.8	34.8	35.8	0.0	0.0
Incr Delay (d2), s/veh	63.1	0.4	0.5	0.9	18.4	108.9	0.7	14.5	14.3	188.6	1.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.6	5.3	5.4	9.6	19.0	39.2	3.2	37.8	39.4	19.7	0.6	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.6	51.9	52.0	43.8	76.9	164.9	17.9	49.3	49.1	224.5	1.3	2.5
LnGrp LOS	F	D	D	D	E	F	B	D	D	F	A	A
Approach Vol, veh/h		423			975			1727			1709	
Approach Delay, s/veh		86.5			113.7			47.4			33.2	
Approach LOS		F			F			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	82.7	20.0	35.0	15.0	80.0	20.0	35.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	69.0	14.0	29.0	9.0	74.0	14.0	29.0				
Max Q Clear Time (g_c+I), s	10.25	2.0	14.6	8.9	11.0	63.5	16.0	31.0				
Green Ext Time (p_c), s	0.1	14.4	0.0	0.9	0.0	7.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											59.2	
HCM 6th LOS											E	

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗		↖	↗		↖	↗
Traffic Vol, veh/h	70	329	0	0	859	11	0	0	0	26	0	48
Future Vol, veh/h	70	329	0	0	859	11	0	0	0	26	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	Yield
Storage Length	100	-	-	-	-	100	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	33	3	2	2	2	2	2	2	2	2	2	80
Mvmt Flow	78	366	0	0	954	12	0	0	0	29	0	53

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	954	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.43	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.497	-	-	-
Pot Cap-1 Maneuver	609	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	609	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0	0	25.9
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	-	609	-	-	-	196	228
HCM Lane V/C Ratio	-	-	0.128	-	-	-	0.147	0.234
HCM Control Delay (s)	0	0	11.8	-	-	-	26.5	25.5
HCM Lane LOS	A	A	B	-	-	-	D	D
HCM 95th %tile Q(veh)	-	-	0.4	-	-	-	0.5	0.9

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑	↑		↑
Traffic Vol, veh/h	0	406	916	5	0	31
Future Vol, veh/h	0	406	916	5	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	3	2	2	2	2
Mvmt Flow	0	441	996	5	0	34

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	996
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	296
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	296
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	296
HCM Lane V/C Ratio	-	-	0.114
HCM Control Delay (s)	-	-	18.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.4

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕↗
Traffic Vol, veh/h	0	65	2180	22	0	1626
Future Vol, veh/h	0	65	2180	22	0	1626
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	0	71	2370	24	0	1767

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1185	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	182	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	-	182	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.8	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 182	-
HCM Lane V/C Ratio	- 0.388	-
HCM Control Delay (s)	- 36.8	-
HCM Lane LOS	- E	-
HCM 95th %tile Q(veh)	- 1.7	-

HCM 6th Signalized Intersection Summary
 1: Clairmont Rd (SR 23) & I-85S Entrance Ramp/I-85S Exit Ramp

Briarcliff East
 Build 2026 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↕	↗	↙↗	↕			↕↕↕	↗
Traffic Volume (veh/h)	0	0	0	579	487	212	832	1076	0	0	819	612
Future Volume (veh/h)	0	0	0	579	487	212	832	1076	0	0	819	612
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				605	477	167	849	1098	0	0	836	577
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1000	525	445	829	2130	0	0	1529	475
Arrive On Green				0.28	0.28	0.28	0.48	1.00	0.00	0.00	0.30	0.30
Sat Flow, veh/h				3563	1870	1585	3456	3647	0	0	5274	1585
Grp Volume(v), veh/h				605	477	167	849	1098	0	0	836	577
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1728	1777	0	0	1702	1585
Q Serve(g_s), s				14.7	24.6	8.5	24.0	0.0	0.0	0.0	13.7	29.9
Cycle Q Clear(g_c), s				14.7	24.6	8.5	24.0	0.0	0.0	0.0	13.7	29.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1000	525	445	829	2130	0	0	1529	475
V/C Ratio(X)				0.61	0.91	0.38	1.02	0.52	0.00	0.00	0.55	1.22
Avail Cap(c_a), veh/h				1033	542	460	829	2130	0	0	1529	475
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.69	0.69	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				31.2	34.7	28.9	26.0	0.0	0.0	0.0	29.3	35.0
Incr Delay (d2), s/veh				1.0	19.0	0.5	32.1	0.6	0.0	0.0	1.4	115.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				10.5	19.8	5.9	14.4	0.3	0.0	0.0	9.4	38.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.1	53.7	29.5	58.1	0.6	0.0	0.0	30.8	150.1
LnGrp LOS				C	D	C	F	A	A	A	C	F
Approach Vol, veh/h					1249			1947			1413	
Approach Delay, s/veh					40.0			25.7			79.5	
Approach LOS					D			C			E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.0	35.9		34.1		65.9						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	24.0	29.0		29.0		59.0						
Max Q Clear Time (g_c+I1), s	26.0	31.9		26.6		2.0						
Green Ext Time (p_c), s	0.0	0.0		1.4		9.8						

Intersection Summary

HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

2: Clairmont Rd (SR 23) & I-85N Exit Ramp/I-85N Entrance Ramp

Briarcliff East
Build 2026 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	650	446	1130	0	0	0	0	902	507	386	1265	0
Future Volume (veh/h)	650	446	1130	0	0	0	0	902	507	386	1265	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1856	1870	0
Adj Flow Rate, veh/h	447	609	1177				0	930	459	398	1304	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	3	2	0
Cap, veh/h	693	727	1233				0	1921	473	455	1745	0
Arrive On Green	0.39	0.39	0.39				0.00	0.20	0.20	0.27	0.98	0.00
Sat Flow, veh/h	1781	1870	3170				0	6696	1585	3428	3647	0
Grp Volume(v), veh/h	447	609	1177				0	930	459	398	1304	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585				0	1609	1585	1714	1777	0
Q Serve(g_s), s	20.5	29.5	36.1				0.0	12.8	28.7	11.1	2.5	0.0
Cycle Q Clear(g_c), s	20.5	29.5	36.1				0.0	12.8	28.7	11.1	2.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	693	727	1233				0	1921	473	455	1745	0
V/C Ratio(X)	0.65	0.84	0.95				0.00	0.48	0.97	0.88	0.75	0.00
Avail Cap(c_a), veh/h	695	729	1236				0	1921	473	480	1745	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	2.00	2.00	1.00
Upstream Filter(l)	1.00	1.00	1.00				0.00	1.00	1.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	24.9	27.7	29.7				0.0	33.2	39.6	36.0	0.5	0.0
Incr Delay (d2), s/veh	2.1	8.5	16.0				0.0	0.9	34.6	12.2	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.7	20.7	22.5				0.0	9.0	22.5	7.7	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	36.1	45.7				0.0	34.1	74.1	48.2	2.7	0.0
LnGrp LOS	C	D	D				A	C	E	D	A	A
Approach Vol, veh/h		2233						1389			1702	
Approach Delay, s/veh		39.3						47.3			13.3	
Approach LOS		D						D			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		55.1			19.3	35.9		44.9				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		49.0			14.0	29.0		39.0				
Max Q Clear Time (g_c+l1), s		4.5			13.1	30.7		38.1				
Green Ext Time (p_c), s		12.5			0.1	0.0		0.8				

Intersection Summary

HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 3: Clairmont Rd (SR 23) & Briarcliff Rd

Briarcliff East
 Build 2026 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	314	164	117	171	298	65	943	88	507	1623	171
Future Volume (veh/h)	215	314	164	117	171	298	65	943	88	507	1623	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	219	320	129	119	174	255	66	962	89	517	1656	160
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	401	158	187	295	440	221	1751	162	432	2962	286
Arrive On Green	0.07	0.16	0.16	0.07	0.16	0.16	0.03	0.53	0.53	0.24	1.00	1.00
Sat Flow, veh/h	1781	2487	983	1781	1870	1585	1781	3288	304	1781	4736	457
Grp Volume(v), veh/h	219	227	222	119	174	255	66	520	531	517	1190	626
Grp Sat Flow(s),veh/h/ln	1781	1777	1693	1781	1870	1585	1781	1777	1816	1781	1702	1788
Q Serve(g_s), s	14.0	24.5	25.3	11.1	17.3	27.7	3.4	38.7	38.7	24.0	0.0	0.0
Cycle Q Clear(g_c), s	14.0	24.5	25.3	11.1	17.3	27.7	3.4	38.7	38.7	24.0	0.0	0.0
Prop In Lane	1.00		0.58	1.00		1.00	1.00		0.17	1.00		0.26
Lane Grp Cap(c), veh/h	229	286	273	187	295	440	221	946	967	432	2129	1118
V/C Ratio(X)	0.96	0.79	0.81	0.64	0.59	0.58	0.30	0.55	0.55	1.20	0.56	0.56
Avail Cap(c_a), veh/h	229	391	373	282	505	618	521	946	967	432	2129	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.9	80.7	81.0	66.3	78.2	62.2	20.2	30.9	30.9	28.9	0.0	0.0
Incr Delay (d2), s/veh	47.3	7.6	9.5	3.6	1.9	1.2	0.7	2.3	2.2	109.4	1.1	2.0
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(95%),veh/ln	12.1	17.6	17.5	9.1	13.3	16.9	2.7	24.1	24.5	34.6	0.6	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.1	88.2	90.5	69.8	80.1	63.4	20.9	33.2	33.1	138.2	1.1	2.0
LnGrp LOS	F	F	F	E	F	E	C	C	C	F	A	A
Approach Vol, veh/h		668			548			1117			2333	
Approach Delay, s/veh		100.4			70.1			32.4			31.7	
Approach LOS		F			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	131.1	19.3	38.2	30.0	112.5	20.0	37.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	39.0	69.0	24.0	44.0	24.0	84.0	14.0	54.0				
Max Q Clear Time (g_c+I), s	11.4	2.0	13.1	27.3	26.0	40.7	16.0	29.7				
Green Ext Time (p_c), s	0.2	21.3	0.2	2.4	0.0	7.9	0.0	1.8				
Intersection Summary												
HCM 6th Ctrl Delay			46.2									
HCM 6th LOS			D									

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↑	↗		↘	↗		↘	↗
Traffic Vol, veh/h	106	830	6	6	482	23	6	0	6	15	0	35
Future Vol, veh/h	106	830	6	6	482	23	6	0	6	15	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	Yield
Storage Length	100	-	-	-	-	100	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	20	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	856	6	6	497	24	6	0	6	15	0	36

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	497	0	0	862
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.38	-	-	2.218
Pot Cap-1 Maneuver	980	-	-	780
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	980	-	-	780
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.1	21.4	16.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	166	356	980	-	-	780	-	-	170	573
HCM Lane V/C Ratio	0.037	0.017	0.112	-	-	0.008	-	-	0.091	0.063
HCM Control Delay (s)	27.5	15.3	9.1	-	-	9.7	-	-	28.3	11.7
HCM Lane LOS	D	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.1	0.1	0.4	-	-	0	-	-	0.3	0.2

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑	↑		↑
Traffic Vol, veh/h	0	942	561	16	0	24
Future Vol, veh/h	0	942	561	16	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1024	610	17	0	26

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 610
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.23
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.319
Pot Cap-1 Maneuver	0	-	- 0 0 493
Stage 1	0	-	- 0 0 -
Stage 2	0	-	- 0 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 493
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	493
HCM Lane V/C Ratio	-	-	0.053
HCM Control Delay (s)	-	-	12.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕↕↕
Traffic Vol, veh/h	0	41	1417	40	0	2280
Future Vol, veh/h	0	41	1417	40	0	2280
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	1540	43	0	2478

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	770	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	343	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			
Mov Cap-1 Maneuver	-	343	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 343	-
HCM Lane V/C Ratio	- 0.13	-
HCM Control Delay (s)	- 17.1	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 0.4	-

Programmed Projects

PROJECT ID	DESCRIPTION	PRELIMINARY ENGINEERING YEAR	PRELIMINARY ENGINEERING AMOUNT	RIGHT OF WAY YEAR	RIGHT OF WAY AMOUNT	CONSTRUCTION YEAR	CONSTRUCTION AMOUNT	FUNDING SOURCE	COUNTIES
0015956	<p>The proposed project is 1.5 miles of the SR 155 / US 23 / Clairmont Road corridor between I-85 Northbound Exit Ramp and SR 236 / LaVista Road in DeKalb County.</p> <p>The proposed project modifications can be summarized as follows:</p> <p>PI No. 0015956</p> <ul style="list-style-type: none"> - Addition of a raised median between I-85 Northbound Exit Ramp and Audubon Drive - Addition of a through lane between I-85 NB Exit Ramp and Audubon Drive <p>The project also proposes to install sidewalk at locations that are missing sidewalks along this section of the study corridor. Rumble strips are proposed along this corridor between Council Bluff Drive and SR 236 / LaVista Road in order to reduce „run off the road“ crash types. The bridge at Interstate 85 will not be affected by the project. The I-85 northbound exit ramp terminal would have channelization, signing, marking, and traffic signal modifications.</p>	2018	\$350,000.00	2022	\$1,100,000.00	2023	\$1,700,000.00	Federal	DeKalb
M006145	This project, selected by the District Maintenance Office, is the resurfacing of SR 155 to improve the roadways current low PACES rating.	N/A	N/A	N/A	N/A	N/A	N/A	Federal	DeKalb

Intersection Control Evaluation (ICE) Worksheets



Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

- 1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
• Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
• Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
• Layout has no unusual or undesirable geometric features (such as restricted sight distance)
• The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information: Location: SR 155 @ Site Driveway C
County: DeKalb
GDOT District: 7 - Metro Atlanta
Area Type: Suburb/Transition
Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): N/A
Requested By: GDOT
Prepared By: Kimley-Horn
Date: 6/29/2022

Waiver Request Type: Driveway Permit

Traffic and Operations Data: 1,2

Table with traffic analysis data including ADT, analysis period (AM/PM Peak), and 2026 opening and design year peak hour intersection delay and V/C.

Crash Data (Required): 3 table showing Crash Severity (K*, A*, B*, C*, O) and Years (5) for various Crash Types (Angle, Head-On, Rear End, Sideswipe - same/opposite, Not Collision w/Motor Veh).

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): The existing, full-movement driveway is proposed to operate under RIRO control which will reduce the number of turning movements at the driveway. SR 155 is programmed to have a center median constructed in 2023. This driveway design is in accordance with the future plans for this corridor.
Proposed Intersection Control: RIRO w/down stream U-Turn

REQUESTED BY: Matt Flynn, P.E. Date: 6/29/2022

Title: Traffic Engineer

APPROVED BY: Date:

Name:

District Engineer or (Approved Delegate)

1 Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2
2 ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.
3 Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)