CITY OF AUBURN
MAYOR and CITY COUNCIL
April 10, 2025
6:00 PM
Council Chambers
1 Auburn Way
Auburn, GA 30011

INVOCATION

PLEDGE

REPORTS AND ANNOUNCEMENTS

PUBLIC HEARING

1. Rezoning of 100 Lyle Road and 0 Main Street - Sarah McQuade

CITIZEN COMMENTS ON AGENDA ITEMS

NEW BUSINESS

2. Consent Agenda
   a. Council Business Meeting Minutes- March 13, 2025
   b. Council Special Called Meeting Minutes- March 13, 2025
   c. Council Special Called Meeting Minutes- March 27, 2025
   d. Council Workshop Meeting Minutes- March 27, 2025
   e. Council Member Appointment to RGS Downtown Development Advisory Board
   f. Safe Digging Month
   g. 6th Street Dog Park Conceptual Plan
   h. College Street Extension
   i. Change Order for Water Treatment Plant

VOTING ITEMS

3. Rezoning of 100 Lyle Road and 0 Main Street- Sarah McQuade

CITIZEN COMMENTS

ADJOURNMENT

Agenda subject to change prior to meeting

Public Hearing &
Voting Item: 3

TO: Mayor and Council

FROM: Sarah McQuade
City Planner

DATE: April 3, 2025

PURPOSE: Planning & Zoning Report

BACKGROUND:

This item was presented for informational purposes to Mayor and Council during their regularly scheduled meeting scheduled meeting on March 27, 2025. During the presentation Mayor and Council posed a number of questions to staff regarding the development.

The following conditions of zoning have been recommended by staff and the Planning Commission to be applied to the development if Council finds the development is the in best interest of the city and recommends the application for approval:

1. RZ-24-0000 the previously tabled application of MBC Developers, LLC c/o Andersen Tate & Carr, to rezone 100 Lyle Road (AU11 148) and 0 Main Street (AU11 031B), a combined 57.917± acres, from AG – Agricultural district to PUD – Planned Unit Development district for the purpose of developing the property with a 188-lot single-family detached subdivision

    a. The Planning & Zoning Commission voted to recommend approval of this item with the following conditions:

        1. The site shall be developed in substantial conformance with the submitted Letter of Intent and Rezoning Exhibit dated March 14, 2025, adopted as part of this rezoning action. However, alterations necessary to accommodate other conditions specified herein are permitted as determined by the Community Development Director. All other alterations are subject to the standards found in Sec. 17.90.140.K.

2. The Developer shall use a variety of architectural techniques to avoid the monotonous appearance of identical houses. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, colors, setbacks or other similar techniques to provide a more aesthetically pleasing appearance to the subdivision. There shall be no vinyl siding permitted. No two (2) adjacent houses shall have front elevations which are visually the same; this distinction can be accomplished through a combination of color, materials, architectural features, and/or building massing.
3. Compliance with all City of Auburn Municipal Code unless otherwise provided within the adopted Rezoning Exhibit dated March 14, 2025, and Letter of Intent submitted herein and approved by Mayor & Council, including construction and design of all utilities and infrastructure. Unless explicitly requested in the Letter of Intent and granted relief by Mayor & Council through a formal motion, no variances from these standards are permitted.
4. The development shall provide residential amenities in accordance with Sec. 17.90.140.H in addition to the requirements found 16.24.090.
5. A mandatory Homeowners Association (HOA) shall be established and shall be responsible for maintenance of all common facilities, open spaces, recreational areas, and street frontage landscaping. A 25-foot planted buffer along the Lyle Road frontage shall be professionally designed by the developer, shall include decorative masonry entrance features, and maintained by the HOA. Landscape plans, entrance features, and fencing shall be subject to the review and approval of the Community Development Director.
6. Said HOA shall be formally incorporated and shall include provisions for the maintenance of building and grounds, repair, insurance, and working capital. Said association must also include declarations and by-laws include rules and regulations which shall at a minimum regulate and control the following:
    a. All grounds, including recreation areas and common areas.
    b. Stormwater detention infrastructure maintenance.
    c. Fence, wall, and sign maintenance.
7. Along the Lyle Road project frontage, a 25-foot-wide planted buffer shall be provided to screen the rear-facing residential units from view; the Community Development Director, at their discretion, may permit an encroachment into this buffer to accommodate required improvements. The planted landscape buffer is subject to approval by

the Community Development Director to ensure it provides adequate screening of the development.

8. Natural vegetation shall remain on the property until the issuance of a development permit.
9. Underground utilities shall be provided throughout the development.
10. Along the Lyle Road project frontage, sidewalks, with a minimum width of 5 feet, and streetlights shall be installed and constructed in accordance with the sidewalk construction and design standards specified in the code of ordinances.
11. The portion of Lyle Road, along the project frontage, shall be upgraded to meet the road construction and design standards outlined in the code of ordinances for substandard streets.
12. Construct a 8-foot tall privacy fence along the full extent of the property boundary adjacent to Lyle Hill Farm, LLC.
13. The final plat shall include a note providing notice to potential purchasers that they are buying property adjacent to a working farm with sights, sounds, and smells typically associated with agricultural uses.
14. All lot sizes shall conform to the minimum requirements of City Code Section 17.90.140(G)(7).
15. The amenity area shall include the following features, all of which shall be completed prior to the issuance of Certificates of Occupancy for more than 50% of the units:
    a. Children's play area greater than 5,000 square feet
    b. Swimming pool with a surface area greater than or equal to 1,800 square feet
    c. Two pickleball courts, regulation size
    d. Clubhouse greater than or equal to 3,000 square feet in heated area.
    e. In the primary common area, a paved walking path with pedestrian furnishings shall be provided to create a continuous connection between the primary amenity area on the west side and the gazebo on the eastern side. The design and layout of this open space shall promote accessibility and usability for all residents within the community.
16. The site layout shall be revised to incorporate mid-block pedestrian crossings, additional on-street parking, and enhanced streetscape design elements throughout the development. These improvements shall be aimed at increasing pedestrian safety, walkability, and overall connectivity within the development.

17. Prior to the issuance of any building permit, the owner or developer shall record with the Clerk of Superior Court a declaration of restrictive covenants providing for a mandatory homeowners' or property owners' association. The declaration of restrictive covenants of the mandatory owners' association shall include a statement limiting the number of leased or rented homes to no more than twenty percent (20%) of the total number of units in the development. The declaration shall also require owners wishing to lease their property to obtain a written permit from the owners' association prior to renting or leasing.

FUNDING:
N/A

COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF AUBURN
1 AUBURN WAY
AUBURN, GA 30011
PHONE: 770-963-4002
www.cityofauburn-ga.org

CASE NUMBER:	RZ24-000
LOCATION:	100 Lyle Road & 0 Main Street
PARCEL NUMBER:	AU11 148 & AU11 031B
ACREAGE:	57.92±
CURRENT ZONING:	AG: Agricultural district
REQUEST:	Rezone to PUD: Planned Unit Development district
PROPOSED DEVELOPMENT:	172-unit attached and detached single-family housing development
FUTURE DEVELOPMENT MAP:	Single-Family Residential
STAFF RECOMMENDATION:	Approval with Staff Conditions
APPLICANT:	MBC Developers, LLC c/o Andersen Tate & Carr 1960 Satellite Boulevard Duluth, GA 30097
CONTACT:	Melody Glouton mglouton@atclawfirm.com 770.822.0900

SUMMARY

NOTE: On March 14, 2025 updated application materials were submitted in relation to this request in response to the amended PUD ordinance adopted by Mayor & Council the prior evening. This report has been updated to reflect the new application materials.

The applicant is requesting to rezone a combined 57.92± acre tract from AG: Agricultural (Sec. 17.90.010) to PUD: Planned Unit Development (Sec. 17.90.140) to construct a 172-unit, single-family development with 120 single-family detached dwellings and 52 front-entry attached (town house) dwellings. The development site, comprised of parcels AU11 148 and AU11 031B, is currently developed with a single-family residence and agricultural buildings. The proposed density of the development is 2.97 dwelling units per acre.

The submitted rezoning exhibit, dated March 14, 2025, shows the site being accessed by two entrances from Lyle Road, with the primary entrance being central to the development and a secondary entrance located east of the primary entrance. The internal street network of the site plan consists of a public street system with a 50-foot right-of-way serving both single-family detached and attached residential units. The streets are all interconnected, with the exception of two dead end street which provide frontage to lots 10

and 11 and lots 35 (partial), 36, and 37. Sec. 16.28.030 provides that dead end streets designed to have one end permanently closed shall provide a cul-de-sac turnaround. No variance from this standard has been included as part of this request.

The proposed development will contain single-family detached houses with minimum heated floor areas (HFA) of 2,000 square feet for single-story units and 2,400 square feet for two-story dwellings. The town houses are located internal to the development with the rear of the units located around a common area. The LOI does not provide the minimum heated floor area for the town house units. The applicant has provided the minimum lot standards as part of the submitted Letter of Intent (LOI), which is summarized below:

	Minimum Building Setback			Typical Lot Size	Minimum Heated Floor Area (HFA)	Proposed Quantity
	Front Yard	Side Yard	Rear Yard			
Single-Family Detached	20 feet	5 feet	25 feet	7,000 square feet	2,000 square feet (single-story) 2,400 square feet (two-story)	120
Single-Family Attached	22 feet from front of unit to sidewalk.	NA	Unknown	3,000 square feet	None provided in application materials.	52

NOTE: Where discrepancies exist between the submitted LOI and the provided rezoning exhibit the LOI shall rule.

Sec. 17.90.140.G.5 of the amended PUD: Planned Unit development ordinance provides the minimum dimensional standards for garages. Per this section the total width of garage doors on the front façade of an attached residence shall not exceed fifty-five percent (55%). As part of the LOI the applicant has noted they are requesting a concurrent variance from this standard to permit the garages for the single-family attached (town house) units to be sixty-two percent (62%), 16 feet, of the front façade.

The application includes an architectural overview and renderings for the proposed development. The LOI provides that exterior material appearances of houses will include brick, stacked stone, cedar shake, cementitious shake, and board and batten siding. The provided architectural renderings depict two-story residences with two-car, front-entry garages for both the single-family detached and attached units.

The rezoning concept depicts five-foot sidewalks on both sides of all internal roadways, providing pedestrian connectivity from Lyle Road throughout the development. The application depicts that open space will total 21.75± acres and consist of undisturbed buffering along the northeastern and southwestern development boundaries, and a central common area adjacent to the 52 town house units.

Additional development standards for the proposed residential development are provided below:

Requirement	Proposal	Compliance
Minimum Open Space	21.75± acres (37.6% of development) *	Compliant with Sec. 16.24.090
Resident Amenities	None provided	Deficient from the requirements of Sec. 17.90.140.H
Setbacks (External):		

Front	25 feet (landscaped buffer)	None Required
Rear	N/A (stream buffer)	N/A
Side	50 feet (undisturbed buffer)	Compliant with Sec. 17.90.140.I

No resident amenities are identified in the LOI or on the submitted concept plan. The revised PUD ordinance in Sec. 17.90.140.I requires resident amenities in addition to the minimum open space requirements found in Sec. 16.240.090. The resident amenities are intended to be proportionate to proposed developments size and density and are intended to be programmed an active uses, rather than passive open space. No relief has been requested from this section and the existing concept plan could likely be updated to include these requirements in the central common area.

The application indicates that City of Auburn Public Works will provide water to the site and sewage will be provided by the Barrow County Water & Sewer Authority. To manage stormwater, two management areas will be constructed at opposite ends of the site, totaling 2.25± acres.

LAND USE AND COMPREHENSIVE PLAN ANALYSIS

The submitted rezoning proposal represents a fundamental change to the land use of the development site. Presently, the site is developed with one (1) single-family residence and accessory agricultural structures. The proposal will eliminate agricultural use of the site in place of higher density single-family residences. The site will be used as a residential subdivision and host a resident amenity area.

The development site is situated in a primarily residential vicinity. The table below summarizes the nearby zoning districts and land uses:

Direction	Zoning	Current Land Use	Future Land Use
N	AG: agricultural, R-100: single-family residential, MH: mobile home park	Agriculture, single-family housing, manufactured housing	Single-Family Residential, Agricultural
S	AG: agricultural, R-100: single-family residential	Agriculture, single-family housing.	Single-Family Residential
W	AG: agricultural, R-100: single-family residential	Agriculture, single-family housing, manufactured housing	Single-Family Residential, Agricultural
E	R-100: single-family residential, MH: mobile home park	Single-family housing, manufactured housing	Single-Family Residential

Pursuant to the City of Auburn Comprehensive Plan, 2023-2028, the development site is located within the Single-Family Residential Character Area. This Area is intended for "Conventional residential subdivisions, as well as conservation subdivisions, with supportive recreational amenities and small-scale public/institutional uses. Lot sizes range from 5,000 square feet to several acres. Includes low-impact civic space."

The present land use, very low-density residential and agricultural, does not align with the intent of the Character Area. The proposed PUD generally complies with the intent of this Character Area.

WETLANDS, STREAMS, AND FLOODPLAIN

The development site contains a stream, the buffer of which envelopes much of the land along the northeastern and southeastern property lines. Some of the far eastern portion of the site is within flood zone A, and a smaller portion is designated as flood zone X. The development does not depict any vertical development or impervious installations within the required 75-foot impervious buffer.

DEVELOPMENT REVIEW

The development shall be subject to the regulations described in the Auburn Municipal Code, unless relief has been explicitly granted as part of this application, and apply to and provide guidance for the development of lands within the incorporated areas of the city.

Approval of an erosion control plan from the Georgia Soil and Water Conservation Commission is required prior to land disturbance activity.

Approval of site plans from Barrow County Fire Marshal required.

TRANSPORTATION

The Georgia Department of Transportation (GDOT) does not maintain traffic counts for Lyle Road.

A traffic study was completed for the proposed development by SEI Engineering, Inc. on June 13, 2024. The study was conducted for a 188-unit residential development, congruent with the submitted concept. The study concludes that no improvements to the existing public road network are necessary to accommodate the development proposal, but advises that Main Street / Lyle Road be improved to City standards between its intersections with Autry Road and 6th Avenue.

ZONING ANALYSIS

17.170.030 - Standards governing exercise of the zoning power.

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

(Language in bold is from the City of Auburn Zoning Ordinance. Bulleted information that is not bolded are factors known to staff that may apply to the Ordinance criteria.)

A. **Whether a proposed rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property;**
   - Pursuant to the City of Auburn Comprehensive Plan, 2023-2028, the development site is located within the Single-Family Residential Character Area. This Area is intended for "Conventional residential subdivisions, as well as conservation subdivisions, with supportive recreational amenities and small-scale public/institutional uses. Lot sizes range from 5,000 square feet to several acres. Includes low-impact civic space."
   - The present land use, very low-density residential and agricultural, does not align with the intent of the Character Area. The proposed PUD generally complies with the intent of this Character Area.

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

- Surrounding uses include existing single-family residential housing to the north, east, and south, agriculture to the west and north, and manufactured housing to the north, east, and west. While the proposed residential subdivision may lead to increased traffic and greater demand for community services, any resulting impact on adjacent or nearby properties is expected to be minimal. These properties will remain usable, and the proposed development is generally compatible with the surrounding area.

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

- Yes, the property has a reasonable economic use under its current AG: agriculture zoning. The AG district permits various economically viable uses, including farming, livestock operations, timber production, and low-density residential development. These allowable uses provide the property owner with multiple opportunities for economic return, demonstrating that the property is not without reasonable economic use in its current zoning designation.
- The AG district permits a density of 1 dwelling unit per 2 acres. The Comprehensive Plan has the parcel classified as Single Family Residential, which permits single-family homes at low to moderate densities: Lot sizes range from 5,000 square feet to several acres. It is likely that agricultural zoning district does not represent the highest and best use of the property and rezoning to a more intense residential district, consistent with the future land use map in the Comprehensive Plan, would better align with the goals, objectives, purpose, and intent of the plan.

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

- The proposed development will increase demand on public services, including water, sewer, and adjacent public roads. However, this impact is not expected to be excessive or unmanageable.

E. Whether the proposed rezoning is in conformity with the policy and intent of the land use plan; and

- Yes, the proposed rezoning is generally in conformity with the policy and intent of the City of Auburn Comprehensive Plan (2023-2028). The development site is located within the Single-Family Residential Character Area, which supports conventional and conservation subdivisions with recreational amenities and low-impact civic spaces. While the current land use consists of very low-density residential and agricultural uses, which do not align with the Character Area's intent, the proposed PUD (Planned Unit Development) is consistent with the plan's vision for residential growth and development in this area.

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

- There are new or changing conditions outside of those anticipated by the Comprehensive Plan which justify approval or disapproval of the rezoning. As stated above, the existing AG zoning is likely not the highest and best use of the property. The proposed use of the site as a single family subdivision with a density of 2.97 dwelling units per acre is consistent with the future land use categories as it currently classified (Single Family Residential), which suggests lot sizes

ranging from 5,000 square feet to several acres.

17.90.140.D – Minimum Standards and Requirements.

All proposed PUD planned unit development district applications shall conform to the following specific requirements:

(Language in bold is from the City of Auburn Zoning Ordinance. Bulleted information that is not bolded are factors known to staff that may apply to the Ordinance criteria.)

1. **The maximum density shall not exceed three (3.0) dwelling units per gross acre.**
   - The applicant proposes an overall development density of 2.97 dwelling units per acre, which does not exceed the maximum allowable density of 3.0 dwelling units per acre pursuant to the current Ordinance.
2. **The site must abut a public street for a distance of at least one hundred feet.**
   - The development tract fronts Lyle Road for greater than 100 feet.
3. **A registered engineer, architect, land surveyor or landscape architect shall prepare the plans required for inclusion in an application. The plans shall have their official registration seal.**
   - The development plans have been submitted and sealed by a registered professional.
4. **Sidewalks shall be required along both sides of all streets within a PUD. The construction standard of the required sidewalks are given in the city development regulations; however, the minimum width of all sidewalk along streets shall be five (5.0) feet.**
   - Sidewalks on both sides of all internal roadways, and connecting to the Lyle Road right-of-way, are conceptualized, with widths of five (5) feet.
5. **The site proposed for a PUD classification must contain an area of not less than ten (10) acres.**
   - The development site measures 57.92 ± acres.

VARIANCE ANALYSIS

17.150.060 - Variances may be granted in the individual cases of unnecessary hardship upon a finding that:

(Language in bold is from the City of Auburn Zoning Ordinance. Bulleted information that is not bolded are factors known to staff that may apply to the Ordinance criteria.)

A. **There are extraordinary and exceptional conditions pertaining to the particular property in question because of its size, shape or topography,**
   - There are not extraordinary or exceptional conditions pertaining to the subject property due to its size, shape, or topography which necessitates the request to increase the maximum garage door width from 55% to 62% of the single-family attached (town house) units.

B. **The application of this title to this particular piece of property would create an unnecessary hardship,**
   - The application of this standard should not create an unnecessary hardship though the applicant would have to revise the floorplans of the proposed town house units.

C. **Said conditions are peculiar to the particular piece of property involved,**

- The conditions are not peculiar to the subject property as the applicant has proposed to town house product.

D. Said conditions are not the result of any actions of the property owner, and

- The need for a variance is the result of the floorplan for the town house units proposed by the applicant.

E. Relief, if granted, would not cause substantial detriment to the public good nor impair the purposes or intent of this title.

F. If granted, the variance would undermine the intent of the zoning ordinance. The maximum garage door width of 55% of the unit width was established to maintain an appropriate streetscape appearance, promote pedestrian-friendly design, and avoid excessive garage dominance on the façade of residential units**.**

STANDARDS GOVERNING THE EXERCISE OF ZONING

Suitability of Use

The proposed rezoning may permit a use that is suitable. The proposed use of the property for single-family housing aligns with the future land use designation of Single-Family Residential. This designation commands the development of residential subdivisions which include resident amenities on lots no less than 5,000 square feet in area. The smallest typical lot size in the proposed development is 7,500 square feet; meeting the minimum district requirements of the PUD.

Adverse Impacts

Recommended staff conditions could minimize potential impacts of this development on adjacent properties.

Impact on Public Facilities

An increase in traffic, utilities usage, stormwater runoff and the number of school-aged children could be anticipated from this request.

Conformity with Policies

The development may be compatible with the Comprehensive Plan, and the application materials do not identify a specific target population or age group.

Conditions Affecting Zoning

Development may be appropriate with staff recommended conditions.

COMMUNITY DEVELOPMENT DEPARTMENT RECOMMENDATION

Staff recommends **approval with conditions** of the request to rezone the site from AG: Agricultural to PUD: Planned Unit Development pursuant to the submitted rezoning application materials and rezoning exhibit dated March 14, 2025. Staff recommends the following zoning conditions be enforced upon the site:

1. The site shall be developed in conformance with the submitted Letter of Intent and Rezoning Exhibit dated March 14, 2025 adopted as part of this rezoning action. However, alterations necessary to accommodate other conditions specified herein are permitted as determined by the Community Development Director. All other alterations are subject to the standards found in Sec.

17.90.140.K.

2. The Developer shall use a variety of techniques to avoid the monotonous appearance of identical houses. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, colors, setbacks or other similar techniques to provide a more aesthetically pleasing appearance to the subdivision. There shall be no vinyl siding permitted. No two (2) adjacent houses shall have front elevations which are visually the same; this distinction can be accomplished through a combination of color, materials, architectural features, and/or building massing.
3. Compliance with all City of Auburn Municipal Code unless otherwise provided within the adopted Rezoning Exhibit dated March 14, 2025 and Letter of Intent submitted herein and approved by Mayor & Council, including construction and design of all utilities and infrastructure. Unless explicitly requested in the Letter of Intent, and granted relief by Mayor & Council through a formal motion, no variances from these standards are permitted.
4. The development shall provide resident amenities in accordance with Sec. 17.90.140.H in addition to the requirements found 16.24.090.
5. A mandatory Homeowners Association (HOA) shall be established and shall be responsible for maintenance of all common facilities, open spaces, recreation areas, and street frontage landscaping. The 25 foot planted buffer along the Lyle Road frontage shall be professionally designed by the developer and maintained by the HOA and shall include decorative masonry entrance features. Landscape plans, entrance features, and fencing shall be subject to the review and approval of the Community Development Director.
6. Said HOA shall be incorporated which provides for building and grounds maintenance, repair, insurance, and working capital. Said association must also include declarations and by-laws includes rules and regulations which shall at a minimum regulate and control the following:
    a. All grounds, including recreation areas and common areas.
    b. Stormwater detention infrastructure maintenance.
    c. Fence, wall, and sign maintenance.
7. Along the Lyle Road project frontage, a 25-foot-wide planted buffer shall be provided to screen the rear units from view; the Community Development Director, at their discretion, may permit an encroachment into this buffer to accommodate required improvements. The planted landscape buffer is subject to approval by the Community Development Director to ensure it provides adequate screening of the development.
8. Natural vegetation shall remain on the property until the issuance of a development permit.
9. Underground utilities shall be provided throughout the development.
10. Along the Lyle Road project frontage, sidewalks, with a minimum width of 5 feet, and streetlights shall be installed and constructed in accordance with the sidewalk construction and design standards specified in the code of ordinances.
11. The portion of Lyle Road, along the project frontage, shall be upgraded to meet the road construction and design standards outlined in the code of ordinances for substandard streets.

Staff recommends **denial** of the concurrent variance request to increase the maximum garage door width

from 55% to 62% of the single-family attached (town house) units given that no physical hardship has been demonstrated and granting the variance would undermine the intent of the zoning ordinance. The maximum garage door width of 55% of the unit width was established to maintain an appropriate streetscape appearance, promote pedestrian-friendly design, and avoid excessive garage dominance on the façade of residential units.

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

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

CONTACT PERSON: Melody A. Glouton	PHONE: 770-822-0900
EMAIL: mglouton@atclawfirm.com	

APPLICANT IS: ☐ OWNER'S AGENT ☐ PROPERTY OWNER ☒ CONTRACT PURCHASER	
PRESENT ZONING DISTRICT(S): AG	REQUESTED ZONING DISTRICT: PUD
PARCEL NUMBER(S): AU11 148 & AU11 031B	ACREAGE: 57.917
ADDRESS OF PROPERTY: 100 Lyle Road, Auburn, GA	
PROPOSED DEVELOPMENT: Single Family Detached and Attached Dwellings	

RESIDENTIAL DEVELOPMENT	NON-RESIDENTIAL DEVELOPMENT
NO. OF LOTS/DWELLING UNITS: 172	NO. OF BUILDINGS/LOTS:
DWELLING UNIT SIZE (SQ.FT.): Per zoning Ordinance	TOTAL BUILDING SQ.FT.:
GROSS DENSITY: 2.97 upa	DENSITY:
NET DENSITY: 2.98 upa	

PLEASE ATTACHED A LETTER OF INTENT EXPLAINING PROPOSED DEVELOPMENT

REZONING APPLICANT'S CERTIFICATION

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

Melody A. Glouton 3/14/25

SIGNATURE OF APPLICANT DATE

Melody A. Glouton, Attorney for Applicant

PRINT NAME AND TITLE

[signature] 3/14/25

SIGNATURE OF NOTARY PUBLIC DATE NOTARY SEAL

REZONING PROPERTY OWNER'S CERTIFICATION

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

Donna J. Evans 8-27-2024

SIGNATURE OF PROPERTY OWNER DATE

Donna J. Evans

PRINT NAME AND TITLE

Jennifer E. Mosher
NOTARY PUBLIC
Barrow County, Georgia
My Commission Expires June 2028

J E Mosher 8.27.2024

SIGNATURE OF NOTARY PUBLIC DATE NOTARY SEAL

CONFLICT OF INTEREST CERTIFICATION FOR REZONING

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

Donna J. Evans 8-27-2024

SIGNATURE OF PROPERTY OWNER DATE

Donna J. Evans

PRINT NAME AND TITLE

Jennifer E. Mosher
NOTARY PUBLIC
Barrow County, Georgia
My Commission Expires June 2, 2028

Jen E. Mosher 8.27.2024

SIGNATURE OF NOTARY PUBLIC DATE NOTARY SEAL

DISCLOSURE OF CAMPAIGN CONTRIBUTIONS

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

☐ YES ☒ NO

Donna J. Evans

YOUR NAME

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

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

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

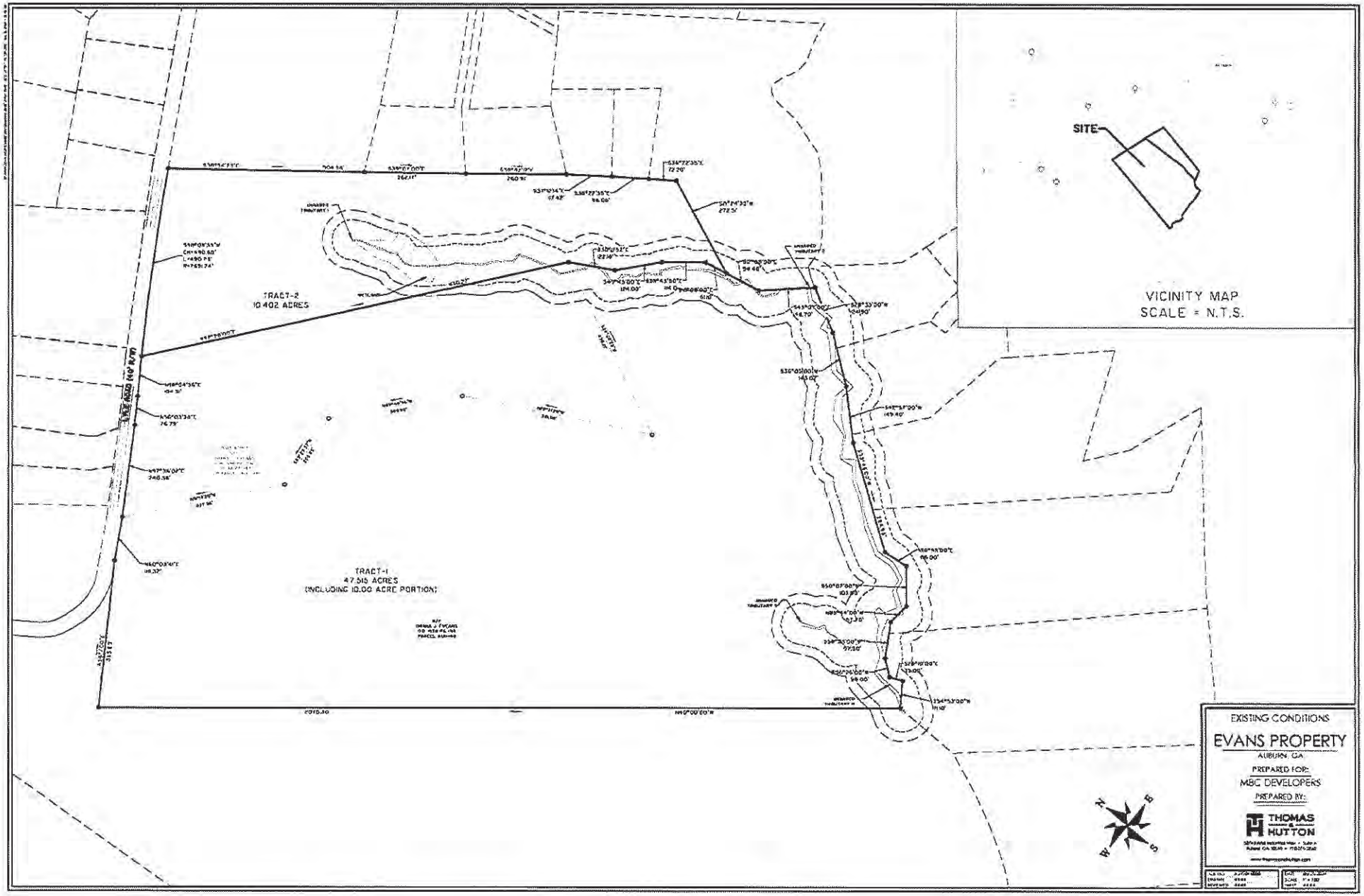
LEGAL DESCRIPTION

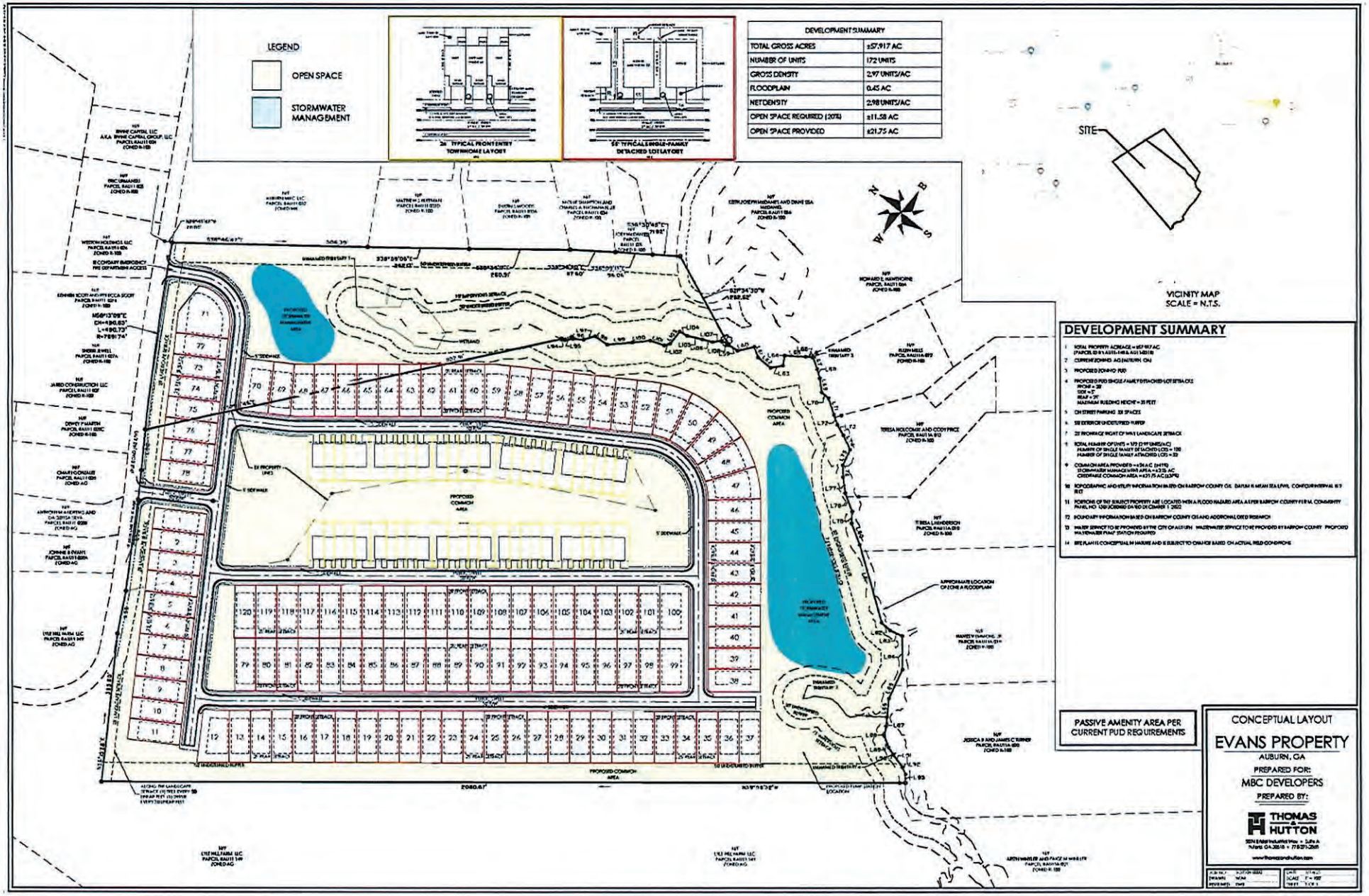
All that tract or parcel of land lying and being in G.M.D. 1740, City of Auburn, Barrow County, Georgia and being more particularly described as follows:

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

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

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


SITE
VICINITY MAP
SCALE = N.T.S.
TRACT-2
10.402 ACRES
TRACT-1
47.515 ACRES
(INCLUDING 10.00 ACRE PORTION)
EXISTING CONDITIONS
EVANS PROPERTY
AUBURN, GA
PREPARED FOR:
MBC DEVELOPERS
PREPARED BY:
THOMAS & HUTTON



DEVELOPMENT SUMMARY	
TOTAL GROSS ACRES	±57.917 AC
NUMBER OF UNITS	172 UNITS
GROSS DENSITY	2.97 UNITS/AC
FLOODPLAIN	0.45 AC
NET DENSITY	2.98 UNITS/AC
OPEN SPACE REQUIRED (20%)	±11.58 AC
OPEN SPACE PROVIDED	±21.75 AC

DEVELOPMENT SUMMARY

1. TOTAL PROPERTY ACREAGE = ±57.917 AC (PARCEL ID R AUI11 148 & AUI1 A 001B)
2. CURRENT ZONING: AG (AUBURN, GA)
3. PROPOSED ZONING: PUD
4. PROPOSED PUD SINGLE-FAMILY DETACHED LOT SETBACKS:
   FRONT = 20'
   SIDE = 5'
   REAR = 10'
   MAXIMUM BUILDING HEIGHT = 35 FEET
5. ON STREET PARKING: 331 SPACES
6. 50' EXTERIOR UNDISTURBED BUFFER
7. 25' FRONTAGE RIGHT OF WAY LANDSCAPE SETBACK
8. TOTAL NUMBER OF UNITS = 172 (2.97 UNITS/AC)
   NUMBER OF SINGLE FAMILY DETACHED LOTS = 120
   NUMBER OF SINGLE FAMILY ATTACHED LOTS = 52
9. COMMON AREA PROVIDED = ±36.4 AC (41%)
   STORMWATER MANAGEMENT AREA = ±2.72 AC
   CREDITABLE COMMON AREA = ±21.75 AC (≥20%)
10. TOPOGRAPHIC AND UTILITY INFORMATION OBTAINED FROM BARROW COUNTY GIS. DATUM IS MEAN SEA LEVEL. CONTOUR INTERVAL IS 2'.
11. PORTIONS OF THE SUBJECT PROPERTY ARE LOCATED WITH A FLOOD HAZARD AREA AS PER BARROW COUNTY FIRM, COMMUNITY PANEL NO. 13013C0040D DATED DECEMBER 1, 2022
12. BOUNDARY INFORMATION BASED ON BARROW COUNTY GIS AND ADDITIONAL FIELD RESEARCH
13. WATER SERVICE TO BE PROVIDED BY THE CITY OF AUBURN. WASTEWATER SERVICE TO BE PROVIDED BY BARROW COUNTY. PROPOSED WASTEWATER PUMP STATION REQUIRED
14. SITE PLAN IS CONCEPTUAL IN NATURE AND IS SUBJECT TO CHANGE BASED ON ACTUAL FIELD CONDITIONS

THOMAS & HUTTON
3734 Atlanta Industrial Way • Suite A
Auburn GA 30011 • 770.271.2661
www.thomasandhutton.com

ANDERSEN | TATE | CARR

March 14, 2025

LETTER OF INTENT AND JUSTIFICATION FOR REZONING

Rezoning Application
City of Auburn
Barrow County, Georgia

Applicant:
MBC Developers, LLC

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

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

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

I. INTRODUCTION

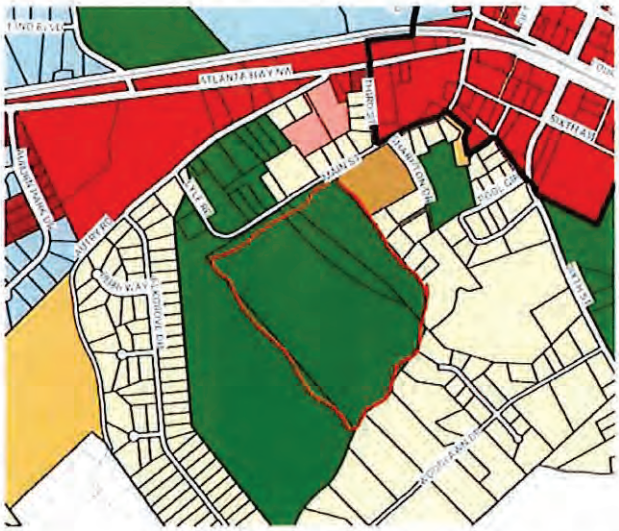
This Application for Rezoning is submitted for a 57.917-acre parcel of land located at 100 Lyle Road, just south of its intersection of Autry Road (hereinafter the "Property"). The Property is an assemblage of two tax parcels, with frontage on Lyle Road. The Property is currently zoned AG (Agricultural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

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

II. DESCRIPTION OF THE PROPERTY AND SURROUNDING AREA

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

Location	Zoning
Proposed Site	*PUD*
North	AG and R-100
East	MH and R-100
South	R-100
West	AG



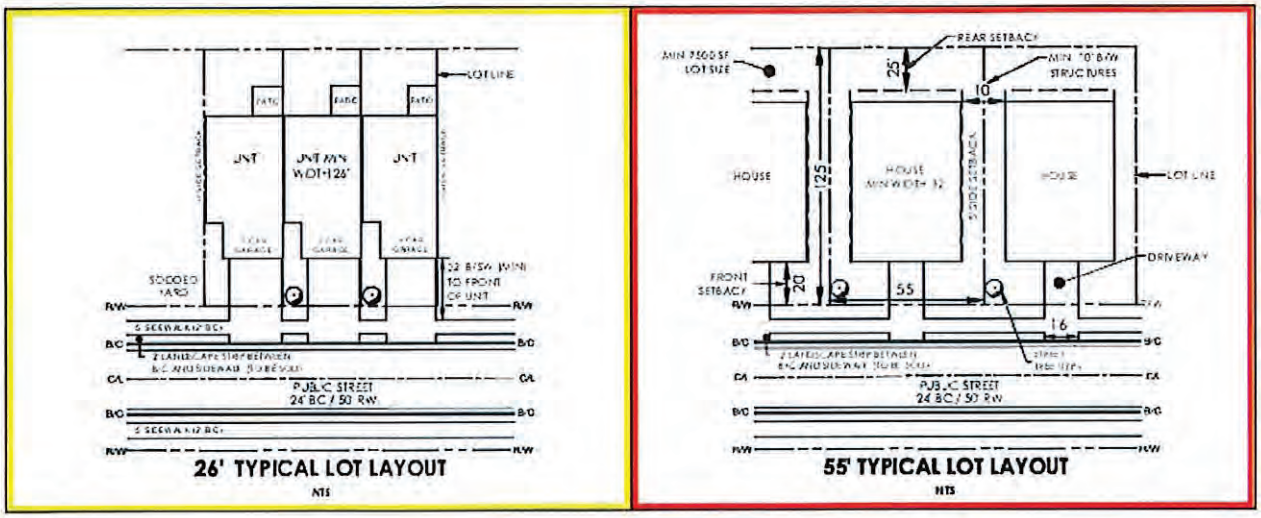
The Applicant is requesting the City of Auburn rezone the Property to allow for a planned unit development. The site is surrounded by other residential uses to include primarily R-100 zoning classifications.

As such, the Property is ideal for development as a residential community and will allow for the development of more housing.

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

III. PROJECT SUMMARY

As shown on the site plan prepared by Thomas & Hutton, dated March 14, 2025, and filed with this Application (hereinafter the "Site Plan"), the Applicant is proposing to rezone 57.917 acres from AG to PUD to accommodate the development of a planned unit development with 172 units. The Applicant proposes to develop the Property in compliance with the PUD zoning classification to allow for a more unique and creative community. As shown on the site plan, the development would consist of 120 single-family detached dwellings (on 7,500 square foot lots), and 52 front-entry attached (townhome) dwellings (on 3,000 square foot lots)[1]. The minimum heated floor area for single-family detached residences will be 2,000 square feet for single-story dwellings, and 2,400 square feet for two-story dwellings. Pursuant to the ordinance, all residences would include a porch, deck, or patio measuring no less than 36 square feet in area. The development will also maintain the required 50-foot buffer along all abutting R-100 zoning districts. As referenced on the Site Plan, the typical lot layout for each type of housing unit is identified below:



The proposed development will consist of single-family detached and attached dwellings at a size, quality, and price point commensurate with or exceeding homes in the surrounding communities. Generally, the architectural style and composition of the exterior of the homes would consist of brick, stacked stone, cedar and/or cementitious shake, siding board, and batten or combinations thereof. The Applicant has included sample renderings with this submittal. The proposed development would be served by a primary full-access entrance and a secondary entrance for emergency vehicles as required by Barrow County Fire Marshall along Lyle Road, which

[1] To the extent necessary, the Applicant is seeking a concurrent variance from Section 17.90.140(G)(5)(c). The ordinance provides that "the total width of garage doors on the front façade of an attached residence shall not exceed fifty-five percent (55%)." However, the development of an attached dwelling on a 26-foot wide lot, with 16-foot garage doors, will result in approximately 62% coverage of the front façade.

would be landscaped and maintained by a Homeowners' Association. The proposed development would be serviced by Barrow County Water & Sewer Authority (sewer) and the City of Auburn Public Works (water).

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

PUD – Planned Unit Development District

Pursuant to Section 17.90.140, the intent and purpose of a PUD zoning is to foster innovative developments that provide an innovative mix of residential land uses and development patterns which complement the existing fabric of Auburn. In addition, planned unit development may allow more flexible placement, arrangement and orientation of residential structures, active open spaces, and resident-focused amenities. The proposed development would provide attractive, high-end personal residences. Approximately 24 acres of the overall site will be preserved as open space, with the majority being used as amenity areas for the community.

IV. SITE IMPACT ANALYSIS

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

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

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

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

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

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

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

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

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

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

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

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

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

V. JUSTIFICATION FOR REZONING

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

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

Further, the Applicant respectfully submits that failure to approve the requested rezoning change would be unconstitutional and would discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and Property owner and owners of similarly situated property in violation of Article I, Section III,

Paragraph I of the Constitution of the State of Georgia and the Equal Protection Clause of the Fourteenth Amendment of the Constitution of the United States.

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

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

VII. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that this Application to Rezone from AG to PUD for the development of a single-family community with detached and attached dwellings be approved. The Applicant welcomes the opportunity to meet with the City of Auburn Planning Department staff to answer any questions or to address any concerns relating to this Letter of Intent or supporting materials.

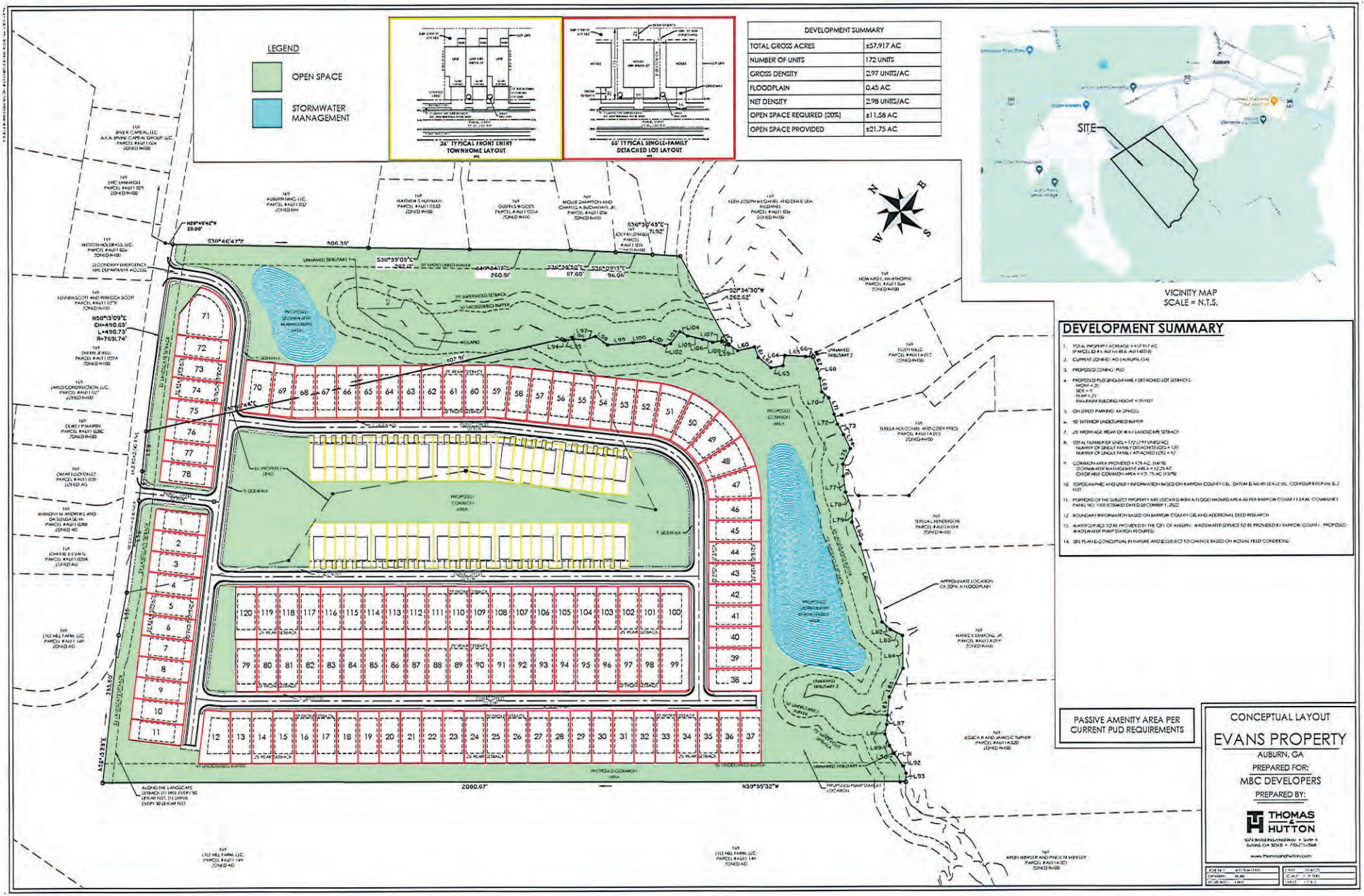
Respectfully submitted this 14th day of March, 2025.

ANDERSEN, TATE & CARR, P.C.

Melody A. Glouton

Melody A. Glouton, Esq.

Enclosures
MAG/dwb


LEGEND
OPEN SPACE
STORMWATER MANAGEMENT
24' TYPICAL FRONT ENTRY TOWNHOME LAYOUT
55' TYPICAL SINGLE-FAMILY DETACHED LOT LAYOUT
DEVELOPMENT SUMMARY
TOTAL GROSS ACRES ±57.917 AC
NUMBER OF UNITS 172 UNITS
GROSS DENSITY 2.97 UNITS/AC
FLOODPLAIN 0.45 AC
NET DENSITY 2.98 UNITS/AC
OPEN SPACE REQUIRED (20%) ±11.58 AC
OPEN SPACE PROVIDED ±21.75 AC
SITE
VICINITY MAP
SCALE = N.T.S.
DEVELOPMENT SUMMARY
1. TOTAL PROPERTY ACREAGE = ±57.917 AC (PARCEL ID #'S: AU1140 & AU1140 B)
2. CURRENT ZONING: AG (AUBURN, GA)
3. PROPOSED ZONING: PUD
4. PROPOSED PUD SINGLE-FAMILY DETACHED LOT SETBACKS: FRONT = 20' SIDE = 5' REAR = 25' MAXIMUM BUILDING HEIGHT = 35 FEET
5. ON 2 FEET PARKING AS SPACES
6. 50' EXTERIOR UNDISTURBED BUFFER
7. 25' FRONT AGE RIGHT OF WAY LANDSCAPE SETBACK
8. TOTAL NUMBER OF UNITS = 172 (2.97 UNITS/AC) NUMBER OF SINGLE FAMILY DETACHED LOTS = 120 NUMBER OF SINGLE FAMILY ATTACHED LOTS = 52
9. COMMON AREA PROVIDED = ±29 AC. (±50%) STORMWATER MANAGEMENT AREA = ±22.29 AC. CREDITABLE COMMON AREA = ±21.75 AC (±37%)
10. TOPOGRAPHIC AND LIDAR INFORMATION BASED ON BARROW COUNTY GIS. DATUM IS MEAN SEA LEVEL. CONTOUR INTERVAL IS 2 FEET.
11. PORTIONS OF THE SUBJECT PROPERTY ARE LOCATED WITH A FLOOD HAZARD AREA AS PER BARROW COUNTY FEMA COMMUNITY PANEL NO. 13013C0040D DATED DECEMBER 1, 2022.
12. BOUNDARY INFORMATION BASED ON BARROW COUNTY GIS AND ADDITIONAL DEED RESEARCH.
13. WATER SERVICE TO BE PROVIDED BY THE CITY OF AUBURN. WASTEWATER SERVICE TO BE PROVIDED BY BARROW COUNTY. PROPOSED WASTEWATER PUMP STATION REQUIRED.
14. SITE PLAN IS CONCEPTUAL IN NATURE AND IS SUBJECT TO CHANGE BASED ON ACTUAL FIELD CONDITIONS.
PASSIVE AMENITY AREA PER CURRENT PUD REQUIREMENTS
CONCEPTUAL LAYOUT
EVANS PROPERTY
AUBURN, GA
PREPARED FOR:
MBC DEVELOPERS
PREPARED BY:
THOMAS & HUTTON
N30°55'32"W 2060.67'
S30°46'47"E 506.39'
N59°46'42"W 20.00'
N50°13'09"E CH=490.65' L=490.73' R=760.74'
S35°03'53"E 335.60'
PROPOSED COMMON AREA
PROPOSED STORMWATER MANAGEMENT AREA
UNNAMED TRIBUTARY 1
UNNAMED TRIBUTARY 2
UNNAMED TRIBUTARY 3
UNNAMED TRIBUTARY 4
WETLAND
APPROXIMATE LOCATION OF ZONE A FLOODPLAIN
PROPOSED PUMP STATION LOCATION
ADD (4) TREE LANDSCAPE STRIPS (1 TREE EVERY 50 LINEAR FEET, 1 SHRUB EVERY 30 LINEAR FEET)

Traffic Impact Study

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

June 13, 2024

SEI ENGINEERING, INC.

in collaboration with

ACAMPORA TRAFFIC, LLC

Traffic Impact Study

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

prepared for:

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

June 13, 2024

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

in collaboration with

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

Contents

Tables

Figures

Introduction

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

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

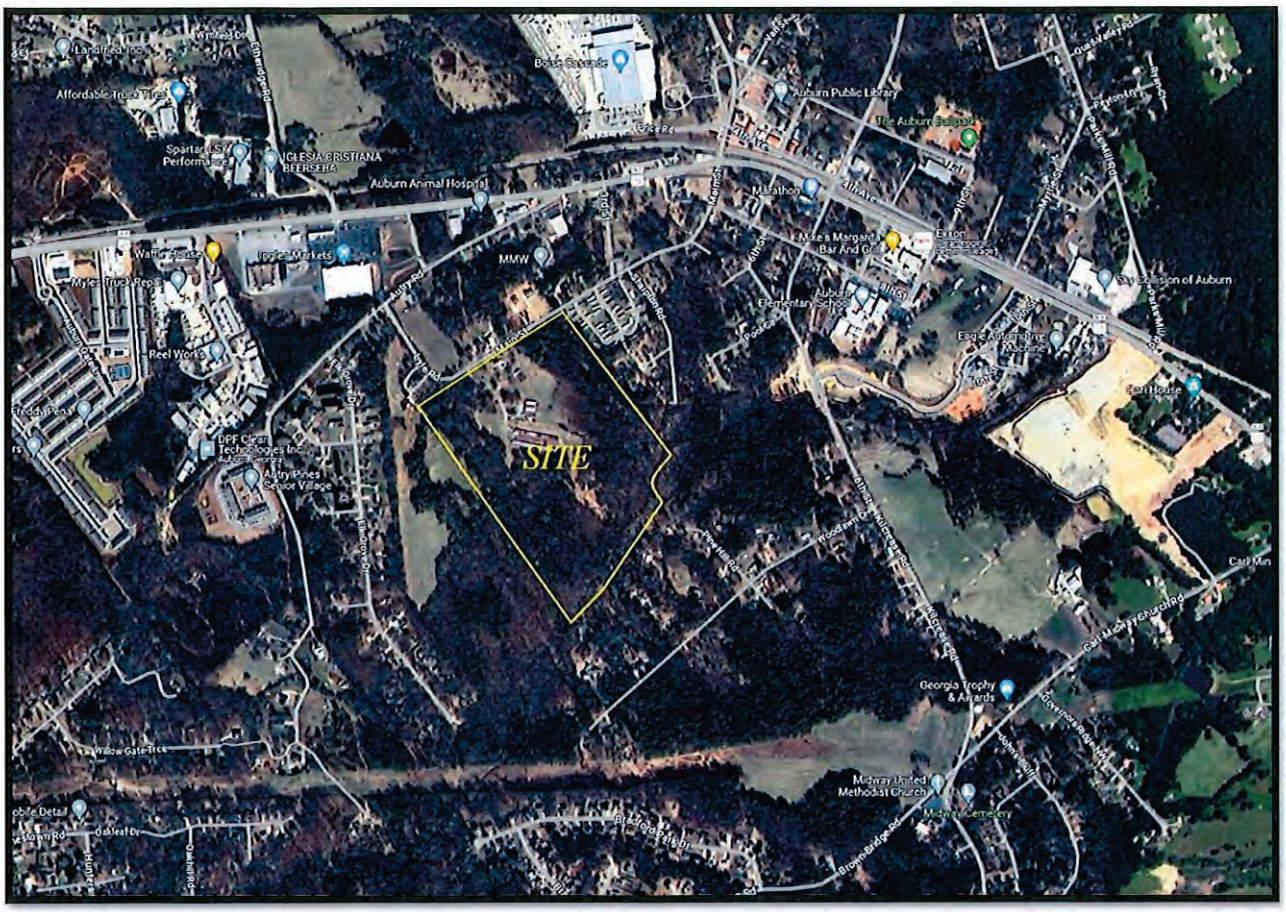


Figure 1 – Site Location Map

Existing Traffic Conditions

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

Description of Existing Roadways

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

Pedestrian, Bicycle, and Transit Accessibility

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

Existing Traffic Volumes

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

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

Figure 2 shows the locations of the counted intersections.

Figure 2 – Traffic Volume Count Location Map

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

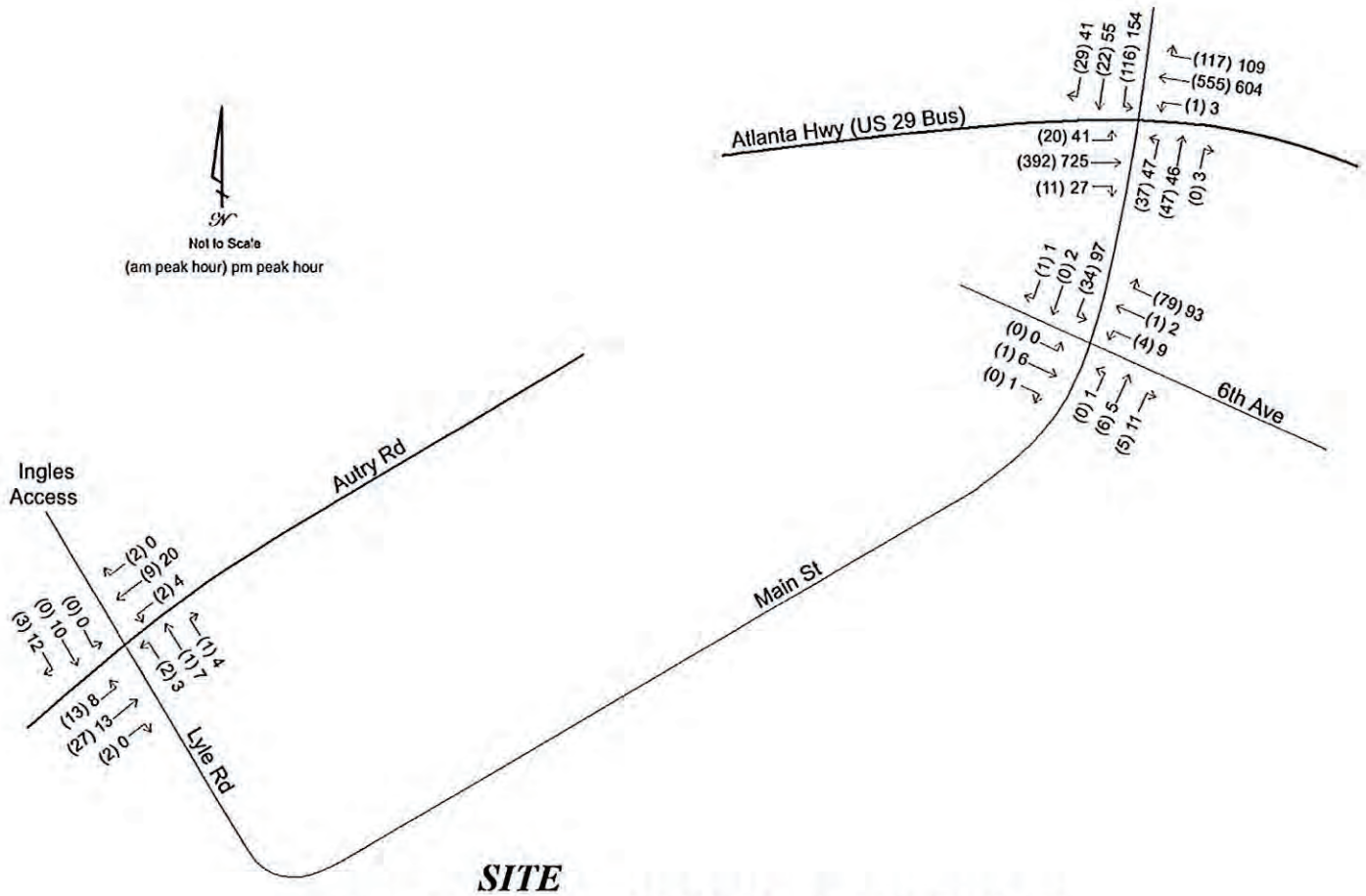


Figure 3 – Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes

Existing Intersection Operations

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

Table 1 – Existing Intersection Operations

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

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

No-Build Traffic Conditions

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

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

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

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

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

Programmed Transportation Infrastructure Improvements

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

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

No-Build Intersection Operations

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

Table 3 – No-Build Intersection Operations

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

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

Project Traffic Characteristics

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

Project Description

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

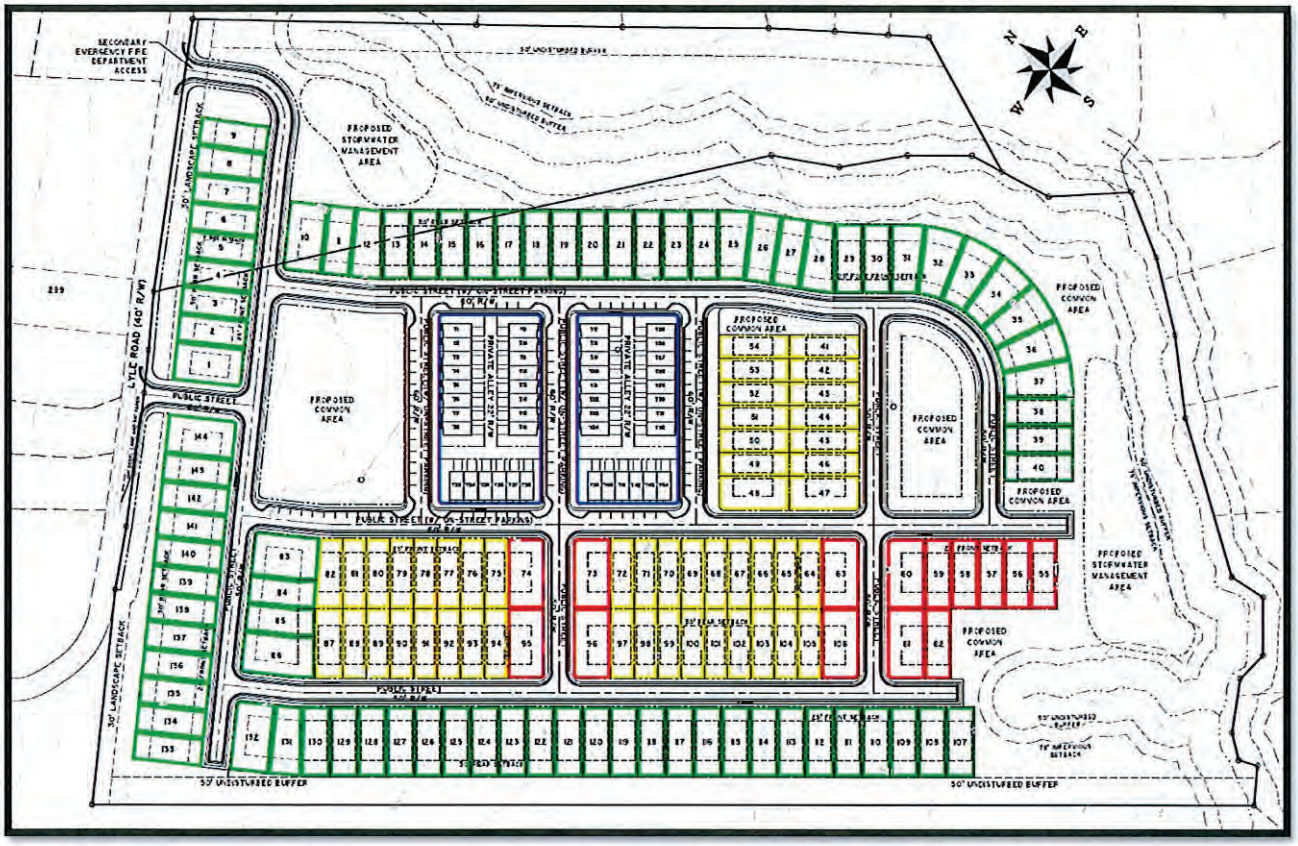


Figure 4 – Subdivision Site Plan

Trip Generation

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

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

Table 4 – Main Street / Lyle Road Subdivision Trip Generation

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

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

Trip Distribution and Assignment

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

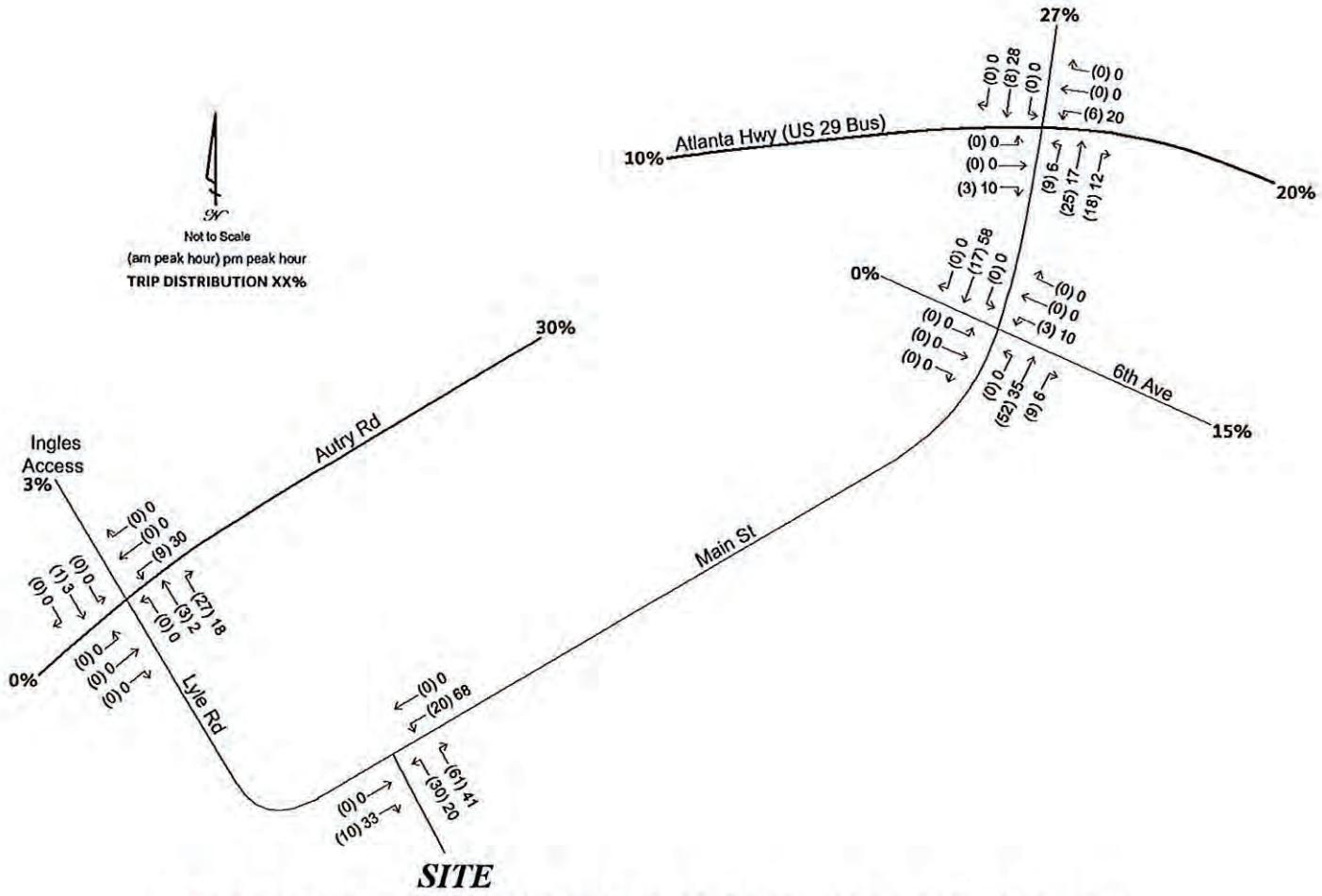


Figure 5 – Weekday A.M. and P.M. Peak Hour Project Trips and Distribution Percentages

Future Traffic Conditions

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

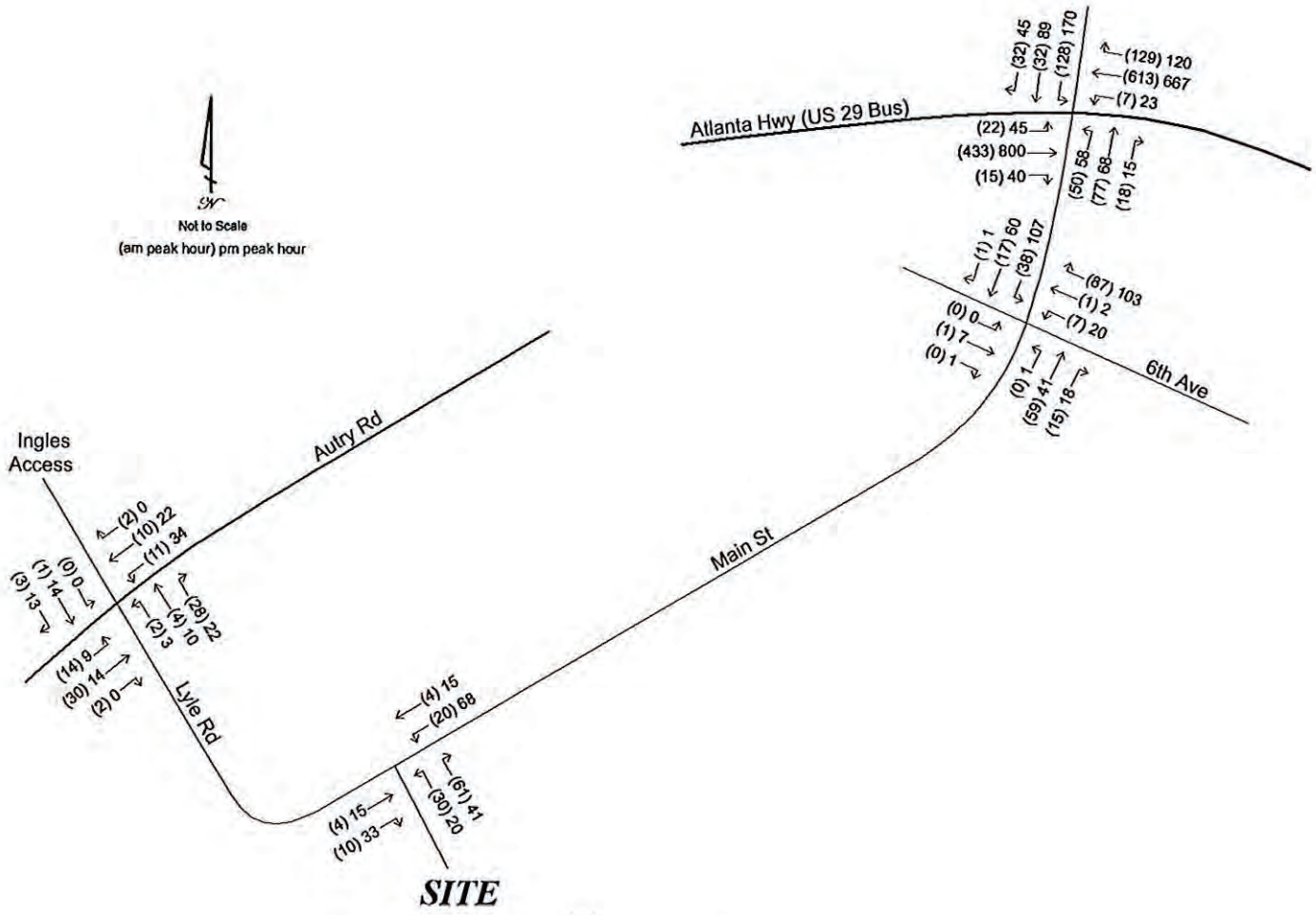


Figure 6 – Future Weekday A.M. and P.M. Peak Hour Volumes

Auxiliary Lane Requirements at Project Access

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

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

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

2. A deceleration lane shall be required to be provided at each subdivision street entrance that is provided street access to a collector street or arterial street. In the event a street has an existing or proposed median, and the developer desires to construct a median break to serve the subdivision, a left turn lane leading to the median break shall be required to be provided by the developer and shall meet the standards contained herein.

3. Deceleration lanes shall have a length of one hundred fifty feet, with an additional fifty foot taper length, a pavement width of twelve feet (exclusive of curb and gutter) and shall be provided with curb and gutter. Additional right-of-way to accommodate the deceleration lane and an eleven foot shoulder shall be dedicated by the developer to the city at no cost. Associated drainage improvements as deemed necessary by the construction of the deceleration lane shall also be required.

4. Other project access improvements may be required by the city upon the recommendation of the Department of Transportation for Barrow and/or Gwinnett County or the state of Georgia in order to ensure adequate site access, pedestrian access, convenience and safety to the motoring public.

5. The developer shall be responsible for the relocation of public or private utilities and drainage structures, as may be occasioned by the required project access improvements.

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

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

Future Intersection Operations

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

Table 5 – Future Intersection Operations

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

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

Conclusions and Recommendations

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

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

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

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

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

5. The future analysis with the addition of the proposed subdivision's trips reveals a slight deterioration in operations at the study intersections. However, all study intersections will operate acceptably and no mitigation is recommended as a consequence of the proposed development.

6. No exclusive left or right turn lanes are required by City Code on Main Street at the main project access and none are recommended by this study.

7. The main subdivision access should be built with one entering lane and one exiting lane and the exiting approach should be controlled by side street stop sign and accompanying stop bar.

8. Main Street / Lyle Road is very narrow and the pavement is in poor condition. Improving this road from Autry Road to 6th Avenue to City standards, is advised.

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

Appendix A

Traffic Count Data

Lyle Road / Main Street Subdivision Traffic Impact Study

City of Auburn, Georgia

June 2024

Intersection: 1. Autry Road at Lyle Road / Ingles Access

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

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

Lyle Road / Main Street Subdivision Traffic Impact Study

City of Auburn, Georgia

June 2024

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

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

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

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

June 2024

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

Weekday A.M. Peak Hour	Northbound Main Street				Southbound Mt Moriah Road				Eastbound US 29 Bus				Westbound US 29 Bus			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, June 4, 2024 7:15-8:15)	37	47	0	84	116	22	29	167	20	392	11	423	1	555	117	673
GDOT Monthly Adjustment Factor	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Existing Adjusted Volumes	37	47	0	84	116	22	29	167	20	392	11	423	1	555	117	673
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	41	52	0	93	128	24	32	184	22	433	12	467	1	613	129	743
Lyle Road / Main Street Subdivision Trips	9	25	18	52	0	8	0	8	0	0	3	3	6	0	0	6
2029 Build Volumes	50	77	18	145	128	32	32	192	22	433	15	470	7	613	129	749

Weekday P.M. Peak Hour	Northbound Main Street				Southbound Mt Moriah Road				Eastbound US 29 Bus				Westbound US 29 Bus			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Tuesday, June 4, 2024 4:15-5:15)	47	46	3	96	154	55	41	250	41	725	27	793	3	604	109	716
GDOT Monthly Adjustment Factor	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Existing Adjusted Volumes	47	46	3	96	154	55	41	250	41	725	27	793	3	604	109	716
Annual Background Growth to 2029	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
2029 No-Build Volumes	52	51	3	106	170	61	45	276	45	800	30	875	3	667	120	790
Lyle Road / Main Street Subdivision Trips	6	17	12	35	0	28	0	28	0	0	10	10	20	0	0	20
2029 Build Volumes	58	68	15	141	170	89	45	304	45	800	40	885	23	667	120	810

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

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

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

Groups Printed- Cars, Buses and Trucks

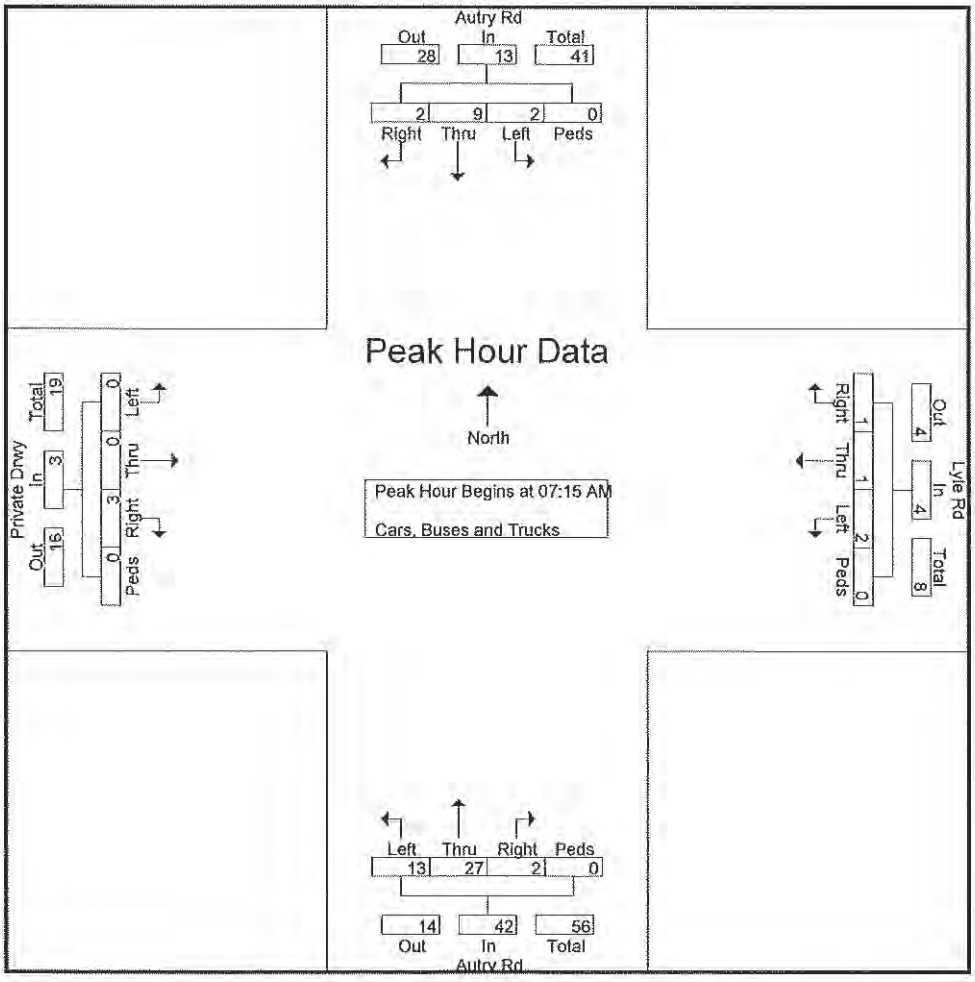
	Autry Rd Northbound					Autry Rd Southbound					Private Drwy Eastbound					Lyle Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	2	5	1	0	8	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	13
07:15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

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

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

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

	Autry Rd Northbound					Autry Rd Southbound					Private Drwy Eastbound					Lyle Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	7	0	0	8	0	1	1	0	2	0	0	1	0	1	1	1	1	0	3	14
07:30 AM	6	3	1	0	10	1	4	0	0	5	0	0	0	0	0	1	0	0	0	1	16
07:45 AM	4	10	0	0	14	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	18
08:00 AM	2	7	1	0	10	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	14
Total Volume	13	27	2	0	42	2	9	2	0	13	0	0	3	0	3	2	1	1	0	4	62
% App. Total		64.3				15.4	69.2	15.4													
PHF	.542	.675	.500	.000	.750	.500	.563	.500	.000	.650	.000	.000	.750	.000	.750	.500	.250	.250	.000	.333	.861

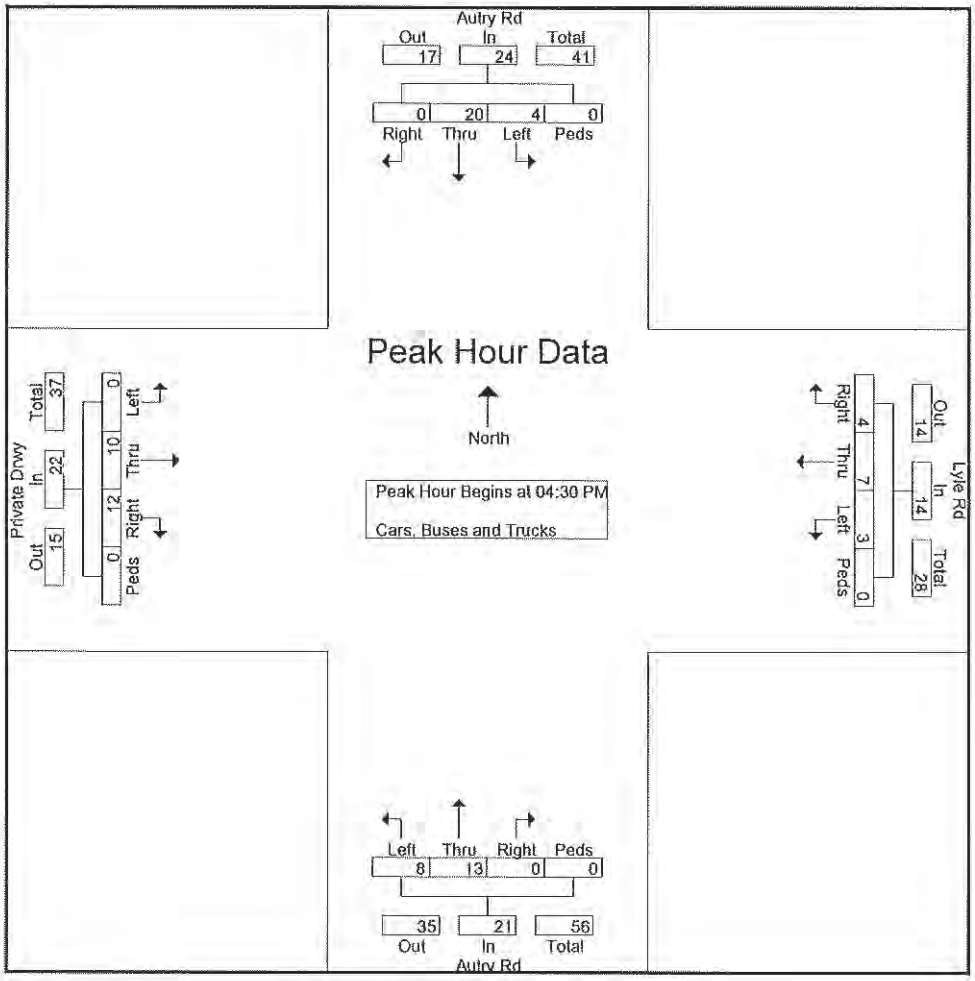


Reliable Traffic Data Services
Tel: (770) 578-8158 I Fax: (770) 578-8159

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

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

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



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

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

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

Groups Printed- Cars, Buses and Trucks

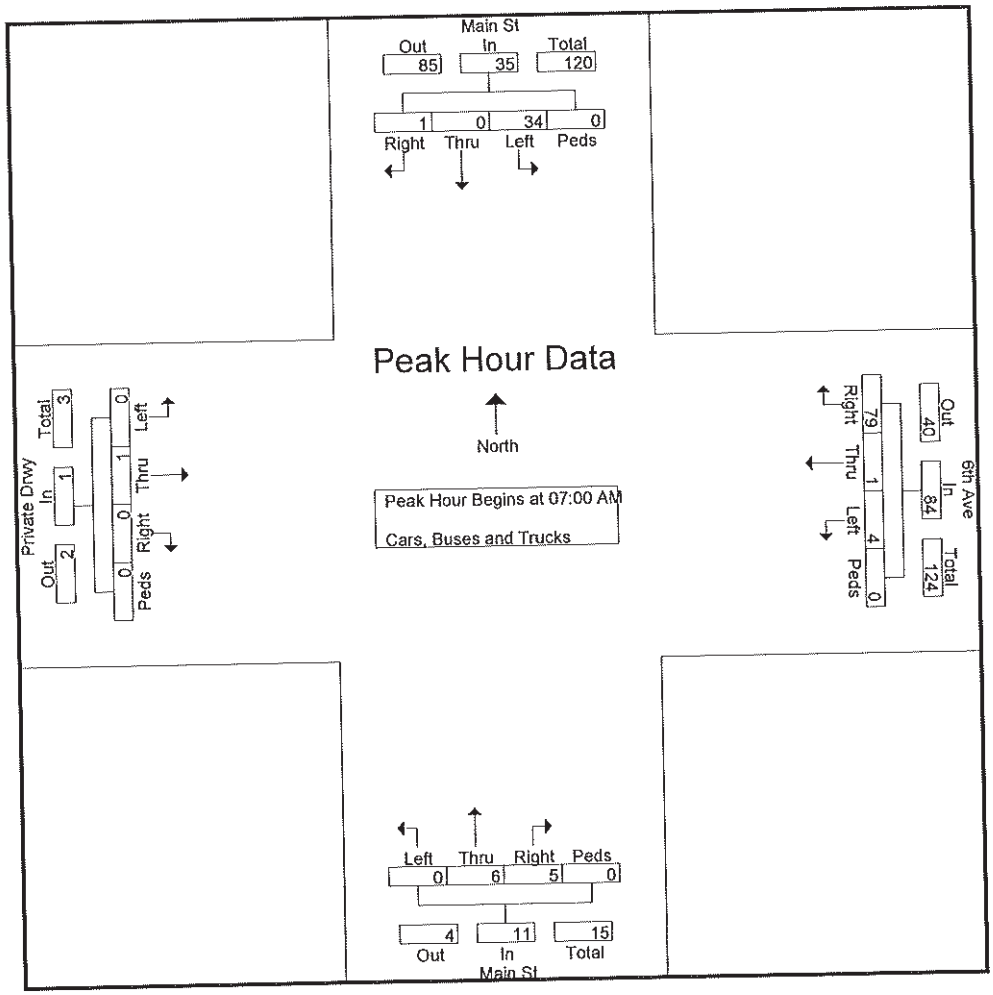
	Main St Northbound					Main St Southbound					Private Drwy Eastbound					6th Ave Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	2	0	0	2	6	0	0	0	6	0	0	0	0	0	1	0	22	0	23	31
07:15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

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

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

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

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

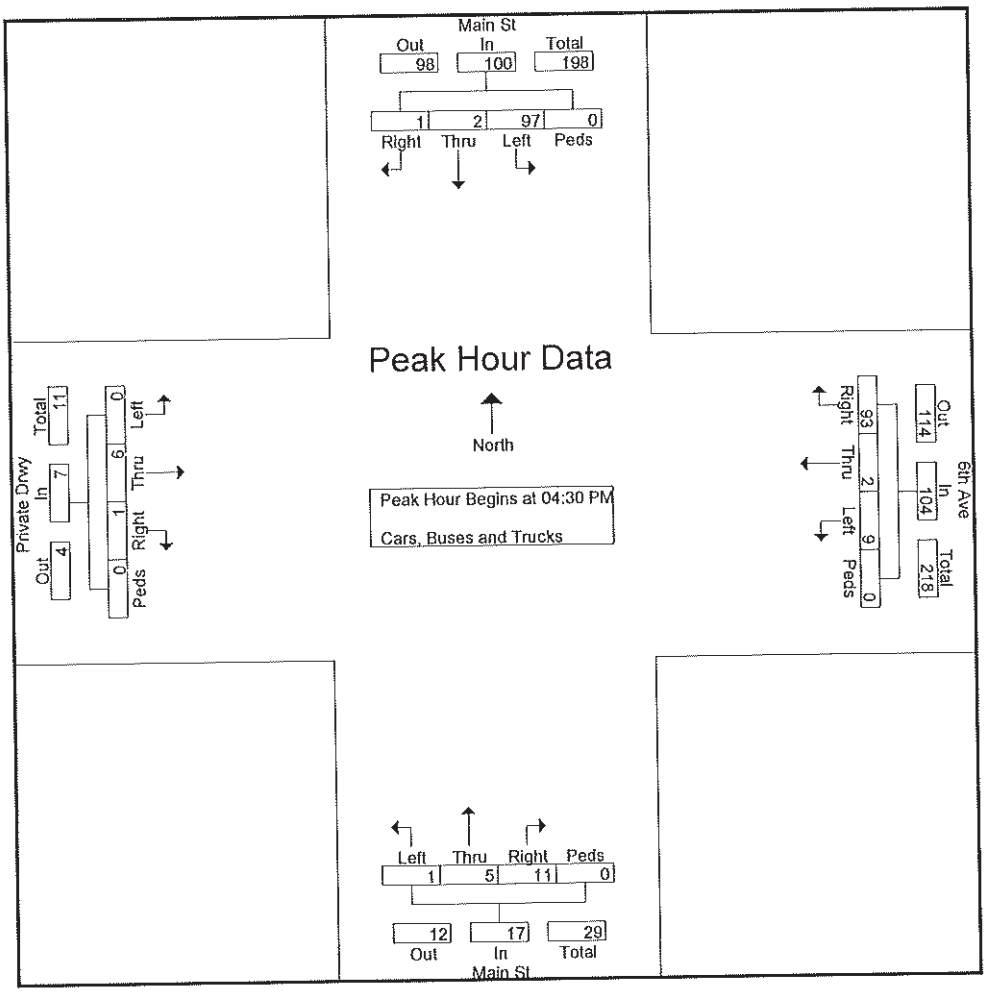


Reliable Traffic Data Services
Tel: (770) 578-8158 | Fax: (770) 578-8159

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

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

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



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

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

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

Groups Printed- Cars, Buses and Trucks

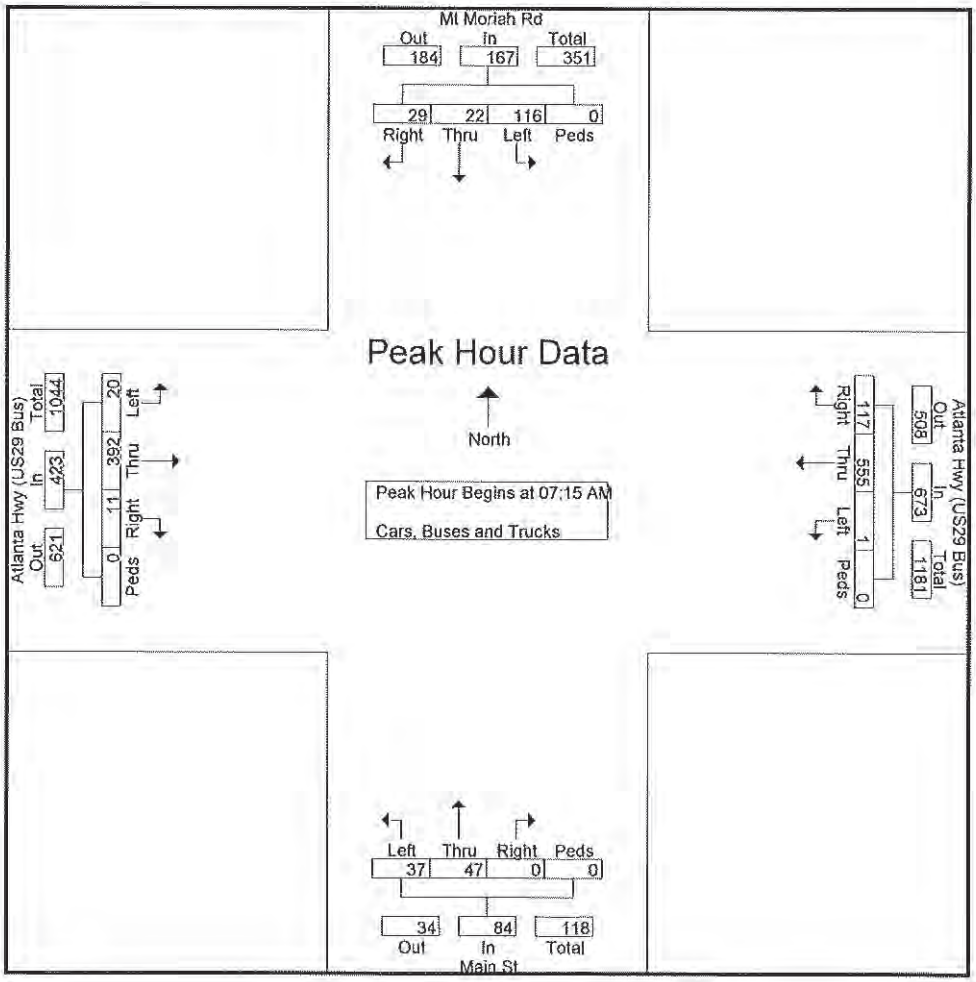
	Main St Northbound					Mt Moriah Rd Southbound					Atlanta Hwy (US29 Bus) Eastbound					Atlanta Hwy (US29 Bus) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	8	13	1	0	22	27	4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

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

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

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

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

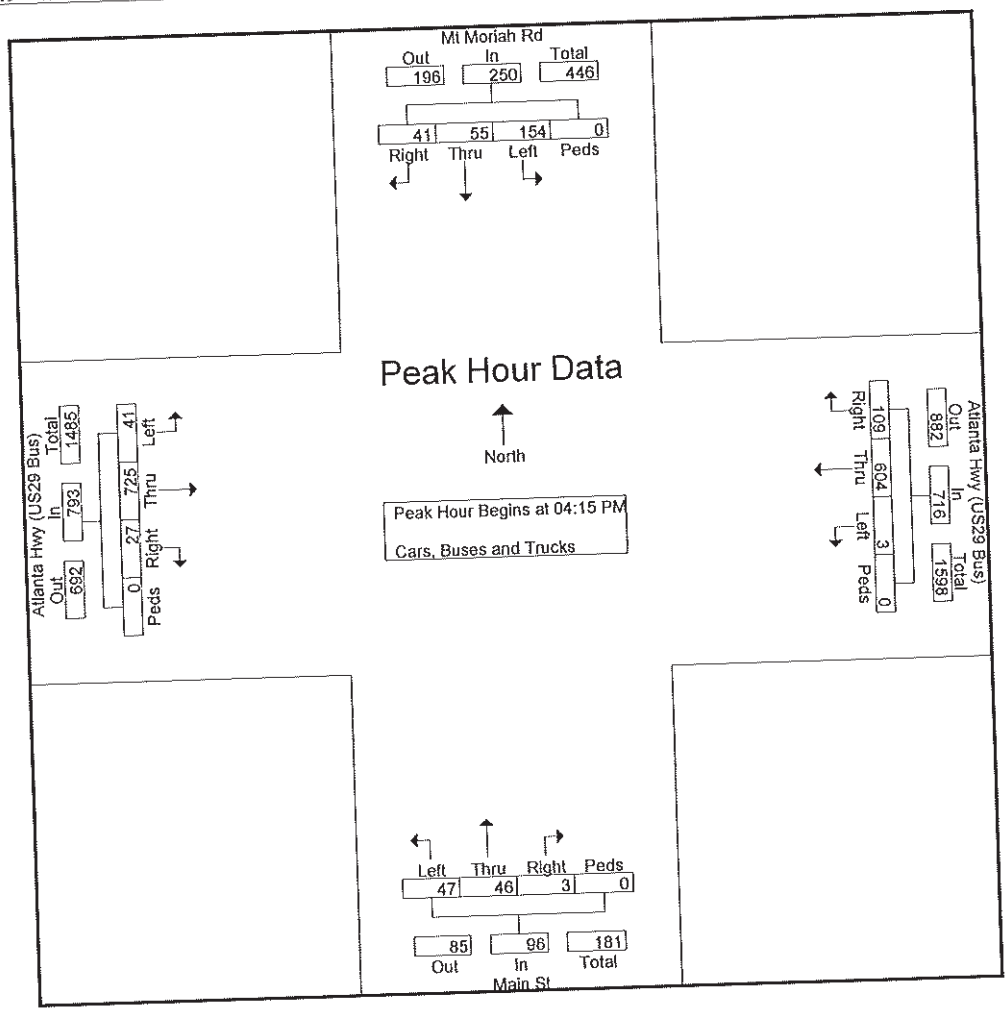


Reliable Traffic Data Services
Tel: (770) 578-8158 | Fax: (770) 578-8159

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

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

	Main St Northbound					Mt Moriah Rd Southbound					Atlanta Hwy (US29 Bus) Eastbound					Atlanta Hwy (US29 Bus) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	8	10	0	0	18	38	8	13	0	59	7	184	7	0	198	2	161	26	0	189	464
04:30 PM	15	16	1	0	32	40	11	6	0	57	10	162	4	0	176	0	165	30	0	195	460
04:45 PM	14	9	1	0	24	38	22	12	0	72	10	190	7	0	207	0	122	28	0	150	453
05:00 PM	10	11	1	0	22	38	14	10	0	62	14	189	9	0	212	1	156	25	0	182	478
Total Volume	47	46	3	0	96	154	55	41	0	250	41	725	27	0	793	3	604	109	0	716	1855
% App. Total		47.9				61.6		16.4				91.4					84.4	15.2			
PHF	.783	.719	.750	.000	.750	.963	.625	.788	.000	.868	.732	.954	.750	.000	.935	.375	.915	.908	.000	.918	.970



Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

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

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

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

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

Source: Highway Capacity Manual 7

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

Table B – Level of Service Criteria for Unsignalized Intersections

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

Source: Highway Capacity Manual 7

Appendix C

Existing Intersection Operational Analysis

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

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

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

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

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	392	11	1	555	117	37	47	0	116	22	29
Future Volume (veh/h)	20	392	11	1	555	117	37	47	0	116	22	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1870	1870	1811	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	400	11	1	603	127	46	58	0	125	24	31
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.81	0.81	0.81	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	2	2	6	2	2	2	2	2	2	2
Cap, veh/h	209	842	23	436	664	140	273	315	0	393	78	78
Arrive On Green	0.02	0.48	0.48	0.00	0.46	0.46	0.30	0.30	0.00	0.30	0.30	0.30
Sat Flow, veh/h	1781	1754	48	1781	1451	306	629	1041	0	974	257	256
Grp Volume(v), veh/h	20	0	411	1	0	730	104	0	0	180	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1802	1781	0	1756	1670	0	0	1487	0	0
Q Serve(g_s), s	0.4	0.0	9.6	0.0	0.0	24.1	0.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	9.6	0.0	0.0	24.1	2.6	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.17	0.44		0.00	0.69		0.17
Lane Grp Cap(c), veh/h	209	0	865	436	0	804	589	0	0	548	0	0
V/C Ratio(X)	0.10	0.00	0.48	0.00	0.00	0.91	0.18	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	313	0	938	579	0	914	589	0	0	548	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.3	0.0	10.9	9.7	0.0	15.7	16.1	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.0	11.8	0.7	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.0	0.0	0.0	9.9	1.1	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.5	0.0	11.4	9.7	0.0	27.5	16.7	0.0	0.0	18.6	0.0	0.0
LnGrp LOS	B		B	A		C	B			B		
Approach Vol, veh/h		431			731			104			180	
Approach Delay, s/veh		11.5			27.5			16.7			18.6	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.4	4.6	34.5		23.4	6.0	33.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.9	5.1	32.5		18.9	5.1	32.5				
Max Q Clear Time (g_c+I1), s		4.6	2.0	11.6		7.5	2.4	26.1				
Green Ext Time (p_c), s		0.4	0.0	2.2		0.7	0.0	2.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			20.8									
HCM 7th LOS			C									

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	13	0	4	20	0	3	7	4	0	10	12
Future Vol, veh/h	8	13	0	4	20	0	3	7	4	0	10	12
Peak Hour Factor	0.66	0.66	0.66	0.55	0.55	0.55	0.58	0.58	0.58	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	20	0	7	36	0	5	12	7	0	14	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.3	7.1	6.9
HCM LOS	A	A	A	A

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

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	6	1	9	2	93	1	5	11	97	2	1
Future Vol, veh/h	0	6	1	9	2	93	1	5	11	97	2	1
Peak Hour Factor	0.58	0.58	0.58	0.70	0.70	0.70	0.71	0.71	0.71	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	2	13	3	133	1	7	15	109	2	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.4	7.1	8.2
HCM LOS	A	A	A	A

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	725	27	3	604	109	47	46	3	154	55	41
Future Volume (veh/h)	41	725	27	3	604	109	47	46	3	154	55	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1870	1870	1811	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	771	29	3	657	118	63	61	4	177	63	47
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.75	0.75	0.75	0.87	0.87	0.87
Percent Heavy Veh, %	2	6	2	2	6	2	2	2	2	2	2	2
Cap, veh/h	217	891	34	190	714	128	275	246	14	343	119	75
Arrive On Green	0.04	0.51	0.51	0.00	0.48	0.48	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	1734	65	1781	1494	268	676	824	48	885	397	251
Grp Volume(v), veh/h	44	0	800	3	0	775	128	0	0	287	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1799	1781	0	1763	1548	0	0	1534	0	0
Q Serve(g_s), s	0.9	0.0	28.6	0.1	0.0	30.1	0.0	0.0	0.0	7.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	28.6	0.1	0.0	30.1	4.2	0.0	0.0	11.3	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.15	0.49		0.03	0.62		0.16
Lane Grp Cap(c), veh/h	217	0	924	190	0	842	535	0	0	537	0	0
V/C Ratio(X)	0.20	0.00	0.87	0.02	0.00	0.92	0.24	0.00	0.00	0.53	0.00	0.00
Avail Cap(c_a), veh/h	269	0	968	306	0	948	535	0	0	537	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.3	0.0	15.6	14.5	0.0	17.9	19.5	0.0	0.0	21.8	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	8.0	0.0	0.0	13.0	1.1	0.0	0.0	3.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	11.2	0.0	0.0	12.8	1.7	0.0	0.0	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.8	0.0	23.7	14.5	0.0	30.9	20.5	0.0	0.0	25.6	0.0	0.0
LnGrp LOS	B		C	B		C	C			C		
Approach Vol, veh/h		844			778			128			287	
Approach Delay, s/veh		23.3			30.8			20.5			25.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	26.4	4.8	42.2	26.4	7.5	39.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.9	5.1	39.5	21.9	5.1	39.5
Max Q Clear Time (g_c+I1), s	6.2	2.1	30.6	13.3	2.9	32.1
Green Ext Time (p_c), s	0.5	0.0	3.5	1.0	0.0	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	26.3
HCM 7th LOS	C

Appendix D

No-Build Intersection Operational Analysis

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

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

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

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

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	4	1	87	0	7	6	38	0	1
Future Vol, veh/h	0	1	0	4	1	87	0	7	6	38	0	1
Peak Hour Factor	0.25	0.25	0.25	0.75	0.75	0.75	0.55	0.55	0.55	0.73	0.73	0.73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	5	1	116	0	13	11	52	0	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7	7.1	7.7
HCM LOS	A	A	A	A

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	433	12	1	613	129	41	52	0	128	24	32
Future Volume (veh/h)	22	433	12	1	613	129	41	52	0	128	24	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1870	1870	1811	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	442	12	1	666	140	51	64	0	138	26	34
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.81	0.81	0.81	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	2	2	6	2	2	2	2	2	2	2
Cap, veh/h	199	915	25	446	722	152	253	290	0	364	71	71
Arrive On Green	0.03	0.52	0.52	0.00	0.50	0.50	0.28	0.28	0.00	0.28	0.28	0.28
Sat Flow, veh/h	1781	1755	48	1781	1451	305	633	1042	0	984	254	257
Grp Volume(v), veh/h	22	0	454	1	0	806	115	0	0	198	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1803	1781	0	1756	1676	0	0	1495	0	0
Q Serve(g_s), s	0.4	0.0	10.9	0.0	0.0	28.9	0.0	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	10.9	0.0	0.0	28.9	3.2	0.0	0.0	6.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.17	0.44		0.00	0.70		0.17
Lane Grp Cap(c), veh/h	199	0	940	446	0	874	543	0	0	506	0	0
V/C Ratio(X)	0.11	0.00	0.48	0.00	0.00	0.92	0.21	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	288	0	996	577	0	970	543	0	0	506	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	10.4	9.2	0.0	15.8	18.8	0.0	0.0	20.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.0	13.1	0.9	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.4	0.0	0.0	12.0	1.4	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4	0.0	10.8	9.2	0.0	28.9	19.7	0.0	0.0	22.2	0.0	0.0
LnGrp LOS	B		B	A		C	B			C		
Approach Vol, veh/h		476			807			115			198	
Approach Delay, s/veh		11.0			28.9			19.7			22.2	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.4	4.6	39.9	23.4	6.2	38.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.9	5.1	37.5	18.9	5.1	37.5
Max Q Clear Time (g_c+I1), s	5.2	2.0	12.9	8.9	2.4	30.9
Green Ext Time (p_c), s	0.4	0.0	2.6	0.7	0.0	2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	14	0	4	22	0	3	8	4	0	11	13
Future Vol, veh/h	9	14	0	4	22	0	3	8	4	0	11	13
Peak Hour Factor	0.66	0.66	0.66	0.55	0.55	0.55	0.58	0.58	0.58	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	21	0	7	40	0	5	14	7	0	16	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.4	7.1	7
HCM LOS	A	A	A	A

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

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	1	10	2	103	1	6	12	107	2	1
Future Vol, veh/h	0	7	1	10	2	103	1	6	12	107	2	1
Peak Hour Factor	0.58	0.58	0.58	0.70	0.70	0.70	0.71	0.71	0.71	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	2	14	3	147	1	8	17	120	2	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.5	7.2	8.3
HCM LOS	A	A	A	A

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	800	30	3	667	120	52	51	3	170	61	45
Future Volume (veh/h)	45	800	30	3	667	120	52	51	3	170	61	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1870	1870	1811	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	851	32	3	725	130	69	68	4	195	70	52
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.75	0.75	0.75	0.87	0.87	0.87
Percent Heavy Veh, %	2	6	2	2	6	2	2	2	2	2	2	2
Cap, veh/h	189	950	36	162	766	137	255	234	12	328	104	71
Arrive On Green	0.04	0.55	0.55	0.00	0.51	0.51	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	1734	65	1781	1495	268	662	804	43	894	358	246
Grp Volume(v), veh/h	48	0	883	3	0	855	141	0	0	317	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1799	1781	0	1763	1509	0	0	1498	0	0
Q Serve(g_s), s	1.0	0.0	37.3	0.1	0.0	39.4	0.0	0.0	0.0	10.2	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	37.3	0.1	0.0	39.4	5.9	0.0	0.0	16.0	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.15	0.49		0.03	0.62		0.16
Lane Grp Cap(c), veh/h	189	0	986	162	0	903	501	0	0	503	0	0
V/C Ratio(X)	0.25	0.00	0.90	0.02	0.00	0.95	0.28	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	224	0	986	261	0	957	501	0	0	503	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.6	0.0	17.2	16.9	0.0	19.8	23.5	0.0	0.0	27.1	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	10.7	0.0	0.0	17.2	1.4	0.0	0.0	5.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	15.4	0.0	0.0	17.7	2.3	0.0	0.0	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	0.0	27.9	17.0	0.0	37.0	24.9	0.0	0.0	33.0	0.0	0.0
LnGrp LOS	B		C	B		D	C			C		
Approach Vol, veh/h		931			858			141			317	
Approach Delay, s/veh		27.4			37.0			24.9			33.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.4	4.8	51.4		29.4	7.9	48.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.9	5.1	46.5		24.9	5.1	46.5				
Max Q Clear Time (g_c+I1), s		7.9	2.1	39.3		18.0	3.0	41.4				
Green Ext Time (p_c), s		0.6	0.0	3.4		1.0	0.0	2.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			31.7									
HCM 7th LOS			C									

Appendix E

Future Intersection Operational Analysis

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

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

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

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

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	433	15	7	613	129	50	77	18	128	32	32
Future Volume (veh/h)	22	433	15	7	613	129	50	77	18	128	32	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1870	1870	1811	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	442	15	8	666	140	62	95	22	138	34	34
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.81	0.81	0.81	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	2	2	6	2	2	2	2	2	2	2
Cap, veh/h	199	892	30	448	722	152	200	285	58	348	86	68
Arrive On Green	0.03	0.51	0.51	0.01	0.50	0.50	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	1741	59	1781	1451	305	462	1023	208	931	308	245
Grp Volume(v), veh/h	22	0	457	8	0	806	179	0	0	206	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1800	1781	0	1756	1693	0	0	1485	0	0
Q Serve(g_s), s	0.4	0.0	11.3	0.2	0.0	28.9	0.0	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	11.3	0.2	0.0	28.9	5.3	0.0	0.0	7.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.17	0.35		0.12	0.67		0.17
Lane Grp Cap(c), veh/h	199	0	922	448	0	874	543	0	0	502	0	0
V/C Ratio(X)	0.11	0.00	0.50	0.02	0.00	0.92	0.33	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	288	0	995	564	0	970	543	0	0	502	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	10.8	9.0	0.0	15.8	19.6	0.0	0.0	20.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.0	13.1	1.6	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.6	0.0	0.0	12.0	2.3	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4	0.0	11.2	9.1	0.0	28.9	21.2	0.0	0.0	22.6	0.0	0.0
LnGrp LOS	B		B	A		C	C			C		
Approach Vol, veh/h		479			814			179			206	
Approach Delay, s/veh		11.4			28.7			21.2			22.6	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.4	5.2	39.3		23.4	6.2	38.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.9	5.1	37.5		18.9	5.1	37.5				
Max Q Clear Time (g_c+I1), s		7.3	2.2	13.3		9.0	2.4	30.9				
Green Ext Time (p_c), s		0.7	0.0	2.6		0.8	0.0	2.9				

Intersection Summary		
HCM 7th Control Delay, s/veh	22.2	
HCM 7th LOS	C	

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	14	0	34	22	0	3	10	22	0	14	13
Future Vol, veh/h	9	14	0	34	22	0	3	10	22	0	14	13
Peak Hour Factor	0.66	0.66	0.66	0.55	0.55	0.55	0.58	0.58	0.58	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	21	0	62	40	0	5	17	38	0	20	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.9	7.2	7.2
HCM LOS	A	A	A	A

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

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	800	40	23	667	120	58	68	15	170	89	45
Future Volume (veh/h)	45	800	40	23	667	120	58	68	15	170	89	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1870	1870	1811	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	851	43	25	725	130	77	91	20	195	102	52
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.75	0.75	0.75	0.87	0.87	0.87
Percent Heavy Veh, %	2	6	2	2	6	2	2	2	2	2	2	2
Cap, veh/h	184	893	45	160	761	136	215	239	47	295	132	63
Arrive On Green	0.04	0.52	0.52	0.03	0.51	0.51	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	1709	86	1781	1495	268	528	810	159	780	447	215
Grp Volume(v), veh/h	48	0	894	25	0	855	188	0	0	349	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1796	1781	0	1763	1498	0	0	1442	0	0
Q Serve(g_s), s	1.1	0.0	40.9	0.6	0.0	40.0	0.0	0.0	0.0	11.3	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	40.9	0.6	0.0	40.0	8.3	0.0	0.0	19.5	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.15	0.41		0.11	0.56		0.15
Lane Grp Cap(c), veh/h	184	0	938	160	0	897	501	0	0	491	0	0
V/C Ratio(X)	0.26	0.00	0.95	0.16	0.00	0.95	0.38	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	219	0	954	219	0	937	501	0	0	491	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.0	0.0	19.6	19.0	0.0	20.2	24.2	0.0	0.0	28.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	18.6	0.4	0.0	18.6	2.1	0.0	0.0	8.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	18.9	0.2	0.0	18.3	3.2	0.0	0.0	7.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.8	0.0	38.3	19.4	0.0	38.9	26.3	0.0	0.0	36.9	0.0	0.0
LnGrp LOS	B		D	B		D	C			D		
Approach Vol, veh/h		942			880			188			349	
Approach Delay, s/veh		37.3			38.3			26.3			36.9	
Approach LOS		D			D			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0	6.8	49.6		30.0	7.9	48.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		25.5	5.1	45.9		25.5	5.1	45.9				
Max Q Clear Time (g_c+I1), s		10.3	2.6	42.9		21.5	3.1	42.0				
Green Ext Time (p_c), s		0.9	0.0	1.7		0.8	0.0	2.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	36.7
HCM 7th LOS	D

CITY OF AUBURN
MAYOR AND COUNCIL
MEETING IN COUNCIL CHAMBERS
March 13, 2025
6:00 PM
Council Chambers
1 Auburn Way
Auburn, GA 30011

Present: Mayor:	**Richard Roquemore**
Council Member:	**Robert L. Vogel**
Council Member:	**Taylor J. Sisk**
Council Member:	**Jamie L. Bradley**
Council Member:	**Joshua Rowan**

City Staff in Attendance: Michael Parks, Marc Pharr, Staci Waters, Brooke Haney, Iris Akridge, Chief Hodge

Also in Attendance: Jack Wilson

Mayor Roquemore called the meeting to order at 6:00 pm.
Joseph Cartey gave the Invocation.
Mayor Roquemore gave the pledge.

Council Reports and Announcements
Mayor Roquemore asked for Council Reports and Announcements. Staci Waters announced the change of date in the upcoming Auburn's Finest Arts and Craft Showcase due to weather, and the Car Show both being held on March 22, 2025. Staci Waters also announced the Great American Clean up and the Yard sale on March 29th. **Council Member Sisk** announced that the CCRPI Scores for Auburn Elementary had gone up significantly. He also mentioned that Auburn Elementary School is looking for Mentors. **Council Member Jamie Bradley** stated that the Auburn Elementary School Mentoring Program is a great program. She also read a letter from a past citizen entitled The Love of Auburn.

Mayor Roquemore announced the need to amend the agenda to add consideration of a resolution regarding Downtown Redevelopment.
Mayor Roquemore asked for a motion to amend the agenda.
Motion: Made by **Council Member Rowan** to amend the agenda
Second: Made by **Council Member Sisk**
Mayor Roquemore asked for any discussion. **Council Member Vogel** asked if Citizen Comments could be added for this item. The Council agreed without objection to allow comments.

Mayor Roquemore asked for a Motion to approve amending the agenda for citizen comments and the Resolution regarding Downtown Redevelopment.
Motion: Made by **Council Member Bradley**
Second: by **Council Member Vogel**
Mayor Roquemore asked for any discussion, there was none. Votes were taken with all members present voting yes.

PUBLIC HEARING
Mayor Roquemore asked for a motion to open the Public Hearing regarding the PUD Planned Unit Development District Ordinance Amendment
Motion: Made by **Council Member Sisk** to open the public hearing.
Second by **Council Member Rowan**
Mayor Roquemore asked for any discussion, there was none. Votes were taken with all members present voting yes.

Item 1.: Public Hearing regarding the **PUD Planned Unit Development District Ordinance Amendment S**
Sarah McQuade: Presented and reported staff and Planning Commission recommendations to approve the Ordinance Amendment.
Mayor Roquemore opened the floor for ten minutes for public comments in favor of the change of the **PUD** Planned Unit Development District Ordinance Amendment.
Melody Glouton, 1960 Satellite Blvd., Duluth, GA 30096, gave illustrations of lot size and ratios.
Mayor Roquemore opened the floor for ten minutes for public comments in opposition to the change of the Statewide Homestead Exemption. There were none.

Mayor Roquemore asked for a motion to close the Public Hearing.
Motion: Made by **Council Member Bradley** to close the public hearing.
Second: by **Council Member Sisk**
Mayor Roquemore asked for any discussion, there was none. Votes were taken with all members present voting yes.

NEW BUSINESS
Citizen Comments on Agenda Items
Mayor Roquemore asked for any citizen comments for items on tonight's agenda. There were none.

Mayor Roquemore asked if there were any items to be removed from the consent agenda. **Council Member Vogel** asked to remove Item 2€ and to table consideration of the Sewer Ordinance to the March 27, 2025 meeting..

Item 2: Consent Agenda
a. Council Business Meeting Minutes- February 27, 2025
b. Council Workshop Meeting Minutes- February 13, 2025
c. Perry Rainy Center Rental Fees
d. Website Partnership Plan
e. Sanitary Sewer Capacity Fees Ordinance
f. Amend Charter 5.16 Terms of Office
g. RZ-24-000 Final Plats FP-2001, FP-2002, FP-2003

Mayor Roquemore asked for a motion to approve the remaining items on the consent agenda and to table Item 2(e).
Motion: Made by **Council Member Vogel** to approve the remaining items on the consent agenda and to table Item 2(e) to the March 27 meeting.
Second: by **Council Member Rowan**
Mayor Roquemore asked for any discussion, there was none. Votes were taken with all members present

voting yes.

VOTING ITEMS
Item 3: PUD-Planned Unit Development District Ordinance Amendment- Sarah McQuade
Sarah McQuade Presented
Mayor Roquemore asked for a motion to approve the Planned Unit Development District Ordinance Amendment with staff recommended changes.
Motion: Made by **Council Member Rowan** approved the PUD Ordinance amendment
Second: Made by **Council Member Sisk**
Mayor Roquemore asked for any discussion, there was none. Votes were taken **Council Members Rowan and Sisk** voting yes and **Council Members Vogel and Bradley** Voting no. **Mayor Roquemore** Voted Yes. The PUD Ordinance Amendment was adopted and approved 3-2.

Item 4: Rezoning of 100 Lyle Road and 0 Main Street
Sarah McQuade Presented and asked to table the Rezoning of 100 Lyle Road and 0 Main Street until April 10, 2025.
Mayor Roquemore asked for a motion to approve tabling the Rezoning of 100 Lyle Road and 0 Main Street until April 10, 2025, Business Meeting.
Motion: Made by **Council Member Vogel** approves tabling the Rezoning of 100 Lyle Road and 0 Main Street until April 10, 2025, Business Meeting.
Second: Made by **Council Member Bradley**
Mayor Roquemore asked for any discussion, there was none. Votes were taken with all members present voting yes.

Item 5: Harmony Grove Cemetery
Michael Parks Presented
Mayor Roquemore asked for a motion to approve the donation of the Harmony Grove Cemetery to the City of Auburn.
Motion: Made by **Council Member Bradley** approves the donation of the Harmony Grove Cemetery to the City of Auburn.
Second: Made by **Council Member Sisk**
Mayor Roquemore asked for any discussion, there was none. Votes were taken with all members present voting yes.

Item 6: Resolution regarding Downtown Redevelopment
The City Attorney Presented
Mayor Roquemore called for citizen comments on the proposed resolution. Several citizens and interested individuals offered comments and asked questions.
Mayor Roquemore asked for a motion to approve the Resolution regarding Downtown Redevelopment.
Motion: Made by **Council Member Rowan** approves the Resolution regarding Downtown Redevelopment.
Second: Made by **Council Member Sisk**
Mayor Roquemore asked for any discussion, Council members spoke regarding the proposed resolution. Votes were taken **Council Members Rowan and Sisk** voting yes and **Council Members Vogel and Bradley** Voting no. **Mayor Roquemore** Voted Yes.

Mayor Roquemore asked for any Citizen Comments. There were none.

ADJOURNMENT: Mayor Roquemore called for a motion to adjourn.
Motion: Made by **Council Member Sisk** to adjourn.
Second: By **Council Member Rowan**.
Mayor Roquemore asked for any discussion. There was none. Votes were taken with all members present voting yes. Meeting adjourned.

Respectfully submitted,
Read and approved this _____ Day of April 2025

Attest:

_____

Mayor Richard E. Roquemore

CITY OF AUBURN
MAYOR AND COUNCIL
SPECIAL CALLED MEETING
March 13, 2025
5:00 PM
Council Chambers
1 Auburn Way
Auburn, GA 30011

Present: Mayor:	**Richard Roquemore**
Council Member:	**Robert L. Vogel III**
Council Member:	**Taylor J. Sisk**
Council Member:	**Jamie L. Bradley**
Council Member:	**Joshua Rowan**

City Staff in Attendance: Michael Parks, Chief Hodge, Staci Waters, Brooke Haney
Also in Attendance: Jack Wilson
Mayor Roquemore called the meeting to order at 5:00 pm.
Mayor Roquemore asked for a motion to go into Executive Session for Real Property, Pending Litigation, and Personnel Matters.

Motion: Made by **Council Member Vogel** to go into Executive Session for Real Property, Pending Litigation, and Personnel Matters
Second: By **Council Member Rowan**
Mayor Roquemore asked for any discussion. There was none. Votes were taken with all members present voting yes.

After the Executive Session, the City Attorney reported that during Executive Session the Council met to discuss Real Property, Pending Litigation, and Personnel Matters as allowed by the Open Meetings Act. There were no votes taken and no evidence received in the Executive Session. The original affidavit and resolution have been signed and delivered to the staff to be included within the minutes of this meeting.

Mayor Roquemore Adjourned the meeting.

Respectfully submitted,
Read and approved this _____ Day of April 2025

Attest:

_____
Mayor Richard E. Roquemore

CITY OF AUBURN
MAYOR AND COUNCIL
SPECIAL CALLED MEETING
March 27, 2025
5:00 PM
Council Chambers
1 Auburn Way
Auburn, GA 30011

Present: Mayor:	**Richard Roquemore**
Council Member:	**Robert L. Vogel III**
Council Member:	**Taylor J. Sisk**
Council Member:	**Jamie L. Bradley**
Council Member:	**Joshua Rowan**

City Staff in Attendance: Michael Parks, Chief Hodge, Staci Waters, Brooke Haney
Also in Attendance: Jack Wilson
Mayor Roquemore called the meeting to order at 5:00 pm.
Mayor Roquemore asked for a motion to go into Executive Session for Pending Litigation and Personnel Matters.

Motion: Made by **Council Member Sisk** to go into Executive Session for Pending Litigation and Personnel Matters
Second: By **Council Member Rowan**
Mayor Roquemore asked for any discussion. There was none. Votes were taken with all members present voting yes.

After the Executive Session, the City Attorney reported that during Executive Session the Council met to discuss Pending Litigation and Personnel Matters as allowed by the Open Meetings Act. There were no votes taken and no evidence received in the Executive Session. The original affidavit and resolution have been signed and delivered to the staff to be included within the minutes of this meeting.

Mayor Roquemore Adjourned the meeting.

Respectfully submitted,
Read and approved this _____ Day of April 2025

Attest:

_____
Mayor Richard E. Roquemore

CITY COUNCIL WORKSHOP MEETING

March 27, 2025
6:00 PM
Council Chambers
1 Auburn Way
Auburn, GA 30011

Present:	Mayor:	**Richard Roquemore**
	Council Member:	**Robert L. Vogel III**
	Council Member:	**Taylor J. Sisk**
	Council Member:	**Jamie L. Bradley**
	Council Member:	**Joshua Rowan**

City Staff in Attendance: Michael Parks, Staci Waters, Brooke Haney, Marc Pharr, Iris Akridge, Chief Hodge
Also in Attendance: Jack Wilson, Sarah McQuade, Jim Aton

Mayor Roquemore called the meeting to order at 6:00 pm.

WORKSHOP ITEMS FOR DISCUSSION

Council Reports and Announcements

Mayor Roquemore asked for Council Reports and Announcements.
Staci Waters announced the upcoming Yard Sale March 29 and Great American Clean up on March 28 & 29th.
Mayor Roquemore asked to move citizen comments between agenda items 6&7.

Item 1: **Council Member Appointment to RGS Downtown Development**
Placed on April 10, 2025, Council Business Agenda
Item 2: **Rezoning of 100 Lyle Road and 0 Main Street**
Sarah McQuade Presented
Council Member Rowan added additional conditions.
Placed on April 10, 2025, Council Business Agenda

Item 3: **Safe Digging Month**
Iris Akridge Presented
Placed on April 10, 2025, Council Business Agenda
Item 4: **6th Street Dog Park Conceptual Plan**
Michel Parks Presented
Placed on April 10, 2025, Council Business Agenda
Item 5: **College Street Extension**
Michael Parks Presented
Placed on April 10, 2025, Council Business Agenda
Item 6: **Change of Order for Water Treatment Plant**
Jim Aton Presented
Placed on April 10, 2025, Council Business Agenda

Mayor Roquemore asked for Citizen Comments.
Rob Yoe, 1531 Wynfield Dr., Commented on Rezoning of 100 Lyle Road and 0 Main Street.

VOTING ITEMS
Item 7: **Sanitary Sewer Infrastructure Fee Ordinance**
Michael Parks Presented
Mayor Roquemore asked for a motion to approve the Sanitary Sewer Infrastructure Fee Ordinance.
Motion: Made by **Council Member Rowan**
Second: by **Council Member Sisk**
Mayor Roquemore asked for any discussion, there was none. Votes were taken with all members present voting yes.

Item 2: **Planning Fee Schedule Update**
Michael Parks Presented
Mayor Roquemore asked for a motion to approve the Planning Fee Schedule Update.
Motion: Made by **Council Member Vogel**
Second: by **Council Member Bradley**
Mayor Roquemore asked for any discussion, there was none. Votes were taken with all members present voting yes.

Mayor Roquemore asked if there were any citizen comments. There were none.

Respectfully submitted,
Read and approved this _____Day of April 2025 Attest:

_____
Mayor Richard E. Roquemore

AGENDA ITEM: e

TO: Mayor and Council

FROM: Jack Wilson
City Attorney

DATE: April 3, 2025

PURPOSE: To elect a Council representative to serve on the RGS Development Architectural Review Committee.

BACKGROUND: The Downtown Development Authority has signed an agreement with RGS Development to revitalize the downtown area. Prior to commencing construction an Architectural Review Committee, consisting of three members appointed by RGS, Mayor of Auburn, one City of Auburn council member, the chair of the DDA, and the architect engaged by RGS, which will review and approve the plans for the project.

RECOMMENDATION: To elect Councilman Josh Rowan to serve on the Architectural Review Committee

FUNDING: N/A

ATTACHMENTS: N/A

AGENDA ITEM NO: ____f_____

TO: MAYOR & COUNCIL

FROM: Iris Akridge – Public Works Director

DATE: April 4, 2025

PURPOSE: Proclamation #01-025 in observance of Safe Digging Month April 2025

BACKGROUND: The City of Auburn, in collaboration with Barrow County UCC and Georgia 811, is promoting National Safe Digging Month every April to mark the start of peak digging season. This initiative aims to raise awareness among contractors and homeowners about the importance of the national 811 notification system.

By dialing 811, residents of Auburn can inform local utility operators of their digging plans, ensuring that underground utilities are located before any project begins. This system is crucial for preventing damage to underground utilities and ensuring the safety of Auburn's residents.

FUNDING: **N/A**

RECOMMENDATION: To approve Proclamation #01-025 recognizing April 2025 as Safe Digging Month.

Barrow County UCC and Georgia 811

4/1/25

Office of the Mayor of Auburn
1 Auburn Way
P.O. Box 1059
Auburn, GA 30011

Re: National Safe Digging Month

The Barrow Utility Coordinating Committee (UCC) has partnered with Georgia 811 for many years to promote National Safe Digging Month each April, coinciding with the start of peak digging season. This initiative aims to increase awareness among contractors and homeowners about the national 811 notification system. By contacting 811, homeowners are connected to Georgia 811, which then notifies the relevant utility companies of the intent to dig. Professional locators are dispatched to mark the approximate locations of underground lines with flags or spray paint. Once these lines are accurately marked, digging can safely commence around them. The 811-notification system is crucial for preventing damage to underground utilities and ensuring the safety of Auburn residents.

Barrow UCC values the ongoing support of the City of Auburn in local utility coordination efforts and is requesting Mayor Richard E. Roquemore to publicly proclaim April 2025 as Safe Digging Month and emphasize the importance of contacting 811 before digging.

Here are some ways Mayor Roquemore can show support for Safe Digging Month:

- Issue an official proclamation of Auburn Safe Digging Month from the Office of the Mayor.
- Post Auburn Safe Digging Month messages on the City of Auburn's social media sites. Georgia 811 has prepared social media messages available on its Safe Digging Month page.
- Record a public service announcement to air on local radio stations or social media during Safe Digging Month.

We appreciate your support for this initiative. For more information on National Safe Digging Month, visit www.Georgia811.com or contact me directly.

Regards,

Samantha McDaniel
Barrow UCC Representative

PROCLAMATION NO. 01-025

WHEREAS,

Thousands of times each year, the underground infrastructure in Georgia is damaged by those who do not have underground lines located prior to digging, resulting in service interruption, environmental damage, and threat to public safety, and;

WHEREAS,

In 2005, the Federal Communications Commission designated 811 to provide contractors and homeowners with a simple number to contact utility operators to request the location of underground lines at the intended dig site, and;

WHEREAS,

The Barrow County Utility Coordinating Committee, a stakeholder-driven organization dedicated to the prevention of damage to underground utilities in Georgia, promotes the National 811 Notification System to reduce these damages, and;

WHEREAS,

Damage prevention is a shared responsibility; by using safe digging practices, the contractors and homeowners of the City of Auburn can save time, money and help keep our infrastructure safe and connected, and;

THEREFORE,

I do hereby proclaim, on behalf of the City of Auburn, the month of April 2025 as:

City of Auburn Safe Digging Month

And encourage contractors and homeowners throughout the City of Auburn to always call 811 before digging. Safe digging is no accident!!

_____
Richard E. Roquemore, Mayor

_____
Robert L. Vogel III, Council Member

_____
Taylor J. Sisk, Council Member

_____
Jamie L. Bradley, Council Member

_____
Joshua Rowan, Council Member

Attest:

_____
Michael E. Parks, City Admin.

AGENDA ITEM: g

TO: Mayor and Council

FROM: Michael Parks
City Administrator

DATE: April 4, 2025

PURPOSE: The proposed Park located on 6th Street was approved by council on April 7, 2016. Staff would like to discuss moving forward with this project.

BACKGROUND: The proposed Park will be constructed off 6th Street across from the rear entrance to Auburn Elementary.
The new neighborhood (pocket) park concept will include and/or address the following:

- Dog park: fenced in areas for large and small dogs.
- Park entry access from 6th Street:
  - Create a loop drive for parents pick up/drop off to adjacent Elementary School
  - Integrate entry with parking area options for park users.
  - Provide landscape design for entry, to include location for park sign.
- Recommendations for prefabricated Picnic Pavilion and/or other prefabricated park structures.
- Walking trail(s) – multi-use.
- Site furnishings: Benches, Picnic Tables, Water Fountain, Pet Waste Stations, Trash and/or Recycling Receptacles, Pedestrian Lighting, etc.
- General Landscape improvements for site.

RECOMMENDATION: To Approve CPL Design presented by staff.

FUNDING: SPLOST

ATTACHMENTS: 6th Street Park Design Concepts by Bowman, CPL and Lose Design Spaces for Life

February 28, 2025

Michael Parks, City Administrator
City of Auburn
1 Auburn Way
Auburn, Georgia 30011
mparks@cityofauburn-ga.org

Re: New Park at 6th Concept Design Proposal

Dear Mr. Michael Parks,

CPL Architecture, Engineering, and Planning is pleased to submit this proposal for professional design services for the conceptual design plan for a neighborhood ("pocket") park at 6th Street (Parcel ID AU11 059) with amenities to include a dog park, park entry (vehicular loop) with parking, signage at 6th street, and other park elements listed below to be considered for the site plan.

Program of Park Concept

The new neighborhood (pocket) park concept will include and/or address the following:

- Dog park: fenced in areas for large and small dogs.
- Park entry access from 6th Street:
  - Create a loop drive for parent pick up/drop off to adjacent Elementary School
  - Integrate entry with parking area options for park users.
  - Provide landscape design for entry, to include location for park sign.
- Recommendations for a prefabricated Picnic Pavilion and/or other prefabricated park structures.
- Walking trail(s) – Multi-use.
- Site furnishings: Benches, Picnic Tables, Water Fountain, Pet Waste Stations, Trash and/or Recycling Receptacles, Pedestrian Lighting, etc.
- General Landscape improvements for site.

Scope of Work & Deliverables

Professional Consultant Services will be provided by CPL in accordance with a developed scope of services. The following workflow process represents the Scope of Work needed to develop a neighborhood park concept plan. Detailed Project understandings, assumptions, and exclusions are considered as part of the final scope.

Phase 1 – Design Development Drawings

1. Pre-design – Data collection and Research (site visit time included).

2. Base Sheet Preparation – CPL will use an existing survey, GIS, aerial photography, and/or a field generated data of current conditions gathered during the Pre-design site visit to generate a base map to complete proposed park concept designs.

3. Project Kick-off Meeting – Review of Constraints & Program (Visioning). Meeting time is included to review the base map and program elements.

4. Preliminary Site Design – Design team to prepare one (1) hand drawn, black and white concept plan to illustrate potential layout and arrangement of program elements.

5. Review Meeting of Preliminary Concept Design – CPL design team to meet with City Officials prior to completing the final concept design and estimate of probable costs.
    a. On-site review of concept is recommended.

6. Final Concept Plan – Based upon the direction established and any adjustments required following the review of the preliminary concept, a final rendered plan with labels shall be provided. As part of advancing the design, precedent imagery will be provided for recommended furnishings and proposed site structures. Final Concept Plan Drawing(s) will clearly indicate the following program elements:
    a. Landscaped Areas and types of plantings.
    b. Pavement areas and types of materials.
    c. Types and location of seating.
    d. Types and location of lighting.
    e. Types and location of park structures.
    f. Conceptual grades and drainage.

7. Estimate of Probable Costs.

8. Review of Final Concept Plan / Community Meeting Presentation (Auburn, Ga).
    a. Final concept drawing with labels, image board(s), and estimate of probable costs will be provided to the Client for final review and comment. Time has been allocated in this task for a meeting with Client and minor adjustments to the final concept plan as directed by the Client.

Phase 2 – Construction Documents (TBD)

Based upon final approval of the Concept Design completed in Phase 1, the project's budget and any adjustments in the scope or quality of the project directed at this time, CPL will prepare Construction Documents (CDs). CDs will consist of drawings and specifications, providing information necessary for final pricing and installation of site work.

1. Site Survey – A topographic survey of the park parcel and adjacent areas along 6th Street is required prior to start of Construction Drawings, to be provided by the City of Auburn.

2. Construction Documents, Permitting, Bidding, and Construction Administration (TBD).

Fee Proposal

CPL will perform the Phase 1 scope of work outlined above for the lump sum amount specified below. Any additional services beyond this scope may be provided on an hourly basis, in accordance with the hourly rates listed in Appendix 'B'. Our fees for the scope are as follows:

Phase 1 Design – Development Drawings:		
1.	Pre-design – Data Collection (Site Visit)	$ 1,020.00
2.	Base Sheet Preparation	$ 855.00
3.	Project Kick-off Meeting	$ 510.00
4.	Preliminary Site Design Concepts (2 – 3 Concepts)	$ 2,220.00
5.	Review of Preliminary Concepts (Meeting)	$ 675.00
6.	Final Concept Plan (Rendering)	$ 2,040.00
7.	Estimate of Probable Costs	$ 1,590.00
8.	Review of Final Concept Plan / Community Meeting Presentation	$ 765.00
	Budget Estimate for mileage, plots, copies, etc.	$ 200.00
	Subtotal for Phase 1:	**$ 9,875.00**

Phase 2 – Construction Documents:		
1.	Topographical Survey (by Others)	
2.	Construction Documents, Permitting, Bidding, and Construction Administration	$ *TBD*

CPL will not exceed the estimated design budget without authorization from the Client. Direct expenses will be billed at cost plus 15%. Direct expenses include, but are not limited to, reproduction cost, courier services, mileage, etc.

ASSUMPTIONS & CONCLUSIONS

- Property is owned by the City of Auburn.
- Client (City of Auburn) to provide CAD drawing files of existing survey.
- Fee does not include construction documents, permitting, bidding, or construction administration services.
- Permitting and permit related review fees are not included in the scope.
- A topographical survey of the entire site will be provided by the City prior to Phase 2 – Construction Documents.
- Preliminary site plans will be provided in freehand sketch.
- The existing pump station on site is excluded from the park design and will not be modified for the conceptual site plan.
- Geotechnical borings are not in this contract.
- There is no need for wetland delineation.
- Number of meetings are limited to those specified in the scope of work.
- Unsuitable soil or rock are not anticipated.
- No environmental or archeological studies are needed.
- Client will provide all existing data and access to data for the design team.

- No public involvement is anticipated.
- There are no state waters within 200 feet of the proposed construction zone.
- Water, power, and sewer are assumed to be available to the site.
- No irrigation design is anticipated at this time.
- Pavilions and playgrounds will be prefabricated selections if Client decides to include in park.
- No architectural drawings are anticipated in this fee.

TERMS AND CONDITIONS:

This agreement shall be administered in accordance with the Terms and Conditions listed in Appendix "A" attached hereto.

This document together with the exhibits and/or appendices identified herein constitutes the entire understanding between the City of Auburn City, Georgia and CPL with respect to the work to be performed by CPL for the benefit of the City of Auburn City, Georgia and may only be modified in writing signed by both parties. Please sign and return the enclosed copy of this letter if this document satisfactorily sets forth the understanding of the arrangement between the City of Auburn City, Georgia and CPL. Receipt of the signed agreement will serve as our notice to proceed. This Contract will be open for acceptance for sixty days from the date of this letter.

We look forward to working with you on this project.

Sincerely,

Rebecca Keefer, AICP
Principal

IN WITNESS OF THE FOREGOING, the Parties have set their hands and sealed the day and year first written above.

CITY OF AUBURN:

BY: _____ ATTEST: _____

APPENDIX 'A'
TERMS AND CONDITIONS

1. Clark Patterson Lee (hereinafter called "CPL") shall perform the services defined in this Letter Agreement and Client agrees to pay CPL for said services as set forth below.

2. All documents including Drawings and Specifications prepared by CPL are instruments of service in respect to the Project. They are not intended or represented to be suitable for reuse by Client or others on extensions of the Project or on any other project. Any reuse without written verification or adaptation by CPL for the specific purpose intended will be at Clients sole risk and without liability or legal exposure to CPL. Any such verification or adaptation will entitle CPL to further compensation at rates to be agreed upon by Client and CPL.

3. Client agrees to additionally compensate CPL for services resulting from significant changes in general scope of Project, for revising previously accepted reports, studies, design documents, or Contract Documents, or for delays caused by others rather than CPL.

4. The hourly rates outlined in this contract are subject to an annual increase of up to 5 percent. This adjustment will take effect at the beginning of the calendar year.

5. Construction cost estimates prepared by CPL represents CPL's best judgment as professionals familiar with the construction industry. It is recognized, however, that CPL has no control over cost of labor, materials, or equipment, over contractors' methods of determining bid prices, or over competitive bidding or market conditions. CPL cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from cost estimates prepared by CPL.

6. If requested by Client or if required by the scope of services of the Agreement, CPL shall visit the site at intervals appropriate to the stage of construction to become generally familiar with the progress and quality of the work and to determine in general if the work is proceeding in accordance with the Contract Documents. However, CPL shall not be required to make exhaustive or continuous on-site inspections to check the quality or quantity of the work. CPL shall not have control or charge of and shall not be responsible for construction means, methods, techniques, sequences, or procedures, or for safety precautions and programs in connection with the Work, for the acts or omissions of the contractor, subcontractors, or any other persons performing any of the work, or for the failure of any of them to carry out the work in accordance with the Contract Documents.

7. Surveying will be provided as stated in the Agreement. Surveying provided on an hourly basis will be charged with a 4-hour minimum at the hourly rates in effect at the time the service is performed. Replacement of survey markers resulting from contractor disturbance or vandalism will be accomplished on an hourly basis.

8. The cost of permits, fees, toll telephone calls, courier service, reproduction of reports, Drawings, and Specifications, transportation in connection with the Project, and other out of pocket expenses will be reimbursed to CPL by Client at cost plus 15%.

9. CPL shall submit monthly statements for services rendered and for reimbursable expenses incurred. Statements will be based upon CPL's time of billing. Payment is due upon receipt of CPL's Statement. If Client fails to make any payment due CPL for services and expenses within 30 days after the date of CPL's statement therefore, the amounts due CPL shall include a charge at the rate of 1.5% per month (18% per annum), or portion thereof, from said 30th day, and, in addition, CPL may, after giving 7 days' written notice to Client, suspend services under this Agreement until CPL has been paid in full all amounts due CPL are collected through an attorney or collection agency, Client shall pay all fees and costs of collection.

10. This Agreement may be terminated by either party upon 7 days' written notice should the other party fail substantially to perform in accordance with its terms through no fault to the party initiating termination, or in the event Project is cancelled. In the event of termination, CPL shall be paid the compensation plus Reimbursable Expenses due for services performed to termination date.

11. This Agreement shall be governed by the laws of the State Georgia. Liability shall be limited to amount of the fees paid for professional services.

12. The services to be performed by CPL under this Agreement are intended solely for the benefit of the Client. Nothing contained herein shall confer any rights upon or create any duties on the part of CPL toward any persons not a party to this Agreement including, but not limited to, any contractor, subcontractor, supplier, or the agents, officers, employees, insurers, or sureties of any of them.

13. Client and CPL each binds himself and his partners, successors, executors, administrators, and assigns to the other party to this Agreement and to the partners, successors, executors, administrators, and assigns of such other party, in respect to all covenants of this Agreement. Neither Client nor CPL shall assign, sublet, or transfer his interest in this Agreement without the written consent of the other; however, CPL may employ others to assist in the carrying out of duties under this Agreement.

14. Client and CPL each binds himself and his partners, successors, executors, administrators, and assigns to the other party to this Agreement and to the partners, successors, executors, administrators, and assigns of such other party, in respect to all covenants of this Agreement. Neither Client nor CPL shall assign, sublet, or transfer his interest in this Agreement without the written consent of the other; however, CPL may employ others to assist in the carrying out of duties under this Agreement.

15. In the event the Client, the Client's contractors or subcontractors, or anyone for whom the Client is legally liable makes or permits to be made any changes to any reports, plans, specifications or other construction documents, including electronic files, prepared by CPL without obtaining CPL's prior written consent, the Client shall assume full responsibility for the results of such changes. Therefore, the Client agrees to waive any claim against CPL and to release CPL from any liability arising directly or indirectly from such changes. In addition, the Client agrees, to the fullest extent permitted by law, to indemnify and hold harmless CPL from any damages, liabilities or costs, including reasonable attorneys' fees and costs of defense, arising from such changes. The Client also agrees to include in any contracts for construction appropriate language that prohibits the Contractor or any subcontractors of any tier from making any changes or modifications to CPL's construction documents, including electronic files, without the prior written approval of CPL and that further requires the Contractor to indemnify both CPL and the Client from any liability or cost arising from such changes made without such proper authorization.

APPENDIX 'B'
CPL HOURLY RATES

BILLING ROLE	*BILLING RATE*
Principal Architect/Engineer/Planner	**$ 270.00**
Principal Consultant	**$ 180.00**
Project Manager	**$ 180.00**
Senior Planner	**$ 165.00**
Senior Architect	**$ 165.00**
Senior Engineer MEP	**$ 165.00**
Senior Landscape Architect	**$ 165.00**
Senior Engineer Civil/Structural	**$ 150.00**
Senior Interior Designer	**$ 150.00**
Planner	**$ 135.00**
Project Architect	**$ 135.00**
Project Engineer MEP	**$ 135.00**
Project Engineer Civil/Structural	**$ 120.00**
Resident Observer	**$ 120.00**
Interior Designer	**$ 105.00**
Junior Planner	**$ 90.00**
Junior Engineer	**$ 90.00**
Junior Draftsperson	**$ 90.00**
Clerical | Administrative	**$ 75.00**
Municipal Services	
Building Plans Examiner	**$ 150.00**
Building Inspector	**$ 135.00**
Building Official	**$ 135.00**
Senior Code Enforcement Officer	**$ 120.00**
Soil and Erosion Control Supervisor	**$ 120.00**
Soil and Erosion Control Inspector	**$ 105.00**
Permit Technician	**$ 75.00**

AGENDA ITEM: H

TO: Mayor and Council

FROM: Michael Parks, City Administrator

DATE: April 4, 2025

PURPOSE: To discuss a new road extension and sidewalks to improve connectivity

BACKGROUND: To enhance connectivity between the municipal complex and the downtown area. This proposed project would provide direct access to essential community services, including the school, post office, and doctor's office, benefiting both residents and businesses.

Key Benefits of the Road Extension:

- **Improved Accessibility:** The new road and sidewalks would create a more direct and efficient route, reducing travel time for residents, emergency services, and public transportation. The sidewalks would allow for an alternative for those who walk or bike.
- **Enhanced Safety:** By alleviating congestion on existing roads, the project would improve pedestrian and vehicular safety, particularly for school children and senior citizens accessing essential services.
- **Economic and Community Growth:** Increased accessibility can support local businesses and encourage further development in the downtown area.

RECOMMENDATION: The proposed project will require discussion with the adjacent landowner and school system. Recommend continuing discussions to determine the feasibility of the proposed project.

FUNDING: LRA, TSPLOST

ATTACHMENTS: College St. Extension and Topo

LEGEND

BC	BACK OF CURB
BS	BUILDING SETBACK
B.S.L.	BUILDING SETBACK LINE
C&G	CURB AND GUTTER
C.	CONCRETE
FC	FACE OF CURB
H/C	HANDICAP
L	LEVEL/LANDING
L/A	LANDSCAPE AREA
LS	LANDSCAPE SETBACK
R	RAMP
R.O.W.	RIGHT OF WAY
S/W	SIDEWALK
TYP.	TYPICAL

SIGN LEGEND

"STOP" R1-1

- PROPOSED FENCE
- EXISTING FENCE (FROM AUBURN CITY HALL PROJECT)
- EXISTING CONDITIONS PRIOR TO AUBURN CITY HALL PROJECT (FROM SURVEY)
- EXISTING PREVIOUSLY PERMITTED CONDITIONS AUBURN CITY HALL PROJECT
- PROPOSED CONDITIONS
- PROPERTY BOUNDARY
- LIMITS OF DISTURBANCE
- (#) DETACHED SINGLE FAMILY HOME SITE

ANGLE IRON

5' CONC. SIDEWALK W/2' LANDSCAPE STRIP

GEORGIA 811 Utilities Protection Center, Inc.
Know what's below. Call before you dig.
Dial 811 or Call 1-800-282-7411

NORTH

20 0 20 40
Scale 1" = 20'

AEC
Civil Engineering · Water Resources
Land Planning · Property Services
Landscape Architecture · Arborist Services
50 Warm Springs Circle
Roswell • Georgia • 30075
(770)641-1942 • www.aecatl.com

SITE LAYOUT PLAN

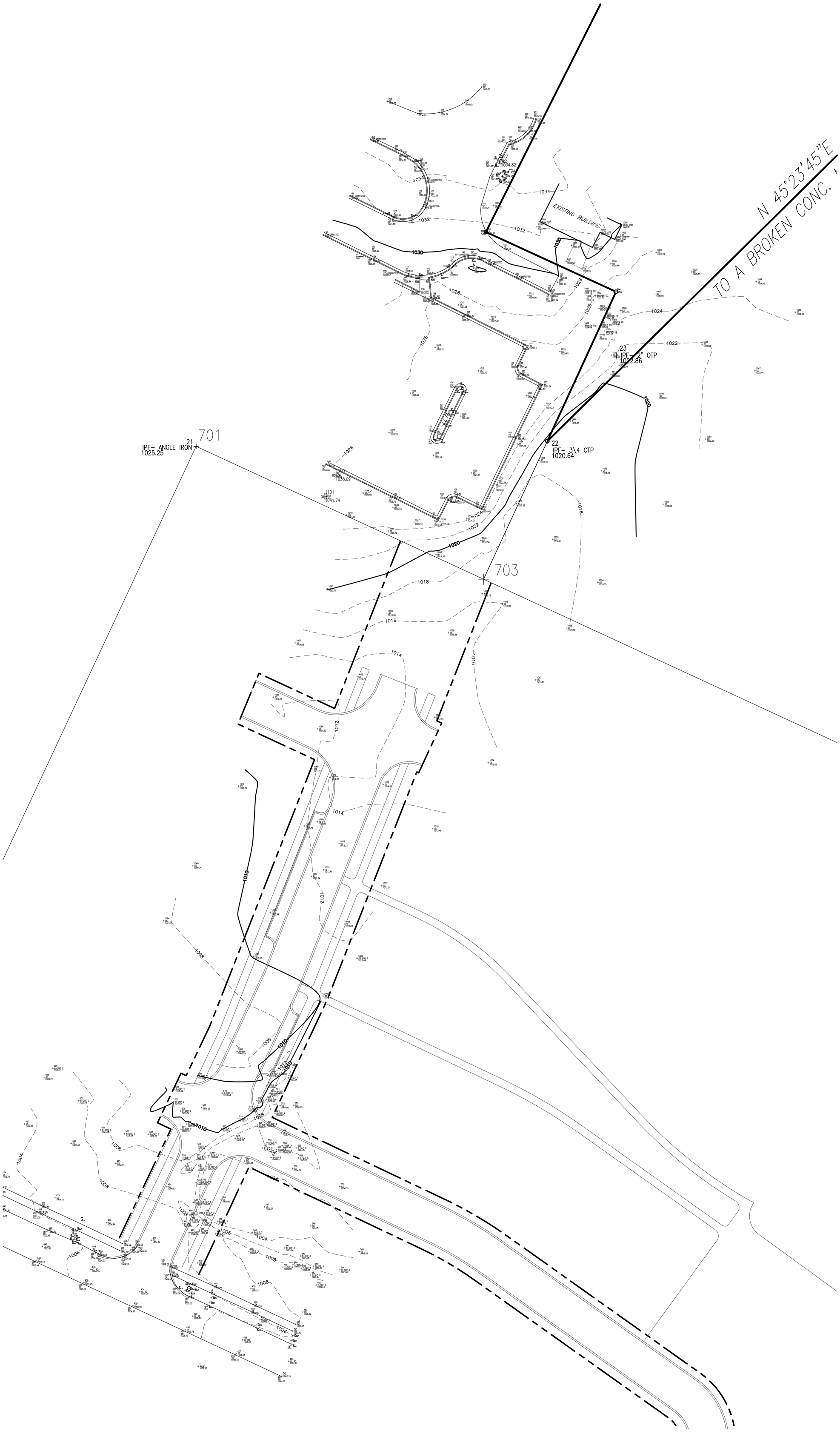
COLLEGE STREET EXTENSION

CITY OF AUBURN, GEORGIA

NO.	REVISIONS	DATE

PROJECT NO.: 23-5184
CIVIL DRAWN BY: DWW
CIVIL DESIGNED BY: DWW
LANDSCAPE DRAWN BY:
LANDSCAPE DESIGNED BY:
CHECKED BY:
DATE -

SHEET
C4.0


N 45°23'45"E
TO A BROKEN CONC.
EXISTING BUILDING
701
703
21
IPF- ANGLE IRON
1025.25
22
IPF- 3\4 CTP
1020.64
23
IPF- 2" OTP
1022.86
1041.74
1038.09
1034.82
1030
1028
1026
1024
1022
1020
1018
1016
1014
1012
1010
1008
1006
1004
1032
1034

AGENDA ITEM: I

TO: Mayor and Council

FROM: James Aton, Hussey Gay Bell, Water Engineer

DATE: April 4, 2025

PURPOSE: Pay Interest on Drinking Water Treatment Plant Construction Phase Bridge Loan

BACKGROUND: The construction of the Drinking Water Treatment Plant (DWTP) was funded by two loans from Georgia Environmental Finance Authority (GEFA): WS13L01WR ($7,348,100) and GF2023003 ($11,440.800). GEFA interrupted processing draws against loan GF2023003 during the transition between the loans until certain paperwork was completed. Heavy Constructors provided the City of Auburn with a Construction Phase Bridge Loan to avoid interruption to the construction of the DWTP while the paperwork issue was resolved. Provisions for such a Construction Phase Bridge Loan were included in the Guaranteed Maximum Price Contract (GMP) for the DWTP. The cost of the bridge loan is $667,325.05 to be paid out of the Owner Contingency. The Guaranteed Maximum Price for the DWTP remains $16,035,193 unchanged.

RECOMMENDATION: To approve Change Order #3 to the Heavy Constructors' agreement to pay the cost of the bridge loan out of the Owners Contingency, $667,325.05.

FUNDING: Pay the cost of the Bridge Loan out of the owner's contingency, $1,622,030, within the Guaranteed Maximum Price, $16,035,193. GMP is paid using existing GEFA loans WS13L01 and GF2023003. The GMP does not change.

ATTACHMENTS: Change Order #3 and associated supporting documents.

Change Order No. 3

Project Name: Auburn Drinking Water Treatment Plant	HGB Project No.: 22-0033-WS
Project Owner: City of Auburn, City Hall, One Auburn Way, Auburn, GA, 30011	Owner's Purchase Order #23-005 Owner's Project No.: 002-22
Project Contractor: Heavy Constructors, 1596 Low. Roswell Rd, Marietta, GA, 30068	Date of Issuance: 7-17-2024 Date of Contract: 8-4-2022 Contract Period: 8-4-22 to 3-11-24

HUSSEY GAY BELL
Established 1958

The following Change Order Items are based on necessary changes to Plant, Equipment, and Contract Time

Item	Description of Changes	Qty.	Contract Cost/Unit	Change in Contract Cost	Change in Days
	Deductions				
1	Construction Phase Bridge Loan Interest in accordance with Article 5 of the Construction	1	$667,325.05	$667,325.05	166 days
	Contract.				
	Total Change			**$667,325.05**	**166 Days**

These changes in the agreement for improvements to the drinking water treatment plant will be paid out of the Owner's Contingency and will not result in an increase in the guaranteed maximum price.

Summary: It is agreed to modify the Contract referred to above as follows:

Contract Price prior to this Change Order $16,035,193.00	Contract Time prior to this Change Order 849 Days
Net Increase (decrease) of this Change Order $667,325.05	Net Increase (decrease) of this Change Order 166
Revised Contract Price with all approved Change Orders $16,035,193.00	Revised Contract Time with all approved Change Orders 1015 Days 5-15-25

The changes included in this Change Order are to be accomplished in accordance with the terms, stipulations and conditions of the original Contract as though included therein.

Accepted for Contractor by: Date: 3/5/25

Recommended for Approval by Hussey Gay Bell & DeYoung, Inc. Date: 3-7-25
James B. Eitor, PE

Approved for Owner by: Attest: Date:

Approved: (Other - when required) Date:

HEAVY CONSTRUCTORS
CONTRACTORS – ENGINEERS

2/24/25

City of Auburn
1 Auburn Way
Auburn, GA 30011

Re: City of Auburn Drinking Water Treatment Facility

Attn: Michael Parks

Subject: Construction Bridge Loan Interest Payment Request

Mr. Parks,
Heavy Constructors is requesting payment for the interest and late payments on the Construction Bridge Loan that was provided to the City of Auburn per the contract documents.

I have attached the breakdown for the interest and late payments that shows the total accrual amount as of today 2/24/25 in the amount of $667,325.05.

This is being requested in pay estimate #27 attached through the Owner's Contingency Allowance.

The attached 1099-INT form will need to be completed by the City when payment is made to document that this payment was for interest owed and not for contractual work completed.

Sincerely,

Micheal Hipps

Mike Hipps
Vice President

CC: File
Don Martin
Jim Aton

Heavy Constructors, Inc.
1596 Lower Roswell Road
Marietta, GA 30068
Phone (770) 321-8860 ; Fax (770) 321-5140

Auburn WTP - Construction Phase Bridge Loan Interest from Heavy Constructors

Pay Est. #	Amount	Invoice Date	Date Submitted	Date Due	Date Paid	Days Late	Interest Amount
7	$ 1,060,450.80	3/31/2023	4/10/2023	5/10/2023	6/13/2023	34	$ 11,853.81
8	$ 614,135.50	4/30/2023	5/10/2023	6/9/2023	2/23/2024	259	$ 52,294.06
9	$ 600,530.72	5/31/2023	5/30/2023	6/29/2023	2/23/2024	239	$ 47,186.91
10	$ 770,716.76	6/30/2023	7/3/2023	8/2/2023	2/23/2024	205	$ 51,944.20
11	$ 986,209.13	7/31/2023	8/17/2023	9/16/2023	2/23/2024	160	$ 51,877.30
12	$ 1,565,483.04	8/31/2023	9/12/2023	10/12/2023	5/29/2024	230	$ 118,376.25
13	$ 813,285.53	9/30/2023	10/7/2023	11/6/2023	5/29/2024	205	$ 54,813.22
14	$ 1,333,136.64	10/31/2023	11/1/2023	12/1/2023	6/5/2024	187	$ 81,960.51
15	$ 788,415.07	11/30/2023	12/1/2023	12/31/2023	7/11/2024	193	$ 50,026.56
16	$ 389,419.59	12/31/2023	1/6/2024	2/5/2024	7/11/2024	157	$ 20,100.45
17	$ 748,503.98	1/31/2024	2/8/2024	3/9/2024	7/11/2024	124	$ 30,514.35
18	$ 601,412.39	2/29/2024	3/15/2024	4/14/2024	7/11/2024	88	$ 17,399.77
19	$ 469,527.66	3/31/2024	4/16/2024	5/16/2024	7/11/2024	56	$ 8,644.45
20	$ 241,032.34	4/30/2024	5/11/2024	6/10/2024	7/22/2024	42	$ 3,328.23
21	$ 40,747.27	5/31/2024	6/4/2024	7/4/2024	9/23/2024	81	$ 1,085.11
22	$ 79,432.79	6/30/2024	7/5/2024	8/4/2024	9/23/2024	50	$ 1,305.74
23	$ 116,703.06	7/31/2024	8/2/2024	9/1/2024	12/13/2024	103	$ 3,951.92
24	$ 222,519.86	8/31/2024	9/14/2024	10/14/2024	11/26/2024	43	$ 3,145.76
25	$ 243,437.51	9/30/2024	10/5/2024	11/4/2024	12/21/2024	47	$ 3,761.61
26	$ 112,278.60	12/9/2024	12/9/2024	1/8/2025	1/13/2025	5	$ 184.57
							$ 613,754.77

Interest on Unpaid Interest Payments

Pay Est. #	Amount	Estimate Paid	Date Due (+30)	Date Paid	Today's Date	Days Late	Interest Amount
7	$ 11,853.81	6/13/2023	7/13/2023		2/24/2025	592	$ 2,307.11
8	$ 52,294.06	2/23/2024	3/24/2024		2/24/2025	337	$ 5,793.90
9	$ 47,186.91	2/23/2024	3/24/2024		2/24/2025	337	$ 5,228.05
10	$ 51,944.20	2/23/2024	3/24/2024		2/24/2025	337	$ 5,755.13
11	$ 51,877.30	2/23/2024	3/24/2024		2/24/2025	337	$ 5,747.72
12	$ 118,376.25	5/29/2024	6/28/2024		2/24/2025	241	$ 9,379.29
13	$ 54,813.22	5/29/2024	6/28/2024		2/24/2025	241	$ 4,343.01
14	$ 81,960.51	6/5/2024	7/5/2024		2/24/2025	234	$ 6,305.35
15	$ 50,026.56	7/11/2024	8/10/2024		2/24/2025	198	$ 3,256.52
16	$ 20,100.45	7/11/2024	8/10/2024		2/24/2025	198	$ 1,308.46
17	$ 30,514.35	7/11/2024	8/10/2024		2/24/2025	198	$ 1,986.36
18	$ 17,399.77	7/11/2024	8/10/2024		2/24/2025	198	$ 1,132.65
19	$ 8,644.45	7/11/2024	8/10/2024		2/24/2025	198	$ 562.72
20	$ 3,328.23	7/22/2024	8/21/2024		2/24/2025	187	$ 204.62
21	$ 1,085.11	9/23/2024	10/23/2024		2/24/2025	124	$ 44.24
22	$ 1,305.74	9/23/2024	10/23/2024		2/24/2025	124	$ 53.23
23	$ 3,951.92	12/13/2024	1/12/2025		2/24/2025	43	$ 55.87
24	$ 3,145.76	11/26/2024	12/26/2024		2/24/2025	60	$ 62.05
25	$ 3,761.61	12/21/2024	1/20/2025		2/24/2025	35	$ 43.28
26	$ 184.57	1/13/2025	2/12/2025		2/25/2025	12	$ 0.73
							$ 53,570.28

Grand Total	$ 667,325.05

Mike Hipps Wed, Mar 5, 12:30 PM (2 days ago)

to me, Michael

Jim,

Attached is change order #3 signed.

As we discussed on the phone regarding the contract time extension, the May 15th deadline does not give us any buffer for completion. That is the date we currently are working to, but there are many things outside of our control that may impact that deadline. We are Ok with this date for the purposes of this change order but wanted to make you aware there are still things that can happen that impact that date that our outside of our control. We will do our very best to meet this date.

Mike Hipps
Heavy Constructors, Inc.
Vice President / Senior PM
(c) 404-427-4687

PERIODIC ESTIMATE FOR PARTIAL PAYMENT

Project: City of Auburn Drinking Water Facility

Contract No.: 22033

Periodic Estimate No. 27 For Period December 10, 2024 to February 24, 2025

Heavy Constructors, Inc.

SUMMARY BY ITEM NUMBER		Total Estimated Cost	Cumulative Cost Completed	Stored Material Amount
General Conditions		$ 1,734,458.00	$ 1,721,909.86	$ -
Allowances & Unit Prices		$ 1,622,030.00	$ 1,068,988.41	$ -
Site/Yard		$ 1,829,752.00	$ 1,700,989.88	$ 49,117.88
Influent and Flocculators		$ 131,185.00	$ 131,185.00	$ -
Water Treatment Plant Building		$ 6,004,257.00	$ 6,004,257.00	$ -
Solids Handling System		$ 1,442,030.00	$ 1,442,030.00	$ -
Clearwell and High Service		$ 595,045.00	$ 595,045.00	$ -
Backwash Systems		$ 868,360.00	$ 868,360.00	$ -
Electrical		$ 1,808,076.00	$ 1,791,894.24	$ -
	TOTAL	**$ 16,035,193.00**	**$ 15,324,659.39**	**$ 49,117.88**

2.	**ANALYSIS OF ADJUSTED CONTRACT AMOUNT TO DATE**		
a)	Original Contract Amount	$	16,035,193.00
b)	Change Orders:		
c)	Additions	$	-
d)	Deductions	$	-
e)	Adjusted Contract Amount To Date	$	16,035,193.00
3.	**ANALYSIS OF WORK PERFORMED**		
a)	Cost of Original Contract Work Performed To Date	$	15,324,659.39
b)	Extra Work Performed To Date	$	-
c)	Total Cost of Work Performed to Date	$	15,324,659.39
e)	Subtotal	$	15,324,659.39
f)	**Retainage - 5% of Work Performed to Date**	$	732,866.72
g)	Net Amount Earned To Date	$	14,591,792.67
h)	Less prior payments	$	13,924,467.62
i)	**BALANCE DUE THIS PAYMENT**	**$**	**667,325.05**