PLANNING COMMISSION STAFF REPORT(S)

PLANNING COMMISSION

RZ -19-007

THE CITY OF STONECREST GEORGIA

PLANNING COMMISSION / MAYOR AND CITY COUNCIL STAFF REPORT

RZ-19-007

***Revised* Planning Commission October 1st, 2019 / Mayor and City Council Meeting October 28th, 2019**

GENERAL INFORMATION

Petition Number:	RZ-19-007
Applicant:	Rocklyn Homes c/o Battle Law
Owner:	Estate of Melba Harris and Teresa Cato
Project Location:	1794, 1800 & 1850 Phillips Road
District:	District 1
Acreage:	30.10
Existing Zoning:	R-100 (Residential Med Lot) District
Proposed Zoning:	RSM (Small Lot Residential Mix) District
Comprehensive Plan Community: Area Designation	Suburban
Proposed Development/Request:	This application was originally heard at the Aug 26th City Council Meeting. The application was deferred back to Planning Commission so the traffic study could be completed, and further community meeting could be held. The applicant is requesting to rezone the subject properties from R-100 to RSM for the development of 240 fee simple attached townhomes.
Staff Recommendations:	Approval with Conditions

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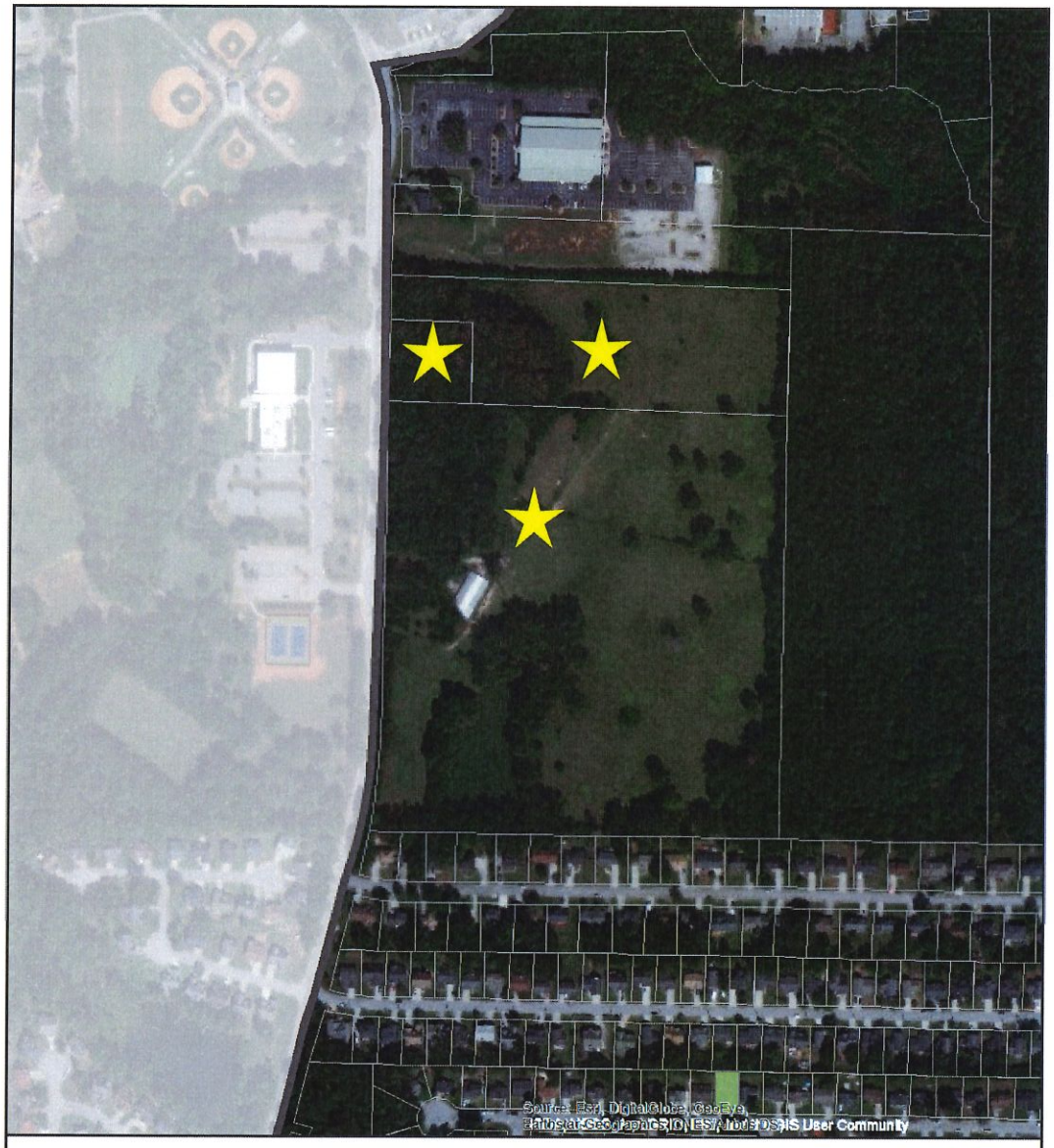
RZ-19-007

Aerial Map



ZONING CASE: **RZ-19-007**

ADDRESS: **1794, 1800 &1850 Phillps Rd**

CURRENT ZONING: **R-100**

FUTURE LAND USE: **SUBURBAN**

0 0.05 0.1 mi

Subject Property

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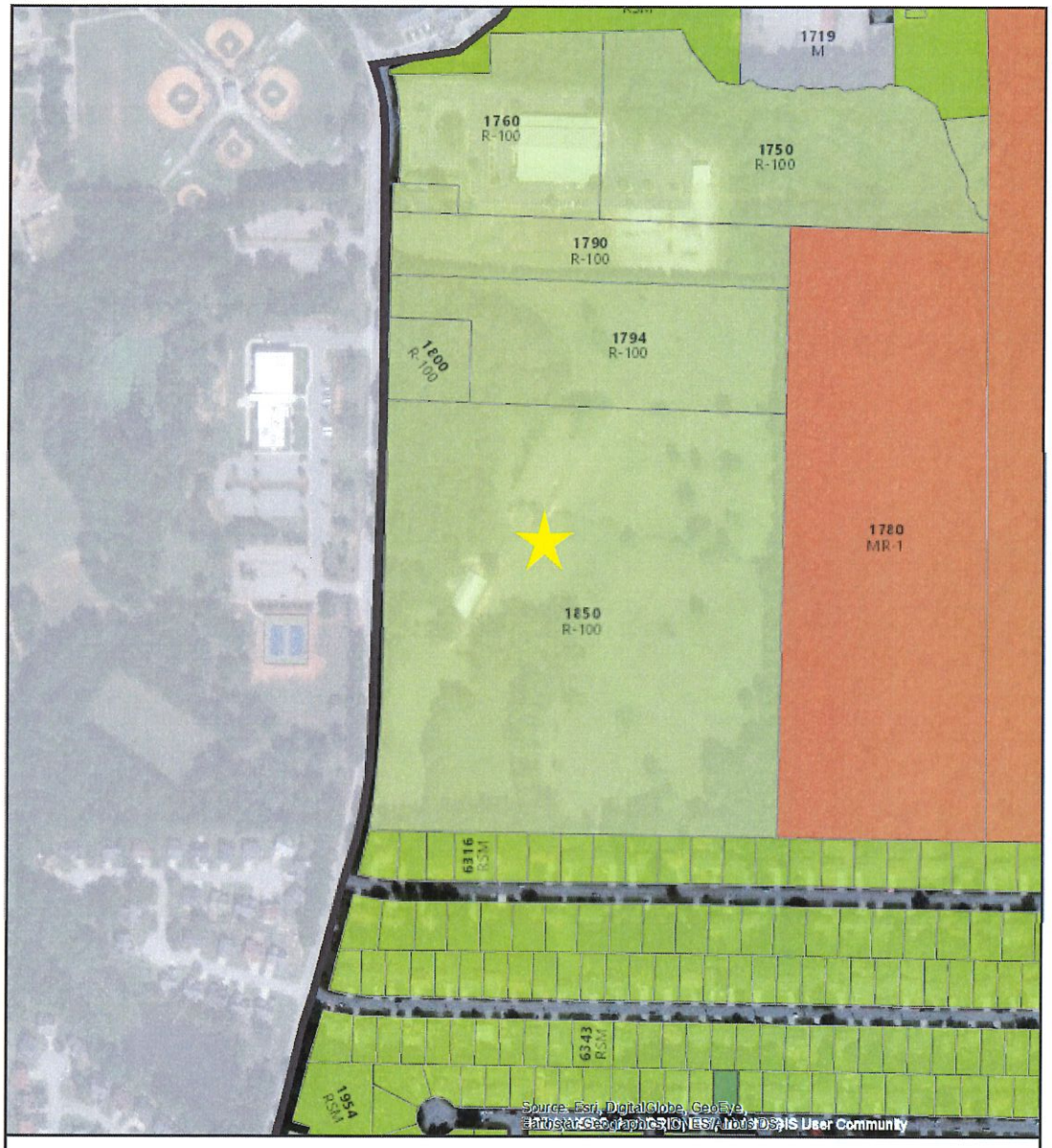
RZ-19-007

Zoning Map



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Subject Property

THE CITY OF STONECREST GEORGIA

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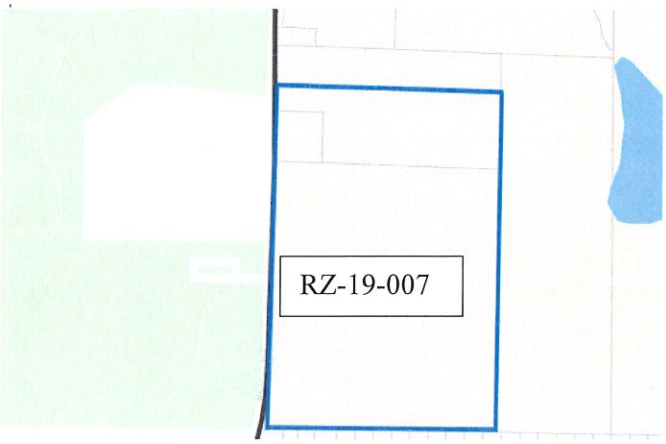
PROJECT OVERVIEW

Location

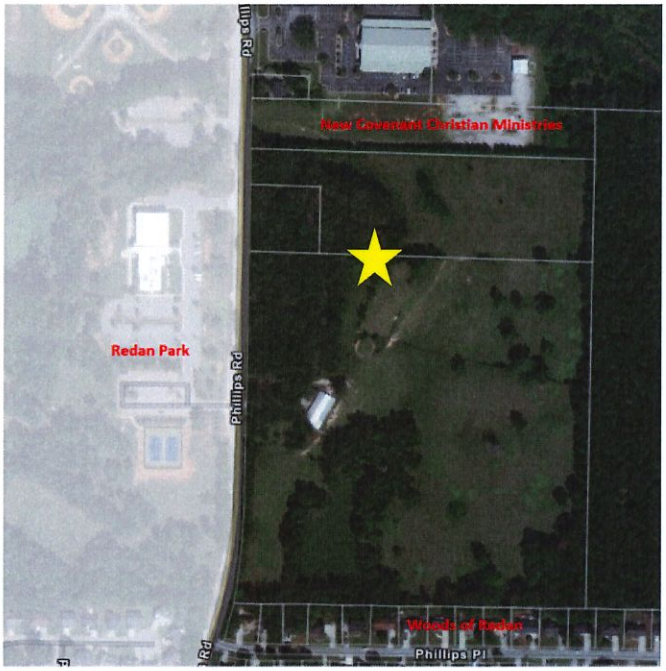
The subject properties are located at 1794, 1800 & 1850 Philips Road. The properties are approximately 1,000 feet south of Philips and South Deshon intersection and 2,500 feet south of the Philips and South Stone Mountain Lithonia Road intersection.

The property is bounded by Philips Road to the west, by an undeveloped parcel to the north, an undeveloped parcel to the east and residential subdivision (Woods of Redan) to the south.



Background

Currently, the property has kept its original zoning classification of R-100 under Stonecrest Zoning Ordinance. The properties are mainly open pasture land with a scattering of mature hardwoods along the property lines closer to Philips Road. A freshwater pond is located to the south west portion of the larger parcel. The topography of the property is characterized as being even throughout.



THE CITY OF STONECREST GEORGIA

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RZ-19-007

Rezoning Request

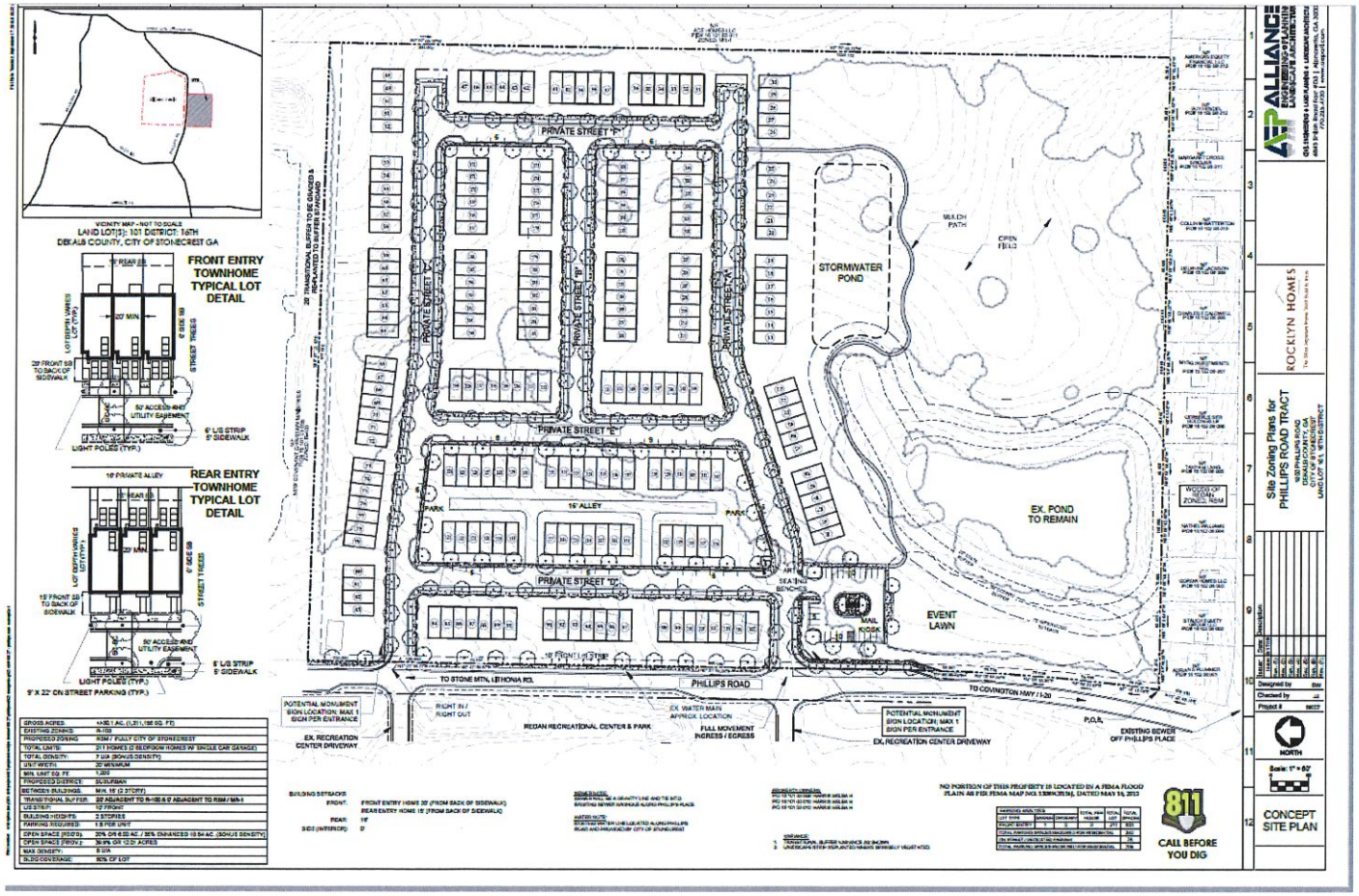
The applicant is requesting to rezone the subject property from R-100 to RSM for the development of 240 fees simple single family attached units at a density of 8 units per acre. The units will be 2-stories, 20 ft in width with a minimum unit size of 1,450 square feet. The units will have one (1) car garages with a parking pad to accommodate two additional cars. The townhome units will be comprised mostly of fiber cement siding with the front elevations will comprise of natural rock, stone and wood accents. Also, there will be two proposed entrance along Philips Road to gain access to the development.

The proposed amenities will be a walking trail structured around the freshwater pond and a community lawn with benched and other outdoor amenities. The starting price point for the town home units will be $190,000.00

The applicant has submitted a revised site plan showing the density from 8 units per acre to 7 unit per acre resulting in 211 total units. The applicant has submitted two revised development for consideration.

Conceptual Site Plan

Revised site plan A provide rear entry for the townhome development.



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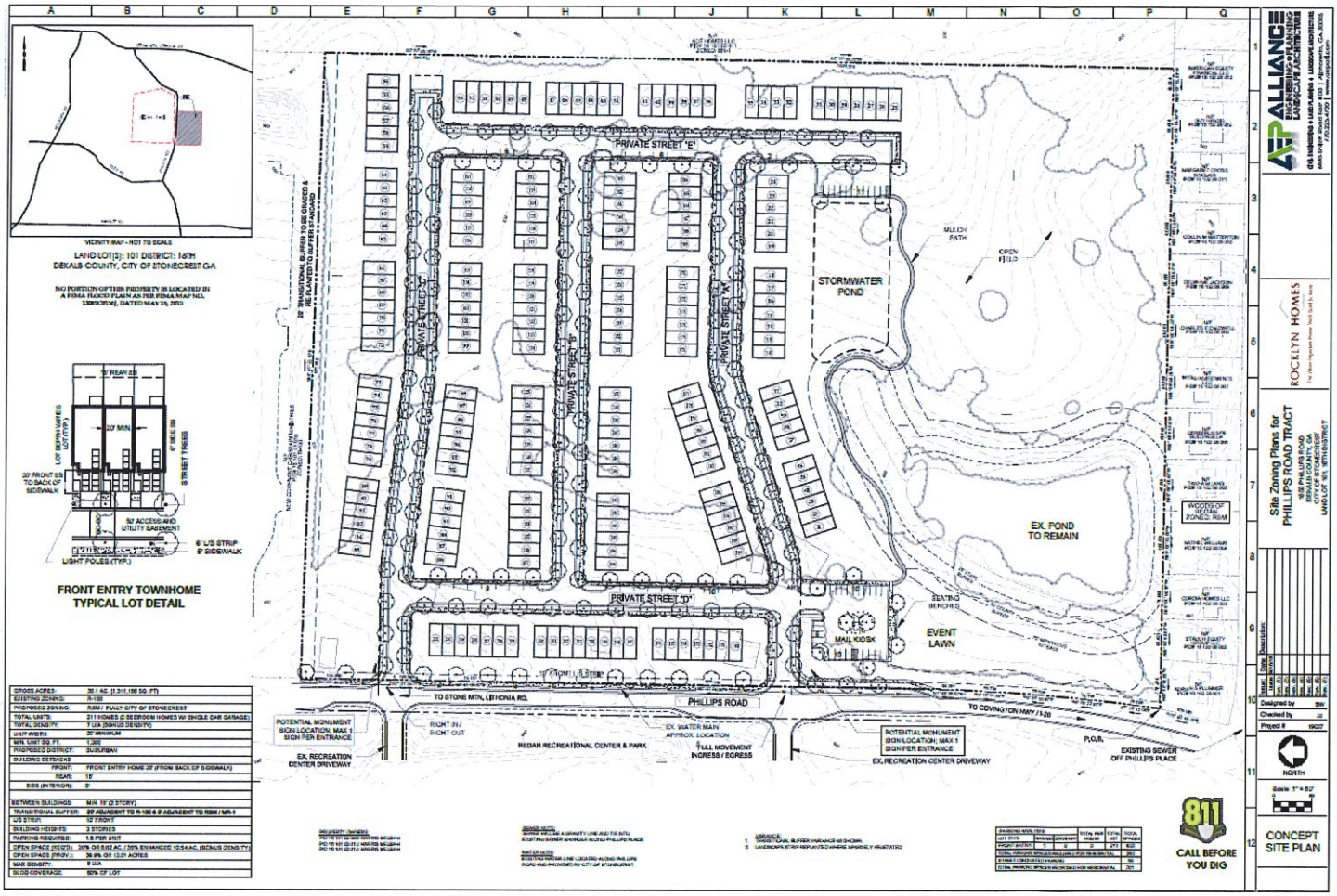
Revised site plan B provide front entry for the townhome development.



Proposed Elevations

Public Participation

Property owners within 500 feet of subject property were mailed notices of the proposed rezoning in July. The community meeting was held on July 11th, 2019 at 6:30 pm at the Redan Recreation Center located at 1839 Philips Road, Lithonia Georgia 30058. Several residents show up to the community meeting regarding the rezoning application. There were several concerns from residents regarding traffic, home buyers, public notice and zoning process.

The applicant held another community meeting for September 25, 2019 from 7:30 pm to 8:30 pm to present the update site plan.

STANDARDS OF REZONING REVIEW

Section *7.3.4 of the Stonecrest Zoning Ordinance list eight factors to be considered in a technical review of a zoning case completed by the Community Development Department and Planning Commission. Each factor is listed with staff analysis.*

- **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property or properties.**

  As shown in the table below, the subject property is surrounded by low to medium density housing. * *Please see the table*

Adjacent & Surrounding Properties	Zoning (Petition Number)	Land Use	Density Non-Residential (SF/Acre) Residential (Units/Acre)
Applicant	**Proposed: RSM**	**Residential**	**8.0 units/Acre**
Adjacent: North	R-100	Residential (Undeveloped)	n/a
Nearby: West	R-100	Institutional Use (Unincorporated DeKalb)	n/a
Adjacent: West	MR-1 (CZ-0713333)	Residential	8-12 units/acre
Nearby: North East	RSM (CZ-03075)	Residential (Redan Square)	4-8 units/acre
Adjacent: South	RSM (Small Lot Residential Mix)	Residential (Woods at Redan)	4-8 units/acre
Nearby: North East	M (Light Industrial)	Industrial (Emmanuel Haitian Church)	n/a

The presence of medium density housing in the surrounding community suggest the proposed development would be suitable for this location.

- **Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan.**

  The subject properties are located within the Suburban character area of the Stonecrest Comprehensive Plan. The intent of the character area is to protect stable neighborhoods from incompatible development that could alter established single-family residential development patterns and density.

  The proposed development is located in an area transitioning from low density housing to medium density housing. The current character of the area shows many of the surrounding properties to be single-family detached. The proposed use would be in keeping with the policy and intent of the comp plan. Staff would note the density of 8.0 units per acre exceed the current density of the surrounding area even though the density is in the limit of the zoning district. Staff believes the density should be lowered to be similar to the surrounding area.

  The applicant submit a revised site plan showing the density dropped from 8 units per acre to 7 units per acre resulting in a total of 211 townhomes instead of the 240 units originally proposed.

- **Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned.**

  The property is currently zoned R-100 which permits the development of detached single-family home development with a minimum lot size of 15,000 square feet. The property has reasonable economic use a currently zoned.

- **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property or properties.**

  The proposed residential use is not anticipated to have a negative impact on the existing use or usability of adjacent or nearby properties. Staff believe the proposed use of a single-family home attached townhome will be in line with the existing character of the area

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

  With the approval of the MR-1 zoning property to the east and the existing RSM zoning classification to the south and north east of the property, its reason to believe the proposed use would be in line with the area, which would give it supporting grounds for approval.

- **Whether the zoning proposal will adversely affect historic buildings, sites, districts, or archaeological resources.**

  There are currently no historic building, sites, districts or archaeological resources on the subject property.

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

  Access to the property will be Phillips Road which is a collector road. The applicant submitted a trip generation report showing trips to and from the development would exceed 100 per trips during peak hours. According to the trip generation, the proposed development is projected to generate approximately 1,764 daily trips (882 In; 882 Out), 110 trips total AM peak hours (25 In; 85 Out), and 129 trips total PM peak hour trips (81 In; 48 Out). The staff has requested a traffic impact analysis for further evaluation of the project.

  The applicant submitted the requested traffic impact analysis for staff to review. After reviewing the traffic analysis, staff believe the proposed use will not case excessive or burdensome use of the existing streets.

  The zoning proposal will not cause an excessive or burdensome on utilities as Dekalb County believes the property has the sewer capacity for a residential development.

  When fully constructed the proposed development would be expected to create 94 additional students. Twenty-five (25) at Redan ES, eleven (11) at Lithonia MS, sixteen (16) at Lithonia HS and forty (40) at other DCSD schools. All three neighborhood schools have the capacity for additional students. The proposed use will not have an excessive or burdensome use on schools.

- **Whether the zoning proposal adversely impacts the environment or surrounding natural resources.**

  The zoning proposal will not adversely impact the environment or surrounding natural resources. The applicant intends to preserve the freshwater pond on the property and make it part of their amenity package. The applicant will have to provide for the management of stormwater according to the City's regulations and state regulations.

STAFF RECOMMENDATION

Staff recommends **Approval** of Land Use Petition RZ-19-007 and therefore shall be subject to the following conditions:

1. The site shall be developed in general conformance with the site plan received by the City on September 19th, 2019.

2. The development shall be limited to the 7.0 units per acre.

3. Exterior elevations shall be substantially similar to the elevations received by the City on June 4th, 2019. Final elevations shall be subject to review and approval of the Planning and Zoning Director.

4. The development shall be limited to a maximum of one (1) full access entrance and one (1) right in/right out only entrance on Phillips Road as shown on the submitted site plan. Said entrances shall be aligned with the driveways to the Redan Recreation Center, subject to adequate spacing requirements, sight distance, and the approval of the Stonecrest City Engineer.

5. Owner/Developer shall install ADA compliant sidewalks along both sides of all proposed streets.

6. Owner/Developer shall construct a deceleration lane at the southern entrance to the development on Phillips Road (Sec. 14-200(9)a), subject to the approval of the Stonecrest City Engineer.

7. Owner/Developer shall construct a left turn lane at the southern (full access) entrance on Phillips Road (Sec. 14-200(9)b), subject to the approval of the Stonecrest City Engineer.

8. Owner/Developer shall install curb & gutter, drainage improvements, and a five foot (5') wide sidewalk along the entire frontage of Phillips Road.

9. Owner/Developer shall dedicate additional right-of-way along the entire frontage of Phillips Road to provide a minimum of thirty feet (30') from the road centerline, twelve feet (12') from the future back of curb, or two feet (2') from the future back of sidewalk, whichever is greater.

10. All proposed private roads shall be designed and constructed in compliance with the City of Stonecrest Development Regulations, subject to the approval of the City Engineer.

11. Owner/Developer shall provide detention, water quality, and channel protection in accordance with the Georgia Stormwater Manual. Detention shall be provided for the 1 thru 100-year storm events with no increased runoff. For the purpose of these calculations, the existing runoff rate shall be considered to be a wooded, predeveloped condition. Detention facilities must be on a separate lot and shall be maintained by the Homeowners Association.
12. Owner/Developer shall comply with the City of Stonecrest Tree Protection Ordinance concerning tree protection and replacement. A minimum on-site tree density of fifteen (15) units/acre shall be required. Any specimen trees removed during the redevelopment shall require additional tree recompense units as required in the ordinance.

13. Water and sewer approval is required by the DeKalb County Department of Watershed Management.

Battle Law, P.C.
Commercial Real Estate & Zoning
www.battlelawpc.com

MICHÈLE L. BATTLE, ESQ.
President

September 19, 2018

VIA HAND DELIVERY

Chris Wheeler
City of Stonecrest Planning Department
3120 Stonecrest Blvd.
Stonecrest, GA 30038

Re: Phillips Road Rezoning Application

Dear Chris:

In an effort to address the issues raised by staff and the community, attached are two updated site plans for the Phillips Road project. Plan A provides rear entry on some of the lots near the front with on-street parallel parking for guest. Please B provides for a small parking lot area in the rear of the site. Please note that the total density has been reduced from 8 units per acre to 7 units per acre, which allows for a large open field area adjacent to the existing homes along Phillips Place. We have scheduled a meeting for September 25, 2019 from 7:30pm until 8:30pm at the Recreational Center to present the updated plan.

Do not hesitate to contact me should you have any questions or comments regarding the enclosed.

Sincerely,

Michèle L. Battle

One West Court Square, Suite 750 Decatur, Georgia 30030
Phone: 404.601.7616 • Fax: 404.745.0045 • mlb@battlelawpc.com

TRAFFIC IMPACT STUDY – DRAFT

PHILLIPS ROAD TRACT DEVELOPMENT

Traffic Impact Study - DRAFT

Phillips Road Tract Development

City of Stonecrest, DeKalb County, Georgia

Report Prepared:

August 2019

Prepared for:

Rocklyn Homes, Inc.

Prepared by:

Kimley-Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
013408001

Kimley»Horn

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Appendix C: *Synchro* Analysis Reports
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Appendix E: Project Fact Sheets

1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *Phillips Road Tract* development, which is expected to be completed in 2023 (referred to herein as "build-out year"). This traffic impact study evaluates the impact of developing approximately 241 multi-family residential units. The site is currently consists of 6 residential buildings (to be demolished).

The approximate 30.1-acre site is bordered by Phillips Road to the west and is located approximately 0.4 miles south of S Stone Mountain Lithonia Road in the City of Stonecrest, DeKalb County, Georgia.

This report will summarize the analyses of the following three (3) scenarios:

1. Existing 2019 Traffic Conditions
2. Projected 2023 No-Build Traffic Conditions (Existing 2019 Traffic Conditions, plus background traffic growth).
3. Projected 2023 Build Traffic Conditions (Projected 2023 No-Build Traffic Conditions, plus traffic associated with the proposed *Phillips Road Tract* development).

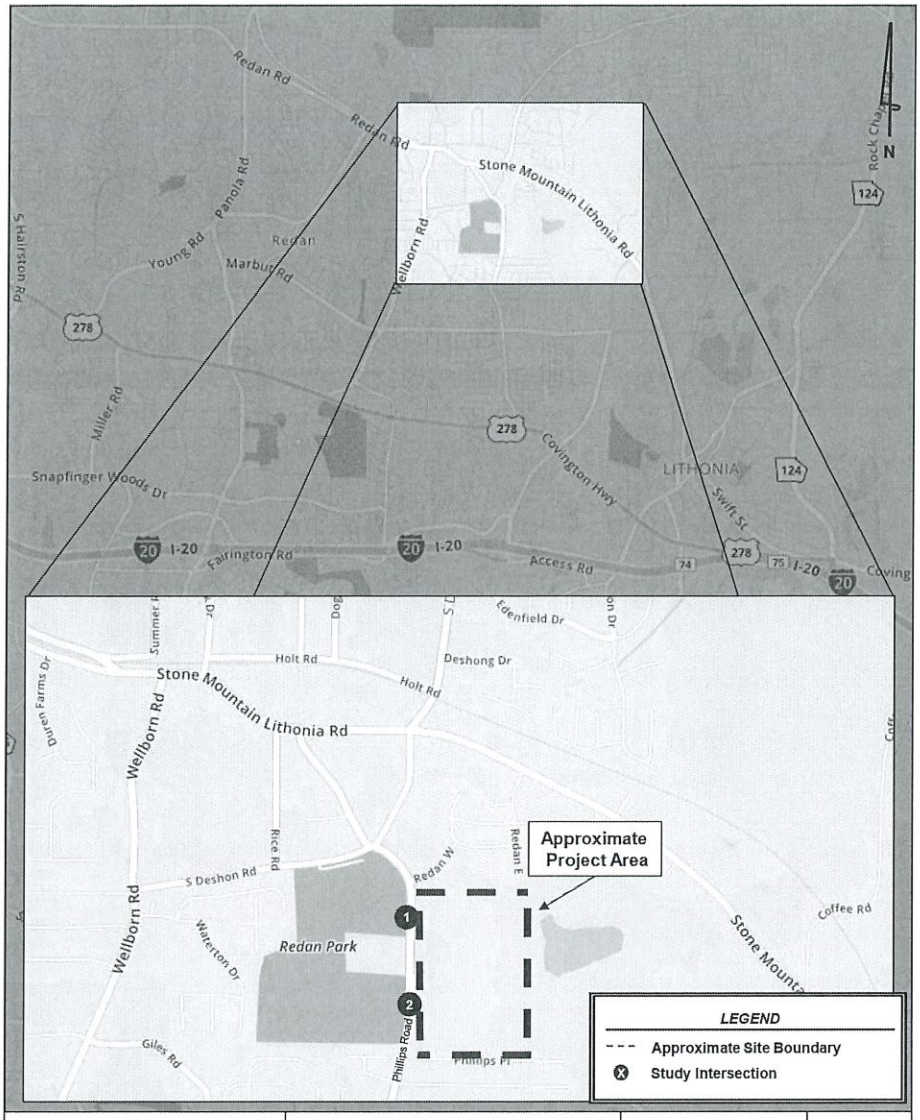
Figure 1 provides a location map. **Figure 2** and **Figure 3** provide aerial images of the project site. Additionally, a copy of the proposed site plan is provided in **Appendix A**.

2.0 STUDY AREA DETERMINATION

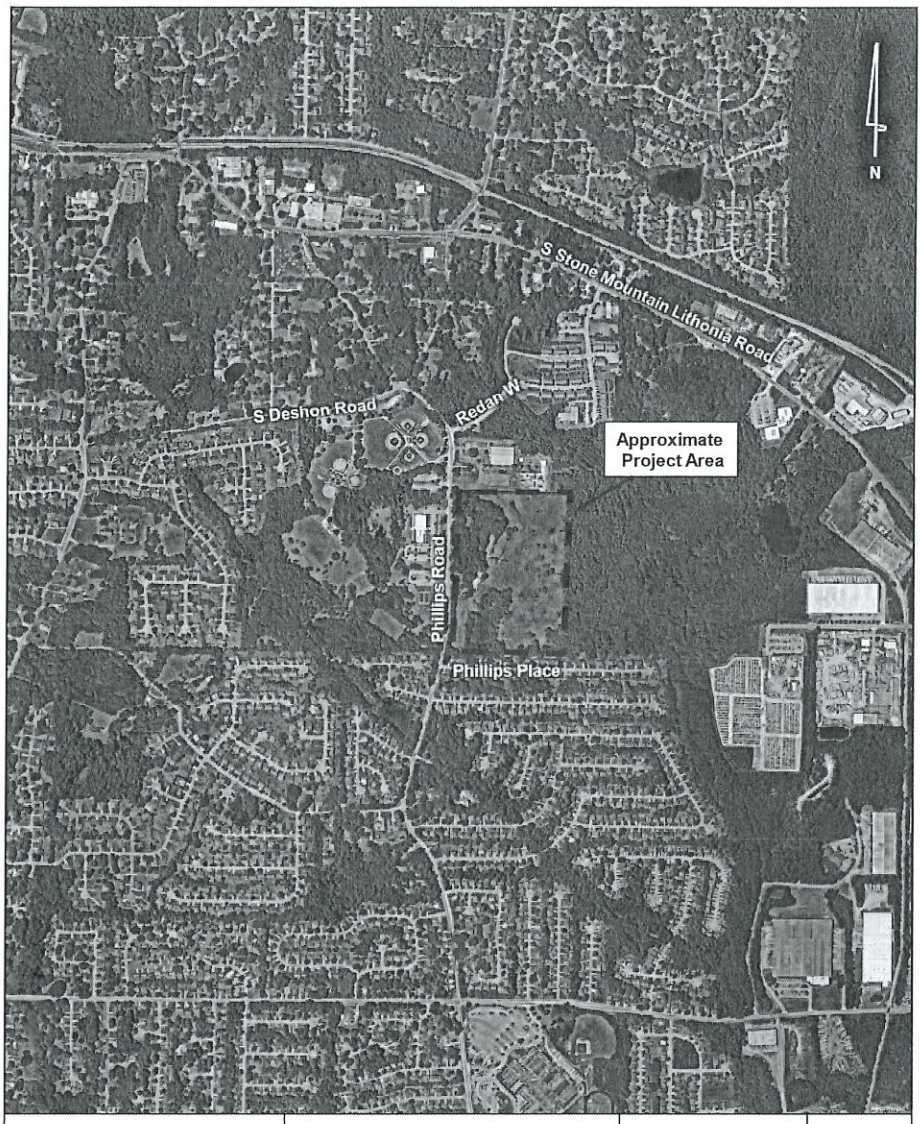
The study area consists of the following existing intersections:

1. Phillips Road at Recreation Center Driveway North/ Proposed Driveway North (unsignalized)
2. Phillips Road at Recreation Center Driveway South/ Existing Private Driveway South (unsignalized)

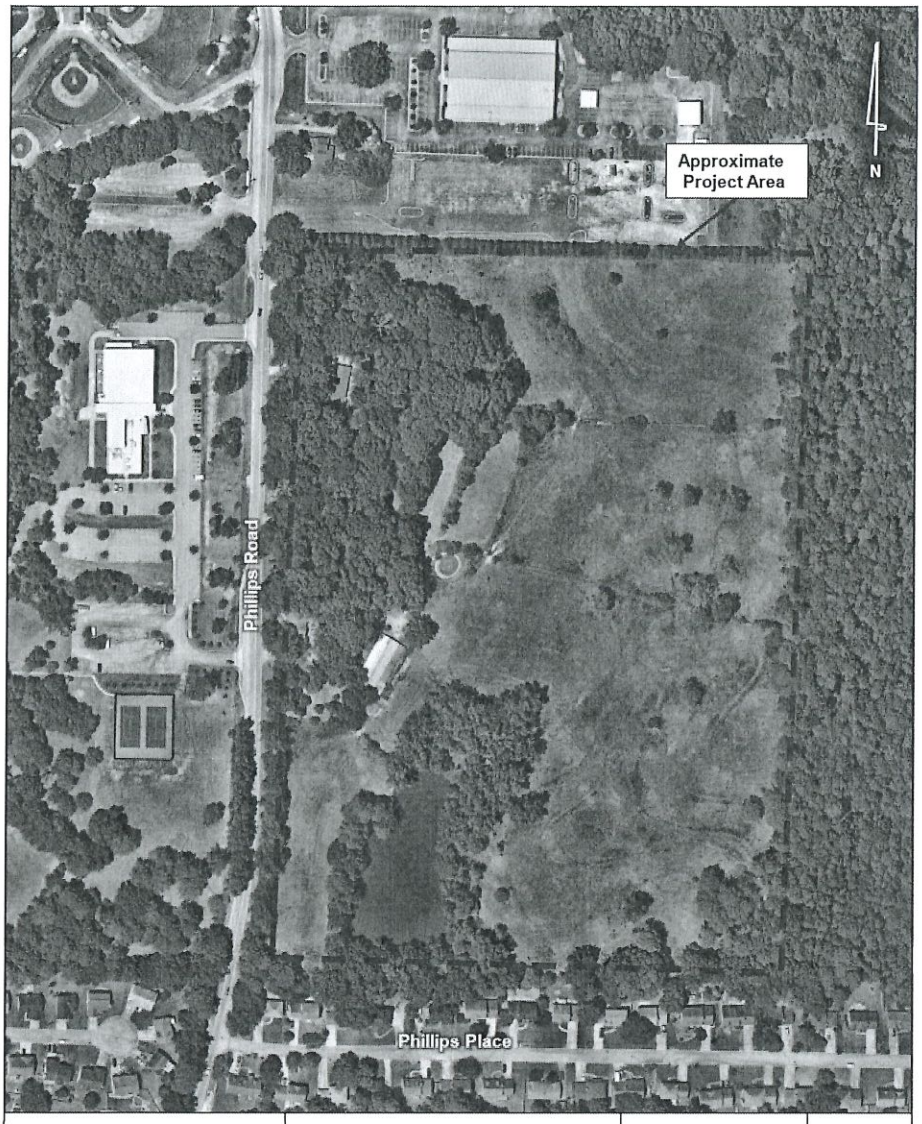
This analysis considers Phillips Road as having a north-south orientation and Phillips Road at Recreation Center Driveway North and Phillips Road at Recreation Center Driveway South as having an east-west orientation.



Kimley»Horn	Phillips Road Tract Development Traffic Impact Study	Site Location Map	Figure 1
			Page 2



Kimley»Horn	Phillips Road Tract Development Traffic Impact Study	Site Aerial (Zoomed Out)	Figure 2
			Page 3



Kimley»Horn	Phillips Road Tract Development Traffic Impact Study	Site Aerial (Zoomed In)	Figure 3
			Page 4

3.0 EXISTING TRAFFIC CONDITIONS

The roadways within the study network have the following characteristics:

Phillips Road is a 2-lane undivided roadway with turn lanes and a posted speed limit of 40 MPH. GDOT counts taken between South Deshon Road and S Stone Mountain Lithonia Road indicate an estimated AADT of 3,360 vehicles per day in 2018. Counts collected by Kimley-Horn on July 23, 2019 indicated an ADT of 3,500 vehicles per day between South Deshon Road and S Stone Mountain Lithonia Road.

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

1. Phillips Road at Recreation Center Driveway North (unsignalized)
2. Phillips Road at Recreation Center Driveway South/ Existing Private Driveway South (unsignalized)

The vehicle peak hour turning movement counts for the study intersections were collected on Tuesday, July 23, 2019. The counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:00 PM to 6:00 PM). Peak hours for all the study intersections are shown in **Table 1**.

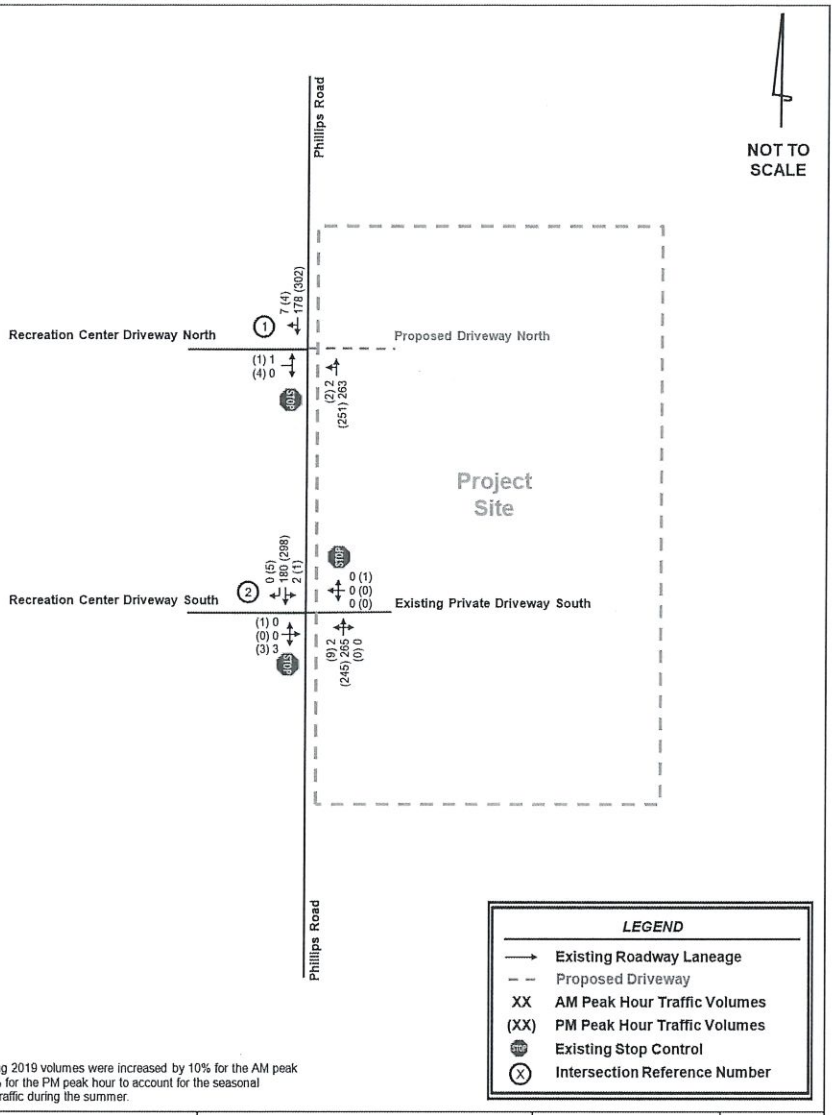
Table 1: Peak Hour Summary

Intersection	AM Peak Hour	PM Peak Hour
1. Phillips Road at Recreation Center Driveway North	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM
2. Phillips Road at Recreation Center Driveway South/ Existing Private Driveway South	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM

The counts collected in July were increased by 10% during the AM Peak Hour and 2% during the PM Peak Hour to account for the seasonal variation in traffic during the summer. This factor is based on historical count data collected at a GDOT count station North along Phillips Road for January 2018 compared to the ADT collected by Kimley-Horn on July 23, 2019. The seasonal adjustment methodology is summarized in **Table 2**.

Table 2: Seasonal Adjustment Methodology *Peak Hour Volume along Phillips Road*	
AM Peak Hour	
January 2018 (GDOT Counts: Peak Hour Volume between S Stone Mountain Lithonia Road and S Deshon Road)	240 vehicles per hour
July 2019 (Collected Counts: Peak Hour Volume between S Stone Mountain Lithonia Road and S Deshon Road)	223 vehicles per hour
Seasonal Adjustment (AM Peak Hour)	**10.0%**
2019 with Seasonal Adjustment (between S Stone Mountain Lithonia Road and S Deshon Road)	245 vehicles per hour
PM Peak Hour	
January 2018 (GDOT Counts: Peak Hour Volume between S Stone Mountain Lithonia Road and S Deshon Road)	287 vehicles per hour
July 2019 (Collected Counts: Peak Hour Volume between S Stone Mountain Lithonia Road and S Deshon Road)	283 vehicles per hour
Seasonal Adjustment (PM Peak Hour)	**2.0%**
2019 with Seasonal Adjustment (between S Stone Mountain Lithonia Road and S Deshon Road)	289 vehicles per hour

Complete traffic count data is provided in **Appendix D**. **Figure 4** illustrates the Existing 2019 traffic conditions for the AM and PM peak hours.



Note: Existing 2019 volumes were increased by 10% for the AM peak hour and 2% for the PM peak hour to account for the seasonal variation in traffic during the summer.

Kimley»Horn	Phillips Road Tract Development Traffic Impact Study	Existing 2019 Traffic Conditions	Figure 4

4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

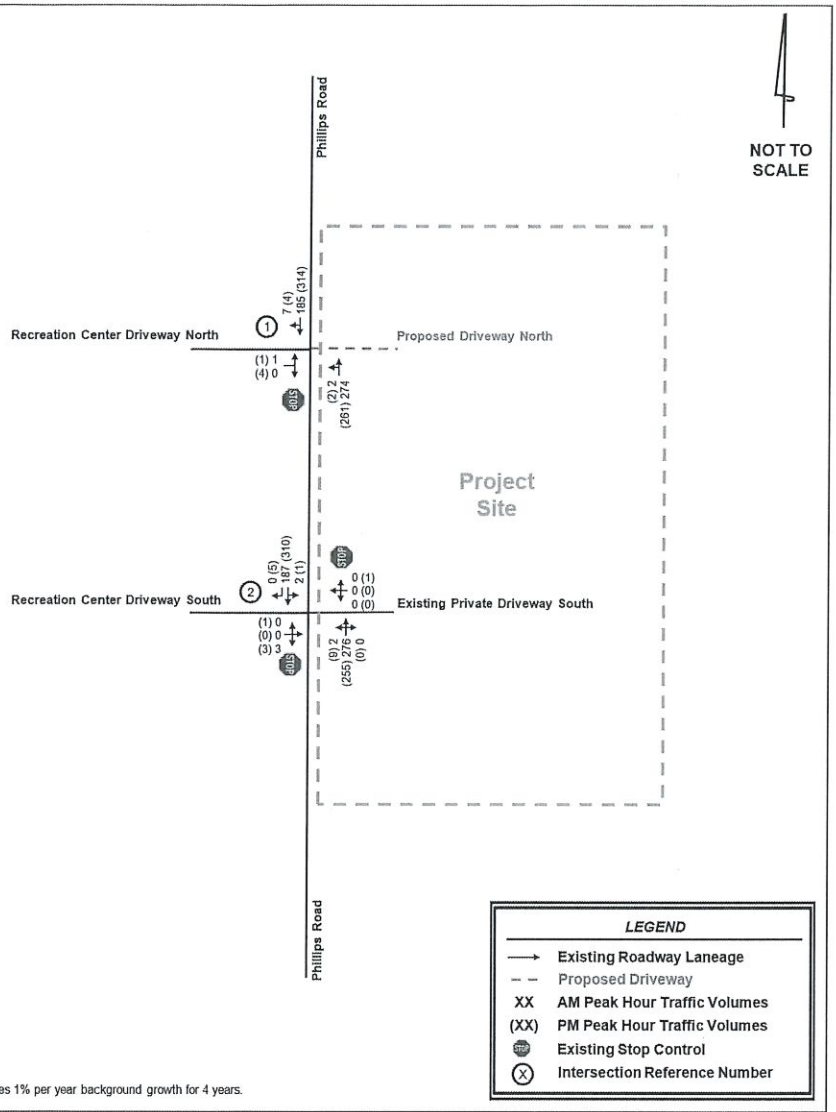
Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *Phillips Road Tract* development. The existing 2019 peak hour traffic volumes were increased by 1.0% per year for four (4) years to account for the expected background traffic growth to 2023. **Figure 5** illustrates the Projected 2023 No-Build traffic conditions for the AM and PM peak hours.

4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

The Atlanta Regional Commission's (ARC's) Atlanta Region's Plan, GDOT GeoPI system, and the DeKalb County SPLOST project list were researched for currently programmed transportation projects within the vicinity of the proposed development. Four (4) projects were identified in the vicinity of the site:

1. **AR-ML-240:** This project provides travel options and more reliable trip times by adding one new Express lane in each direction on I-285 between I-20 and I-85. The network year of the project is 2030.
2. **AR-420:** This project will extend existing MARTA heavy rail transit from the Indian Creek MARTA station south along the I-285 Corridor and then east along the I-20 East corridor to Wesley Chapel Road. Two new stations will be added. One at Wesley Chapel and one at Covington Highway. This project is currently under Environmental Review. The network year of the project is 2040.
3. **GDOT PI #712120:** This project consists of widening the bridge at the I-285 at Redan Road intersection. The project will include a new express lane interchange at Redan Road. No network year has been identified for the project.
4. **1H.1:** This project, which is listed within DeKalb County's SPLOST project list, involves traffic signal improvements at the nearby intersection of Redan Road at South Stone Mountain Lithonia Road. No network year has been identified for the project.

Because the network years of the above projects are not identified or after the build-out of the *Phillips Road Tract* development, no changes to the study network were assumed under the Projected 2023 No-Build conditions per the above projects.



Note: Includes 1% per year background growth for 4 years.

Kimley»Horn	Phillips Road Tract Development Traffic Impact Study	Projected 2023 No-Build Traffic Conditions	Figure 5

5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *Phillips Road Tract* development, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of developing approximately 241 multi-family residential units.

5.1 PROJECT SITE ACCESS

Access to the proposed *Phillips Road Tract* development will be provided through two driveways along Phillips Road, which are shown on the site plan in **Appendix A**. The site driveways provide vehicular access to the entire development.

1. Proposed Driveway North – a proposed unsignalized, right-in/right-out driveway along Phillips Road located across from Recreation Center Driveway North.
2. Existing Private Driveway South – an existing unsignalized, full-movement driveway along Phillips Road located across from Recreation Center Driveway South.

See the referenced site plans in **Appendix A** for a visual representation of vehicular access and circulation throughout the site.

5.2 TRIP GENERATION

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Tenth Edition, 2017. The trip generation was calculated assuming multifamily housing (Land Use 220). **Table 3** summarizes the trip generation for the proposed development under full build-out (year 2023).

Table 3: Project Trip Generation Summary

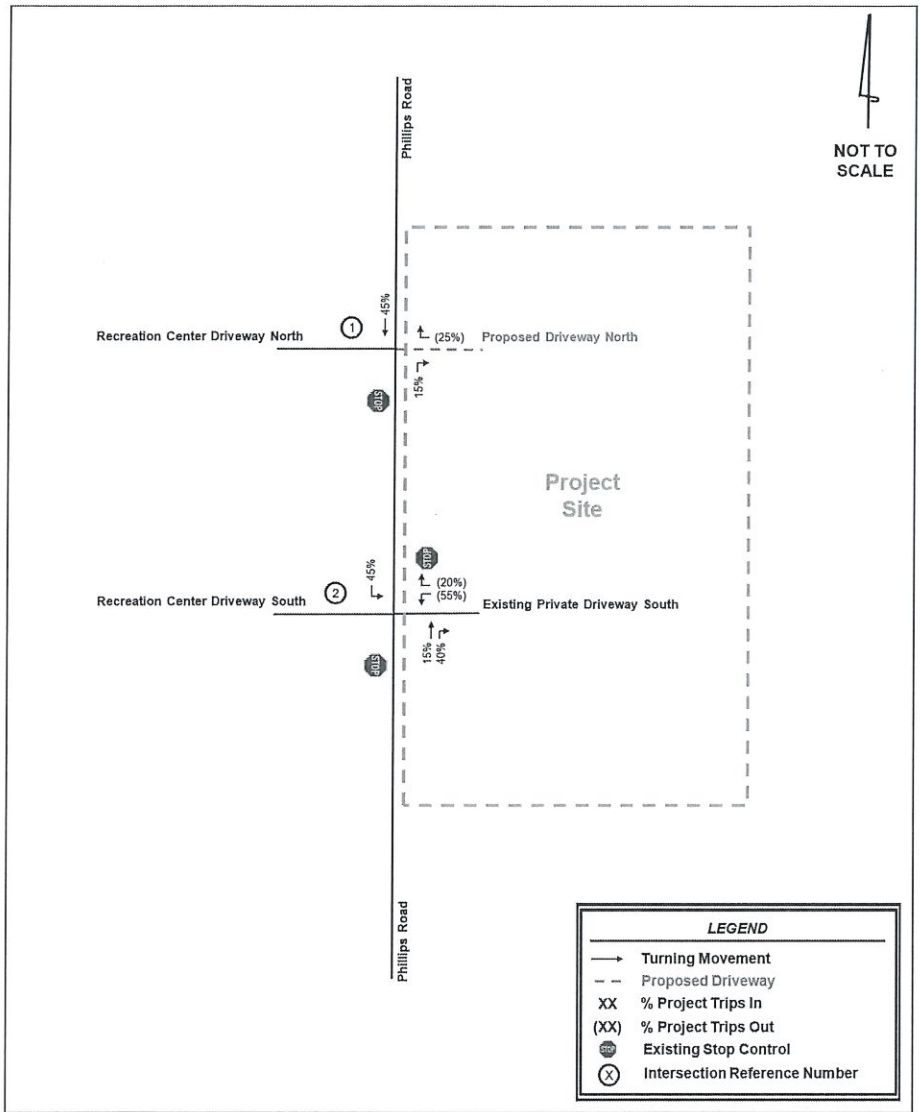
Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Multifamily Housing (Low-Rise)	241 units	220	882	882	25	85	81	48
Total			**882**	**882**	**25**	**85**	**81**	**48**

For the purposes of a more conservative analysis, mixed-use reductions, alternative mode reductions, and pass-by reductions were assumed to be zero.

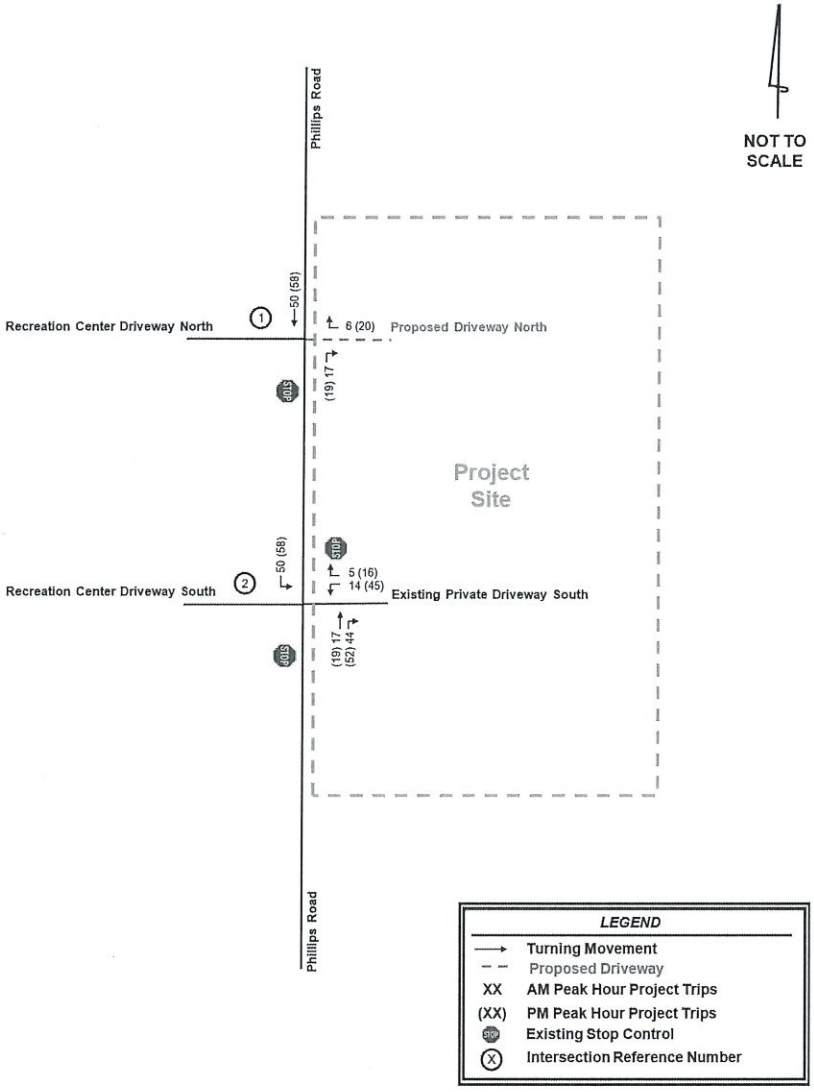
5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area and the existing peak hour turning movement counts. Detailed residential trip distributions are illustrated in **Figure 6**.

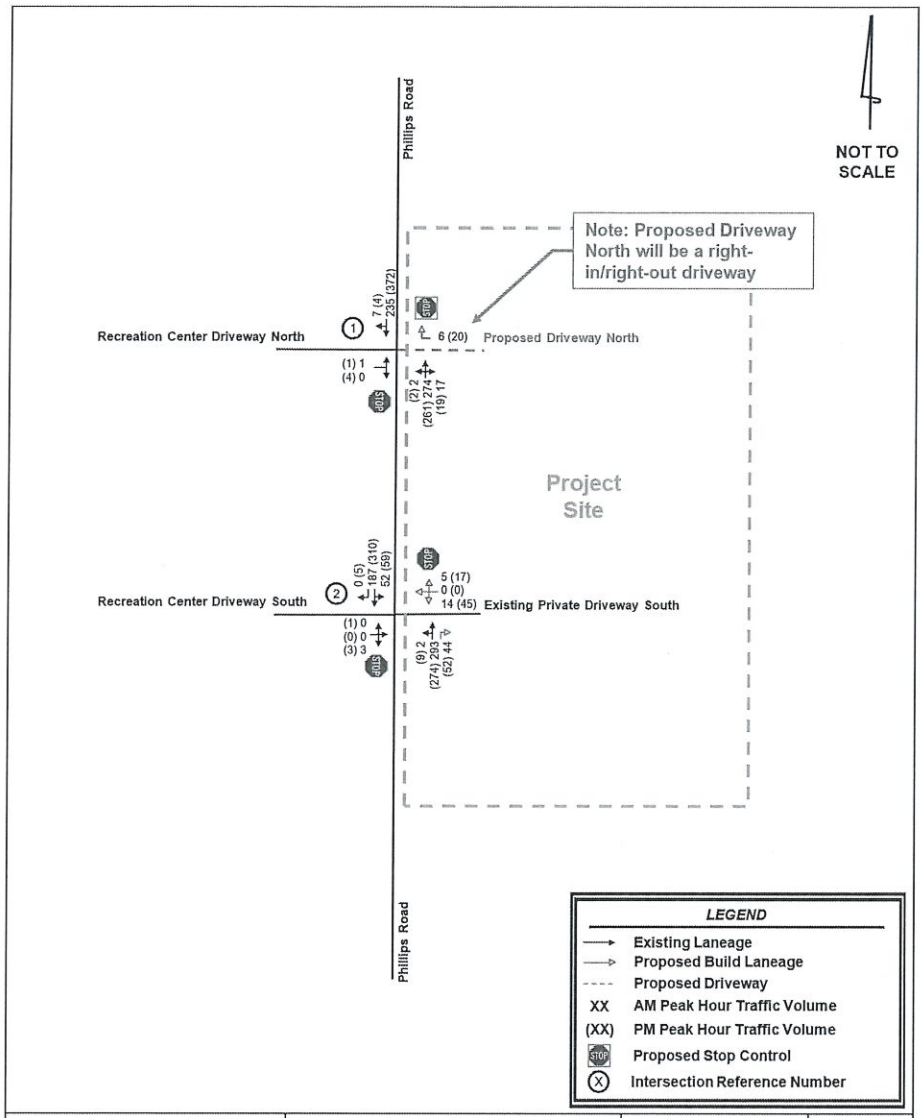
Based on the trip generation from **Table 3** and the anticipated trip distribution, net new project trips were assigned to the study roadway network and are illustrated on **Figure 7** for the Build scenario. **Figure 8** illustrates the Projected 2023 Build traffic conditions for the AM and PM peak hours. **Appendix B** provides intersection volume worksheets for all intersections and driveways within the study network.



Kimley»Horn	Phillips Road Tract Development Traffic Impact Study	Residential Trip Distribution & Assignment	Figure 6



Kimley»Horn	Phillips Road Tract Development Traffic Impact Study	Project Trips	Figure 7
			Page 13



Kimley»Horn	Phillips Road Tract Development Traffic Impact Study	Projected 2023 Build Traffic Conditions	Figure 8
			Page 14

6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the existing study network intersections and proposed access intersections using *Synchro Professional, Version 10.0*. The program uses methodologies contained in the *6th Edition Highway Capacity Manual* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

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

LOS for signalized intersections and all-way stop controlled unsignalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a LOS, while the intersection as a whole may operate acceptably.

In addition to the Existing 2019 traffic conditions, an analysis was performed for the AM and PM peak hours for the Projected 2023 No-Build and Build traffic conditions. The results of the LOS analysis for the Existing 2019 and the Projected 2023 traffic conditions are summarized in **Table 4**. A detailed set of analyses from Synchro is available in **Appendix C**.

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

Intersection	Control	Approach	Existing 2019 Conditions		Projected 2023 No-Build Conditions		Projected 2023 Build Conditions	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Phillips Road at Recreation Center Driveway North/ Proposed Driveway North (unsignalized)	TWSC	EB	B (11.7)	A (9.3)	B (11.9)	A (9.4)	B (13.4)	B (12.2)
		WB	-	-	-	-	A (9.9)	B (10.1)
2. Phillips Road at Recreation Center Driveway South/ Existing Private Driveway South (unsignalized)	TWSC	EB	A (9.4)	A (8.9)	A (9.4)	A (9.0)	A (9.4)	A (9.0)
		WB	A (0)	A (9.8)	A (0)	A (9.9)	B (14.6)	C (19.2)
		SBL	A (7.9)	A (7.8)	A (7.9)	A (7.9)	A (8.1)	A (8.1)

As shown in **Table 4**, all intersections currently operate at an acceptable LOS during the AM and PM peak hours under the Existing 2019 conditions.

Under Projected 2023 No-Build and Build conditions, all of the study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours.

7.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *Phillips Road Tract* development bordered by Phillips Road to the west and is located approximately 0.4 miles south of S Stone Mountain Lithonia Road in the City of Stonecrest, DeKalb County, Georgia. The development, which is approximately 30.1 acres in size, will consist of approximately 241 multi-family residential units.

The study network, which consists of two (2) intersections, were analyzed for the weekday AM and PM peak hours under Existing 2019 conditions, Projected 2023 No-Build conditions (four years of background traffic growth), Projected 2023 Build conditions (Projected 2023 No-Build Traffic Conditions, plus traffic associated with the proposed *Phillips Road Tract* development).

Under Projected 2023 No-Build conditions, all of the study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours.

Under Projected 2023 Build conditions, all of the study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours.

7.1 RECOMMENDED SYSTEM IMPROVEMENTS

Based on the results of this study, Kimley-Horn and Associates, Inc. does not recommend any additional system improvements to serve the Projected 2023 Build traffic conditions (note: this would be the improvements needed to serve the background traffic without taking into account the traffic associated with the *Phillips Road Tract* development).

7.2 RECOMMENDED SITE-ACCESS IMPROVEMENTS

Based on the results of this study, Kimley-Horn and Associates, Inc. offers the following:

- The 2 proposed site driveways are sufficient to serve the proposed development.

Intersection #1: Phillips Road at Recreation Center Driveway North/ Proposed Driveway North

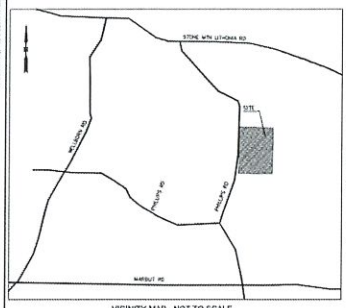
- Provide one (1) right-in/right-out driveway access into and out of the site.

Intersection #2: Phillips Road at Recreation Center Driveway South/ Existing Private Driveway South

- Construct one (1) northbound right-turn lane with a storage length of 150 feet and a taper length of 50 feet into the site along Phillips Road.

APPENDIX A

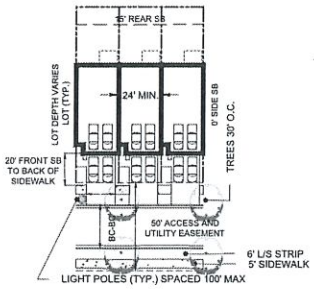
Site Plan



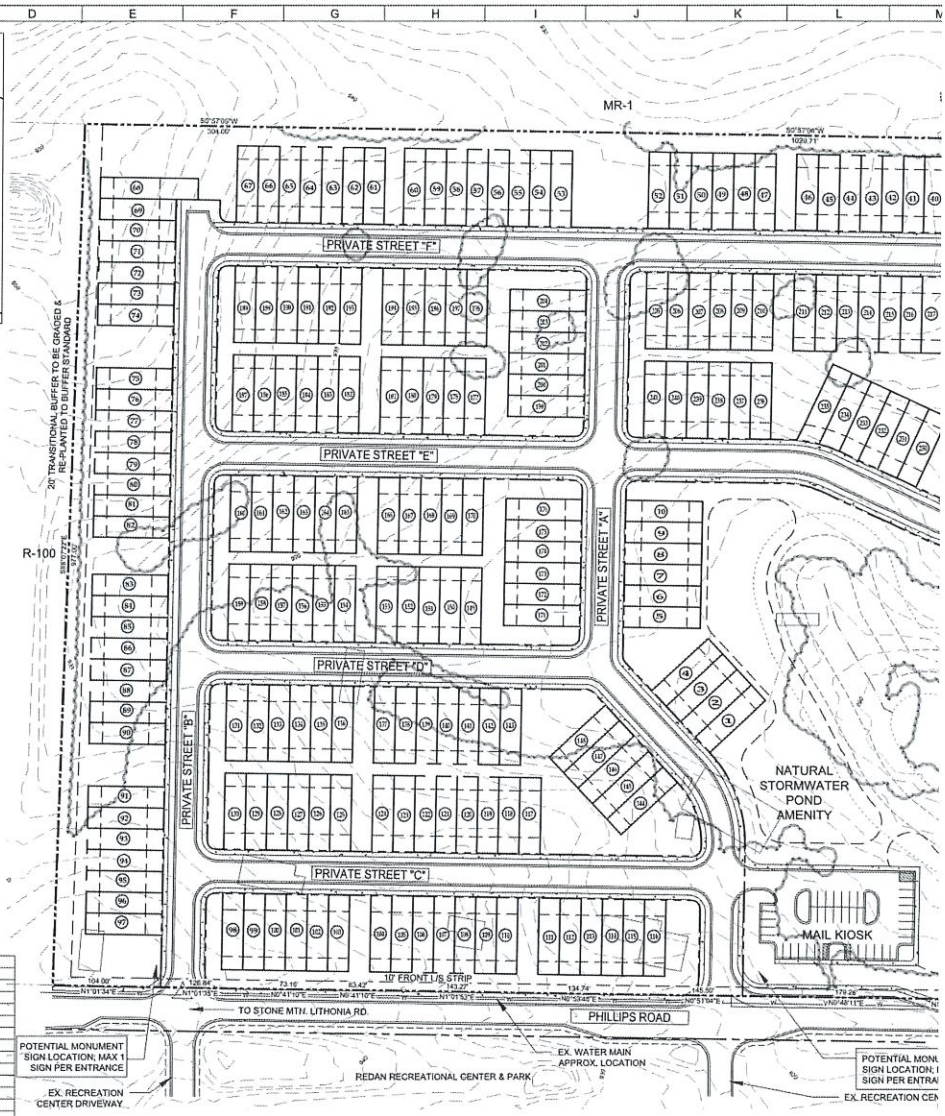
VICINITY MAP - NOT TO SCALE

LAND LOT(S): 101 DISTRICT: 16TH
DEKALB COUNTY, CITY OF STONECREST GA
DATE: MAY 31, 2019

NO PORTION OF THIS PROPERTY IS LOCATED IN A FEMA FLOOD PLAIN AS PER FEMA MAP NO. 13089C0156J, DATED MAY 16, 2013



FRONT ENTRY TOWNHOME TYPICAL LOT DETAIL



GROSS ACRES:	30.1 AC. (1,311,156 SQ. FT)
EXISTING ZONING:	R-100
PROPOSED ZONING:	RSM / FULLY CITY OF STONECREST
TOTAL UNITS:	241 HOMES
TOTAL DENSITY:	8 U/A (BONUS DENSITY)
UNIT WIDTH:	24' MINIMUM
MIN. UNIT SQ. FT.	1,000
PROPOSED DISTRICT:	SUBURBAN
BUILDING SETBACKS	
FRONT:	20' (FROM BACK OF SIDEWALK)
REAR:	15'
SIDE (INTERIOR):	10'
BETWEEN BUILDINGS:	MIN. 15' (2 STORY); MIN. 20' (3 STORY)
TRANSITIONAL BUFFER:	20' ADJACENT TO R-100 & 0' ADJACENT TO RSM / MR-1
L/S STRIP:	10' FRONT
BUILDING HEIGHTS:	3 STORIES OR 45'
PARKING REQUIRED:	1.5 PER UNIT
OPEN SPACE:	20% OR 6.02 AC. / 35% ENHANCED 10.54 AC. (BONUS DENSITY)
FLOOR AREA RATIO:	<3.5 ALLOWED/ LESS THAN 3.5 PROVIDED
MAX DENSITY:	8 U/A
BLDG COVERAGE:	70% OF LOT

PROPERTY OWNERS:
PID 16 101 03 012: HARRIS MELBA H
PID 16 101 03 008: HARRIS MELBA H
PID 16 101 03 012: HARRIS MELBA H

SEWER NOTE:
SEWER WILL BE A GRAVITY LINE AND TIE INTO EXISTING SEWER MANHOLE ALONG PHILLIPS PLACE

WATER NOTE:
EXISTING WATER LINE LOCATED ALONG PHILLIPS ROAD AND PROVIDED BY CITY OF STONECREST.

VARIANCE:
1. PARKING SPACES FOR DWELLING UNITS LOCATED IN FRONT OF BUILDING
2. TRANSITIONAL BUFFER VARIANCE AS SHOWN.
3. LANDSCAPE STRIP REPLANTED WHERE SPARSELY VEGETATED.

APPENDIX B

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #Int #1: Phillips Road @ Recreation Center Driveway North
AM PEAK HOUR

Description	Phillips Road Northbound Left	Through	Right	Phillips Road Southbound Left	Through	Right	creation Center Driveway Nor Eastbound Left	Through	Right	Proposed Driveway North Westbound Left	Through	Right
Observed 2019 Traffic Volumes	2	239	0	0	162	6	1	0	0	0	0	0
Pedestrians		0			0			4			0	
Conflicting Pedestrians	4	0	0	0	0	4	0	0	0	0	0	0
Heavy Vehicles	0	5	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2019 Volumes	2	263	0	0	178	7	1	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
2023 Background Traffic	2	274	0	0	185	7	1	0	0	0	0	0
Project Trips (Future Development Only)												
Trip Distribution IN			15%		45%							
Trip Distribution OUT												25%
Residential Trips	0	0	17	0	50	0	0	0	0	0	0	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	17	0	50	0	0	0	0	0	0	6
2023 Buildout Total	2	274	17	0	235	7	1	0	0	0	0	6

PM PEAK HOUR

Description	Phillips Road Northbound Left	Through	Right	Phillips Road Southbound Left	Through	Right	creation Center Driveway Nor Eastbound Left	Through	Right	Proposed Driveway North Westbound Left	Through	Right
Observed 2019 Traffic Volumes	2	246	0	0	296	4	1	0	4	0	0	0
Pedestrians		0			0			5			0	
Conflicting Pedestrians	5	0	0	0	0	5	0	0	0	0	0	0
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.83			0.83			0.83			0.83	
Adjustment	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Adjusted 2019 Volumes	2	251	0	0	302	4	1	0	4	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
2023 Background Traffic	2	261	0	0	314	4	1	0	4	0	0	0
Project Trips (Future Development Only)												
Trip Distribution IN			15%		45%							
Trip Distribution OUT												25%
Residential Trips	0	0	19	0	58	0	0	0	0	0	0	20
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	19	0	58	0	0	0	0	0	0	20
2023 Buildout Total	2	261	19	0	372	4	1	0	4	0	0	20

INTERSECTION VOLUME DEVELOPMENT

Intersection #Int #2: Phillips Road @ Recreation Center Driveway South

AM PEAK HOUR

Description	Phillips Road Northbound Left	Through	Right	Phillips Road Southbound Left	Through	Right	creation Center Driveway Sou Eastbound Left	Through	Right	Existing Private Driveway Sout Westbound Left	Through	Right
Observed 2019 Traffic Volumes	2	241	0	2	164	0	0	0	3	0	0	0
Pedestrians		0			0			3			0	
Conflicting Pedestrians	3	0	0	0	0	3	0	0	0	0	0	0
Heavy Vehicles	0	5	0	0	3	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	2%	2%	0%	0%	0%	2%	0%	0%	0%
Peak Hour Factor		0.85			0.85			0.85			0.85	
Adjustment	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2019 Volumes	2	265	0	2	180	0	0	0	3	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
2023 Background Traffic	2	276	0	2	187	0	0	0	3	0	0	0
Project Trips (Future Development Only)												
Trip Distribution IN		15%	40%	45%								
Trip Distribution OUT										55%		20%
Residential Trips	0	17	44	50	0	0	0	0	0	14	0	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	17	44	50	0	0	0	0	0	14	0	5
2023 Buildout Total	2	293	44	52	187	0	0	0	3	14	0	5

PM PEAK HOUR

Description	Phillips Road Northbound Left	Through	Right	Phillips Road Southbound Left	Through	Right	creation Center Driveway Sou Eastbound Left	Through	Right	Existing Private Driveway Sout Westbound Left	Through	Right
Observed 2019 Traffic Volumes	9	240	0	1	292	5	1	0	3	0	0	1
Pedestrians		0			0			5			0	
Conflicting Pedestrians	5	0	0	0	0	5	0	0	0	0	0	0
Heavy Vehicles	0	2	0	0	1	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	2%	2%	2%	2%	0%	2%	0%	0%	2%
Peak Hour Factor		0.86			0.86			0.86			0.86	
Adjustment	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Adjusted 2019 Volumes	9	245	0	1	298	5	1	0	3	0	0	1
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
2023 Background Traffic	9	255	0	1	310	5	1	0	3	0	0	1
Project Trips (Future Development Only)												
Trip Distribution IN		15%	40%	45%								
Trip Distribution OUT										55%		20%
Residential Trips	0	19	52	58	0	0	0	0	0	45	0	16
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	19	52	58	0	0	0	0	0	45	0	16
2023 Buildout Total	9	274	52	59	310	5	1	0	3	45	0	17

Kimley»Horn

APPENDIX C

Synchro Analysis Reports

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	2	263	178	7
Future Vol, veh/h	1	0	2	263	178	7
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	2	2	2	2
Mvmt Flow	1	0	2	286	193	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	487	197	197	0	-	0
Stage 1	197	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.218	-	-	-
Pot Cap-1 Maneuver	540	849	1376	-	-	0
Stage 1	836	-	-	-	-	0
Stage 2	759	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	535	846	1371	-	-	-
Mov Cap-2 Maneuver	535	-	-	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	756	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1371	-	535	-
HCM Lane V/C Ratio	0.002	-	0.002	-
HCM Control Delay (s)	7.6	0	11.7	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			↰	↱
Traffic Vol, veh/h	0	0	3	0	0	0	2	265	0	2	180	0
Future Vol, veh/h	0	0	3	0	0	0	2	265	0	2	180	0
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	-	-	-	110
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	2	0	0	0	2	2	0	2	2	0
Mvmt Flow	0	0	4	0	0	0	2	312	0	2	212	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	535	535	215	532	535	312	215	0	0	312	0	0
Stage 1	219	219	-	316	316	-	-	-	-	-	-	-
Stage 2	316	316	-	216	219	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	459	454	825	461	454	733	1355	-	-	1248	-	0
Stage 1	788	726	-	699	659	-	-	-	-	-	-	0
Stage 2	699	659	-	791	726	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	456	451	823	458	451	733	1351	-	-	1248	-	-
Mov Cap-2 Maneuver	456	451	-	458	451	-	-	-	-	-	-	-
Stage 1	784	722	-	698	658	-	-	-	-	-	-	-
Stage 2	698	658	-	786	722	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	0	0.1	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1351	-	-	823	-	1248	-
HCM Lane V/C Ratio	0.002	-	-	0.004	-	0.002	-
HCM Control Delay (s)	7.7	0	-	9.4	0	7.9	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	2	251	302	4
Future Vol, veh/h	1	4	2	251	302	4
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	2	302	364	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	675	369	369	0	-	0
Stage 1	369	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	419	677	1190	-	-	0
Stage 1	699	-	-	-	-	0
Stage 2	747	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	414	674	1184	-	-	-
Mov Cap-2 Maneuver	414	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	743	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1184	-	843	-
HCM Lane V/C Ratio	0.002	-	0.007	-
HCM Control Delay (s)	8	0	9.3	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			↰↑	↱
Traffic Vol, veh/h	1	0	3	0	0	1	9	245	0	1	298	5
Future Vol, veh/h	1	0	3	0	0	1	9	245	0	1	298	5
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	-	-	-	110
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	0	2	0	0	2	2	2	0	2	2	2
Mvmt Flow	1	0	3	0	0	1	10	285	0	1	347	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	660	659	352	654	659	285	352	0	0	285	0	0
Stage 1	354	354	-	305	305	-	-	-	-	-	-	-
Stage 2	306	305	-	349	354	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	7.1	6.5	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	3.5	4	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	376	386	692	383	386	754	1207	-	-	1277	-	0
Stage 1	663	634	-	709	666	-	-	-	-	-	-	0
Stage 2	704	666	-	671	634	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	370	380	689	378	380	754	1201	-	-	1277	-	-
Mov Cap-2 Maneuver	370	380	-	378	380	-	-	-	-	-	-	-
Stage 1	653	630	-	702	659	-	-	-	-	-	-	-
Stage 2	696	659	-	667	630	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9.8	0.3	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1201	-	-	919	754	1277	-
HCM Lane V/C Ratio	0.009	-	-	0.005	0.002	0.001	-
HCM Control Delay (s)	8	0	-	8.9	9.8	7.8	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	2	274	185	7
Future Vol, veh/h	1	0	2	274	185	7
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	2	2	2	2
Mvmt Flow	1	0	2	298	201	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	507	205	205	0	-	0
Stage 1	205	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.218	-	-	-
Pot Cap-1 Maneuver	525	841	1366	-	-	0
Stage 1	829	-	-	-	-	0
Stage 2	750	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	520	838	1361	-	-	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	747	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1361	-	520	-
HCM Lane V/C Ratio	0.002	-	0.002	-
HCM Control Delay (s)	7.6	0	11.9	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			↰	↱
Traffic Vol, veh/h	0	0	3	0	0	0	2	276	0	2	187	0
Future Vol, veh/h	0	0	3	0	0	0	2	276	0	2	187	0
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	-	-	-	110
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	2	0	0	0	2	2	0	2	2	0
Mvmt Flow	0	0	4	0	0	0	2	325	0	2	220	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	556	556	223	553	556	325	223	0	0	325	0	0
Stage 1	227	227	-	329	329	-	-	-	-	-	-	-
Stage 2	329	329	-	224	227	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	445	442	817	447	442	721	1346	-	-	1235	-	0
Stage 1	780	720	-	688	650	-	-	-	-	-	-	0
Stage 2	688	650	-	783	720	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	442	439	815	444	439	721	1342	-	-	1235	-	-
Mov Cap-2 Maneuver	442	439	-	444	439	-	-	-	-	-	-	-
Stage 1	776	716	-	687	649	-	-	-	-	-	-	-
Stage 2	687	649	-	778	716	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	0	0.1	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1342	-	-	815	-	1235	-
HCM Lane V/C Ratio	0.002	-	-	0.004	-	0.002	-
HCM Control Delay (s)	7.7	0	-	9.4	0	7.9	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	2	261	314	4
Future Vol, veh/h	1	4	2	261	314	4
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	2	314	378	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	701	383	383	0	-	0
Stage 1	383	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	405	664	1175	-	-	0
Stage 1	689	-	-	-	-	0
Stage 2	738	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	400	661	1169	-	-	-
Mov Cap-2 Maneuver	400	-	-	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	734	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1169	-	826	-
HCM Lane V/C Ratio	0.002	-	0.007	-
HCM Control Delay (s)	8.1	0	9.4	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			↰	↱
Traffic Vol, veh/h	1	0	3	0	0	1	9	255	0	1	310	5
Future Vol, veh/h	1	0	3	0	0	1	9	255	0	1	310	5
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	-	-	-	110
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	0	2	0	0	2	2	2	0	2	2	2
Mvmt Flow	1	0	3	0	0	1	10	297	0	1	360	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	685	684	365	679	684	297	365	0	0	297	0	0
Stage 1	367	367	-	317	317	-	-	-	-	-	-	-
Stage 2	318	317	-	362	367	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	7.1	6.5	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	3.5	4	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	362	374	680	368	374	742	1194	-	-	1264	-	0
Stage 1	653	626	-	698	658	-	-	-	-	-	-	0
Stage 2	693	658	-	661	626	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	357	368	677	363	368	742	1188	-	-	1264	-	-
Mov Cap-2 Maneuver	357	368	-	363	368	-	-	-	-	-	-	-
Stage 1	643	622	-	691	651	-	-	-	-	-	-	-
Stage 2	685	651	-	657	622	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9.9	0.3	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1188	-	-	903	742	1264	-
HCM Lane V/C Ratio	0.009	-	-	0.005	0.002	0.001	-
HCM Control Delay (s)	8.1	0	-	9	9.9	7.9	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥				↱		✥			↑	
Traffic Vol, veh/h	1	0	0	0	0	6	2	274	17	0	235	7
Future Vol, veh/h	1	0	0	0	0	6	2	274	17	0	235	7
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	0	0	0	2	2	0	0	2	2
Mvmt Flow	1	0	0	0	0	7	2	298	18	0	255	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	565	565	263	-	-	298	267	0	-	-	-	0
Stage 1	263	263	-	-	-	-	-	-	-	-	-	-
Stage 2	302	302	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.2	-	-	6.2	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.5	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.3	-	-	3.3	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	436	437	781	0	0	746	1297	-	0	0	-	-
Stage 1	742	694	-	0	0	-	-	-	0	0	-	-
Stage 2	707	668	-	0	0	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	430	434	778	-	-	746	1292	-	-	-	-	-
Mov Cap-2 Maneuver	430	434	-	-	-	-	-	-	-	-	-	-
Stage 1	738	691	-	-	-	-	-	-	-	-	-	-
Stage 2	699	667	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	9.9	0.1	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1292	-	430	746	-	-
HCM Lane V/C Ratio	0.002	-	0.003	0.009	-	-
HCM Control Delay (s)	7.8	0	13.4	9.9	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			↰	↱		↰	↱
Traffic Vol, veh/h	0	0	3	14	0	5	2	293	44	52	187	0
Future Vol, veh/h	0	0	3	14	0	5	2	293	44	52	187	0
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	180	-	-	110
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	2	0	0	0	2	2	0	2	2	0
Mvmt Flow	0	0	4	16	0	6	2	345	52	61	220	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	697	694	223	691	694	345	223	0	-	345	0	0
Stage 1	345	345	-	349	349	-	-	-	-	-	-	-
Stage 2	352	349	-	342	345	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	358	369	817	362	369	702	1346	-	0	1214	-	0
Stage 1	675	640	-	671	637	-	-	-	0	-	-	0
Stage 2	669	637	-	677	640	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	338	346	815	344	346	702	1342	-	-	1214	-	-
Mov Cap-2 Maneuver	338	346	-	344	346	-	-	-	-	-	-	-
Stage 1	672	602	-	670	636	-	-	-	-	-	-	-
Stage 2	662	636	-	636	602	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	14.6	0.1	1.8
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1342	-	815	397	1214	-
HCM Lane V/C Ratio	0.002	-	0.004	0.056	0.05	-
HCM Control Delay (s)	7.7	0	9.4	14.6	8.1	0
HCM Lane LOS	A	A	A	B	A	A
HCM 95th %tile Q(veh)	0	-	0	0.2	0.2	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔				↱		↔			↳	
Traffic Vol, veh/h	1	0	4	0	0	20	2	261	19	0	372	4
Future Vol, veh/h	1	0	4	0	0	20	2	261	19	0	372	4
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	0	2	0	0	0	2	2	0	0	2	2
Mvmt Flow	1	0	5	0	0	24	2	314	23	0	448	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	774	774	456	-	-	314	458	0	-	-	-	0
Stage 1	456	456	-	-	-	-	-	-	-	-	-	-
Stage 2	318	318	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	-	-	6.2	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.5	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	-	-	3.3	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	316	332	604	0	0	731	1103	-	0	0	-	-
Stage 1	584	572	-	0	0	-	-	-	0	0	-	-
Stage 2	693	657	-	0	0	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	304	330	601	-	-	731	1098	-	-	-	-	-
Mov Cap-2 Maneuver	304	330	-	-	-	-	-	-	-	-	-	-
Stage 1	580	569	-	-	-	-	-	-	-	-	-	-
Stage 2	669	656	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.2	10.1	0.1	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1098	-	503	731	-	-
HCM Lane V/C Ratio	0.002	-	0.012	0.033	-	-
HCM Control Delay (s)	8.3	0	12.2	10.1	-	-
HCM Lane LOS	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			↰↑	↱		↰↑	↱
Traffic Vol, veh/h	1	0	3	45	0	17	9	274	52	59	310	5
Future Vol, veh/h	1	0	3	45	0	17	9	274	52	59	310	5
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	180	-	-	110
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	0	2	0	0	2	2	2	0	2	2	2
Mvmt Flow	1	0	3	52	0	20	10	319	60	69	360	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	852	842	365	837	842	319	365	0	-	319	0	0
Stage 1	503	503	-	339	339	-	-	-	-	-	-	-
Stage 2	349	339	-	498	503	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	7.1	6.5	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	3.5	4	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	280	303	680	288	303	722	1194	-	0	1241	-	0
Stage 1	551	545	-	680	643	-	-	-	0	-	-	0
Stage 2	667	643	-	558	545	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	255	278	677	269	278	722	1188	-	-	1241	-	-
Mov Cap-2 Maneuver	255	278	-	269	278	-	-	-	-	-	-	-
Stage 1	543	504	-	673	637	-	-	-	-	-	-	-
Stage 2	642	637	-	516	504	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	19.2	0.3	1.3
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1188	-	903	325	1241	-
HCM Lane V/C Ratio	0.009	-	0.005	0.222	0.055	-
HCM Control Delay (s)	8.1	0	9	19.2	8.1	0
HCM Lane LOS	A	A	A	C	A	A
HCM 95th %tile Q(veh)	0	-	0	0.8	0.2	-

APPENDIX D

Raw Traffic Counts

Phillips Rd & Redan Recreation Center N Entrance Dwy

Peak Hour Turning Movement Count

ID: 19-09499-001
City: Lithonia

Day: Tuesday
Date: 07/23/2019

PEAK HOURS		COUNT PERIODS
07:30 AM - 08:30 AM	AM	07:00 AM - 09:00 AM
NONE	NOON	NONE
05:00 PM - 06:00 PM	PM	04:00 PM - 06:00 PM

Phillips Rd — SOUTHBOUND

AM	6	162	0	0	240	AM
NOON	0	0	0	0	0	NOON
PM	4	296	0	0	247	PM

Redan Recreation Center N Entrance — EASTBOUND

AM	NOON	PM	
8	0	6	⇦
0	0	0	↶ 0
1	0	1	↱ 0
0	0	0	→ 1
0	0	4	↳ 0

Redan Recreation Center N Entrance — WESTBOUND

PM	NOON	AM	
0	0	0	↰ 0
0	0	0	← 0
0	0	0	↲ 0
0	0	0	↷ 0
0	0	0	⇨

0	1	0	0
0	0	1	0

CONTROL

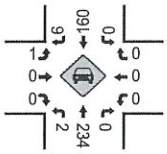
1-Way Stop(EB)

TEV	410	0	553
	AM	NOON	PM
PHF	0.92		0.83

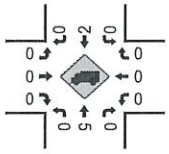
Phillips Rd — NORTHBOUND

PM	300	0	2	246	0	PM
NOON	0	0	0	0	0	NOON
AM	162	0	2	239	0	AM

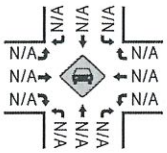
Cars (AM)



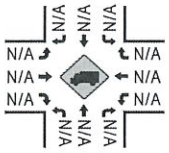
HT (AM)



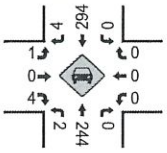
Cars (NOON)



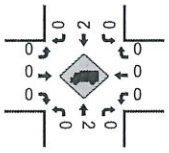
HT (NOON)



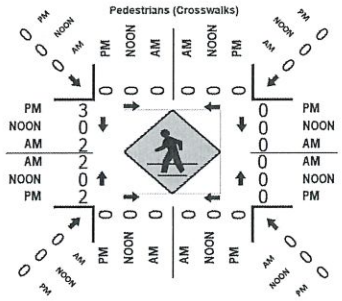
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Project ID: 19-09499-001
Location: Phillips Rd & Redan Recreation Center N Entrance Dwy
City: Lithonia

Day: Tuesday
Date: 07/23/2019

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Phillips Rd Northbound					Phillips Rd Southbound					Redan Recreation Center N Entrance Dwy Eastbound					Redan Recreation Center N Entrance Dwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	60	0	0	0	60	0	23	0	0	0	23	0	0	0	0	1	0	0	0	0	0	0	0	83
7:15 AM	2	55	0	0	0	57	0	32	1	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	90
7:30 AM	0	61	0	0	0	61	0	38	0	0	0	38	0	0	0	0	1	0	0	0	0	0	0	0	99
7:45 AM	0	60	0	0	0	60	0	51	0	0	0	51	0	0	0	0	1	0	0	0	0	0	0	0	111
Total	2	236	0	0	0	238	0	144	1	0	0	145	0	0	0	0	3	0	0	0	0	0	0	0	383
8:00 AM	0	60	0	0	0	60	0	43	3	0	0	46	1	0	0	0	1	1	0	0	0	0	0	0	107
8:15 AM	2	58	0	0	0	60	0	30	3	0	0	33	0	0	0	0	1	0	0	0	0	0	0	0	93
8:30 AM	1	46	0	0	0	47	0	31	2	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	80
8:45 AM	0	37	0	0	0	37	0	51	3	0	0	54	3	0	1	0	1	4	0	0	0	0	0	0	95
Total	3	201	0	0	0	204	0	155	11	0	0	166	4	0	1	0	3	5	0	0	0	0	0	0	375
BREAK																									
4:00 PM	1	53	0	0	0	54	0	55	0	0	0	55	1	0	0	0	3	1	0	0	0	0	0	0	110
4:15 PM	1	48	0	0	0	49	0	74	0	0	0	74	0	0	0	0	1	0	0	0	0	0	0	0	123
4:30 PM	1	57	0	0	0	58	0	51	1	0	0	52	0	0	1	0	0	1	0	0	0	0	0	0	111
4:45 PM	1	49	0	0	0	50	0	66	0	0	0	66	0	0	1	0	1	1	0	0	0	0	0	0	117
Total	4	207	0	0	0	211	0	246	1	0	0	247	1	0	2	0	5	3	0	0	0	0	0	0	461
5:00 PM	0	60	0	0	0	60	0	60	0	0	0	60	0	0	0	0	1	0	0	0	0	0	0	0	120
5:15 PM	0	54	0	0	0	54	0	64	2	0	0	66	0	0	2	0	2	2	0	0	0	0	0	0	122
5:30 PM	0	67	0	0	0	67	0	76	0	0	0	76	1	0	1	0	0	2	0	0	0	0	0	0	145
5:45 PM	2	65	0	0	0	67	0	96	2	0	0	98	0	0	1	0	2	1	0	0	0	0	0	0	166
Total	2	246	0	0	0	248	0	296	4	0	0	300	1	0	4	0	5	5	0	0	0	0	0	0	553
Grand Total	11	890	0	0	0	901	0	841	17	0	0	858	6	0	7	0	16	13	0	0	0	0	0	0	1772
Apprch %	1.2	98.8	0.0	0.0	0.0		0.0	98.0	2.0	0.0	0.0		46.2	0.0	53.8	0.0	123.1		0.0	0.0	0.0	0.0	0.0		
Total %	0.6	50.2	0.0	0.0	0.0	50.8	0.0	47.5	1.0	0.0	0.0	48.4	0.3	0.0	0.4	0.0	0.9	0.7	0.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	11	873	0	0	0	884	0	829	17		0	846	6	0	7	0		13	0	0	0		0	0	1743
% Cars, PU, Vans	100.0	98.1	0.0	0.0	0.0	98.1	0.0	98.6	100.0	0.0	0.0	98.6	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	98.4
Heavy Trucks	0	17	0	0		17	0	12	0	0		12	0	0	0	0		0	0	0	0	0		0	29
%Heavy Trucks	0.0	1.9	0.0	0.0	0.0	1.9	0.0	1.4	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6

Project ID: 19-09499-001
Location: Phillips Rd & Redan Recreation Center N Entrance
City: Lithonia

PEAK HOURS

Day: Tuesday
Date: 07/23/2019

AM

	Phillips Rd Northbound					Phillips Rd Southbound					dan Recreation Center N Entrance D Eastbound					dan Recreation Center N Entrance D Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	0	61	0	0	61	0	38	0	0	38	0	0	0	0	0	0	0	0	0	0	99
7:45 AM	0	60	0	0	60	0	51	0	0	51	0	0	0	0	0	0	0	0	0	0	111
8:00 AM	0	60	0	0	60	0	43	3	0	46	1	0	0	0	1	0	0	0	0	0	107
8:15 AM	2	58	0	0	60	0	30	3	0	33	0	0	0	0	0	0	0	0	0	0	93
Total Volume	2	239	0	0	241	0	162	6	0	168	1	0	0	0	1	0	0	0	0	0	410
% App. Total	0.8	99.2	0.0	0.0	100	0.0	96.4	3.6	0.0	100	100.0	0.0	0.0	0.0	100	0.0	0.0	0.0	0.0	0.0	
PHF					0.903					0.824					0.250						0.923
Cars, PU, Vans	2	234	0	0	236	0	160	6	0	166	1	0	0	0	1	0	0	0	0	0	403
% Cars, PU, Vans	100.0	97.9	0.0	0.0	97.9	0.0	98.8	100.0	0.0	98.8	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	98.3
Heavy Trucks	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
%Heavy Trucks	0.0	2.1	0.0	0.0	2.1	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7

PM

	Phillips Rd Northbound					Phillips Rd Southbound					dan Recreation Center N Entrance D Eastbound					dan Recreation Center N Entrance D Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	0	60	0	0	60	0	60	0	0	60	0	0	0	0	0	0	0	0	0	0	120
5:15 PM	0	54	0	0	54	0	64	2	0	66	0	0	2	0	2	0	0	0	0	0	122
5:30 PM	0	67	0	0	67	0	76	0	0	76	1	0	1	0	2	0	0	0	0	0	145
5:45 PM	2	65	0	0	67	0	96	2	0	98	0	0	1	0	1	0	0	0	0	0	166
Total Volume	2	246	0	0	248	0	296	4	0	300	1	0	4	0	5	0	0	0	0	0	553
% App. Total	0.8	99.2	0.0	0.0	100	0.0	98.7	1.3	0.0	100	20.0	0.0	80.0	0.0	100	0.0	0.0	0.0	0.0	0.0	
PHF					0.925					0.765					0.625						0.833
Cars, PU, Vans	2	244	0	0	246	0	294	4	0	298	1	0	4	0	5	0	0	0	0	0	549
% Cars, PU, Vans	100.0	99.2	0.0	0.0	99.2	0.0	99.3	100.0	0.0	99.3	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	99.3
Heavy Trucks	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
%Heavy Trucks	0.0	0.8	0.0	0.0	0.8	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7

Phillips Rd & Redan Recreation Center S Entrance Dwy

Peak Hour Turning Movement Count

ID: 19-09499-002
City: Lithonia

Day: Tuesday
Date: 07/23/2019

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

Phillips Rd — SOUTHBOUND

AM	0	164	1	1	242	AM
NOON	0	0	0	0	0	NOON
PM	5	292	1	0	242	PM

Redan Recreation Center S Entrance — EASTBOUND

AM	NOON	PM	
2	0	14	⇦
0	0	0	↶ 0
0	0	1	↱ 0
0	0	0	→ 1
3	0	3	↳ 0

Redan Recreation Center S Entrance — WESTBOUND

PM	NOON	AM	
1	0	0	0 ↰
0	0	0	0 ←
0	0	0	0 ↲
0	0	0	0 ↳
1	0	1	⇨

0	1	0	0

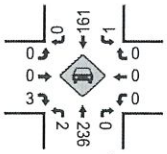
0	0	1	0

CONTROL			
No Control			
TEV	412	0	552
	AM	NOON	PM
PHF	0.85		0.86

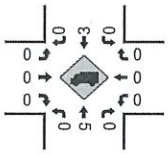
Phillips Rd — NORTHBOUND

PM	295	0	9	240	0	PM
NOON	0	0	0	0	0	NOON
AM	167	0	2	241	0	AM

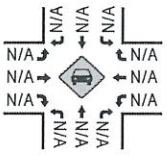
Cars (AM)



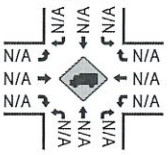
HT (AM)



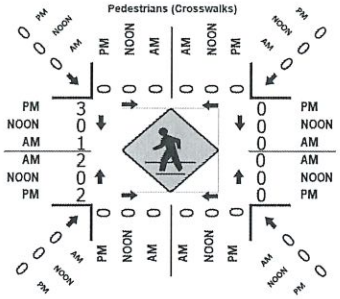
Cars (NOON)



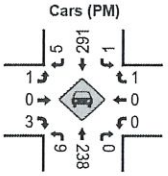
HT (NOON)



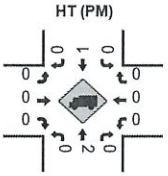
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 19-09499-002
Location: Phillips Rd & Redan Recreation Center S Entrance Dwy
City: Lithonia

Day: Tuesday
Date: 07/23/2019

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Phillips Rd Northbound						Phillips Rd Southbound						Redan Recreation Center S Entrance Dwy Eastbound						Redan Recreation Center S Entrance Dwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	2	62	0	0	0	64	0	26	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	90
7:15 AM	2	49	0	0	0	51	0	25	1	0	0	26	1	0	0	0	0	1	0	0	0	0	0	0	78
7:30 AM	0	62	0	0	0	62	0	33	0	0	0	33	0	0	1	0	0	1	0	0	0	0	0	0	96
7:45 AM	1	56	0	0	0	57	1	48	0	0	0	49	0	0	0	0	2	0	0	0	0	0	0	0	106
Total	5	229	0	0	0	234	1	132	1	0	0	134	1	0	1	0	2	2	0	0	0	0	0	0	370
8:00 AM	1	64	0	0	0	65	0	55	0	1	0	56	0	0	0	0	1	0	0	0	0	0	0	0	121
8:15 AM	0	59	0	0	0	59	0	28	0	0	0	28	0	0	2	0	0	2	0	0	0	0	0	0	89
8:30 AM	0	47	0	0	0	47	0	35	0	0	0	35	1	0	1	0	1	2	0	0	1	0	0	1	85
8:45 AM	2	38	0	0	0	40	0	44	0	1	0	45	0	0	4	0	1	4	0	0	0	0	0	0	89
Total	3	208	0	0	0	211	0	162	0	2	0	164	1	0	7	0	3	8	0	0	1	0	0	1	384
BREAK																									
4:00 PM	1	49	0	0	0	50	0	55	0	0	0	55	0	0	1	0	3	1	0	0	0	0	0	0	106
4:15 PM	1	54	0	0	0	55	0	65	2	0	0	67	1	0	2	0	1	3	0	0	0	0	0	0	125
4:30 PM	1	55	0	0	0	56	0	59	0	0	0	59	0	0	1	0	0	1	0	0	0	0	0	0	116
4:45 PM	1	54	0	0	0	55	0	68	0	0	0	68	1	0	1	0	0	2	0	0	0	0	0	0	125
Total	4	212	0	0	0	216	0	247	2	0	0	249	2	0	5	0	4	7	0	0	0	0	0	0	472
5:00 PM	3	56	0	0	0	59	0	54	2	0	0	56	0	0	0	0	2	0	0	0	0	0	0	0	115
5:15 PM	1	54	0	0	0	55	1	70	0	0	0	71	0	0	0	0	1	0	0	0	1	0	0	1	127
5:30 PM	3	73	0	0	0	76	0	73	0	0	0	73	0	0	0	0	1	0	0	0	0	0	0	0	149
5:45 PM	2	57	0	0	0	59	0	95	3	0	0	98	1	0	3	0	1	4	0	0	0	0	0	0	161
Total	9	240	0	0	0	249	1	292	5	0	0	298	1	0	3	0	5	4	0	0	1	0	0	1	552
Grand Total	21	889	0	0	0	910	2	833	8	2	0	845	5	0	16	0	14	21	0	0	2	0	0	2	1778
Apprch %	2.3	97.7	0.0	0.0	0.0		0.2	98.6	0.9	0.2	0.0		23.8	0.0	76.2	0.0	66.7		0.0	0.0	100.0	0.0	0.0		
Total %	1.2	50.0	0.0	0.0	0.0	51.2	0.1	46.9	0.4	0.1	0.0	47.5	0.3	0.0	0.9	0.0	0.8	1.2	0.0	0.0	0.1	0.0	0.0	0.1	
Cars, PU, Vans	21	873	0	0	0	894	2	821	8		0	833	5	0	16	0		21	0	0	2		0	2	1750
% Cars, PU, Vans	100.0	98.2	0.0	0.0	0.0	98.2	100.0	98.6	100.0	0.0	0.0	98.6	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	98.4
Heavy Trucks	0	16	0	0		16	0	12	0	0		12	0	0	0	0		0	0	0	0	0		0	28
%Heavy Trucks	0.0	1.8	0.0	0.0	0.0	1.8	0.0	1.4	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6

Project ID: 19-09499-002
Location: Phillips Rd & Redan Recreation Center S Entrance
City: Lithonia

PEAK HOURS

Day: Tuesday
Date: 07/23/2019

AM

	Phillips Rd Northbound					Phillips Rd Southbound					dan Recreation Center S Entrance D Eastbound					dan Recreation Center S Entrance D Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	0	62	0	0	62	0	33	0	0	33	0	0	1	0	1	0	0	0	0	0	96
7:45 AM	1	56	0	0	57	1	48	0	0	49	0	0	0	0	0	0	0	0	0	0	106
8:00 AM	1	64	0	0	65	0	55	0	1	56	0	0	0	0	0	0	0	0	0	0	121
8:15 AM	0	59	0	0	59	0	28	0	0	28	0	0	2	0	2	0	0	0	0	0	89
Total Volume	2	241	0	0	243	1	164	0	1	166	0	0	3	0	3	0	0	0	0	0	412
% App. Total	0.8	99.2	0.0	0.0	100	0.6	98.8	0.0	0.6	100	0.0	0.0	100.0	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.935					0.741					0.375						0.851
Cars, PU, Vans	2	236	0	0	238	1	161	0	1	163	0	0	3	0	3	0	0	0	0	0	404
% Cars, PU, Vans	100.0	97.9	0.0	0.0	97.9	100.0	98.2	0.0	100.0	98.2	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	98.1
Heavy Trucks	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
%Heavy Trucks	0.0	2.1	0.0	0.0	2.1	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9

PM

	Phillips Rd Northbound					Phillips Rd Southbound					dan Recreation Center S Entrance D Eastbound					dan Recreation Center S Entrance D Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	3	56	0	0	59	0	54	2	0	56	0	0	0	0	0	0	0	0	0	0	115
5:15 PM	1	54	0	0	55	1	70	0	0	71	0	0	0	0	0	0	0	1	0	1	127
5:30 PM	3	73	0	0	76	0	73	0	0	73	0	0	0	0	0	0	0	0	0	0	149
5:45 PM	2	57	0	0	59	0	95	3	0	98	1	0	3	0	4	0	0	0	0	0	161
Total Volume	9	240	0	0	249	1	292	5	0	298	1	0	3	0	4	0	0	1	0	1	552
% App. Total	3.6	96.4	0.0	0.0	100	0.3	98.0	1.7	0.0	100	25.0	0.0	75.0	0.0	100	0.0	0.0	100.0	0.0	100	
PHF					0.819					0.760					0.250					0.250	0.857
Cars, PU, Vans	9	238	0	0	247	1	291	5	0	297	1	0	3	0	4	0	0	1	0	1	549
% Cars, PU, Vans	100.0	99.2	0.0	0.0	99.2	100.0	99.7	100.0	0.0	99.7	100.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	99.5
Heavy Trucks	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
%Heavy Trucks	0.0	0.8	0.0	0.0	0.8	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5

APPENDIX E

Project Fact Sheets

AR-ML-240

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title I-285 EAST EXPRESS LANES FROM I-20 EAST TO I-85 NORTH

GDOT Project No. 0013914

Federal ID No. N/A

Status Programmed

Service Type Roadway / Express Lanes

Sponsor GDOT

Jurisdiction Regional - Perimeter

Analysis Level In the Region's Air Quality Conformity Analysis

Existing Thru Lane 0

Planned Thru Lane 2

LCI ☐

Flex ☐

Network Year 2030

Corridor Length 13.4 miles

Detailed Description and Justification

This project provides travel options and more reliable trip times by adding one new Express lane in each direction on I-285 between I-20 and I-85.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2017	**$1,400,000**	~~$0,000~~	~~$1,400,000~~	~~$0,000~~	~~$0,000~~
PE	Transportation Funding Act (HB 170)	AUTH	2018	**$3,555,158**	~~$0,000~~	~~$3,555,158~~	~~$0,000~~	~~$0,000~~
PE	Repurposed Earmark	AUTH	2019	**$4,383,388**	~~$3,506,710~~	~~$876,678~~	~~$0,000~~	~~$0,000~~
PE	Repurposed Earmark (RPF9)	AUTH	2019	**$457,088**	~~$365,670~~	~~$91,418~~	~~$0,000~~	~~$0,000~~
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2019	**$2,516,613**	~~$2,013,290~~	~~$503,323~~	~~$0,000~~	~~$0,000~~
PE	Transportation Funding Act (HB 170)		2020	**$14,000,000**	$0,000	$14,000,000	$0,000	$0,000
PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities In Areas With a Population Over 200,000		2021	**$5,400,000**	$4,320,000	$1,080,000	$0,000	$0,000
CST	National Highway Performance Program (NHPP)		2022	**$115,000,000**	$92,000,000	$23,000,000	$0,000	$0,000
CST	National Highway Performance Program (NHPP)		2023	**$120,800,000**	$96,640,000	$24,160,000	$0,000	$0,000

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

ARC

Report Generated: 6/17/2019

CST	General Federal Aid 2024-2040		LR 2024-2030	**$486,300,000**	$389,040,000	$97,260,000	$0,000	$0,000
CST	Transportation Funding Act (HB 170)		LR 2024-2030	**$201,400,000**	$0,000	$201,400,000	$0,000	$0,000
CST	Transportation Funding Act (HB 170)		LR 2031-2040	**$212,800,000**	$0,000	$212,800,000	$0,000	$0,000
CST	Transportation Funding Act (HB 170)		LR 2041+	**$697,900,000**	$0,000	$697,900,000	$0,000	$0,000
				$1,865,912,247	**$587,885,670**	**$1,278,026,577**	**$0,000**	**$0,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

AR-420

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	I-20 EAST TRANSIT INITIATIVE - PHASE I HEAVY RAIL TRANSIT EXTENSION FROM INDIAN CREEK MARTA STATION TO WESLEY CHAPEL ROAD AND BUS RAPID TRANSIT SERVICE FROM FIVE POINTS MARTA STATION TO WESLEY CHAPEL ROAD
GDOT Project No.	0015525
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Rail Capital
Sponsor	MARTA
Jurisdiction	Regional - East
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	N/A	**LCI**		**Network Year**	2040
Planned Thru Lane	N/A	**Flex**	X	**Corridor Length**	19.1 miles

Detailed Description and Justification

This project will extend existing MARTA heavy rail transit from the Indian Creek MARTA station south alon the I-285 Corridor and then east along the I-20 East corridor to Wesley Chapel Rd. Two new stations will be added. One at Wesley Chapel and one at Covington Highway. This project is currently under Environmental Review.

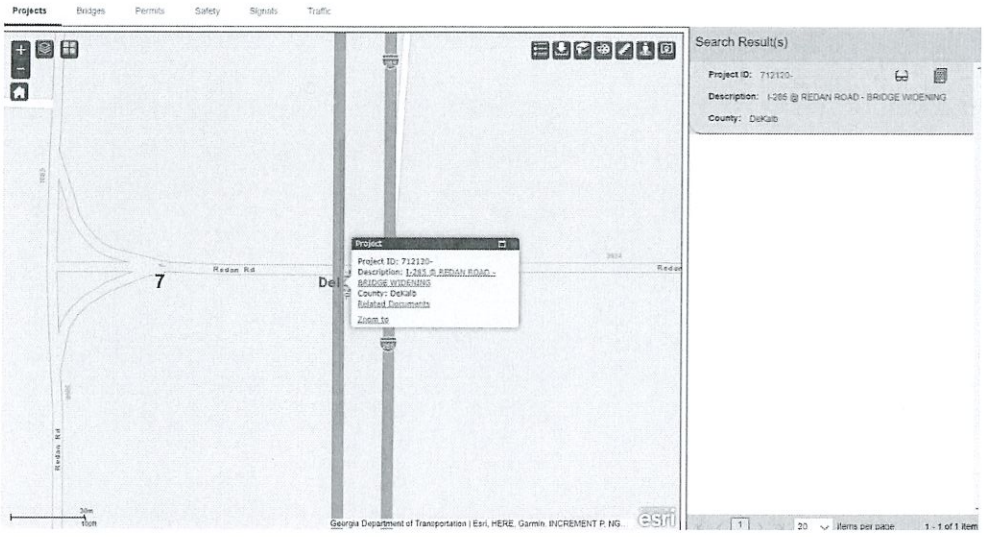
Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	5307 Discretionary	AUTH	2006	**$6,553,476**	~~$3,454,233~~	~~$0,000~~	~~$0,000~~	~~$3,099,243~~
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	**$648,000**	~~$518,400~~	~~$0,000~~	~~$0,000~~	~~$129,600~~
ALL	New Starts		LR 2031-2040	**$1,464,601,000**	$659,070,450	$0,000	$0,000	$805,530,550
				$1,471,802,476	**$663,043,083**	**$0,000**	**$0,000**	**$808,759,393**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

ARC

Report Generated: 6/17/2019


Projects
Bridges
Permits
Safety
Signals
Traffic
Search Result(s)
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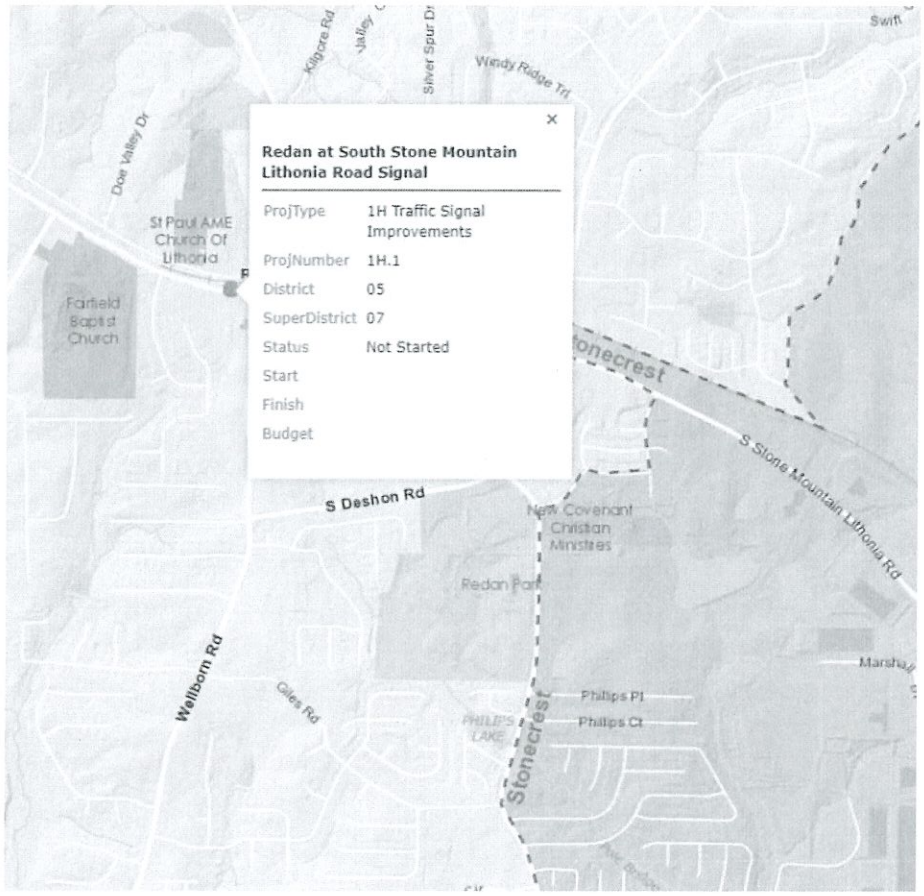
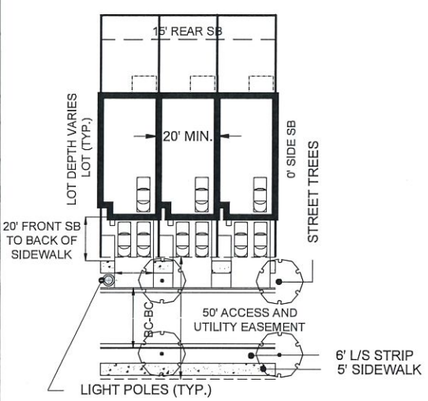
Description: I-285 @ REDAN ROAD - BRIDGE WIDENING
County: DeKalb
Project
Project ID: 712120-
Description: I-285 @ REDAN ROAD - BRIDGE WIDENING
County: DeKalb
Related Documents
Zoom to
Redan Rd
7
Georgia Department of Transportation | Esri, HERE, Garmin, INCREMENT P, NG
esri
1
20
items per page
1 - 1 of 1 item


Redan at South Stone Mountain Lithonia Road Signal
ProjType 1H Traffic Signal Improvements
ProjNumber 1H.1
District 05
SuperDistrict 07
Status Not Started
Start
Finish
Budget
Kilgore Rd
Silver Spur Dr
Windy Ridge Trl
Swift
Doe Valley Dr
St Paul AME Church Of Lithonia
Fairfield Baptist Church
Stonecrest
S Stone Mountain Lithonia Rd
S Deshon Rd
New Covenant Christian Ministries
Redan Park
Wellborn Rd
Giles Rd
Philips Pl
Philips Ct
PHILLIPS LAKE
Stonecrest

VICINITY MAP - NOT TO SCALE

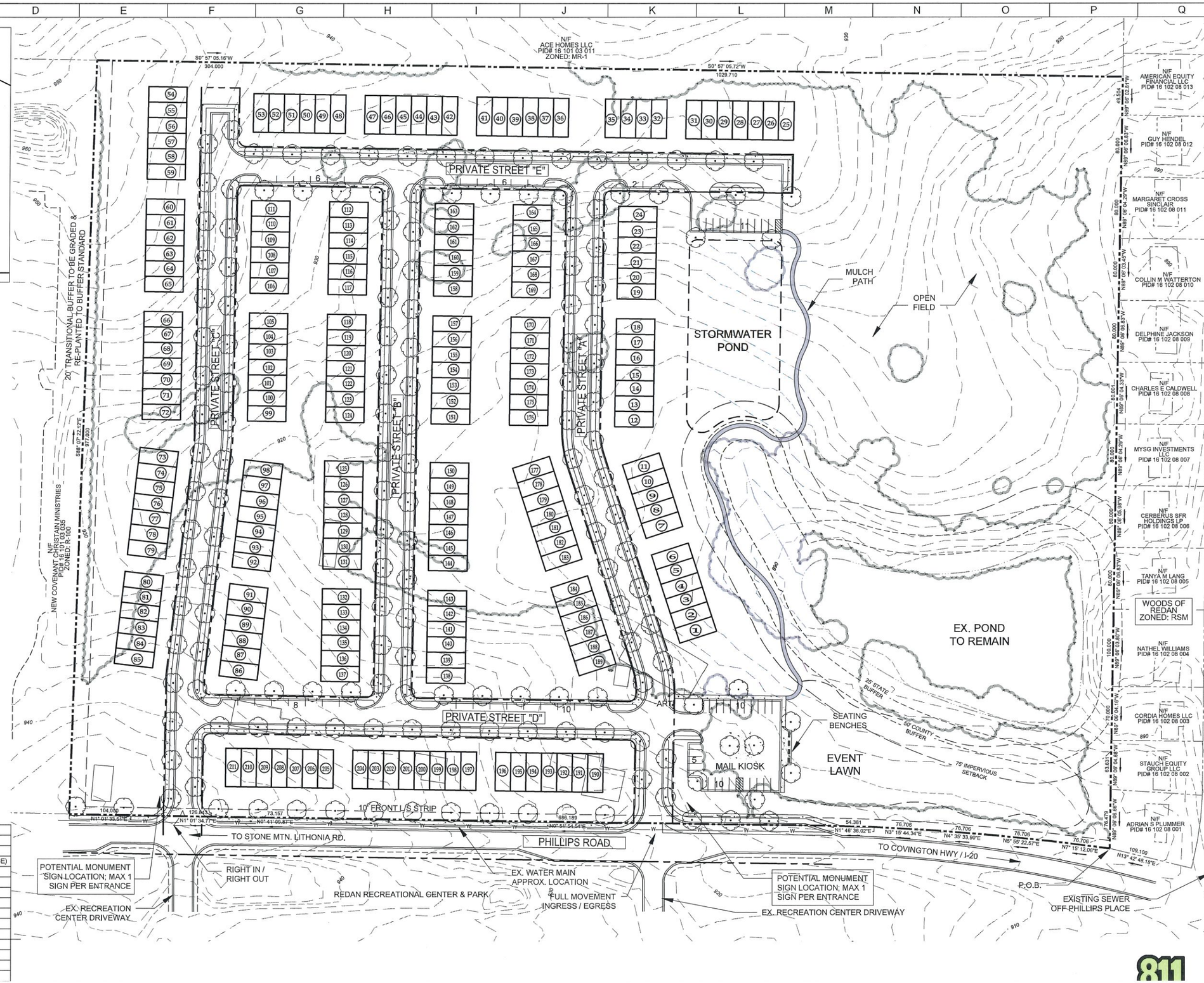
LAND LOT(S): 101 DISTRICT: 16TH
DEKALB COUNTY, CITY OF STONECREST GA

NO PORTION OF THIS PROPERTY IS LOCATED IN A FEMA FLOOD PLAIN AS PER FEMA MAP NO. 13089C0156J, DATED MAY 16, 2013



FRONT ENTRY TOWNHOME TYPICAL LOT DETAIL

ROSS ACRES:	30.1 AC. (1,311,156 SQ. FT)
XISTING ZONING:	R-100
ROPOSED ZONING:	RSM / FULLY CITY OF STONECREST
OTAL UNITS:	211 HOMES (2 BEDROOM HOMES W/ SINGLE CAR GARAGE)
OTAL DENSITY:	7 U/A (BONUS DENSITY)
NIT WIDTH:	20' MINIMUM
N. UNIT SQ. FT.	1,200
ROPOSED DISTRICT:	SUBURBAN
ILDING SETBACKS	
FRONT:	FRONT ENTRY HOME 20' (FROM BACK OF SIDEWALK)
REAR:	15'
SIDE (INTERIOR):	0'
TWEEN BUILDINGS:	MIN. 15' (2 STORY)
ANSITIONAL BUFFER:	20' ADJACENT TO R-100 & 0' ADJACENT TO RSM / MR-1



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The Most Important Home We'll Build Is Yours

Site Zoning Plans for PHILLIPS ROAD TRACT

1850 PHILLIPS ROAD
DEKALB COUNTY, GA
CITY OF STONECREST
LAND LOT 101, 16TH DISTRICT

Issue:	Date:	Description:
Issue:	9/16/19	
Rev. (1):		
Rev. (2):		
Rev. (3):		
Rev. (4):		
Rev. (5):		
Rev. (6):		
Rev. (7):		

Designed by BW
Checked by JJ
Project # 19027

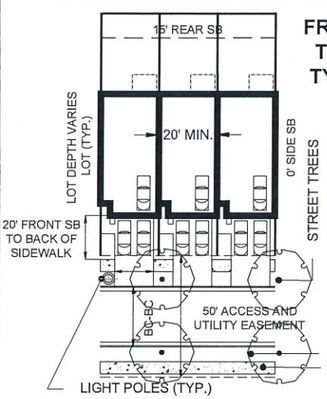
NORTH

Scale: 1" = 60'

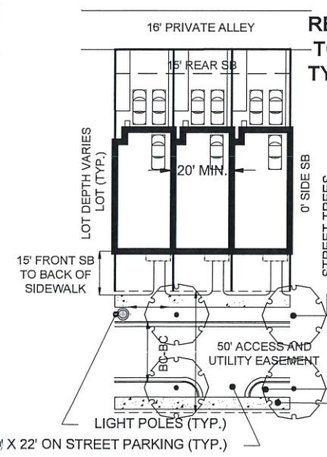
VICINITY MAP - NOT TO SCALE

LAND LOT(S): 101 DISTRICT: 16TH

DEKALB COUNTY, CITY OF STONECREST GA

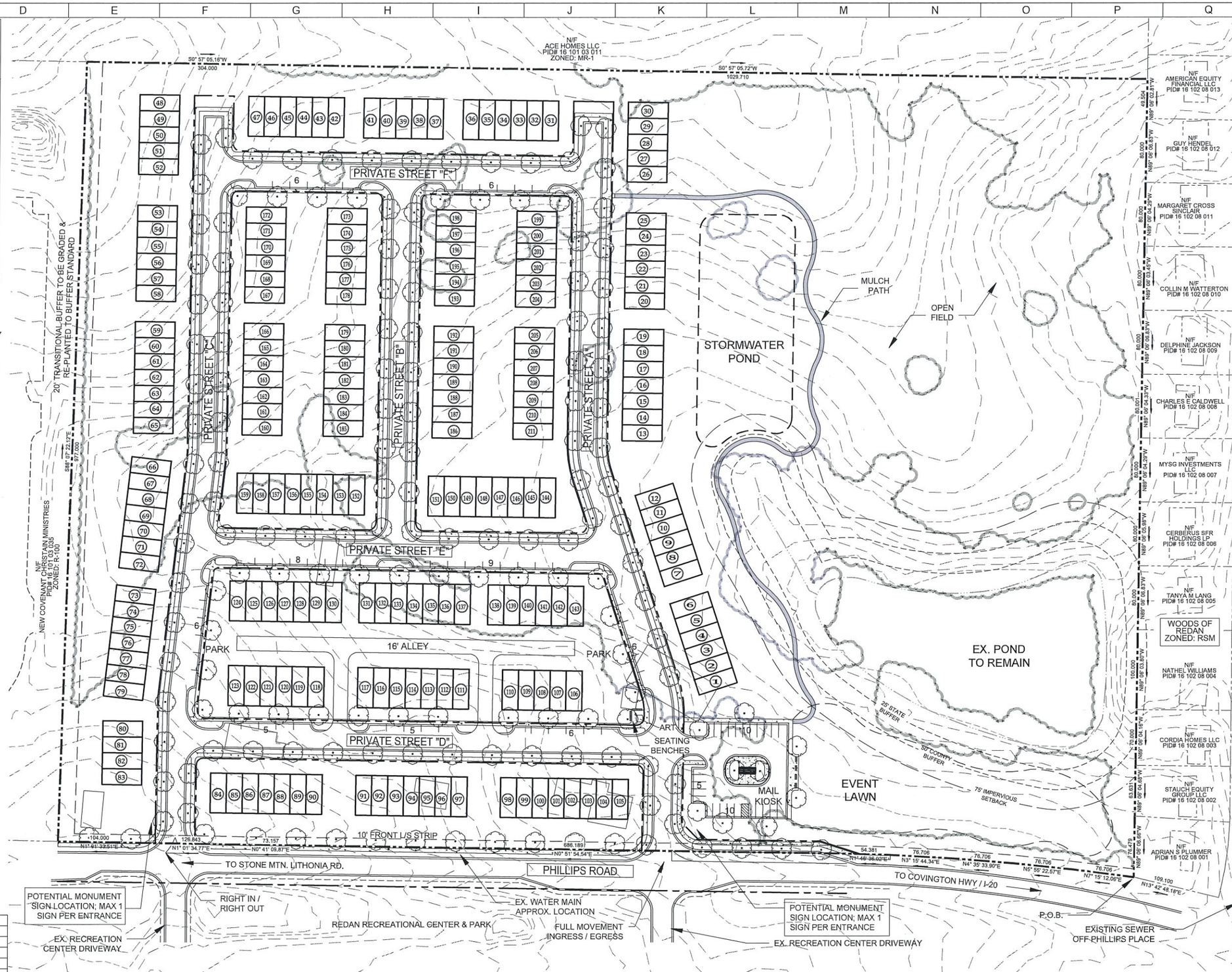


FRONT ENTRY TOWNHOME TYPICAL LOT DETAIL



REAR ENTRY TOWNHOME TYPICAL LOT DETAIL

ROSS ACRES:	+/-30.1 AC. (1,311,156 SQ. FT)
ISTING ZONING:	R-100
OPOSED ZONING:	RSM / FULLY CITY OF STONECREST
TAL UNITS:	211 HOMES (2 BEDROOM HOMES W/ SINGLE CAR GARAGE)
TAL DENSITY:	7 U/A (BONUS DENSITY)
IT WIDTH:	20' MINIMUM
N. UNIT SQ. FT.	1,200
OPOSED DISTRICT:	SUBURBAN
TWEEN BUILDINGS:	MIN. 15' (2 STORY)



BUILDING SETBACKS

SEWER NOTE:

PROPERTY OWNERS:
PID 16 101 03 009: HARRIS MELBA H

NO PORTION OF THIS PROPERTY IS LOCATED IN A FEMA FLOOD PLAIN AS PER FEMA MAP NO. 13089C0156J, DATED MAY 16, 2013

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LAND LOT 101, 16TH DISTRICT

Issue:	Date:	Description:
Issue:	9/17/19	
Rev. (1):		
Rev. (2):		
Rev. (3):		
Rev. (4):		
Rev. (5):		
Rev. (6):		
Rev. (7):		

Designed by BW
Checked by JJ
Project # 19027

NORTH

Scale: 1" = 60'