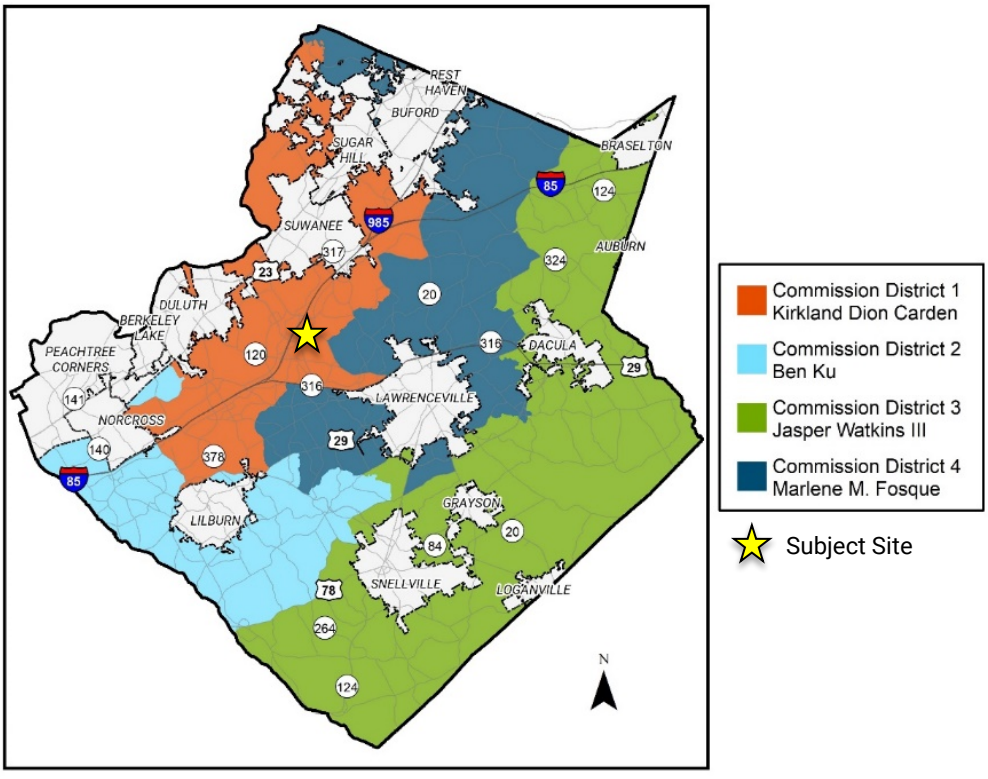
GWINNETT COUNTY
DEPARTMENT OF PLANNING AND DEVELOPMENT
446 West Crogan Street, Suite 300 | Lawrenceville, GA 30046-2440
678.518.6000
GwinnettCounty.com

PLANNING AND DEVELOPMENT DEPARTMENT
CASE REPORT

Case Number:	**RZM2022-00001**
Current Zoning:	**O-I** (Office-Institutional District)
Overlay District:	Civic Center
Request:	Rezoning to **RM-24** (Multi-Family Residence District)
Address:	2370 Sever Road
Map Number:	R7114 236
Site Area:	9.96 acres
Units:	238
Proposed Development:	Apartments
Commission District:	District 1 – Commissioner Carden
Character Area:	Workplace Centers

Staff Recommendation: **APPROVAL WITH CONDITIONS**



Location Map

Planning Commission Advertised Public Hearing Date: 1/4/2022
Board of Commissioners Advertised Public Hearing Date: 1/25/2022

Applicant:	Brand Properties c/o Alliance Engineering and Planning 299 South Main Street Alpharetta, GA 30009	**Owners:**	Sugarloaf InfraProp Hwy85, LLC 3112 Washington Road Suite L Augusta, GA 30907
Contact:	Tyler Lasser	**Contact Phone:**	770.225.4730

Zoning History

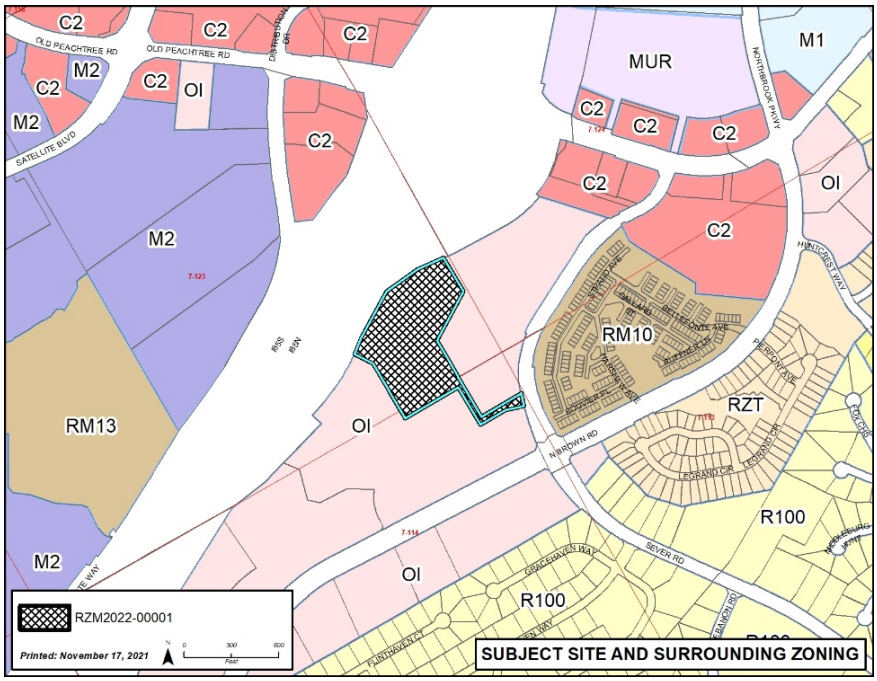
The subject property is zoned O-I (Office-Institutional District). Originally zoned R-100 (Single-Family Residence District) in 1970, the property was part of an area wide rezoning to O-I and C-2 (General Business District) in 1975. In 1982, case RZ-82-145 rezoned a portion of the parcel from C-2 (General Business District) to O-I for a proposed business park. In 1998, case RZ-98-008 rezoned the parcel from M-1 (Light Industry District) and R-100 (Single-Family Residence District) to O-I for the proposed use as office park/hotels. Also in 1998, special use permits SUP-98-005 and SUP-98-006 were approved for the development of two hotels and to increase the height of buildings in the office park to 10 stories. Lastly, in 2019, change in condition case CIC2019-00001 and special use permit cases SUP2019-00007 and SUP2019-00008 allowed a retirement/independent living community with building heights up to 60 feet. The subject site is in the Civic Center Overlay District.

Existing Site Condition

The subject site is a 9.96-acre undeveloped flag lot located on Sever Road between Old Peachtree Road and North Brown Road, to the east of the Interstate 85 right-of-way. The parcel has an approximate 80-foot strip of land running south from Sever Road for nearly 300 feet, then to the northwest of the adjacent existing cemetery to the east. The parcel is heavily wooded and slopes up from the Interstate 85 right-of-way to the center of the property approximately 32 feet, then down to the south side of the site approximately 30 feet. Overhead utilities and a sidewalk run the length of the property frontage on Sever Road. The nearest Gwinnet Transit stop is approximately 0.8 miles from the site.

Surrounding Use and Zoning

The subject site is surrounded by office and institutional uses. To the east is a place of worship and cemetery, and the Intellicenter building which houses, in part, the University of Georgia Gwinnett Campus. To the south, is an office park and to the north of the parcel is Interstate 85. A townhouse subdivision is located across Sever Road and accessed from North Brown Road. The following is a summary of surrounding uses and zoning:



Surrounding Zoning

Location	Land Use	Zoning	Density
Proposed	Apartments	RM-24	19.78 units per acre
North	Interstate 85	N/A	N/A
East	Office Place of Worship	O-I	N/A
South	Office	O-I	N/A
West	Interstate 85	N/A	N/A

Project Summary

The applicant requests rezoning of a 9.96-acre property zoned O-I to RM-24 for apartments, including:

- 238 apartments, with an average unit size of 872 square feet, yielding a net density of 19.78 units per acre.
- A unit breakdown of 58% one-bedroom units, 39% two-bedroom units, and 3% three-bedroom units, including three carriage houses with six units.
- Access to the site is from Sever Road by two existing driveways on the adjoining properties to the east and south. An easement agreement with the adjoining properties indicates the northern access point will tie into the existing driveway and access road located along the southern property line of the Intellicenter office building property to the east. An additional driveway will be constructed by tying into the existing driveway of the office park to the south. This will include a new full access drive aisle and dedicated right-in only turn lane.
- 357 parking spaces in the gated surface parking lot surrounding four independent apartment buildings and including parking below three carriage houses on the eastern portion of the site, adjacent to the Interstate 85 right-of-way.
- 6 guest parking spaces adjacent to the leasing office and amenity building, located off an internal roundabout outside of the gated complex.

- A 50-foot landscape strip and six-foot tall aluminum picket fence adjacent to the church property to the east.
- A stormwater management facility on the northeast of the parcel outside of the 30-foot rear setback, and to the south of an existing 20-foot-wide sanitary sewer easement.
- Building facades constructed of brick, fiber cement-siding, shake, and board and batten with architectural details including balconies, pitched roofs, and dormers.
- Amenities include a pool, pavilion, courtyard, and one-story, 8,237 square foot amenity building with a leasing office, club room, business center, and fitness room.

Zoning and Development Standards

The applicant is requesting a rezoning to RM-24, Multi-Family Residence District. The following is a summary of applicable development standards from the Unified Development Ordinance (UDO):

Standard	Required	Proposed	Meets Standard?
Building Height	Maximum 65’	65’	YES
Front Yard Setback	Minimum 15’	15’	YES
Side Yard Setback	Minimum 15’	15’	YES
Rear Yard Setback	Minimum 30’	30’	YES
Heated Floor Area	Minimum 600 square feet for 1-bedroom Minimum 800 square feet for 2-bedroom Minimum 1,000 square feet for 3-bedroom	600 square feet for 1-bedroom 800 square feet for 2-bedroom 1,000 square feet for 3-bedroom	YES
Landscape Strip	Minimum 30’	30’	YES
Density	Maximum 24 units per acre	19.78 units per acre	YES
Common Area	20%	20%	YES
Parking	Minimum 357 spaces	367 spaces	YES

The site is located in the Civic Center Overlay District. The overlay district requires that developments larger than 7,500 square feet have primary building facades and entrances no more than 70 feet from the right-of-way. Although the parcel is a flag lot with minimal frontage on Sever Road, buildings are still required to be no more than 70 feet from the right-of-way. The plans submitted do not meet this requirement. Deviations from the overlay district would require approval of a variance application from the Zoning Board of Appeals.

Internal and External Agency Review

In addition to these Development Standards, the applicant must meet all other UDO requirements related to infrastructure improvements. Internal and External agency review comments are attached (Exhibit E). Standard site and infrastructure improvements will also be required related to transportation, stormwater, water, and sewer utilities. Recommended improvements not already required by the UDO have been added as staff recommended conditions.

Staff Analysis

Rezoning Request Analysis: According to the UDO, if a proposed amendment is for the rezoning of property and involves a change in zoning classification the Department shall evaluate the request and make a recommendation with respect to the standards governing exercise of zoning power as defined in Section 270-20.5. After this evaluation, staff makes the following findings based on the standards from the UDO:

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

The site is surrounded by office, institutional, and commercial uses along Sever Road to the south and east. An existing townhouse subdivision is to the east of the site, across Sever Road and accessible from North Brown Road. The parcel is a flag lot located to the east of Interstate 85. In 2019, change in condition case CIC2019-00001 and special use permit cases SUP2019-00007 and SUP2019-00008 allowed a retirement/independent living community with building heights up to 60 feet. The proposed rezoning to RM-24 for apartments would be a suitable use at this location as multifamily housing for seniors already has been approved for this site by 2019 Board of Commissioners action. Approval of this request would make the proposed housing accessible to a greater section of the population.

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

The existing use and usability of adjacent or nearby properties would not be adversely impacted by the zoning change. The adjacent and nearby properties are zoned for office and institutional uses along Sever Road. The development would be accessed from two existing driveways on adjoining lots to the east and south. A 50-foot undisturbed buffer would be maintained between the development and adjacent cemetery.

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

The property has a reasonable economic use as currently zoned.

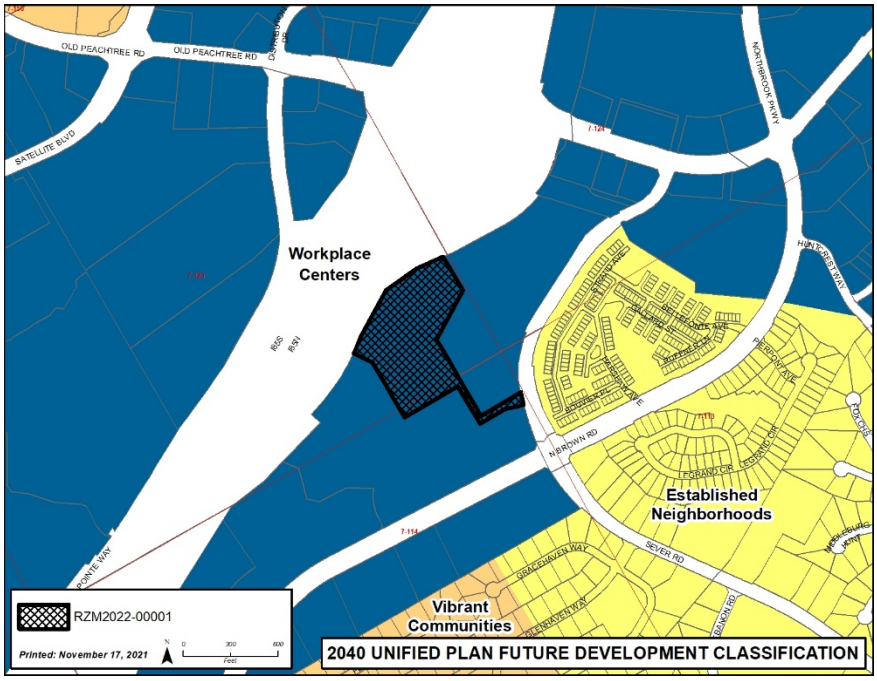
D. Whether the proposed rezoning will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

An increase in impacts on public facilities would be anticipated in the form of traffic, utility demand, and stormwater runoff; however, these impacts would be mitigated with appropriate conditions, site development requirements, and planning. An increased impact is anticipated on school enrollment. Agency review comments related to any potential improvements concerning this rezoning request are attached (Exhibit E).

E. Whether the proposed rezoning is in conformity with the policy and intent of the Unified Plan and Future Development Map.

The 2040 Unified Plan Future Development Map indicates that the subject property lies within the Workplace Center Character Area. This area is for predominantly employment-oriented uses and includes office parks, industrial parks, and locations for freight oriented and logistic uses.

While reserving these lands to focus on employment uses, these elements should be supported where appropriate by opportunities for residential uses and multi-use oriented commercial areas. The property is centrally located between office parks with commercial resources and services available farther north on Sever Road, including a grocery store within walking distance. The Unified Plan identifies apartments as a potential type of development. The development would provide an alternative housing option for an area primarily with existing single-family residences while also located in close proximity to nearby employment opportunities and Interstate 85.



Surrounding Future Land Use

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.

The nearby areas on the west side of Sever Road are developed with office, institutional, and commercial uses. A townhouse subdivision is located across Sever Road and accessed from North Brown Road. Rezoning the site to allow apartments would be consistent with the zoning pattern and provide an alternative housing option, particularly for students attending the University of Georgia Gwinnett Campus located immediately to the east of the site. Additionally, there are numerous office parks located nearby, along North Brown Road, that may provide employment opportunities for residents.

Staff Recommendation

Based on the staff's evaluation of the request and the standards governing exercise of zoning power, the Department of Planning and Development recommends **APPROVAL WITH CONDITIONS** of the rezoning request.

Staff Recommended Conditions

Approval as RM-24 (Multi-Family Residence District) for apartments, subject to the following conditions:

1. The proposed development shall be constructed in general conformance with Exhibit B: Site Plan and Exhibit C: Elevations dated received November 12, 2021, by the Department of Planning and Development, with revisions required by conditions and the Unified Development Ordinance, subject to the review and approval of the Director of Planning and Development.
2. Use of the site shall be limited to multi-family residential apartments and accessory uses and structures, not to exceed 238 units.
3. Buildings shall be constructed to the standards of the Design Category 3. Building elevations shall be submitted for review and approval by the Director of Planning and Development prior to the issuance of a development permit.
4. Natural vegetation shall remain on the property prior to the issuance of a development permit.
5. All grassed areas shall be sodded.
6. Stormwater BMP facilities shall be screened from view of adjoining properties and rights of way by decorative fencing and/or landscaping in compliance with the Gwinnett County Stormwater Management Manual.
7. The applicant shall plant and maintain a double row of staggered evergreen trees along the Interstate 85 right-of-way.
8. The applicant shall provide continuous pedestrian access from Sever Road and the main entrance of the amenity/leasing area per the review and approval of the Director of Planning and Development.
9. No dwelling unit shall be located within 100 feet of the Interstate 85 right-of-way.
10. The development shall connect to the available 12-inch water main located approximately 300 feet south, in the north right-of-way of North Brown Road.

Exhibits:

A. Site Visit Photos
B. Site Plan
C. Building Elevations
D. Letter of Intent and Applicant's Response to Standards
E. Internal and External Agency Review Comments
F. Traffic Impact Study
G. Maps

Exhibit A: Site Visit Photos

Existing Entrance of Intellicenter Building to the East of the Subject Site

Existing Driveway of Intellicenter Building to the North of the Subject Site

Existing Vegetation on the Subject Site Facing West from the Adjacent Intellicenter Building

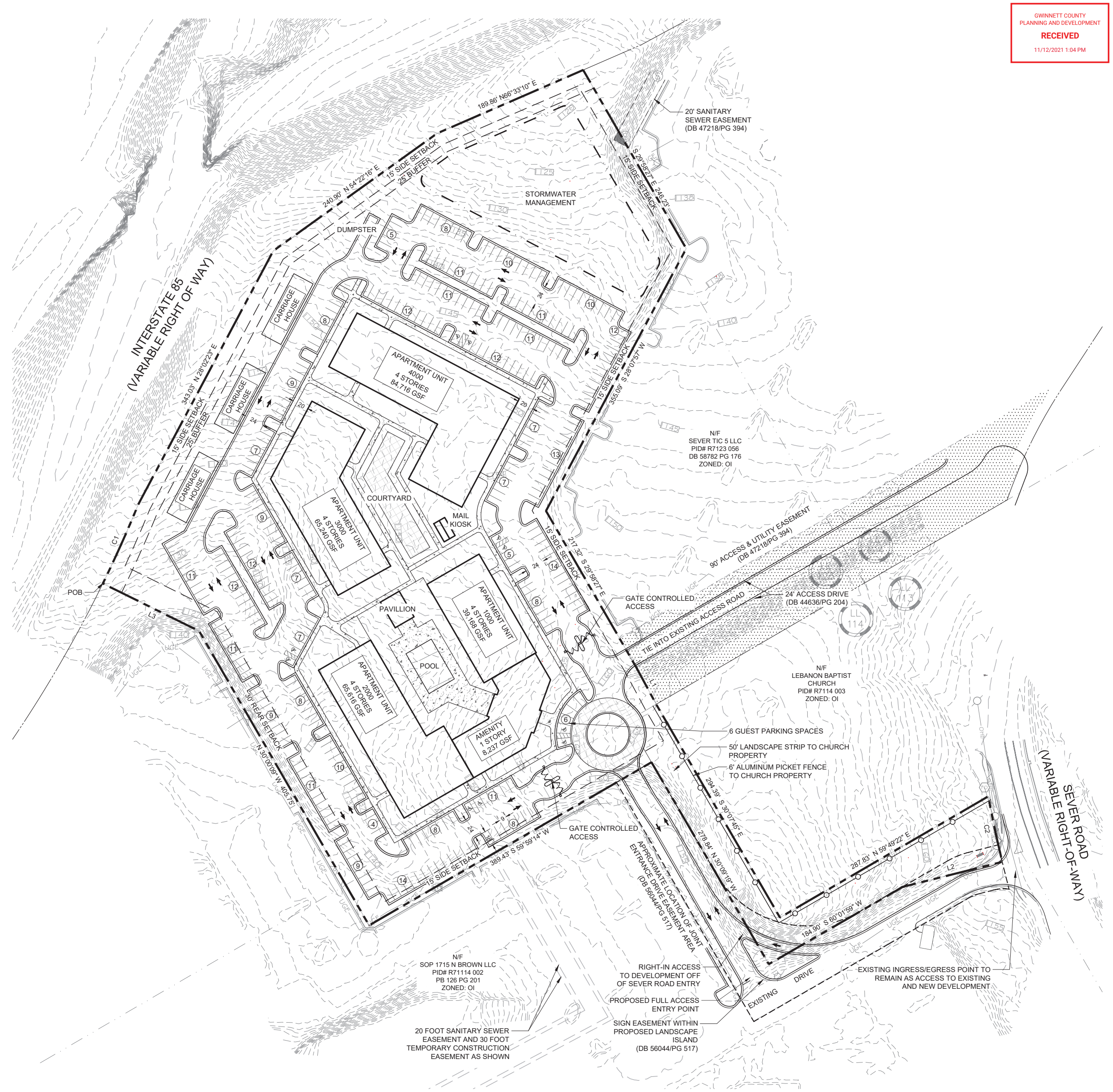
Existing Vegetation on the Subject Site Facing West from the Adjacent Place of Worship

Existing Office Park Entrance of the Adjacent Eastern Parcel Facing North on Sever Road

Existing Amenity Space for Subject Site Access on the Adjacent South Parcel

Exhibit B: Site Plan

[attached]

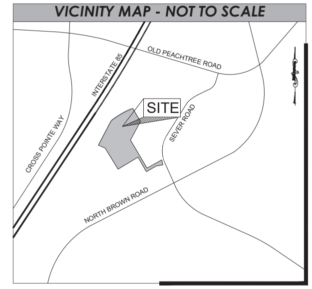


SITE DATA

OVERALL DATA:

EXISTING ZONING	ZONED OI - GWINNETT COUNTY (CIVIC CENTER OVERLAY DISTRICT)
PROPOSED ZONING	RM-24 - GWINNETT COUNTY (CIVIC CENTER OVERLAY DISTRICT)
GROSS LAND AREA	+/- 9.96 ACRES
NET LAND AREA	+/- 9.96 ACRES
PROPOSED UNITS	+/- 232 APARTMENT UNITS +/- 6 CARRIAGE HOUSE UNITS **+/- 238 TOTAL UNITS** (872 SQ. FT. AVG. 58% 1-BR, 39% 2-BR, 3% 3-BR)
PROPOSED GROSS DENSITY	19.78 UNITS PER ACRE
PROPOSED NET DENSITY:	19.78 UNITS PER ACRE
MAX. NET DENSITY:	24 UNITS PER ACRE
MIN. LOT SIZE:	18,000 SQ. FT.
MIN. LOT WIDTH:	100'
SETBACKS	
FRONT:	15'
SIDE:	15'
REAR:	30'
MIN. HEATED FLOOR AREA:	
1-BEDROOM:	600 SQ. FT.
2-BEDROOM:	800 SQ. FT.
3-BEDROOM:	1,000 SQ. FT.
MIN. COMMON AREA:	20%
COMMON AREA PROVIDED:	28%
MAX. BUILDING HEIGHT:	65'
PROPOSED BUILDING HEIGHT:	NOT TO EXCEED 65'
MIN. BUILDING SEPARATION:	10'
PARKING	
MIN. PARKING REQ'D (AT 1.5 SPACES / UNIT):	357 SPACES
MAX. PARKING REQ'D (AT 3 SPACES / UNIT):	714 SPACES
PARKING PROVIDED:	361 SPACES
GUEST SPACES (OUTSIDE OF GATE):	6
LANDSCAPE STRIP ALONG CHURCH PROPERTY:	50'
BUFFER ALONG INTERSTATE 85:	25'

VICINITY MAP - NOT TO SCALE



PLAN NOTE:
THIS PLAN IS CONCEPTUAL IN NATURE AND DOES NOT CONSTITUTE APPROVAL FOR CONSTRUCTION OR DEVELOPMENT. ADDITIONAL REGULATIONS SHALL APPLY PRIOR TO PERMIT.

PROPERTY ADDRESS:
2370 SEVER ROAD
LAWRENCEVILLE, GA 30043

PROPERTY OWNER:
PID 7114 236
SUGARLOAF INFRAPROP HWY85 LLC
OWNER ADDRESS: 3112 WASHINGTON RD. STE. L
AUGUSTA, GA, 30907-0822

STORMWATER NOTE:
STORMWATER WILL BE PROVIDED ON SITE.

WATER NOTE:
WATER PROVIDED GWINNETT COUNTY; AVAILABLE WITHIN SEVER ROAD RIGHT OF WAY.

SEWER NOTE:
SANITARY LINE TO CONNECT TO EXISTING LINE SHOWN IN ZONING PLAN.

FLOOD HAZARD NOTE
NO PORTION OF THE SURVEYED AREA LIES WITHIN A 100 YEAR FLOOD HAZARD AREA PER FIRM PANEL 13135C0057F, SEPTEMBER 29, 2006. THIS OPINION IS NOT A CERTIFICATION OF FLOOD HAZARD STATUS, BUT IS AN INTERPRETATION OF THE REFERENCED MAP AND PUBLIC DATA. IF THE EXACT LOCATION OF ELEVATION(S) OF FLOOD HAZARD BOUNDARIES ARE NECESSARY, A MORE DETAILED STUDY MAY BE NEEDED. THIS FIRM ASSUMES NO RESPONSIBILITY OR LIABILITY FOR THE ACCURACY OF THE ABOVE REFERENCED MAP OR PUBLIC DATA.

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	1532.40'	103.58'	103.56'	N 24°07'32" E	3°52'22"
C2	1340.00'	79.99'	79.98'	S 12°04'24" E	3°25'13"

LINE TABLE

LINE	BEARING	DISTANCE
L1	S 28°19'15" E	48.51'
L2	S 75°54'06" W	122.38'
L3	N 63°41'38" W	128.30'

ALLIANCE
ENGINEERING + PLANNING + LAND SURVEYING
LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING + LAND PLANNING + LANDSCAPE ARCHITECTURE + LAND SURVEYING
299 South Main St., Suite A | Alpharetta, GA 30009
770.225.4730 | www.aepatl.com

Copyright 2021, Alliance Engineering & Planning, Inc.
This drawing is the sole property of Alliance Engineering & Planning. It is to be used for the specific project and location identified herein only. No part of this drawing may be reproduced, stored in any retrieval system, or transmitted in any form or by any means, either electronic, mechanical, printed, photocopied, or in any way without the written permission of Alliance Engineering & Planning.

SURVEYING BY:
ALLIANCE SURVEYING, LLC
PHONE: (770) 226-4730
CONTACT: MICHAEL BELL, PLS

DEVELOPER
BRAND PROPERTIES, LLC
3328 Peachtree Road, NE, Suite 100
Atlanta, GA 30326
24 HR CONTACT: MICHAEL HOATH, 770.277.8434
MHOATH@BRANDPROPERTIES.COM

Site Zoning Plan for 2370 SEVER ROAD

2370 Sever Road NW, Gwinnett County, GA
L.L. 114, 123, & 124 ~ DISTRICT 7TH
PARCEL # 236

Orig. Issue	7.22.21
Designed by	GB
Checked by	BW
Project #	21195

NORTH

SCALE: 1"= 60'

ZONING PLAN

11.11.21

Exhibit C: Building Elevations

[attached]

SILVERSTUDIO

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/12/2021 3:15 PM

NOTE: ELEVATION IS INTENDED TO REPRESENT ARCHITECTURAL ELEMENTS TO BE INCORPORATED INTO THE FACADE DESIGN BUT DOES NOT REFLECT FINAL BUILDING DESIGN AND LAYOUT

SEVER ROAD FLATS | SAMPLE ELEVATION

SILVERSTUDIO

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/12/2021 3:15 PM

REMAINING TO BE FC SIDING, LAP, BOARD AND BATTEN AND SHAKE

4:12 ROOF PITCH

50% BRICK

ROOF OVERHANGS AND DECORATIVE ELEMENTS

DECORATIVE DOOR HEADERS

NOTE: ELEVATION IS INTENDED TO REPRESENT ARCHITECTURAL ELEMENTS TO BE INCORPORATED INTO THE FACADE DESIGN BUT DOES NOT REFLECT FINAL BUILDING DESIGN AND LAYOUT

SEVER ROAD FLATS | SAMPLE ELEVATION - CARRIAGE BUILDING

Exhibit D: Letter of Intent and Applicant's Response to Standards

[attached]

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Applicant's Letter of Intent

Rezoning O-I to RM-24
Parcel # 7114 236

The Applicant, Brand Properties, LLC, requests a rezoning on an approximately 9.956-acre lot located at 2370 Sever Road for the purpose of constructing a luxury apartment community. To develop the site as proposed, the applicant requests to rezone the property from O-I (Office-Institutional District) to RM-24 (Multifamily Residence District). The subject site is located on the west side of Sever Road, between North Brown Road and Old Peachtree Road, with additional frontage on the right-of-way of I-85 and the associated exit ramp onto Old Peachtree Road. Adjacent uses include two office developments and a church. Intellicenter, the office building to the north, includes The University of Georgia Gwinnett Campus.

As illustrated on the submitted site plan, the Applicant proposes to construct a 238-unit luxury multifamily residential community including four primary apartment buildings, and three carriage house buildings. Encircled by the four primary buildings, the community will include an extensive and walkable outdoor amenity area featuring a landscaped courtyard, pool, and pavilion. At the front of the site, a one-story leasing office and amenity building will feature a club room, business center and fitness studio. The apartments will comprise of one-bedroom units starting at 600 square feet, two-bedroom units starting at 800 square feet and three-bedroom units starting at 1,000 square feet. The average unit size will amount to approximately 872 square feet. No more than 3% of the units will have three bedrooms. Each unit will also be equipped with a covered balcony.

Site access will be provided via Sever Road at two distinct locations, by way of tying into the adjoining office developments' existing driveways and access roads; additional driveways will not be necessary for this development. The northern access point will tie into the existing driveway and access road located along the southern property line of the Intellicenter office building property to the north. An additional driveway will be constructed by tying into the existing driveway of the office park to the south. The latter will include improvements such as a new full access drive aisle and dedicated right-in only turn lane. Access to the community's interior will be gate controlled, and only available to residents. However, additional parking will be available for guests outside the entrance of the leasing office. Site access, as proposed, supports inter-parcel connectivity and enhances vehicular circulation. In addition to efficient access to motorists, sidewalks and abundant open space will establish comfortable walkability throughout the site, providing safe and convenient access to and from Sever Road.

The site is within the Workplace Centers character area of the 2040 Future Development Map, which lists apartments as one of the few recommended development types. The 2040 Unified Plan states that the primarily employment-associated uses of the area should be supported by residential uses where appropriate. In addition to its location amongst many office developments, the subject site is approximately one-quarter mile south of a unique commercial node that surrounds the intersection of Sever Road and Old Peachtree Road. The node features a Publix grocery store and a variety of retail, restaurants, offices, banks, and other services. The Heights at Old Peachtree multi-family development is also within the node, located on the north side of Old Peachtree Road.

Consistent with the 2040 Unified Plan's concept of enhanced walkability throughout the county, the development will provide the opportunity for residents to live within a convenient walking distance to the many jobs and businesses the area has to offer. The additional foot-traffic will leave a positive and lasting impact on the area's local businesses.

Please refer to the attached documents for additional details regarding the layout and appearance of the proposed apartment community. The Applicant looks forward to meeting with staff as well as the community to answer all questions or concerns and is excited to be able to provide exceptional housing in a highly desirable section of Gwinnett County.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Standards Governing the Exercise of the Zoning Power

To further demonstrate that the proposed rezoning and land use is consistent with the intent of the UDO and 240 Unified Plan, the applicant submits its response to 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:

Rezoning the subject site to RM-24 for the purpose of constructing apartments is suitable in relation to the adjacent and nearby properties. There are several multifamily uses nearby, including the Villages at Huntcrest located across Sever Road, and the Heights at Old Peachtree located at the intersection of Old Peachtree Road and Sever Road. There's also a significant number of commercial uses, and offices in the surrounding area, which are conveniently located for future residents to access.

(B) WHETHER A PROPOSED REZONING WILL ADVERSELY AFFECT THE EXISTING USE OR USABILITY OF ADJACENT OR NEARBY PROPERTY:

The proposed rezoning will not adversely affect the use of the surrounding properties. The subject property is adjacent to a commercial node, which will benefit from the foot traffic produced from the proposed development.

(C) WHETHER THE PROPERTY TO BE AFFECTED BY A PROPOSED REZONING HAS REASONABLE ECONOMIC USE AS CURRENTLY ZONED:

Due to the size, shape and location of the property, the applicant believes that the subject property does not have a reasonable economic use as currently zoned. The applicant submits the rezoning would allow for a use more compatible with the pattern of development in the area and intent of the 2040 Unified 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 rezoning will not result in an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

(E) WHETHER THE PROPOSED REZONING IS IN CONFORMITY WITH THE POLICY ANDINTENT OF THE LAND USE PLAN:

The proposed rezoning is in conformity with the intent of the 2040 Unified Plan. The subject property is located within the Workplace Centers character area. Land uses encouraged in the Workplace Centers character area include apartments.

(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:

The pattern of residential infill development in the area and the proposed development’s consistency with the land use of nearby properties are amongst reasons for the approval of the proposed rezoning.

Based upon the above reasons, the applicant feels that this is a reasonable request and that action contradictory to the zoning request will constitute a taking of property in violation of the Just Compensation Clause of the Fifth Amendment and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States, and Article 1, Section 3, Paragraph 1 of the Constitution of Georgia, denying the owner viable use of its land.

Exhibit E: Internal and External Agency Review Comments

[attached]

Residential Rezoning Impact on Local Schools
Prepared for Gwinnett County BOC, January, 2022

		2021-22			2022-23			2023-24			Proposed Zoning
	School	Forecast	Capacity	+/- Cap.	Forecast	Capacity	+/- Cap.	Forecast	Capacity	+/- Cap.	Approximate Student Projections from Proposed Developments
	Peachtree Ridge HS	3,348	3,050	298	3,398	3,050	348	3,449	3,050	399	21
RZM2022-00001	**Northbrook MS**	934	1,025	-91	953	1,025	-72	972	1,025	-53	18
	Jackson ES	1,475	1,475	0	1,490	1,475	15	1,505	1,475	30	32
	Mountain View HS	2,801	2,300	501	2,555	2,300	255	2,432	2,300	132	2
RZR2022-00002	**Twin Rivers MS**	2,076	2,150	-74	1,688	2,150	-462	1,739	2,150	-411	2
	Freeman's Mill ES	925	925	0	944	925	19	962	925	37	3
	Mill Creek HS/Seckinger HS*	3,840	2,800	1,040	1,000	2,800	-1,800	1,550	2,800	-1,250	1
RZR2022-00003	**Jones MS**	1,074	975	99	1,526	1,575	-49	1,572	1,575	-3	1
	Ivy Creek ES	1,347	1,275	72	1,387	1,275	112	1,429	1,275	154	2
	South Gwinnett HS	2,636	2,750	-114	2,689	2,750	-61	2,742	2,750	-8	18
RZR2022-00005	**Grace Snell MS**	1,207	1,200	7	1,213	1,200	13	1,237	1,200	37	15
	Magill ES	1,110	1,525	-415	1,121	1,525	-404	1,143	1,525	-382	27

**Seckinger HS Cluster Opening 2022-2023 School Year*

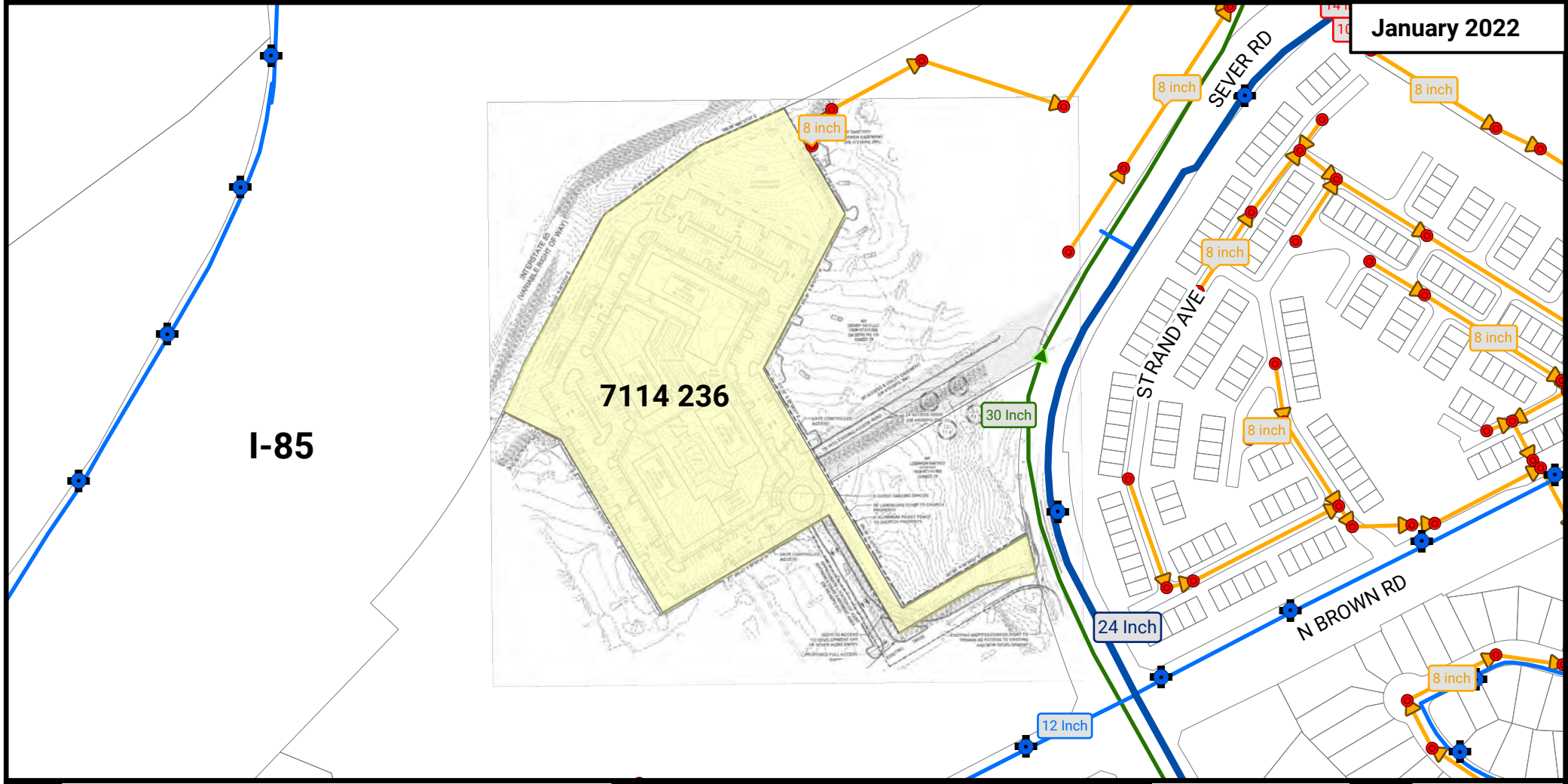
TRC Meeting Date:	December 14, 2021
Department/Agency Name:	DWR
Reviewer Name:	Mike Pappas
Reviewer Title:	GIS Planning Manager
Reviewer Email Address:	Michael.pappas@gwinnettcounty.com
Case Number:	RZM2022-00001
Case Address:	2370 Sever Road

	Comments:	**X**	**YES**		**NO**
1	WATER: The 24-inch water transmission main located along Sever Rd must be avoided during all phases of construction.				
2	SEWER: A Sewer Capacity Certification must be submitted for this project to confirm available capacity.				
3	SEWER: Existing 8-inch sanitary sewer located ~10 feet north of the site.				
4	SEWER: An easement to access the sewer was provided by the Intellicenter Atlanta project.				
5	SEWER: The 30-inch sewer force main located on the west right-of-way of Sever Rd must be avoided during all phases of construction.				
6					
7					

	Recommended Zoning Conditions:	**X**	**YES**		**NO**
1	WATER: The development shall connect to the available 12-inch water main located ~300 feet south in the north right-of-way of North Brown Rd.				
2					
3					
4					
5					
6					
7					

Note: Attach additional pages, if needed

Revised 7/26/2021



LEGEND

- Flow Management
- Pump Station
- Regional
- Manhole
- Hydrant
- City
- Water Main
- Reuse Main
- Sewer Force Main
- Effluent Outfall
- Sewer Collector
- Sewer Interceptor

RZM2022-00001
O-I to RM-24

Water & Sewer Utility Map

N W E S

0 160 320
Feet

LOCATION

Water Comments: The development shall connect to the available 12-inch water main located ~300 feet south in the north right-of-way of North Brown Rd. The 24-inch water transmission main located along Sever Rd must be avoided during all phases of construction.

Sewer Comments: A Sewer Capacity Certification must be submitted for this project to confirm available capacity. Existing 8-inch sanitary sewer located ~10 feet north of the site. An easement to access the sewer was provided by the Intellicenter Atlanta project. The 30-inch sewer force main located on the west right-of-way of Sever Rd must be avoided during all phases of construction.

Water Availability: Water demands imposed by the proposed development may require upsizing or extensions of existing water mains in order to meet Gwinnett County Standards and fire flow demands. Any cost associated with such required improvements will be the responsibility of the development. Current Gwinnett County Standards require a minimum of 12" pipe size for commercial developments and a minimum of 8" pipe size for residential developments. Additionally, connection to a minimum of 12" and 8" mains are required for commercial and residential developments, respectively. It is the responsibility of the developer's engineer to confirm pressure and volumes are available for the development.

Sewer Availability: A Sewer Capacity Certification must be obtained from Gwinnett County to confirm the existing system can serve the development. Sewer demands imposed by the proposed development may require upsizing and/or extensions of existing sewer mains, and/or upsizing of an existing pump station, and/or installation of a new pump station. Any cost associated with such required improvements will be the responsibility of the development. The developer shall provide easements for future sewer connection to all locations designated by Gwinnett County during plan review.

Water and Sewer Design and Construction Requirements: Extensions of the water and/or sanitary sewer systems within the subject development must conform to this department's policies, Gwinnett County's ordinances, and the Water Main and Sanitary Sewer Design and Construction Standards and Specifications, dated April 5th, 2016. Subsequent to design, construction, inspection, and final acceptance of the required utilities, service would then become available under the applicable utility permit rate schedules.

Private Road Developments: Any development with private roads must comply with the Standard Policy Requirement for the Installation of Water and Sanitary Sewer Mains within Private Developments. This policy stipulates minimum easement requirements and location of public mains and appurtenances, among other requirements.

Exhibit F: Traffic Impact Study

[attached]

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

TRAFFIC IMPACT STUDY FOR

2370 SEVER ROAD RESIDENTIAL DEVELOPMENT

DATE:
October 27, 2021

LOCATION:
Gwinnett County, Georgia

PREPARED FOR:
Georgia Senior Living, LLC.

PREPARED BY:
NV5 Engineers and Consultants, Inc.
1255 Canton Street, Suite G
Roswell, GA 30075
678.795.3600

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Executive Summary

A new multi-family residential development is proposed for construction along Sever Road in Gwinnett County, Georgia. The proposed development will consist of 238 apartment units. The development will utilize two (2) existing full-access driveways along Sever Road. The development has a projected build out date of 2023.

When complete, the development is expected to generate a total of 1,758 new daily trips, 109 trips during the AM peak hour (25 entering and 84 exiting), and 128 during the PM peak hour (81 entering and 47 exiting).

Traffic operations at the study intersections are satisfactory in the existing conditions. However, the northbound and southbound approaches of the Old Peachtree Road at Sever Road intersection operate with undesirable Levels of Service during the AM and PM peak hours. Also, the northbound approach of the intersection of Old Peachtree Road at I-85 Northbound operates with undesirable Levels of Service during the AM peak hour. The conditions are expected to worsen as evidenced in the No-Build scenario due to the anticipated growth in the study area.

The addition of project traffic is expected to have a minimal impact on the Levels of Service and delays at the study intersections. The delays do increase slightly, but the overall levels of service remain the same as during the No-Build conditions. The proposed access points continue to operate with the current Levels of Service.

The two (2) proposed site access driveways have existing right and left turn lanes.

Based on the analysis prepared for the proposed development, improvements at the study intersections are not required to mitigate the impact of the proposed development.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF APPENDICES

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

A. Introduction

A new multi-family residential development is proposed for construction along Sever Road in Gwinnett County, Georgia. The proposed development will consist of 238 apartment units. The development will utilize two (2) existing full-access driveways along Sever Road.

The traffic analyses in this report are for a single phase of construction. The purpose of this report is to identify the traffic expected to be generated by new vehicular trips when the development is completed. This study includes analysis of the Existing, No-Build, and Build conditions at the following intersections for the year 2023:

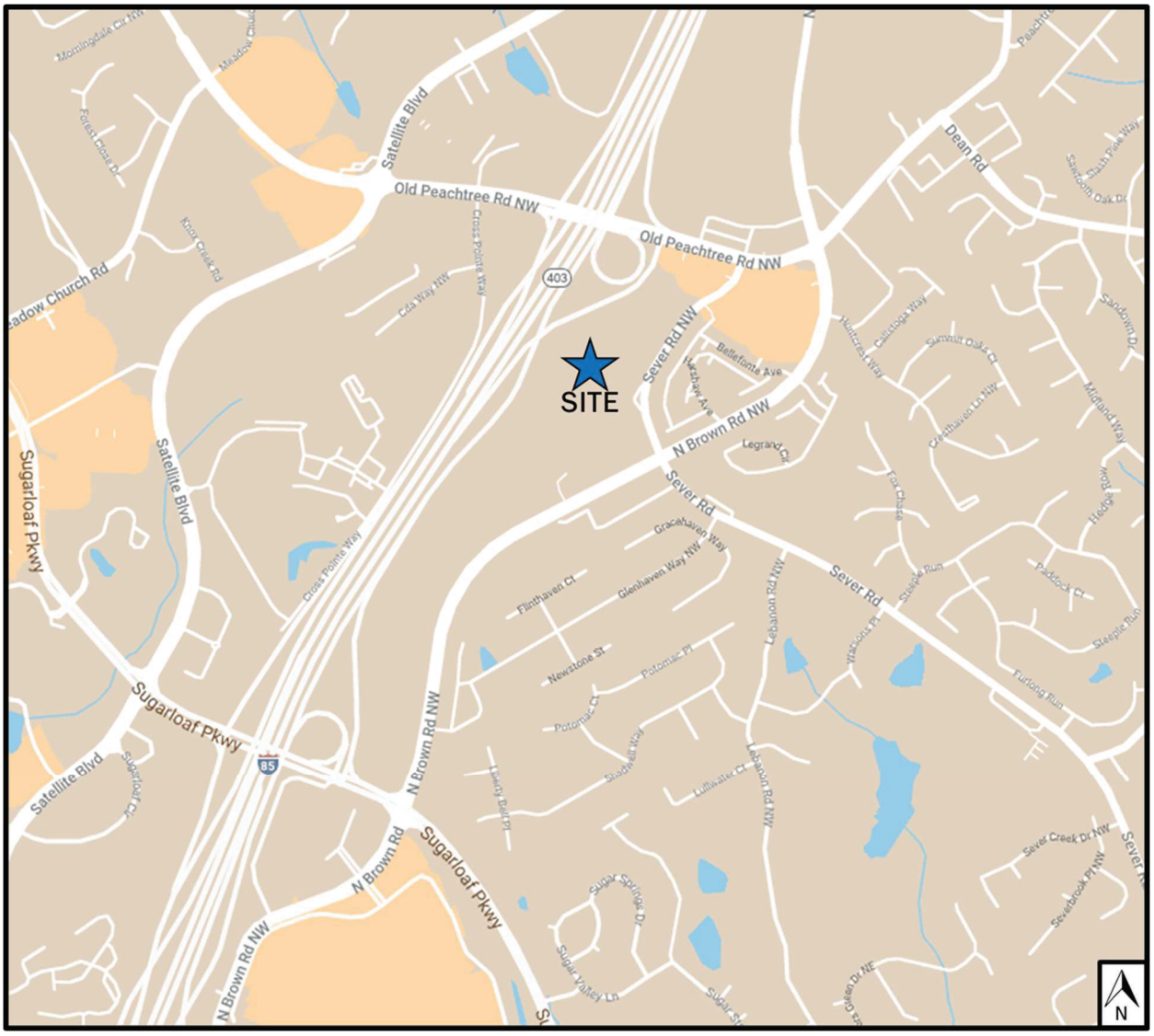
1. Sever Road and North Brown Road
2. Old Peachtree Road and Sever Road
3. Old Peachtree Road and I-85 Northbound
4. Old Peachtree Road and I-85 Southbound
5. Sever Road and Site Access South
6. Sever Road and Site Access North

The report summarizes the analysis of existing, background and projected traffic at the study locations, analysis of traffic impacts including Levels of Service (LOS) and conclusions and recommendations from the analysis.

Figure 1 depicts the study area (vicinity map) in Gwinnett County. The study intersections listed above are depicted in Figure 2. A copy of the development concept plan is included in Appendix A.

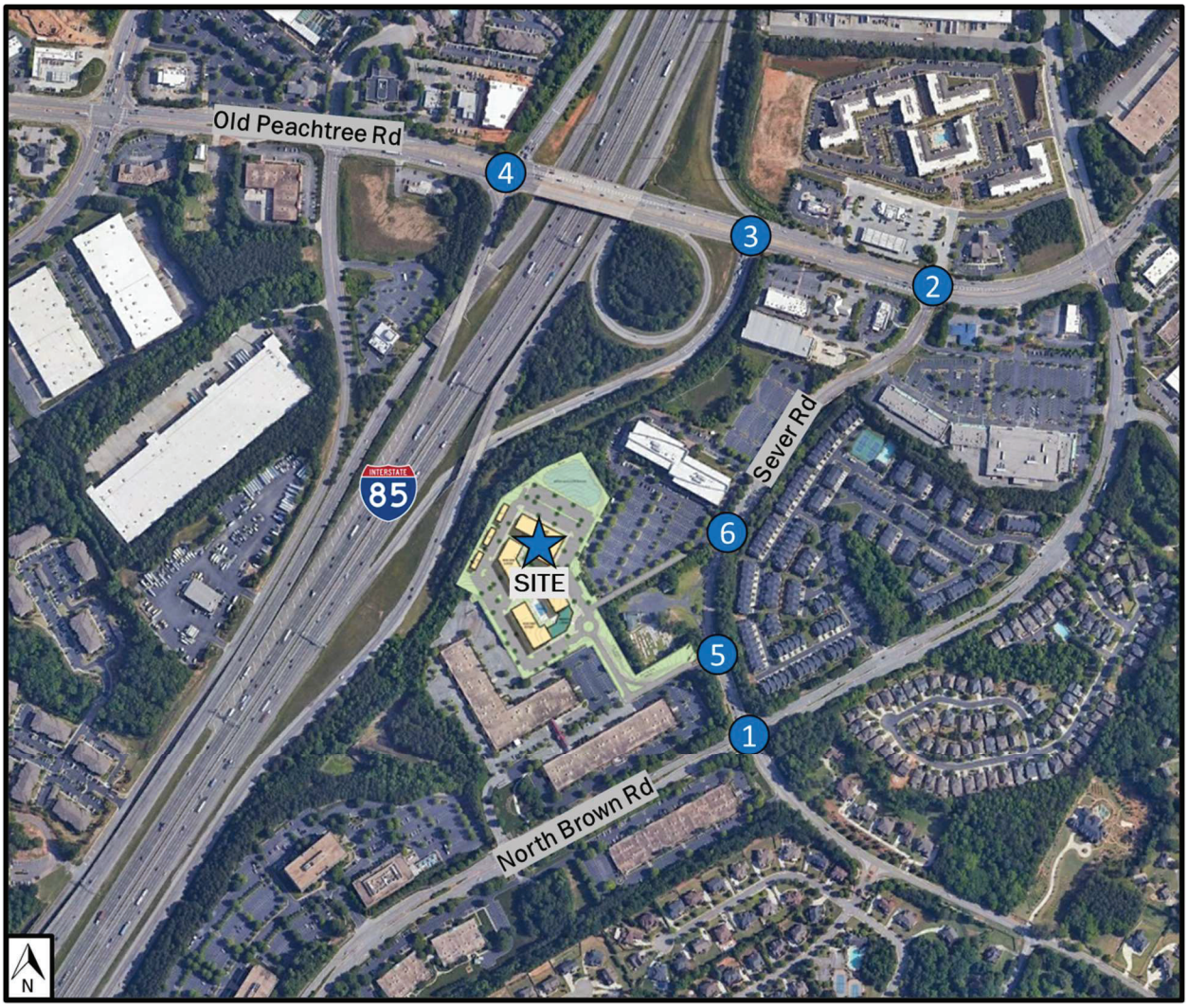
GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Figure 1: Vicinity Map



GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Figure 2: Site Location Aerial



1. Sever Road and North Brown Road
2. Old Peachtree Road and Sever Road
3. Old Peachtree Road and I-85 Northbound
4. Old Peachtree Road and I-85 Southbound
5. Sever Road and Site Access South
6. Sever Road and Site Access North

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

B. Existing Conditions

B.1. Transportation Facilities

Sever Road is a three lane-undivided roadway with a two-way center turn lane and a posted speed limit of 40 miles per hour. The roadway runs between Old Peachtree Road in the north and SR 120 in the southeast. Land uses are predominantly residential and commercial with some institutional land uses as well.

North Brown Road is a four-lane divided roadway that runs along I-85. It has a posted speed limit of 45 miles per hour. The roadway runs between SR 120 in the southwest and Old Peachtree Road in the northeast. Land uses are residential and commercial along its length.

Old Peachtree Road is a four-lane divided, east/west roadway with a posted speed limit of 45 miles per hour. The road runs west towards Buford Highway in Duluth and east towards McGinnis Ferry Road and provides a connection point to I-85 just west of the proposed site. Land uses are predominantly commercial around the proposed site with residential and institutional land uses present farther away from I-85.

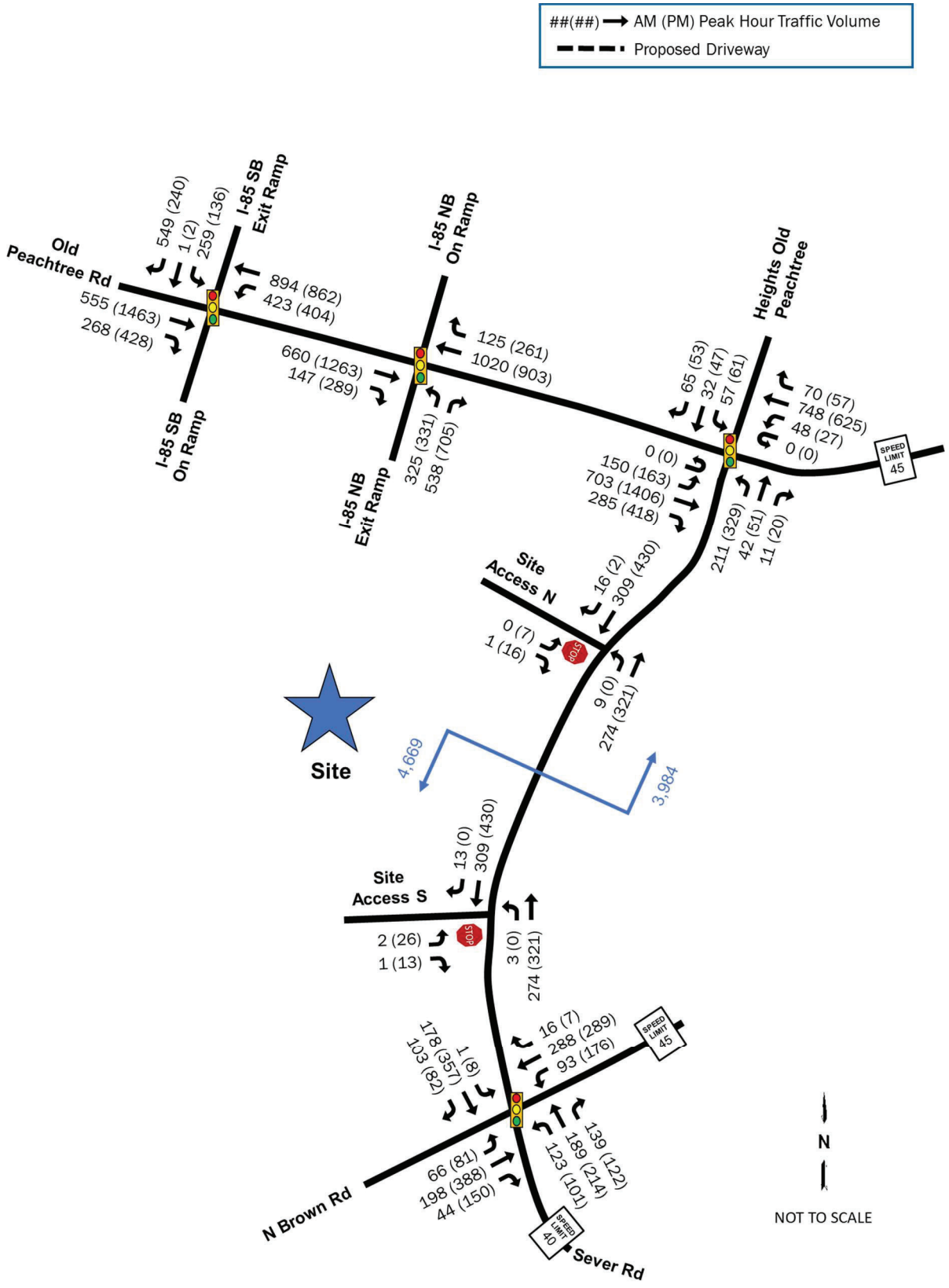
I-85 is an eight-lane divided freeway with a posted speed limit of 70 miles per hour near the proposed site. The interstate runs south towards Atlanta, Georgia and north towards Greenville, South Carolina.

B.2. Traffic Counts

Weekday AM and PM peak period turning movement counts were collected at the intersections of: Sever Road at North Brown Road; Old Peachtree Road at Sever Road; and Old Peachtree Road at I-85 on Wednesday, August 11, 2021. Average daily traffic counts were also taken on Sever Road near the proposed site access driveways. Counts were collected while schools were in session. The counts are included in Appendix B.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Figure 3: 2021 Existing Traffic Volumes



GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

C. Future Conditions

C.1. Background Growth

The growth rate in the study area is based upon an analysis of historical traffic counts collected by the Georgia Department of Transportation (GDOT). The project is expected to be built-out in 2023. To account for ambient growth in the area, the existing traffic counts for this study were grown by 1.3% per year for two years. The expected volumes are depicted in Figure 4, 2023 No-Build Volumes. The growth rate development worksheet is included in Appendix B.

C.2. Project Trip Generation

Table 1 summarizes the project trip generation calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017. The development consists of 238 apartment units.

Table 1: Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Multifamily Housing (Low-Rise), LUC 220 (238 Units)	Daily	1,758	879	879
	AM Peak Hour	109	25	84
	PM Peak Hour	128	81	47

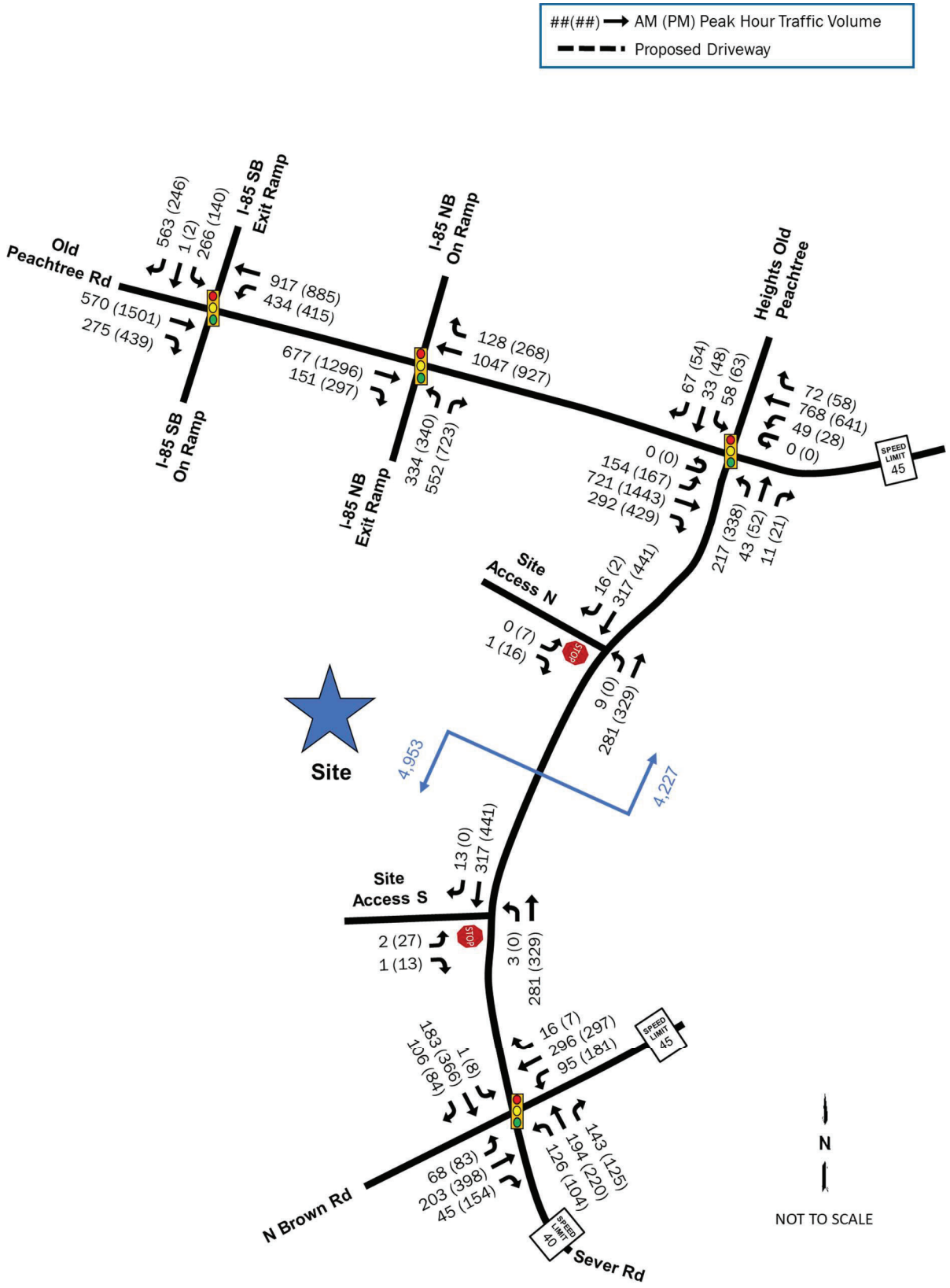
The development will generate a total of 109 trips (25 entering and 84 exiting) during the AM peak hour, and a total of 128 trips (81 entering and 47 exiting) during the PM peak hour.

C.3. Trip Distribution and Assignment

The assignment and directional distribution of new project trips was based on the traffic patterns evidenced in the overall study area. It is expected that approximately 30% will travel to/from the west along Old Peachtree Road, approximately 10% will travel to/from the east along Old Peachtree Road, approximately 10% will travel to/from the north along I-85, approximately 10% will travel to/from the south along I-85, approximately 25% will travel to/from the west along North Brown Road, approximately 5% will travel to/from the east along North Brown Road, and approximately 10% will travel to/from the south along Sever Road. Figure 5 depicts the Trip Distributions. The project trips generated from the development utilizing the trip distribution and are depicted in Figure 6. The No-Build plus project trips (Build Volumes) are depicted in Figure 7.

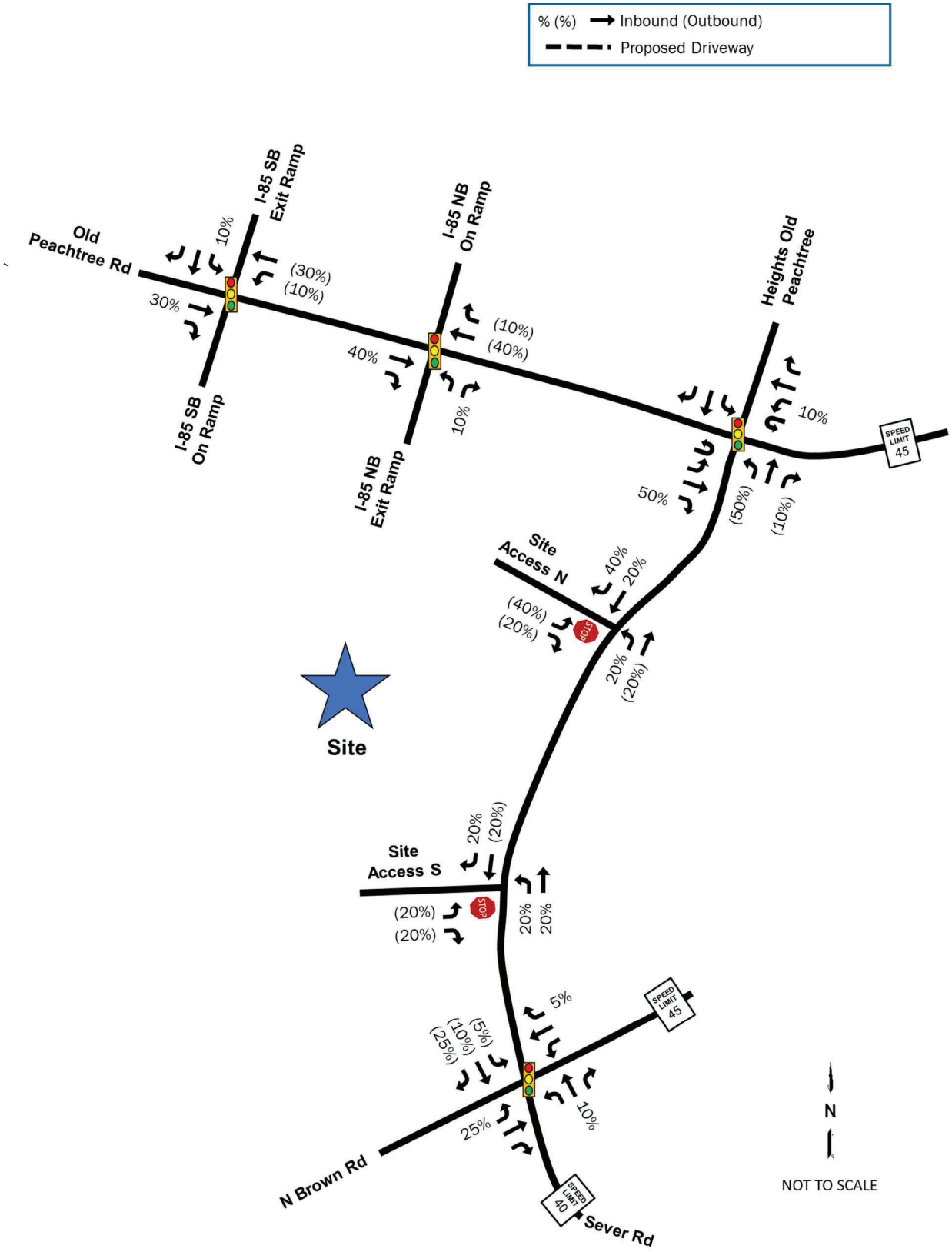
GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Figure 4: 2023 No-Build Traffic Volumes



GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Figure 5: Trip Distribution

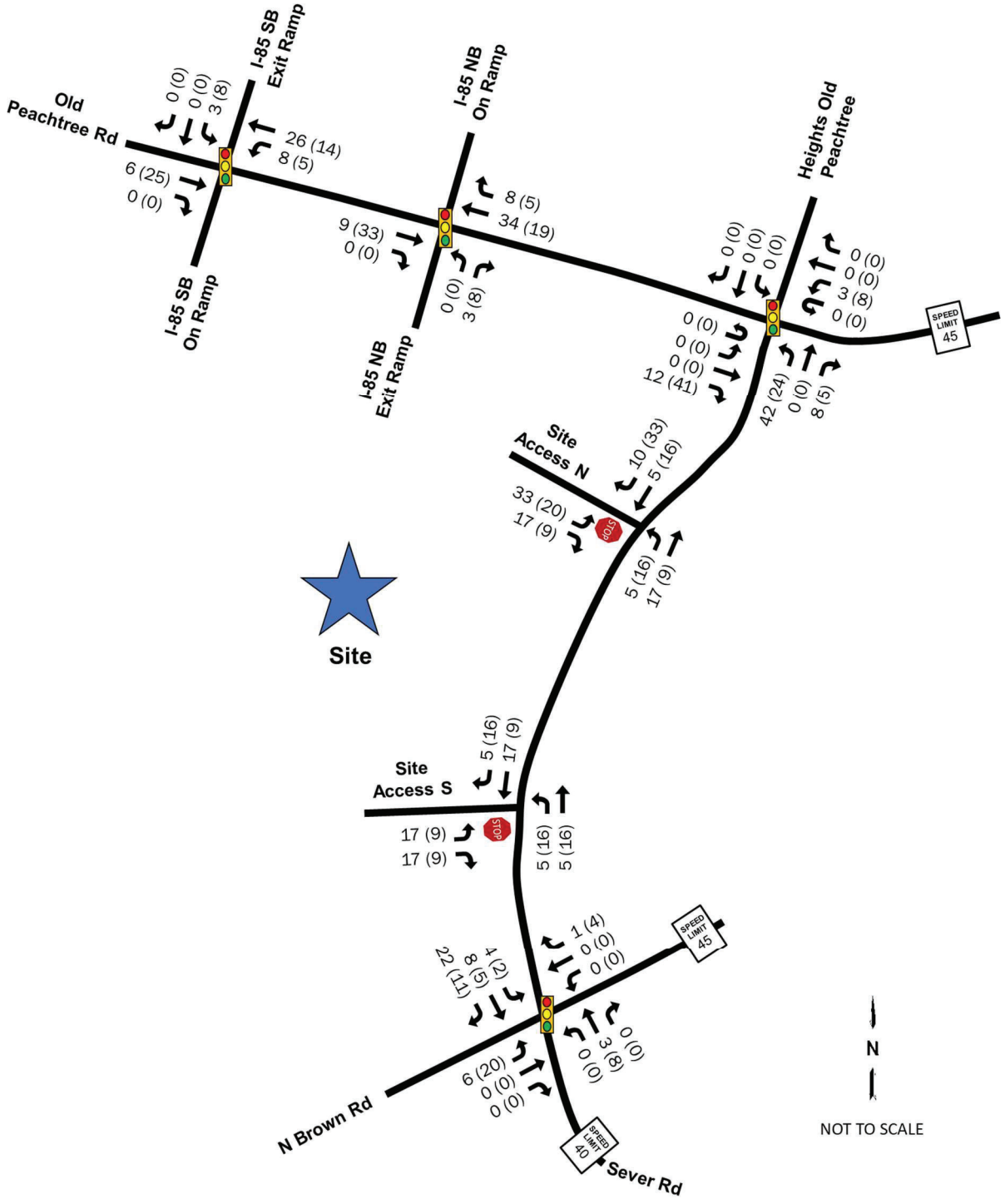


GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Figure 6: Project Development Trips

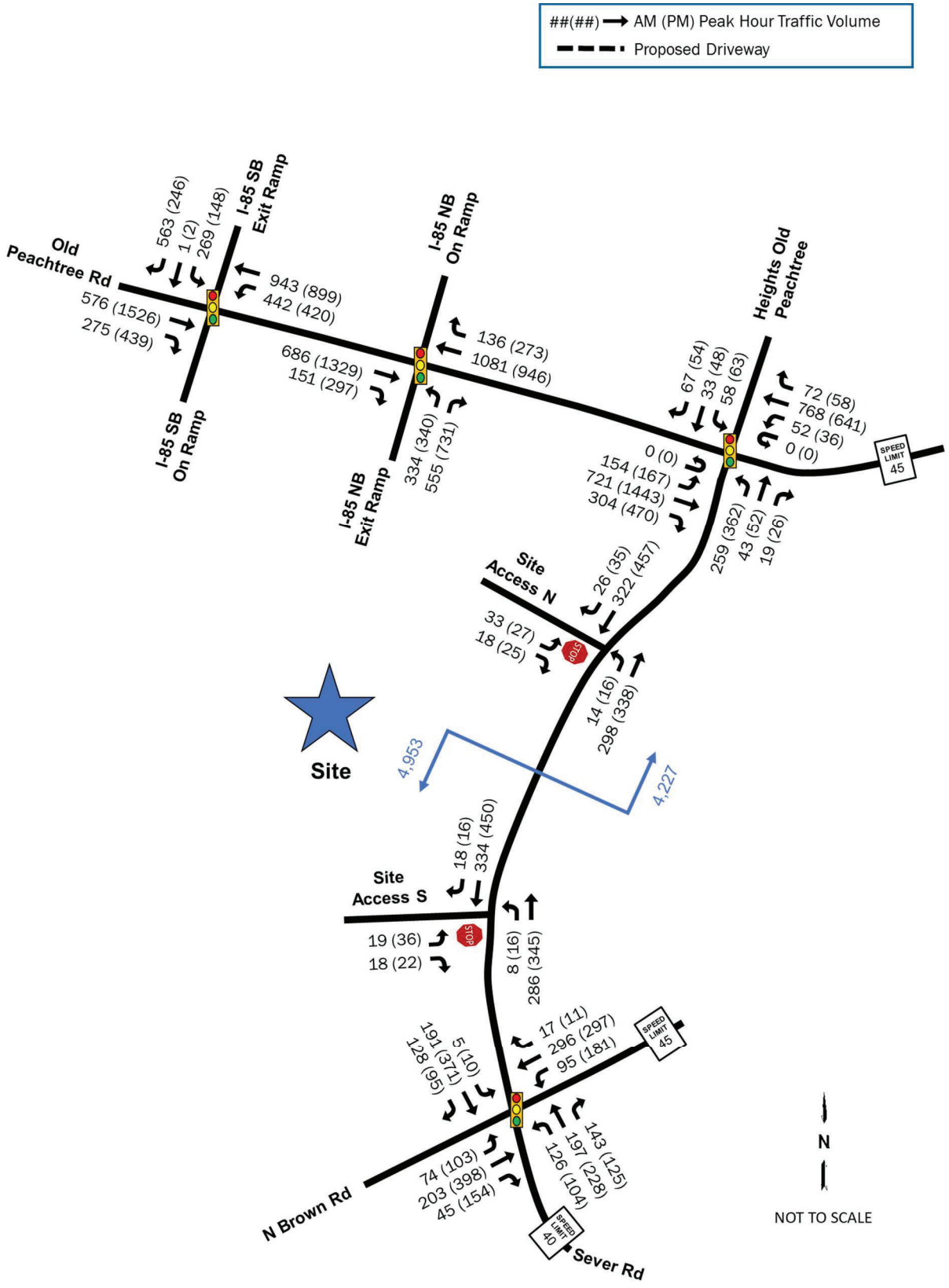
Trip Generation	Total	IN	OUT
AM Peak Hour	109	25	84
PM Peak Hour	128	81	47

##(##) → AM (PM) Peak Hour Traffic Volume
Proposed Driveway



GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Figure 7: 2023 Build Traffic Volumes



GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

D. Traffic Impact Analyses

The analysis in each of the scenarios for the study was performed using the traffic analysis software Synchro® 11. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM 6th Edition). HCM uses a grading system A through F, where A is the best (little to no delay), and F is the worst (very heavy delay). HCM Levels of Service (LOS) standards and Synchro® output reports are included in Appendix C.

D.1. 2021 Existing Conditions Analysis

The results of the 2021 existing conditions capacity analysis are shown in Table 2 and include analysis of the volumes presented in Figure 3.

Table 2: 2021 Existing Conditions Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				Delay	LOS	Delay	LOS
1	Sever Rd & North Brown Rd	Signal	EB	17.7	B	28.0	C
			WB	17.7	B	21.5	C
			NB	21.7	C	25.1	C
			SB	34.3	C	44.2	D
			Overall	22.2	C	29.5	C
2	Old Peachtree Rd & Sever Rd	Signal	EB	17.7	B	42.6	D
			WB	29.4	C	27.5	C
			NB	74.0	E	71.8	E
			SB	75.0	E	75.2	E
			Overall	32.2	C	44.4	D
3	Old Peachtree Rd & I-85 NB	Signal	EB	0.3	A	1.0	A
			WB	10.3	B	21.5	C
			NB	55.9	E	38.1	D
			Overall	23.3	C	18.8	B
4	Old Peachtree Rd & I-85 SB	Signal	EB	34.8	C	36.2	D
			WB	19.5	B	20.4	C
			SB	43.6	D	50.9	D
			Overall	30.0	C	31.6	C
5	Sever Rd & Site Access S	Stop-Control	EB	11.1	B	12.6	B
			NBL	8.0	A	0.0	A
6	Sever Rd & Site Access N	Stop-Control	EB	10.0	B	11.6	B
			NBL	8.0	A	0.0	A

As shown in Table 2, the overall operations at the study intersections are satisfactory in existing conditions during the AM and PM peak hours. The northbound and southbound approaches of the intersection of Old Peachtree Road and Sever Road operated with Levels of Service (LOS) E during the AM and PM peak hours. Similarly, the northbound approach of the intersection of Old Peachtree Road and I-85 Northbound operate with LOS E during the AM peak hour.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

D.2. 2023 No-Build Conditions Capacity Analysis

The results of the 2023 No-Build conditions capacity analysis are shown in Table 3 for the operation of the study intersections with the volumes presented in Figure 4.

Table 3: 2023 No-Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				Delay	LOS	Delay	LOS
1	Sever Rd & North Brown Rd	Signal	EB	18.1	B	29.2	C
			WB	18.1	B	22.3	C
			NB	21.7	C	25.1	C
			SB	34.4	C	45.3	D
			Overall	22.4	C	30.3	C
2	Old Peachtree Rd & Sever Rd	Signal	EB	17.8	B	43.4	D
			WB	29.8	C	27.8	C
			NB	74.2	E	72.0	E
			SB	74.9	E	75.5	E
			Overall	32.4	C	45.0	D
3	Old Peachtree Rd & I-85 NB	Signal	EB	0.3	A	1.0	A
			WB	10.8	B	21.6	C
			NB	55.4	E	38.6	D
			Overall	23.3	C	19.0	B
4	Old Peachtree Rd & I-85 SB	Signal	EB	35.4	D	38.3	D
			WB	19.6	B	20.5	C
			SB	44.1	D	51.2	D
			Overall	30.3	C	32.6	C
5	Sever Rd & Site Access S	Stop-Control	EB	11.2	B	12.8	B
			NBL	8.0	A	0.0	A
6	Sever Rd & Site Access N	Stop-Control	EB	10.0	B	11.7	B
			NBL	8.0	A	0.0	A

As shown in Table 3, under No-Build conditions the study intersections experience an increase in delay due to the applied growth rate. The eastbound approach at the intersection of Old Peachtree Road and I-85 Southbound changes from LOS C to D during the AM peak hour.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

D.3. 2023 Build Conditions Capacity Analysis

The results of the 2023 Build conditions intersection capacity analysis are shown in Table 4 for No-Build plus project volumes as presented in Figure 7.

Table 4: 2023 Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				Delay	LOS	Delay	LOS
1	Sever Rd & North Brown Rd	Signal	EB	19.0	B	29.9	C
			WB	19.2	B	23.0	C
			NB	21.4	C	25.1	C
			SB	34.5	C	46.6	D
			Overall	23.1	C	31.1	C
2	Old Peachtree Rd & Sever Rd	Signal	EB	17.9	B	43.5	D
			WB	29.7	C	27.6	C
			NB	76.8	E	72.8	E
			SB	74.9	E	75.5	E
			Overall	33.6	C	45.3	D
3	Old Peachtree Rd & I-85 NB	Signal	EB	0.3	A	1.0	A
			WB	11.0	B	21.7	C
			NB	55.3	E	38.8	D
			Overall	23.1	C	19.0	B
4	Old Peachtree Rd & I-85 SB	Signal	EB	35.9	D	39.9	D
			WB	19.5	B	20.4	C
			SB	44.1	D	51.3	D
			Overall	30.2	C	33.4	C
5	Sever Rd & Site Access S	Stop-Control	EB	11.5	B	13.4	B
			NBL	8.0	A	8.4	A
6	Sever Rd & Site Access N	Stop-Control	EB	11.6	B	12.6	B
			NBL	8.0	A	8.5	A

As shown in Table 4, the addition of project traffic to the study intersections is expected to have a minimal impact on the overall operation of the study intersections. There is a slight increase in delay due to the added trips, but the overall Levels of Service remain the same.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

E. Turn Lane Evaluations

Since the two access driveways both have existing right and left turn lanes, turn lane evaluations were not conducted.

F. Conclusions

A new multi-family residential development is proposed for construction along Sever Riad in Gwinnett County, Georgia. The proposed development will consist of 238 apartment units. The development will utilize two (2) existing full-access driveways along Sever Road. The development has a projected build out date of 2023.

When complete, the development is expected to generate a total of 1,758 new daily trips, 109 trips during the AM peak hour (25 entering and 84 exiting), and 128 during the PM peak hour (81 entering and 47 exiting).

Traffic operations at the study intersections are satisfactory in the existing conditions. However, the northbound and southbound approaches of the Old Peachtree Road at Sever Road intersection operate with undesirable Levels of Service during the AM and PM peak hours. Also, the northbound approach of the intersection of Old Peachtree Road at I-85 Northbound operates with undesirable Levels of Service during the AM peak hour. The conditions are expected to worsen as evidenced in the No-Build scenario due to the anticipated growth in the study area.

The addition of project traffic is expected to have a minimal impact on the Levels of Service and delays at the study intersections. The delays do increase slightly, but the overall Levels of Service remain the same as during the No-Build conditions. The proposed access points continue to operate with the current level of service.

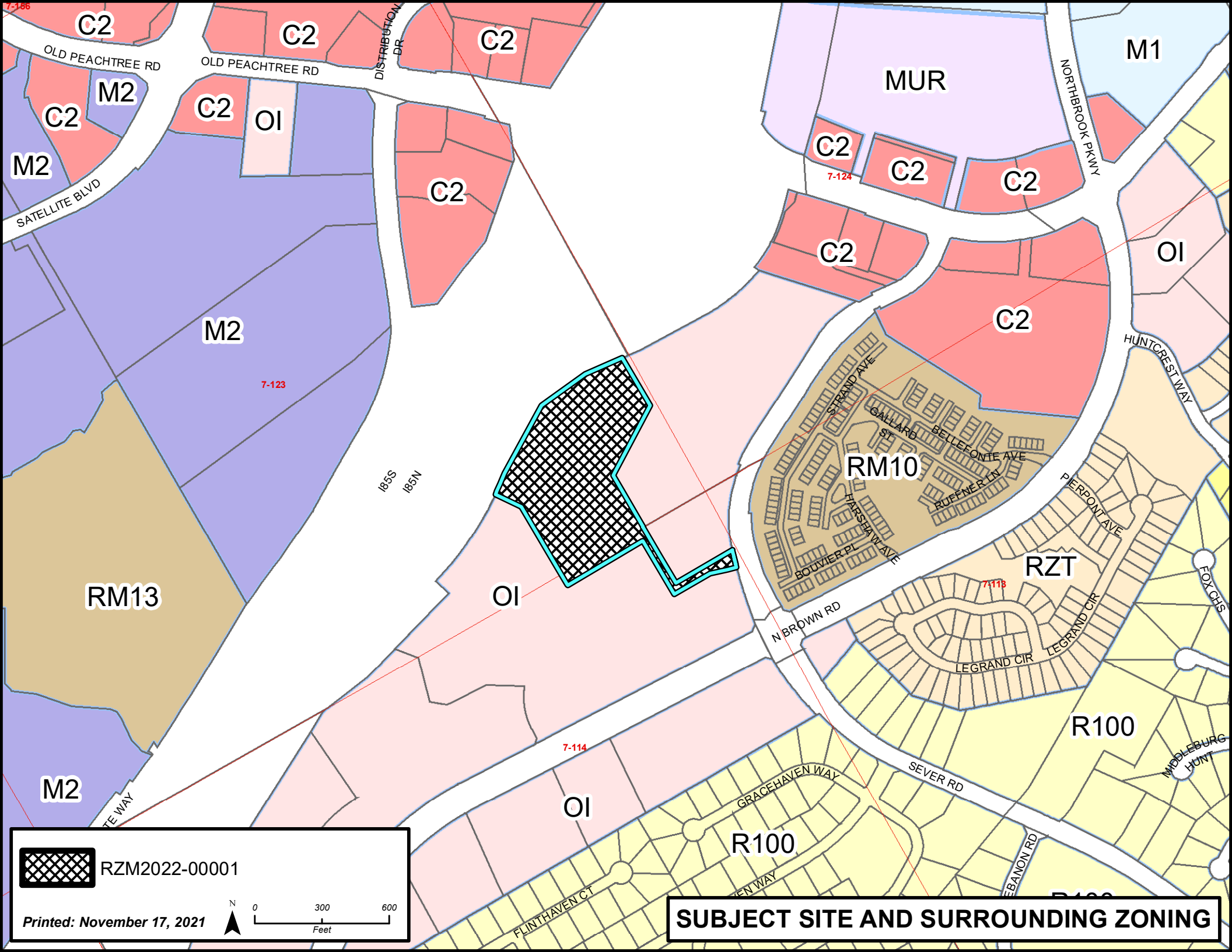
The two proposed site access driveways both have existing right and left turn lanes.

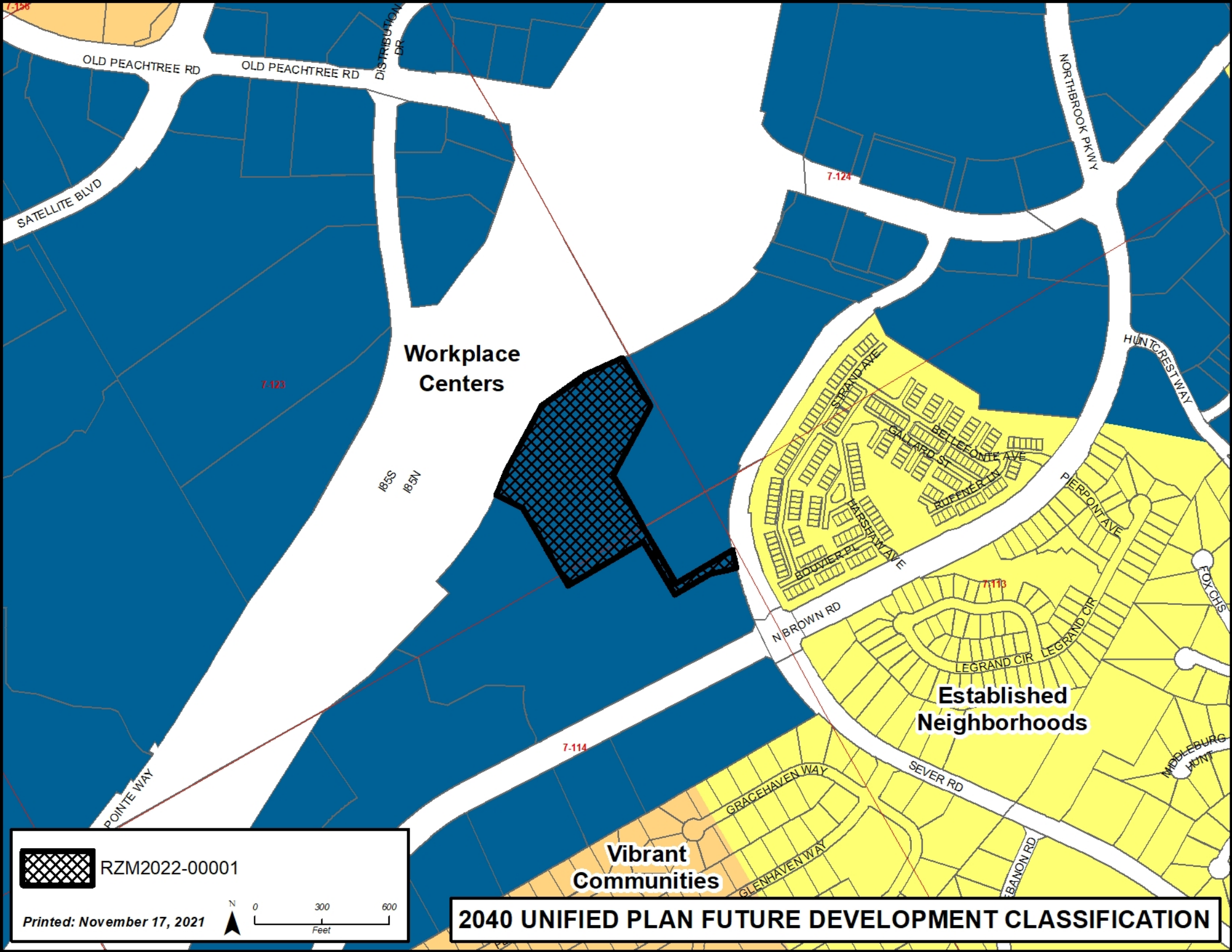
Based on the analysis prepared for the proposed development, improvements at the study intersections are not required to mitigate the impact of the proposed development.

Exhibit G: Maps

[attached]


OLD PEACHTREE RD
OLD PEACHTREE RD
I85S
I85N
CROSS POINTE WAY
STRAND AVE
GALLARD ST
BELLEFONTE AVE
HARSHAW AVE
RUFFNER LN
BOUVIER PL
LEGRAND CIR
LEGRAND CIR
N BROWN RD
SEVER RD
GRACEHAVEN WAY
GLENHAVEN WAY
RZM2022-00001
Printed: November 17, 2021
N
0
200
400
Feet


C2
OLD PEACHTREE RD
OLD PEACHTREE RD
DISTRIBUTION DR
C2
C2
C2
M2
C2
OI
M2
SATELLITE BLVD
C2
MUR
C2
C2
C2
7-124
NORTHBROOK PKWY
M1
OI
C2
C2
HUNTCREST WAY
M2
7-123
I85S
I85N
STRAND AVE
GALLARD ST
BELLEFONTE AVE
RM10
RUFFNER LN
HARSHAW AVE
BOUVIER PL
PERPONT AVE
RZT
7-113
LEGRAND CIR
LEGRAND CIR
FOX CHS
RM13
OI
N BROWN RD
7-114
R100
MIDDLEBURG HUNT
M2
SEVER RD
GRACEHAVEN WAY
OI
R100
FLINTHAVEN CT
EBANON RD
RZM2022-00001
Printed: November 17, 2021
N
0
300
600
Feet
SUBJECT SITE AND SURROUNDING ZONING


OLD PEACHTREE RD
OLD PEACHTREE RD
DISTRIBUTION DR
NORTHBROOK PKWY
SATELLITE BLVD
7-124
7-123
Workplace Centers
I85S
I85N
HUNTCREST WAY
STRAND AVE
GALLARD ST
BELLEFONTE AVE
RUFFNER TRL
PERPONT AVE
HARSHAW AVE
BOUVIER PL
7-113
N BROWN RD
LEGRAND CIR
LEGRAND CIR
FOX CHS
Established Neighborhoods
MIDDLEBURG HUNT
7-114
SEVER RD
GRACEHAVEN WAY
GLENHAVEN WAY
LEBANON RD
POINTE WAY
Vibrant Communities
RZM2022-00001
Printed: November 17, 2021
N
0
300
600
Feet
2040 UNIFIED PLAN FUTURE DEVELOPMENT CLASSIFICATION

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/17/2021 4:29 PM

REZONING APPLICATION

AN APPLICATION TO AMEND THE OFFICIAL ZONING MAP OF GWINNETT COUNTY, GA.

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION*
NAME: Brand Properties c/o Alliance Engineering and Planning	NAME: SUGARLOAF INFRAPROP HWY85 LLC
ADDRESS: 299 S. Main Street	ADDRESS: 3112 WASHINGTON RD STE L
CITY: Alpharetta	CITY: AUGUSTA
STATE: GA ZIP: 30009	STATE: GA ZIP: 30907
PHONE: 770-225-4730 ext. 819	PHONE: 770-225-4730 ext. 819
EMAIL: Tylerl@allianceco.com	EMAIL:

CONTACT PERSON: Tyler Lasser PHONE: 770-225-4730 ext. 819

CONTACT'S E-MAIL: Tylerl@allianceco.com

APPLICANT IS THE:

[ ] OWNER'S AGENT [ ] PROPERTY OWNER [X] CONTRACT PURCHASER

PRESENT ZONING DISTRICTS(S): O-I REQUESTED ZONING DISTRICT: RM-24

PARCEL NUMBER(S): 7114 236 ACREAGE: 9.96

ADDRESS OF PROPERTY: 2370 Sever Road

PROPOSED DEVELOPMENT: Apartments/Carriage Houses

RESIDENTIAL DEVELOPMENT	NON-RESIDENTIAL DEVELOPMENT
No. of Lots/Dwelling Units 238	No. of Buildings/Lots:
Dwelling Unit Size (Sq. Ft.): Min. 600 sq ft	Total Building Sq. Ft.
Gross Density: 19.78	Density:
Net Density: 19.78	

PLEASE ATTACH A LETTER OF INTENT EXPLAINING WHAT IS PROPOSED

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

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 BOARD OF COMMISSIONERS UNLESS WAIVED BY THE BOARD OF COMMISSIONERS. 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 BOARD OF COMMISSIONERS.

T.R. Reddy — 11/1/21

Signature of Property Owner — Date

T.R. REDDY, MANAGING MEMBER

Type or Print Name and Title

L.L. — 11/1/21 — Sankait Thamannagari NOTARY PUBLIC Columbia County, GEORGIA My Commission Expires 06/19/2023

Signature of Notary Public — Date — Notary Seal

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

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 BOARD OF COMMISSIONERS UNLESS WAIVED BY THE BOARD OF COMMISSIONERS. 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 BOARD OF COMMISSIONERS.

Signature of Applicant — Date: 10-27-21

MICHAEL HOATH PRESIDENT
Type or Print Name and Title

J. Michelle Cheek — 10/27/2021
Signature of Notary Public — Date

J MICHELLE CHEEK NOTARY PUBLIC DEKALB COUNTY, GEORGIA MY COMMISSION EXPIRES JULY 20, 2023
Notary Seal

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

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.

[signature]	10.27.21	MICHAEL HOATH
SIGNATURE OF APPLICANT	DATE	TYPE OR PRINT NAME AND TITLE
Tyler Lasser	10.27.21	Tyler Lasser
SIGNATURE OF APPLICANT'S ATTORNEY OR REPRESENTATIVE	DATE	TYPE OR PRINT NAME AND TITLE

J. Michelle Cheek 10/27/2021
SIGNATURE OF NOTARY PUBLIC DATE

NOTARY SEAL

J MICHELLE CHEEK
NOTARY PUBLIC
DEKALB COUNTY, GEORGIA
MY COMMISSION EXPIRES JULY 20, 2023

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 Board of Commissioners or a member of the Gwinnett County Planning Commission?

☑ YES ☐ NO MICHAEL HOATH
YOUR NAME

If the answer is yes, please complete the following section:

NAME AND OFFICAL POSITION OF GOVERNMENT OFFICIAL	CONTRIBUTIONS (List all which aggregate to $250 or More)	DATE CONTRIBUTION WAS MADE (Within last two years)
KIRKLAND CARDEN	$1,000.00	9.18.20

Attach additional sheets if necessary to disclose or describe all contributions.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR REZONING

THE UNDERSIGNED BELOW IS AUTHORIZED TO MAKE THIS APPLICATION. THE UNDERSIGNED CERTIFIES THAT ALL GWINNETT COUNTY PROPERTY TAXES BILLED TO DATE FOR THE PARCEL LISTED BELOW HAVE BEEN PAID IN FULL TO THE TAX COMMISSIONER OF GWINNETT COUNTY, GEORGIA. IN NO CASE SHALL AN APPLICATION OR REAPPLICATION FOR REZONING BE PROCESSED WITHOUT SUCH PROPERTY VERIFICATION.

***Note**: **A SEPARATE VERIFICATION FORM MUST BE COMPLETED FOR EACH TAX PARCEL INCLUDED IN THE REZONING REQUEST.**

PARCEL I.D. NUMBER: (Map Reference Number) 7 (District) - 114 (Land Lot) - 4236 (Parcel)

Signature of Applicant — 10.27.21 (Date)

MICHAEL HOATH, PRESIDENT
Type or Print Name and Title

PLEASE TAKE THIS FORM TO THE TAX COMMISSIONERS OFFICE AT THE GWINNETT JUSTICE AND ADMINISTRATION CENTER, 75 LANGLEY DRIVE, FOR THEIR APPROVAL BELOW.

TAX COMMISSIONERS USE ONLY

(PAYMENT OF ALL PROPERTY TAXES BILLED TO DATE FOR THE ABOVE REFERENCED PARCEL HAVE BEEN VERIFIED AS PAID CURRENT AND CONFIRMED BY THE SIGNATURE BELOW)

Jacqueleen Garcia — NAME

Tax Associate I — TITLE

10/27/2021 — DATE

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Applicant's Letter of Intent

Rezoning O-I to RM-24
Parcel # 7114 236

The Applicant, Brand Properties, LLC, requests a rezoning on an approximately 9.956-acre lot located at 2370 Sever Road for the purpose of constructing a luxury apartment community. To develop the site as proposed, the applicant requests to rezone the property from O-I (Office-Institutional District) to RM-24 (Multifamily Residence District). The subject site is located on the west side of Sever Road, between North Brown Road and Old Peachtree Road, with additional frontage on the right-of-way of I-85 and the associated exit ramp onto Old Peachtree Road. Adjacent uses include two office developments and a church. Intellicenter, the office building to the north, includes The University of Georgia Gwinnett Campus.

As illustrated on the submitted site plan, the Applicant proposes to construct a 238-unit luxury multifamily residential community including four primary apartment buildings, and three carriage house buildings. Encircled by the four primary buildings, the community will include an extensive and walkable outdoor amenity area featuring a landscaped courtyard, pool, and pavilion. At the front of the site, a one-story leasing office and amenity building will feature a club room, business center and fitness studio. The apartments will comprise of one-bedroom units starting at 600 square feet, two-bedroom units starting at 800 square feet and three-bedroom units starting at 1,000 square feet. The average unit size will amount to approximately 872 square feet. No more than 3% of the units will have three bedrooms. Each unit will also be equipped with a covered balcony.

Site access will be provided via Sever Road at two distinct locations, by way of tying into the adjoining office developments' existing driveways and access roads; additional driveways will not be necessary for this development. The northern access point will tie into the existing driveway and access road located along the southern property line of the Intellicenter office building property to the north. An additional driveway will be constructed by tying into the existing driveway of the office park to the south. The latter will include improvements such as a new full access drive aisle and dedicated right-in only turn lane. Access to the community's interior will be gate controlled, and only available to residents. However, additional parking will be available for guests outside the entrance of the leasing office. Site access, as proposed, supports inter-parcel connectivity and enhances vehicular circulation. In addition to efficient access to motorists, sidewalks and abundant open space will establish comfortable walkability throughout the site, providing safe and convenient access to and from Sever Road.

The site is within the Workplace Centers character area of the 2040 Future Development Map, which lists apartments as one of the few recommended development types. The 2040 Unified Plan states that the primarily employment-associated uses of the area should be supported by residential uses where appropriate. In addition to its location amongst many office developments, the subject site is approximately one-quarter mile south of a unique commercial node that surrounds the intersection of Sever Road and Old Peachtree Road. The node features a Publix grocery store and a variety of retail, restaurants, offices, banks, and other services. The Heights at Old Peachtree multi-family development is also within the node, located on the north side of Old Peachtree Road.

Consistent with the 2040 Unified Plan's concept of enhanced walkability throughout the county, the development will provide the opportunity for residents to live within a convenient walking distance to the many jobs and businesses the area has to offer. The additional foot-traffic will leave a positive and lasting impact on the area's local businesses.

Please refer to the attached documents for additional details regarding the layout and appearance of the proposed apartment community. The Applicant looks forward to meeting with staff as well as the community to answer all questions or concerns and is excited to be able to provide exceptional housing in a highly desirable section of Gwinnett County.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Standards Governing the Exercise of the Zoning Power

To further demonstrate that the proposed rezoning and land use is consistent with the intent of the UDO and 240 Unified Plan, the applicant submits its response to 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:

Rezoning the subject site to RM-24 for the purpose of constructing apartments is suitable in relation to the adjacent and nearby properties. There are several multifamily uses nearby, including the Villages at Huntcrest located across Sever Road, and the Heights at Old Peachtree located at the intersection of Old Peachtree Road and Sever Road. There's also a significant number of commercial uses, and offices in the surrounding area, which are conveniently located for future residents to access.

(B) WHETHER A PROPOSED REZONING WILL ADVERSELY AFFECT THE EXISTING USE OR USABILITY OF ADJACENT OR NEARBY PROPERTY:

The proposed rezoning will not adversely affect the use of the surrounding properties. The subject property is adjacent to a commercial node, which will benefit from the foot traffic produced from the proposed development.

(C) WHETHER THE PROPERTY TO BE AFFECTED BY A PROPOSED REZONING HAS REASONABLE ECONOMIC USE AS CURRENTLY ZONED:

Due to the size, shape and location of the property, the applicant believes that the subject property does not have a reasonable economic use as currently zoned. The applicant submits the rezoning would allow for a use more compatible with the pattern of development in the area and intent of the 2040 Unified 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 rezoning will not result in an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

(E) WHETHER THE PROPOSED REZONING IS IN CONFORMITY WITH THE POLICY ANDINTENT OF THE LAND USE PLAN:

The proposed rezoning is in conformity with the intent of the 2040 Unified Plan. The subject property is located within the Workplace Centers character area. Land uses encouraged in the Workplace Centers character area include apartments.

(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:

The pattern of residential infill development in the area and the proposed development’s consistency with the land use of nearby properties are amongst reasons for the approval of the proposed rezoning.

Based upon the above reasons, the applicant feels that this is a reasonable request and that action contradictory to the zoning request will constitute a taking of property in violation of the Just Compensation Clause of the Fifth Amendment and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States, and Article 1, Section 3, Paragraph 1 of the Constitution of Georgia, denying the owner viable use of its land.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/12/2021 2:02 PM

Legal Description

A parcel of land being all of Tract 1B as recorded in Plat Book 126, Page 201 of Gwinnett County's Clerk of Superior Courts Office, and lying in Land Lots 114, 123, and 124 of the 7th District of Gwinnett County, Georgia and being more particularly described as follows:

Begin at a found 1/2" capped rebar lying on the southeasterly right-of-way of Interstate 85 (variable right-of-way), being the northerly corner common to Tract 1B and Tract 1A of aforementioned Plat Book 126, Page 201, and lying on a non-tangent curve to the left and having a radius of 1,532.40 feet, a central angle of 03 Degrees 52 Minutes 22 Seconds, a chord bearing of North 24 Degrees 07 Minutes 32 Seconds East, and a chord distance of 103.56 feet; thence run along the arc of said curve and said right-of-way for a distance of 103.58 feet to a point; thence run North 28 Degrees 02 Minutes 23 Seconds East along said right-of-way for a distance of 343.03 feet to a found right-of-way monument; thence run North 54 Degrees 22 Minutes 16 Seconds East along said right-of-way for a distance of 240.90 feet to a point; thence run North 66 Degrees 33 Minutes 10 Seconds East along said right-of-way for a distance of 189.86 feet to a set 5/8" capped rebar (L.S.F. #1322); thence leaving said right-of-way run South 29 Degrees 58 Minutes 27 Seconds East for a distance of 246.23 feet to a set 5/8" capped rebar (L.S.F. #1322); thence run South 28 Degrees 07 Minutes 57 Seconds West for a distance of 355.09 feet to a set 5/8" capped rebar (L.S.F. #1322); thence run South 29 Degrees 58 Minutes 27 Seconds East for a distance of 217.32 feet to a point; thence run South 28 Degrees 19 Minutes 15 Seconds East for a distance of 48.51 feet to a point; thence run South 30 Degrees 07 Minutes 45 Seconds East for a distance of 294.39 feet to a set 5/8" capped rebar (L.S.F. #1322); thence run North 59 Degrees 49 Minutes 22 Seconds East for a distance of 287.83 feet to a set 5/8" capped rebar (L.S.F. #1322), said point lying on the westerly right-of-way of Sever Road (variable right-of-way) and on a non-tangent curve to the left and having a radius of 1,340.00 feet, a central angle of 03 Degrees 25 Minutes 13 Seconds, a chord bearing of South 12 Degrees 04 Minutes 24 Seconds East, and a chord distance of 79.98 feet; thence run along the arc of said curve and said right-of-way for a distance of 79.99 feet to a set mag nail; thence leaving said right-of-way, run South 75 Degrees 54 Minutes 06 Seconds West for a distance of 122.38 feet to a found 1/2" capped rebar; thence run South 60 Degrees 01 Minutes 59 Seconds West for a distance of 184.90 feet to a found 1/2" capped rebar; thence run North 30 Degrees 09 Minutes 19 Seconds West for a distance of 278.84 feet to a found 1/2" capped rebar; thence run South 59 Degrees 59 Minutes 14 Seconds West for a distance of 389.43 feet to a found 1/2" capped rebar; thence run North 30 Degrees 00 Minutes 09 Seconds West for a distance of 405.75 feet to a found 1/2" capped rebar; thence run North 63 Degrees 41 Minutes 38 Seconds West for a distance of 128.30 feet to the POINT OF BEGINNING.

Said parcel being 433,663 square feet, or 9.956 acres.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:28PM

NOTES

1. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THIS SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION SUPPLIED AND TO THE SURVEYOR'S BEST KNOWLEDGE ARE APPROXIMATELY AS SHOWN. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

2. I HAVE EXAMINED THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP FOR GWINNETT COUNTY, GEORGIA AND INCORPORATED AREAS, COMMUNITY PANEL NUMBER 13135C057F, PANEL 57 OF 155, EFFECTIVE DATE SEPTEMBER 29, 2006 AND FOUND NO PORTION OF THE PROPERTY SHOWN HEREON TO FALL WITHIN A DESIGNATED FLOOD ZONE "A" (AREAS OF 100 YEAR FLOOD). THE PROPERTY SHOWN HEREON TO FALL WITHIN A DESIGNATED FLOOD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD.

3. THE ORTHOMETRIC HEIGHTS (ELEVATIONS AND CONTOURS) SHOWN HEREON WERE DETERMINED BY GPS OBSERVATIONS AND WERE ADJUSTED BY PLANNERS AND ENGINEERS COLLABORATIVE IN APRIL 2018. NORTH AMERICAN DATUM OF 1983 (NAD83), NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), GEORGIA WEST ZONE STATE PLANE COORDINATES.

4. THE TERM "CERTIFICATION" RELATING TO PROFESSIONAL ENGINEERING AND LAND SURVEYING SERVICES SHALL MEAN A SIGNED STATEMENT BASED UPON FACTS AND KNOWLEDGE KNOWN TO THE REGISTRANT AND IS NOT A GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

5. THE UNDERGROUND UTILITIES SHOWN HEREON WERE DETERMINED BY LOCATING PAINT MARKINGS CREATED BY SUBSURFACE UTILITY INVESTIGATIONS. – PHONE– (770) 557–4142.

6. NO ZONING INFORMATION PROVIDED FOR BUILDING SETBACKS.

7. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lots 114, 123, and 124, of the 7th District, Gwinnett County, Georgia and being more particularly described as follows:
To find the TRUE POINT OF BEGINNING, COMMENCE at the point located at the most southern end of mitered intersection created by the northerly right of way line of North Brown Road (variable right of way) and the westerly right of way line of Sever Road (variable right of way); thence along said miter North 19 degrees 26 minutes 04 seconds East, a distance of 33.98 feet to a point located at the most northerly end of said mitered intersection; thence along said westerly right of way of Sever Road along a curve turning to the right, having an arc length of 269.36 feet and a radius of 1340.00 feet, being subtended by a chord bearing of North 19 degrees 04 minutes 25 seconds West, and a chord length of 268.63 feet to a point, said point being the TRUE POINT OF BEGINNING;

With the TRUE POINT OF BEGINNING thus established, thence leaving said westerly right of way of Sever Road and proceed South 75 degrees 53 minutes 40 seconds West, a distance of 122.38 feet to a point; thence South 59 degrees 59 minutes 18 seconds West, a distance of 184.78 feet to an iron pin with cap found; thence North 30 degrees 08 minutes 08 seconds West, a distance of 278.80 feet to an iron pin with cap found; thence South 59 degrees 59 minutes 41 seconds West, a distance of 389.38 feet to an iron pin with cap found; thence North 29 degrees 59 minutes 28 seconds West, a distance of 194.18 feet to a point; thence North 29 degrees 59 minutes 28 seconds West a distance of 211.54 feet to a point; thence North 63 degrees 39 minutes 09 seconds West, a distance of 128.30 feet to an iron pin with cap found on the southerly right of way of Interstate I–85 (variable right of way) (limited access); thence along said southerly right of way of Interstate I–85 the following courses and distances: along a curve turning to the left, having an arc length of 103.55 feet and a radius of 1532.40 feet, being subtended by a chord bearing of North 24 degrees 08 minutes 36 seconds East, and a chord length of 103.53 feet to a right of way monument found; North 28 degrees 04 minutes 11 seconds East, a distance of 342.95 feet; North 54 degrees 21 minutes 03 seconds East, a distance of 240.93 feet to a right of way monument found; North 66 degrees 35 minutes 27 seconds East, a distance of 189.86 feet to a point; thence leaving said southerly right of way of Interstate I–85 and proceed along common property line between M.D. Hodges Enterprises, Inc. and Georgia Sever Realty LP the following courses and distances: South 30 degrees 08 minutes 31 seconds East, a distance of 246.14 feet to a point; South 28 degrees 10 minutes 14 seconds West, a distance of 355.09 feet to a point; South 29 degrees 56 minutes 10 seconds East, a distance of 217.32 feet to a point; South 28 degrees 16 minutes 58 seconds East, a distance of 48.51 feet to a point; thence proceed along common property line between M.D. Hodges Enterprises, Inc. and Lebanon Missionary Baptist Curch the following courses and distances: South 30 degrees 05 minutes 28 seconds East, a distance of 294.39 feet to a point; North 59 degrees 51 minutes 39 seconds East, a distance of 287.83 feet to a point located on said westerly right of way of Sever Road; thence along said westerly right of way of Sever Road the following courses and distances: along a curve turning to the left, having an arc length of 39.92 feet and a radius of 1340.00 feet, being subtended by a chord bearing of South 10 degrees 41 minutes 36 seconds East, and a chord length of 39.92 feet to a point; along a curve turning to the left, having an arc length of 40.00 feet and a radius of 1340.00 feet, being subtended by a chord bearing of South 12 degrees 24 minutes 07 seconds East, and a chord length of 40.00 feet to a point, said point being the TRUE POINT OF BEGINNING.

Containing 9.966 acres.

TITLE EXCEPTIONS

Chicago Title Insurance Company Commitment number GA–29303.20001 with an effective date of April 9, 2021 was used in the preparation of this survey and the listed exceptions are as follows:

10. Easements contained in Right of Way Deed from Guy Findley to State Highway Department of Georgia dated May 18, 1949, recorded in Deed Book 94, Page 548, of the records of the Clerk of Superior Court of Gwinnett County, Georgia.
Comment: Easement do not affect subject property, previous right of way take.

11. Easements contained in Right of Way Deed from Tom and Grady Johnson to State Highway Department of Georgia dated February 7, 1957, recorded in Deed Book 135, Page 132, aforesaid Records.
Comment: Does not affect subject property, previous take.

12. Easements contained in Right of Way Deed from Copeland R. Williams to State Highway Department of Georgia dated January 29, 1957, recorded in Deed Book 135, Page 131, aforesaid Records.
Comment: Does not affect subject property, previous take.

13. Easements contained in Right of Way Deed from Herbert Johnson to State Highway Department of Georgia dated January 24, 1957, recorded in Deed Book 135, Page 128, aforesaid Records.
Comment: Does not affect subject property, previous take.

14. Easements from C. P. Jackson Est. to Georgia Power Company, dated July 19, 1946, recorded in Deed Book 77, Page 501, aforesaid Records.
Comment: Unable to determine affects of the easement, too vague to plot.

15. Easements contained Right of Way Deed from Myer Caplan, et. al. to Gwinnett County, dated September 30, 1982 and recorded in Deed Book 2637, Page 365, aforesaid records.
Comment: Does not affect subject property, previous take.

16. Easements contained in Rural Post Roads Right of Way Deed from Coordinated Financial Planning to Gwinnett County dated September 30, 1982, recorded in Deed Book 904, Page 201, aforesaid Records.
Comment: Does not affect subject property, previous take.

17. Condemnation Action by Gwinnett County, Georgia contained in Order and Judgment filed as Civil Action 95–A–3939–6, dated June 15, 1995, recorded in Deed Book 12874, Page 234, aforesaid records.
Comment: Affects subject property, as documented in legal description.

18. Condemnation Action by Gwinnett County, Georgia contained in Declaration of Taking filed as Civil Action 95–A–5443–3, dated August 16, 1995, recorded in Deed Book 12312, Page 107, aforesaid records.
Comment: Affects subject property, as shown on survey.

19. Condemnation Action by Gwinnett County, Georgia contained in Consent Order filed as Civil Action 01–A–03272–3, dated November 7, 2002, recorded in Deed Book 34018, Page 233, aforesaid records.
Comment: Unable to determine affects of easement, too vague to plot.

20. Sanitary Sewer Easement Agreement between Huntcrest II, LLC, a Georgia limited liability company , M. D. Hodges Enterprises, Inc., a Georgia corporation and SF Properties, Inc., a Georgia corporation, dated March 14, 2000, recorded March 16, 2000 in Deed Book 20193, Page 166, aforesaid Records.
Comment: Affects subject property, as shown on survey.

21. Easement from M. D. Hodges Enterprises, Inc. to Gwinnett County, dated March 22, 2000, recorded in Deed Book 20444, Page 187, aforesaid Records.
Comment: Does not affect subject property, easement located south of subject property.

22. Water Metering Device Easement from M. D. Hodges Enterprises, Inc. to Gwinnett County Water and Sewerage Authority, dated May 1, 2000, recorded in Deed Book 20561, Page 33, aforesaid Records.
Comment: Does not affect subject property. Easement located south of subject property.

23. Right of Way Deed from M.D. Hodges Enterprises, Inc. to Gwinnett County dated May 8, 2000, recorded in Deed Book 21077, Page 249, aforesaid records, as corrected by Corrective Right of Way Deed dated August 8, 2002, recorded in Deed Book 28355, Page 179, aforesaid records.
Comment: Does not affect property, easement located east of subject property.

24. Water Metering Device Easement between Huntcrest I, LLC and Gwinnett County Water and Sewerage Authority dated July 12, 1999, recorded in Deed Book 19008, Page 213, aforesaid records.
Comment: Affects Subject property, too vague to plot.

25. Easement from M.D. Hodges Enterprises, Inc. to Gwinnett County Water & Sewerage Authority dated June 7, 2000, recorded in Deed Book 23210, Page 166, aforesaid records.
Comment: Affects subject property, as shown on survey.

26. Easement Agreement between Huntcrest I, LLC; M.D. Hodges Enterprises, Inc.; 1735 North Brown Road, L.L.C.; and Duke Realty Limited Partnership dated March 1, 2002, recorded in Deed Book 27615, Page 255, aforesaid records; as amended by First Amendment to Easement Agreement by LIT/Hodges Industrial Trust (as successor in interest to M.D. Hodges Enterprises, Inc.) dated September 27, 2005, recorded in Deed Book 44636, Page 190, aforesaid records; as further amended by Second Amendment to Easement Agreement dated July 18, 2018, recorded in Deed Book 56044, Page 572, aforesaid records.
Comment: Does not affect subject property, easement located south of subject property.

TITLE EXCEPTIONS – cont.

Chicago Title Insurance Company Commitment number GA–29303.20001 with an effective date of April 9, 2021 was used in the preparation of this survey and the listed exceptions are as follows:

27. Easement Agreement between M. D. Hodges Enterprises, Inc., a Delaware corporation, and Duke Realty Limited Partnership, an Indiana limited partnership, dated December 16, 2002, recorded in Deed Book 30205, Page 166, aforesaid Records; as amended by First Amendment to Easement Agreement filed by LIT/Hodges Industrial Trust, a Maryland real estate investment trust, successor in interest to M. D. Hodges Enterprises, Inc. by virtue of merger, dated September 27, 2005, recorded in Deed Book 44636, Page 190, aforesaid Records.
Comment: Does not affects subject property. Easement located south of subject property.

28. Maintenance Agreement filed by M. D. Hodges Enterprises, Inc., a Delaware corporation, dated January 8, 2002, recorded in Deed Book 28722, Page 179, aforesaid Records.
Comment: Does not affects subject property. Easement located south of subject property.

29. Notice of Superseding Agreement filed by LIT Hodges Industrial Trust (formerly known as M. D. Hodges Enterprises, Inc.) and Gwinnett County, recorded September 5, 2006 in Deed Book 46970, Page 38, aforesaid Records.
Comment: Does not affect subject property, easements located to the south of subject property.

30. Gwinnett County Right of Way Deed from M. D. Hodges Enterprises, Inc., a Delaware corporation to Gwinnett County dated December 7, 2001, recorded in Deed Book 29072, Page 24, aforesaid Records.
Comment: Does not affect subject property, previous take.

31. Irrigation Control and Pedestrian Trail Easement by and among Huntcrest I, LC, a Georgia limited liability company; Huntcrest Owners' Association, Inc., a Georgia nonprofit corporation; 1755 North Brown Road, L.L.C., a Georgia limited liability company; 1745 North Brown Road, L.L.C., a Georgia limited liability company; 1745 North Brown Road, L.L.C., a Georgia limited liability company; and Duke Realty Limited Partnership, an Indiana limited partnership, dated July 16, 2001, recorded in Deed Book 23872, Page 233, aforesaid Records; as amended by First Amendment to Irrigation Control and Pedestrian Trail Easement by and among Huntcrest I, LC, a Georgia limited liability company; Huntcrest Owners' Association, Inc., a Georgia nonprofit corporation; and Duke Realty Limited Partnership, an Indiana limited partnership, dated December 16, 2002, recorded in Deed Book 30205, Page 181, aforesaid Records.
Comment: Does not affects subject property. Easement located south of subject property.

32. Maintenance Agreement filed by M. D. Hodges Enterprises, Inc., a Delaware corporation, dated February 11, 2003, recorded in Deed Book 34387, Page 17, aforesaid Records.
Comment: Does not affect subject property, easements located to the north of subject property.

33. Easement from M.D. Hodges Enterprises, Inc. to Gwinnett County Water and Sewerage Authority dated December 29, 2003, recorded in Deed Book 36614, Page 100, aforesaid records.
Comment: Does not affect subject property, easement located north of subject property.

34. Water Metering Device Easement from M. D. Hodges Enterprises, Inc. to Gwinnett County Water and Sewerage Authority, dated July 12, 2005, recorded in Deed Book 43653, Page 66, aforesaid Records.
Comment: Does not affect subject property, easement located to the south of subject property.

35. Easement from M. D. Hodges Enterprises, Inc. to Gwinnett County Water & Sewerage Authority, dated June 9, 2005, recorded in Deed Book 44625, Page 376, aforesaid Records.
Comment: Does not affect subject property. Easement located south of subject property.

36. Access Easement filed by LIT/Hodges Industrial Trust, a Maryland real estate investment trust and the successor by merger to M. D. Hodges Enterprises, Inc., a Delaware corporation, dated October 10, 2008, recorded in Deed Book 49137, Page 680, aforesaid Records.
Comment: Does not affect subject property, easement located to the south of subject property.

37. Easement filed by LIT/Hodges Industrial Trust (formerly known as M. D. Hodges Enterprises, Inc.), dated October 24, 2008, recorded in Deed Book 49160, Page 566, aforesaid Records.
Comment: Affects subject property, as shown on survey.

38. Declaration of Easements by James C. Hendricks, John R. Killian and Philip A. Riordan, not individually or personally but only as Trustees of LIT/Hodges Industrial Trust, a Maryland real estate investment trust under Declaration of Trust dated January 4, 2005 by Thomas J. Flanigan, Vice President of LIT/Hodges Industrial Trust, a Maryland real estate investment trust dated September 27, 2005, recorded in Deed Book 44636, Page 204, aforesaid Records; as amended by First Amendment to Declaration of Easements by LIT/Hodges Industrial Trust, a Maryland real estate investment trust, dated October 25, 2006, recorded in Deed Book 47218, Page 394, aforesaid Records.
Comment: Affects subject property as shown on survey.

39. Temporary Construction Easements, Permanent Joint Access Easement, and Permanent Sanitary Sewer Easement Agreement made by LIT/Hodges Industrial Trust dated July 18, 2018, recorded in Deed Book 56044, Page 517, aforesaid records.
Comment: Affects subject property, as shown on survey.

SITE MAP (NTS)

TITLE EXCEPTIONS – cont.

Chicago Title Insurance Company Commitment number GA–29303.20001 with an effective date of April 9, 2021 was used in the preparation of this survey and the listed exceptions are as follows:

40. Declaration of Protective Covenants for Huntcrest by M.D. Hodges Enterprises, Inc. dated June 24, 1999, recorded in Deed Book 18655, Page 107, aforesaid Records, with First Amendment dated May 25, 2001, recorded in Deed Book 23290, Page 101, aforesaid Records, with Second Amendment dated January , 2003, recorded in Deed Book 30755, page 208, aforesaid Records, with Third Amendment dated January , 2003, recorded in Deed Book 30755, Page 214, aforesaid Records, with Fourth Amendment dated August 4, 2003, recorded in Deed Book 34033, Page 26, aforesaid Records and with Fifth Amendment dated October 14, 2004, recorded in Deed Book 40231, Page 1, aforesaid Records and further affected by Deed Book 52833, Page 216, aforesaid Records. In addition to the exception taken herein for the recorded documents listed in this exception, exception is also expressly taken for the assessments provided for therein and the easements established therein.
Comment: Affects subject property. Not plottable.

41. All matters disclosed by plat of survey recorded in Plat Book 126, Page 201, aforesaid Records.
Comment: Affects subject property, as shown on survey.

42. Short Form of Lease between LIT/Hodges Industrial Trust and Best Software SB, Inc. dated February 16, 2005, recorded in Deed Book 41755, Page 241, aforesaid records; as amended by Amended and Restated Short Form Lease dated October 28, 2005, recorded in Deed Book 45487, Page 127, aforesaid records; as affected by Memorandum of Assignment of Tenant Lease and Assumption dated July 18, 2018, recorded in Deed Book 56044, Page 599, aforesaid records.
Comment: Affect subject property, as stated by Amended and Restated Short Form of Lease. Landlord grants to Tenant the right to expand the Project onto certain land as more particularly described on Exhibit 'B' and Exhibit 'C'.

REFERENCES

1. FINAL PLAT FOR BRAND PROPERTIES & FIDELITY NATIONAL TITLE INSURANCE COMPANY @ NORTH BROWN ROAD & SEVER ROAD, PREPARED BY PLANNERS & ENGINEERS COLLABORATIVE, INC., DATED 05/03/2018, LAST REVISED 05/03/2018, SIGNED AND SEALED BY JONATHAN N. HOWARD, REGISTERED LAND SURVEYOR IN THE STATE OF GEORGIA, LICENSE NUMBER 3008, FILED FOR RECORDING AT THE OFFICE OF CLERK SUPERIOR COURT OF GWINNETT COUNTY, GEORGIA, RECORDED IN PLAT BOOK 126 PAGE 201.

The field data upon which this map or plat is based has a closure precision of one foot in 43,735 feet and an angular error of 00° 00' 01" per angle point and was adjusted using the compass adjustment rule.

This map or plat has been calculated for closure and is found to be accurate to within one foot in 743,142 feet.

EQUIPMENT USED:

ANGULAR: TOPCON TOTAL STATION

LINEAR: TOPCON TOTAL STATION

To 2370 PARTNERS, LLC:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1–4, 8, 9, 10, 13, and 16 of Table A thereof. The field work was completed on: May 13, 2021

Date of Map or Plat: May 13, 2021

SHEET 1 OF 3

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

REV	DATE	DESCRIPTION	BY
5			
4			
3			
2	5–19–2021	TITLE EXCEPTIONS	JWG
1	5–13–2021	UPDATE ALTA BY SITE INSPECTION	JWG

DRAWN BY: PEC
CHECKED BY: JNH / MCS
DATE: 05/13/21
SCALE: 1" = 60'
FIELD WORK: 05/13/21

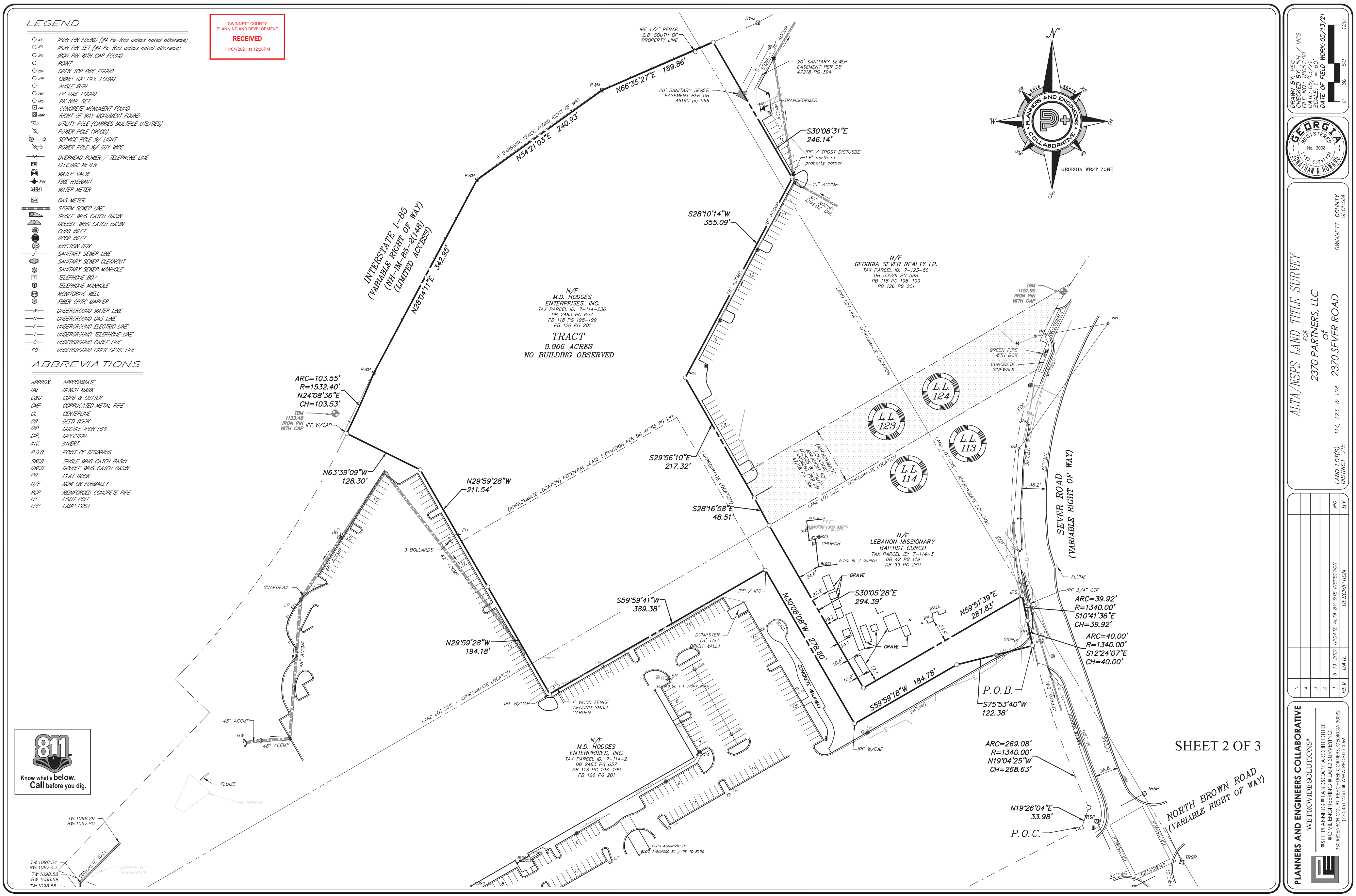
GEORGIA REGISTERED No. 3008 LAND SURVEYOR JONATHAN N. HOWARD

ALTA/NSPS LAND TITLE SURVEY

LAND OF
2370 PARTNERS, LLC
OF
2370 SEVER ROAD

LAND LOT(S) 114, 123, & 124
DISTRICT 7th
GWINNETT COUNTY
GEORGIA

PLANNERS AND ENGINEERS COLLABORATIVE
"WE PROVIDE SOLUTIONS"
■ SITE PLANNING ■ LANDSCAPE ARCHITECTURE
■ CIVIL ENGINEERING ■ LAND SURVEYING
330 RESEARCH COURT PEACHTREE CORNERS, GEORGIA 30092
(770)243-2742 ■ WWW.PECALC.COM



GWINNETT COUNTY PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM
LEGEND
IRON PIN FOUND (#4 Re-Rod unless noted otherwise)
IRON PIN SET (#4 Re-Rod unless noted otherwise)
IRON PIN WITH CAP FOUND
POINT
OPEN TOP PIPE FOUND
CRIMP TOP PIPE FOUND
ANGLE IRON
PK NAIL FOUND
PK NAIL SET
CONCRETE MONUMENT FOUND
RIGHT OF WAY MONUMENT FOUND
UTILITY POLE (CARRIES MULTIPLE UTILITIES)
POWER POLE (WOOD)
SERVICE POLE W/ LIGHT
POWER POLE W/ GUY WIRE
OVERHEAD POWER / TELEPHONE LINE
ELECTRIC METER
WATER VALVE
FIRE HYDRANT
WATER METER
GAS METER
STORM SEWER LINE
SINGLE WING CATCH BASIN
DOUBLE WING CATCH BASIN
CURB INLET
DROP INLET
JUNCTION BOX
SANITARY SEWER LINE
SANITARY SEWER CLEANOUT
SANITARY SEWER MANHOLE
TELEPHONE BOX
TELEPHONE MANHOLE
MONITORING WELL
FIBER OPTIC MARKER
UNDERGROUND WATER LINE
UNDERGROUND GAS LINE
UNDERGROUND ELECTRIC LINE
UNDERGROUND TELEPHONE LINE
UNDERGROUND CABLE LINE
UNDERGROUND FIBER OPTIC LINE
ABBREVIATIONS
APPROX. APPROXIMATE
BM BENCH MARK
C&G CURB & GUTTER
CMP CORRUGATED METAL PIPE
CL CENTERLINE
DB DEED BOOK
DIP DUCTILE IRON PIPE
DIR. DIRECTION
INV. INVERT
P.O.B. POINT OF BEGINNING
SWCB SINGLE WING CATCH BASIN
DWCB DOUBLE WING CATCH BASIN
PB PLAT BOOK
N/F NOW OR FORMALLY
RCP REINFORCED CONCRETE PIPE
LP LIGHT POLE
LPP LAMP POST
INTERSTATE I-85 (VARIABLE RIGHT OF WAY) (NH-IM-85-2(148) (LIMITED ACCESS)
IPF 1/2" REBAR 2.8' SOUTH OF PROPERTY LINE
N66°35'27"E 189.86'
N54°21'03"E 240.93'
5' BARBWIRE FENCE ALONG RIGHT OF WAY
N28°04'11"E 342.95'
ARC=103.55'
R=1532.40'
N24°08'36"E
CH=103.53'
TBM 1133.48 IRON PIN WITH CAP
N63°39'09"W 128.30'
N29°59'28"W 211.54'
N29°59'28"W 194.18'
20' SANITARY SEWER EASEMENT PER DB 47218 PG 394
20' SANITARY SEWER EASEMENT PER DB 49160 PG 566
TRANSFORMER
S30°08'31"E 246.14'
IPF / TPOST DISTUSBE 1.6' north of property corner
30" ACCMP
S28°10'14"W 355.09'
N/F M.D. HODGES ENTERPRISES, INC. TAX PARCEL ID: 7-114-236 DB 2463 PG 657 PB 118 PG 198-199 PB 126 PG 201
TRACT 9.966 ACRES NO BUILDING OBSERVED
N/F GEORGIA SEVER REALTY LP. TAX PARCEL ID: 7-123-56 DB 53526 PG 598 PB 118 PG 198-199 PB 126 PG 201
(APPROXIMATE LOCATION) POTENTIAL LEASE EXPANSION PER DB 41755 PG 241
S29°56'10"E 217.32'
S28°16'58"E 48.51
LAND LOT LINE - APPROXIMATE LOCATION
L.L. 123
L.L. 124
L.L. 113
L.L. 114
TBM 1151.95 IRON PIN WITH CAP
GREEN PIPE WITH BOX
CONCRETE SIDEWALK
N/F LEBANON MISSIONARY BAPTIST CURCH TAX PARCEL ID: 7-114-3 DB 42 PG 119 DB 99 PG 260
CHURCH
GRAVE
S59°59'41"W 389.38'
N30°08'08"W 278.80'
S30°05'28"E 294.39'
N59°51'39"E 287.83'
S59°59'18"W 184.78'
3 BOLLARDS
GUARDRAIL
DUMPSTER (8' TALL BRICK WALL)
CONCRETE WALKWAY
1' WOOD FENCE AROUND SMALL GARDEN.
IPF W/CAP
SEVER ROAD (VARIABLE RIGHT OF WAY)
FLUME
IPF 3/4" CTP
ARC=39.92'
R=1340.00'
S10°41'36"E
CH=39.92'
ARC=40.00'
R=1340.00'
S12°24'07"E
CH=40.00'
P.O.B.
S75°53'40"W 122.38'
ARC=269.08'
R=1340.00'
N19°04'25"W
CH=268.63'
N19°26'04"E 33.98'
P.O.C.
NORTH BROWN ROAD (VARIABLE RIGHT OF WAY)
N/F M.D. HODGES ENTERPRISES, INC. TAX PARCEL ID: 7-114-2 DB 2463 PG 657 PB 118 PG 198-199 PB 126 PG 201
48" ACCMP
FLUME
RIPRAP
CONCRETE WALL
TW:1098.29 BW:1097.80
TW:1098.54 BW:1087.43
TW:1098.58 BW:1088.89
811 Know what's below. Call before you dig.
GEORGIA WEST ZONE
PLANNERS AND ENGINEERS COLLABORATIVE
SHEET 2 OF 3
DRAWN BY: PEC
CHECKED BY: JNH / MCS
FILE NO.: 18057.00
DATE: 05/13/21
SCALE: 1" = 60'
DATE OF FIELD WORK: 05/13/21
0 30 60 120
GEORGIA REGISTERED No. 3008 LAND SURVEYOR JONATHAN N. HOWARD
GWINNETT COUNTY GEORGIA
ALTA/NSPS LAND TITLE SURVEY FOR 2370 PARTNERS, LLC of 2370 SEVER ROAD
LAND LOT(S) 114, 123, & 124
DISTRICT 7th
1 5-13-2021 UPDATE ALTA BY SITE INSPECTION JRG
REV DATE DESCRIPTION BY
PLANNERS AND ENGINEERS COLLABORATIVE
"WE PROVIDE SOLUTIONS"
SITE PLANNING LANDSCAPE ARCHITECTURE CIVIL ENGINEERING LAND SURVEYING
350 RESEARCH COURT PEACHTREE CORNERS, GEORGIA 30092 (770)451-2741 WWW.PECATL.COM

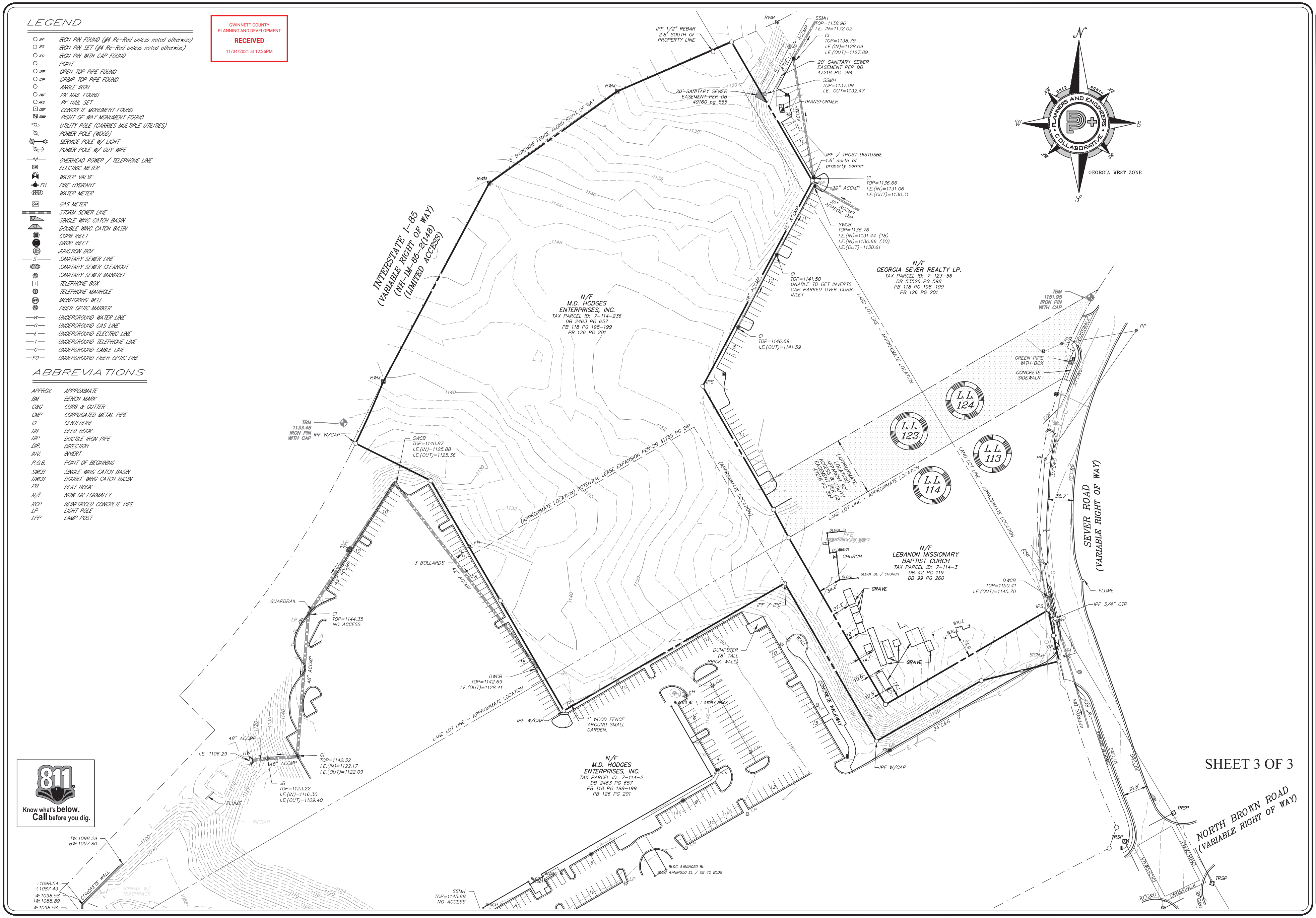
GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

LEGEND

- IRON PIN FOUND (#4 Re-Rod unless noted otherwise)
- IRON PIN SET (#4 Re-Rod unless noted otherwise)
- IRON PIN WITH CAP FOUND
- POINT
- OPEN TOP PIPE FOUND
- CRIMP TOP PIPE FOUND
- ANGLE IRON
- PK NAIL FOUND
- PK NAIL SET
- CONCRETE MONUMENT FOUND
- RIGHT OF WAY MONUMENT FOUND
- UTILITY POLE (CARRIES MULTIPLE UTILITIES)
- POWER POLE (WOOD)
- SERVICE POLE W/ LIGHT
- POWER POLE W/ GUY WIRE
- OVERHEAD POWER / TELEPHONE LINE
- ELECTRIC METER
- WATER VALVE
- FIRE HYDRANT
- WATER METER
- GAS METER
- STORM SEWER LINE
- SINGLE WING CATCH BASIN
- DOUBLE WING CATCH BASIN
- CURB INLET
- DROP INLET
- JUNCTION BOX
- SANITARY SEWER LINE
- SANITARY SEWER CLEANOUT
- SANITARY SEWER MANHOLE
- TELEPHONE BOX
- TELEPHONE MANHOLE
- MONITORING WELL
- FIBER OPTIC MARKER
- UNDERGROUND WATER LINE
- UNDERGROUND GAS LINE
- UNDERGROUND ELECTRIC LINE
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND CABLE LINE
- UNDERGROUND FIBER OPTIC LINE

ABBREVIATIONS

APPROX.	APPROXIMATE
BM	BENCH MARK
C&G	CURB & GUTTER
CMP	CORRUGATED METAL PIPE
CL	CENTERLINE
DB	DEED BOOK
DIP	DUCTILE IRON PIPE
DIR.	DIRECTION
INV.	INVERT
P.O.B.	POINT OF BEGINNING
SWCB	SINGLE WING CATCH BASIN
DWCB	DOUBLE WING CATCH BASIN
PB	PLAT BOOK
N/F	NOW OR FORMALLY
RCP	REINFORCED CONCRETE PIPE
LP	LIGHT POLE
LPP	LAMP POST



SHEET 3 OF 3

PLANNERS AND ENGINEERS COLLABORATIVE
"WE PROVIDE SOLUTIONS"
SITE PLANNING ■ LANDSCAPE ARCHITECTURE ■ CIVIL ENGINEERING ■ LAND SURVEYING
350 RESEARCH COURT PEACHTREE CORNERS, GEORGIA 30092
(770)451-2741 ■ WWW.PECATL.COM

REV	DATE	DESCRIPTION	BY
5			
4			
3			
2			
1	5-13-2021	UPDATE ALTA BY SITE INSPECTION	JRG

LAND LOT(S) 114, 123, & 124
DISTRICT 7th

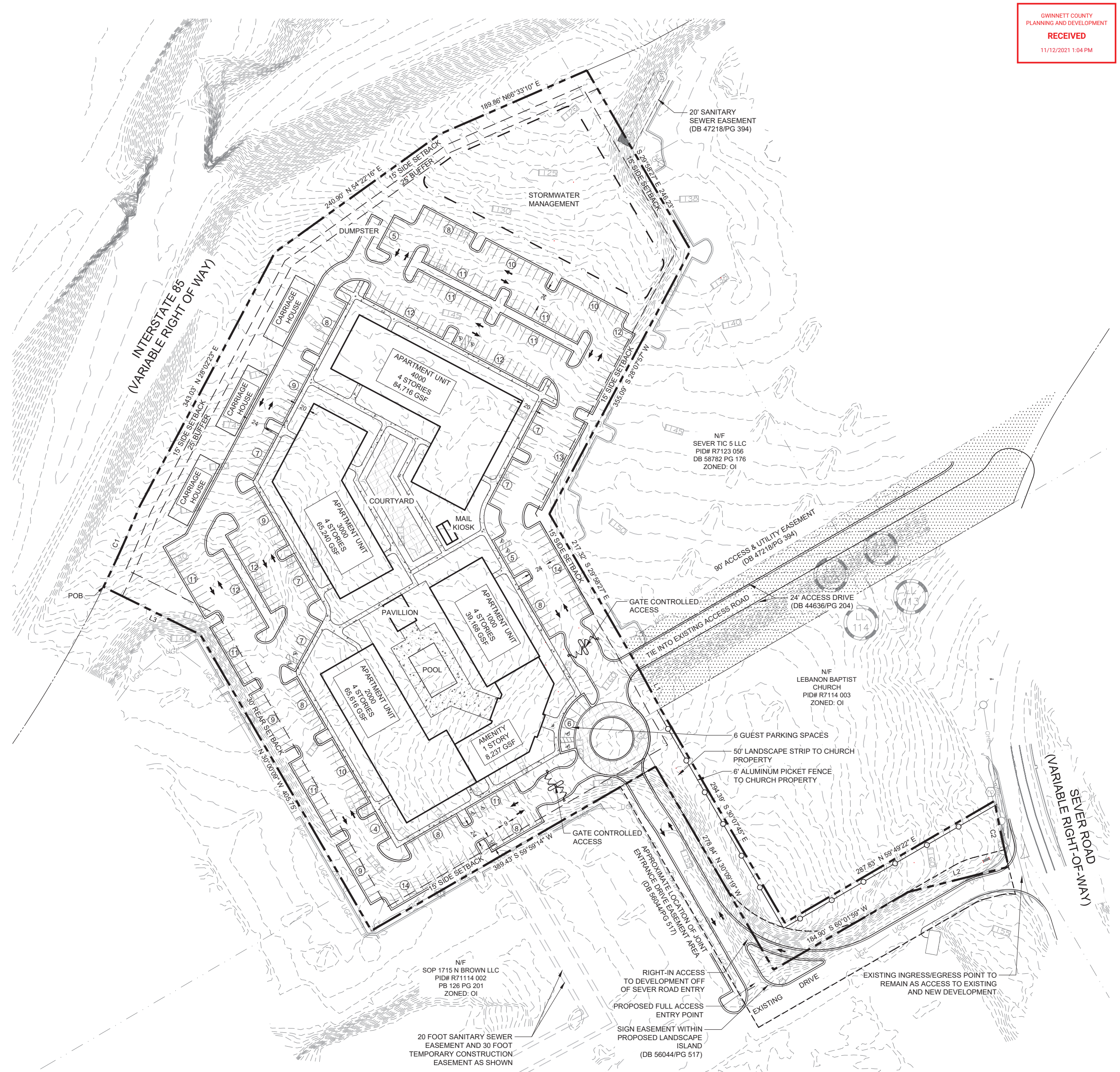
ALTA/NSPS LAND TITLE SURVEY
FOR
2370 PARTNERS, LLC
of
2370 SEVER ROAD

GWINNETT COUNTY GEORGIA

GEORGIA REGISTERED LAND SURVEYOR No. 3008 JONATHAN N. HOWARD

DRAWN BY: PEC
CHECKED BY: JNH / MCS
FILE NO.: 18057.00
DATE: 05/13/21
SCALE: 1" = 60'
DATE OF FIELD WORK: 05/13/21
0 30 60 120

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/12/2021 1:04 PM

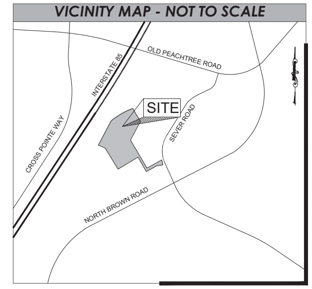


SITE DATA

OVERALL DATA:

EXISTING ZONING	ZONED OI - GWINNETT COUNTY (CIVIC CENTER OVERLAY DISTRICT)
PROPOSED ZONING	RM-24 - GWINNETT COUNTY (CIVIC CENTER OVERLAY DISTRICT)
GROSS LAND AREA	+/- 9.96 ACRES
NET LAND AREA	+/- 9.96 ACRES
PROPOSED UNITS	+/- 232 APARTMENT UNITS +/- 6 CARRIAGE HOUSE UNITS **+/- 238 TOTAL UNITS** (872 SQ. FT. AVG. 58% 1-BR, 39% 2-BR, 3% 3-BR)
PROPOSED GROSS DENSITY	19.78 UNITS PER ACRE
PROPOSED NET DENSITY:	19.78 UNITS PER ACRE
MAX. NET DENSITY:	24 UNITS PER ACRE
MIN. LOT SIZE:	18,000 SQ. FT.
MIN. LOT WIDTH:	100'
SETBACKS	
FRONT:	15'
SIDE:	15'
REAR:	30'
MIN. HEATED FLOOR AREA:	
1-BEDROOM:	600 SQ. FT.
2-BEDROOM:	800 SQ. FT.
3-BEDROOM:	1,000 SQ. FT.
MIN. COMMON AREA:	20%
COMMON AREA PROVIDED:	28%
MAX. BUILDING HEIGHT:	65'
PROPOSED BUILDING HEIGHT:	NOT TO EXCEED 65'
MIN. BUILDING SEPARATION:	10'
PARKING	
MIN. PARKING REQ'D (AT 1.5 SPACES / UNIT):	357 SPACES
MAX. PARKING REQ'D (AT 3 SPACES / UNIT):	714 SPACES
PARKING PROVIDED:	361 SPACES
GUEST SPACES (OUTSIDE OF GATE):	6
LANDSCAPE STRIP ALONG CHURCH PROPERTY:	50'
BUFFER ALONG INTERSTATE 85:	25'

VICINITY MAP - NOT TO SCALE



PLAN NOTE:
THIS PLAN IS CONCEPTUAL IN NATURE AND DOES NOT CONSTITUTE APPROVAL FOR CONSTRUCTION OR DEVELOPMENT. ADDITIONAL REGULATIONS SHALL APPLY PRIOR TO PERMIT.

PROPERTY ADDRESS:
2370 SEVER ROAD
LAWRENCEVILLE, GA 30043

PROPERTY OWNER:
PID 7114 236
SUGARLOAF INFRAPROP HWY85 LLC
OWNER ADDRESS: 3112 WASHINGTON RD. STE. L
AUGUSTA, GA, 30907-0822

STORMWATER NOTE:
STORMWATER WILL BE PROVIDED ON SITE.

WATER NOTE:
WATER PROVIDED GWINNETT COUNTY; AVAILABLE WITHIN SEVER ROAD RIGHT OF WAY.

SEWER NOTE:
SANITARY LINE TO CONNECT TO EXISTING LINE SHOWN IN ZONING PLAN.

FLOOD HAZARD NOTE
NO PORTION OF THE SURVEYED AREA LIES WITHIN A 100 YEAR FLOOD HAZARD AREA PER FIRM PANEL 13135C0057F, SEPTEMBER 29, 2006. THIS OPINION IS NOT A CERTIFICATION OF FLOOD HAZARD STATUS, BUT IS AN INTERPRETATION OF THE REFERENCED MAP AND PUBLIC DATA. IF THE EXACT LOCATION OF ELEVATION(S) OF FLOOD HAZARD BOUNDARIES ARE NECESSARY, A MORE DETAILED STUDY MAY BE NEEDED. THIS FIRM ASSUMES NO RESPONSIBILITY OR LIABILITY FOR THE ACCURACY OF THE ABOVE REFERENCED MAP OR PUBLIC DATA.

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	1532.40'	103.58'	103.56'	N 24°07'32" E	3°52'22"
C2	1340.00'	79.99'	79.98'	S 12°04'24" E	3°25'13"

LINE TABLE

LINE	BEARING	DISTANCE
L1	S 28°19'15" E	48.51'
L2	S 75°54'06" W	122.38'
L3	N 63°41'38" W	128.30'

ALLIANCE
ENGINEERING + PLANNING + LAND SURVEYING
LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING • LAND PLANNING • LANDSCAPE ARCHITECTURE • LAND SURVEYING
299 South Main St., Suite A | Alpharetta, GA 30009
770.225.4730 | www.aepatl.com

Copyright 2021, Alliance Engineering & Planning, Inc.

This drawing is the sole property of Alliance Engineering & Planning. It is to be used for the specific project and location identified herein only. No part of this drawing may be reproduced, stored in any retrieval system, or transmitted in any form or by any means, either electronic, mechanical, printed, photocopied, or in any way without the written permission of Alliance Engineering & Planning.

SURVEYING BY:
ALLIANCE SURVEYING, LLC
PHONE: (770) 226-4730
CONTACT: MICHAEL BELL, PLS

DEVELOPER
BRAND PROPERTIES, LLC
3328 Peachtree Road, NE, Suite 100
Atlanta, GA 30326
24 HR CONTACT: MICHAEL HOATH, 770.277.8434
MHOATH@BRANDPROPERTIES.COM

Site Zoning Plan for 2370 SEVER ROAD

2370 Sever Road NW, Gwinnett County, GA
L.L. 114, 123, & 124 ~ DISTRICT 7TH
PARCEL # 236

Orig. Issue	7.22.21
Designed by	GB
Checked by	BW
Project #	21195

NORTH

SCALE: 1"= 60'

ZONING PLAN

11.11.21

SILVERSTUDIO

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/12/2021 3:15 PM

NOTE: ELEVATION IS INTENDED TO REPRESENT ARCHITECTURAL ELEMENTS TO BE INCORPORATED INTO THE FACADE DESIGN BUT DOES NOT REFLECT FINAL BUILDING DESIGN AND LAYOUT

SEVER ROAD FLATS | SAMPLE ELEVATION

SILVERSTUDIO

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/12/2021 3:15 PM

REMAINING TO BE FC SIDING, LAP, BOARD AND BATTEN AND SHAKE

4:12 ROOF PITCH

50% BRICK

ROOF OVERHANGS AND DECORATIVE ELEMENTS

DECORATIVE DOOR HEADERS

NOTE: ELEVATION IS INTENDED TO REPRESENT ARCHITECTURAL ELEMENTS TO BE INCORPORATED INTO THE FACADE DESIGN BUT DOES NOT REFLECT FINAL BUILDING DESIGN AND LAYOUT

SEVER ROAD FLATS | SAMPLE ELEVATION - CARRIAGE BUILDING

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

TRAFFIC IMPACT STUDY FOR

2370 SEVER ROAD RESIDENTIAL DEVELOPMENT

DATE:
October 27, 2021

LOCATION:
Gwinnett County, Georgia

PREPARED FOR:
Georgia Senior Living, LLC.

PREPARED BY:
NV5 Engineers and Consultants, Inc.
1255 Canton Street, Suite G
Roswell, GA 30075
678.795.3600

NV5
nv5.com

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Executive Summary

A new multi-family residential development is proposed for construction along Sever Road in Gwinnett County, Georgia. The proposed development will consist of 238 apartment units. The development will utilize two (2) existing full-access driveways along Sever Road. The development has a projected build out date of 2023.

When complete, the development is expected to generate a total of 1,758 new daily trips, 109 trips during the AM peak hour (25 entering and 84 exiting), and 128 during the PM peak hour (81 entering and 47 exiting).

Traffic operations at the study intersections are satisfactory in the existing conditions. However, the northbound and southbound approaches of the Old Peachtree Road at Sever Road intersection operate with undesirable Levels of Service during the AM and PM peak hours. Also, the northbound approach of the intersection of Old Peachtree Road at I-85 Northbound operates with undesirable Levels of Service during the AM peak hour. The conditions are expected to worsen as evidenced in the No-Build scenario due to the anticipated growth in the study area.

The addition of project traffic is expected to have a minimal impact on the Levels of Service and delays at the study intersections. The delays do increase slightly, but the overall levels of service remain the same as during the No-Build conditions. The proposed access points continue to operate with the current Levels of Service.

The two (2) proposed site access driveways have existing right and left turn lanes.

Based on the analysis prepared for the proposed development, improvements at the study intersections are not required to mitigate the impact of the proposed development.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF APPENDICES

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

A. Introduction

A new multi-family residential development is proposed for construction along Sever Road in Gwinnett County, Georgia. The proposed development will consist of 238 apartment units. The development will utilize two (2) existing full-access driveways along Sever Road.

The traffic analyses in this report are for a single phase of construction. The purpose of this report is to identify the traffic expected to be generated by new vehicular trips when the development is completed. This study includes analysis of the Existing, No-Build, and Build conditions at the following intersections for the year 2023:

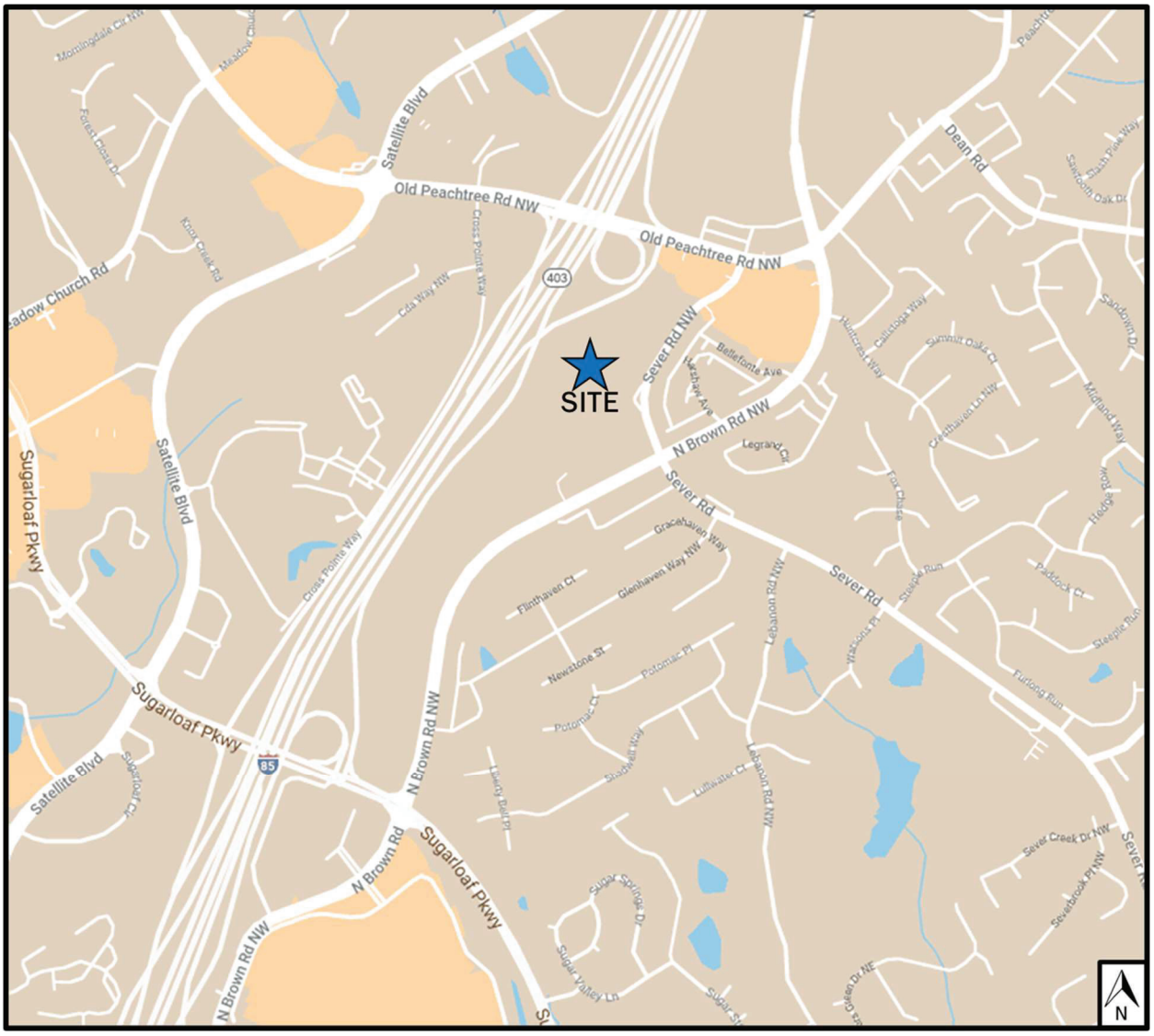
1. Sever Road and North Brown Road
2. Old Peachtree Road and Sever Road
3. Old Peachtree Road and I-85 Northbound
4. Old Peachtree Road and I-85 Southbound
5. Sever Road and Site Access South
6. Sever Road and Site Access North

The report summarizes the analysis of existing, background and projected traffic at the study locations, analysis of traffic impacts including Levels of Service (LOS) and conclusions and recommendations from the analysis.

Figure 1 depicts the study area (vicinity map) in Gwinnett County. The study intersections listed above are depicted in Figure 2. A copy of the development concept plan is included in Appendix A.

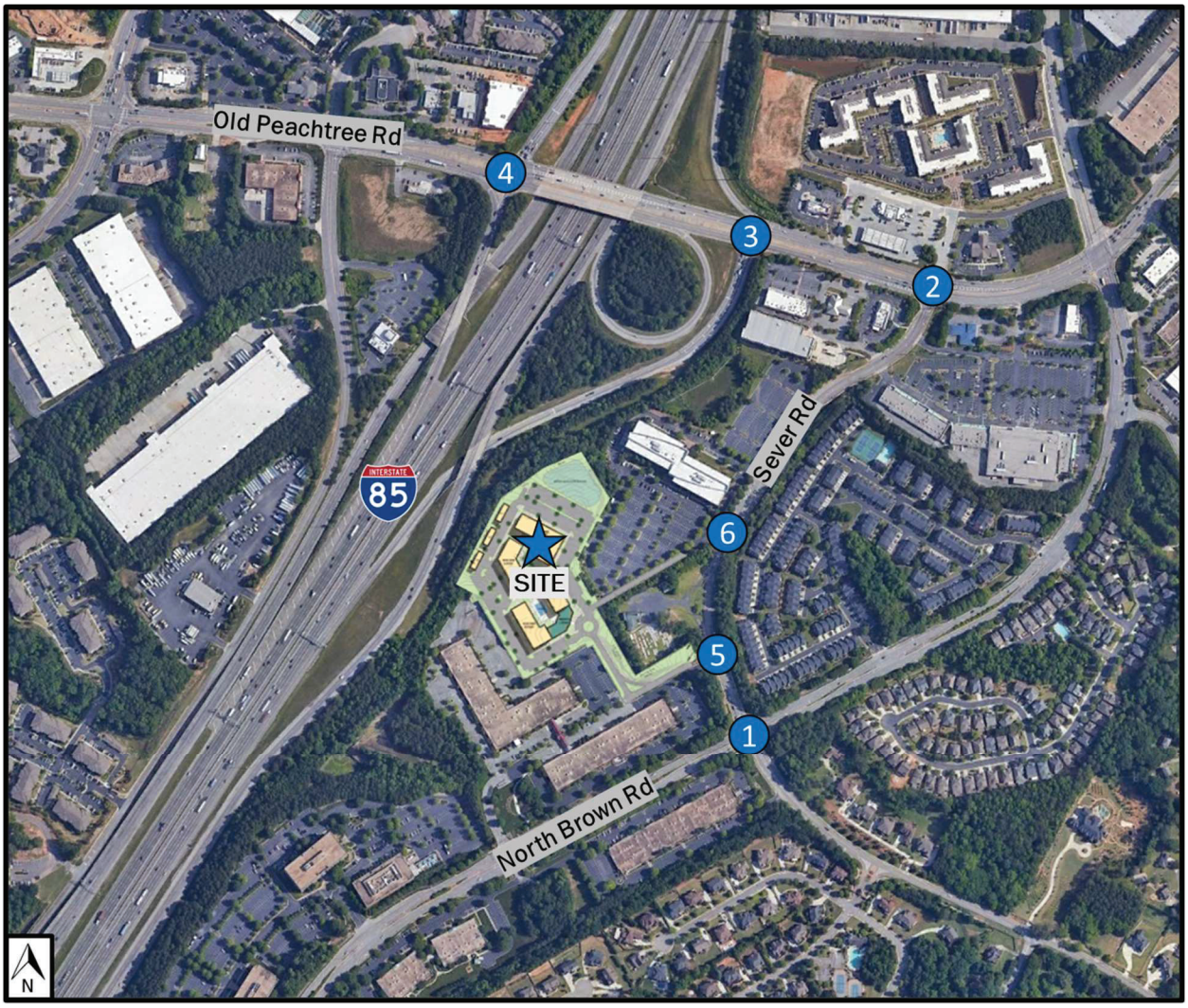
GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Figure 1: Vicinity Map



GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Figure 2: Site Location Aerial



1. Sever Road and North Brown Road
2. Old Peachtree Road and Sever Road
3. Old Peachtree Road and I-85 Northbound
4. Old Peachtree Road and I-85 Southbound
5. Sever Road and Site Access South
6. Sever Road and Site Access North

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

B. Existing Conditions

B.1. Transportation Facilities

Sever Road is a three lane-undivided roadway with a two-way center turn lane and a posted speed limit of 40 miles per hour. The roadway runs between Old Peachtree Road in the north and SR 120 in the southeast. Land uses are predominantly residential and commercial with some institutional land uses as well.

North Brown Road is a four-lane divided roadway that runs along I-85. It has a posted speed limit of 45 miles per hour. The roadway runs between SR 120 in the southwest and Old Peachtree Road in the northeast. Land uses are residential and commercial along its length.

Old Peachtree Road is a four-lane divided, east/west roadway with a posted speed limit of 45 miles per hour. The road runs west towards Buford Highway in Duluth and east towards McGinnis Ferry Road and provides a connection point to I-85 just west of the proposed site. Land uses are predominantly commercial around the proposed site with residential and institutional land uses present farther away from I-85.

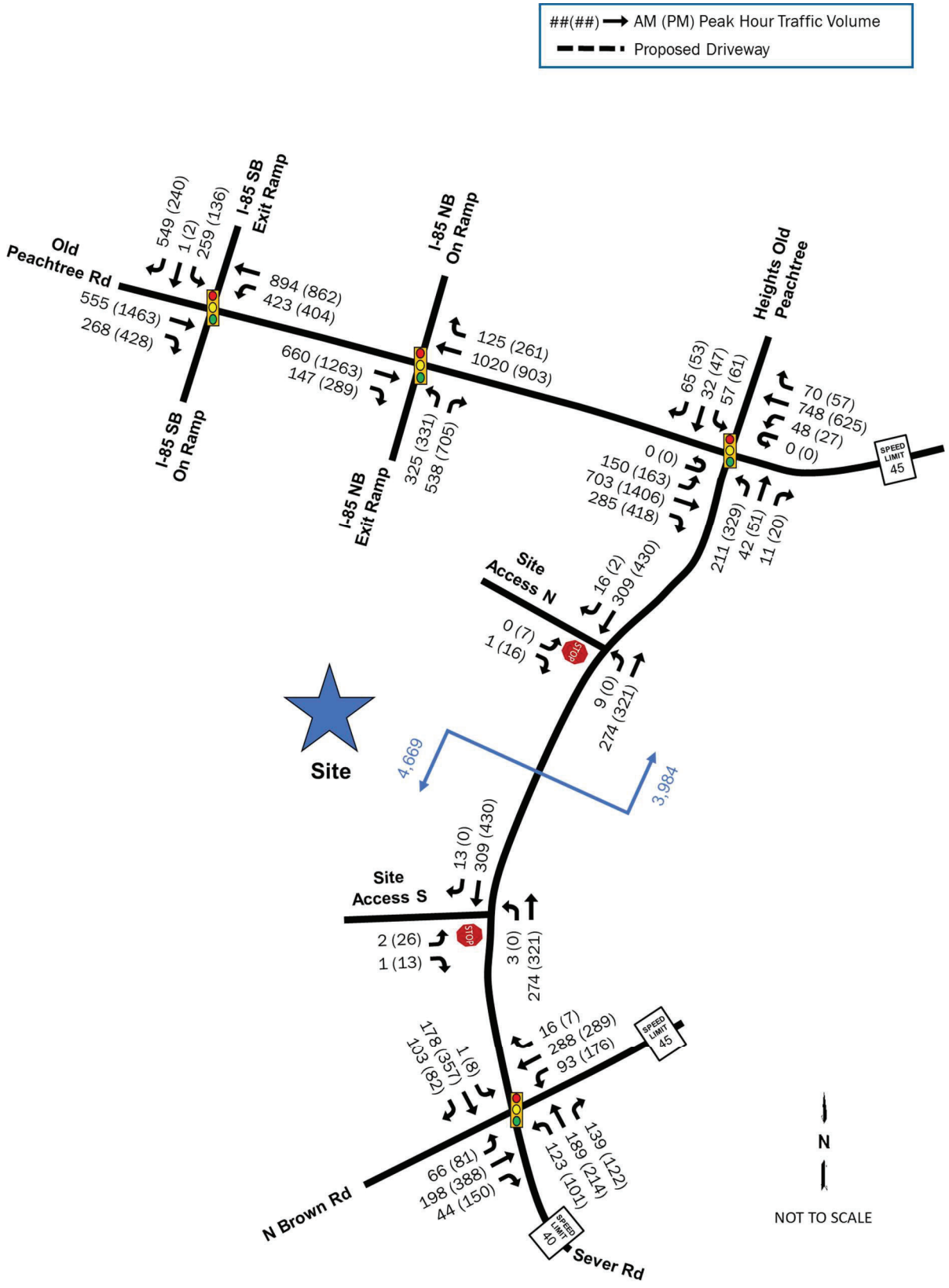
I-85 is an eight-lane divided freeway with a posted speed limit of 70 miles per hour near the proposed site. The interstate runs south towards Atlanta, Georgia and north towards Greenville, South Carolina.

B.2. Traffic Counts

Weekday AM and PM peak period turning movement counts were collected at the intersections of: Sever Road at North Brown Road; Old Peachtree Road at Sever Road; and Old Peachtree Road at I-85 on Wednesday, August 11, 2021. Average daily traffic counts were also taken on Sever Road near the proposed site access driveways. Counts were collected while schools were in session. The counts are included in Appendix B.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Figure 3: 2021 Existing Traffic Volumes



GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

C. Future Conditions

C.1. Background Growth

The growth rate in the study area is based upon an analysis of historical traffic counts collected by the Georgia Department of Transportation (GDOT). The project is expected to be built-out in 2023. To account for ambient growth in the area, the existing traffic counts for this study were grown by 1.3% per year for two years. The expected volumes are depicted in Figure 4, 2023 No-Build Volumes. The growth rate development worksheet is included in Appendix B.

C.2. Project Trip Generation

Table 1 summarizes the project trip generation calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017. The development consists of 238 apartment units.

Table 1: Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Multifamily Housing (Low-Rise), LUC 220 (238 Units)	Daily	1,758	879	879
	AM Peak Hour	109	25	84
	PM Peak Hour	128	81	47

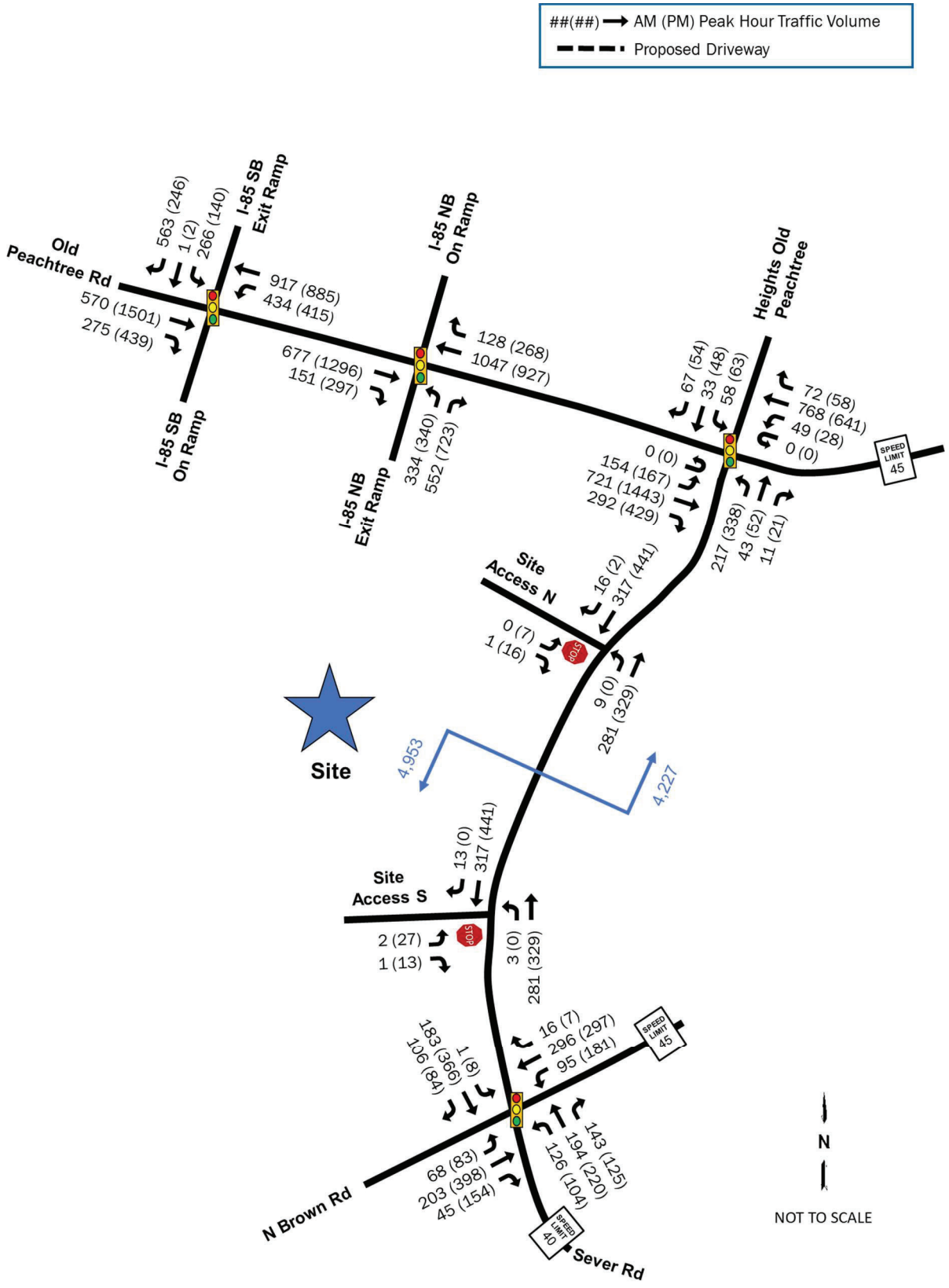
The development will generate a total of 109 trips (25 entering and 84 exiting) during the AM peak hour, and a total of 128 trips (81 entering and 47 exiting) during the PM peak hour.

C.3. Trip Distribution and Assignment

The assignment and directional distribution of new project trips was based on the traffic patterns evidenced in the overall study area. It is expected that approximately 30% will travel to/from the west along Old Peachtree Road, approximately 10% will travel to/from the east along Old Peachtree Road, approximately 10% will travel to/from the north along I-85, approximately 10% will travel to/from the south along I-85, approximately 25% will travel to/from the west along North Brown Road, approximately 5% will travel to/from the east along North Brown Road, and approximately 10% will travel to/from the south along Sever Road. Figure 5 depicts the Trip Distributions. The project trips generated from the development utilizing the trip distribution and are depicted in Figure 6. The No-Build plus project trips (Build Volumes) are depicted in Figure 7.

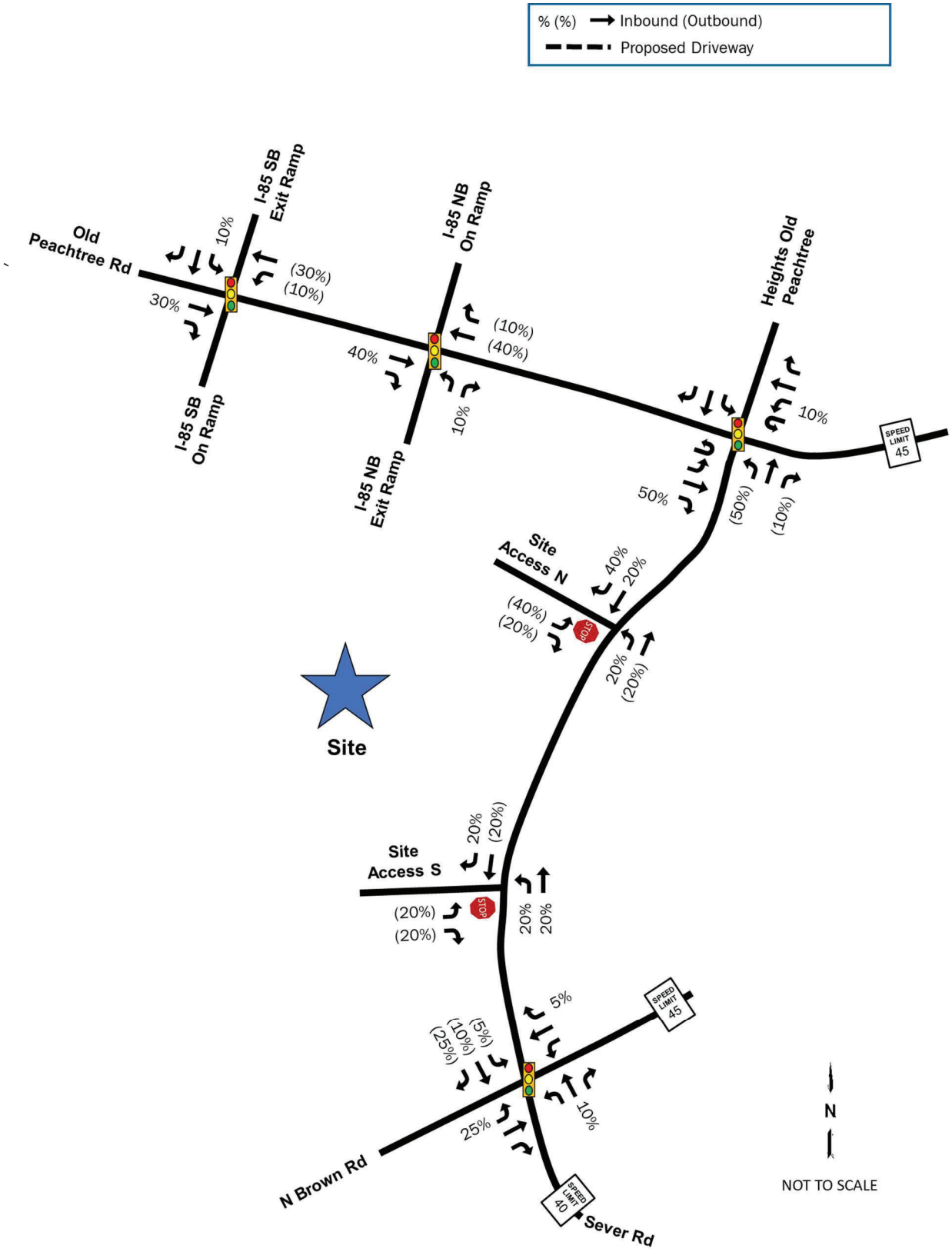
GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Figure 4: 2023 No-Build Traffic Volumes



GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Figure 5: Trip Distribution

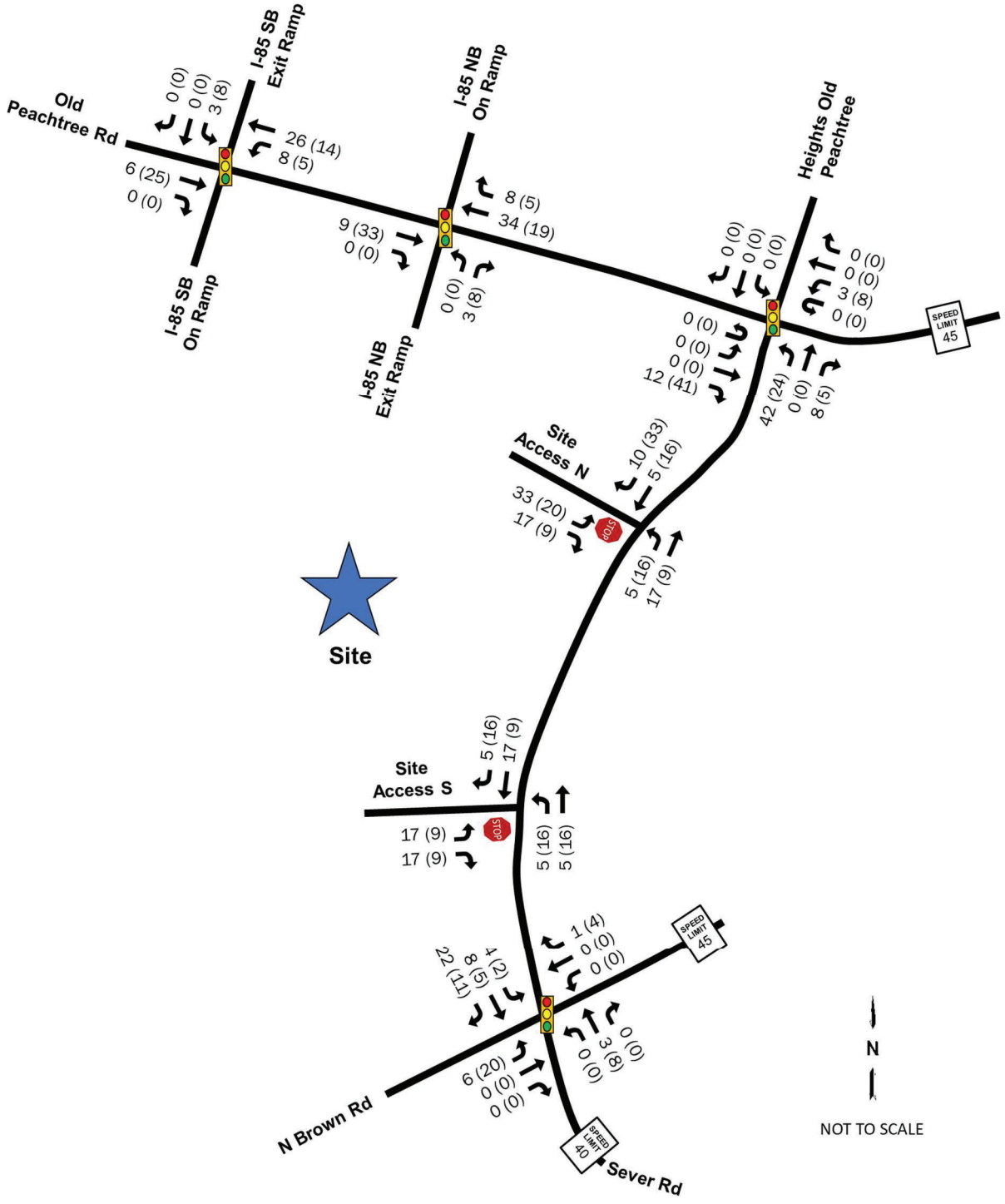


GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Figure 6: Project Development Trips

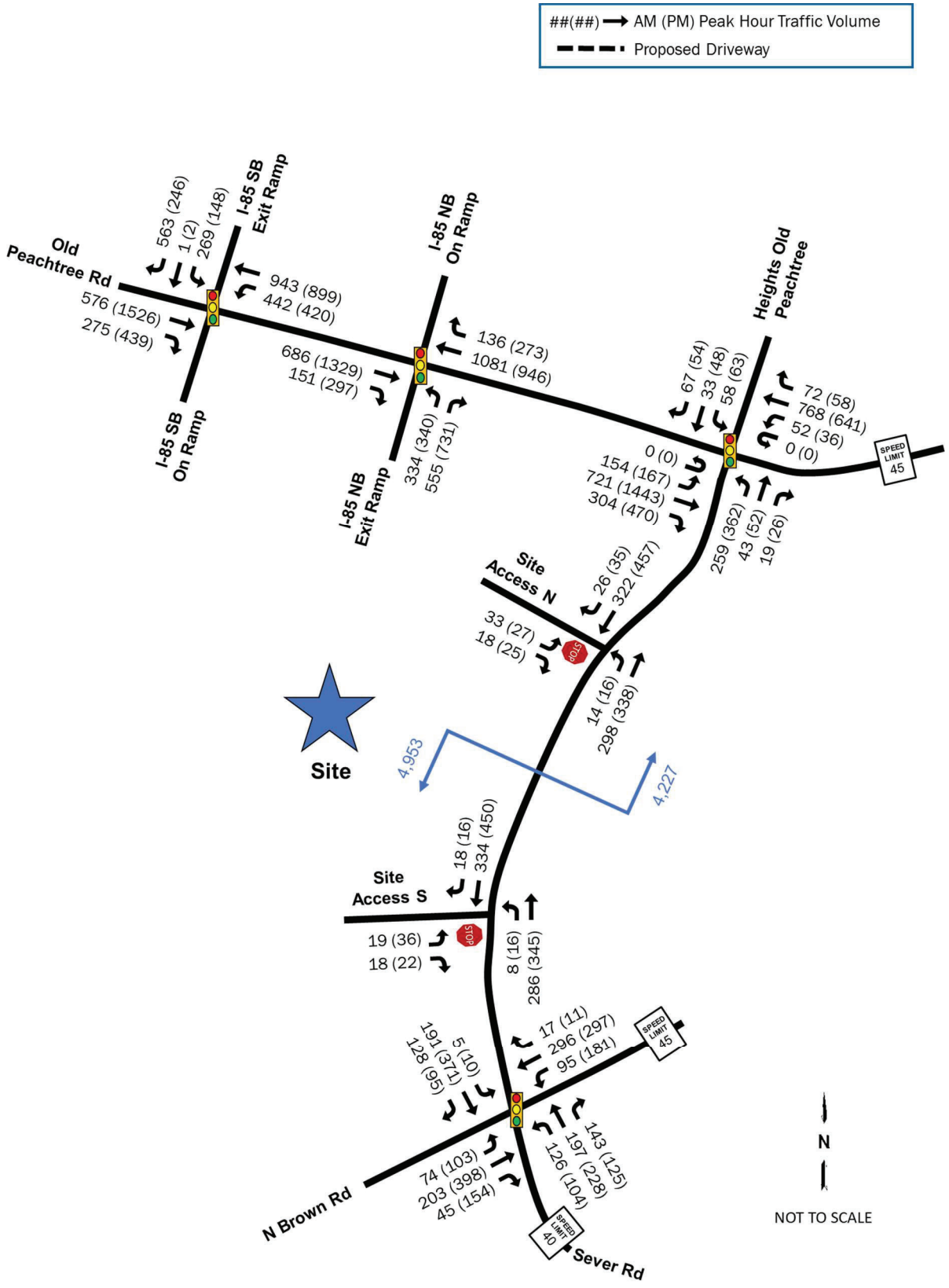
Trip Generation	Total	IN	OUT
AM Peak Hour	109	25	84
PM Peak Hour	128	81	47

##(##) → AM (PM) Peak Hour Traffic Volume
Proposed Driveway



GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Figure 7: 2023 Build Traffic Volumes



GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

D. Traffic Impact Analyses

The analysis in each of the scenarios for the study was performed using the traffic analysis software Synchro® 11. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM 6th Edition). HCM uses a grading system A through F, where A is the best (little to no delay), and F is the worst (very heavy delay). HCM Levels of Service (LOS) standards and Synchro® output reports are included in Appendix C.

D.1. 2021 Existing Conditions Analysis

The results of the 2021 existing conditions capacity analysis are shown in Table 2 and include analysis of the volumes presented in Figure 3.

Table 2: 2021 Existing Conditions Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				Delay	LOS	Delay	LOS
1	Sever Rd & North Brown Rd	Signal	EB	17.7	B	28.0	C
			WB	17.7	B	21.5	C
			NB	21.7	C	25.1	C
			SB	34.3	C	44.2	D
			Overall	22.2	C	29.5	C
2	Old Peachtree Rd & Sever Rd	Signal	EB	17.7	B	42.6	D
			WB	29.4	C	27.5	C
			NB	74.0	E	71.8	E
			SB	75.0	E	75.2	E
			Overall	32.2	C	44.4	D
3	Old Peachtree Rd & I-85 NB	Signal	EB	0.3	A	1.0	A
			WB	10.3	B	21.5	C
			NB	55.9	E	38.1	D
			Overall	23.3	C	18.8	B
4	Old Peachtree Rd & I-85 SB	Signal	EB	34.8	C	36.2	D
			WB	19.5	B	20.4	C
			SB	43.6	D	50.9	D
			Overall	30.0	C	31.6	C
5	Sever Rd & Site Access S	Stop-Control	EB	11.1	B	12.6	B
			NBL	8.0	A	0.0	A
6	Sever Rd & Site Access N	Stop-Control	EB	10.0	B	11.6	B
			NBL	8.0	A	0.0	A

As shown in Table 2, the overall operations at the study intersections are satisfactory in existing conditions during the AM and PM peak hours. The northbound and southbound approaches of the intersection of Old Peachtree Road and Sever Road operated with Levels of Service (LOS) E during the AM and PM peak hours. Similarly, the northbound approach of the intersection of Old Peachtree Road and I-85 Northbound operate with LOS E during the AM peak hour.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

D.2. 2023 No-Build Conditions Capacity Analysis

The results of the 2023 No-Build conditions capacity analysis are shown in Table 3 for the operation of the study intersections with the volumes presented in Figure 4.

Table 3: 2023 No-Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				Delay	LOS	Delay	LOS
1	Sever Rd & North Brown Rd	Signal	EB	18.1	B	29.2	C
			WB	18.1	B	22.3	C
			NB	21.7	C	25.1	C
			SB	34.4	C	45.3	D
			Overall	22.4	C	30.3	C
2	Old Peachtree Rd & Sever Rd	Signal	EB	17.8	B	43.4	D
			WB	29.8	C	27.8	C
			NB	74.2	E	72.0	E
			SB	74.9	E	75.5	E
			Overall	32.4	C	45.0	D
3	Old Peachtree Rd & I-85 NB	Signal	EB	0.3	A	1.0	A
			WB	10.8	B	21.6	C
			NB	55.4	E	38.6	D
			Overall	23.3	C	19.0	B
4	Old Peachtree Rd & I-85 SB	Signal	EB	35.4	D	38.3	D
			WB	19.6	B	20.5	C
			SB	44.1	D	51.2	D
			Overall	30.3	C	32.6	C
5	Sever Rd & Site Access S	Stop-Control	EB	11.2	B	12.8	B
			NBL	8.0	A	0.0	A
6	Sever Rd & Site Access N	Stop-Control	EB	10.0	B	11.7	B
			NBL	8.0	A	0.0	A

As shown in Table 3, under No-Build conditions the study intersections experience an increase in delay due to the applied growth rate. The eastbound approach at the intersection of Old Peachtree Road and I-85 Southbound changes from LOS C to D during the AM peak hour.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

D.3. 2023 Build Conditions Capacity Analysis

The results of the 2023 Build conditions intersection capacity analysis are shown in Table 4 for No-Build plus project volumes as presented in Figure 7.

Table 4: 2023 Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				Delay	LOS	Delay	LOS
1	Sever Rd & North Brown Rd	Signal	EB	19.0	B	29.9	C
			WB	19.2	B	23.0	C
			NB	21.4	C	25.1	C
			SB	34.5	C	46.6	D
			Overall	23.1	C	31.1	C
2	Old Peachtree Rd & Sever Rd	Signal	EB	17.9	B	43.5	D
			WB	29.7	C	27.6	C
			NB	76.8	E	72.8	E
			SB	74.9	E	75.5	E
			Overall	33.6	C	45.3	D
3	Old Peachtree Rd & I-85 NB	Signal	EB	0.3	A	1.0	A
			WB	11.0	B	21.7	C
			NB	55.3	E	38.8	D
			Overall	23.1	C	19.0	B
4	Old Peachtree Rd & I-85 SB	Signal	EB	35.9	D	39.9	D
			WB	19.5	B	20.4	C
			SB	44.1	D	51.3	D
			Overall	30.2	C	33.4	C
5	Sever Rd & Site Access S	Stop-Control	EB	11.5	B	13.4	B
			NBL	8.0	A	8.4	A
6	Sever Rd & Site Access N	Stop-Control	EB	11.6	B	12.6	B
			NBL	8.0	A	8.5	A

As shown in Table 4, the addition of project traffic to the study intersections is expected to have a minimal impact on the overall operation of the study intersections. There is a slight increase in delay due to the added trips, but the overall Levels of Service remain the same.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

E. Turn Lane Evaluations

Since the two access driveways both have existing right and left turn lanes, turn lane evaluations were not conducted.

F. Conclusions

A new multi-family residential development is proposed for construction along Sever Riad in Gwinnett County, Georgia. The proposed development will consist of 238 apartment units. The development will utilize two (2) existing full-access driveways along Sever Road. The development has a projected build out date of 2023.

When complete, the development is expected to generate a total of 1,758 new daily trips, 109 trips during the AM peak hour (25 entering and 84 exiting), and 128 during the PM peak hour (81 entering and 47 exiting).

Traffic operations at the study intersections are satisfactory in the existing conditions. However, the northbound and southbound approaches of the Old Peachtree Road at Sever Road intersection operate with undesirable Levels of Service during the AM and PM peak hours. Also, the northbound approach of the intersection of Old Peachtree Road at I-85 Northbound operates with undesirable Levels of Service during the AM peak hour. The conditions are expected to worsen as evidenced in the No-Build scenario due to the anticipated growth in the study area.

The addition of project traffic is expected to have a minimal impact on the Levels of Service and delays at the study intersections. The delays do increase slightly, but the overall Levels of Service remain the same as during the No-Build conditions. The proposed access points continue to operate with the current level of service.

The two proposed site access driveways both have existing right and left turn lanes.

Based on the analysis prepared for the proposed development, improvements at the study intersections are not required to mitigate the impact of the proposed development.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

APPENDIX A:

STIE PLAN

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

SITE PLAN 2

SEVER ROAD

1 / A1-1 SITE STUDY 2
1" = 160'-0"

DEVELOPMENT SUMMARY

BUILDING SUMMARY

RESIDENTIAL BLDGS: 4-STORY
CARRIAGE HOUSES: 1-STORY; RESIDENTIAL UNITS OVER GARAGES
AMENITY: 1-STORY CLUBHOUSE & POOL PAVILION

GROSS RESIDENTIAL AREA: (EXCLUDES BALCONIES)	269,000 SF
AMENITY AREA:	9,000 SF

UNIT SUMMARY:

APARTMENT UNITS	+/- 232 UNITS
CARRIAGE HOUSE UNITS	+/- 6 UNITS
TOTAL	+/- 238 UNITS

(872 SF AVG., 58% 1-BR, 39% 2-BR, 3% 3-BR)

PARKING SUMMARY:

PARKING PROVIDED	+/- 372 SPACES (1.55 FACTOR)

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

APPENDIX B:

TRAFFIC COUNTS &

GROWTH RATE

DEVELOPMENT WORKSHEET

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Reliable Traffic Data Services
Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Old Peachtree Rd @ I-85 SB Off-Ramp
Lawrenceville, GA
7-9 AM | 4-6 PM

File Name : 45200001
Site Code : 45200001
Start Date : 8/11/2021
Page No : 1

Groups Printed- Cars and Buses - Trucks

	Northbound					I-85 SB Off-Ramp Southbound					Old Peachtree Rd Eastbound					Old Peachtree 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	0	0	0	0	0	45	0	84	0	129	0	151	86	0	237	126	183	0	0	309	675
07:15 AM	0	0	0	0	0	59	0	96	0	155	0	150	80	0	230	98	184	0	0	282	667
07:30 AM	0	0	0	0	0	62	1	136	0	199	0	148	78	0	226	115	179	0	0	294	719
07:45 AM	0	0	0	0	0	83	0	157	0	240	0	148	76	0	224	110	238	0	0	348	812
Total	0	0	0	0	0	249	1	473	0	723	0	597	320	0	917	449	784	0	0	1233	2873
08:00 AM	0	0	0	0	0	58	0	131	0	189	0	116	60	0	176	91	225	0	0	316	681
08:15 AM	0	0	0	0	0	56	0	125	0	181	0	143	54	0	197	107	252	0	0	359	737
08:30 AM	0	0	0	0	0	51	0	88	0	139	0	152	75	0	227	105	242	0	0	347	713
08:45 AM	0	0	0	0	0	42	0	135	0	177	0	177	73	0	250	97	230	0	0	327	754
Total	0	0	0	0	0	207	0	479	0	686	0	588	262	0	850	400	949	0	0	1349	2885
*** BREAK ***																					
04:00 PM	0	0	0	0	0	22	1	58	0	81	0	253	89	0	342	62	175	0	0	237	660
04:15 PM	0	0	0	0	0	27	0	66	0	93	0	285	93	0	378	95	167	0	0	262	733
04:30 PM	0	0	0	0	0	33	0	46	0	79	0	286	124	0	410	93	187	0	0	280	769
04:45 PM	0	0	0	0	0	30	0	61	0	91	0	317	105	0	422	86	218	0	0	304	817
Total	0	0	0	0	0	112	1	231	0	344	0	1141	411	0	1552	336	747	0	0	1083	2979
05:00 PM	0	0	0	0	0	24	0	55	0	79	0	364	122	0	486	140	236	0	0	376	941
05:15 PM	0	0	0	0	0	50	1	59	0	110	0	374	103	0	477	88	218	0	0	306	893
05:30 PM	0	0	0	0	0	32	1	65	0	98	0	408	98	0	506	90	190	0	0	280	884
05:45 PM	0	0	0	0	0	41	0	68	0	109	0	271	87	0	358	71	225	0	0	296	763
Total	0	0	0	0	0	147	2	247	0	396	0	1417	410	0	1827	389	869	0	0	1258	3481
Grand Total	0	0	0	0	0	715	4	1430	0	2149	0	3743	1403	0	5146	1574	3349	0	0	4923	12218
Apprch %	0	0	0	0		33.3	0.2	66.5	0		0	72.7	27.3	0		32	68	0	0		
Total %	0	0	0	0	0	5.9	0	11.7	0	17.6	0	30.6	11.5	0	42.1	12.9	27.4	0	0	40.3	
Cars and Buses	0	0	0	0	0	705	4	1401	0	2110	0	3703	1355	0	5058	1549	3278	0	0	4827	11995
% Cars and Buses	0	0	0	0	0	98.6	100	98	0	98.2	0	98.9	96.6	0	98.3	98.4	97.9	0	0	98	98.2
Trucks	0	0	0	0	0	10	0	29	0	39	0	40	48	0	88	25	71	0	0	96	223
% Trucks	0	0	0	0	0	1.4	0	2	0	1.8	0	1.1	3.4	0	1.7	1.6	2.1	0	0	2	1.8

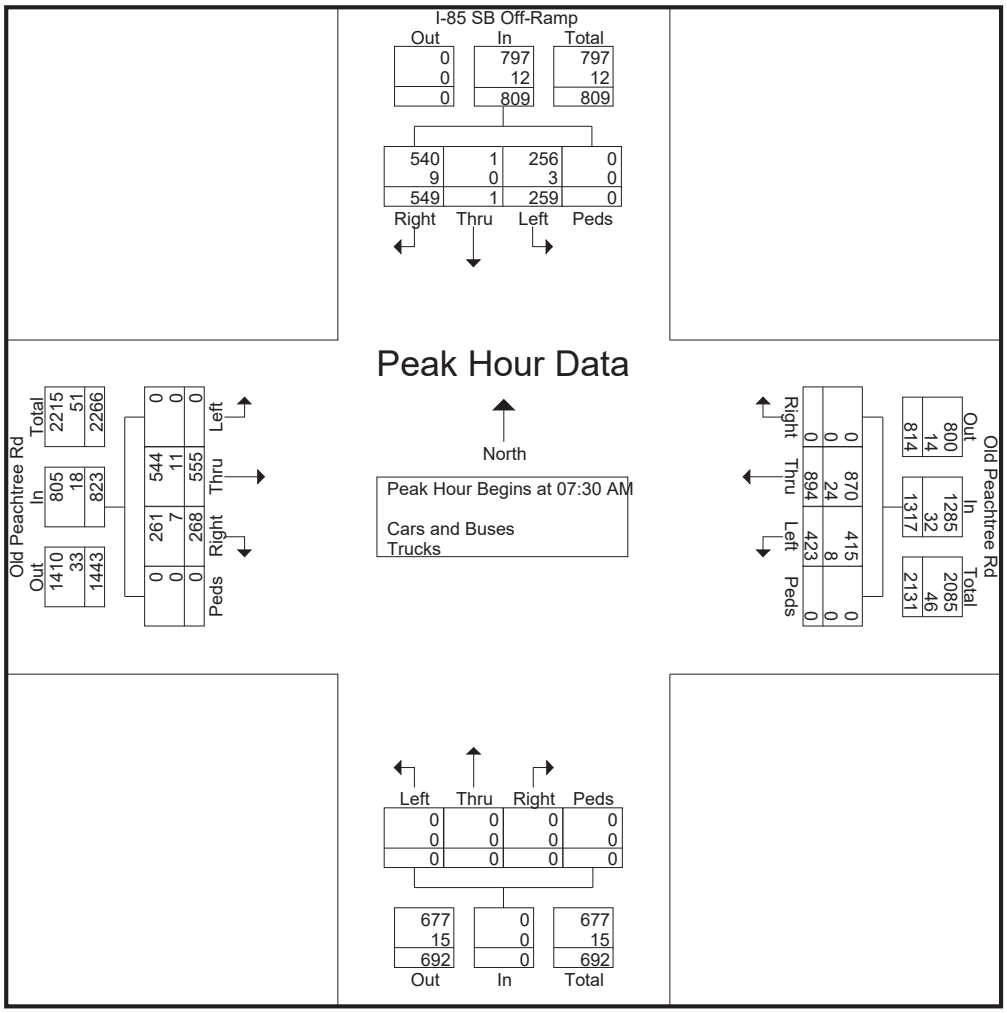
GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Reliable Traffic Data Services
Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Old Peachtree Rd @ I-85 SB Off-Ramp
Lawrenceville, GA
7-9 AM | 4-6 PM

File Name : 45200001
Site Code : 45200001
Start Date : 8/11/2021
Page No : 2

	Northbound					I-85 SB Off-Ramp Southbound					Old Peachtree Rd Eastbound					Old Peachtree 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 07:30 AM																					
07:30 AM	0	0	0	0	0	62	**1**	136	0	199	0	**148**	**78**	0	**226**	**115**	179	0	0	294	719
07:45 AM	0	0	0	0	0	**83**	0	**157**	0	**240**	0	148	76	0	224	110	238	0	0	348	**812**
08:00 AM	0	0	0	0	0	58	0	131	0	189	0	116	60	0	176	91	225	0	0	316	681
08:15 AM	0	0	0	0	0	56	0	125	0	181	0	143	54	0	197	107	**252**	0	0	**359**	737
Total Volume	0	0	0	0	0	259	1	549	0	809	0	555	268	0	823	423	894	0	0	1317	2949
% App. Total								67.9				67.4	32.6			32.1	67.9				
PHF	.000	.000	.000	.000	.000	.780	.250	.874	.000	.843	.000	.938	.859	.000	.910	.920	.887	.000	.000	.917	.908
Cars and Buses	0	0	0	0	0	256	1	540	0	797	0	544	261	0	805	415	870	0	0	1285	2887
% Cars and Buses	0	0	0	0	0	98.8	100	98.4	0	98.5	0	98.0	97.4	0	97.8	98.1	97.3	0	0	97.6	97.9
Trucks	0	0	0	0	0	3	0	9	0	12	0	11	7	0	18	8	24	0	0	32	62
% Trucks	0	0	0	0	0	1.2	0	1.6	0	1.5	0	2.0	2.6	0	2.2	1.9	2.7	0	0	2.4	2.1



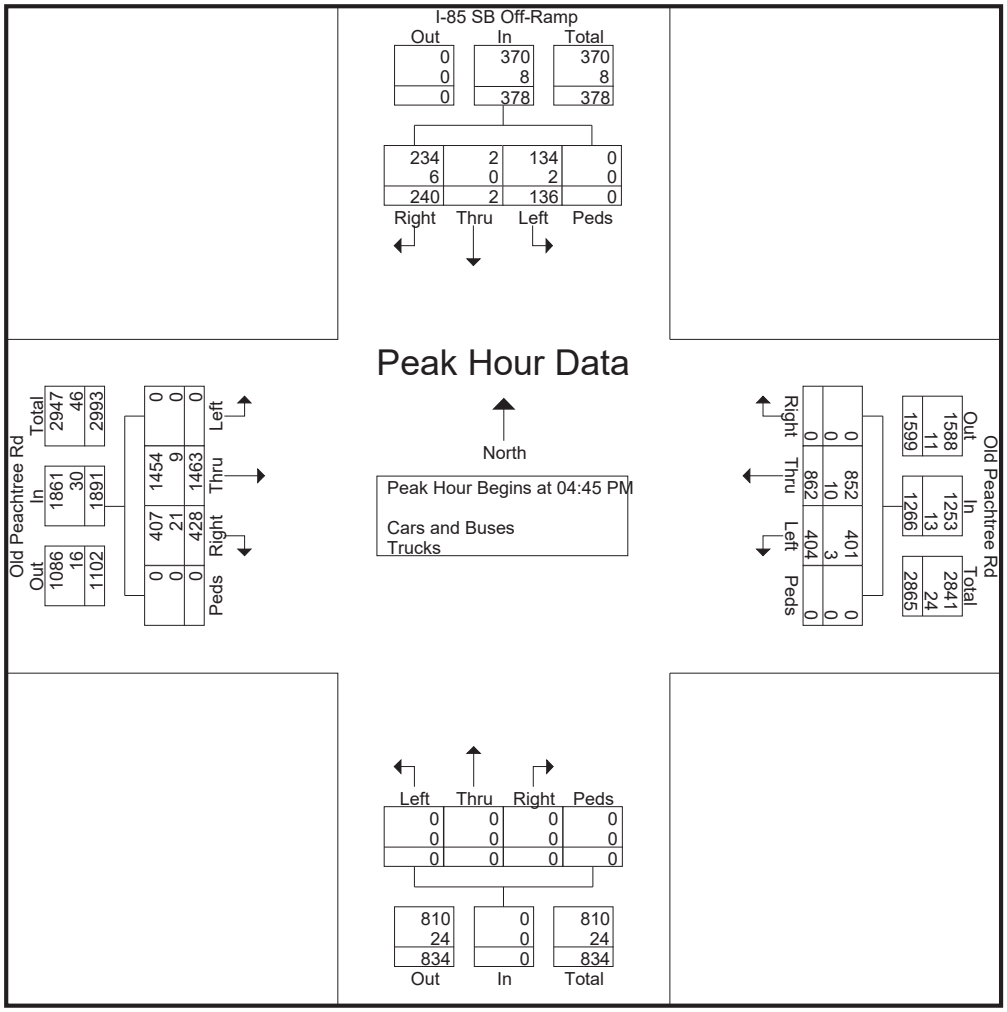
GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Reliable Traffic Data Services
Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Old Peachtree Rd @ I-85 SB Off-Ramp
Lawrenceville, GA
7-9 AM | 4-6 PM

File Name : 45200001
Site Code : 45200001
Start Date : 8/11/2021
Page No : 3

	Northbound					I-85 SB Off-Ramp Southbound					Old Peachtree Rd Eastbound					Old Peachtree 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 04:45 PM																					
04:45 PM	0	0	0	0	0	30	0	61	0	91	0	317	105	0	422	86	218	0	0	304	817
05:00 PM	0	0	0	0	0	24	0	55	0	79	0	364	**122**	0	486	**140**	**236**	0	0	**376**	**941**
05:15 PM	0	0	0	0	0	**50**	**1**	59	0	**110**	0	374	103	0	477	88	218	0	0	306	893
05:30 PM	0	0	0	0	0	32	1	**65**	0	98	0	**408**	98	0	**506**	90	190	0	0	280	884
Total Volume	0	0	0	0	0	136	2	240	0	378	0	1463	428	0	1891	404	862	0	0	1266	3535
% App. Total	0	0	0	0		36	0.5	63.5	0		0	77.4	22.6	0		31.9	68.1	0	0		
PHF	.000	.000	.000	.000	.000	.680	.500	.923	.000	.859	.000	.896	.877	.000	.934	.721	.913	.000	.000	.842	.939
Cars and Buses	0	0	0	0	0	134	2	234	0	370	0	1454	407	0	1861	401	852	0	0	1253	3484
% Cars and Buses	0	0	0	0	0	98.5	100	97.5	0	97.9	0	99.4	95.1	0	98.4	99.3	98.8	0	0	99.0	98.6
Trucks	0	0	0	0	0	2	0	6	0	8	0	9	21	0	30	3	10	0	0	13	51
% Trucks	0	0	0	0	0	1.5	0	2.5	0	2.1	0	0.6	4.9	0	1.6	0.7	1.2	0	0	1.0	1.4



GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Reliable Traffic Data Services
Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Old Peachtree Rd @ I-85 NB Off-Ramp
Lawrenceville, GA
7-9 AM | 4-6 PM

File Name : 45200002
Site Code : 45200002
Start Date : 8/11/2021
Page No : 1

Groups Printed- Cars and Buses - Trucks

	I-85 NB Off-Ramp Northbound					Southbound					Old Peachtree Rd Eastbound					Old Peachtree 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	67	0	97	0	164	0	0	0	0	0	0	154	0	0	154	0	234	35	0	269	587
07:15 AM	59	0	107	0	166	0	0	0	0	0	0	164	0	0	164	0	225	45	0	270	600
07:30 AM	60	0	132	0	192	0	0	0	0	0	0	170	0	0	170	0	239	36	0	275	637
07:45 AM	94	0	161	0	255	0	0	0	0	0	0	178	0	0	178	0	231	37	0	268	701
Total	280	0	497	0	777	0	0	0	0	0	0	666	0	0	666	0	929	153	0	1082	2525
08:00 AM	81	0	134	0	215	0	0	0	0	0	0	160	0	0	160	0	250	35	0	285	660
08:15 AM	96	0	128	0	224	0	0	0	0	0	0	154	0	0	154	0	263	21	0	284	662
08:30 AM	54	0	115	0	169	0	0	0	0	0	0	168	0	0	168	0	276	32	0	308	645
08:45 AM	65	0	107	0	172	0	0	0	0	0	0	158	0	0	158	0	247	34	0	281	611
Total	296	0	484	0	780	0	0	0	0	0	0	640	0	0	640	0	1036	122	0	1158	2578
*** BREAK ***																					
04:00 PM	52	0	136	0	188	0	0	0	0	0	0	193	0	0	193	0	192	71	0	263	644
04:15 PM	50	0	135	0	185	0	0	0	0	0	0	217	0	0	217	0	171	57	0	228	630
04:30 PM	57	0	157	0	214	0	0	0	0	0	0	236	0	0	236	0	221	69	0	290	740
04:45 PM	92	0	165	0	257	0	0	0	0	0	0	255	0	0	255	0	230	48	0	278	790
Total	251	0	593	0	844	0	0	0	0	0	0	901	0	0	901	0	814	245	0	1059	2804
05:00 PM	87	0	151	0	238	0	0	0	0	0	0	298	0	0	298	0	285	79	0	364	900
05:15 PM	95	0	188	0	283	0	0	0	0	0	0	319	0	0	319	0	200	71	0	271	873
05:30 PM	79	0	200	0	279	0	0	0	0	0	0	327	0	0	327	0	202	59	0	261	867
05:45 PM	70	0	166	0	236	0	0	0	0	0	0	319	0	0	319	0	216	52	0	268	823
Total	331	0	705	0	1036	0	0	0	0	0	0	1263	0	0	1263	0	903	261	0	1164	3463
Grand Total	1158	0	2279	0	3437	0	0	0	0	0	0	3470	0	0	3470	0	3682	781	0	4463	11370
Apprch %	33.7	0	66.3	0		0	0	0	0		0	100	0	0		0	82.5	17.5	0		
Total %	10.2	0	20	0	30.2	0	0	0	0	0	0	30.5	0	0	30.5	0	32.4	6.9	0	39.3	
Cars and Buses	1097	0	2247	0	3344	0	0	0	0	0	0	3429	0	0	3429	0	3652	767	0	4419	11192
% Cars and Buses	94.7	0	98.6	0	97.3	0	0	0	0	0	0	98.8	0	0	98.8	0	99.2	98.2	0	99	98.4
Trucks	61	0	32	0	93	0	0	0	0	0	0	41	0	0	41	0	30	14	0	44	178
% Trucks	5.3	0	1.4	0	2.7	0	0	0	0	0	0	1.2	0	0	1.2	0	0.8	1.8	0	1	1.6

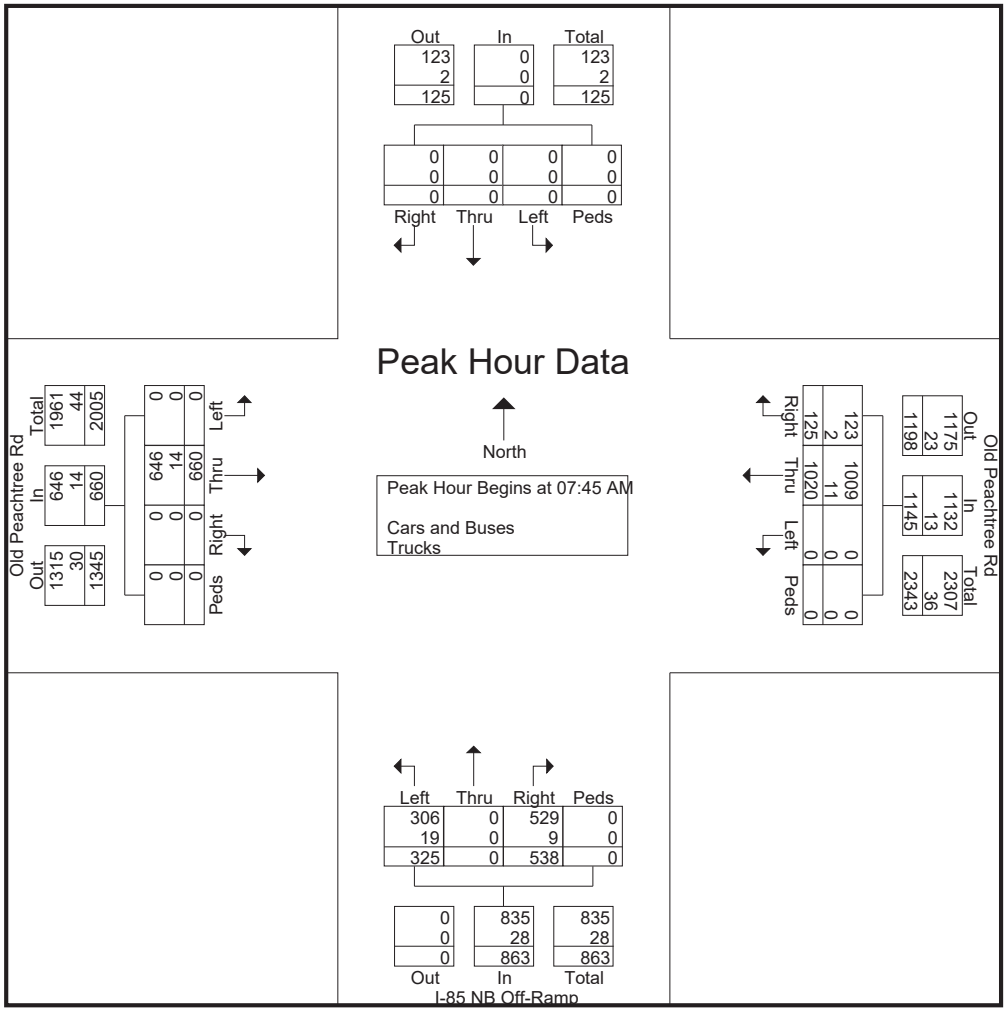
GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Reliable Traffic Data Services
Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Old Peachtree Rd @ I-85 NB Off-Ramp
Lawrenceville, GA
7-9 AM | 4-6 PM

File Name : 45200002
Site Code : 45200002
Start Date : 8/11/2021
Page No : 2

	I-85 NB Off-Ramp Northbound					Southbound					Old Peachtree Rd Eastbound					Old Peachtree 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 07:45 AM																					
07:45 AM	94	0	**161**	0	**255**	0	0	0	0	0	0	**178**	0	0	**178**	0	231	**37**	0	268	**701**
08:00 AM	81	0	134	0	215	0	0	0	0	0	0	160	0	0	160	0	250	35	0	285	660
08:15 AM	**96**	0	128	0	224	0	0	0	0	0	0	154	0	0	154	0	263	21	0	284	662
08:30 AM	54	0	115	0	169	0	0	0	0	0	0	168	0	0	168	0	**276**	32	0	**308**	645
Total Volume	325	0	538	0	863	0	0	0	0	0	0	660	0	0	660	0	1020	125	0	1145	2668
% App. Total	37.7	0	62.3	0		0	0	0	0		0	100	0	0		0	89.1	10.9	0		
PHF	.846	.000	.835	.000	.846	.000	.000	.000	.000	.000	.000	.927	.000	.000	.927	.000	.924	.845	.000	.929	.951
Cars and Buses	306	0	529	0	835	0	0	0	0	0	0	646	0	0	646	0	1009	123	0	1132	2613
% Cars and Buses	94.2	0	98.3	0	96.8	0	0	0	0	0	0	97.9	0	0	97.9	0	98.9	98.4	0	98.9	97.9
Trucks	19	0	9	0	28	0	0	0	0	0	0	14	0	0	14	0	11	2	0	13	55
% Trucks	5.8	0	1.7	0	3.2	0	0	0	0	0	0	2.1	0	0	2.1	0	1.1	1.6	0	1.1	2.1



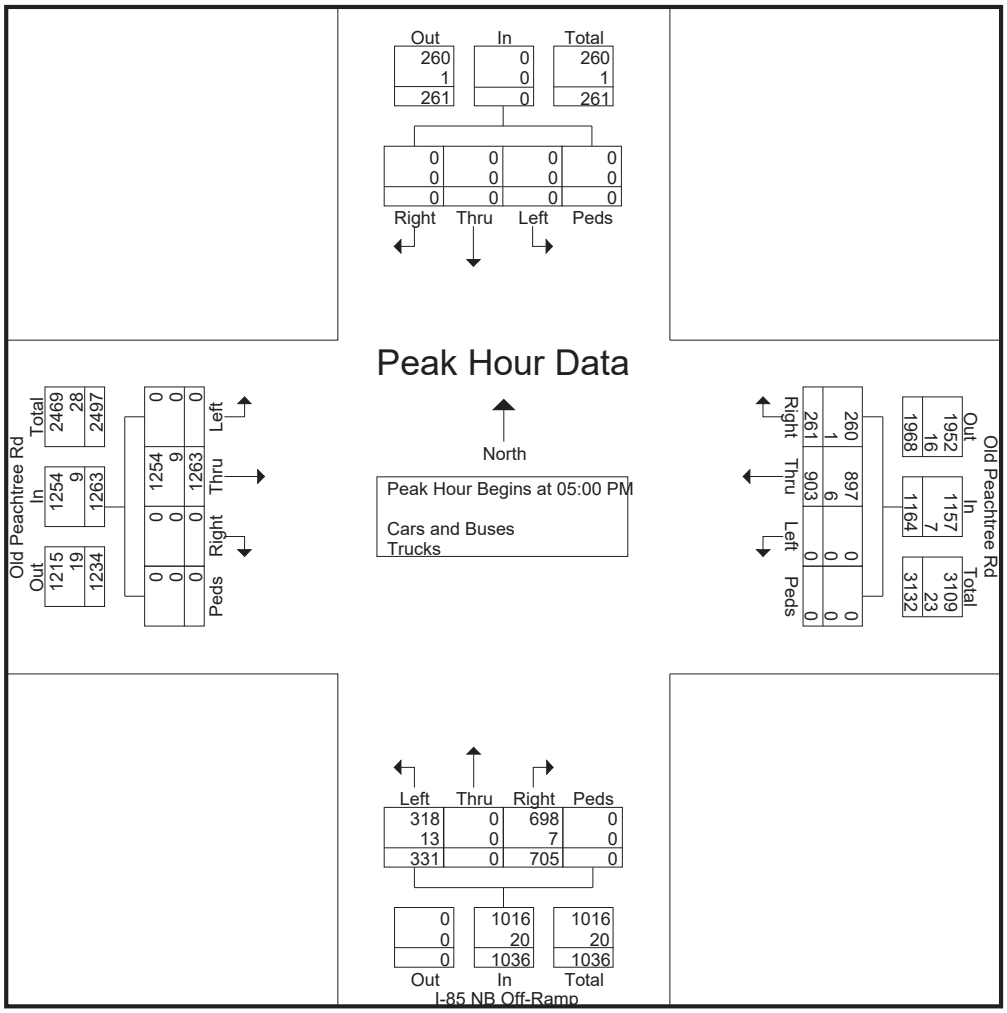
GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Reliable Traffic Data Services
Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Old Peachtree Rd @ I-85 NB Off-Ramp
Lawrenceville, GA
7-9 AM | 4-6 PM

File Name : 45200002
Site Code : 45200002
Start Date : 8/11/2021
Page No : 3

	I-85 NB Off-Ramp Northbound					Southbound					Old Peachtree Rd Eastbound					Old Peachtree 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 05:00 PM																					
05:00 PM	87	0	151	0	238	0	0	0	0	0	0	298	0	0	298	0	**285**	**79**	0	**364**	**900**
05:15 PM	**95**	0	188	0	**283**	0	0	0	0	0	0	319	0	0	319	0	200	71	0	271	873
05:30 PM	79	0	**200**	0	279	0	0	0	0	0	0	**327**	0	0	**327**	0	202	59	0	261	867
05:45 PM	70	0	166	0	236	0	0	0	0	0	0	319	0	0	319	0	216	52	0	268	823
Total Volume	331	0	705	0	1036	0	0	0	0	0	0	1263	0	0	1263	0	903	261	0	1164	3463
% App. Total	31.9	0	68.1	0		0	0	0	0		0	100	0	0		0	77.6	22.4	0		
PHF	.871	.000	.881	.000	.915	.000	.000	.000	.000	.000	.000	.966	.000	.000	.966	.000	.792	.826	.000	.799	.962
Cars and Buses	318	0	698	0	1016	0	0	0	0	0	0	1254	0	0	1254	0	897	260	0	1157	3427
% Cars and Buses	96.1	0	99.0	0	98.1	0	0	0	0	0	0	99.3	0	0	99.3	0	99.3	99.6	0	99.4	99.0
Trucks	13	0	7	0	20	0	0	0	0	0	0	9	0	0	9	0	6	1	0	7	36
% Trucks	3.9	0	1.0	0	1.9	0	0	0	0	0	0	0.7	0	0	0.7	0	0.7	0.4	0	0.6	1.0



GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Reliable Traffic Data Services
Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Old Peachtree Rd @ Sever Rd
Lawrenceville, GA
7-9 AM | 4-6 PM

File Name : 45200003
Site Code : 45200003
Start Date : 8/11/2021
Page No : 1

Groups Printed- Cars and Buses - Trucks

	Sever Rd Northbound					QT Access Drwy Southbound					Old Peachtree Rd Eastbound					Old Peachtree 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	57	10	0	0	67	8	9	15	0	32	38	107	85	0	230	9	157	16	0	182	511
07:15 AM	60	14	0	0	74	15	11	19	0	45	40	148	94	0	282	8	155	25	0	188	589
07:30 AM	35	12	3	0	50	11	11	19	0	41	39	163	67	0	269	9	171	24	0	204	564
07:45 AM	40	11	3	0	54	22	10	19	0	51	34	215	68	0	317	9	188	12	0	209	631
Total	192	47	6	0	245	56	41	72	0	169	151	633	314	0	1098	35	671	77	0	783	2295
08:00 AM	38	11	2	0	51	10	7	15	0	32	28	184	72	0	284	18	176	23	0	217	584
08:15 AM	70	10	5	0	85	14	9	17	0	40	40	158	74	0	272	11	188	19	0	218	615
08:30 AM	63	10	1	0	74	11	6	14	0	31	48	146	71	0	265	10	196	16	0	222	592
08:45 AM	68	10	6	0	84	11	9	13	0	33	44	127	78	0	249	14	150	9	0	173	539
Total	239	41	14	0	294	46	31	59	0	136	160	615	295	0	1070	53	710	67	0	830	2330
*** BREAK ***																					
04:00 PM	81	7	2	0	90	14	12	16	0	42	24	228	54	0	306	11	139	14	0	164	602
04:15 PM	78	3	4	0	85	9	12	9	0	30	31	249	81	0	361	7	134	16	0	157	633
04:30 PM	96	11	8	0	115	22	9	7	0	38	32	295	101	0	428	10	142	8	0	160	741
04:45 PM	79	9	6	0	94	17	7	13	0	37	45	298	87	0	430	7	145	13	0	165	726
Total	334	30	20	0	384	62	40	45	0	147	132	1070	323	0	1525	35	560	51	0	646	2702
05:00 PM	78	16	4	0	98	13	8	22	0	43	34	323	97	0	454	5	212	16	0	233	828
05:15 PM	79	9	5	0	93	17	12	12	0	41	41	346	102	0	489	5	149	20	0	174	797
05:30 PM	83	16	5	0	104	15	17	15	0	47	47	377	116	0	540	4	138	15	0	157	848
05:45 PM	89	10	6	0	105	16	10	4	0	30	41	360	103	0	504	13	126	6	0	145	784
Total	329	51	20	0	400	61	47	53	0	161	163	1406	418	0	1987	27	625	57	0	709	3257
Grand Total	1094	169	60	0	1323	225	159	229	0	613	606	3724	1350	0	5680	150	2566	252	0	2968	10584
Apprch %	82.7	12.8	4.5	0		36.7	25.9	37.4	0		10.7	65.6	23.8	0		5.1	86.5	8.5	0		
Total %	10.3	1.6	0.6	0	12.5	2.1	1.5	2.2	0	5.8	5.7	35.2	12.8	0	53.7	1.4	24.2	2.4	0	28	
Cars and Buses	1086	167	60	0	1313	221	156	219	0	596	585	3677	1348	0	5610	149	2543	244	0	2936	10455
% Cars and Buses	99.3	98.8	100	0	99.2	98.2	98.1	95.6	0	97.2	96.5	98.7	99.9	0	98.8	99.3	99.1	96.8	0	98.9	98.8
Trucks	8	2	0	0	10	4	3	10	0	17	21	47	2	0	70	1	23	8	0	32	129
% Trucks	0.7	1.2	0	0	0.8	1.8	1.9	4.4	0	2.8	3.5	1.3	0.1	0	1.2	0.7	0.9	3.2	0	1.1	1.2

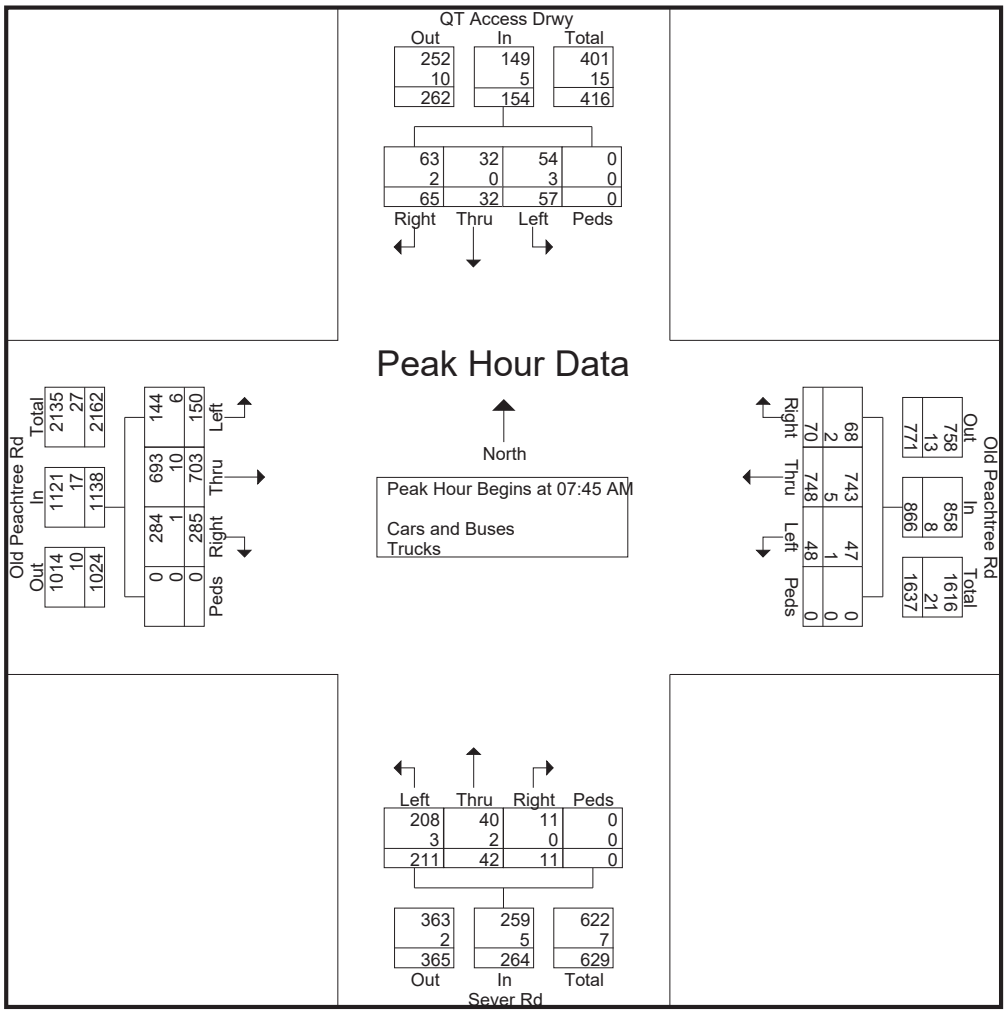
GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Reliable Traffic Data Services
Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Old Peachtree Rd @ Sever Rd
Lawrenceville, GA
7-9 AM | 4-6 PM

File Name : 45200003
Site Code : 45200003
Start Date : 8/11/2021
Page No : 2

	Sever Rd Northbound					QT Access Drwy Southbound					Old Peachtree Rd Eastbound					Old Peachtree 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 07:45 AM																					
07:45 AM	40	**11**	3	0	54	**22**	**10**	**19**	0	**51**	34	**215**	68	0	**317**	9	188	12	0	209	**631**
08:00 AM	38	11	2	0	51	10	7	15	0	32	28	184	72	0	284	**18**	176	**23**	0	217	584
08:15 AM	**70**	10	**5**	0	**85**	14	9	17	0	40	40	158	**74**	0	272	11	188	19	0	218	615
08:30 AM	63	10	1	0	74	11	6	14	0	31	**48**	146	71	0	265	10	**196**	16	0	**222**	592
Total Volume	211	42	11	0	264	57	32	65	0	154	150	703	285	0	1138	48	748	70	0	866	2422
% App. Total	79.9	15.9					20.8	42.2			13.2	61.8					86.4				
PHF	.754	.955	.550	.000	.776	.648	.800	.855	.000	.755	.781	.817	.963	.000	.897	.667	.954	.761	.000	.975	.960
Cars and Buses	208	40	11	0	259	54	32	63	0	149	144	693	284	0	1121	47	743	68	0	858	2387
% Cars and Buses	98.6	95.2	100	0	98.1	94.7	100	96.9	0	96.8	96.0	98.6	99.6	0	98.5	97.9	99.3	97.1	0	99.1	98.6
Trucks	3	2	0	0	5	3	0	2	0	5	6	10	1	0	17	1	5	2	0	8	35
% Trucks	1.4	4.8	0	0	1.9	5.3	0	3.1	0	3.2	4.0	1.4	0.4	0	1.5	2.1	0.7	2.9	0	0.9	1.4



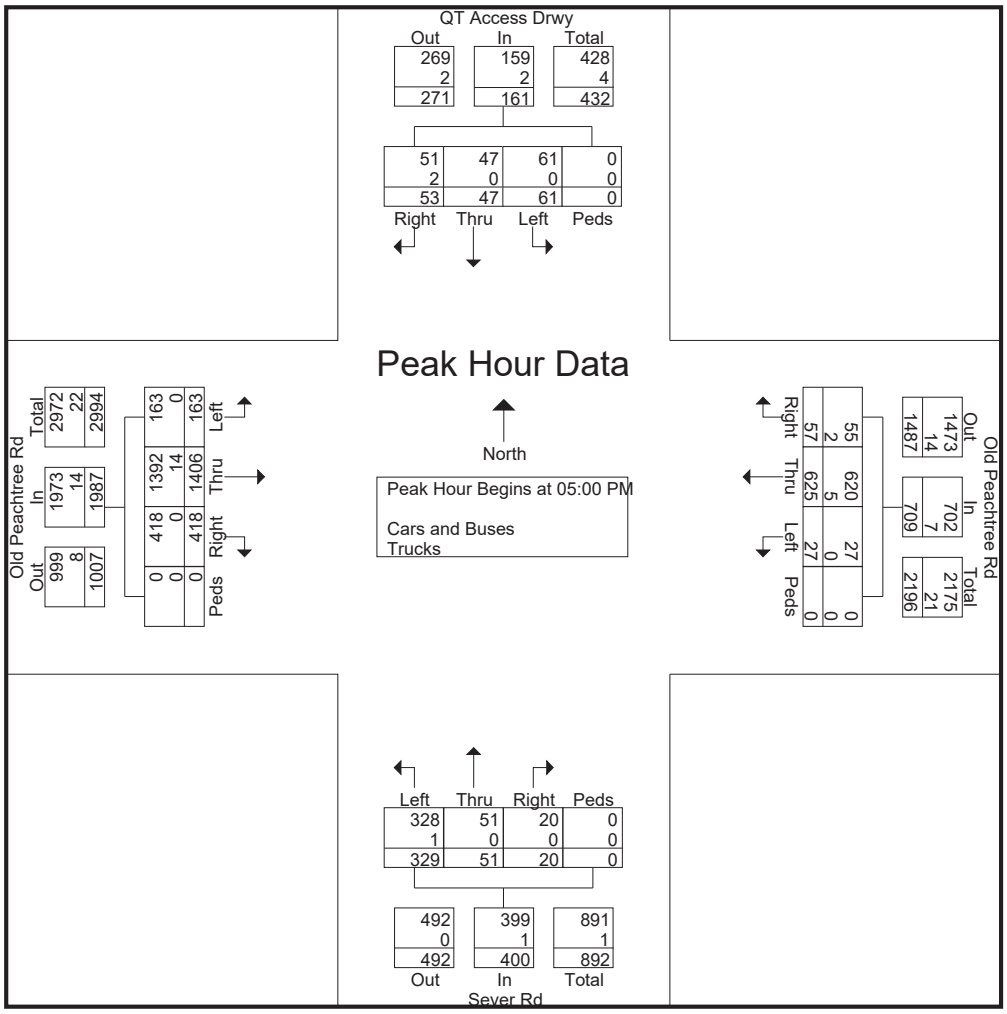
GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Reliable Traffic Data Services
Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Old Peachtree Rd @ Sever Rd
Lawrenceville, GA
7-9 AM | 4-6 PM

File Name : 45200003
Site Code : 45200003
Start Date : 8/11/2021
Page No : 3

	Sever Rd Northbound					QT Access Drwy Southbound					Old Peachtree Rd Eastbound					Old Peachtree 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 05:00 PM																					
05:00 PM	78	**16**	4	0	98	13	8	**22**	0	43	34	323	97	0	454	5	**212**	16	0	**233**	828
05:15 PM	79	9	5	0	93	**17**	12	12	0	41	41	346	102	0	489	5	149	**20**	0	174	797
05:30 PM	83	16	5	0	104	15	**17**	15	0	**47**	**47**	**377**	**116**	0	**540**	4	138	15	0	157	**848**
05:45 PM	**89**	10	**6**	0	**105**	16	10	4	0	30	41	360	103	0	504	**13**	126	6	0	145	784
Total Volume	329	51	20	0	400	61	47	53	0	161	163	1406	418	0	1987	27	625	57	0	709	3257
% App. Total	82.2	12.8	5	0		37.9	29.2	32.9	0		8.2	70.8	21	0		3.8	88.2	8	0		
PHF	.924	.797	.833	.000	.952	.897	.691	.602	.000	.856	.867	.932	.901	.000	.920	.519	.737	.713	.000	.761	.960
Cars and Buses	328	51	20	0	399	61	47	51	0	159	163	1392	418	0	1973	27	620	55	0	702	3233
% Cars and Buses	99.7	100	100	0	99.8	100	100	96.2	0	98.8	100	99.0	100	0	99.3	100	99.2	96.5	0	99.0	99.3
Trucks	1	0	0	0	1	0	0	2	0	2	0	14	0	0	14	0	5	2	0	7	24
% Trucks	0.3	0	0	0	0.3	0	0	3.8	0	1.2	0	1.0	0	0	0.7	0	0.8	3.5	0	1.0	0.7



GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Reliable Traffic Data Services
Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
N Brown Rd @ Sever Rd
Lawrenceville, GA
7-9 AM | 4-6 PM

File Name : 45200004
Site Code : 45200004
Start Date : 8/11/2021

Groups Printed- Cars and Buses

	Sever Rd Northbound					Sever Rd Southbound					N Brown Rd Eastbound					N Brown 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	35	53	18	0	106	0	60	16	0	76	2	27	6	0	35	15	54	4	0	73	290
07:15 AM	41	60	19	0	120	0	71	23	0	94	15	36	10	0	61	21	52	4	0	77	352
07:30 AM	22	32	13	0	67	1	41	22	0	64	14	40	28	0	82	29	61	1	0	91	304
07:45 AM	19	24	21	0	64	1	37	22	0	60	26	50	22	0	98	20	58	4	0	82	304
Total	117	169	71	0	357	2	209	83	0	294	57	153	66	0	276	85	225	13	0	323	1250
08:00 AM	22	28	22	0	72	0	38	23	0	61	22	64	13	0	99	11	59	2	0	72	304
08:15 AM	31	49	36	0	116	1	44	34	0	79	20	41	17	0	78	21	79	3	0	103	376
08:30 AM	33	57	39	0	129	0	47	24	0	71	13	38	9	0	60	24	88	5	0	117	377
08:45 AM	37	53	40	0	130	0	48	20	0	68	11	52	4	0	67	37	57	5	0	99	364
Total	123	187	137	0	447	1	177	101	0	279	66	195	43	0	304	93	283	15	0	391	1421
*** BREAK ***																					
04:00 PM	19	55	24	0	98	1	62	14	0	77	14	57	28	0	99	44	66	2	0	112	386
04:15 PM	17	39	27	0	83	1	81	16	0	98	18	74	23	0	115	47	63	2	0	112	408
04:30 PM	23	48	25	0	96	6	90	11	0	107	15	94	24	0	133	49	59	2	0	110	446
04:45 PM	25	48	23	0	96	2	78	19	0	99	20	94	31	0	145	47	75	0	0	122	462
Total	84	190	99	0	373	10	311	60	0	381	67	319	106	0	492	187	263	6	0	456	1702
05:00 PM	26	46	30	0	102	2	94	16	0	112	14	107	28	0	149	56	89	3	0	148	511
05:15 PM	23	49	30	0	102	4	90	23	0	117	18	107	48	0	173	47	56	1	0	104	496
05:30 PM	26	49	29	0	104	2	75	17	0	94	25	86	34	0	145	37	69	1	0	107	450
05:45 PM	26	67	32	0	125	0	96	24	0	120	23	83	40	0	146	34	73	2	0	109	500
Total	101	211	121	0	433	8	355	80	0	443	80	383	150	0	613	174	287	7	0	468	1957
Grand Total	425	757	428	0	1610	21	1052	324	0	1397	270	1050	365	0	1685	539	1058	41	0	1638	6330
Apprch %	26.4	47	26.6	0		1.5	75.3	23.2	0		16	62.3	21.7	0		32.9	64.6	2.5	0		
Total %	6.7	12	6.8	0	25.4	0.3	16.6	5.1	0	22.1	4.3	16.6	5.8	0	26.6	8.5	16.7	0.6	0	25.9	

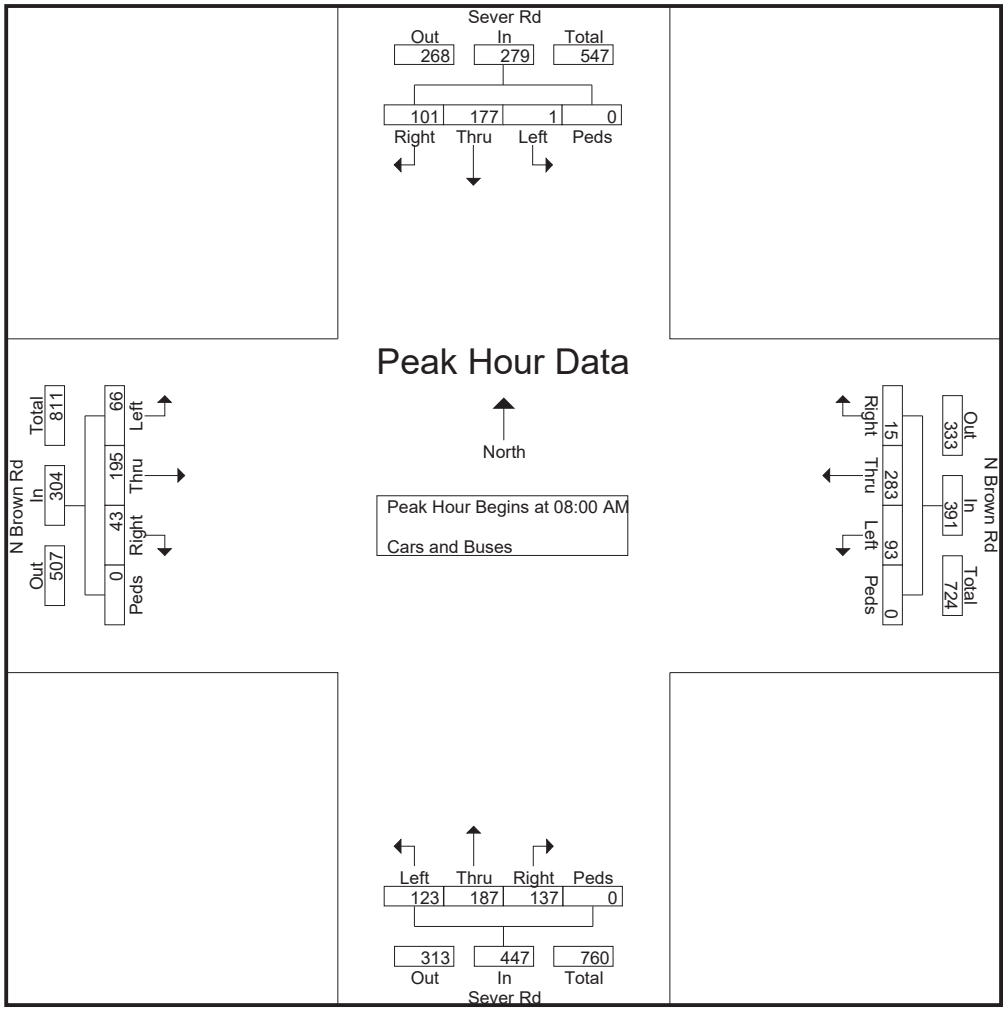
GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Reliable Traffic Data Services
Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
N Brown Rd @ Sever Rd
Lawrenceville, GA
7-9 AM | 4-6 PM

File Name : 45200004
Site Code : 45200004
Start Date : 8/11/2021
Page No : 2

	Sever Rd Northbound					Sever Rd Southbound					N Brown Rd Eastbound					N Brown 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 08:00 AM																					
08:00 AM	22	28	22	0	72	0	38	23	0	61	**22**	**64**	13	0	**99**	11	59	2	0	72	304
08:15 AM	31	49	36	0	116	**1**	44	**34**	0	**79**	20	41	**17**	0	78	21	79	3	0	103	376
08:30 AM	33	**57**	39	0	129	0	47	24	0	71	13	38	9	0	60	24	**88**	**5**	0	**117**	**377**
08:45 AM	**37**	53	**40**	0	**130**	0	**48**	20	0	68	11	52	4	0	67	**37**	57	5	0	99	364
Total Volume	123	187	137	0	447	1	177	101	0	279	66	195	43	0	304	93	283	15	0	391	1421
% App. Total	27.5	41.8	30.6				63.4	36.2			21.7	64.1	14.1			23.8	72.4				
PHF	.831	.820	.856	.000	.860	.250	.922	.743	.000	.883	.750	.762	.632	.000	.768	.628	.804	.750	.000	.835	.942



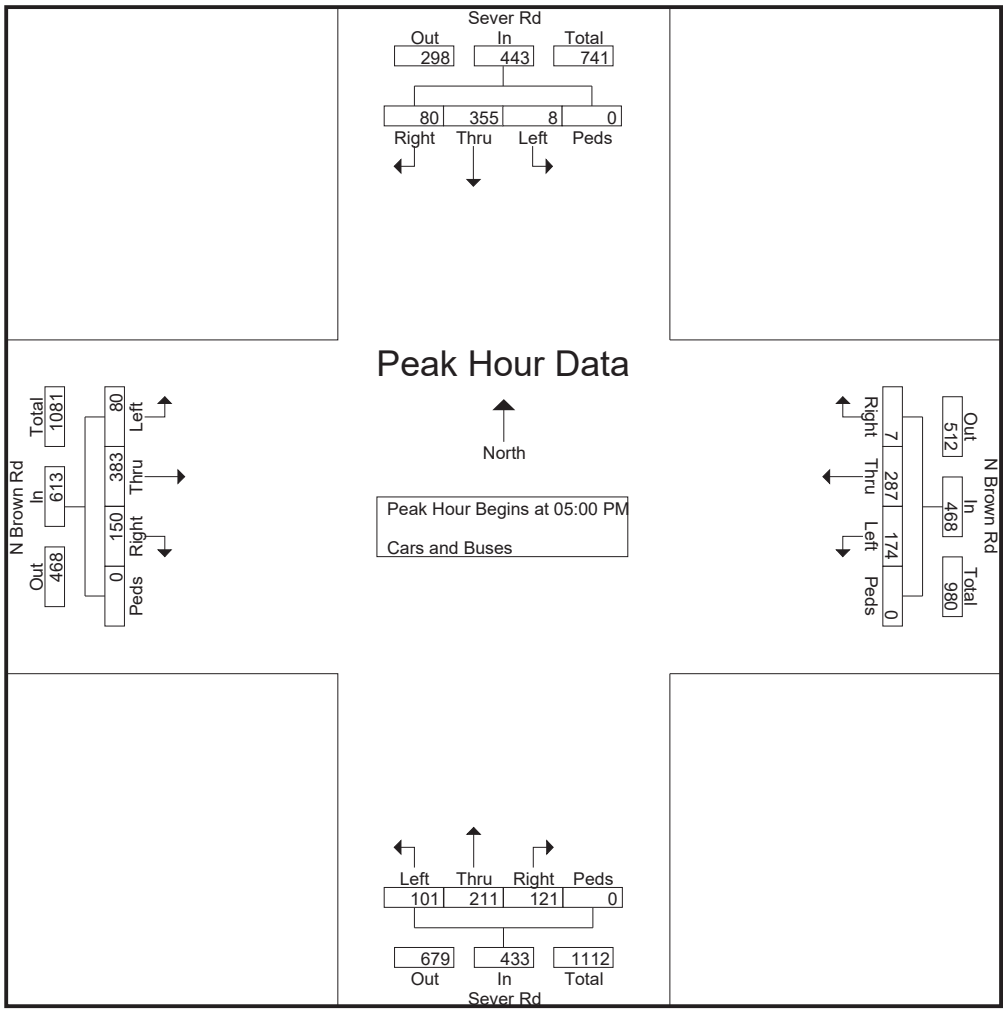
GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Reliable Traffic Data Services
Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
N Brown Rd @ Sever Rd
Lawrenceville, GA
7-9 AM | 4-6 PM

File Name : 45200004
Site Code : 45200004
Start Date : 8/11/2021
Page No : 3

	Sever Rd Northbound					Sever Rd Southbound					N Brown Rd Eastbound					N Brown 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 05:00 PM																					
05:00 PM	**26**	46	30	0	102	2	94	16	0	112	14	**107**	28	0	149	**56**	**89**	**3**	0	**148**	**511**
05:15 PM	23	49	30	0	102	**4**	90	23	0	117	18	107	**48**	0	**173**	47	56	1	0	104	496
05:30 PM	26	49	29	0	104	2	75	17	0	94	**25**	86	34	0	145	37	69	1	0	107	450
05:45 PM	26	**67**	**32**	0	**125**	0	**96**	**24**	0	**120**	23	83	40	0	146	34	73	2	0	109	500
Total Volume	101	211	121	0	433	8	355	80	0	443	80	383	150	0	613	174	287	7	0	468	1957
% App. Total	23.3	48.7	27.9				80.1	18.1			13.1	62.5	24.5			37.2	61.3				
PHF	.971	.787	.945	.000	.866	.500	.924	.833	.000	.923	.800	.895	.781	.000	.886	.777	.806	.583	.000	.791	.957



GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

ADT Data

Reliable Traffic Data Services
Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

Site Code: 45200101
Old Peachtree Rd-EB to I-85 NB On-Ramp
Lawrenceville, GA

Start Time	11-Aug-21 Wed	Eastbound Right Morning	Eastbound Right Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		2	46		
12:15		0	64		
12:30		2	66		
12:45		1	54	5	230
01:00		5	65		
01:15		2	55		
01:30		2	71		
01:45		1	60	10	251
02:00		4	65		
02:15		2	60		
02:30		0	76		
02:45		1	66	7	267
03:00		5	43		
03:15		0	66		
03:30		4	89		
03:45		0	70	9	268
04:00		1	93		
04:15		4	86		
04:30		3	84		
04:45		5	74	13	337
05:00		7	82		
05:15		4	89		
05:30		7	61		
05:45		12	57	30	289
06:00		25	80		
06:15		21	62		
06:30		31	67		
06:45		19	51	96	260
07:00		40	41		
07:15		41	45		
07:30		40	39		
07:45		43	35	164	160
08:00		38	37		
08:15		33	43		
08:30		33	31		
08:45		58	24	162	135
09:00		43	24		
09:15		37	27		
09:30		43	22		
09:45		44	22	167	95
10:00		36	9		
10:15		35	19		
10:30		40	14		
10:45		43	17	154	59
11:00		47	10		
11:15		34	6		
11:30		40	9		
11:45		50	6	171	31
Total		988	2382		
Percent		29.3%	70.7%		
Grand Total		988	2382		
Percent		29.3%	70.7%		
ADT		ADT 3,370		AADT 3,370	

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

ADT Data

Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

Site Code: 45200102
Sever Rd north of N Brown Rd near
Lebanon Baptist Church,Lawrenceville, GA

Start Time	11-Aug-21 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	82			17	64				
12:15		3	82			12	65				
12:30		6	82			10	73				
12:45		2	83	18	329	5	89	44	291	62	620
01:00		1	63			5	83				
01:15		1	64			7	78				
01:30		3	56			2	87				
01:45		3	71	8	254	5	60	19	308	27	562
02:00		3	64			2	69				
02:15		5	44			4	92				
02:30		2	27			5	92				
02:45		5	50	15	185	1	81	12	334	27	519
03:00		0	57			1	67				
03:15		4	29			2	76				
03:30		4	64			0	70				
03:45		2	70	10	220	5	85	8	298	18	518
04:00		7	82			5	82				
04:15		4	68			5	94				
04:30		11	72			4	90				
04:45		20	63	42	285	3	94	17	360	59	645
05:00		12	73			6	108				
05:15		17	72			4	110				
05:30		33	80			5	107				
05:45		48	96	110	321	12	105	27	430	137	751
06:00		55	69			22	85				
06:15		120	42			28	90				
06:30		97	47			34	88				
06:45		69	60	341	218	60	83	144	346	485	564
07:00		64	48			85	70				
07:15		65	34			93	72				
07:30		58	36			71	71				
07:45		52	25	239	143	69	65	318	278	557	421
08:00		64	31			77	60				
08:15		70	25			80	45				
08:30		72	32			73	54				
08:45		68	30	274	118	79	46	309	205	583	323
09:00		63	28			73	33				
09:15		54	26			58	49				
09:30		73	31			55	32				
09:45		53	15	243	100	54	32	240	146	483	246
10:00		47	17			33	43				
10:15		38	12			50	27				
10:30		56	16			45	24				
10:45		54	10	195	55	41	20	169	114	364	169
11:00		46	9			39	15				
11:15		65	8			47	21				
11:30		56	7			49	18				
11:45		67	3	234	27	59	4	194	58	428	85
Total		1729	2255			1501	3168			3230	5423
Percent		43.4%	56.6%			32.1%	67.9%			37.3%	62.7%
Grand Total		1729	2255			1501	3168			3230	5423
Percent		43.4%	56.6%			32.1%	67.9%			37.3%	62.7%
ADT		ADT 8,653		AADT 8,653							

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

2370 Sever Road - Growth Rate Calculation Worksheet

Percentage Growth									
Roadway	**County**	**Traffic Count Station**	**2016 Traffic Volumes**	**2017 Traffic Volumes**	**2018 Traffic Volumes**	**2019 Traffic Volumes**	**2021 Traffic Volumes by Linear Regress.**	**2023 Traffic Volumes by Linear Regress.**	**Annual Growth 2020 to 2022**
Old Peachtree Rd	Gwinnett	135-0536	20,400	20,800	21,100	21,500	22,210	22,930	1.6%
Satellite Blvd	Gwinnett	135-6781	25,100	22,900	22,900	21,700	19,580	17,540	-5.2%
Sugarloaf Pkwy	Gwinnett	135-6750	31,800	34,800	34,700	36,500	39,350	42,150	3.6%
I-85 NB Ramp	Gwinnett	135-R047	18,700	19,600	19,400	19,900	20,590	20,930	0.4%
I-85 SB Ramp	Gwinnett	135-R622	10,500	11,000	11,400	11,700	12,550	12,950	0.8%
		Weighted Average	**106,500**	**109,100**	**109,500**	**111,300**	**114,280**	**117,240**	**1.3%**

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

APPENDIX C:

SYNCHRO REPORTS

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	198	44	93	288	16	123	189	139	1	178	103
Future Volume (veh/h)	66	198	44	93	288	16	123	189	139	1	178	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1900	1870	1796	1900	1885	1885	1900	1885	1870
Adj Flow Rate, veh/h	70	211	47	99	306	17	131	201	148	1	189	110
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	2	7	0	1	1	0	1	2
Cap, veh/h	504	1038	227	540	1247	69	281	363	268	301	233	136
Arrive On Green	0.05	0.36	0.36	0.06	0.36	0.36	0.08	0.36	0.36	0.21	0.21	0.21
Sat Flow, veh/h	1810	2900	633	1810	3424	189	1810	1009	743	1048	1118	650
Grp Volume(v), veh/h	70	128	130	99	158	165	131	0	349	1	0	299
Grp Sat Flow(s),veh/h/ln	1810	1777	1756	1810	1777	1836	1810	0	1751	1048	0	1768
Q Serve(g_s), s	1.9	4.0	4.1	2.7	4.9	5.0	4.3	0.0	12.7	0.1	0.0	12.8
Cycle Q Clear(g_c), s	1.9	4.0	4.1	2.7	4.9	5.0	4.3	0.0	12.7	0.6	0.0	12.8
Prop In Lane	1.00		0.36	1.00		0.10	1.00		0.42	1.00		0.37
Lane Grp Cap(c), veh/h	504	636	629	540	647	669	281	0	631	301	0	368
V/C Ratio(X)	0.14	0.20	0.21	0.18	0.24	0.25	0.47	0.00	0.55	0.00	0.00	0.81
Avail Cap(c_a), veh/h	641	636	629	689	647	669	460	0	1386	649	0	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.7	17.7	17.7	14.6	17.7	17.7	22.0	0.0	20.3	25.4	0.0	30.0
Incr Delay (d2), s/veh	0.1	0.7	0.7	0.2	0.9	0.9	1.2	0.0	0.8	0.0	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.6	1.6	1.0	2.0	2.1	1.8	0.0	4.8	0.0	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8	18.4	18.5	14.8	18.6	18.6	23.2	0.0	21.1	25.4	0.0	34.4
LnGrp LOS	B	B	B	B	B	B	C	A	C	C	A	C
Approach Vol, veh/h		328			422			480			300	
Approach Delay, s/veh		17.7			17.7			21.7			34.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	35.0	12.1	22.6	10.4	34.5		34.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	29.0	14.0	43.0	11.0	28.0		63.0				
Max Q Clear Time (g_c+I1), s	3.9	7.0	6.3	14.8	4.7	6.1		14.7				
Green Ext Time (p_c), s	0.1	1.6	0.2	1.8	0.1	1.2		2.3				

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	703	285	48	748	70	211	42	11	57	32	65
Future Volume (veh/h)	150	703	285	48	748	70	211	42	11	57	32	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1885	1900	1870	1885	1856	1885	1826	1900	1811	1900	1856
Adj Flow Rate, veh/h	156	732	297	50	779	73	138	159	11	59	33	68
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	1	0	2	1	3	1	5	0	6	0	3
Cap, veh/h	339	1743	784	312	1502	141	200	188	13	130	42	86
Arrive On Green	0.08	0.65	0.65	0.03	0.45	0.45	0.11	0.11	0.11	0.08	0.08	0.08
Sat Flow, veh/h	1753	3582	1610	1781	3310	310	1795	1688	117	1725	554	1141
Grp Volume(v), veh/h	156	732	297	50	421	431	138	0	170	59	0	101
Grp Sat Flow(s),veh/h/ln	1753	1791	1610	1781	1791	1829	1795	0	1805	1725	0	1695
Q Serve(g_s), s	7.1	14.8	12.9	2.2	25.2	25.2	11.1	0.0	13.9	4.9	0.0	8.8
Cycle Q Clear(g_c), s	7.1	14.8	12.9	2.2	25.2	25.2	11.1	0.0	13.9	4.9	0.0	8.8
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.06	1.00		0.67
Lane Grp Cap(c), veh/h	339	1743	784	312	812	830	200	0	201	130	0	128
V/C Ratio(X)	0.46	0.42	0.38	0.16	0.52	0.52	0.69	0.00	0.85	0.45	0.00	0.79
Avail Cap(c_a), veh/h	464	1743	784	332	812	830	299	0	301	253	0	249
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	16.2	15.9	21.0	29.3	29.3	64.2	0.0	65.4	66.4	0.0	68.2
Incr Delay (d2), s/veh	0.9	0.7	1.3	0.2	0.6	0.6	4.2	0.0	13.2	2.5	0.0	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.4	4.4	0.9	10.7	11.0	5.3	0.0	7.1	2.3	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	16.9	17.2	21.2	29.9	29.9	68.4	0.0	78.6	68.9	0.0	78.6
LnGrp LOS	C	B	B	C	C	C	E	A	E	E	A	E
Approach Vol, veh/h		1185			902			308			160	
Approach Delay, s/veh		17.7			29.4			74.0			75.0	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.3	74.0		17.3	10.4	79.0		22.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	20.0	59.0		22.0	6.0	73.0		25.0
Max Q Clear Time (g_c+I1), s	9.1	27.2		10.8	4.2	16.8		15.9
Green Ext Time (p_c), s	0.3	5.4		0.5	0.0	6.6		0.8

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	660	147	0	1020	125	325	0	538	0	0	0
Future Volume (veh/h)	0	660	147	0	1020	125	325	0	538	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1900	0	1885	1870	1811	1900	1870			
Adj Flow Rate, veh/h	0	695	0	0	1074	0	228	0	688			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	0	0	1	2	6	0	2			
Cap, veh/h	0	2394		0	3467		425	0	781			
Arrive On Green	0.00	1.00	0.00	0.00	0.67	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	3647	1610	0	5316	1585	1725	0	3170			
Grp Volume(v), veh/h	0	695	0	0	1074	0	228	0	688			
Grp Sat Flow(s),veh/h/ln	0	1777	1610	0	1716	1585	1725	0	1585			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	12.9	0.0	17.2	0.0	31.3			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	12.9	0.0	17.2	0.0	31.3			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2394		0	3467		425	0	781			
V/C Ratio(X)	0.00	0.29		0.00	0.31		0.54	0.00	0.88			
Avail Cap(c_a), veh/h	0	2394		0	3467		805	0	1479			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.89	0.00	0.00	0.89	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	10.1	0.0	49.1	0.0	54.4			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.2	0.0	1.1	0.0	3.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	4.6	0.0	7.3	0.0	12.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	10.3	0.0	50.1	0.0	57.9			
LnGrp LOS	A	A		A	B		D	A	E			
Approach Vol, veh/h		695	A		1074	A		916				
Approach Delay, s/veh		0.3			10.3			55.9				
Approach LOS		A			B			E				

Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	107.0		107.0		43.0	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	68.0		68.0		70.0	
Max Q Clear Time (g_c+I1), s	14.9		2.0		33.3	
Green Ext Time (p_c), s	8.7		5.0		3.6	

Intersection Summary		
HCM 6th Ctrl Delay	23.3	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	555	268	423	894	0	0	0	0	259	1	549
Future Volume (veh/h)	0	555	268	423	894	0	0	0	0	259	1	549
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1856	1870	1856	0				1885	1900	1870
Adj Flow Rate, veh/h	0	610	0	465	982	0				190	0	705
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	2	3	2	3	0				1	0	2
Cap, veh/h	0	1383		521	2045	0				610	0	1078
Arrive On Green	0.00	0.39	0.00	0.30	1.00	0.00				0.34	0.00	0.34
Sat Flow, veh/h	0	3647	1572	3456	3618	0				1795	0	3170
Grp Volume(v), veh/h	0	610	0	465	982	0				190	0	705
Grp Sat Flow(s),veh/h/ln	0	1777	1572	1728	1763	0				1795	0	1585
Q Serve(g_s), s	0.0	19.0	0.0	19.3	0.0	0.0				11.7	0.0	28.3
Cycle Q Clear(g_c), s	0.0	19.0	0.0	19.3	0.0	0.0				11.7	0.0	28.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1383		521	2045	0				610	0	1078
V/C Ratio(X)	0.00	0.44		0.89	0.48	0.00				0.31	0.00	0.65
Avail Cap(c_a), veh/h	0	1383		783	2045	0				610	0	1078
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.91	0.91	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.8	0.0	51.2	0.0	0.0				36.5	0.0	42.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	8.1	0.7	0.0				1.3	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.3	0.0	7.6	0.2	0.0				5.2	0.0	24.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.8	0.0	59.3	0.7	0.0				37.9	0.0	45.1
LnGrp LOS	A	C		E	A	A				D	A	D
Approach Vol, veh/h		610	A		1447						895	
Approach Delay, s/veh		34.8			19.5						43.6	
Approach LOS		C			B						D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		93.0		57.0	28.6	64.4
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		87.0		51.0	34.0	47.0
Max Q Clear Time (g_c+I1), s		2.0		30.3	21.3	21.0
Green Ext Time (p_c), s		8.0		3.3	1.3	3.9

Intersection Summary		
HCM 6th Ctrl Delay		30.0
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	3	274	309	13
Future Vol, veh/h	2	1	3	274	309	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	3	285	322	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	613	322	336	0	-	0
Stage 1	322	-	-	-	-	-
Stage 2	291	-	-	-	-	-
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	456	719	1223	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	455	719	1223	-	-	-
Mov Cap-2 Maneuver	548	-	-	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1223	-	595	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Control Delay (s)	8	-	11.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	9	274	309	16
Future Vol, veh/h	0	1	9	274	309	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	9	280	315	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	613	315	331	0	-	0
Stage 1	315	-	-	-	-	-
Stage 2	298	-	-	-	-	-
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	456	725	1228	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	453	725	1228	-	-	-
Mov Cap-2 Maneuver	546	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1228	-	-	725	-	-
HCM Lane V/C Ratio	0.007	-	-	0.001	-	-
HCM Control Delay (s)	8	-	0	10	-	-
HCM Lane LOS	A	-	A	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	-

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	388	150	176	289	7	101	214	122	8	357	82
Future Volume (veh/h)	81	388	150	176	289	7	101	214	122	8	357	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1900	1885	1885	1900	1900	1885	1885	1900	1885	1856
Adj Flow Rate, veh/h	84	404	156	183	301	7	105	223	127	8	372	85
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	0	1	1	0	0	1	1	0	1	3
Cap, veh/h	505	873	333	410	1378	32	212	447	255	329	420	96
Arrive On Green	0.04	0.34	0.34	0.09	0.39	0.39	0.06	0.40	0.40	0.28	0.28	0.28
Sat Flow, veh/h	1795	2535	967	1795	3578	83	1810	1127	642	1047	1485	339
Grp Volume(v), veh/h	84	284	276	183	150	158	105	0	350	8	0	457
Grp Sat Flow(s),veh/h/ln	1795	1791	1711	1795	1791	1870	1810	0	1770	1047	0	1824
Q Serve(g_s), s	3.1	12.8	13.1	6.7	5.9	5.9	4.1	0.0	15.4	0.6	0.0	24.9
Cycle Q Clear(g_c), s	3.1	12.8	13.1	6.7	5.9	5.9	4.1	0.0	15.4	4.2	0.0	24.9
Prop In Lane	1.00		0.57	1.00		0.04	1.00		0.36	1.00		0.19
Lane Grp Cap(c), veh/h	505	617	589	410	690	720	212	0	702	329	0	516
V/C Ratio(X)	0.17	0.46	0.47	0.45	0.22	0.22	0.50	0.00	0.50	0.02	0.00	0.89
Avail Cap(c_a), veh/h	510	617	589	516	690	720	249	0	971	467	0	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.3	26.5	26.6	19.7	21.4	21.4	26.6	0.0	23.6	29.6	0.0	35.7
Incr Delay (d2), s/veh	0.2	2.5	2.7	0.8	0.7	0.7	1.8	0.0	0.5	0.0	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.6	5.5	2.7	2.5	2.6	1.8	0.0	6.2	0.2	0.0	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	29.0	29.3	20.5	22.2	22.1	28.4	0.0	24.1	29.6	0.0	44.5
LnGrp LOS	C	C	C	C	C	C	C	A	C	C	A	D
Approach Vol, veh/h		644			491			455			465	
Approach Delay, s/veh		28.0			21.5			25.1			44.2	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	46.0	11.8	35.4	14.9	41.8		47.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	40.0	8.0	43.0	15.0	30.0		57.0				
Max Q Clear Time (g_c+I1), s	5.1	7.9	6.1	26.9	8.7	15.1		17.4				
Green Ext Time (p_c), s	0.0	1.6	0.0	2.5	0.2	2.7		2.2				

Intersection Summary												
HCM 6th Ctrl Delay			29.5									
HCM 6th LOS			C									

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	1406	418	27	625	57	329	51	20	61	47	53
Future Volume (veh/h)	163	1406	418	27	625	57	329	51	20	61	47	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1885	1841	1900	1900	1900	1900	1900	1841
Adj Flow Rate, veh/h	170	1465	435	28	651	59	400	0	0	64	49	55
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	1	0	0	1	4	0	0	0	0	0	4
Cap, veh/h	407	1791	805	120	1534	139	465	244	0	136	61	69
Arrive On Green	0.04	0.34	0.34	0.02	0.46	0.46	0.13	0.00	0.00	0.07	0.07	0.07
Sat Flow, veh/h	1810	3582	1610	1810	3321	301	3619	1900	0	1810	817	917
Grp Volume(v), veh/h	170	1465	435	28	351	359	400	0	0	64	0	104
Grp Sat Flow(s),veh/h/ln	1810	1791	1610	1810	1791	1831	1810	1900	0	1810	0	1735
Q Serve(g_s), s	7.2	56.2	32.9	1.2	19.7	19.7	16.2	0.0	0.0	5.1	0.0	8.8
Cycle Q Clear(g_c), s	7.2	56.2	32.9	1.2	19.7	19.7	16.2	0.0	0.0	5.1	0.0	8.8
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.00	1.00		0.53
Lane Grp Cap(c), veh/h	407	1791	805	120	827	846	465	244	0	136	0	130
V/C Ratio(X)	0.42	0.82	0.54	0.23	0.42	0.42	0.86	0.00	0.00	0.47	0.00	0.80
Avail Cap(c_a), veh/h	417	1791	805	139	836	854	676	355	0	217	0	208
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.3	43.6	35.9	29.8	27.0	27.0	64.1	0.0	0.0	66.5	0.0	68.3
Incr Delay (d2), s/veh	0.5	2.9	1.7	1.0	0.3	0.3	7.7	0.0	0.0	2.5	0.0	10.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	26.2	13.8	0.5	8.3	8.5	7.9	0.0	0.0	2.5	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	46.5	37.6	30.8	27.4	27.4	71.8	0.0	0.0	69.1	0.0	79.0
LnGrp LOS	C	D	D	C	C	C	E	A	A	E	A	E
Approach Vol, veh/h		2070			738			400			168	
Approach Delay, s/veh		42.6			27.5			71.8			75.2	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.2	75.3		17.2	9.4	81.0		25.3
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	10.0	70.0		18.0	5.0	75.0		28.0
Max Q Clear Time (g_c+I1), s	9.2	21.7		10.8	3.2	58.2		18.2
Green Ext Time (p_c), s	0.0	4.4		0.4	0.0	10.7		1.0

Intersection Summary		
HCM 6th Ctrl Delay		44.4
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1263	289	0	903	261	331	0	705	0	0	0
Future Volume (veh/h)	0	1263	289	0	903	261	331	0	705	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1885	1900	0	1885	1900	1841	1900	1885			
Adj Flow Rate, veh/h	0	1316	0	0	941	0	230	0	857			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	1	0	0	1	0	4	0	1			
Cap, veh/h	0	1863		0	2676		701	0	1278			
Arrive On Green	0.00	1.00	0.00	0.00	0.52	0.00	0.40	0.00	0.40			
Sat Flow, veh/h	0	3676	1610	0	5316	1610	1753	0	3195			
Grp Volume(v), veh/h	0	1316	0	0	941	0	230	0	857			
Grp Sat Flow(s),veh/h/ln	0	1791	1610	0	1716	1610	1753	0	1598			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	16.1	0.0	13.6	0.0	33.0			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	16.1	0.0	13.6	0.0	33.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1863		0	2676		701	0	1278			
V/C Ratio(X)	0.00	0.71		0.00	0.35		0.33	0.00	0.67			
Avail Cap(c_a), veh/h	0	1863		0	2676		701	0	1278			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.43	0.00	0.00	0.88	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	21.1	0.0	31.1	0.0	36.9			
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.3	0.0	1.2	0.0	2.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.0	6.4	0.0	5.8	0.0	12.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.0	0.0	0.0	21.5	0.0	32.3	0.0	39.7			
LnGrp LOS	A	A		A	C		C	A	D			
Approach Vol, veh/h		1316	A		941	A		1087				
Approach Delay, s/veh		1.0			21.5			38.1				
Approach LOS		A			C			D				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		84.0				84.0		66.0				
Change Period (Y+Rc), s		6.0				6.0		6.0				
Max Green Setting (Gmax), s		78.0				78.0		60.0				
Max Q Clear Time (g_c+I1), s		18.1				2.0		35.0				
Green Ext Time (p_c), s		7.3				12.9		4.4				

Intersection Summary		
HCM 6th Ctrl Delay		18.8
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1463	428	404	862	0	0	0	0	136	2	240
Future Volume (veh/h)	0	1463	428	404	862	0	0	0	0	136	2	240
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1826	1885	1885	0				1885	1900	1856
Adj Flow Rate, veh/h	0	1556	0	430	917	0				97	0	307
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	1	5	1	1	0				1	0	3
Cap, veh/h	0	1843		483	2483	0				407	0	713
Arrive On Green	0.00	0.51	0.00	0.28	1.00	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	3676	1547	3483	3676	0				1795	0	3145
Grp Volume(v), veh/h	0	1556	0	430	917	0				97	0	307
Grp Sat Flow(s),veh/h/ln	0	1791	1547	1742	1791	0				1795	0	1572
Q Serve(g_s), s	0.0	55.9	0.0	17.8	0.0	0.0				6.6	0.0	12.5
Cycle Q Clear(g_c), s	0.0	55.9	0.0	17.8	0.0	0.0				6.6	0.0	12.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1843		483	2483	0				407	0	713
V/C Ratio(X)	0.00	0.84		0.89	0.37	0.00				0.24	0.00	0.43
Avail Cap(c_a), veh/h	0	1843		673	2483	0				407	0	713
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.93	0.93	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.3	0.0	53.1	0.0	0.0				47.4	0.0	49.7
Incr Delay (d2), s/veh	0.0	4.9	0.0	10.0	0.4	0.0				1.4	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	24.2	0.0	7.2	0.1	0.0				3.0	0.0	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	36.2	0.0	63.1	0.4	0.0				48.8	0.0	51.6
LnGrp LOS	A	D		E	A	A				D	A	D
Approach Vol, veh/h		1556	A		1347						404	
Approach Delay, s/veh		36.2			20.4						50.9	
Approach LOS		D			C						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	110.0	40.0	26.8	83.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	104.0	34.0	29.0	69.0
Max Q Clear Time (g_c+I1), s	2.0	14.5	19.8	57.9
Green Ext Time (p_c), s	7.2	1.3	1.1	7.4

Intersection Summary	
HCM 6th Ctrl Delay	31.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	13	0	321	430	0
Future Vol, veh/h	26	13	0	321	430	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	14	0	334	448	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	782	448	448	0	-	0
Stage 1	448	-	-	-	-	-
Stage 2	334	-	-	-	-	-
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	363	611	1112	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	363	611	1112	-	-	-
Mov Cap-2 Maneuver	476	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1112	-	514	-	-
HCM Lane V/C Ratio	-	-	0.079	-	-
HCM Control Delay (s)	0	-	12.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	16	0	321	430	2
Future Vol, veh/h	7	16	0	321	430	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	17	0	338	453	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	791	453	455	0	-	0
Stage 1	453	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	358	607	1106	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	358	607	1106	-	-	-
Mov Cap-2 Maneuver	472	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1106	-	472	607	-	-
HCM Lane V/C Ratio	-	-	0.016	0.028	-	-
HCM Control Delay (s)	0	-	12.7	11.1	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	-	-

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	203	45	95	296	16	126	194	143	1	183	106
Future Volume (veh/h)	68	203	45	95	296	16	126	194	143	1	183	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1900	1870	1796	1900	1885	1885	1900	1885	1870
Adj Flow Rate, veh/h	72	216	48	101	315	17	134	206	152	1	195	113
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	2	7	0	1	1	0	1	2
Cap, veh/h	494	1029	224	532	1237	67	282	368	272	300	239	138
Arrive On Green	0.05	0.35	0.35	0.06	0.36	0.36	0.08	0.37	0.37	0.21	0.21	0.21
Sat Flow, veh/h	1810	2901	632	1810	3430	184	1810	1008	744	1040	1120	649
Grp Volume(v), veh/h	72	131	133	101	163	169	134	0	358	1	0	308
Grp Sat Flow(s),veh/h/ln	1810	1777	1757	1810	1777	1837	1810	0	1751	1040	0	1768
Q Serve(g_s), s	2.0	4.1	4.3	2.8	5.2	5.2	4.4	0.0	13.1	0.1	0.0	13.3
Cycle Q Clear(g_c), s	2.0	4.1	4.3	2.8	5.2	5.2	4.4	0.0	13.1	0.9	0.0	13.3
Prop In Lane	1.00		0.36	1.00		0.10	1.00		0.42	1.00		0.37
Lane Grp Cap(c), veh/h	494	630	623	532	641	663	282	0	640	300	0	377
V/C Ratio(X)	0.15	0.21	0.21	0.19	0.25	0.26	0.48	0.00	0.56	0.00	0.00	0.82
Avail Cap(c_a), veh/h	630	630	623	679	641	663	456	0	1372	634	0	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	18.1	18.1	14.9	18.1	18.1	22.0	0.0	20.3	25.6	0.0	30.1
Incr Delay (d2), s/veh	0.1	0.7	0.8	0.2	1.0	0.9	1.2	0.0	0.8	0.0	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.7	1.7	1.0	2.1	2.2	1.8	0.0	5.0	0.0	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	18.8	18.9	15.1	19.0	19.0	23.2	0.0	21.1	25.6	0.0	34.5
LnGrp LOS	B	B	B	B	B	B	C	A	C	C	A	C
Approach Vol, veh/h		336			433			492			309	
Approach Delay, s/veh		18.1			18.1			21.7			34.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	35.0	12.2	23.2	10.5	34.5		35.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	29.0	14.0	43.0	11.0	28.0		63.0				
Max Q Clear Time (g_c+I1), s	4.0	7.2	6.4	15.3	4.8	6.3		15.1				
Green Ext Time (p_c), s	0.1	1.6	0.2	1.8	0.1	1.3		2.3				

Intersection Summary												
HCM 6th Ctrl Delay			22.4									
HCM 6th LOS			C									

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	721	292	49	768	72	217	43	11	58	33	67
Future Volume (veh/h)	154	721	292	49	768	72	217	43	11	58	33	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1885	1900	1870	1885	1856	1885	1826	1900	1811	1900	1856
Adj Flow Rate, veh/h	160	751	304	51	800	75	141	164	11	60	34	70
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	1	0	2	1	3	1	5	0	6	0	3
Cap, veh/h	333	1743	784	306	1498	140	205	193	13	133	43	88
Arrive On Green	0.08	0.65	0.65	0.03	0.45	0.45	0.11	0.11	0.11	0.08	0.08	0.08
Sat Flow, veh/h	1753	3582	1610	1781	3310	310	1795	1692	113	1725	554	1141
Grp Volume(v), veh/h	160	751	304	51	433	442	141	0	175	60	0	104
Grp Sat Flow(s),veh/h/ln	1753	1791	1610	1781	1791	1829	1795	0	1805	1725	0	1695
Q Serve(g_s), s	7.3	15.4	13.3	2.3	26.2	26.2	11.3	0.0	14.3	5.0	0.0	9.1
Cycle Q Clear(g_c), s	7.3	15.4	13.3	2.3	26.2	26.2	11.3	0.0	14.3	5.0	0.0	9.1
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.06	1.00		0.67
Lane Grp Cap(c), veh/h	333	1743	784	306	810	828	205	0	206	133	0	131
V/C Ratio(X)	0.48	0.43	0.39	0.17	0.53	0.53	0.69	0.00	0.85	0.45	0.00	0.80
Avail Cap(c_a), veh/h	455	1743	784	325	810	828	299	0	301	253	0	249
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.6	16.3	15.9	21.1	29.6	29.6	63.9	0.0	65.2	66.2	0.0	68.1
Incr Delay (d2), s/veh	1.0	0.7	1.3	0.3	0.7	0.7	4.1	0.0	14.1	2.4	0.0	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	5.5	4.6	1.0	11.2	11.4	5.4	0.0	7.3	2.3	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	17.0	17.3	21.4	30.3	30.3	68.0	0.0	79.3	68.6	0.0	78.5
LnGrp LOS	C	B	B	C	C	C	E	A	E	E	A	E
Approach Vol, veh/h		1215			926			316			164	
Approach Delay, s/veh		17.8			29.8			74.2			74.9	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.5	73.9		17.6	10.4	79.0		23.1
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	20.0	59.0		22.0	6.0	73.0		25.0
Max Q Clear Time (g_c+I1), s	9.3	28.2		11.1	4.3	17.4		16.3
Green Ext Time (p_c), s	0.3	5.5		0.5	0.0	6.8		0.8

Intersection Summary	
HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	677	151	0	1047	128	334	0	552	0	0	0
Future Volume (veh/h)	0	677	151	0	1047	128	334	0	552	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1900	0	1885	1870	1811	1900	1870			
Adj Flow Rate, veh/h	0	713	0	0	1102	0	235	0	707			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	0	0	1	2	6	0	2			
Cap, veh/h	0	2371		0	3434		436	0	801			
Arrive On Green	0.00	1.00	0.00	0.00	0.67	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	3647	1610	0	5316	1585	1725	0	3170			
Grp Volume(v), veh/h	0	713	0	0	1102	0	235	0	707			
Grp Sat Flow(s),veh/h/ln	0	1777	1610	0	1716	1585	1725	0	1585			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	13.6	0.0	17.7	0.0	32.2			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	13.6	0.0	17.7	0.0	32.2			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2371		0	3434		436	0	801			
V/C Ratio(X)	0.00	0.30		0.00	0.32		0.54	0.00	0.88			
Avail Cap(c_a), veh/h	0	2371		0	3434		805	0	1479			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.88	0.00	0.00	0.88	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	10.6	0.0	48.5	0.0	53.9			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.2	0.0	1.0	0.0	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	4.9	0.0	7.5	0.0	12.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	10.8	0.0	49.5	0.0	57.3			
LnGrp LOS	A	A		A	B		D	A	E			
Approach Vol, veh/h		713	A		1102	A		942				
Approach Delay, s/veh		0.3			10.8			55.4				
Approach LOS		A			B			E				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		106.1				106.1		43.9				
Change Period (Y+Rc), s		6.0				6.0		6.0				
Max Green Setting (Gmax), s		68.0				68.0		70.0				
Max Q Clear Time (g_c+I1), s		15.6				2.0		34.2				
Green Ext Time (p_c), s		9.1				5.1		3.7				

Intersection Summary		
HCM 6th Ctrl Delay		23.3
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	570	275	434	917	0	0	0	0	266	1	563
Future Volume (veh/h)	0	570	275	434	917	0	0	0	0	266	1	563
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1856	1870	1856	0				1885	1900	1870
Adj Flow Rate, veh/h	0	626	0	477	1008	0				195	0	724
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	2	3	2	3	0				1	0	2
Cap, veh/h	0	1371		533	2045	0				610	0	1078
Arrive On Green	0.00	0.39	0.00	0.31	1.00	0.00				0.34	0.00	0.34
Sat Flow, veh/h	0	3647	1572	3456	3618	0				1795	0	3170
Grp Volume(v), veh/h	0	626	0	477	1008	0				195	0	724
Grp Sat Flow(s),veh/h/ln	0	1777	1572	1728	1763	0				1795	0	1585
Q Serve(g_s), s	0.0	19.7	0.0	19.8	0.0	0.0				12.1	0.0	29.3
Cycle Q Clear(g_c), s	0.0	19.7	0.0	19.8	0.0	0.0				12.1	0.0	29.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1371		533	2045	0				610	0	1078
V/C Ratio(X)	0.00	0.46		0.89	0.49	0.00				0.32	0.00	0.67
Avail Cap(c_a), veh/h	0	1371		783	2045	0				610	0	1078
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.91	0.91	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.4	0.0	50.7	0.0	0.0				36.7	0.0	42.3
Incr Delay (d2), s/veh	0.0	1.1	0.0	8.6	0.8	0.0				1.4	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.6	0.0	7.8	0.2	0.0				5.4	0.0	25.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.4	0.0	59.3	0.8	0.0				38.0	0.0	45.7
LnGrp LOS	A	D		E	A	A				D	A	D
Approach Vol, veh/h		626	A		1485						919	
Approach Delay, s/veh		35.4			19.6						44.1	
Approach LOS		D			B						D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		93.0		57.0	29.1	63.9
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		87.0		51.0	34.0	47.0
Max Q Clear Time (g_c+I1), s		2.0		31.3	21.8	21.7
Green Ext Time (p_c), s		8.3		3.4	1.4	4.0

Intersection Summary		
HCM 6th Ctrl Delay		30.3
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	3	281	317	13
Future Vol, veh/h	2	1	3	281	317	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	3	293	330	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	629	330	344	0	-	0
Stage 1	330	-	-	-	-	-
Stage 2	299	-	-	-	-	-
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	446	712	1215	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	445	712	1215	-	-	-
Mov Cap-2 Maneuver	540	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1215	-	587	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Control Delay (s)	8	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	9	281	317	16
Future Vol, veh/h	0	1	9	281	317	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	9	287	323	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	628	323	339	0	-	0
Stage 1	323	-	-	-	-	-
Stage 2	305	-	-	-	-	-
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	447	718	1220	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	444	718	1220	-	-	-
Mov Cap-2 Maneuver	540	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1220	-	-	718	-	-
HCM Lane V/C Ratio	0.008	-	-	0.001	-	-
HCM Control Delay (s)	8	-	0	10	-	-
HCM Lane LOS	A	-	A	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	-

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	398	154	181	297	7	104	220	125	8	366	84
Future Volume (veh/h)	83	398	154	181	297	7	104	220	125	8	366	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1900	1885	1885	1900	1900	1885	1885	1900	1885	1856
Adj Flow Rate, veh/h	86	415	160	189	309	7	108	229	130	8	381	88
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	0	1	1	0	0	1	1	0	1	3
Cap, veh/h	495	857	327	401	1361	31	212	455	258	329	428	99
Arrive On Green	0.05	0.34	0.34	0.09	0.38	0.38	0.06	0.40	0.40	0.29	0.29	0.29
Sat Flow, veh/h	1795	2535	967	1795	3581	81	1810	1129	641	1039	1481	342
Grp Volume(v), veh/h	86	292	283	189	154	162	108	0	359	8	0	469
Grp Sat Flow(s),veh/h/ln	1795	1791	1711	1795	1791	1871	1810	0	1770	1039	0	1824
Q Serve(g_s), s	3.3	13.6	13.8	7.1	6.2	6.2	4.2	0.0	16.0	0.6	0.0	25.9
Cycle Q Clear(g_c), s	3.3	13.6	13.8	7.1	6.2	6.2	4.2	0.0	16.0	4.6	0.0	25.9
Prop In Lane	1.00		0.56	1.00		0.04	1.00		0.36	1.00		0.19
Lane Grp Cap(c), veh/h	495	605	578	401	681	711	212	0	713	329	0	527
V/C Ratio(X)	0.17	0.48	0.49	0.47	0.23	0.23	0.51	0.00	0.50	0.02	0.00	0.89
Avail Cap(c_a), veh/h	498	605	578	516	681	711	246	0	959	454	0	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	27.6	27.6	20.3	22.1	22.1	26.8	0.0	23.5	29.7	0.0	35.8
Incr Delay (d2), s/veh	0.2	2.7	3.0	0.9	0.8	0.7	1.9	0.0	0.6	0.0	0.0	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.0	5.8	2.9	2.6	2.7	1.9	0.0	6.5	0.2	0.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	30.3	30.6	21.2	22.9	22.9	28.7	0.0	24.1	29.8	0.0	45.6
LnGrp LOS	C	C	C	C	C	C	C	A	C	C	A	D
Approach Vol, veh/h		661			505			467			477	
Approach Delay, s/veh		29.2			22.3			25.1			45.3	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	46.0	12.0	36.4	15.3	41.6		48.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	40.0	8.0	43.0	16.0	29.0		57.0				
Max Q Clear Time (g_c+I1), s	5.3	8.2	6.2	27.9	9.1	15.8		18.0				
Green Ext Time (p_c), s	0.0	1.7	0.0	2.5	0.3	2.6		2.3				

Intersection Summary												
HCM 6th Ctrl Delay			30.3									
HCM 6th LOS			C									

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	1443	429	28	641	58	338	52	21	63	48	54
Future Volume (veh/h)	167	1443	429	28	641	58	338	52	21	63	48	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1885	1841	1900	1900	1900	1900	1900	1841
Adj Flow Rate, veh/h	174	1503	447	29	668	60	411	0	0	66	50	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	1	0	0	1	4	0	0	0	0	0	4
Cap, veh/h	401	1791	805	116	1533	138	476	250	0	138	62	70
Arrive On Green	0.04	0.34	0.34	0.02	0.46	0.46	0.13	0.00	0.00	0.08	0.08	0.08
Sat Flow, veh/h	1810	3582	1610	1810	3324	298	3619	1900	0	1810	818	917
Grp Volume(v), veh/h	174	1503	447	29	360	368	411	0	0	66	0	106
Grp Sat Flow(s),veh/h/ln	1810	1791	1610	1810	1791	1831	1810	1900	0	1810	0	1735
Q Serve(g_s), s	7.3	58.2	34.0	1.3	20.3	20.4	16.7	0.0	0.0	5.2	0.0	9.0
Cycle Q Clear(g_c), s	7.3	58.2	34.0	1.3	20.3	20.4	16.7	0.0	0.0	5.2	0.0	9.0
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.00	1.00		0.53
Lane Grp Cap(c), veh/h	401	1791	805	116	826	845	476	250	0	138	0	132
V/C Ratio(X)	0.43	0.84	0.56	0.25	0.44	0.44	0.86	0.00	0.00	0.48	0.00	0.80
Avail Cap(c_a), veh/h	409	1791	805	134	836	855	676	355	0	217	0	208
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	44.3	36.2	30.7	27.3	27.3	63.8	0.0	0.0	66.5	0.0	68.2
Incr Delay (d2), s/veh	0.5	3.3	1.8	1.1	0.4	0.4	8.2	0.0	0.0	2.6	0.0	11.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	27.3	14.3	0.6	8.6	8.8	8.2	0.0	0.0	2.6	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	47.6	38.0	31.8	27.6	27.6	72.0	0.0	0.0	69.0	0.0	79.6
LnGrp LOS	C	D	D	C	C	C	E	A	A	E	A	E
Approach Vol, veh/h		2124			757			411			172	
Approach Delay, s/veh		43.4			27.8			72.0			75.5	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.3	75.2		17.4	9.5	81.0		25.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	10.0	70.0		18.0	5.0	75.0		28.0
Max Q Clear Time (g_c+I1), s	9.3	22.4		11.0	3.3	60.2		18.7
Green Ext Time (p_c), s	0.0	4.5		0.4	0.0	10.0		1.0

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1296	297	0	927	268	340	0	723	0	0	0
Future Volume (veh/h)	0	1296	297	0	927	268	340	0	723	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1885	1900	0	1885	1900	1841	1900	1885			
Adj Flow Rate, veh/h	0	1350	0	0	966	0	236	0	879			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	1	0	0	1	0	4	0	1			
Cap, veh/h	0	1863		0	2676		701	0	1278			
Arrive On Green	0.00	1.00	0.00	0.00	0.52	0.00	0.40	0.00	0.40			
Sat Flow, veh/h	0	3676	1610	0	5316	1610	1753	0	3195			
Grp Volume(v), veh/h	0	1350	0	0	966	0	236	0	879			
Grp Sat Flow(s),veh/h/ln	0	1791	1610	0	1716	1610	1753	0	1598			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	16.6	0.0	14.0	0.0	34.2			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	16.6	0.0	14.0	0.0	34.2			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1863		0	2676		701	0	1278			
V/C Ratio(X)	0.00	0.72		0.00	0.36		0.34	0.00	0.69			
Avail Cap(c_a), veh/h	0	1863		0	2676		701	0	1278			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.38	0.00	0.00	0.87	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	21.3	0.0	31.2	0.0	37.2			
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.3	0.0	1.3	0.0	3.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	6.6	0.0	6.0	0.0	13.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.0	0.0	0.0	21.6	0.0	32.5	0.0	40.3			
LnGrp LOS	A	A		A	C		C	A	D			
Approach Vol, veh/h		1350	A		966	A		1115				
Approach Delay, s/veh		1.0			21.6			38.6				
Approach LOS		A			C			D				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		84.0				84.0		66.0				
Change Period (Y+Rc), s		6.0				6.0		6.0				
Max Green Setting (Gmax), s		78.0				78.0		60.0				
Max Q Clear Time (g_c+I1), s		18.6				2.0		36.2				
Green Ext Time (p_c), s		7.6				13.5		4.5				

Intersection Summary												
HCM 6th Ctrl Delay			19.0									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1501	439	415	885	0	0	0	0	140	2	246
Future Volume (veh/h)	0	1501	439	415	885	0	0	0	0	140	2	246
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1826	1885	1885	0				1885	1900	1856
Adj Flow Rate, veh/h	0	1597	0	441	941	0				100	0	316
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	1	5	1	1	0				1	0	3
Cap, veh/h	0	1832		494	2483	0				407	0	713
Arrive On Green	0.00	0.51	0.00	0.28	1.00	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	3676	1547	3483	3676	0				1795	0	3145
Grp Volume(v), veh/h	0	1597	0	441	941	0				100	0	316
Grp Sat Flow(s),veh/h/ln	0	1791	1547	1742	1791	0				1795	0	1572
Q Serve(g_s), s	0.0	59.0	0.0	18.2	0.0	0.0				6.8	0.0	13.0
Cycle Q Clear(g_c), s	0.0	59.0	0.0	18.2	0.0	0.0				6.8	0.0	13.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1832		494	2483	0				407	0	713
V/C Ratio(X)	0.00	0.87		0.89	0.38	0.00				0.25	0.00	0.44
Avail Cap(c_a), veh/h	0	1832		673	2483	0				407	0	713
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.93	0.93	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	32.3	0.0	52.6	0.0	0.0				47.5	0.0	49.9
Incr Delay (d2), s/veh	0.0	6.0	0.0	10.6	0.4	0.0				1.4	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	25.7	0.0	7.4	0.1	0.0				3.1	0.0	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	38.3	0.0	63.2	0.4	0.0				48.9	0.0	51.9
LnGrp LOS	A	D		E	A	A				D	A	D
Approach Vol, veh/h		1597	A		1382						416	
Approach Delay, s/veh		38.3			20.5						51.2	
Approach LOS		D			C						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	110.0	40.0	27.3	82.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	104.0	34.0	29.0	69.0
Max Q Clear Time (g_c+I1), s	2.0	15.0	20.2	61.0
Green Ext Time (p_c), s	7.5	1.4	1.1	5.8

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	13	0	329	441	0
Future Vol, veh/h	27	13	0	329	441	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	14	0	343	459	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	802	459	459	0	-	0
Stage 1	459	-	-	-	-	-
Stage 2	343	-	-	-	-	-
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	353	602	1102	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	353	602	1102	-	-	-
Mov Cap-2 Maneuver	468	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	719	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1102	-	504	-	-
HCM Lane V/C Ratio	-	-	0.083	-	-
HCM Control Delay (s)	0	-	12.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	16	0	329	441	2
Future Vol, veh/h	7	16	0	329	441	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	17	0	346	464	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	810	464	466	0	-	0
Stage 1	464	-	-	-	-	-
Stage 2	346	-	-	-	-	-
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	349	598	1095	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	349	598	1095	-	-	-
Mov Cap-2 Maneuver	465	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	716	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1095	-	465	598	-	-
HCM Lane V/C Ratio	-	-	0.016	0.028	-	-
HCM Control Delay (s)	0	-	12.9	11.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	-	-

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	203	45	95	296	17	126	197	143	5	191	128
Future Volume (veh/h)	74	203	45	95	296	17	126	197	143	5	191	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1900	1870	1796	1900	1885	1885	1900	1885	1870
Adj Flow Rate, veh/h	79	216	48	101	315	18	134	210	152	5	203	136
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	2	7	0	1	1	0	1	2
Cap, veh/h	481	1006	219	518	1199	68	276	387	280	315	244	164
Arrive On Green	0.05	0.35	0.35	0.05	0.35	0.35	0.08	0.38	0.38	0.23	0.23	0.23
Sat Flow, veh/h	1810	2901	632	1810	3418	194	1810	1017	736	1036	1053	705
Grp Volume(v), veh/h	79	131	133	101	163	170	134	0	362	5	0	339
Grp Sat Flow(s),veh/h/ln	1810	1777	1757	1810	1777	1835	1810	0	1753	1036	0	1758
Q Serve(g_s), s	2.3	4.3	4.4	2.9	5.4	5.5	4.4	0.0	13.3	0.3	0.0	15.2
Cycle Q Clear(g_c), s	2.3	4.3	4.4	2.9	5.4	5.5	4.4	0.0	13.3	1.4	0.0	15.2
Prop In Lane	1.00		0.36	1.00		0.11	1.00		0.42	1.00		0.40
Lane Grp Cap(c), veh/h	481	616	609	518	623	644	276	0	667	315	0	408
V/C Ratio(X)	0.16	0.21	0.22	0.19	0.26	0.26	0.49	0.00	0.54	0.02	0.00	0.83
Avail Cap(c_a), veh/h	609	616	609	660	623	644	445	0	1336	613	0	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	19.0	19.1	15.8	19.2	19.2	21.9	0.0	20.0	25.3	0.0	30.2
Incr Delay (d2), s/veh	0.2	0.8	0.8	0.2	1.0	1.0	1.3	0.0	0.7	0.0	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.7	1.8	1.1	2.2	2.3	1.8	0.0	5.1	0.1	0.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	19.8	19.9	16.0	20.2	20.2	23.3	0.0	20.7	25.3	0.0	34.6
LnGrp LOS	B	B	B	B	C	C	C	A	C	C	A	C
Approach Vol, veh/h		343			434			496			344	
Approach Delay, s/veh		19.0			19.2			21.4			34.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	35.0	12.3	25.2	10.5	34.7		37.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	29.0	14.0	43.0	11.0	28.0		63.0				
Max Q Clear Time (g_c+I1), s	4.3	7.5	6.4	17.2	4.9	6.4		15.3				
Green Ext Time (p_c), s	0.1	1.6	0.2	2.0	0.1	1.3		2.4				

Intersection Summary			
HCM 6th Ctrl Delay		23.1	
HCM 6th LOS		C	

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	721	304	52	768	72	259	43	19	58	33	67
Future Volume (veh/h)	154	721	304	52	768	72	259	43	19	58	33	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1885	1900	1870	1885	1856	1885	1826	1900	1811	1900	1856
Adj Flow Rate, veh/h	160	751	317	54	800	75	168	188	20	60	34	70
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	1	0	2	1	3	1	5	0	6	0	3
Cap, veh/h	333	1743	784	304	1499	141	238	215	23	133	43	88
Arrive On Green	0.08	0.65	0.65	0.03	0.45	0.45	0.13	0.13	0.13	0.08	0.08	0.08
Sat Flow, veh/h	1753	3582	1610	1781	3310	310	1795	1622	173	1725	554	1141
Grp Volume(v), veh/h	160	751	317	54	433	442	168	0	208	60	0	104
Grp Sat Flow(s),veh/h/ln	1753	1791	1610	1781	1791	1829	1795	0	1795	1725	0	1695
Q Serve(g_s), s	7.3	15.4	14.1	2.4	26.1	26.2	13.4	0.0	17.1	5.0	0.0	9.1
Cycle Q Clear(g_c), s	7.3	15.4	14.1	2.4	26.1	26.2	13.4	0.0	17.1	5.0	0.0	9.1
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.10	1.00		0.67
Lane Grp Cap(c), veh/h	333	1743	784	304	811	829	238	0	238	133	0	131
V/C Ratio(X)	0.48	0.43	0.40	0.18	0.53	0.53	0.71	0.00	0.87	0.45	0.00	0.80
Avail Cap(c_a), veh/h	455	1743	784	322	811	829	299	0	299	253	0	249
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.6	16.3	16.1	21.1	29.6	29.6	62.3	0.0	63.8	66.2	0.0	68.1
Incr Delay (d2), s/veh	1.0	0.7	1.4	0.3	0.7	0.7	5.5	0.0	20.3	2.4	0.0	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	5.5	4.8	1.0	11.1	11.4	6.4	0.0	9.1	2.3	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	17.0	17.5	21.4	30.3	30.3	67.7	0.0	84.1	68.6	0.0	78.5
LnGrp LOS	C	B	B	C	C	C	E	A	F	E	A	E
Approach Vol, veh/h		1228			929			376			164	
Approach Delay, s/veh		17.9			29.7			76.8			74.9	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.5	73.9		17.6	10.5	79.0		25.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	20.0	59.0		22.0	6.0	73.0		25.0
Max Q Clear Time (g_c+I1), s	9.3	28.2		11.1	4.4	17.4		19.1
Green Ext Time (p_c), s	0.3	5.5		0.5	0.0	6.9		0.8

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	686	151	0	1081	136	334	0	555	0	0	0
Future Volume (veh/h)	0	686	151	0	1081	136	334	0	555	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1900	0	1885	1870	1811	1900	1870			
Adj Flow Rate, veh/h	0	722	0	0	1138	0	235	0	710			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	0	0	1	2	6	0	2			
Cap, veh/h	0	2368		0	3429		438	0	804			
Arrive On Green	0.00	1.00	0.00	0.00	0.67	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	3647	1610	0	5316	1585	1725	0	3170			
Grp Volume(v), veh/h	0	722	0	0	1138	0	235	0	710			
Grp Sat Flow(s),veh/h/ln	0	1777	1610	0	1716	1585	1725	0	1585			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	14.2	0.0	17.7	0.0	32.3			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	14.2	0.0	17.7	0.0	32.3			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2368		0	3429		438	0	804			
V/C Ratio(X)	0.00	0.30		0.00	0.33		0.54	0.00	0.88			
Avail Cap(c_a), veh/h	0	2368		0	3429		805	0	1479			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.87	0.00	0.00	0.87	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	10.7	0.0	48.4	0.0	53.8			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.2	0.0	1.0	0.0	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	5.1	0.0	7.5	0.0	12.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	11.0	0.0	49.4	0.0	57.2			
LnGrp LOS	A	A		A	B		D	A	E			
Approach Vol, veh/h		722	A		1138	A		945				
Approach Delay, s/veh		0.3			11.0			55.3				
Approach LOS		A			B			E				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		105.9				105.9		44.1				
Change Period (Y+Rc), s		6.0				6.0		6.0				
Max Green Setting (Gmax), s		68.0				68.0		70.0				
Max Q Clear Time (g_c+I1), s		16.2				2.0		34.3				
Green Ext Time (p_c), s		9.5				5.2		3.8				

Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	576	275	442	943	0	0	0	0	269	1	563
Future Volume (veh/h)	0	576	275	442	943	0	0	0	0	269	1	563
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1856	1870	1856	0				1885	1900	1870
Adj Flow Rate, veh/h	0	633	0	486	1036	0				198	0	725
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	2	3	2	3	0				1	0	2
Cap, veh/h	0	1362		542	2045	0				610	0	1078
Arrive On Green	0.00	0.38	0.00	0.31	1.00	0.00				0.34	0.00	0.34
Sat Flow, veh/h	0	3647	1572	3456	3618	0				1795	0	3170
Grp Volume(v), veh/h	0	633	0	486	1036	0				198	0	725
Grp Sat Flow(s),veh/h/ln	0	1777	1572	1728	1763	0				1795	0	1585
Q Serve(g_s), s	0.0	20.1	0.0	20.1	0.0	0.0				12.3	0.0	29.4
Cycle Q Clear(g_c), s	0.0	20.1	0.0	20.1	0.0	0.0				12.3	0.0	29.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1362		542	2045	0				610	0	1078
V/C Ratio(X)	0.00	0.46		0.90	0.51	0.00				0.32	0.00	0.67
Avail Cap(c_a), veh/h	0	1362		783	2045	0				610	0	1078
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.91	0.91	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.7	0.0	50.3	0.0	0.0				36.7	0.0	42.4
Incr Delay (d2), s/veh	0.0	1.1	0.0	8.9	0.8	0.0				1.4	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.7	0.0	7.9	0.2	0.0				5.5	0.0	25.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.9	0.0	59.2	0.8	0.0				38.1	0.0	45.7
LnGrp LOS	A	D		E	A	A				D	A	D
Approach Vol, veh/h		633	A		1522						923	
Approach Delay, s/veh		35.9			19.5						44.1	
Approach LOS		D			B						D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		93.0		57.0	29.5	63.5
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		87.0		51.0	34.0	47.0
Max Q Clear Time (g_c+I1), s		2.0		31.4	22.1	22.1
Green Ext Time (p_c), s		8.7		3.4	1.4	4.0

Intersection Summary		
HCM 6th Ctrl Delay		30.2
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	18	8	286	334	18
Future Vol, veh/h	19	18	8	286	334	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	19	8	298	348	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	662	348	367	0	-	0
Stage 1	348	-	-	-	-	-
Stage 2	314	-	-	-	-	-
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	427	695	1192	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	424	695	1192	-	-	-
Mov Cap-2 Maneuver	524	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	741	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1192	-	595	-	-
HCM Lane V/C Ratio	0.007	-	0.065	-	-
HCM Control Delay (s)	8	-	11.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	18	14	298	322	26
Future Vol, veh/h	33	18	14	298	322	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	18	14	304	329	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	661	329	356	0	-	0
Stage 1	329	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	427	712	1203	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	422	712	1203	-	-	-
Mov Cap-2 Maneuver	523	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	727	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1203	-	523	712	-	-
HCM Lane V/C Ratio	0.012	-	0.064	0.026	-	-
HCM Control Delay (s)	8	-	12.4	10.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	398	154	181	297	11	104	228	125	10	371	95
Future Volume (veh/h)	103	398	154	181	297	11	104	228	125	10	371	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1900	1885	1885	1900	1900	1885	1885	1900	1885	1856
Adj Flow Rate, veh/h	107	415	160	189	309	11	108	238	130	10	386	99
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	0	1	1	0	0	1	1	0	1	3
Cap, veh/h	487	845	322	395	1321	47	208	470	257	331	431	110
Arrive On Green	0.05	0.33	0.33	0.09	0.37	0.37	0.06	0.41	0.41	0.30	0.30	0.30
Sat Flow, veh/h	1795	2535	967	1795	3528	125	1810	1146	626	1030	1447	371
Grp Volume(v), veh/h	107	292	283	189	156	164	108	0	368	10	0	485
Grp Sat Flow(s),veh/h/ln	1795	1791	1711	1795	1791	1863	1810	0	1772	1030	0	1818
Q Serve(g_s), s	4.2	13.9	14.1	7.2	6.4	6.4	4.3	0.0	16.5	0.8	0.0	27.3
Cycle Q Clear(g_c), s	4.2	13.9	14.1	7.2	6.4	6.4	4.3	0.0	16.5	5.3	0.0	27.3
Prop In Lane	1.00		0.56	1.00		0.07	1.00		0.35	1.00		0.20
Lane Grp Cap(c), veh/h	487	597	570	395	671	698	208	0	727	331	0	541
V/C Ratio(X)	0.22	0.49	0.50	0.48	0.23	0.23	0.52	0.00	0.51	0.03	0.00	0.90
Avail Cap(c_a), veh/h	487	597	570	489	671	698	242	0	946	439	0	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.9	28.4	28.5	21.0	22.9	22.9	26.9	0.0	23.4	29.9	0.0	35.9
Incr Delay (d2), s/veh	0.2	2.9	3.1	0.9	0.8	0.8	2.0	0.0	0.5	0.0	0.0	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.1	6.0	2.9	2.7	2.8	1.9	0.0	6.7	0.2	0.0	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	31.2	31.5	21.9	23.7	23.7	28.9	0.0	24.0	29.9	0.0	46.9
LnGrp LOS	C	C	C	C	C	C	C	A	C	C	A	D
Approach Vol, veh/h		682			509			476			495	
Approach Delay, s/veh		29.9			23.0			25.1			46.6	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	46.0	12.0	37.8	15.4	41.6		49.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	40.0	8.0	43.0	15.0	30.0		57.0				
Max Q Clear Time (g_c+I1), s	6.2	8.4	6.3	29.3	9.2	16.1		18.5				
Green Ext Time (p_c), s	0.0	1.7	0.0	2.5	0.2	2.7		2.3				

Intersection Summary												
HCM 6th Ctrl Delay			31.1									
HCM 6th LOS			C									

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	1443	470	36	641	58	362	52	26	63	48	54
Future Volume (veh/h)	167	1443	470	36	641	58	362	52	26	63	48	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1885	1841	1900	1900	1900	1900	1900	1841
Adj Flow Rate, veh/h	174	1503	490	38	668	60	441	0	0	66	50	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	1	0	0	1	4	0	0	0	0	0	4
Cap, veh/h	404	1791	805	121	1543	138	505	265	0	138	62	70
Arrive On Green	0.04	0.34	0.34	0.03	0.46	0.46	0.14	0.00	0.00	0.08	0.08	0.08
Sat Flow, veh/h	1810	3582	1610	1810	3324	298	3619	1900	0	1810	818	917
Grp Volume(v), veh/h	174	1503	490	38	360	368	441	0	0	66	0	106
Grp Sat Flow(s),veh/h/ln	1810	1791	1610	1810	1791	1831	1810	1900	0	1810	0	1735
Q Serve(g_s), s	7.3	58.2	38.1	1.6	20.2	20.2	17.9	0.0	0.0	5.2	0.0	9.0
Cycle Q Clear(g_c), s	7.3	58.2	38.1	1.6	20.2	20.2	17.9	0.0	0.0	5.2	0.0	9.0
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.00	1.00		0.53
Lane Grp Cap(c), veh/h	404	1791	805	121	831	850	505	265	0	138	0	132
V/C Ratio(X)	0.43	0.84	0.61	0.32	0.43	0.43	0.87	0.00	0.00	0.48	0.00	0.80
Avail Cap(c_a), veh/h	412	1791	805	133	836	855	676	355	0	217	0	208
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	44.3	37.6	31.1	26.9	27.0	63.2	0.0	0.0	66.5	0.0	68.2
Incr Delay (d2), s/veh	0.5	3.1	2.1	1.5	0.4	0.3	9.6	0.0	0.0	2.6	0.0	11.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	27.2	16.0	0.7	8.5	8.7	8.8	0.0	0.0	2.6	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	47.4	39.7	32.6	27.3	27.3	72.8	0.0	0.0	69.0	0.0	79.6
LnGrp LOS	C	D	D	C	C	C	E	A	A	E	A	E
Approach Vol, veh/h		2167			766			441			172	
Approach Delay, s/veh		43.5			27.6			72.8			75.5	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.3	75.6		17.4	10.0	81.0		26.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	10.0	70.0		18.0	5.0	75.0		28.0
Max Q Clear Time (g_c+I1), s	9.3	22.2		11.0	3.6	60.2		19.9
Green Ext Time (p_c), s	0.0	4.5		0.4	0.0	10.1		1.0

Intersection Summary	
HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1329	297	0	946	273	340	0	731	0	0	0
Future Volume (veh/h)	0	1329	297	0	946	273	340	0	731	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1885	1900	0	1885	1900	1841	1900	1885			
Adj Flow Rate, veh/h	0	1384	0	0	985	0	236	0	887			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	1	0	0	1	0	4	0	1			
Cap, veh/h	0	1863		0	2676		701	0	1278			
Arrive On Green	0.00	1.00	0.00	0.00	0.52	0.00	0.40	0.00	0.40			
Sat Flow, veh/h	0	3676	1610	0	5316	1610	1753	0	3195			
Grp Volume(v), veh/h	0	1384	0	0	985	0	236	0	887			
Grp Sat Flow(s),veh/h/ln	0	1791	1610	0	1716	1610	1753	0	1598			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	17.0	0.0	14.0	0.0	34.6			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	17.0	0.0	14.0	0.0	34.6			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1863		0	2676		701	0	1278			
V/C Ratio(X)	0.00	0.74		0.00	0.37		0.34	0.00	0.69			
Avail Cap(c_a), veh/h	0	1863		0	2676		701	0	1278			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.35	0.00	0.00	0.86	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	21.4	0.0	31.2	0.0	37.4			
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.3	0.0	1.3	0.0	3.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.0	6.8	0.0	6.0	0.0	13.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.0	0.0	0.0	21.7	0.0	32.5	0.0	40.5			
LnGrp LOS	A	A		A	C		C	A	D			
Approach Vol, veh/h		1384	A		985	A		1123				
Approach Delay, s/veh		1.0			21.7			38.8				
Approach LOS		A			C			D				

Timer - Assigned Phs	2			6		8
Phs Duration (G+Y+Rc), s	84.0			84.0		66.0
Change Period (Y+Rc), s	6.0			6.0		6.0
Max Green Setting (Gmax), s	78.0			78.0		60.0
Max Q Clear Time (g_c+I1), s	19.0			2.0		36.6
Green Ext Time (p_c), s	7.8			14.1		4.5

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1526	439	420	899	0	0	0	0	148	2	246
Future Volume (veh/h)	0	1526	439	420	899	0	0	0	0	148	2	246
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1826	1885	1885	0				1885	1900	1856
Adj Flow Rate, veh/h	0	1623	0	447	956	0				105	0	319
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	1	5	1	1	0				1	0	3
Cap, veh/h	0	1826		500	2483	0				407	0	713
Arrive On Green	0.00	0.51	0.00	0.29	1.00	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	3676	1547	3483	3676	0				1795	0	3145
Grp Volume(v), veh/h	0	1623	0	447	956	0				105	0	319
Grp Sat Flow(s),veh/h/ln	0	1791	1547	1742	1791	0				1795	0	1572
Q Serve(g_s), s	0.0	60.9	0.0	18.5	0.0	0.0				7.2	0.0	13.1
Cycle Q Clear(g_c), s	0.0	60.9	0.0	18.5	0.0	0.0				7.2	0.0	13.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1826		500	2483	0				407	0	713
V/C Ratio(X)	0.00	0.89		0.89	0.38	0.00				0.26	0.00	0.45
Avail Cap(c_a), veh/h	0	1826		673	2483	0				407	0	713
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.92	0.92	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	32.9	0.0	52.4	0.0	0.0				47.6	0.0	49.9
Incr Delay (d2), s/veh	0.0	6.9	0.0	10.8	0.4	0.0				1.5	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.8	0.0	7.5	0.1	0.0				3.3	0.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	39.9	0.0	63.2	0.4	0.0				49.2	0.0	51.9
LnGrp LOS	A	D		E	A	A				D	A	D
Approach Vol, veh/h		1623	A		1403						424	
Approach Delay, s/veh		39.9			20.4						51.3	
Approach LOS		D			C						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	110.0	40.0	27.5	82.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	104.0	34.0	29.0	69.0
Max Q Clear Time (g_c+I1), s	2.0	15.1	20.5	62.9
Green Ext Time (p_c), s	7.7	1.4	1.1	4.6

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	22	16	345	450	16
Future Vol, veh/h	36	22	16	345	450	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	23	17	359	469	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	862	469	486	0	-	0
Stage 1	469	-	-	-	-	-
Stage 2	393	-	-	-	-	-
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	325	594	1077	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	320	594	1077	-	-	-
Mov Cap-2 Maneuver	442	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1077	-	490	-	-
HCM Lane V/C Ratio	0.015	-	0.123	-	-
HCM Control Delay (s)	8.4	-	13.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	25	16	338	457	35
Future Vol, veh/h	27	25	16	338	457	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	26	17	356	481	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	871	481	518	0	-	0
Stage 1	481	-	-	-	-	-
Stage 2	390	-	-	-	-	-
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	322	585	1048	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	317	585	1048	-	-	-
Mov Cap-2 Maneuver	439	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1048	-	439	585	-	-
HCM Lane V/C Ratio	0.016	-	0.065	0.045	-	-
HCM Control Delay (s)	8.5	-	13.8	11.4	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
11/04/2021 at 12:26PM

REZONING CHECKLIST

The following is a checklist of information required for submission of a Rezoning application. The Planning and Development Department reserves the right to reject any incomplete application.

- ☒ Application Form
- ☒ Legal Description
- ☒ Boundary Survey Including Existing Conditions
- ☒ Site Plan (one (1) digital copy to scale)
- ☒ Standards Governing Exercise of the Zoning Power
- ☒ Letter of Intent
- ☒ Applicant Certification with Notarized Signature
- ☒ Property Owner Certification with Notarized Signature
- ☒ Conflict of Interest Certification/Campaign Contributions
- ☒ Verification of Paid Property Taxes (most recent year)
- ☐ Application Fee – make checks payable to Gwinnett County

Additional Exhibits (if required):

- ☐ Additional site plan requirements for OSC, TND, R-SR, R-TH, MU-N, MU-C, MU-R and HRR rezoning requests
- ☒ Traffic Impact Study
- ☐ Review Form for Development of Regional Impact
- ☐ Building Compliance Inspection Report

Please bring this checklist when filing for a Rezoning