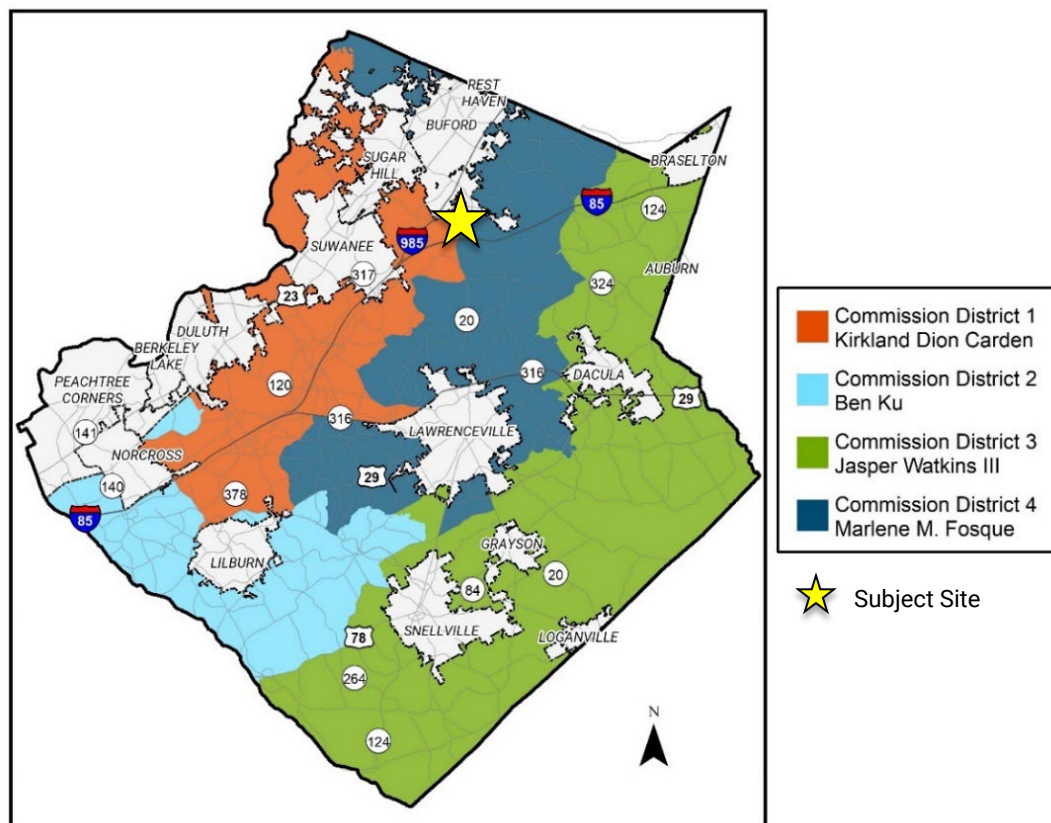




## PLANNING AND DEVELOPMENT DEPARTMENT CASE REPORT

**Case Number:** RZM2022-00008  
**Current Zoning:** C-2 (General Business District)  
R-100 (Single-Family Residence District)  
**Overlay District:** Mall of Georgia  
**Request:** Rezoning to **HRR** (High-Rise Residence District)  
**Additional Requests:** Waiver and Variances  
**Address:** 3130, 3160, and 3172 Financial Center Way  
**Map Numbers:** R7176 006, 007, and 042  
**Site Area:** 11.38 acres  
**Units:** 332  
**Proposed Development:** Apartments  
**Commission District:** District 1 - Commissioner Carden  
**Character Area:** Regional Activity Center

**Staff Recommendation:** **APPROVAL WITH CONDITIONS**



**Planning Commission Advertised Public Hearing Date: 4/13/2022**  
**Board of Commissioners Advertised Public Hearing Date: 4/26/2022**

**Applicant:** ContraVest Development Partners  
c/o Andersen, Tate and Carr, P.C.  
1960 Satellite Boulevard, Suite 4000  
Duluth, GA 30097

**Owners:** Linda Haney Shields and Barbara Fricks  
3365 Woodward Court  
Buford, GA 30519

Heaven Stone Hotel Group, LLC  
2007 Hunters Green Circle  
Lawrenceville, GA 30043

**Contact:** Melody A. Glouton, Esq.

**Contact Phone:** 770.822.0900

## **Zoning History**

The subject site is an assemblage of three properties. The southernmost parcel, R7176 006, is zoned R-100 (Single-Family Residence District). No prior zoning requests are on record for this property. A 2008 zoning case, RZC-08-033, rezoned parcels R7176 007 and R7176 042 from R-100 to C-2 (General Business District) for commercial/retail uses. A 2008 special use permit, SUP-07-072, was approved to allow for a building height increase to six stories on these two parcels. The site is located in the Mall of Georgia Overlay District.

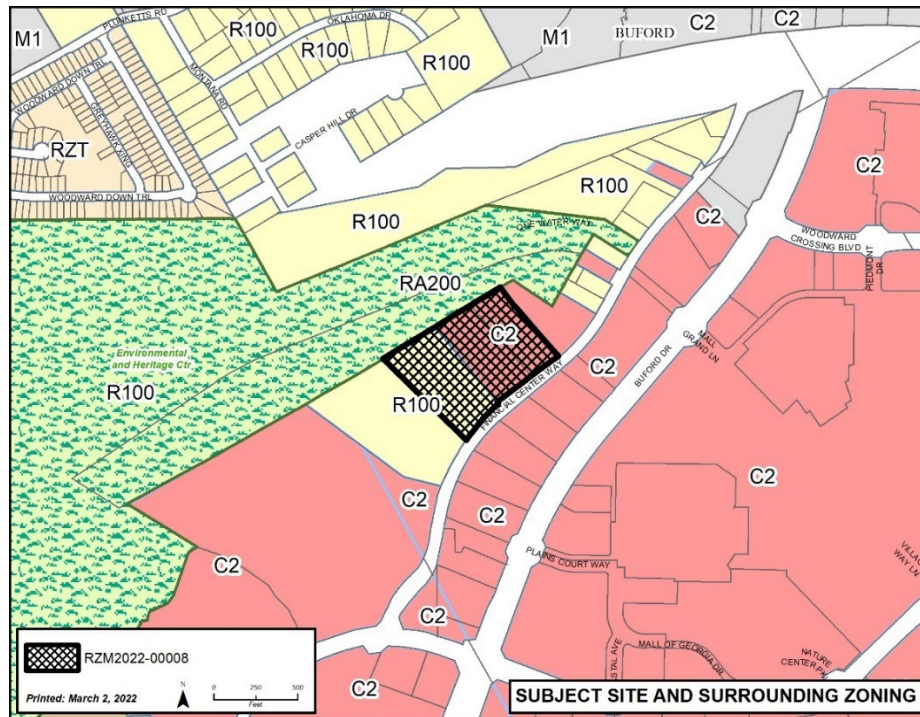
## **Existing Site Condition**

The subject site is an assemblage of three rectangular-shaped parcels totaling 11.38 acres. The properties are located along the northwest side of Financial Center Way, north of its intersection with Mall of Georgia Boulevard. Parcels R7176 007 and R7176 042 are undeveloped and a single-family home exists on parcel R7176 006. From the high point of the site along Financial Center Way, the topography slopes downward approximately 100 feet towards the rear property line. A stream and associated buffers and impervious setbacks are located on the western portion of the site. There are no sidewalks along Financial Center Way. The nearest Gwinnett County Transit stop is located 2.6 miles from the subject property.

## **Surrounding Use and Zoning**

The subject site is surrounded by residential, governmental, and commercial uses. Single-family homes on large lots are located immediately to the south. To the east are commercial retail uses along Buford Drive. The Gwinnett County F. Wayne Hill Water Resources Center borders the subject property to the west and northwest. Zoning for a hotel was approved on the adjacent parcel to the north. The following is a summary of surrounding uses and zoning:





Location	Land Use	Zoning	Density
Proposed	High-Rise Residential	HRR	29.17 units per acre
North	Institutional	RA-200	N/A
East	Commercial/Retail	C-2	N/A
South	Single-Family Residential	R-100	0.18 units per acre
West	Institutional	RA-200 and R-100	N/A

## Project Summary

The applicant requests rezoning of a 11.38-acre site from C-2 and R-100 to HRR to construct an apartment development, including:

- 332 apartment units within three buildings, ranging from four to six stories in height and yielding a net density of 29.17 units per acre.
- A unit mix of efficiency, one, two, and three-bedroom units, with an average apartment size of 911 square feet.
- Internal conditioned corridors.
- Two gated entrances from Financial Center Way to be shared.
- Interparcel access with adjacent properties to the north and south.
- Amenities including an 8,000 square-foot clubhouse, a leasing office and co-working space, courtyards, a dog park, fitness center, pool, and outdoor patio space.
- Internal sidewalks connecting to sidewalks in the right-of-way and to adjoining parcels.
- A stormwater management facility located toward the rear of the development.
- A total of 2.5 acres of common area, representing 22 percent of the site.
- Building materials including brick and/or stone with accents of stucco/EFIS, wood siding, wood shakes, and/or fiber cement siding.

- 582 parking spaces provided through surface parking and slip deck parking at a ratio of 1.75 spaces per dwelling unit.

## Zoning and Development Standards

The applicant is requesting a rezoning to HRR, High-Rise Residence District. The following is a summary of applicable development standards from the Unified Development Ordinance (UDO):

Standard	Required	Proposed	Meets Standard?
Building Height	Minimum 5 stories	>5 stories	YES
Lot Width	Minimum 75'	> 75'	YES
Front Yard Setback	Minimum 15'	15'	YES
Side Yard Setback	Minimum 10'	15'	YES
Rear Yard Setback	Minimum 25'	25'	YES
Minimum Heated Floor Area	Efficiency units: 600 sq. ft. 1-Bedroom: 750 sq. ft. 2-Bedroom: 1,000 sq. ft. 3-Bedroom: 1,200 sq. ft.	Efficiency units: 600 sq. ft. 1-Bedroom: 750 sq. ft. 2-Bedroom: 1,100 sq. ft. 3-Bedroom: 1,200 sq. ft.	YES
Off-Street Parking	Minimum: 498 spaces Maximum: 996 spaces	582 spaces	YES
Landscape Strip	10'	10'	YES
Open Space	Minimum 20%	22%	YES
Density	Determined by BOC	29.17 units per acre	YES

In addition, the following standards apply to development in the Mall of Georgia Overlay District:

Standard	Meets Standard?
Primary building facades and entrances of developments exceeding 7,500 square feet shall be located no further than 70 feet from the public rights-of-way, shall be oriented toward the street, and shall provide a sidewalk connecting the front entrance to a continuous sidewalk placed parallel to the street.	NO

## Variance Request

In addition to the rezoning request, the applicant is seeking a variance from the following provision of Title II of the UDO:

1. Section 220-30.3.E Design requirements to allow the entrance of a building exceeding 7,500 square feet (Building M-3) to be greater than 70 feet from the right-of-way.

The variance request is for the design requirements for the Mall of Georgia Overlay District. The Mall of Georgia Overlay District requires buildings larger than 7,500 square feet to have entrances closer than 70 feet from the right-of-way.

## Waiver Request

In addition to the rezoning request, the applicant is seeking a waiver from the following provision of Title III of the UDO:

1. Section 610-20.5. Minimum Buffer Requirements:

- A. Required buffers shall be provided in conformity [with] Table 610.0 "Table of Minimum Buffer Requirements".

***An 85-foot undisturbed zoning buffer adjacent to RA-200 and R-100 zoned property.***

An 85-foot undisturbed zoning buffer is required adjacent to all property zoned RA-200 and R-100. The applicant is requesting to reduce the buffer from 85 feet to 25 feet along the property zoned RA-200 to the northwest and from 85 feet to 15 feet along the property zoned R-100 to the southwest.

## 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 rezoning will permit a use that is suitable in view of the use and development of adjacent and nearby property.**

The site is surrounded by commercial properties to the east and northeast, the F. Wayne Hill Water Resources Center to the west and northwest, and a single-family residential parcel to the southwest. A recent approval of a change in conditions of zoning (CIC2021-00032) allowed for a proposed hotel on the adjacent parcel to the north. The requested HRR zoning is compatible with the commercial uses. With conditions of approval, the rezoning request would be suitable in view of the use and development of adjacent and nearby properties.

**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 existing use or usability of adjacent or nearby properties. The high-rise apartments would be compatible with adjacent commercial uses and would support existing businesses in the area. Furthermore, the surrounding zoning pattern supports the rezoning of the property

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

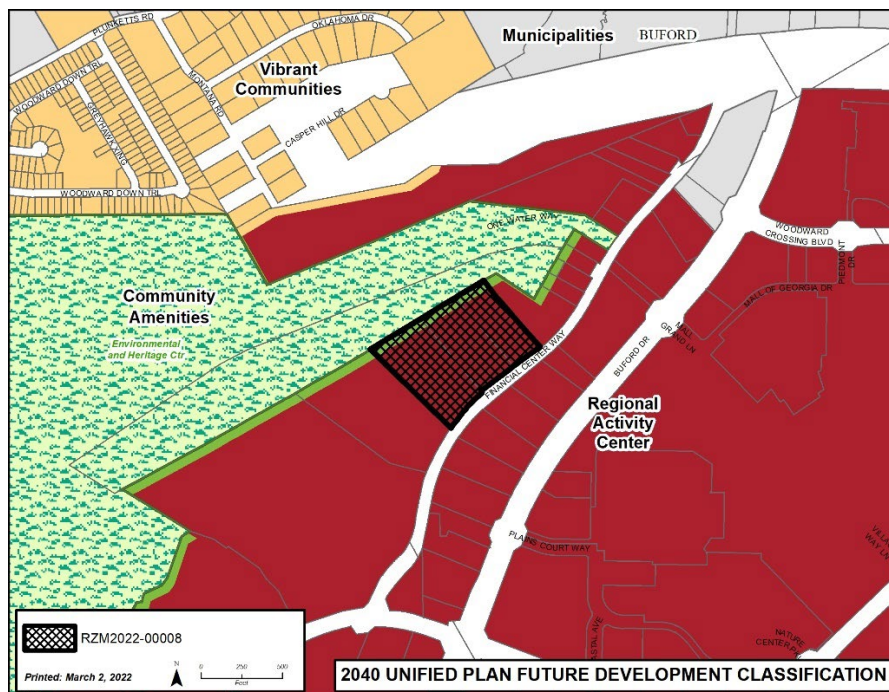
The property has reasonable economic use as currently zoned.

**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.**

This rezoning request would likely create impacts on public facilities in the form of traffic, utility demand, and stormwater runoff; however, appropriate conditions, site development requirements, and planning would mitigate these impacts. The rezoning would impact 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 and Future Development Map indicate the subject property is within the Regional Activity Center Character Area. The intent of this character area is to provide a major activity center for Gwinnett County and the broader region with intense commercial, retail, and office uses, as well as residential development that includes mid to high-rise buildings within walking distance of retail and offices. The proposed high-rise apartment buildings would face the rear of retail establishments along Buford Drive, across from the Mall of Georgia. With appropriate conditions of approval, this rezoning request aligns with the policy and intent of the Unified Plan and Future Development Map.



**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.**

Theme 4 of “Our Vision” of the 2040 Unified Plan is to “Provide More Housing Choices”. The proposed high-rise multifamily development would provide more diversity in housing options for Gwinnett County’s projected continually growing population, provide greater density in areas where promoted by the Unified Plan, including within the Regional Activity Center Character Area, and help accommodate the housing needs of residents in different phases of life.

Furthermore, a precedent exists for approval of HRR zoning in the Mall of Georgia Overlay District. In 2019, rezoning case RZM2019-00013 approved high-rise apartments on Woodward Crossing Parkway. The proposed apartments would be consistent with other high-density multifamily residential developments nearby along Woodward Crossing Parkway and Mall of Georgia Boulevard, such as Ariston, Dakota Mill Creek, and The Reserve at Ivy Creek.

**Waiver Request Analysis:** When considering waivers from Title III of the UDO, staff is required to review whether an undue hardship may result from strict compliance with the regulations and that approval would not adversely affect the general public welfare or nullify the intent of the Development Regulations. In addition, there must be a determination that there are unusual topographical or other exceptional conditions. Staff makes the following findings related to the waiver request:

The requested buffer reduction is located along the northwest and southwest property lines. The applicant proposes a 25-foot undisturbed buffer to the northwest and a 15-foot undisturbed buffer to the southwest. The property to the northwest is primarily wooded and owned by Gwinnett County. The parcel to the southwest could potentially accommodate a future rezoning to a denser residential zoning classification than R-100 or a commercial zoning district, given its location within the Regional Activity Center Character Area; therefore, the requested buffer reduction would likely not adversely affect the general public welfare or nullify the intent of the Development Regulations.

**Variance Request Analysis:** The standards for granting variances are outlined in Section 270-100.7 of the UDO. Staff makes the following findings:

The variance request is due to the entrance of Building M-3 being further than 70 feet from the right-of-way. The proposed site layout results in Building M-3 having its entrance adjacent to the shared driveway. While not right-of-way, the design meets the intent of the UDO by providing an entrance fronting the private driveway.

### **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.

In addition, the staff recommends **APPROVAL** of the following waivers:

1. To reduce the required buffer along the RA-200 property line, at the northwest corner of the site, from 85 feet to 25 feet.

2. To reduce the required buffer along the R-100 property line, at the southwest corner of the site, from 85 feet to 15 feet.

Staff recommends **APPROVAL** of the following variance:

1. To allow an entrance of a building larger than 7,500 square feet to be located further than 70 feet from the right-of-way.

### **Staff Recommended Conditions**

Approval as HRR (High-Rise Residence District) for apartments, subject to the following conditions:

1. The proposed development shall be constructed in general conformance with Exhibit B: Site Plan dated received March 3, 2022, and Exhibit C: Building Elevations dated received February 25, 2022, with revisions required by conditions and the Unified Development Ordinance, subject to the review and approval of the Department of Planning and Development.
2. The property shall be limited to three multifamily residential buildings, not to exceed 332 units.
3. The minimum heated floor area per dwelling unit shall be in compliance with Table 230.2 of the Unified Development Ordinance.
4. Apartment building and parking deck structures shall meet the Architectural Design Standards of Category 4 of the Unified Development Ordinance, subject to review and approval of the Department of Planning and Development.
5. Sidewalk connections to pedestrian entrances shall be located along the frontage of Financial Center Way, connecting external sidewalks to internal sidewalks and building entrances.
6. Amenity areas shall consist of, at minimum, a swimming pool, clubhouse, fitness center, and pocket parks. The design and location of all amenity areas shall be subject to the review and approval of the Department of Planning and Development.
7. Natural vegetation shall remain on the property until the issuance of a development permit.
8. All grassed areas shall be sodded.
9. No temporary tents, temporary canopies, temporary banners, temporary streamers, or temporary roping decorated with flags, tinsel, or other similar materials shall be displayed, hung, or strung on the site, except within 60 days of the grand opening and during special events which shall cover no more than twice per calendar year and last no longer than seven day each.
10. Stormwater BMP facilities shall be screened from view of adjoining properties by landscaping with a single row of evergreen trees within the 25-foot setback. that is in compliance with the Gwinnett County Stormwater Management Manual.
11. Prior to the issuance of the first certificate of occupancy, the applicant shall make improvements recommended by an approved traffic impact study, provided the improvements are approved by the Gwinnett County Department of Transportation. All design and construction are subject to the review and approval of the Gwinnett County Department of Transportation.



**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 Study
- G. Maps

## Exhibit A: Site Visit Photos



**Southern parcel developed with single-family home**



**Northern undeveloped parcels**

**Exhibit B: Site Plan**

**[attached]**







## **Exhibit C: Building Elevations**

**[attached]**





BUILDING M1

BUILDING M2

0 10'

FINANCIAL CENTER WAY ELEVATION



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PLANNING AND DEVELOPMENT  
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February 25, 2022



BUILDING M3

0 10'

FINANCIAL CENTER WAY ELEVATION



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

**[attached]**

GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

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March 4, 2022

March 4, 2022

**REVISED**

**LETTER OF INTENT AND JUSTIFICATION FOR REZONING**

**Rezoning Application  
Gwinnett County, Georgia**

**Applicant:**  
ContraVest Development Partners

**Property:**  
Tax Parcel ID R7176 006, R7176 007 and R7176 042  
±11.38 Acres of Land  
3130, 3160 and 3172 Financial Center Way, Buford, Georgia  
**From R-100 and C-2 to HRR**

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

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## I. INTRODUCTION

This Application for Rezoning is submitted for an 11.38-acre parcel of land located in Land Lot 176 of the 7<sup>th</sup> District of Gwinnett County, Georgia, Buford, and known as 3130, 3160 and 3172 Financial Center Way (hereinafter the “Property”). The Property consists of three tracts of land located along Financial Center Way between Mall of Georgia Boulevard and Gravel Springs Road. The Property is shown on the survey prepared by TerraMark Land Surveying, Inc, and filed with this Application. The Property that is the subject of this rezoning application is owned by Linda Haney Shields, Barbara H. Fricks, and Heaven Stone Hotel Group. The site will be developed by applicant ContraVest Development Partners. The Property is further identified below from the Gwinnett County GIS:



The Property is currently zoned R-100 (Single Family Residence District) and C-2 (General Business District) pursuant to the Gwinnett County Unified Development Ordinance (the “UDO”). The Applicant, ContraVest Development Partners (the “Applicant”) now seeks approval to rezone the Property to HRR (High-Rise Residence District) to develop a distinctive and attractive multifamily residential community with 332 units. This document is submitted as the Letter of Intent, Response to Standard Governing the Exercise of Zoning Power, and other materials required by the Gwinnett County UDO.

## II. DESCRIPTION OF THE PROPERTY AND SURROUNDING AREA

The Property is a rectangular-shaped parcel with frontage on Financial Center Way near the Mall of Georgia in Buford, Georgia. The site is mostly undeveloped, wooded land

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with the exception of a small house located close to the road on parcel # R7176 006 (3130 Financial Center Way).

It is bounded on the North by residentially zoned properties (RA-200). To the South/Southeast, the Property is adjacent to properties zoned C-2 (General Business District). To the West of the site, there are multiple zoning classifications, including R-100 (Single Family Residence District) and RA-200. The adjacent site to East has been approved for the construction of a four-story extended-stay hotel with 85 rooms (CIC2021-00032). The adjacent site to West (3110 Financial Center Way) is a 9.6-acre parcel being offered for sale for redevelopment. The Property is close to the more intense commercially zoned parcels on Financial Center Way that are improved with service and retail businesses, gas stations, fast food restaurants, apartments, and financial institutions.

The Future Development Map of the Gwinnett County 2040 Unified Plan (the “2040 Plan”) classifies this Property as within the “Regional Activity Center Character Area,” of the Gwinnett County Future Development Map. The policies for this Character Area encourage a variety of land uses including large scale mixed-use developments, apartments, townhomes, and retail. The surrounding is characterized by intense commercial uses, institutional uses and residential subdivisions. Specifically, the area includes a wide variety of relatively intense commercial uses, including the Mall of Georgia, MarketPlace at Mill Creek, and Costco Wholesale. Below is a map of the surrounding zoning classifications to the Property:



As such, the proposed development is in line with the encouraged land use and also with Theme 4 of the 2040 Plan, which is to “Provide More Housing Choices.” The proposed development would provide residential in-fill development at a density and with architectural character that is compatible with the surrounding uses and zoning patterns. Accordingly, the proposed development satisfies the intent of the 2040 Plan, especially when considering the

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Property is near more intense commercial uses. There is currently a healthy supply of commercial uses surrounding the area and the proposed development would support those existing uses and provide additional housing options in the area. The proposed multifamily buildings would include attractive architectural designs and building materials as set forth on the elevations preserving the aesthetics of the proposed development and enhancing the resident's experience. The residents would also have convenient access to Financial Center Way and Buford Drive.

### **III. PROJECT SUMMARY**

As shown on the site plan by Dynamik Design and filed with this Application (hereinafter the "Site Plan"), the Applicant proposes to develop the Property into a distinctive and attractive residential community. ContraVest has worked alongside Dynamik Design and Kimley-Horn Engineers in providing a thoughtful site-plan that navigates this site's topography challenges.

#### **HRR – High Rise Residence District**

The Applicant is proposing to rezone the Property from R-100 and C-2 to HRR in order to accommodate the development of a multifamily residential community with approximately 332 units. The proposed multifamily development would provide attractive, high-end residences with various amenities including courtyards, dog park, garages, clubhouse/leasing building with additional recreational options such as a fitness center, pool, and outdoor patio space. The development will include an 8,000 square foot clubhouse, and a co-working space and self-storage units that will be made available to the public. Residential buildings would include internal, conditioned corridors and attractive architectural elements to maintain the aesthetics of the area. As reflected on the site plan and pursuant to the UDO, Building M1 is to be built seventy feet from right-of-way and Building M3 is to be built within seventy-feet of right-of-way.

The proposed multifamily community would include a mixture of one, two, and three-bedroom units, with an approximate average residence size of 911 square feet for the traditional multifamily unit. The centrally located amenity would also create an activity center and gathering place for residents to foster a sense of community. The multifamily development would be a gated community with two entrances onto Financial Center Way.

#### **Waiver Request- Buffer Reduction**

The Applicant is also seeking a waiver of the buffer requirements for the property line adjacent to the RA-200 zoning to the north and the R-100 zoning to the west. The Applicant is requesting the buffer along the northern property line to be reduced to 25-feet from 85-feet to accommodate the stormwater detention and dog park. The adjacent property to the north is owned by Gwinnett County and is part of the county's 600-acre recreational park. The Applicant is also requesting a buffer reduction on the western property line adjacent to the R-100 property to from 85 feet to 15-feet. The adjacent property is 9.6-acres in size and currently contains a single-family home with accessory structure. The property is currently



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being marketed for sale and will likely be redeveloped into a higher intense use in conformance with the Regional Activity Center Character Area of the 2040 Plan. The Applicant is even proposing a potential inter-parcel connection to the adjacent property to the west in anticipation of future redevelopment. Despite the buffer reduction request, the northern half of the western property line contains a stream in which the stream buffers are being preserved. Therefore, the proposed buildings and intensity of the development will be located closer to the adjacent C-2 on the east and towards Financial Center Way overlooking additional commercial properties across the street.

In terms of economic benefits this proposed development can provide to Gwinnett County and the citizens of Gwinnett, the Applicant submits that new jobs will be created to operate community; new residents will provide an additional \$18,330,000 in spending power to help local businesses; additional tax generation is proposed for the Gwinnett County budget and schools; approximately \$60,600,000 in construction contracts for local trades and contractors; and approximately \$1,400,000 in pre-development fees for engineers, architects and other professionals.

The proposed developer for the community, ContraVest Development Partners, was founded in 1986, and has thirty-five years of development, construction, and property management experience with this type of product. ContraVest is a veteran owned company recognized as one of the premier multifamily developers in the United States, having developed/built over 100 properties totaling over 27,000 units. The proposed elevations are filed with this Application and further highlight the quality product that ContraVest develops. The Applicant submits the multifamily development will be compatible with the surrounding uses and will blend harmoniously into the area. Moreover, the proposed development is compatible with the use and development of adjacent and nearby property.

#### **IV. SITE IMPACT ANALYSIS**

Pursuant to UDO § 270-20.6, entitled “Impact Analysis,” the Applicant submits its written impact analysis which shows that rezoning to HRR, satisfies UDO § 270-20.5, entitled “Standards Governing Exercise of the Zoning Power,” as follows:

**(A) WHETHER A PROPOSED REZONING WILL PERMIT A USE THAT IS SUITABLE IN VIEW OF THE USE AND DEVELOPMENT OF ADJACENT AND NEARBY PROPERTY:**

Yes, approval of the proposed Rezoning Application will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The Property is located on Financial Center Way.

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

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No, the proposed Rezoning Application will not adversely affect the existing use or usability of any of the nearby properties. The proposed zoning classification is compatible with existing residential and commercial uses of adjacent property. Rather the proposed development would complement existing commercial and employment centers.

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

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

**(D) WHETHER THE PROPOSED REZONING WILL RESULT IN A USE WHICH WILL OR COULD CAUSE AN EXCESSIVE OR BURDENSOME USE OF EXISTING STREETS, TRANSPORTATION FACILITIES, UTILITIES, OR SCHOOLS:**

No, the proposed rezoning will not result in an excessive or burdensome use of the infrastructure systems. The Property has convenient access to Financial Center Way. The proposed development would complement the existing commercial and nearby residential uses. More importantly, the development would provide the necessary residential critical mass to support the existing commercial uses in the area.

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

The proposed rezoning application is in conformity with the policy and intent of the Gwinnett County 2040 Unified Plan. The subject property is located within the Regional Activity Center Character Area of the 2040 Future Development Map. Encouraged land uses for this Character Area specifically include apartments, townhomes and condos. The proposed development would be compatible with and successfully co-exist with the surrounding uses.

**(F) WHETHER THERE ARE OTHER EXISTING OR CHANGING CONDITIONS AFFECTING THE USE AND DEVELOPMENT OF THE PROPERTY WHICH GIVE SUPPORTING GROUNDS FOR EITHER THE APPROVAL OR DISAPPROVAL OF THE ZONING PROPOSAL:**

The Applicant submits that the character of the surrounding development and the existing mix of uses in the area provide supporting reasons for approval of the rezoning application. Anticipated growth in Gwinnett County based on the 2040 Comprehensive Plan suggests a strong need for this type of housing. In addition, the Applicant submits that the subject Property's location, size, and dimensions, as well as its proximity to Financial Center Way, provide further support for approval of the proposed rezoning application.

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## V. JUSTIFICATION FOR REZONING

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

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

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

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

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

**VI. CONCLUSION**

For the foregoing reasons, the Applicant respectfully requests that this Application to Rezone from R-100 and C-2 to HRR with the corresponding buffer reduction requests be approved. The Applicant welcomes the opportunity to meet with the Gwinnett County Planning Department staff to answer any questions or to address any concerns relating to this Letter of Intent or supporting materials.

Respectfully submitted this 4th day of March, 2022.

**ANDERSEN, TATE & CARR, P.C.**

*Melody A. Glouton*

Melody A. Glouton, Esq.

Enclosures  
MAG/ag

**Exhibit E: Internal and External Agency Review Comments**

**[attached]**



Department of Planning and Development  
TECHNICAL REVIEW COMMITTEE

<b>TRC Meeting Date:</b>		3/16/2022			
Department/Agency Name:		Transportation			
Reviewer Name:		Brent Hodges			
Reviewer Title:		Construction Manager 1			
Reviewer Email Address:		Brent.Hodges@gwinnettcountry.com			
Case Number:		RZM2022-00008			
Case Address:		3130, 3160, 3172 Financial Center Way			
<b>Comments:</b>		<input checked="" type="checkbox"/>	<b>YES</b>	<input type="checkbox"/>	<b>NO</b>
1	Financial Center Way is a Local Road. ADT = Unknown. Nearest Transit facility is 2.6 miles away at #2334754 Buford Park and Ride.				
2	Provide sight distance certification for ALL driveways/streets connecting to classified roads in accordance with sections 900-40.6 and 900-50.7 of the UDO.				
3	Standard 200' deceleration lane with 50' taper required for all proposed entrances with adequate right-of-way for an 11' shoulder required.				
4	Left-Turn Lane required for all proposed entrances per criteria set in GC Left-Turn Lane guidelines and Criteria.				
5	Sidewalks shall be constructed in all new development or redevelopment along all abutting or internal streets, existing or new, private or public, per UDO Section 900-90.1.				
6					
7					
<b>Recommended Zoning Conditions:</b>		<input checked="" type="checkbox"/>	<b>YES</b>	<input type="checkbox"/>	<b>NO</b>
1	Developer shall have a Traffic Impact study conducted to include Financial Center Way and intersections with Mall of Georgia Boulevard and Gravel Springs Road and then make recommended improvements per findings of the Traffic Impact Study as well as recommendations from Gwinnett County Dept. of Transportation				
2					
3					
4					
5					
6					
7					

**Note:** Attach additional pages, if needed

*Revised 7/26/2021*





Department of Planning and Development  
TECHNICAL REVIEW COMMITTEE

<b>TRC Meeting Date:</b>		3/16/2022	
<b>Department/Agency Name:</b>		DWR	
<b>Reviewer Name:</b>		Mike Pappas	
<b>Reviewer Title:</b>		GIS Planning Manager	
<b>Reviewer Email Address:</b>		Michael.pappas@gwinnettcountry.com	
<b>Case Number:</b>		RZM2022-00008	
<b>Case Address:</b>		3130, 3160 and 3172 Financial Center Way	
<b>Comments:</b>		<input checked="" type="checkbox"/> <b>YES</b>	<input type="checkbox"/> <b>NO</b>
1	WATER: The existing 6-inch water main to be replaced by 12-inch water main that is currently under design by County, construction to begin in 2022.		
2	WATER: This development must connect to proposed 12-inch line.		
3	WATER: There is a 24-inch reuse water main on the northwest right-of-way that must be avoided during all phases of construction.		
4	SEWER: A Sewer Capacity Certification is required to confirm capacity.		
5	SEWER: Pending available sewer capacity, the development may connect to an existing 8-inch sanitary sewer main located on the proposed development site.		
6			
7			
<b>Recommended Zoning Conditions:</b>		<input type="checkbox"/> <b>YES</b>	<input checked="" type="checkbox"/> <b>NO</b>
1			
2			
3			
4			
5			
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7			

**Note:** Attach additional pages, if needed

Revised 7/26/2021

Residential Rezoning Impact on Local Schools Prepared for Gwinnett County BOC, April, 2022											
											Proposed Zoning
	School	2021-22			2022-23			2023-24			Approximate Student Projections from Proposed Developments
		Forecast	Capacity	+/- Cap.	Forecast	Capacity	+/- Cap.	Forecast	Capacity	+/- Cap.	
RZM2022-00007	<b>Mountain View HS</b>	2,801	2,300	501	2,555	2,300	255	2,432	2,300	132	19
	<b>Twin Rivers MS</b>	2,076	2,150	-74	1,688	2,150	-462	1,739	2,150	-411	16
	Woodward Mill ES	974	1,200	-226	1,013	1,200	-187	1,053	1,200	-147	29
RZR2022-00006	<b>Mountain View HS</b>	2,801	2,300	501	2,555	2,300	255	2,432	2,300	132	39
	<b>Twin Rivers MS</b>	2,076	2,150	-74	1,688	2,150	-462	1,739	2,150	-411	33
	Woodward Mill ES	974	1,200	-226	1,013	1,200	-187	1,053	1,200	-147	59
RZM2022-00008*	<b>Mountain View HS/Seckinger HS*</b>	2,801	2,300	501	1,100	2,800	-1,700	1,550	2,800	-1,250	20
	<b>Twin Rivers MS/Jones MS*</b>	2,076	2,150	-74	1,526	1,575	-49	1,572	1,575	-3	17
	Patrick ES	791	1,025	-234	831	1,025	-194	872	1,025	-153	30
RZM2022-00010	<b>South Gwinnett HS</b>	2,636	2,750	-114	2,689	2,750	-61	2,742	2,750	-8	5
	<b>Grace Snell MS</b>	1,207	1,200	7	1,213	1,200	13	1,237	1,200	37	4
	Magill ES	1,110	1,525	-415	1,121	1,525	-404	1,143	1,525	-382	8
RZM2022-00011	<b>Grayson HS</b>	3,150	3,000	150	3,245	3,000	245	3,342	3,000	342	6
	<b>Bay Creek MS</b>	1,282	1,150	132	1,320	1,150	170	1,360	1,150	210	5
	Trip ES	1,238	1,200	38	1,263	1,200	63	1,301	1,200	101	8
RZM2022-00012	<b>Discovery HS</b>	2,785	2,525	260	2,813	2,525	288	2,841	2,525	316	8
	<b>Richards MS</b>	2,135	2,200	-65	2,156	2,200	-44	2,178	2,200	-22	7
	Cedar Hill ES	910	1,000	-90	919	1,000	-81	928	1,000	-72	12

\*Seckinger HS Cluster Opening 2022-2023 School Year

**Exhibit F: Traffic Study**

**[attached]**

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1/6/2022 3:30PM

*Traffic Impact Study*

# Addison Ivy Creek

Gwinnett County, Georgia

*Report Prepared:*

November 2021

*Report Revised:*

January 5, 2022

*Prepared for:*

ContraVest Development Partners

*Prepared by:*

**Kimley»Horn**

Kimley-Horn and Associates, Inc.  
11720 Amber Park Drive, Suite 600  
Alpharetta, GA 30009  
January 5<sup>th</sup>, 2022  
014068001

## **Exhibit G: Maps**

**[attached]**



ONE WATER WAY

FINANCIAL CENTER WAY

BUFORD DR

MALL OF GEORGIA DR



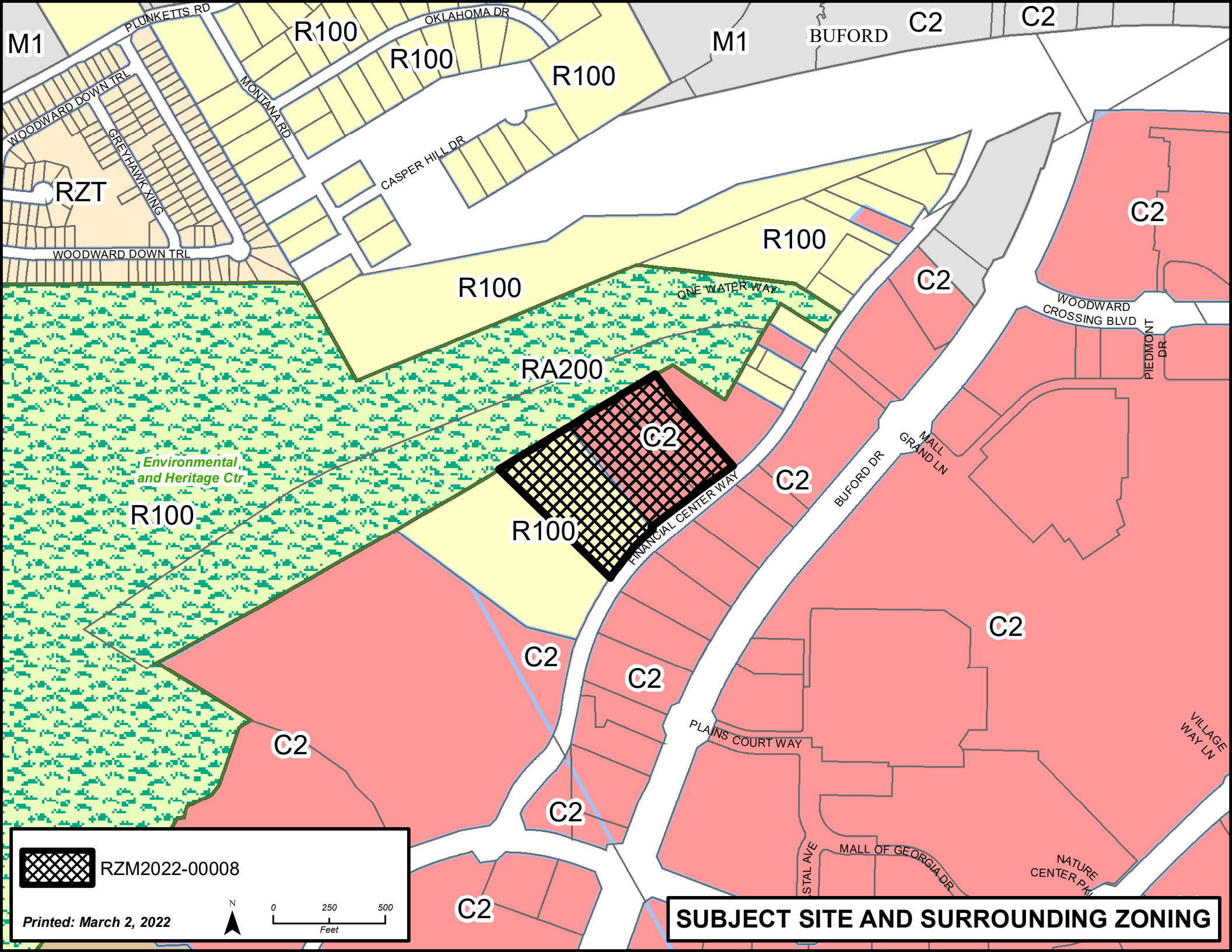
RZM2022-00008

Printed: March 2, 2022



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RZM2022-00008

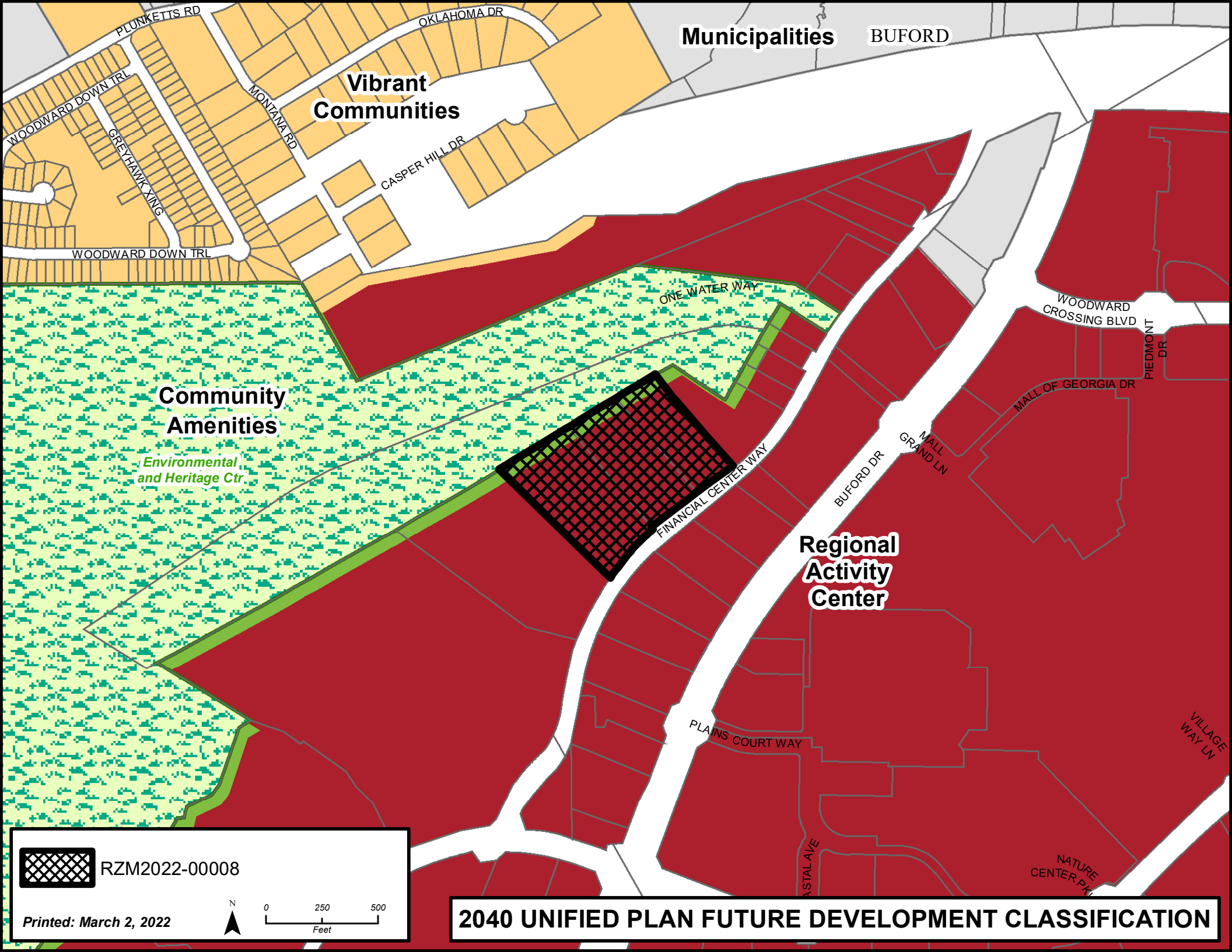
Printed: March 2, 2022



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**SUBJECT SITE AND SURROUNDING ZONING**





**Municipalities**

BUFORD

**Vibrant  
Communities**

**Community  
Amenities**

*Environmental  
and Heritage Ctr*

**Regional  
Activity  
Center**



RZM2022-00008

Printed: March 2, 2022



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**2040 UNIFIED PLAN FUTURE DEVELOPMENT CLASSIFICATION**

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March 15, 2022

# **REZONING APPLICATION**

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

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION*
NAME: <u>ContraVest Development Partners c/o Andersen, Tate &amp; Carr, P.C.</u>	NAME: <u>Please see attached</u>
ADDRESS: <u>1960 Satellite Blvd., Suite 4000</u>	ADDRESS: _____
CITY: <u>Duluth</u>	CITY: _____
STATE: <u>GA</u> ZIP: <u>30097</u>	STATE: _____ ZIP: _____
PHONE: <u>770-822-0900</u>	PHONE: _____
CONTACT PERSON: <u>Melody A. Glouton, Esq.</u> PHONE: <u>770-822-0900</u>	
CONTACT'S E-MAIL: <u>mglouton@atclawfirm.com</u>	

**APPLICANT IS THE:**

☐ OWNER'S AGENT
 ☐ PROPERTY OWNER
 ☒ CONTRACT PURCHASER

PRESENT ZONING DISTRICTS(S): R100 & C-2 REQUESTED ZONING DISTRICT: HRR

PARCEL NUMBER(S): R7176 006, R7176 007 and R7176 042 ACREAGE: 11.3844

ADDRESS OF PROPERTY: 3130, 3160 and 3172 Financial Center Way, Buford

PROPOSED DEVELOPMENT: Multi-family residential

RESIDENTIAL DEVELOPMENT	NON-RESIDENTIAL DEVELOPMENT
No. of Lots/Dwelling Units <u>332</u>	No. of Buildings/Lots: _____
Dwelling Unit Size (Sq. Ft.): <u>Per UDO</u>	Total Building Sq. Ft. _____
Gross Density: <u>29.16</u>	Density: _____
Net Density: <u>29.16</u>	

**PLEASE ATTACH A LETTER OF INTENT EXPLAINING WHAT IS PROPOSED**

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Property Owner Information

R7176 006; 3130 Financial Center Way  
5.0605 acres zoned R-100  
Linda Haney Shields and Barbara Fricks  
3365 Woodward Ct.  
Buford, GA 30519

R7176 007; 3160 Financial Center Way  
3.5819 acres zoned C-2  
Heaven Stone Hotel Group, LLC  
2007 Hunters Green Cir  
Lawrenceville, GA 30043

R7176 042; 3172 Financial Center Way  
2.7420 acres zoned C-2  
Heaven Stone Hotel Group, LLC  
2007 Hunters Green Cir  
Lawrenceville, GA 30043

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## PROPERTY DESCRIPTION

### OVERALL TRACTS 1-3 "3130, 3160 & 3190 FINANCIAL CENTER WAY"

All that tract or parcel of land lying and being in Land Lot 176, 7<sup>th</sup> District, Gwinnett County, Georgia and being more particularly described as follows:

To find the Point of Beginning, commence at the Land Lot Corner common to land lots 175, 176, 187 and 188, as shown on a Survey for Gwinnett County, recorded among the Land Records of Gwinnett County, Georgia in Plat Book 103, Page 272; thence, leaving said point and running with the land lot line common to land lots 187 and 176, North 59° 37' 53" East, 352.17 feet to a ½ inch open top pipe found (bent), being the True Point of Beginning of the herein described tract or parcel of land; thence, leaving the said Point of Beginning and continuing along the said land lot line

1. North 58° 39' 48" East, 347.29 feet to a ½ inch rebar found (bent); thence,
2. North 59° 17' 29" East, 241.76 feet; thence,
3. North 59° 22' 42" East, 198.00 feet to a ½ inch rebar found; thence, leaving the aforesaid land lot line and running
4. South 40° 09' 45" East, 591.73 feet to a point on the Northwestern Right-of-Way Line of Financial Center Way (having an apparent 60 feet wide right-of-way); thence, running with the said right-of-way line
5. South 51° 29' 01" West, 68.16 feet; thence,
6. South 52° 49' 02" West, 70.19 feet; thence,
7. South 53° 50' 06" West, 61.94 feet to a 1 inch iron rod found; thence,
8. South 52° 08' 26" West, 75.79 feet; thence,
9. South 52° 37' 15" West, 79.30 feet; thence,
10. South 50° 48' 44" West, 60.64 feet; thence,
11. South 49° 04' 31" West, 40.69 feet; thence,
12. 300.78 feet along the arc of a curve deflecting to the left, having a radius of 1,172.29 feet and a chord bearing and distance of South 41° 43' 30" West, 299.95 feet; thence, leaving the aforesaid line of Financial Center Way and running
13. North 41° 59' 24" West, 742.94 feet to the Point of Beginning, containing 495,904 square feet or 11.3844 acres of land, more or less.

Property is subject to all easements and rights of way recorded and unrecorded.

GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

**RECEIVED**

March 4, 2022

March 4, 2022

**REVISED**

**LETTER OF INTENT AND JUSTIFICATION FOR REZONING**

**Rezoning Application  
Gwinnett County, Georgia**

**Applicant:**  
ContraVest Development Partners

**Property:**  
Tax Parcel ID R7176 006, R7176 007 and R7176 042  
±11.38 Acres of Land  
3130, 3160 and 3172 Financial Center Way, Buford, Georgia  
**From R-100 and C-2 to HRR**

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



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March 4, 2022

## I. INTRODUCTION

This Application for Rezoning is submitted for an 11.38-acre parcel of land located in Land Lot 176 of the 7<sup>th</sup> District of Gwinnett County, Georgia, Buford, and known as 3130, 3160 and 3172 Financial Center Way (hereinafter the “Property”). The Property consists of three tracts of land located along Financial Center Way between Mall of Georgia Boulevard and Gravel Springs Road. The Property is shown on the survey prepared by TerraMark Land Surveying, Inc, and filed with this Application. The Property that is the subject of this rezoning application is owned by Linda Haney Shields, Barbara H. Fricks, and Heaven Stone Hotel Group. The site will be developed by applicant ContraVest Development Partners. The Property is further identified below from the Gwinnett County GIS:



The Property is currently zoned R-100 (Single Family Residence District) and C-2 (General Business District) pursuant to the Gwinnett County Unified Development Ordinance (the “UDO”). The Applicant, ContraVest Development Partners (the “Applicant”) now seeks approval to rezone the Property to HRR (High-Rise Residence District) to develop a distinctive and attractive multifamily residential community with 332 units. This document is submitted as the Letter of Intent, Response to Standard Governing the Exercise of Zoning Power, and other materials required by the Gwinnett County UDO.

## II. DESCRIPTION OF THE PROPERTY AND SURROUNDING AREA

The Property is a rectangular-shaped parcel with frontage on Financial Center Way near the Mall of Georgia in Buford, Georgia. The site is mostly undeveloped, wooded land

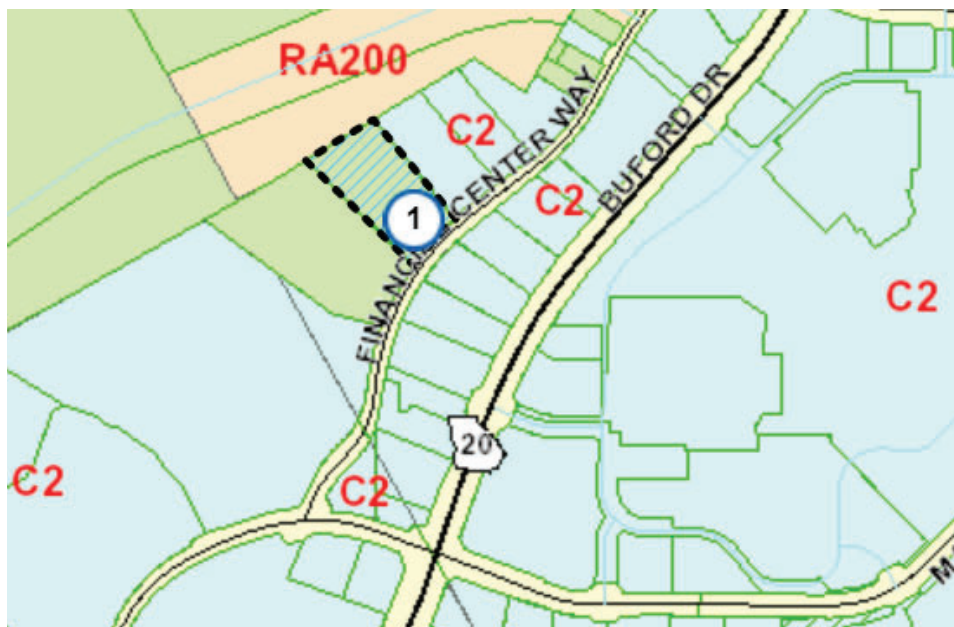
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March 4, 2021

with the exception of a small house located close to the road on parcel # R7176 006 (3130 Financial Center Way).

It is bounded on the North by residentially zoned properties (RA-200). To the South/Southeast, the Property is adjacent to properties zoned C-2 (General Business District). To the West of the site, there are multiple zoning classifications, including R-100 (Single Family Residence District) and RA-200. The adjacent site to East has been approved for the construction of a four-story extended-stay hotel with 85 rooms (CIC2021-00032). The adjacent site to West (3110 Financial Center Way) is a 9.6-acre parcel being offered for sale for redevelopment. The Property is close to the more intense commercially zoned parcels on Financial Center Way that are improved with service and retail businesses, gas stations, fast food restaurants, apartments, and financial institutions.

The Future Development Map of the Gwinnett County 2040 Unified Plan (the “2040 Plan”) classifies this Property as within the “Regional Activity Center Character Area,” of the Gwinnett County Future Development Map. The policies for this Character Area encourage a variety of land uses including large scale mixed-use developments, apartments, townhomes, and retail. The surrounding is characterized by intense commercial uses, institutional uses and residential subdivisions. Specifically, the area includes a wide variety of relatively intense commercial uses, including the Mall of Georgia, MarketPlace at Mill Creek, and Costco Wholesale. Below is a map of the surrounding zoning classifications to the Property:



As such, the proposed development is in line with the encouraged land use and also with Theme 4 of the 2040 Plan, which is to “Provide More Housing Choices.” The proposed development would provide residential in-fill development at a density and with architectural character that is compatible with the surrounding uses and zoning patterns. Accordingly, the proposed development satisfies the intent of the 2040 Plan, especially when considering the

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Property is near more intense commercial uses. There is currently a healthy supply of commercial uses surrounding the area and the proposed development would support those existing uses and provide additional housing options in the area. The proposed multifamily buildings would include attractive architectural designs and building materials as set forth on the elevations preserving the aesthetics of the proposed development and enhancing the resident's experience. The residents would also have convenient access to Financial Center Way and Buford Drive.

### **III. PROJECT SUMMARY**

As shown on the site plan by Dynamik Design and filed with this Application (hereinafter the "Site Plan"), the Applicant proposes to develop the Property into a distinctive and attractive residential community. ContraVest has worked alongside Dynamik Design and Kimley-Horn Engineers in providing a thoughtful site-plan that navigates this site's topography challenges.

#### **HRR – High Rise Residence District**

The Applicant is proposing to rezone the Property from R-100 and C-2 to HRR in order to accommodate the development of a multifamily residential community with approximately 332 units. The proposed multifamily development would provide attractive, high-end residences with various amenities including courtyards, dog park, garages, clubhouse/leasing building with additional recreational options such as a fitness center, pool, and outdoor patio space. The development will include an 8,000 square foot clubhouse, and a co-working space and self-storage units that will be made available to the public. Residential buildings would include internal, conditioned corridors and attractive architectural elements to maintain the aesthetics of the area. As reflected on the site plan and pursuant to the UDO, Building M1 is to be built seventy feet from right-of-way and Building M3 is to be built within seventy-feet of right-of-way.

The proposed multifamily community would include a mixture of one, two, and three-bedroom units, with an approximate average residence size of 911 square feet for the traditional multifamily unit. The centrally located amenity would also create an activity center and gathering place for residents to foster a sense of community. The multifamily development would be a gated community with two entrances onto Financial Center Way.

#### **Waiver Request- Buffer Reduction**

The Applicant is also seeking a waiver of the buffer requirements for the property line adjacent to the RA-200 zoning to the north and the R-100 zoning to the west. The Applicant is requesting the buffer along the northern property line to be reduced to 25-feet from 85-feet to accommodate the stormwater detention and dog park. The adjacent property to the north is owned by Gwinnett County and is part of the county's 600-acre recreational park. The Applicant is also requesting a buffer reduction on the western property line adjacent to the R-100 property to from 85 feet to 15-feet. The adjacent property is 9.6-acres in size and currently contains a single-family home with accessory structure. The property is currently



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being marketed for sale and will likely be redeveloped into a higher intense use in conformance with the Regional Activity Center Character Area of the 2040 Plan. The Applicant is even proposing a potential inter-parcel connection to the adjacent property to the west in anticipation of future redevelopment. Despite the buffer reduction request, the northern half of the western property line contains a stream in which the stream buffers are being preserved. Therefore, the proposed buildings and intensity of the development will be located closer to the adjacent C-2 on the east and towards Financial Center Way overlooking additional commercial properties across the street.

In terms of economic benefits this proposed development can provide to Gwinnett County and the citizens of Gwinnett, the Applicant submits that new jobs will be created to operate community; new residents will provide an additional \$18,330,000 in spending power to help local businesses; additional tax generation is proposed for the Gwinnett County budget and schools; approximately \$60,600,000 in construction contracts for local trades and contractors; and approximately \$1,400,000 in pre-development fees for engineers, architects and other professionals.

The proposed developer for the community, ContraVest Development Partners, was founded in 1986, and has thirty-five years of development, construction, and property management experience with this type of product. ContraVest is a veteran owned company recognized as one of the premier multifamily developers in the United States, having developed/built over 100 properties totaling over 27,000 units. The proposed elevations are filed with this Application and further highlight the quality product that ContraVest develops. The Applicant submits the multifamily development will be compatible with the surrounding uses and will blend harmoniously into the area. Moreover, the proposed development is compatible with the use and development of adjacent and nearby property.

#### **IV. SITE IMPACT ANALYSIS**

Pursuant to UDO § 270-20.6, entitled “Impact Analysis,” the Applicant submits its written impact analysis which shows that rezoning to HRR, satisfies UDO § 270-20.5, entitled “Standards Governing Exercise of the Zoning Power,” as follows:

**(A) WHETHER A PROPOSED REZONING WILL PERMIT A USE THAT IS SUITABLE IN VIEW OF THE USE AND DEVELOPMENT OF ADJACENT AND NEARBY PROPERTY:**

Yes, approval of the proposed Rezoning Application will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The Property is located on Financial Center Way.

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

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No, the proposed Rezoning Application will not adversely affect the existing use or usability of any of the nearby properties. The proposed zoning classification is compatible with existing residential and commercial uses of adjacent property. Rather the proposed development would complement existing commercial and employment centers.

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

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

(D) WHETHER THE PROPOSED REZONING WILL RESULT IN A USE WHICH WILL OR COULD CAUSE AN EXCESSIVE OR BURDENSOME USE OF EXISTING STREETS, TRANSPORTATION FACILITIES, UTILITIES, OR SCHOOLS:

No, the proposed rezoning will not result in an excessive or burdensome use of the infrastructure systems. The Property has convenient access to Financial Center Way. The proposed development would complement the existing commercial and nearby residential uses. More importantly, the development would provide the necessary residential critical mass to support the existing commercial uses in the area.

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

The proposed rezoning application is in conformity with the policy and intent of the Gwinnett County 2040 Unified Plan. The subject property is located within the Regional Activity Center Character Area of the 2040 Future Development Map. Encouraged land uses for this Character Area specifically include apartments, townhomes and condos. The proposed development would be compatible with and successfully co-exist with the surrounding uses.

(F) WHETHER THERE ARE OTHER EXISTING OR CHANGING CONDITIONS AFFECTING THE USE AND DEVELOPMENT OF THE PROPERTY WHICH GIVE SUPPORTING GROUNDS FOR EITHER THE APPROVAL OR DISAPPROVAL OF THE ZONING PROPOSAL:

The Applicant submits that the character of the surrounding development and the existing mix of uses in the area provide supporting reasons for approval of the rezoning application. Anticipated growth in Gwinnett County based on the 2040 Comprehensive Plan suggests a strong need for this type of housing. In addition, the Applicant submits that the subject Property's location, size, and dimensions, as well as its proximity to Financial Center Way, provide further support for approval of the proposed rezoning application.

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March 4, 2022

**V. JUSTIFICATION FOR REZONING**

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

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

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

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

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March 4, 2022

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

**VI. CONCLUSION**

For the foregoing reasons, the Applicant respectfully requests that this Application to Rezone from R-100 and C-2 to HRR with the corresponding buffer reduction requests be approved. The Applicant welcomes the opportunity to meet with the Gwinnett County Planning Department staff to answer any questions or to address any concerns relating to this Letter of Intent or supporting materials.

Respectfully submitted this 4th day of March, 2022.

**ANDERSEN, TATE & CARR, P.C.**

*Melody A. Glouton*

Melody A. Glouton, Esq.

Enclosures  
MAG/ag



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1/6/2022 3:30PM

Gwinnett County Planning Division  
Rezoning Application  
Last Updated 5/2021

**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.

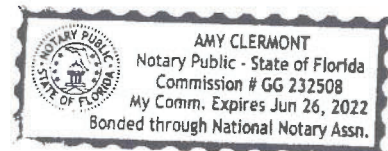
  
Signature of Applicant

12/16/2021  
Date

MARK C OGIER PRINCIPAL  
Type or Print Name and Title

  
Signature of Notary Public

12/14/21  
Date



Notary Seal

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Gwinnett County Planning Division  
Rezoning Application  
Last Updated 10/2021

**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.

Linda Shields  
Signature of Property Owner

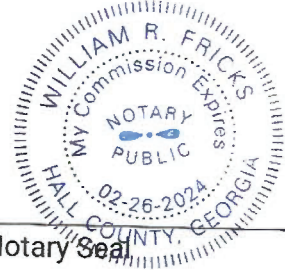
12-1-21  
Date

Linda Shields  
Type or Print Name and Title

[Signature]  
Signature of Notary Public

12-1-2021  
Date

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Barbara H. Fricks  
Signature of Property Owner

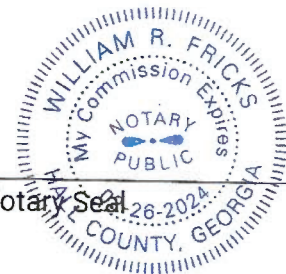
12-1-21  
Date

Barbara H. Fricks  
Type or Print Name and Title

[Signature]  
Signature of Notary Public

12/1/2021  
Date

Notary Seal



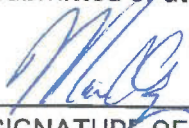
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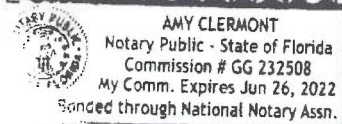
**CONFLICT OF INTEREST CERTIFICATION FOR REZONING**

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 OF APPLICANT      12/16/2021      MARK C OGIER PRINCIPAL  
DATE      TYPE OR PRINT NAME AND TITLE

SIGNATURE OF APPLICANT'S ATTORNEY OR REPRESENTATIVE      DATE      TYPE OR PRINT NAME AND TITLE

  
SIGNATURE OF NOTARY PUBLIC      12/16/21      DATE



NOTARY SEAL

**DISCLOSURE OF CAMPAIGN CONTRIBUTIONS**

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the Board of Commissioners or a member of the Gwinnett County Planning Commission?

☐ YES

☒ NO

MARK OGIER

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)

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



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**CONFLICT OF INTEREST CERTIFICATION FOR REZONING**

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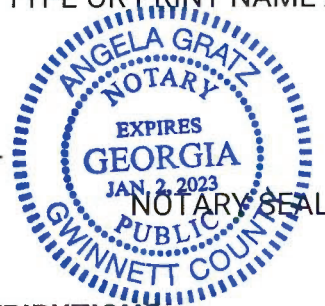
SIGNATURE OF APPLICANT                      DATE                      TYPE OR PRINT NAME AND TITLE

Melody A. Glouton                      1/6/22                      Melody A. Glouton, Attorney for Applicant

SIGNATURE OF APPLICANT'S                      DATE                      TYPE OR PRINT NAME AND TITLE  
ATTORNEY OR REPRESENTATIVE

Angela Gratz                      1-6-22

SIGNATURE OF NOTARY PUBLIC                      DATE



**DISCLOSURE OF CAMPAIGN CONTRIBUTIONS**

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the Board of Commissioners or a member of the Gwinnett County Planning Commission?

☒ YES                      ☐ NO                      Andersen, Tate & Carr, P.C.  
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)
Nicole Love Hendrickson - Chairwoman	\$1,000	9/30/2020
Kirkland Carden - Planning Commissioner	\$2,800	11/16/2021

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

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Gwinnett County Planning Division  
Rezoning Application  
Last Updated 5/2021

**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:        R7   -   176   -   006    
(Map Reference Number)      District      Land Lot      Parcel



Signature of Applicant

12/16/2021

Date

MARK C. OGIER PRINCIPAL  
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)

Arlene Flawley

NAME

Tax Services Assoc II

TITLE

1-5-2022

DATE

Taxes are Current

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Gwinnett County Planning Division  
Rezoning Application  
Last Updated 5/2021

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

PARCEL I.D. NUMBER:        R7   -   176   -   007    
(Map Reference Number)      District      Land Lot      Parcel



Signature of Applicant

12/16/2021

Date

MARK C. OGIER PRINCIPAL

Type or Print Name and Title

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**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)

Arlene Flowers

NAME

Tax Services Assoc II

TITLE

1-5-2022

DATE

TAXES ARE CURRENT



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Gwinnett County Planning Division  
Rezoning Application  
Last Updated 5/2021

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

PARCEL I.D. NUMBER:        R7   -   176   -   042    
(Map Reference Number)      District      Land Lot      Parcel

  
Signature of Applicant

12/16/2021  
Date

MARK C. OGIER PRINCIPAL  
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)

Amy Flowers  
NAME

Tax Services Assoc II  
TITLE

1-5-2022  
DATE

Taxes are current



**LOCATION MAP**

N47° 34' 45" W  
65° 57' 28" W

[illegible][illegible]

1. SURVEY FOR GREENVILLE COUNTY  
PREPARED BY HARRISON WICKES & BARNWELL SURVEYORS & ENGINEERS - INC.  
15410 E. LAMAR BL. #100  
RECORDED IN FILE # PG. 272  
AMONG THE LAND RECORDS OF GREENVILLE COUNTY, GEORGIA
2. PLAT FOR PUCKETT PROPERTY  
DATED JULY OF 1936  
IN COURT BOOK # 3 PG. 154  
ATTORNEYS REFERRED
3. DEEDS AT GREENVILLE

[illegible]

TRACT 1:	220,433 SQ.FT. OR	5.0605 AC.
TRACT 2:	156,030 SQ.FT. OR	3.5819 AC.
TRACT 3:	119,441 SQ.FT. OR	2.7420 AC.
<hr/>		
TOTAL:	495,904 SQ.FT. OR	11.3844 AC.

CERTIFICATION AND DECLARATION IS MADE TO THE ENTITIES AS LISTED IN THE TITLE  
BLOCK AND/OR CERTIFICATION, THE CERTIFICATIONS AND DECLARATIONS IN THIS  
FORM ARE TRUE AND CORRECT AND TO THE BEST OF THE SIGNER'S KNOWLEDGE AND BELIEF.

SUBSCRIBER'S UNDERSIGNED/ASSIGNED/CONFIDENTIALITY IS NOT EXAMINED ON CONSENT  
AS PART OF THIS SERVICE AND STATEMENT IS MADE CONCERNING THE EXTENT OF  
UNDERSTANDING OR OVERHEAD CONSIDERATIONS OR FACILITIES THAT MAY AFFECT THE  
USE OF THIS SERVICE OR THIS PROGRAM.

PERMIT TO SUBMIT TO THE USE OF THE CERTIFICATION SIGNATURE REFLECTS THAT THE  
SUBSCRIBER'S SIGNATURE IS VALID AND TRUE, AND THE SIGNATURE IS VALID AND TRUE.

[illegible]

**PRELIMINARY  
PENDING REVIEW AND COMMENT**

---

PAGE 5, CARRON, 98.5  
RE-OFFERED NUMBER: 2024

[illegible]

Project or Site	CDP/UDA	Ap	Number	DOB
Bayview 2nd/3rd	AP	2		
Greenway 2nd	UDAP	2		
Greenway 3rd	UDAP	2		
Greenway 4th	UDAP	2		
Greenway 5th	UDAP	2		
Greenway 6th	UDAP	2		
Greenway 7th	UDAP	2		
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Greenway 9th	UDAP	2		
Greenway 10th	UDAP	2		
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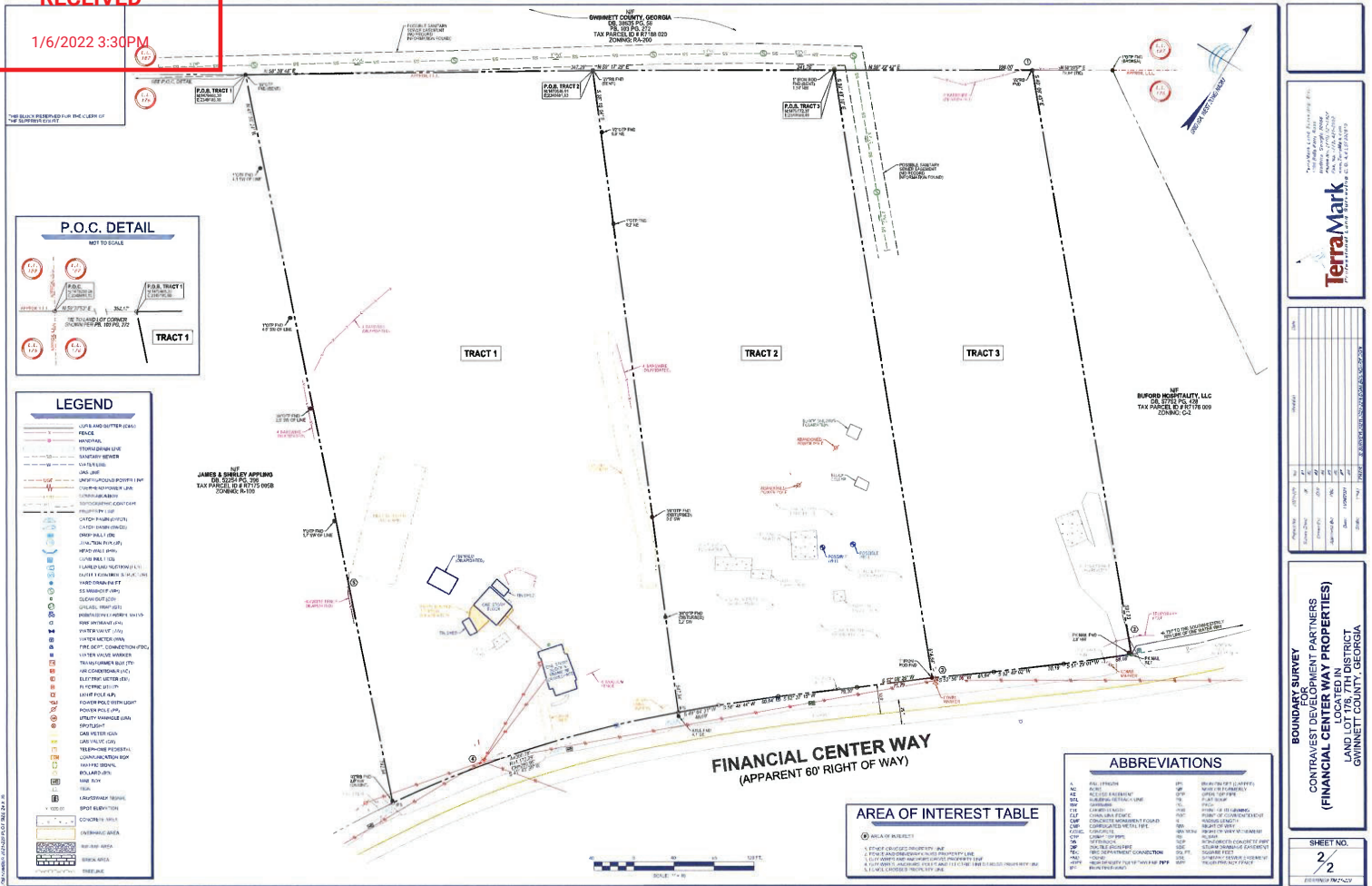
BOUNDARY SURVEY  
FOR  
TRAVEST DEVELOPMENT PARTNERS  
SOCIAL CENTER WAY PROPERTIES)  
LOCATED IN  
LAND LOT 176, 7TH DISTRICT  
GWINNETT COUNTY, GEORGIA

SHEET NO.  
 $\frac{1}{2}$

GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

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## PROPERTY DESCRIPTION

### OVERALL TRACTS 1-3 "3130, 3160 & 3190 FINANCIAL CENTER WAY"

All that tract or parcel of land lying and being in Land Lot 176, 7<sup>th</sup> District, Gwinnett County, Georgia and being more particularly described as follows:

To find the Point of Beginning, commence at the Land Lot Corner common to land lots 175, 176, 187 and 188, as shown on a Survey for Gwinnett County, recorded among the Land Records of Gwinnett County, Georgia in Plat Book 103, Page 272; thence, leaving said point and running with the land lot line common to land lots 187 and 176, North 59° 37' 53" East, 352.17 feet to a ½ inch open top pipe found (bent), being the True Point of Beginning of the herein described tract or parcel of land; thence, leaving the said Point of Beginning and continuing along the said land lot line

1. North 58° 39' 48" East, 347.29 feet to a ½ inch rebar found (bent); thence,
2. North 59° 17' 29" East, 241.76 feet; thence,
3. North 59° 22' 42" East, 198.00 feet to a ½ inch rebar found; thence, leaving the aforesaid land lot line and running
4. South 40° 09' 45" East, 591.73 feet to a point on the Northwesternly Right-of-Way Line of Financial Center Way (having an apparent 60 feet wide right-of-way); thence, running with the said right-of-way line
5. South 51° 29' 01" West, 68.16 feet; thence,
6. South 52° 49' 02" West, 70.19 feet; thence,
7. South 53° 50' 06" West, 61.94 feet to a 1 inch iron rod found; thence,
8. South 52° 08' 26" West, 75.79 feet; thence,
9. South 52° 37' 15" West, 79.30 feet; thence,
10. South 50° 48' 44" West, 60.64 feet; thence,
11. South 49° 04' 31" West, 40.69 feet; thence,
12. 300.78 feet along the arc of a curve deflecting to the left, having a radius of 1,172.29 feet and a chord bearing and distance of South 41° 43' 30" West, 299.95 feet; thence, leaving the aforesaid line of Financial Center Way and running
13. North 41° 59' 24" West, 742.94 feet to the Point of Beginning, containing 495,904 square feet or 11.3844 acres of land, more or less.

Property is subject to all easements and rights of way recorded and unrecorded.



CONTRACT NO. 2021-03  
DATE: 02-24-2022  
REVISION  
BY: [signature]



CONTRACT COUNTY  
PLANNING AND ZONING DEPARTMENT  
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JANUARY 10, 2022





1/6/2022 3:00PM

NOT TO SCALE

1. CABLE AND GUTTER (blue line)  
 2. FENCE (green line)  
 3. STONE BOUNDARY (dashed line)  
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 5. SAFETY FENCE (dashed line)  
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[illegible]

**AREA OF INTEREST**

1. FENCE CROSSES PROPERTY LINE
2. FENCE AND DRIVEWAY CROSS PROPERTY LINE
3. GUY WIRES AND ANCHORS CROSS PROPERTY LINE
4. GUY WIRES, ANCHORS, POLES AND ELECTRIC LINES CROSS PROPERTY LINE

SHEET NO.
2/2
CDRAWING.COM TM 2010



GWINNETT COUNTY  
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*Traffic Impact Study*

# Addison Ivy Creek

Gwinnett County, Georgia

*Report Prepared:*

November 2021

*Report Revised:*

January 5, 2022

*Prepared for:*

ContraVest Development Partners

*Prepared by:*

**Kimley»Horn**

Kimley-Horn and Associates, Inc.  
11720 Amber Park Drive, Suite 600  
Alpharetta, GA 30009  
January 5<sup>th</sup>, 2022  
014068001

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*Traffic Impact Study*

# Addison Ivy Creek

Gwinnett County, Georgia

*Report Prepared:*

November 2021

*Report Revised:*

January 5, 2022

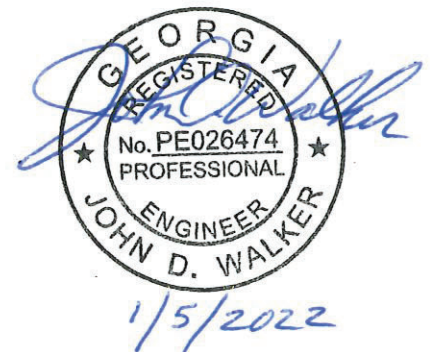
*Prepared for:*

ContraVest Development Partners

*Prepared by:*

**Kimley»Horn**

Kimley-Horn and Associates, Inc.  
11720 Amber Park Drive, Suite 600  
Alpharetta, GA 30009  
January 5<sup>th</sup>, 2022  
014068001



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## APPENDICES

Appendix A:	Site Plan
Appendix B:	Traffic Count Data
Appendix C:	Trip Generation Worksheet
Appendix D:	Intersection Volume Worksheets
Appendix E:	<i>Synchro</i> Analysis Reports
Appendix F:	Programmed Project Fact Sheets



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## 1.0 INTRODUCTION

1/5/2022 3:30PM

This report presents the analysis of the anticipated traffic impacts associated with the proposed *Addison Ivy Creek* development, which is expected to be completed in 2025 (referred to herein as “build-out year”). The site is located west of both Financial Center Way and Buford Drive (SR 20) and north of Mall of Georgia Boulevard in Gwinnett County, Georgia.

The approximate 11.38-acre site is currently undeveloped and is proposed to consist of approximately 334 residential units. The site is proposed to be rezoned from C2/C3 (general/highway business) to RM-24 (multifamily residential).

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

1. Estimated 2021 Traffic Conditions
2. Projected 2025 No-Build Traffic Conditions (Estimated 2021 Traffic Conditions, plus background traffic growth).
3. Projected 2025 Build Traffic Conditions (Projected 2025 No-Build Traffic Conditions, plus the traffic associated with the proposed *Addison Ivy Creek* development).

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

## 2.0 STUDY AREA DETERMINATION

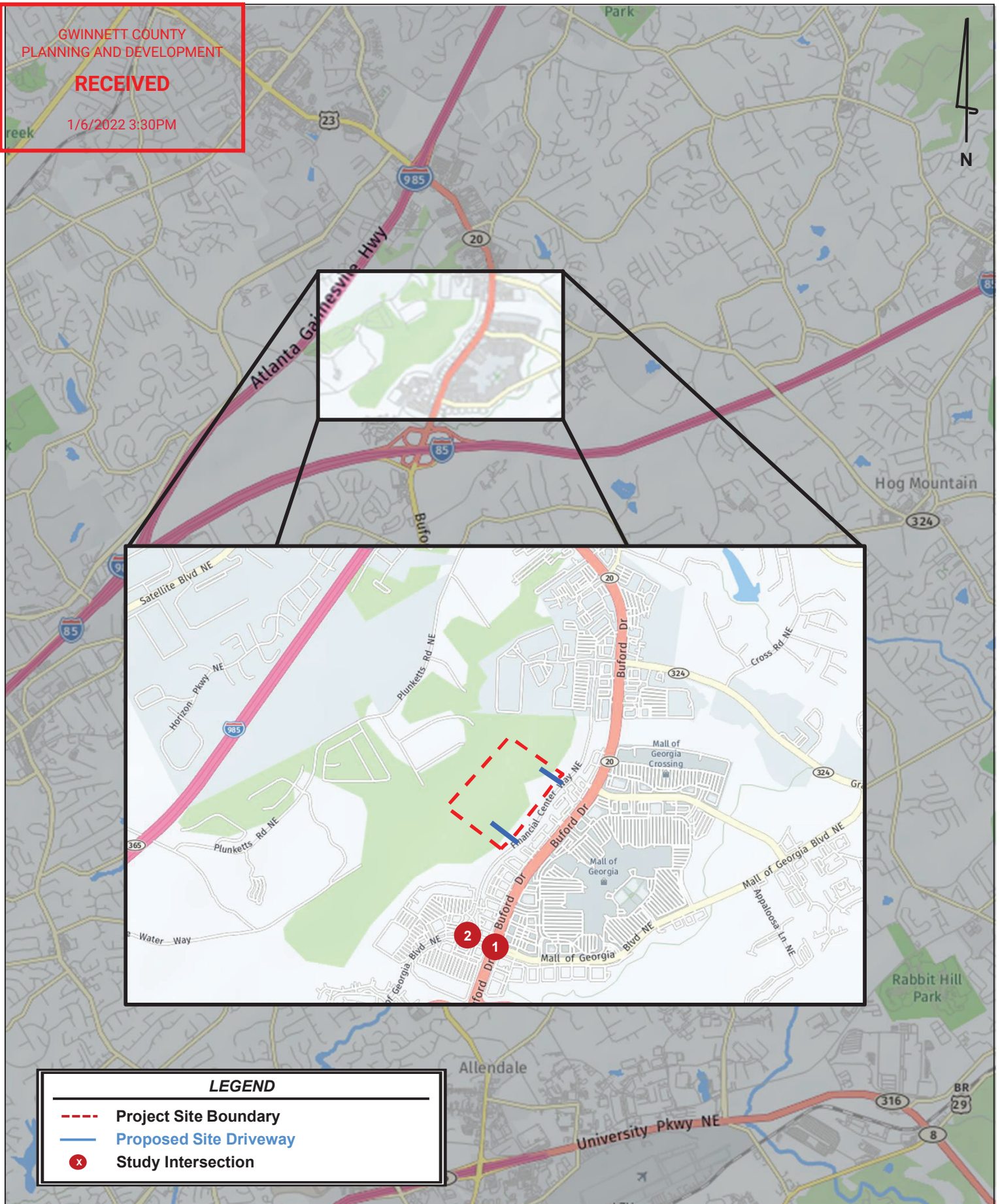
The study area consists of the following two (2) intersections:

1. Mall of Georgia Boulevard at Buford Drive (SR 20) (signalized)
2. Mall of Georgia Boulevard at Financial Center Way/Private Driveway (signalized)

This analysis considers Mall of Georgia Boulevard, Site Driveway A and Site Driveway B as having an east-west orientation, and Buford Drive (SR 20) as having a north-south orientation.

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### 3.0 EXISTING TRAFFIC CONDITIONS

#### 3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

Buford Drive (SR 20) is a six-lane principal arterial divided by a raised median, with a posted speed limit of 45 MPH in the vicinity of the project site. GDOT counts taken north of Mall of Georgia Boulevard indicated an AADT of 50,900 vehicles per day in 2019.

Mall of Georgia Boulevard is a four-lane local road divided by a raised median, with a posted speed limit of 45 MPH in the vicinity of the study network. There are no GDOT count stations along Mall of Georgia Boulevard.

Financial Center Way is a two-lane, undivided local road with a posted speed limit of 35 MPH in the vicinity of the project site. There are no GDOT count stations along Financial Center Way.

#### 3.2 EXISTING TRAFFIC VOLUMES

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

1. Mall of Georgia Boulevard at Buford Drive (SR 20) (signalized)
2. Mall of Georgia Boulevard at Financial Center Way/Private Driveway (signalized)

The vehicle peak hour turning movement counts for the study intersection were collected on Tuesday, October 12, 2021. The counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:00 PM to 6:00 PM). The AM and PM peak hours for each intersection are shown in **Table 1**. Complete traffic count data is provided in **Appendix B**.

Table 1: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Mall of Georgia Boulevard at Buford Drive (SR 20)	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
2. Mall of Georgia Boulevard at Financial Center Way/Private Driveway	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM

Additionally, a 24-Hour volume count was performed along Buford Drive (SR 20) north of Mall of Georgia Boulevard to line up with an existing GDOT count station 135-0121.

Due to COVID-19's impact on traffic, the existing turning movement counts were adjusted based on historical data and engineering judgement. Average Daily Traffic (ADT) volumes collected in 2021 and



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Annual Average Daily Traffic (AADT) volumes from GDOT's Traffic Analysis & Data Application (TADA) 1/6/2022 3:30PM were used to compare typical traffic volumes in the vicinity of the project site.

The volume comparison is shown in a tabular format in **Table 2. Figure 3** illustrates the comparison between the October 2019 GDOT AADT and the October 2021 collected ADT.

Table 2: Traffic Count Comparison and Adjustment Calculations										
Count Station	Location	GDOT					Collected			
		Two-Way AADT	ADT Date	ADT	AM Peak	PM Peak	2021 ADT	AM Peak	PM Peak	
135-0121	Buford Drive (SR 20) n/o Mall of Georgia Boulevard (NB)	50,900	Oct 2019	29,023	1,826	1,950	27,334	1,447	1,990	
135-0121	Buford Drive (SR 20) n/o Mall of Georgia Boulevard (SB)	50,900	Oct 2019	28,134	1,493	2,105	27,308	1,646	1,842	
Difference Calculations		ADT			AM Peak			PM Peak		
		Vol Diff	Percent	Factor	Vol Diff	Percent	Factor	Vol Diff	Percent	Factor
135-0121	Buford Drive (SR 20) n/o Mall of Georgia Boulevard (NB)	-1,689	-6%	1.06	-379	-21%	1.26	+40	+2%	0.98
135-0121	Buford Drive (SR 20) n/o Mall of Georgia Boulevard (SB)	-826	-3%	1.03	+153	+10%	0.91	-263	-12%	1.14
					Average		1.08	Average		1.06

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Hourly Traffic Volumes - GDOT Station 135-0121 - Buford Drive (SR 20) n/o Mall of Georgia Boulevard

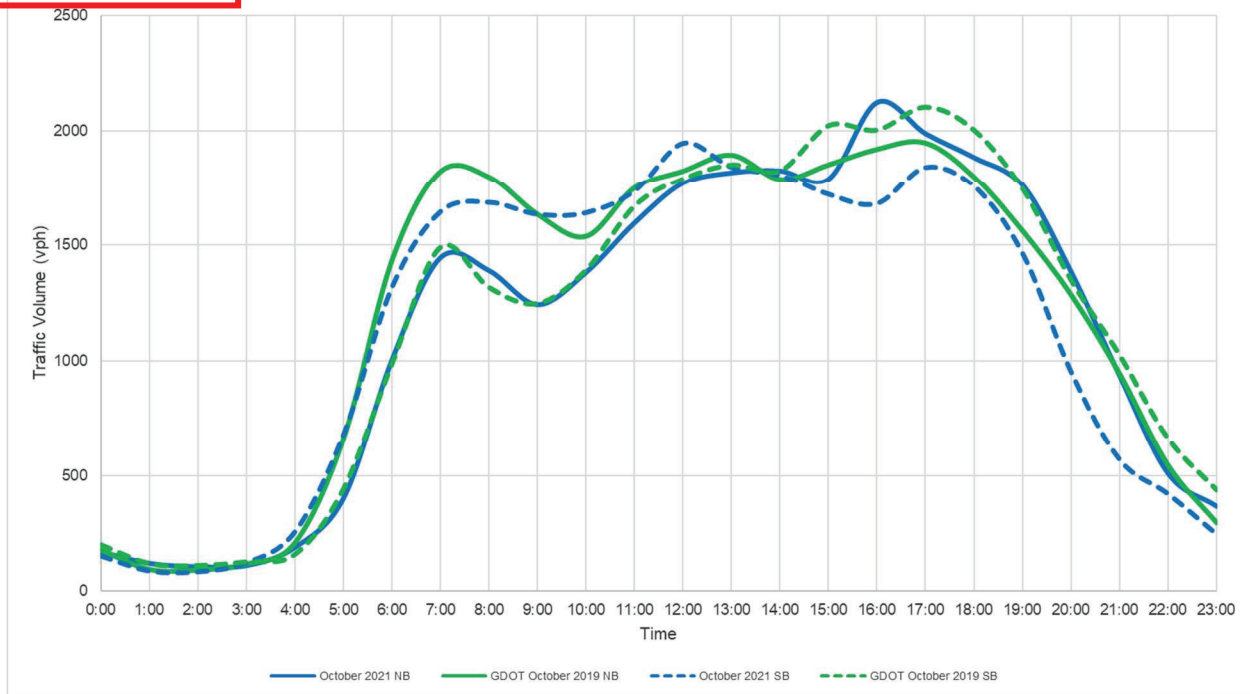


Figure 3: Buford Drive (SR 20) n/o Mall of Georgia Boulevard ADT Comparison

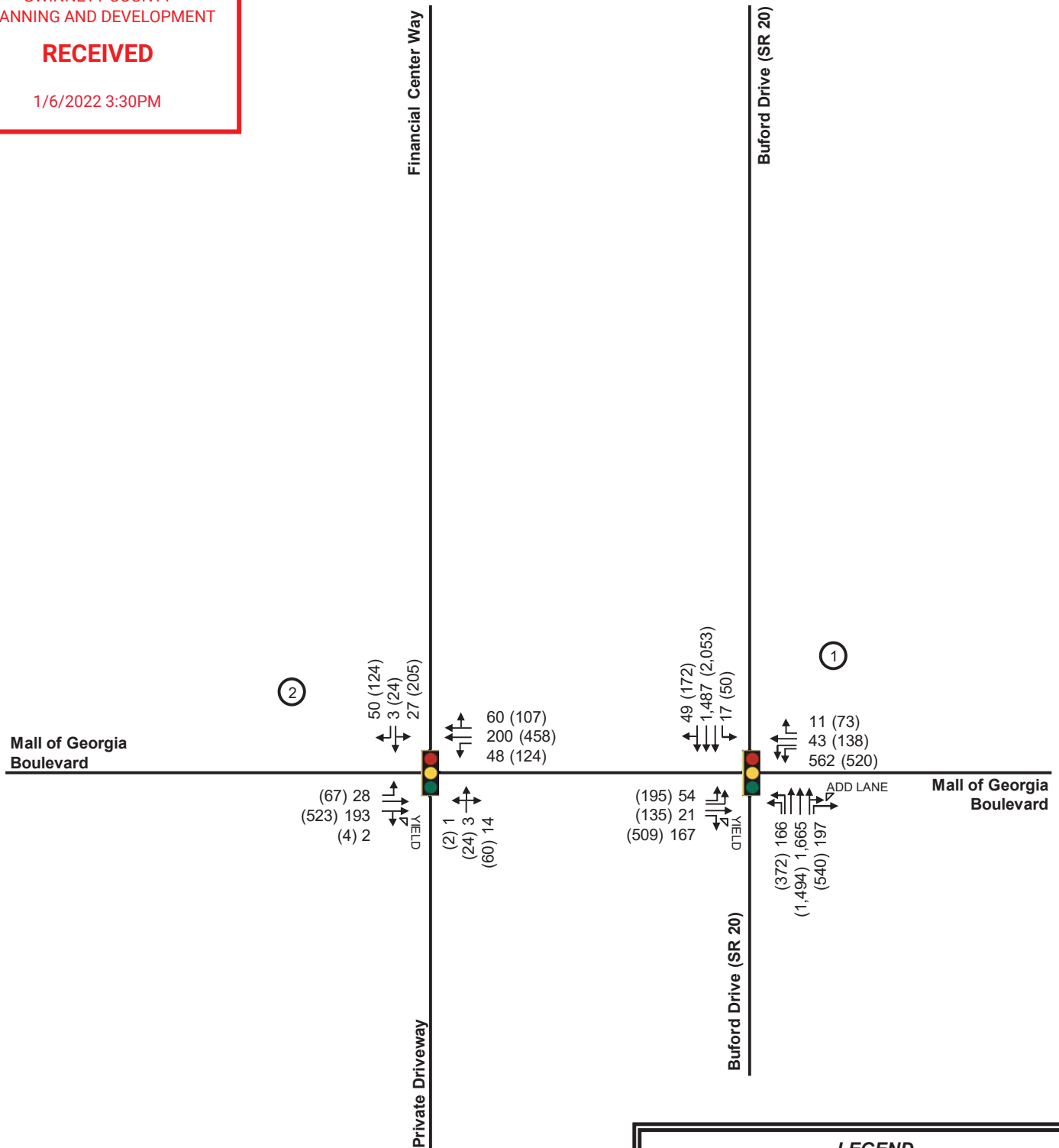
As a result of the volume comparison, it was determined that an adjustment factor of 1.08 should be used for all roadways during the AM peak, and an adjustment factor of 1.06 should be used for all roadways during the PM peak.

The complete traffic count data is provided in **Appendix B**.

**Figure 4** illustrates the Estimated 2021 peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout).

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Collected traffic counts were adjusted by a growth factor of 1.08 during the AM Peak and 1.06 during the PM peak to account for fluctuations in normal traffic patterns due to COVID-19.

LEGEND

→

Existing Roadway Laneage

XX

AM Peak Hour Traffic Volumes

(XX)

PM Peak Hour Traffic Volumes

Existing Traffic Signal

Intersection Reference Number

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## 4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the *Addison Ivy Creek* development. The Estimated 2021 peak hour traffic volumes were increased by 1.5% per year for four (4) years to account for the expected background growth in traffic through year 2025, build-out of the project. Figure 5 illustrates the Projected 2025 No-Build traffic volumes.

### 4.1 FUTURE ROADWAY / INTERSECTION PROJECTS

The ARC's Atlanta Region's Plan, Regional Transportation Program (RTP), GDOT's GeoPI System, and the Gwinnett County SPLOST project list were researched for currently programmed transportation projects within the vicinity of the proposed development:

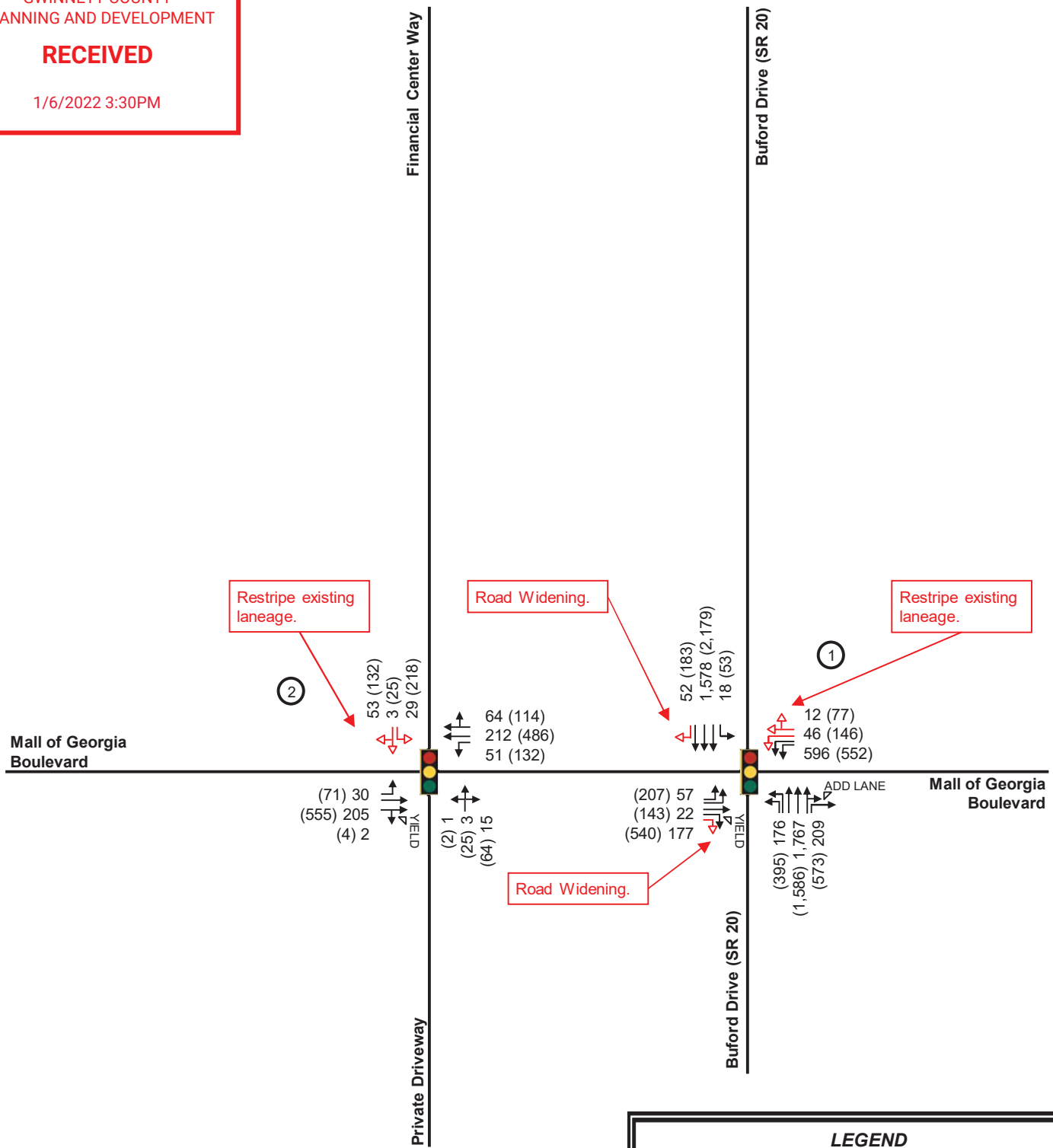
1. **GW-020D:** This project widens the existing four (4) lanes along Buford Drive (SR 20) to eight (8) lanes between I-85 North and Rock Springs Road. Construction is set to begin in 2030.
2. **GW-308B:** This project extends Sugarloaf Parkway from SR 316 east of Lawrenceville to I-85, creating a new four (4) lane highway to increase roadway capacity throughout the region. Construction is set to begin in 2030.
3. **GW-308C:** This project extends Sugarloaf Parkway from I-85 to Peachtree Industrial Boulevard, creating a new four (4) lane highway to increase roadway capacity throughout the region. Construction is set to begin in 2040.
4. **GDOT PI #0012698:** This project adds four (4) new ramps to create a full access diamond interchange with the existing Gravel Springs Road (SR 324) overpass over I-85 (SR 403). This project is set to be complete by November 2021.

These projects do not affect intersection laneage or phasing, therefore they are not included in this study. Fact sheets for the programmed projects are included in **Appendix F**.



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LEGEND	
	Existing Roadway Laneage
	No-Build Improved Roadway Laneage
XX	AM Peak Hour Traffic Volumes
(XX)	PM Peak Hour Traffic Volumes
	Existing Traffic Signal
	Intersection Reference Number

Estimated 2021 Traffic Volumes grown by 1.5% per year for four (4) years.

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## 5.0 PROJECT TRAFFIC

1/5/2022 3:30PM

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

### 5.1 PROJECT SITE ACCESS

Access to the site will be provided via two (2) existing site driveways, which are shown on the proposed site plan in **Appendix A**. A brief description of the site driveway is as follows:

- Site Driveway A – a proposed full-movement, unsignalized driveway located approximately 1,375 feet north of the intersection of Mall of Georgia Boulevard at Financial Center Way/Private Driveway. The intersection is proposed to be sidestreet stop controlled and have one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- Site Driveway B – a proposed full-movement, unsignalized driveway located approximately 2,000 feet north of Site Driveway A. The intersection is proposed to be sidestreet stop controlled and have one (1) ingress lane entering the site and one (1) egress lane exiting the site.

The proposed site driveways will provide vehicular access to the entire development. Refer to the site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

### 5.2 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Tenth Edition, 2017*, using equations where available. Trip generation for the proposed development was calculated based upon the following land uses:

- Land Use 221: Multi-Family Housing (Mid-Rise)

**Table 3** summarizes the net trip generation for the proposed development upon full build-out (2025). **Appendix C** provides the detailed trip generation worksheet for the proposed development.

Table 3: Project Trip Generation Summary							
Land Use (Intensity)	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
Multi-Family Housing (Mid-Rise) (334 units)	221	909	909	29	83	86	55
<b>Total New Trips</b>		<b>909</b>	<b>909</b>	<b>29</b>	<b>83</b>	<b>86</b>	<b>55</b>

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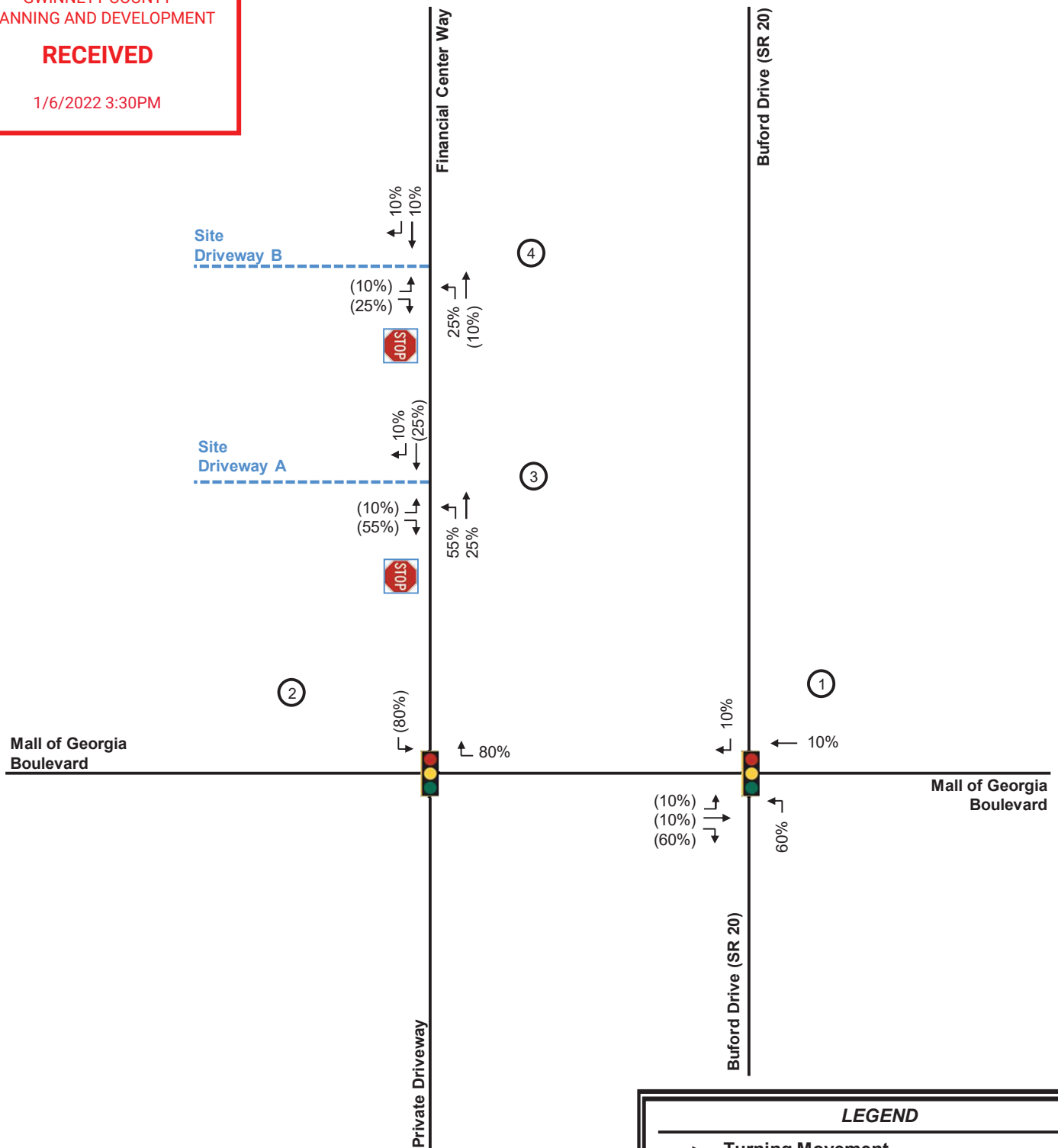
### 5.3 TRIP DISTRIBUTION AND ASSIGNMENT

1/6/2022 3:30PM

The directional distribution and assignment of adding new trips (project trips) related to the proposed development was based on a review of land uses and population densities in the area, and a review of the existing travel patterns in the area. A detailed trip distribution and assignment is shown in **Figure 6**. Based on trip generation from **Table 3** and the anticipated trip distribution, new project trips were assigned to the study roadway network. **Figure 7** illustrates the new project trips distributed throughout the study network for the Projected 2025 Build conditions. **Figure 8** illustrates the Projected 2025 Build traffic volumes for the AM and PM peak hours. **Appendix D** provides intersection volume worksheets for all study intersections.

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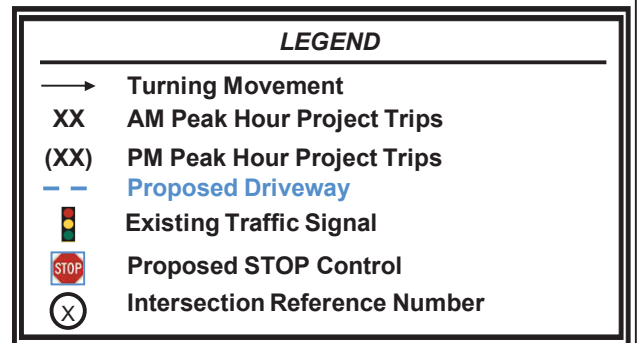
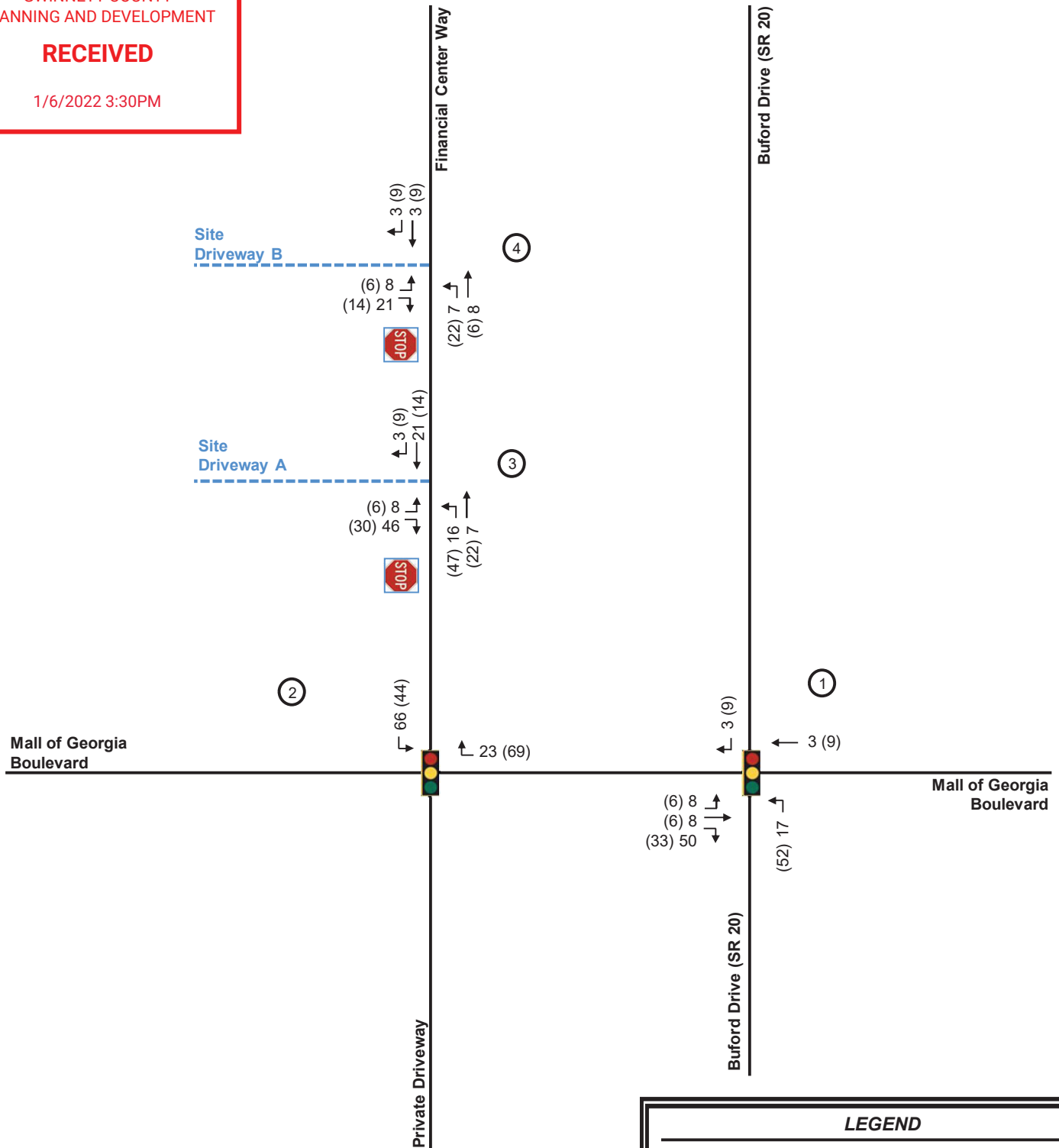
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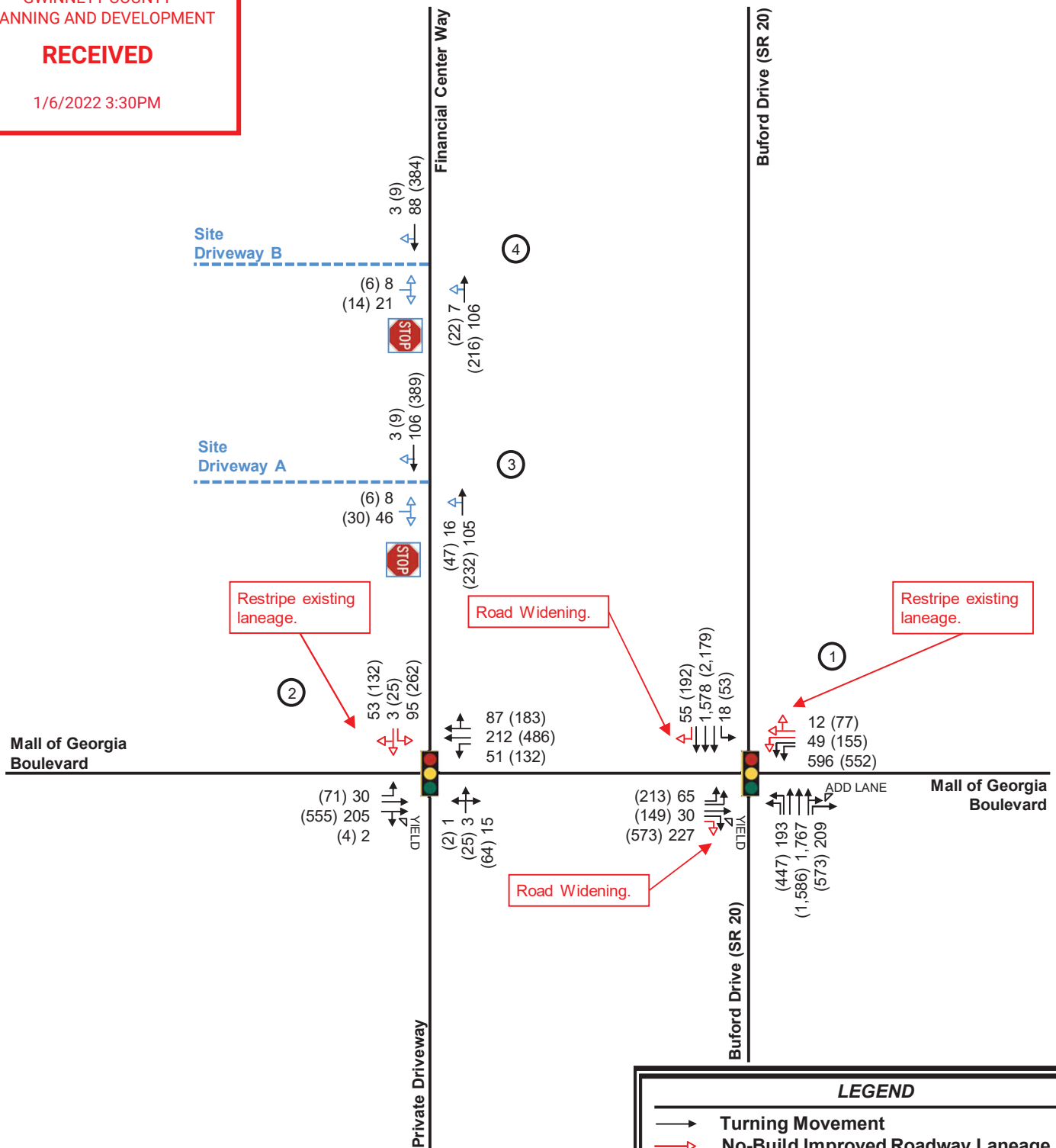
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LEGEND	
	Turning Movement
	No-Build Improved Roadway Laneage
XX	AM Peak Hour Traffic Volumes
(XX)	PM Peak Hour Traffic Volumes
	Proposed Driveway
	Proposed Roadway Laneage
	Existing Traffic Signal
	Proposed STOP Control
	Intersection Reference Number

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## 6.0 LEVEL-OF-SERVICE ANALYSIS

1/5/2022 3:30PM

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

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

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

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

In addition to the Estimated 2021 conditions, an analysis was performed for the AM and PM peak hours under Projected 2025 No-Build and Build traffic conditions. The results of the LOS analysis are summarized for the AM and PM peak hours in **Table 4**. The *Synchro* analysis reports are included in **Appendix E**.



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

Intersection	Approach & Movement	Estimated 2021		Projected 2025 No-Build		Projected 2025 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Mall of Georgia Boulevard at Buford Drive (SR 20) (signalized)	Overall	D (38.1)	F (84.3)	D (39.4)	F (95.3)	D (40.1)	F (107.3)
2. Mall of Georgia Boulevard at Financial Center Way/Private Driveway (signalized)	Overall	A (6.5)	E (60.6)	A (6.6)	E (67.0)	B (11.4)	F (95.7)
3. Financial Center Way at Site Driveway A (unsignalized)	EB					A (9.3)	B (12.0)
	NBL					A (7.5)	A (8.3)
4. Financial Center Way at Site Driveway B (unsignalized)	EB					A (9.1)	B (11.9)
	NBL					A (7.4)	A (8.2)

As shown in **Table 4**, during the AM peak, the study intersection of Mall of Georgia Boulevard at Buford Drive (SR 20) (Intersection 1) and Mall of Georgia Boulevard at Financial Center Way/Private Driveway (Intersection 2) currently operate at LOS D or better under Estimated 2021 conditions. These intersections are projected to continue operating acceptably during the AM peak under Projected 2025 No-Build and Build conditions. During the AM and PM peaks, all site driveways are proposed to operate at LOS B or better under Projected 2025 Build conditions.

During the PM peak, the intersections of Mall of Georgia Boulevard at Buford Drive (SR 20) (Intersection 1) and Mall of Georgia Boulevard at Financial Center Way/Private Driveway (Intersection 2) are expected to operate at LOS E and below under the Estimated 2021, and Projected 2025 No-Build and Build conditions. To achieve an acceptable LOS at these intersections, the following improvements should be considered:

- Intersection 1 – Mall of Georgia Boulevard at Buford Drive (SR 20)
  - Construct an additional eastbound channelized right-turn lane along Mall of Georgia Boulevard, creating dual right-turn lanes.
  - Restripe the existing westbound through lane as a left-turn lane to provide three left-turn lanes along Mall of Georgia Boulevard.
  - Restripe the existing westbound right-turn lane as a shared westbound through/right-turn lane along Mall of Georgia Boulevard.
  - Construct a southbound right-turn lane along Buford Drive (SR 20).
- Intersection 2 – Mall of Georgia Boulevard at Financial Center Way/Private Driveway
  - Restripe the existing southbound through/left-turn lane as an exclusive left-turn lane along Financial Center Way.
  - Restripe the existing southbound right-turn lane as a shared through/right-turn lane along Financial Center Way.

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**Table 5** provides results for the No-Build Improved and the Build Improved traffic conditions.  
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Table 5: Improved Level-of-Service Summary					
LOS (Delay in Seconds)					
Intersection	Approach & Movement	Projected 2025 No-Build		Projected 2025 Build	
		AM Peak	PM Peak	AM Peak	PM Peak
1. Mall of Georgia Boulevard at Buford Drive (SR 20) (signalized)	Overall	D (38.0)	D (53.0)	D (39.4)	D (54.8)
2. Mall of Georgia Boulevard at Financial Center Way/Private Driveway (signalized)	Overall	A (4.8)	B (12.5)	A (9.1)	B (13.6)

As shown in **Table 5**, the intersections of Mall of Georgia Boulevard at Buford Drive (SR 20) (Intersection 1) and Mall of Georgia Boulevard at Financial Center Way/Private Driveway (Intersection 2) are projected to operate at acceptable LOS after the system (no-build) improvements under all future scenarios.

This traffic study evaluated the traffic impacts associated with the *Addison Ivy Creek* development located west of both Financial Center Way and Buford Drive (SR 20) and north of Mall of Georgia Boulevard in Gwinnett County, Georgia. The development, which is approximately 11.38-acres in size is currently undeveloped and is proposed to consist of approximately 334 residential units and is expected to be completed in 2025.

The study network, which consists of two (2) existing intersections, was analyzed for the weekday AM and PM peak hours under Estimated 2021 conditions, Projected 2025 No-Build conditions (four years of background traffic growth), and Projected 2025 Build conditions (Projected 2025 No-Build conditions plus traffic generated by the proposed *Addison Ivy Creek* development).

All intersections are expected to operate at an acceptable LOS during the AM peak hours under Estimated 2021, Projected 2025 No-Build, and Projected 2025 Build conditions. During the AM and PM peaks, all site driveways are proposed to operate at LOS B or better under Projected 2025 Build conditions. The intersections of Mall of Georgia Boulevard at Buford Drive (SR 20) (Intersection 1) and Mall of Georgia Boulevard at Financial Center Way/Private Driveway (Intersection 2) are expected to operate at LOS E and below during the PM peak under the Estimated 2021, and Projected 2025 No-Build and Build conditions.

System improvements, or “No-Build” recommendations, are needed to serve the background road network traffic.



## 7.1 SYSTEM IMPROVEMENT RECOMMENDATIONS

Based on the results of this traffic impact study, Kimley-Horn and Associates, Inc. recommends the following system (no-build) improvements to serve the No-Build traffic conditions (note: this would be the improvements needed to serve the traffic based on the existing conditions plus background growth).

- Intersection 1 – Mall of Georgia Boulevard at Buford Drive (SR 20)
  - Construct an additional eastbound channelized right-turn lane along Mall of Georgia Boulevard, creating dual right-turn lanes.
  - Restripe the existing westbound through lane as a left-turn lane to provide three left-turn lanes along Mall of Georgia Boulevard.
  - Restripe the existing westbound right-turn lane as a shared westbound through/right-turn lane along Mall of Georgia Boulevard.
  - Construct a southbound right-turn lane along Buford Drive (SR 20).
- Intersection 2 – Mall of Georgia Boulevard at Financial Center Way/Private Driveway
  - Restripe the existing southbound through/left-turn lane as an exclusive left-turn lane along Financial Center Way.
  - Restripe the existing southbound right-turn lane as a shared through/right-turn lane along Financial Center Way.

## 7.2 INTERSECTION/SITE ACCESS IMPROVEMENT RECOMMENDATIONS

Based on the results of this traffic impact study, Kimley-Horn and Associates, Inc. recommends the following site-access improvements to serve the Projected 2025 Build traffic conditions (Note: this would be the improvements needed to serve the traffic associated with the *Addison Ivy Creek* development).

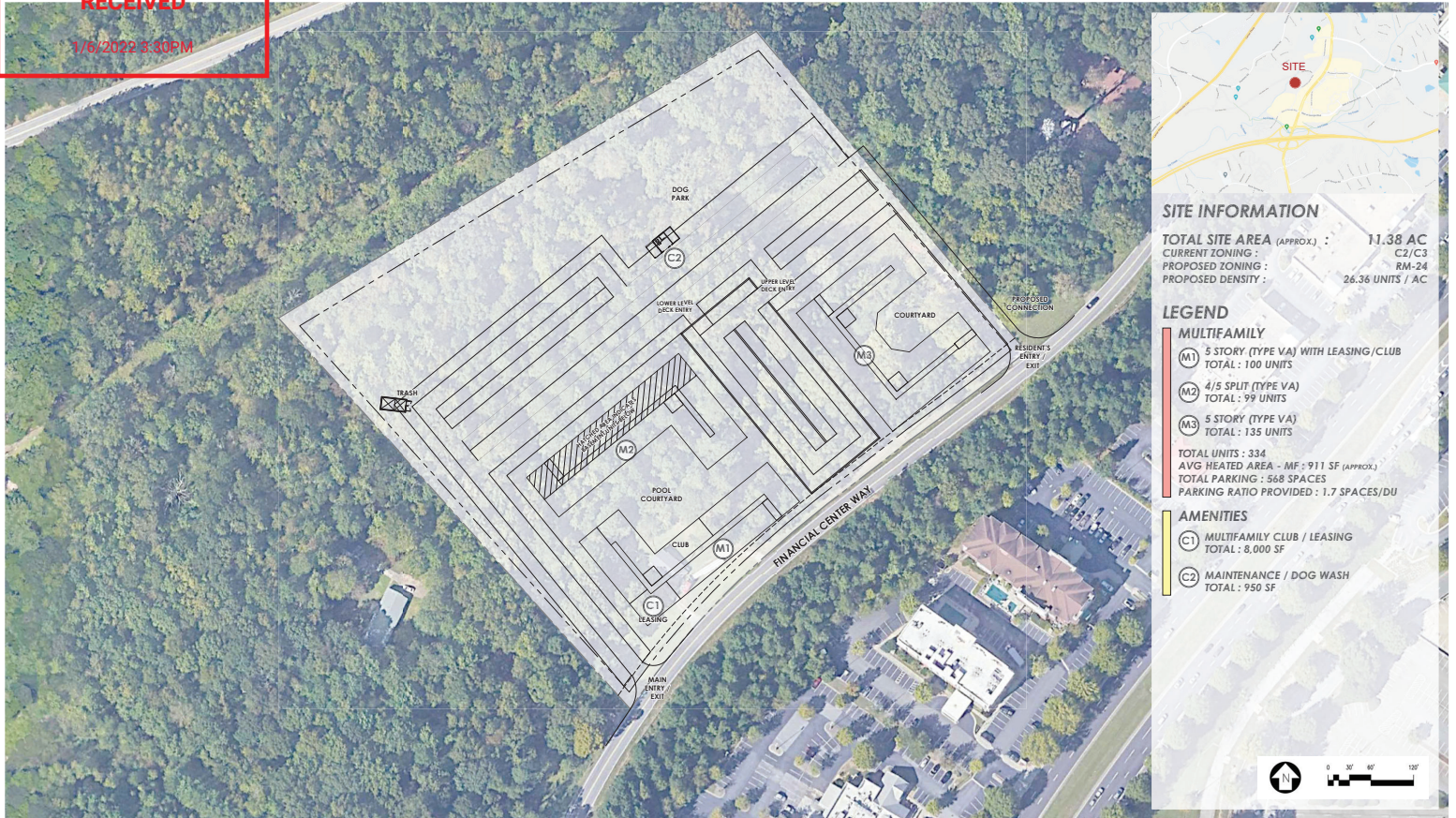
- Intersection 3 – Financial Center Way at Site Driveway A
  - On the site, construct one (1) egress lane exiting the site and one (1) ingress lane entering the site.
- Intersection 4 – Financial Center Way at Site Driveway B
  - On the site, construct one (1) egress lane exiting the site and one (1) ingress lane entering the site.

# Site Plan

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PLANNING AND DEVELOPMENT

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# Traffic Count Data

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Peak Hour Turning Movement Count

Buford, GA



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[Click here for Map](#)

Tuesday, October 12, 2021	
Period	0700 - 0900
Peak Hour	0730 - 0830

**Session Parameters**  
 (Drop Down Menu)  

Peak Hour

Volume



1/6/2022 3:30PM

[illegible]



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1/6/2022 3:30PM

# Peak Hour Turning Movement Count

Buford, GA



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[Click here for Map](#)

Tuesday, October 12, 2021	
Period	1600 - 1800
Peak Hour	1645 - 1745

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



1/6/2022 3:30PM

[illegible]

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1/6/2022 3:30PM

## Classified Turn Movement Count | All vehicles

Buford, GA



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### Site 1 of 2

GA-20 Buford Dr (South)  
GA-20 Buford Dr (North)  
Mall of Georgia Blvd (West)  
Mall of Georgia Blvd (East)

### Date

Tuesday, October 12, 2021

### Weather

Cloudy  
69°F

### Lat/Long

34.061847°, -83.990977°

### 0700 - 0900 (Weekday 2h Session) (10-12-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int
	GA-20 Buford Dr (South)					GA-20 Buford Dr (North)					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	24	336	32	0	392	4	302	8	0	314	3	6	34	0	43	115	10	9	0	134	883
0715 - 0730	30	291	34	1	356	4	297	8	0	309	14	5	38	0	57	120	6	6	0	132	854
0730 - 0745	30	386	34	0	450	3	372	10	0	385	18	3	49	0	70	137	6	2	0	145	1050
0745 - 0800	39	446	41	1	527	3	350	12	0	365	8	2	29	0	39	132	10	5	0	147	1078
Hourly Total	123	1459	141	2	1725	14	1321	38	0	1373	43	16	150	0	209	504	32	22	0	558	3865
0800 - 0815	42	373	53	2	470	2	331	9	0	342	8	3	30	0	41	133	6	2	0	141	994
0815 - 0830	36	337	54	4	431	7	324	14	1	346	16	11	47	0	74	118	18	1	0	137	988
0830 - 0845	47	365	58	1	471	4	349	12	0	365	15	7	37	0	59	89	11	11	0	111	1006
0845 - 0900	61	427	66	2	556	6	253	16	1	276	18	8	27	0	53	89	19	9	0	117	1002
Hourly Total	186	1502	231	9	1928	19	1257	51	2	1329	57	29	141	0	227	429	54	23	0	506	3990
Grand Total	309	2961	372	11	3653	33	2578	89	2	2702	100	45	291	0	436	933	86	45	0	1064	7855
Approach %	8.46	81.06	10.18	0.30	-	1.22	95.41	3.29	0.07	-	22.94	10.32	66.74	0.00	-	87.69	8.08	4.23	0.00	-	-
Intersection %	3.93	37.70	4.74	0.14	46.51	0.42	32.82	1.13	0.03	34.40	1.27	0.57	3.70	0.00	5.55	11.88	1.09	0.57	0.00	13.55	-
PHF	0.88	0.86	0.84	0.44	0.89	0.54	0.93	0.80	0.25	0.93	0.69	0.43	0.79	0.00	0.76	0.95	0.56	0.50	0.00	0.97	0.95

### 1600 - 1800 (Weekday 2h Session) (10-12-2021)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					Int
	GA-20 Buford Dr (South)					GA-20 Buford Dr (North)					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Total
1600 - 1615	96	355	134	4	589	11	418	40	0	469	59	25	143	0	227	149	36	20	0	205	1490
1615 - 1630	72	331	99	1	503	7	524	41	1	573	31	28	119	0	178	123	41	19	0	183	1437
1630 - 1645	77	304	94	6	481	14	434	28	0	476	52	33	122	0	207	145	32	20	0	197	1361
1645 - 1700	67	333	125	2	527	12	529	42	1	584	43	25	117	0	185	119	35	18	0	172	1468
Hourly Total	312	1323	452	13	2100	44	1905	151	2	2102	185	111	501	0	797	536	144	77	0	757	5756
1700 - 1715	101	354	126	2	583	10	441	30	0	481	51	22	136	0	209	136	34	19	0	189	1462
1715 - 1730	68	366	123	6	563	3	524	42	13	582	47	50	120	0	217	114	24	19	0	157	1519
1730 - 1745	99	356	135	6	596	6	443	48	2	499	43	30	107	0	180	121	37	13	1	172	1447
1745 - 1800	89	387	155	2	633	13	443	48	2	506	42	39	102	0	183	94	31	19	0	144	1466
Hourly Total	357	1463	539	16	2375	32	1851	168	17	2068	183	141	465	0	789	465	126	70	1	662	5894
Grand Total	669	2786	991	29	4475	76	3756	319	19	4170	368	252	966	0	1586	1001	270	147	1	1419	11650
Approach %	14.95	62.26	22.15	0.65	-	1.82	90.07	7.65	0.46	-	23.20	15.89	60.91	0.00	-	70.54	19.03	10.36	0.07	-	
Intersection %	5.74	23.91	8.51	0.25	38.41	0.65	32.24	2.74	0.16	35.79	3.16	2.16	8.29	0.00	13.61	8.59	2.32	1.26	0.01	12.18	
PHF	0.83	0.96	0.94	0.67	0.95	0.65	0.92	0.84	0.31	0.92	0.90	0.64	0.88	0.00	0.91	0.90	0.88	0.91	0.25	0.91	0.97



1/6/2022 3:30PM

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## Classified Turn Movement Count || Bikes

Buford, GA

**Site 1 of 2**

GA-20 Buford Dr (South)  
GA-20 Buford Dr (North)  
Mall of Georgia Blvd (West)  
Mall of Georgia Blvd (East)

## Date \_\_\_\_\_

Tuesday, October 12, 2021

Lat/Long

34.061847°, -83.990977°

## Weather

Cloudy  
69°F

**0700 - 0900 (Weekday 2h Session) (10-12-2021)**

## Bikes

	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-20 Buford Dr (South)					GA-20 Buford Dr (North)					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

## 1600 - 1800 (Weekday 2h Session) (10-12-2021)

## Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-20 Buford Dr (South)					GA-20 Buford Dr (North)					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Buford, GA



**Marr Traffic**  
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### Site 1 of 2

GA-20 Buford Dr (South)  
GA-20 Buford Dr (North)  
Mall of Georgia Blvd (West)  
Mall of Georgia Blvd (East)

### Date

Tuesday, October 12, 2021

### Weather

Cloudy  
69°F

### Lat/Long

34.061847°, -83.990977°

### 0700 - 0900 (Weekday 2h Session) (10-12-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-20 Buford Dr (South)					GA-20 Buford Dr (North)					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	23	318	31	0	372	4	286	8	0	298	3	6	32	0	41	114	10	9	0	133	844
0715 - 0730	28	271	31	1	331	3	280	7	0	290	13	4	37	0	54	118	6	6	0	130	805
0730 - 0745	27	366	30	0	423	1	359	10	0	370	18	2	49	0	69	136	6	2	0	144	1006
0745 - 0800	37	418	39	1	495	3	332	12	0	347	8	2	29	0	39	130	9	5	0	144	1025
Hourly Total	115	1373	131	2	1621	11	1257	37	0	1305	42	14	147	0	203	498	31	22	0	551	3680
0800 - 0815	41	347	50	2	440	1	313	9	0	323	8	2	28	0	38	130	5	2	0	137	938
0815 - 0830	36	316	52	4	408	6	307	14	1	328	16	10	46	0	72	114	17	1	0	132	940
0830 - 0845	46	337	57	1	441	4	333	12	0	349	14	6	37	0	57	87	11	10	0	108	955
0845 - 0900	60	402	60	2	524	6	237	15	1	259	18	8	27	0	53	84	19	9	0	112	948
Hourly Total	183	1402	219	9	1813	17	1190	50	2	1259	56	26	138	0	220	415	52	22	0	489	3781
Grand Total	298	2775	350	11	3434	28	2447	87	2	2564	98	40	285	0	423	913	83	44	0	1040	7461
Approach %	8.68	80.81	10.19	0.32	-	1.09	95.44	3.39	0.08	-	23.17	9.46	67.38	0.00	-	87.79	7.98	4.23	0.00	-	-
Intersection %	3.99	37.19	4.69	0.15	46.03	0.38	32.80	1.17	0.03	34.37	1.31	0.54	3.82	0.00	5.67	12.24	1.11	0.59	0.00	13.94	-

### 1600 - 1800 (Weekday 2h Session) (10-12-2021)

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						Int
	GA-20 Buford Dr (South)						GA-20 Buford Dr (North)						Mall of Georgia Blvd (West)						Mall of Georgia Blvd (East)						
TIME	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
1600 - 1615	96	336	134	4	570		9	403	40	0	452		59	25	142	0	226		149	36	18	0	203	1451	
1615 - 1630	72	313	99	1	485		7	508	41	1	557		31	28	119	0	178		119	41	19	0	179	1399	
1630 - 1645	76	285	93	6	460		14	416	28	0	458		52	32	120	0	204		143	32	20	0	195	1317	
1645 - 1700	66	318	125	2	511		12	509	42	1	564		42	25	116	0	183		117	35	18	0	170	1428	
Hourly Total	310	1252	451	13	2026		42	1836	151	2	2031		184	110	497	0	791		528	144	75	0	747	5595	
1700 - 1715	98	346	125	2	571		10	426	29	0	465		51	22	134	0	207		134	34	19	0	187	1430	
1715 - 1730	68	350	121	6	545		3	511	42	13	569		47	49	118	0	214		112	23	19	0	154	1482	
1730 - 1745	99	340	132	6	577		6	431	48	2	487		43	30	105	0	178		119	37	12	1	169	1411	
1745 - 1800	89	373	153	2	617		13	426	48	1	488		42	38	100	0	180		92	31	19	0	142	1427	
Hourly Total	354	1409	531	16	2310		32	1794	167	16	2009		183	139	457	0	779		457	125	69	1	652	5750	
Grand Total	664	2661	982	29	4336		74	3630	318	18	4040		367	249	954	0	1570		985	269	144	1	1399	11345	
Approach %	15.31	61.37	22.65	0.67	-		1.83	89.85	7.87	0.45	-		23.38	15.86	60.76	0.00	-		70.41	19.23	10.29	0.07	-		
Intersection %	5.85	23.46	8.66	0.26	38.22		0.65	32.00	2.80	0.16	35.61		3.23	2.19	8.41	0.00	13.84		8.68	2.37	1.27	0.01	12.33		

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

Buford, GA



**Marr Traffic**  
DATA COLLECTION

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### Site 1 of 2

GA-20 Buford Dr (South)  
GA-20 Buford Dr (North)  
Mall of Georgia Blvd (West)  
Mall of Georgia Blvd (East)

### Date

Tuesday, October 12, 2021

### Weather

Cloudy  
69°F

### Lat/Long

34.061847°, -83.990977°

### 0700 - 0900 (Weekday 2h Session) (10-12-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-20 Buford Dr (South)					GA-20 Buford Dr (North)					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	14	0	0	14	0	10	0	0	10	0	0	1	0	1	1	0	0	0	1	26
0715 - 0730	1	11	3	0	15	0	6	1	0	7	1	1	0	0	2	1	0	0	0	1	25
0730 - 0745	3	12	4	0	19	1	8	0	0	9	0	1	0	0	1	1	0	0	0	1	30
0745 - 0800	2	16	2	0	20	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	29
Hourly Total	6	53	9	0	68	1	32	1	0	34	1	2	1	0	4	3	1	0	0	4	110
0800 - 0815	1	17	3	0	21	1	7	0	0	8	0	1	1	0	2	3	1	0	0	4	35
0815 - 0830	0	12	2	0	14	1	5	0	0	6	0	1	0	0	1	3	0	0	0	3	24
0830 - 0845	0	15	1	0	16	0	5	0	0	5	1	1	0	0	2	2	0	0	0	2	25
0845 - 0900	1	10	6	0	17	0	5	1	0	6	0	0	0	0	0	4	0	0	0	4	27
Hourly Total	2	54	12	0	68	2	22	1	0	25	1	3	1	0	5	12	1	0	0	13	111
Grand Total	8	107	21	0	136	3	54	2	0	59	2	5	2	0	9	15	2	0	0	17	221
Approach %	5.88	78.68	15.44	0.00	-	5.08	91.53	3.39	0.00	-	22.22	55.56	22.22	0.00	-	88.24	11.76	0.00	0.00	-	
Intersection %	3.62	48.42	9.50	0.00	61.54	1.36	24.43	0.90	0.00	26.70	0.90	2.26	0.90	0.00	4.07	6.79	0.90	0.00	0.00	7.69	

### 1600 - 1800 (Weekday 2h Session) (10-12-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-20 Buford Dr (South)					GA-20 Buford Dr (North)					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	0	6	0	0	6	1	10	0	0	11	0	0	1	0	1	0	0	1	0	1	19
1615 - 1630	0	8	0	0	8	0	11	0	0	11	0	0	0	0	0	3	0	0	0	3	22
1630 - 1645	1	10	1	0	12	0	7	0	0	7	0	1	2	0	3	1	0	0	0	1	23
1645 - 1700	1	10	0	0	11	0	14	0	0	14	1	0	1	0	2	1	0	0	0	1	28
Hourly Total	2	34	1	0	37	1	42	0	0	43	1	1	4	0	6	5	0	1	0	6	92
1700 - 1715	1	5	1	0	7	0	9	0	0	9	0	0	1	0	1	2	0	0	0	2	19
1715 - 1730	0	9	2	0	11	0	9	0	0	9	0	1	1	0	2	2	1	0	0	3	25
1730 - 1745	0	12	3	0	15	0	7	0	0	7	0	0	1	0	1	2	0	1	0	3	26
1745 - 1800	0	5	2	0	7	0	8	0	1	9	0	1	1	0	2	2	0	0	0	2	20
Hourly Total	1	31	8	0	40	0	33	0	1	34	0	2	4	0	6	8	1	1	0	10	90
Grand Total	3	65	9	0	77	1	75	0	1	77	1	3	8	0	12	13	1	2	0	16	182
Approach %	3.90	84.42	11.69	0.00	-	1.30	97.40	0.00	1.30	-	8.33	25.00	66.67	0.00	-	81.25	6.25	12.50	0.00	-	
Intersection %	1.65	35.71	4.95	0.00	42.31	0.55	41.21	0.00	0.55	42.31	0.55	1.65	4.40	0.00	6.59	7.14	0.55	1.10	0.00	8.79	



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

Buford, GA



**Marr Traffic**  
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### Site 1 of 2

GA-20 Buford Dr (South)  
GA-20 Buford Dr (North)  
Mall of Georgia Blvd (West)  
Mall of Georgia Blvd (East)

### Date

Tuesday, October 12, 2021

### Weather

Cloudy  
69°F

### Lat/Long

34.061847°, -83.990977°

### 0700 - 0900 (Weekday 2h Session) (10-12-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-20 Buford Dr (South)					GA-20 Buford Dr (North)					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	1	4	1	0	6	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	13
0715 - 0730	1	9	0	0	10	1	11	0	0	12	0	0	1	0	1	1	0	0	0	1	24
0730 - 0745	0	8	0	0	8	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	14
0745 - 0800	0	12	0	0	12	0	10	0	0	10	0	0	0	0	0	2	0	0	0	2	24
Hourly Total	2	33	1	0	36	2	32	0	0	34	0	0	2	0	2	3	0	0	0	3	75
0800 - 0815	0	9	0	0	9	0	11	0	0	11	0	0	1	0	1	0	0	0	0	0	21
0815 - 0830	0	9	0	0	9	0	12	0	0	12	0	0	1	0	1	1	1	0	0	2	24
0830 - 0845	1	13	0	0	14	0	11	0	0	11	0	0	0	0	0	0	0	1	0	1	26
0845 - 0900	0	15	0	0	15	0	11	0	0	11	0	0	0	0	0	1	0	0	0	1	27
Hourly Total	1	46	0	0	47	0	45	0	0	45	0	0	2	0	2	2	1	1	0	4	98
Grand Total	3	79	1	0	83	2	77	0	0	79	0	0	4	0	4	5	1	1	0	7	173
Approach %	3.61	95.18	1.20	0.00	-	2.53	97.47	0.00	0.00	-	0.00	0.00	100.00	0.00	-	71.43	14.29	14.29	0.00	-	
Intersection %	1.73	45.66	0.58	0.00	47.98	1.16	44.51	0.00	0.00	45.66	0.00	0.00	2.31	0.00	2.31	2.89	0.58	0.58	0.00	4.05	

### 1600 - 1800 (Weekday 2h Session) (10-12-2021)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-20 Buford Dr (South)					GA-20 Buford Dr (North)					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	0	13	0	0	13	1	5	0	0	6	0	0	0	0	0	0	0	1	0	1	20
1615 - 1630	0	10	0	0	10	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	16
1630 - 1645	0	9	0	0	9	0	11	0	0	11	0	0	0	0	0	1	0	0	0	1	21
1645 - 1700	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	12
Hourly Total	0	37	0	0	37	1	27	0	0	28	0	0	0	0	0	3	0	1	0	4	69
1700 - 1715	2	3	0	0	5	0	6	1	0	7	0	0	1	0	1	0	0	0	0	0	13
1715 - 1730	0	7	0	0	7	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	12
1730 - 1745	0	4	0	0	4	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	10
1745 - 1800	0	9	0	0	9	0	9	0	0	9	0	0	1	0	1	0	0	0	0	0	19
Hourly Total	2	23	0	0	25	0	24	1	0	25	0	0	4	0	4	0	0	0	0	0	54
Grand Total	2	60	0	0	62	1	51	1	0	53	0	0	4	0	4	3	0	1	0	4	123
Approach %	3.23	96.77	0.00	0.00	-	1.89	96.23	1.89	0.00	-	0.00	0.00	100.00	0.00	-	75.00	0.00	25.00	0.00	-	
Intersection %	1.63	48.78	0.00	0.00	50.41	0.81	41.46	0.81	0.00	43.09	0.00	0.00	3.25	0.00	3.25	2.44	0.00	0.81	0.00	3.25	

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## Pedestrian Count || All vehicles

Buford, GA



**Marr Traffic**  
DATA COLLECTION

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### Site 1 of 2

GA-20 Buford Dr (South)  
GA-20 Buford Dr (North)  
Mall of Georgia Blvd (West)  
Mall of Georgia Blvd (East)

### Date

Tuesday, October 12, 2021

### Weather

Cloudy  
69°F

### Lat/Long

34.061847°, -83.990977°

### 0700 - 0900 (Weekday 2h Session) (10-12-2021)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-20 Buford Dr (South)			GA-20 Buford Dr (North)			Mall of Georgia Blvd (West)			Mall of Georgia Blvd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

### 1600 - 1800 (Weekday 2h Session) (10-12-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	GA-20 Buford Dr (South)			GA-20 Buford Dr (North)			Mall of Georgia Blvd (West)			Mall of Georgia Blvd (East)				
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total		
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	1	1	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	1	1	0	0	0	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	3	0	3	3	0	0	0	3	0	6
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	3	0	3	3	0	3	0	0	3	6
Grand Total	0	1	1	1	3	0	3	3	0	3	0	0	3	7
Approach %	0.00	100.00	-	100.00	0.00	-	100.00	0.00	-	0.00	0.00	-	-	
Intersection %	0.00	14.29	14.29	42.86	0.00	42.86	42.86	0.00	42.86	0.00	0.00	0.00	0.00	

WINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

1/6/2022 3:30PM

Time	GWA Station Dv (South)				GWA Station Dv (North)				Mail of Gwinnett Blvd (West)				Mail of Gwinnett Blvd (East)				Total
	NBL	NFT	NBR	SBL	SRT	SBR	EBL	EBT	EBR	WBL	WBT	WBR					
15 Minute Totals																	
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	24	336	32	4	302	8	3	6	34	115	10	9	883				
07:15 AM - 07:30 AM	21	315	32	4	372	10	18	3	49	137	6	2	1050				
07:30 AM - 07:45 AM	30	386	34	3	372	10	18	3	49	137	6	2	1050				
07:45 AM - 08:00 AM	39	446	41	3	350	12	8	2	29	132	10	5	1078				
08:00 AM - 08:15 AM	32	373	34	2	331	9	16	1	37	133	6	2	984				
08:15 AM - 08:30 AM	36	377	52	7	331	12	16	1	37	133	6	2	984				
08:30 AM - 08:45 AM	47	365	58	4	349	12	15	7	37	89	11	11	1006				
08:45 AM - 09:00 AM	61	427	66	6	253	16	18	8	27	89	19	9	1002				
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0				
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0				
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0				
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0				
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:45 AM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0				



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1/6/2022 3:30PM



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**Peak Hour Turning Movement Count**

Buford, GA



**Marr Traffic**  
DATA COLLECTION

[www.marrtraffic.com](http://www.marrtraffic.com)



Mall of Georgia Blvd (West)

**Eastbound**

(1-3)	(4-7)	(8-13)	Total
228	3	1	232
201	5	1	207
0	0	0	0
26	0	0	26
174	4	1	179
1	1	0	2
(1-3)	(4-7)	(8-13)	Total

Classes

(1-3)	(4-7)	(8-13)	Total
568	11	4	583
PHF			0.8425

Mall of Georgia Blvd (East)

**Westbound**

(8-13)	(4-7)	(1-3)	Total
1	2	53	56
1	2	182	185
0	0	31	31
0	0	13	13
2	4	279	285
2	5	223	230
(8-13)	(4-7)	(1-3)	Total

Driveway

**Northbound**

(8-13)	0	0	0	0	0	0	(8-13)
(4-7)	1	0	0	0	0	0	(4-7)
(1-3)	35	17	0	1	3	13	(1-3)
Total	36	17	0	1	3	13	Total

1/6/2022 3:30PM

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## Peak Hour Turning Movement Count

Buford, GA



**Marr Traffic**  
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## Classified Turn Movement Count | All vehicles

Buford, GA



**Marr Traffic**  
DATA COLLECTION

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### Site 2 of 2

Driveway  
Financial Center Way  
Mall of Georgia Blvd (West)  
Mall of Georgia Blvd (East)

### Date

Tuesday, October 12, 2021

### Weather

Cloudy  
69°F

### Lat/Long

34.062260°, -83.992947°

### 0700 - 0900 (Weekday 2h Session) (10-12-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Financial Center Way					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	1	0	1	1	1	2	0	4	8	39	0	0	47	7	25	15	0	47	99
0715 - 0730	0	0	1	0	1	4	0	8	0	12	11	52	1	0	64	6	31	8	0	45	122
0730 - 0745	2	0	3	0	5	4	0	12	0	16	7	64	0	0	71	7	30	6	2	45	137
0745 - 0800	0	2	1	0	3	2	1	12	0	15	9	28	1	0	38	6	40	13	0	59	115
Hourly Total	2	2	6	0	10	11	2	34	0	47	35	183	2	0	220	26	126	42	2	196	473
0800 - 0815	0	0	5	0	5	3	0	9	0	12	9	40	1	0	50	7	34	15	3	59	126
0815 - 0830	0	0	0	0	0	9	1	15	0	25	5	54	0	0	59	5	49	8	3	65	149
0830 - 0845	0	3	2	0	5	7	0	10	0	17	4	43	0	0	47	6	42	15	3	66	135
0845 - 0900	1	0	6	0	7	6	2	12	0	20	8	42	1	0	51	13	60	18	4	95	173
Hourly Total	1	3	13	0	17	25	3	46	0	74	26	179	2	0	207	31	185	56	13	285	583
Grand Total	3	5	19	0	27	36	5	80	0	121	61	362	4	0	427	57	311	98	15	481	1056
Approach %	11.11	18.52	70.37	0.00	-	29.75	4.13	66.12	0.00	-	14.29	84.78	0.94	0.00	-	11.85	64.66	20.37	3.12	-	-
Intersection %	0.28	0.47	1.80	0.00	2.56	3.41	0.47	7.58	0.00	11.46	5.78	34.28	0.38	0.00	40.44	5.40	29.45	9.28	1.42	45.55	-
PHF	0.25	0.25	0.54	0.00	0.61	0.69	0.38	0.77	0.00	0.74	0.72	0.83	0.50	0.00	0.88	0.60	0.77	0.78	0.81	0.75	0.84

### 1600 - 1800 (Weekday 2h Session) (10-12-2021)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					Int
	Driveway					Financial Center Way					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Total
1600 - 1615	1	10	15	0	26	51	7	22	0	80	10	129	1	0	140	25	101	20	13	159	405
1615 - 1630	2	5	23	0	30	40	4	32	0	76	12	111	5	0	128	16	101	32	6	155	389
1630 - 1645	1	5	19	0	25	38	13	18	0	69	9	116	1	0	126	24	95	20	6	145	365
1645 - 1700	0	4	17	0	21	48	4	22	0	74	21	130	2	0	153	22	99	22	4	147	395
Hourly Total	4	24	74	0	102	177	28	94	0	299	52	486	9	0	547	87	396	94	29	606	1554
1700 - 1715	1	7	16	0	24	59	6	35	0	100	12	127	1	0	140	22	108	34	2	166	430
1715 - 1730	0	3	13	0	16	56	6	25	0	87	19	126	0	0	145	29	88	20	7	144	392
1730 - 1745	1	9	11	0	21	30	7	35	0	72	11	110	1	0	122	25	137	25	6	193	408
1745 - 1800	1	4	14	0	19	45	3	32	0	80	13	112	1	0	126	26	105	31	4	166	391
Hourly Total	3	23	54	0	80	190	22	127	0	339	55	475	3	0	533	102	438	110	19	669	1621
Grand Total	7	47	128	0	182	367	50	221	0	638	107	961	12	0	1080	189	834	204	48	1275	3175
Approach %	3.85	25.82	70.33	0.00	-	57.52	7.84	34.64	0.00	-	9.91	88.98	1.11	0.00	-	14.82	65.41	16.00	3.76	-	
Intersection %	0.22	1.48	4.03	0.00	5.73	11.56	1.57	6.96	0.00	20.09	3.37	30.27	0.38	0.00	34.02	5.95	26.27	6.43	1.51	40.16	
PHF	0.50	0.64	0.84	0.00	0.85	0.82	0.82	0.84	0.00	0.83	0.75	0.95	0.50	0.00	0.92	0.84	0.79	0.74	0.68	0.84	0.94

Buford, GA

Site 2 of 2

Driveway

Financial Center Way

Mall of Georgia Blvd (West)

Mall of Georgia Blvd (East)

Date \_\_\_\_\_

Tuesday, October 12, 2021

Lat/Long

34.062260°, -83.992947°

## Weather

Cloudy

69°F

## 0700 - 0900 (Weekday 2h Session) (10-12-2021)

87.00  
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Financial Center Way					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

## 1600 - 1800 (Weekday 2h Session) (10-12-2021)

## Bikes

[illegible]



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1/6/2022 3:30PM

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

Buford, GA



**Marr Traffic**  
DATA COLLECTION

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### Site 2 of 2

Driveway  
Financial Center Way  
Mall of Georgia Blvd (West)  
Mall of Georgia Blvd (East)

### Date

Tuesday, October 12, 2021

### Weather

Cloudy  
69°F

### Lat/Long

34.062260°, -83.992947°

### 0700 - 0900 (Weekday 2h Session) (10-12-2021)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Financial Center Way					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	1	0	1	1	1	2	0	4	8	38	0	0	46	6	25	14	0	45	96
0715 - 0730	0	0	1	0	1	4	0	7	0	11	11	50	0	0	61	6	29	8	0	43	116
0730 - 0745	2	0	3	0	5	4	0	12	0	16	7	63	0	0	70	6	28	6	2	42	133
0745 - 0800	0	2	1	0	3	2	1	11	0	14	9	26	1	0	36	5	39	12	0	56	109
Hourly Total	2	2	6	0	10	11	2	32	0	45	35	177	1	0	213	23	121	40	2	186	454
0800 - 0815	0	0	5	0	5	3	0	9	0	12	9	37	1	0	47	7	33	13	3	56	120
0815 - 0830	0	0	0	0	0	8	1	15	0	24	5	54	0	0	59	5	49	8	3	65	148
0830 - 0845	0	3	2	0	5	6	0	9	0	15	4	41	0	0	45	6	42	14	3	65	130
0845 - 0900	1	0	6	0	7	6	2	12	0	20	8	42	0	0	50	13	58	18	4	93	170
Hourly Total	1	3	13	0	17	23	3	45	0	71	26	174	1	0	201	31	182	53	13	279	568
Grand Total	3	5	19	0	27	34	5	77	0	116	61	351	2	0	414	54	303	93	15	465	1022
Approach %	11.11	18.52	70.37	0.00	-	29.31	4.31	66.38	0.00	-	14.73	84.78	0.48	0.00	-	11.61	65.16	20.00	3.23	-	
Intersection %	0.29	0.49	1.86	0.00	2.64	3.33	0.49	7.53	0.00	11.35	5.97	34.34	0.20	0.00	40.51	5.28	29.65	9.10	1.47	45.50	

### 1600 - 1800 (Weekday 2h Session) (10-12-2021)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					Int
	Driveway					Financial Center Way					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Total
1600 - 1615	1	10	15	0	26	51	7	22	0	80	10	129	1	0	140	25	101	20	13	159	405
1615 - 1630	2	5	23	0	30	40	4	32	0	76	12	111	5	0	128	16	100	32	6	154	388
1630 - 1645	1	5	19	0	25	36	13	17	0	66	9	116	1	0	126	24	95	20	6	145	362
1645 - 1700	0	4	17	0	21	47	4	21	0	72	21	128	2	0	151	22	98	22	4	146	390
Hourly Total	4	24	74	0	102	174	28	92	0	294	52	484	9	0	545	87	394	94	29	604	1545
1700 - 1715	1	7	15	0	23	59	6	35	0	100	12	127	1	0	140	21	106	33	2	162	425
1715 - 1730	0	3	13	0	16	56	6	25	0	87	19	121	0	0	140	28	88	20	7	143	386
1730 - 1745	1	9	11	0	21	30	7	35	0	72	11	110	1	0	122	25	137	25	6	193	408
1745 - 1800	1	4	13	0	18	43	3	32	0	78	13	112	1	0	126	26	105	31	4	166	388
Hourly Total	3	23	52	0	78	188	22	127	0	337	55	470	3	0	528	100	436	109	19	664	1607
Grand Total	7	47	126	0	180	362	50	219	0	631	107	954	12	0	1073	187	830	203	48	1268	3152
Approach %	3.89	26.11	70.00	0.00	-	57.37	7.92	34.71	0.00	-	9.97	88.91	1.12	0.00	-	14.75	65.46	16.01	3.79	-	
Intersection %	0.22	1.49	4.00	0.00	5.71	11.48	1.59	6.95	0.00	20.02	3.39	30.27	0.38	0.00	34.04	5.93	26.33	6.44	1.52	40.23	

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

Buford, GA



**Marr Traffic**  
DATA COLLECTION

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Site 2 of 2

Driveway

Financial Center Way

Mall of Georgia Blvd (West)

Mall of Georgia Blvd (East)

Date

Tuesday, October 12, 2021

Weather

Cloudy

69°F

Lat/Long

34.062260°, -83.992947°

### 0700 - 0900 (Weekday 2h Session) (10-12-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Financial Center Way					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0715 - 0730	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	4
0745 - 0800	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	1	1	1	0	3	5
Hourly Total	0	0	0	0	0	0	0	2	0	2	0	4	0	0	4	3	4	1	0	8	14
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	4
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
Hourly Total	0	0	0	0	0	1	0	1	0	2	0	4	1	0	5	0	2	2	0	4	11
Grand Total	0	0	0	0	0	1	0	3	0	4	0	8	1	0	9	3	6	3	0	12	25
Approach %	0.00	0.00	0.00	0.00	-	25.00	0.00	75.00	0.00	-	0.00	88.89	11.11	0.00	-	25.00	50.00	25.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	4.00	0.00	12.00	0.00	16.00	0.00	32.00	4.00	0.00	36.00	12.00	24.00	12.00	0.00	48.00	

### 1600 - 1800 (Weekday 2h Session) (10-12-2021)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Financial Center Way					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
1630 - 1645	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	1	0	1	0	2	0	2	0	0	2	0	1	0	0	1	
Hourly Total	0	0	0	0	0	3	0	2	0	5	0	2	0	0	2	0	2	0	0	2	
1700 - 1715	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	2	0	2	1	0	0	0	1	0	2	0	0	2	2	0	0	0	2	
Grand Total	0	0	2	0	2	4	0	2	0	6	0	4	0	0	4	2	2	0	0	4	
Approach %	0.00	0.00	100.00	0.00	-	66.67	0.00	33.33	0.00	-	0.00	100.00	0.00	0.00	-	50.00	50.00	0.00	0.00	-	
Intersection %	0.00	0.00	12.50	0.00	12.50	25.00	0.00	12.50	0.00	37.50	0.00	25.00	0.00	0.00	25.00	12.50	12.50	0.00	0.00	25.00	

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

Buford, GA



**Marr Traffic**  
DATA COLLECTION

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Site 2 of 2

Driveway

Financial Center Way

Mall of Georgia Blvd (West)

Mall of Georgia Blvd (East)

Date

Tuesday, October 12, 2021

Weather

Cloudy

69°F

Lat/Long

34.062260°, -83.992947°

### 0700 - 0900 (Weekday 2h Session) (10-12-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Financial Center Way					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	1	1	0	2	5
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0815 - 0830	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	1	0	2	4
Grand Total	0	0	0	0	0	1	0	0	0	1	0	3	1	0	4	0	2	2	0	4	9
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	75.00	25.00	0.00	-	0.00	50.00	50.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	11.11	0.00	0.00	0.00	11.11	0.00	33.33	11.11	0.00	44.44	0.00	22.22	22.22	0.00	44.44	

### 1600 - 1800 (Weekday 2h Session) (10-12-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Driveway					Financial Center Way					Mall of Georgia Blvd (West)					Mall of Georgia Blvd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	2	1	0	3	7
Grand Total	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	2	1	0	3	7
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	66.67	33.33	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	14.29	0.00	0.00	0.00	14.29	0.00	42.86	0.00	0.00	42.86	0.00	28.57	14.29	0.00	42.86	



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## Pedestrian Count || All vehicles

Buford, GA



**Marr Traffic**  
DATA COLLECTION

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### Site 2 of 2

Driveway  
Financial Center Way  
Mall of Georgia Blvd (West)  
Mall of Georgia Blvd (East)

### Date

Tuesday, October 12, 2021

### Weather

Cloudy  
69°F

### Lat/Long

34.062260°, -83.992947°

### 0700 - 0900 (Weekday 2h Session) (10-12-2021)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Driveway			Financial Center Way			Mall of Georgia Blvd (West)			Mall of Georgia Blvd (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	1	0	1	0	0	0	0	1	0	1	0	0	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	1	1	0	0	1
Hourly Total	1	0	1	0	0	0	0	1	1	2	0	0	3
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	0	0	0	1	1	2	0	0	3
Approach %	100.00	0.00	-	0.00	0.00	-	50.00	50.00	-	0.00	0.00	-	
Intersection %	33.33	0.00	33.33	0.00	0.00	0.00	33.33	33.33	66.67	0.00	0.00	0.00	

### 1600 - 1800 (Weekday 2h Session) (10-12-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total
	Driveway		App Total	Financial Center Way		App Total	Mall of Georgia Blvd (West)		App Total	Mall of Georgia Blvd (East)		App Total	
	EB 2a	WB 2b		EB 2c	WB 2d		NB 2e	SB 2f		NB 2g	SB 2h		
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	1	0	1	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	2	2	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	1	0	2	2	0	0	3
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	2	0	2	2	0	0	0	0	0	0	2	0	4
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	2	2	0	0	0	0	0	0	2	0	4
Grand Total	2	0	2	2	1	0	1	0	2	2	2	0	7
Approach %	100.00	0.00	-	100.00	0.00	-	0.00	100.00	-	100.00	0.00	-	
Intersection %	28.57	0.00	28.57	14.29	0.00	14.29	0.00	28.57	28.57	28.57	0.00	28.57	

1/6/2022 3:30PM

[illegible]

WINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

1/6/2022 3:30PM

B-Directional Class Count || NB EB 15min

Buord, GA

Site 3  
00 Buford Dr (South),  
South of Mall Grand Ln

Date  
Tuesday, October 12, 2021

Lat/Long  
34.065873°, -83.988494°

Weather  
Cloudy  
69°F



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (10-12-2021)  
NB EB 15min

Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	15min Total	60min Total
0000 - 0015	0	50	6	0	1	0	0	0	3	0	0	0	0	60	169
0015 - 0030	0	39	4	0	1	0	0	0	3	0	0	0	0	47	
0030 - 0045	0	27	3	0	0	0	0	0	1	0	0	0	0	31	
0045 - 0100	0	28	1	0	0	0	0	0	2	0	0	0	0	31	
0100 - 0115	0	24	3	0	1	0	0	0	1	0	0	0	0	29	
0115 - 0130	0	23	4	0	0	0	0	0	3	0	0	0	0	30	119
0130 - 0145	0	22	3	0	0	0	0	0	4	0	0	0	0	29	
0145 - 0200	0	23	3	0	1	0	0	0	4	0	0	0	0	31	
0200 - 0215	0	30	2	0	0	0	0	0	2	0	0	0	0	34	
0215 - 0230	0	20	4	0	0	0	0	0	1	0	0	0	0	25	
0230 - 0245	0	15	1	0	0	0	0	0	2	0	0	0	0	18	105
0245 - 0300	0	25	2	0	0	0	0	0	1	0	0	0	0	28	
0300 - 0315	1	20	6	0	0	0	0	0	3	0	0	0	0	30	
0315 - 0330	0	26	5	0	0	0	0	0	1	0	0	0	0	32	
0330 - 0345	0	25	2	0	0	0	0	0	2	0	0	0	0	28	
0345 - 0400	0	17	3	0	0	0	0	0	0	0	0	0	0	20	110
0400 - 0415	1	19	7	0	1	3	0	0	4	0	0	0	0	35	
0415 - 0430	0	31	9	0	1	0	0	0	0	0	0	0	0	41	
0430 - 0445	0	43	9	0	3	1	0	0	4	0	0	0	0	60	
0445 - 0500	1	36	13	0	1	1	0	0	1	0	0	0	0	53	
0500 - 0515	0	34	16	0	2	0	0	0	3	0	1	0	0	56	403
0515 - 0530	0	61	24	1	0	1	0	0	2	0	0	0	0	89	
0530 - 0545	0	79	21	0	1	1	0	0	1	4	0	0	0	107	
0545 - 0600	0	110	34	1	1	2	0	0	3	0	0	0	0	151	
0600 - 0615	0	129	50	1	1	1	0	0	4	0	0	0	0	186	
0615 - 0630	0	147	56	1	3	2	0	0	5	0	0	0	0	214	1006
0630 - 0645	0	199	74	0	6	4	0	1	2	0	0	0	0	286	
0645 - 0700	0	235	60	4	11	4	0	1	5	0	0	0	0	320	
0700 - 0715	0	233	71	0	12	3	0	0	6	0	0	0	0	325	
0715 - 0730	0	266	70	1	12	3	0	2	9	0	0	0	0	363	
0730 - 0745	0	298	76	2	3	1	0	3	3	0	0	0	0	386	1447
0745 - 0800	0	282	66	2	8	5	0	2	8	0	0	0	0	373	
0800 - 0815	0	271	65	0	9	7	0	0	13	0	0	0	0	365	
0815 - 0830	0	286	57	1	13	2	0	6	6	0	0	0	0	371	
0830 - 0845	0	267	80	2	7	3	0	2	8	0	0	0	0	369	
0845 - 0900	1	205	60	2	3	2	0	1	11	0	0	0	0	285	1390
0900 - 0915	0	230	57	0	5	2	0	2	8	0	0	0	0	304	
0915 - 0930	0	220	48	3	7	3	0	2	17	0	0	0	0	300	
0930 - 0945	0	258	51	2	4	3	0	1	14	1	0	0	0	334	
0945 - 1000	0	241	43	2	12	1	0	0	6	0	0	0	0	305	
1000 - 1015	0	161	60	2	10	2	0	2	7	0	0	0	0	344	1243
1015 - 1030	0	230	55	3	7	3	0	0	10	1	0	0	0	309	
1030 - 1045	0	274	70	0	5	4	0	0	13	1	0	0	0	367	
1045 - 1100	0	273	66	1	12	5	0	1	5	0	0	0	0	363	
1100 - 1115	0	240	72	1	2	2	0	0	6	0	0	0	0	323	
1115 - 1130	0	337	66	3	10	6	0	5	5	0	0	0	0	432	1598
1130 - 1145	0	312	64	1	9	4	0	1	11	0	0	0	0	402	
1145 - 1200	0	344	75	0	8	2	1	3	8	0	0	0	0	441	
1200 - 1215	0	359	68	0	7	4	0	3	12	0	0	0	0	453	
1215 - 1230	0	330	99	0	9	1	1	0	2	9	0	0	0	410	
1230 - 1245	0	366	95	0	10	1	0	2	9	0	0	0	0	483	1772
1245 - 1300	0	334	66	0	12	2	0	0	12	0	0	0	0	426	
1300 - 1315	0	355	94	0	11	3	0	0	4	1	0	0	0	468	
1315 - 1330	0	352	76	0	17	3	0	2	6	1	0	0	0	457	
1330 - 1345	0	329	73	1	7	4	0	1	5	0	0	0	0	420	
1345 - 1400	1	377	72	0	10	3	0	3	9	0	0	0	0	475	1820
1400 - 1415	1	382	70	1	12	2	0	1	10	0	0	0	0	479	
1415 - 1430	0	347	66	0	7	5	0	1	8	0	0	0	0	434	
1430 - 1445	1	383	72	0	14	4	0	1	8	1	0	0	0	484	
1445 - 1500	1	353	55	1	7	2	0	0	11	1	0	0	0	431	
1500 - 1515	1	364	68	1	9	4	0	1	3	0	0	0	0	451	1792
1515 - 1530	0	356	57	2	15	1	0	2	10	0	0	0	0	443	
1530 - 1545	1	357	73	0	11	1	0	3	3	0	0	0	0	449	
1545 - 1600	2	361	60	1	12	4	0	2	7	0	0	0	0	449	
1600 - 1615	0	390	93	3	9	1	0	3	5	0	0	0	0	503	
1615 - 1630	0	414	90	1	8	1	0	1	5	0	0	0	0	520	2126
1630 - 1645	2	445	75	2	11	1	0	4	10	0	0	0	0	550	
1645 - 1700	0	446	86	1	7	7	0	6	5	0	0	0	0	553	
1700 - 1715	0	429	95	4	6	2	0	2	6	0	0	0	0	544	
1715 - 1730	0	377	81	0	5	4	0	2	2	0	0	0	0	471	
1730 - 1745	2	427	99	2	3	2	0	1	3	0	0	0	0	539	1990
1745 - 1800	0	351	68	2	5	3	0	1	6	0	0	0	0	436	
1800 - 1815	0	415	55	1	7	5	0	1	1	0	0	0	0	485	
1815 - 1830	2	381	79	2	6	0	0	1	4	0	0	0	0	475	
1830 - 1845	3	412	69	0	9	0	0	2	7	0	0	0	0	502	
1845 - 1900	1	348	63	0	5	0	0	1	6	0	0	0	0	424	1886
1900 - 1915	6	433	67	0	4	1	0	0	6	0	0	0	0	517	
1915 - 1930	3	413	48	1	2	1	0	0	3	0	0	0	0	471	
1930 - 1945	1	351	49	0	5	0	0	0	3	0	0	0	0	409	
1945 - 2000	1	305	47	0	4	1	0	3	3	1	0	0	0	365	
2000 - 2015	0	379	46	0	2	2	0	1	0	0	0	0	0	430	1385
2015 - 2030	0	306	45	1	2	1	0	1	6	0	0	0	0	362	
2030 - 2045	0	240	35	0	0	2	0	0	1	0	0	0	0	278	
2045 - 2100	0	280	31	0	1	0	0	0	3	0	0	0	0	315	
2100 - 2115	0	246	35	0	2	2	0	0	2	0	0	0	0	287	
2115 - 2130	0	209	27	0	0	1	0	1	5	0	1	0	0	244	935
2130 - 2145	0	171	24	0	3	1	0	0	3	0	0	0	0	202	
2145 - 2200	0	177	20	0	1	0	0	1	3	0	0	0	0	202	
2200 - 2215	0	124	14	0	2	1	0	0	3	0	0	0	0	144	
2215 - 2230	1	123	16	0	3	0	0	0	0	0	0	0	0	143	
2230 - 2245	0	103	6	0	2	0	0	1	3	0	0	0	0	115	509
2245 - 2300	0	91	13	0	0	0	0	0	2	1	0	0	0	107	
2300 - 2315	1	69	12	0	0	0	0	1	1	0	0	0	0	84	
2315 - 2330	1	77	10	0	0	3	0	1	3	0	0	0	0	95	
2330 - 2345	0	88	8	0	0	0	0	0	4	0	0	0	0	100	
2345 - 0000	2	72	8	0	0	0	0	1	5	0	0	0	0	88	367

Session Total	38	21662	4335	63	472	169	1	96	487	9	2	0	0	27334
Session Average	0.40	225.65	45.16	0.66	4.92	1.76	0.01	1.00	5.07	0.09	0.02	0.00	0.00	284.73
Session Percentage	0.14	79.25	15.86	0.23	1.73	0.62	0.00	0.35	1.78	0.03	0.01	0.00	0.00	



WINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

1/6/2022 3:30PM

B-Directional Class Count || SB WB 15min

Buord, GA

Site  
00 Buford Dr (South),  
South of Mall Grand Ln

Date  
Tuesday, October 12, 2021

Lat/Long  
34.065873°, -83.988494°

Weather  
Cloudy  
69°F



0000 - 2400 (Weekday 24h Session) (10-12-2021)  
SB WB 15min

Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	15min Total	60min Total
0000 - 0015	0	40	3	0	0	1	0	0	0	0	0	0	0	44	
0015 - 0030	0	32	1	0	0	1	0	0	2	0	0	0	0	37	
0030 - 0045	0	30	3	0	2	0	0	0	3	0	0	0	0	38	
0045 - 0100	0	30	1	0	1	0	0	0	2	0	0	0	0	34	153
0100 - 0115	0	23	1	0	0	0	0	0	2	0	0	0	0	26	
0115 - 0130	0	25	2	0	0	0	0	0	1	0	0	0	0	28	
0130 - 0145	0	7	0	0	0	2	0	0	0	0	0	0	0	9	
0145 - 0200	0	17	3	0	1	0	0	1	3	0	0	0	0	25	88
0200 - 0215	0	17	1	0	1	1	0	0	4	0	0	0	0	24	
0215 - 0230	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
0230 - 0245	0	12	3	0	1	2	0	1	2	0	0	0	0	21	
0245 - 0300	0	17	3	0	1	0	0	0	2	0	0	0	0	23	85
0300 - 0315	0	12	0	0	3	1	0	0	2	0	0	0	0	18	
0315 - 0330	0	17	1	0	0	0	0	0	3	0	0	0	0	21	
0330 - 0345	0	24	9	0	1	0	0	0	6	0	0	0	0	40	
0345 - 0400	0	32	6	0	4	0	0	0	3	0	0	0	0	45	124
0400 - 0415	0	24	6	0	1	1	0	0	6	0	0	0	0	38	
0415 - 0430	0	31	12	0	1	0	0	0	4	0	0	0	0	48	
0430 - 0445	0	61	11	0	3	0	0	0	3	0	0	0	0	78	
0445 - 0500	0	76	13	0	2	0	0	0	4	0	0	0	0	95	259
0500 - 0515	0	62	12	0	5	3	0	0	5	0	0	0	0	87	
0515 - 0530	0	90	27	1	4	2	0	0	7	0	0	0	0	131	
0530 - 0545	0	171	37	0	4	1	0	0	4	0	0	0	0	217	
0545 - 0600	0	188	46	3	4	1	0	0	5	0	0	0	0	247	682
0600 - 0615	1	171	48	2	6	2	0	0	7	0	0	0	0	237	
0615 - 0630	0	207	58	1	6	4	0	0	9	0	0	0	0	285	
0630 - 0645	0	302	73	2	7	4	0	0	11	0	0	0	0	399	
0645 - 0700	0	295	81	1	7	6	0	0	9	0	0	0	0	399	1320
0700 - 0715	0	237	107	1	4	4	0	0	3	0	0	0	0	356	
0715 - 0730	1	287	76	5	4	2	0	1	10	0	0	0	0	386	
0730 - 0745	0	306	96	1	4	2	0	0	10	0	0	0	0	419	
0745 - 0800	1	355	107	2	7	3	0	0	10	0	0	0	0	485	1646
0800 - 0815	3	282	100	2	7	3	0	0	7	0	0	0	0	404	
0815 - 0830	0	270	86	1	2	4	0	0	9	1	0	0	0	373	
0830 - 0845	0	319	101	0	2	2	0	0	14	0	0	0	0	438	
0845 - 0900	1	330	117	1	6	2	0	0	14	0	0	0	0	471	1686
0900 - 0915	0	295	93	0	6	1	0	0	12	0	1	0	0	408	
0915 - 0930	3	300	88	0	6	1	0	1	6	0	0	0	0	405	
0930 - 0945	0	327	89	0	7	5	1	0	7	0	0	0	0	436	
0945 - 1000	0	286	79	1	5	3	0	0	11	0	0	0	0	385	1634
1000 - 1015	0	264	102	1	6	4	0	2	10	0	0	0	0	389	
1015 - 1030	1	321	79	0	3	3	0	1	9	0	0	0	0	417	
1030 - 1045	0	289	76	1	7	3	0	0	16	0	0	0	0	392	
1045 - 1100	2	335	84	2	9	4	0	0	7	0	0	0	0	443	1641
1100 - 1115	2	330	78	2	4	5	0	0	6	0	0	0	0	427	
1115 - 1130	0	330	109	0	5	5	0	1	10	0	0	0	0	460	
1130 - 1145	1	347	88	1	3	2	0	0	8	0	0	0	0	450	
1145 - 1200	0	310	63	0	11	0	0	3	12	0	0	0	0	399	1736
1200 - 1215	0	378	82	1	15	2	1	1	10	0	0	0	0	490	
1215 - 1230	0	366	74	1	7	5	0	2	5	0	0	0	0	460	
1230 - 1245	1	411	71	2	11	2	1	0	8	0	0	0	0	507	
1245 - 1300	0	393	70	0	11	5	0	1	10	0	0	0	0	490	1947
1300 - 1315	1	366	57	3	7	2	0	0	10	0	0	0	0	446	
1315 - 1330	0	386	70	1	5	0	0	0	11	0	0	0	0	473	
1330 - 1345	0	376	79	0	7	3	0	1	10	0	0	0	0	476	
1345 - 1400	2	360	69	1	10	2	0	0	4	0	0	0	0	448	1843
1400 - 1415	0	400	84	0	14	3	1	0	7	0	0	0	0	509	
1415 - 1430	0	343	70	1	12	0	0	0	4	0	0	0	0	430	
1430 - 1445	0	375	57	0	14	1	2	4	4	1	0	0	0	458	
1445 - 1500	1	340	55	1	6	1	1	0	4	1	0	0	0	410	1807
1500 - 1515	1	381	82	0	6	2	0	1	0	0	0	0	0	473	
1515 - 1530	1	323	51	0	3	1	0	1	3	0	0	0	0	383	
1530 - 1545	0	381	75	2	4	3	0	0	9	0	0	0	0	474	
1545 - 1600	0	306	68	3	3	4	0	0	7	0	0	0	0	391	1721
1600 - 1615	0	407	70	0	2	1	0	0	14	0	0	0	0	495	
1615 - 1630	1	302	51	0	9	1	0	3	5	0	0	0	0	372	
1630 - 1645	0	358	68	1	7	3	0	0	1	0	0	0	0	438	
1645 - 1700	1	308	52	2	7	2	0	1	3	0	0	0	0	376	1681
1700 - 1715	3	401	68	2	7	1	0	0	3	0	0	0	0	485	
1715 - 1730	0	360	72	1	1	1	0	0	4	0	0	0	0	440	
1730 - 1745	0	379	74	1	6	1	0	1	7	0	0	0	0	469	
1745 - 1800	0	365	66	3	3	2	0	1	8	0	0	0	0	448	1842
1800 - 1815	3	437	26	2	5	1	0	0	11	0	0	0	0	485	
1815 - 1830	0	366	65	0	3	0	0	0	7	0	0	0	0	441	
1830 - 1845	1	404	72	0	9	0	0	0	3	0	0	0	0	489	
1845 - 1900	1	277	58	0	2	0	0	0	4	0	0	0	0	342	1757
1900 - 1915	1	354	57	1	6	3	0	0	4	0	0	0	0	426	
1915 - 1930	0	275	49	0	2	0	0	1	5	0	0	0	0	332	
1930 - 1945	0	299	47	1	2	0	0	0	8	0	0	0	0	357	
1945 - 2000	0	269	69	0	5	2	0	0	4	0	0	0	0	349	1464
2000 - 2015	1	246	41	0	4	0	0	0	3	0	0	0	0	295	
2015 - 2030	1	210	41	0	5	0	0	1	4	0	0	0	0	262	
2030 - 2045	1	180	31	0	1	1	0	1	2	0	0	0	0	217	
2045 - 2100	1	149	23	0	1	1	0	0	3	0	0	0	0	178	952
2100 - 2115	1	156	22	0	1	3	0	1	4	0	0	0	0	188	
2115 - 2130	0	113	14	0	1	0	0	1	5	0	0	0	0	134	
2130 - 2145	0	108	16	0	1	0	0	1	3	0	0	0	0	129	
2145 - 2200	0	105	11	0	1	0	0	2	1	0	0	0	0	120	571
2200 - 2215	0	84	17	0	2	1	0	1	4	0	0	0	0	109	
2215 - 2230	0	113	7	0	1	0	0	0	2	0	0	0	0	123	
2230 - 2245	0	83	11	0	0	0	0	0	3	0	0	0	0	97	
2245 - 2300	0	80	10	0	1	1	0	0	1	0	0	0	0	93	422
2300 - 2315	0	62	8	0	1	0	0	0	2	0	0	0	0	73	
2315 - 2330	0	51	11	0	1	1	0	1	4	0	0	0	0	69	
2330 - 2345	0	47	2	0	0	0	0	0	5	0	0	0	0	54	
2345 - 0000	0	43	5	0	0	0	0	0	3	0	0	0	0	51	247

Session Total	39	21422	4631	61	406	152	7	40	546	3	1	0	0	27308
Session Average	0.41	223.15	48.24	0.64	4.23	1.58	0.07	0.42	5.69	0.03	0.01	0.00	0.00	284.46
Session Percentage	0.14	78.45	16.96	0.22	1.49	0.56	0.03	0.15	2.00	0.01	0.00	0.00	0.00	
AM Peak Hour	0715 - 0815	0845 - 0945	0800 - 0900	0715 - 0815	0600 - 0700	0615 - 0715	0845 - 0945	0915 - 1015	0815 - 0915	0730 - 0830	0815 - 0915	-	-	0830 - 0930
AM Peak Volume	5	1252	404	10	26	18	1	3	49	1	1	0	0	1722

WINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

1/6/2022 3:30PM

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

Buford, GA

Site:  
00 Buford Dr (South),  
South of Mall Grand Ln

Date:  
Tuesday, October 12, 2021

Lat/Long:  
34.065873°, -83.988494°

Weather:  
Cloudy  
69°F



0000 - 2400 (Weekday 24h Session) (10-12-2021)  
Bi-Directional 15min

Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	15min Total	60min Total
0000 - 0015	0	90	9	0	1	1	0	0	3	0	0	0	0	104	322
0015 - 0030	0	71	5	0	2	1	0	0	5	0	0	0	0	84	
0030 - 0045	0	57	6	0	2	0	0	0	4	0	0	0	0	69	
0045 - 0100	0	58	2	0	1	0	0	0	4	0	0	0	0	65	
0100 - 0115	0	47	4	0	1	0	0	0	3	0	0	0	0	55	207
0115 - 0130	0	48	5	0	0	0	0	0	4	0	0	0	0	58	
0130 - 0145	0	29	3	0	0	2	0	0	4	0	0	0	0	38	
0145 - 0200	0	40	6	0	2	0	0	1	7	0	0	0	0	56	
0200 - 0215	0	47	3	0	1	1	0	0	6	0	0	0	0	58	190
0215 - 0230	0	33	8	0	0	0	0	0	1	0	0	0	0	42	
0230 - 0245	0	27	4	0	1	2	0	1	4	0	0	0	0	39	
0245 - 0300	0	42	5	0	1	0	0	0	3	0	0	0	0	51	
0300 - 0315	1	32	6	0	3	1	0	0	5	0	0	0	0	48	234
0315 - 0330	0	43	6	0	0	0	0	0	4	0	0	0	0	53	
0330 - 0345	0	49	11	0	1	0	0	0	7	0	0	0	0	68	
0345 - 0400	0	49	9	0	4	0	0	0	3	0	0	0	0	65	
0400 - 0415	1	43	13	0	2	4	0	0	10	0	0	0	0	73	448
0415 - 0430	0	62	21	0	2	0	0	0	4	0	0	0	0	89	
0430 - 0445	0	104	20	0	6	1	0	0	7	0	0	0	0	138	
0445 - 0500	1	112	26	0	3	1	0	0	5	0	0	0	0	148	
0500 - 0515	0	96	28	0	7	3	0	0	8	0	1	0	0	143	1085
0515 - 0530	0	151	51	2	4	3	0	0	9	0	0	0	0	220	
0530 - 0545	0	250	58	0	5	2	0	1	8	0	0	0	0	324	
0545 - 0600	0	298	80	4	5	3	0	0	8	0	0	0	0	398	
0600 - 0615	1	300	98	3	7	3	0	0	11	0	0	0	0	423	2326
0615 - 0630	0	354	114	2	9	6	0	0	14	0	0	0	0	499	
0630 - 0645	0	501	147	2	13	8	0	1	13	0	0	0	0	685	
0645 - 0700	0	530	141	5	18	10	0	1	14	0	0	0	0	719	
0700 - 0715	0	470	178	1	16	7	0	0	9	0	0	0	0	681	3093
0715 - 0730	1	553	146	6	16	5	0	3	19	0	0	0	0	749	
0730 - 0745	0	604	172	3	7	3	0	3	13	0	0	0	0	805	
0745 - 0800	1	637	173	4	15	8	0	2	18	0	0	0	0	858	
0800 - 0815	3	553	165	2	16	10	0	0	20	0	0	0	0	769	3076
0815 - 0830	0	556	143	2	15	6	0	6	15	1	0	0	0	744	
0830 - 0845	0	586	181	2	9	5	0	2	22	0	0	0	0	807	
0845 - 0900	2	535	177	3	9	4	0	1	25	0	0	0	0	756	
0900 - 0915	0	525	150	0	11	3	0	2	20	0	1	0	0	712	2877
0915 - 0930	3	520	136	3	13	4	0	3	23	0	0	0	0	705	
0930 - 0945	0	585	140	2	11	8	1	1	21	1	0	0	0	770	
0945 - 1000	0	527	122	3	17	6	0	0	17	0	0	0	0	690	
1000 - 1015	0	525	162	3	16	6	0	4	17	0	0	0	0	733	3024
1015 - 1030	1	551	134	3	10	6	0	1	19	1	0	0	0	726	
1030 - 1045	0	563	146	1	12	7	0	0	29	1	0	0	0	759	
1045 - 1100	2	608	150	3	21	9	0	1	12	0	0	0	0	806	
1100 - 1115	2	570	150	3	6	7	0	0	12	0	0	0	0	750	3334
1115 - 1130	0	667	175	3	15	11	0	6	15	0	0	0	0	892	
1130 - 1145	1	659	152	2	12	6	0	1	19	0	0	0	0	852	
1145 - 1200	0	654	138	0	19	2	1	6	20	0	0	0	0	840	
1200 - 1215	0	737	150	1	22	6	1	4	22	0	0	0	0	943	3719
1215 - 1230	0	696	133	1	16	6	0	4	14	0	0	0	0	870	
1230 - 1245	1	777	166	2	21	3	1	2	17	0	0	0	0	990	
1245 - 1300	0	727	136	0	23	7	0	1	22	0	0	0	0	916	
1300 - 1315	1	721	151	3	18	5	0	0	14	1	0	0	0	914	3663
1315 - 1330	0	738	146	1	22	3	0	2	17	1	0	0	0	930	
1330 - 1345	0	705	152	1	14	7	0	2	15	0	0	0	0	896	
1345 - 1400	3	737	141	1	20	5	0	3	13	0	0	0	0	923	
1400 - 1415	1	782	154	1	26	5	1	1	17	0	0	0	0	988	3635
1415 - 1430	0	690	136	1	19	5	0	1	12	0	0	0	0	854	
1430 - 1445	1	758	129	0	28	5	2	5	12	2	0	0	0	942	
1445 - 1500	2	693	110	2	13	3	1	0	15	2	0	0	0	841	
1500 - 1515	2	745	150	1	15	6	0	2	3	0	0	0	0	924	3513
1515 - 1530	1	679	108	2	18	2	0	3	13	0	0	0	0	826	
1530 - 1545	1	738	148	2	15	4	0	3	12	0	0	0	0	923	
1545 - 1600	2	667	128	4	15	8	0	2	14	0	0	0	0	840	
1600 - 1615	0	797	163	3	11	2	0	4	18	0	0	0	0	998	3807
1615 - 1630	1	716	141	1	17	2	0	4	10	0	0	0	0	892	
1630 - 1645	2	803	143	3	18	4	0	4	11	0	0	0	0	988	
1645 - 1700	1	754	138	3	9	9	0	7	8	0	0	0	0	929	
1700 - 1715	3	830	163	6	13	3	0	2	9	0	0	0	0	1029	3832
1715 - 1730	0	737	153	1	6	5	0	3	6	0	0	0	0	911	
1730 - 1745	2	806	173	3	9	3	0	2	10	0	0	0	0	1008	
1745 - 1800	0	716	134	5	8	5	0	2	14	0	0	0	0	884	
1800 - 1815	3	852	81	3	12	6	0	1	12	0	0	0	0	970	3643
1815 - 1830	2	747	144	2	9	0	0	1	11	0	0	0	0	916	
1830 - 1845	4	816	141	0	18	0	0	2	10	0	0	0	0	991	
1845 - 1900	2	625	121	0	7	0	0	1	10	0	0	0	0	766	
1900 - 1915	7	787	124	1	10	4	0	0	10	0	0	0	0	943	3226
1915 - 1930	3	688	97	1	4	1	0	1	8	0	0	0	0	803	
1930 - 1945	1	650	96	1	7	0	0	0	11	0	0	0	0	766	
1945 - 2000	1	574	116	0	9	3	0	3	7	1	0	0	0	714	
2000 - 2015	1	625	87	0	6	2	0	1	3	0	0	0	0	725	2337
2015 - 2030	1	516	86	1	7	1	0	2	10	0	0	0	0	624	
2030 - 2045	1	420	66	0	1	3	0	1	3	0	0	0	0	495	
2045 - 2100	1	429	54	0	2	1	0	0	6	0	0	0	0	493	
2100 - 2115	1	402	57	0	3	5	0	1	6	0	0	0	0	475	1506
2115 - 2130	0	322	41	0	1	1	0	2	10	0	1	0	0	378	
2130 - 2145	0	279	40	0	4	1	0	1	6	0	0	0	0	331	
2145 - 2200	0	282	31	0	2	0	0	3	4	0	0	0	0	322	
2200 - 2215	0	208	31	0	4	2	0	1	7	0	0	0	0	253	931
2215 - 2230	1	236	23	0	4	0	0	0	2	0	0	0	0	266	
2230 - 2245	0	186	17	0	2	0	0	1	6	0	0	0	0	212	
2245 - 2300	0	171	23	0	1	1	0	0	3	1	0	0	0	200	
2300 - 2315	1	131	20	0	1	0	0	1	3	0	0	0	0	157	614
2315 - 2330	1	128	21	0	1	4	0	2	7	0	0	0	0	164	
2330 - 2345	0	135	10	0	0	0	0	0	9	0	0	0	0	154	
2345 - 0000	2	115	13	0	0	0	0	1	8	0	0	0	0	139	

Session Total	77
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WINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

1/6/2022 3:30 PM

Bi-Directional Class Count || Volume Summary 15min

Buford, GA



**Site 3**  
GA-20 Buford Dr (South),  
south of Mall Grand Ln

**Date**  
Tuesday, October 12, 2021

**Weather**  
Cloudy  
69°F

**Lat/Long**  
34.065873°, -83.988494°

0000 - 2400 (Weekday 24h Session) (10-12-2021)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	60	44	104	
0015 - 0030	47	37	84	
0030 - 0045	31	38	69	
0045 - 0100	31	34	65	322
0100 - 0115	29	26	55	
0115 - 0130	30	28	58	
0130 - 0145	29	9	38	
0145 - 0200	31	25	56	207
0200 - 0215	34	24	58	
0215 - 0230	25	17	42	
0230 - 0245	18	21	39	
0245 - 0300	28	23	51	190
0300 - 0315	30	18	48	
0315 - 0330	32	21	53	
0330 - 0345	28	40	68	
0345 - 0400	20	45	65	234
0400 - 0415	35	38	73	
0415 - 0430	41	48	89	
0430 - 0445	60	78	138	
0445 - 0500	53	95	148	448
0500 - 0515	56	87	143	
0515 - 0530	89	131	220	
0530 - 0545	107	217	324	
0545 - 0600	151	247	398	1085
0600 - 0615	186	237	423	
0615 - 0630	214	285	499	
0630 - 0645	286	399	685	
0645 - 0700	320	399	719	2326
0700 - 0715	325	356	681	
0715 - 0730	363	386	749	
0730 - 0745	386	419	805	
0745 - 0800	373	485	858	3093
0800 - 0815	365	404	769	
0815 - 0830	371	373	744	
0830 - 0845	369	438	807	
0845 - 0900	285	471	756	3076
0900 - 0915	304	408	712	
0915 - 0930	300	405	705	
0930 - 0945	334	436	770	
0945 - 1000	305	385	690	2877
1000 - 1015	344	389	733	
1015 - 1030	309	417	726	
1030 - 1045	367	392	759	
1045 - 1100	363	443	806	3024
1100 - 1115	323	427	750	
1115 - 1130	432	460	892	
1130 - 1145	402	450	852	
1145 - 1200	441	399	840	3334

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	453	490	943	
1215 - 1230	410	460	870	
1230 - 1245	483	507	990	
1245 - 1300	426	490	916	3719
1300 - 1315	468	446	914	
1315 - 1330	457	473	930	
1330 - 1345	420	476	896	
1345 - 1400	475	448	923	3663
1400 - 1415	479	509	988	
1415 - 1430	434	430	864	
1430 - 1445	484	458	942	
1445 - 1500	431	410	841	3635
1500 - 1515	451	473	924	
1515 - 1530	443	383	826	
1530 - 1545	449	474	923	
1545 - 1600	449	391	840	3513
1600 - 1615	503	495	998	
1615 - 1630	520	372	892	
1630 - 1645	550	438	988	
1645 - 1700	553	376	929	3807
1700 - 1715	544	485	1029	
1715 - 1730	471	440	911	
1730 - 1745	539	469	1008	
1745 - 1800	436	448	884	3832
1800 - 1815	485	485	970	
1815 - 1830	475	441	916	
1830 - 1845	502	489	991	
1845 - 1900	424	342	766	3643
1900 - 1915	517	426	943	
1915 - 1930	471	332	803	
1930 - 1945	409	357	766	
1945 - 2000	365	349	714	3226
2000 - 2015	430	295	725	
2015 - 2030	362	262	624	
2030 - 2045	278	217	495	
2045 - 2100	315	178	493	2337
2100 - 2115	287	188	475	
2115 - 2130	244	134	378	
2130 - 2145	202	129	331	
2145 - 2200	202	120	322	1506
2200 - 2215	144	109	253	
2215 - 2230	143	123	266	
2230 - 2245	115	97	212	
2245 - 2300	107	93	200	931
2300 - 2315	84	73	157	
2315 - 2330	95	69	164	
2330 - 2345	100	54	154	
2345 - 0000	88	51	139	614

Session Total	27334	27308	54642
Session Average	284.73	284.46	569.19
Session Percentage	50.02	49.98	



GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

1/6/2022 3:30PM

### Bi-Directional Class Count || NB EB 60min

Buford, GA



Marr Traffic  
DATA COLLECTION

www.marrtraffic.com

#### Site 3

GA-20 Buford Dr (South),  
south of Mall Grand Ln

#### Date

Tuesday, October 12, 2021

#### Weather

Cloudy  
69°F

#### Lat/Long

34.065873°, -83.988494°

#### 0000 - 2400 (Weekday 24h Session) (10-12-2021)

NB EB 60min

Northbound (Movement 3.1)														Total
TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0100	0	144	14	0	2	0	0	0	9	0	0	0	0	169
0100 - 0200	0	92	13	0	2	0	0	0	12	0	0	0	0	119
0200 - 0300	0	90	9	0	0	0	0	0	6	0	0	0	0	105
0300 - 0400	1	88	16	0	0	0	0	0	5	0	0	0	0	110
0400 - 0500	2	129	38	0	6	5	0	0	9	0	0	0	0	189
0500 - 0600	0	284	95	2	4	4	0	1	12	0	1	0	0	403
0600 - 0700	0	710	240	6	21	11	0	2	16	0	0	0	0	1006
0700 - 0800	0	1079	283	5	35	12	0	7	26	0	0	0	0	1447
0800 - 0900	1	1029	262	5	32	14	0	9	38	0	0	0	0	1390
0900 - 1000	0	949	199	7	28	9	0	5	45	1	0	0	0	1243
1000 - 1100	0	1038	251	6	34	14	0	3	35	2	0	0	0	1383
1100 - 1200	0	1233	277	5	29	14	1	9	30	0	0	0	0	1598
1200 - 1300	0	1389	288	0	38	8	0	7	42	0	0	0	0	1772
1300 - 1400	1	1413	315	1	45	13	0	6	24	2	0	0	0	1820
1400 - 1500	3	1465	263	2	40	13	0	3	37	2	0	0	0	1828
1500 - 1600	4	1438	258	4	47	10	0	8	23	0	0	0	0	1792
1600 - 1700	2	1695	344	7	30	10	0	14	24	0	0	0	0	2126
1700 - 1800	2	1584	343	8	19	11	0	6	17	0	0	0	0	1990
1800 - 1900	6	1556	266	3	27	5	0	5	18	0	0	0	0	1886
1900 - 2000	11	1502	211	1	15	3	0	3	15	1	0	0	0	1762
2000 - 2100	0	1205	157	1	5	5	0	2	10	0	0	0	0	1385
2100 - 2200	0	803	106	0	6	4	0	2	13	0	1	0	0	935
2200 - 2300	1	441	49	0	7	1	0	1	8	1	0	0	0	509
2300 - 2400	4	306	38	0	0	3	0	3	13	0	0	0	0	367

Session Total	38	21662	4335	63	472	169	1	96	487	9	2	0	0	27334
Session Average	1.58	902.58	180.63	2.63	19.67	7.04	0.04	4.00	20.29	0.38	0.08	0.00	0.00	1138.92
Session Percentage	0.14	79.25	15.86	0.23	1.73	0.62	0.00	0.35	1.78	0.03	0.01	0.00	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0700 - 0800	0900 - 1000	0700 - 0800	0800 - 0900	-	0800 - 0900	0900 - 1000	0900 - 1000	0500 - 0600	-	-	0700 - 0800
AM Peak Volume	1	1079	283	7	35	14	0	9	45	1	1	0	0	1447

Noon Peak Hour	1400 - 1500	1400 - 1500	1300 - 1400	1000 - 1100	1300 - 1400	1000 - 1100	1100 - 1200	1100 - 1200	1200 - 1300	1000 - 1100	-	-	-	1400 - 1500
Noon Peak Volume	3	1465	315	6	45	14	1	9	42	2	0	0	0	1828

PM Peak Hour	1900 - 2000	1600 - 1700	1600 - 1700	1700 - 1800	1500 - 1600	1700 - 1800	-	1600 - 1700	1600 - 1700	1900 - 2000	-	-	-	1600 - 1700
PM Peak Volume	11	1695	344	8	47	11	0	14	24	1	0	0	0	2126

GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

1/6/2022 3:30PM

## Bi-Directional Class Count || SB WB 60min

Buford, GA



Marr Traffic  
DATA COLLECTION

www.marrtraffic.com

### Site 3

GA-20 Buford Dr (South),  
south of Mall Grand Ln

### Date

Tuesday, October 12, 2021

### Weather

Cloudy  
69°F

### Lat/Long

34.065873°, -83.988494°

### 0000 - 2400 (Weekday 24h Session) (10-12-2021)

SB WB 60min

Southbound (Movement 3.2)														Total
TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0100	0	132	8	0	4	2	0	0	7	0	0	0	0	153
0100 - 0200	0	72	6	0	1	2	0	1	6	0	0	0	0	88
0200 - 0300	0	59	11	0	3	3	0	1	8	0	0	0	0	85
0300 - 0400	0	85	16	0	8	1	0	0	14	0	0	0	0	124
0400 - 0500	0	192	42	0	7	1	0	0	17	0	0	0	0	259
0500 - 0600	0	511	122	4	17	7	0	0	21	0	0	0	0	682
0600 - 0700	1	975	260	6	26	16	0	0	36	0	0	0	0	1320
0700 - 0800	2	1185	386	9	19	11	0	1	33	0	0	0	0	1646
0800 - 0900	4	1201	404	4	17	11	0	0	44	1	0	0	0	1686
0900 - 1000	3	1208	349	1	24	10	1	1	36	0	1	0	0	1634
1000 - 1100	3	1209	341	4	25	14	0	3	42	0	0	0	0	1641
1100 - 1200	3	1317	338	3	23	12	0	4	36	0	0	0	0	1736
1200 - 1300	1	1548	297	4	44	14	2	4	33	0	0	0	0	1947
1300 - 1400	3	1488	275	5	29	7	0	1	35	0	0	0	0	1843
1400 - 1500	1	1458	266	2	46	5	4	4	19	2	0	0	0	1807
1500 - 1600	2	1391	276	5	16	10	0	2	19	0	0	0	0	1721
1600 - 1700	2	1375	241	3	25	7	0	5	23	0	0	0	0	1681
1700 - 1800	3	1505	280	7	17	5	0	3	22	0	0	0	0	1842
1800 - 1900	5	1484	221	2	19	1	0	0	25	0	0	0	0	1757
1900 - 2000	1	1197	222	2	15	5	0	1	21	0	0	0	0	1464
2000 - 2100	4	785	136	0	11	2	0	2	12	0	0	0	0	952
2100 - 2200	1	482	63	0	4	3	0	5	13	0	0	0	0	571
2200 - 2300	0	360	45	0	4	2	0	1	10	0	0	0	0	422
2300 - 2400	0	203	26	0	2	1	0	1	14	0	0	0	0	247

Session Total	39	21422	4631	61	406	152	7	40	546	3	1	0	0	27308
Session Average	1.63	892.58	192.96	2.54	16.92	6.33	0.29	1.67	22.75	0.13	0.04	0.00	0.00	1137.83
Session Percentage	0.14	78.45	16.96	0.22	1.49	0.56	0.03	0.15	2.00	0.01	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0900 - 1000	0800 - 0900	0700 - 0800	0600 - 0700	0600 - 0700	0900 - 1000	0700 - 0800	0800 - 0900	0800 - 0900	0900 - 1000	-	-	0800 - 0900
AM Peak Volume	4	1208	404	9	26	16	1	1	44	1	1	0	0	1686

Noon Peak Hour	1000 - 1100	1200 - 1300	1000 - 1100	1300 - 1400	1400 - 1500	1000 - 1100	1400 - 1500	1100 - 1200	1000 - 1100	1400 - 1500	-	-	-	1200 - 1300
Noon Peak Volume	3	1548	341	5	46	14	4	42	42	2	0	0	0	1947

PM Peak Hour	1800 - 1900	1700 - 1800	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	-	1600 - 1700	1800 - 1900	-	-	-	-	1700 - 1800
PM Peak Volume	5	1505	280	7	25	10	0	5	25	0	0	0	0	1842

GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

1/6/2022 3:30PM

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

Buford, GA



Marr Traffic  
DATA COLLECTION

www.marrtraffic.com

#### Site 3

GA-20 Buford Dr (South),  
south of Mall Grand Ln

#### Date

Tuesday, October 12, 2021

#### Weather

Cloudy  
69°F

#### Lat/Long

34.065873°, -83.988494°

#### 0000 - 2400 (Weekday 24h Session) (10-12-2021)

Bi-Directional 60min

Bi-Directional 60min														Total
TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0100	0	276	22	0	6	2	0	0	16	0	0	0	0	322
0100 - 0200	0	164	19	0	3	2	0	1	18	0	0	0	0	207
0200 - 0300	0	149	20	0	3	3	0	1	14	0	0	0	0	190
0300 - 0400	1	173	32	0	8	1	0	0	19	0	0	0	0	234
0400 - 0500	2	321	80	0	13	6	0	0	26	0	0	0	0	448
0500 - 0600	0	795	217	6	21	11	0	1	33	0	1	0	0	1085
0600 - 0700	1	1685	500	12	47	27	0	2	52	0	0	0	0	2326
0700 - 0800	2	2264	669	14	54	23	0	8	59	0	0	0	0	3093
0800 - 0900	5	2230	666	9	49	25	0	9	82	1	0	0	0	3076
0900 - 1000	3	2157	548	8	52	19	1	6	81	1	1	0	0	2877
1000 - 1100	3	2247	592	10	59	28	0	6	77	2	0	0	0	3024
1100 - 1200	3	2550	615	8	52	26	1	13	66	0	0	0	0	3334
1200 - 1300	1	2937	585	4	82	22	2	11	75	0	0	0	0	3719
1300 - 1400	4	2901	590	6	74	20	0	7	59	2	0	0	0	3663
1400 - 1500	4	2923	529	4	86	18	4	7	56	4	0	0	0	3635
1500 - 1600	6	2829	534	9	63	20	0	10	42	0	0	0	0	3513
1600 - 1700	4	3070	585	10	55	17	0	19	47	0	0	0	0	3807
1700 - 1800	5	3089	623	15	36	16	0	9	39	0	0	0	0	3832
1800 - 1900	11	3040	487	5	46	6	0	5	43	0	0	0	0	3643
1900 - 2000	12	2699	433	3	30	8	0	4	36	1	0	0	0	3226
2000 - 2100	4	1990	293	1	16	7	0	4	22	0	0	0	0	2337
2100 - 2200	1	1285	169	0	10	7	0	7	26	0	1	0	0	1506
2200 - 2300	1	801	94	0	11	3	0	2	18	1	0	0	0	931
2300 - 2400	4	509	64	0	2	4	0	4	27	0	0	0	0	614

Session Total	77	43084	8966	124	878	321	8	136	1033	12	3	0	0	54642
Session Average	3.21	1795.17	373.58	5.17	36.58	13.38	0.33	5.67	43.04	0.50	0.13	0.00	0.00	2276.75
Session Percentage	0.14	78.85	16.41	0.23	1.61	0.59	0.01	0.25	1.89	0.02	0.01	0.00	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0600 - 0700	0900 - 1000	0800 - 0900	0800 - 0900	0800 - 0900	0500 - 0600	-	-	0700 - 0800
AM Peak Volume	5	2264	669	14	54	27	1	9	82	1	1	0	0	3093

Noon Peak Hour	1300 - 1400	1200 - 1300	1100 - 1200	1000 - 1100	1400 - 1500	1000 - 1100	1400 - 1500	1100 - 1200	1000 - 1100	1400 - 1500	-	-	-	1200 - 1300
Noon Peak Volume	4	2937	615	10	86	28	4	13	77	4	0	0	0	3719

PM Peak Hour	1900 - 2000	1700 - 1800	1700 - 1800	1700 - 1800	1500 - 1600	1500 - 1600	-	1600 - 1700	1600 - 1700	1900 - 2000	-	-	-	1700 - 1800
PM Peak Volume	12	3089	623	15	63	20	0	19	47	1	0	0	0	3832



RECEIVED

1/6/2022 3:30PM

Bi-Directional Class Count || Volume Summary 60min

Buford, GA

Site 3

GA-20 Buford Dr (South),  
south of Mall Grand Ln

Date

Tuesday, October 12, 2021

Lat/Long

34.065873°, -83.988494°



Marr Traffic  
DATA COLLECTION

www.marrtraffic.com

Weather

Cloudy  
69°F

0000 - 2400 (Weekday 24h Session) (10-12-2021)

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	169	153	322
0100 - 0200	119	88	207
0200 - 0300	105	85	190
0300 - 0400	110	124	234
0400 - 0500	189	259	448
0500 - 0600	403	682	1085
0600 - 0700	1006	1320	2326
0700 - 0800	1447	1646	3093
0800 - 0900	1390	1686	3076
0900 - 1000	1243	1634	2877
1000 - 1100	1383	1641	3024
1100 - 1200	1598	1736	3334

Session Total	27334	27308	54642
Session Average	1138.92	1137.83	2276.75
Session Percentage	50.02	49.98	

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	1772	1947	3719
1300 - 1400	1820	1843	3663
1400 - 1500	1828	1807	3635
1500 - 1600	1792	1721	3513
1600 - 1700	2126	1681	3807
1700 - 1800	1990	1842	3832
1800 - 1900	1886	1757	3643
1900 - 2000	1762	1464	3226
2000 - 2100	1385	952	2337
2100 - 2200	935	571	1506
2200 - 2300	509	422	931
2300 - 2400	367	247	614

GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

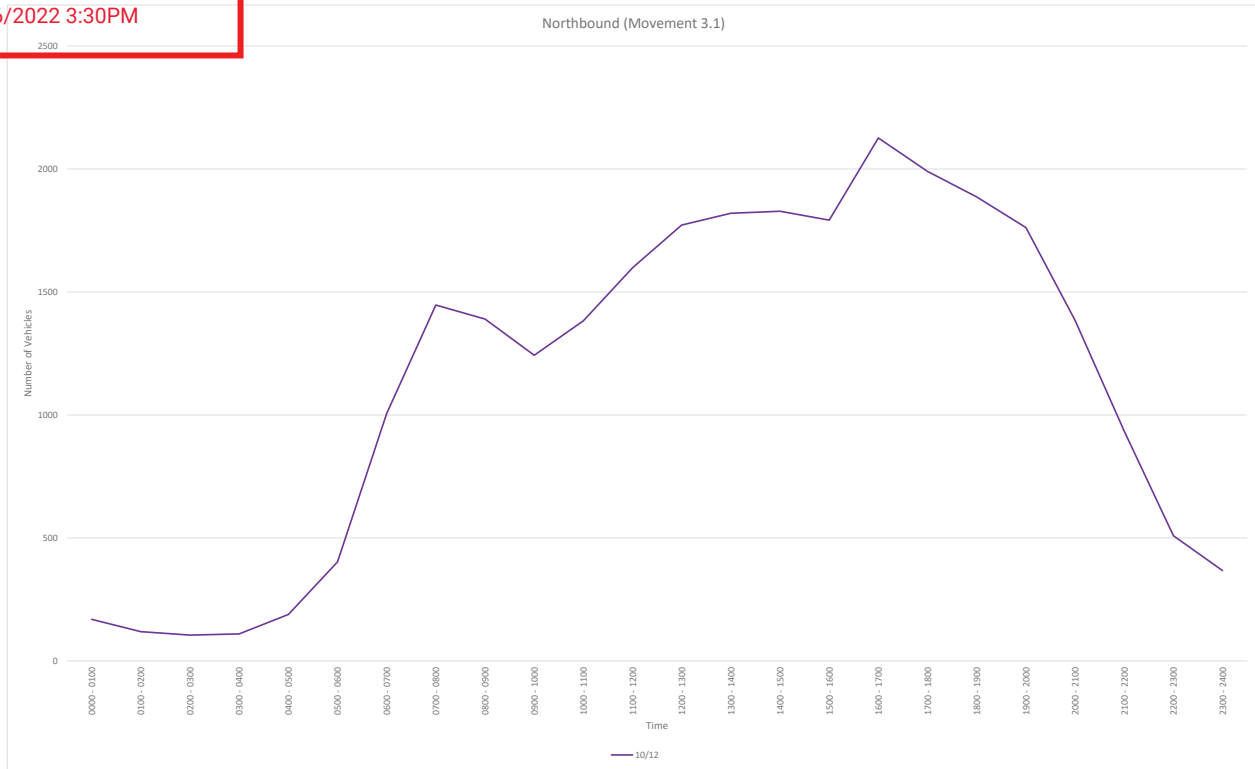
RECEIVED

1/6/2022 3:30PM



Marr Traffic  
DATA COLLECTION

www.marrtraffic.com



GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

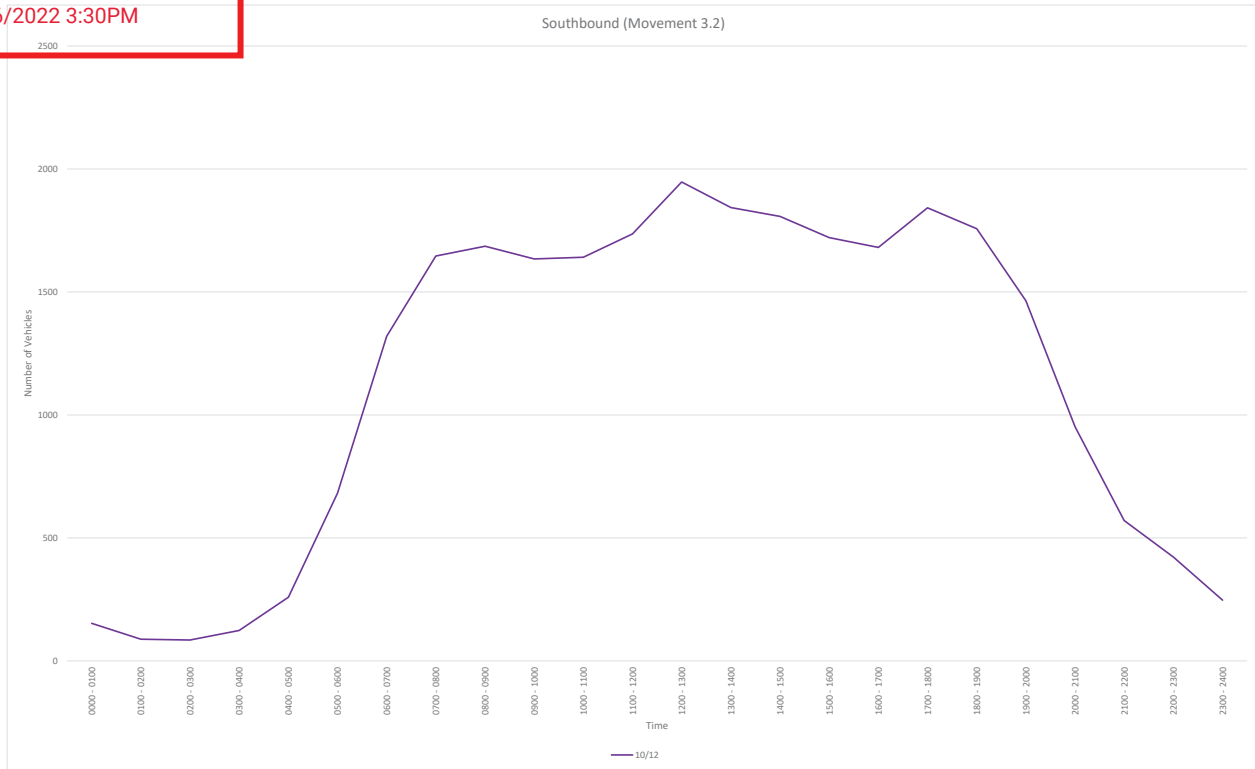
**RECEIVED**

1/6/2022 3:30PM



**Marr Traffic**  
DATA COLLECTION

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GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

1/6/2022 3:30PM

File Name:  
Start Date: 10/12/2021  
Start Time: 0  
Site Code: 3  
Station ID: 1  
Station 1: GA-20 Buford Dr (South), south of Mall Grand Ln  
Location 2:

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13
10/12/2021	12:00 AM	0	50	6	0	1	0	0	0	3	0	0	0	0
10/12/2021	12:15 AM	0	39	4	0	1	0	0	0	3	0	0	0	0
10/12/2021	12:30 AM	0	27	3	0	0	0	0	0	1	0	0	0	0
10/12/2021	12:45 AM	0	28	1	0	0	0	0	0	2	0	0	0	0
10/12/2021	1:00 AM	0	24	3	0	1	0	0	0	1	0	0	0	0
10/12/2021	1:15 AM	0	23	4	0	0	0	0	0	3	0	0	0	0
10/12/2021	1:30 AM	0	22	3	0	0	0	0	0	4	0	0	0	0
10/12/2021	1:45 AM	0	23	3	0	1	0	0	0	4	0	0	0	0
10/12/2021	2:00 AM	0	30	2	0	0	0	0	0	2	0	0	0	0
10/12/2021	2:15 AM	0	20	4	0	0	0	0	0	1	0	0	0	0
10/12/2021	2:30 AM	0	15	1	0	0	0	0	0	2	0	0	0	0
10/12/2021	2:45 AM	0	25	2	0	0	0	0	0	1	0	0	0	0
10/12/2021	3:00 AM	1	20	6	0	0	0	0	0	3	0	0	0	0
10/12/2021	3:15 AM	0	26	5	0	0	0	0	0	1	0	0	0	0
10/12/2021	3:30 AM	0	25	2	0	0	0	0	0	1	0	0	0	0
10/12/2021	3:45 AM	0	17	3	0	0	0	0	0	0	0	0	0	0
10/12/2021	4:00 AM	1	19	7	0	1	3	0	0	4	0	0	0	0
10/12/2021	4:15 AM	0	31	9	0	1	0	0	0	0	0	0	0	0
10/12/2021	4:30 AM	0	43	9	0	3	1	0	0	4	0	0	0	0
10/12/2021	4:45 AM	1	36	13	0	1	1	0	0	1	0	0	0	0
10/12/2021	5:00 AM	0	34	16	0	2	0	0	0	3	0	1	0	0
10/12/2021	5:15 AM	0	61	24	1	0	1	0	0	2	0	0	0	0
10/12/2021	5:30 AM	0	79	21	0	1	1	0	1	4	0	0	0	0
10/12/2021	5:45 AM	0	110	34	1	1	2	0	0	3	0	0	0	0
10/12/2021	6:00 AM	0	129	50	1	1	1	0	0	4	0	0	0	0
10/12/2021	6:15 AM	0	147	56	1	3	2	0	0	5	0	0	0	0
10/12/2021	6:30 AM	0	199	74	0	6	4	0	1	2	0	0	0	0
10/12/2021	6:45 AM	0	235	60	4	11	4	0	1	5	0	0	0	0
10/12/2021	7:00 AM	0	233	71	0	12	3	0	0	6	0	0	0	0
10/12/2021	7:15 AM	0	266	70	1	12	3	0	2	9	0	0	0	0
10/12/2021	7:30 AM	0	298	76	2	3	1	0	3	3	0	0	0	0
10/12/2021	7:45 AM	0	282	66	2	8	5	0	2	8	0	0	0	0
10/12/2021	8:00 AM	0	271	65	0	9	7	0	0	13	0	0	0	0
10/12/2021	8:15 AM	0	286	57	1	13	2	0	6	6	0	0	0	0
10/12/2021	8:30 AM	0	267	80	2	7	3	0	2	8	0	0	0	0
10/12/2021	8:45 AM	1	205	60	2	3	2	0	1	11	0	0	0	0
10/12/2021	9:00 AM	0	230	57	0	5	2	0	2	8	0	0	0	0
10/12/2021	9:15 AM	0	220	48	3	7	3	0	2	17	0	0	0	0
10/12/2021	9:30 AM	0	258	51	2	4	3	0	1	14	1	0	0	0
10/12/2021	9:45 AM	0	241	43	2	12	1	0	0	6	0	0	0	0
10/12/2021	10:00 AM	0	261	60	2	10	2	0	2	7	0	0	0	0
10/12/2021	10:15 AM	0	230	55	3	7	3	0	0	10	1	0	0	0
10/12/2021	10:30 AM	0	274	70	0	5	4	0	0	13	1	0	0	0
10/12/2021	10:45 AM	0	273	66	1	12	5	0	1	5	0	0	0	0
10/12/2021	11:00 AM	0	240	72	1	2	2	0	0	6	0	0	0	0
10/12/2021	11:15 AM	0	337	66	3	10	6	0	5	5	0	0	0	0
10/12/2021	11:30 AM	0	312	64	1	9	4	0	1	11	0	0	0	0
10/12/2021	11:45 AM	0	344	75	0	8	2	1	3	8	0	0	0	0
10/12/2021	12:00 PM	0	359	68	0	7	4	0	3	12	0	0	0	0
10/12/2021	12:15 PM	0	330	59	0	9	1	0	2	9	0	0	0	0
10/12/2021	12:30 PM	0	366	95	0	10	1	0	2	9	0	0	0	0
10/12/2021	12:45 PM	0	334	66	0	12	2	0	0	12	0	0	0	0
10/12/2021	1:00 PM	0	355	94	0	11	3	0	0	4	1	0	0	0
10/12/2021	1:15 PM	0	352	76	0	17	3	0	2	6	1	0	0	0
10/12/2021	1:30 PM	0	329	73	1	7	4	0	1	5	0	0	0	0
10/12/2021	1:45 PM	1	377	72	0	10	3	0	3	9	0	0	0	0
10/12/2021	2:00 PM	1	382	70	1	12	2	0	1	10	0	0	0	0
10/12/2021	2:15 PM	0	347	66	0	7	5	0	1	8	0	0	0	0
10/12/2021	2:30 PM	1	383	72	0	14	4	0	1	8	1	0	0	0
10/12/2021	2:45 PM	1	353	55	1	7	2	0	0	11	1	0	0	0
10/12/2021	3:00 PM	1	364	68	1	9	4	0	1	3	0	0	0	0
10/12/2021	3:15 PM	0	356	57	2	15	1	0	2	10	0	0	0	0
10/12/2021	3:30 PM	1	357	73	0	11	1	0	3	3	0	0	0	0
10/12/2021	3:45 PM	2	361	60	1	12	4	0	2	7	0	0	0	0
10/12/2021	4:00 PM	0	390	93	3	9	1	0	3	4	0	0	0	0
10/12/2021	4:15 PM	0	414	90	1	8	1	0	1	5	0	0	0	0
10/12/2021	4:30 PM	2	445	75	2	11	1	0	4	10	0	0	0	0
10/12/2021	4:45 PM	0	446	86	1	2	7	0	6	5	0	0	0	0
10/12/2021	5:00 PM	0	429	95	4	6	2	0	2	6	0	0	0	0
10/12/2021	5:15 PM	0	377	81	0	5	4	0	2	2	0	0	0	0
10/12/2021	5:30 PM	2	427	99	2	3	2	0	1	3	0	0	0	0
10/12/2021	5:45 PM	0	351	68	2	5	3	0	1	6	0	0	0	0
10/12/2021	6:00 PM	0	415	55	1	7	5	0	1	1	0	0	0	0
10/12/2021	6:15 PM	2	381	79	2	6	0	0	1	4	0	0	0	0
10/12/2021	6:30 PM	3	412	69	0	9	0	0	2	7	0	0	0	0
10/12/2021	6:45 PM	1	348	63	0	5	0	0	1	6	0	0	0	0
10/12/2021	7:00 PM	6	433	67	0	4	1	0	0	6	0	0	0	0
10/12/2021	7:15 PM	3	413	48	1	2	1	0	0	3	0	0	0	0
10/12/2021	7:30 PM	1	351	49	0	5	0	0	0	3	0	0	0	0
10/12/2021	7:45 PM	1	305	47	0	4	1	0	3	3	1	0	0	0
10/12/2021	8:00 PM	0	379	46	0	2	2	0	1	0	0	0	0	0
10/12/2021	8:15 PM	0	306	45	1	2	1	0	1	6	0	0	0	0
10/12/2021	8:30 PM	0	240	35	0	0	2	0	0	1	0	0	0	0
10/12/2021	8:45 PM	0	280	31	0	1	0	0	0	3	0	0	0	0
10/12/2021	9:00 PM	0	246	35	0	2	2	0	0	2	0	0	0	0
10/12/2021	9:15 PM	0	209	27	0	0	1	0	1	5	0	1	0	0
10/12/2021	9:30 PM	0	171	24	0	3	1	0	0	3	0	0	0	0
10/12/2021	9:45 PM	0	177	20	0	1	0	0	1	3	0	0	0	0
10/12/2021	10:00 PM	0	124	14	0	2	1	0	0	3	0	0	0	0
10/12/2021	10:15 PM	1	123	16	0	3	0	0	0	0	0	0	0	0
10/12/2021	10:30 PM	0	103	6	0	2	0	0	1	3	0	0	0	0
10/12/2021	10:45 PM	0	91	13	0	0	0	0	0	2	1	0	0	0
10/12/2021	11:00 PM	1	69	12	0	0	0	0	1	1	0	0	0	0
10/12/2021	11:15 PM	1	77	10	0	0	3	0	1	3	0	0	0	0
10/12/2021	11:30 PM	0	88	8	0	0	0	0	0	4	0	0	0	0
10/12/2021	11:45 PM	2	72	8	0	0	0	0	1	5	0	0	0	0



GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

1/6/2022 3:30PM

SB  
File Name:  
Start Date: 10/12/2021  
Start Time: 0  
Site Code: 3  
Station ID: 1  
Station 1: GA-20 Buford Dr (South), south of Mall Grand Ln  
Location 2:

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13
10/12/2021	12:00 AM	0	40	3	0	0	1	0	0	0	0	0	0	0
10/12/2021	12:15 AM	0	32	1	0	1	1	0	0	2	0	0	0	0
10/12/2021	12:30 AM	0	30	3	0	2	0	0	0	3	0	0	0	0
10/12/2021	12:45 AM	0	30	1	0	1	0	0	0	2	0	0	0	0
10/12/2021	1:00 AM	0	23	1	0	0	0	0	0	2	0	0	0	0
10/12/2021	1:15 AM	0	25	2	0	0	0	0	0	1	0	0	0	0
10/12/2021	1:30 AM	0	7	0	0	2	0	0	0	0	0	0	0	0
10/12/2021	1:45 AM	0	17	3	0	1	0	0	1	3	0	0	0	0
10/12/2021	2:00 AM	0	17	1	0	1	1	0	0	4	0	0	0	0
10/12/2021	2:15 AM	0	13	4	0	0	0	0	0	0	0	0	0	0
10/12/2021	2:30 AM	0	12	3	0	1	2	0	1	2	0	0	0	0
10/12/2021	2:45 AM	0	17	3	0	1	0	0	0	2	0	0	0	0
10/12/2021	3:00 AM	0	12	0	0	3	1	0	0	2	0	0	0	0
10/12/2021	3:15 AM	0	17	1	0	0	0	0	0	3	0	0	0	0
10/12/2021	3:30 AM	0	24	9	0	1	0	0	0	6	0	0	0	0
10/12/2021	3:45 AM	0	32	6	0	4	0	0	0	3	0	0	0	0
10/12/2021	4:00 AM	0	24	6	0	1	1	0	0	6	0	0	0	0
10/12/2021	4:15 AM	0	31	12	0	1	0	0	0	4	0	0	0	0
10/12/2021	4:30 AM	0	61	11	0	3	0	0	0	3	0	0	0	0
10/12/2021	4:45 AM	0	76	13	0	2	0	0	0	4	0	0	0	0
10/12/2021	5:00 AM	0	62	12	0	5	3	0	0	5	0	0	0	0
10/12/2021	5:15 AM	0	90	27	1	4	2	0	0	7	0	0	0	0
10/12/2021	5:30 AM	0	171	37	0	4	1	0	0	4	0	0	0	0
10/12/2021	5:45 AM	0	188	46	3	4	1	0	0	5	0	0	0	0
10/12/2021	6:00 AM	1	171	48	2	6	2	0	0	7	0	0	0	0
10/12/2021	6:15 AM	0	207	58	1	6	4	0	0	9	0	0	0	0
10/12/2021	6:30 AM	0	302	73	2	7	4	0	0	11	0	0	0	0
10/12/2021	6:45 AM	0	295	81	1	7	6	0	0	9	0	0	0	0
10/12/2021	7:00 AM	0	237	107	1	4	4	0	0	3	0	0	0	0
10/12/2021	7:15 AM	1	287	76	5	4	2	0	1	10	0	0	0	0
10/12/2021	7:30 AM	0	306	96	1	4	2	0	0	10	0	0	0	0
10/12/2021	7:45 AM	1	355	107	2	7	3	0	0	10	0	0	0	0
10/12/2021	8:00 AM	3	282	100	2	7	3	0	0	7	0	0	0	0
10/12/2021	8:15 AM	0	270	86	1	2	4	0	0	9	1	0	0	0
10/12/2021	8:30 AM	0	319	101	0	2	2	0	0	14	0	0	0	0
10/12/2021	8:45 AM	1	330	117	1	6	2	0	0	14	0	0	0	0
10/12/2021	9:00 AM	0	295	93	0	6	1	0	0	12	0	1	0	0
10/12/2021	9:15 AM	3	300	88	0	6	1	0	1	6	0	0	0	0
10/12/2021	9:30 AM	0	327	89	0	7	5	1	0	7	0	0	0	0
10/12/2021	9:45 AM	0	286	79	1	5	3	0	0	11	0	0	0	0
10/12/2021	10:00 AM	0	264	102	1	6	4	0	2	10	0	0	0	0
10/12/2021	10:15 AM	1	321	79	0	3	3	0	1	9	0	0	0	0
10/12/2021	10:30 AM	0	289	76	1	7	3	0	0	16	0	0	0	0
10/12/2021	10:45 AM	2	335	84	2	9	4	0	0	7	0	0	0	0
10/12/2021	11:00 AM	2	330	78	2	4	5	0	0	6	0	0	0	0
10/12/2021	11:15 AM	0	330	109	0	5	5	0	1	10	0	0	0	0
10/12/2021	11:30 AM	1	347	88	1	3	2	0	0	8	0	0	0	0
10/12/2021	11:45 AM	0	310	63	0	11	0	0	3	12	0	0	0	0
10/12/2021	12:00 PM	0	378	82	1	15	2	1	1	10	0	0	0	0
10/12/2021	12:15 PM	0	366	74	1	7	5	0	2	5	0	0	0	0
10/12/2021	12:30 PM	1	411	71	2	11	2	1	0	8	0	0	0	0
10/12/2021	12:45 PM	0	393	70	0	11	5	0	1	10	0	0	0	0
10/12/2021	1:00 PM	1	366	57	3	7	2	0	0	10	0	0	0	0
10/12/2021	1:15 PM	0	386	70	1	5	0	0	0	11	0	0	0	0
10/12/2021	1:30 PM	0	376	79	0	7	3	0	1	10	0	0	0	0
10/12/2021	1:45 PM	2	360	69	1	10	2	0	0	4	0	0	0	0
10/12/2021	2:00 PM	0	400	84	0	14	3	1	0	7	0	0	0	0
10/12/2021	2:15 PM	0	343	70	1	12	0	0	0	4	0	0	0	0
10/12/2021	2:30 PM	0	375	57	0	14	1	2	4	4	1	0	0	0
10/12/2021	2:45 PM	1	340	55	1	6	1	1	0	4	1	0	0	0
10/12/2021	3:00 PM	1	381	82	0	6	2	0	1	0	0	0	0	0
10/12/2021	3:15 PM	1	323	51	0	3	1	0	1	3	0	0	0	0
10/12/2021	3:30 PM	0	381	75	2	4	3	0	0	9	0	0	0	0
10/12/2021	3:45 PM	0	306	68	3	3	4	0	0	7	0	0	0	0
10/12/2021	4:00 PM	0	407	70	0	2	1	0	1	14	0	0	0	0
10/12/2021	4:15 PM	1	302	51	0	9	1	0	3	5	0	0	0	0
10/12/2021	4:30 PM	0	358	68	1	7	3	0	0	1	0	0	0	0
10/12/2021	4:45 PM	1	308	52	2	7	2	0	1	3	0	0	0	0
10/12/2021	5:00 PM	3	401	68	2	7	1	0	0	3	0	0	0	0
10/12/2021	5:15 PM	0	360	72	1	1	1	0	1	4	0	0	0	0
10/12/2021	5:30 PM	0	379	74	1	6	1	0	1	7	0	0	0	0
10/12/2021	5:45 PM	0	365	66	3	3	2	0	1	8	0	0	0	0
10/12/2021	6:00 PM	3	437	26	2	5	1	0	0	11	0	0	0	0
10/12/2021	6:15 PM	0	366	65	0	3	0	0	0	7	0	0	0	0
10/12/2021	6:30 PM	1	404	72	0	9	0	0	0	3	0	0	0	0
10/12/2021	6:45 PM	1	277	58	0	2	0	0	0	4	0	0	0	0
10/12/2021	7:00 PM	1	354	57	1	6	3	0	0	4	0	0	0	0
10/12/2021	7:15 PM	0	275	49	0	2	0	0	1	5	0	0	0	0
10/12/2021	7:30 PM	0	299	47	1	2	0	0	0	8	0	0	0	0
10/12/2021	7:45 PM	0	269	69	0	5	2	0	0	4	0	0	0	0
10/12/2021	8:00 PM	1	246	41	0	4	0	0	0	3	0	0	0	0
10/12/2021	8:15 PM	1	210	41	0	5	0	0	1	4	0	0	0	0
10/12/2021	8:30 PM	1	180	31	0	1	1	0	1	2	0	0	0	0
10/12/2021	8:45 PM	1	149	23	0	1	1	0	0	3	0	0	0	0
10/12/2021	9:00 PM	1	156	22	0	1	3	0	1	4	0	0	0	0
10/12/2021	9:15 PM	0	113	14	0	1	0	0	1	5	0	0	0	0
10/12/2021	9:30 PM	0	108	16	0	1	0	0	1	3	0	0	0	0
10/12/2021	9:45 PM	0	105	11	0	1	0	0	2	1	0	0	0	0
10/12/2021	10:00 PM	0	84	17	0	2	1	0	1	4	0	0	0	0
10/12/2021	10:15 PM	0	113	7	0	1	0	0	0	2	0	0	0	0
10/12/2021	10:30 PM	0	83	11	0	0	0	0	0	3	0	0	0	0
10/12/2021	10:45 PM	0	80	10	0	1	1	0	0	1	0	0	0	0
10/12/2021	11:00 PM	0	62	8	0	1	0	0	0	2	0	0	0	0
10/12/2021	11:15 PM	0	51	11	0	1	1	0	1	4	0	0	0	0
10/12/2021	11:30 PM	0	47	2	0	0	0	0	0	5	0	0	0	0
10/12/2021	11:45 PM	0	43	5	0	0	0	0	0	3	0	0	0	0

GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

1/6/2022 3:30PM

File Name:  
Start Date: 10/12/2021

Start Time: 0

Site Code: 3

Station ID: 1

Station 1: GA-20 Buford Dr (South), south of Mall Grand Ln

Location 2:

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13
10/12/2021	12:00 AM	0	144	14	0	2	0	0	0	9	0	0	0	0
10/12/2021	12:15 AM	0	118	11	0	2	0	0	0	7	0	0	0	0
10/12/2021	12:30 AM	0	102	11	0	1	0	0	0	7	0	0	0	0
10/12/2021	12:45 AM	0	97	11	0	1	0	0	0	10	0	0	0	0
10/12/2021	1:00 AM	0	92	13	0	2	0	0	0	12	0	0	0	0
10/12/2021	1:15 AM	0	98	12	0	1	0	0	0	13	0	0	0	0
10/12/2021	1:30 AM	0	95	12	0	1	0	0	0	11	0	0	0	0
10/12/2021	1:45 AM	0	88	10	0	1	0	0	0	9	0	0	0	0
10/12/2021	2:00 AM	0	90	9	0	0	0	0	0	6	0	0	0	0
10/12/2021	2:15 AM	1	80	13	0	0	0	0	0	7	0	0	0	0
10/12/2021	2:30 AM	1	86	14	0	0	0	0	0	7	0	0	0	0
10/12/2021	2:45 AM	1	96	15	0	0	0	0	0	6	0	0	0	0
10/12/2021	3:00 AM	1	88	16	0	0	0	0	0	5	0	0	0	0
10/12/2021	3:15 AM	1	87	17	0	1	3	0	0	6	0	0	0	0
10/12/2021	3:30 AM	1	92	21	0	2	3	0	0	5	0	0	0	0
10/12/2021	3:45 AM	1	110	28	0	5	4	0	0	8	0	0	0	0
10/12/2021	4:00 AM	2	129	38	0	6	5	0	0	9	0	0	0	0
10/12/2021	4:15 AM	1	144	47	0	7	2	0	0	8	0	1	0	0
10/12/2021	4:30 AM	1	174	62	1	6	3	0	0	10	0	1	0	0
10/12/2021	4:45 AM	1	210	74	1	4	3	0	1	10	0	1	0	0
10/12/2021	5:00 AM	0	284	95	2	4	4	0	1	12	0	1	0	0
10/12/2021	5:15 AM	0	379	129	3	3	5	0	1	13	0	0	0	0
10/12/2021	5:30 AM	0	465	161	3	6	6	0	1	16	0	0	0	0
10/12/2021	5:45 AM	0	585	214	3	11	9	0	1	14	0	0	0	0
10/12/2021	6:00 AM	0	710	240	6	21	11	0	2	16	0	0	0	0
10/12/2021	6:15 AM	0	814	261	5	32	13	0	2	18	0	0	0	0
10/12/2021	6:30 AM	0	933	275	5	41	14	0	4	22	0	0	0	0
10/12/2021	6:45 AM	0	1032	277	7	38	11	0	6	23	0	0	0	0
10/12/2021	7:00 AM	0	1079	283	5	35	12	0	7	26	0	0	0	0
10/12/2021	7:15 AM	0	1117	277	5	32	16	0	7	33	0	0	0	0
10/12/2021	7:30 AM	0	1137	264	5	33	15	0	11	30	0	0	0	0
10/12/2021	7:45 AM	0	1106	268	5	37	17	0	10	35	0	0	0	0
10/12/2021	8:00 AM	1	1029	262	5	32	14	0	9	38	0	0	0	0
10/12/2021	8:15 AM	1	988	254	5	28	9	0	11	33	0	0	0	0
10/12/2021	8:30 AM	1	922	245	7	22	10	0	7	44	0	0	0	0
10/12/2021	8:45 AM	1	913	216	7	19	10	0	6	50	1	0	0	0
10/12/2021	9:00 AM	0	949	199	7	28	9	0	5	45	1	0	0	0
10/12/2021	9:15 AM	0	980	202	9	33	9	0	5	44	1	0	0	0
10/12/2021	9:30 AM	0	990	209	9	33	9	0	3	37	2	0	0	0
10/12/2021	9:45 AM	0	1006	228	7	34	10	0	2	36	2	0	0	0
10/12/2021	10:00 AM	0	1038	251	6	34	14	0	3	35	2	0	0	0
10/12/2021	10:15 AM	0	1017	263	5	26	14	0	1	34	2	0	0	0
10/12/2021	10:30 AM	0	1124	274	5	29	17	0	6	29	1	0	0	0
10/12/2021	10:45 AM	0	1162	268	6	33	17	0	7	27	0	0	0	0
10/12/2021	11:00 AM	0	1233	277	5	29	14	1	9	30	0	0	0	0
10/12/2021	11:15 AM	0	1352	273	4	34	16	1	12	36	0	0	0	0
10/12/2021	11:30 AM	0	1345	266	1	33	11	1	9	40	0	0	0	0
10/12/2021	11:45 AM	0	1399	297	0	34	8	1	10	38	0	0	0	0
10/12/2021	12:00 PM	0	1389	288	0	38	8	0	7	42	0	0	0	0
10/12/2021	12:15 PM	0	1385	314	0	42	7	0	4	34	1	0	0	0
10/12/2021	12:30 PM	0	1407	331	0	50	9	0	4	31	2	0	0	0
10/12/2021	12:45 PM	0	1370	309	1	47	12	0	3	27	2	0	0	0
10/12/2021	1:00 PM	1	1413	315	1	45	13	0	6	24	2	0	0	0
10/12/2021	1:15 PM	2	1440	291	2	46	12	0	7	30	1	0	0	0
10/12/2021	1:30 PM	2	1435	281	2	36	14	0	6	32	0	0	0	0
10/12/2021	1:45 PM	3	1489	280	1	43	14	0	6	35	1	0	0	0
10/12/2021	2:00 PM	3	1465	263	2	40	13	0	3	37	2	0	0	0
10/12/2021	2:15 PM	3	1447	261	2	37	15	0	3	30	2	0	0	0
10/12/2021	2:30 PM	3	1456	252	4	45	11	0	4	32	2	0	0	0
10/12/2021	2:45 PM	3	1430	253	4	42	8	0	6	27	1	0	0	0
10/12/2021	3:00 PM	4	1438	258	4	47	10	0	8	23	0	0	0	0
10/12/2021	3:15 PM	3	1464	283	6	47	7	0	10	24	0	0	0	0
10/12/2021	3:30 PM	3	1522	316	5	40	7	0	9	19	0	0	0	0
10/12/2021	3:45 PM	4	1610	318	7	40	7	0	10	26	0	0	0	0
10/12/2021	4:00 PM	2	1695	344	7	30	10	0	14	24	0	0	0	0
10/12/2021	4:15 PM	2	1734	346	8	27	11	0	13	26	0	0	0	0
10/12/2021	4:30 PM	2	1697	337	7	24	14	0	14	23	0	0	0	0
10/12/2021	4:45 PM	2	1679	361	7	16	15	0	11	16	0	0	0	0
10/12/2021	5:00 PM	2	1584	343	8	19	11	0	6	17	0	0	0	0
10/12/2021	5:15 PM	2	1570	303	5	20	14	0	5	12	0	0	0	0
10/12/2021	5:30 PM	4	1574	301	7	21	10	0	4	14	0	0	0	0
10/12/2021	5:45 PM	5	1559	271	5	27	8	0	5	18	0	0	0	0
10/12/2021	6:00 PM	6	1556	266	3	27	5	0	5	18	0	0	0	0
10/12/2021	6:15 PM	12	1574	278	2	24	1	0	4	23	0	0	0	0
10/12/2021	6:30 PM	13	1606	247	1	20	2	0	3	22	0	0	0	0
10/12/2021	6:45 PM	11	1545	227	1	16	2	0	1	18	0	0	0	0
10/12/2021	7:00 PM	11	1502	211	1	15	3	0	3	15	1	0	0	0
10/12/2021	7:15 PM	5	1448	190	1	13	4	0	4	9	1	0	0	0
10/12/2021	7:30 PM	2	1341	187	1	13	4	0	5	12	1	0	0	0
10/12/2021	7:45 PM	1	1230	173	1	8	6	0	5	10	1	0	0	0
10/12/2021	8:00 PM	0	1205	157	1	5	5	0	2	10	0	0	0	0
10/12/2021	8:15 PM	0	1072	146	1	5	5	0	1	12	0	0	0	0
10/12/2021	8:30 PM	0	975	128	0	3	5	0	1	11	0	1	0	0
10/12/2021	8:45 PM	0	906	117	0	6	4	0	1	13	0	1	0	0
10/12/2021	9:00 PM	0	803	106	0	6	4	0	2	13	0	1	0	0
10/12/2021	9:15 PM	0	681	85	0	6	3	0	2	14	0	1	0	0
10/12/2021	9:30 PM	1	595	74	0	9	2	0	1	9	0	0	0	0
10/12/2021	9:45 PM	1	527	56	0	8	1	0	2	9	0	0	0	0
10/12/2021	10:00 PM	1	441	49	0	7	1	0	1	8	1	0	0	0
10/12/2021	10:15 PM	2	386	47	0	5	0	0	2	6	1	0	0	0
10/12/2021	10:30 PM	2	340	41	0	2	3	0	3	9	1	0	0	0
10/12/2021	10:45 PM	2	325	43	0	0	3	0	2	10	1	0	0	0
10/12/2021	11:00 PM	4	306	38	0	0	3	0	3	13	0	0	0	0
10/12/2021	11:15 PM	3	237	26	0	0	3	0	2	12	0	0	0	0
10/12/2021	11:30 PM	2	160	16	0	0	0	0	1	9	0	0	0	0
10/12/2021	11:45 PM	2	72	8	0	0	0	0	1	5	0	0	0	0

GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

1/6/2022 3:30PM

SB  
File Name:  
Start Date: 10/12/2021  
Start Time: 0  
Site Code: 3  
Station ID: 1  
Station 1: GA-20 Buford Dr (South), south of Mall Grand Ln  
Location 2:

Date	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13
10/12/2021	12:00 AM	0	132	8	0	4	2	0	0	7	0	0	0	0
10/12/2021	12:15 AM	0	115	6	0	4	1	0	0	9	0	0	0	0
10/12/2021	12:30 AM	0	108	7	0	3	0	0	0	8	0	0	0	0
10/12/2021	12:45 AM	0	85	4	0	1	2	0	0	5	0	0	0	0
10/12/2021	1:00 AM	0	72	6	0	1	2	0	1	6	0	0	0	0
10/12/2021	1:15 AM	0	66	6	0	2	3	0	1	8	0	0	0	0
10/12/2021	1:30 AM	0	54	8	0	2	3	0	1	7	0	0	0	0
10/12/2021	1:45 AM	0	59	11	0	3	3	0	2	9	0	0	0	0
10/12/2021	2:00 AM	0	59	11	0	3	3	0	1	8	0	0	0	0
10/12/2021	2:15 AM	0	54	10	0	5	3	0	1	6	0	0	0	0
10/12/2021	2:30 AM	0	58	7	0	5	3	0	1	9	0	0	0	0
10/12/2021	2:45 AM	0	70	13	0	5	1	0	0	13	0	0	0	0
10/12/2021	3:00 AM	0	85	16	0	8	1	0	0	14	0	0	0	0
10/12/2021	3:15 AM	0	97	22	0	6	1	0	0	18	0	0	0	0
10/12/2021	3:30 AM	0	111	33	0	7	1	0	0	19	0	0	0	0
10/12/2021	3:45 AM	0	148	35	0	9	1	0	0	16	0	0	0	0
10/12/2021	4:00 AM	0	192	42	0	7	1	0	0	17	0	0	0	0
10/12/2021	4:15 AM	0	230	48	0	11	3	0	0	16	0	0	0	0
10/12/2021	4:30 AM	0	289	63	1	14	5	0	0	19	0	0	0	0
10/12/2021	4:45 AM	0	399	89	1	15	6	0	0	20	0	0	0	0
10/12/2021	5:00 AM	0	511	122	4	17	7	0	0	21	0	0	0	0
10/12/2021	5:15 AM	1	620	158	6	18	6	0	0	23	0	0	0	0
10/12/2021	5:30 AM	1	737	189	6	20	8	0	0	25	0	0	0	0
10/12/2021	5:45 AM	1	868	225	8	23	11	0	0	32	0	0	0	0
10/12/2021	6:00 AM	1	975	260	6	26	16	0	0	36	0	0	0	0
10/12/2021	6:15 AM	0	1041	319	5	24	18	0	0	32	0	0	0	0
10/12/2021	6:30 AM	1	1121	337	9	22	16	0	1	33	0	0	0	0
10/12/2021	6:45 AM	1	1125	360	8	19	14	0	1	32	0	0	0	0
10/12/2021	7:00 AM	2	1185	386	9	19	11	0	1	33	0	0	0	0
10/12/2021	7:15 AM	5	1230	379	10	22	10	0	1	37	0	0	0	0
10/12/2021	7:30 AM	4	1213	389	6	20	12	0	0	36	1	0	0	0
10/12/2021	7:45 AM	4	1226	394	5	18	12	0	0	40	1	0	0	0
10/12/2021	8:00 AM	4	1201	404	4	17	11	0	0	44	1	0	0	0
10/12/2021	8:15 AM	1	1214	397	2	16	9	0	0	49	1	1	0	0
10/12/2021	8:30 AM	4	1244	399	1	20	6	0	1	46	0	1	0	0
10/12/2021	8:45 AM	4	1252	387	1	25	9	1	1	39	0	1	0	0
10/12/2021	9:00 AM	3	1208	349	1	24	10	1	1	36	0	1	0	0
10/12/2021	9:15 AM	3	1177	358	2	24	13	1	3	34	0	0	0	0
10/12/2021	9:30 AM	1	1198	349	2	21	15	1	3	37	0	0	0	0
10/12/2021	9:45 AM	1	1160	336	3	21	13	0	3	46	0	0	0	0
10/12/2021	10:00 AM	3	1209	341	4	25	14	0	3	42	0	0	0	0
10/12/2021	10:15 AM	5	1275	317	5	23	15	0	1	38	0	0	0	0
10/12/2021	10:30 AM	4	1284	347	5	25	17	0	1	39	0	0	0	0
10/12/2021	10:45 AM	5	1342	359	5	21	16	0	1	31	0	0	0	0
10/12/2021	11:00 AM	3	1317	338	3	23	12	0	4	36	0	0	0	0
10/12/2021	11:15 AM	1	1365	342	2	34	9	1	5	40	0	0	0	0
10/12/2021	11:30 AM	1	1401	307	3	36	9	1	6	35	0	0	0	0
10/12/2021	11:45 AM	1	1465	290	4	44	9	2	6	35	0	0	0	0
10/12/2021	12:00 PM	1	1548	297	4	44	14	2	4	33	0	0	0	0
10/12/2021	12:15 PM	2	1536	272	6	36	14	1	3	33	0	0	0	0
10/12/2021	12:30 PM	2	1556	268	6	34	9	1	1	39	0	0	0	0
10/12/2021	12:45 PM	1	1521	276	4	30	10	0	2	41	0	0	0	0
10/12/2021	1:00 PM	3	1488	275	5	29	7	0	1	35	0	0	0	0
10/12/2021	1:15 PM	2	1522	302	2	36	8	1	1	32	0	0	0	0
10/12/2021	1:30 PM	2	1479	302	2	43	8	1	1	25	0	0	0	0
10/12/2021	1:45 PM	2	1478	280	2	50	6	3	4	19	1	0	0	0
10/12/2021	2:00 PM	1	1458	266	2	46	5	4	4	19	2	0	0	0
10/12/2021	2:15 PM	2	1439	264	2	38	4	3	5	12	2	0	0	0
10/12/2021	2:30 PM	3	1419	245	1	29	5	3	6	11	2	0	0	0
10/12/2021	2:45 PM	3	1425	263	3	19	7	1	2	16	1	0	0	0
10/12/2021	3:00 PM	2	1391	276	5	16	10	0	2	19	0	0	0	0
10/12/2021	3:15 PM	1	1417	264	5	12	9	0	2	33	0	0	0	0
10/12/2021	3:30 PM	1	1396	264	5	18	9	0	4	35	0	0	0	0
10/12/2021	3:45 PM	1	1373	257	4	21	9	0	4	27	0	0	0	0
10/12/2021	4:00 PM	2	1375	241	3	25	7	0	5	23	0	0	0	0
10/12/2021	4:15 PM	5	1369	239	5	30	7	0	4	12	0	0	0	0
10/12/2021	4:30 PM	4	1427	260	6	22	7	0	2	11	0	0	0	0
10/12/2021	4:45 PM	4	1448	266	6	21	5	0	3	17	0	0	0	0
10/12/2021	5:00 PM	3	1505	280	7	17	5	0	3	22	0	0	0	0
10/12/2021	5:15 PM	3	1541	238	7	15	5	0	3	30	0	0	0	0
10/12/2021	5:30 PM	3	1547	231	6	17	4	0	2	33	0	0	0	0
10/12/2021	5:45 PM	4	1572	229	5	20	3	0	1	29	0	0	0	0
10/12/2021	6:00 PM	5	1484	221	2	19	1	0	0	25	0	0	0	0
10/12/2021	6:15 PM	3	1401	252	1	20	3	0	0	18	0	0	0	0
10/12/2021	6:30 PM	3	1310	236	1	19	3	0	1	16	0	0	0	0
10/12/2021	6:45 PM	2	1205	211	2	12	3	0	1	21	0	0	0	0
10/12/2021	7:00 PM	1	1197	222	2	15	5	0	1	21	0	0	0	0
10/12/2021	7:15 PM	1	1089	206	1	13	2	0	1	20	0	0	0	0
10/12/2021	7:30 PM	2	1024	198	1	16	2	0	1	19	0	0	0	0
10/12/2021	7:45 PM	3	905	182	0	15	3	0	2	13	0	0	0	0
10/12/2021	8:00 PM	4	785	136	0	11	2	0	2	12	0	0	0	0
10/12/2021	8:15 PM	4	695	117	0	8	5	0	3	13	0	0	0	0
10/12/2021	8:30 PM	3	598	90	0	4	5	0	3	14	0	0	0	0
10/12/2021	8:45 PM	2	526	75	0	4	4	0	3	15	0	0	0	0
10/12/2021	9:00 PM	1	482	63	0	4	3	0	5	13	0	0	0	0
10/12/2021	9:15 PM	0	410	58	0	5	1	0	5	13	0	0	0	0
10/12/2021	9:30 PM	0	410	51	0	5	1	0	4	10	0	0	0	0
10/12/2021	9:45 PM	0	385	46	0	4	1	0	3	10	0	0	0	0
10/12/2021	10:00 PM	0	360	45	0	4	2	0	1	10	0	0	0	0
10/12/2021	10:15 PM	0	338	36	0	3	1	0	0	8	0	0	0	0
10/12/2021	10:30 PM	0	276	40	0	3	2	0	1	10	0	0	0	0
10/12/2021	10:45 PM	0	240	31	0	3	2	0	1	12	0	0	0	0
10/12/2021	11:00 PM	0	203	26	0	2	1	0	1	14	0	0	0	0
10/12/2021	11:15 PM	0	141	18	0	1	1	0	1	12	0	0	0	0
10/12/2021	11:30 PM	0	90	7	0	0	0	0	0	8	0	0	0	0
10/12/2021	11:45 PM	0	43	5	0	0	0	0	0	3	0	0	0	0

# Trip Generation Worksheet



1/6/2022 3:30PM

Trip Generation Analysis (10th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)								
Addison Ivy Creek TIA								
Gwinnett County, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>								
221 Multi-Family Housing (Mid-Rise)	334 d.u.	1,818	112	29	83	141	86	55
<b>Gross Trips</b>		<b>1,818</b>	<b>112</b>	<b>29</b>	<b>83</b>	<b>141</b>	<b>86</b>	<b>55</b>
Residential Trips		1,818	112	29	83	141	86	55
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Residential Trips		1,818	112	29	83	141	86	55
Mixed-Use Reductions - TOTAL		0	0	0	0	0	0	0
Alternative Mode Reductions - TOTAL		0	0	0	0	0	0	0
Pass-By Reductions - TOTAL		0	0	0	0	0	0	0
<b>New Trips</b>		<b>1,818</b>	<b>112</b>	<b>29</b>	<b>83</b>	<b>141</b>	<b>86</b>	<b>55</b>
<b>Driveway Volumes</b>		<b>1,818</b>	<b>112</b>	<b>29</b>	<b>83</b>	<b>141</b>	<b>86</b>	<b>55</b>

# Intersection Volume Worksheets

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## INTERSECTION VOLUME DEVELOPMENT

**Intersection #1: Buford Drive (SR 20) @ Mall of Georgia Boulevard**  
**AM PEAK HOUR**

Description	Buford Drive (SR 20)			Buford Drive (SR 20)			Mall of Georgia Boulevard			Mall of Georgia Boulevard		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	154	1,542	182	16	1,377	45	50	19	155	520	40	10
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	6	95	11	4	66	0	0	3	3	10	3	0
Heavy Vehicle %	4%	6%	6%	25%	5%	2%	2%	16%	2%	2%	8%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes	166	1665	197	17	1487	49	54	21	167	562	43	11
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
2025 Background Traffic	176	1,767	209	18	1,578	52	57	22	177	596	46	12
<b>Project Trips</b>												
Trip Distribution IN	60%					10%					10%	
Trip Distribution OUT							10%	10%	60%			
Residential Trips	17	0	0	0	0	3	8	8	50	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	17	0	0	0	0	3	8	8	50	0	3	0
<b>2025 Buildout Total</b>	<b>193</b>	<b>1,767</b>	<b>209</b>	<b>18</b>	<b>1,578</b>	<b>55</b>	<b>65</b>	<b>30</b>	<b>227</b>	<b>596</b>	<b>49</b>	<b>12</b>

## PM PEAK HOUR

Description	Buford Drive (SR 20)			Buford Drive (SR 20)			Mall of Georgia Boulevard			Mall of Georgia Boulevard		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	351	1,409	509	47	1,937	162	184	127	480	491	130	69
Pedestrians	1			3			3			0		
Conflicting Pedestrians	3		0	0		3	3		1	1		3
Heavy Vehicles	4	55	6	0	60	1	1	1	7	8	1	1
Heavy Vehicle %	2%	4%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Adjusted 2021 Volumes	372	1494	540	50	2053	172	195	135	509	520	138	73
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
2025 Background Traffic	395	1,586	573	53	2,179	183	207	143	540	552	146	77
<b>Project Trips</b>												
Trip Distribution IN	60%					10%					10%	
Trip Distribution OUT							10%	10%	60%			
Residential Trips	52	0	0	0	0	9	6	6	33	0	9	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	52	0	0	0	0	9	6	6	33	0	9	0
<b>2025 Buildout Total</b>	<b>447</b>	<b>1,586</b>	<b>573</b>	<b>53</b>	<b>2,179</b>	<b>192</b>	<b>213</b>	<b>149</b>	<b>573</b>	<b>552</b>	<b>155</b>	<b>77</b>

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## INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Mall of Georgia Boulevard @ Private Driveway / Financial Center Way  
AM PEAK HOUR

Description	Private Driveway			Financial Center Way			Mall of Georgia Boulevard			Mall of Georgia Boulevard		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	1	3	13	25	3	46	26	179	2	44	185	56
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	2	0	0	0	5	1	0	3	3
Heavy Vehicle %	2%	2%	2%	8%	2%	2%	2%	3%	50%	2%	2%	5%
Peak Hour Factor	0.84			0.84			0.84			0.84		
Adjustment	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes	1	3	14	27	3	50	28	193	2	48	200	60
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
2025 Background Traffic	1	3	15	29	3	53	30	205	2	51	212	64
<b>Project Trips</b>												
Trip Distribution IN												80%
Trip Distribution OUT				80%								
Residential Trips	0	0	0	66	0	0	0	0	0	0	0	23
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	66	0	0	0	0	0	0	0	23
<b>2025 Buildout Total</b>	<b>1</b>	<b>3</b>	<b>15</b>	<b>95</b>	<b>3</b>	<b>53</b>	<b>30</b>	<b>205</b>	<b>2</b>	<b>51</b>	<b>212</b>	<b>87</b>

## PM PEAK HOUR

Description	Private Driveway			Financial Center Way			Mall of Georgia Boulevard			Mall of Georgia Boulevard		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	2	23	57	193	23	117	63	493	4	117	432	101
Pedestrians	2			0			0			2		
Conflicting Pedestrians	0		2	2		0	0		2	2		0
Heavy Vehicles	0	0	1	1	0	1	0	7	0	2	3	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Adjusted 2021 Volumes	2	24	60	205	24	124	67	523	4	124	458	107
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
2025 Background Traffic	2	25	64	218	25	132	71	555	4	132	486	114
<b>Project Trips</b>												
Trip Distribution IN												80%
Trip Distribution OUT				80%								
Residential Trips	0	0	0	44	0	0	0	0	0	0	0	69
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	44	0	0	0	0	0	0	0	69
<b>2025 Buildout Total</b>	<b>2</b>	<b>25</b>	<b>64</b>	<b>262</b>	<b>25</b>	<b>132</b>	<b>71</b>	<b>555</b>	<b>4</b>	<b>132</b>	<b>486</b>	<b>183</b>



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## INTERSECTION VOLUME DEVELOPMENT

### Intersection #3: Financial Center Way @ Site Driveway A AM PEAK HOUR

Description	Financial Center Way <u>Northbound</u>			Financial Center Way <u>Southbound</u>			Site Driveway A <u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	85	0	0	74	0	0	0	0			
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes	0	92	0	0	80	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
2025 Background Traffic	0	98	0	0	85	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN	55%	25%				10%						
Trip Distribution OUT					25%		10%		55%			
Residential Trips	16	7	0	0	21	3	8	0	46	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	16	7	0	0	21	3	8	0	46	0	0	0
<b>2025 Buildout Total</b>	<b>16</b>	<b>105</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>

### PM PEAK HOUR

Description	Financial Center Way <u>Northbound</u>			Financial Center Way <u>Southbound</u>			Site Driveway A <u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	187	0	0	333	0	0	0	0			
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Adjusted 2021 Volumes	0	198	0	0	353	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
2025 Background Traffic	0	210	0	0	375	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN	55%	25%				10%						
Trip Distribution OUT					25%		10%		55%			
Residential Trips	47	22	0	0	14	9	6	0	30	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	47	22	0	0	14	9	6	0	30	0	0	0
<b>2025 Buildout Total</b>	<b>47</b>	<b>232</b>	<b>0</b>	<b>0</b>	<b>389</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>

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## INTERSECTION VOLUME DEVELOPMENT

### Intersection #4: Financial Center Way @ Site Driveway B AM PEAK HOUR

Description	Financial Center Way <u>Northbound</u>			Financial Center Way <u>Southbound</u>			Site Driveway B <u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	85	0	0	74	0	0	0	0			
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes	0	92	0	0	80	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
2025 Background Traffic	0	98	0	0	85	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN	25%				10%	10%						
Trip Distribution OUT		10%					10%		25%			
Residential Trips	7	8	0	0	3	3	8	0	21	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	7	8	0	0	3	3	8	0	21	0	0	0
<b>2025 Buildout Total</b>	<b>7</b>	<b>106</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>

### PM PEAK HOUR

Description	Financial Center Way <u>Northbound</u>			Financial Center Way <u>Southbound</u>			Site Driveway B <u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	187	0	0	333	0	0	0	0			
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Adjusted 2021 Volumes	0	198	0	0	353	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
2025 Background Traffic	0	210	0	0	375	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN	25%				10%	10%						
Trip Distribution OUT		10%					10%		25%			
Residential Trips	22	6	0	0	9	9	6	0	14	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	22	6	0	0	9	9	6	0	14	0	0	0
<b>2025 Buildout Total</b>	<b>22</b>	<b>216</b>	<b>0</b>	<b>0</b>	<b>384</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>

# *Synchro* Analysis Reports

# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 1: Buford Drive (SR 20) & Mall of Georgia Boulevard

Estimated 2021 AM Peak

PLANNING AND DEVELOPMENT

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙↘	↑	↗	↙↘	↑	↗	↙↘	↑↑↑	↗	↙	↑↑↑	↗
Traffic Volume (veh/h)	54	21	167	562	43	11	166	1665	197	17	1487	49
Future Volume (veh/h)	54	21	167	562	43	11	166	1665	197	17	1487	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1663	1870	1870	1781	1870	1841	1811	1811	1530	1826	1870
Adj Flow Rate, veh/h	57	22	0	592	45	0	175	1753	163	18	1565	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	16	2	2	8	2	4	6	6	25	5	2
Cap, veh/h	620	55	53	649	66	59	217	2973	1128	124	2823	92
Arrive On Green	0.18	0.03	0.00	0.19	0.04	0.00	0.06	0.55	0.55	0.09	0.57	0.57
Sat Flow, veh/h	3456	1663	1585	3456	1781	1585	3506	5433	1535	1457	4958	162
Grp Volume(v), veh/h	57	22	0	592	45	0	175	1753	163	18	1049	567
Grp Sat Flow(s),veh/h/ln	1728	1663	1585	1728	1781	1585	1753	1811	1535	1457	1662	1797
Q Serve(g_s), s	2.5	2.3	0.0	30.2	4.5	0.0	8.9	38.8	1.5	2.1	35.7	35.8
Cycle Q Clear(g_c), s	2.5	2.3	0.0	30.2	4.5	0.0	8.9	38.8	1.5	2.1	35.7	35.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	620	55	53	649	66	59	217	2973	1128	124	1892	1023
V/C Ratio(X)	0.09	0.40	0.00	0.91	0.68	0.00	0.81	0.59	0.14	0.15	0.55	0.55
Avail Cap(c_a), veh/h	620	75	71	747	377	336	551	2973	1128	124	1892	1023
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.6	85.2	0.0	71.7	85.6	0.0	83.4	27.2	2.1	76.3	24.4	24.4
Incr Delay (d2), s/veh	0.0	5.5	0.0	14.6	13.7	0.0	2.7	0.9	0.3	0.2	1.2	2.2
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	1.1	1.1	0.0	14.6	2.3	0.0	4.1	16.7	0.7	0.8	14.1	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	90.7	0.0	86.3	99.3	0.0	86.1	28.1	2.3	76.5	25.6	26.5
LnGrp LOS	E	F	A	F	F	A	F	C	A	E	C	C
Approach Vol, veh/h	79				637				2091		1634	
Approach Delay, s/veh	69.7				87.2				30.9		26.5	
Approach LOS	E				F				C		C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	109.4	39.9	12.9	22.2	105.0	39.2	13.6				
Change Period (Y+Rc), s	* 6.7	* 6.9	6.1	6.9	6.9	6.5	6.9	6.9				
Max Green Setting (Gmax), s	* 28	* 79	38.9	8.1	8.1	98.5	8.1	38.1				
Max Q Clear Time (g_c+l1), s	10.9	37.8	32.2	4.3	4.1	40.8	4.5	6.5				
Green Ext Time (p_c), s	0.3	31.6	1.6	0.0	0.0	47.3	0.0	0.2				

### Intersection Summary

HCM 6th Ctrl Delay 38.1

HCM 6th LOS D

### Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 2: Private Driveway/Financial Center Way & Mall of Georgia Boulevard

Estimated 2021 AM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰↱			↱			↱	↰
Traffic Volume (veh/h)	28	193	2	48	200	60	1	3	14	27	3	50
Future Volume (veh/h)	28	193	2	48	200	60	1	3	14	27	3	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1159	1870	1870	1826	1870	1870	1870	1781	1870	1870
Adj Flow Rate, veh/h	33	230	2	57	238	47	1	4	0	32	4	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	3	50	2	2	5	2	2	2	8	2	2
Cap, veh/h	881	2528	22	927	2127	413	57	69	0	131	7	68
Arrive On Green	0.02	0.71	0.71	0.03	0.72	0.72	0.04	0.04	0.00	0.04	0.04	0.00
Sat Flow, veh/h	1781	3582	31	1781	2967	576	214	1603	0	1309	164	1585
Grp Volume(v), veh/h	33	113	119	57	141	144	5	0	0	36	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1850	1781	1777	1767	1817	0	0	1472	0	1585
Q Serve(g_s), s	0.5	1.8	1.8	0.8	2.2	2.3	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	0.5	1.8	1.8	0.8	2.2	2.3	0.2	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.33	0.20		0.00	0.89		1.00
Lane Grp Cap(c), veh/h	881	1244	1306	927	1274	1266	126	0	0	138	0	68
V/C Ratio(X)	0.04	0.09	0.09	0.06	0.11	0.11	0.04	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	1106	1244	1306	1132	1274	1266	308	0	0	289	0	232
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	0.77	0.77	0.77	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.3	4.2	4.2	3.2	3.9	3.9	41.3	0.0	0.0	42.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.5	0.2	0.6	0.6	0.1	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.3	4.3	4.3	3.2	4.0	4.0	41.4	0.0	0.0	43.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h	265			342			5			36		
Approach Delay, s/veh	4.2			3.9			41.4			43.2		
Approach LOS	A			A			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	69.7		10.6	8.6	70.7		10.6				
Change Period (Y+Rc), s	6.6	* 6.2		* 6.8	6.4	* 6.2		* 6.8				
Max Green Setting (Gmax), s	13.4	* 44		* 13	13.6	* 44		* 13				
Max Q Clear Time (g_c+I1), s	2.8	3.8		4.1	2.5	4.3		2.2				
Green Ext Time (p_c), s	0.0	2.5		0.1	0.0	3.2		0.0				

### Intersection Summary

HCM 6th Ctrl Delay 6.5

HCM 6th LOS A

### Notes

User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 1: Buford Drive (SR 20) & Mall of Georgia Boulevard

Estimated 2021 PM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙↘	↑	↗	↙↘	↑	↗	↙↘	↑↑↑	↗	↗	↑↑↑	
Traffic Volume (veh/h)	195	135	509	520	138	73	372	1494	540	50	2053	172
Future Volume (veh/h)	195	135	509	520	138	73	372	1494	540	50	2053	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1841	1870	1870	1856	1870
Adj Flow Rate, veh/h	201	139	295	536	142	6	384	1540	482	52	2116	172
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	3	2
Cap, veh/h	494	161	135	534	183	154	423	3079	1127	117	2405	194
Arrive On Green	0.05	0.03	0.03	0.15	0.10	0.10	0.12	0.56	0.56	0.07	0.50	0.50
Sat Flow, veh/h	3456	1870	1569	3456	1870	1570	3563	5522	1582	1781	4778	385
Grp Volume(v), veh/h	201	139	295	536	142	6	384	1540	482	52	1490	798
Grp Sat Flow(s),veh/h/ln	1728	1870	1569	1728	1870	1570	1781	1841	1582	1781	1689	1785
Q Serve(g_s), s	11.3	14.8	13.7	30.9	14.8	0.7	21.3	34.2	0.0	5.6	78.5	80.2
Cycle Q Clear(g_c), s	11.3	14.8	13.7	30.9	14.8	0.7	21.3	34.2	0.0	5.6	78.5	80.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	494	161	135	534	183	154	423	3079	1127	117	1700	899
V/C Ratio(X)	0.41	0.86	2.18	1.00	0.78	0.04	0.91	0.50	0.43	0.44	0.88	0.89
Avail Cap(c_a), veh/h	494	169	142	534	291	244	558	3079	1127	117	1700	899
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	87.0	96.0	61.5	84.6	88.1	81.7	87.0	27.2	11.9	89.9	44.2	44.6
Incr Delay (d2), s/veh	0.2	32.2	553.3	39.9	8.2	0.1	13.4	0.6	1.2	1.0	6.7	12.7
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	5.3	9.0	26.6	16.7	7.6	0.3	10.6	15.1	9.0	2.6	33.6	37.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.2	128.2	614.7	124.5	96.3	81.8	100.4	27.7	13.1	90.9	50.9	57.2
LnGrp LOS	F	F	F	F	F	F	F	C	B	F	D	E
Approach Vol, veh/h	635				684		2406				2340	
Approach Delay, s/veh	341.3				118.2		36.4				53.9	
Approach LOS	F				F		D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.5	107.6	37.8	24.2	20.0	118.0	35.5	26.5				
Change Period (Y+Rc), s	* 6.7	* 6.9	6.9	* 6.9	6.9	6.5	6.9	6.9				
Max Green Setting (Gmax), s	* 31	* 94	30.9	* 18	13.1	111.5	17.1	31.1				
Max Q Clear Time (g_c+I1), s	23.3	82.2	32.9	16.8	7.6	36.2	13.3	16.8				
Green Ext Time (p_c), s	0.5	11.1	0.0	0.3	0.0	59.0	0.1	0.6				

### Intersection Summary

HCM 6th Ctrl Delay 84.3

HCM 6th LOS F

### Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 2: Private Driveway/Financial Center Way & Mall of Georgia Boulevard

Estimated 2021 PM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	↑↑		←	↑↑			↑			↑	←
Traffic Volume (veh/h)	67	523	4	124	458	107	2	24	60	205	24	124
Future Volume (veh/h)	67	523	4	124	458	107	2	24	60	205	24	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	551	4	131	482	96	2	25	11	216	25	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	459	1680	12	488	1444	286	38	242	99	147	9	446
Arrive On Green	0.04	0.46	0.46	0.06	0.49	0.49	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	3616	26	1781	2955	585	0	860	350	280	32	1582
Grp Volume(v), veh/h	71	271	284	131	289	289	38	0	0	241	0	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1866	1781	1777	1764	1210	0	0	312	0	1582
Q Serve(g_s), s	2.1	9.6	9.6	3.8	9.9	10.0	0.0	0.0	0.0	0.0	0.0	1.1
Cycle Q Clear(g_c), s	2.1	9.6	9.6	3.8	9.9	10.0	28.2	0.0	0.0	28.2	0.0	1.1
Prop In Lane	1.00		0.01	1.00		0.33	0.05		0.29	0.90		1.00
Lane Grp Cap(c), veh/h	459	825	867	488	868	862	379	0	0	156	0	446
V/C Ratio(X)	0.15	0.33	0.33	0.27	0.33	0.34	0.10	0.00	0.00	1.54	0.00	0.05
Avail Cap(c_a), veh/h	603	825	867	678	868	862	379	0	0	156	0	446
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	0.47	0.47	0.47	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	16.9	16.9	12.9	15.6	15.6	26.7	0.0	0.0	42.1	0.0	26.2
Incr Delay (d2), s/veh	0.1	1.1	1.0	0.1	0.2	0.2	0.1	0.0	0.0	273.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.9	4.0	1.4	3.7	3.7	0.7	0.0	0.0	15.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	18.0	17.9	12.9	15.8	15.9	26.8	0.0	0.0	315.0	0.0	26.2
LnGrp LOS	B	B	B	B	B	B	C	A	A	F	A	C
Approach Vol, veh/h	626			709			38			265		
Approach Delay, s/veh	17.4			15.3			26.8			288.9		
Approach LOS	B			B			C			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	52.7		35.0	9.9	55.1		35.0				
Change Period (Y+Rc), s	6.6	* 6.2		* 6.8	6.4	* 6.2		* 6.8				
Max Green Setting (Gmax), s	16.4	* 36		* 28	11.6	* 41		* 28				
Max Q Clear Time (g_c+I1), s	5.8	11.6		30.2	4.1	12.0		30.2				
Green Ext Time (p_c), s	0.1	5.9		0.0	0.0	6.7		0.0				

### Intersection Summary

HCM 6th Ctrl Delay 60.6

HCM 6th LOS E

### Notes

User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 1: Buford Drive (SR 20) & Mall of Georgia Boulevard

2025 No-Build AM Peak

WINNET COUNTY  
PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←←	↑	↗	←←	↑	↗	←←	↑↑↑	↗	←	↑↑↑	↗
Traffic Volume (veh/h)	57	22	177	596	46	12	176	1767	209	18	1578	52
Future Volume (veh/h)	57	22	177	596	46	12	176	1767	209	18	1578	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1663	1870	1870	1781	1870	1841	1811	1811	1530	1826	1870
Adj Flow Rate, veh/h	60	23	0	627	48	0	185	1860	174	19	1661	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	16	2	2	8	2	4	6	6	25	5	2
Cap, veh/h	645	55	53	679	69	62	227	2973	1142	111	2765	90
Arrive On Green	0.19	0.03	0.00	0.20	0.04	0.00	0.06	0.55	0.55	0.08	0.56	0.56
Sat Flow, veh/h	3456	1663	1585	3456	1781	1585	3506	5433	1535	1457	4959	161
Grp Volume(v), veh/h	60	23	0	627	48	0	185	1860	174	19	1113	602
Grp Sat Flow(s),veh/h/ln	1728	1663	1585	1728	1781	1585	1753	1811	1535	1457	1662	1797
Q Serve(g_s), s	2.6	2.4	0.0	32.1	4.8	0.0	9.4	42.4	1.6	2.2	40.1	40.1
Cycle Q Clear(g_c), s	2.6	2.4	0.0	32.1	4.8	0.0	9.4	42.4	1.6	2.2	40.1	40.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	645	55	53	679	69	62	227	2973	1142	111	1853	1002
V/C Ratio(X)	0.09	0.42	0.00	0.92	0.69	0.00	0.82	0.63	0.15	0.17	0.60	0.60
Avail Cap(c_a), veh/h	645	75	71	747	377	336	551	2973	1142	111	1853	1002
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	85.3	0.0	71.0	85.4	0.0	83.1	28.1	1.9	77.8	26.5	26.5
Incr Delay (d2), s/veh	0.0	5.9	0.0	16.4	13.8	0.0	2.7	1.0	0.3	0.3	1.4	2.7
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	1.1	1.1	0.0	15.6	2.5	0.0	4.3	18.2	0.7	0.8	15.9	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	91.2	0.0	87.4	99.3	0.0	85.8	29.1	2.1	78.1	27.9	29.2
LnGrp LOS	E	F	A	F	F	A	F	C	A	E	C	C
Approach Vol, veh/h	83				675				2219			
Approach Delay, s/veh	69.1				88.2				31.7			
Approach LOS	E				F				C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.3	107.3	41.5	12.9	20.6	105.0	40.5	13.9				
Change Period (Y+Rc), s	* 6.7	* 6.9	6.1	6.9	6.9	6.5	6.9	6.9				
Max Green Setting (Gmax), s	* 28	* 79	38.9	8.1	8.1	98.5	8.1	38.1				
Max Q Clear Time (g_c+l1), s	11.4	42.1	34.1	4.4	4.2	44.4	4.6	6.8				
Green Ext Time (p_c), s	0.3	30.1	1.3	0.0	0.0	46.7	0.0	0.2				

### Intersection Summary

HCM 6th Ctrl Delay 39.4

HCM 6th LOS D

### Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 2: Private Driveway/Financial Center Way & Mall of Georgia Boulevard

2025 No-Build AM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	↑↓		←	↑↓			↕			↕	↗
Traffic Volume (veh/h)	30	205	2	51	212	64	1	3	15	29	3	53
Future Volume (veh/h)	30	205	2	51	212	64	1	3	15	29	3	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	1870	1856	1159	1870	1870	1826	1870	1870	1870	1781	1870	1870
Adj Flow Rate, veh/h	36	244	2	61	252	52	1	4	0	35	4	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	3	50	2	2	5	2	2	2	8	2	2
Cap, veh/h	865	2519	21	914	2100	426	57	72	0	135	7	70
Arrive On Green	0.03	0.70	0.70	0.03	0.71	0.71	0.04	0.04	0.00	0.04	0.04	0.00
Sat Flow, veh/h	1781	3584	29	1781	2942	597	207	1613	0	1318	151	1585
Grp Volume(v), veh/h	36	120	126	61	151	153	5	0	0	39	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1850	1781	1777	1763	1820	0	0	1468	0	1585
Q Serve(g_s), s	0.5	2.0	2.0	0.8	2.4	2.5	0.0	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.5	2.0	2.0	0.8	2.4	2.5	0.2	0.0	0.0	2.3	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.34	0.20		0.00	0.90		1.00
Lane Grp Cap(c), veh/h	865	1239	1301	914	1268	1258	129	0	0	141	0	70
V/C Ratio(X)	0.04	0.10	0.10	0.07	0.12	0.12	0.04	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	1087	1239	1301	1118	1268	1258	308	0	0	289	0	232
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	0.76	0.76	0.76	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.4	4.3	4.3	3.2	4.0	4.0	41.2	0.0	0.0	42.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.1	0.0	0.1	0.1	0.1	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.6	0.2	0.6	0.6	0.1	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.4	4.4	4.4	3.2	4.1	4.1	41.3	0.0	0.0	43.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h	282			365			5			39		
Approach Delay, s/veh	4.3			4.0			41.3			43.2		
Approach LOS	A			A			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	69.5		10.8	8.8	70.4		10.8				
Change Period (Y+Rc), s	6.6	* 6.2		* 6.8	6.4	* 6.2		* 6.8				
Max Green Setting (Gmax), s	13.4	* 44		* 13	13.6	* 44		* 13				
Max Q Clear Time (g_c+I1), s	2.8	4.0		4.3	2.5	4.5		2.2				
Green Ext Time (p_c), s	0.0	2.7		0.1	0.0	3.5		0.0				

### Intersection Summary

HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

### Notes

User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 1: Buford Drive (SR 20) & Mall of Georgia Boulevard

2025 No-Build PM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙↘	↑	↗	↙↘	↑	↗	↙↘	↑↑↑	↗	↙	↑↑↑	↗
Traffic Volume (veh/h)	207	143	540	552	146	77	395	1586	573	53	2179	183
Future Volume (veh/h)	207	143	540	552	146	77	395	1586	573	53	2179	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1841	1870	1870	1856	1870
Adj Flow Rate, veh/h	213	147	328	569	151	7	407	1635	524	55	2246	184
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	3	2
Cap, veh/h	490	167	140	534	191	160	446	3079	1127	112	2360	191
Arrive On Green	0.05	0.03	0.03	0.15	0.10	0.10	0.13	0.56	0.56	0.06	0.49	0.49
Sat Flow, veh/h	3456	1870	1569	3456	1870	1571	3563	5522	1582	1781	4776	387
Grp Volume(v), veh/h	213	147	328	569	151	7	407	1635	524	55	1580	850
Grp Sat Flow(s),veh/h/ln	1728	1870	1569	1728	1870	1571	1781	1841	1582	1781	1689	1785
Q Serve(g_s), s	12.0	15.7	14.0	30.9	15.8	0.8	22.6	37.2	0.0	6.0	89.0	91.9
Cycle Q Clear(g_c), s	12.0	15.7	14.0	30.9	15.8	0.8	22.6	37.2	0.0	6.0	89.0	91.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	490	167	140	534	191	160	446	3079	1127	112	1669	882
V/C Ratio(X)	0.44	0.88	2.34	1.07	0.79	0.04	0.91	0.53	0.46	0.49	0.95	0.96
Avail Cap(c_a), veh/h	490	169	142	534	291	244	558	3079	1127	117	1669	882
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	87.5	96.0	60.3	84.5	87.7	81.0	86.4	27.8	12.4	90.6	48.1	48.8
Incr Delay (d2), s/veh	0.2	36.5	625.7	57.6	9.4	0.1	15.3	0.7	1.4	1.2	12.6	22.6
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	5.6	9.7	30.3	18.0	8.1	0.3	11.3	16.4	10.2	2.8	39.4	45.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.8	132.5	686.0	142.2	97.1	81.1	101.7	28.5	13.8	91.9	60.7	71.4
LnGrp LOS	F	F	F	F	F	F	F	C	B	F	E	E
Approach Vol, veh/h	688			727			2566			2485		
Approach Delay, s/veh	382.5			132.2			37.1			65.1		
Approach LOS	F			F			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.7	105.7	37.8	24.7	19.5	118.0	35.2	27.3				
Change Period (Y+Rc), s	* 6.7	* 6.9	6.9	* 6.9	6.9	6.5	6.9	6.9				
Max Green Setting (Gmax), s	* 31	* 94	30.9	* 18	13.1	111.5	17.1	31.1				
Max Q Clear Time (g_c+I1), s	24.6	93.9	32.9	17.7	8.0	39.2	14.0	17.8				
Green Ext Time (p_c), s	0.5	0.0	0.0	0.1	0.0	60.4	0.1	0.6				

### Intersection Summary

HCM 6th Ctrl Delay 95.3

HCM 6th LOS F

### Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 2: Private Driveway/Financial Center Way & Mall of Georgia Boulevard

2025 No-Build PM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	3	1	2	3	1	2	3	1	2	3
Traffic Volume (veh/h)	71	555	4	132	486	114	2	25	64	218	25	132
Future Volume (veh/h)	71	555	4	132	486	114	2	25	64	218	25	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	584	3	139	512	103	2	26	12	229	26	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	1674	9	476	1436	287	38	243	104	147	9	446
Arrive On Green	0.04	0.46	0.46	0.06	0.49	0.49	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	3625	19	1781	2949	590	0	861	369	278	32	1582
Grp Volume(v), veh/h	75	286	301	139	308	307	40	0	0	255	0	26
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	1781	1777	1763	1230	0	0	309	0	1582
Q Serve(g_s), s	2.2	10.3	10.3	4.0	10.7	10.8	0.0	0.0	0.0	0.0	0.0	1.2
Cycle Q Clear(g_c), s	2.2	10.3	10.3	4.0	10.7	10.8	28.2	0.0	0.0	28.2	0.0	1.2
Prop In Lane	1.00		0.01	1.00		0.33	0.05		0.30	0.90		1.00
Lane Grp Cap(c), veh/h	443	820	862	476	865	858	385	0	0	155	0	446
V/C Ratio(X)	0.17	0.35	0.35	0.29	0.36	0.36	0.10	0.00	0.00	1.64	0.00	0.06
Avail Cap(c_a), veh/h	584	820	862	661	865	858	385	0	0	155	0	446
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(l)	1.00	1.00	1.00	0.44	0.44	0.44	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.5	17.3	17.3	13.0	15.9	15.9	26.7	0.0	0.0	42.1	0.0	26.2
Incr Delay (d2), s/veh	0.1	1.2	1.1	0.1	0.2	0.2	0.1	0.0	0.0	315.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.1	4.4	1.5	4.0	4.0	0.7	0.0	0.0	17.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	18.4	18.4	13.1	16.2	16.2	26.8	0.0	0.0	357.2	0.0	26.3
LnGrp LOS	B	B	B	B	B	B	C	A	A	F	A	C
Approach Vol, veh/h		662			754			40			281	
Approach Delay, s/veh		17.9			15.6			26.8			326.5	
Approach LOS		B			B			C			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	52.4		35.0	10.1	54.9		35.0				
Change Period (Y+Rc), s	6.6	* 6.2		* 6.8	6.4	* 6.2		* 6.8				
Max Green Setting (Gmax), s	10.4	* 36		* 28	11.6	* 41		* 28				
Max Q Clear Time (g_c+I), s	10.0	12.3		30.2	4.2	12.8		30.2				
Green Ext Time (p_c), s	0.1	6.3		0.0	0.0	7.2		0.0				

### Intersection Summary

HCM 6th Ctrl Delay 67.0

HCM 6th LOS E

### Notes

User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 1: Buford Drive (SR 20) & Mall of Georgia Boulevard

2025 No-Build AM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙↘	↑	↙↘	↙↘↘	↘		↙↘	↑↑↑	↘	↘	↑↑↑	↘
Traffic Volume (veh/h)	57	22	177	596	46	12	176	1767	209	18	1578	52
Future Volume (veh/h)	57	22	177	596	46	12	176	1767	209	18	1578	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1663	1870	1870	1781	1870	1841	1811	1811	1530	1826	1870
Adj Flow Rate, veh/h	60	23	186	627	48	6	185	1860	178	19	1661	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	16	2	2	8	2	4	6	6	25	5	2
Cap, veh/h	500	75	306	740	67	8	227	2973	1066	166	2967	1173
Arrive On Green	0.14	0.04	0.04	0.15	0.04	0.04	0.06	0.55	0.55	0.11	0.60	0.60
Sat Flow, veh/h	3456	1663	2790	5023	1552	194	3506	5433	1535	1457	4985	1585
Grp Volume(v), veh/h	60	23	186	627	0	54	185	1860	178	19	1661	39
Grp Sat Flow(s),veh/h/ln	1728	1663	1395	1674	0	1747	1753	1811	1535	1457	1662	1585
Q Serve(g_s), s	2.7	2.4	8.1	21.9	0.0	5.5	9.4	42.4	2.0	2.1	36.4	0.5
Cycle Q Clear(g_c), s	2.7	2.4	8.1	21.9	0.0	5.5	9.4	42.4	2.0	2.1	36.4	0.5
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	500	75	306	740	0	75	227	2973	1066	166	2967	1173
V/C Ratio(X)	0.12	0.31	0.61	0.85	0.00	0.72	0.82	0.63	0.17	0.11	0.56	0.03
Avail Cap(c_a), veh/h	500	75	306	1086	0	370	551	2973	1066	166	2967	1173
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.0	83.2	76.4	74.8	0.0	85.0	83.1	28.1	3.1	71.6	22.1	1.6
Incr Delay (d2), s/veh	0.0	2.8	3.8	4.8	0.0	14.3	2.7	1.0	0.3	0.1	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.1	4.2	9.7	0.0	2.8	4.3	18.2	0.9	0.8	14.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	86.0	80.2	79.5	0.0	99.4	85.8	29.1	3.4	71.7	22.9	1.6
LnGrp LOS	E	F	F	E	A	F	F	C	A	E	C	A
Approach Vol, veh/h	269		681			2223			1719			
Approach Delay, s/veh	77.7		81.1			31.7			22.9			
Approach LOS	E		F			C			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.3	114.0	32.6	15.0	27.4	105.0	33.0	14.6				
Change Period (Y+Rc), s	* 6.7	* 6.9	6.1	6.9	6.9	6.5	6.9	6.9				
Max Green Setting (Gmax), s	* 28	* 79	38.9	8.1	8.1	98.5	8.1	38.1				
Max Q Clear Time (g_c+l1), s	11.4	38.4	23.9	10.1	4.1	44.4	4.7	7.5				
Green Ext Time (p_c), s	0.3	32.6	2.6	0.0	0.0	46.7	0.0	0.3				

### Intersection Summary

HCM 6th Ctrl Delay 38.0

HCM 6th LOS D

### Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 2: Private Driveway/Financial Center Way & Mall of Georgia Boulevard

2025 No-Build AM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	↑↓		←	↑↓			↕		←	↑	
Traffic Volume (veh/h)	30	205	2	51	212	64	1	3	15	29	3	53
Future Volume (veh/h)	30	205	2	51	212	64	1	3	15	29	3	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	1870	1856	1159	1870	1870	1826	1870	1870	1870	1781	1870	1870
Adj Flow Rate, veh/h	36	244	2	61	252	52	1	4	0	35	4	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	3	50	2	2	5	2	2	2	8	2	2
Cap, veh/h	883	2519	21	914	2100	426	57	71	0	141	83	0
Arrive On Green	0.03	0.70	0.70	0.07	1.00	1.00	0.04	0.04	0.00	0.04	0.04	0.00
Sat Flow, veh/h	1781	3584	29	1781	2942	597	204	1600	0	1345	1870	0
Grp Volume(v), veh/h	36	120	126	61	151	153	5	0	0	35	4	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1850	1781	1777	1763	1804	0	0	1345	1870	0
Q Serve(g_s), s	0.5	2.0	2.0	0.8	0.0	0.0	0.0	0.0	0.0	2.0	0.2	0.0
Cycle Q Clear(g_c), s	0.5	2.0	2.0	0.8	0.0	0.0	0.2	0.0	0.0	2.2	0.2	0.0
Prop In Lane	1.00		0.02	1.00		0.34	0.20		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	883	1239	1301	914	1268	1258	128	0	0	141	83	0
V/C Ratio(X)	0.04	0.10	0.10	0.07	0.12	0.12	0.04	0.00	0.00	0.25	0.05	0.00
Avail Cap(c_a), veh/h	1105	1239	1301	1118	1268	1258	308	0	0	278	274	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	3.4	4.3	4.3	3.1	0.0	0.0	41.2	0.0	0.0	42.1	41.2	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.6	0.2	0.0	0.0	0.1	0.0	0.0	0.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.4	4.4	4.4	3.1	0.1	0.1	41.3	0.0	0.0	43.0	41.4	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	D	A
Approach Vol, veh/h	282			365			5			39		
Approach Delay, s/veh	4.3			0.6			41.3			42.9		
Approach LOS	A			A			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	69.5		10.8	8.8	70.4		10.8				
Change Period (Y+Rc), s	6.6	* 6.2		* 6.8	6.4	* 6.2		* 6.8				
Max Green Setting (Gmax), s	13.4	* 44		* 13	13.6	* 44		* 13				
Max Q Clear Time (g_c+I1), s	2.8	4.0		4.2	2.5	2.0		2.2				
Green Ext Time (p_c), s	0.0	2.7		0.0	0.0	3.5		0.0				

### Intersection Summary

HCM 6th Ctrl Delay 4.8

HCM 6th LOS A

### Notes

User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 1: Buford Drive (SR 20) & Mall of Georgia Boulevard

2025 Improved No-Build PM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑	↰↰	↰↰↰	↰		↰↰	↑↑↑	↰	↰	↑↑↑	↰
Traffic Volume (veh/h)	207	143	540	552	146	77	395	1586	573	53	2179	183
Future Volume (veh/h)	207	143	540	552	146	77	395	1586	573	53	2179	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1841	1870	1870	1856	1870
Adj Flow Rate, veh/h	213	147	557	569	151	69	407	1635	535	55	2246	118
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	3	2
Cap, veh/h	304	197	641	644	177	81	446	3161	1109	103	2554	798
Arrive On Green	0.03	0.03	0.03	0.13	0.15	0.15	0.13	0.57	0.57	0.06	0.50	0.50
Sat Flow, veh/h	3456	1870	2766	5023	1213	554	3563	5522	1583	1781	5066	1582
Grp Volume(v), veh/h	213	147	557	569	0	220	407	1635	535	55	2246	118
Grp Sat Flow(s),veh/h/ln	1728	1870	1383	1674	0	1767	1781	1841	1583	1781	1689	1582
Q Serve(g_s), s	12.2	15.6	21.1	22.3	0.0	24.3	22.6	36.0	4.9	6.0	79.0	5.5
Cycle Q Clear(g_c), s	12.2	15.6	21.1	22.3	0.0	24.3	22.6	36.0	4.9	6.0	79.0	5.5
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	304	197	641	644	0	258	446	3161	1109	103	2554	798
V/C Ratio(X)	0.70	0.74	0.87	0.88	0.00	0.85	0.91	0.52	0.48	0.53	0.88	0.15
Avail Cap(c_a), veh/h	304	197	641	751	0	345	558	3161	1109	103	2554	798
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.89	0.89	0.89	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	94.5	93.9	46.1	85.7	0.0	83.3	86.4	26.0	13.5	91.6	44.2	12.4
Incr Delay (d2), s/veh	5.4	13.2	11.2	11.2	0.0	15.3	15.3	0.6	1.5	2.8	4.7	0.4
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	5.9	8.6	13.0	10.3	0.0	12.1	11.3	15.8	11.0	2.8	33.4	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.9	107.1	57.3	97.0	0.0	98.7	101.7	26.6	15.0	94.4	48.9	12.8
LnGrp LOS	F	F	E	F	A	F	F	C	B	F	D	B
Approach Vol, veh/h	917			789			2577			2419		
Approach Delay, s/veh	75.2			97.4			36.0			48.2		
Approach LOS	E			F			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.7	107.7	32.5	28.0	18.5	121.0	24.5	36.1				
Change Period (Y+Rc), s	* 6.7	* 6.9	6.9	* 6.9	6.9	6.5	6.9	6.9				
Max Green Setting (Gmax), s	* 31	* 92	29.9	* 21	8.1	114.5	11.1	39.1				
Max Q Clear Time (g_c+l1), s	24.6	81.0	24.3	23.1	8.0	38.0	14.2	26.3				
Green Ext Time (p_c), s	0.5	10.3	1.4	0.0	0.0	63.5	0.0	1.0				

### Intersection Summary

HCM 6th Ctrl Delay 53.0

HCM 6th LOS D

### Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

2: Private Driveway/Financial Center Way & Mall of Georgia Boulevard 2025 Improved No-Build PM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	↑↓		←	↑↓			↑↓		←	↑	
Traffic Volume (veh/h)	71	555	4	132	486	114	2	25	64	218	25	132
Future Volume (veh/h)	71	555	4	132	486	114	2	25	64	218	25	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	584	3	139	512	103	2	26	12	229	26	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	587	2036	10	563	1717	344	42	230	100	338	162	162
Arrive On Green	0.04	0.56	0.56	0.11	1.00	1.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3625	19	1781	2949	591	21	1215	530	1366	856	856
Grp Volume(v), veh/h	75	286	301	139	308	307	40	0	0	229	0	52
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	1781	1777	1763	1765	0	0	1366	0	1713
Q Serve(g_s), s	1.8	8.4	8.4	3.4	0.0	0.0	0.0	0.0	0.0	13.8	0.0	2.5
Cycle Q Clear(g_c), s	1.8	8.4	8.4	3.4	0.0	0.0	1.9	0.0	0.0	15.7	0.0	2.5
Prop In Lane	1.00		0.01	1.00		0.33	0.05		0.30	1.00		0.50
Lane Grp Cap(c), veh/h	587	998	1048	563	1034	1026	371	0	0	338	0	324
V/C Ratio(X)	0.13	0.29	0.29	0.25	0.30	0.30	0.11	0.00	0.00	0.68	0.00	0.16
Avail Cap(c_a), veh/h	732	998	1048	759	1034	1026	533	0	0	465	0	483
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.5	11.5	11.5	8.0	0.0	0.0	33.7	0.0	0.0	39.0	0.0	33.9
Incr Delay (d2), s/veh	0.0	0.7	0.7	0.1	0.2	0.2	0.1	0.0	0.0	2.4	0.0	0.2
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	0.6	3.1	3.3	1.0	0.1	0.1	0.8	0.0	0.0	5.5	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	12.2	12.2	8.0	0.2	0.2	33.7	0.0	0.0	41.4	0.0	34.2
LnGrp LOS	A	B	B	A	A	A	C	A	A	D	A	C
Approach Vol, veh/h	662				754				40			
Approach Delay, s/veh	11.8				1.7				33.7			
Approach LOS	B				A				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	62.3		25.7	9.9	64.4		25.7				
Change Period (Y+Rc), s	6.6	* 6.2		* 6.8	6.4	* 6.2		* 6.8				
Max Green Setting (Gmax), s	16.4	* 36		* 28	11.6	* 41		* 28				
Max Q Clear Time (g_c+I1), s	5.4	10.4		17.7	3.8	2.0		3.9				
Green Ext Time (p_c), s	0.1	6.5		0.7	0.0	7.9		0.1				

## Intersection Summary

HCM 6th Ctrl Delay 12.5

HCM 6th LOS B

## Notes

User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 1: Buford Drive (SR 20) & Mall of Georgia Boulevard

2025 Build AM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←←	↑	↗	←←	↑	↗	←←	↑↑↑	↗	↗	↑↑↑	↗
Traffic Volume (veh/h)	65	30	227	596	49	12	193	1767	209	18	1578	55
Future Volume (veh/h)	65	30	227	596	49	12	193	1767	209	18	1578	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1663	1870	1870	1781	1870	1841	1811	1811	1530	1826	1870
Adj Flow Rate, veh/h	68	32	7	627	52	0	203	1860	173	19	1661	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	16	2	2	8	2	4	6	6	25	5	2
Cap, veh/h	637	55	53	679	74	65	245	2973	1142	111	2735	92
Arrive On Green	0.18	0.03	0.03	0.20	0.04	0.00	0.07	0.55	0.55	0.08	0.55	0.55
Sat Flow, veh/h	3456	1663	1585	3456	1781	1585	3506	5433	1535	1457	4952	167
Grp Volume(v), veh/h	68	32	7	627	52	0	203	1860	173	19	1114	603
Grp Sat Flow(s),veh/h/ln	1728	1663	1585	1728	1781	1585	1753	1811	1535	1457	1662	1796
Q Serve(g_s), s	2.9	3.4	0.8	32.1	5.2	0.0	10.3	42.4	1.6	2.2	40.7	40.7
Cycle Q Clear(g_c), s	2.9	3.4	0.8	32.1	5.2	0.0	10.3	42.4	1.6	2.2	40.7	40.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	637	55	53	679	74	65	245	2973	1142	111	1836	992
V/C Ratio(X)	0.11	0.58	0.13	0.92	0.71	0.00	0.83	0.63	0.15	0.17	0.61	0.61
Avail Cap(c_a), veh/h	637	75	71	747	377	336	551	2973	1142	111	1836	992
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.1	85.8	84.5	71.0	85.2	0.0	82.6	28.1	1.9	77.8	27.1	27.1
Incr Delay (d2), s/veh	0.0	11.0	1.4	16.4	14.0	0.0	2.7	1.0	0.3	0.3	1.5	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.6	0.3	15.6	2.7	0.0	4.7	18.2	0.7	0.8	16.2	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	96.7	85.8	87.4	99.2	0.0	85.4	29.1	2.1	78.1	28.6	29.9
LnGrp LOS	E	F	F	F	F	A	F	C	A	E	C	C
Approach Vol, veh/h	107				679				2236			
Approach Delay, s/veh	73.4				88.3				32.1			
Approach LOS	E				F				C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	106.3	41.5	12.9	20.6	105.0	40.1	14.3				
Change Period (Y+Rc), s	* 6.7	* 6.9	6.1	6.9	6.9	6.5	6.9	6.9				
Max Green Setting (Gmax), s	* 28	* 79	38.9	8.1	8.1	98.5	8.1	38.1				
Max Q Clear Time (g_c+l1), s	12.3	42.7	34.1	5.4	4.2	44.4	4.9	7.2				
Green Ext Time (p_c), s	0.3	29.8	1.3	0.0	0.0	46.7	0.0	0.2				

### Intersection Summary

HCM 6th Ctrl Delay 40.1

HCM 6th LOS D

### Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 2: Private Driveway/Financial Center Way & Mall of Georgia Boulevard

2025 Build AM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	3	1	2	3	1	2	3	1	2	3
Traffic Volume (veh/h)	30	205	2	51	212	87	1	3	15	95	3	53
Future Volume (veh/h)	30	205	2	51	212	87	1	3	15	95	3	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	1870	1856	1159	1870	1870	1826	1870	1870	1870	1781	1870	1870
Adj Flow Rate, veh/h	36	244	2	61	252	60	1	4	0	113	4	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	3	50	2	2	5	2	2	2	8	2	2
Cap, veh/h	795	2324	19	848	1884	440	64	167	0	216	5	157
Arrive On Green	0.03	0.65	0.65	0.03	0.66	0.66	0.10	0.10	0.00	0.10	0.10	0.00
Sat Flow, veh/h	1781	3584	29	1781	2859	668	157	1687	0	1384	49	1585
Grp Volume(v), veh/h	36	120	126	61	155	157	5	0	0	117	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1850	1781	1777	1750	1844	0	0	1433	0	1585
Q Serve(g_s), s	0.6	2.3	2.3	1.0	2.9	3.0	0.0	0.0	0.0	7.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	2.3	2.3	1.0	2.9	3.0	0.2	0.0	0.0	7.2	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.38	0.20		0.00	0.97		1.00
Lane Grp Cap(c), veh/h	795	1143	1200	848	1171	1153	231	0	0	221	0	157
V/C Ratio(X)	0.05	0.10	0.11	0.07	0.13	0.14	0.02	0.00	0.00	0.53	0.00	0.00
Avail Cap(c_a), veh/h	1017	1143	1200	1051	1171	1153	314	0	0	288	0	232
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	0.69	0.69	0.69	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.9	6.0	6.0	4.7	5.7	5.7	36.6	0.0	0.0	39.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.8	0.3	0.9	0.9	0.1	0.0	0.0	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.9	6.2	6.1	4.7	5.8	5.8	36.7	0.0	0.0	41.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h		282			373			5			117	
Approach Delay, s/veh		6.0			5.6			36.7			41.7	
Approach LOS		A			A			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	64.6		15.7	8.8	65.5		15.7				
Change Period (Y+Rc), s	6.6	* 6.2		* 6.8	6.4	* 6.2		* 6.8				
Max Green Setting (Gmax), s	13.4	* 44		* 13	13.6	* 44		* 13				
Max Q Clear Time (g_c+I), s	10.0	4.3		9.2	2.6	5.0		2.2				
Green Ext Time (p_c), s	0.0	2.7		0.2	0.0	3.6		0.0				

### Intersection Summary

HCM 6th Ctrl Delay 11.4

HCM 6th LOS B

### Notes

User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

3: Financial Center Way & Site Driveway A

2025 Build AM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	✕			↩	↩	
Traffic Vol, veh/h	8	46	16	105	106	3
Future Vol, veh/h	8	46	16	105	106	3
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	4	3	0
Mvmt Flow	9	50	17	114	115	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	265	117	118
Stage 1	117	-	-
Stage 2	148	-	-
Critical Hdwy	6.42	6.22	4.1
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.2
Pot Cap-1 Maneuver	762	935	1483
Stage 1	908	-	-
Stage 2	908	-	-
Platoon blocked, %	1	-	-
Mov Cap-1 Maneuver	753	935	1483
Mov Cap-2 Maneuver	753	-	-
Stage 1	897	-	-
Stage 2	908	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1483	-	903	-	-
HCM Lane V/C Ratio	0.012	-	0.065	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

4: Financial Center Way & Site Driveway B

2025 Build AM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	✕			↩	↩	
Traffic Vol, veh/h	8	21	7	106	88	3
Future Vol, veh/h	8	21	7	106	88	3
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	4	3	0
Mvmt Flow	9	23	8	115	96	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	229	98	99
Stage 1	98	-	-
Stage 2	131	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	805	963	1507
Stage 1	931	-	-
Stage 2	931	-	-
Platoon blocked, %	1	-	-
Mov Cap-1 Maneuver	801	963	1507
Mov Cap-2 Maneuver	801	-	-
Stage 1	925	-	-
Stage 2	931	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1507	-	912	-	-
HCM Lane V/C Ratio	0.005	-	0.035	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 1: Buford Drive (SR 20) & Mall of Georgia Boulevard

2025 Build PM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1/6/2022 3:30PM Lane Configurations	↖↖	↑	↗	↖↖	↑	↗	↖↖	↑↑↑	↗	↖	↑↑↑	
Traffic Volume (veh/h)	213	149	573	552	155	77	447	1586	573	53	2179	192
Future Volume (veh/h)	213	149	573	552	155	77	447	1586	573	53	2179	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1841	1870	1870	1856	1870
Adj Flow Rate, veh/h	220	154	362	569	160	7	461	1635	524	55	2246	193
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	3	2
Cap, veh/h	480	169	142	534	198	167	498	3079	1127	110	2274	193
Arrive On Green	0.05	0.03	0.03	0.15	0.11	0.11	0.14	0.56	0.56	0.06	0.48	0.48
Sat Flow, veh/h	3456	1870	1569	3456	1870	1572	3563	5522	1582	1781	4756	403
Grp Volume(v), veh/h	220	154	362	569	160	7	461	1635	524	55	1587	852
Grp Sat Flow(s),veh/h/ln	1728	1870	1569	1728	1870	1572	1781	1841	1582	1781	1689	1782
Q Serve(g_s), s	12.4	16.4	14.0	30.9	16.7	0.8	25.6	37.2	0.0	6.0	92.5	95.6
Cycle Q Clear(g_c), s	12.4	16.4	14.0	30.9	16.7	0.8	25.6	37.2	0.0	6.0	92.5	95.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	480	169	142	534	198	167	498	3079	1127	110	1615	852
V/C Ratio(X)	0.46	0.91	2.55	1.07	0.81	0.04	0.93	0.53	0.46	0.50	0.98	1.00
Avail Cap(c_a), veh/h	480	169	142	534	291	244	558	3079	1127	117	1615	852
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	88.1	96.2	57.8	84.5	87.4	80.3	85.0	27.8	12.4	90.9	51.3	52.2
Incr Delay (d2), s/veh	0.2	42.6	716.1	57.6	11.2	0.1	19.4	0.7	1.4	1.3	18.6	30.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	10.3	34.2	18.0	8.7	0.3	13.1	16.4	10.2	2.8	42.2	48.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.3	138.8	773.9	142.2	98.6	80.4	104.4	28.5	13.8	92.2	69.9	83.1
LnGrp LOS	F	F	F	F	F	F	F	C	B	F	E	F
Approach Vol, veh/h	736			736			2620			2494		
Approach Delay, s/veh	436.1			132.1			38.9			74.9		
Approach LOS	F			F			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.7	102.5	37.8	25.0	19.2	118.0	34.7	28.1				
Change Period (Y+Rc), s	* 6.7	* 6.9	6.9	* 6.9	6.9	6.5	6.9	6.9				
Max Green Setting (Gmax), s	* 31	* 94	30.9	* 18	13.1	111.5	17.1	31.1				
Max Q Clear Time (g_c+l1), s	27.6	97.6	32.9	18.4	8.0	39.2	14.4	18.7				
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.0	60.4	0.1	0.7				

### Intersection Summary

HCM 6th Ctrl Delay 107.3

HCM 6th LOS F

### Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 2: Private Driveway/Financial Center Way & Mall of Georgia Boulevard

2025 Build PM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	3	1	2	3	1	2	3	1	2	3
Traffic Volume (veh/h)	71	555	4	132	486	183	2	25	64	262	25	132
Future Volume (veh/h)	71	555	4	132	486	183	2	25	64	262	25	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	584	3	139	512	158	2	26	14	276	26	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	418	1674	9	476	1303	400	38	234	117	147	7	446
Arrive On Green	0.04	0.46	0.46	0.06	0.49	0.49	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	3625	19	1781	2676	821	0	829	415	276	26	1582
Grp Volume(v), veh/h	75	286	301	139	339	331	42	0	0	302	0	31
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	1781	1777	1720	1244	0	0	302	0	1582
Q Serve(g_s), s	2.2	10.3	10.3	4.0	12.1	12.2	0.0	0.0	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s	2.2	10.3	10.3	4.0	12.1	12.2	28.2	0.0	0.0	28.2	0.0	1.4
Prop In Lane	1.00		0.01	1.00		0.48	0.05		0.33	0.91		1.00
Lane Grp Cap(c), veh/h	418	820	862	476	865	838	388	0	0	154	0	446
V/C Ratio(X)	0.18	0.35	0.35	0.29	0.39	0.40	0.11	0.00	0.00	1.96	0.00	0.07
Avail Cap(c_a), veh/h	558	820	862	661	865	838	388	0	0	154	0	446
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(l)	1.00	1.00	1.00	0.38	0.38	0.38	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.6	17.3	17.3	13.0	16.3	16.3	26.8	0.0	0.0	42.2	0.0	26.3
Incr Delay (d2), s/veh	0.1	1.2	1.1	0.0	0.2	0.2	0.1	0.0	0.0	454.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.1	4.4	1.5	4.5	4.4	0.8	0.0	0.0	23.3	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	18.4	18.4	13.1	16.5	16.5	26.8	0.0	0.0	496.6	0.0	26.4
LnGrp LOS	B	B	B	B	B	B	C	A	A	F	A	C
Approach Vol, veh/h		662			809			42			333	
Approach Delay, s/veh		17.9			15.9			26.8			452.8	
Approach LOS		B			B			C			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	52.4		35.0	10.1	54.9		35.0				
Change Period (Y+Rc), s	6.6	* 6.2		* 6.8	6.4	* 6.2		* 6.8				
Max Green Setting (Gmax), s	10.4	* 36		* 28	11.6	* 41		* 28				
Max Q Clear Time (g_c+I), s	10.0	12.3		30.2	4.2	14.2		30.2				
Green Ext Time (p_c), s	0.1	6.3		0.0	0.0	7.8		0.0				

### Intersection Summary

HCM 6th Ctrl Delay 95.7

HCM 6th LOS F

### Notes

User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

## 3: Financial Center Way &amp; Site Driveway A




2025 Build PM Peak

PLANNING AND DEVELOPMENT

**RECEIVED**

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	30	47	232	389	9
Future Vol, veh/h	6	30	47	232	389	9
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	7	33	51	252	423	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	782	428	433
Stage 1	428	-	-
Stage 2	354	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	368	631	1137
Stage 1	662	-	-
Stage 2	749	-	-
Platoon blocked, %	1	-	-
Mov Cap-1 Maneuver	349	631	1137
Mov Cap-2 Maneuver	349	-	-
Stage 1	628	-	-
Stage 2	749	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1137	-	556	-	-
HCM Lane V/C Ratio	0.045	-	0.07	-	-
HCM Control Delay (s)	8.3	0	12	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

4: Financial Center Way & Site Driveway B

2025 Build PM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT			TT	TT	
Traffic Vol, veh/h	6	14	22	216	384	9
Future Vol, veh/h	6	14	22	216	384	9
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	7	15	24	235	417	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	705	422	427
Stage 1	422	-	-
Stage 2	283	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	416	636	1143
Stage 1	666	-	-
Stage 2	815	-	-
Platoon blocked, %	1	-	-
Mov Cap-1 Maneuver	406	636	1143
Mov Cap-2 Maneuver	406	-	-
Stage 1	650	-	-
Stage 2	815	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1143	-	544	-	-
HCM Lane V/C Ratio	0.021	-	0.04	-	-
HCM Control Delay (s)	8.2	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 1: Buford Drive (SR 20) & Mall of Georgia Boulevard

2025 Improved Build AM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙↘	↑	↙↘	↙↘↘	↘		↙↘	↑↑↑↘	↘	↘	↑↑↑↑	↘
Traffic Volume (veh/h)	65	30	227	596	49	12	193	1767	209	18	1578	55
Future Volume (veh/h)	65	30	227	596	49	12	193	1767	209	18	1578	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1663	1870	1870	1781	1870	1841	1811	1811	1530	1826	1870
Adj Flow Rate, veh/h	68	32	239	627	52	7	203	1860	176	19	1661	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	16	2	2	8	2	4	6	6	25	5	2
Cap, veh/h	490	75	321	740	71	10	245	2973	1066	166	2941	1160
Arrive On Green	0.14	0.04	0.04	0.15	0.05	0.05	0.07	0.55	0.55	0.11	0.59	0.59
Sat Flow, veh/h	3456	1663	2790	5023	1537	207	3506	5433	1535	1457	4985	1585
Grp Volume(v), veh/h	68	32	239	627	0	59	203	1860	176	19	1661	39
Grp Sat Flow(s),veh/h/ln	1728	1663	1395	1674	0	1744	1753	1811	1535	1457	1662	1585
Q Serve(g_s), s	3.1	3.4	8.1	21.9	0.0	6.0	10.3	42.4	1.9	2.1	36.9	0.5
Cycle Q Clear(g_c), s	3.1	3.4	8.1	21.9	0.0	6.0	10.3	42.4	1.9	2.1	36.9	0.5
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	75	321	740	0	80	245	2973	1066	166	2941	1160
V/C Ratio(X)	0.14	0.43	0.75	0.85	0.00	0.73	0.83	0.63	0.17	0.11	0.56	0.03
Avail Cap(c_a), veh/h	490	75	321	1086	0	369	551	2973	1066	166	2941	1160
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)	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.6	83.7	77.1	74.8	0.0	84.8	82.6	28.1	3.1	71.6	22.7	1.7
Incr Delay (d2), s/veh	0.0	4.5	9.2	4.8	0.0	14.4	2.7	1.0	0.3	0.1	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.5	5.7	9.7	0.0	3.0	4.7	18.2	0.9	0.8	14.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	88.2	86.3	79.5	0.0	99.2	85.4	29.1	3.4	71.7	23.5	1.8
LnGrp LOS	E	F	F	E	A	F	F	C	A	E	C	A
Approach Vol, veh/h	339		686			2239			1719			
Approach Delay, s/veh	82.8		81.2			32.1			23.5			
Approach LOS	F		F			C			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	113.1	32.6	15.0	27.4	105.0	32.4	15.2				
Change Period (Y+Rc), s	* 6.7	* 6.9	6.1	6.9	6.9	6.5	6.9	6.9				
Max Green Setting (Gmax), s	* 28	* 79	38.9	8.1	8.1	98.5	8.1	38.1				
Max Q Clear Time (g_c+l1), s	12.3	38.9	23.9	10.1	4.1	44.4	5.1	8.0				
Green Ext Time (p_c), s	0.3	32.3	2.6	0.0	0.0	46.7	0.0	0.3				

### Intersection Summary

HCM 6th Ctrl Delay 39.4

HCM 6th LOS D

### Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 2: Private Driveway/Financial Center Way & Mall of Georgia Boulevard

2025 Improved Build AM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	3	1	2	3	1	2	3	1	2	3
Traffic Volume (veh/h)	30	205	2	51	212	87	1	3	15	95	3	53
Future Volume (veh/h)	30	205	2	51	212	87	1	3	15	95	3	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	1870	1856	1159	1870	1870	1826	1870	1870	1870	1781	1870	1870
Adj Flow Rate, veh/h	36	244	2	61	252	60	1	4	0	113	4	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	3	50	2	2	5	2	2	2	8	2	2
Cap, veh/h	818	2320	19	847	1881	440	63	167	0	215	187	0
Arrive On Green	0.03	0.65	0.65	0.07	1.00	1.00	0.10	0.10	0.00	0.10	0.10	0.00
Sat Flow, veh/h	1781	3584	29	1781	2859	668	153	1667	0	1345	1870	0
Grp Volume(v), veh/h	36	120	126	61	155	157	5	0	0	113	4	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1850	1781	1777	1750	1821	0	0	1345	1870	0
Q Serve(g_s), s	0.6	2.3	2.3	1.0	0.0	0.0	0.0	0.0	0.0	7.1	0.2	0.0
Cycle Q Clear(g_c), s	0.6	2.3	2.3	1.0	0.0	0.0	0.2	0.0	0.0	7.4	0.2	0.0
Prop In Lane	1.00		0.02	1.00		0.38	0.20		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	818	1141	1198	847	1169	1152	230	0	0	215	187	0
V/C Ratio(X)	0.04	0.11	0.11	0.07	0.13	0.14	0.02	0.00	0.00	0.52	0.02	0.00
Avail Cap(c_a), veh/h	1040	1141	1198	1050	1169	1152	312	0	0	278	274	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	6.0	6.0	4.6	0.0	0.0	36.5	0.0	0.0	39.7	36.5	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.8	0.3	0.0	0.0	0.1	0.0	0.0	2.5	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.9	6.2	6.2	4.6	0.1	0.1	36.6	0.0	0.0	41.7	36.6	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	D	A
Approach Vol, veh/h		282			373			5			117	
Approach Delay, s/veh		6.0			0.8			36.6			41.5	
Approach LOS		A			A			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	64.5		15.8	8.8	65.4		15.8				
Change Period (Y+Rc), s	6.6	* 6.2		* 6.8	6.4	* 6.2		* 6.8				
Max Green Setting (Gmax), s	13.4	* 44		* 13	13.6	* 44		* 13				
Max Q Clear Time (g_c+I), s	13.4	4.3		9.4	2.6	2.0		2.2				
Green Ext Time (p_c), s	0.0	2.7		0.1	0.0	3.6		0.0				

### Intersection Summary

HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

### Notes

User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 1: Buford Drive (SR 20) & Mall of Georgia Boulevard

2025 Improved Build PM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙↘	↑	↙↘	↙↘↘	↗		↙↘	↗↗↗	↗	↙	↗↗↗	↗
Traffic Volume (veh/h)	213	149	573	552	155	77	447	1586	573	53	2179	192
Future Volume (veh/h)	213	149	573	552	155	77	447	1586	573	53	2179	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1841	1870	1870	1856	1870
Adj Flow Rate, veh/h	220	154	591	569	160	70	461	1636	545	55	2246	154
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	3	2
Cap, veh/h	288	197	682	644	185	81	498	3161	1109	103	2480	907
Arrive On Green	0.03	0.03	0.03	0.13	0.15	0.15	0.14	0.57	0.57	0.06	0.49	0.49
Sat Flow, veh/h	3456	1870	2766	5023	1231	539	3563	5522	1583	1781	5066	1582
Grp Volume(v), veh/h	220	154	591	569	0	230	461	1636	545	55	2246	154
Grp Sat Flow(s),veh/h/ln	1728	1870	1383	1674	0	1770	1781	1841	1583	1781	1689	1582
Q Serve(g_s), s	12.6	16.3	21.1	22.3	0.0	25.4	25.6	36.0	5.8	6.0	81.3	3.7
Cycle Q Clear(g_c), s	12.6	16.3	21.1	22.3	0.0	25.4	25.6	36.0	5.8	6.0	81.3	3.7
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	197	682	644	0	266	498	3161	1109	103	2480	907
V/C Ratio(X)	0.76	0.78	0.87	0.88	0.00	0.86	0.93	0.52	0.49	0.53	0.91	0.17
Avail Cap(c_a), veh/h	288	197	682	751	0	346	558	3161	1109	103	2480	907
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	95.3	94.2	45.2	85.7	0.0	83.0	85.0	26.0	13.7	91.6	46.8	7.1
Incr Delay (d2), s/veh	9.1	16.2	10.2	11.2	0.0	17.0	19.4	0.6	1.6	2.8	6.1	0.4
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	6.3	9.2	13.6	10.3	0.0	12.8	13.1	15.8	11.3	2.8	34.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.4	110.4	55.4	97.0	0.0	99.9	104.4	26.6	15.2	94.4	52.9	7.5
LnGrp LOS	F	F	E	F	A	F	F	C	B	F	D	A
Approach Vol, veh/h	965		799			2642			2455			
Approach Delay, s/veh	75.4		97.8			37.8			51.0			
Approach LOS	E		F			D			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.7	104.8	32.5	28.0	18.5	121.0	23.5	37.0				
Change Period (Y+Rc), s	* 6.7	* 6.9	6.9	* 6.9	6.9	6.5	6.9	6.9				
Max Green Setting (Gmax), s	* 31	* 92	29.9	* 21	8.1	114.5	11.1	39.1				
Max Q Clear Time (g_c+I1), s	27.6	83.3	24.3	23.1	8.0	38.0	14.6	27.4				
Green Ext Time (p_c), s	0.4	8.1	1.4	0.0	0.0	63.7	0.0	1.0				

### Intersection Summary

HCM 6th Ctrl Delay 54.8

HCM 6th LOS D

### Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

Addison Ivy Creek TIA

## 2: Private Driveway/Financial Center Way & Mall of Georgia Boulevard

2025 Improved Build PM Peak

PLANNING AND DEVELOPMENT

RECEIVED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	3	1	2	3	1	2	3	1	2	3
Traffic Volume (veh/h)	71	555	4	132	486	183	2	25	64	262	25	132
Future Volume (veh/h)	71	555	4	132	486	183	2	25	64	262	25	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	584	3	139	512	164	2	26	13	276	26	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	536	1911	10	533	1458	465	42	261	123	381	189	189
Arrive On Green	0.04	0.53	0.53	0.11	1.00	1.00	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	3625	19	1781	2649	844	21	1181	558	1365	857	857
Grp Volume(v), veh/h	75	286	301	139	343	333	41	0	0	276	0	52
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	1781	1777	1717	1760	0	0	1365	0	1713
Q Serve(g_s), s	1.9	9.1	9.1	3.6	0.0	0.0	0.0	0.0	0.0	17.2	0.0	2.4
Cycle Q Clear(g_c), s	1.9	9.1	9.1	3.6	0.0	0.0	1.9	0.0	0.0	19.1	0.0	2.4
Prop In Lane	1.00		0.01	1.00		0.49	0.05		0.32	1.00		0.50
Lane Grp Cap(c), veh/h	536	937	984	533	978	945	426	0	0	381	0	378
V/C Ratio(X)	0.14	0.31	0.31	0.26	0.35	0.35	0.10	0.00	0.00	0.72	0.00	0.14
Avail Cap(c_a), veh/h	681	937	984	726	978	945	533	0	0	465	0	483
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.60	0.60	0.60	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	13.3	13.3	9.3	0.0	0.0	31.1	0.0	0.0	37.6	0.0	31.3
Incr Delay (d2), s/veh	0.0	0.8	0.8	0.1	0.3	0.3	0.1	0.0	0.0	4.4	0.0	0.2
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	3.5	3.7	1.1	0.1	0.1	0.8	0.0	0.0	6.8	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	14.2	14.1	9.4	0.3	0.3	31.2	0.0	0.0	41.9	0.0	31.5
LnGrp LOS	B	B	B	A	A	A	C	A	A	D	A	C
Approach Vol, veh/h		662			815			41			328	
Approach Delay, s/veh		13.7			1.8			31.2			40.3	
Approach LOS		B			A			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	58.9		28.9	9.9	61.2		28.9				
Change Period (Y+Rc), s	6.6	* 6.2		* 6.8	6.4	* 6.2		* 6.8				
Max Green Setting (Gmax), s	10.4	* 36		* 28	11.6	* 41		* 28				
Max Q Clear Time (g_c+I), s	11.1			21.1	3.9	2.0		3.9				
Green Ext Time (p_c), s	0.1	6.4		0.7	0.0	8.9		0.1				

### Intersection Summary

HCM 6th Ctrl Delay 13.6

HCM 6th LOS B

### Notes

User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# Programmed Project Fact Sheet



GWINNETT COUNTY  
Short Title PLANNING AND DEVELOPMENT

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1/6/2022 3:30PM

SR 20 (BUFORD DRIVE) WIDENING FROM I-85 NORTH TO ROCK SPRINGS ROAD



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**GDOT Project No.** 0007850  
**Federal ID No.** N/A  
**Status** Programmed  
**Service Type** Roadway / General Purpose Capacity  
**Sponsor** GDOT  
**Jurisdiction** Regional - Northeast  
**Analysis Level** In the Region's Air Quality Conformity Analysis

**Existing Thru Lane** 4 **LCI** ☐  
**Planned Thru Lane** 8 **Flex** ☐

**Network Year** 2030

**Corridor Length** 0.8 miles

#### Detailed Description and Justification

This project involves adding 2 lanes in each direction along SR 20 (Buford Drive) between I-85 North and Rock Springs Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)		2023	\$699,953	\$0,000	\$699,953	\$0,000	\$0,000
ROW	Transportation Funding Act (HB 170)		LR 2026-2030	\$3,148,187	\$0,000	\$3,148,187	\$0,000	\$0,000
CST	General Federal Aid - 2026-2050		LR 2026-2030	\$15,198,980	\$12,159,184	\$3,039,796	\$0,000	\$0,000
				\$19,047,120	\$12,159,184	\$6,887,936	\$0,000	\$0,000

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



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



GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

Short Title

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1/6/2022 3:30PM

SUGARLOAF PARKWAY EXTENSION: PHASE 3 - NEW  
ALIGNMENT FROM I-85 TO PEACHTREE INDUSTRIAL  
BOULEVARD



GDOT Project No.

N/A

Federal ID No.

CSSTP-0006-00(925)

Status

Long Range

Service Type

Roadway / General Purpose Capacity

Sponsor

Gwinnett County

Jurisdiction

Gwinnett County

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

0

LCI

☐

Planned Thru Lane

4

Flex

☐

Network Year

2040

Corridor Length

5.8 miles

## Detailed Description and Justification

This East-Cross County Connector project consists of constructing a new roadway from I-85 to Peachtree Industrial Blvd. The road will include a 4 lane divided highway with a raised median, bicycle and pedestrian facilities, turn lanes as well as grade separation at Norfolk Southern Railroad, Buford Hwy, Satellite Blvd. and I-985. The project will add roadway capacity and address peak period congestion in the northern part of the county experiencing rapid population and employment growth.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2006	\$8,000,000	\$0,000	\$0,000	\$0,000	\$8,000,000
ROW	Local Jurisdiction/Municipality Funds	AUTH	2010	\$8,000,000	\$0,000	\$0,000	\$0,000	\$8,000,000
UTL	Local Jurisdiction/Municipality Funds		LR 2031-2040	\$6,106,500	\$0,000	\$0,000	\$0,000	\$6,106,500
CST	Local Jurisdiction/Municipality Funds		LR 2031-2040	\$109,415,586	\$0,000	\$0,000	\$0,000	\$109,415,586
				\$131,522,086	\$0,000	\$0,000	\$0,000	\$131,522,086

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

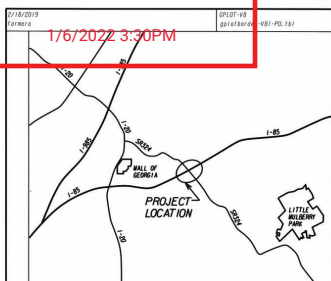


For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



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LOCATION SKETCH

DESIGN DATA: I-85/SR 403  
TRAFFIC A.D.T.: 80,500 (2020)  
TRAFFIC A.D.T.: 105,650 (2040)  
TRAFFIC D.H.V.: 7,825 (2040)  
DIRECTIONAL DIST: 50/50  
% TRUCKS: 10.5%  
24 HR. TRUCKS %: 19%  
SPEED DESIGN: I-85/SR 403: 70mph  
SPEED DESIGN: Gravel Springs Rd./  
SR 324: 45 mph  
[SPEED DESIGN: Ramps: 60 mph/45 mph]

LOCATION & DESIGN  
APPROVAL DATE: 5-03-2017  
FUNCTIONAL CLASS:  
I-85/SR 403 - Urban Interstate  
SR 324/ Gravel Springs Road - Urban Minor Arterial  
THIS PROJECT IS 100% IN  
GWINNETT COUNTY AND IS  
100% IN CONG.DIST.NO.7.  
PROJECT DESIGNATION: PROJECT OF  
DIVISION INTEREST

THIS PROJECT HAS BEEN PREPARED  
USING THE HORIZONTAL GEORGIA  
COORDINATE SYSTEM OF 1984 (NAD  
1983/84 WEST ZONE, AND THE NORTH  
AMERICAN VERTICAL DATUM (NAVD)  
OF 1988.

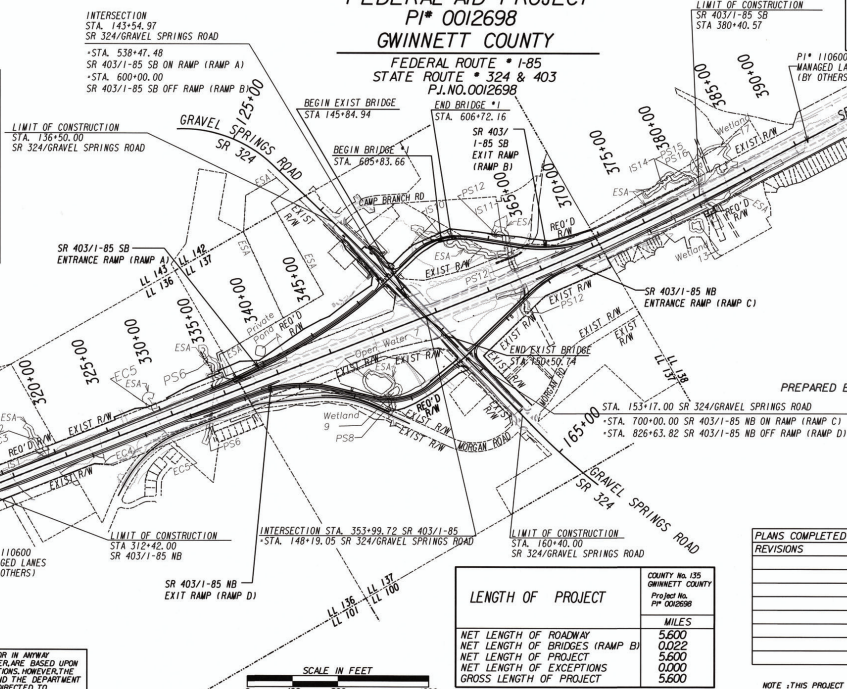
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THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

PLAN AND PROFILE OF PROPOSED  
GRAVEL SPRINGS ROAD / SR 324  
@ I-85 / SR 403 INTERCHANGE

FEDERAL AID PROJECT  
PI# 0012698  
GWINNETT COUNTY

FEDERAL ROUTE • I-85  
STATE ROUTE • 324 & 403  
P.I. NO. 0012698



NOTE:  
ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS,  
DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION  
WITH THIS DOCUMENT, TO "STATE HIGHWAY DEPARTMENT OF GEORGIA," "STATE  
HIGHWAY DEPARTMENT," "GEORGIA STATE HIGHWAY DEPARTMENT," "HIGHWAY  
DEPARTMENT," OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE  
STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN  
THE DEPARTMENT OF TRANSPORTATION.

PLANS PREPARED BY:



GRESHAM  
SMITH AND  
PARTNERS

GRESHAM, SMITH & PARTNERS  
2325 LAKEVIEW PARKWAY  
ALPHARETTA, GA 30009  
PHONE No. (770) 754-0755



PREPARED BY:

ANDREW M. FARMER, P.E.  
GRESHAM SMITH AND PARTNERS

[illegible]

NOTE: THIS PROJECT INCLUDES POST CONSTRUCTION BMP'S

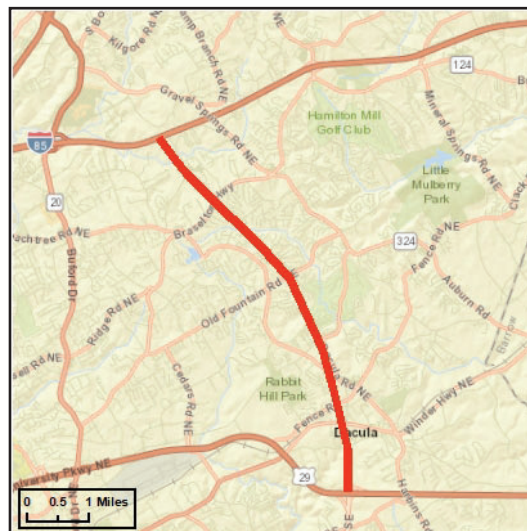
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GWINNETT COUNTY  
PLANNING AND DEVELOPMENT

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SUGARLOAF PARKWAY EXTENSION: PHASE 2 - NEW  
ALIGNMENT FROM SR 316 EAST OF LAWRENCEVILLE  
TO I-85



<b>GDOT Project No.</b>	0006924
<b>Federal ID No.</b>	CSSTP-0006-00(924)
<b>Status</b>	Long Range
<b>Service Type</b>	Roadway / General Purpose Capacity
<b>Sponsor</b>	Gwinnett County
<b>Jurisdiction</b>	Regional - Northeast
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis

<b>Existing Thru Lane</b>	0	<b>LCI</b>	<input type="checkbox"/>
<b>Planned Thru Lane</b>	4	<b>Flex</b>	<input type="checkbox"/>

<b>Network Year</b>	2030
<b>Corridor Length</b>	6.8 miles

#### Detailed Description and Justification

This Buford/Dacula/East-Cross County Connector project consists of constructing a new 6.8 miles roadway from SR 316 east of Lawrenceville to I 85. The road will include a 4 lane divided highway with a raised median, bicycle and pedestrian facilities, turn lanes as well as grade separation at I-85, SR 124, Old Fountain Rd., Old Peachtree Rd, Fence Rd, SR 8, and SR 316. The project will add need roadway capacity and address peak period congestion in the northern part of the county experiencing rapid population and employment growth.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2006	\$10,000,000	\$0,000	\$0,000	\$0,000	\$10,000,000
PE	Federal Earmark Funding	AUTH	2018	\$9,450,000	\$4,499,500	\$0,000	\$0,000	\$4,950,500
PE-OV	STP - Statewide Flexible (GDOT)	AUTH	2011	\$50,000	\$40,000	\$10,000	\$0,000	\$0,000
ROW	Local Jurisdiction/Municipality Funds	AUTH	2020	\$60,000,000	\$0,000	\$0,000	\$0,000	\$60,000,000
UTL	Local Jurisdiction/Municipality Funds		LR 2026-2030	\$6,414,500	\$0,000	\$0,000	\$0,000	\$6,414,500
CST	General Federal Aid - 2026-2050		LR 2026-2030	\$300,000,000	\$165,427,567	\$41,356,892	\$0,000	\$93,215,541
				<b>\$385,914,500</b>	<b>\$169,967,067</b>	<b>\$41,366,892</b>	<b>\$0,000</b>	<b>\$174,580,541</b>

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



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





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PLANNING AND DEVELOPMENT

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