GWINNETT COUNTY
PLANNING AND DEVELOPMENT
RECEIVED
4/22/22



# REZONING APPLICATION

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

| APPLICANT INFORMATION | PROPERTY OWNER INFORMATION* |
|---|---|
| NAME: McGinnis Ferry Development Group, LLC c/o Mahaffey Pickens Tucker, LLP | NAME: Peachtree Road Baptist Church, Inc. |
| ADDRESS: 1550 North Brown Road, Suite 125 | ADDRESS: 142 Old Peachtree Road |
| CITY: Lawrenceville | CITY: Suwanee |
| STATE: Georgia ZIP: 30043 | STATE: Georgia ZIP: 30024 |
| PHONE: 770 232 0000 | PHONE: 770 232 0000 |

CONTACT PERSON: Shane Lanham PHONE: 770 232 0000

CONTACT'S E-MAIL: slanham@mptlawfirm.com

**APPLICANT IS THE:**

☐ OWNER'S AGENT ☐ PROPERTY OWNER ☑ CONTRACT PURCHASER

PRESENT ZONING DISTRICTS(S): RA-200 REQUESTED ZONING DISTRICT: RM-24

PARCEL NUMBER(S): 7152 001 (portion) ACREAGE: +/- 14.58 acres

ADDRESS OF PROPERTY: 142 Old Peachtree Road

PROPOSED DEVELOPMENT: Residential multi-family community

| RESIDENTIAL DEVELOPMENT | NON-RESIDENTIAL DEVELOPMENT |
|---|---|
| No. of Lots/Dwelling Units 350 | No. of Buildings/Lots: NA |
| Dwelling Unit Size (Sq. Ft.): varies per UDO | Total Building Sq. Ft. NA |
| Gross Density: +/- 24.00 units per acre | Density: NA |
| Net Density: +/- 24.00 units per acre | |

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

Mahaffey Pickens Tucker, LLP
ATTORNEYS AT LAW

Matthew P. Benson
G. Tyler Boyd
Catherine W. Davidson
Gerald Davidson, Jr.*
Rebecca B. Gober
Brian T. Easley
Christopher D. Holbrook

Shane M. Lanham
Jeffrey R. Mahaffey
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Andrew D. Stancil
R. Lee Tucker, Jr.

*Of Counsel

# LETTER OF INTENT FOR REZONING APPLICATION

Mahaffey Pickens Tucker, LLP submits this Letter of Intent and attached rezoning application (the "Application") for the purpose of rezoning an approximately 14.58-acre tract of land located along the northerly side of McGinnis Ferry Road between its intersections with Old Peachtree Road/Northbrook Parkway and Lawrenceville-Suwanee Road (the "Property"). The Property is a component of tax parcel R7152 001 and is currently zoned RA-200. The Property is located within the Community Mixed-Use Character Area as set forth on the Gwinnett County 2040 Unified Plan Future Development Map.

The Applicant is proposing to rezone the Property to the RM-24 zoning classification in order to accommodate its development for use as an attractive multifamily residential development as set forth on the site plan submitted with the Application (the "Site Plan"). The proposed development would include a total of 350 multifamily residences provided within nine buildings with a central active amenity area including a club house, pool, and patio with a fire pit and other gathering space. Additionally, a dog park and smaller green space pockets are proposed within the development for the use and enjoyment of residents. The proposed development would be accessed by a single main driveway on McGinnis Ferry Road with an additional emergency access driveway on the western side of the Property's McGinnis Ferry Road frontage. The proposed development would enjoy convenient pedestrian access to surrounding land uses which include the adjacent Hmart grocery store, various additional retail and restaurant uses located along Lawrenceville-Suwanee Road and Old Peachtree Road, and Peachtree Road Baptist Church via an existing sidewalk network including a 10-foot wide multi-use path located on McGinnis Ferry Road. The subject property also enjoys convenient vehicular access to major transportation corridors including Interstate 85, Old Peachtree Road/Northbrook Parkway, and Lawrenceville-Suwanee Road. This access would be further enhanced by the proposed grade-separated interchange at McGinnis Ferry Road and Interstate 85.

The Property's frontage on McGinnis Ferry Road is encumbered by a Construction and Maintenance of Slope Agreement. This easement is contained within the UDO-required 50-foot front building setback which runs along McGinnis Ferry Road. The proposed development would also include a 10-foot wide landscaped setback which would run along the McGinnis Ferry Road frontage. In order to develop the Property as set forth on the Site Plan, the Applicant is requesting

a buffer reduction along the Property's proposed northern boundary line to zero feet. The proposed stormwater management area would be set back from the roadway and screened by a 4-foot high wooden privacy fence.

The proposed development is compatible with surrounding land uses and is consistent with the policies set forth in the Gwinnett County 2040 Unified Plan (the "2040 Plan"). The Property is located within an established mixed-use area that is generally bounded by Old Peachtree Road, McGinnis Ferry Road, and Lawrenceville-Suwanee Road. The proposed development would inject a high-quality residential use that would complement existing non-residential development, further diversify the land use mix of the surrounding area, and enhance the walkability of McGinnis Ferry Road in accordance with the 2040 Plan's policy recommendations for the Community Mixed-Use Character Area. Moreover, the proposed development is also compatible with the recently-approved Richmond Row community, located to the south across McGinnis Ferry Road, which also includes multifamily residences. The applicant has worked with Gwinnett County Department of Water Resources staff and leadership to ensure the project will not overburden the sewer system. As part of the process, the applicant has agreed to make the necessary upgrades in order to obtain sewer capacity, which includes construction of over 5000 linear feet of force main and specific upgrades to the Lawrenceville Suwanee Estates Pump Station.

The proposed development is compatible with surrounding land uses and existing development patterns, it is consistent with the policies of the 2040 Plan, it would enhance the walkability of McGinnis Ferry Road, Old Peachtree Road, and Lawrenceville-Suwanee Road, and would provide an excellent opportunity for high-quality in-fill development in an important and growing area of the County. The Applicant and its representatives welcome the opportunity to meet with staff of the Gwinnett County Department of Planning & Development to answer any questions or to address any concerns relating to the matters set forth in this letter or in the Applications filed herewith. The Applicant respectfully requests your approval of this Application.

This 5th day of April, 2022.

Respectfully Submitted,

**MAHAFFEY PICKENS TUCKER, LLP**

*Shane M. Lanham*

Shane M. Lanham
*Attorneys for the Applicant*

## REZONING APPLICANT'S RESPONSE

STANDARDS GOVERNING THE EXERCISE OF THE ZONING POWER

PURSUANT TO REQUIREMENTS OF THE UNIFIED DEVELOPMENT ORDINANCE, THE BOARD OF COMMISSIONERS FINDS THAT THE FOLLOWING STANDARDS ARE RELEVANT IN BALANCING THE INTEREST IN PROMOTING THE PUBLIC HEALTH, SAFETY, MORALITY OR GENERAL WELFARE AGAINST THE RIGHT TO THE UNRESTRICTED USE OF PROPERTY AND SHALL GOVERN THE EXERCISE OF THE ZONING POWER.

PLEASE RESPOND TO THE FOLLOWING STANDARDS IN THE SPACE PROVIDED OR USE AN ATTACHMENT AS NECESSARY:

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

Please see attached

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

Please see attached

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

Please see attached

(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:

Please see attached

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

Please see attached

(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:

Please see attached

# REZONING APPLICANT'S RESPONSE
# STANDARDS GOVERNING THE EXERCISE OF THE ZONING POWER

(A) Yes, the proposed Rezoning Application will permit a use that is suitable in view of the use and development of adjacent and nearby property. The proposed multi-family residential development will complement existing land uses and development patterns.

(B) No, approval of the proposed Rezoning Application will not adversely affect the existing use or usability of any of the nearby properties. Rather, the proposed development would enhance the use and usability of adjacent and nearby land uses. The proposed use is compatible with surrounding land uses and the policies of the Gwinnett County 2040 Unified Plan.

(C) Due to the size, location, layout and dimensions of the subject property, the Applicant submits that the property does not have reasonable economic use as currently zoned.

(D) No, the proposed rezoning will not result in an excessive or burdensome use of the infrastructure systems. The Property is conveniently-located near major thoroughfares with access to utilities. Moreover, the developer is currently working with the Gwinnett County Department of Water Resources to complete upgrades to the Lawrenceville Suwanee Estates Pump Station and its force main, which will bring additional capacity to the basin.

(E) Yes, approval of the proposed Rezoning Application is in conformity with the policy and intent of the Gwinnett County 2040 Unified Plan. The Property is within the Community Mixed-Use Character Area which encourages the development of a mixture of land uses. The proposed development would bring additional residential critical mass to support existing commercial uses and would further diversify the land use mixture of the surrounding area.

(F) The Applicant submits that the mixture of surrounding land uses and the planned Interstate 85 interchange at McGinnis Ferry Road provide additional supporting grounds for approval of this Application.

LEGAL DESCRIPTION

Peachtree Road Baptist Church

New Tract

All that tract or parcel of land lying and being in Land Lot 152 of the 7th District, Gwinnett County, Georgia and being more particularly described as follows:

To find THE TRUE POINT OF BEGINNING, begin at a point, said point located at the intersection of the northeastern right-of-way of McGinnis Ferry Road (R/W varies) and the southern right-of-way of Old Peachtree Road (R/W varies), if extended; THENCE traveling southeasterly along the right-of-way of McGinnis Ferry Road for a distance of 675.41 feet to a concrete monument found, said monument being THE TRUE POINT OF BEGINNING;

THENCE leaving said right-of-way, North 31 degrees 31 minutes 10 seconds West a distance of 186.57 feet to a point;

THENCE North 63 degrees 57 minutes 51 seconds East a distance of 424.46 feet to a point;

THENCE South 28 degrees 11 minutes 03 seconds East a distance of 118.80 feet to a point;

THENCE North 63 degrees 57 minutes 51 seconds East a distance of 271.38 feet to a point;

THENCE South 35 degrees 45 minutes 11 seconds East a distance of 86.92 feet to a point;

THENCE North 63 degrees 57 minutes 51 seconds East a distance of 384.83 feet to a point;

THENCE South 26 degrees 02 minutes 09 seconds East a distance of 156.50 feet to a point;

THENCE North 63 degrees 57 minutes 51 seconds East a distance of 254.92 feet to a point;

THENCE South 30 degrees 46 minutes 09 seconds East a distance of 254.44 feet to a 1/2" rebar found;

THENCE South 63 degrees 57 minutes 51 seconds West a distance of 590.53 feet to a 1/2" rebar found;

THENCE South 35 degrees 26 minutes 11 seconds East a distance of 433.85 feet to a rebar set, said rebar being located on the northern right-of-way line of the aforementioned McGinnis Ferry Road;

THENCE traveling northwesterly along the right-of-way line of McGinnis Ferry Road, with the arc of a curve turning to the right, having an arc length of 183.43 feet, a radius of 846.00 feet, a chord length of 183.07 feet, and a chord bearing North 85 degrees 14 minutes 33 seconds West to a point;

THENCE North 68 degrees 34 minutes 32 seconds West a distance of 95.13 feet to a concrete monument found;

THENCE with the arc of a curve turning to the right, having an arc length of 85.94 feet, a radius of 834.00 feet, a chord length of 85.90 feet, and a chord bearing North 69 degrees 38 minutes 18 seconds West to a concrete monument found;

THENCE North 66 degrees 41 minutes 12 seconds West a distance of 238.20 feet to a point;

THENCE North 73 degrees 31 minutes 54 seconds West a distance of 94.47 feet to a concrete monument found;

THENCE North 23 degrees 18 minutes 49 seconds East a distance of 37.26 feet to a point;

THENCE North 66 degrees 41 minutes 11 seconds West a distance of 55.00 feet to a point;

THENCE South 23 degrees 18 minutes 48 seconds West a distance of 38.00 feet to a concrete monument found;

THENCE North 66 degrees 41 minutes 11 seconds West a distance of 454.67 feet to a concrete monument found, said monument being THE TRUE POINT OF BEGINNING.

The above described tract contains 14.580 acres.

GWINNETT COUNTY
PLANNING AND DEVELOPMENT

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4/06/2022 5:26PM

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

REFERENCES:

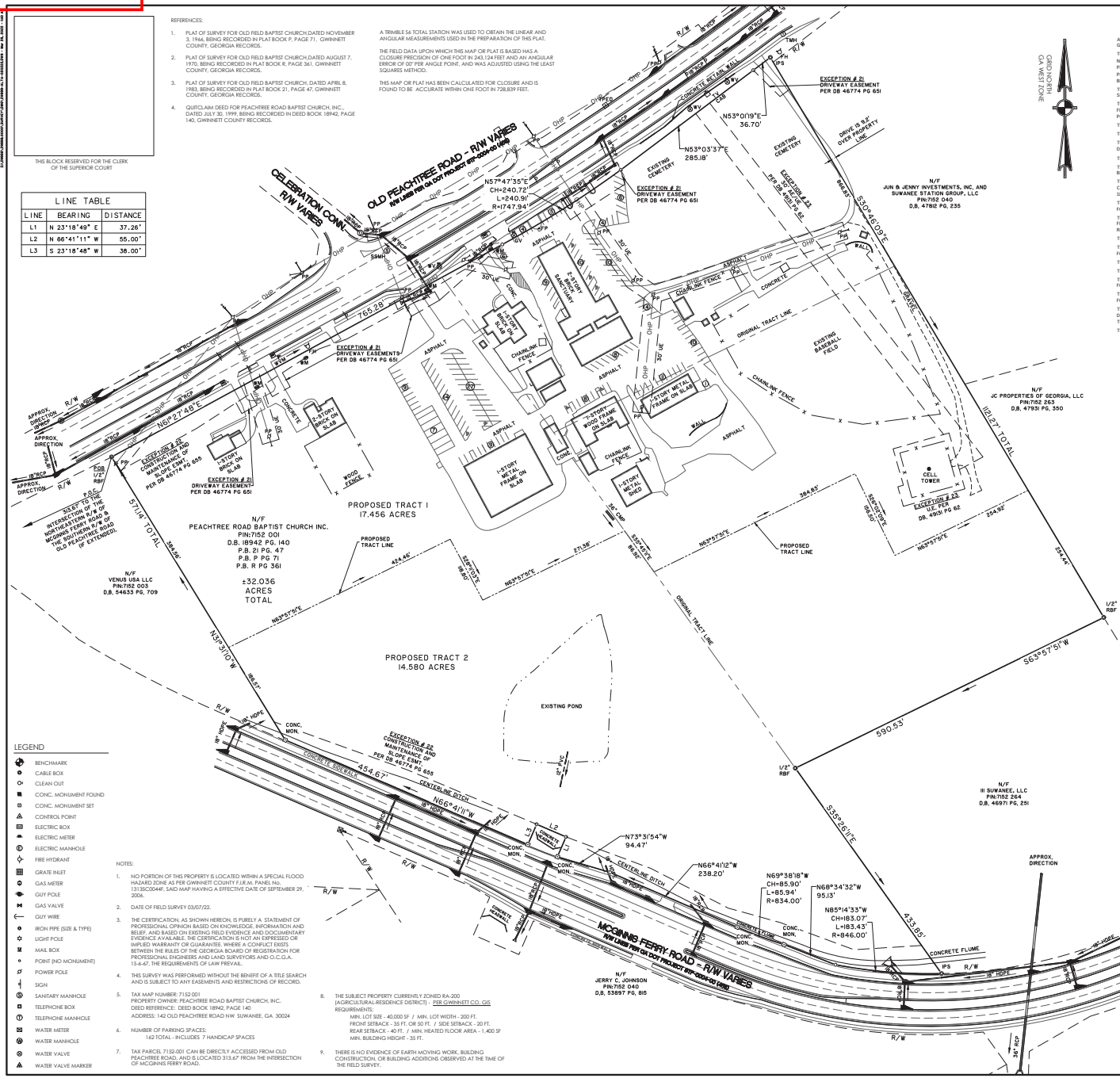
1. PLAT OF SURVEY FOR OLD FIELD BAPTIST CHURCH,DATED NOVEMBER 3, 1966, BEING RECORDED IN PLAT BOOK P, PAGE 71, GWINNETT COUNTY, GEORGIA RECORDS.
2. PLAT OF SURVEY FOR OLD FIELD BAPTIST CHURCH,DATED AUGUST 7, 1970, BEING RECORDED IN PLAT BOOK R, PAGE 361, GWINNETT COUNTY, GEORGIA RECORDS.
3. PLAT OF SURVEY FOR OLD FIELD BAPTIST CHURCH, DATED APRIL 8, 1983, BEING RECORDED IN PLAT BOOK 21, PAGE 47, GWINNETT COUNTY, GEORGIA RECORDS.
4. QUITCLAIM DEED FOR PEACHTREE ROAD BAPTIST CHURCH, INC., DATED JULY 30, 1999, BEING RECORDED IN DEED BOOK 18942, PAGE 140, GWINNETT COUNTY RECORDS.

A TRIMBLE S6 TOTAL STATION WAS USED TO OBTAIN THE LINEAR AND ANGULAR MEASUREMENTS USED IN THE PREPARATION OF THIS PLAT.

THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 243,124 FEET AND AN ANGULAR ERROR OF 00" PER ANGLE POINT, AND WAS ADJUSTED USING THE LEAST SQUARES METHOD.

THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 728,839 FEET.

| LINE TABLE | | |
|---|---|---|
| LINE | BEARING | DISTANCE |
| L1 | N 23°18'49" E | 37.26' |
| L2 | N 66°41'11" W | 55.00' |
| L3 | S 23°18'48" W | 38.00' |




LEGEND

- BENCHMARK
- CABLE BOX
- CLEAN OUT
- CONC. MONUMENT FOUND
- CONC. MONUMENT SET
- CONTROL POINT
- ELECTRIC BOX
- ELECTRIC METER
- ELECTRIC MANHOLE
- FIRE HYDRANT
- GRATE INLET
- GAS METER
- GUY POLE
- GAS VALVE
- GUY WIRE
- IRON PIPE (SIZE & TYPE)
- LIGHT POLE
- MAIL BOX
- POINT (NO MONUMENT)
- POWER POLE
- SIGN
- SANITARY MANHOLE
- TELEPHONE BOX
- TELEPHONE MANHOLE
- WATER METER
- WATER MANHOLE
- WATER VALVE
- WATER VALVE MARKER

NOTES:

1. NO PORTION OF THIS PROPERTY IS LOCATED WITHIN A SPECIAL FLOOD HAZARD ZONE AS PER GWINNETT COUNTY F.I.R.M. PANEL No.: 13135C0044F, SAID MAP HAVING A EFFECTIVE DATE OF SEPTEMBER 29, 2006.
2. DATE OF FIELD SURVEY 03/07/22.
3. THE CERTIFICATION, AS SHOWN HEREON, IS PURELY A STATEMENT OF PROFESSIONAL OPINION BASED ON KNOWLEDGE, INFORMATION AND BELIEF, AND BASED ON EXISTING FIELD EVIDENCE AND DOCUMENTARY EVIDENCE AVAILABLE. THE CERTIFICATION IS NOT AN EXPRESSED OR IMPLIED WARRANTY OR GUARANTEE, WHERE A CONFLICT EXISTS BETWEEN THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND O.C.G.A. 15-6-67, THE REQUIREMENTS OF LAW PREVAIL.
4. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE SEARCH AND IS SUBJECT TO ANY EASEMENTS AND RESTRICTIONS OF RECORD.
5. TAX MAP NUMBER: 7152 001
   PROPERTY OWNER: PEACHTREE ROAD BAPTIST CHURCH, INC.
   DEED REFERENCE: DEED BOOK 18942, PAGE 140
   ADDRESS: 142 OLD PEACHTREE ROAD NW SUWANEE, GA 30024
6. NUMBER OF PARKING SPACES:
   162 TOTAL - INCLUDES 7 HANDICAP SPACES
7. TAX PARCEL 7152-001 CAN BE DIRECTLY ACCESSED FROM OLD PEACHTREE ROAD , AND IS LOCATED 313.67' FROM THE INTERSECTION OF MCGINNIS FERRY ROAD.
8. THE SUBJECT PROPERTY CURRENTLY ZONED RA-200 (AGRICULTURAL-RESIDENCE DISTRICT) - PER GWINNETT CO. GIS REQUIREMENTS:
   MIN. LOT SIZE - 40,000 SF / MIN. LOT WIDTH - 200 FT.
   FRONT SETBACK - 35 FT. OR 50 FT. / SIDE SETBACK - 20 FT.
   REAR SETBACK - 40 FT. / MIN. HEATED FLOOR AREA - 1,400 SF
   MIN. BUILDING HEIGHT - 35 FT.
9. THERE IS NO EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED AT THE TIME OF THE FIELD SURVEY.

SURVEYOR'S LEGAL DESCRIPTION

PEACHTREE ROAD BAPTIST CHURCH

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 152 OF THE 7TH DISTRICT, GWINNETT COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TO FIND THE TRUE POINT OF BEGINNING, BEGIN AT A POINT, SAID POINT LOCATED AT THE INTERSECTION OF THE NORTHEASTERN RIGHT-OF-WAY OF MCGINNIS FERRY ROAD (R/W VARIES) AND THE SOUTHERN RIGHT-OF-WAY OF OLD PEACHTREE ROAD (R/W VARIES), IF EXTENDED; THENCE TRAVELING NORTHEASTERLY ALONG THE RIGHT-OF-WAY OF OLD PEACHTREE ROAD FOR A DISTANCE OF 313.67 FEET TO A 1/2" REBAR FOUND, SAID REBAR BEING THE TRUE POINT OF BEGINNING;

THENCE CONTINUING ALONG THE RIGHT-OF-WAY OF OLD PEACHTREE ROAD, NORTH 61 DEGREES 27 MINUTES 48 SECONDS EAST A DISTANCE OF 765.28 FEET TO A POINT;

THENCE WITH THE ARC OF A CURVE TURNING TO THE LEFT, HAVING AN ARC LENGTH OF 240.01 FEET, A RADIUS OF 1747.94 FEET, A CHORD LENGTH OF 240.72 FEET, AND A CHORD BEARING NORTH 57 DEGREES 47 MINUTES 35 SECONDS EAST TO A POINT;

THENCE NORTH 53 DEGREES 03 MINUTES 37 SECONDS EAST A DISTANCE OF 285.18 FEET TO A POINT;

THENCE NORTH 53 DEGREES 01 MINUTES 19 SECONDS EAST A DISTANCE OF 36.70 FEET TO A REBAR SET;

THENCE LEAVING SAID RIGHT-OF-WAY OF OLD PEACHTREE ROAD, SOUTH 30 DEGREES 46 MINUTES 09 SECONDS EAST A DISTANCE OF 1121.27 FEET TO A 1/2" REBAR FOUND;

THENCE SOUTH 61 DEGREES 57 MINUTES 51 SECONDS WEST A DISTANCE OF 590.53 FEET TO A 1/2" REBAR FOUND.

THENCE SOUTH 35 DEGREES 26 MINUTES 11 SECONDS EAST A DISTANCE OF 433.85 FEET TO A REBAR SET, SAID REBAR BEING LOCATED ON THE NORTHERLY RIGHT-OF-WAY LINE OF THE AFOREMENTIONED MCGINNIS FERRY ROAD;

THENCE TRAVELING NORTHWESTERLY ALONG THE RIGHT-OF-WAY LINE OF MCGINNIS FERRY ROAD, WITH THE ARC OF A CURVE TURNING TO THE RIGHT, HAVING AN ARC LENGTH OF 183.43 FEET, A RADIUS OF 846.00 FEET, A CHORD LENGTH OF 183.07 FEET, AND A CHORD BEARING NORTH 85 DEGREES 14 MINUTES 33 SECONDS WEST TO A POINT;

THENCE NORTH 68 DEGREES 34 MINUTES 32 SECONDS WEST A DISTANCE OF 95.13 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE WITH THE ARC OF A CURVE TURNING TO THE RIGHT, HAVING AN ARC LENGTH OF 85.94 FEET, A RADIUS OF 834.00 FEET, A CHORD LENGTH OF 85.90 FEET, AND A CHORD BEARING NORTH 69 DEGREES 38 MINUTES 18 SECONDS WEST TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 66 DEGREES 41 MINUTES 12 SECONDS WEST A DISTANCE OF 238.20 FEET TO A POINT;

THENCE NORTH 73 DEGREES 31 MINUTES 54 SECONDS WEST A DISTANCE OF 94.47 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 23 DEGREES 18 MINUTES 49 SECONDS EAST A DISTANCE OF 37.26 FEET TO A POINT;

THENCE NORTH 66 DEGREES 41 MINUTES 11 SECONDS WEST A DISTANCE OF 55.00 FEET TO A POINT;

THENCE SOUTH 23 DEGREES 18 MINUTES 48 SECONDS WEST A DISTANCE OF 38.00 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE NORTH 66 DEGREES 41 MINUTES 11 SECONDS WEST A DISTANCE OF 454.67 FEET TO A RIGHT-OF-WAY MONUMENT FOUND;

THENCE LEAVING SAID RIGHT-OF-WAY OF MCGINNIS FERRY ROAD, NORTH 31 DEGREES 31 MINUTES 10 SECONDS WEST A DISTANCE OF 571.14 FEET TO A 1/2" REBAR FOUND, SAID REBAR BEING LOCATED ON THE SOUTHERLY RIGHT-OF-WAY OF THE AFOREMENTIONED OLD PEACHTREE ROAD, SAID REBAR ALSO BEING THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIBED TRACT CONTAINS 32.036 ACRES.

TITLE COMMITMENT NOTES:

THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY THE SURVEYOR. ALL INFORMATION REGARDING RECORD EASEMENTS, COVENANTS, RESTRICTIONS AND OTHER DOCUMENTS THAT MIGHT AFFECT THE QUALITY OF TITLE TO TRACTS SHOWN HEREON WAS OBTAINED FROM SCHEDULE B-II FIRST AMERICAN TITLE INSURANCE COMPANY HAVING A FILE NUMBER OF NCS-1114843-ATL WITH AN EFFECTIVE DATE OF 02/15/2022. THE FOLLOWING COMMENTS ADDRESS EXCEPTIONS IN REPORT:

12. EASEMENT FROM MRS ANNIE LEE WILSON TO GEORGIA POWER, DATED MAY 15, 1941, FILED FOR RECORD MAY 17, 1941, AND RECORDED IN DEED BOOK 70, PAGE 109, AFORESAID RECORDS. **POWER EASEMENT. VAGUE DESCRIPTION. CANNOT DETERMINE LOCATION. NOT PLOTTED.**

13. CLEARANCE PERMIT FROM W.T. WILSON TO SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY, DATED JUNE 1, 1943, FILED FOR RECORD AUGUST 4, 1943, AND RECORDED IN DEED BOOK 75, PAGE 78, AFORESAID RECORDS. **UTILITY EASEMENT. VAGUE DESCRIPTION. CANNOT DETERMINE LOCATION. NOT PLOTTED.**

14. EASEMENT FROM MRS ANNIE LEE WILSON TO SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY, DATED JUNE 24, 1946, FILED FOR RECORDS JULY 31, 1946, AND RECORDED IN DEED BOOK 77, PAGE 516(A), AFORESAID RECORDS. **UTILITY EASEMENT. VAGUE DESCRIPTION. CANNOT DETERMINE LOCATION. NOT PLOTTED.**

15. EASEMENT FROM MRS ANNIE LEE WILSON TO GEORGIA POWER, DATED AUGUST 13, 1945, FILED FOR RECORD AUGUST 21, 1945, AND RECORDED IN DEED BOOK 102, PAGE 185, AFORESAID RECORDS. **POWER EASEMENT. VAGUE DESCRIPTION. CANNOT DETERMINE LOCATION. NOT PLOTTED.**

16. EASEMENT FROM WALTER C. TROUTMAN TO GWINNETT COUNTY COMMISSIONERS, DATED DECEMBER 27, 1969, FILED FOR RECORD JUNE 5, 1970, AND RECORDED IN DEED BOOK 340, PAGE 500, AFORESAID RECORDS. **ACCESS EASEMENT RELATED TO THE CONSTRUCTION OF FLOODWATER RETARDING STRUCTURE SE OF SUBJECT PROPERTY. MAY OR MAY NOT AFFECT PROPERTY. NOT PLOTTED.**

17. RIGHT-OF-WAY EASEMENT FROM PEACHTREE ROAD BAPTIST CHURCH TO JACKSON ELECTRIC MEMBERSHIP CORPORATION, A CORPORATION, DATED MAY 1, 1987, FILED FOR RECORD JUNE 8, 1987, AND RECORDED IN DEED BOOK 4352, PAGE 178, AFORESAID RECORDS. **POWER EASEMENT. AFFECTS SUBJECT PROPERTY. 30' EASEMENTS PLOTTED ON POWERLINES WHERE APPROPRIATE.**

18. RIGHT-OF-WAY EASEMENT FROM PEACHTREE ROAD BAPTIST CHURCH TO JACKSON ELECTRIC MEMBERSHIP CORPORATION, A CORPORATION, DATED MAY 1, 1987, FILED FOR RECORD JUNE 8, 1987, AND RECORDED IN DEED BOOK 4352, PAGE 180, AFORESAID RECORDS. **POWER EASEMENT. AFFECTS SUBJECT PROPERTY. 30' EASEMENTS PLOTTED ON POWERLINES WHERE APPROPRIATE.**

19. RIGHT-OF-WAY EASEMENT FROM PRESTON MOORE TO JACKSON ELECTRIC MEMBERSHIP CORPORATION, A CORPORATION, DATED NOVEMBER 17, 1988, FILED FOR RECORD NOVEMBER 28, 1988, AND RECORDED IN DEED BOOK 5216, PAGE 61, AFORESAID RECORDS. **POWER EASEMENT. AFFECTS SUBJECT PROPERTY. 30' EASEMENTS PLOTTED ON POWERLINES WHERE APPROPRIATE.**

20 . RIGHT-OF-WAY EASEMENT FROM PRESTON MOORE TO JACKSON ELECTRIC MEMBERSHIP CORPORATION, A CORPORATION, DATED NOVEMBER 11, 1988, FILED FOR RECORD JUNE 28, 1993, AND RECORDED IN DEED BOOK 8954, PAGE 126, AFORESAID RECORDS. **POWER EASEMENT. AFFECTS SUBJECT PROPERTY. 30' EASEMENTS PLOTTED ON POWERLINES WHERE APPROPRIATE.**

21. DRIVEWAY EASEMENT FROM PEACHTREE ROAD BAPTIST CHURCH, INC TO GWINNETT COUNTY, A POLITICAL SUBDIVISION, DATED JULY 13, 2006, FILED FOR RECORD JULY 20, 2006, AND RECORDED IN DEED BOOK 46774, PAGE 651, AFORESAID RECORDS. **AFFECTS SUBJECT PROPERTY. PLOTTED.**

22. PERMANENT CONSTRUCTION EASEMENT FROM PEACHTREE ROAD BAPTIST CHURCH, INC TO GWINNETT COUNTY, A POLITICAL SUBDIVISION, DATED JULY 13, 2006, FILED FOR RECORD JULY 20, 2006, AND RECORDED IN DEED BOOK 46774, PAGE 655, AFORESAID RECORDS. **AFFECTS SUBJECT PROPERTY. PLOTTED.**

23. TERMS AND PROVISIONS OF THAT CERTAIN WIRELESS COMMUNICATION EASEMENT AND ASSIGNMENT AGREEMENT, BY AND BETWEEN PEACHTREE ROAD BAPTIST CHURCH, INC., A GEORGIA NON-PROFIT CORPORATION, F/K/A OLD FIELD BAPTIST CHURCH, INC. AND TS UNISON SITE MANAGEMENT LLC, A DELAWARE LIMITED LIABILITY COMPANY, DATED OCTOBER 3, 2008, FILED FOR RECORD OCTOBER 22, 2008 AND RECORDED IN DEED BOOK 49131, PAGE 62, AFORESAID RECORDS. **AFFECTS SUBJECT PROPERTY. PLOTTED.**

24. TERMS AND PROVISIONS OF THAT CERTAIN UNRECORDED SITE LEASE WITH OPTION, BY AND BETWEEN PEACHTREE ROAD BAPTIST CHURCH, INC., AS LANDLORD, AND POWERTELA/ATC, INC., A DELAWARE CORPORATION, AS TENANT, DATED NOVEMBER 16, 2003, AS EVIDENCED BY THAT CERTAIN WIRELESS COMMUNICATION AND EASEMENT AND ASSIGNMENT AGREEMENT, BY AND BETWEEN PEACHTREE ROAD BAPTIST CHURCH, INC., A GEORGIA NON-PROFIT CORPORATION F/K/A OLD FIELD BAPTIST CHURCH, INC., SITE OWNER, AND TS UNISON SITE MANAGEMENT LLC, A DELAWARE LIMITED LIABILITY COMPANY, DATED OCTOBER 3, 2008, FILED FOR RECORD OCTOBER 22, 2008 AND RECORDED IN DEED BOOK 49131, PAGE 62, GWINNETT COUNTY, GEORGIA RECORDS. **NOT A SURVEY ITEM.**

25. TEMPORARY CONSTRUCTION EASEMENT FROM PEACHTREE ROAD BAPTIST CHURCH, INC., A GEORGIA NON-PROFIT CORPORATION, F/K/A OLD FIELD BAPTIST CHURCH, INC. TO GWINNETT COUNTY, A POLITICAL SUBDIVISION, DATED APRIL 18, 2009, FILED FOR RECORD APRIL 24, 2009, AND RECORDED IN DEED BOOK 49431, PAGE 811, AFORESAID RECORDS. **EASEMENTS HAVE EXPIRED. DOES NOT AFFECT SUBJECT PROPERTY. NOT PLOTTED.**

27. MATTERS AS SHOWN ON THAT CERTAIN PLAT RECORDED IN PLAT BOOK P, PAGE 71, AFORESAID RECORDS. **AFFECTS SUBJECT PROPERTY AS SHOWN ON SURVEY.**

28. MATTERS AS SHOWN ON THAT CERTAIN PLAT RECORDED IN PLAT BOOK R, PAGE 361, AFORESAID RECORDS. **AFFECTS SUBJECT PROPERTYAS SHOWN ON SURVEY.**

29. MATTERS AS SHOWN ON THAT CERTAIN PLAT RECORDED IN PLAT BOOK 21, PAGE 47, AFORESAID RECORDS. **AFFECTS SUBJECT PROPERTY AS SHOWN ON SURVEY.**

30. MATTERS AS WOULD BE DISCLOSED BY A CURRENT AND ACCURATE SURVEY AND INSPECTION OF THE LAND. **AFFECTS SUBJECT PROPERTY AS SHOWN ON SURVEY.**



ALTA/NSPS CERTIFICATION

TO: TPA RESIDENTIAL, LLC
FIRST AMERICAN INSURANCE CO., AS THEIR INTEREST MAY APPEAR;

THIS IS TO CERTIFY TO THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT WAS BASED WERE MADE IN ACCORDANCE WITH 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6a, 8, 9, 13, 14, 16, 18, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 03/09/22.

PRELIMINARY

CHRISTOPHER C. BALDWIN
GEORGIA REGISTERED
LAND SURVEYOR
RLS #3121 / LSF #145
baldwin.c@tandh.com

THIS PLAT IS RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67

# ALTA/NSPS LAND TITLE SURVEY
## PARCEL 7152-001
## 7TH DISTRICT
## LAND LOT 152
## GWINNETT COUNTY
## GEORGIA

prepared for
TPA RESIDENTIAL, LLC
1776 PEACHTREE STREET NW
ATLANTA, GA 30309

| No. | Revision | By | Date |
|---|---|---|---|

THOMAS & HUTTON
5074 Bristol Industrial Way • Suite A
Buford, GA 30518 • 770-271-2868
www.thomasandhutton.com

80 0 80 160
1 INCH = 80 FEET

| plat | drawn | reviewed | field | crew |
|---|---|---|---|---|
| 03/10/22 | DBS | CCB | 03/09/22 | BW |

job 29888.0000

GWINNETT COUNTY

PLANNING AND DEVELOPMENT

RECEIVED

4/22/22

## DEVELOPMENT SUMMARY

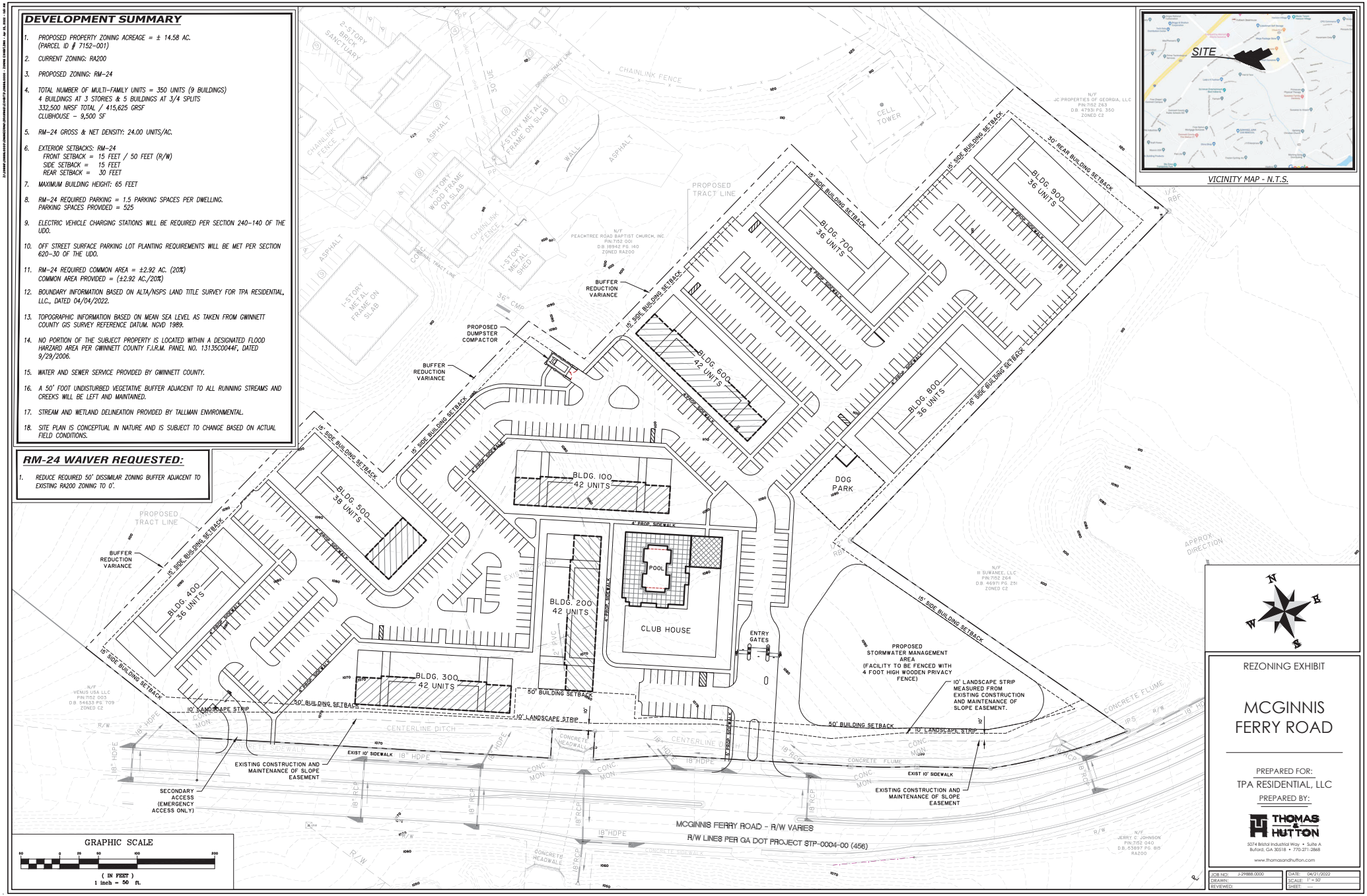
1. PROPOSED PROPERTY ZONING ACREAGE = ± 14.58 AC. (PARCEL ID # 7152-001)
2. CURRENT ZONING: RA200
3. PROPOSED ZONING: RM-24
4. TOTAL NUMBER OF MULTI-FAMILY UNITS = 350 UNITS (9 BUILDINGS)
   4 BUILDINGS AT 3 STORIES & 5 BUILDINGS AT 3/4 SPLITS
   332,500 NRSF TOTAL / 415,625 GRSF
   CLUBHOUSE – 9,500 SF
5. RM-24 GROSS & NET DENSITY: 24.00 UNITS/AC.
6. EXTERIOR SETBACKS: RM-24
   FRONT SETBACK = 15 FEET / 50 FEET (R/W)
   SIDE SETBACK = 15 FEET
   REAR SETBACK = 30 FEET
7. MAXIMUM BUILDING HEIGHT: 65 FEET
8. RM-24 REQUIRED PARKING = 1.5 PARKING SPACES PER DWELLING.
   PARKING SPACES PROVIDED = 525
9. ELECTRIC VEHICLE CHARGING STATIONS WILL BE REQUIRED PER SECTION 240-140 OF THE UDO.
10. OFF STREET SURFACE PARKING LOT PLANTING REQUIREMENTS WILL BE MET PER SECTION 620-30 OF THE UDO.
11. RM-24 REQUIRED COMMON AREA = ±2.92 AC. (20%)
    COMMON AREA PROVIDED = (±2.92 AC./20%)
12. BOUNDARY INFORMATION BASED ON ALTA/NSPS LAND TITLE SURVEY FOR TPA RESIDENTIAL, LLC., DATED 04/04/2022.
13. TOPOGRAPHIC INFORMATION BASED ON MEAN SEA LEVEL AS TAKEN FROM GWINNETT COUNTY GIS SURVEY REFERENCE DATUM. NGVD 1989.
14. NO PORTION OF THE SUBJECT PROPERTY IS LOCATED WITHIN A DESIGNATED FLOOD HARZARD AREA PER GWINNETT COUNTY F.I.R.M. PANEL NO. 13135C0044F, DATED 9/29/2006.
15. WATER AND SEWER SERVICE PROVIDED BY GWINNETT COUNTY.
16. A 50' FOOT UNDISTURBED VEGETATIVE BUFFER ADJACENT TO ALL RUNNING STREAMS AND CREEKS WILL BE LEFT AND MAINTAINED.
17. STREAM AND WETLAND DELINEATION PROVIDED BY TALLMAN ENVIRONMENTAL.
18. SITE PLAN IS CONCEPTUAL IN NATURE AND IS SUBJECT TO CHANGE BASED ON ACTUAL FIELD CONDITIONS.

## RM-24 WAIVER REQUESTED:

1. REDUCE REQUIRED 50' DISSIMILAR ZONING BUFFER ADJACENT TO EXISTING RA200 ZONING TO 0'.




VICINITY MAP - N.T.S.




GRAPHIC SCALE

50 0 25 50 100 200

( IN FEET )

1 inch = 50 ft.

REZONING EXHIBIT

# MCGINNIS FERRY ROAD

PREPARED FOR:

TPA RESIDENTIAL, LLC

PREPARED BY:

THOMAS & HUTTON

5074 Bristol Industrial Way • Suite A
Buford, GA 30518 • 770-271-2868

www.thomasandhutton.com

| | | | |
|---|---|---|---|
| JOB NO: | J-29888.0000 | DATE: | 04/21/2022 |
| DRAWN: | | SCALE: | 1" = 50' |
| REVIEWED: | | SHEET: | --- |

## 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

4/5/22
Date

Shane Lanham, attorney for the Applicant
Type or Print Name and Title

Signature of Notary Public

4/5/22
Date

NICOLE GILMORE
NOTARY PUBLIC
GWINNETT COUNTY, GA
Exp. Nov. 8, 2024

Notary Seal

## REZONING PROPERTY OWNER'S CERTIFICATION

THE UNDERSIGNED BELOW, OR AS ATTACHED, IS THE OWNER OF THE PROPERTY CONSIDERED IN THIS APPLICATION. THE UNDERSIGNED IS AWARE THAT NO APPLICATION OR REAPPLICATION AFFECTING THE SAME LAND SHALL BE ACTED UPON WITHIN 12 MONTHS FROM THE DATE OF LAST ACTION BY THE 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.

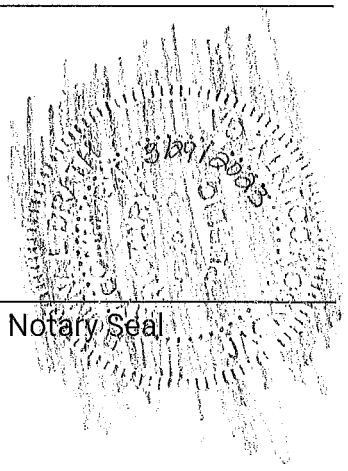
Signature of Property Owner

March 29, 2022
Date

Pastor Jason Reed
Type or Print Name and Title

Donna L. Oath

March 29, 2022
Date



Signature of Notary Public

Notary Seal

## CONFLICT OF INTEREST CERTIFICATION FOR REZONING

The undersigned below, making application for a Rezoning, has complied with the Official Code of Georgia Section 36-67A-1, et. seq, Conflict of Interest in Zoning Actions, and has submitted or attached the required information on the forms provided.

| SIGNATURE OF APPLICANT | DATE | TYPE OR PRINT NAME AND TITLE |
|---|---|---|
| | 4/5/22 | Shane Lanham, attorney for the Applicant |
| SIGNATURE OF APPLICANT'S ATTORNEY OR REPRESENTATIVE | DATE | TYPE OR PRINT NAME AND TITLE |
| | 4/5/22 | NOTARY SEAL |
| SIGNATURE OF NOTARY PUBLIC | DATE | |

NICOLE GILMORE NOTARY PUBLIC GWINNETT COUNTY, GA EXP. Nov. 8, 2024

## 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 Mahaffey Pickens Tucker, LLP
YOUR NAME

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

| NAME AND OFFICAL POSITION OF GOVERNMENT OFFICIAL | CONTRIBUTIONS (List all which aggregate to $250 or More) | DATE CONTRIBUTION WAS MADE (Within last two years) |
|---|---|---|
| Kirkland Carden | $2,800 | |
| | | |
| | | |

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

## VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR REZONING

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

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

**PARCEL I.D. NUMBER:**
(Map Reference Number) 7 (District) - 152 (Land Lot) - 001 (Parcel)

Signature of Applicant — 4/5/22 (Date)

Shane Lanham
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)

Chris Nelson — NAME
Senior Tax Services Associate — TITLE
April 4, 2022 — DATE

## REZONING APPLICANT'S CERTIFICATION

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

Signature of Applicant — Date: 4-21-22

Tyler Gaines, Principal
Type or Print Name and Title

MARY SWAIN BOURNE
NOTARY PUBLIC
FULTON COUNTY, GEORGIA
My Commission Expires 06-28-2022

Signature of Notary Public — Date: 4/21/22 — Notary Seal

## CONFLICT OF INTEREST CERTIFICATION FOR REZONING

The undersigned below, making application for a Rezoning, has complied with the Official Code of Georgia Section 36-67A-1, et. seq, Conflict of Interest in Zoning Actions, and has submitted or attached the required information on the forms provided.

| SIGNATURE OF APPLICANT | DATE | TYPE OR PRINT NAME AND TITLE |
|---|---|---|
| | 4-21-22 | Tyler Gaines, Principal |

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

| SIGNATURE OF NOTARY PUBLIC | DATE | NOTARY SEAL |
|---|---|---|
| Mary Swain Bourne | 4/21/22 | |

MARY SWAIN BOURNE NOTARY PUBLIC FULTON COUNTY, GEORGIA My Commission Expires 06-28-2022

## 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 Tyler Gaines
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.

# Traffic Impact Study

Proposed Apartments
McGinnis Ferry Road
Gwinnett County, Georgia

March 30, 2022

MARC R. ACAMPORA, PE, LLC
TRAFFIC ENGINEERING

# Traffic Impact Study

## Proposed Apartments
## McGinnis Ferry Road
## Gwinnett County, Georgia

study prepared for:

TPA Residential
1776 Peachtree Street, NW
Atlanta, Georgia 30309

March 30, 2022

MARC R. ACAMPORA, PE, LLC
TRAFFIC ENGINEERING

858 Myrtle Street, NE
Atlanta, Georgia 30308
(678) 637-1763

e-mail: acamporatraffic@comcast.net

# Contents



# Tables



# Figures

# Introduction

This study assesses the traffic impact of a proposed apartment development in Gwinnett County, Georgia. The site is located on the north side of McGinnis Ferry Road between Old Peachtree Road and Lawrenceville Suwanee Road, as shown in Figure 1. The project will include 350 apartment units. Vehicular access will be provided at an existing median break on McGinnis Ferry Road (a second, emergency access will also be provided).

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

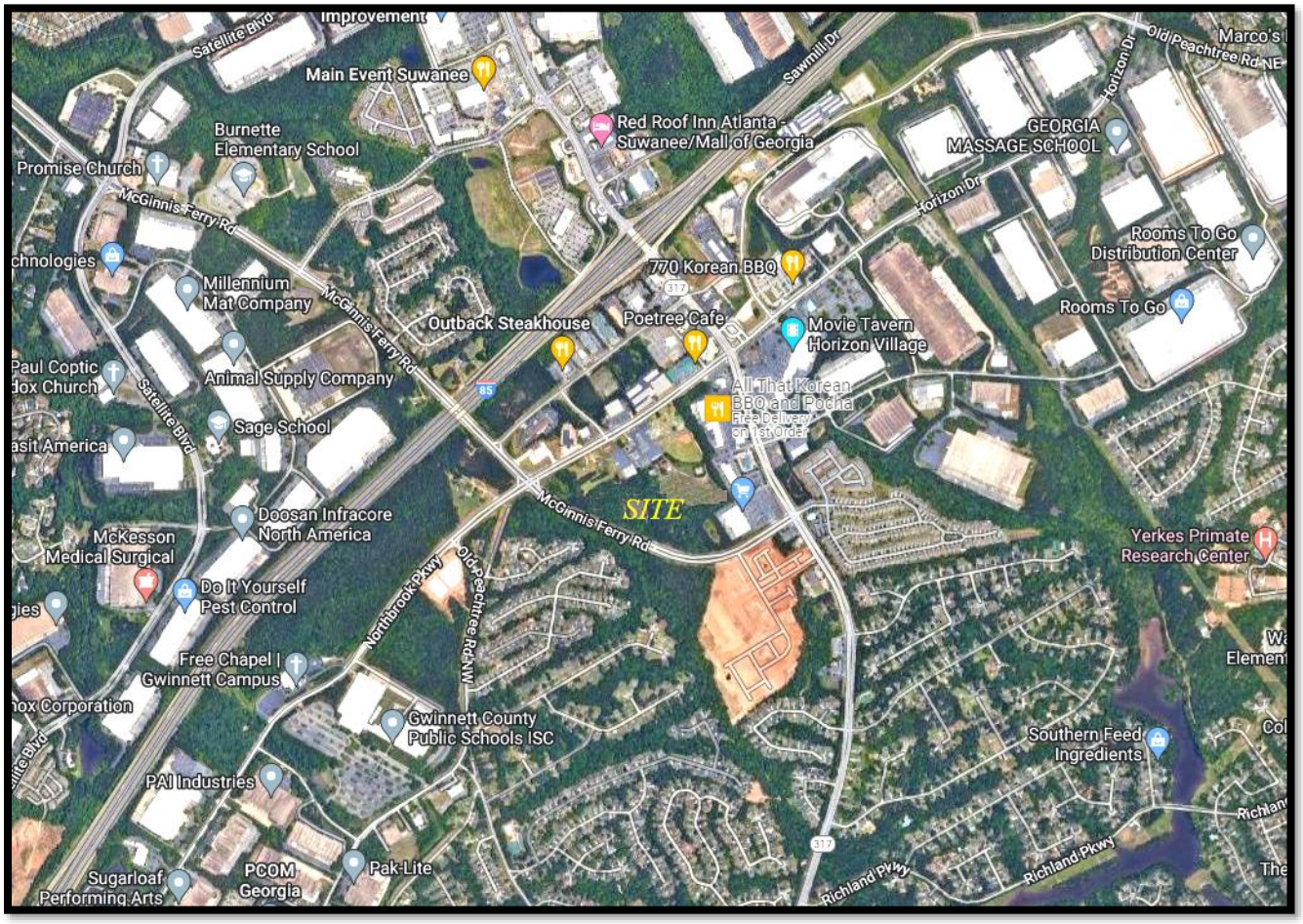



Figure 1 – Site Location Map

# Existing Traffic Conditions

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

## Description of Existing Roadways

McGinnis Ferry Road is an east/west urban minor arterial (Gwinnett County designation) or urban minor collector (Georgia DOT designation) with two through lanes per direction and a landscaped median adjacent to the site. The road begins to the northwest near Alpharetta, crosses the Chattahoochee River into Gwinnett County, crosses Interstate 85 with no interchange, passes the subject site, and terminates at GA 317, east of which it becomes Brynfield Parkway, a gated private roadway. The land along the adjacent section of McGinnis Ferry Road includes undeveloped land, access to residential subdivisions, and, north of I-85, light industrial and warehousing uses. The terrain is very gently rolling and the segment adjacent to the site has a curve to the west of an existing median break at the proposed site access location. The posted speed limit is 45 mph. A 24-hour count was collected on McGinnis Ferry Road at the project access location for this study on Thursday, March 17, 2022, and recorded an eastbound volume of 8,312 vehicles per day (vpd) and a westbound volume of 6,870 vpd, for a two-way volume of 15,182 vpd.

Lawrenceville Suwanee Road (Georgia State Route 317) is a north/south urban minor arterial (Gwinnett County and Georgia DOT designation). The road begins to the north at Buford Highway (north of which it loses its state route designation and becomes Suwanee Dam Road), has an interchange at Interstate 85, intersects Old Peachtree and McGinnis Ferry Roads, then continues south to GA 120, drops the GA 317 designation, and continues to its terminus at Sugarloaf Parkway. The road has two lanes per direction with a landscaped median in the vicinity of the site. The land along the GA 317 south of McGinnis Ferry Road is primarily developed with accesses to residential subdivisions while to the north of McGinnis Ferry Road, GA 317 is developed with strip retail centers. The terrain is very gently rolling and the posted speed limit is 45 mph. In 2019 (pre-pandemic) the Georgia Department of Transportation (Georgia DOT) recorded an Annual Average Daily Traffic (AADT) volume of 38,500 vehicles per day (vpd) on GA 317 north of I-85, while in 2020 (during the pandemic) the count was 35,500 vpd.

Old Peachtree Road is an east/west urban minor arterial (Gwinnett County designation) that changes name multiple times as it roughly parallels I-85, to the east. The road has two lanes per direction with a landscaped median in the vicinity of the site. The terrain is very gently rolling and the posted speed limit is 45 mph east of McGinnis Ferry Road and 40 mph to the west. In 2019 (pre-pandemic) the Georgia DOT recorded an AADT volume of 15,600 vpd on Old Peachtree Road just west of McGinnis Ferry Road, while in 2020 (during the pandemic) the count was 14,500 vpd.

## Pedestrian, Bicycle, and Transit Accessibility

There is sidewalk along both sides of McGinnis Ferry Road adjacent to the site. The sidewalk on the north side of the road is wider than typical and paved with asphalt, which could accommodate bicycles. There is sidewalk along both sides of GA 317 and Old Peachtree Road in this vicinity. There are striped crosswalks and pedestrian signals at the signalized intersections in the vicinity of the site. There are no striped separated, designated bicycle lanes on the roadways in this study area. Gwinnett County operates a scheduled bus system but there is no regularly-scheduled mass transit bus service in this immediate area.

## Existing Traffic Volumes

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

1. McGinnis Ferry Road at Old Peachtree Road
2. Lawrenceville Suwannee Road (GA 317) at McGinnis Ferry Road / Brynfield Parkway
3. Lawrenceville Suwanee Road (GA 317) at Old Peachtree Road / Horizon Drive

The counts were collected on Thursday, March 17, 2022, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. Area schools were in session on the day on which the counts were recorded.

In addition to the intersection counts, a 24-hour, bi-directional traffic volume count was collected on McGinnis Ferry Road along the property frontage.

The locations of the traffic counts are presented in Figure 2.


Figure 2 – Traffic Volume Count Locations

From the intersection turning movement count data, the highest four consecutive 15-minute interval volumes at each intersection, during each time period, were determined. These volumes make up the existing weekday a.m. and p.m. peak hour traffic volumes at each intersection and are shown in Figure 3. The raw count data is found in Appendix A.

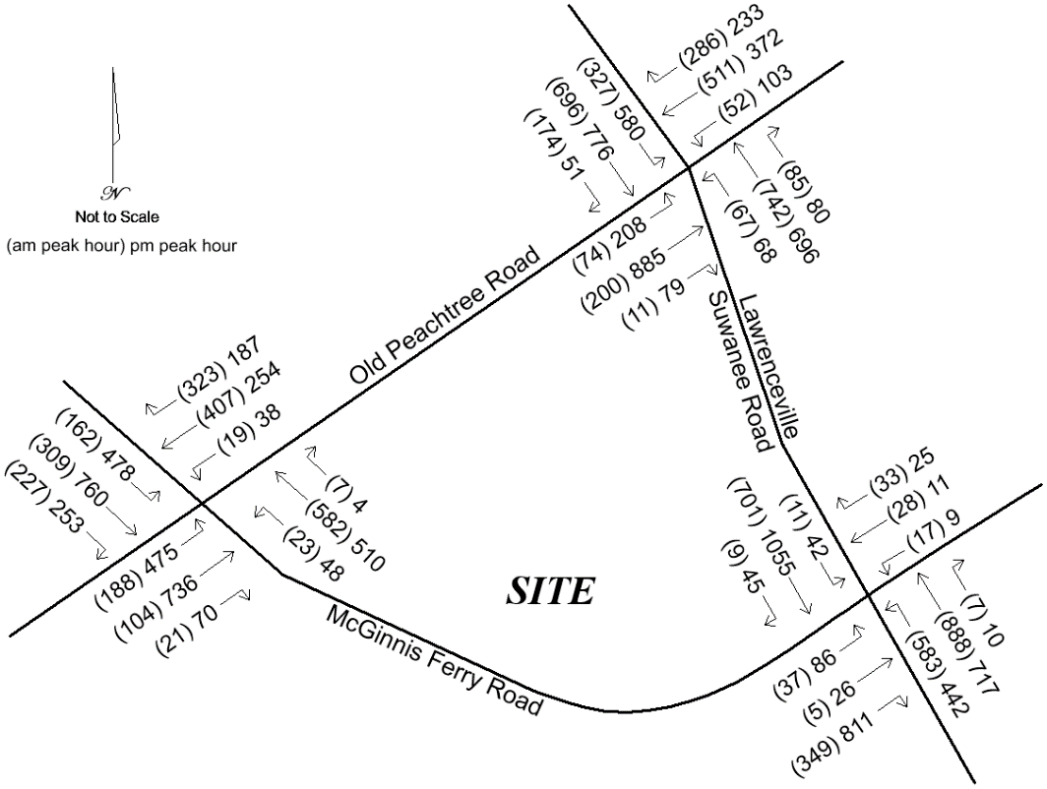



Figure 3 – Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes

## Existing Intersection Operations

Existing traffic operations were analyzed at the counted intersections using Synchro software, version 10, in accordance with the methodology presented in the Transportation Research Board's 2016 *Highway Capacity Manual* (*HCM 6*). This methodology is presented in Appendix B. The results of the analysis are shown in Table 1. Computer printouts containing detailed results of the existing analysis are located in Appendix C. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 1 – Existing Intersection Operations

| Intersection / Approach | A.M. Peak Hour | | P.M. Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay (s/veh) | LOS | Delay (s/veh) |
| 1. McGinnis Ferry Road at Old Peachtree Road | C | 32.9 | D | 42.1 |
| northbound approach (Old Peachtree) | B | 15.1 | C | 34.5 |
| southbound approach (Old Peachtree) | C | 23.4 | D | 51.4 |
| eastbound approach (McGinnis Ferry) | D | 36.2 | D | 37.2 |
| westbound approach (McGinnis Ferry) | D | 51.1 | ***E*** | ***63.0*** |
| 2. GA 317 at McGinnis Ferry Road / Brynfield Parkway | C | 22.8 | C | 24.6 |
| northbound approach | C | 29.1 | C | 31.8 |
| southbound approach | A | 1.2 | A | 5.5 |
| eastbound approach | C | 33.0 | D | 37.8 |
| westbound approach | ***E*** | ***61.1*** | D | 45.1 |
| 3. GA 317 at Old Peachtree Road / Horizon Drive | D | 41.5 | D | 51.1 |
| northbound approach | C | 30.3 | D | 53.9 |
| southbound approach | D | 37.8 | D | 46.5 |
| eastbound approach | D | 45.2 | D | 48.3 |
| westbound approach | ***E*** | ***56.9*** | ***E*** | ***61.5*** |

The analysis of the counted intersections shows high volumes, but generally acceptable traffic operations at the study intersections. At each intersection, one approach operates at LOS E, while the other three approaches operate acceptably. This is attributable to the allocation of greentime at each intersection which provides more greetime for heavier movements. Because each intersection operates acceptably overall, and no approach is at LOS F, no changes to geometry or signal operations are recommended for the existing condition.

## No-Build Traffic Conditions

A 2027 no-build condition was developed. This represents the traffic conditions that will exist in the future at the anticipated date of the build-out of the apartments, but not including the apartments' trips. The purpose of the analysis of this condition is to isolate the traffic impacts of the proposed development from background growth in volumes that are expected to occur in the area while the project is under construction.

In order to develop no-build volumes, a background growth factor was developed using historic Georgia DOT 24-hour traffic counts that were collected in this area for the years 2016 through 2020 (the latest year counts were available at the time of this study), as shown in Table 2.

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

| Year | GA 317 N of I-85 | Annual Growth | Old Peachtree W of McGinnis Ferry | Annual Growth | Horizon Drive E of GA 317 | Annual Growth |
|---|---|---|---|---|---|---|
| Count ID | 135-0254 | | 135-6737 | | 135-0597 | |
| 2016 | 36,200 | | 20,000 | | 18,100 | |
| 2017 | 38,300 | 5.8% | 15,100 | -24.5% | 18,500 | 2.2% |
| 2018 | 38,200 | -0.3% | 15,300 | 1.3% | 21,900 | 18.4% |
| 2019 | 38,500 | 0.8% | 15,600 | 2.0% | 22,400 | 2.3% |
| 2020 | 35,500 | -7.8% | 14,500 | -7.1% | 20,800 | -7.1% |
| *Average* | | *-0.4%* | | *-6.2%* | | *2.8%* |

Growth in the area has fluctuated notably from year to year, with some years showing strong growth and others showing decreases. All of the count locations experienced a decrease from 2019 to 2020, which is considered an anomaly due to the pandemic. Based on the growth trends identified in Table 2, and taking the pandemic into consideration, a 2.0% annual growth factor was applied to the existing volumes when projecting the future no-build volumes. The growth factor was applied for five years, for a total of 10.4% that will occur while the proposed apartments are under construction. This growth factor includes general volume trends in the area and increases in volumes due to new development occurring in the vicinity. The existing traffic volumes were increased by the growth factor and the results are the 2027 no-build traffic volumes that will be on the roadway network in the future when the proposed development is completely built, but excluding the development's trips.

### Programmed Transportation Infrastructure Improvements

A Gwinnett County Comprehensive Transportation Plan is in progress. The Atlanta Regional Commission's (ARC) interactive projects map and the Georgia DOT projects website were reviewed for programmed (scheduled and funded) and planned (anticipated) transportation infrastructure projects in the vicinity of the proposed development. One project was identified in the vicinity of the subject development which will impact traffic operations at the study intersections:

**GW-389, Georgia DOT Projects #0013104 and #0017110 – New Interchange between Interstate 85 and McGinnis Ferry Road.** This project will provide access to existing development and result in an important freight corridor between I-85 and GA 400, where an interchange with McGinnis Ferry Road is also planned. The project will also provide relief for the highly congested GA 317 corridor which, according to the project sheet "has no apparent reasonable or cost effective solution." The interchange would include collector-distributor roads which would connect to the existing interchange at GA 317, eliminating the need for additional interstate access points. The project information sheet is located in Appendix F.

The Georgia DOT website states that this project is broken into two phases. Phase 1 (#0013104) will construct the south facing ramps from McGinnis Ferry Road to I-85 to create a half diamond interchange and improve McGinnis Ferry Road. The ramps will provide access directly to I-85. McGinnis Ferry Road will be widened on both sides approaching the bridge. The existing bridge along McGinnis Ferry Road will remain. A 5-foot sidewalk and 10-foot multi-use trail will be constructed along McGinnis Ferry Road. The intersection of McGinnis Ferry Road and Autumnbrooke Way will be converted to a Restricted Crossing U-Turn (RCUT). Phase 2 (#0017110) will construct the north facing ramps to provide a full-diamond interchange with I-85 at McGinnis Ferry Road. Due to the proximity of SR 317, the north-facing ramps of McGinnis Ferry Road will be bridged over the south-facing ramps of SR 317. Collector-Distributor (CD) roads will be constructed from the SR 317 ramps, with the south-facing ramps of McGinnis Ferry Road tying into the CD roads. The ramps constructed in #0013104 will have minor modifications to tie to the CD roads.

Construction of Phase I of the interchange is anticipated to begin in 2023 while Phase I is considered a long term project, to begin construction in 2033. It is obvious that a new interchange to McGinnis Ferry Road will alter travel patterns and volumes in this area in complex ways. This complex regional modeling is beyond the scope of a traffic impact study for a small private development. Additionally, the half-diamond interchange will not be completed for several years and the full interchange will not be in place for more than a decade. Therefore, it was decided that this traffic impact study would not include the effects of new interchange in the future analysis. It is important to identify traffic conditions that will allow for safe and acceptable operations for the several years before the interchange is fully operational, with recommendations made that are cognizant of the new interchange.

## No-Build Intersection Operations

The no-build condition includes the no-build traffic volumes, as described above. These were entered into the Synchro model and the 2027 no-build traffic operations were analyzed at the study intersections using Synchro 10 software in accordance with the HCM 6 methodology. The results of the no-build analysis are shown in Table 3. Computer printouts containing detailed results of the no-build analysis are located in Appendix D. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 3 – No-Build Intersection Operations

| Intersection / Approach | A.M. Peak Hour | | P.M. Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay (s/veh) | LOS | Delay (s/veh) |
| 1. McGinnis Ferry Road at Old Peachtree Road | C | 34.1 | D | 50.0 |
| northbound approach (Old Peachtree) | B | 17.0 | D | 49.6 |
| southbound approach (Old Peachtree) | C | 27.0 | D | 50.9 |
| eastbound approach (McGinnis Ferry) | D | 35.3 | D | 44.1 |
| westbound approach (McGinnis Ferry) | D | 51.3 | ***E*** | ***65.3*** |
| 2. GA 317 at McGinnis Ferry Road / Brynfield Parkway | C | 22.7 | C | 31.7 |
| northbound approach | C | 29.5 | C | 32.3 |
| southbound approach | A | 1.3 | C | 22.4 |
| eastbound approach | C | 31.5 | D | 41.6 |
| westbound approach | ***E*** | ***59.0*** | D | 45.1 |
| 3. GA 317 at Old Peachtree Road / Horizon Drive | D | 45.4 | D | 50.4 |
| northbound approach | D | 39.0 | D | 53.8 |
| southbound approach | D | 40.1 | D | 52.4 |
| eastbound approach | D | 44.9 | D | 52.9 |
| westbound approach | ***E*** | ***59.6*** | D | 51.7 |

As with the existing analysis, in the no-build condition each overall intersection operates acceptably, with only one failing approach at each intersection, and no LOS Fs. Therefore, as with the existing analysis, no changes to geometry or signal operations are recommended for the no-build condition.

# Project Traffic Characteristics

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

## Project Description

The project will include 350 apartment units. Vehicular access will be provided at an existing median break on McGinnis Ferry Road (a second, emergency access will also be provided). The site plan is presented in Figure 4.

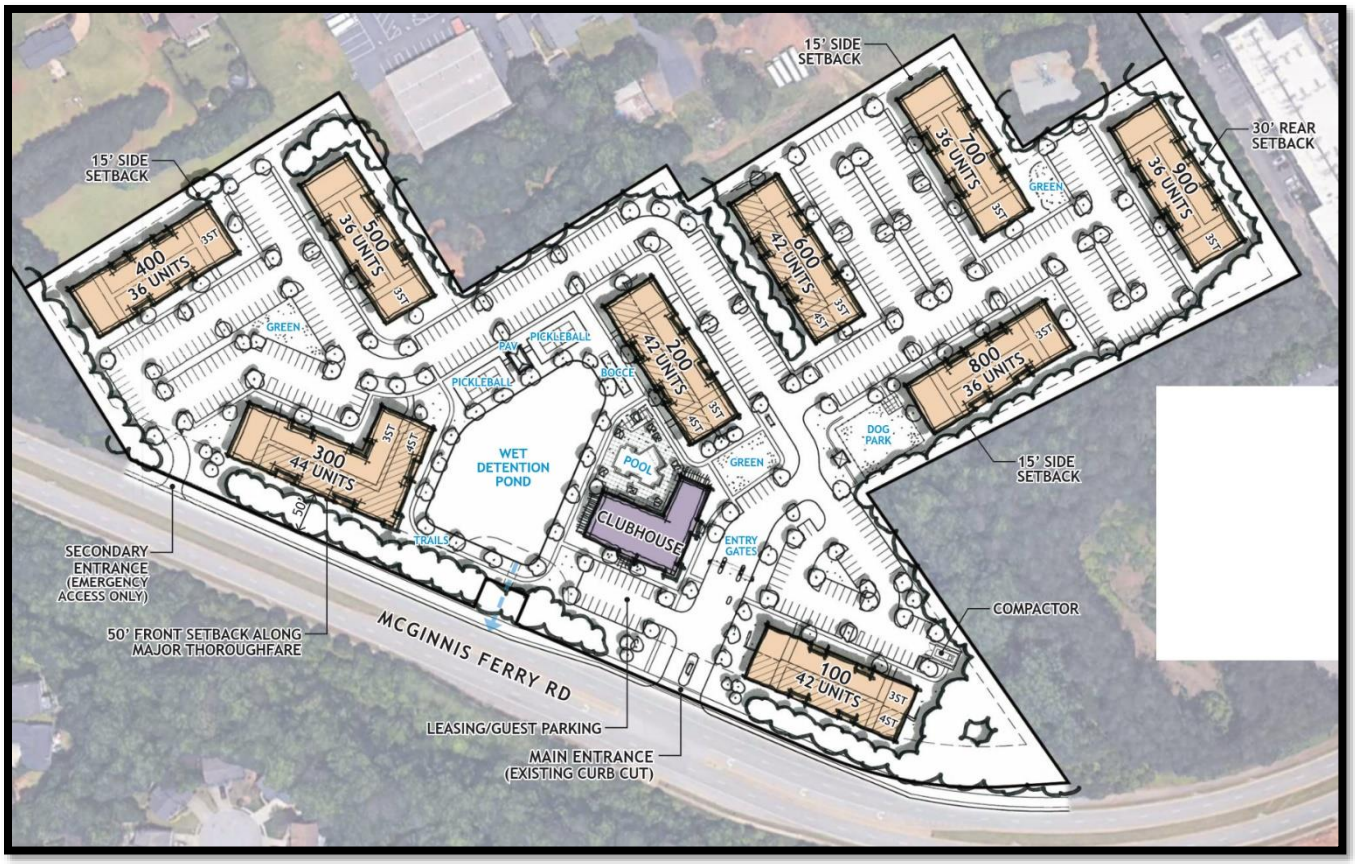



Figure 4 – Site Plan

## Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed development. The volume of traffic that will be generated by the apartments was calculated using the equations in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (the current edition). ITE Land Use 221 – Multifamily Housing (Mid-Rise) was chosen as representative of the apartments. The trip generation for the apartments is presented in Table 4.

Table 4 – Project Trip Generation

| Land Use | ITE Code | Size | A.M. Peak Hour | | | P.M. Peak Hour | | | 24-Hour |
|---|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total | 2-Way |
| Apartments | 221 | 350 units | 32 | 110 | 142 | 83 | 54 | 137 | 1,624 |

The proposed apartments will generate 142 a.m. peak hour trips, 137 p.m. peak hour trips, and 1,624 weekday trips.

## Trip Distribution and Assignment

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

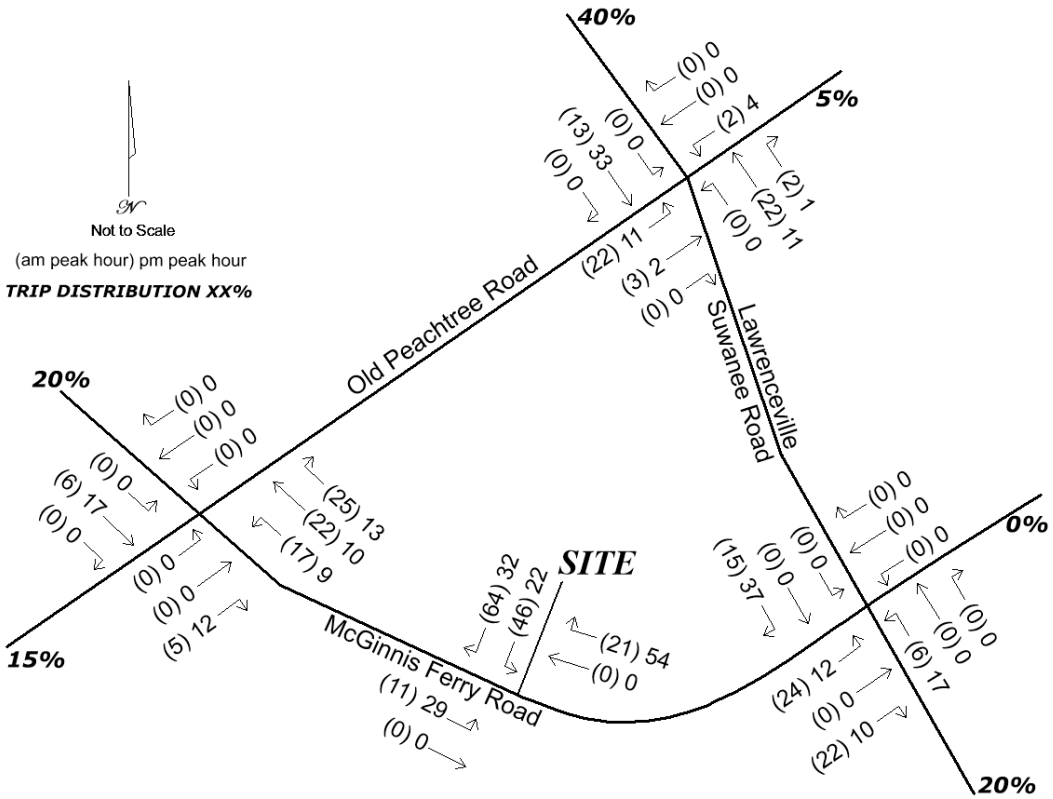



Figure 5 – Weekday A.M. and P.M. Peak Hour Project Trips and Distribution Percentages

## Future Traffic Conditions

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

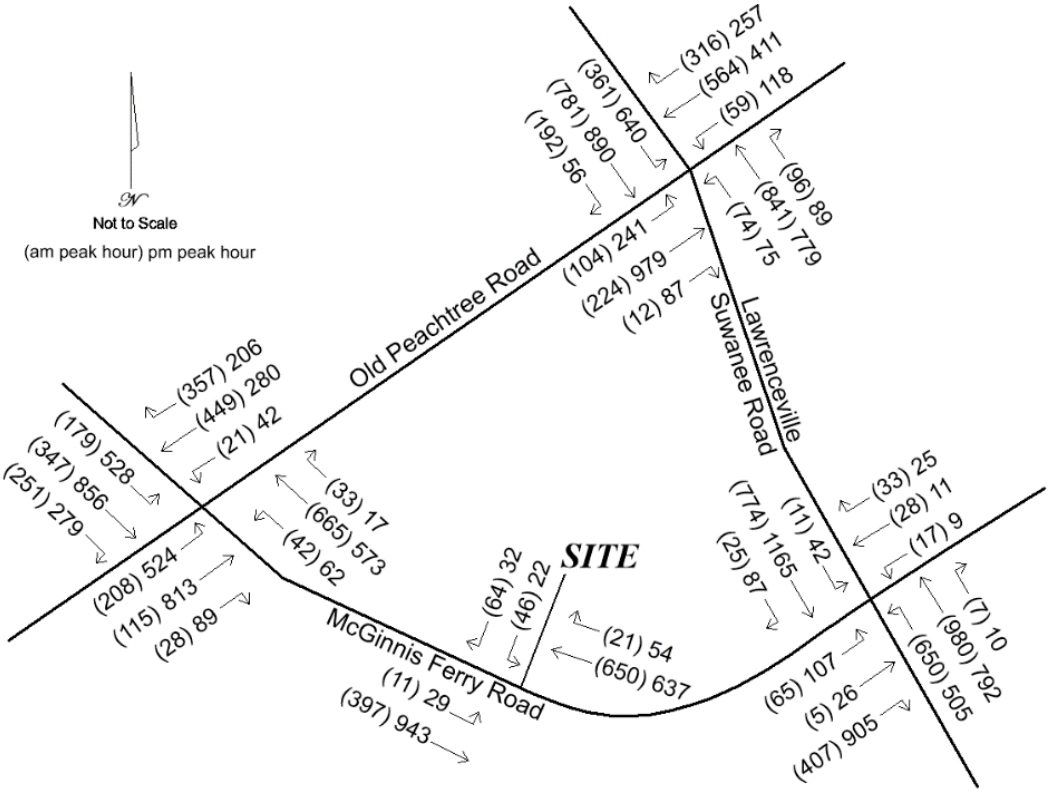



Figure 6 – Future Weekday A.M. and P.M. Peak Hour Volumes

### Auxiliary Lane Requirements at Site Accesses

Auxiliary turn lane standards were evaluated for the project access on McGinnis Ferry Road according to Gwinnett County requirements. The Gwinnett County *Unified Development Ordinance* (UDO), section 900-30.2 B states that a deceleration lane shall be required at each project driveway or subdivision street entrance that is provided access to a Minor Collector or Major Thoroughfare. McGinnis Ferry Road is a minor arterial and, therefore, a westbound right turn lane is required on McGinnis Ferry Road at the project access. This lane is shown on the site plan. An eastbound U-Turn lane is already provided on McGinnis Ferry Road at the median opening where the project access will be located. This lane will serve as the eastbound left turn lane for the project access.

Exiting the project, it is recommended that separate left and right turn lanes be provided. At least one entering lane should be provided in the project access. The exiting approach should be controlled by stop sign and accompanying stop bar.

## Future Intersection Operations

An operational analysis was performed for the anticipated future project build-out at the study intersections and the project access on McGinnis Ferry Road. Table 5 presents the results of the future analysis. Computer printouts containing detailed results of the future analysis are located in Appendix E. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 5 – Future Intersection Operations

| Intersection / Approach | A.M. Peak Hour | | P.M. Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay (s/veh) | LOS | Delay (s/veh) |
| 1. McGinnis Ferry Road at Old Peachtree Road | D | 36.6 | D | 51.4 |
| northbound approach (Old Peachtree) | B | 17.8 | D | 51.0 |
| southbound approach (Old Peachtree) | C | 28.2 | D | 49.4 |
| eastbound approach (McGinnis Ferry) | D | 35.4 | D | 44.1 |
| westbound approach (McGinnis Ferry) | ***E*** | ***57.5*** | ***E*** | ***72.4*** |
| 2. GA 317 at McGinnis Ferry Road / Brynfield Parkway | C | 22.8 | C | 26.5 |
| northbound approach | C | 29.5 | C | 33.0 |
| southbound approach | A | 1.3 | A | 7.1 |
| eastbound approach | C | 31.6 | D | 41.3 |
| westbound approach | ***E*** | ***61.2*** | D | 45.1 |
| 3. GA 317 at Old Peachtree Road / Horizon Drive | D | 46.3 | D | 52.1 |
| northbound approach | D | 39.3 | ***E*** | ***58.3*** |
| southbound approach | D | 40.4 | D | 47.0 |
| eastbound approach | D | 48.1 | D | 53.6 |
| westbound approach | ***E*** | ***61.2*** | D | 52.8 |
| 4. McGinnis Ferry Road at Apartments Access | A | 1.8 | A | 0.9 |
| southbound left turn (exiting apartments) | C | 23.4 | D | 34.9 |
| southbound right turn (exiting apartments) | B | 11.4 | B | 10.9 |
| eastbound left turn (entering apartments) | A | 9.2 | A | 9.4 |

The future analysis with the addition of the proposed apartments' trips reveals a moderate increase in delays, but comparable operations to the no-build analysis. For the same reason discussed in the existing analysis, no mitigation is identified for the future condition.

The apartments access is expected to operate acceptably. Significant increases in volumes on McGinnis Ferry Road due to the interchange may increase delays exiting the site, especially for exiting left turns. However, it is considered improbable that a traffic signal will be warranted here.

It is noted that the proposed access is located on the inside of a curve on McGinnis Ferry Road. The project civil/site engineer should locate and design the access to ensure that sufficient intersection sight distance is provided in both directions on McGinnis Ferry Road. The project engineer should comply with all other applicable design standards including turn radii, turn lane storage and taper lengths, driveway widths, islands, angles with the adjacent roadways, and grades.

## Conclusions and Recommendations

This traffic impact study evaluates the impact of a proposed residential apartment development in Gwinnett County. The site is located on the north side of McGinnis Ferry Road between Old Peachtree Road and Lawrenceville Suwanee Road. The project will include 350 apartment units. Vehicular access will be provided at an existing median break on McGinnis Ferry Road (a second, emergency access will also be provided). The following are the findings and recommendations of this study:

1. The analysis of the counted intersections shows high volumes, but generally acceptable traffic operations at the study intersections. Because each intersection operates acceptably overall, and no approach is at LOS F, no changes to geometry or signal operations are recommended for the existing condition.

2. Traffic volume growth in this area has been positive and low-to-moderate and this is expected to continue into the future.

3. A new interchange is programmed between Interstate 85 and McGinnis Ferry Road. This interchange will provide relief to the GA 317 corridor but will likely increase volumes on McGinnis Ferry Road, including the section adjacent to the proposed apartments. Half of this interchange will be operational in a few years, while the full interchange will not be operation for more than a decade. The modeling of this interchange was beyond the scope of this impact study, but the recommendations in this study are made cognizant of the interchange.

4. In the no-build condition, delays will increase slightly, with continued overall acceptable operations and no approaches operating at LOS F. Therefore, no changes are recommended for the no-build condition.

5. The proposed apartments will generate 142 a.m. peak hour trips, 137 p.m. peak hour trips, and 1,624 weekday trips.

6. With the addition of the apartments' trips, delays will increase slightly from the no-build condition, with overall continued acceptable operations. No offsite mitigation was identified as necessitated by the proposed apartments.

7. The apartments access is expected to operate acceptably. Significant increases in volumes on McGinnis Ferry Road due to the interchange may increase delays exiting the site, especially for exiting left turns. However, it is considered improbable that a traffic signal will be warranted here.

8. A westbound right turn lane should be built on McGinnis Ferry Road to serve the apartments access and this lane is shown on the site plan. The existing eastbound U-Turn lane on McGinnis Ferry Road at the median break will serve as the left turn lane for the apartments.

9. The apartments access should include at least one entering and two exiting lanes, striped as separate left and right turn lanes. The exiting approach should be controlled by side street stop sign and accompanying stop bar.

10. It is noted that the proposed access is located on the inside of a curve on McGinnis Ferry Road. The project civil/site engineer should locate and design the access to ensure that sufficient intersection sight distance is provided in both directions on McGinnis Ferry Road.

11. The project civil/site engineer should comply with all other applicable design standards including turn radii, turn lane storage and taper lengths, driveway widths, islands, angles with the adjacent roadways, and grades.

# Appendix A

## Traffic Count Data and Volume Worksheets

# McGinnis Ferry Road Apartments Traffic Impact Study

Gwinnett County, Georgia

March 2022

**Intersection: 1. Old Peachtree Road at McGinnis Ferry Road**

| Weekday A.M. Peak Hour | Northbound Old Peachtree Road | | | | Southbound Old Peachtree Road | | | | Eastbound McGinnis Ferry Road | | | | Westbound McGinnis Ferry Road | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| **Counted Volumes (Wednesday, October 16, 2019, 7:30-8:30)** | 191 | 171 | 25 | 387 | 28 | 594 | 309 | 931 | 223 | 456 | 366 | 1045 | 46 | 674 | 9 | 729 |
| **Counted Volumes (Thursday, March 17, 2022, 7:15-8:15)** | 188 | 104 | 21 | 313 | 19 | 407 | 323 | 749 | 162 | 309 | 227 | 698 | 23 | 582 | 7 | 612 |
| % change | -2% | -39% | -16% | -19% | -32% | -31% | 5% | -20% | -27% | -32% | -38% | -33% | -50% | -14% | -22% | -16% |
| Total Annual Background Growth to No-Build (2027) | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | |
| **2027 No-Build Volumes** | **208** | **115** | **23** | **346** | **21** | **449** | **357** | **827** | **179** | **341** | **251** | **771** | **25** | **643** | **8** | **676** |
| **Proposed McGinnis Ferry Road Apartments' Trips** | **0** | **0** | **5** | **5** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **6** | **17** | **22** | **25** | **64** |
| **2027 Build Volumes** | **208** | **115** | **28** | **351** | **21** | **449** | **357** | **827** | **179** | **347** | **251** | **777** | **42** | **665** | **33** | **740** |

| Weekday P.M. Peak Hour | Northbound Old Peachtree Road | | | | Southbound Old Peachtree Road | | | | Eastbound McGinnis Ferry Road | | | | Westbound McGinnis Ferry Road | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| **Counted Volumes (Wednesday, October 16, 2019, 4:45-5:45)** | 524 | 836 | 166 | 1526 | 31 | 340 | 186 | 557 | 487 | 873 | 229 | 1589 | 84 | 609 | 25 | 718 |
| **Counted Volumes (Thursday, March 17, 2022, 5:00-6:00)** | 475 | 736 | 70 | 1281 | 38 | 254 | 187 | 479 | 478 | 760 | 253 | 1491 | 48 | 510 | 4 | 562 |
| % change | -9% | -12% | -58% | -16% | 23% | -25% | 1% | -14% | -2% | -13% | 10% | -6% | -43% | -16% | -84% | -22% |
| Total Annual Background Growth to No-Build (2027) | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | |
| **2027 No-Build Volumes** | **524** | **813** | **77** | **1414** | **42** | **280** | **206** | **529** | **528** | **839** | **279** | **1646** | **53** | **563** | **4** | **620** |
| **Proposed McGinnis Ferry Road Apartments' Trips** | **0** | **0** | **12** | **12** | **0** | **0** | **0** | **0** | **0** | **17** | **0** | **17** | **9** | **10** | **13** | **32** |
| **2027 Build Volumes** | **524** | **813** | **89** | **1426** | **42** | **280** | **206** | **529** | **528** | **856** | **279** | **1663** | **62** | **573** | **17** | **652** |

Marc R. Acampora, PE, LLC

**McGinnis Ferry Road Apartments Traffic Impact Study**
Gwinnett County, Georgia

March 2022

**Intersection: 2. Lawrenceville Suwanee Road (GA 317) at McGinnis Ferry Road / Brynfield Parkway**

| Weekday A.M. Peak Hour | Northbound L'ville Suwanee Road | | | | Southbound L'ville Suwanee Road | | | | Eastbound McGinnis Ferry Road | | | | Westbound Brynfield Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| **Counted Volumes (Wednesday, October 16, 2019, 7:45-8:45)** | 827 | 874 | 18 | 1719 | 8 | 746 | 25 | 779 | 48 | 10 | 472 | 530 | 30 | 34 | 48 | 112 |
| **Counted Volumes (Thursday, March 17, 2022, 7:30-8:30)** | 583 | 888 | 7 | 1478 | 11 | 701 | 9 | 721 | 37 | 5 | 349 | 391 | 17 | 28 | 33 | 78 |
| % change | -30% | 2% | -61% | -14% | 38% | -6% | -64% | -7% | -23% | -50% | -26% | -26% | -43% | -18% | -31% | -30% |
| Total Annual Background Growth to No-Build (2027) | 10.4% | 10.4% | 0.0% | | 0.0% | 10.4% | 10.4% | | 10.4% | 0.0% | 10.4% | | 0.0% | 0.0% | 0.0% | |
| **2027 No-Build Volumes** | **644** | **980** | **7** | **1631** | **11** | **774** | **10** | **795** | **41** | **5** | **385** | **431** | **17** | **28** | **33** | **78** |
| **Proposed McGinnis Ferry Road Apartments' Trips** | **6** | **0** | **0** | **6** | **0** | **0** | **15** | **15** | **24** | **0** | **22** | **46** | **0** | **0** | **0** | **0** |
| **2027 Build Volumes** | **650** | **980** | **7** | **1637** | **11** | **774** | **25** | **810** | **65** | **5** | **407** | **477** | **17** | **28** | **33** | **78** |

| Weekday P.M. Peak Hour | Northbound L'ville Suwanee Road | | | | Southbound L'ville Suwanee Road | | | | Eastbound McGinnis Ferry Road | | | | Westbound Brynfield Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| **Counted Volumes (Wednesday, October 16, 2019, 4:45-5:45)** | 689 | 650 | 15 | 1354 | 31 | 1072 | 96 | 1199 | 60 | 48 | 967 | 1075 | 11 | 16 | 24 | 51 |
| **Counted Volumes (Thursday, March 17, 2022, 4:30-5:30)** | 442 | 717 | 10 | 1169 | 42 | 1055 | 45 | 1142 | 86 | 26 | 811 | 923 | 9 | 11 | 25 | 45 |
| % change | -36% | 10% | -33% | -14% | 35% | -2% | -53% | -5% | 43% | -46% | -16% | -14% | -18% | -31% | 4% | -12% |
| Total Annual Background Growth to No-Build (2027) | 10.4% | 10.4% | 0.0% | | 0.0% | 10.4% | 10.4% | | 10.4% | 0.0% | 10.4% | | 0.0% | 0.0% | 0.0% | |
| **2027 No-Build Volumes** | **488** | **792** | **10** | **1290** | **42** | **1165** | **50** | **1256** | **95** | **26** | **895** | **1016** | **9** | **11** | **25** | **45** |
| **Proposed McGinnis Ferry Road Apartments' Trips** | **17** | **0** | **0** | **17** | **0** | **0** | **37** | **37** | **12** | **0** | **10** | **22** | **0** | **0** | **0** | **0** |
| **2027 Build Volumes** | **505** | **792** | **10** | **1307** | **42** | **1165** | **87** | **1293** | **107** | **26** | **905** | **1038** | **9** | **11** | **25** | **45** |

**McGinnis Ferry Road Apartments Traffic Impact Study**
Gwinnett County, Georgia

March 2022

**Intersection: 3. Lawrenceville Suwanee Road at Old Peachtree Road / Horizon Drive**

| Weekday A.M. Peak Hour | Northbound L'ville Suwanee Road | | | | Southbound L'ville Suwanee Road | | | | Eastbound Old Peachtree Road | | | | Westbound Horizon Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| **Counted Volumes (Wednesday, October 16, 2019, 7:30-8:30)** | 75 | 1045 | 119 | 1239 | 595 | 899 | 174 | 1668 | 150 | 249 | 16 | 415 | 67 | 972 | 355 | 1394 |
| **Counted Volumes (Thursday, March 17, 2022, 7:30-8:30)** | 67 | 742 | 85 | 894 | 327 | 696 | 174 | 1197 | 74 | 200 | 11 | 285 | 52 | 511 | 286 | 849 |
| % change | -11% | -29% | -29% | -28% | -45% | -23% | 0% | -28% | -51% | -20% | -31% | -31% | -22% | -47% | -19% | -39% |
| Total Annual Background Growth to No-Build (2027) | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | |
| **2027 No-Build Volumes** | **74** | **819** | **94** | **987** | **361** | **768** | **192** | **1321** | **82** | **221** | **12** | **315** | **57** | **564** | **316** | **937** |
| **Proposed McGinnis Ferry Road Apartments' Trips** | **0** | **22** | **2** | **24** | **0** | **13** | **0** | **13** | **22** | **3** | **0** | **25** | **2** | **0** | **0** | **2** |
| **2027 Build Volumes** | **74** | **841** | **96** | **1011** | **361** | **781** | **192** | **1334** | **104** | **224** | **12** | **340** | **59** | **564** | **316** | **939** |

| Weekday P.M. Peak Hour | Northbound L'ville Suwanee Road | | | | Southbound L'ville Suwanee Road | | | | Eastbound Old Peachtree Road | | | | Westbound Horizon Drive | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| **Counted Volumes (Wednesday, October 16, 2019, 5:00-6:00)** | 66 | 791 | 66 | 923 | 986 | 1201 | 50 | 2237 | 284 | 1016 | 37 | 1337 | 145 | 433 | 323 | 901 |
| **Counted Volumes (Thursday, March 17, 2022, 4:15-5:15)** | 68 | 696 | 80 | 844 | 580 | 776 | 51 | 1407 | 208 | 885 | 79 | 1172 | 103 | 372 | 233 | 708 |
| % change | 3% | -12% | 21% | -9% | -41% | -35% | 2% | -37% | -27% | -13% | 114% | -12% | -29% | -14% | -28% | -21% |
| Total Annual Background Growth to No-Build (2027) | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | | 10.4% | 10.4% | 10.4% | |
| **2027 No-Build Volumes** | **75** | **768** | **88** | **932** | **640** | **857** | **56** | **1553** | **230** | **977** | **87** | **1294** | **114** | **411** | **257** | **782** |
| **Proposed McGinnis Ferry Road Apartments' Trips** | **0** | **11** | **1** | **12** | **0** | **33** | **0** | **33** | **11** | **2** | **0** | **13** | **4** | **0** | **0** | **4** |
| **2027 Build Volumes** | **75** | **779** | **89** | **944** | **640** | **890** | **56** | **1586** | **241** | **979** | **87** | **1307** | **118** | **411** | **257** | **786** |

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**McGinnis Ferry Road Apartments Traffic Impact Study**
Gwinnett County, Georgia

March 2022

**Intersection: 5. McGinniss Ferry Road at Site Access**

| Weekday A.M. Peak Hour | | Southbound Site Access | | | Eastbound McGinnis Ferry Road | | | Westbound McGinnis Ferry Road | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | L | R | Tot | L | T | Tot | T | R | Tot |
| **Counted Volumes (Wednesday, October 16, 2019, 7:30-8:30)** | | | | | | **485** | | **743** | | |
| **Counted Volumes (Thursday, March 17, 2022, 7:15-8:15)** | | | | | | **360** | | **589** | | |
| % change | | | | | | -26% | | -21% | | |
| Total Annual Background Growth to No-Build (2027) | | | | | | 10.4% | | 10.4% | | |
| **2027 No-Build Volumes** | | | | | | **397** | | **650** | | |
| **Proposed McGinnis Ferry Road Apartments' Trips** | | **46** | **64** | **110** | **11** | **0** | **11** | **0** | **21** | **21** |
| **2027 Build Volumes** | | **46** | **64** | **110** | **11** | **397** | **408** | **650** | **21** | **671** |

| Weekday P.M. Peak Hour | | Southbound Site Access | | | Eastbound McGinnis Ferry Road | | | Westbound McGinnis Ferry Road | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | L | R | Tot | L | T | Tot | T | R | Tot |
| **Counted Volumes (Wednesday, October 16, 2019, 5:00-6:00)** | | | | | | **1039** | | **729** | | |
| **Counted Volumes (Thursday, March 17, 2022, 5:00=6:00)** | | | | | | **854** | | **577** | | |
| % change | | | | | | -18% | | -21% | | |
| Total Annual Background Growth to No-Build (2027) | | | | | | 10.4% | | 10.4% | | |
| **2027 No-Build Volumes** | | | | | | **943** | | **637** | | |
| **Proposed McGinnis Ferry Road Apartments' Trips** | | **22** | **32** | **54** | **29** | **0** | **29** | **0** | **54** | **54** |
| **2027 Build Volumes** | | **22** | **32** | **54** | **29** | **943** | **972** | **637** | **54** | **691** |

MARC R. ACAMPORA, PE, LLC

**Peak Hour Calculation** **Thursday, March 17, 2022**

| | EB | Hourly | WB | Hourly | 2-Way | Hourly |
|---|---|---|---|---|---|---|
| 07:00 AM | 90 | | 140 | | 230 | |
| 07:15 AM | 93 | | 158 | | 251 | |
| 07:30 AM | 88 | | 136 | | 224 | |
| ***07:45 AM*** | ***89*** | ***360*** | ***155*** | ***589*** | ***244*** | ***949*** |
| 08:00 AM | 81 | 351 | 148 | 597 | 229 | 948 |
| 08:15 AM | 86 | 344 | 136 | 575 | 222 | 919 |
| 08:30 AM | 82 | 338 | 150 | 589 | 232 | 927 |
| 08:45 AM | 88 | 337 | 119 | 553 | 207 | 890 |
| | | | | | | |
| 04:00 PM | 227 | | 100 | | 327 | 766 |
| 04:15 PM | 231 | | 104 | | 335 | 869 |
| 04:30 PM | 235 | | 95 | | 330 | 992 |
| 04:45 PM | 226 | 919 | 103 | 402 | 329 | 1321 |
| 05:00 PM | 228 | 920 | 121 | 423 | 349 | 1343 |
| 05:15 PM | 225 | 914 | 156 | 475 | 381 | 1389 |
| 05:30 PM | 213 | 892 | 152 | 532 | 365 | 1424 |
| ***05:45 PM*** | ***188*** | ***854*** | ***148*** | ***577*** | ***336*** | ***1431*** |
| 06:00 PM | 156 | 782 | 145 | 601 | 301 | 1383 |
| 06:15 PM | 142 | 699 | 110 | 555 | 252 | 1254 |
| | | | | | | |
| 24-Hour | 8312 | | 6870 | | 15182 | |

# Reliable Traffic Data Services

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

TMC Data
McGinnis Ferry Rd @ Old Peachtree Rd
Suwanee, GA
7-9 AM | 4-6 PM

File Name : 46220001
Site Code : 46220001
Start Date : 3/17/2022
Page No : 1

**Groups Printed- Cars, Buses and Trucks**

| | Old Peachtree Rd Northbound | | | | | Old Peachtree Rd Southbound | | | | | McGinnis Ferry Rd Eastbound | | | | | McGinnis Ferry Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 34 | 25 | 8 | 0 | 67 | 2 | 57 | 58 | 0 | 117 | 26 | 66 | 35 | 0 | 127 | 9 | 125 | 3 | 0 | 137 | 448 |
| 07:15 AM | 38 | 22 | 6 | 0 | 66 | 3 | 90 | 95 | 0 | 188 | 38 | 67 | 32 | 0 | 137 | 6 | 162 | 1 | 0 | 169 | 560 |
| 07:30 AM | 43 | 19 | 5 | 0 | 67 | 5 | 120 | 101 | 0 | 226 | 33 | 88 | 42 | 0 | 163 | 3 | 136 | 3 | 0 | 142 | 598 |
| 07:45 AM | 57 | 29 | 6 | 0 | 92 | 6 | 106 | 68 | 0 | 180 | 38 | 82 | 87 | 0 | 207 | 4 | 140 | 2 | 0 | 146 | 625 |
| Total | 172 | 95 | 25 | 0 | 292 | 16 | 373 | 322 | 0 | 711 | 135 | 303 | 196 | 0 | 634 | 22 | 563 | 9 | 0 | 594 | 2231 |
| 08:00 AM | 50 | 34 | 4 | 0 | 88 | 5 | 91 | 59 | 0 | 155 | 53 | 72 | 66 | 0 | 191 | 10 | 144 | 1 | 0 | 155 | 589 |
| 08:15 AM | 34 | 28 | 5 | 0 | 67 | 8 | 103 | 64 | 0 | 175 | 43 | 77 | 56 | 0 | 176 | 1 | 139 | 1 | 0 | 141 | 559 |
| 08:30 AM | 43 | 27 | 3 | 0 | 73 | 1 | 74 | 56 | 0 | 131 | 51 | 67 | 42 | 0 | 160 | 8 | 135 | 1 | 0 | 144 | 508 |
| 08:45 AM | 41 | 24 | 2 | 0 | 67 | 4 | 70 | 60 | 0 | 134 | 59 | 80 | 42 | 0 | 181 | 6 | 114 | 3 | 0 | 123 | 505 |
| Total | 168 | 113 | 14 | 0 | 295 | 18 | 338 | 239 | 0 | 595 | 206 | 296 | 206 | 0 | 708 | 25 | 532 | 6 | 0 | 563 | 2161 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 103 | 128 | 8 | 0 | 239 | 10 | 67 | 37 | 0 | 114 | 117 | 194 | 41 | 0 | 352 | 9 | 84 | 1 | 0 | 94 | 799 |
| 04:15 PM | 93 | 141 | 13 | 0 | 247 | 9 | 62 | 47 | 0 | 118 | 167 | 223 | 19 | 0 | 409 | 18 | 80 | 4 | 0 | 102 | 876 |
| 04:30 PM | 103 | 178 | 7 | 0 | 288 | 16 | 56 | 28 | 0 | 100 | 152 | 222 | 36 | 0 | 410 | 10 | 87 | 2 | 0 | 99 | 897 |
| 04:45 PM | 104 | 182 | 13 | 0 | 299 | 6 | 62 | 37 | 0 | 105 | 126 | 202 | 34 | 0 | 362 | 5 | 83 | 1 | 0 | 89 | 855 |
| Total | 403 | 629 | 41 | 0 | 1073 | 41 | 247 | 149 | 0 | 437 | 562 | 841 | 130 | 0 | 1533 | 42 | 334 | 8 | 0 | 384 | 3427 |
| 05:00 PM | 128 | 187 | 17 | 0 | 332 | 7 | 67 | 52 | 0 | 126 | 129 | 196 | 51 | 0 | 376 | 12 | 124 | 1 | 0 | 137 | 971 |
| 05:15 PM | 114 | 191 | 14 | 0 | 319 | 15 | 63 | 28 | 0 | 106 | 120 | 180 | 54 | 0 | 354 | 10 | 133 | 0 | 0 | 143 | 922 |
| 05:30 PM | 118 | 185 | 19 | 0 | 322 | 11 | 69 | 54 | 0 | 134 | 116 | 210 | 81 | 0 | 407 | 9 | 145 | 3 | 0 | 157 | 1020 |
| 05:45 PM | 115 | 173 | 20 | 0 | 308 | 5 | 55 | 53 | 0 | 113 | 113 | 174 | 67 | 0 | 354 | 17 | 108 | 0 | 0 | 125 | 900 |
| Total | 475 | 736 | 70 | 0 | 1281 | 38 | 254 | 187 | 0 | 479 | 478 | 760 | 253 | 0 | 1491 | 48 | 510 | 4 | 0 | 562 | 3813 |
| Grand Total | 1218 | 1573 | 150 | 0 | 2941 | 113 | 1212 | 897 | 0 | 2222 | 1381 | 2200 | 785 | 0 | 4366 | 137 | 1939 | 27 | 0 | 2103 | 11632 |
| Apprch % | 41.4 | 53.5 | 5.1 | 0 | | 5.1 | 54.5 | 40.4 | 0 | | 31.6 | 50.4 | 18 | 0 | | 6.5 | 92.2 | 1.3 | 0 | | |
| Total % | 10.5 | 13.5 | 1.3 | 0 | 25.3 | 1 | 10.4 | 7.7 | 0 | 19.1 | 11.9 | 18.9 | 6.7 | 0 | 37.5 | 1.2 | 16.7 | 0.2 | 0 | 18.1 | |

# Reliable Traffic Data Services

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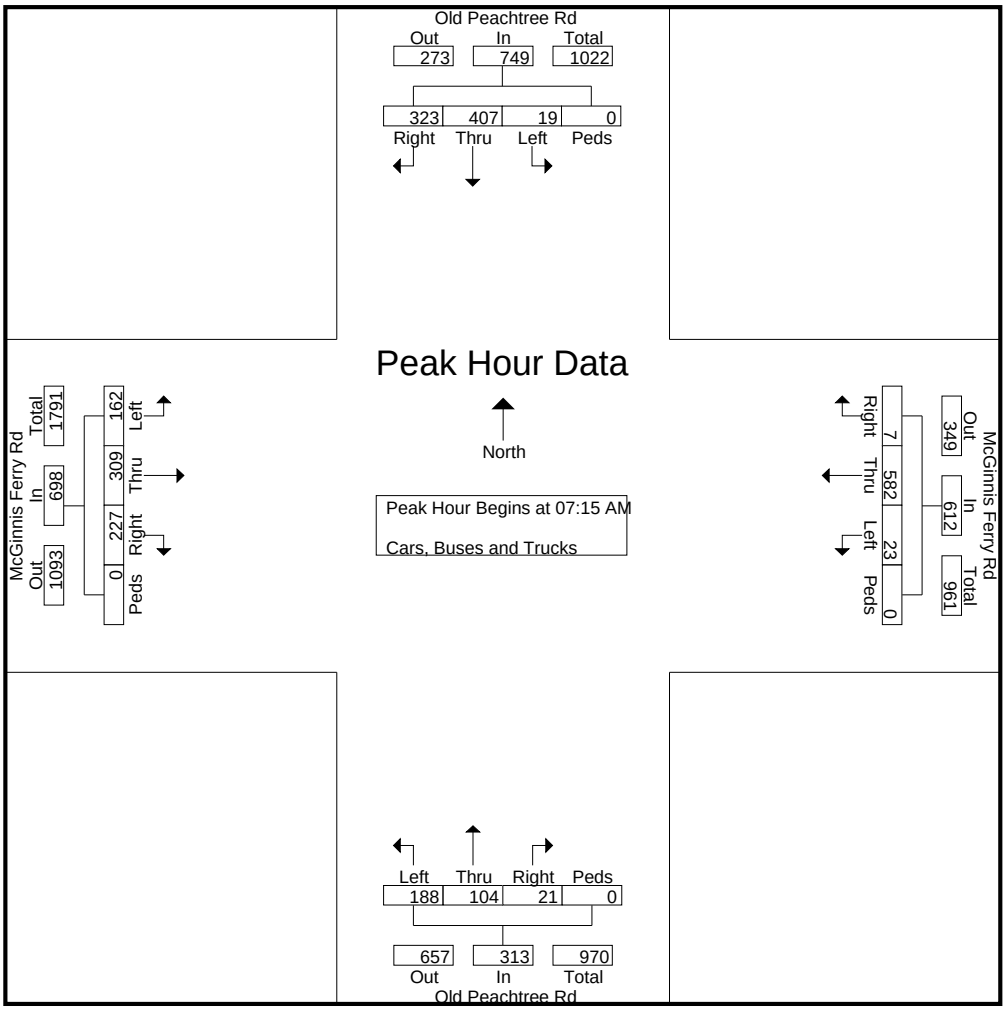
TMC Data
McGinnis Ferry Rd @ Old Peachtree Rd
Suwanee, GA
7-9 AM | 4-6 PM

File Name : 46220001
Site Code : 46220001
Start Date : 3/17/2022


| | Old Peachtree Rd Northbound | | | | | Old Peachtree Rd Southbound | | | | | McGinnis Ferry Rd Eastbound | | | | | McGinnis Ferry Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 38 | 22 | **6** | 0 | 66 | 3 | 90 | 95 | 0 | 188 | 38 | 67 | 32 | 0 | 137 | 6 | **162** | 1 | 0 | **169** | 560 |
| 07:30 AM | 43 | 19 | 5 | 0 | 67 | 5 | **120** | **101** | 0 | **226** | 33 | **88** | 42 | 0 | 163 | 3 | 136 | **3** | 0 | 142 | 598 |
| 07:45 AM | **57** | 29 | 6 | 0 | **92** | **6** | 106 | 68 | 0 | 180 | 38 | 82 | **87** | 0 | **207** | 4 | 140 | 2 | 0 | 146 | **625** |
| 08:00 AM | 50 | **34** | 4 | 0 | 88 | 5 | 91 | 59 | 0 | 155 | **53** | 72 | 66 | 0 | 191 | **10** | 144 | 1 | 0 | 155 | 589 |
| Total Volume | 188 | 104 | 21 | 0 | 313 | 19 | 407 | 323 | 0 | 749 | 162 | 309 | 227 | 0 | 698 | 23 | 582 | 7 | 0 | 612 | 2372 |
| % App. Total | 60.1 | 33.2 | | | | | 54.3 | 43.1 | | | 23.2 | 44.3 | 32.5 | | | | 95.1 | | | | |
| PHF | .825 | .765 | .875 | .000 | .851 | .792 | .848 | .800 | .000 | .829 | .764 | .878 | .652 | .000 | .843 | .575 | .898 | .583 | .000 | .905 | .949 |



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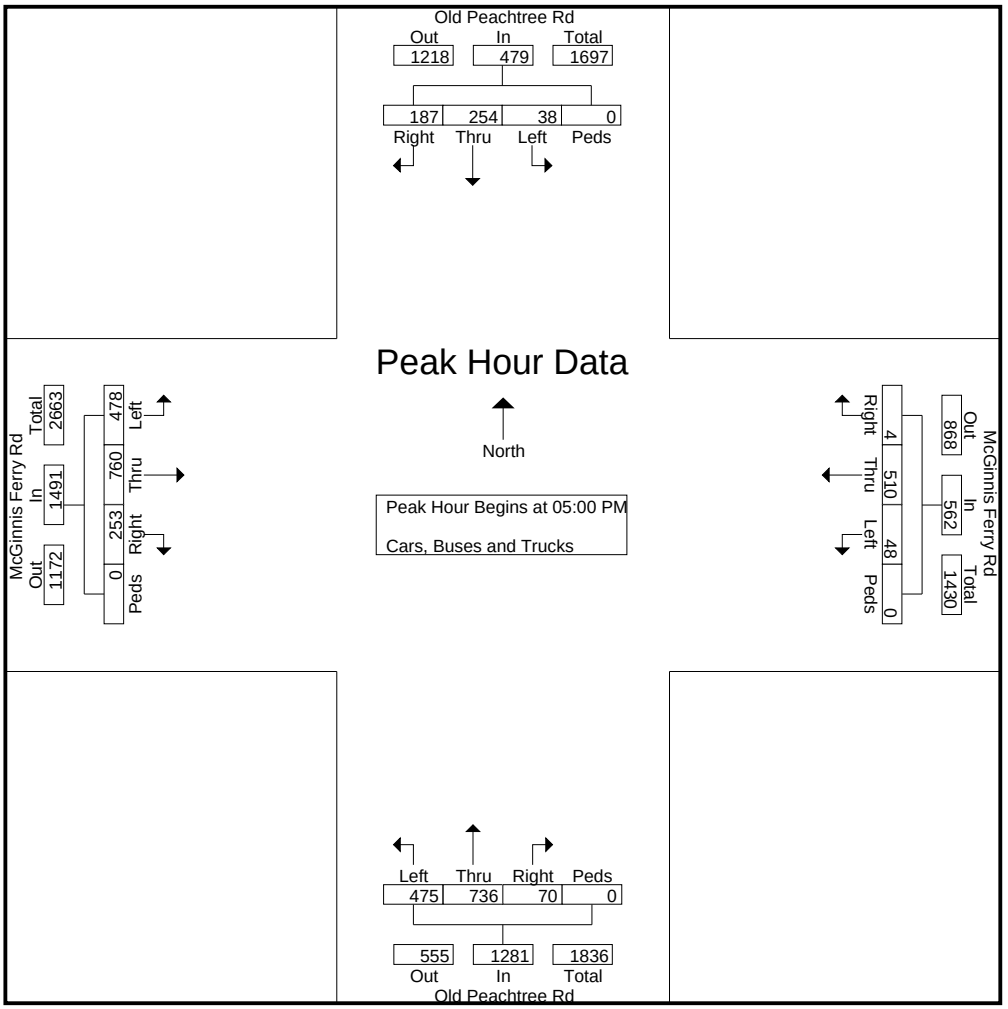
TMC Data
McGinnis Ferry Rd @ Old Peachtree Rd
Suwanee, GA
7-9 AM | 4-6 PM

File Name : 46220001
Site Code : 46220001
Start Date : 3/17/2022
Page No : 3

| | Old Peachtree Rd Northbound | | | | | Old Peachtree Rd Southbound | | | | | McGinnis Ferry Rd Eastbound | | | | | McGinnis Ferry Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | **128** | 187 | 17 | 0 | **332** | 7 | 67 | 52 | 0 | 126 | **129** | 196 | 51 | 0 | 376 | 12 | 124 | 1 | 0 | 137 | 971 |
| 05:15 PM | 114 | **191** | 14 | 0 | 319 | **15** | 63 | 28 | 0 | 106 | 120 | 180 | 54 | 0 | 354 | 10 | 133 | 0 | 0 | 143 | 922 |
| 05:30 PM | 118 | 185 | 19 | 0 | 322 | 11 | **69** | **54** | 0 | **134** | 116 | **210** | **81** | 0 | **407** | 9 | **145** | **3** | 0 | **157** | **1020** |
| 05:45 PM | 115 | 173 | **20** | 0 | 308 | 5 | 55 | 53 | 0 | 113 | 113 | 174 | 67 | 0 | 354 | **17** | 108 | 0 | 0 | 125 | 900 |
| Total Volume | 475 | 736 | 70 | 0 | 1281 | 38 | 254 | 187 | 0 | 479 | 478 | 760 | 253 | 0 | 1491 | 48 | 510 | 4 | 0 | 562 | 3813 |
| % App. Total | 37.1 | 57.5 | | | | | | | | | 32.1 | | | | | | 90.7 | | | | |
| PHF | .928 | .963 | .875 | .000 | .965 | .633 | .920 | .866 | .000 | .894 | .926 | .905 | .781 | .000 | .916 | .706 | .879 | .333 | .000 | .895 | .935 |



# Reliable Traffic Data Services

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TMC Data
Lawrenceville Suwanee Rd @
McGinnis Ferry Rd, Suwanee, GA
7-9 AM | 4-6 PM

File Name : 46220002
Site Code : 46220002
Start Date : 3/17/2022
Page No : 1

**Groups Printed- Cars, Buses and Trucks**

| | Lawrenceville Suwanee Rd Northbound | | | | | Lawrenceville Suwanee Rd Southbound | | | | | McGinnis Ferry Rd Eastbound | | | | | Brynfield Pkwy Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 122 | 166 | 3 | 0 | 291 | 4 | 127 | 0 | 0 | 131 | 5 | 1 | 99 | 0 | 105 | 3 | 13 | 13 | 0 | 29 | 556 |
| 07:15 AM | 134 | 179 | 4 | 0 | 317 | 4 | 169 | 1 | 0 | 174 | 3 | 0 | 73 | 0 | 76 | 1 | 5 | 6 | 0 | 12 | 579 |
| 07:30 AM | 131 | 232 | 1 | 0 | 364 | 1 | 143 | 3 | 0 | 147 | 8 | 1 | 74 | 0 | 83 | 2 | 4 | 12 | 0 | 18 | 612 |
| 07:45 AM | 162 | 209 | 0 | 0 | 371 | 6 | 204 | 2 | 0 | 212 | 6 | 1 | 105 | 0 | 112 | 1 | 7 | 4 | 0 | 12 | 707 |
| Total | 549 | 786 | 8 | 0 | 1343 | 15 | 643 | 6 | 0 | 664 | 22 | 3 | 351 | 0 | 376 | 7 | 29 | 35 | 0 | 71 | 2454 |
| 08:00 AM | 146 | 222 | 5 | 0 | 373 | 3 | 185 | 3 | 0 | 191 | 7 | 0 | 98 | 0 | 105 | 3 | 10 | 6 | 0 | 19 | 688 |
| 08:15 AM | 144 | 225 | 1 | 0 | 370 | 1 | 169 | 1 | 0 | 171 | 16 | 3 | 72 | 0 | 91 | 11 | 7 | 11 | 0 | 29 | 661 |
| 08:30 AM | 131 | 192 | 5 | 0 | 328 | 4 | 158 | 2 | 0 | 164 | 6 | 2 | 54 | 0 | 62 | 3 | 8 | 10 | 0 | 21 | 575 |
| 08:45 AM | 113 | 211 | 2 | 0 | 326 | 3 | 157 | 4 | 0 | 164 | 12 | 2 | 78 | 0 | 92 | 4 | 11 | 12 | 0 | 27 | 609 |
| Total | 534 | 850 | 13 | 0 | 1397 | 11 | 669 | 10 | 0 | 690 | 41 | 7 | 302 | 0 | 350 | 21 | 36 | 39 | 0 | 96 | 2533 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 81 | 164 | 3 | 1 | 249 | 6 | 222 | 8 | 0 | 236 | 16 | 4 | 181 | 0 | 201 | 4 | 1 | 9 | 0 | 14 | 700 |
| 04:15 PM | 92 | 208 | 5 | 0 | 305 | 4 | 240 | 12 | 0 | 256 | 18 | 3 | 193 | 0 | 214 | 4 | 7 | 5 | 0 | 16 | 791 |
| 04:30 PM | 102 | 172 | 3 | 0 | 277 | 14 | 248 | 8 | 0 | 270 | 22 | 2 | 247 | 0 | 271 | 3 | 1 | 5 | 0 | 9 | 827 |
| 04:45 PM | 85 | 169 | 0 | 0 | 254 | 8 | 324 | 9 | 0 | 341 | 16 | 7 | 187 | 0 | 210 | 3 | 2 | 6 | 0 | 11 | 816 |
| Total | 360 | 713 | 11 | 1 | 1085 | 32 | 1034 | 37 | 0 | 1103 | 72 | 16 | 808 | 0 | 896 | 14 | 11 | 25 | 0 | 50 | 3134 |
| 05:00 PM | 113 | 168 | 3 | 0 | 284 | 13 | 216 | 14 | 0 | 243 | 19 | 8 | 189 | 0 | 216 | 1 | 3 | 5 | 0 | 9 | 752 |
| 05:15 PM | 142 | 208 | 4 | 0 | 354 | 7 | 267 | 14 | 0 | 288 | 29 | 9 | 188 | 0 | 226 | 2 | 5 | 9 | 0 | 16 | 884 |
| 05:30 PM | 136 | 182 | 2 | 0 | 320 | 12 | 231 | 11 | 0 | 254 | 20 | 9 | 175 | 0 | 204 | 4 | 3 | 4 | 0 | 11 | 789 |
| 05:45 PM | 128 | 181 | 0 | 0 | 309 | 5 | 203 | 8 | 0 | 216 | 26 | 7 | 165 | 0 | 198 | 3 | 4 | 8 | 0 | 15 | 738 |
| Total | 519 | 739 | 9 | 0 | 1267 | 37 | 917 | 47 | 0 | 1001 | 94 | 33 | 717 | 0 | 844 | 10 | 15 | 26 | 0 | 51 | 3163 |
| Grand Total | 1962 | 3088 | 41 | 1 | 5092 | 95 | 3263 | 100 | 0 | 3458 | 229 | 59 | 2178 | 0 | 2466 | 52 | 91 | 125 | 0 | 268 | 11284 |
| Apprch % | 38.5 | 60.6 | 0.8 | 0 | | 2.7 | 94.4 | 2.9 | 0 | | 9.3 | 2.4 | 88.3 | 0 | | 19.4 | 34 | 46.6 | 0 | | |
| Total % | 17.4 | 27.4 | 0.4 | 0 | 45.1 | 0.8 | 28.9 | 0.9 | 0 | 30.6 | 2 | 0.5 | 19.3 | 0 | 21.9 | 0.5 | 0.8 | 1.1 | 0 | 2.4 | |

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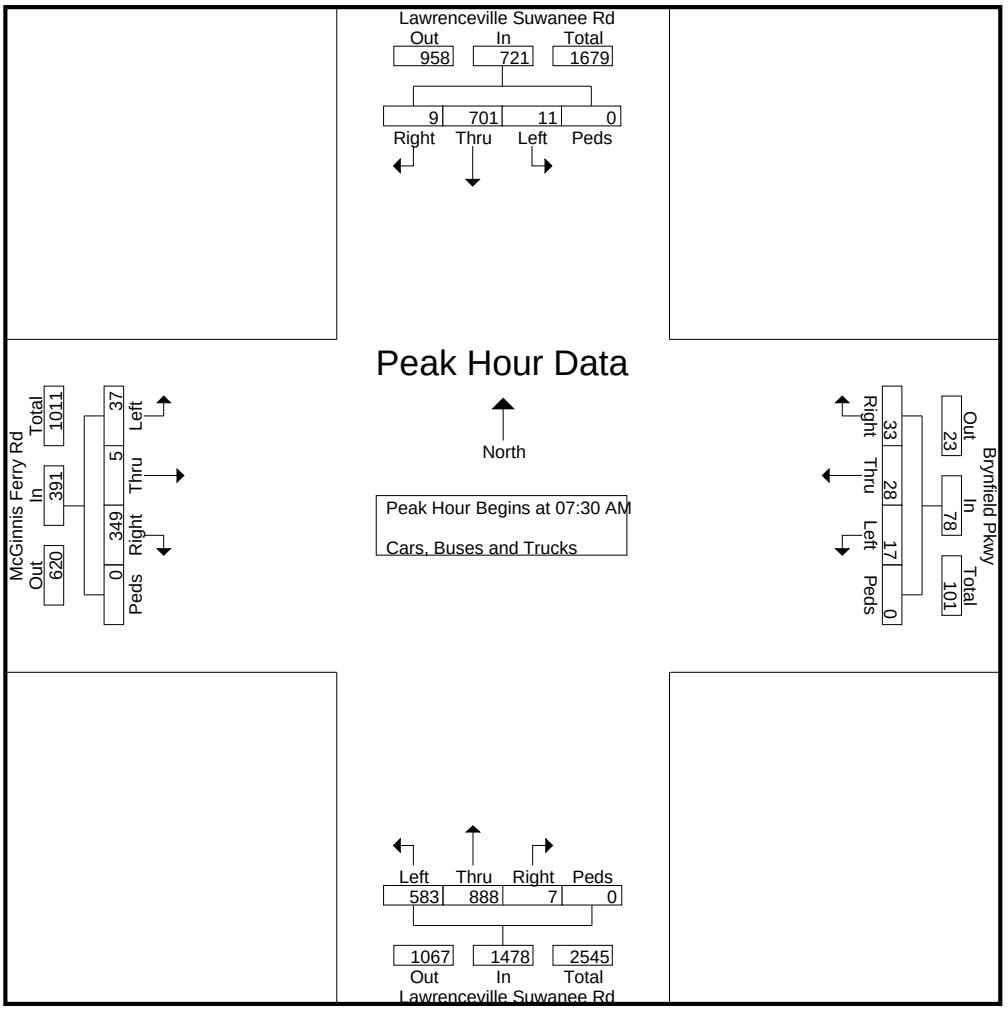
TMC Data
Lawrenceville Suwanee Rd @
McGinnis Ferry Rd, Suwanee, GA
7-9 AM | 4-6 PM

File Name : 46220002
Site Code : 46220002
Start Date : 3/17/2022
Page No : 2

| | Lawrenceville Suwanee Rd Northbound | | | | | Lawrenceville Suwanee Rd Southbound | | | | | McGinnis Ferry Rd Eastbound | | | | | Brynfield Pkwy Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 131 | **232** | 1 | 0 | 364 | 1 | 143 | **3** | 0 | 147 | 8 | 1 | 74 | 0 | 83 | 2 | 4 | **12** | 0 | 18 | 612 |
| 07:45 AM | **162** | 209 | 0 | 0 | 371 | **6** | **204** | 2 | 0 | **212** | 6 | 1 | **105** | 0 | **112** | 1 | 7 | 4 | 0 | 12 | **707** |
| 08:00 AM | 146 | 222 | **5** | 0 | **373** | 3 | 185 | 3 | 0 | 191 | 7 | 0 | 98 | 0 | 105 | 3 | **10** | 6 | 0 | 19 | 688 |
| 08:15 AM | 144 | 225 | 1 | 0 | 370 | 1 | 169 | 1 | 0 | 171 | **16** | **3** | 72 | 0 | 91 | **11** | 7 | 11 | 0 | **29** | 661 |
| Total Volume | 583 | 888 | 7 | 0 | 1478 | 11 | 701 | 9 | 0 | 721 | 37 | 5 | 349 | 0 | 391 | 17 | 28 | 33 | 0 | 78 | 2668 |
| % App. Total | 39.4 | 60.1 | | | | | 97.2 | | | | | | 89.3 | | | 21.8 | 35.9 | 42.3 | | | |
| PHF | .900 | .957 | .350 | .000 | .991 | .458 | .859 | .750 | .000 | .850 | .578 | .417 | .831 | .000 | .873 | .386 | .700 | .688 | .000 | .672 | .943 |



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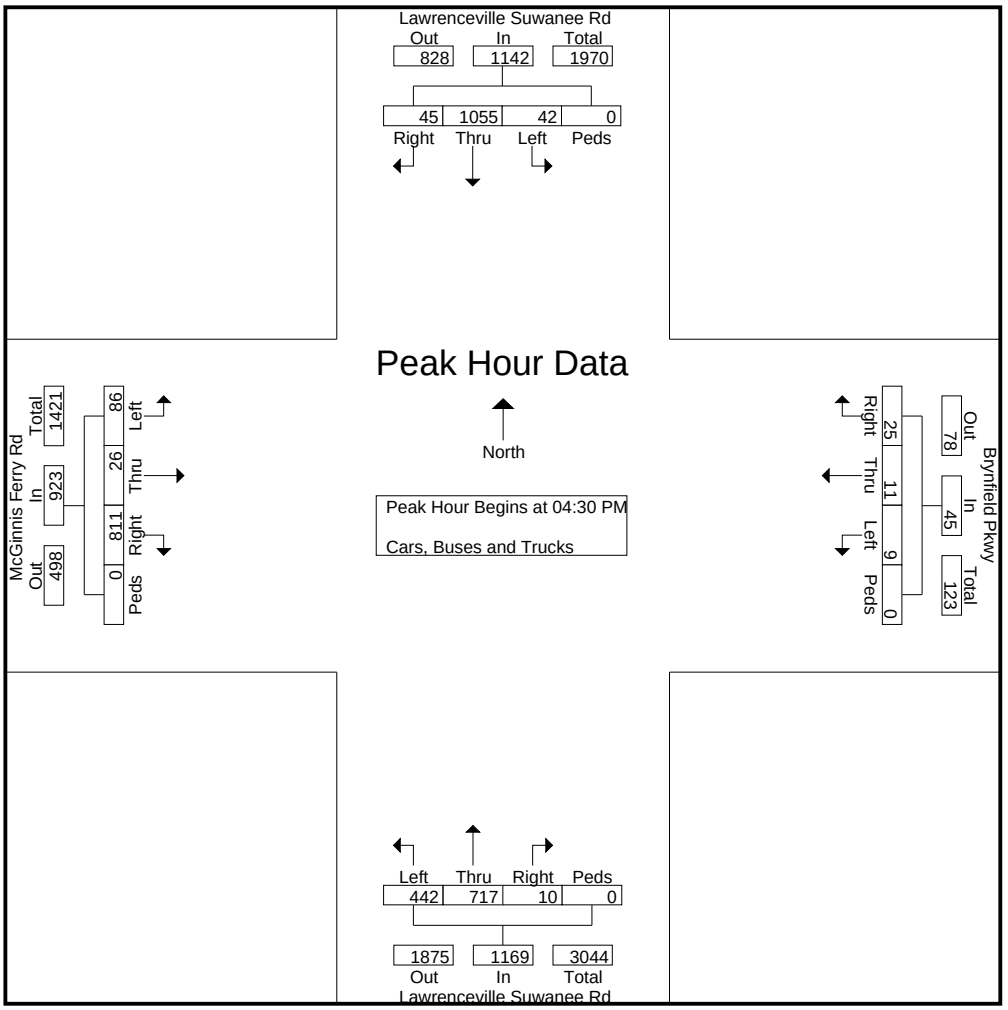
TMC Data
Lawrenceville Suwanee Rd @
McGinnis Ferry Rd, Suwanee, GA
7-9 AM | 4-6 PM

File Name : 46220002
Site Code : 46220002
Start Date : 3/17/2022
Page No : 3

| | Lawrenceville Suwanee Rd Northbound | | | | | Lawrenceville Suwanee Rd Southbound | | | | | McGinnis Ferry Rd Eastbound | | | | | Brynfield Pkwy Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 102 | 172 | 3 | 0 | 277 | **14** | 248 | 8 | 0 | 270 | 22 | 2 | **247** | 0 | **271** | **3** | 1 | 5 | 0 | 9 | 827 |
| 04:45 PM | 85 | 169 | 0 | 0 | 254 | 8 | **324** | 9 | 0 | **341** | 16 | 7 | 187 | 0 | 210 | 3 | 2 | 6 | 0 | 11 | 816 |
| 05:00 PM | 113 | 168 | 3 | 0 | 284 | 13 | 216 | **14** | 0 | 243 | 19 | 8 | 189 | 0 | 216 | 1 | 3 | 5 | 0 | 9 | 752 |
| 05:15 PM | **142** | **208** | **4** | 0 | **354** | 7 | 267 | 14 | 0 | 288 | **29** | **9** | 188 | 0 | 226 | 2 | **5** | **9** | 0 | **16** | **884** |
| Total Volume | 442 | 717 | 10 | 0 | 1169 | 42 | 1055 | 45 | 0 | 1142 | 86 | 26 | 811 | 0 | 923 | 9 | 11 | 25 | 0 | 45 | 3279 |
| % App. Total | 37.8 | 61.3 | 0.9 | 0 | | 3.7 | 92.4 | 3.9 | 0 | | 9.3 | 2.8 | 87.9 | 0 | | 20 | 24.4 | 55.6 | 0 | | |
| PHF | .778 | .862 | .625 | .000 | .826 | .750 | .814 | .804 | .000 | .837 | .741 | .722 | .821 | .000 | .851 | .750 | .550 | .694 | .000 | .703 | .927 |



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

File Name : 46220003
Site Code : 46220003
Start Date : 3/17/2022
Page No : 1

**Groups Printed- Cars, Buses and Trucks**

| | Old Peachtree Rd Northbound | | | | | Horizon Dr Southbound | | | | | Lawrenceville Suwanee Rd Eastbound | | | | | Lawrenceville Suwanee Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 20 | 29 | 2 | 0 | 51 | 11 | 86 | 65 | 0 | 162 | 59 | 101 | 36 | 0 | 196 | 13 | 151 | 16 | 0 | 180 | 589 |
| 07:15 AM | 26 | 32 | 3 | 0 | 61 | 10 | 138 | 68 | 0 | 216 | 72 | 142 | 48 | 0 | 262 | 12 | 161 | 15 | 0 | 188 | 727 |
| 07:30 AM | 23 | 27 | 4 | 0 | 54 | 5 | 153 | 72 | 0 | 230 | 64 | 165 | 57 | 0 | 286 | 18 | 194 | 16 | 0 | 228 | 798 |
| 07:45 AM | 11 | 57 | 3 | 0 | 71 | 9 | 128 | 61 | 0 | 198 | 83 | 197 | 46 | 0 | 326 | 15 | 191 | 18 | 0 | 224 | 819 |
| Total | 80 | 145 | 12 | 0 | 237 | 35 | 505 | 266 | 0 | 806 | 278 | 605 | 187 | 0 | 1070 | 58 | 697 | 65 | 0 | 820 | 2933 |
| 08:00 AM | 18 | 61 | 0 | 0 | 79 | 10 | 122 | 76 | 0 | 208 | 99 | 184 | 40 | 0 | 323 | 11 | 172 | 26 | 0 | 209 | 819 |
| 08:15 AM | 22 | 55 | 4 | 0 | 81 | 28 | 108 | 77 | 0 | 213 | 81 | 150 | 31 | 0 | 262 | 23 | 185 | 25 | 0 | 233 | 789 |
| 08:30 AM | 19 | 51 | 5 | 0 | 75 | 10 | 102 | 73 | 0 | 185 | 70 | 145 | 26 | 0 | 241 | 15 | 177 | 14 | 0 | 206 | 707 |
| 08:45 AM | 24 | 42 | 2 | 0 | 68 | 16 | 115 | 71 | 0 | 202 | 92 | 153 | 16 | 0 | 261 | 15 | 199 | 23 | 0 | 237 | 768 |
| Total | 83 | 209 | 11 | 0 | 303 | 64 | 447 | 297 | 0 | 808 | 342 | 632 | 113 | 0 | 1087 | 64 | 733 | 88 | 0 | 885 | 3083 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 50 | 178 | 9 | 0 | 237 | 28 | 83 | 71 | 0 | 182 | 130 | 210 | 16 | 0 | 356 | 25 | 178 | 15 | 0 | 218 | 993 |
| 04:15 PM | 67 | 242 | 8 | 0 | 317 | 24 | 84 | 47 | 0 | 155 | 144 | 206 | 11 | 0 | 361 | 21 | 167 | 22 | 0 | 210 | 1043 |
| 04:30 PM | 54 | 200 | 2 | 0 | 256 | 25 | 99 | 68 | 0 | 192 | 145 | 193 | 11 | 0 | 349 | 20 | 174 | 23 | 0 | 217 | 1014 |
| 04:45 PM | 50 | 223 | 5 | 0 | 278 | 35 | 86 | 51 | 0 | 172 | 119 | 187 | 14 | 0 | 320 | 13 | 179 | 19 | 0 | 211 | 981 |
| Total | 221 | 843 | 24 | 0 | 1088 | 112 | 352 | 237 | 0 | 701 | 538 | 796 | 52 | 0 | 1386 | 79 | 698 | 79 | 0 | 856 | 4031 |
| 05:00 PM | 37 | 220 | 4 | 0 | 261 | 19 | 103 | 67 | 0 | 189 | 172 | 190 | 15 | 0 | 377 | 14 | 176 | 16 | 0 | 206 | 1033 |
| 05:15 PM | 42 | 231 | 5 | 0 | 278 | 29 | 75 | 50 | 0 | 154 | 132 | 194 | 17 | 0 | 343 | 13 | 180 | 4 | 0 | 197 | 972 |
| 05:30 PM | 40 | 238 | 5 | 0 | 283 | 25 | 81 | 71 | 0 | 177 | 168 | 185 | 12 | 0 | 365 | 19 | 177 | 11 | 0 | 207 | 1032 |
| 05:45 PM | 41 | 228 | 2 | 0 | 271 | 21 | 71 | 57 | 0 | 149 | 121 | 176 | 18 | 0 | 315 | 13 | 180 | 12 | 0 | 205 | 940 |
| Total | 160 | 917 | 16 | 0 | 1093 | 94 | 330 | 245 | 0 | 669 | 593 | 745 | 62 | 0 | 1400 | 59 | 713 | 43 | 0 | 815 | 3977 |
| Grand Total | 544 | 2114 | 63 | 0 | 2721 | 305 | 1634 | 1045 | 0 | 2984 | 1751 | 2778 | 414 | 0 | 4943 | 260 | 2841 | 275 | 0 | 3376 | 14024 |
| Apprch % | 20 | 77.7 | 2.3 | 0 | | 10.2 | 54.8 | 35 | 0 | | 35.4 | 56.2 | 8.4 | 0 | | 7.7 | 84.2 | 8.1 | 0 | | |
| Total % | 3.9 | 15.1 | 0.4 | 0 | 19.4 | 2.2 | 11.7 | 7.5 | 0 | 21.3 | 12.5 | 19.8 | 3 | 0 | 35.2 | 1.9 | 20.3 | 2 | 0 | 24.1 | |

**Reliable Traffic Data Services**
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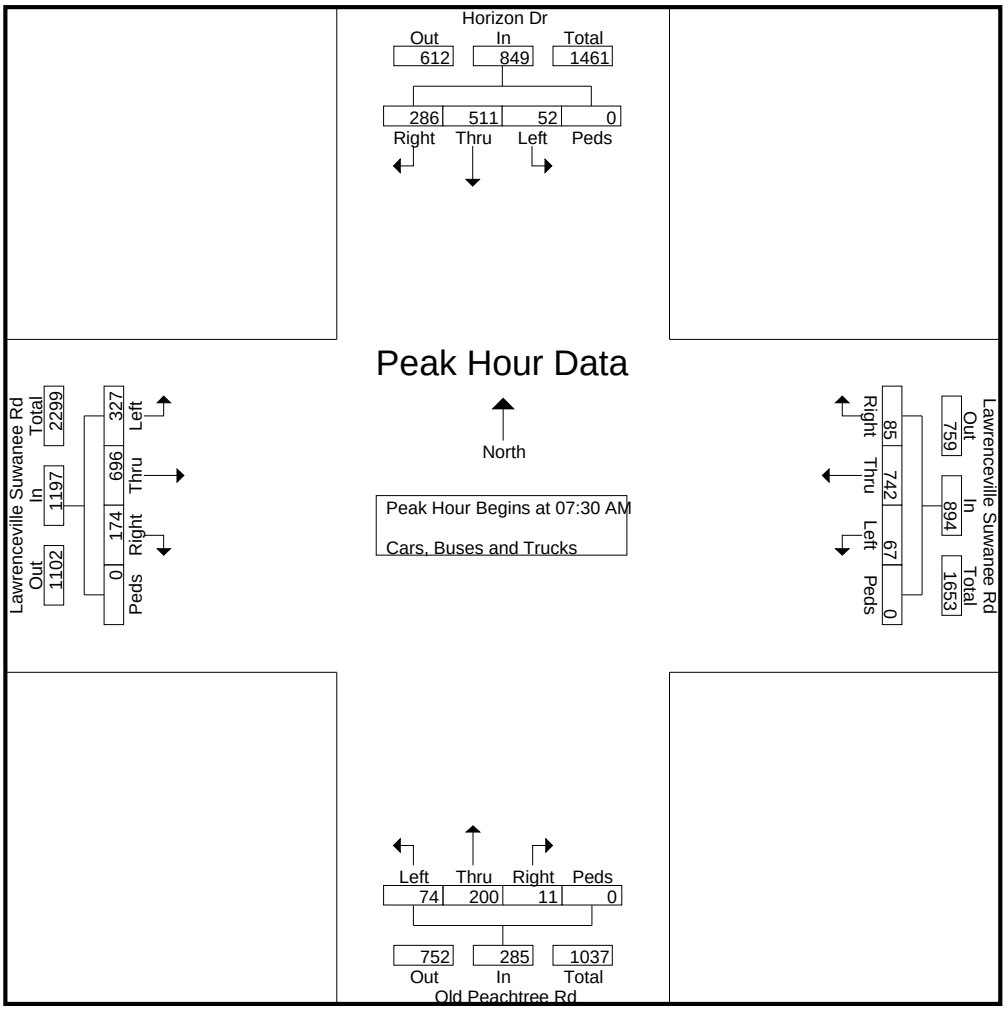
Info@reliabletraffic.org I www.reliabletraffic.org

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

File Name : 46220003
Site Code : 46220003
Start Date : 3/17/2022
Page No : 2

| | Old Peachtree Rd Northbound | | | | | Horizon Dr Southbound | | | | | Lawrenceville Suwanee Rd Eastbound | | | | | Lawrenceville Suwanee Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | **23** | 27 | **4** | 0 | 54 | 5 | **153** | 72 | 0 | **230** | 64 | 165 | **57** | 0 | 286 | 18 | **194** | 16 | 0 | 228 | 798 |
| 07:45 AM | 11 | 57 | 3 | 0 | 71 | 9 | 128 | 61 | 0 | 198 | 83 | **197** | 46 | 0 | **326** | 15 | 191 | 18 | 0 | 224 | **819** |
| 08:00 AM | 18 | **61** | 0 | 0 | 79 | 10 | 122 | 76 | 0 | 208 | **99** | 184 | 40 | 0 | 323 | 11 | 172 | **26** | 0 | 209 | 819 |
| 08:15 AM | 22 | 55 | 4 | 0 | **81** | **28** | 108 | **77** | 0 | 213 | 81 | 150 | 31 | 0 | 262 | **23** | 185 | 25 | 0 | **233** | 789 |
| Total Volume | 74 | 200 | 11 | 0 | 285 | 52 | 511 | 286 | 0 | 849 | 327 | 696 | 174 | 0 | 1197 | 67 | 742 | 85 | 0 | 894 | 3225 |
| % App. Total | | 70.2 | | | | | 60.2 | 33.7 | | | 27.3 | 58.1 | 14.5 | | | | | | | | |
| PHF | .804 | .820 | .688 | .000 | .880 | .464 | .835 | .929 | .000 | .923 | .826 | .883 | .763 | .000 | .918 | .728 | .956 | .817 | .000 | .959 | .984 |



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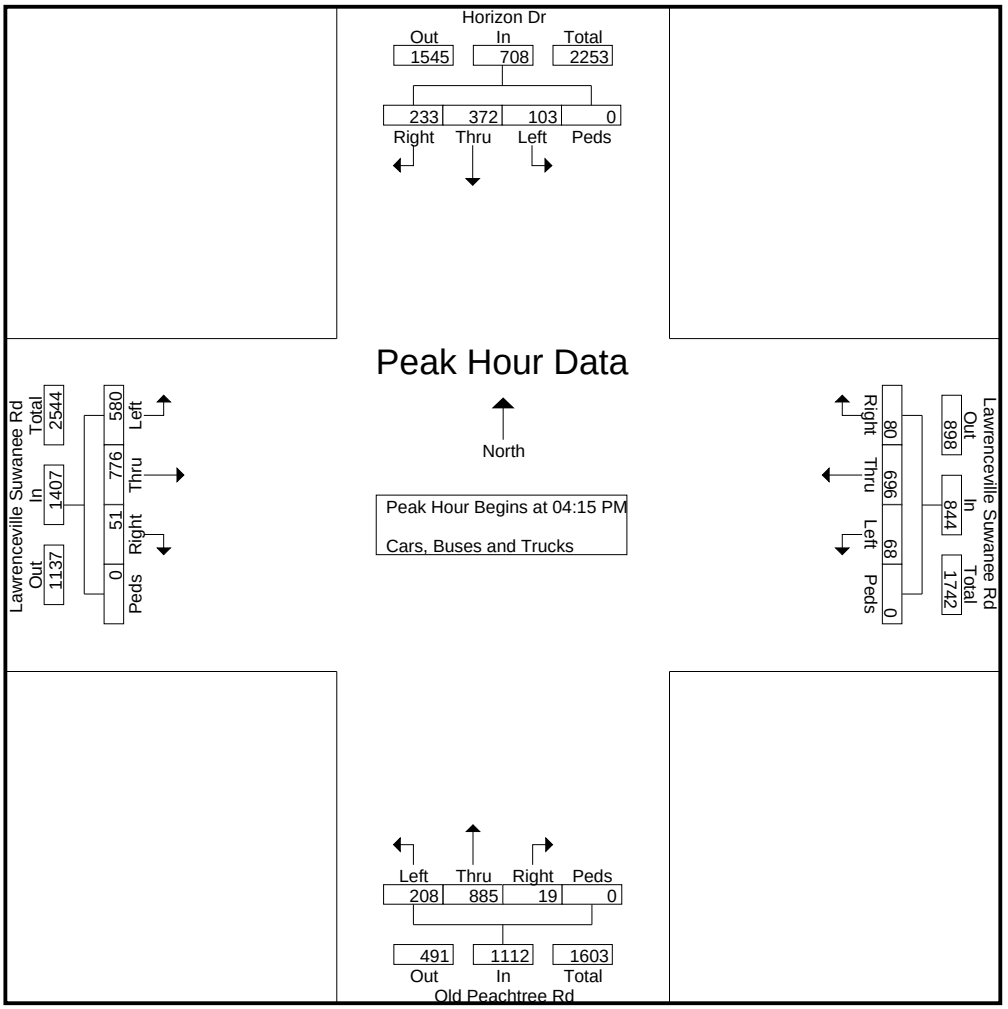
TMC Data
Lawrenceville Suwanee Rd @
Old Peachtree Rd, Suwanee, GA
7-9 AM | 4-6 PM

File Name : 46220003
Site Code : 46220003
Start Date : 3/17/2022
Page No : 3

| | Old Peachtree Rd Northbound | | | | | Horizon Dr Southbound | | | | | Lawrenceville Suwanee Rd Eastbound | | | | | Lawrenceville Suwanee Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | **67** | **242** | **8** | 0 | **317** | 24 | 84 | 47 | 0 | 155 | 144 | **206** | 11 | 0 | 361 | **21** | 167 | 22 | 0 | 210 | **1043** |
| 04:30 PM | 54 | 200 | 2 | 0 | 256 | 25 | 99 | **68** | 0 | **192** | 145 | 193 | 11 | 0 | 349 | 20 | 174 | **23** | 0 | **217** | 1014 |
| 04:45 PM | 50 | 223 | 5 | 0 | 278 | **35** | 86 | 51 | 0 | 172 | 119 | 187 | 14 | 0 | 320 | 13 | **179** | 19 | 0 | 211 | 981 |
| 05:00 PM | 37 | 220 | 4 | 0 | 261 | 19 | **103** | 67 | 0 | 189 | **172** | 190 | **15** | 0 | **377** | 14 | 176 | 16 | 0 | 206 | 1033 |
| Total Volume | 208 | 885 | 19 | 0 | 1112 | 103 | 372 | 233 | 0 | 708 | 580 | 776 | 51 | 0 | 1407 | 68 | 696 | 80 | 0 | 844 | 4071 |
| % App. Total | 18.7 | 79.6 | | | | 14.5 | 52.5 | 32.9 | | | 41.2 | 55.2 | | | | | 82.5 | | | | |
| PHF | .776 | .914 | .594 | .000 | .877 | .736 | .903 | .857 | .000 | .922 | .843 | .942 | .850 | .000 | .933 | .810 | .972 | .870 | .000 | .972 | .976 |



RR Counts

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Site Code: 46220101
McGinnis Ferry Rd East of
Old Peachtree Rd, Suwanee, GA

| Start Time | 17-Mar-22 Thu | Eastbound | | Hour Totals | | Westbound | | Hour Totals | | Combined Totals | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 7 | 107 | | | 11 | 80 | | | | |
| 12:15 | | 9 | 91 | | | 4 | 92 | | | | |
| 12:30 | | 11 | 99 | | | 8 | 82 | | | | |
| 12:45 | | 4 | 113 | 31 | 410 | 4 | 78 | 27 | 332 | 58 | 742 |
| 01:00 | | 7 | 119 | | | 8 | 69 | | | | |
| 01:15 | | 5 | 119 | | | 3 | 91 | | | | |
| 01:30 | | 4 | 123 | | | 7 | 80 | | | | |
| 01:45 | | 4 | 154 | 20 | 515 | 5 | 104 | 23 | 344 | 43 | 859 |
| 02:00 | | 3 | 139 | | | 5 | 108 | | | | |
| 02:15 | | 7 | 158 | | | 5 | 113 | | | | |
| 02:30 | | 2 | 219 | | | 4 | 108 | | | | |
| 02:45 | | 5 | 191 | 17 | 707 | 3 | 109 | 17 | 438 | 34 | 1145 |
| 03:00 | | 4 | 205 | | | 3 | 82 | | | | |
| 03:15 | | 5 | 204 | | | 3 | 119 | | | | |
| 03:30 | | 16 | 227 | | | 11 | 98 | | | | |
| 03:45 | | 7 | 230 | 32 | 866 | 13 | 84 | 30 | 383 | 62 | 1249 |
| 04:00 | | 3 | 227 | | | 11 | 100 | | | | |
| 04:15 | | 15 | 231 | | | 12 | 104 | | | | |
| 04:30 | | 16 | 235 | | | 16 | 95 | | | | |
| 04:45 | | 32 | 226 | 66 | 919 | 36 | 103 | 75 | 402 | 141 | 1321 |
| 05:00 | | 24 | 228 | | | 27 | 121 | | | | |
| 05:15 | | 35 | 225 | | | 52 | 156 | | | | |
| 05:30 | | 59 | 213 | | | 82 | 152 | | | | |
| 05:45 | | 64 | 188 | 182 | 854 | 89 | 148 | 250 | 577 | 432 | 1431 |
| 06:00 | | 82 | 156 | | | 90 | 145 | | | | |
| 06:15 | | 79 | 142 | | | 97 | 110 | | | | |
| 06:30 | | 85 | 127 | | | 119 | 111 | | | | |
| 06:45 | | 104 | 116 | 350 | 541 | 116 | 90 | 422 | 456 | 772 | 997 |
| 07:00 | | 90 | 102 | | | 140 | 97 | | | | |
| 07:15 | | 93 | 95 | | | 158 | 82 | | | | |
| 07:30 | | 88 | 82 | | | 136 | 81 | | | | |
| 07:45 | | 89 | 63 | 360 | 342 | 155 | 76 | 589 | 336 | 949 | 678 |
| 08:00 | | 81 | 65 | | | 148 | 42 | | | | |
| 08:15 | | 86 | 54 | | | 136 | 56 | | | | |
| 08:30 | | 82 | 54 | | | 150 | 68 | | | | |
| 08:45 | | 88 | 65 | 337 | 238 | 119 | 48 | 553 | 214 | 890 | 452 |
| 09:00 | | 73 | 47 | | | 97 | 53 | | | | |
| 09:15 | | 105 | 46 | | | 99 | 46 | | | | |
| 09:30 | | 81 | 40 | | | 85 | 40 | | | | |
| 09:45 | | 89 | 23 | 348 | 156 | 91 | 42 | 372 | 181 | 720 | 337 |
| 10:00 | | 76 | 32 | | | 82 | 33 | | | | |
| 10:15 | | 107 | 38 | | | 88 | 39 | | | | |
| 10:30 | | 103 | 33 | | | 97 | 19 | | | | |
| 10:45 | | 110 | 22 | 396 | 125 | 78 | 16 | 345 | 107 | 741 | 232 |
| 11:00 | | 105 | 15 | | | 73 | 20 | | | | |
| 11:15 | | 100 | 11 | | | 91 | 9 | | | | |
| 11:30 | | 113 | 15 | | | 85 | 12 | | | | |
| 11:45 | | 131 | 10 | 449 | 51 | 97 | 10 | 346 | 51 | 795 | 102 |
| Total | | 2588 | 5724 | | | 3049 | 3821 | | | 5637 | 9545 |
| Percent | | 31.1% | 68.9% | | | 44.4% | 55.6% | | | 37.1% | 62.9% |
| Grand Total | | 2588 | 5724 | | | 3049 | 3821 | | | 5637 | 9545 |
| Percent | | 31.1% | 68.9% | | | 44.4% | 55.6% | | | 37.1% | 62.9% |

ADT ADT 15,182 AADT 15,182

Appendix B

Intersection Analysis Methodology

# Intersection Analysis Methodology

The methodology used for evaluating traffic operations at intersections is presented in the Transportation Research Board's *Highway Capacity Manual*, 2016 edition (HCM 6). Synchro 10 software, which emulates the HCM 6 methodology, was used for all analyses. The following is an overview of the methodology employed for the analysis of signalized intersections and roundabouts and stop-sign controlled (unsignalized) intersections. Levels of service (LOS) are assigned letters A through F. LOS A indicates operations with very low control delay while LOS F describes operations with high control delay. LOS F is considered to be unacceptable by most drivers, while LOS E is typically considered to be the limit of acceptable delay.

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

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

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

*Source: Highway Capacity Manual 6*

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

**Table B – Level of Service Criteria for Unsignalized Intersections**

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

*Source: Highway Capacity Manual 6*

Appendix C

Existing Intersection Operational Analysis

# McGinnis Ferry Road Apartments
## 1: Old Peachtree Road & McGinnis Ferry Road

existing a.m.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 162 | 309 | 227 | 23 | 582 | 7 | 188 | 104 | 21 | 19 | 407 | 323 |
| Future Volume (veh/h) | 162 | 309 | 227 | 23 | 582 | 7 | 188 | 104 | 21 | 19 | 407 | 323 |
| 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 | 193 | 368 | 270 | 25 | 640 | 8 | 221 | 122 | 25 | 23 | 490 | 389 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.91 | 0.91 | 0.91 | 0.85 | 0.85 | 0.85 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 269 | 1026 | 458 | 265 | 754 | 336 | 440 | 1832 | 817 | 664 | 1615 | 720 |
| Arrive On Green | 0.10 | 0.29 | 0.29 | 0.02 | 0.21 | 0.21 | 0.08 | 0.52 | 0.52 | 0.02 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 193 | 368 | 270 | 25 | 640 | 8 | 221 | 122 | 25 | 23 | 490 | 389 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 9.8 | 9.9 | 17.5 | 1.3 | 20.8 | 0.5 | 7.6 | 2.1 | 0.9 | 0.8 | 10.5 | 21.3 |
| Cycle Q Clear(g_c), s | 9.8 | 9.9 | 17.5 | 1.3 | 20.8 | 0.5 | 7.6 | 2.1 | 0.9 | 0.8 | 10.5 | 21.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 269 | 1026 | 458 | 265 | 754 | 336 | 440 | 1832 | 817 | 664 | 1615 | 720 |
| V/C Ratio(X) | 0.72 | 0.36 | 0.59 | 0.09 | 0.85 | 0.02 | 0.50 | 0.07 | 0.03 | 0.03 | 0.30 | 0.54 |
| Avail Cap(c_a), veh/h | 343 | 1267 | 565 | 299 | 915 | 408 | 581 | 1832 | 817 | 700 | 1615 | 720 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 33.1 | 33.9 | 36.6 | 35.5 | 45.4 | 37.4 | 14.6 | 14.6 | 14.3 | 16.6 | 20.7 | 23.7 |
| Incr Delay (d2), s/veh | 5.1 | 0.2 | 1.2 | 0.2 | 6.4 | 0.0 | 0.9 | 0.1 | 0.1 | 0.0 | 0.5 | 2.9 |
| 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 | 4.6 | 4.3 | 6.9 | 0.6 | 9.8 | 0.2 | 3.1 | 0.9 | 0.4 | 0.3 | 4.5 | 8.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 38.2 | 34.1 | 37.8 | 35.7 | 51.9 | 37.4 | 15.5 | 14.7 | 14.4 | 16.7 | 21.2 | 26.6 |
| LnGrp LOS | D | C | D | D | D | D | B | B | B | B | C | C |
| Approach Vol, veh/h | | 831 | | | 673 | | | 368 | | | 902 | |
| Approach Delay, s/veh | | 36.2 | | | 51.1 | | | 15.1 | | | 23.4 | |
| Approach LOS | | D | | | D | | | B | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.2 | 66.3 | 7.3 | 39.1 | 14.5 | 59.0 | 16.5 | 30.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.1 | 49.0 | 5.1 | 42.8 | 19.5 | 34.6 | 17.0 | 30.9 |
| Max Q Clear Time (g_c+I1), s | 2.8 | 4.1 | 3.3 | 19.5 | 9.6 | 23.3 | 11.8 | 22.8 |
| Green Ext Time (p_c), s | 0.0 | 0.9 | 0.0 | 3.4 | 0.4 | 3.7 | 0.2 | 2.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 32.9 |
| HCM 6th LOS | C |

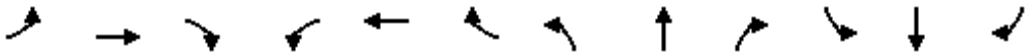
# McGinnis Ferry Road Apartments
## 2: Lawrenceville Suwanee Road & McGinnis Ferry Road/Brynfield Parkway

existing a.m.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 37 | 5 | 349 | 17 | 28 | 33 | 583 | 888 | 7 | 11 | 701 | 9 |
| Future Volume (veh/h) | 37 | 5 | 349 | 17 | 28 | 33 | 583 | 888 | 7 | 11 | 701 | 9 |
| 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 | 1811 | 1870 | 1870 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 43 | 6 | 401 | 25 | 42 | 49 | 589 | 897 | 7 | 13 | 825 | 11 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.67 | 0.67 | 0.67 | 0.99 | 0.99 | 0.99 | 0.85 | 0.85 | 0.85 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 6 | 2 |
| Cap, veh/h | 142 | 264 | 941 | 130 | 57 | 66 | 678 | 2079 | 958 | 253 | 1893 | 872 |
| Arrive On Green | 0.03 | 0.14 | 0.14 | 0.07 | 0.07 | 0.07 | 0.20 | 0.60 | 0.60 | 0.28 | 1.00 | 1.00 |
| Sat Flow, veh/h | 1781 | 1870 | 2790 | 978 | 787 | 918 | 3456 | 3441 | 1585 | 1781 | 3441 | 1585 |
| Grp Volume(v), veh/h | 43 | 6 | 401 | 25 | 0 | 91 | 589 | 897 | 7 | 13 | 825 | 11 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1395 | 978 | 0 | 1705 | 1728 | 1721 | 1585 | 1781 | 1721 | 1585 |
| Q Serve(g_s), s | 2.6 | 0.3 | 13.3 | 2.9 | 0.0 | 6.3 | 19.8 | 16.7 | 0.2 | 0.6 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 2.6 | 0.3 | 13.3 | 2.9 | 0.0 | 6.3 | 19.8 | 16.7 | 0.2 | 0.6 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.54 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 142 | 264 | 941 | 130 | 0 | 123 | 678 | 2079 | 958 | 253 | 1893 | 872 |
| V/C Ratio(X) | 0.30 | 0.02 | 0.43 | 0.19 | 0.00 | 0.74 | 0.87 | 0.43 | 0.01 | 0.05 | 0.44 | 0.01 |
| Avail Cap(c_a), veh/h | 167 | 444 | 1210 | 211 | 0 | 263 | 936 | 2079 | 958 | 253 | 1893 | 872 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.85 | 0.85 | 0.85 |
| Uniform Delay (d), s/veh | 47.9 | 44.4 | 30.8 | 53.0 | 0.0 | 54.6 | 46.7 | 12.7 | 9.4 | 37.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.2 | 0.0 | 0.3 | 0.7 | 0.0 | 8.5 | 6.6 | 0.7 | 0.0 | 0.1 | 0.6 | 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 | 1.2 | 0.2 | 4.5 | 0.7 | 0.0 | 3.0 | 9.1 | 6.4 | 0.1 | 0.3 | 0.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 49.1 | 44.4 | 31.1 | 53.7 | 0.0 | 63.1 | 53.3 | 13.4 | 9.5 | 37.1 | 0.6 | 0.0 |
| LnGrp LOS | D | D | C | D | A | E | D | B | A | D | A | A |
| Approach Vol, veh/h | | 450 | | | 116 | | | 1493 | | | 849 | |
| Approach Delay, s/veh | | 33.0 | | | 61.1 | | | 29.1 | | | 1.2 | |
| Approach LOS | | C | | | E | | | C | | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 21.6 | 77.0 | | 21.4 | 28.1 | 70.5 | 8.3 | 13.1 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 5.5 | 72.5 | | 28.5 | 32.5 | 45.5 | 5.5 | 18.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.6 | 18.7 | | 15.3 | 21.8 | 2.0 | 4.6 | 8.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 8.2 | | 1.4 | 1.7 | 7.2 | 0.0 | 0.3 | | | | |

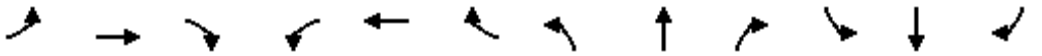
| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 22.8 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 74 | 200 | 11 | 52 | 511 | 286 | 67 | 742 | 85 | 377 | 696 | 174 |
| Future Volume (veh/h) | 74 | 200 | 11 | 52 | 511 | 286 | 67 | 742 | 85 | 377 | 696 | 174 |
| 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 | 1811 | 1870 | 1870 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 84 | 227 | 12 | 57 | 555 | 311 | 70 | 773 | 89 | 410 | 757 | 189 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.96 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 6 | 2 |
| Cap, veh/h | 148 | 697 | 311 | 200 | 691 | 308 | 304 | 1639 | 755 | 485 | 1216 | 304 |
| Arrive On Green | 0.04 | 0.20 | 0.20 | 0.04 | 0.19 | 0.19 | 0.11 | 0.32 | 0.32 | 0.14 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3441 | 1585 | 3456 | 2728 | 681 |
| Grp Volume(v), veh/h | 84 | 227 | 12 | 57 | 555 | 311 | 70 | 773 | 89 | 410 | 477 | 469 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1721 | 1585 | 1728 | 1721 | 1688 |
| Q Serve(g_s), s | 0.2 | 6.6 | 0.5 | 3.3 | 17.9 | 17.1 | 4.3 | 21.6 | 4.8 | 13.9 | 25.5 | 25.5 |
| Cycle Q Clear(g_c), s | 0.2 | 6.6 | 0.5 | 3.3 | 17.9 | 17.1 | 4.3 | 21.6 | 4.8 | 13.9 | 25.5 | 25.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.40 |
| Lane Grp Cap(c), veh/h | 148 | 697 | 311 | 200 | 691 | 308 | 304 | 1639 | 755 | 485 | 767 | 753 |
| V/C Ratio(X) | 0.57 | 0.33 | 0.04 | 0.28 | 0.80 | 1.01 | 0.23 | 0.47 | 0.12 | 0.85 | 0.62 | 0.62 |
| Avail Cap(c_a), veh/h | 190 | 945 | 421 | 209 | 874 | 390 | 304 | 1639 | 755 | 677 | 767 | 753 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.0 | 41.4 | 18.8 | 42.7 | 46.2 | 26.0 | 46.0 | 28.8 | 23.0 | 50.3 | 25.5 | 25.5 |
| Incr Delay (d2), s/veh | 3.4 | 0.3 | 0.1 | 0.8 | 4.3 | 44.8 | 0.4 | 0.9 | 0.3 | 7.1 | 3.8 | 3.9 |
| 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 | 2.6 | 2.9 | 0.3 | 1.5 | 8.3 | 10.2 | 2.0 | 9.7 | 1.9 | 6.5 | 11.1 | 10.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 58.4 | 41.7 | 18.9 | 43.4 | 50.5 | 70.7 | 46.3 | 29.7 | 23.3 | 57.4 | 29.3 | 29.4 |
| LnGrp LOS | E | D | B | D | D | F | D | C | C | E | C | C |
| Approach Vol, veh/h | | 323 | | | 923 | | | 932 | | | 1356 | |
| Approach Delay, s/veh | | 45.2 | | | 56.9 | | | 30.3 | | | 37.8 | |
| Approach LOS | | D | | | E | | | C | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 21.3 | 61.7 | 9.0 | 28.0 | 25.0 | 58.0 | 9.2 | 27.8 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 23.5 | 41.5 | 5.1 | 31.9 | 11.5 | 53.5 | 7.5 | 29.5 |
| Max Q Clear Time (g_c+I1), s | 15.9 | 23.6 | 5.3 | 8.6 | 6.3 | 27.5 | 2.2 | 19.9 |
| Green Ext Time (p_c), s | 0.9 | 5.5 | 0.0 | 1.4 | 0.1 | 7.0 | 0.1 | 3.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 41.5 |
| HCM 6th LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 478 | 760 | 253 | 48 | 510 | 4 | 475 | 736 | 70 | 38 | 254 | 187 |
| Future Volume (veh/h) | 478 | 760 | 253 | 48 | 510 | 4 | 475 | 736 | 70 | 38 | 254 | 187 |
| 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 | 520 | 826 | 275 | 53 | 567 | 4 | 490 | 759 | 72 | 43 | 285 | 210 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.97 | 0.97 | 0.97 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 546 | 1439 | 642 | 211 | 624 | 278 | 567 | 1346 | 600 | 236 | 645 | 288 |
| Arrive On Green | 0.26 | 0.40 | 0.40 | 0.03 | 0.18 | 0.18 | 0.23 | 0.38 | 0.38 | 0.03 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 520 | 826 | 275 | 53 | 567 | 4 | 490 | 759 | 72 | 43 | 285 | 210 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 29.2 | 21.6 | 15.0 | 2.9 | 18.8 | 0.3 | 26.1 | 20.2 | 3.5 | 2.3 | 8.6 | 15.0 |
| Cycle Q Clear(g_c), s | 29.2 | 21.6 | 15.0 | 2.9 | 18.8 | 0.3 | 26.1 | 20.2 | 3.5 | 2.3 | 8.6 | 15.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 546 | 1439 | 642 | 211 | 624 | 278 | 567 | 1346 | 600 | 236 | 645 | 288 |
| V/C Ratio(X) | 0.95 | 0.57 | 0.43 | 0.25 | 0.91 | 0.01 | 0.86 | 0.56 | 0.12 | 0.18 | 0.44 | 0.73 |
| Avail Cap(c_a), veh/h | 573 | 1460 | 651 | 235 | 637 | 284 | 567 | 1346 | 600 | 261 | 645 | 288 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.5 | 27.7 | 25.7 | 38.6 | 48.5 | 40.9 | 28.2 | 29.4 | 24.3 | 38.1 | 43.7 | 46.3 |
| Incr Delay (d2), s/veh | 25.6 | 0.5 | 0.5 | 0.6 | 16.9 | 0.0 | 13.0 | 1.7 | 0.4 | 0.4 | 2.2 | 15.1 |
| 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 | 16.2 | 9.2 | 5.7 | 1.3 | 9.8 | 0.1 | 13.0 | 8.9 | 1.4 | 1.1 | 4.0 | 7.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 57.2 | 28.2 | 26.2 | 39.2 | 65.4 | 40.9 | 41.2 | 31.2 | 24.7 | 38.4 | 45.9 | 61.4 |
| LnGrp LOS | E | C | C | D | E | D | D | C | C | D | D | E |
| Approach Vol, veh/h | | 1621 | | | 624 | | | 1321 | | | 538 | |
| Approach Delay, s/veh | | 37.2 | | | 63.0 | | | 34.5 | | | 51.4 | |
| Approach LOS | | D | | | E | | | C | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.3 | 50.0 | 8.6 | 53.1 | 32.0 | 26.3 | 36.2 | 25.6 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.5 | 41.5 | 5.7 | 49.3 | 27.5 | 19.5 | 33.5 | 21.5 |
| Max Q Clear Time (g_c+I1), s | 4.3 | 22.2 | 4.9 | 23.6 | 28.1 | 17.0 | 31.2 | 20.8 |
| Green Ext Time (p_c), s | 0.0 | 5.5 | 0.0 | 7.6 | 0.0 | 0.7 | 0.5 | 0.3 |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 42.1 |
| HCM 6th LOS | | D |

# McGinnis Ferry Road Apartments
## 2: Lawrenceville Suwanee Road & McGinnis Ferry Road/Brynfield Parkway

existing p.m.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 86 | 23 | 811 | 9 | 11 | 25 | 442 | 717 | 10 | 42 | 1055 | 45 |
| Future Volume (veh/h) | 86 | 23 | 811 | 9 | 11 | 25 | 442 | 717 | 10 | 42 | 1055 | 45 |
| 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 | 1811 | 1870 | 1870 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 101 | 27 | 954 | 13 | 16 | 36 | 533 | 864 | 12 | 50 | 1256 | 54 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.70 | 0.70 | 0.70 | 0.83 | 0.83 | 0.83 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 6 | 2 |
| Cap, veh/h | 307 | 436 | 1138 | 146 | 77 | 173 | 604 | 1996 | 919 | 132 | 1650 | 760 |
| Arrive On Green | 0.05 | 0.23 | 0.23 | 0.15 | 0.15 | 0.15 | 0.17 | 0.58 | 0.58 | 0.15 | 0.96 | 0.96 |
| Sat Flow, veh/h | 1781 | 1870 | 2790 | 574 | 512 | 1151 | 3456 | 3441 | 1585 | 1781 | 3441 | 1585 |
| Grp Volume(v), veh/h | 101 | 27 | 954 | 13 | 0 | 52 | 533 | 864 | 12 | 50 | 1256 | 54 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1395 | 574 | 0 | 1663 | 1728 | 1721 | 1585 | 1781 | 1721 | 1585 |
| Q Serve(g_s), s | 5.5 | 1.3 | 28.0 | 2.4 | 0.0 | 3.3 | 18.1 | 16.9 | 0.4 | 3.0 | 6.6 | 0.2 |
| Cycle Q Clear(g_c), s | 5.5 | 1.3 | 28.0 | 2.4 | 0.0 | 3.3 | 18.1 | 16.9 | 0.4 | 3.0 | 6.6 | 0.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.69 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 307 | 436 | 1138 | 146 | 0 | 249 | 604 | 1996 | 919 | 132 | 1650 | 760 |
| V/C Ratio(X) | 0.33 | 0.06 | 0.84 | 0.09 | 0.00 | 0.21 | 0.88 | 0.43 | 0.01 | 0.38 | 0.76 | 0.07 |
| Avail Cap(c_a), veh/h | 307 | 436 | 1138 | 146 | 0 | 249 | 706 | 1996 | 919 | 132 | 1650 | 760 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.74 | 0.74 | 0.74 |
| Uniform Delay (d), s/veh | 39.7 | 35.8 | 32.0 | 44.4 | 0.0 | 44.7 | 48.3 | 14.1 | 10.7 | 48.6 | 1.4 | 1.3 |
| Incr Delay (d2), s/veh | 0.6 | 0.1 | 5.7 | 0.3 | 0.0 | 0.4 | 11.4 | 0.7 | 0.0 | 1.3 | 2.5 | 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 | 2.5 | 0.6 | 13.1 | 0.3 | 0.0 | 1.4 | 8.7 | 6.6 | 0.1 | 1.4 | 1.3 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 40.3 | 35.8 | 37.6 | 44.6 | 0.0 | 45.2 | 59.7 | 14.8 | 10.7 | 49.9 | 3.9 | 1.4 |
| LnGrp LOS | D | D | D | D | A | D | E | B | B | D | A | A |
| Approach Vol, veh/h | | 1082 | | | 65 | | | 1409 | | | 1360 | |
| Approach Delay, s/veh | | 37.8 | | | 45.1 | | | 31.8 | | | 5.5 | |
| Approach LOS | | D | | | D | | | C | | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.4 | 74.1 | | 32.5 | 25.5 | 62.0 | 10.0 | 22.5 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 8.9 | 69.6 | | 28.0 | 24.5 | 54.0 | 5.5 | 18.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.0 | 18.9 | | 30.0 | 20.1 | 8.6 | 7.5 | 5.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 7.7 | | 0.0 | 0.9 | 13.5 | 0.0 | 0.2 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 24.6 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

# McGinnis Ferry Road Apartments
## 3: Lawrenceville Suwanee Road & Old Peachtree Road/Horizon Drive

existing p.m.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 208 | 885 | 19 | 103 | 372 | 233 | 68 | 696 | 80 | 580 | 776 | 51 |
| Future Volume (veh/h) | 208 | 885 | 19 | 103 | 372 | 233 | 68 | 696 | 80 | 580 | 776 | 51 |
| 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 | 1811 | 1870 | 1870 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 236 | 1006 | 22 | 112 | 404 | 253 | 70 | 718 | 82 | 624 | 834 | 55 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.97 | 0.97 | 0.97 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 6 | 2 |
| Cap, veh/h | 470 | 1098 | 490 | 168 | 536 | 239 | 175 | 968 | 446 | 687 | 1251 | 82 |
| Arrive On Green | 0.22 | 0.31 | 0.31 | 0.06 | 0.15 | 0.15 | 0.03 | 0.09 | 0.09 | 0.20 | 0.38 | 0.38 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3441 | 1585 | 3456 | 3277 | 216 |
| Grp Volume(v), veh/h | 236 | 1006 | 22 | 112 | 404 | 253 | 70 | 718 | 82 | 624 | 438 | 451 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1721 | 1585 | 1728 | 1721 | 1772 |
| Q Serve(g_s), s | 8.1 | 32.7 | 0.9 | 7.0 | 13.1 | 12.3 | 4.6 | 24.4 | 5.7 | 21.2 | 25.3 | 25.3 |
| Cycle Q Clear(g_c), s | 8.1 | 32.7 | 0.9 | 7.0 | 13.1 | 12.3 | 4.6 | 24.4 | 5.7 | 21.2 | 25.3 | 25.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | 470 | 1098 | 490 | 168 | 536 | 239 | 175 | 968 | 446 | 687 | 657 | 676 |
| V/C Ratio(X) | 0.50 | 0.92 | 0.04 | 0.67 | 0.75 | 1.06 | 0.40 | 0.74 | 0.18 | 0.91 | 0.67 | 0.67 |
| Avail Cap(c_a), veh/h | 470 | 1143 | 510 | 168 | 853 | 380 | 175 | 968 | 446 | 740 | 657 | 676 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 38.3 | 40.0 | 16.3 | 48.7 | 48.8 | 23.4 | 54.6 | 50.2 | 41.7 | 47.0 | 30.8 | 30.8 |
| Incr Delay (d2), s/veh | 0.8 | 11.2 | 0.0 | 9.5 | 2.2 | 56.4 | 1.4 | 4.8 | 0.8 | 14.4 | 5.3 | 5.2 |
| 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 | 6.0 | 15.9 | 0.5 | 3.6 | 6.0 | 8.3 | 2.2 | 11.9 | 0.1 | 10.5 | 11.4 | 11.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 39.1 | 51.2 | 16.3 | 58.2 | 51.0 | 79.7 | 55.9 | 55.0 | 42.6 | 61.4 | 36.1 | 35.9 |
| LnGrp LOS | D | D | B | E | D | F | E | D | D | E | D | D |
| Approach Vol, veh/h | | 1264 | | | 769 | | | 870 | | | 1513 | |
| Approach Delay, s/veh | | 48.3 | | | 61.5 | | | 53.9 | | | 46.5 | |
| Approach LOS | | D | | | E | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 28.4 | 38.3 | 11.8 | 41.6 | 16.3 | 50.3 | 30.8 | 22.6 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 25.7 | 30.4 | 7.3 | 38.6 | 10.3 | 45.8 | 17.1 | 28.8 |
| Max Q Clear Time (g_c+I1), s | 23.2 | 26.4 | 9.0 | 34.7 | 6.6 | 27.3 | 10.1 | 15.1 |
| Green Ext Time (p_c), s | 0.7 | 1.9 | 0.0 | 2.3 | 0.0 | 5.6 | 0.4 | 3.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 51.1 |
| HCM 6th LOS | D |

Appendix D

No-Build Intersection Operational Analysis

# McGinnis Ferry Road Apartments
## 1: Old Peachtree Road & McGinnis Ferry Road

no-build a.m.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 179 | 341 | 251 | 25 | 643 | 8 | 208 | 115 | 23 | 21 | 449 | 357 |
| Future Volume (veh/h) | 179 | 341 | 251 | 25 | 643 | 8 | 208 | 115 | 23 | 21 | 449 | 357 |
| 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 | 208 | 397 | 292 | 27 | 699 | 9 | 242 | 134 | 27 | 25 | 528 | 420 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.92 | 0.92 | 0.92 | 0.86 | 0.86 | 0.86 | 0.85 | 0.85 | 0.85 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 275 | 1093 | 488 | 270 | 809 | 361 | 418 | 1756 | 783 | 622 | 1509 | 673 |
| Arrive On Green | 0.10 | 0.31 | 0.31 | 0.02 | 0.23 | 0.23 | 0.09 | 0.49 | 0.49 | 0.02 | 0.42 | 0.42 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 208 | 397 | 292 | 27 | 699 | 9 | 242 | 134 | 27 | 25 | 528 | 420 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 10.3 | 10.4 | 18.8 | 1.4 | 22.7 | 0.5 | 8.8 | 2.4 | 1.1 | 0.9 | 12.1 | 24.9 |
| Cycle Q Clear(g_c), s | 10.3 | 10.4 | 18.8 | 1.4 | 22.7 | 0.5 | 8.8 | 2.4 | 1.1 | 0.9 | 12.1 | 24.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 275 | 1093 | 488 | 270 | 809 | 361 | 418 | 1756 | 783 | 622 | 1509 | 673 |
| V/C Ratio(X) | 0.76 | 0.36 | 0.60 | 0.10 | 0.86 | 0.02 | 0.58 | 0.08 | 0.03 | 0.04 | 0.35 | 0.62 |
| Avail Cap(c_a), veh/h | 348 | 1300 | 580 | 302 | 933 | 416 | 512 | 1756 | 783 | 656 | 1509 | 673 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 32.0 | 32.4 | 35.3 | 34.1 | 44.6 | 36.0 | 16.5 | 16.0 | 15.6 | 18.5 | 23.3 | 27.0 |
| Incr Delay (d2), s/veh | 7.0 | 0.2 | 1.2 | 0.2 | 7.6 | 0.0 | 1.3 | 0.1 | 0.1 | 0.0 | 0.6 | 4.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.0 | 4.5 | 7.4 | 0.6 | 10.8 | 0.2 | 3.7 | 1.0 | 0.4 | 0.4 | 5.2 | 10.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 39.1 | 32.6 | 36.5 | 34.2 | 52.2 | 36.0 | 17.7 | 16.0 | 15.7 | 18.6 | 24.0 | 31.4 |
| LnGrp LOS | D | C | D | C | D | D | B | B | B | B | C | C |
| Approach Vol, veh/h | | 897 | | | 735 | | | 403 | | | 973 | |
| Approach Delay, s/veh | | 35.3 | | | 51.3 | | | 17.0 | | | 27.0 | |
| Approach LOS | | D | | | D | | | B | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.3 | 63.8 | 7.5 | 41.4 | 15.7 | 55.4 | 17.1 | 31.8 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.1 | 47.9 | 5.1 | 43.9 | 17.5 | 35.5 | 17.5 | 31.5 |
| Max Q Clear Time (g_c+I1), s | 2.9 | 4.4 | 3.4 | 20.8 | 10.8 | 26.9 | 12.3 | 24.7 |
| Green Ext Time (p_c), s | 0.0 | 1.0 | 0.0 | 3.7 | 0.4 | 3.4 | 0.3 | 2.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 34.1 |
| HCM 6th LOS | C |

# McGinnis Ferry Road Apartments
## 2: Lawrenceville Suwanee Road & McGinnis Ferry Road/Brynfield Parkway

no-build a.m.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 41 | 5 | 385 | 17 | 28 | 33 | 644 | 980 | 7 | 11 | 774 | 10 |
| Future Volume (veh/h) | 41 | 5 | 385 | 17 | 28 | 33 | 644 | 980 | 7 | 11 | 774 | 10 |
| 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 | 1811 | 1870 | 1870 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 46 | 6 | 433 | 25 | 42 | 49 | 644 | 980 | 7 | 13 | 890 | 11 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 6 | 2 |
| Cap, veh/h | 150 | 275 | 1000 | 133 | 60 | 70 | 732 | 2093 | 964 | 236 | 1820 | 838 |
| Arrive On Green | 0.03 | 0.15 | 0.15 | 0.08 | 0.08 | 0.08 | 0.21 | 0.61 | 0.61 | 0.26 | 1.00 | 1.00 |
| Sat Flow, veh/h | 1781 | 1870 | 2790 | 950 | 787 | 918 | 3456 | 3441 | 1585 | 1781 | 3441 | 1585 |
| Grp Volume(v), veh/h | 46 | 6 | 433 | 25 | 0 | 91 | 644 | 980 | 7 | 13 | 890 | 11 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1395 | 950 | 0 | 1705 | 1728 | 1721 | 1585 | 1781 | 1721 | 1585 |
| Q Serve(g_s), s | 2.8 | 0.3 | 14.1 | 3.0 | 0.0 | 6.2 | 21.7 | 18.7 | 0.2 | 0.7 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 2.8 | 0.3 | 14.1 | 3.0 | 0.0 | 6.2 | 21.7 | 18.7 | 0.2 | 0.7 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.54 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 150 | 275 | 1000 | 133 | 0 | 131 | 732 | 2093 | 964 | 236 | 1820 | 838 |
| V/C Ratio(X) | 0.31 | 0.02 | 0.43 | 0.19 | 0.00 | 0.70 | 0.88 | 0.47 | 0.01 | 0.06 | 0.49 | 0.01 |
| Avail Cap(c_a), veh/h | 174 | 444 | 1253 | 206 | 0 | 263 | 936 | 2093 | 964 | 236 | 1820 | 838 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.78 | 0.78 | 0.78 |
| Uniform Delay (d), s/veh | 47.3 | 43.8 | 29.2 | 52.5 | 0.0 | 54.0 | 45.8 | 12.9 | 9.2 | 38.5 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.1 | 0.0 | 0.3 | 0.7 | 0.0 | 6.5 | 8.0 | 0.8 | 0.0 | 0.1 | 0.7 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.3 | 0.2 | 4.8 | 0.7 | 0.0 | 2.9 | 10.1 | 7.2 | 0.1 | 0.3 | 0.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 48.5 | 43.9 | 29.5 | 53.2 | 0.0 | 60.6 | 53.8 | 13.6 | 9.3 | 38.6 | 0.7 | 0.0 |
| LnGrp LOS | D | D | C | D | A | E | D | B | A | D | A | A |
| Approach Vol, veh/h | | 485 | | | 116 | | | 1631 | | | 914 | |
| Approach Delay, s/veh | | 31.5 | | | 59.0 | | | 29.5 | | | 1.3 | |
| Approach LOS | | C | | | E | | | C | | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.4 | 77.5 | | 22.1 | 29.9 | 68.0 | 8.4 | 13.7 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 73.0 | | 28.5 | 32.5 | 45.5 | 5.5 | 18.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.7 | 20.7 | | 16.1 | 23.7 | 2.0 | 4.8 | 8.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 9.2 | | 1.5 | 1.8 | 7.9 | 0.0 | 0.4 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 22.7 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

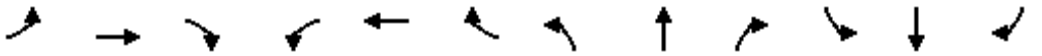
# McGinnis Ferry Road Apartments
## 3: Lawrenceville Suwanee Road & Old Peachtree Road/Horizon Drive

no-build a.m.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 82 | 221 | 12 | 57 | 564 | 316 | 74 | 819 | 94 | 361 | 768 | 192 |
| Future Volume (veh/h) | 82 | 221 | 12 | 57 | 564 | 316 | 74 | 819 | 94 | 361 | 768 | 192 |
| 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 | 1811 | 1870 | 1870 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 92 | 248 | 13 | 61 | 600 | 336 | 76 | 844 | 97 | 384 | 817 | 204 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.94 | 0.94 | 0.94 | 0.97 | 0.97 | 0.97 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 6 | 2 |
| Cap, veh/h | 147 | 732 | 326 | 208 | 731 | 326 | 303 | 1629 | 750 | 453 | 1184 | 296 |
| Arrive On Green | 0.04 | 0.21 | 0.21 | 0.04 | 0.21 | 0.21 | 0.06 | 0.16 | 0.16 | 0.13 | 0.43 | 0.43 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3441 | 1585 | 3456 | 2728 | 681 |
| Grp Volume(v), veh/h | 92 | 248 | 13 | 61 | 600 | 336 | 76 | 844 | 97 | 384 | 515 | 506 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1721 | 1585 | 1728 | 1721 | 1688 |
| Q Serve(g_s), s | 0.8 | 7.1 | 0.5 | 3.5 | 19.4 | 18.3 | 4.9 | 27.0 | 6.3 | 13.0 | 29.0 | 29.0 |
| Cycle Q Clear(g_c), s | 0.8 | 7.1 | 0.5 | 3.5 | 19.4 | 18.3 | 4.9 | 27.0 | 6.3 | 13.0 | 29.0 | 29.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.40 |
| Lane Grp Cap(c), veh/h | 147 | 732 | 326 | 208 | 731 | 326 | 303 | 1629 | 750 | 453 | 747 | 733 |
| V/C Ratio(X) | 0.62 | 0.34 | 0.04 | 0.29 | 0.82 | 1.03 | 0.25 | 0.52 | 0.13 | 0.85 | 0.69 | 0.69 |
| Avail Cap(c_a), veh/h | 206 | 962 | 429 | 222 | 874 | 390 | 303 | 1629 | 750 | 590 | 747 | 733 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.1 | 40.7 | 18.2 | 41.6 | 45.5 | 26.1 | 49.3 | 38.1 | 29.3 | 51.0 | 27.4 | 27.4 |
| Incr Delay (d2), s/veh | 4.3 | 0.3 | 0.0 | 0.8 | 5.4 | 52.0 | 0.4 | 1.1 | 0.3 | 8.9 | 5.2 | 5.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.9 | 3.2 | 0.3 | 1.6 | 9.1 | 11.6 | 2.3 | 12.7 | 2.6 | 6.2 | 12.8 | 12.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 59.3 | 40.9 | 18.3 | 42.4 | 50.9 | 78.1 | 49.7 | 39.2 | 29.7 | 59.8 | 32.6 | 32.7 |
| LnGrp LOS | E | D | B | D | D | F | D | D | C | E | C | C |
| Approach Vol, veh/h | | 353 | | | 997 | | | 1017 | | | 1405 | |
| Approach Delay, s/veh | | 44.9 | | | 59.6 | | | 39.0 | | | 40.1 | |
| Approach LOS | | D | | | E | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.2 | 61.3 | 9.3 | 29.2 | 24.9 | 56.6 | 9.3 | 29.2 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 20.5 | 43.3 | 5.7 | 32.5 | 11.7 | 52.1 | 8.7 | 29.5 |
| Max Q Clear Time (g_c+I1), s | 15.0 | 29.0 | 5.5 | 9.1 | 6.9 | 31.0 | 2.8 | 21.4 |
| Green Ext Time (p_c), s | 0.7 | 5.4 | 0.0 | 1.6 | 0.1 | 7.2 | 0.1 | 3.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 45.4 |
| HCM 6th LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 528 | 839 | 279 | 53 | 563 | 4 | 524 | 813 | 77 | 42 | 280 | 206 |
| Future Volume (veh/h) | 528 | 839 | 279 | 53 | 563 | 4 | 524 | 813 | 77 | 42 | 280 | 206 |
| 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 | 562 | 893 | 297 | 58 | 612 | 4 | 535 | 830 | 79 | 47 | 311 | 229 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 | 0.98 | 0.98 | 0.98 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 557 | 1516 | 676 | 128 | 660 | 295 | 530 | 1251 | 558 | 214 | 566 | 252 |
| Arrive On Green | 0.28 | 0.43 | 0.43 | 0.04 | 0.19 | 0.19 | 0.23 | 0.35 | 0.35 | 0.03 | 0.16 | 0.16 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 562 | 893 | 297 | 58 | 612 | 4 | 535 | 830 | 79 | 47 | 311 | 229 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 33.5 | 23.1 | 15.9 | 3.4 | 20.3 | 0.2 | 27.1 | 23.7 | 4.1 | 2.6 | 9.7 | 9.9 |
| Cycle Q Clear(g_c), s | 33.5 | 23.1 | 15.9 | 3.4 | 20.3 | 0.2 | 27.1 | 23.7 | 4.1 | 2.6 | 9.7 | 9.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 557 | 1516 | 676 | 128 | 660 | 295 | 530 | 1251 | 558 | 214 | 566 | 252 |
| V/C Ratio(X) | 1.01 | 0.59 | 0.44 | 0.45 | 0.93 | 0.01 | 1.01 | 0.66 | 0.14 | 0.22 | 0.55 | 0.91 |
| Avail Cap(c_a), veh/h | 557 | 1516 | 676 | 156 | 660 | 295 | 530 | 1251 | 558 | 245 | 566 | 252 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 41.4 | 26.3 | 24.3 | 44.2 | 48.0 | 30.0 | 33.1 | 32.9 | 26.5 | 40.2 | 46.5 | 16.6 |
| Incr Delay (d2), s/veh | 40.2 | 0.6 | 0.4 | 2.5 | 19.3 | 0.0 | 41.3 | 2.8 | 0.5 | 0.5 | 3.8 | 37.1 |
| 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 | 22.5 | 9.8 | 6.0 | 1.6 | 10.7 | 0.1 | 18.9 | 10.6 | 1.6 | 1.2 | 4.6 | 6.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 81.7 | 26.9 | 24.7 | 46.7 | 67.3 | 30.0 | 74.4 | 35.7 | 27.0 | 40.7 | 50.3 | 53.7 |
| LnGrp LOS | F | C | C | D | E | C | F | D | C | D | D | D |
| Approach Vol, veh/h | | 1752 | | | 674 | | | 1444 | | | 587 | |
| Approach Delay, s/veh | | 44.1 | | | 65.3 | | | 49.6 | | | 50.9 | |
| Approach LOS | | D | | | E | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.5 | 46.7 | 9.1 | 55.7 | 31.6 | 23.6 | 38.0 | 26.8 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 6.1 | 40.1 | 6.5 | 49.3 | 27.1 | 19.1 | 33.5 | 22.3 |
| Max Q Clear Time (g_c+I1), s | 4.6 | 25.7 | 5.4 | 25.1 | 29.1 | 11.9 | 35.5 | 22.3 |
| Green Ext Time (p_c), s | 0.0 | 5.3 | 0.0 | 8.2 | 0.0 | 1.7 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 50.0 |
| HCM 6th LOS | D |

# McGinnis Ferry Road Apartments
## 2: Lawrenceville Suwanee Road & McGinnis Ferry Road/Brynfield Parkway

no-build p.m.

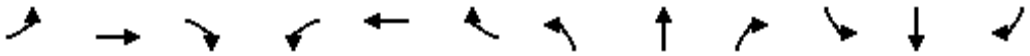
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 95 | 26 | 895 | 9 | 11 | 25 | 488 | 791 | 10 | 42 | 1165 | 50 |
| Future Volume (veh/h) | 95 | 26 | 895 | 9 | 11 | 25 | 488 | 791 | 10 | 42 | 1165 | 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1811 | 1870 | 1870 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 109 | 30 | 1029 | 13 | 16 | 36 | 567 | 920 | 12 | 48 | 1339 | 57 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.70 | 0.70 | 0.70 | 0.86 | 0.86 | 0.86 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 6 | 2 |
| Cap, veh/h | 301 | 430 | 1153 | 140 | 77 | 173 | 633 | 2010 | 926 | 131 | 1632 | 752 |
| Arrive On Green | 0.04 | 0.23 | 0.23 | 0.15 | 0.15 | 0.15 | 0.18 | 0.58 | 0.58 | 0.10 | 0.63 | 0.63 |
| Sat Flow, veh/h | 1781 | 1870 | 2790 | 533 | 512 | 1151 | 3456 | 3441 | 1585 | 1781 | 3441 | 1585 |
| Grp Volume(v), veh/h | 109 | 30 | 1029 | 13 | 0 | 52 | 567 | 920 | 12 | 48 | 1339 | 57 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1395 | 533 | 0 | 1663 | 1728 | 1721 | 1585 | 1781 | 1721 | 1585 |
| Q Serve(g_s), s | 5.1 | 1.5 | 27.6 | 2.6 | 0.0 | 3.3 | 19.2 | 18.2 | 0.4 | 3.0 | 35.7 | 1.7 |
| Cycle Q Clear(g_c), s | 5.1 | 1.5 | 27.6 | 2.6 | 0.0 | 3.3 | 19.2 | 18.2 | 0.4 | 3.0 | 35.7 | 1.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.69 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 301 | 430 | 1153 | 140 | 0 | 249 | 633 | 2010 | 926 | 131 | 1632 | 752 |
| V/C Ratio(X) | 0.36 | 0.07 | 0.89 | 0.09 | 0.00 | 0.21 | 0.90 | 0.46 | 0.01 | 0.37 | 0.82 | 0.08 |
| Avail Cap(c_a), veh/h | 301 | 430 | 1153 | 140 | 0 | 249 | 706 | 2010 | 926 | 131 | 1632 | 752 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.73 | 0.73 | 0.73 |
| Uniform Delay (d), s/veh | 40.9 | 36.2 | 32.7 | 44.4 | 0.0 | 44.7 | 47.9 | 14.2 | 10.5 | 51.5 | 18.3 | 12.0 |
| Incr Delay (d2), s/veh | 0.7 | 0.1 | 9.1 | 0.3 | 0.0 | 0.4 | 13.1 | 0.8 | 0.0 | 1.3 | 3.5 | 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 | 0.4 | 0.7 | 15.0 | 0.3 | 0.0 | 1.4 | 9.4 | 7.1 | 0.1 | 1.4 | 12.5 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 41.7 | 36.2 | 41.8 | 44.7 | 0.0 | 45.2 | 61.0 | 14.9 | 10.5 | 52.8 | 21.8 | 12.1 |
| LnGrp LOS | D | D | D | D | A | D | E | B | B | D | C | B |
| Approach Vol, veh/h | | 1168 | | | 65 | | | 1499 | | | 1444 | |
| Approach Delay, s/veh | | 41.6 | | | 45.1 | | | 32.3 | | | 22.4 | |
| Approach LOS | | D | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.3 | 74.6 | | 32.1 | 26.5 | 61.4 | 9.6 | 22.5 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 8.8 | 70.1 | | 27.6 | 24.5 | 54.4 | 5.1 | 18.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.0 | 20.2 | | 29.6 | 21.2 | 37.7 | 7.1 | 5.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 8.4 | | 0.0 | 0.8 | 9.4 | 0.0 | 0.2 | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 31.7 | |
| HCM 6th LOS | | C | |

# McGinnis Ferry Road Apartments
## 3: Lawrenceville Suwanee Road & Old Peachtree Road/Horizon Drive





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 230 | 977 | 87 | 114 | 411 | 257 | 75 | 768 | 88 | 640 | 857 | 56 |
| Future Volume (veh/h) | 230 | 977 | 87 | 114 | 411 | 257 | 75 | 768 | 88 | 640 | 857 | 56 |
| 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 | 1811 | 1870 | 1870 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 256 | 1086 | 97 | 123 | 442 | 276 | 77 | 784 | 90 | 674 | 902 | 59 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 | 0.98 | 0.98 | 0.98 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 6 | 2 |
| Cap, veh/h | 330 | 1136 | 507 | 146 | 818 | 365 | 128 | 940 | 433 | 724 | 1347 | 88 |
| Arrive On Green | 0.14 | 0.32 | 0.32 | 0.05 | 0.23 | 0.23 | 0.05 | 0.18 | 0.18 | 0.21 | 0.41 | 0.41 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3441 | 1585 | 3456 | 3279 | 214 |
| Grp Volume(v), veh/h | 256 | 1086 | 97 | 123 | 442 | 276 | 77 | 784 | 90 | 674 | 473 | 488 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1721 | 1585 | 1728 | 1721 | 1772 |
| Q Serve(g_s), s | 14.1 | 35.9 | 5.3 | 4.0 | 13.1 | 19.5 | 5.1 | 26.4 | 4.8 | 23.0 | 26.8 | 26.8 |
| Cycle Q Clear(g_c), s | 14.1 | 35.9 | 5.3 | 4.0 | 13.1 | 19.5 | 5.1 | 26.4 | 4.8 | 23.0 | 26.8 | 26.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | 330 | 1136 | 507 | 146 | 818 | 365 | 128 | 940 | 433 | 724 | 707 | 728 |
| V/C Ratio(X) | 0.78 | 0.96 | 0.19 | 0.84 | 0.54 | 0.76 | 0.60 | 0.83 | 0.21 | 0.93 | 0.67 | 0.67 |
| Avail Cap(c_a), veh/h | 392 | 1140 | 509 | 146 | 818 | 365 | 128 | 940 | 433 | 734 | 707 | 728 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 35.8 | 40.0 | 29.6 | 55.3 | 40.6 | 43.1 | 55.4 | 46.4 | 26.3 | 46.6 | 28.7 | 28.7 |
| Incr Delay (d2), s/veh | 8.0 | 17.1 | 0.2 | 33.3 | 0.7 | 8.8 | 6.8 | 7.9 | 1.0 | 18.3 | 5.0 | 4.9 |
| 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 | 6.8 | 18.2 | 2.1 | 5.0 | 5.8 | 8.5 | 2.6 | 12.7 | 2.4 | 11.7 | 11.9 | 12.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 43.8 | 57.2 | 29.8 | 88.7 | 41.3 | 51.8 | 62.3 | 54.3 | 27.2 | 64.8 | 33.7 | 33.6 |
| LnGrp LOS | D | E | C | F | D | D | E | D | C | E | C | C |
| Approach Vol, veh/h | | 1439 | | | 841 | | | 951 | | | 1635 | |
| Approach Delay, s/veh | | 52.9 | | | 51.7 | | | 52.4 | | | 46.5 | |
| Approach LOS | | D | | | D | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 29.7 | 37.3 | 10.2 | 42.8 | 13.2 | 53.8 | 20.9 | 32.1 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 25.5 | 32.3 | 5.7 | 38.5 | 8.5 | 49.3 | 20.6 | 23.6 |
| Max Q Clear Time (g_c+I1), s | 25.0 | 28.4 | 6.0 | 37.9 | 7.1 | 28.8 | 16.1 | 21.5 |
| Green Ext Time (p_c), s | 0.2 | 2.0 | 0.0 | 0.4 | 0.0 | 6.5 | 0.3 | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 50.4 |
| HCM 6th LOS | D |

Appendix E

Future Intersection Operational Analysis

# McGinnis Ferry Road Apartments
## 1: Old Peachtree Road & McGinnis Ferry Road

future a.m.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 179 | 347 | 251 | 42 | 665 | 33 | 208 | 115 | 28 | 21 | 449 | 357 |
| Future Volume (veh/h) | 179 | 347 | 251 | 42 | 665 | 33 | 208 | 115 | 28 | 21 | 449 | 357 |
| 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 | 208 | 403 | 292 | 46 | 723 | 36 | 242 | 134 | 33 | 25 | 528 | 420 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.92 | 0.92 | 0.92 | 0.86 | 0.86 | 0.86 | 0.85 | 0.85 | 0.85 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 271 | 1102 | 491 | 284 | 851 | 380 | 412 | 1719 | 767 | 605 | 1468 | 655 |
| Arrive On Green | 0.10 | 0.31 | 0.31 | 0.01 | 0.08 | 0.08 | 0.09 | 0.48 | 0.48 | 0.02 | 0.41 | 0.41 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 208 | 403 | 292 | 46 | 723 | 36 | 242 | 134 | 33 | 25 | 528 | 420 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 10.2 | 10.6 | 18.7 | 2.3 | 24.1 | 2.5 | 9.0 | 2.4 | 1.3 | 1.0 | 12.3 | 25.4 |
| Cycle Q Clear(g_c), s | 10.2 | 10.6 | 18.7 | 2.3 | 24.1 | 2.5 | 9.0 | 2.4 | 1.3 | 1.0 | 12.3 | 25.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 271 | 1102 | 491 | 284 | 851 | 380 | 412 | 1719 | 767 | 605 | 1468 | 655 |
| V/C Ratio(X) | 0.77 | 0.37 | 0.59 | 0.16 | 0.85 | 0.09 | 0.59 | 0.08 | 0.04 | 0.04 | 0.36 | 0.64 |
| Avail Cap(c_a), veh/h | 332 | 1300 | 580 | 302 | 962 | 429 | 489 | 1719 | 767 | 639 | 1468 | 655 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.5 | 32.2 | 35.0 | 33.4 | 53.1 | 43.2 | 17.2 | 16.6 | 16.3 | 19.3 | 24.3 | 28.1 |
| Incr Delay (d2), s/veh | 8.4 | 0.2 | 1.2 | 0.3 | 6.6 | 0.1 | 1.3 | 0.1 | 0.1 | 0.0 | 0.7 | 4.8 |
| 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 | 5.0 | 4.6 | 7.4 | 1.1 | 12.3 | 1.0 | 3.8 | 1.0 | 0.5 | 0.4 | 5.3 | 10.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 39.9 | 32.4 | 36.2 | 33.6 | 59.7 | 43.3 | 18.5 | 16.7 | 16.4 | 19.3 | 25.0 | 32.9 |
| LnGrp LOS | D | C | D | C | E | D | B | B | B | B | C | C |
| Approach Vol, veh/h | | 903 | | | 805 | | | 409 | | | 973 | |
| Approach Delay, s/veh | | 35.4 | | | 57.5 | | | 17.8 | | | 28.2 | |
| Approach LOS | | D | | | E | | | B | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.3 | 62.6 | 8.4 | 41.7 | 15.8 | 54.1 | 16.9 | 33.2 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.1 | 47.9 | 5.1 | 43.9 | 16.5 | 36.5 | 16.5 | 32.5 |
| Max Q Clear Time (g_c+I1), s | 3.0 | 4.4 | 4.3 | 20.7 | 11.0 | 27.4 | 12.2 | 26.1 |
| Green Ext Time (p_c), s | 0.0 | 1.0 | 0.0 | 3.8 | 0.3 | 3.5 | 0.2 | 2.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 36.6 |
| HCM 6th LOS | D |

# McGinnis Ferry Road Apartments
## 2: Lawrenceville Suwanee Road & McGinnis Ferry Road/Brynfield Parkway

future a.m.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 65 | 5 | 407 | 17 | 28 | 33 | 645 | 980 | 7 | 11 | 774 | 25 |
| Future Volume (veh/h) | 65 | 5 | 407 | 17 | 28 | 33 | 645 | 980 | 7 | 11 | 774 | 25 |
| 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 | 1811 | 1870 | 1870 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 73 | 6 | 457 | 25 | 42 | 49 | 645 | 980 | 7 | 13 | 890 | 29 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 6 | 2 |
| Cap, veh/h | 172 | 296 | 1033 | 127 | 57 | 66 | 733 | 2096 | 966 | 214 | 1780 | 820 |
| Arrive On Green | 0.05 | 0.16 | 0.16 | 0.07 | 0.07 | 0.07 | 0.21 | 0.61 | 0.61 | 0.24 | 1.00 | 1.00 |
| Sat Flow, veh/h | 1781 | 1870 | 2790 | 929 | 787 | 918 | 3456 | 3441 | 1585 | 1781 | 3441 | 1585 |
| Grp Volume(v), veh/h | 73 | 6 | 457 | 25 | 0 | 91 | 645 | 980 | 7 | 13 | 890 | 29 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1395 | 929 | 0 | 1705 | 1728 | 1721 | 1585 | 1781 | 1721 | 1585 |
| Q Serve(g_s), s | 4.4 | 0.3 | 14.8 | 3.1 | 0.0 | 6.3 | 21.7 | 18.7 | 0.2 | 0.7 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.4 | 0.3 | 14.8 | 3.1 | 0.0 | 6.3 | 21.7 | 18.7 | 0.2 | 0.7 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.54 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 172 | 296 | 1033 | 127 | 0 | 122 | 733 | 2096 | 966 | 214 | 1780 | 820 |
| V/C Ratio(X) | 0.42 | 0.02 | 0.44 | 0.20 | 0.00 | 0.74 | 0.88 | 0.47 | 0.01 | 0.06 | 0.50 | 0.04 |
| Avail Cap(c_a), veh/h | 173 | 443 | 1252 | 199 | 0 | 256 | 936 | 2096 | 966 | 214 | 1780 | 820 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.76 | 0.76 | 0.76 |
| Uniform Delay (d), s/veh | 46.9 | 42.7 | 28.5 | 53.1 | 0.0 | 54.6 | 45.8 | 12.8 | 9.2 | 40.4 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.6 | 0.0 | 0.3 | 0.8 | 0.0 | 8.6 | 8.0 | 0.8 | 0.0 | 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 | 2.0 | 0.2 | 5.0 | 0.7 | 0.0 | 3.0 | 10.1 | 7.2 | 0.1 | 0.3 | 0.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 48.5 | 42.7 | 28.8 | 53.9 | 0.0 | 63.2 | 53.8 | 13.6 | 9.2 | 40.4 | 0.8 | 0.1 |
| LnGrp LOS | D | D | C | D | A | E | D | B | A | D | A | A |
| Approach Vol, veh/h | | 536 | | | 116 | | | 1632 | | | 932 | |
| Approach Delay, s/veh | | 31.6 | | | 61.2 | | | 29.5 | | | 1.3 | |
| Approach LOS | | C | | | E | | | C | | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 18.9 | 77.6 | | 23.5 | 29.9 | 66.6 | 10.4 | 13.1 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 73.1 | | 28.4 | 32.5 | 45.6 | 5.9 | 18.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.7 | 20.7 | | 16.8 | 23.7 | 2.0 | 6.4 | 8.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 9.3 | | 1.5 | 1.8 | 8.0 | 0.0 | 0.3 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 22.8 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

# McGinnis Ferry Road Apartments
## 3: Lawrenceville Suwanee Road & Old Peachtree Road/Horizon Drive

future a.m.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 104 | 224 | 12 | 59 | 564 | 316 | 74 | 841 | 96 | 361 | 781 | 192 |
| Future Volume (veh/h) | 104 | 224 | 12 | 59 | 564 | 316 | 74 | 841 | 96 | 361 | 781 | 192 |
| 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 | 1811 | 1870 | 1870 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 117 | 252 | 13 | 63 | 600 | 336 | 76 | 867 | 99 | 384 | 831 | 204 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.94 | 0.94 | 0.94 | 0.97 | 0.97 | 0.97 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 6 | 2 |
| Cap, veh/h | 148 | 725 | 323 | 205 | 726 | 324 | 307 | 1631 | 751 | 453 | 1184 | 291 |
| Arrive On Green | 0.04 | 0.20 | 0.20 | 0.04 | 0.20 | 0.20 | 0.06 | 0.16 | 0.16 | 0.13 | 0.43 | 0.43 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3441 | 1585 | 3456 | 2738 | 672 |
| Grp Volume(v), veh/h | 117 | 252 | 13 | 63 | 600 | 336 | 76 | 867 | 99 | 384 | 522 | 513 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1721 | 1585 | 1728 | 1721 | 1690 |
| Q Serve(g_s), s | 2.7 | 7.3 | 0.5 | 3.6 | 19.4 | 18.2 | 4.9 | 27.8 | 6.5 | 13.0 | 29.7 | 29.7 |
| Cycle Q Clear(g_c), s | 2.7 | 7.3 | 0.5 | 3.6 | 19.4 | 18.2 | 4.9 | 27.8 | 6.5 | 13.0 | 29.7 | 29.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.40 |
| Lane Grp Cap(c), veh/h | 148 | 725 | 323 | 205 | 726 | 324 | 307 | 1631 | 751 | 453 | 744 | 731 |
| V/C Ratio(X) | 0.79 | 0.35 | 0.04 | 0.31 | 0.83 | 1.04 | 0.25 | 0.53 | 0.13 | 0.85 | 0.70 | 0.70 |
| Avail Cap(c_a), veh/h | 219 | 962 | 429 | 220 | 850 | 379 | 307 | 1631 | 751 | 590 | 744 | 731 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.4 | 40.9 | 18.2 | 41.9 | 45.7 | 26.2 | 49.1 | 38.4 | 29.4 | 51.0 | 27.7 | 27.7 |
| Incr Delay (d2), s/veh | 11.0 | 0.3 | 0.1 | 0.8 | 5.9 | 55.6 | 0.4 | 1.2 | 0.3 | 8.9 | 5.5 | 5.6 |
| 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 | 3.9 | 3.2 | 0.3 | 1.6 | 9.1 | 11.8 | 2.3 | 13.1 | 2.7 | 6.2 | 13.1 | 12.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 66.4 | 41.2 | 18.2 | 42.7 | 51.7 | 81.8 | 49.5 | 39.5 | 29.7 | 59.8 | 33.2 | 33.3 |
| LnGrp LOS | E | D | B | D | D | F | D | D | C | E | C | C |
| Approach Vol, veh/h | | 382 | | | 999 | | | 1042 | | | 1419 | |
| Approach Delay, s/veh | | 48.1 | | | 61.2 | | | 39.3 | | | 40.4 | |
| Approach LOS | | D | | | E | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.2 | 61.4 | 9.4 | 29.0 | 25.2 | 56.4 | 9.4 | 29.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 20.5 | 43.1 | 5.9 | 32.5 | 11.7 | 51.9 | 9.7 | 28.7 |
| Max Q Clear Time (g_c+I1), s | 15.0 | 29.8 | 5.6 | 9.3 | 6.9 | 31.7 | 4.7 | 21.4 |
| Green Ext Time (p_c), s | 0.7 | 5.4 | 0.0 | 1.6 | 0.1 | 7.2 | 0.1 | 3.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 46.3 |
| HCM 6th LOS | D |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 397 | 650 | 21 | 46 | 64 |
| Future Vol, veh/h | 11 | 397 | 650 | 21 | 46 | 64 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 0 | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 92 | 92 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 446 | 707 | 23 | 58 | 80 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 730 | 0 | - | 0 | 954 | 354 |
| Stage 1 | - | - | - | - | 707 | - |
| Stage 2 | - | - | - | - | 247 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 870 | - | - | - | 257 | 642 |
| Stage 1 | - | - | - | - | 450 | - |
| Stage 2 | - | - | - | - | 771 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 870 | - | - | - | 253 | 642 |
| Mov Cap-2 Maneuver | - | - | - | - | 253 | - |
| Stage 1 | - | - | - | - | 444 | - |
| Stage 2 | - | - | - | - | 771 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 16.4 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 870 | - | - | - | 253 | 642 |
| HCM Lane V/C Ratio | 0.014 | - | - | - | 0.227 | 0.125 |
| HCM Control Delay (s) | 9.2 | - | - | - | 23.4 | 11.4 |
| HCM Lane LOS | A | - | - | - | C | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.9 | 0.4 |

# McGinnis Ferry Road Apartments
## 1: Old Peachtree Road & McGinnis Ferry Road

future p.m.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 528 | 856 | 279 | 62 | 573 | 17 | 524 | 813 | 89 | 42 | 280 | 206 |
| Future Volume (veh/h) | 528 | 856 | 279 | 62 | 573 | 17 | 524 | 813 | 89 | 42 | 280 | 206 |
| 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 | 562 | 911 | 297 | 67 | 623 | 18 | 535 | 830 | 91 | 47 | 311 | 229 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 | 0.98 | 0.98 | 0.98 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 559 | 1504 | 671 | 139 | 666 | 297 | 524 | 1242 | 554 | 211 | 575 | 256 |
| Arrive On Green | 0.28 | 0.42 | 0.42 | 0.01 | 0.06 | 0.06 | 0.22 | 0.35 | 0.35 | 0.03 | 0.16 | 0.16 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 562 | 911 | 297 | 67 | 623 | 18 | 535 | 830 | 91 | 47 | 311 | 229 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 33.6 | 23.9 | 16.0 | 3.9 | 20.9 | 1.1 | 26.5 | 23.8 | 4.8 | 2.6 | 9.6 | 9.8 |
| Cycle Q Clear(g_c), s | 33.6 | 23.9 | 16.0 | 3.9 | 20.9 | 1.1 | 26.5 | 23.8 | 4.8 | 2.6 | 9.6 | 9.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 559 | 1504 | 671 | 139 | 666 | 297 | 524 | 1242 | 554 | 211 | 575 | 256 |
| V/C Ratio(X) | 1.01 | 0.61 | 0.44 | 0.48 | 0.93 | 0.06 | 1.02 | 0.67 | 0.16 | 0.22 | 0.54 | 0.89 |
| Avail Cap(c_a), veh/h | 559 | 1504 | 671 | 162 | 666 | 297 | 524 | 1242 | 554 | 242 | 575 | 256 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 41.4 | 26.8 | 24.6 | 45.6 | 55.6 | 34.8 | 33.3 | 33.1 | 26.9 | 40.0 | 46.2 | 16.4 |
| Incr Delay (d2), s/veh | 39.5 | 0.7 | 0.5 | 2.6 | 20.5 | 0.1 | 44.9 | 2.9 | 0.6 | 0.5 | 3.6 | 34.4 |
| 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 | 21.5 | 10.2 | 6.1 | 1.9 | 11.9 | 0.5 | 19.2 | 10.7 | 1.9 | 1.2 | 4.6 | 6.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 80.9 | 27.5 | 25.0 | 48.2 | 76.1 | 34.9 | 78.2 | 36.0 | 27.6 | 40.5 | 49.8 | 50.7 |
| LnGrp LOS | F | C | C | D | E | C | F | D | C | D | D | D |
| Approach Vol, veh/h | | 1770 | | | 708 | | | 1456 | | | 587 | |
| Approach Delay, s/veh | | 44.1 | | | 72.4 | | | 51.0 | | | 49.4 | |
| Approach LOS | | D | | | E | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.5 | 46.4 | 9.8 | 55.3 | 31.0 | 23.9 | 38.1 | 27.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 6.1 | 39.8 | 6.9 | 49.2 | 26.5 | 19.4 | 33.6 | 22.5 |
| Max Q Clear Time (g_c+I1), s | 4.6 | 25.8 | 5.9 | 25.9 | 28.5 | 11.8 | 35.6 | 22.9 |
| Green Ext Time (p_c), s | 0.0 | 5.2 | 0.0 | 8.2 | 0.0 | 1.7 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 51.4 |
| HCM 6th LOS | D |

# McGinnis Ferry Road Apartments
## 2: Lawrenceville Suwanee Road & McGinnis Ferry Road/Brynfield Parkway

future p.m.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 107 | 26 | 905 | 9 | 11 | 25 | 505 | 792 | 10 | 42 | 1165 | 87 |
| Future Volume (veh/h) | 107 | 26 | 905 | 9 | 11 | 25 | 505 | 792 | 10 | 42 | 1165 | 87 |
| 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 | 1811 | 1870 | 1870 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 123 | 30 | 1040 | 13 | 16 | 36 | 587 | 921 | 12 | 48 | 1339 | 100 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.70 | 0.70 | 0.70 | 0.86 | 0.86 | 0.86 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 6 | 2 |
| Cap, veh/h | 301 | 430 | 1167 | 139 | 77 | 173 | 650 | 2010 | 926 | 131 | 1615 | 744 |
| Arrive On Green | 0.04 | 0.23 | 0.23 | 0.15 | 0.15 | 0.15 | 0.19 | 0.58 | 0.58 | 0.15 | 0.94 | 0.94 |
| Sat Flow, veh/h | 1781 | 1870 | 2790 | 527 | 512 | 1151 | 3456 | 3441 | 1585 | 1781 | 3441 | 1585 |
| Grp Volume(v), veh/h | 123 | 30 | 1040 | 13 | 0 | 52 | 587 | 921 | 12 | 48 | 1339 | 100 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1395 | 527 | 0 | 1663 | 1728 | 1721 | 1585 | 1781 | 1721 | 1585 |
| Q Serve(g_s), s | 5.1 | 1.5 | 27.6 | 2.6 | 0.0 | 3.3 | 19.9 | 18.2 | 0.4 | 2.9 | 12.9 | 0.5 |
| Cycle Q Clear(g_c), s | 5.1 | 1.5 | 27.6 | 2.6 | 0.0 | 3.3 | 19.9 | 18.2 | 0.4 | 2.9 | 12.9 | 0.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.69 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 301 | 430 | 1167 | 139 | 0 | 249 | 650 | 2010 | 926 | 131 | 1615 | 744 |
| V/C Ratio(X) | 0.41 | 0.07 | 0.89 | 0.09 | 0.00 | 0.21 | 0.90 | 0.46 | 0.01 | 0.37 | 0.83 | 0.13 |
| Avail Cap(c_a), veh/h | 301 | 430 | 1167 | 139 | 0 | 249 | 706 | 2010 | 926 | 131 | 1615 | 744 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.70 | 0.70 | 0.70 |
| Uniform Delay (d), s/veh | 41.8 | 36.2 | 32.4 | 44.4 | 0.0 | 44.7 | 47.6 | 14.2 | 10.5 | 48.7 | 2.4 | 2.0 |
| Incr Delay (d2), s/veh | 0.9 | 0.1 | 8.9 | 0.3 | 0.0 | 0.4 | 14.3 | 0.8 | 0.0 | 1.2 | 3.6 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 0.7 | 15.1 | 0.4 | 0.0 | 1.4 | 9.8 | 7.1 | 0.1 | 1.3 | 2.0 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 42.7 | 36.2 | 41.3 | 44.7 | 0.0 | 45.2 | 61.9 | 14.9 | 10.5 | 49.9 | 6.0 | 2.2 |
| LnGrp LOS | D | D | D | D | A | D | E | B | B | D | A | A |
| Approach Vol, veh/h | | 1193 | | | 65 | | | 1520 | | | 1487 | |
| Approach Delay, s/veh | | 41.3 | | | 45.1 | | | 33.0 | | | 7.1 | |
| Approach LOS | | D | | | D | | | C | | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.3 | 74.6 | | 32.1 | 27.1 | 60.8 | 9.6 | 22.5 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 8.8 | 70.1 | | 27.6 | 24.5 | 54.4 | 5.1 | 18.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.9 | 20.2 | | 29.6 | 21.9 | 14.9 | 7.1 | 5.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 8.4 | | 0.0 | 0.7 | 14.7 | 0.0 | 0.2 | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 26.5 | |
| HCM 6th LOS | | C | |

# McGinnis Ferry Road Apartments
## 3: Lawrenceville Suwanee Road & Old Peachtree Road/Horizon Drive

future p.m.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 241 | 979 | 87 | 118 | 411 | 257 | 75 | 779 | 89 | 640 | 890 | 56 |
| Future Volume (veh/h) | 241 | 979 | 87 | 118 | 411 | 257 | 75 | 779 | 89 | 640 | 890 | 56 |
| 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 | 1811 | 1870 | 1870 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 268 | 1088 | 97 | 127 | 442 | 276 | 77 | 795 | 91 | 674 | 937 | 59 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 | 0.98 | 0.98 | 0.98 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 6 | 2 | 2 | 6 | 2 |
| Cap, veh/h | 336 | 1136 | 507 | 149 | 805 | 359 | 128 | 934 | 430 | 724 | 1345 | 85 |
| Arrive On Green | 0.14 | 0.32 | 0.32 | 0.05 | 0.23 | 0.23 | 0.02 | 0.09 | 0.09 | 0.21 | 0.41 | 0.41 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3441 | 1585 | 3456 | 3287 | 207 |
| Grp Volume(v), veh/h | 268 | 1088 | 97 | 127 | 442 | 276 | 77 | 795 | 91 | 674 | 490 | 506 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1721 | 1585 | 1728 | 1721 | 1774 |
| Q Serve(g_s), s | 14.9 | 36.0 | 5.3 | 4.3 | 13.2 | 19.6 | 5.1 | 27.3 | 5.3 | 23.0 | 28.3 | 28.3 |
| Cycle Q Clear(g_c), s | 14.9 | 36.0 | 5.3 | 4.3 | 13.2 | 19.6 | 5.1 | 27.3 | 5.3 | 23.0 | 28.3 | 28.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | 336 | 1136 | 507 | 149 | 805 | 359 | 128 | 934 | 430 | 724 | 704 | 726 |
| V/C Ratio(X) | 0.80 | 0.96 | 0.19 | 0.85 | 0.55 | 0.77 | 0.60 | 0.85 | 0.21 | 0.93 | 0.70 | 0.70 |
| Avail Cap(c_a), veh/h | 366 | 1140 | 509 | 149 | 805 | 359 | 128 | 934 | 430 | 734 | 704 | 726 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.90 | 0.90 | 0.90 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.0 | 40.0 | 29.6 | 55.2 | 41.0 | 43.5 | 56.9 | 52.2 | 29.4 | 46.6 | 29.3 | 29.3 |
| Incr Delay (d2), s/veh | 11.0 | 17.4 | 0.2 | 35.1 | 0.8 | 9.7 | 6.9 | 8.8 | 1.0 | 18.3 | 5.6 | 5.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.5 | 18.3 | 2.1 | 5.1 | 5.9 | 8.6 | 2.6 | 13.8 | 2.7 | 11.7 | 12.6 | 13.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 47.1 | 57.4 | 29.8 | 90.4 | 41.8 | 53.1 | 63.8 | 61.0 | 30.4 | 64.8 | 34.9 | 34.8 |
| LnGrp LOS | D | E | C | F | D | D | E | E | C | E | C | C |
| Approach Vol, veh/h | | 1453 | | | 845 | | | 963 | | | 1670 | |
| Approach Delay, s/veh | | 53.6 | | | 52.8 | | | 58.3 | | | 47.0 | |
| Approach LOS | | D | | | D | | | E | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 29.7 | 37.1 | 10.4 | 42.9 | 13.1 | 53.6 | 21.6 | 31.7 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 25.5 | 32.1 | 5.9 | 38.5 | 8.5 | 49.1 | 19.1 | 25.3 |
| Max Q Clear Time (g_c+I1), s | 25.0 | 29.3 | 6.3 | 38.0 | 7.1 | 30.3 | 16.9 | 21.6 |
| Green Ext Time (p_c), s | 0.2 | 1.5 | 0.0 | 0.4 | 0.0 | 6.5 | 0.2 | 1.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 52.1 |
| HCM 6th LOS | D |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 29 | 943 | 637 | 54 | 22 | 32 |
| Future Vol, veh/h | 29 | 943 | 637 | 54 | 22 | 32 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 0 | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 92 | 92 | 82 | 82 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 1084 | 692 | 59 | 27 | 39 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 751 | 0 | - | 0 | 1300 | 346 |
| Stage 1 | - | - | - | - | 692 | - |
| Stage 2 | - | - | - | - | 608 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 854 | - | - | - | 153 | 650 |
| Stage 1 | - | - | - | - | 458 | - |
| Stage 2 | - | - | - | - | 506 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 854 | - | - | - | 147 | 650 |
| Mov Cap-2 Maneuver | - | - | - | - | 147 | - |
| Stage 1 | - | - | - | - | 440 | - |
| Stage 2 | - | - | - | - | 506 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0 | 20.7 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 854 | - | - | - | 147 | 650 |
| HCM Lane V/C Ratio | 0.039 | - | - | - | 0.183 | 0.06 |
| HCM Control Delay (s) | 9.4 | - | - | - | 34.9 | 10.9 |
| HCM Lane LOS | A | - | - | - | D | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.6 | 0.2 |

Appendix F

I-85 / McGinnis Ferry Interchange Project Sheet

GW-389

# Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

| | |
|---|---|
| **Short Title** | I-85 NORTH - NEW INTERCHANGE AT MCGINNIS FERRY ROAD |
| **GDOT Project No.** | 0013104 |
| **Federal ID No.** | N/A |
| **Status** | Programmed |
| **Service Type** | Roadway / Interchange Capacity |
| **Sponsor** | Gwinnett County |
| **Jurisdiction** | Gwinnett County |
| **Analysis Level** | In the Region's Air Quality Conformity Analysis |


| | | | | | |
|---|---|---|---|---|---|
| **Existing Thru Lane** | N/A | **LCI** | | **Network Year** | 2030 |
| **Planned Thru Lane** | N/A | **Flex** | | **Corridor Length** | 0.8 miles |

**Detailed Description and Justification**

The project serves trips to/from multiple jurisdictions including Gwinnett, Hall, Fulton, DeKalb and Forsyth Counties and also serves freight traffic traveling in the southeastern United States. This new interchange will provide access to existing development within the area and result in an important freight corridor between I-85 and Georgia 400 where an interchange at McGinnis Ferry Road is planned. I-85 North is included on GDOT's official Freight Corridor Network and therefore designated as a key strategic highway route that handles the flow of freight to and from locations in Georgia. The proposed project would also relieve the highly congested interchange at Lawrenceville Suwanee Road, which has no apparent reasonable or cost effective solution.Initial discussions with FHWA and GDOT have been favorable and a preferred concept has been developed. Extended ramps and collector-distributor roads would connect the new interchange with the existing interchange at Lawrenceville-Suwanee Road effectively creating a split diamond operation and eliminating the need for additional interstate access points due to the new interchange. The recently constructed roadway extension of McGinnis Ferry Road and new bridge construction over I-85 were designed and constructed to accommodate a future interchange at this location. Also, right-of-way acquisitions for the roadway and bridge projects considered a future interchange at this location.

| **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 | 2015 | **$2,000,000** | ~~$0,000~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$2,000,000~~ |
| PE | Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) | AUTH | 2018 | **$3,125,000** | ~~$2,500,000~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$625,000~~ |
| ROW | Local Jurisdiction/Municipality Funds | | 2022 | **$7,408,000** | $0,000 | $0,000 | $0,000 | $7,408,000 |
| UTL | National Highway Performance Program (NHPP) | | 2023 | **$117,420** | $93,936 | $23,484 | $0,000 | $0,000 |
| CST | National Highway Performance Program (NHPP) | | 2023 | **$12,302,763** | $9,842,210 | $2,460,553 | $0,000 | $0,000 |
| | | | | **$24,953,183** | **$12,436,146** | **$2,484,037** | **$0,000** | **$10,033,000** |

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

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

**Report Generated:** 4/29/2021

# Tallman Environmental

April 21, 2022

Charles Moore
TPA Residential
1776 Peachtree Street NW
Atlanta, Georgia 30309
cmoore@tpa-res.com

Subject: 142 Old Peachtree Road (7152 001; 32.02 acres)
Suwanee, Gwinnett County, Georgia

Mr. Moore:

Tallman Environmental has completed a site reconnaissance to assess jurisdictional waters, including streams and wetlands, on the above referenced parcel in Suwanee, Gwinnett County Georgia. The property consists of approximately 32 acres and is comprised of a church property and forestland. The purpose of the site reconnaissance was to assess areas on the property that may require local/state buffers and that may also be regulated by the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act.

*State Waters*
The subject property was investigated for the presence of streams and other hydrologic features that might be considered state waters. Indicators used to identify jurisdictional streams included the following: wrested vegetation within the channel, sediment sorting, mean high water mark, evidence of recent persistent flow, and/or evidence of subsurface hydrology. Hydrologic features were also evaluated using the North Carolina, Division of Water Quality Methodology for Identification of Intermittent and Perennial Streams and Their Origins (Version 4.11, September 2010). At the time of the February 2, 2022 site reconnaissance, a pond was observed on southern portion of subject property. This feature lacked an inflow channel, and there was no discrete channel or evidence of flow downgradient from the pond. Please refer to the Delineation Map, which is included as an attachment to this letter.

*Jurisdictional Waters of the U.S.*
An assessment of wetlands and other jurisdictional waters of the U.S. was also conducted on the property at the time of the February 2, 2022 site reconnaissance. The subject property was assessed for the following parameters in accordance with guidelines for wetland delineation as presented in the 1987 manual and the regional supplement:

1) Prevalence of hydrophytic vegetation;
2) Hydric soils; and,
3) Permanent or periodic inundation or saturation.

For an area to qualify as a wetland, it must satisfy all three of the above-referenced criteria. No areas meeting the criteria were identified at the time of the site reconnaissance. Routine Wetland Determination Data Forms were prepared to document the vegetation, hydrology, and soil conditions at the time of the reconnaissance.

It is the opinion of Tallman Environmental that the pond identified on the Delineation Map should not be considered state waters in that it exists entirely within the subject property boundaries and because it lacks any hydrological connection to downstream waters. Please note that only the local issuing authority can make an official state waters designation.

In addition, it is the opinion of Tallman Environmental that the pond should be considered isolated waters, which would not be subject to the regulatory authority of the USACE. We recommend that our delineation be forwarded to the USACE for verification of isolated waters on the subject property. Please feel free to contact me with questions or concerns and thank you for the opportunity to collaborate with you on this project.

Sincerely,

***TALLMAN ENVIRONMENTAL***

A.J. Tallman
Project Manager

Attachments:
Vicinity Map
USGS Topographic Map
Delineation Map
Site Photographs
Datasheets
NRCS Soils Map
National Wetland Inventory Map
DAREM Calculation
WETS data
Drought Map

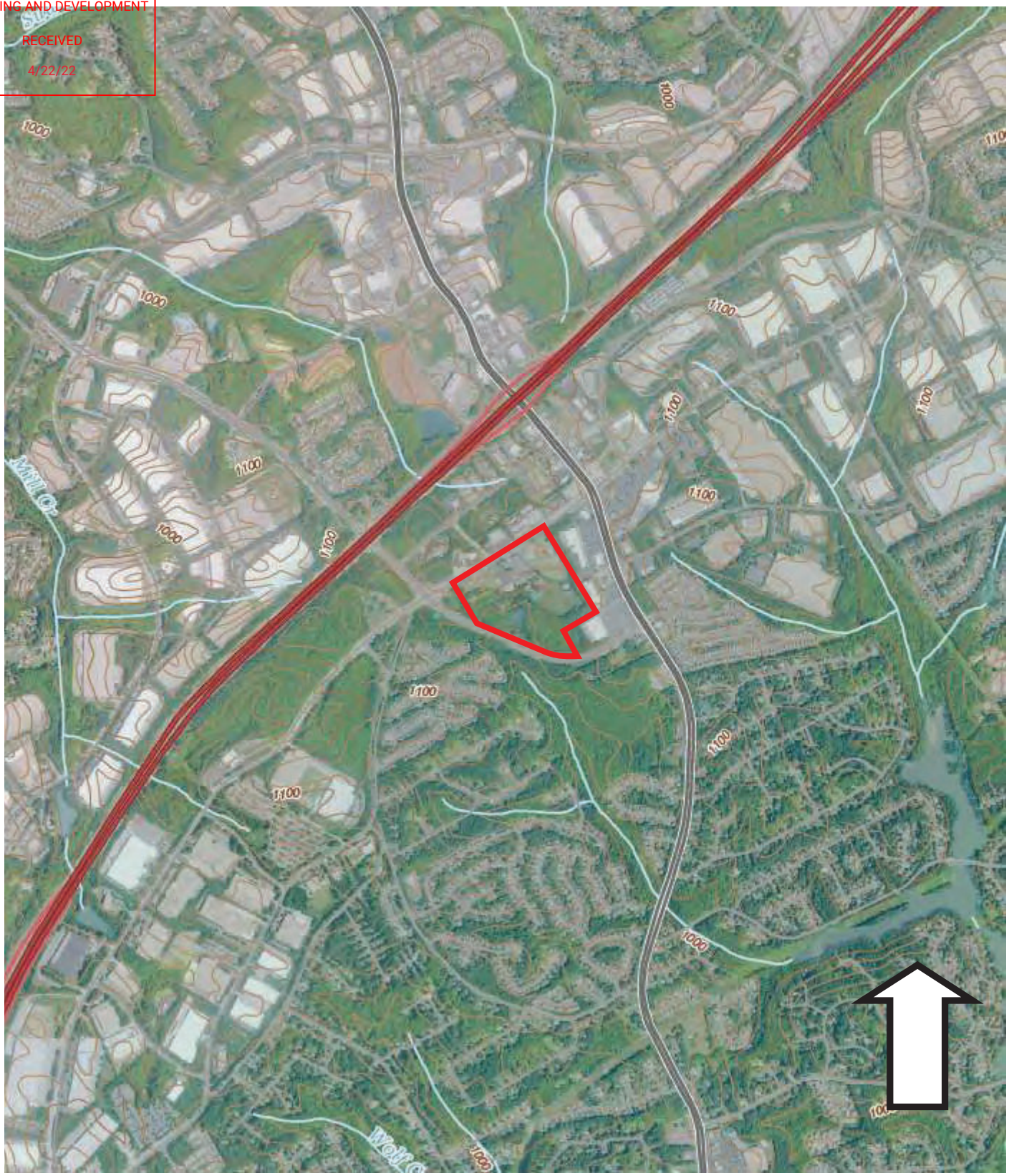
2095 Highway 211 NW 2F #116, Braselton, Georgia 30517
678.468.2288 aj@tallmans.net


*SOURCE: Google Earth*

**Figure 1**
**Scale: 1"=290'**

**Site Location Map**
**142 Old Peachtree Road**
**Suwanee, Gwinnett County, Georgia**

**Tallman Environmental, Inc.**
**2095 Highway 211 NW 2F #116**
**Braselton, Georgia 30517**
**aj@tallmans.net**
**678.468.2288**



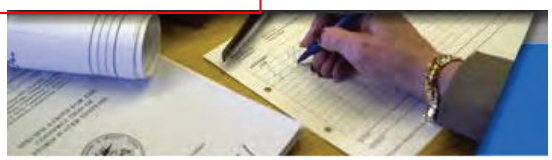

*SOURCE: Suwanee, Georgia 7.5-minute topographic quadrangle map (2020)*

**Figure 2**
**Scale: 1"=2,000'**

**Topographic Map**
**142 Old Peachtree Road**
**Suwanee, Gwinnett County, Georgia**

**Tallman Environmental, Inc.**
**2095 Highway 211 NW, 2F #116**
**Braselton, Georgia 30517**
**aj@tallmans.net**
**678.468.2288**

# Tax Assessor's Office



## Property Detail

Go Back | Neighborhood Sales | Property Report

### General Info

PEACHTREE ROAD BAPTIST CHURCH INC
142 OLD PEACHTREE RD NE
SUWANEE GA 30024-2520

| | |
|---|---|
| Property ID | R7152 001 |
| Alternate ID | 1363501 |
| Address | 142 OLD PEACHTREE RD |
| Property Class | Religious |
| Neighborhood | 9600 |
| Deed Acres | 31.8800 |

### GIS Map

### Value History

| Year | 2021 | 2020 | 2019 |
|---|---|---|---|
| Reason | Notice of Current Assessment | Adjusted for Market Conditions | Notice of Current Assessment |
| Land Val | $2,815,100 | $2,815,100 | $3,230,700 |
| Imp Val | $1,015,600 | $1,015,600 | $1,243,700 |
| Total Appr | $3,830,700 | $3,830,700 | $4,474,400 |
| Land Assd | $1,126,040 | $1,126,040 | $1,292,280 |
| Land Use | $0 | $0 | $0 |
| Imp Assd | $406,240 | $406,240 | $497,480 |
| Total Assd | $1,532,280 | $1,532,280 | $1,789,760 |

### Transfer History

| Book | Page | Date | Grantor | Grantee | Deed | Type | Vacant Land | Sale Price |
|---|---|---|---|---|---|---|---|---|
| | | 7/30/1999 | | OLDFIELD BAPT CH | QC | 00 | No | $0 |
| 18942 | 140 | 7/30/1999 | | PEACHTREE ROAD BAPTIST CHURCH INC | QC | N0 | No | $0 |
| 18942 | 00140 | 7/30/1999 | OLDFIELD BAPT CH | PEACHTREE ROAD BAPTIST CH INC | QC | NN | No | $0 |

C02 | C03 | C04 | C05 | C06 | C07 | C08 | C09 | C10 | R01 | R02

Attributes | Floor Areas

| Story | Use | Attribute | Code | Detail |
|---|---|---|---|---|
| | | Roofing Cover | 1 | Built-up |
| | | Stories | 2 | |
| 1 | CHURCH | Exterior Wall | 124 | Stud -Brick Veneer |
| 2 | CHURCH | Exterior Wall | 124 | Stud -Brick Veneer |

| | |
|---|---|
| Address | 142 OLD PEACHTREE RD |
| Grade | C |
| Year Built | 1972 |

## Improvements

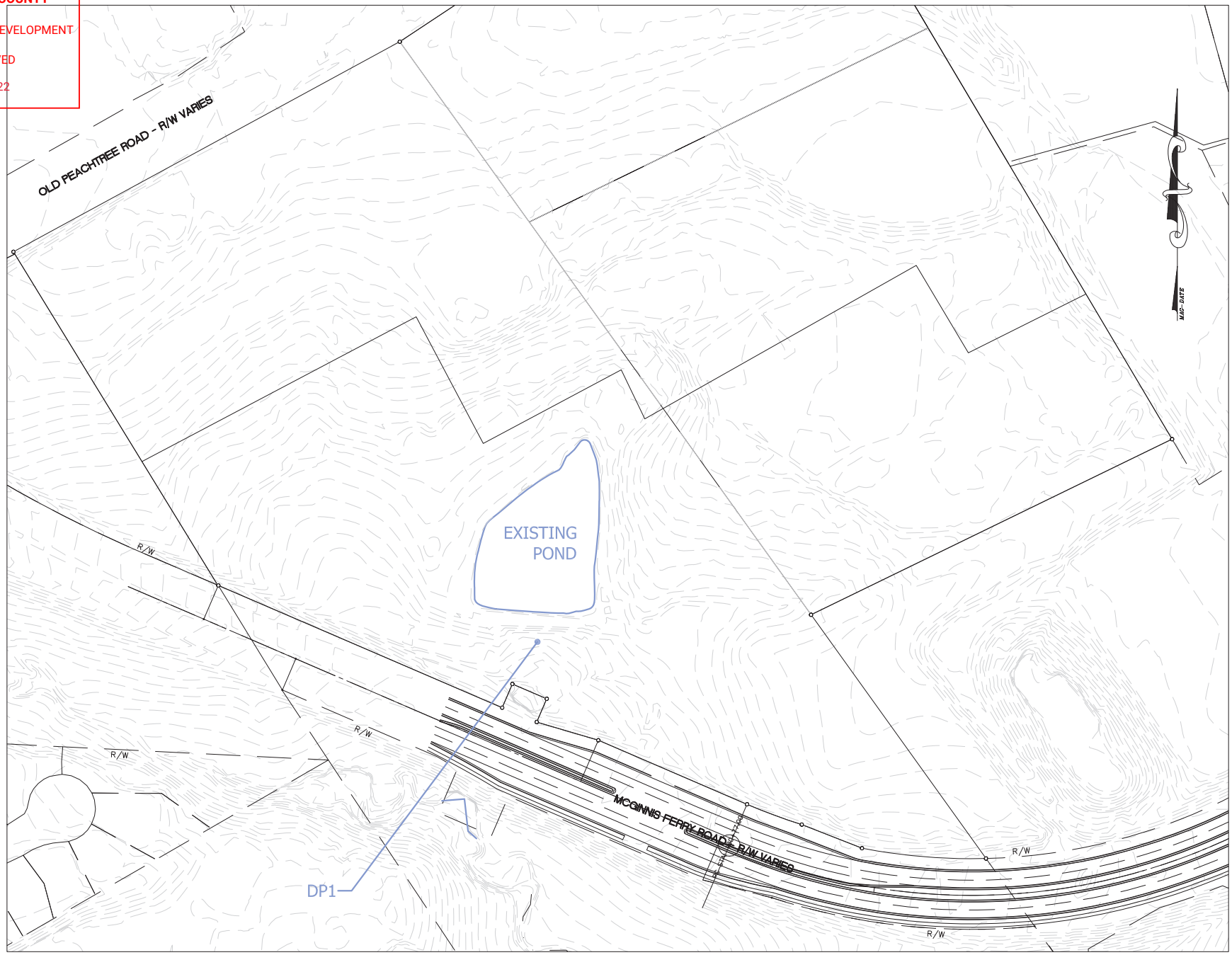
| Code | Description | Year | Building | Length | Width | Units | Unit Type |
|---|---|---|---|---|---|---|---|
| ATTGAR | Attached Garage | 1999 | R02 | 21 | 21 | 441 | SF |
| GAZEBO | Residential Gazebo | 1972 | C07 | 1,116 | 0 | 1 | IT |
| GAZEBO | Residential Gazebo | 1972 | C07 | 128 | 0 | 1 | IT |
| OVHDDRM | Overhead Door - Manual | 1972 | C07 | 10 | 10 | 100 | SF |
| OVHDDRM | Overhead Door - Manual | 1972 | C07 | 10 | 10 | 100 | SF |
| QUONSET | General Purpose Bldg Quonset Type | 1972 | C07 | 144 | 1 | 144 | SF |
| SHEDGP | Shed - Gen Purpose Frame, up to 10'eave | 1972 | C07 | 144 | 1 | 144 | SF |
| SHEDGP | Shed - Gen Purpose Frame, up to 10'eave | 1972 | C07 | 100 | 1 | 100 | SF |
| SHEDGP | Shed - Gen Purpose Frame, up to 10'eave | 1972 | C07 | 80 | 1 | 80 | SF |
| FLATCP | Carport flat roof | 1965 | C09 | 20 | 20 | 400 | SF |
| ICP | Integral Carport | 1964 | R01 | 20 | 20 | 400 | SF |

## Land Details

| Primary Use | Land Type | Acres | Eff. Frontage | Eff. Depth |
|---|---|---|---|---|
| | C5 - Secondary Strip | 9.98 | 0 | 0 |
| | C6 - Neighborhood or Spot | 21.90 | 0 | 0 |

## Legal Description

| Line | Description |
|---|---|
| 1 | OLD PEACHTREE RD |




GRAPHIC SCALE – IN FEET

100' 0' 200'

1" = 200'

# 142 Old Peachtree Road

Delineation Map

| | |
|---|---|
| DRAWN BY | AJT |
| CHECKED BY | AJT |
| 2-2-2022 | |

Tallman Environmental, Inc.
2095 Highway 211 NW 2F #116
Braselton, Georgia 30517
(678) 468-2288
AJ@Tallmans.net

# PHOTOGRAPHIC LOG

**Site Location:**

142 Old Peachtree Road, Suwanee, Gwinnett County, Georgia

| **Photo No.** 1 | **Date:** 2/2/22 |
|---|---|

**Direction Photo Taken:**

North

**Description:**

Pond

| **Photo No.** 2 | **Date:** 2/2/22 |
|---|---|

**Direction Photo Taken:**

North

**Description:**

Pond outflow structure

# PHOTOGRAPHIC LOG

**Site Location:**

142 Old Peachtree Road, Suwanee, Gwinnett County, Georgia

| **Photo No.** 3 | **Date:** 2/2/22 |
|---|---|

**Direction Photo Taken:**

South

**Description:**

From pond outflow structure facing downgradient

| **Photo No.** 4 | **Date:** 2/2/22 |
|---|---|

**Direction Photo Taken:**

South

**Description:**

Culvert under McGinnis Ferry Road south of subject property

# WETLAND DETERMINATION DATA FORM – Eastern Mountains and Piedmont

Project/Site: 142 Old Peachtree Road City/County: Gwinnett Sampling Date: 2/2/22

Applicant/Owner: TPA Residential State: GA Sampling Point: DP1

Investigator(s): A.J. Tallman Section, Township, Range: _____

Landform (hillslope, terrace, etc.): convergent slope Local relief (concave, convex, none): concave Slope (%): <3%

Subregion (LRR or MLRA): MLRA 136 of LRRP Lat: 34.021860° Long: -84.048305° Datum: NAD83

Soil Map Unit Name: Gwinnett clay loam (GeE2) NWI classification: upland

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

| | | | |
|---|---|---|---|
| Hydrophytic Vegetation Present? | Yes ✓ | No _____ | **Is the Sampled Area within a Wetland?** Yes _____ No ✓ |
| Hydric Soil Present? | Yes _____ | No ✓ | |
| Wetland Hydrology Present? | Yes _____ | No ✓ | |

Remarks:

Only one of the three criteria are satisfied.

## HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Microtopographic Relief (D4)
- ___ FAC-Neutral Test (D5)

**Field Observations:**

| | | | |
|---|---|---|---|
| Surface Water Present? | Yes _____ | No ✓ | Depth (inches): _____ |
| Water Table Present? | Yes _____ | No ✓ | Depth (inches): _____ |
| Saturation Present? (includes capillary fringe) | Yes _____ | No ✓ | Depth (inches): _____ |

**Wetland Hydrology Present?** Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Wetland hydrology indicators are not present.

## VEGETATION (Four Strata) – Use scientific names of plants.

Sampling Point: DP1

| Tree Stratum (Plot size: 30-foot radius) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. Pinus taeda | 26 | YES | FAC |
| 2. Quercus falcata | 24 | YES | FACU |
| 3. Acer rubrum | 20 | YES | FAC |
| 4. Liquidambar styraciflua | 18 | YES | FAC |
| 5. | | - | - |
| 6. | | - | - |
| 7. | | - | - |
| 8. | | - | - |
| | 88 | = Total Cover | |
| **Sapling/Shrub Stratum (Plot size: 15-foot radius)** | | | |
| 1. Liquidambar styraciflua | 12 | YES | FAC |
| 2. Acer rubrum | 8 | YES | FAC |
| 3. Ligustrum sinense | 6 | YES | FACU |
| 4. | | - | - |
| 5. | | - | - |
| 6. | | - | - |
| 7. | | - | - |
| 8. | | - | - |
| 9. | | - | - |
| 10. | | - | - |
| | 26 | = Total Cover | |
| **Herb Stratum (Plot size: 5-foot radius)** | | | |
| 1. Lonicera japonica | 12 | YES | FACU |
| 2. Athyrium asplenioides | 10 | YES | FAC |
| 3. Vitis rotundifolia | 8 | YES | FAC |
| 4. Parthenocissus quinquefolia | 6 | NO | FACU |
| 5. | | - | - |
| 6. | | - | - |
| 7. | | - | - |
| 8. | | - | - |
| 9. | | - | - |
| 10. | | - | - |
| 11. | | - | - |
| 12. | | - | - |
| | 36 | = Total Cover | |
| **Woody Vine Stratum (Plot size: 30-foot radius)** | | | |
| 1. | | - | - |
| 2. | | - | - |
| 3. | | - | - |
| 4. | | - | - |
| 5. | | - | - |
| 6. | | - | - |
| | 0 | = Total Cover | |

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 7 (A)

Total Number of Dominant Species Across All Strata: 10 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 70% (A/B)

**Prevalence Index worksheet:**

| Total % Cover of: | Multiply by: |
|---|---|
| OBL species | x 1 = |
| FACW species | x 2 = |
| FAC species | x 3 = |
| FACU species | x 4 = |
| UPL species | x 5 = |
| Column Totals: 0 (A) | 0 (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

- ___ 1 - Rapid Test for Hydrophytic Vegetation
- ✓ 2 - Dominance Test is >50%
- ___ 3 - Prevalence Index is ≤3.0[1]
- ___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Definitions of Four Vegetation Strata:**

**Tree –** Woody plants, excluding vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

**Sapling/Shrub –** Woody plants, excluding vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.

**Herb –** All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

**Woody vine –** All woody vines greater than 3.28 ft in height.

**Hydrophytic Vegetation Present?** Yes ✓ No ___

Remarks: (Include photo numbers here or on a separate sheet.)

The hydrophytic vegetation criterion is satisfied.

## SOIL

Sampling Point: DP1

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

| Depth (inches) | Matrix Color (moist) | Matrix % | Redox Features Color (moist) | Redox Features % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-2 | 10YR 3/3 | 100 | | | | | loam | |
| 2-10 | 10YR 3/4 | 100 | | | | | loam | |
| 10-18 | 10YR 4/4 | 100 | | | | | loam | |
| | | | | | | | | |
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| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators:**

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10) **(LRR N)**
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1) **(LRR N, MLRA 147, 148)**
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Polyvalue Below Surface (S8) **(MLRA 147, 148)**
- ___ Thin Dark Surface (S9) **(MLRA 147, 148)**
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Iron-Manganese Masses (F12) **(LRR N, MLRA 136)**
- ___ Umbric Surface (F13) **(MLRA 136, 122)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 148)**

Red Parent Material (F21) **(MLRA 127, 147)**

**Indicators for Problematic Hydric Soils[3]:**

- ___ 2 cm Muck (A10) **(MLRA 147)**
- ___ Coast Prairie Redox (A16) **(MLRA 147, 148)**
- ___ Piedmont Floodplain Soils (F19) **(MLRA 136, 147)**
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if observed):**

Type: _____

Depth (inches): _____

**Hydric Soil Present?** Yes _____ No ✓

Remarks:

The hydric soil criterion is not satisfied.

# Soil Map—Gwinnett County, Georgia


Map Scale: 1:4,180 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 50 100 200 300

Feet: 0 200 400 800 1200

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

## MAP LEGEND

**Area of Interest (AOI)**
- Area of Interest (AOI)

**Soils**
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

**Special Point Features**
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

**Water Features**
- Streams and Canals

**Transportation**
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

**Background**
- Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Gwinnett County, Georgia
Survey Area Data: Version 12, Sep 10, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Nov 17, 2021—Nov 20, 2021

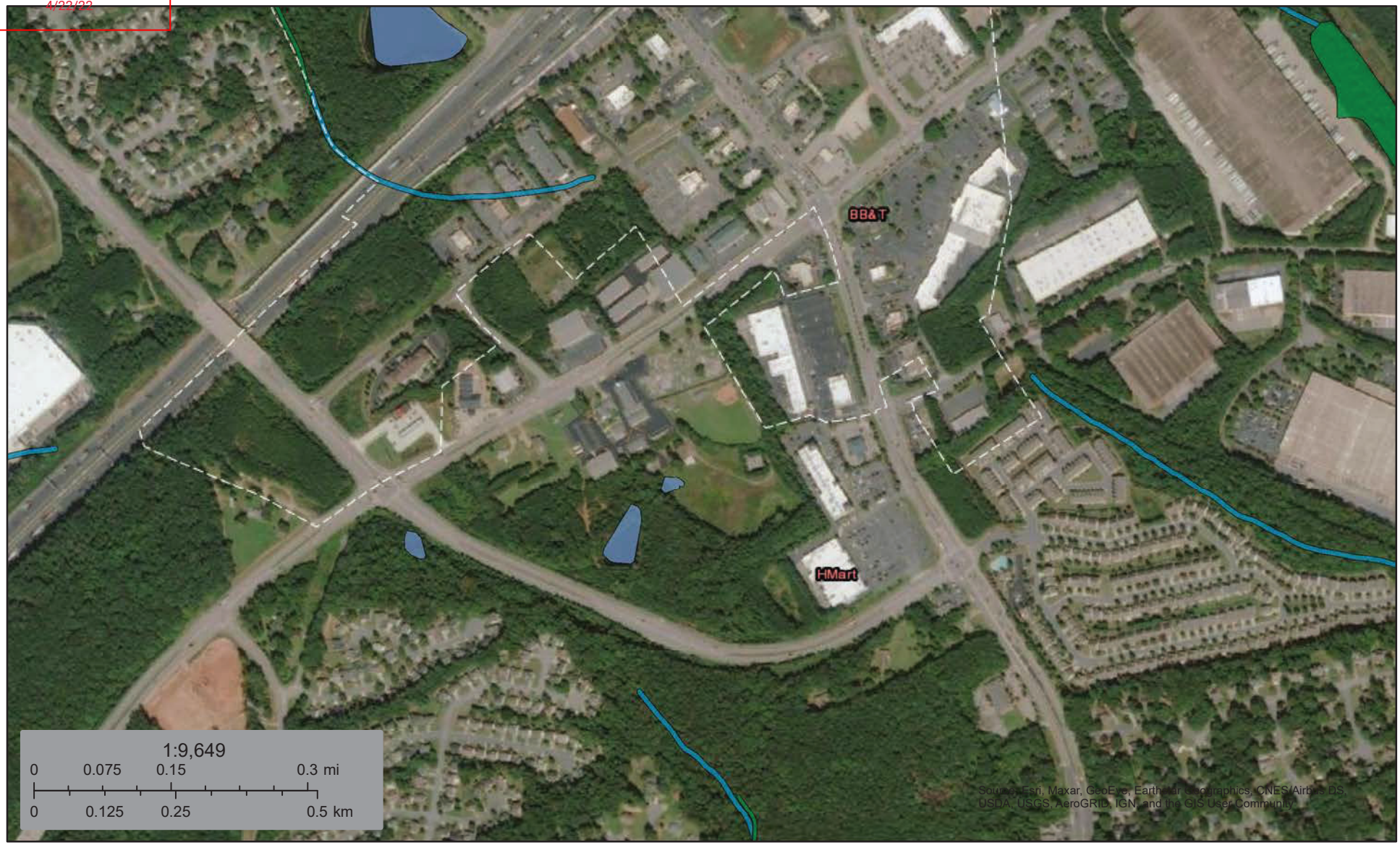
The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

# Map Unit Legend

| Map Unit Symbol | Map Unit Name | Acres in AOI | Percent of AOI |
|---|---|---|---|
| Cfs | Chewacla silt loam, 0 to 2 percent slopes, frequently flooded | 0.0 | 0.0% |
| GeB2 | Gwinnett clay loam, 2 to 6 percent slopes, eroded | 4.6 | 12.6% |
| GeC2 | Gwinnett clay loam, 6 to 10 percent slopes, eroded | 7.8 | 21.3% |
| GeE2 | Gwinnett clay loam, 10 to 25 percent slopes, eroded | 9.2 | 25.1% |
| GgC2 | Gwinnett loam, 6 to 10 percent slopes, eroded | 2.1 | 5.8% |
| LfB2 | Lloyd clay loam, 2 to 6 percent slopes, moderately eroded | 5.8 | 15.8% |
| LfC2 | Lloyd clay loam, 6 to 10 percent slopes, moderately eroded | 5.0 | 13.6% |
| MiF2 | Madison sandy clay loam, 15 to 45 percent slopes, eroded | 1.5 | 4.0% |
| W | Water | 0.7 | 1.9% |
| **Totals for Area of Interest** | | **36.8** | **100.0%** |

U.S. Fish and Wildlife Service
National Wetlands Inventory

# Wetlands




April 21, 2022

**Wetlands**

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

DAREM Calculation – 142 Old Peachtree Road, Suwanee, Gwinnett County, Georgia (February 2, 2022)

| **Prior Months** | **WETS Rainfall Percentile (cm)** $30^{th}$ -70th | **Measured Rainfall* (cm)** | **Condition Value** (1=dry, 2=normal, 3=wet) | **Month Weight** | **Product of Condition Value and Month Weight** |
|---|---|---|---|---|---|
| January | 9.93-15.34 | 9.55 | 1 | 3 | 3 |
| December | 6.91-12.32 | 13.31 | 3 | 2 | 6 |
| November | 6.83-11.33 | 3.81 | 1 | 1 | 1 |
| Rainfall for the prior period was: drier than normal (sum is 6-9), normal (sum is 10-14), wetter than normal (sum is 15-18) **RESULT: 10 (normal)** | | | | | |

*From weather.uga.edu, nearest station by zip code (Johns Creek, Georgia)

WETS Table

WETS Station: CUMMING 2N, GA

Requested years: 1971 - 2000

| Month | Avg Max Temp | Avg Min Temp | Avg Mean Temp | Avg Precip | 30% chance precip less than | 30% chance precip more than | Avg number days precip 0.10 or more | Avg Snowfall |
|---|---|---|---|---|---|---|---|---|
| Jan | - | - | - | 6.09 | 4.56 | 7.11 | 9 | 0.5 |
| Feb | - | - | - | 5.03 | 3.53 | 5.97 | 7 | 0.2 |
| Mar | - | - | - | 6.35 | 4.56 | 7.50 | 9 | 0.3 |
| Apr | - | - | - | 4.40 | 2.71 | 5.33 | 7 | 0.0 |
| May | - | - | - | 4.30 | 2.66 | 5.19 | 7 | 0.0 |
| Jun | - | - | - | 3.82 | 2.36 | 4.62 | 7 | 0.0 |
| Jul | - | - | - | 3.80 | 2.38 | 4.59 | 7 | 0.0 |
| Aug | - | - | - | 4.18 | 2.71 | 5.03 | 6 | 0.0 |
| Sep | - | - | - | 4.43 | 2.56 | 5.39 | 6 | 0.0 |
| Oct | - | - | - | 3.77 | 1.75 | 4.60 | 5 | 0.0 |
| Nov | - | - | - | 4.34 | 3.34 | 5.03 | 7 | 0.0 |
| Dec | - | - | - | 4.81 | 3.12 | 5.79 | 8 | 0.1 |
| Annual: | | | | | 50.24 | 59.23 | | |
| Average | - | - | - | - | - | - | - | - |
| Total | - | - | - | 55.32 | | | 83 | 1.1 |

GROWING SEASON DATES

| | | | |
|---|---|---|---|
| Years with missing data: | 24 deg = 30 | 28 deg = 30 | 32 deg = 30 |
| Years with no occurrence: | 24 deg = 0 | 28 deg = 0 | 32 deg = 0 |
| Data years used: | 24 deg = 0 | 28 deg = 0 | 32 deg = 0 |
| Probability | 24 F or higher | 28 F or higher | 32 F or higher |
| 50 percent * | Insufficient data | Insufficient data | Insufficient data |
| 70 percent * | Insufficient data | Insufficient data | Insufficient data |

* Percent chance of the growing season occurring between the Beginning and Ending dates.

STATS TABLE - total precipitation (inches)

| Yr | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Annl |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1937 | | | | | | 3.16 | 3.30 | 4.28 | 1.06 | 6.19 | | | 17.99 |
| 1938 | | 1.52 | 6.85 | 6.30 | 2.77 | M3.88 | 6.38 | 1.38 | M1.35 | 0.00 | 3.30 | 0.92 | 34.65 |
| 1939 | 6.10 | 9.71 | 4.90 | 3.21 | 4.36 | 4.90 | 2.98 | 4.76 | 2.24 | 1.16 | 0.56 | 3.20 | 48.08 |
| 1940 | M4.17 | 5.00 | 8.13 | 4.90 | 1.88 | 3.92 | M4.82 | 6.37 | 0.29 | 0.60 | 3.80 | 5.26 | 49.14 |
| 1941 | 2.93 | 2.30 | M4.76 | M1.69 | 0.90 | 4.41 | M6.03 | 3.10 | 0.32 | 2.09 | 3.25 | M5.84 | 37.62 |
| 1942 | 2.14 | 2.16 | M6.83 | 1.20 | 5.33 | 2.66 | 3.27 | 3.65 | 3.47 | 2.56 | 1.69 | 7.60 | 42.56 |
| 1943 | 4.24 | 1.27 | M6.97 | 5.21 | 3.67 | 2.99 | 5.84 | M3.38 | 5.04 | 1.82 | 2.97 | 2.91 | 46.31 |
| 1944 | 4.71 | M9.65 | 8.17 | 5.80 | 1.79 | 0.55 | 7.91 | 1.19 | 1.81 | 1.49 | 2.83 | 3.66 | 49.56 |
| 1945 | 5.54 | 6.59 | 4.06 | 5.98 | 2.69 | | M2.53 | 4.06 | 5.68 | 3.97 | 3.55 | 8.88 | 53.53 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1946 | 10.12 | 6.97 | 11.28 | M4.30 | 8.10 | 2.13 | 3.81 | 0.99 | 3.91 | 3.69 | 2.58 | 1.98 | 59.86 |
| 1947 | 10.45 | 2.48 | 5.41 | 4.13 | 2.70 | 7.31 | 2.68 | 3.15 | 3.39 | 6.08 | 8.27 | 4.35 | 60.40 |
| 1948 | 3.35 | 9.04 | 8.12 | 3.12 | 5.48 | 3.14 | 8.48 | 2.74 | 1.90 | 0.73 | 13.82 | 4.39 | 64.31 |
| 1949 | 6.48 | 6.70 | 4.69 | 6.23 | 5.43 | 3.26 | 6.16 | 5.18 | 5.28 | 4.72 | 1.59 | 3.47 | 59.19 |
| 1950 | 3.72 | 3.55 | 5.36 | 1.42 | 4.25 | 7.27 | 6.40 | 5.43 | 2.95 | 5.42 | 0.69 | 3.06 | 49.52 |
| 1951 | 3.16 | 2.56 | 7.10 | 5.05 | 2.72 | 6.93 | 2.01 | 0.83 | 5.35 | 3.28 | 3.08 | 10.55 | 52.62 |
| 1952 | 4.57 | 3.70 | 11.61 | 3.88 | 2.05 | 1.95 | 0.57 | 5.76 | 3.38 | 0.95 | 4.13 | 5.75 | 48.30 |
| 1953 | 7.69 | 5.94 | 4.10 | 3.70 | 4.61 | 4.93 | 4.62 | 0.25 | 6.59 | 0.52 | 2.45 | 8.48 | 53.88 |
| 1954 | 7.09 | 2.13 | 6.12 | 3.92 | 2.91 | 3.41 | 3.45 | 3.33 | 0.55 | 0.63 | 4.50 | 4.75 | 42.79 |
| 1955 | 5.43 | 7.42 | 4.81 | 4.66 | 3.71 | 1.66 | 5.50 | 3.79 | 0.90 | 1.85 | 3.81 | 1.94 | 45.48 |
| 1956 | 2.57 | 8.92 | 7.47 | 4.78 | 3.11 | 1.29 | 6.79 | 2.56 | 5.89 | 2.99 | 2.35 | 5.94 | 54.66 |
| 1957 | 5.52 | 5.41 | 3.66 | 6.67 | 3.19 | 4.43 | 1.04 | 1.18 | 4.58 | 3.41 | 6.87 | 4.82 | 50.78 |
| 1958 | 3.82 | 5.50 | 7.11 | 5.12 | 2.55 | 2.09 | 8.28 | 1.50 | 3.14 | 3.17 | 2.17 | 3.00 | 47.45 |
| 1959 | 4.80 | 4.87 | 7.25 | 4.20 | 7.51 | 2.88 | 4.91 | 0.89 | 2.91 | 8.27 | 1.72 | 3.60 | 53.81 |
| 1960 | 8.44 | 4.88 | 5.49 | 4.39 | 2.41 | 4.77 | 4.52 | 3.75 | 6.82 | 3.63 | 1.87 | 2.74 | 53.71 |
| 1961 | 3.43 | 15.69 | 5.71 | 6.08 | 4.11 | 5.84 | 6.63 | 5.64 | 1.31 | 0.26 | 3.34 | 16.15 | 74.19 |
| 1962 | 5.14 | 6.58 | 5.77 | 7.20 | 0.39 | 1.86 | 6.27 | 5.56 | 6.55 | 3.74 | 6.74 | 4.02 | 59.82 |
| 1963 | 4.96 | 2.51 | 8.30 | 8.99 | 2.85 | 10.33 | 4.91 | 1.92 | 6.66 | 0.00 | 4.86 | 5.13 | 61.42 |
| 1964 | 9.09 | 5.50 | 12.76 | 13.19 | 3.75 | 2.65 | 10.05 | 4.63 | 3.89 | 6.75 | 3.28 | 6.58 | 82.12 |
| 1965 | 4.28 | 4.86 | 7.59 | 4.30 | 2.37 | 5.40 | 4.88 | 1.21 | 2.18 | 5.33 | 2.58 | 1.50 | 46.48 |
| 1966 | 6.49 | M9.00 | 5.47 | 5.54 | 10.38 | 1.53 | 4.45 | 3.27 | 3.41 | 8.09 | 4.34 | 4.75 | 66.72 |
| 1967 | 5.37 | 5.12 | 2.52 | 5.79 | 5.85 | 6.65 | 11.33 | 6.86 | 1.87 | 2.38 | 7.83 | 5.97 | 67.54 |
| 1968 | 6.27 | 2.13 | 4.16 | 7.11 | 6.49 | 3.89 | 3.14 | 2.57 | 4.91 | 2.25 | 6.00 | 5.73 | 54.65 |
| 1969 | 6.32 | 4.70 | 4.58 | 5.50 | 3.49 | 1.90 | 2.51 | 8.67 | 3.21 | 1.33 | | 4.71 | 46.92 |
| 1970 | 2.70 | 2.52 | 6.96 | 3.58 | 3.21 | 2.89 | 5.54 | 3.77 | 1.20 | 6.54 | 1.98 | 2.37 | 43.26 |
| 1971 | 4.30 | 6.51 | 6.93 | 3.99 | 3.39 | 2.03 | 6.55 | 4.49 | 6.95 | 1.75 | 3.35 | 6.03 | 56.27 |
| 1972 | 10.00 | 3.41 | 4.83 | 2.46 | 6.70 | 3.84 | 4.08 | 1.17 | 4.90 | 3.68 | 5.02 | 7.58 | 57.67 |
| 1973 | 6.19 | 3.68 | 9.74 | 5.75 | 9.28 | 3.57 | 2.47 | 1.85 | 5.65 | 1.32 | 3.05 | 5.12 | 57.67 |
| 1974 | 9.25 | 4.71 | 4.06 | 4.55 | 4.93 | 2.77 | 2.92 | 6.08 | 1.11 | 1.16 | 3.10 | 6.51 | 51.15 |
| 1975 | 6.05 | 7.67 | 8.04 | M1.24 | 7.18 | 3.81 | 5.16 | 4.56 | 4.86 | 4.81 | 3.52 | 4.16 | 61.06 |
| 1976 | 5.84 | 2.32 | 12.30 | 1.28 | 8.09 | 2.25 | 5.16 | 1.46 | 1.65 | 4.81 | 2.92 | 5.50 | 53.58 |
| 1977 | 5.25 | 3.11 | 9.33 | 4.56 | 1.10 | 1.75 | 2.18 | 3.18 | 5.24 | 8.80 | 7.72 | 3.49 | 55.71 |
| 1978 | 8.92 | 0.77 | 3.47 | 3.38 | 3.49 | 2.41 | 4.26 | 9.96 | 0.13 | 1.20 | 3.01 | 5.07 | 46.07 |
| 1979 | 5.99 | 6.39 | 5.18 | 11.80 | 4.64 | 3.73 | 7.56 | 6.00 | 5.36 | 2.48 | 5.73 | 1.12 | 65.98 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1980 | 8.17 | 2.95 | 15.63 | 3.19 | 6.44 | 7.18 | 0.86 | 2.19 | 6.79 | 3.25 | 1.86 | 0.72 | 59.23 |
| 1981 | 0.96 | 6.08 | 4.29 | 2.17 | 6.88 | 2.60 | 2.36 | 5.63 | 1.37 | 2.49 | 1.98 | 5.88 | 42.69 |
| 1982 | 7.03 | 10.07 | 3.21 | 10.83 | 3.19 | 4.08 | 5.15 | 3.85 | 2.68 | 5.63 | 3.21 | 8.36 | 67.29 |
| 1983 | 4.28 | 5.18 | 7.60 | 5.18 | 4.79 | 3.63 | 3.02 | 0.94 | 6.52 | 2.22 | 8.07 | 14.52 | 65.95 |
| 1984 | 4.34 | | | | | | | | | | | | 4.34 |
| 1985 | | | | | | | | | | | | | |
| 1986 | | | | | | 0.49 | 1.76 | 3.19 | 5.81 | 8.90 | 5.76 | 5.19 | 31.10 |
| 1987 | 6.65 | 5.05 | 4.73 | 2.43 | 0.51 | 5.07 | 1.27 | 2.91 | 2.47 | 0.57 | 3.43 | 4.36 | 39.45 |
| 1988 | 5.58 | 2.14 | 2.17 | 6.28 | 0.46 | 0.26 | 3.99 | 3.76 | 9.01 | 3.91 | 3.19 | 1.48 | 42.23 |
| 1989 | 4.81 | M5.48 | 3.90 | 3.02 | 4.06 | 8.72 | 6.62 | 3.20 | 9.41 | 5.65 | 4.81 | 4.78 | 64.46 |
| 1990 | 7.98 | 7.62 | 9.61 | 2.38 | 3.93 | | 3.12 | 5.83 | 4.70 | 5.28 | 2.81 | 4.73 | 57.99 |
| 1991 | 5.84 | 4.12 | 6.16 | 5.91 | 5.27 | 3.55 | 6.73 | 8.26 | 1.84 | 0.22 | 4.18 | 5.01 | 57.09 |
| 1992 | M2.16 | 6.77 | 4.94 | 1.05 | 1.87 | 3.62 | 2.94 | 5.76 | 5.68 | 4.64 | 8.33 | 8.40 | 56.16 |
| 1993 | 9.72 | 4.31 | 5.01 | 3.05 | 4.56 | 2.63 | 1.69 | 2.60 | 2.01 | 4.78 | 4.82 | 4.28 | 49.46 |
| 1994 | 4.47 | 5.56 | 9.14 | 3.59 | 3.89 | 6.62 | 6.36 | 5.38 | 2.68 | 4.54 | 2.73 | 2.53 | 57.49 |
| 1995 | 3.91 | 8.30 | 4.87 | 2.93 | 2.59 | 7.43 | 0.67 | 4.53 | 3.07 | 8.36 | 7.00 | 2.93 | 56.59 |
| 1996 | 9.65 | 4.45 | 8.88 | 5.48 | 2.94 | 3.14 | 3.26 | 3.45 | 4.37 | 1.12 | 4.39 | 4.20 | 55.33 |
| 1997 | 6.78 | 6.42 | 5.11 | 6.25 | 4.32 | 7.45 | 6.81 | 2.75 | 6.33 | 7.22 | 3.56 | 4.46 | 67.46 |
| 1998 | 6.29 | 7.33 | 5.62 | 11.43 | 6.04 | 3.54 | 3.38 | 6.71 | 2.75 | 0.51 | 4.40 | 4.12 | 62.12 |
| 1999 | 4.99 | 3.75 | 2.30 | 1.49 | 3.36 | 3.96 | 5.22 | 0.87 | 2.76 | 5.95 | 3.98 | 1.96 | 40.59 |
| 2000 | 5.02 | 1.75 | 4.44 | 3.21 | 2.08 | 3.05 | 0.79 | 6.55 | 8.03 | 0.18 | 5.48 | 2.23 | 42.81 |
| 2001 | 4.78 | 3.73 | 7.71 | 2.41 | 3.98 | 5.00 | 10.20 | 3.55 | 4.05 | 1.68 | 1.49 | M3.21 | 51.79 |
| 2002 | 6.55 | 1.99 | M3.85 | 1.78 | 4.88 | 2.37 | M0.56 | 1.92 | 8.90 | M7.30 | 7.71 | M8.64 | 56.45 |
| 2003 | 3.08 | 6.76 | M5.85 | 4.41 | M8.64 | 7.67 | 8.82 | 4.13 | M3.52 | M0.38 | 5.56 | 3.21 | 62.03 |
| 2004 | 2.86 | 4.29 | 1.38 | 1.65 | 2.60 | 5.02 | 3.00 | 2.62 | 12.38 | 1.50 | 4.68 | 5.64 | 47.62 |
| 2005 | 2.26 | 6.44 | 6.25 | 5.10 | 2.66 | 8.37 | 15.52 | 10.42 | 0.64 | 3.31 | 3.51 | 4.58 | 69.06 |
| 2006 | 5.50 | 4.70 | M3.77 | | 2.81 | 2.62 | 2.61 | 4.35 | 3.32 | 4.93 | 5.06 | 1.46 | 41.13 |
| 2007 | 5.64 | 2.52 | 2.56 | 2.10 | 1.79 | M4.08 | 5.69 | 1.82 | 0.96 | 2.01 | 1.98 | 4.75 | 35.90 |
| 2008 | 2.77 | | | | | | M1.42 | 7.93 | 1.36 | 3.37 | 2.38 | 7.14 | 26.37 |
| 2009 | M7.08 | M3.61 | 7.28 | 5.27 | 7.24 | 1.45 | 2.95 | 5.30 | 11.62 | 10.36 | 6.30 | M9.71 | 78.17 |
| 2010 | M1.25 | M2.03 | M2.53 | M1.13 | M4.56 | M1.52 | 6.41 | 6.03 | 3.36 | 1.86 | 2.81 | 4.41 | 37.90 |
| 2011 | M0.33 | M0.99 | 10.08 | 5.96 | M3.17 | 5.55 | 3.42 | M2.24 | 3.19 | 3.07 | M5.90 | 5.33 | 49.23 |
| 2012 | M4.77 | 2.63 | 5.17 | 1.87 | 5.18 | M4.09 | 8.66 | 4.42 | 1.52 | 4.97 | 1.17 | 6.88 | 51.33 |
| 2013 | 8.35 | M6.66 | M5.03 | 6.36 | 8.20 | M6.83 | 8.49 | 8.16 | 3.59 | 2.94 | 3.70 | 9.86 | 78.17 |
| 2014 | M5.07 | M6.09 | M4.05 | M6.39 | M3.30 | 5.91 | 3.07 | M1.42 | 3.07 | M4.37 | 4.04 | M4.94 | 51.72 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2015 | 4.05 | 3.32 | M2.43 | M6.73 | M4.06 | 4.91 | M6.09 | 6.95 | M4.52 | 7.06 | M10.52 | 10.04 | 70.68 |
| 2016 | M3.00 | M3.26 | M1.36 | M2.49 | M1.60 | 4.40 | 1.85 | M3.53 | M3.79 | 0.32 | 2.06 | M4.16 | 31.82 |
| 2017 | M5.16 | 2.02 | M4.58 | M5.59 | M14.98 | 5.43 | M2.12 | M3.31 | 4.62 | 4.71 | M0.86 | M3.16 | 56.54 |
| 2018 | 3.21 | M9.07 | 5.59 | 5.96 | 5.12 | 5.22 | 5.10 | 6.64 | M1.56 | M4.53 | M10.00 | M12.77 | 74.77 |
| 2019 | 6.94 | 10.16 | 4.54 | 5.94 | M2.82 | M6.45 | M6.35 | M3.80 | M0.20 | M4.43 | M2.88 | M3.35 | 57.86 |
| 2020 | M6.75 | M11.50 | 7.89 | 8.12 | M3.38 | 4.90 | M2.57 | 7.56 | 7.44 | 6.79 | 3.64 | 4.27 | 74.81 |
| 2021 | 5.33 | 5.30 | M4.21 | 4.08 | 4.62 | 3.49 | M3.96 | 4.84 | 8.37 | 5.27 | M0.40 | | 49.87 |

Notes: Data missing in any month have an "M" flag. A "T" indicates a trace of precipitation.

Data missing for all days in a month or year is blank.

Creation date: 2021-11-11

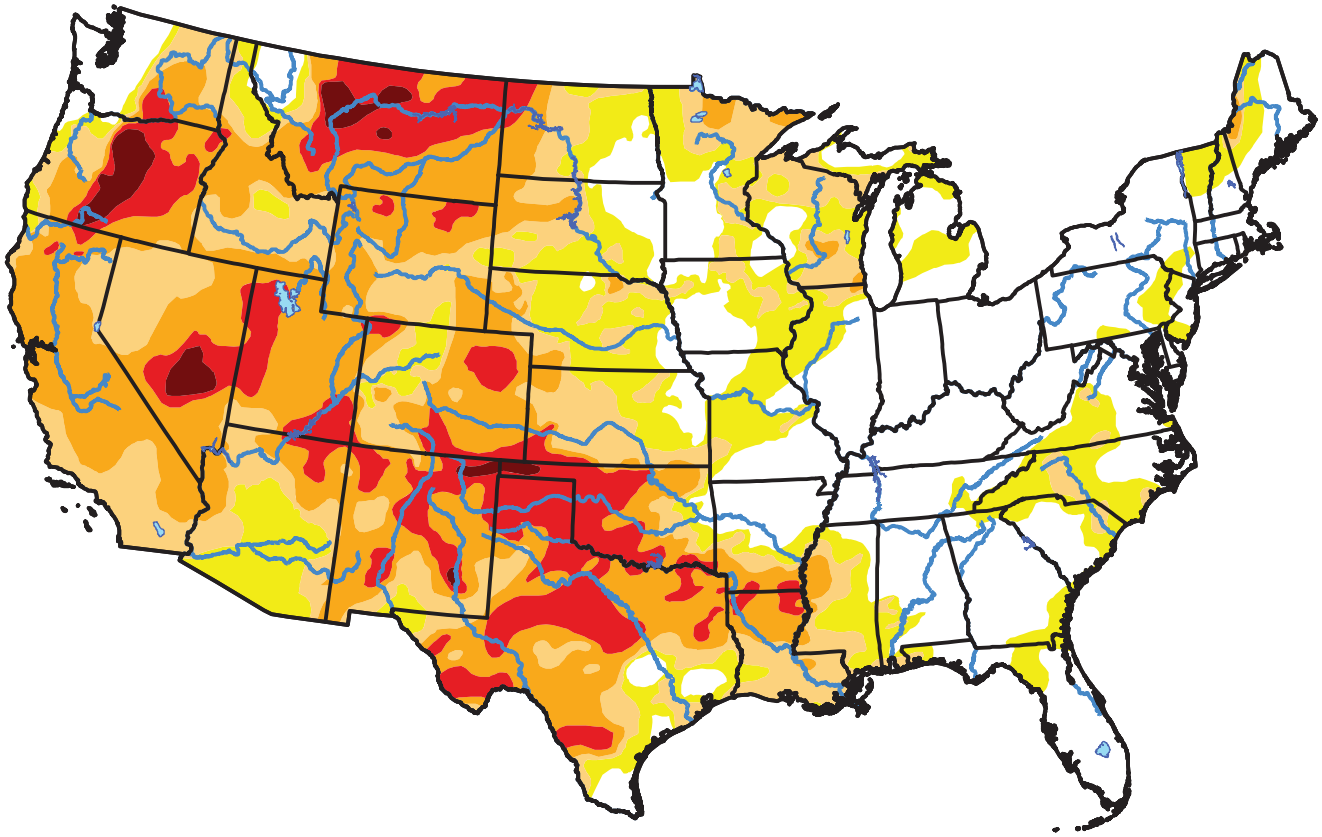
*U.S. Drought Monitor*

# Contiguous U.S. (CONUS)

**February 1, 2022**

***(Released Thursday, Feb. 3, 2022)***

**Valid 7 a.m. EST**



## *Intensity:*

- None
- D0 Abnormally Dry
- D1 Moderate Drought
- D2 Severe Drought
- D3 Extreme Drought
- D4 Exceptional Drought

*The Drought Monitor focuses on broad-scale conditions. Local conditions may vary. For more information on the Drought Monitor, go to https://droughtmonitor.unl.edu/About.aspx*

## *Author:*

Curtis Riganti
National Drought Mitigation Center

**droughtmonitor.unl.edu**

# AMENDMENT TO AN APPLICATION TO AMEND THE OFFICIAL ZONING MAP OF GWINNETT COUNTY, GEORGIA

| | |
|---|---|
| APPLICANT: | McGinnis Ferry Development Group, LLC c/o Mahaffey Pickens Tucker, LLP |
| ZONING CASE NUMBER: | RZM2022-00021 |
| PRESENT ZONING DISTRICT(S): | RA-200 |
| REQUESTED ZONING DISTRICT(S): | RM-24 |
| PROPERTY: | 142 Old Peachtree Road |
| SIZE: | +/- 14.58 Acres |
| PROPOSED DEVELOPMENT: | Residential Multi-Family Community |

The Applicant, hereby amends its application to amend the official zoning map of Gwinnett County, Georgia heretofore filed with the Planning Division of Gwinnett County, Georgia by the addition of the attached Exhibit to the original application.

This 21st day of June, 2022.

MAHAFFEY PICKENS TUCKER, LLP

Shane M. Lanham

*Attorneys for Applicant*

# JUSTIFICATION FOR REZONING

The portions of the Gwinnett County Unified Development Ordinance (the "UDO") which classify or may classify the property which is the subject of this Application (the "Property") into any less intensive zoning classification other than as requested by the Applicant, are or would be unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the UDO as applied to the subject Property, which restricts its use to the present zoning classification, is unconstitutional, illegal, null and void, constituting a taking of the Applicant's and the Owner's property in violation of the Just Compensation Clause of the Fifth Amendment and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I, and Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983, and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

The Property is presently suitable for development under the RM-24 classification as requested by the Applicant, and is not economically suitable for development under the present RA-200 zoning classification of Gwinnett County. A denial of this Application would constitute an arbitrary and capricious act by the Gwinnett County Board of Commissioners without any rational basis therefore, constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

A refusal by the Gwinnett County Board of Commissioners to rezone the Property to the RM-24 classification with such conditions as agreed to by the Applicant, so as to permit the only feasible economic use of the Property, would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia

of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the subject Property to the RM-24 classification, subject to conditions which are different from the conditions by which the Applicant may amend its application, to the extent such different conditions would have the effect of further restricting the Applicant's and the Owner's utilization of the subject Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

Opponents to the request set forth in the Application, or in any amendments to the Application, have waived their rights to appeal any decision of the Gwinnett County Board of Commissioners because they lack standing, have failed to exhaust administrative remedies, and/or because they failed to assert any legal or constitutional objections.

Accordingly, the Applicant respectfully requests that the rezoning application submitted by the Applicant relative to the Property be granted and that the Property be rezoned to the zoning classification as shown on the respective application.

This 21st day of June, 2022.

Respectfully submitted,

MAHAFFEY PICKENS TUCKER, LLP

Shane M. Lanham
*Attorneys for Applicant*

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