REZONING APPLICATION

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

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION*
NAME: Retail Planning Corporation c/o Mahaffey Pickens Tucker, LLP	NAME: Multiple--see attached
ADDRESS: 1550 North Brown Road, Suite 125	ADDRESS:
CITY: Lawrenceville	CITY:
STATE: Georgia ZIP: 30043	STATE: ZIP:
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): R-100 REQUESTED ZONING DISTRICT: RM-13

PARCEL NUMBER(S): R5162 050 & R5163 012 ACREAGE: +/-21.33

ADDRESS OF PROPERTY: Hoke O'Kelly Mill Road @ Loganville Highway (SR 20)

PROPOSED DEVELOPMENT: Mixed-residential development with multi-family and single-family residential uses

RESIDENTIAL DEVELOPMENT	NON-RESIDENTIAL DEVELOPMENT
No. of Lots/Dwelling Units: 276	No. of Buildings/Lots: NA
Dwelling Unit Size (Sq. Ft.): varies per UDO	Total Building Sq. Ft. NA
Gross Density: +/-12.94 units per acre	Density: NA
Net Density: +/-12.94 units per acre	

PLEASE ATTACH A LETTER OF INTENT EXPLAINING WHAT IS PROPOSED

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AND DEVELOPMENT
RZM2021-00002
12-02-2020

PROPERTY OWNER LIST

Name	Address	Parcel
Lester, Henry Jackson, et al.	3633 LOGANVILLE HWY LOGANVILLE GA 30052	5162 050
Livsey, Joan Carolyn, et al.	3380 BRISCOE RD LOGANVILLE GA 30052	5163 012

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Proposed Multi-Family

As shown on a Preliminary Subdivision Plat for Retail Planning Corporation, prepared by GeoSurvey, Ltd., dated August 26, 2020, revised November 3, 2020.

All that tract or parcel of land lying or being in Land Lots 162 and 163, 5th District, Gwinnett County, Georgia, and being more particularly described as follows:

Commencing at a concrete monument found at the intersection of the Southerly right-of-way of Hoke O'Kelly Mill Road (variable right-of-way) with the Westerly right-of-way of Loganville Highway (Georgia Highway 20) (variable right-of-way); thence along said right-of-way of Loganville Highway South 70 degrees 57 minutes 06 seconds East, a distance of 43.26 feet to a concrete monument found; thence South 38 degrees 15 minutes 44 seconds East, a distance of 48.72 feet to a 5/8 inch rebar set; thence South 43 degrees 50 minutes 10 seconds East, a distance of 98.36 feet to a concrete monument found; thence along a curve to the right, said curve having an arc length of 219.19 feet with a radius of 2935.00 feet, being subtended by a chord bearing of South 33 degrees 44 minutes 07 seconds East, a distance of 219.13 feet to a concrete monument found; thence along a curve to the right, said curve having an arc length of 155.15 feet with a radius of 2814.79 feet, being subtended by a chord bearing of South 29 degrees 08 minutes 55 seconds East, a distance of 155.13 feet to a 5/8 inch rebar set, said point being the True Point of Beginning;

thence along a curve to the right, said curve having an arc length of 292.92 feet with a radius of 2814.79 feet, being subtended by a chord bearing of South 24 degrees 35 minutes 17 seconds East, a distance of 292.79 feet to a 5/8 inch rebar set; thence South 21 degrees 36 minutes 25 seconds East, a distance of 317.88 feet to a concrete monument found; thence South 68 degrees 22 minutes 26 seconds West, a distance of 39.01 feet to a concrete monument found; thence South 21 degrees 37 minutes 34 seconds East, a distance of 58.00 feet to a concrete monument found; thence North 68 degrees 22 minutes 26 seconds East, a distance of 38.99 feet to a concrete monument found; thence South 21 degrees 36 minutes 27 seconds East, a distance of 106.27 feet to a 5/8 inch rebar set; thence South 21 degrees 36 minutes 27 seconds East, a distance of 290.73 feet to a concrete monument found; thence South 03 degrees 51 minutes 34 seconds West, a distance of 6.65 feet to a concrete monument found; thence South 21 degrees 37 minutes 34 seconds East, a distance of 59.00 feet to a concrete monument found; thence South 28 degrees 19 minutes 44 seconds East, a distance of 23.17 feet to a concrete monument found; thence South 21 degrees 36 minutes 24 seconds East, a distance of 342.39 feet to a 1/2 inch rebar found; thence leaving said right-of-way South 64 degrees 22 minutes 11 seconds West, a distance of 273.50 feet to a point in the centerline of a stream; thence along said centerline of the stream the following courses and distances: North 27 degrees 18 minutes 31 seconds West, a distance of 23.37 feet to a point; North 38 degrees 42 minutes 48 seconds West, a distance of 29.75 feet to a point; North 52 degrees 44 minutes 46 seconds West, a distance of 34.36 feet to a point; North 21 degrees 11 minutes 38 seconds West, a distance of 43.58 feet to a point; North 73 degrees 42 minutes 34 seconds West, a distance of 51.73 feet to a point; North 52 degrees 31 minutes 53 seconds West, a distance of 30.47 feet to a point; North 07 degrees 50 minutes 53 seconds East, a distance of 13.89 feet to a point; North 46 degrees 26 minutes 15 seconds West, a distance of 30.50 feet to a point; South 88 degrees 29 minutes 43 seconds West, a distance of 15.86 feet to a point; North 29 degrees 32 minutes 35 seconds West, a distance of 31.44 feet to a point; North 78 degrees 29 minutes 38 seconds West, a distance of 22.00 feet to a point; North 51 degrees 56 minutes 32 seconds West, a distance of 26.13 feet to a point; North 37 degrees 56 minutes 40 seconds West, a distance of 41.93 feet to a point; North 32 degrees 01 minutes 21 seconds West, a distance of 75.52 feet to a point; North 60 degrees 28 minutes 05 seconds West, a distance of 21.72 feet to a point; North 25 degrees 33 minutes 19 seconds West, a distance of 18.54 feet

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to a point; North 61 degrees 28 minutes 54 seconds West, a distance of 48.20 feet to a point; North 46 degrees 15 minutes 58 seconds West, a distance of 29.79 feet to a point; North 54 degrees 03 minutes 30 seconds West, a distance of 54.28 feet to a point; North 73 degrees 20 minutes 01 seconds West, a distance of 109.59 feet to a point; South 89 degrees 20 minutes 06 seconds West, a distance of 31.51 feet to a point; North 64 degrees 49 minutes 09 seconds West, a distance of 18.87 feet to a point; thence leaving the centerline of said stream South 60 degrees 13 minutes 39 seconds West, a distance of 30.85 feet to a 5/8 inch rebar set; thence North 57 degrees 45 minutes 56 seconds West, a distance of 147.16 feet to a 5/8 inch rebar set; thence North 26 degrees 44 minutes 53 seconds West, a distance of 76.91 feet to a 5/8 inch rebar set; thence North 41 degrees 36 minutes 34 seconds West, a distance of 235.35 feet to a 5/8 inch rebar set; thence North 13 degrees 09 minutes 01 seconds West, a distance of 92.94 feet to a 5/8 inch rebar set; thence North 30 degrees 53 minutes 52 seconds West, a distance of 168.19 feet to a 5/8 inch rebar set; thence North 64 degrees 07 minutes 24 seconds West, a distance of 143.47 feet to a 5/8 inch rebar set; thence North 17 degrees 39 minutes 14 seconds East, a distance of 93.57 feet to a 5/8 inch rebar set; thence North 25 degrees 16 minutes 15 seconds East, a distance of 147.22 feet to a 5/8 inch rebar set; thence South 71 degrees 02 minutes 35 seconds East, a distance of 262.65 feet to a 5/8 inch rebar set; thence South 12 degrees 29 minutes 19 seconds East, a distance of 254.03 feet to a 5/8 inch rebar set; thence North 81 degrees 08 minutes 22 seconds East, a distance of 163.29 feet to a 5/8 inch rebar set; thence North 13 degrees 32 minutes 10 seconds West, a distance of 331.12 feet to a 5/8 inch rebar set; thence North 60 degrees 15 minutes 10 seconds East, a distance of 115.79 feet to a 5/8 inch rebar set; thence North 62 degrees 16 minutes 49 seconds East, a distance of 311.39 feet to a 5/8 inch rebar set, said point being the True Point of Beginning.

Said tract of land contains 21.332 Acres.

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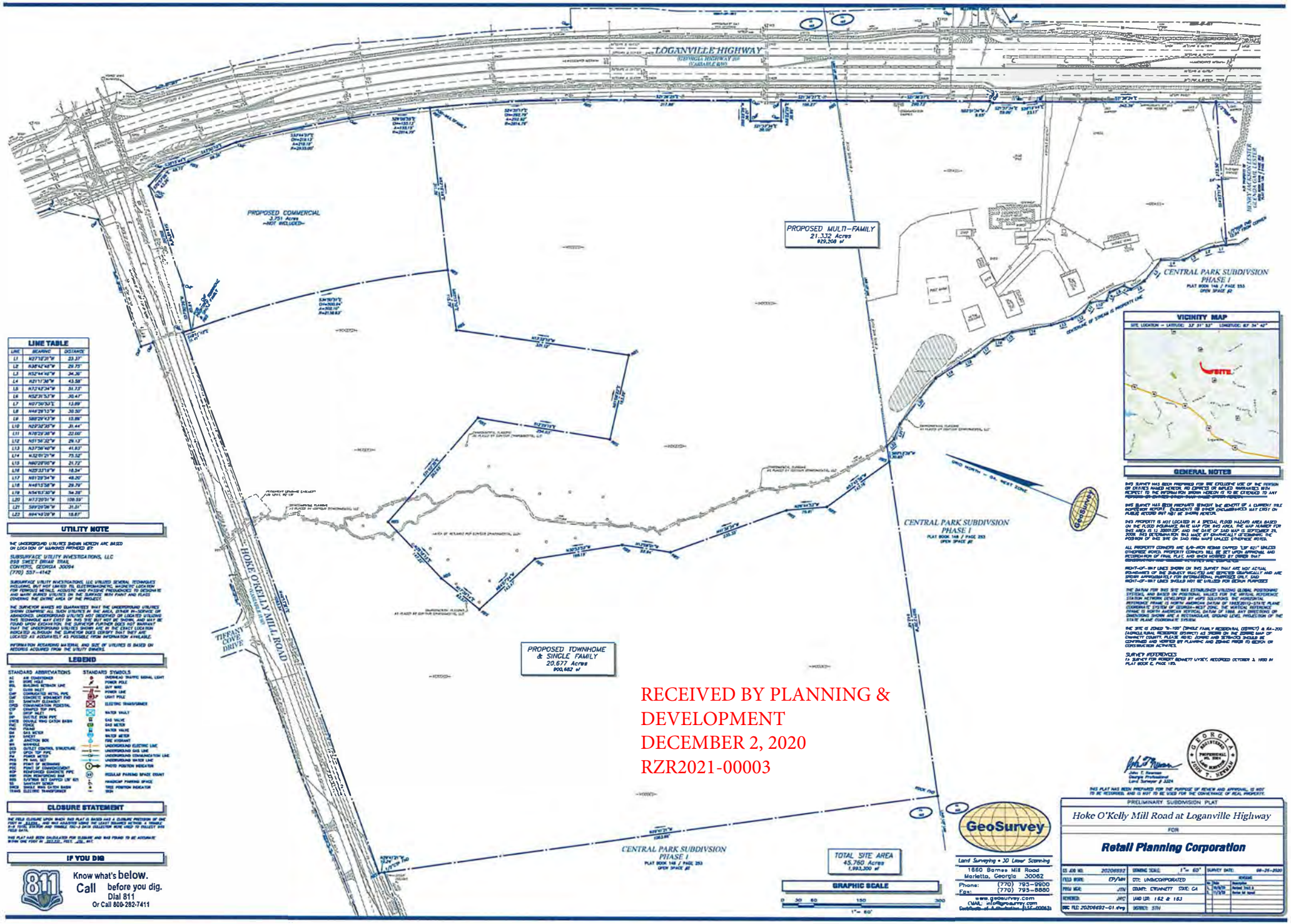

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N27°18'21"W	23.37'
L2	N38°42'48"W	29.75'
L3	N52°44'48"W	34.36'
L4	N21°17'36"W	43.58'
L5	N73°43'24"W	51.73'
L6	N52°31'53"W	30.47'
L7	N07°36'53"E	13.89'
L8	N46°29'13"W	30.30'
L9	S88°29'43"W	13.86'
L10	N23°32'25"W	31.44'
L11	N78°29'38"W	22.00'
L12	N01°36'32"W	29.13'
L13	N37°36'40"W	41.83'
L14	N32°01'21"W	75.52'
L15	N80°28'05"W	21.72'
L16	N25°33'19"W	18.34'
L17	N81°28'34"W	49.20'
L18	N46°13'58"W	29.79'
L19	N54°53'30"W	54.25'
L20	N73°29'01"W	109.33'
L21	S89°29'28"W	31.51'
L22	N44°49'39"W	18.81'

UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON LOCATION OF MARKINGS PROVIDED BY:

SUBSURFACE UTILITY INVESTIGATIONS, LLC
858 SWEET BRIAR TRAIL
CONYERS, GEORGIA 30094
(770) 557-4142

SUBSURFACE UTILITY INVESTIGATIONS, LLC UTILIZED SEVERAL TECHNIQUES INCLUDING, BUT NOT LIMITED TO, ELECTROMAGNETIC, MAGNETIC LOCATION FOR FERROUS METALS, ACOUSTIC AND PASSIVE FREQUENCIES TO DESIGNATE AND MARK BURIED UTILITIES ON THE SURFACE, WITH PAINT AND FLAGS COVERING THE ENTIRE AREA OF THE PROJECT.

THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. UNDERGROUND UTILITIES NOT DESCRIBED OR LOCATED UTILIZING THIS TECHNIQUE MAY EXIST ON THIS SITE BUT MAY NOT BE SHOWN, AND MAY BE FOUND UPON EXCAVATION. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THE SURVEYOR DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

INFORMATION REGARDING MATERIAL AND SIZE OF UTILITIES IS BASED ON RECORDS ACQUIRED FROM THE UTILITY OWNERS.

LEGEND

STANDARD ABBREVIATIONS

AC	AIR CONDITIONER
BH	BORE HOLE
BSL	BUILDING SETBACK LINE
CI	CURB INLET
CMP	CORRUGATED METAL PIPE
CMF	CONCRETE MONUMENT FOUND
CO	SANITARY CLEANOUT
CPED	CONVENIENCE PEDESTAL
CRF	CRIMPED TOP PIPE
DI	DROP INLET
DIP	DUCTILE IRON PIPE
DWCB	DOUBLE WING CATCH BASIN
FHC	FIRE HOSE CONNECTION
FND	FOUND
GM	GAS METER
GV	GATE VALVE
JB	JUNCTION BOX
MH	MANHOLE
OCS	OFFICE CONTROL STRUCTURE
OTP	OFFICE TOP PIPE
PM	PARKING METER
PKS	PK NAIL SET
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
RCP	REINFORCED CONCRETE PIPE
RBR	IRON REINFORCING BAR
RBS	1/2"REBAR SET CAPPED LSF #251
SMH	SANITARY MANHOLE
TCB	TOP OF CONCRETE BASIN
TRANS	ELECTRIC TRANSFORMER

STANDARDS SYMBOLS

- OVERHEAD TRAFFIC SIGNAL LIGHT
- POWER POLE
- GUY WIRE
- POWER LINE
- LIGHT POLE
- ELECTRIC TRANSFORMER
- WATER VAULT
- GAS VALVE
- GAS METER
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- UNDERGROUND ELECTRIC LINE
- UNDERGROUND GAS LINE
- UNDERGROUND COMMUNICATION LINE
- UNDERGROUND WATER LINE
- PHOTO POSITION INDICATOR
- REGULAR PARKING SPACE COUNT
- HANDICAP PARKING SPACE
- TREE POSITION INDICATOR

CLOSURE STATEMENT

THE FIELD CLOSURE UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN [illegible] FEET, AND WAS ADJUSTED USING THE LEAST SQUARES METHOD. A TRIMBLE S6 DR 5" ROBOTIC AND TRIMBLE CSL1.2 DATA COLLECTOR WERE USED TO COLLECT THE FIELD DATA.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND HAS FOUND TO BE ACCURATE WITHIN ONE FOOT IN [illegible] FEET. [illegible] SEC.

IF YOU DIG

811 Know what's below. Call before you dig. Dial 811 Or Call 800-282-7411

VICINITY MAP

GENERAL NOTES

THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE PERSON OR ENTITIES NAMED HEREON. NO EXPRESS OR IMPLIED WARRANTIES WITH RESPECT TO THE INFORMATION SHOWN HEREON IS TO BE EXTENDED TO ANY PERSONS OR ENTITIES OTHER THAN THOSE NAMED.

THIS SURVEY HAS BEEN PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE EXAMINATION REPORT. EASEMENTS OR OTHER ENCUMBRANCES MAY EXIST ON PUBLIC RECORD BUT NOT BE SHOWN HEREON.

THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 13 135013 0F, AND THE DATE OF SAID MAP IS SEPTEMBER 29, 2006. THIS DETERMINATION WAS MADE BY GRAPHICALLY GEOREFERENCING THE POSITION OF SAID SITE ON SAID FEMA MAPS UNLESS OTHERWISE NOTED.

ALL PROPERTY CORNERS ARE 5/8-INCH REBARS CAPPED "LSF #251" UNLESS OTHERWISE NOTED. PROPERTY CORNERS WILL BE SET UPON APPROVAL AND RECORDATION OF FINAL PLAT, AND WHEN NOTED BY [illegible]

RIGHT-OF-WAY LINES SHOWN ON THIS SURVEY THAT ARE NOT ACTUAL REMAINDERS OF THE SUBJECT PARCEL(S) ARE DEPICTED GRAPHICALLY AND ARE SHOWN APPROXIMATELY FOR INFORMATIONAL PURPOSES ONLY. SAID RIGHT-OF-WAY LINES SHOULD NOT BE UTILIZED FOR DESIGN PURPOSES

THE DATUM FOR THIS SITE WAS ESTABLISHED UTILIZING GLOBAL POSITIONING SYSTEMS, AND BASED ON POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPED BY HEPS SOLUTIONS. THE HORIZONTAL REFERENCE FRAME IS NORTH AMERICAN DATUM OF 1983(2011)-STATE PLANE COORDINATE SYSTEM OF GEORGIA-WEST ZONE. THE VERTICAL REFERENCE FRAME IS NORTH AMERICAN VERTICAL DATUM OF 1988. ALL DIRECTIONS OR DIMENSIONS SHOWN ARE A RECTANGULAR, GROUND LEVEL PROJECTION OF THE STATE PLANE COORDINATE SYSTEM.

THE SITE IS ZONED "R-100" (SINGLE FAMILY RESIDENTIAL DISTRICT) & RA-200 (AGRICULTURAL RESIDENCE DISTRICT) AS SHOWN ON THE ZONING MAP OF GWINNETT COUNTY. PLEASE NOTE: ZONING AND SETBACKS SHOULD BE CONFIRMED AND VERIFIED BY PLANNING AND ZONING PRIOR TO DESIGN OR CONSTRUCTION ACTIVITIES.

SURVEY REFERENCES
1) SURVEY FOR ROBERT BENNETT LYDSEY, RECORDED OCTOBER 3, 1990 IN PLAT BOOK C, PAGE 120.

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RZR2021-00003

GeoSurvey
Land Surveying • 3D Laser Scanning
1660 Barnes Mill Road
Marietta, Georgia 30062
Phone: (770) 795-9800
Fax: (770) 795-9880
www.geosurvey.com
EMAIL: info@geosurvey.com

GEORGIA REGISTERED PROFESSIONAL LAND SURVEYOR JOHN T. NEWMAN

John T. Newman
Georgia Professional
Land Surveyor # 3324

THIS PLAT HAS BEEN PREPARED FOR THE PURPOSE OF REVIEW AND APPROVAL, IS NOT TO BE RECORDED, AND IS NOT TO BE USED FOR THE CONVEYANCE OF REAL PROPERTY.

PRELIMINARY SUBDIVISION PLAT

Hoke O'Kelly Mill Road at Loganville Highway

FOR

Retail Planning Corporation

GS JOB NO.	20206692	DRAWING SCALE:	1" = 60'
FIELD WORK:	CP/MH	SURVEY DATE:	08-26-2020
PROJ MGR:	JTN	CITY: UNINCORPORATED	
REVIEWED:	JWC	COUNTY: GWINNETT STATE: GA	
DWG FILE: 20206692-01.dwg		LAND LOT: 162 & 163	
		DISTRICT: 5TH	

REVISIONS		
No.	Date	Description
1	10/8/20	Revised Sheet 2
2	11/2/20	Revise lot count

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LOCATION MAP

SITE ANALYSIS

TAX PARCELS:	DEED BOOK 20249 / PAGE 1
GROSS ACREAGE:	42.01 ACRES
NET ACREAGE:	42.01 ACRES
EXISTING ZONING:	RA-200 & R-100
PROPOSED ZONING:	RM-13 AND TND

MULTIFAMILY DEVELOPMENT SUMMARY

GROSS SITE AREA:	21.33 ACRES
NET SITE AREA:	21.33 ACRES
20% OPEN SPACE REQUIRED:	4.26 ACRES
OPEN SPACE PROVIDED:	5.9 ACRES
MAXIMUM DENSITY ALLOWED:	13 UNITS/ACRE
MAX. UNITS	277
PROPOSED UNITS:	276
PROPOSED DENSITY:	12.93 UNITS/ACRE

MAX. BUILDING HEIGHT: 50'
MIN. FRONT SETBACK: 15'
MIN. SIDE SETBACK: 10'
MIN. REAR SETBACK: 30'
MIN. COMMON AREA: 15%

PARKING REQUIRED

1.5 SPACES PER UNIT:	414 SPACES
SPACES PROVIDED (2.0/UNIT)	483 SPACES
GARAGES	30

TND DEVELOPMENT SUMMARY

GROSS ACREAGE: 20.68 AC
NET SITE AREA: 20.68 AC

TOWNHOMES	-	87 (20'X43')
SINGLE FAMILY	-	19 50'x100' (5,000 sq.ft lot min.)
	-	17 60'x125' (7,500 sq.ft lot min.)
TOTAL	-	123 UNITS

DENSITY= 123 UNITS / 20.68 ACRE= 5.9 UNITS PER ACRE

OPEN SPACE= 4.2 ACRE
OPEN SPACE RATIO = 4.2 ACRE / 20.68 ACRE = 20.3%

PARKING SUMMARY

LEASING/ AMENITY PARKING:	31 SPACES
TOWNHOME GARAGE PARKING:	174 SPACES
TOWNHOME OFF STREET PARKING:	174 SPACES
SINGLE FAMILY-5,000 sq.ft lot GARAGE PARKING:	38 SPACES
SINGLE FAMILY-5,000 sq.ft lot OFF STREET PARKING:	38 SPACES
SINGLE FAMILY-7,500 sq.ft lot GARAGE PARKING:	34 SPACES
SINGLE FAMILY-7,500 sq.ft lot OFF STREET PARKING:	34 SPACES
ADDITIONAL OFF STREET PARKING:	27 SPACES
TOTAL PARKING:	550 SPACES
PARKING REQUIRED 1.5 SPACES PER UNIT:	185 SPACES

GENERAL NOTE:
GROSS AND NET ACREAGE (NET ACREAGE EXCLUDES 50% OF FLOODPLAIN AND GAS/ELECTRIC UTILITY EASEMENTS). SHOW NET ACREAGE CALCULATIONS.

SURVEY NOTES:
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THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 13135C0132F, AND THE DATE OF SAID MAP IS SEPTEMBER 29, 2006. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.

RIGHT-OF-WAY LINES SHOWN ON THIS SURVEY THAT ARE NOT ACTUAL BOUNDARIES OF THE SUBJECT TRACT(S) ARE DEPICTED GRAPHICALLY AND ARE SHOWN APPROXIMATELY FOR INFORMATIONAL PURPOSES ONLY. SAID RIGHT-OF-WAY LINES SHOULD NOT BE UTILIZED FOR DESIGN PURPOSES

THE DATUM FOR THIS SITE WAS ESTABLISHED UTILIZING GLOBAL POSITIONING SYSTEMS, AND BASED ON POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPED BY eGPS SOLUTIONS. THE HORIZONTAL REFERENCE FRAME IS NORTH AMERICAN DATUM OF 1983(2011)-STATE PLANE COORDINATE SYSTEM OF GEORGIA-WEST ZONE. THE VERTICAL REFERENCE FRAME IS NORTH AMERICAN VERTICAL DATUM OF 1988. ANY DIRECTIONS OR DIMENSIONS SHOWN ARE A RECTANGULAR, GROUND LEVEL PROJECTION OF THE STATE PLANE COORDINATE SYSTEM.

THE SITE IS ZONED "R-100" (SINGLE FAMILY RESIDENTIAL DISTRICT) & RA-200 (AGRICULTURAL RESIDENCE DISTRICT) AS SHOWN ON THE ZONING MAP OF GWINNETT COUNTY. PLEASE NOTE: ZONING AND SETBACKS SHOULD BE CONFIRMED AND VERIFIED BY PLANNING AND ZONING PRIOR TO DESIGN OR CONSTRUCTION ACTIVITIES.

SURVEY REFERENCES
1> SURVEY FOR ROBERT BENNETT LIVSEY, RECORDED OCTOBER 3, 1950 IN PLAT BOOK E, PAGE 195.

SIDEWALKS WILL BE PROVIDED ACCORDING TO COUNTY STANDARDS

ALL UTILITIES WILL BE LOCATED UNDERGROUND

NORTH

0 100 200 300 400 feet
1" = 100'

Lead Landscape Architect:
SITE CONCEPTS, LLC
2844 Broughton Lane
Atlanta, GA 30039
Phone: 770.272.8141
Teaming with:
IRONWOOD DESIGN GROUP

Hoke O'Kelly Mill Rd.
GWINNETT COUNTY, GA
PREPARED FOR
RETAIL PLANNING CORPORATION

Project Number: 2020-051

Stamp

No.	Drawing Release	Date
01	Zoning Application	09/04/20
02	Zoning Application	12/02/20
03	Revision	12/03/20

Sheet Title
OVERALL SITE PLAN

Sheet Number
L-1.0

Not for Construction

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

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

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

(B) No, approval of the proposed rezoning will not adversely affect the existing use or usability of any of the nearby properties. 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, approval of the proposed rezoning will not result in an excessive or burdensome use of the infrastructure systems. The Property is conveniently-located near multiple major thoroughfares and has access to utilities.

(E) Yes, approval of the proposed rezoning would be in conformity with the policy and intent of the Gwinnett County 2040 Unified Plan. The Property is within the Established Neighborhoods Character Area which encourages developments that are compatible with the surrounding area. The Hoke O'Kelly Mill Road/Loganville Highway intersection is likely to undergo change in the short-term as all four corners of that intersection are being marketed for commercial and residential development.

(F) The Applicant submits that the mix of surrounding land uses, the fact that the intersection at which the Property is located is likely to undergo significant change in the short term, and the Property's proximity to multiple nearby employment centers provide additional supporting grounds for approval of this Application.

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Mahaffey Pickens Tucker, LLP
ATTORNEYS AT LAW

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Gerald Davidson, Jr.*
Brian T. Easley
Kelly O. Faber
Christopher D. Holbrook
W. Brady Hughes

Shane M. Lanham
Austen T. Mabe
Jeffrey R. Mahaffey
Steven A. Pickens
Andrew D. Stancil
R. Lee Tucker, Jr.

*Of Counsel

COMBINED LETTER OF INTENT FOR REZONING APPLICATIONS

Mahaffey Pickens Tucker, LLP submits the attached rezoning applications (the "Applications") relative to a proposed development on an approximately 45.76-acre tract of land (the "Property") located at the intersection of Loganville Highway (State Route 20) and Hoke O'Kelly Mill Road. The Property is currently zoned R-100 and is located in the Established Neighborhoods Character Area as depicted on the Gwinnett County 2040 Unified Plan Future Development Map. The Applicant is proposing to rezone the Property to the TND and RM-13 zoning classifications of Gwinnett County to accommodate a mixed-residential development with a variety of home styles and sizes.

The proposed development would include two residential components including a TND component, with a mix of single-family attached and detached homes, and an RM-13 component with multifamily residential homes. An approximately 3.75-acre tract at the pin corner of Hoke O'Kelly Mill Road and Loganville Highway is not included in the Applications and is being reserved for future commercial development. The proposed multifamily residential component would include 276 homes at a density of approximately 13 units per acre pursuant to the requirements of the Gwinnett County Unified Development Ordinance (the "UDO"). The

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NorthPoint Office || 11175 Cicero Drive, Suite 100, Alpharetta, Georgia 30022
TELEPHONE 770 232 0000
FACSIMILE 678 518 6880
www.mptlawfirm.com

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proposed multifamily residential component would have a single access point on Loganville Highway at an existing median break at Willowwind Drive. Proposed community amenities would include a clubhouse, swimming pool and patio, dog walk areas, and pocket parks. Courtyard areas between the centrally-located buildings would provide additional green space and opportunity for residents to gather and socialize. Multifamily buildings would feature attractive architectural accents and building materials such as brick, stone, and/or fiber cement shake or siding. Along the right-of-way of Loganville Highway, buildings are designed to face the roadway and provide an attractive streetscape. The TND component would include an attractive mix of attached and detached homes with a separate amenity package. The single-family homes would enjoy the use of a clubhouse, pool and patio located along Hoke O'Kelly Mill Road, as well as pocket parks that are located towards the center of the development. Single-family homes would include attractive architectural design and building materials as shown on the renderings/elevations submitted with the Applications. The Applicant is also requesting to eliminate the required buffer between the Property's RM-13 and TND components and provide landscaped buffers around the perimeter of the Property as depicted on the site plan. Proposed landscaped buffer widths range from 25 feet to 50 feet. A stream runs along much of the proposed new property line and provides ample separation and screening between the proposed uses. Towards the northwesterly corner of the Property, where a pod of townhomes is adjacent to the RM-13 component, the uses would be separated by landscaping and fencing. In this area, the Applicant proposes a 10-foot landscaped strip which would provide sufficient vegetated separation.

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The Gwinnett County Long-Range Road Classification Map classifies Hoke O'Kelly Mill Road as a "Minor Collector" and Loganville Highway as a "Principal Arterial." The Property has direct access to those two roadways and additional convenient access to surrounding areas via multiple nearby major highways. Loganville Highway (State Route 20) provides connectivity to Loganville and Lawrenceville, Winder Highway (State Route 81) provides a convenient connection to Winder, and the Property is just over a mile from Atlanta Highway (US Route 78) which provides access to Snellville, I-285, and Atlanta. Accordingly, the Applicant respectfully submits that the Property is an appropriate location for a "mixed residential development" which the Gwinnett County 2040 Unified Plan (the "2040 Plan") specifically encourages as a potential development type within the Established Neighborhoods Character Area. Additionally, the proposed development would provide an appropriate transition of land uses from Loganville Highway towards less intense single-family detached uses to the south. Moreover, the proposed community is compatible with the 2040 Plan's broader housing policies set forth in Chapter 4. There, the 2040 Plan raises "fundamental questions" as to "how and where [Gwinnett] will house its future residents." The 2040 Plan notes that "nearly 3/4 of our housing units" are single-family detached homes built from the 1980s to the 2000s. The 2040 Plan has characterized this housing mix as an "over-reliance on detached single-family homes" and a "major threat to our future success." To address this issue, the 2040 Plan encourages a diversification of housing types across the County. The 2040 Plan also acknowledges demonstrated shifts in housing preferences and provides that "younger people are broadly driving changes in how housing has historically been viewed." Further, "[w]hile owning a traditional suburban single-family detached home will continue to be very desirable, younger generations are looking for more types of housing product

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options and for flexibility that ownership is not able to provide." Additionally, nearly fifty percent of households in Gwinnett are one- or two-person households. According to the 2040 Plan, this fact alone shows that "Gwinnett needs more variety in housing types than currently exists." Therefore, in order to diversify housing types and meet existing and future demand for non-single-family detached housing, the 2040 Plan encourages mixed residential developments in certain areas such as the subject Property.

The Applicant respectfully submits that the proposed development is consistent with the policies and intent of the 2040 Plan and the Gwinnett County Unified Development Ordinance and would complement nearby and adjacent land uses. The proposed development would provide an appropriate transition from the Loganville Highway corridor towards the single-family detached residences located to the south of the Property. The Applicant welcomes 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 the Applications.

This 1st day of December, 2020.

Respectfully Submitted,

MAHAFFEY PICKENS TUCKER, LLP

Shane M. Lanham
Attorneys for Applicant

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DECEMBER 2, 2020
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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: 12/1/20

Shane Lanham, Attorney for the Applicant

Type or Print Name and Title

Signature of Notary Public — Date: 12/1/2020 — Notary Seal

KATHRYN WHITE NOTARY PUBLIC DEKALB COUNTY, GA Exp. Dec. 5, 2023

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REZONING PROPERTY OWNER'S CERTIFICATION

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Signature of Property Owner — Date: 11-30-20

Chad Barrett Property Owner
Type or Print Name and Title

SEE ATTACHED.
Signature of Notary Public — Date — Notary Seal

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Acknowledgment Notary Certificate (Only for use in AR, AZ, CO, CT, DC, DE, GA, ID, IA, IL, KS, KY, MA, MD, ME, MN, MO, MT, NH, NJ, NM, NY, NV, NC, OH, OK, OR, PA, RI, SC, TX, UT, VA, WA)

Document Name: Rezoning Property Owner's Certification

STATE OF Georgia
COUNTY OF Gwinnett
(County where notarization occurred)

This record was acknowledged before me on 30 day of November, 2020 by Chad Ronald Barrett (name(s) of signer(s)), who personally appeared before me and (is personally known to me or whose identity was proved on the basis of satisfactory evidence) to be the person whose name is subscribed to in this document.

MARLENY S PENA NOTARY PUBLIC GWINNETT COUNTY, GEORGIA MY COMMISSION EXPIRES AUGUST 18, 2021

(Signature of notary public)

Marleny S. Pena, Notary Public
(Name of notary public)

My commission expires: August 18, 2021

Official Seal

Personally known _____ OR
Produced identification ✓ Type of identification produced: Georgia Driver's License

00-74-0509NSBW 10-2020

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[signature] 11-30-2020

Signature of Property Owner — Date

Jesse Burton

Type or Print Name and Title

[signature] 11-30-2020

Signature of Notary Public — Date — Notary Seal

Comm exp 9-7-23

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Signature of Property Owner — Date: 11-30-2020

Type or Print Name and Title

Signature of Notary Public — Date: 11-30-2020 — Notary Seal

Comm exp 9-7-23

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Kristy Burton — 11-30-2020

Signature of Property Owner — Date

Kristy Burton

Type or Print Name and Title

Joyce L. Bryant — 11-30-2020

Signature of Notary Public — Date — Notary Seal

Comm exp 9-7-23

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Signature of Property Owner — Date: 11-30-2020

Jeff Singleton
Type or Print Name and Title

Signature of Notary Public — Date: 11-30-2020 — Notary Seal

Comm exp 9-7-23

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Signature of Property Owner — Date: 11-30-2020

Clifford B. Singleton
Type or Print Name and Title

Joyce P. Bryant — 11-30-2020
Signature of Notary Public — Date — Notary Seal

Comm exp 9-7-23

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Kathy Singleton — 11-30-2020
Signature of Property Owner — Date

Kathy Singleton
Type or Print Name and Title

Joyce P. Bryant — 11-30-2020
Signature of Notary Public — Date — Notary Seal

done esp 9-7-23

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Jerry S. Singleton — 11-30-2020
Signature of Property Owner — Date

JERRY S. Singleton
Type or Print Name and Title

Joyce P. Bryant — 10-30-2020
Signature of Notary Public — Date — Notary Seal

Comm exp 9-7-23

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Signature of Property Owner — Date: 11-24-20

Joan C. Livsey
Type or Print Name and Title

Signature of Notary Public — Date: 11/24/2020

LISA M COOPER NOTARY PUBLIC Notary Seal July 24, 2023 BARROW COUNTY, GA

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Ronald E Barrett 11/25/2020

Signature of Property Owner Date

Ronald E. Barrett

Type or Print Name and Title

SHERE ANN WILLIAMS
NOTARY PUBLIC
DeKalb County, Georgia
My Commission Expires
July 10, 2023

Shere Ann Williams 11-25-2020

Signature of Notary Public Date Notary Seal

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Denise L. Barrett — 11/25/2020
Signature of Property Owner — Date

Denise L. Barrett
Type or Print Name and Title

SHERE ANN WILLIAMS
NOTARY PUBLIC
DeKalb County, Georgia
My Commission Expires
July 10, 2023

Shere Ann Williams — 11-25-2020
Signature of Notary Public — Date — Notary Seal

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Lee Broadway — 11/25/20

Signature of Property Owner — Date

LEE BROADWAY — 11/25/20

Type or Print Name and Title

Carolyn Magbee — 11/25/20

Signature of Notary Public — Date — Notary Seal

Carolyn Magbee
NOTARY PUBLIC
Gwinnett County, GEORGIA
My Comm. Expires
02/19/2022

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Signature of Property Owner — Date: 11/25/20

Type or Print Name and Title: Chandler Broadnax — 11/25/20

Signature of Notary Public — Date: 11/25/20

Notary Seal

Carolyn Magbee
NOTARY PUBLIC
Gwinnett County, GEORGIA
My Comm. Expires
02/19/2022

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Teena Broadnax — 11-25-20

Signature of Property Owner — Date

Teena Broadnax

Type or Print Name and Title

Shamima Shammi — 11/25/2020

Signature of Notary Public — Date — Notary Seal

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Henry J. Lester, Glenda G. Lester 11/30/2020
Signature of Property Owner Date

Henry J. Lester, Glenda G. Lester. Owners
Type or Print Name and Title

Martha W Caulk
Notary Public
Gwinnett County, Georgia
My Comm. Expires 08/12/2021

Martha W. Caulk 11/30/2020
Signature of Notary Public Date Notary Seal

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CONFLICT OF INTEREST CERTIFICATION FOR REZONING

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

SIGNATURE OF APPLICANT	DATE	TYPE OR PRINT NAME AND TITLE
	12/1/20	Shane M. Lanham, Attorney for Applicant
SIGNATURE OF APPLICANT'S ATTORNEY OR REPRESENTATIVE	DATE	TYPE OR PRINT NAME AND TITLE
Kathryn White	12/1/2020	
SIGNATURE OF NOTARY PUBLIC	DATE	NOTARY SEAL

KATHRYN WHITE NOTARY PUBLIC DEKALB COUNTY, GA Exp. Dec. 5, 2023

DISCLOSURE OF CAMPAIGN CONTRIBUTIONS

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

☐ YES ☒ XX 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)
NA		

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

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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) 5 (District) - 163 (Land Lot) - 012 (Parcel)

Signature of Applicant — Date: 11/23/2020

Shane Lanham, Attorney for the Applicant

Type or Print Name and Title

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)

Julie Smith — NAME

TSA II — TITLE

11-23-2020 — DATE

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VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR REZONING

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

PARCEL I.D. NUMBER:
(Map Reference Number) 5 (District) - 162 (Land Lot) - 050 (Parcel)

11/23/2020
Signature of Applicant — Date

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

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)

Julie Smith — NAME
TSA II — TITLE
11-23-2020 — DATE

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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 TND and RM-13 classifications as requested by the Applicant, and is not economically suitable for development under the present R-100 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 TND & RM-13 classifications 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

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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 TND & RM-13 classifications, 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 1st day of December, 2020.

Respectfully submitted,

MAHAFFEY PICKENS TUCKER, LLP

Shane M. Lanham
Attorneys for Applicant

1550 North Brown Road
Suite 125
Lawrenceville, Georgia 30043
(770) 232-0000

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DECEMBER 2, 2020
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TRAFFIC IMPACT STUDY
FOR
RESIDENTIAL DEVELOPMENT AT HOKE O'KELLY MILL ROAD AND SR 20 (LOGANVILLE HIGHWAY)
GWINNETT COUNTY, GEORGIA

Prepared for:

Retail Planning Corporation
35 Johnson Ferry Road
Marietta, GA 30068

Prepared By:

A&R Engineering Inc.
2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

November 11, 2020
A & R Project # 20-103

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1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact that will result from the proposed residential development located in the southwest corner of the intersection of SR 20 (Loganville Highway) at Hoke O'Kelly Mill Road, Loganville, Georgia. The traffic analysis evaluates the current operations compared to the future conditions with the traffic generated by the development.

The proposed development will consist of three parcels:

Southeastern Parcel:

- The southeastern parcel will have 276 apartments with a full-access driveway (Site Driveway 1) on SR 20 (Loganville Highway) aligned across from Willowwind Drive.

Northeastern Parcel:

- The northeastern parcel will have 36 single-family homes and 7 townhomes with a full-access driveway (Site Driveway 2) on Hoke O'Kelly Mill Road east of Tiffany Cove Drive.

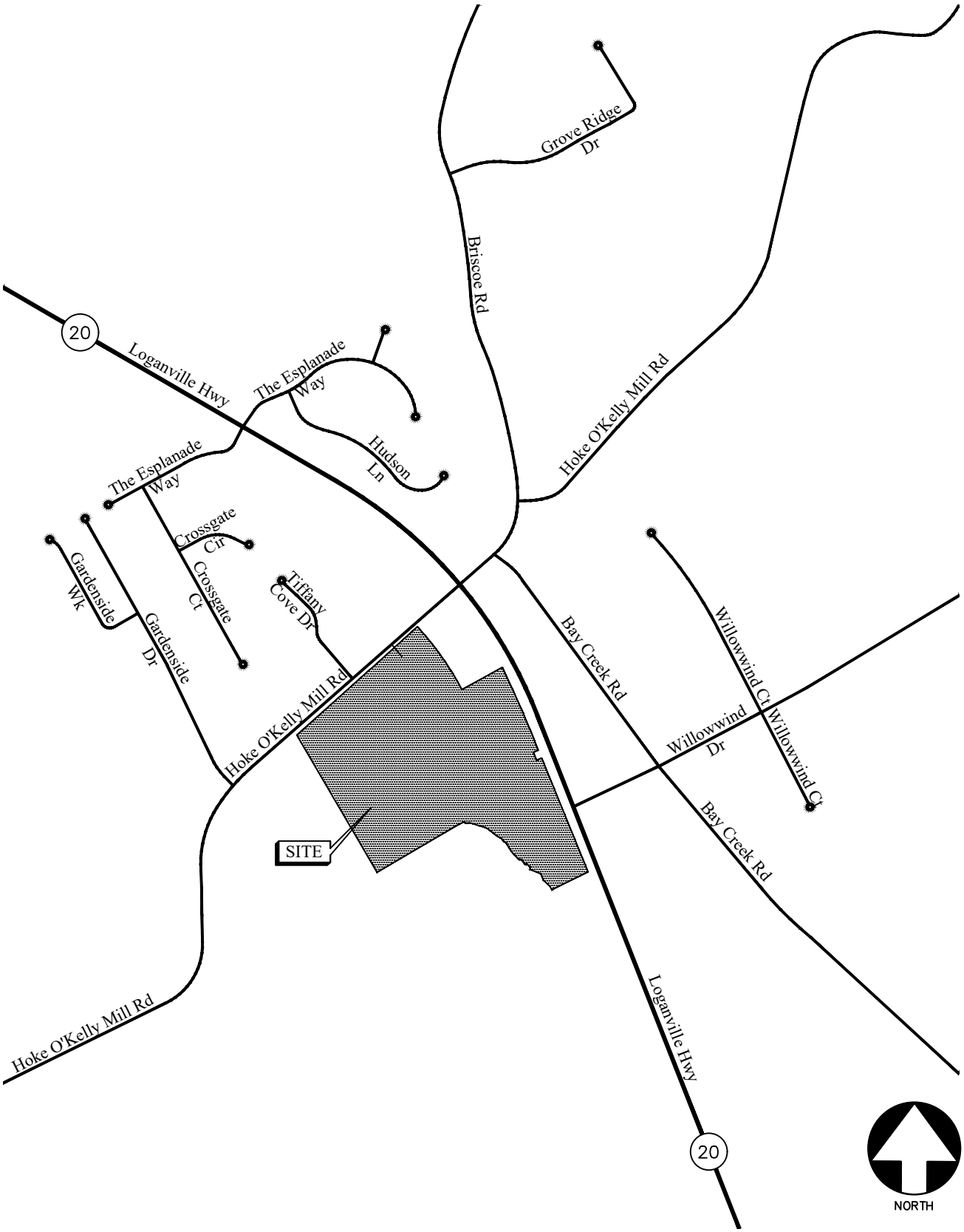
Northwestern Parcel:

- The northwestern parcel will have 80 townhomes with a full-access driveway (Site Driveway 3) on Hoke O-Kelly Mill road west of Tiffany Cove Drive.

The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersections of:

- SR 20 (Loganville Highway) at Hoke O'Kelly Mill Road
- SR 20 (Loganville Highway) at Willowwind Drive (Site Driveway 1)
- Hoke O'Kelly Mill Road at Tiffany Cove Drive

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network is shown in Figure 1.



LOCATION MAP FIGURE 1

A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 SR 20 (Loganville Highway)

SR 20 (Loganville Highway) is a north-south, four-lane, median divided roadway with a posted speed limit of 45 mph in the vicinity of the site. GDOT traffic counts (Station ID 135-0154) indicate that the daily traffic volume on SR 20 (Loganville Highway) in 2019 is 23,200 vehicles per day NW of Hoke O'Kelly Mill Road. GDOT classifies SR 20 (Loganville Highway as an Urban Minor Arterial roadway.

2.1.2 Hoke O'Kelly Mill Road

Hoke O'Kelly Mill Road is an east-west, two-lane undivided roadway with a posted speed limit of 35 mph in the vicinity of the site.

2.1.3 Willowwind Drive

Willowwind Drive is an east-west, two-lane undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.4 Tiffany Cove Drive

Tiffany Cove Drive is a north-south, two-lane undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board's Highway Capacity Manual, 6th edition. Synchro software, which utilizes the HCM 6th methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections at which the side street or minor street is controlled by a stop sign, the criteria for evaluating traffic operations are the level-of-service (LOS) for the turning movements at the intersection and the level-of-service for the overall intersection. Level-of-service is based on the average controlled delay incurred at the intersection. Controlled delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the controlled delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level-of-service is assigned a letter designation from "A" through "F". Level-of-service "A" indicates excellent operations with little delay to motorists, while level-of-service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross safely, resulting in extremely long total delays and long queues. The level-of-service criteria for two-way stop-controlled and all-way stop-controlled (unsignalized) intersections are given in Table 1.

TABLE 1 – LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Level-of-service	Average Delay (sec)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: Highway Capacity Manual

3.2 Signalized Intersections

For signalized intersections, it is necessary to evaluate both capacity and level-of-service in order to evaluate the overall operation of the intersection. The capacity analysis of an intersection is performed by comparing the volume of traffic using the various lane groups at the intersection to the capacity of those lane groups. This results in a volume/capacity (v/c) ratio for each lane group. A v/c ratio greater than 1.0 indicates that the volume of traffic has exceeded the capacity available, resulting in a temporary excess of demand. Although the capacity of the entire intersection is not defined, a composite v/c ratio for the sum of the critical lane groups within the intersection is computed. This composite v/c ratio is an indication of the overall intersection sufficiency.

Level-of-service for a signalized intersection is defined in terms of average controlled delay per vehicle, which is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The level-of-service criteria for signalized intersections, based on average controlled delay, are shown in Table 2. Level-of-service "A" indicates operations with very low controlled delay, while level-of-service "F" describes operations with extremely high average controlled delay. Level-of-service "E" is typically considered to be the limit of acceptable delay, and level-of-service "F" is considered unacceptable by most drivers.

TABLE 2 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level-of-service	Average Control Delay (sec)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Source: Highway Capacity Manual

4.0 EXISTING TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

- SR 20 (Loganville Highway) at Hoke O'Kelly Mill Road
- SR 20 (Loganville Highway) at Willowwind Drive
- Hoke O'Kelly Mill Road at Tiffany Cove Drive

Turning movement counts were collected on Thursday, August 06, 2020. All turning movement counts were recorded during the AM and PM peak hours between 7:00am to 9:00am and 4:00pm to 6:00pm, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2.

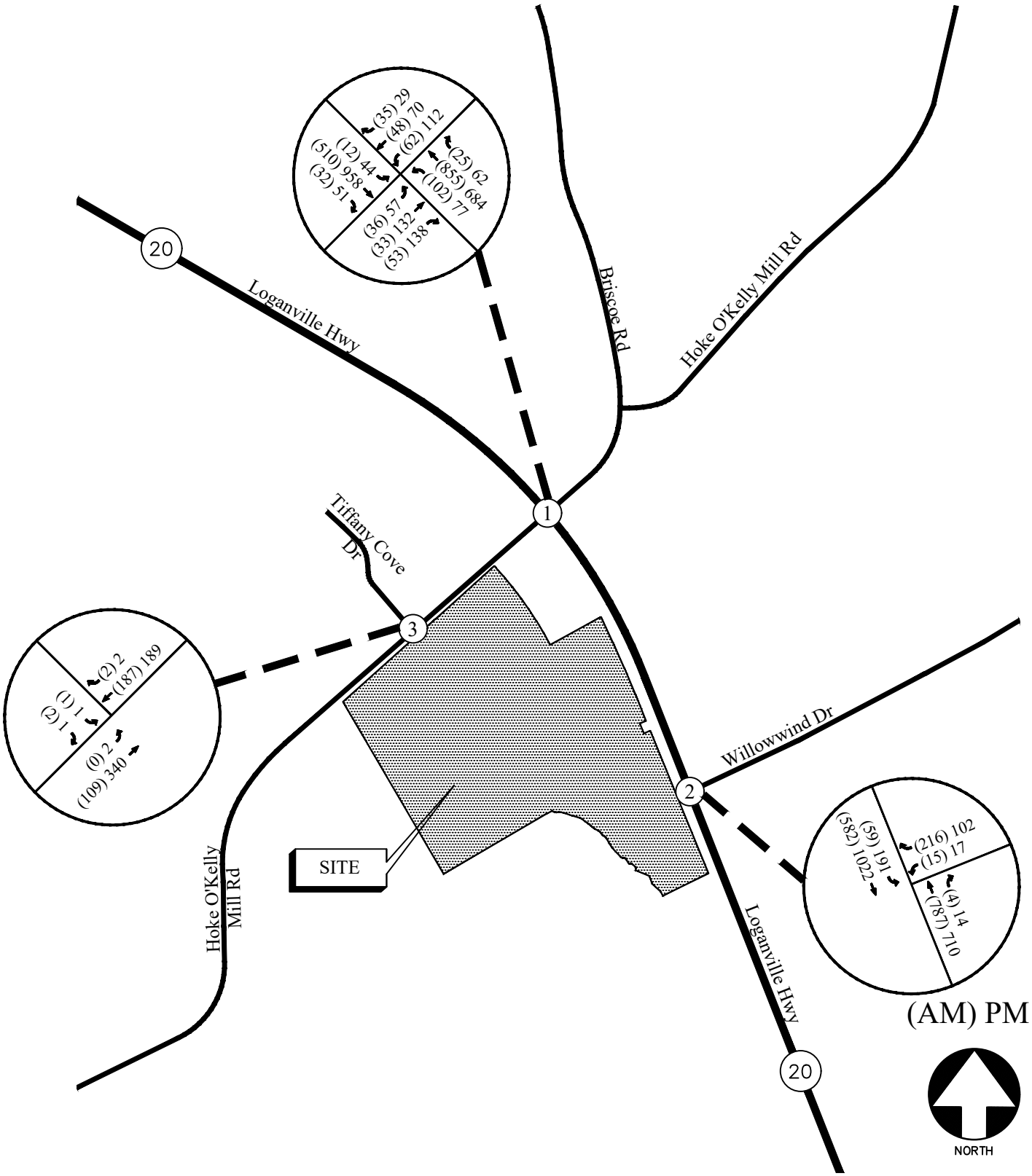
With the Covid-19 pandemic currently effecting typical traffic patterns, turning movement counts taken currently would not accurately represent typical traffic conditions. Therefore, historical traffic data was used to compare and calculate a Covid adjustment factor. There were no historical turning movement counts available at any of the study intersections. However, we found GDOT Average Daily Traffic Data at a location just north of the intersection of SR 20 (Loganville Hwy) and Hoke O'Kelly Mill Road recorded on January 23, 2018. The count station is labeled 135-0154. Comparing the hourly volumes from 2018 grown by a 2% annual growth with the new through traffic calculated from the peak hour turning movement counts at the intersection of SR 20 (Loganville Hwy) and Hoke O'Kelly Mill Road, we have developed a Covid-19 adjustment factor. The comparison of the counts revealed that the adjusted historic counts are higher than the new counts by 26% in the AM peak and 5% in the PM peak. Therefore, the new counts in Figure 2 were increased by 26% in the AM peak hour and 5% in the PM Peak hour. These adjusted new peak hour volumes are used in our analysis and are shown in Figure 3.

4.2 Existing Traffic Operations

Existing traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Tables 3. The existing traffic control and lane geometry for the intersections are shown in Figure 3.

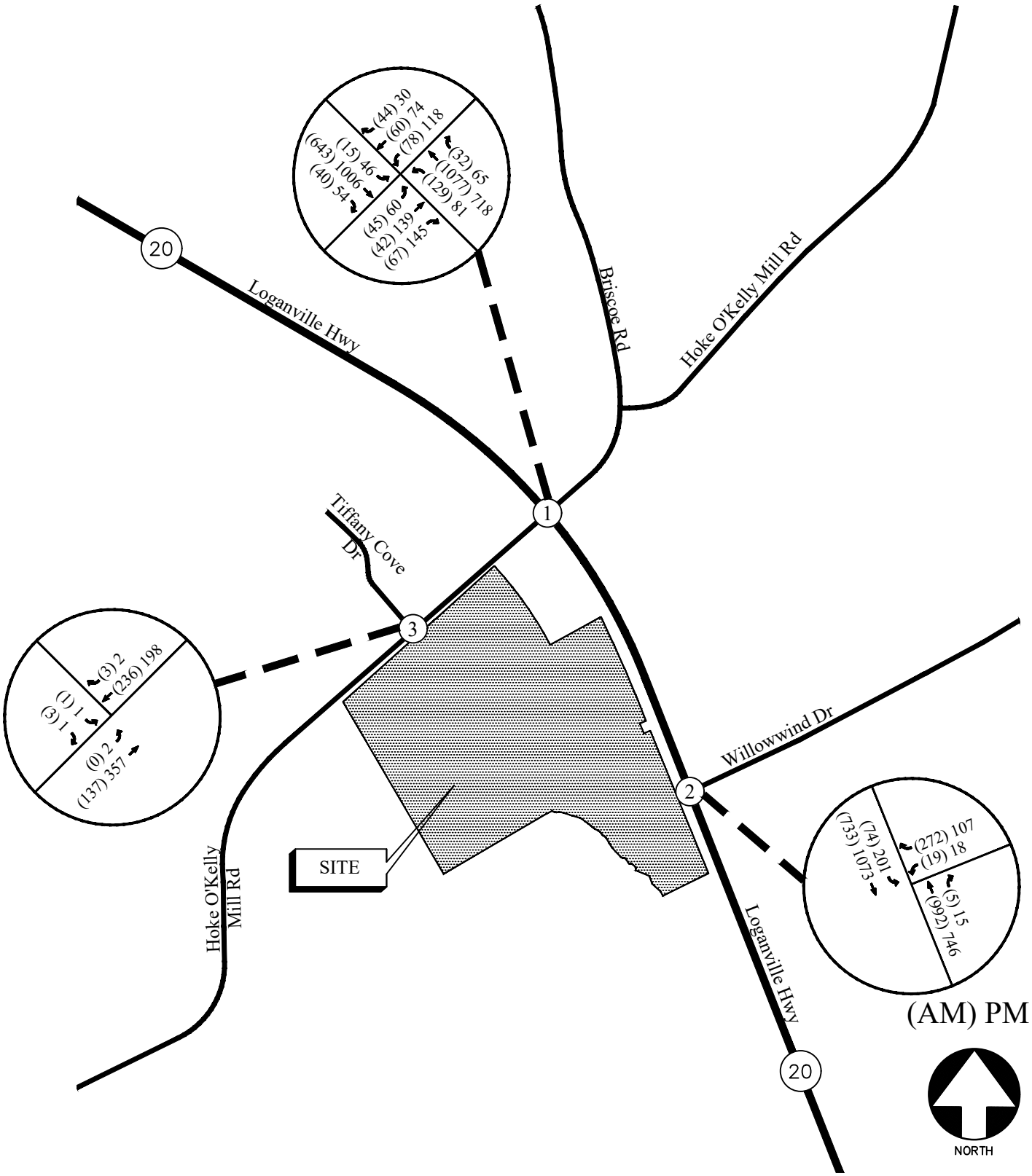
TABLE 3 – EXISTING INTERSECTION OPERATIONS

Intersection		Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	**SR 20 @ Hoke O'Kelly Mill Rd**	Signalized	**A (9.0)**	**B (14.3)**
	-Eastbound Approach		D (52.5)	D (43.8)
	-Westbound Approach		D (54.0)	D (49.1)
	-Northbound Approach		A (4.0)	A (7.3)
	-Southbound Approach		A (3.1)	A (7.7)
2	**SR 20@ Willowwind Dr**	Stop Controlled on Westbound		
	-Westbound Left		F (65.0)	F (117.3)
	-Southbound Left		B (11.4)	B (11.1)
3	**Hoke O'Kelly Mill Rd @ Tiffany Cove Dr**	Stop Controlled on Southbound		
	-Southbound Approach		B (10.0)	B (11.1)
	-Eastbound Left		A (0.0)	A (7.7)



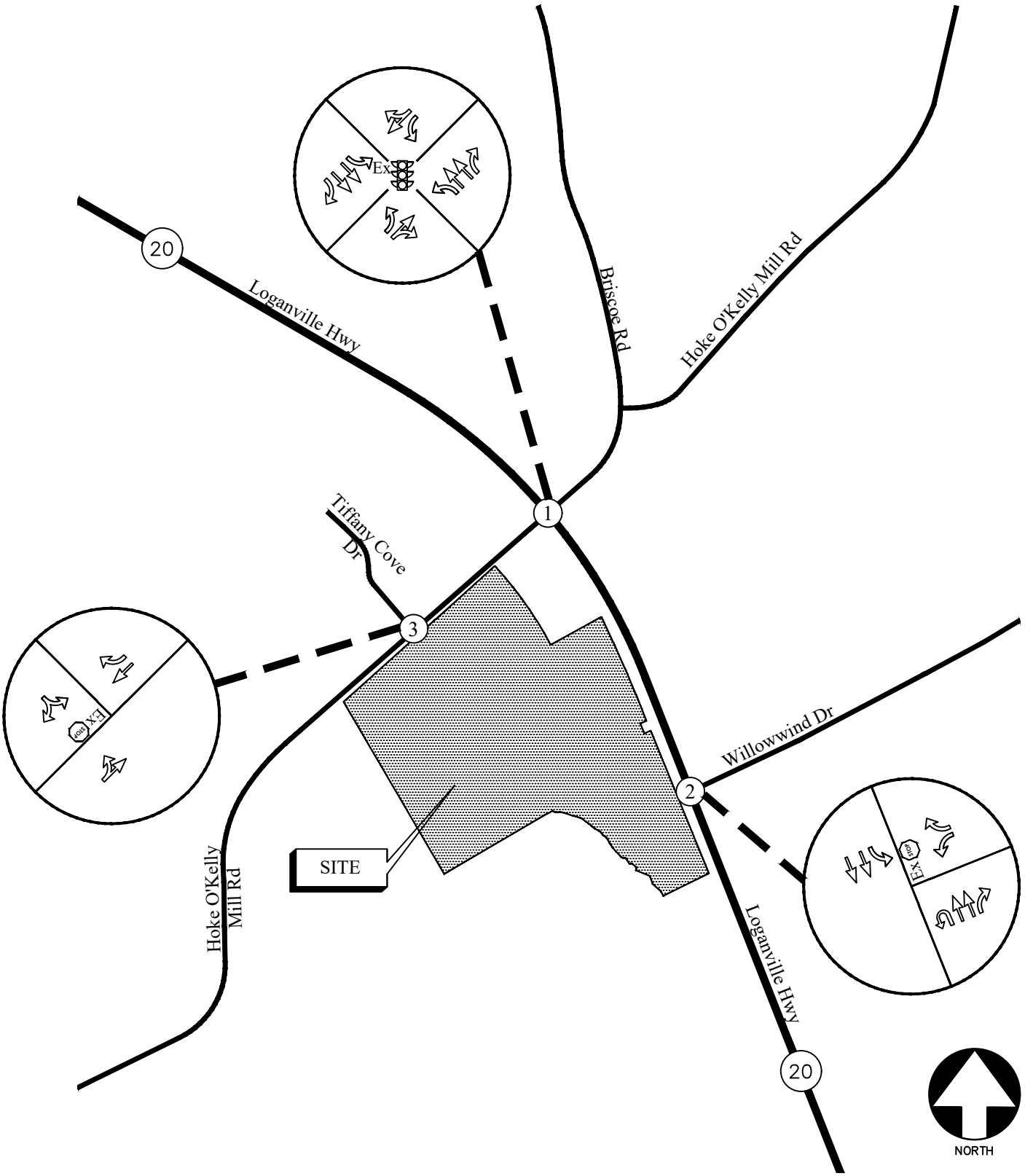
EXISTING WEEKDAY PEAK-HOUR VOLUMES FIGURE 2

A&R Engineering Inc.



ADJUSTED EXISTING WEEKDAY PEAK-HOUR VOLUMES FIGURE 3

A&R Engineering Inc.



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 4

A&R Engineering Inc.

5.0 PROPOSED DEVELOPMENT

The proposed residential development located at southwest corner of the existing intersection of SR 20 (Loganville Highway) at Hoke O'Kelly Mill Road, City of Loganville, Gwinnett County, Georgia.

The proposed development will consist of three parcels:

Southeastern Parcel:

- The southeastern parcel has 276 apartments with a full-access driveway (Site Driveway1) on SR 20 (Loganville Highway) aligned across from Willowwind Drive.

Northeastern Parcel:

- The northeastern parcel has 36 single-family homes and 7 townhomes with a full-access driveway (Site Driveway 2) on Hoke O'Kelly Mill Road east of Tiffany Cove Drive.

Northwestern Parcel:

- The northwestern parcel has 80 townhomes with a full-access driveway (Site Driveway 3) on Hoke O-Kelly Mill road west of Tiffany Cove Drive.

A site plan is shown in Figure 4.

5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 10th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Uses: *220- Multifamily Housing (Low-Rise) and 210- Single-Family Detached Housing.* The calculated total trip generation for the proposed development for southeastern parcel, northeastern parcel and northwestern parcel are shown in Table 4A, Table 4B and Table 4C respectively.

TABLE 4A – TRIP GENERATION – SOUTHEASTERN PARCEL

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 220 – Multifamily Housing (Low-Rise)	276 units	29	96	125	92	54	146	2,046

TABLE 4B – TRIP GENERATION – NORTHEASTERN PARCEL

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 220 – Multifamily Housing (Low-Rise)	7 units	1	3	4	3	3	6	12
ITE 210 – Single Family Detached Housing	36 units	7	23	30	24	14	38	406
Total New Trips		**8**	**26**	**34**	**27**	**17**	**44**	**418**

TABLE 4C – TRIP GENERATION – NORTHWESTERN PARCEL

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 220 – Multifamily Housing (Low-Rise)	80 units	9	30	39	30	18	48	564

TABLE 4D – TOTAL TRIP GENERATION								
Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 220 – Multifamily Housing (Low-Rise)	363 units	39	129	168	125	75	200	2,622
ITE 210 – Single Family Detached Housing	36 units	7	23	30	24	14	38	406
Total New Trips		**46**	**152**	**198**	**149**	**89**	**238**	**3,028**

5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4A, 4B and 4C, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic generated by the site are shown in Figure 6, 7 and 8, respectively.

LOCATION MAP

SITE ANALYSIS

TAX PARCELS:	DEED BOOK 20249 / PAGE 1
GROSS ACREAGE:	45.76 ACRES
NET ACREAGE:	44.99 ACRES
EXISTING ZONING:	RA-200 & R-100
PROPOSED ZONING:	RM-13 AND TND

MULTIFAMILY DEVELOPMENT SUMMARY

RM-13 MULTIFAMILY REQUIREMENTS	
SITE AREA:	21.27 ACRES
20% OPEN SPACE REQUIRED:	4.25 ACRES
OPEN SPACE PROVIDED:	5.9 ACRES
MAXIMUM DENSITY ALLOWED:	13 UNITS/ACRE
MAX. UNITS	277
PROPOSED UNITS:	276
PROPOSED DENSITY:	12.98 UNITS/ACRE
MAX. BUILDING HEIGHT:	50'
MIN. FRONT SETBACK:	15'
MIN. SIDE SETBACK:	10'
MIN. REAR SETBACK:	30'
MIN. COMMON AREA:	15%
PARKING REQUIRED	
1.5 SPACES PER UNIT:	414 SPACES
SPACES PROVIDED (2.0/UNIT)	483 SPACES
GARAGES	30

TND DEVELOPMENT SUMMARY

GROSS ACREAGE: 20.73 AC

TOWNHOMES	-	87 (20'X43')
SINGLE FAMILY	-	19 50'x100' (5,000 sq.ft lot min.)
	-	17 60'x120' (7,200 sq.ft lot)
TOTAL	-	123 UNITS

DENSITY= 123 UNITS / 20.71 ACRE= 5.9 UNITS PER ACRE

OPEN SPACE= 4.2 ACRE
OPEN SPACE RATIO = 4.8 ACRE / 20.73ACRE = 23.17%

PARKING SUMMARY

LEASING/ AMENITY PARKING:	31 SPACES
TOWNHOME GARAGE PARKING:	174 SPACES
TOWNHOME OFF STREET PARKING:	174 SPACES
SINGLE FAMILY-5,000 sq.ft lot GARAGE PARKING:	38 SPACES
SINGLE FAMILY-5,000 sq.ft lot OFF STREET PARKING:	38 SPACES
SINGLE FAMILY-7,500 sq.ft lot GARAGE PARKING:	34 SPACES
SINGLE FAMILY-7,500 sq.ft lot OFF STREET PARKING:	34 SPACES
ADDITIONAL OFF STREET PARKING:	27 SPACES
TOTAL PARKING:	550 SPACES
PARKING REQUIRED 1.5 SPACES PER UNIT:	185 SPACES

NOTES:
THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE PERSON OR ENTITIES NAMED HEREON. NO EXPRESS OR IMPLIED WARRANTIES WITH RESPECT TO THE INFORMATION SHOWN HEREON IS TO BE EXTENDED TO ANY PERSONS OR ENTITIES OTHER THAN THOSE SHOWN HEREON.

THIS SURVEY HAS BEEN PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE INSPECTION REPORT. EASEMENTS OR OTHER ENCUMBRANCES MAY EXIST ON PUBLIC RECORD BUT NOT BE SHOWN HEREON.

THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 13135C0132F, AND THE DATE OF SAID MAP IS SEPTEMBER 29, 2006. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.

RIGHT-OF-WAY LINES SHOWN ON THIS SURVEY THAT ARE NOT ACTUAL BOUNDARIES OF THE SUBJECT TRACT(S) ARE DEPICTED GRAPHICALLY AND ARE SHOWN APPROXIMATELY FOR INFORMATIONAL PURPOSES ONLY. SAID RIGHT-OF-WAY LINES SHOULD NOT BE UTILIZED FOR DESIGN PURPOSES

THE DATUM FOR THIS SITE WAS ESTABLISHED UTILIZING GLOBAL POSITIONING SYSTEMS, AND BASED ON POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPED BY eGPS SOLUTIONS. THE HORIZONTAL REFERENCE FRAME IS NORTH AMERICAN DATUM OF 1983(2011)-STATE PLANE COORDINATE SYSTEM OF GEORGIA-WEST ZONE. THE VERTICAL REFERENCE FRAME IS NORTH AMERICAN VERTICAL DATUM OF 1988. ANY DIRECTIONS OR DIMENSIONS SHOWN ARE A RECTANGULAR, GROUND LEVEL PROJECTION OF THE STATE PLANE COORDINATE SYSTEM.

THE SITE IS ZONED "R-100" (SINGLE FAMILY RESIDENTIAL DISTRICT) & RA-200 (AGRICULTURAL RESIDENCE DISTRICT) AS SHOWN ON THE ZONING MAP OF GWINNETT COUNTY. PLEASE NOTE: ZONING AND SETBACKS SHOULD BE CONFIRMED AND VERIFIED BY PLANNING AND ZONING PRIOR TO DESIGN OR CONSTRUCTION ACTIVITIES.

SURVEY REFERENCES
1> SURVEY FOR ROBERT BENNETT LIVSEY, RECORDED OCTOBER 3, 1950 IN PLAT BOOK E, PAGE 195.

SIDEWALKS WILL BE PROVIDED ACCORDING TO COUNTY STANDARDS

ALL UTILITIES WILL BE LOCATED UNDERGROUND

NORTH

0 100 200 300 400 feet

1" = 100'

Lead Landscape Architect:
SITE CONCEPTS, LLC
2844 Broughton Lane
Atlanta, GA 30039
Phone: 770.272.8141
Teaming with:
IRONWOOD DESIGN GROUP

Hoke O'Kelly Mill Rd.

GWINNETT COUNTY, GA
PREPARED FOR
RETAIL PLANNING CORPORATION

Project Number: 2020-051

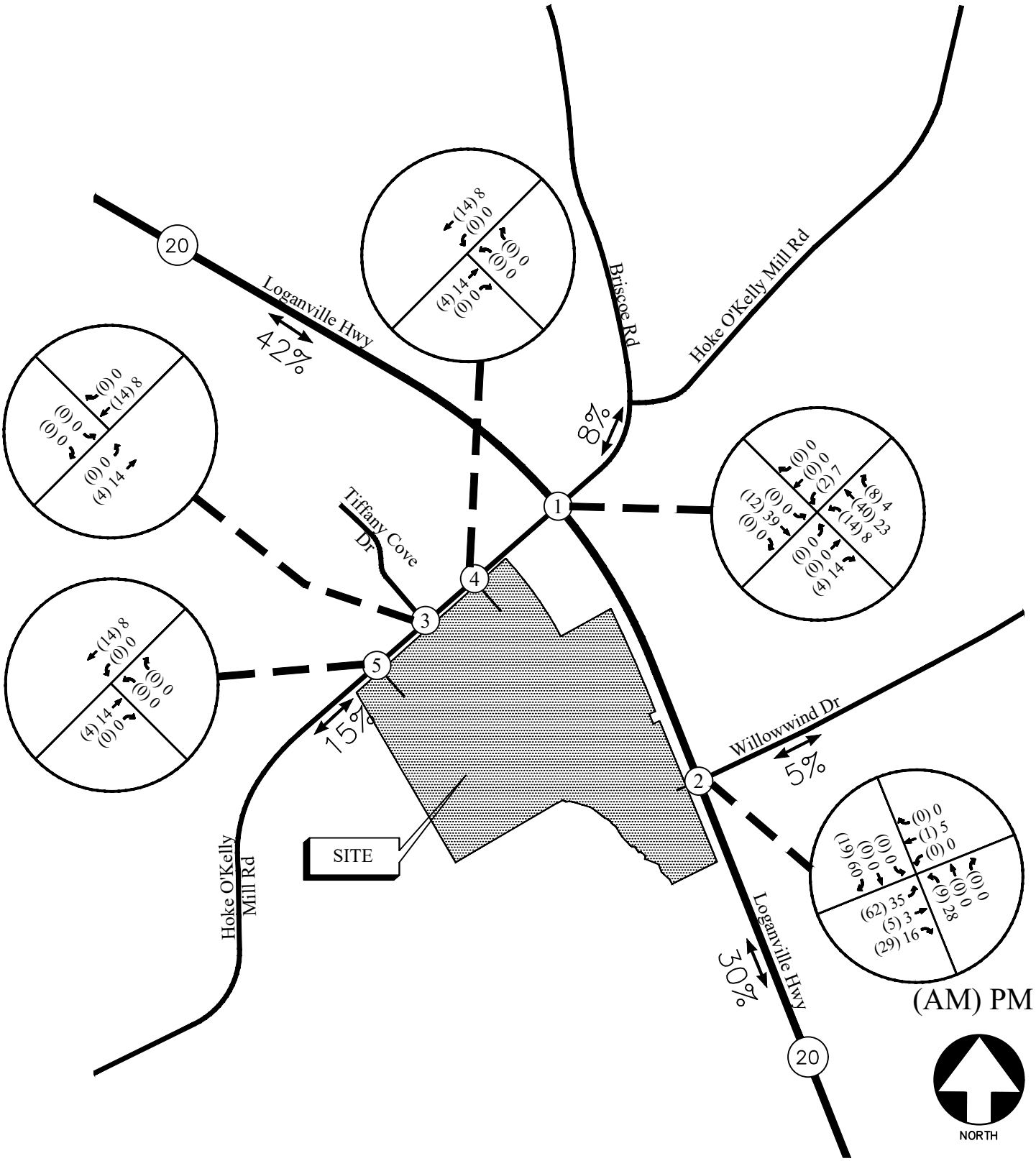
Stamp

No.	Drawing Release	Date
01	Zoning Application	09/04/20
02	Zoning Application	11/02/20

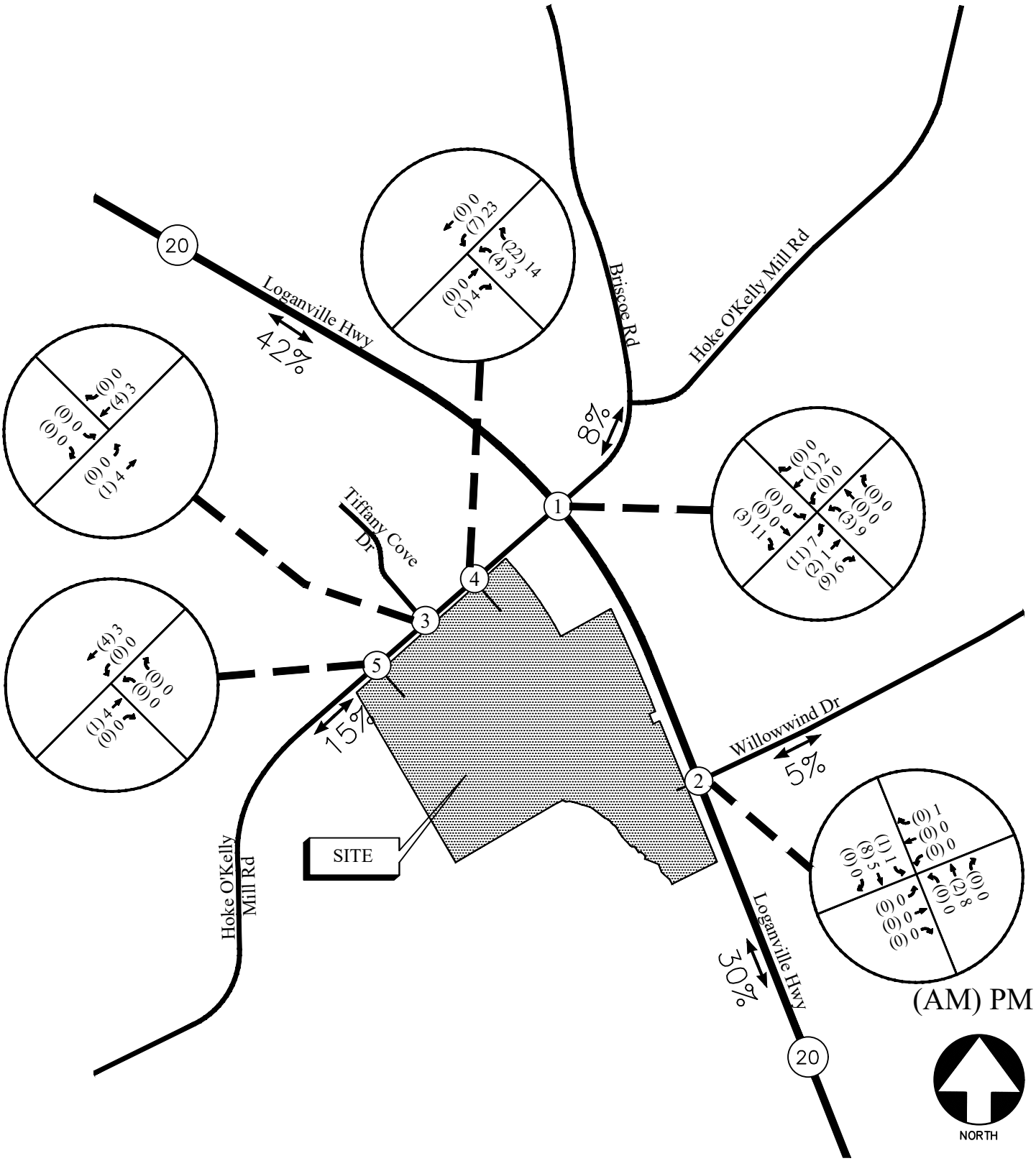
Sheet Title
OVERALL SITE PLAN

Sheet Number
L-1.0

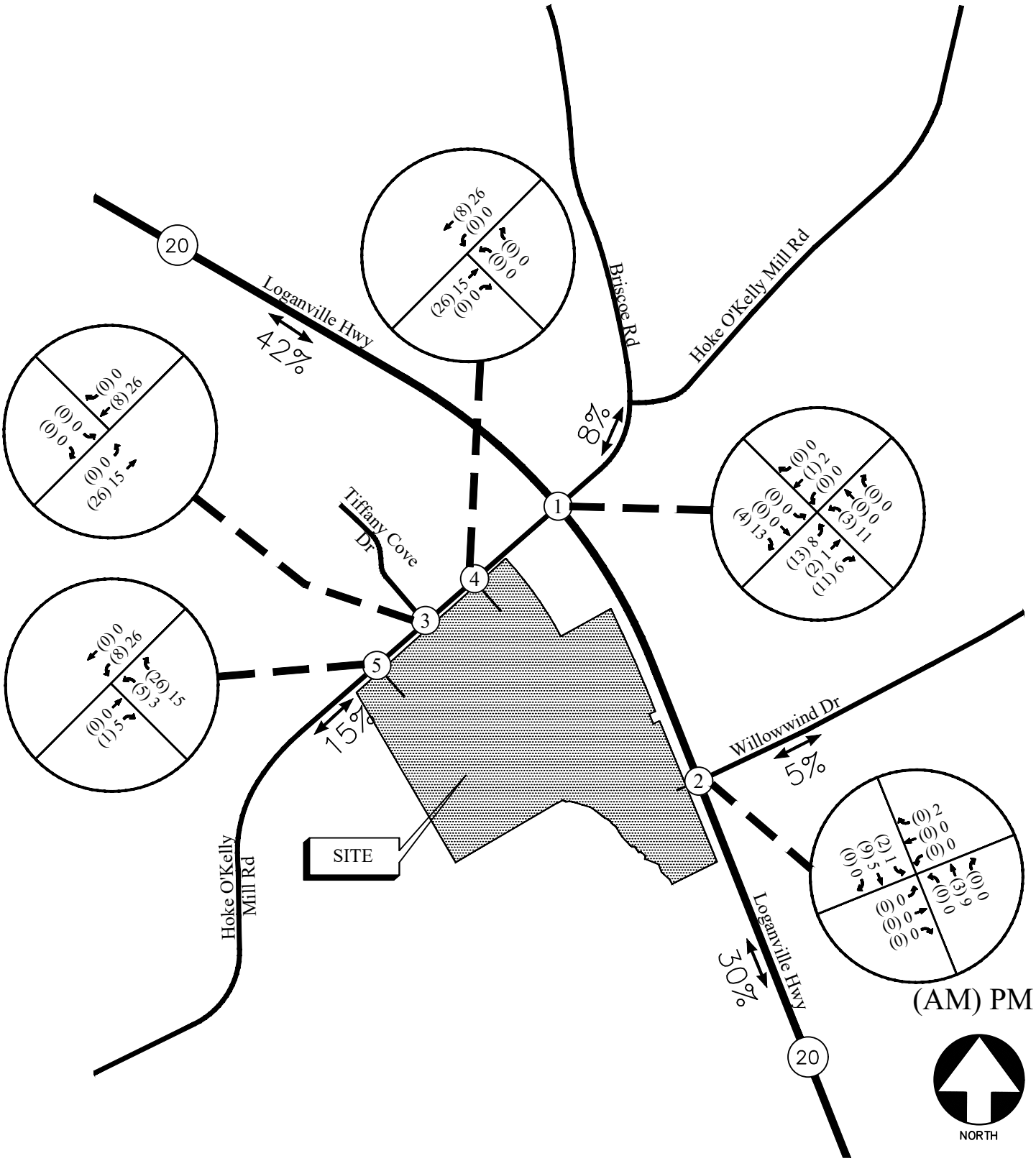
Not for Construction



TRIP DISTRIBUTION AND SITE-GENERATED (PARCEL#1-SOUTHEAST) FIGURE 6
WEEKDAY PEAK HOUR VOLUMES **A&R Engineering Inc.**



TRIP DISTRIBUTION AND SITE-GENERATED (PARCEL#2-NORTHEAST) FIGURE 7
WEEKDAY PEAK HOUR VOLUMES **A&R Engineering Inc.**



TRIP DISTRIBUTION AND SITE-GENERATED (PARCEL#3-NORTHWEST) FIGURE 8
WEEKDAY PEAK HOUR VOLUMES **A&R Engineering Inc.**

6.0 FUTURE 2023 TRAFFIC ANALYSIS

The future 2023 traffic operations are analyzed for the "Build" and "No-Build" conditions.

6.1 Future "No-Build" Conditions

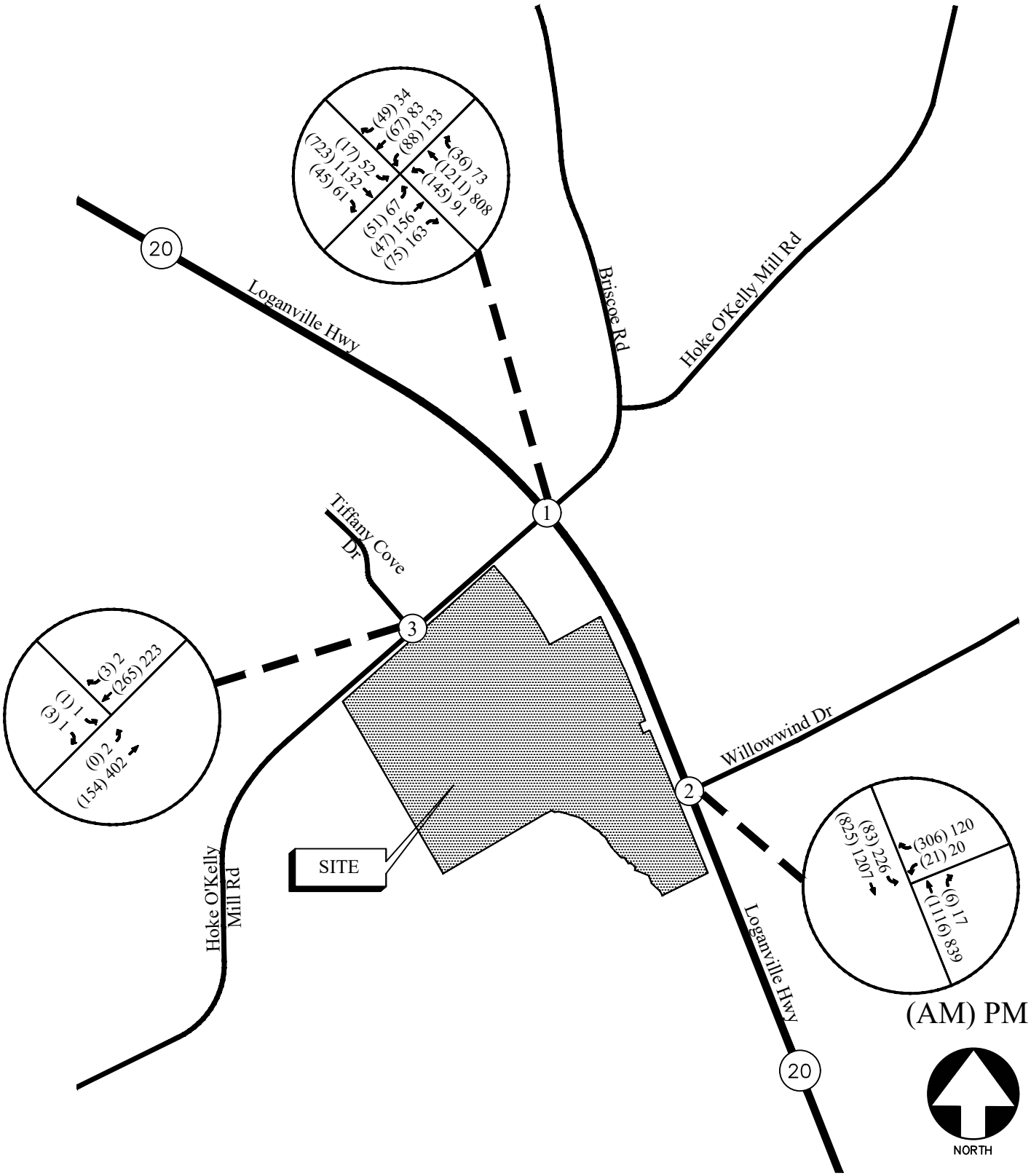
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the adjusted existing traffic volumes (Figure 3) plus increases for annual growth of through traffic.

6.1.1 Annual Traffic Growth

In order to evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the adjusted existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last five years revealed growth of approximately 2% in the area. To account for the added traffic from the neighboring development, we have increased this growth factor to 4%. This increased growth factor of 4% was applied to the existing traffic volumes (Figure 3) between collector and arterial roadways in order to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting Future "No-Build" volumes on the roadway are shown in Figure 9.

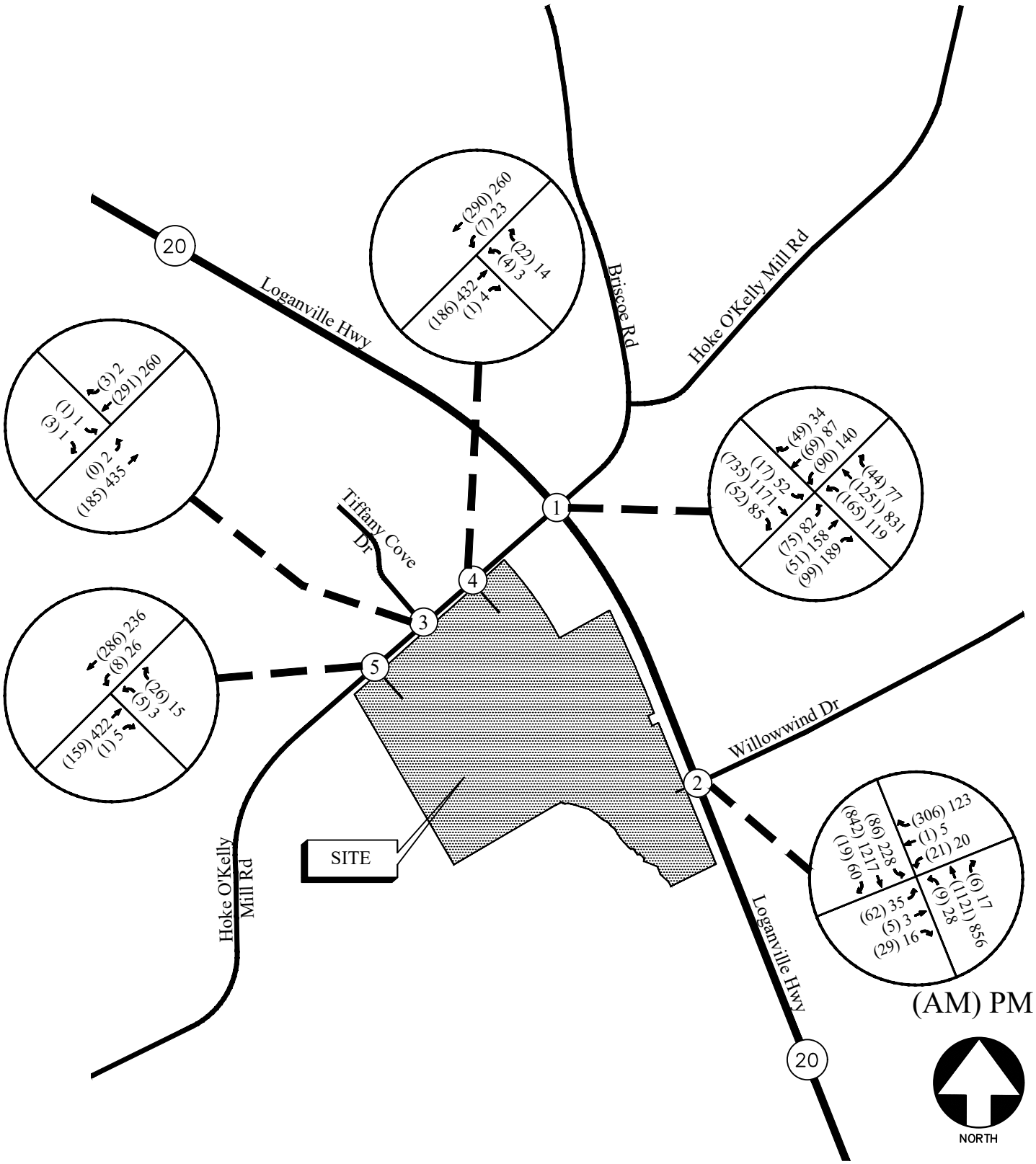
6.2 Future "Build" Conditions

The "Build" or development conditions include the estimated background traffic from the "No-Build" conditions plus the added traffic from the proposed development. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 6, 7 and 8) were added to base traffic volumes (Figure 9) to calculate the future traffic volumes after the construction of the development. These total future "Build" traffic volumes are shown in Figure 10.



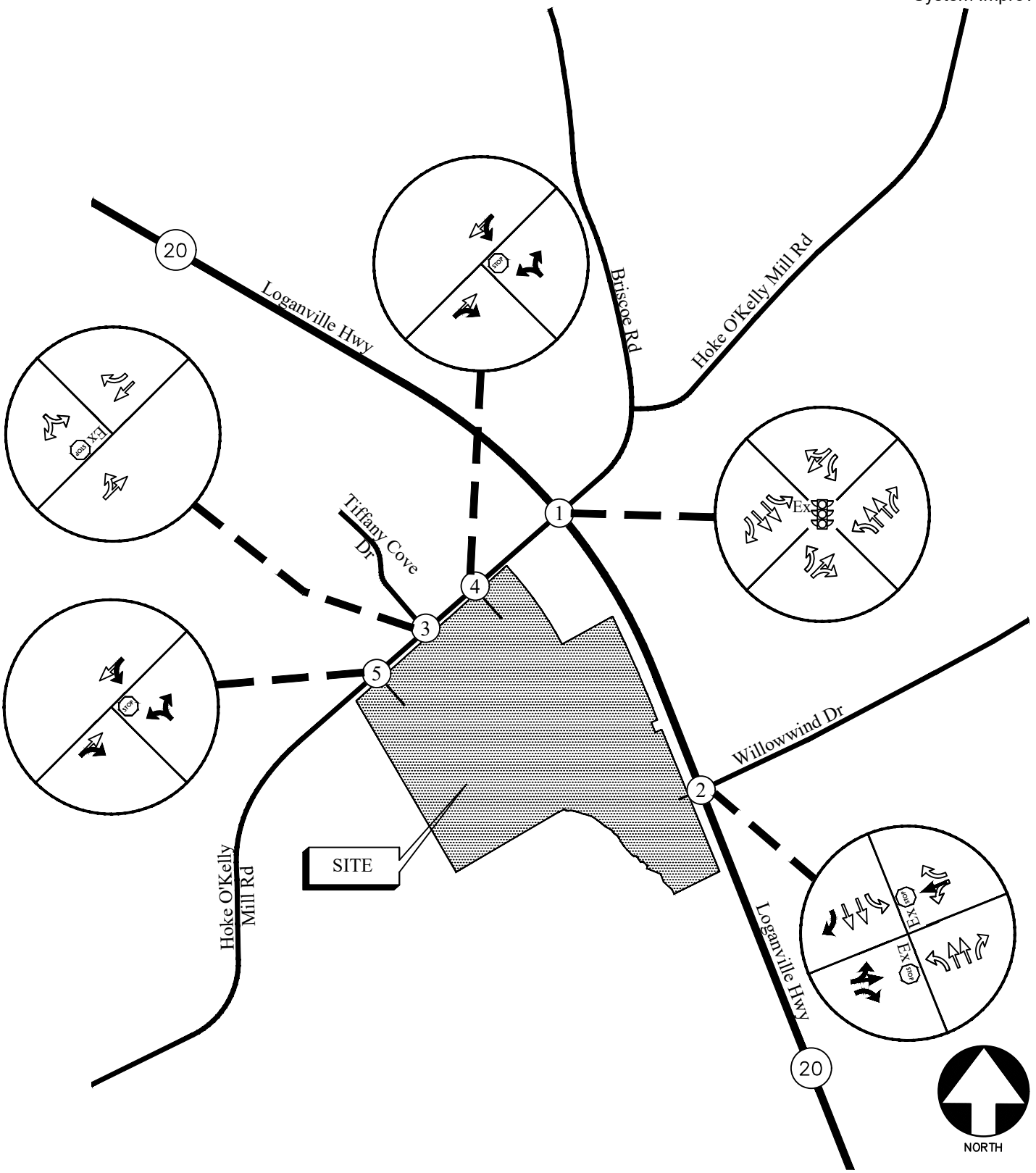
FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES FIGURE 9

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES FIGURE 10

A&R Engineering Inc.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 11

A&R Engineering Inc.

6.3 Future Traffic Operations

The future 2023 "No-Build" and "Build" traffic operations were analyzed using the volumes in Figure 9 and Figure 10, respectively. The results of the future traffic operations analysis are shown in Table 5. Recommendations on traffic control and lane geometry are shown graphically in Figure 11.

TABLE 5 – FUTURE INTERSECTION OPERATIONS

	Intersection	Future Condition: LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**SR 20 @ Hoke O'Kelly Mill Rd**	**A (9.4)**	**B (15.1)**	**B (10.3)**	**B (16.4)**
	-Eastbound Approach	D (52.2)	D (42.5)	D (53.1)	D (41.6)
	-Westbound Approach	D (53.6)	D (48.3)	D (53.1)	D (47.4)
	-Northbound Approach	A (4.5)	A (8.5)	A (5.2)	B (10.6)
	-Southbound Approach	A (3.4)	A (8.9)	A (3.8)	B (10.2)
2	**SR 20@ Willowwind Dr / Site Driveway 1**				
	-Eastbound Approach	-	-	F (*)	F (*)
	-Westbound Left	F (91.6)	F (188.1)	F (*)	F (*)
	-Northbound Left	-	-	B (10.0)	B (12.8)
	-Southbound Left	B (12.1)	B (11.8)	B (12.6)	B (12.4)
3	**Hoke O'Kelly Mill Rd @ Tiffany Cove Dr**				
	-Southbound Approach	B (10.1)	B (11.5)	B (10.5)	B (12.2)
	-Eastbound Left	A (0.0)	A (7.7)	A (0.0)	A (7.8)
4	**Hoke O'Kelly Mill Rd @ Site Driveway 2**				
	-Northbound Approach	-	-	A (9.9)	B (12.1)
	-Westbound Left			A (7.6)	A (8.4)
5	**Hoke O'Kelly Mill Rd @ Site Driveway 3**				
	-Northbound Approach	-	-	A (9.8)	B (11.9)
	-Westbound Left			A (7.6)	A (8.4)

*Delay exceed 300 second

Results of the 'No-Build' conditions traffic operations analysis indicates that all study intersections are operating at satisfactory levels-of-service "D" or better in both AM and PM peak hours except the westbound left-turn approach at the un-signalized intersection of SR 20 (Loganville Highway) at Willowwind Drive which operates at a level-of-service "F" in both AM and PM peak hours as in 'Existing' conditions.

Results of 'Build' conditions traffic operations analysis indicates that all study intersections are operating at satisfactory levels of service "D" or better in both AM and PM peak hours except the westbound and eastbound 'stop' controlled approaches at the un-signalized intersection of SR 20 (Loganville Highway) and Willowwind Drive/Site Driveway will operate at level of service "F" in both in AM and PM peak hours. It is not uncommon for minor street to have longer delays turning left on major roadways. Since the traffic will likely not warrant installation of a traffic signal, no other improvements will reduce the delays.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the added traffic from the proposed residential development located in the southwest corner of the intersection of SR 20 (Loganville Highway) at Hoke O'Kelly Mill Road, Loganville, Georgia.

The proposed development will consist of three parcels:
Southeastern Parcel:

- The southeastern parcel has 276 apartments with a full-access driveway (Site Driveway1) on SR 20 (Loganville Highway) aligned across from Willowwind Drive.

Northeastern Parcel:

- The northeastern parcel has 36 single-family homes and 7 townhomes with a full-access driveway (Site Driveway 2) on Hoke O'Kelly Mill Road east of Tiffany Cove Drive.

Northwestern Parcel:

- The northwestern parcel has 80 townhomes with a full-access driveway (Site Driveway 3) on Hoke O-Kelly Mill road west of Tiffany Cove Drive.

The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersections of:

- SR 20 (Loganville Highway) at Hoke O'Kelly Mill Road
- SR 20 (Loganville Highway) at Willowwind Drive (Site Driveway 1)
- Hoke O'Kelly Mill Road at Tiffany Cove Drive

The analysis included the evaluation of Future operations for "No-Build" and "Build" conditions, both of which account for increases in annual growth of through. The results of the analysis are listed below:

7.1 Site Access Configuration

The following access configuration is recommended for the proposed site driveway intersections.

- Site Driveway 1: Full-access driveway on SR 20 (Loganville Highway) aligned across from Willowwind Drive
    - This driveway is recommended to consist of one entering lane and two exiting lane. The eastbound (driveway) approach is recommended to have a dedicated right and a shared through/left-turn lane for exiting traffic.
    - The intersection is recommended to remain un-signalized with an added 'stop' sign on the eastbound driveway approach.
    - Northbound left-turn movements are recommended to be made from the existing northbound U-Turn lane. The striping is recommended to be changed to accommodate the left-turn movement.
    - A deceleration lane is recommended to be constructed for entering traffic based on GDOT standards.
    - The existing westbound left-turn lane at the intersection is recommended to be re-striped as a shared through/left-turn lane.

- Site Driveway 2: Full-access driveway on Hoke O'Kelly Mill Road east of Tiffany Cove Drive
    - This driveway is recommended to consist of one entering lane and one exiting lane. The northbound (driveway) approach is recommended to have a shared left/through/right-turn lane for exiting traffic.
    - The intersection is recommended to be un-signalized with a STOP sign on the northbound approach.
    - Entering left-turn movements are recommended to be made from the northbound through lane. A dedicated left-turn lane is not warranted as per Gwinnett County standards as number of lots is less than 75 for a 2-lane 35 mph roadway with more than 6000 vehicles per day.
    - Entering right-turn movements are recommended to be made from the southbound through lane. A deceleration lane is not warranted (See Appendix for analysis).
- Site Driveway 3: Full-access driveway on Hoke O'Kelly Mill Road west of Tiffany Cove Drive
    - This driveway is recommended to consist of one entering lane and one exiting lane. The northbound (driveway) approach is recommended to have a shared left/through/right-turn lane for exiting traffic.
    - The intersection is recommended to be un-signalized with a STOP sign on the northbound approach.
    - Entering left-turn movements are recommended to be made from the northbound through lane. A dedicated left-turn lane is not warranted as per Gwinnett County standards as number of units is less than 110 for a 2-lane 35 mph roadway with more than 6000 vehicles per day.
    - Entering right-turn movements are recommended to be made from the southbound through lane. A deceleration lane is not warranted (See Appendix for analysis).

Results of 'Build' conditions traffic operations analysis indicates that all study intersections are operating at satisfactory levels of service "D" or better in both AM and PM peak hours except the westbound and eastbound 'stop' controlled approaches at the un-signalized intersection of SR 20 (Loganville Highway) and Willowwind Drive/Site Driveway will operate at level of service "F" in both in AM and PM peak hours. It is not uncommon for minor street to have longer delays turning left on major roadways. Since the traffic will likely not warrant installation of a traffic signal, no other improvements will reduce the delays.

Appendix

Existing Intersection Traffic Counts .....
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future “No-Build” Intersection Analysis .....
GDOT Right Turn Lane AnalysisFuture “Build” Intersection Analysis .....
Traffic Volume Worksheets .....

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering. Inc.

2160 Kingston Court, suite 'O'
Marietta, GA 30067

TMC DATA
SR 20 (Loganille Hwy) @ Hoke O'
Kelly Mill Road
7-10 am | 11am - 3 pm | 4-7 pm

File Name : 20200094
Site Code : 20200094
Start Date : 8/6/2020
Page No : 1

Groups Printed- Cars, Buses & Trucks

	SR 20 (Loganville Hwy) Northbound				SR 20 (Loganville Hwy) Southbound				Hoke Okelly Mill Rd Eastbound				Hoke Okelly Mill Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	28	221	11	260	1	113	5	119	4	10	7	21	11	8	12	31	431
07:15 AM	36	266	5	307	4	113	3	120	12	11	12	35	10	6	9	25	487
07:30 AM	28	201	7	236	0	144	12	156	6	14	9	29	22	16	10	48	469
07:45 AM	24	176	4	204	3	126	6	135	7	4	16	27	17	13	8	38	404
Total	116	864	27	1007	8	496	26	530	29	39	44	112	60	43	39	142	1791
08:00 AM	14	212	9	235	5	127	11	143	11	4	16	31	13	13	8	34	443
08:15 AM	13	213	8	234	0	112	3	115	11	8	16	35	14	13	9	36	420
08:30 AM	20	178	13	211	2	123	9	134	7	10	12	29	12	8	3	23	397
08:45 AM	17	166	13	196	2	120	2	124	10	6	9	25	18	9	2	29	374
Total	64	769	43	876	9	482	25	516	39	28	53	120	57	43	22	122	1634
09:00 AM	18	147	8	173	1	107	12	120	13	4	12	29	9	5	10	24	346
09:15 AM	15	177	9	201	5	112	4	121	7	9	13	29	9	9	2	20	371
09:30 AM	12	164	7	183	4	128	4	136	15	10	20	45	18	10	12	40	404
09:45 AM	20	143	9	172	4	92	4	100	9	12	18	39	18	9	6	33	344
Total	65	631	33	729	14	439	24	477	44	35	63	142	54	33	30	117	1465
*** BREAK ***																	
11:00 AM	10	125	6	141	1	146	13	160	17	10	17	44	16	7	4	27	372
11:15 AM	16	115	9	140	3	115	7	125	6	18	17	41	15	6	2	23	329
11:30 AM	12	137	7	156	6	173	7	186	12	21	13	46	16	8	8	32	420
11:45 AM	9	141	12	162	3	149	9	161	12	18	19	49	15	9	4	28	400
Total	47	518	34	599	13	583	36	632	47	67	66	180	62	30	18	110	1521
12:00 PM	12	124	12	148	5	162	10	177	11	15	16	42	28	8	7	43	410
12:15 PM	11	150	17	178	5	160	13	178	8	14	20	42	15	11	3	29	427
12:30 PM	14	134	12	160	1	158	11	170	12	15	20	47	20	13	3	36	413
12:45 PM	13	133	15	161	8	133	14	155	10	21	29	60	18	9	4	31	407
Total	50	541	56	647	19	613	48	680	41	65	85	191	81	41	17	139	1657
01:00 PM	11	142	19	172	7	162	15	184	11	20	26	57	18	3	7	28	441
01:15 PM	13	138	16	167	6	122	5	133	9	22	21	52	13	8	3	24	376
01:30 PM	20	145	9	174	2	166	8	176	13	21	19	53	20	11	11	42	445
01:45 PM	17	128	9	154	3	141	13	157	12	22	22	56	11	8	3	22	389
Total	61	553	53	667	18	591	41	650	45	85	88	218	62	30	24	116	1651
02:00 PM	12	119	9	140	2	172	12	186	16	20	24	60	21	9	4	34	420
02:15 PM	10	145	23	178	8	189	5	202	7	19	16	42	17	11	4	32	454
02:30 PM	12	129	11	152	8	220	9	237	13	23	27	63	25	11	5	41	493
02:45 PM	23	155	14	192	7	218	18	243	11	20	25	56	18	15	15	48	539
Total	57	548	57	662	25	799	44	868	47	82	92	221	81	46	28	155	1906
*** BREAK ***																	
04:00 PM	16	134	13	163	7	263	5	275	10	25	29	64	28	14	5	47	549
04:15 PM	13	151	13	177	10	201	5	216	9	34	34	77	29	9	9	47	517
04:30 PM	19	152	17	188	3	258	8	269	14	33	29	76	23	14	7	44	577

A & R Engineering. Inc.

2160 Kingston Court, suite 'O'
Marietta, GA 30067

TMC DATA
SR 20 (Loganille Hwy) @ Hoke O'
Kelly Mill Road
7-10 am | 11am - 3 pm | 4-7 pm

File Name : 20200094
Site Code : 20200094
Start Date : 8/6/2020
Page No : 2

Groups Printed- Cars, Buses & Trucks

	SR 20 (Loganville Hwy) Northbound				SR 20 (Loganville Hwy) Southbound				Hoke Okelly Mill Rd Eastbound				Hoke Okelly Mill Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:45 PM	17	155	11	183	10	245	15	270	10	29	42	81	24	17	7	48	582
Total	65	592	54	711	30	967	33	1030	43	121	134	298	104	54	28	186	2225
05:00 PM	24	161	21	206	9	213	14	236	13	35	30	78	26	13	5	44	564
05:15 PM	13	203	18	234	13	234	14	261	18	37	45	100	27	18	12	57	652
05:30 PM	23	165	12	200	12	266	8	286	16	31	21	68	35	22	5	62	616
05:45 PM	18	144	20	182	8	272	12	292	9	14	22	45	15	12	7	34	553
Total	78	673	71	822	42	985	48	1075	56	117	118	291	103	65	29	197	2385
06:00 PM	17	143	23	183	8	198	11	217	13	22	15	50	28	17	8	53	503
06:15 PM	11	174	20	205	11	208	12	231	7	15	15	37	23	17	7	47	520
06:30 PM	16	155	15	186	12	184	11	207	9	19	11	39	19	9	3	31	463
06:45 PM	15	124	18	157	5	153	4	162	6	11	10	27	18	18	9	45	391
Total	59	596	76	731	36	743	38	817	35	67	51	153	88	61	27	176	1877
Grand Total	662	6285	504	7451	214	6698	363	7275	426	706	794	1926	752	446	262	1460	18112
Apprch %	8.9	84.4	6.8		2.9	92.1	5		22.1	36.7	41.2		51.5	30.5	17.9		
Total %	3.7	34.7	2.8	41.1	1.2	37	2	40.2	2.4	3.9	4.4	10.6	4.2	2.5	1.4	8.1	

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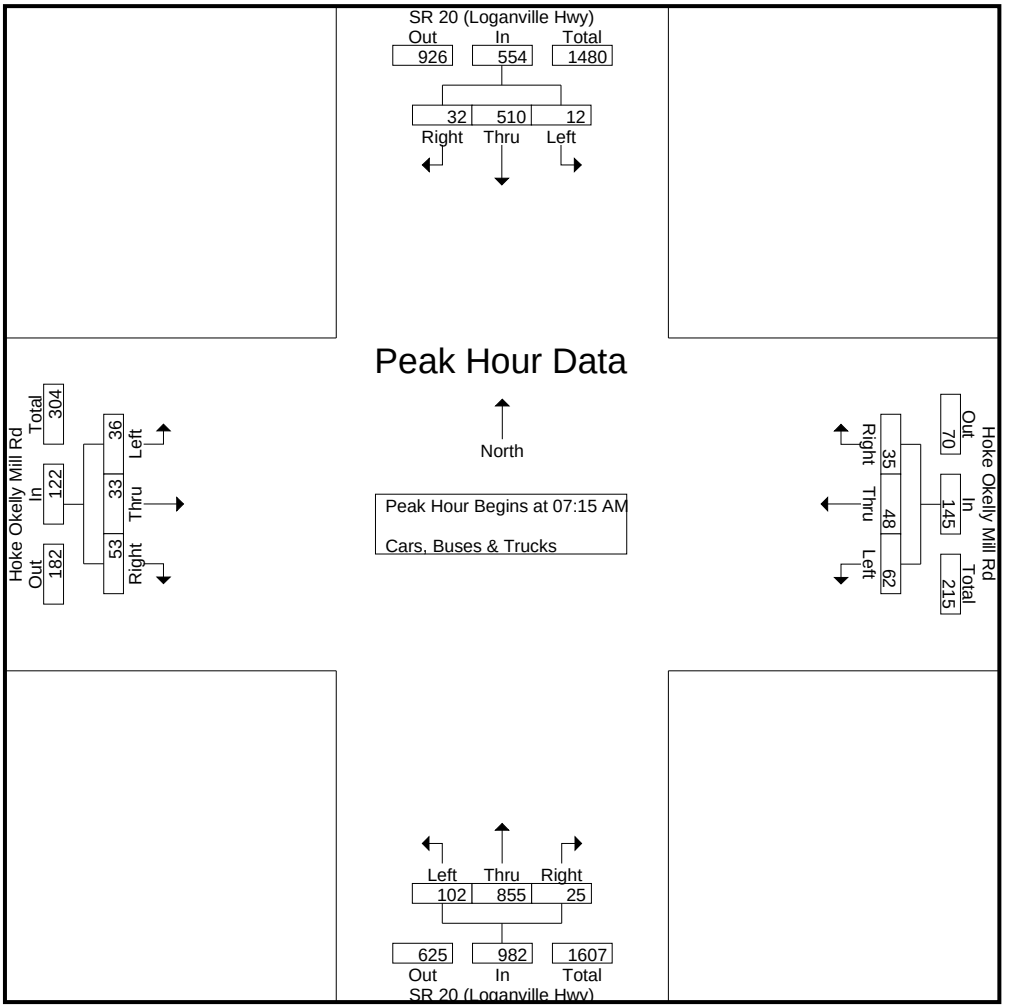
TMC DATA
SR 20 (Loganille Hwy) @ Hoke O'
Kelly Mill Road
7-10 am | 11am - 3 pm | 4-7 pm

File Name : 20200094
Site Code : 20200094
Start Date : 8/6/2020
Page No : 3

	SR 20 (Loganville Hwy) Northbound				SR 20 (Loganville Hwy) Southbound				Hoke Okelly Mill Rd Eastbound				Hoke Okelly Mill Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**36**	**266**	5	**307**	4	113	3	120	**12**	11	12	**35**	10	6	9	25	**487**
07:30 AM	28	201	7	236	0	**144**	**12**	**156**	6	**14**	9	29	**22**	**16**	**10**	**48**	469
07:45 AM	24	176	4	204	3	126	6	135	7	4	**16**	27	17	13	8	38	404
08:00 AM	14	212	**9**	235	**5**	127	11	143	11	4	16	31	13	13	8	34	443
Total Volume	102	855	25	982	12	510	32	554	36	33	53	122	62	48	35	145	1803
% App. Total	10.4	87.1	2.5		2.2	92.1	5.8		29.5	27	43.4		42.8	33.1	24.1		
PHF	.708	.804	.694	.800	.600	.885	.667	.888	.750	.589	.828	.871	.705	.750	.875	.755	.926



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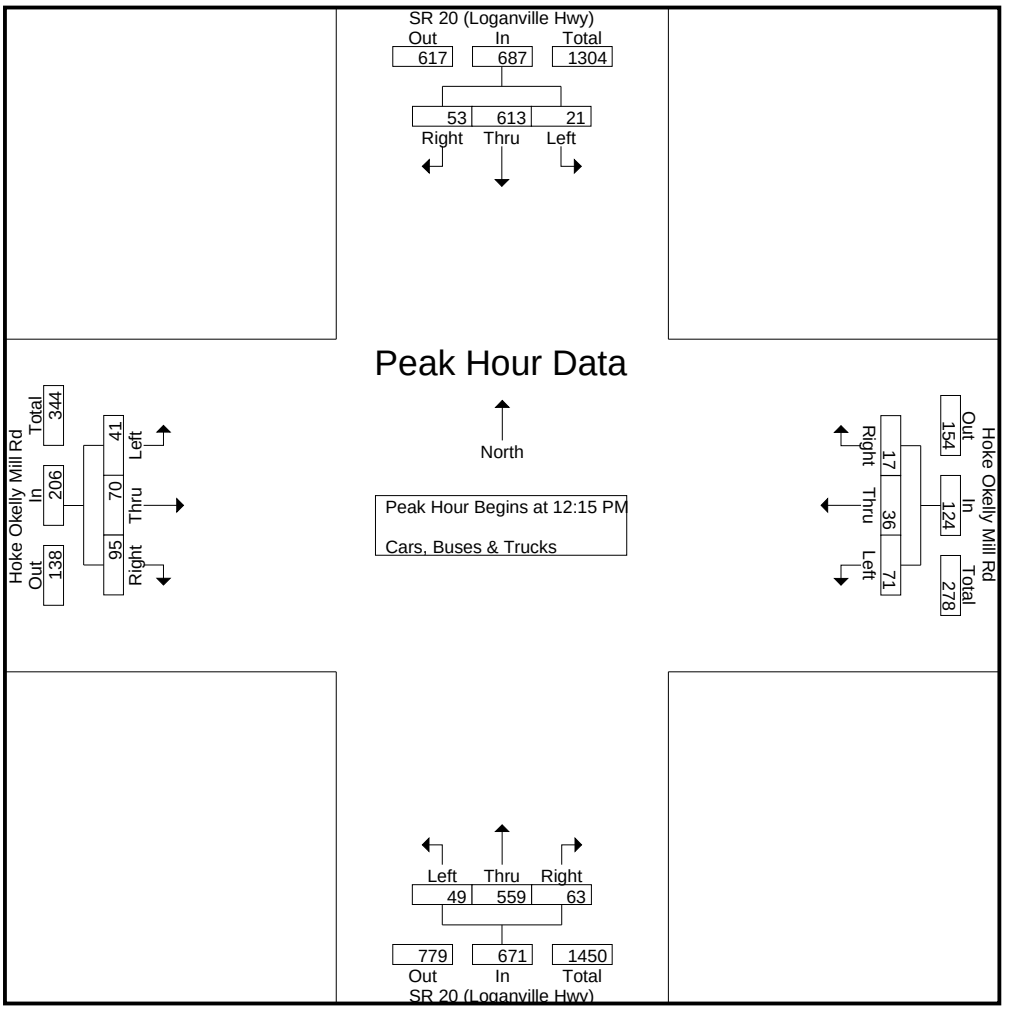
TMC DATA
SR 20 (Loganille Hwy) @ Hoke O'
Kelly Mill Road
7-10 am | 11am - 3 pm | 4-7 pm

File Name : 20200094
Site Code : 20200094
Start Date : 8/6/2020
Page No : 4

	SR 20 (Loganville Hwy) Northbound				SR 20 (Loganville Hwy) Southbound				Hoke Okelly Mill Rd Eastbound				Hoke Okelly Mill Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	11	**150**	17	**178**	5	160	13	178	8	14	20	42	15	11	3	29	427
12:30 PM	**14**	134	12	160	1	158	11	170	**12**	15	20	47	**20**	**13**	3	**36**	413
12:45 PM	13	133	15	161	**8**	133	14	155	10	**21**	**29**	**60**	18	9	4	31	407
01:00 PM	11	142	**19**	172	7	**162**	**15**	**184**	11	20	26	57	18	3	**7**	28	**441**
Total Volume	49	559	63	671	21	613	53	687	41	70	95	206	71	36	17	124	1688
% App. Total	7.3	83.3	9.4		3.1	89.2	7.7		19.9	34	46.1		57.3	29	13.7		
PHF	.875	.932	.829	.942	.656	.946	.883	.933	.854	.833	.819	.858	.888	.692	.607	.861	.957



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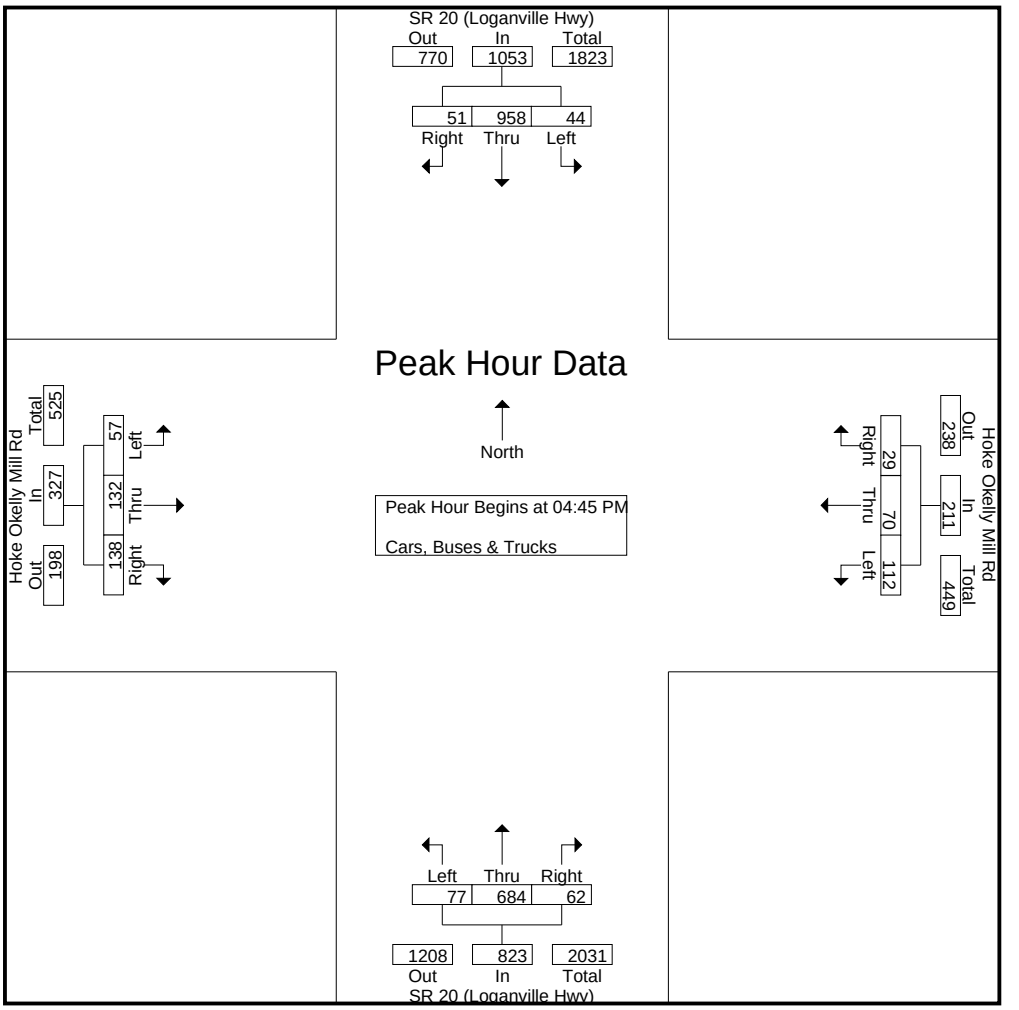
TMC DATA
SR 20 (Loganille Hwy) @ Hoke O'
Kelly Mill Road
7-10 am | 11am - 3 pm | 4-7 pm

File Name : 20200094
Site Code : 20200094
Start Date : 8/6/2020
Page No : 5

	SR 20 (Loganville Hwy) Northbound				SR 20 (Loganville Hwy) Southbound				Hoke Okelly Mill Rd Eastbound				Hoke Okelly Mill Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	17	155	11	183	10	245	**15**	270	10	29	42	81	24	17	7	48	582
05:00 PM	**24**	161	**21**	206	9	213	14	236	13	35	30	78	26	13	5	44	564
05:15 PM	13	**203**	18	**234**	**13**	234	14	261	**18**	**37**	**45**	**100**	27	18	**12**	57	**652**
05:30 PM	23	165	12	200	12	**266**	8	**286**	16	31	21	68	**35**	**22**	5	**62**	616
Total Volume	77	684	62	823	44	958	51	1053	57	132	138	327	112	70	29	211	2414
% App. Total	9.4	83.1	7.5		4.2	91	4.8		17.4	40.4	42.2		53.1	33.2	13.7		
PHF	.802	.842	.738	.879	.846	.900	.850	.920	.792	.892	.767	.818	.800	.795	.604	.851	.926



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TMC DATA
SR 20 (Loganville Hwy) @ Willowwind Dr
7-9 am | 4-6 pm

File Name : 20200095
Site Code : 20200095
Start Date : 8/6/2020
Page No : 1

Groups Printed- Cars, Buses & Trucks

	SR 20 (Loganville Hwy) Northbound				SR 20 (Loganville Hwy) Southbound				Eastbound				Willowwind Dr Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	234	0	234	8	134	0	142	0	0	0	0	4	0	57	61	437
07:15 AM	0	210	2	212	19	133	0	152	0	0	0	0	5	0	63	68	432
07:30 AM	0	192	0	192	9	151	0	160	0	0	0	0	2	0	50	52	404
07:45 AM	0	151	2	153	23	164	0	187	0	0	0	0	4	0	46	50	390
Total	0	787	4	791	59	582	0	641	0	0	0	0	15	0	216	231	1663
08:00 AM	0	208	3	211	14	124	0	138	0	0	0	0	2	0	46	48	397
08:15 AM	0	175	1	176	16	125	0	141	0	0	0	0	2	0	32	34	351
08:30 AM	0	188	1	189	24	135	0	159	0	0	0	0	2	0	39	41	389
08:45 AM	0	139	1	140	11	114	0	125	0	0	0	0	5	0	27	32	297
Total	0	710	6	716	65	498	0	563	0	0	0	0	11	0	144	155	1434
*** BREAK ***																	
04:00 PM	0	133	6	139	49	262	0	311	0	0	0	0	4	0	23	27	477
04:15 PM	0	159	5	164	32	261	0	293	0	0	0	0	3	0	25	28	485
04:30 PM	0	153	3	156	43	246	0	289	0	0	0	0	4	0	28	32	477
04:45 PM	0	169	2	171	45	247	0	292	0	0	0	0	3	0	19	22	485
Total	0	614	16	630	169	1016	0	1185	0	0	0	0	14	0	95	109	1924
05:00 PM	0	183	4	187	44	282	0	326	0	0	0	0	2	0	27	29	542
05:15 PM	0	208	5	213	48	245	0	293	0	0	0	0	4	0	22	26	532
05:30 PM	0	150	3	153	54	248	0	302	0	0	0	0	8	0	34	42	497
05:45 PM	0	150	9	159	50	235	0	285	0	0	0	0	5	0	28	33	477
Total	0	691	21	712	196	1010	0	1206	0	0	0	0	19	0	111	130	2048
Grand Total	0	2802	47	2849	489	3106	0	3595	0	0	0	0	59	0	566	625	7069
Apprch %	0	98.4	1.6		13.6	86.4	0		0	0	0		9.4	0	90.6		
Total %	0	39.6	0.7	40.3	6.9	43.9	0	50.9	0	0	0	0	0.8	0	8	8.8	

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2160 Kingston Court, suite 'O'
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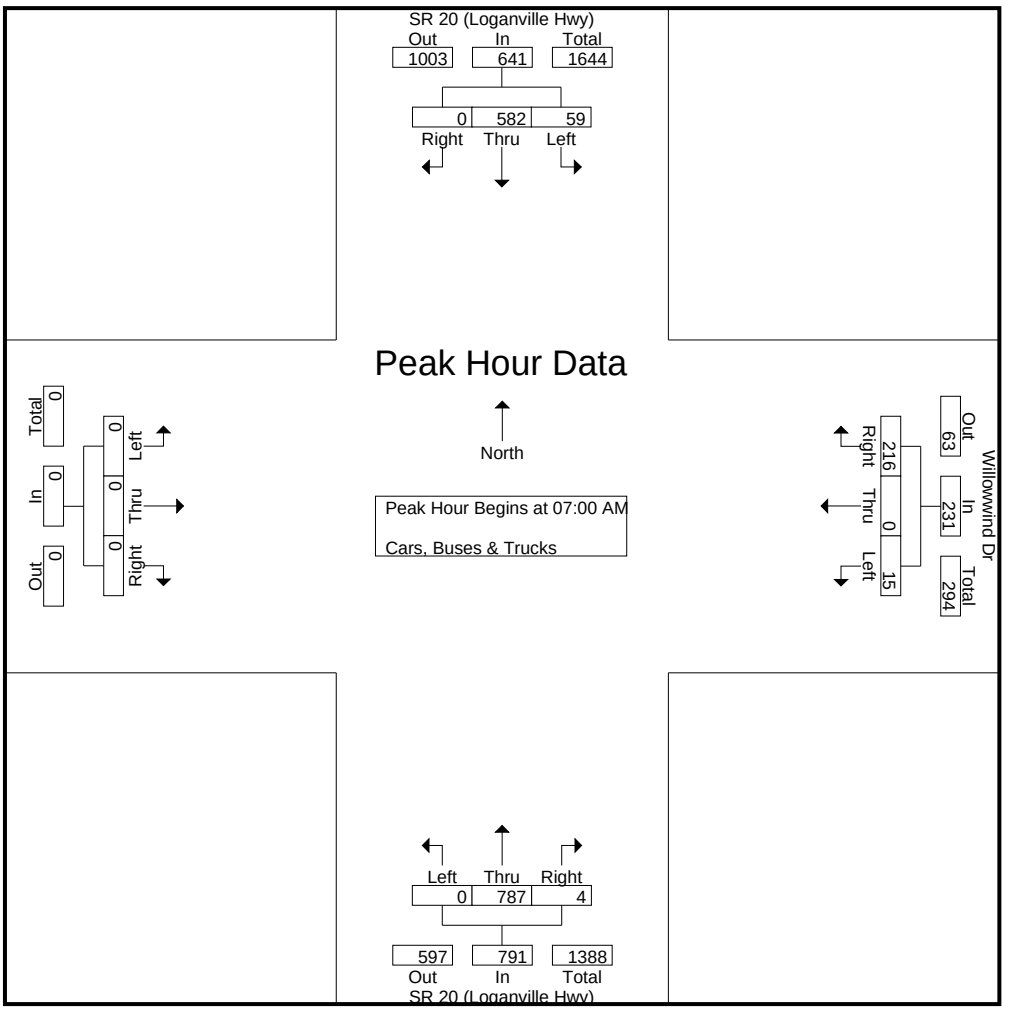
TMC DATA
SR 20 (Loganville Hwy) @ Willowwind Dr
7-9 am | 4-6 pm

File Name : 20200095
Site Code : 20200095
Start Date : 8/6/2020

	SR 20 (Loganville Hwy) Northbound				SR 20 (Loganville Hwy) Southbound				Eastbound				Willowwind Dr Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**234**	0	**234**	8	134	0	142	0	0	0	0	4	0	57	61	**437**
07:15 AM	0	210	**2**	212	19	133	0	152	0	0	0	0	**5**	0	**63**	**68**	432
07:30 AM	0	192	0	192	9	151	0	160	0	0	0	0	2	0	50	52	404
07:45 AM	0	151	2	153	**23**	**164**	0	**187**	0	0	0	0	4	0	46	50	390
Total Volume	0	787	4	791	59	582	0	641	0	0	0	0	15	0	216	231	1663
% App. Total	0	99.5	0.5		9.2	90.8	0		0	0	0		6.5	0	93.5		
PHF	.000	.841	.500	.845	.641	.887	.000	.857	.000	.000	.000	.000	.750	.000	.857	.849	.951



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2160 Kingston Court, suite 'O'
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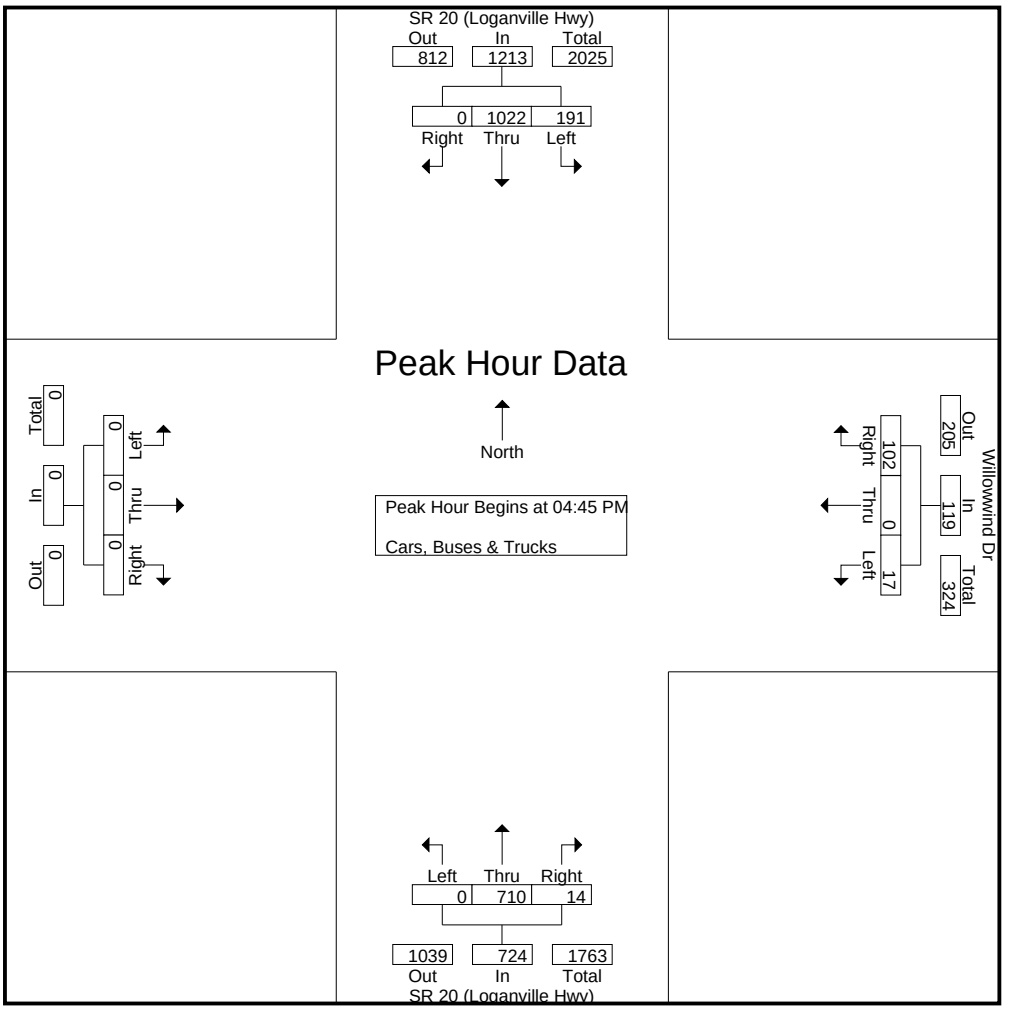
TMC DATA
SR 20 (Loganville Hwy) @ Willowwind Dr
7-9 am | 4-6 pm

File Name : 20200095
Site Code : 20200095
Start Date : 8/6/2020
Page No : 3

	SR 20 (Loganville Hwy) Northbound				SR 20 (Loganville Hwy) Southbound				Eastbound				Willowwind Dr Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	169	2	171	45	247	0	292	0	0	0	0	3	0	19	22	485
05:00 PM	0	183	4	187	44	**282**	0	**326**	0	0	0	0	2	0	27	29	**542**
05:15 PM	0	**208**	**5**	**213**	48	245	0	293	0	0	0	0	4	0	22	26	532
05:30 PM	0	150	3	153	**54**	248	0	302	0	0	0	0	**8**	0	**34**	**42**	497
Total Volume	0	710	14	724	191	1022	0	1213	0	0	0	0	17	0	102	119	2056
% App. Total	0	98.1	1.9		15.7	84.3	0		0	0	0		14.3	0	85.7		
PHF	.000	.853	.700	.850	.884	.906	.000	.930	.000	.000	.000	.000	.531	.000	.750	.708	.948



A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Hoke O'Kelly Mill Road @ Tiffany Cove Dr
7-9 am | 4-6 pm

File Name : 20200096
Site Code : 20200096
Start Date : 8/6/2020
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Northbound				Tiffany Cove Dr Southbound				Hoke O'Kelly Mill Road Eastbound				Hoke O'Kelly Mill Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	24	0	24	0	44	0	44	68
07:15 AM	0	0	0	0	1	0	1	2	0	28	0	28	0	36	0	36	66
07:30 AM	0	0	0	0	0	0	0	0	0	32	0	32	0	57	1	58	90
07:45 AM	0	0	0	0	0	0	1	1	0	25	0	25	0	50	1	51	77
Total	0	0	0	0	1	0	2	3	0	109	0	109	0	187	2	189	301
08:00 AM	0	0	0	0	0	0	0	0	0	29	0	29	0	38	0	38	67
08:15 AM	0	0	0	0	2	0	0	2	0	30	0	30	0	27	1	28	60
08:30 AM	0	0	0	0	2	0	0	2	0	33	0	33	0	34	2	36	71
08:45 AM	0	0	0	0	1	0	0	1	0	28	0	28	0	36	0	36	65
Total	0	0	0	0	5	0	0	5	0	120	0	120	0	135	3	138	263
*** BREAK ***																	
04:00 PM	0	0	0	0	1	0	0	1	0	71	0	71	0	34	1	35	107
04:15 PM	0	0	0	0	1	0	1	2	0	67	0	67	0	28	2	30	99
04:30 PM	0	0	0	0	0	0	3	3	1	79	0	80	0	34	3	37	120
04:45 PM	0	0	0	0	1	0	0	1	1	72	0	73	0	43	0	43	117
Total	0	0	0	0	3	0	4	7	2	289	0	291	0	139	6	145	443
05:00 PM	0	0	0	0	0	0	1	1	0	99	0	99	0	54	0	54	154
05:15 PM	0	0	0	0	0	0	0	0	0	92	0	92	0	45	2	47	139
05:30 PM	0	0	0	0	0	0	0	0	1	77	0	78	0	47	0	47	125
05:45 PM	0	0	0	0	0	0	2	2	1	50	0	51	0	47	1	48	101
Total	0	0	0	0	0	0	3	3	2	318	0	320	0	193	3	196	519
Grand Total	0	0	0	0	9	0	9	18	4	836	0	840	0	654	14	668	1526
Apprch %	0	0	0		50	0	50		0.5	99.5	0		0	97.9	2.1		
Total %	0	0	0	0	0.6	0	0.6	1.2	0.3	54.8	0	55	0	42.9	0.9	43.8	

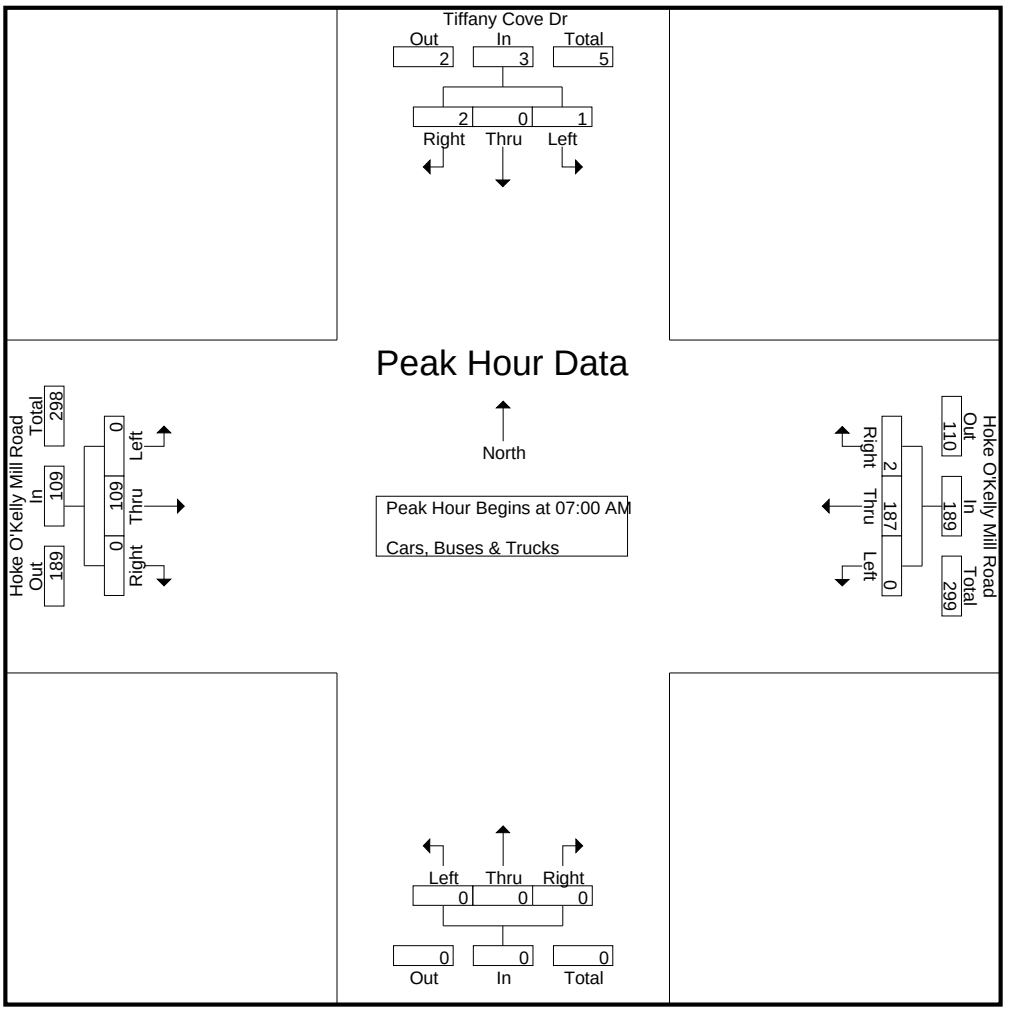
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Hoke O'Kelly Mill Road @ Tiffany Cove Dr
7-9 am | 4-6 pm

File Name : 20200096
Site Code : 20200096
Start Date : 8/6/2020
Page No : 2

	Northbound				Tiffany Cove Dr Southbound				Hoke O'Kelly Mill Road Eastbound				Hoke O'Kelly Mill Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	24	0	24	0	44	0	44	68
07:15 AM	0	0	0	0	**1**	0	**1**	**2**	0	28	0	28	0	36	0	36	66
07:30 AM	0	0	0	0	0	0	0	0	0	**32**	0	**32**	0	**57**	**1**	**58**	**90**
07:45 AM	0	0	0	0	0	0	1	1	0	25	0	25	0	50	1	51	77
Total Volume	0	0	0	0	1	0	2	3	0	109	0	109	0	187	2	189	301
% App. Total	0	0	0		33.3	0	66.7		0	100	0		0	98.9	1.1		
PHF	.000	.000	.000	.000	.250	.000	.500	.375	.000	.852	.000	.852	.000	.820	.500	.815	.836



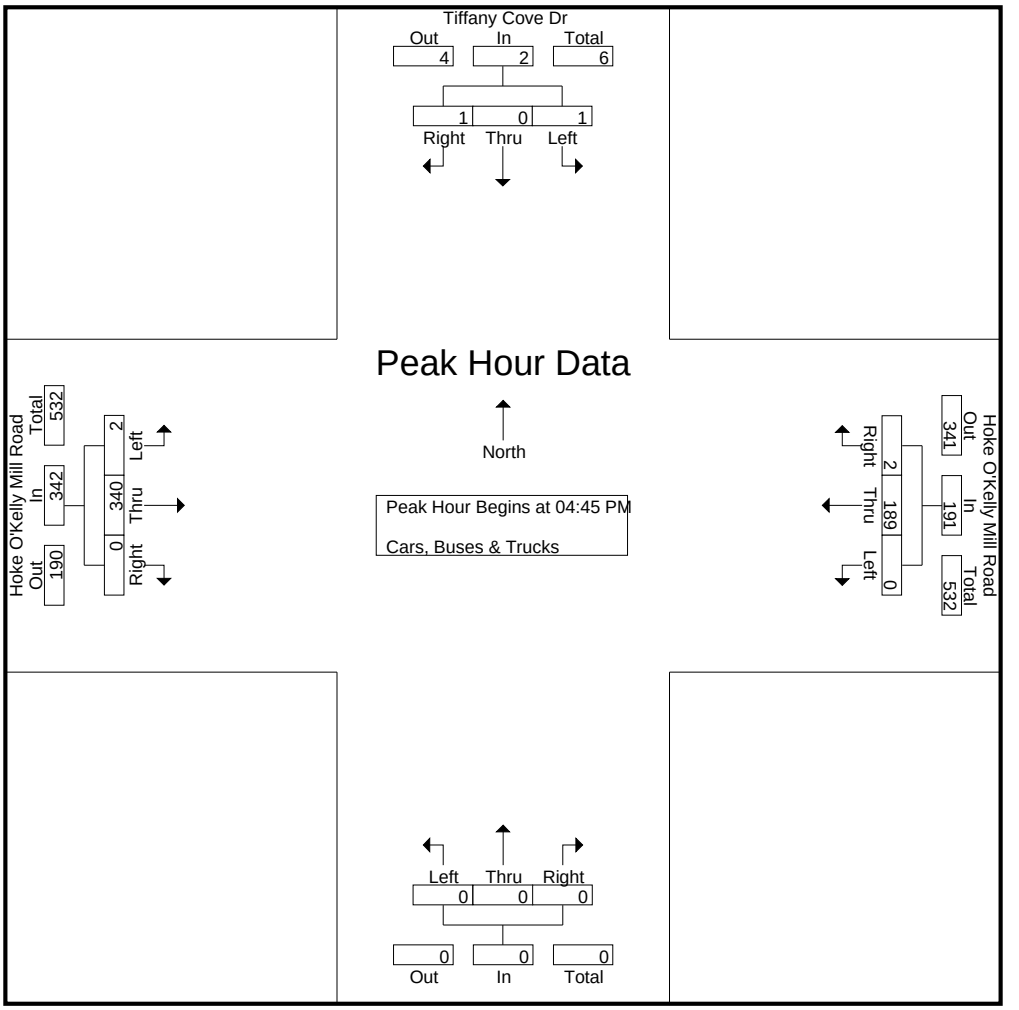
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

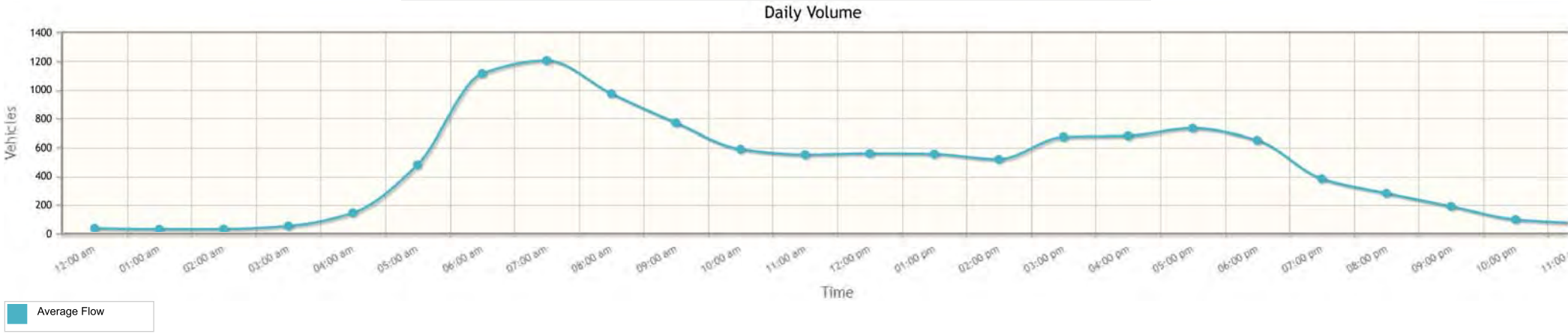
TMC DATA
Hoke O'Kelly Mill Road @ Tiffany Cove Dr
7-9 am | 4-6 pm

File Name : 20200096
Site Code : 20200096
Start Date : 8/6/2020
Page No : 3

	Northbound				Tiffany Cove Dr Southbound				Hoke O'Kelly Mill Road Eastbound				Hoke O'Kelly Mill Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	**1**	0	0	**1**	**1**	72	0	73	0	43	0	43	117
05:00 PM	0	0	0	0	0	0	**1**	1	0	**99**	0	**99**	0	**54**	0	**54**	**154**
05:15 PM	0	0	0	0	0	0	0	0	0	92	0	92	0	45	**2**	47	139
05:30 PM	0	0	0	0	0	0	0	0	1	77	0	78	0	47	0	47	125
Total Volume	0	0	0	0	1	0	1	2	2	340	0	342	0	189	2	191	535
% App. Total	0	0	0		50	0	50		0.6	99.4	0		0	99	1		
PHF	.000	.000	.000	.000	.250	.000	.250	.500	.500	.859	.000	.864	.000	.875	.250	.884	.869



Daily Volume Report 135-0154 Tuesday, January 23, 2018 to Thursday, January 25, 2018



Average Flow

Site Name: 135-0154 Site ID: 0000135_0154 Description: MP 023

Direction: North Time Period: 1 hour Exclude data: None Show: Average

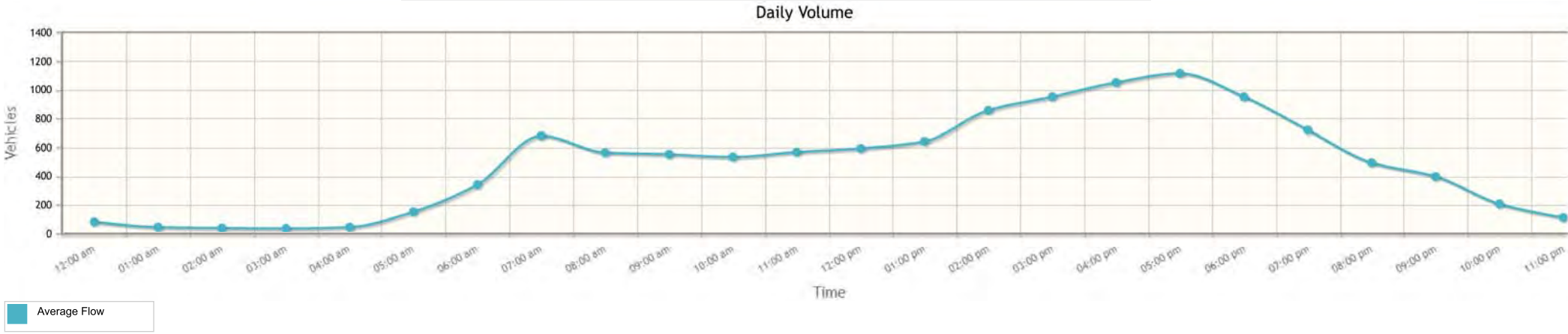
	Average Flow
12:00 am	36
01:00 am	30
02:00 am	31
03:00 am	52
04:00 am	144
05:00 am	478
06:00 am	1109
07:00 am	1200
08:00 am	970
09:00 am	767
10:00 am	586
11:00 am	548
12:00 pm	556
01:00 pm	552
02:00 pm	516
03:00 pm	670
04:00 pm	678
05:00 pm	730
06:00 pm	648
07:00 pm	380
08:00 pm	280
09:00 pm	189
10:00 pm	97
11:00 pm	71
7am-7pm	8422
6am-10pm	10380
6am-12am	10548
12am-12am	11320
am Peak	07:00 am
Peak Volume	1200
pm Peak	05:00 pm
Peak Volume	730

Event key: QC failure Atypical (QC) Events Special Holiday Offline
Weekends and defined holidays

Notes on data:
Averages are calculated as the simple average of values across the period.

Holidays & Events:
None

Daily Volume Report 135-0154 Tuesday, January 23, 2018 to Thursday, January 25, 2018



Average Flow

Site Name: 135-0154 Site ID: 0000135_0154 Description: MP 023

Direction: South Time Period: 1 hour Exclude data: None Show: Average

	Average Flow
12:00 am	81
01:00 am	44
02:00 am	38
03:00 am	35
04:00 am	44
05:00 am	152
06:00 am	340
07:00 am	678
08:00 am	562
09:00 am	550
10:00 am	532
11:00 am	566
12:00 pm	591
01:00 pm	640
02:00 pm	854
03:00 pm	948
04:00 pm	1047
05:00 pm	1110
06:00 pm	948
07:00 pm	718
08:00 pm	492
09:00 pm	396
10:00 pm	206
11:00 pm	111
7am-7pm	9024
6am-10pm	10970
6am-12am	11287
12am-12am	11682
am Peak	07:00 am
Peak Volume	678
pm Peak	05:00 pm
Peak Volume	1110

Event key: QC failure Atypical (QC) Events Special Holiday Offline
Weekends and defined holidays

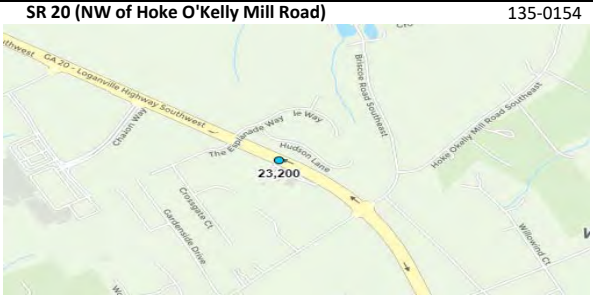
Notes on data:
Averages are calculated as the simple average of values across the period.

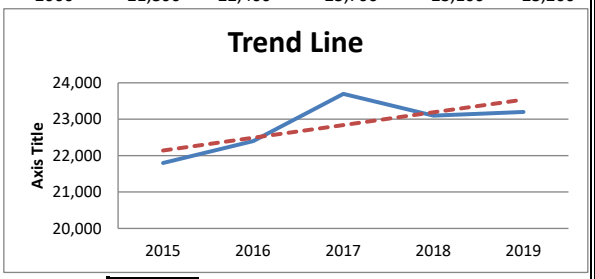
Holidays & Events:
None

LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2015	2016	2017	2018	2019
SR 20 (NW of Hoke O'Kelly Mill	1.5%	0.55	135-0154	2000	21,800	22,400	23,700	23,100	23,200
SR 20 (South of Line St)	1.9%	0.80	297-0107	2000	18,300	18,200	19,300	19,300	19,500
Briscoe Road (North of Grove R	9.0%	0.84	135-8536	28500	2,670	2,730	3,500	3,550	3,630
Rock Rd (East of Rock Hollow D	0.9%	0.48	297-7642	3900	3,920	4,010	4,090	4,150	4,040
Weighted Average	**2.1%**	0.75	Sum of Count Stations =		46,690	47,340	50,590	50,100	50,370

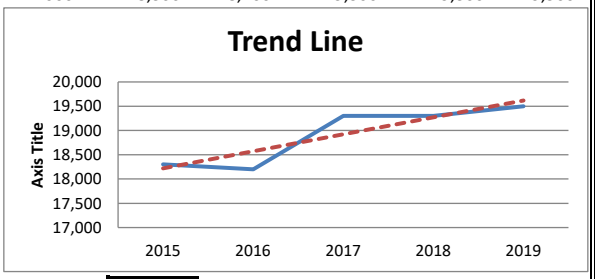
Location	Traffic Counter	RCLINK	2015	2016	2017	2018	2019
SR 20 (NW of Hoke O'Kelly Mill Road)	135-0154	2000	21,800	22,400	23,700	23,100	23,200





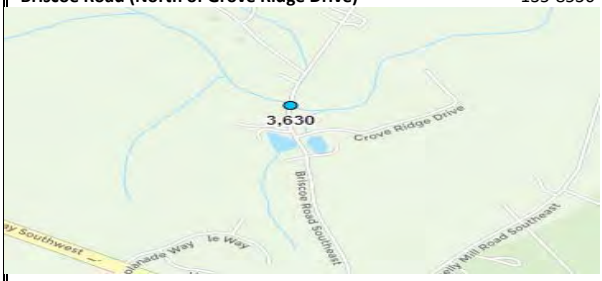
Growth Rate	1.5%	Intercept	-683,110	Slope	350.00
Trend Line	22,140	22,490	22,840	23,190	23,540

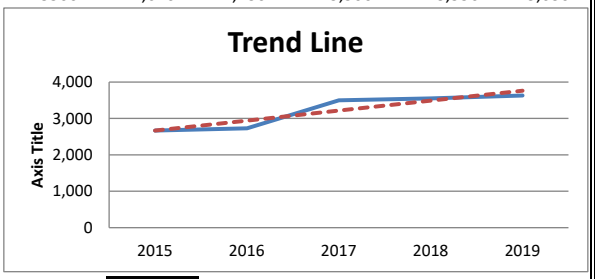
Location	Traffic Counter	RCLINK	2015	2016	2017	2018	2019
SR 20 (South of Line St)	297-0107	2000	18,300	18,200	19,300	19,300	19,500



Growth Rate	1.9%	Intercept	-687,030	Slope	350.00
Trend Line	18,220	18,570	18,920	19,270	19,620

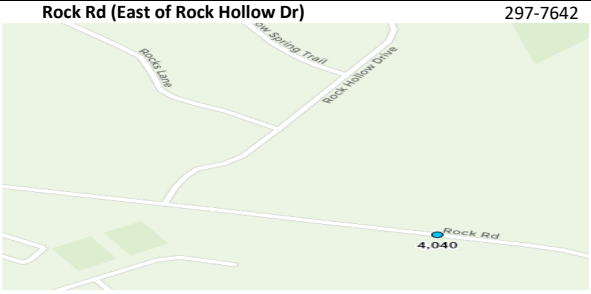
Location	Traffic Counter	RCLINK	2015	2016	2017	2018	2019
Briscoe Road (North of Grove Ridge Drive)	135-8536	28500	2,670	2,730	3,500	3,550	3,630

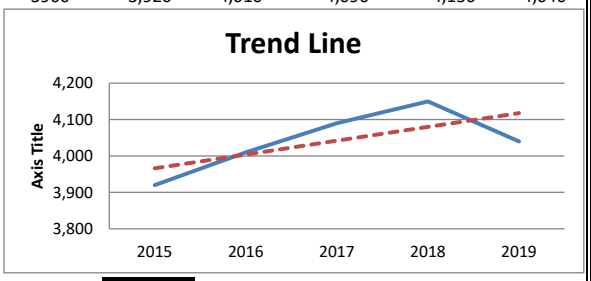




Growth Rate	9.0%	Intercept	-549,442	Slope	274.00
Trend Line	2,668	2,942	3,216	3,490	3,764

Location	Traffic Counter	RCLINK	2015	2016	2017	2018	2019
Rock Rd (East of Rock Hollow Dr)	297-7642	3900	3,920	4,010	4,090	4,150	4,040





Growth Rate	0.9%	Intercept	-72,604	Slope	38.00
Trend Line	3,966	4,004	4,042	4,080	4,118

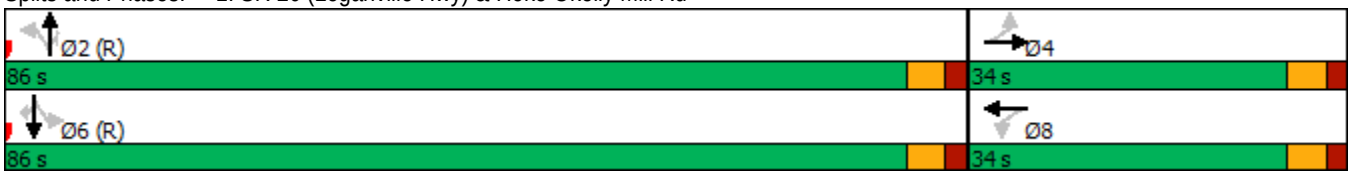
EXISTING INTERSECTION ANALYSIS

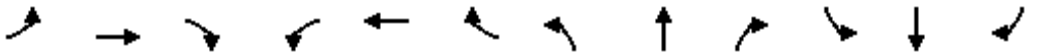
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	45	42	78	60	129	1077	32	15	643	40
Future Volume (vph)	45	42	78	60	129	1077	32	15	643	40
Lane Group Flow (vph)	49	119	85	113	140	1171	35	16	699	43
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.5	24.5	24.5	24.5	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	34.0	34.0	34.0	34.0	86.0	86.0	86.0	86.0	86.0	86.0
Total Split (%)	28.3%	28.3%	28.3%	28.3%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
v/c Ratio	0.38	0.48	0.69	0.50	0.25	0.42	0.03	0.05	0.25	0.03
Control Delay	55.8	30.6	77.0	43.4	5.1	4.7	1.3	4.0	3.8	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.8	30.6	77.0	43.4	5.1	4.7	1.3	4.0	3.8	1.2
Queue Length 50th (ft)	36	41	64	61	23	120	0	2	60	0
Queue Length 95th (ft)	72	95	115	115	56	195	8	9	101	9
Internal Link Dist (ft)		345		597		701			1576	
Turn Bay Length (ft)	200		200		260		200	250		190
Base Capacity (vph)	267	448	256	436	565	2808	1263	329	2808	1265
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.27	0.33	0.26	0.25	0.42	0.03	0.05	0.25	0.03

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 1: SR 20 (Loganville Hwy) & Hoke Okelly Mill Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	42	67	78	60	44	129	1077	32	15	643	40
Future Volume (veh/h)	45	42	67	78	60	44	129	1077	32	15	643	40
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	49	46	0	85	65	0	140	1171	0	16	699	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	194		170	194		625	2859		400	2859	
Arrive On Green	0.10	0.10	0.00	0.10	0.10	0.00	0.80	0.80	0.00	0.80	0.80	0.00
Sat Flow, veh/h	1337	1870	0	1360	1870	0	747	3554	1585	479	3554	1585
Grp Volume(v), veh/h	49	46	0	85	65	0	140	1171	0	16	699	0
Grp Sat Flow(s),veh/h/ln	1337	1870	0	1360	1870	0	747	1777	1585	479	1777	1585
Q Serve(g_s), s	4.2	2.7	0.0	7.4	3.9	0.0	6.7	11.5	0.0	1.2	5.7	0.0
Cycle Q Clear(g_c), s	8.1	2.7	0.0	10.1	3.9	0.0	12.5	11.5	0.0	12.7	5.7	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	194		170	194		625	2859		400	2859	
V/C Ratio(X)	0.32	0.24		0.50	0.34		0.22	0.41		0.04	0.24	
Avail Cap(c_a), veh/h	334	444		352	444		625	2859		400	2859	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.7	49.4	0.0	54.0	49.9	0.0	4.4	3.4	0.0	5.3	2.9	0.0
Incr Delay (d2), s/veh	1.1	0.6	0.0	2.3	1.0	0.0	0.8	0.4	0.0	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.3	0.0	2.6	1.9	0.0	0.9	2.8	0.0	0.1	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	50.0	0.0	56.3	50.9	0.0	5.2	3.9	0.0	5.5	3.1	0.0
LnGrp LOS	D	D		E	D		A	A		A	A	
Approach Vol, veh/h		95	A		150	A		1311	A		715	A
Approach Delay, s/veh		52.5			54.0			4.0			3.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		102.1		17.9		102.1		17.9				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		80.5		28.5		80.5		28.5				
Max Q Clear Time (g_c+I1), s		14.5		10.1		14.7		12.1				
Green Ext Time (p_c), s		52.4		0.2		27.9		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		9.0
HCM 6th LOS		A

Notes

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

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	19	272	0	992	5	74	733
Future Vol, veh/h	19	272	0	992	5	74	733
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	None
Storage Length	0	85	260	-	190	260	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	21	296	0	1078	5	80	797

Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	1637	539	797	0	0	1078	0
Stage 1	1078	-	-	-	-	-	-
Stage 2	559	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	91	487	448	-	-	643	-
Stage 1	288	-	-	-	-	-	-
Stage 2	536	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	80	487	448	-	-	643	-
Mov Cap-2 Maneuver	80	-	-	-	-	-	-
Stage 1	288	-	-	-	-	-	-
Stage 2	470	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.9	0	1
HCM LOS	D		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	448	-	-	80	487	643	-
HCM Lane V/C Ratio	-	-	-	0.258	0.607	0.125	-
HCM Control Delay (s)	0	-	-	65	23.2	11.4	-
HCM Lane LOS	A	-	-	F	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0.9	4	0.4	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	137	236	3	1	3
Future Vol, veh/h	0	137	236	3	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	180	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	149	257	3	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	260	0	-	0	406	257
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	149	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1304	-	-	-	601	782
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1304	-	-	-	601	782
Mov Cap-2 Maneuver	-	-	-	-	601	-
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	879	-

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

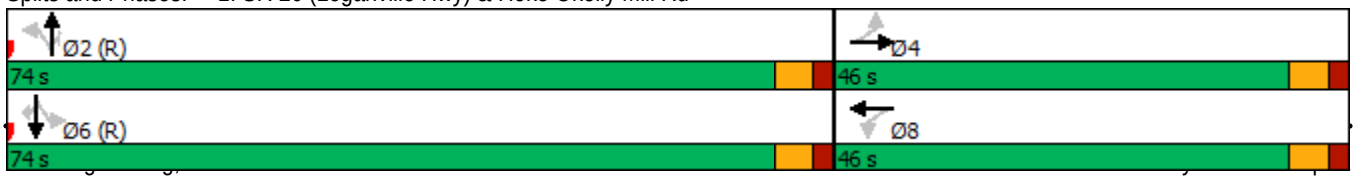
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1304	-	-	-	727
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s)	0	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

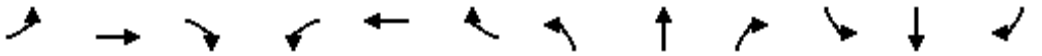
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	60	139	118	74	81	718	65	46	1006	54
Future Volume (vph)	60	139	118	74	81	718	65	46	1006	54
Lane Group Flow (vph)	65	309	128	113	88	780	71	50	1093	59
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.5	24.5	24.5	24.5	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	46.0	46.0	46.0	46.0	74.0	74.0	74.0	74.0	74.0	74.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%	61.7%	61.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
v/c Ratio	0.24	0.76	1.22	0.28	0.31	0.32	0.06	0.12	0.45	0.05
Control Delay	38.3	48.5	197.8	32.0	12.9	8.6	2.3	9.2	10.0	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	48.5	197.8	32.0	12.9	8.6	2.3	9.2	10.0	2.5
Queue Length 50th (ft)	42	194	~123	61	24	111	0	11	175	0
Queue Length 95th (ft)	74	261	#211	100	73	194	19	36	298	17
Internal Link Dist (ft)		345		597		701			1576	
Turn Bay Length (ft)	200		200		260		200	250		190
Base Capacity (vph)	416	611	165	613	288	2452	1118	429	2452	1114
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.51	0.78	0.18	0.31	0.32	0.06	0.12	0.45	0.05

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 20 (Loganville Hwy) & Hoke Okelly Mill Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	139	145	118	74	30	81	718	65	46	1006	54
Future Volume (veh/h)	60	139	145	118	74	30	81	718	65	46	1006	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	151	0	128	80	0	88	780	0	50	1093	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	363		212	363		363	2538		499	2538	
Arrive On Green	0.19	0.19	0.00	0.19	0.19	0.00	0.71	0.71	0.00	0.71	0.71	0.00
Sat Flow, veh/h	1319	1870	0	1236	1870	0	516	3554	1585	693	3554	1585
Grp Volume(v), veh/h	65	151	0	128	80	0	88	780	0	50	1093	0
Grp Sat Flow(s),veh/h/ln	1319	1870	0	1236	1870	0	516	1777	1585	693	1777	1585
Q Serve(g_s), s	5.2	8.5	0.0	12.1	4.3	0.0	10.2	9.6	0.0	3.4	15.2	0.0
Cycle Q Clear(g_c), s	9.6	8.5	0.0	20.6	4.3	0.0	25.4	9.6	0.0	13.1	15.2	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	363		212	363		363	2538		499	2538	
V/C Ratio(X)	0.24	0.42		0.60	0.22		0.24	0.31		0.10	0.43	
Avail Cap(c_a), veh/h	458	631		390	631		363	2538		499	2538	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.7	42.4	0.0	51.4	40.7	0.0	12.3	6.3	0.0	8.7	7.1	0.0
Incr Delay (d2), s/veh	0.5	0.8	0.0	2.7	0.3	0.0	1.6	0.3	0.0	0.4	0.5	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	1.7	4.0	0.0	3.9	2.0	0.0	1.2	3.1	0.0	0.5	4.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	43.1	0.0	54.2	41.0	0.0	13.9	6.6	0.0	9.1	7.6	0.0
LnGrp LOS	D	D		D	D		B	A		A	A	
Approach Vol, veh/h		216	A		208	A		868	A		1143	A
Approach Delay, s/veh		43.8			49.1			7.3			7.7	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		91.2		28.8		91.2		28.8				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		68.5		40.5		68.5		40.5				
Max Q Clear Time (g_c+I1), s		27.4		11.6		17.2		22.6				
Green Ext Time (p_c), s		26.2		0.7		39.4		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									

Notes

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

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	18	107	0	746	15	201	1073
Future Vol, veh/h	18	107	0	746	15	201	1073
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	None
Storage Length	0	85	260	-	190	260	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	20	116	0	811	16	218	1166

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	1830	406	1166	0	0	811	0
Stage 1	811	-	-	-	-	-	-
Stage 2	1019	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	68	594	260	-	-	811	-
Stage 1	397	-	-	-	-	-	-
Stage 2	309	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	50	594	260	-	-	811	-
Mov Cap-2 Maneuver	50	-	-	-	-	-	-
Stage 1	397	-	-	-	-	-	-
Stage 2	226	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.6	0	1.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	260	-	-	50	594	811	-
HCM Lane V/C Ratio	-	-	-	0.391	0.196	0.269	-
HCM Control Delay (s)	0	-	-	117.3	12.5	11.1	-
HCM Lane LOS	A	-	-	F	B	B	-
HCM 95th %tile Q(veh)	0	-	-	1.4	0.7	1.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	357	198	2	1	1
Future Vol, veh/h	2	357	198	2	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	180	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	388	215	2	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	217	0	-	0	607	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	392	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1353	-	-	-	460	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1353	-	-	-	459	825
Mov Cap-2 Maneuver	-	-	-	-	459	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	683	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1353	-	-	-	590
HCM Lane V/C Ratio	0.002	-	-	-	0.004
HCM Control Delay (s)	7.7	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

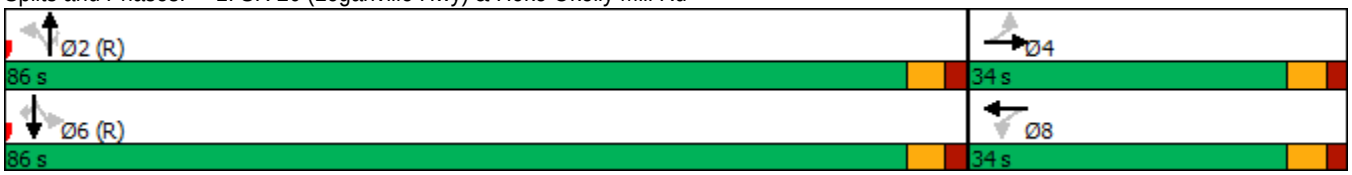
FUTURE "NO-BUILD" INTERSECTION ANALYSIS

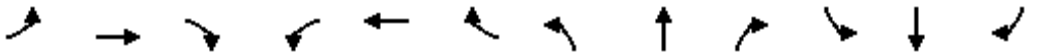
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	49	45	84	65	140	1165	35	16	695	43
Future Volume (vph)	49	45	84	65	140	1165	35	16	695	43
Lane Group Flow (vph)	53	127	91	123	152	1266	38	17	755	47
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.5	24.5	24.5	24.5	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	34.0	34.0	34.0	34.0	86.0	86.0	86.0	86.0	86.0	86.0
Total Split (%)	28.3%	28.3%	28.3%	28.3%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
v/c Ratio	0.41	0.49	0.72	0.52	0.29	0.45	0.03	0.06	0.27	0.04
Control Delay	56.4	30.9	79.7	44.3	5.9	5.3	1.3	4.4	4.1	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	30.9	79.7	44.3	5.9	5.3	1.3	4.4	4.1	1.3
Queue Length 50th (ft)	38	46	69	69	27	141	0	2	68	0
Queue Length 95th (ft)	77	102	121	124	67	229	9	10	116	10
Internal Link Dist (ft)		345		597		701			1576	
Turn Bay Length (ft)	200		200		260		200	250		190
Base Capacity (vph)	253	449	247	436	524	2785	1253	288	2785	1255
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.28	0.37	0.28	0.29	0.45	0.03	0.06	0.27	0.04

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 1: SR 20 (Loganville Hwy) & Hoke Okelly Mill Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	45	72	84	65	48	140	1165	35	16	695	43
Future Volume (veh/h)	49	45	72	84	65	48	140	1165	35	16	695	43
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	53	49	0	91	71	0	152	1266	0	17	755	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	205		176	205		588	2838		361	2838	
Arrive On Green	0.11	0.11	0.00	0.11	0.11	0.00	0.80	0.80	0.00	0.80	0.80	0.00
Sat Flow, veh/h	1329	1870	0	1356	1870	0	709	3554	1585	438	3554	1585
Grp Volume(v), veh/h	53	49	0	91	71	0	152	1266	0	17	755	0
Grp Sat Flow(s),veh/h/ln	1329	1870	0	1356	1870	0	709	1777	1585	438	1777	1585
Q Serve(g_s), s	4.6	2.9	0.0	7.9	4.2	0.0	8.4	13.4	0.0	1.5	6.5	0.0
Cycle Q Clear(g_c), s	8.8	2.9	0.0	10.8	4.2	0.0	14.9	13.4	0.0	14.9	6.5	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	205		176	205		588	2838		361	2838	
V/C Ratio(X)	0.33	0.24		0.52	0.35		0.26	0.45		0.05	0.27	
Avail Cap(c_a), veh/h	329	444		350	444		588	2838		361	2838	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.5	48.8	0.0	53.7	49.4	0.0	5.0	3.8	0.0	6.1	3.1	0.0
Incr Delay (d2), s/veh	1.2	0.6	0.0	2.3	1.0	0.0	1.1	0.5	0.0	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.4	0.0	2.8	2.0	0.0	1.1	3.3	0.0	0.1	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	49.4	0.0	56.1	50.4	0.0	6.1	4.3	0.0	6.4	3.3	0.0
LnGrp LOS	D	D		E	D		A	A		A	A	
Approach Vol, veh/h		102	A		162	A		1418	A		772	A
Approach Delay, s/veh		52.2			53.6			4.5			3.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		101.3		18.7		101.3		18.7				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		80.5		28.5		80.5		28.5				
Max Q Clear Time (g_c+I1), s		16.9		10.8		16.9		12.8				
Green Ext Time (p_c), s		53.9		0.2		30.4		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			9.4									
HCM 6th LOS			A									

Notes

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

Intersection	
Int Delay, s/veh	5.1

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	21	294	0	1073	5	80	793
Future Vol, veh/h	21	294	0	1073	5	80	793
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	None
Storage Length	0	85	260	-	190	260	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	23	320	0	1166	5	87	862

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	1771	583	862	0	0	1166	0
Stage 1	1166	-	-	-	-	-	-
Stage 2	605	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	74	456	407	-	-	595	-
Stage 1	259	-	-	-	-	-	-
Stage 2	508	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	63	456	407	-	-	595	-
Mov Cap-2 Maneuver	63	-	-	-	-	-	-
Stage 1	259	-	-	-	-	-	-
Stage 2	434	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.5	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	407	-	-	63	456	595	-
HCM Lane V/C Ratio	-	-	-	0.362	0.701	0.146	-
HCM Control Delay (s)	0	-	-	91.6	29.4	12.1	-
HCM Lane LOS	A	-	-	F	D	B	-
HCM 95th %tile Q(veh)	0	-	-	1.3	5.3	0.5	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	148	255	3	1	3
Future Vol, veh/h	0	148	255	3	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	180	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	161	277	3	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	280	0	-	0	438	277
Stage 1	-	-	-	-	277	-
Stage 2	-	-	-	-	161	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1283	-	-	-	576	762
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	868	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1283	-	-	-	576	762
Mov Cap-2 Maneuver	-	-	-	-	576	-
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	868	-

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

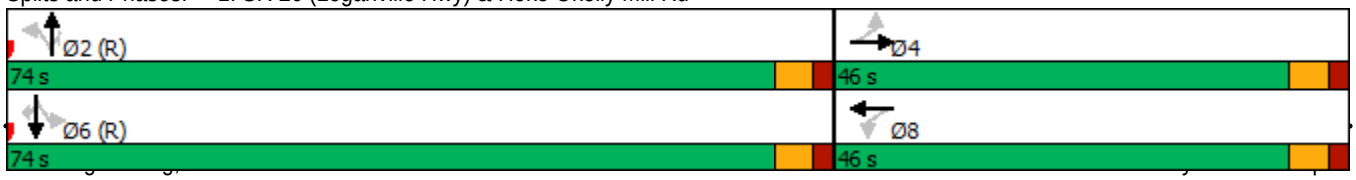
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1283	-	-	-	705
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s)	0	-	-	-	10.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	65	150	128	80	88	777	70	50	1088	58
Future Volume (vph)	65	150	128	80	88	777	70	50	1088	58
Lane Group Flow (vph)	71	334	139	122	96	845	76	54	1183	63
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.5	24.5	24.5	24.5	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	46.0	46.0	46.0	46.0	74.0	74.0	74.0	74.0	74.0	74.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%	61.7%	61.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
v/c Ratio	0.24	0.74	1.19	0.28	0.40	0.36	0.07	0.14	0.50	0.06
Control Delay	35.8	45.2	181.1	30.6	18.3	10.3	2.5	11.0	12.1	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	45.2	181.1	30.6	18.3	10.3	2.5	11.0	12.1	2.9
Queue Length 50th (ft)	45	208	~129	65	31	137	0	14	220	1
Queue Length 95th (ft)	76	275	#223	104	98	230	21	42	361	20
Internal Link Dist (ft)		345		597		701			1576	
Turn Bay Length (ft)	200		200		260		200	250		190
Base Capacity (vph)	410	611	165	613	239	2365	1083	376	2365	1078
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.55	0.84	0.20	0.40	0.36	0.07	0.14	0.50	0.06

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 20 (Loganville Hwy) & Hoke Okelly Mill Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	150	157	128	80	32	88	777	70	50	1088	58
Future Volume (veh/h)	65	150	157	128	80	32	88	777	70	50	1088	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	163	0	139	87	0	96	845	0	54	1183	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	391		223	391		320	2485		455	2485	
Arrive On Green	0.21	0.21	0.00	0.21	0.21	0.00	0.70	0.70	0.00	0.70	0.70	0.00
Sat Flow, veh/h	1310	1870	0	1223	1870	0	474	3554	1585	652	3554	1585
Grp Volume(v), veh/h	71	163	0	139	87	0	96	845	0	54	1183	0
Grp Sat Flow(s),veh/h/ln	1310	1870	0	1223	1870	0	474	1777	1585	652	1777	1585
Q Serve(g_s), s	5.7	9.1	0.0	13.3	4.6	0.0	13.7	11.3	0.0	4.3	18.0	0.0
Cycle Q Clear(g_c), s	10.3	9.1	0.0	22.4	4.6	0.0	31.8	11.3	0.0	15.5	18.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	391		223	391		320	2485		455	2485	
V/C Ratio(X)	0.25	0.42		0.62	0.22		0.30	0.34		0.12	0.48	
Avail Cap(c_a), veh/h	452	631		380	631		320	2485		455	2485	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.6	41.1	0.0	50.8	39.4	0.0	15.3	7.1	0.0	10.2	8.1	0.0
Incr Delay (d2), s/veh	0.5	0.7	0.0	2.8	0.3	0.0	2.4	0.4	0.0	0.5	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	1.9	4.2	0.0	4.2	2.2	0.0	1.6	3.7	0.0	0.6	5.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	41.8	0.0	53.6	39.6	0.0	17.7	7.5	0.0	10.7	8.8	0.0
LnGrp LOS	D	D		D	D		B	A		B	A	
Approach Vol, veh/h		234	A		226	A		941	A		1237	A
Approach Delay, s/veh		42.5			48.3			8.5			8.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		89.4		30.6		89.4		30.6				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		68.5		40.5		68.5		40.5				
Max Q Clear Time (g_c+I1), s		33.8		12.3		20.0		24.4				
Green Ext Time (p_c), s		25.0		0.8		39.9		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			15.1									
HCM 6th LOS			B									

Notes

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

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	19	116	0	807	16	217	1161
Future Vol, veh/h	19	116	0	807	16	217	1161
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	None
Storage Length	0	85	260	-	190	260	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	21	126	0	877	17	236	1262

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	1980	439	1262	0	0	877	0
Stage 1	877	-	-	-	-	-	-
Stage 2	1103	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	54	566	225	-	-	766	-
Stage 1	367	-	-	-	-	-	-
Stage 2	279	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	37	566	225	-	-	766	-
Mov Cap-2 Maneuver	37	-	-	-	-	-	-
Stage 1	367	-	-	-	-	-	-
Stage 2	193	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	37.8	0	1.9
HCM LOS	E		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	225	-	-	37	566	766	-
HCM Lane V/C Ratio	-	-	-	0.558	0.223	0.308	-
HCM Control Delay (s)	0	-	-	188.1	13.2	11.8	-
HCM Lane LOS	A	-	-	F	B	B	-
HCM 95th %tile Q(veh)	0	-	-	1.9	0.8	1.3	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	386	214	2	1	1
Future Vol, veh/h	2	386	214	2	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	180	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	420	233	2	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	235	0	-	0	657	233
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	424	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1332	-	-	-	430	806
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	660	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1332	-	-	-	429	806
Mov Cap-2 Maneuver	-	-	-	-	429	-
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	660	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1332	-	-	-	560
HCM Lane V/C Ratio	0.002	-	-	-	0.004
HCM Control Delay (s)	7.7	0	-	-	11.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

GDOT Right Turn Lane Analysis

RIGHT TURN LANE ANALYSIS
per GDOT standards

The following right turn lane analysis were used to determine the need for dedicated turn bays at the proposed site driveway locations.

GDOT standards require the installation of a deceleration lane on state routes at no cost to the department when traffic entering the development meets or exceeds the values shown in the following table.

GDOT Requirements For Deceleration Lanes					
Site Driveway	Right Turn Traffic (% Total Entering)	Right Turn Volume (veh/day)	Roadway Speed / # Lanes	GDOT Threshold (veh/day)	Requirement
SR 20 @ Willowwind Dr / Site Driveway 1	65% of 1,023	665	45 mph / 4-Lane	75	175' Storage 100' Taper
Hoke O'Kelly Mill Road @ Site Driveway 2	15% of 209	31	35 mph/ 2-Lane	100	Not Warranted
Hoke O'Kelly Mill Road @ Site Driveway 3	15% of 282	42	35 mph/ 2-Lane	100	Not Warranted

Findings

Based on the number of projected daily right turns Site Driveway 1 will warrant construction of a deceleration lane. Site Driveway 2, and Site Driveway 3 will meet the GDOT requirements for construction of deceleration lane.

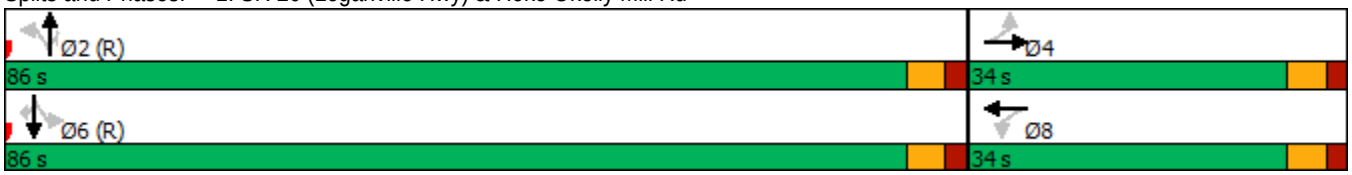
FUTURE "BUILD" INTERSECTION ANALYSIS

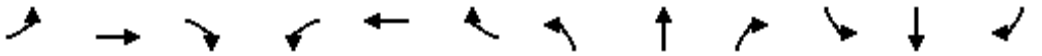
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	75	51	90	69	165	1251	44	17	735	52
Future Volume (vph)	75	51	90	69	165	1251	44	17	735	52
Lane Group Flow (vph)	82	163	98	128	179	1360	48	18	799	57
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.5	24.5	24.5	24.5	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	34.0	34.0	34.0	34.0	86.0	86.0	86.0	86.0	86.0	86.0
Total Split (%)	28.3%	28.3%	28.3%	28.3%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
v/c Ratio	0.56	0.55	0.84	0.49	0.37	0.50	0.04	0.07	0.29	0.05
Control Delay	61.6	31.3	97.1	42.0	7.9	6.4	1.5	5.4	4.9	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.6	31.3	97.1	42.0	7.9	6.4	1.5	5.4	4.9	1.4
Queue Length 50th (ft)	60	61	75	72	37	173	0	3	80	0
Queue Length 95th (ft)	107	123	130	125	96	285	11	12	138	12
Internal Link Dist (ft)		551		597		1599			1576	
Turn Bay Length (ft)	200		200		260		200	250		190
Base Capacity (vph)	254	457	204	436	486	2730	1232	248	2730	1234
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.36	0.48	0.29	0.37	0.50	0.04	0.07	0.29	0.05

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 1: SR 20 (Loganville Hwy) & Hoke Okelly Mill Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	51	99	90	69	49	165	1251	44	17	735	52
Future Volume (veh/h)	75	51	99	90	69	49	165	1251	44	17	735	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	55	0	98	75	0	179	1360	0	18	799	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	221		183	221		556	2808		324	2808	
Arrive On Green	0.12	0.12	0.00	0.12	0.12	0.00	0.79	0.79	0.00	0.79	0.79	0.00
Sat Flow, veh/h	1325	1870	0	1349	1870	0	680	3554	1585	400	3554	1585
Grp Volume(v), veh/h	82	55	0	98	75	0	179	1360	0	18	799	0
Grp Sat Flow(s),veh/h/ln	1325	1870	0	1349	1870	0	680	1777	1585	400	1777	1585
Q Serve(g_s), s	7.3	3.2	0.0	8.5	4.4	0.0	11.6	15.6	0.0	1.9	7.3	0.0
Cycle Q Clear(g_c), s	11.7	3.2	0.0	11.7	4.4	0.0	18.9	15.6	0.0	17.5	7.3	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	221		183	221		556	2808		324	2808	
V/C Ratio(X)	0.49	0.25		0.53	0.34		0.32	0.48		0.06	0.28	
Avail Cap(c_a), veh/h	326	444		344	444		556	2808		324	2808	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.0	48.1	0.0	53.4	48.6	0.0	6.0	4.3	0.0	7.3	3.4	0.0
Incr Delay (d2), s/veh	2.2	0.6	0.0	2.4	0.9	0.0	1.5	0.6	0.0	0.3	0.3	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	2.5	1.5	0.0	3.0	2.1	0.0	1.6	4.0	0.0	0.2	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	48.6	0.0	55.8	49.5	0.0	7.5	4.9	0.0	7.6	3.7	0.0
LnGrp LOS	E	D		E	D		A	A		A	A	
Approach Vol, veh/h		137	A		173	A		1539	A		817	A
Approach Delay, s/veh		53.1			53.1			5.2			3.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		100.3		19.7		100.3		19.7				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		80.5		28.5		80.5		28.5				
Max Q Clear Time (g_c+I1), s		20.9		13.7		19.5		13.7				
Green Ext Time (p_c), s		53.3		0.3		32.0		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		10.3
HCM 6th LOS		B

Notes

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

Intersection	
Int Delay, s/veh	78.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	5	29	21	1	306	9	1121	6	86	842	19
Future Vol, veh/h	62	5	29	21	1	306	9	1121	6	86	842	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	85	-	-	85	260	-	190	260	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	5	32	23	1	333	10	1218	7	93	915	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1731	2339	458	1884	2360	609	936	0	0	1218	0	0
Stage 1	1101	1101	-	1238	1238	-	-	-	-	-	-	-
Stage 2	630	1238	-	646	1122	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 57	36	550	43	35	438	727	-	-	568	-	-
Stage 1	226	286	-	186	246	-	-	-	-	-	-	-
Stage 2	436	246	-	427	279	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 12	30	550	30	29	438	727	-	-	568	-	-
Mov Cap-2 Maneuver	~ 12	30	-	30	29	-	-	-	-	-	-	-
Stage 1	223	239	-	183	243	-	-	-	-	-	-	-
Stage 2	103	243	-	329	233	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1851.6	52	0.1	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	727	-	-	13	550	30	438	568	-	-
HCM Lane V/C Ratio	0.013	-	-	5.602	0.057	0.797	0.759	0.165	-	-
HCM Control Delay (s)	10	-	-	$ 2647.9	11.9	291.8	34.8	12.6	-	-
HCM Lane LOS	B	-	-	F	B	F	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	10.2	0.2	2.6	6.4	0.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	185	291	3	1	3
Future Vol, veh/h	0	185	291	3	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	180	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	201	316	3	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	319	0	-	0	517	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1241	-	-	-	518	724
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	833	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1241	-	-	-	518	724
Mov Cap-2 Maneuver	-	-	-	-	518	-
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	833	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1241	-	-	-	659
HCM Lane V/C Ratio	-	-	-	-	0.007
HCM Control Delay (s)	0	-	-	-	10.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	186	1	7	290	4	22
Future Vol, veh/h	186	1	7	290	4	22
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	202	1	8	315	4	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	203	0	534	203
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	331	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1369	-	507	838
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1369	-	503	838
Mov Cap-2 Maneuver	-	-	-	-	503	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	723	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	760	-	-	1369	-
HCM Lane V/C Ratio	0.037	-	-	0.006	-
HCM Control Delay (s)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	159	1	8	286	5	26
Future Vol, veh/h	159	1	8	286	5	26
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	173	1	9	311	5	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	174	0	503	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	329	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1403	-	528	869
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1403	-	524	869
Mov Cap-2 Maneuver	-	-	-	-	524	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	723	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	786	-	-	1403	-
HCM Lane V/C Ratio	0.043	-	-	0.006	-
HCM Control Delay (s)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	82	158	140	87	119	831	77	52	1171	85
Future Volume (vph)	82	158	140	87	119	831	77	52	1171	85
Lane Group Flow (vph)	89	377	152	132	129	903	84	57	1273	92
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.5	24.5	24.5	24.5	35.5	35.5	35.5	35.5	35.5	35.5
Total Split (s)	44.0	44.0	44.0	44.0	76.0	76.0	76.0	76.0	76.0	76.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
v/c Ratio	0.26	0.72	1.08	0.25	0.71	0.41	0.08	0.18	0.58	0.09
Control Delay	33.6	40.5	138.8	28.5	43.0	12.9	2.4	13.1	15.5	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	40.5	138.8	28.5	43.0	12.9	2.4	13.1	15.5	2.8
Queue Length 50th (ft)	50	215	115	64	70	193	0	19	316	2
Queue Length 95th (ft)	95	325	#254	115	#198	239	21	44	383	23
Internal Link Dist (ft)		551		597		1599			1576	
Turn Bay Length (ft)	200		200		260		200	250		190
Base Capacity (vph)	386	584	159	584	181	2206	1018	313	2206	1019
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.65	0.96	0.23	0.71	0.41	0.08	0.18	0.58	0.09

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 20 (Loganville Hwy) & Hoke Okelly Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	158	189	140	87	34	119	831	77	52	1171	85
Future Volume (veh/h)	82	158	189	140	87	34	119	831	77	52	1171	85
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	89	172	0	152	95	0	129	903	0	57	1273	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	418		236	418		281	2433		416	2433	
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.00	0.68	0.68	0.00	0.68	0.68	0.00
Sat Flow, veh/h	1301	1870	0	1213	1870	0	435	3554	1585	617	3554	1585
Grp Volume(v), veh/h	89	172	0	152	95	0	129	903	0	57	1273	0
Grp Sat Flow(s),veh/h/ln	1301	1870	0	1213	1870	0	435	1777	1585	617	1777	1585
Q Serve(g_s), s	7.2	9.4	0.0	14.7	5.0	0.0	24.9	12.9	0.0	5.2	21.1	0.0
Cycle Q Clear(g_c), s	12.2	9.4	0.0	24.1	5.0	0.0	46.0	12.9	0.0	18.0	21.1	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	418		236	418		281	2433		416	2433	
V/C Ratio(X)	0.30	0.41		0.64	0.23		0.46	0.37		0.14	0.52	
Avail Cap(c_a), veh/h	423	600		354	600		281	2433		416	2433	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.1	39.8	0.0	50.1	38.1	0.0	20.6	8.0	0.0	11.8	9.3	0.0
Incr Delay (d2), s/veh	0.6	0.6	0.0	2.9	0.3	0.0	5.3	0.4	0.0	0.7	0.8	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	2.4	4.4	0.0	4.6	2.3	0.0	2.8	4.4	0.0	0.7	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	40.5	0.0	53.1	38.4	0.0	25.9	8.4	0.0	12.5	10.1	0.0
LnGrp LOS	D	D		D	D		C	A		B	B	
Approach Vol, veh/h		261	A		247	A		1032	A		1330	A
Approach Delay, s/veh		41.6			47.4			10.6			10.2	
Approach LOS		D			D			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		87.7		32.3		87.7		32.3				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		70.5		38.5		70.5		38.5				
Max Q Clear Time (g_c+I1), s		48.0		14.2		23.1		26.1				
Green Ext Time (p_c), s		18.6		0.9		41.0		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		16.4
HCM 6th LOS		B

Notes

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

Intersection	
Int Delay, s/veh	68.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	3	16	20	5	123	28	856	17	228	1217	60
Future Vol, veh/h	35	3	16	20	5	123	28	856	17	228	1217	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	85	-	-	85	260	-	190	260	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	3	17	22	5	134	30	930	18	248	1323	65

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2347	2809	662	2149	2874	465	1388	0	0	930	0	0
Stage 1	1819	1819	-	990	990	-	-	-	-	-	-	-
Stage 2	528	990	-	1159	1884	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 19	18	404	27	16	544	489	-	-	731	-	-
Stage 1	80	127	-	264	323	-	-	-	-	-	-	-
Stage 2	502	323	-	208	118	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 6	11	404	~ 14	10	544	489	-	-	731	-	-
Mov Cap-2 Maneuver	~ 6	11	-	~ 14	10	-	-	-	-	-	-	-
Stage 1	75	84	-	248	303	-	-	-	-	-	-	-
Stage 2	349	303	-	126	78	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 2698.9	196.2	0.4	1.9
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	489	-	-	6	404	13	544	731	-	-
HCM Lane V/C Ratio	0.062	-	-	6.884	0.043	2.09	0.246	0.339	-	-
HCM Control Delay (s)	12.8	-	-	$ 3829.3	14.3	$ 1093.5	13.8	12.4	-	-
HCM Lane LOS	B	-	-	F	B	F	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	6.7	0.1	4.2	1	1.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	435	260	2	1	1
Future Vol, veh/h	2	435	260	2	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	180	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	473	283	2	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	285	0	-	0	760	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	477	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1277	-	-	-	374	756
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	624	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1277	-	-	-	373	756
Mov Cap-2 Maneuver	-	-	-	-	373	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	624	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1277	-	-	-	500
HCM Lane V/C Ratio	0.002	-	-	-	0.004
HCM Control Delay (s)	7.8	0	-	-	12.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	432	4	23	260	3	14
Future Vol, veh/h	432	4	23	260	3	14
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	470	4	25	283	3	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	474	0	805	472
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1088	-	352	592
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1088	-	342	592
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	706	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	524	-	-	1088	-
HCM Lane V/C Ratio	0.035	-	-	0.023	-
HCM Control Delay (s)	12.1	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	422	5	26	236	3	15
Future Vol, veh/h	422	5	26	236	3	15
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	459	5	28	257	3	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	464	0	775	462
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	313	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1097	-	366	600
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	741	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1097	-	355	600
Mov Cap-2 Maneuver	-	-	-	-	355	-
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	719	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	538	-	-	1097	-
HCM Lane V/C Ratio	0.036	-	-	0.026	-
HCM Control Delay (s)	11.9	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

TRAFFIC VOLUME WORKSHEETS

20-103 - Mixed-Use Development at Hoke O'Kelly Mill Road and SR 20 (Loganville Highway) -TIS

Traffic Volumes

A&R Engineering
November 2020

1. SR 20 @ Hoke Rd

A.M. Peak Hour

Condition	SR 20 (Loganville Highway) Northbound				SSR 20 (Loganville Highway) Southbound				Hoke O'Kelly Mill Road Eastbound				Hoke O'Kelly Mill Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2020 Counts during Covid-19:	102	855	25	982	12	510	32	554	36	33	53	122	62	48	35	145
Adjusted Existing 2020 Volumes:	129	1077	32	1238	15	643	40	698	45	42	67	154	78	60	44	182
Growth Factor (%):	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
No-Build 2023 Volumes:	145	1211	36	1392	17	723	45	785	51	47	75	173	88	67	49	204
Total New Trips (Southeast):	14	40	8	62	0	12	0	12	0	0	4	4	2	0	0	2
Total New Trips (Northeast):	3	0	0	3	0	0	3	3	11	2	9	22	0	1	0	1
Total New Trips (Northwest):	3	0	0	3	0	0	4	4	13	2	11	26	0	1	0	1
Future 2023 Traffic Volumes:	165	1251	44	1460	17	735	52	804	75	51	99	225	90	69	49	208

P.M. Peak Hour

Condition	SR 20 (Loganville Highway) Northbound				SSR 20 (Loganville Highway) Southbound				Hoke O'Kelly Mill Road Eastbound				Hoke O'Kelly Mill Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2020 Counts during Covid-19:	77	684	62	823	44	958	51	1053	57	132	138	327	112	70	29	211
Adjusted Existing 2020 Volumes:	81	718	65	864	46	1006	54	1106	60	139	145	344	118	74	30	222
Growth Factor (%):	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
No-Build 2023 Volumes:	91	808	73	972	52	1132	61	1245	67	156	163	386	133	83	34	250
Total New Trips (Southeast):	8	23	4	35	0	39	0	39	0	0	14	14	7	0	0	7
Total New Trips (Northeast):	9	0	0	9	0	0	11	11	7	1	6	14	0	2	0	2
Total New Trips (Northwest):	11	0	0	11	0	0	13	13	8	1	6	15	0	2	0	2
Future 2023 Traffic Volumes:	119	831	77	1027	52	1171	85	1308	82	158	189	429	140	87	34	261

20-103 - Mixed-Use Development at Hoke O'Kelly Mill Road and SR 20 (Loganville Highway) -TIS

Traffic Volumes

A&R Engineering
November 2020

2. SR 20 @ Willowwind Dr

A.M. Peak Hour

	SR 20 (Loganville Highway) Northbound				SR 20 (Loganville Highway) Southbound				Site Driveway 1 Eastbound				Willowwind Drive Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2020 Counts during Covid-19:	0	787	4	791	59	582	0	641	0	0	0	0	15	0	216	231
Adjusted Existing 2020 Volumes:	0	992	5	997	74	733	0	807	0	0	0	0	19	0	272	291
Growth Factor (%):	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
No-Build 2023 Volumes:	0	1116	6	1122	83	825	0	908	0	0	0	0	21	0	306	327
Total New Trips (Southeast):	9	0	0	9	0	0	19	19	62	5	29	96	0	1	0	1
Total New Trips (Northeast):	0	2	0	2	1	8	0	9	0	0	0	0	0	0	0	0
Total New Trips (Northwest):	0	3	0	3	2	9	0	11	0	0	0	0	0	0	0	0
Future 2023 Traffic Volumes:	9	1121	6	1136	86	842	19	947	62	5	29	96	21	1	306	328

P.M. Peak Hour

	SR 20 (Loganville Highway) Northbound				SR 20 (Loganville Highway) Southbound				Site Driveway 1 Eastbound				Willowwind Drive Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2020 Counts during Covid-19:	0	710	14	724	191	1022	0	1213	0	0	0	0	17	0	102	119
Adjusted Existing 2020 Volumes:	0	746	15	761	201	1073	0	1274	0	0	0	0	18	0	107	125
Growth Factor (%):	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
No-Build 2023 Volumes:	0	839	17	856	226	1207	0	1433	0	0	0	0	20	0	120	140
Total New Trips (Southeast):	28	0	0	28	0	0	60	60	35	3	16	54	0	5	0	5
Total New Trips (Northeast):	0	8	0	8	1	5	0	6	0	0	0	0	0	0	1	1
Total New Trips (Northwest):	0	9	0	9	1	5	0	6	0	0	0	0	0	0	2	2
Future 2023 Traffic Volumes:	28	856	17	901	228	1217	60	1505	35	3	16	54	20	5	123	148

20-103 - Mixed-Use Development at Hoke O'Kelly Mill Road and SR 20 (Loganville Highway) -TIS

Traffic Volumes

A&R Engineering
November 2020

3. Hoke Rd @ Tiffany Cove Dr

A.M. Peak Hour

	- Northbound				Tiffany Cove Drive Southbound				Hoke O'Kelly Mill Road Eastbound				Hoke O'Kelly Mill Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2020 Counts during Covid-19:	0	0	0	0	1	0	2	3	0	109	0	109	0	187	2	189
Adjusted Existing 2020 Volumes:	0	0	0	0	1	0	3	4	0	137	0	137	0	236	3	239
Growth Factor (%):	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
No-Build 2023 Volumes:	0	0	0	0	1	0	3	4	0	154	0	154	0	265	3	268
Total New Trips (Southeast):	0	0	0	0	0	0	0	0	0	4	0	4	0	14	0	14
Total New Trips (Northeast):	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	4
Total New Trips (Northwest):	0	0	0	0	0	0	0	0	0	26	0	26	0	8	0	8
Future 2023 Traffic Volumes:	0	0	0	0	1	0	3	4	0	185	0	185	0	291	3	294

P.M. Peak Hour

	- Northbound				Tiffany Cove Drive Southbound				Hoke O'Kelly Mill Road Eastbound				Hoke O'Kelly Mill Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2020 Counts during Covid-19:	0	0	0	0	1	0	1	2	2	340	0	342	0	189	2	191
Adjusted Existing 2020 Volumes:	0	0	0	0	1	0	1	2	2	357	0	359	0	198	2	200
Growth Factor (%):	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
No-Build 2023 Volumes:	0	0	0	0	1	0	1	2	2	402	0	404	0	223	2	225
Total New Trips (Southeast):	0	0	0	0	0	0	0	0	0	14	0	14	0	8	0	8
Total New Trips (Northeast):	0	0	0	0	0	0	0	0	0	4	0	4	0	3	0	3
Total New Trips (Northwest):	0	0	0	0	0	0	0	0	0	15	0	15	0	26	0	26
Future 2023 Traffic Volumes:	0	0	0	0	1	0	1	2	2	435	0	437	0	260	2	262

20-103 - Mixed-Use Development at Hoke O'Kelly Mill Road and SR 20 (Loganville Highway) -TIS

Traffic Volumes

A&R Engineering
November 2020

4. Hoke Rd @ Site Drwy 2

A.M. Peak Hour

	Site Driveway 2 Northbound				- Southbound				Hoke O'Kelly Mill Road Eastbound				Hoke O'Kelly Mill Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2020 Counts during Covid-19:	0	0	0	0	0	0	0	0	0	110	0	110	0	189	0	189
Adjusted Existing 2020 Volumes:	0	0	0	0	0	0	0	0	0	139	0	139	0	238	0	238
Growth Factor (%):	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
No-Build 2023 Volumes:	0	0	0	0	0	0	0	0	0	156	0	156	0	268	0	268
Total New Trips (Southeast):	0	0	0	0	0	0	0	0	0	4	0	4	0	14	0	14
Total New Trips (Northeast):	4	0	22	26	0	0	0	0	0	0	1	1	7	0	0	7
Total New Trips (Northwest):	0	0	0	0	0	0	0	0	0	26	0	26	0	8	0	8
Future 2023 Traffic Volumes:	4	0	22	26	0	0	0	0	0	186	1	187	7	290	0	297

P.M. Peak Hour

	Site Driveway 2 Northbound				- Southbound				Hoke O'Kelly Mill Road Eastbound				Hoke O'Kelly Mill Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2020 Counts during Covid-19:	0	0	0	0	0	0	0	0	0	341	0	341	0	191	0	191
Adjusted Existing 2020 Volumes:	0	0	0	0	0	0	0	0	0	358	0	358	0	201	0	201
Growth Factor (%):	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
No-Build 2023 Volumes:	0	0	0	0	0	0	0	0	0	403	0	403	0	226	0	226
Total New Trips (Southeast):	0	0	0	0	0	0	0	0	0	14	0	14	0	8	0	8
Total New Trips (Northeast):	3	0	14	17	0	0	0	0	0	0	4	4	23	0	0	23
Total New Trips (Northwest):	0	0	0	0	0	0	0	0	0	15	0	15	0	26	0	26
Future 2023 Traffic Volumes:	3	0	14	17	0	0	0	0	0	432	4	436	23	260	0	283

20-103 - Mixed-Use Development at Hoke O'Kelly Mill Road and SR 20 (Loganville Highway) -TIS

Traffic Volumes

A&R Engineering
November 2020

5. Hoke Rd @ Site Drwy 3

A.M. Peak Hour

Condition	Site Driveway 3 Northbound				- Southbound				Hoke O'Kelly Mill Road Eastbound				Hoke O'Kelly Mill Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2020 Counts during Covid-19:	0	0	0	0	0	0	0	0	0	109	0	109	0	189	0	189
Adjusted Existing 2020 Volumes:	0	0	0	0	0	0	0	0	0	137	0	137	0	238	0	238
Growth Factor (%):	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
No-Build 2023 Volumes:	0	0	0	0	0	0	0	0	0	154	0	154	0	268	0	268
Total New Trips (Southeast):	0	0	0	0	0	0	0	0	0	4	0	4	0	14	0	14
Total New Trips (Northeast):	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	4
Total New Trips (Northwest):	5	0	26	31	0	0	0	0	0	0	1	1	8	0	0	8
Future 2023 Traffic Volumes:	5	0	26	31	0	0	0	0	0	159	1	160	8	286	0	294

P.M. Peak Hour

Condition	Site Driveway 3 Northbound				- Southbound				Hoke O'Kelly Mill Road Eastbound				Hoke O'Kelly Mill Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2020 Counts during Covid-19:	0	0	0	0	0	0	0	0	0	342	0	342	0	190	0	190
Adjusted Existing 2020 Volumes:	0	0	0	0	0	0	0	0	0	359	0	359	0	200	0	200
Growth Factor (%):	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
No-Build 2023 Volumes:	0	0	0	0	0	0	0	0	0	404	0	404	0	225	0	225
Total New Trips (Southeast):	0	0	0	0	0	0	0	0	0	14	0	14	0	8	0	8
Total New Trips (Northeast):	0	0	0	0	0	0	0	0	0	4	0	4	0	3	0	3
Total New Trips (Northwest):	3	0	15	18	0	0	0	0	0	0	5	5	26	0	0	26
Future 2023 Traffic Volumes:	3	0	15	18	0	0	0	0	0	422	5	427	26	236	0	262