TRAFFIC IMPACT STUDY
FOR
2380 WISTERIA DRIVE RESIDENTIAL DEVELOPMENT

SNELLVILLE, GEORGIA

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A & R Project # 24-036

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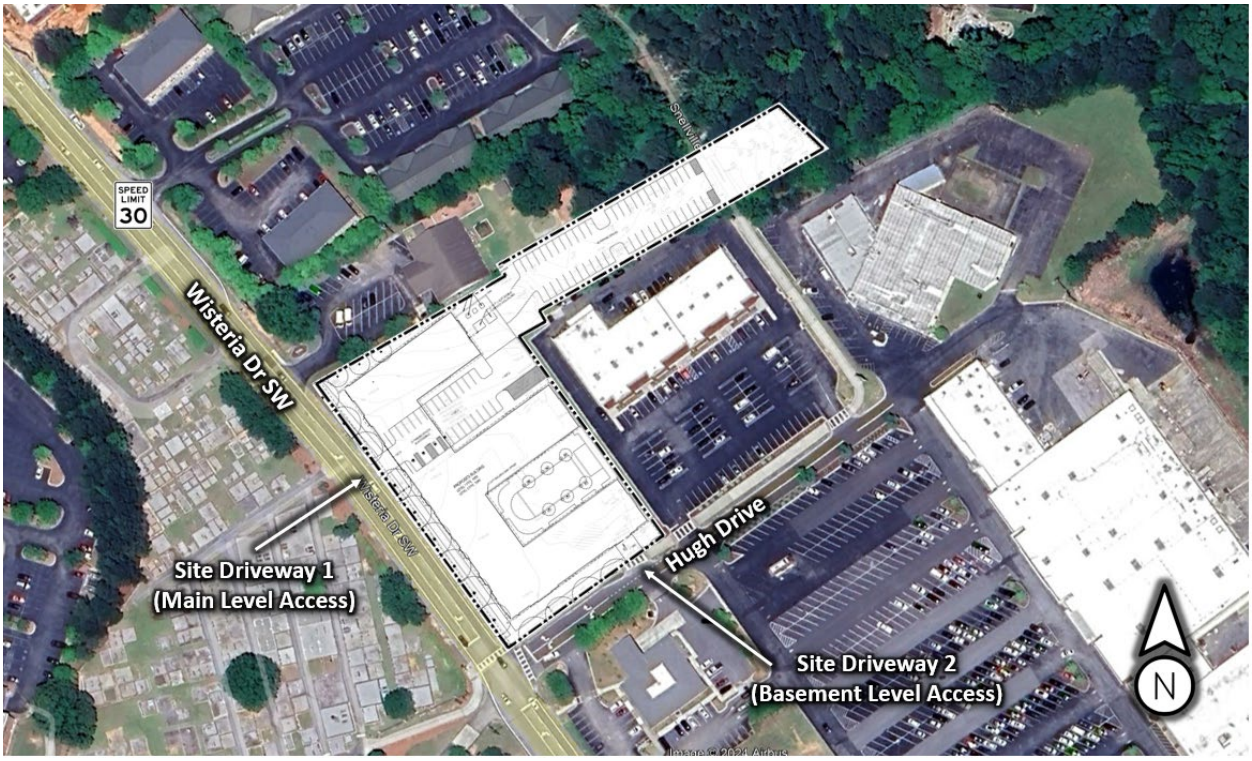
1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed 171 units of mid-rise multi-family residential development that will be located at 2380 Wisteria Drive in Snellville, Georgia. The traffic analysis evaluates the current operations and the future conditions with the traffic generated by the development.

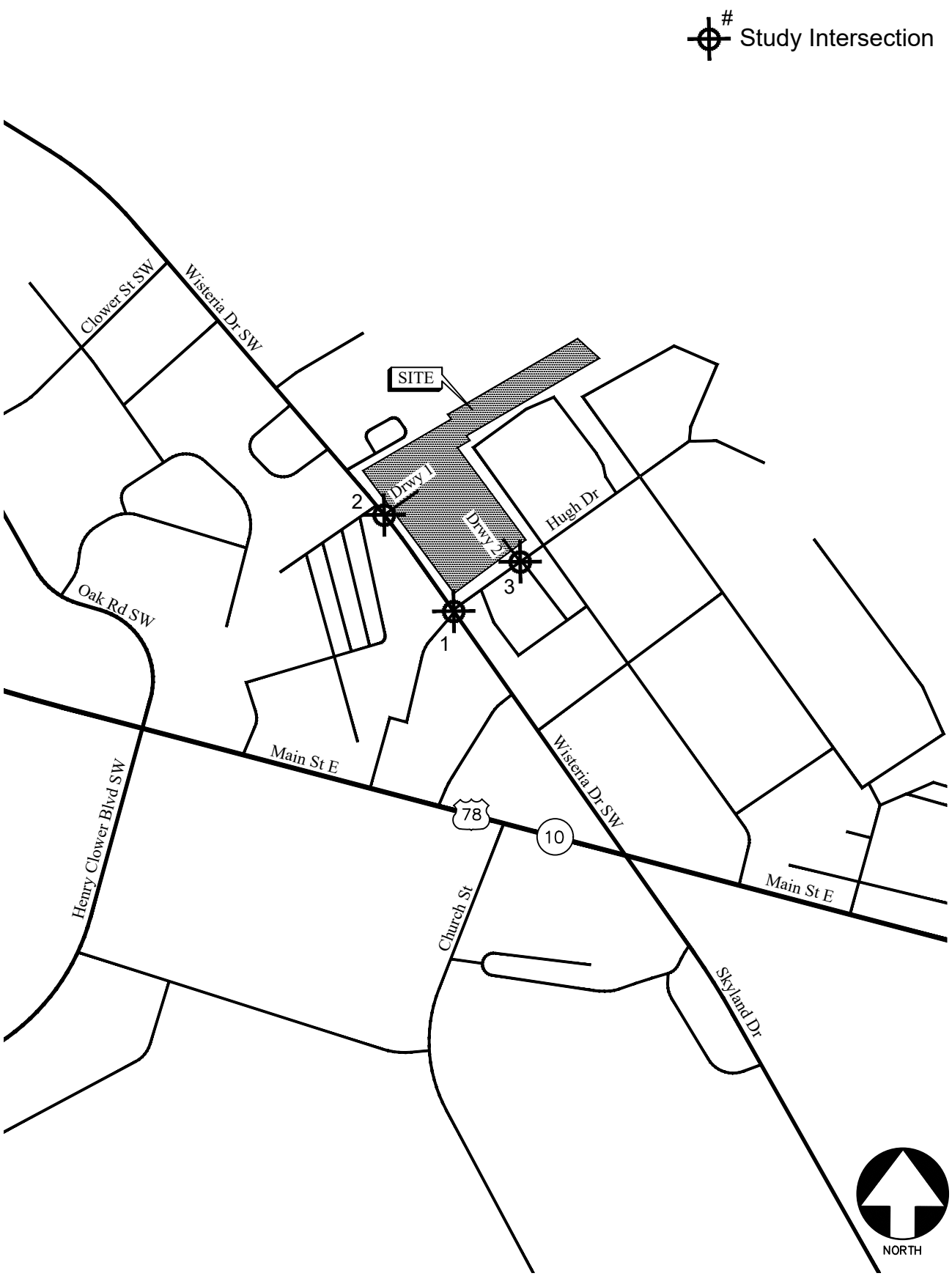


The development proposes access at the following existing driveway locations:

- Site Driveway 1: Full-access driveway on Wisteria Drive
- Site Driveway 2: Full-access driveway on Hugh 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 intersection of Wisteria Drive and Hugh 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

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2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

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

2.1.1 Wisteria Drive

Wisteria Drive is a north-south, two-lane, undivided local roadway with a two-way left-turn lane and a posted speed limit of 30 mph in the vicinity of the site.

2.1.2 Hugh Drive

Hugh Drive is an east-west, two-lane, undivided local roadway 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 (HCM 6). Synchro software, which utilizes the HCM 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 controlled by a stop sign on minor streets, the level of service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume-to-capacity ratio greater than 1 is designed as "F" regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Several factors affect the control 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 the main road without experiencing long delays.

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

Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio greater than 1.0 for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersections.

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

Control Delay (sec/vehicle)*	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

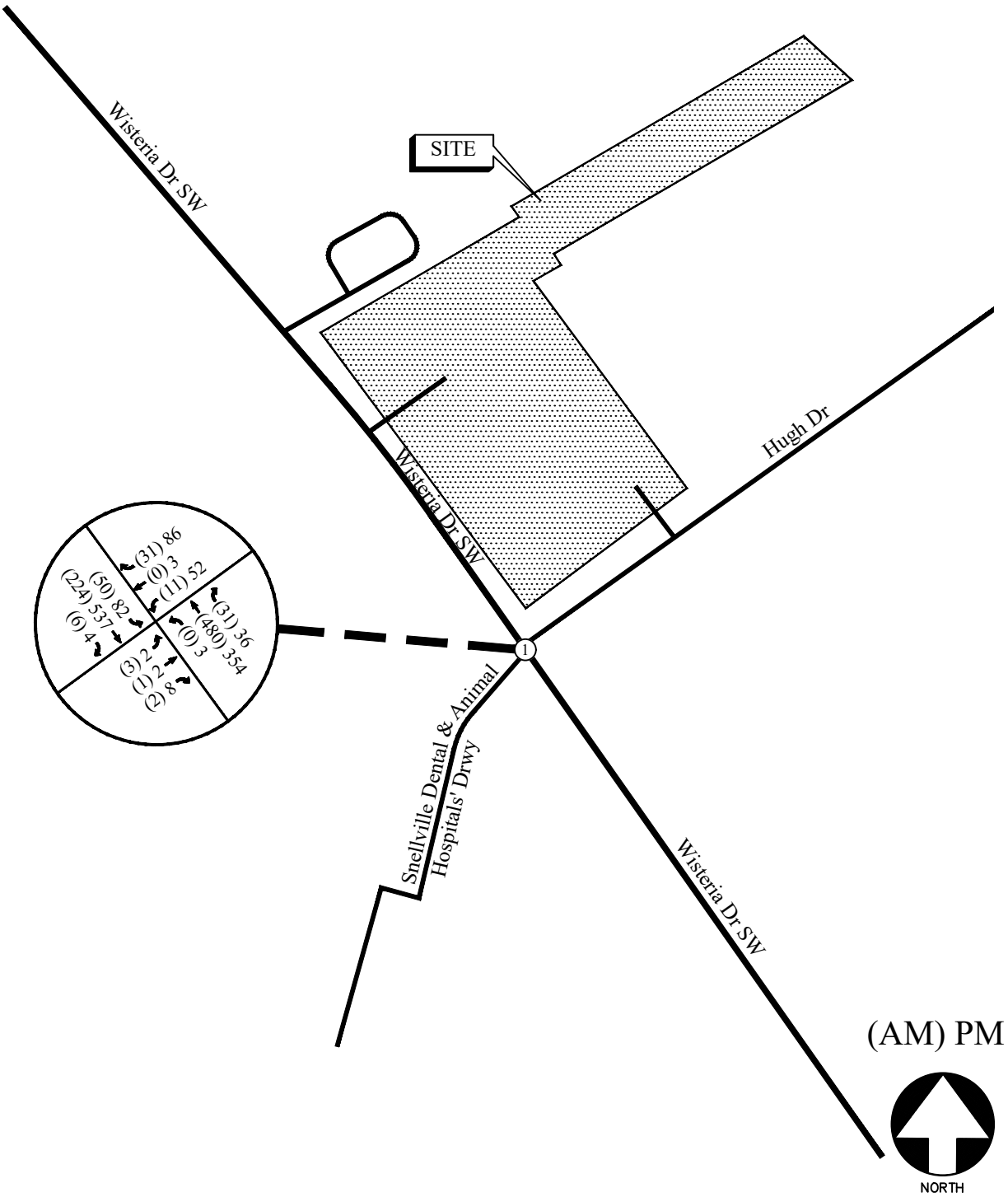
Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favorable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

4.0 EXISTING 2024 TRAFFIC ANALYSIS

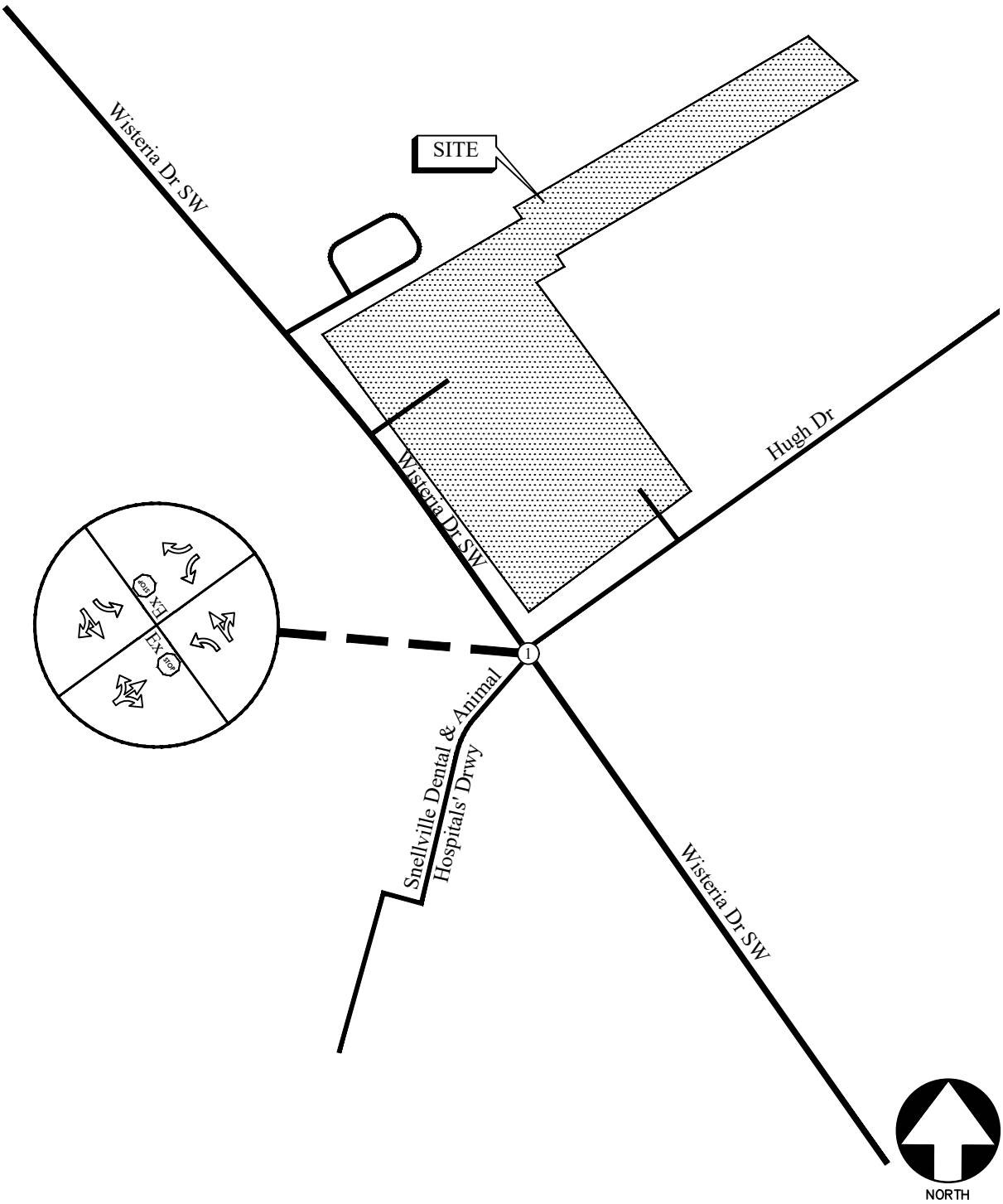
4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the study intersection of Wisteria Drive and Hugh Drive. Turning movement counts were collected on Tuesday, March 26, 2024, during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. Truck data was included separately in the counts. The four consecutive 15-minute interval volumes that produced the highest volume at the intersection were then determined. These volumes make up the peak hour traffic volumes for the intersection counted and are shown in Figure 2. The existing traffic control and lane geometry for the intersection are shown in Figure 3.



EXISTING WEEKDAY PEAK-HOUR VOLUMES FIGURE 2

A&R Engineering Inc.



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 3

A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2024 traffic operations were analyzed at the study intersection in accordance with the HCM methodology. The results of the analyses are shown in Table 3.

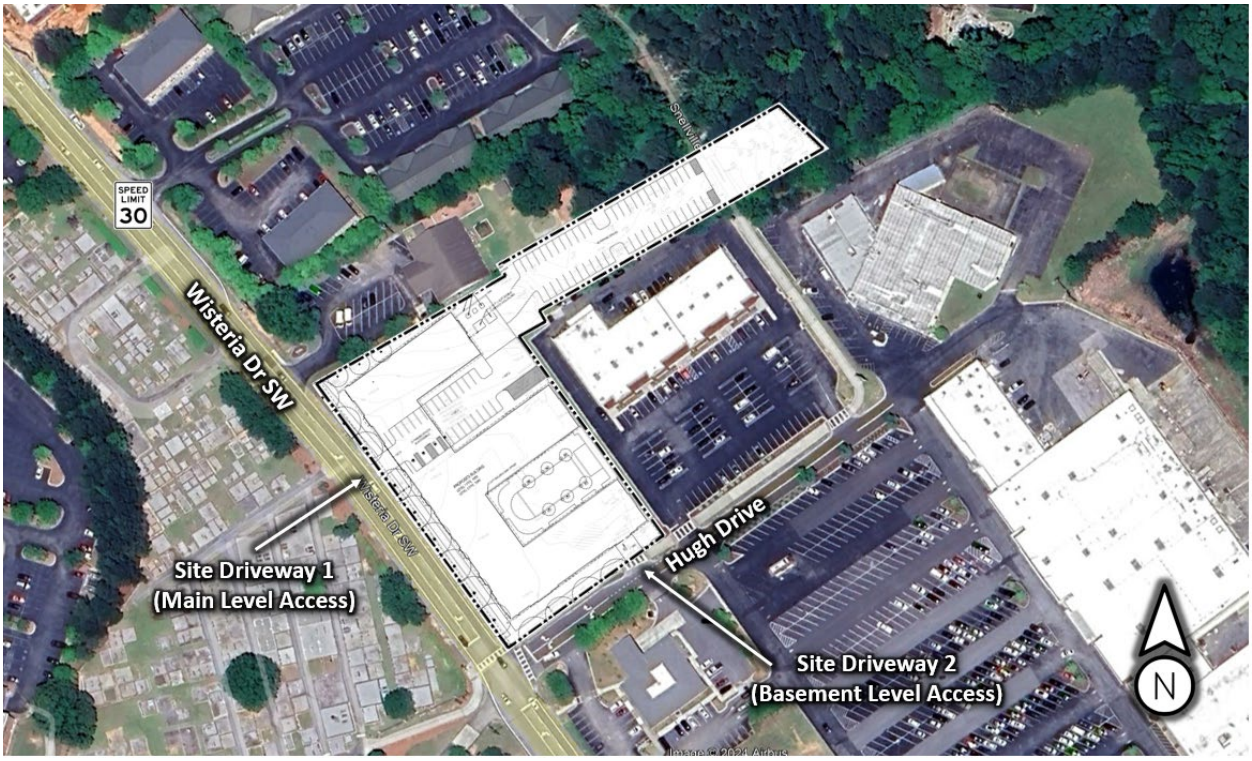
TABLE 3 – EXISTING INTERSECTION OPERATIONS

	Intersection	Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	**Wisteria Drive @ Hugh Drive** -Eastbound Approach -Westbound Approach -Northbound Left -Southbound Left	Stop Controlled on EB and WB Approaches	C (16.5) B (13.9) A (0.0) A (8.7)	C (18.6) C (23.4) A (8.6) A (8.4)

The results of existing traffic operations analysis indicate that the study intersection of Wisteria Drive and Hugh Drive is operating at level of service "C" or better in both the AM and PM peak hours.

5.0 PROPOSED DEVELOPMENT

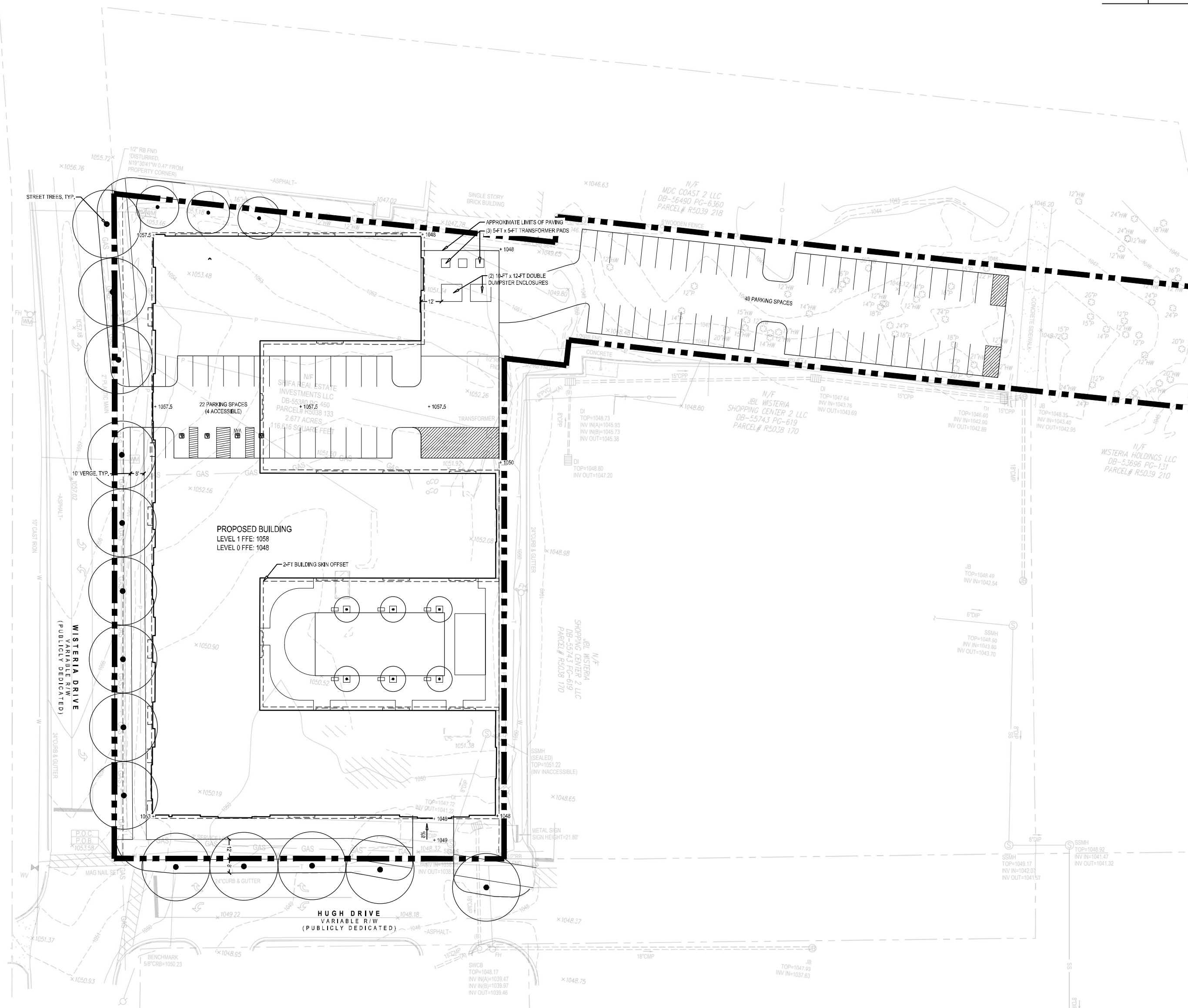
The proposed residential development will be located at 2380 Wisteria Drive in Snellville, Georgia and will consist of 171 mid-rise multi-family housing units. The site currently consists of a vacant building that will be demolished, and the proposed development will be built.



The development proposes access at the following existing driveway locations:

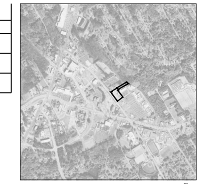
- Site Driveway 1: Full-access driveway on Wisteria Drive
- Site Driveway 2: Full-access driveway on Hugh Drive

A site plan is shown in Figure 4.



SETBACKS

	MINIMUM
FRONT	5
SIDE	0
REAR	3



Vicinity Map
1" = 2000'

PROJECT INFORMATION

ADDRESS	2380 WISTERIA DRIVE
PARCEL NUMBER	R5038 133
ACREAGE	2.76 AC
EXISTING ZONING	BG (GENERAL BUSINESS)
PROPOSED ZONING	TC-R (TOWNE CENTER RESIDENTIAL)
EXISTING USE	COMMERCIAL
PROPOSED USE	TOWNE CENTER FLAT
FEMA FLOOD	NO PORTION OF THIS SITE LIES WITHIN A FLOOD PLAIN ACCORDING TO FIRM MAP NUMBERS 13135C0129F, DATED 09/29/2006. THERE ARE NO ENVIRONMENTAL AREAS ON OR ADJACENT TO THIS SITE.
SIGNAGE	NO SIGNS ARE PROPOSED AT THIS TIME. **A SEPARATE PERMIT WILL BE FILED FOR SIGN.**
SURVEY INFO	BOUNDARY AND INFORMATION FOR SITE TAKEN FROM RECORD PLATS AND A SURVEY PREPARED BY PROFESSIONAL LAND SURVEYORS FOR SHIFA REAL ESTATE INVESTMENTS LLC DATED 08/23/23. TOPOGRAPHIC INFORMATION FROM SURVEY.
LIGHTING	THIS PROJECT SHALL MEET ALL GWINNETT COUNTY ORDINANCES PERTAINING TO SIGNS, SIDEWALKS, STREET LIGHTING, STREET TREES, AND SOLID WASTE COLLECTION. ALL LIGHTING FIXTURES MUST BE FULLY-SHIELDED IN ACCORDANCE WITH GWINNETT COUNTY STANDARDS TO ENSURE DOWNWARD ILLUMINATION ONLY.
STORMWATER	STORMWATER MANAGEMENT SHALL BE IN ACCORDANCE WITH GWINNETT COUNTY ORDINANCES AND REGULATIONS.
PHASING	THIS PROJECT IS TO BE CONSTRUCTED IN A SINGLE PHASE, BEGINNING UPON APPROVAL OF ALL REQUIRED PLANS AND AFTER OBTAINING ALL REQUIRED PERMITS.
DENSITY	61.96 DU/AC

UNIT MIX

	UNITS	BEDS
1 BEDROOM	39	39
2 BEDROOM	127	254
3 BEDROOM	5	15
TOTAL	171	308

PARKING

	REQUIRED	PROVIDED
GARAGE		177
SURFACE		75 (INCL. 4 ADA)
TOTAL	171	252

UTILITY DATA

WATER SUPPLY	GWINNETT COUNTY PUBLIC UTILITIES
GAS SUPPLY	ATLANTA GAS LIGHT GWINNETT
POWER SUPPLY	WALTON EMC
COMMUNICATION	AT&T, COMCAST, GWINNETT COUNTY PUBLIC UTILITIES
SEWERAGE DISPOSAL	GWINNETT COUNTY PUBLIC UTILITIES

spg

Seals:

Project Info: **Project No.** 23-3398

Project Name: Wisteria Drive Flats

Project Location: 2380 Wisteria Drive
Snellville, Georgia 30078

Issue: MM/DD/YY

Revisions:

Firm Info:

Planners+ Engineers

SPG Planners + Engineers

1725 Electric Avenue, STE 320
Watkinsville, GA 30677

706.769.9515
www.onespg.com

Sheet Title:

Site Plan

1 inch = 30 ft.

C-20

SITE PLAN

FIGURE 4

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5.1 Trip Generation

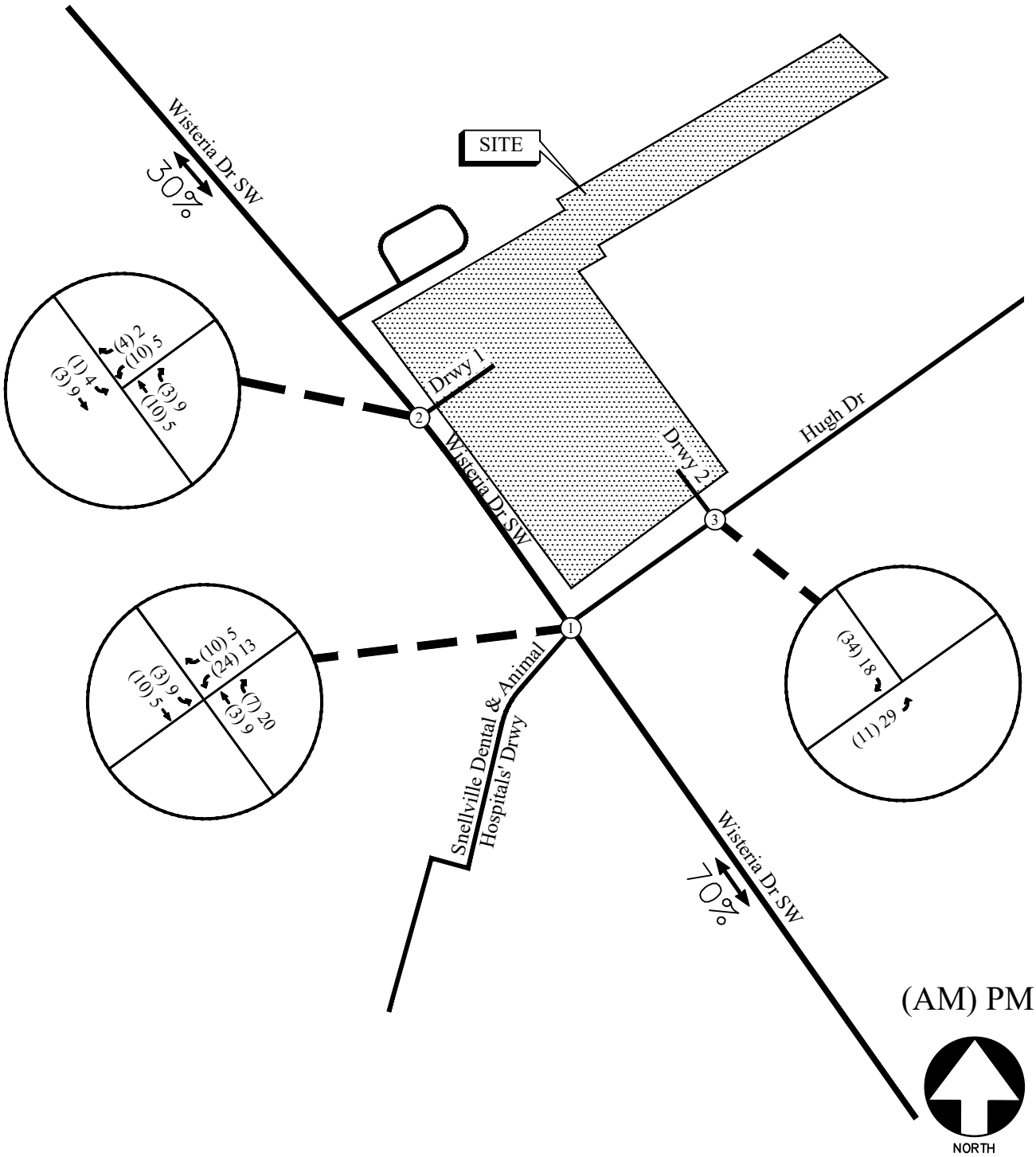
Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Use*: 221 – Multifamily Housing (Mid-Rise).* The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 221 – Multifamily Housing (Mid-Rise)	171 units	15	49	64	41	26	67	769

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 4, 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 5.



TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 5

A&R Engineering Inc.

6.0 FUTURE 2026 TRAFFIC ANALYSIS

The future 2026 traffic operations are analyzed for the "Build" and "No-Build" conditions.

6.1 Future "No-Build" Conditions

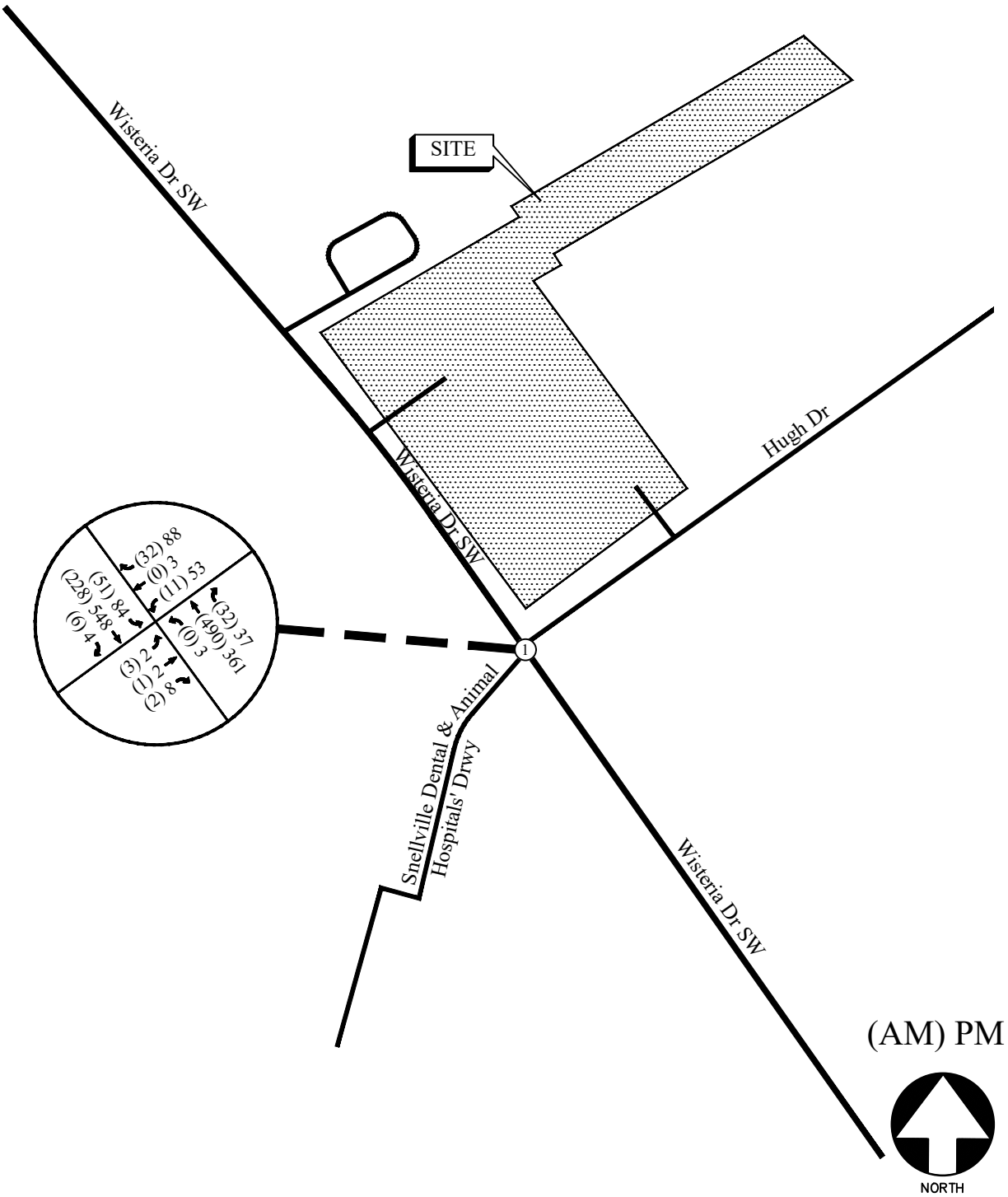
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the existing traffic volumes (Figure 2) plus increases for annual growth of traffic.

6.1.1 Annual Traffic Growth

To evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the 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 (2017-2019, 2021-2022) revealed no consistent positive growth of through traffic; therefore, a growth rate of 1% was used in the analysis. This growth factor was applied to the existing traffic volumes 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 6.

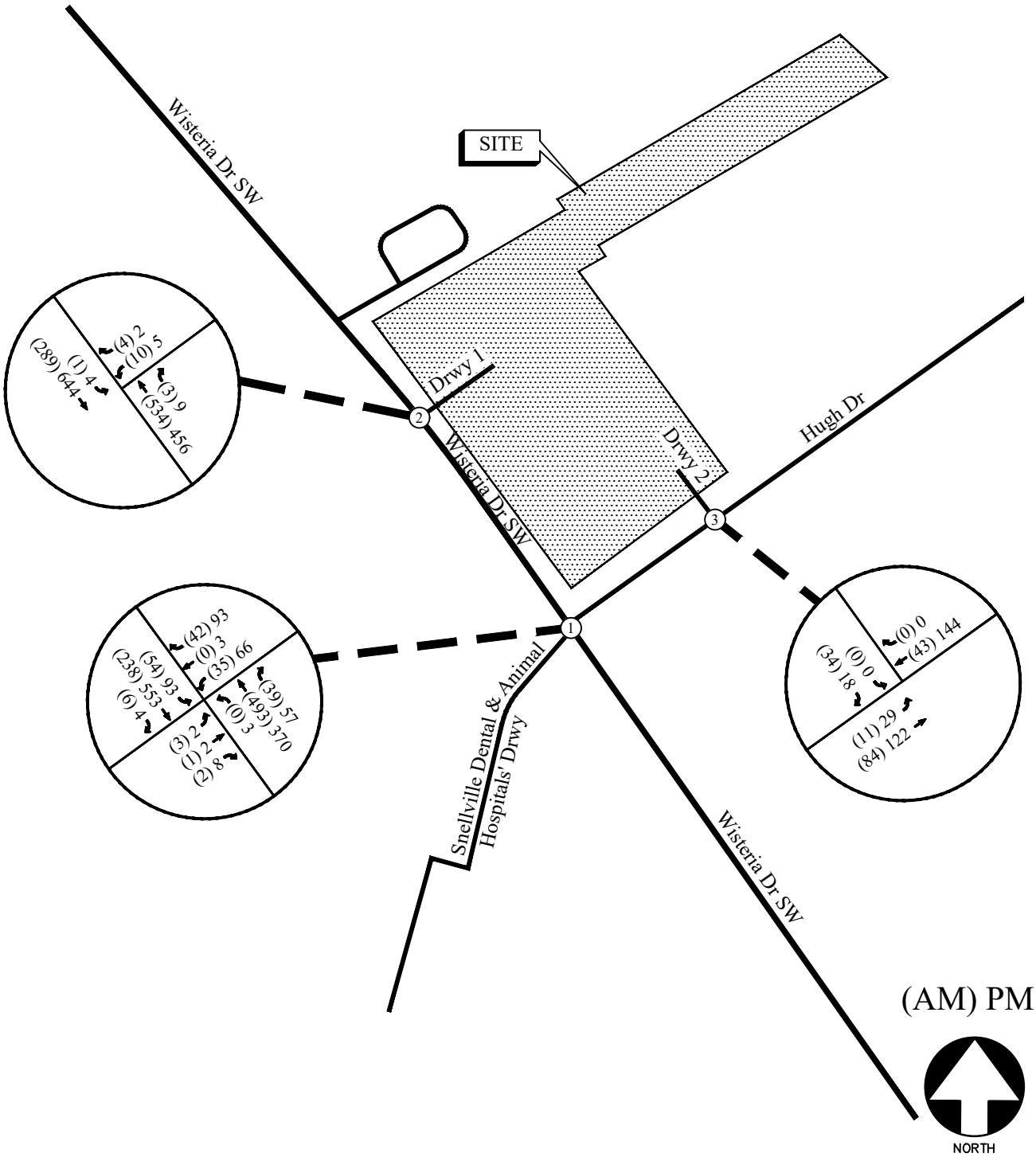
6.2 Future "Build" Conditions

The "Build" or development conditions include the estimated background traffic from the "No-Build" conditions plus the traffic from the proposed development. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) were added to base traffic volumes (Figure 6) to calculate the future traffic volumes after the construction of the development. These total future "Build" traffic volumes are shown in Figure 7.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES FIGURE 6

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES FIGURE 7

A&R Engineering Inc.

6.3 Auxiliary Lane Analysis

6.3.1 Left Turn Lane Analysis

A two-way left turn lane exists on Wisteria Drive at the site driveway location. Therefore, a left turn lane is not required to be installed on Wisteria Drive. According to Gwinnett County Criteria and Guidelines for Left Turn Lanes, left turn lanes must be provided at each subdivision street that accesses a minor/major collector street or major thoroughfare if the characteristics of the major street and site density exceed certain thresholds. The minimum threshold for a left turn lane on a 30-35-mph road with an ADT less than 6,000 is 175 units. Since Hugh Drive is a local road and not a minor/major collector street/major thoroughfare, and since the proposed development will have 171 units and does not exceed the threshold, a left turn lane is not warranted on Hugh Drive.

6.3.1 Deceleration Turn Lane Analysis

According to Gwinnett County Unified Development Ordinance (UDO) Standards, A deceleration lane shall be provided at each project driveway or subdivision street entrance, as applicable, that is provided street access to a Minor Collector Street or Major Thoroughfare. None of the two site driveways are on minor collector or major thoroughfare. The development has one full access driveway on Wisteria Drive that leads to the surface level parking lot consisting of 76 parking spaces and the other full access driveway on Hugh Road leads to the underground parking area consisting of 177 parking spaces. Both Wisteria Drive and Hugh Drive are local roads. Therefore, deceleration lanes are not warranted at any of the site driveways. Only 81 cars are projected to turn right into the parking lot on Wisteria Drive during a 24-hour period, and only a few cars a day may turn right into the site driveway on Hugh Drive as Hugh Drive almost dead-ends after serving a few developments there.

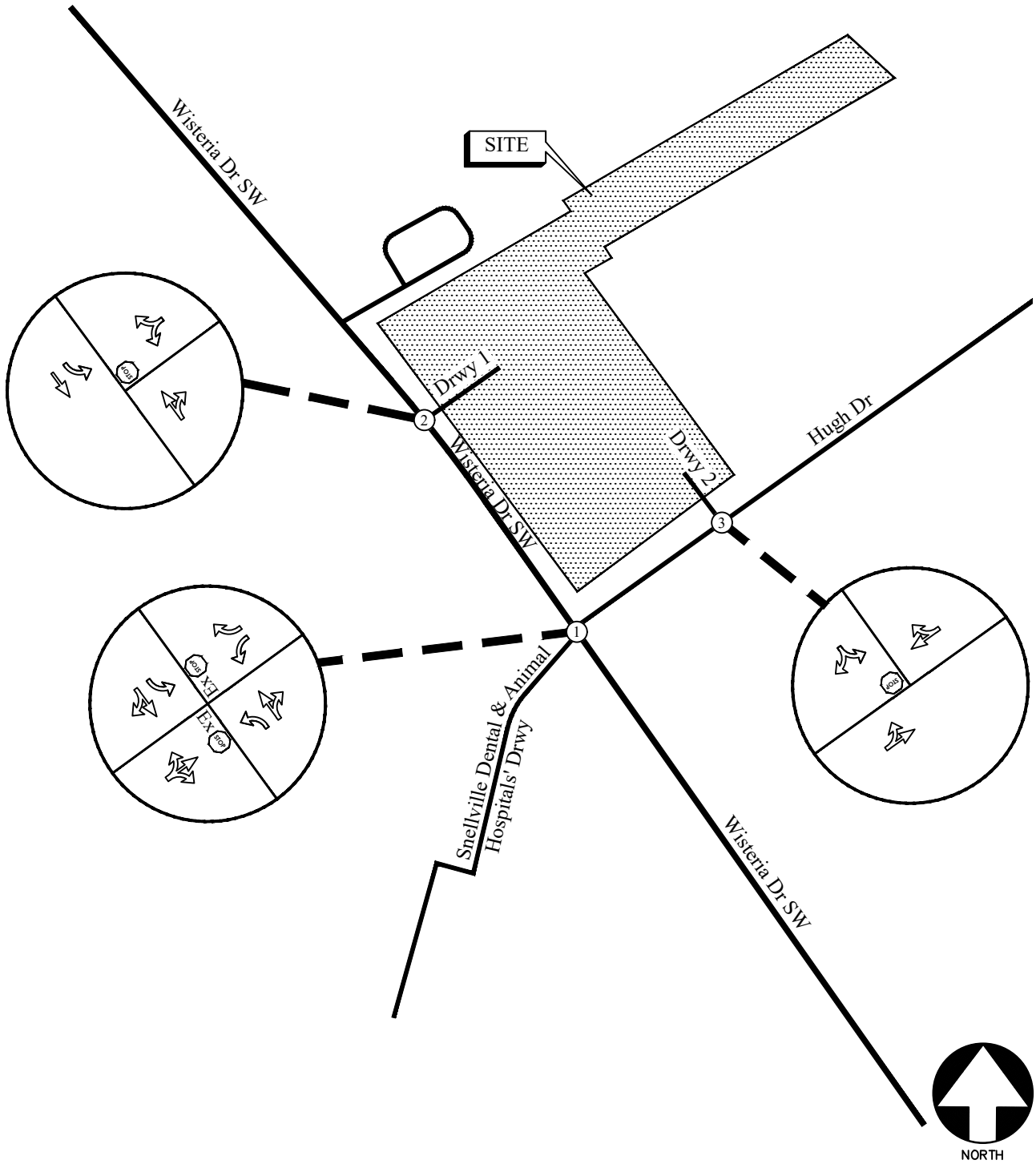
6.4 Future Traffic Operations

The future "No-Build" and "Build" traffic operations were analyzed using the volumes in Figure 6 and Figure 7, respectively. The results of the future traffic operations analysis are shown below in Table 5. Recommendations for future traffic control and lane geometry are shown in Figure 8.

TABLE 5 – FUTURE INTERSECTION OPERATIONS

Intersection		LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**Wisteria Drive @ Hugh Drive**				
	-Eastbound Approach	C (16.8)	C (19.1)	C (17.5)	C (19.5)
	-Westbound Approach	B (14.0)	C (24.6)	C (16.9)	D (29.8)
	-Northbound Left	A (0.0)	A (8.7)	A (0.0)	A (8.6)
	-Southbound Left	A (8.7)	A (8.5)	A (8.8)	A (8.6)
2	**Wisteria Drive @ Site Driveway 1**				
	-Westbound Approach	-	-	B (13.3)	B (14.6)
	-Southbound Left			A (8.6)	A (8.4)
3	**Hugh Drive @ Site Driveway 2**				
	-Eastbound Left	-	-	A (7.3)	A (7.6)
	-Southbound Approach			A (8.7)	A (9.1)

The results of the future traffic operations analysis show that all the study intersections will operate at a level-of-service "D" or better in both the AM and PM peak hours.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 8

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed 171 units of mid-rise multi-family residential development that will be located at 2380 Wisteria Drive in Snellville, Georgia.

The development proposes access at the following existing driveway locations:

- Site Driveway 1: Full-access driveway on Wisteria Drive
- Site Driveway 2: Full-access driveway on Hugh Drive

Existing and future operations after completion of the project were analyzed at the intersections of:

- Wisteria Drive @ Hugh Drive
- Wisteria Drive @ Site Driveway 1
- Hugh Drive @ Site Driveway 2

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 traffic.

The results of the future traffic operations analysis show that all the study intersections will operate at a satisfactory level-of-service "D" or better in both the AM and PM peak hours.

7.1 Recommendations for Site Access Configuration

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

- Site Driveway 1: Full access driveway on Wisteria Drive
  - One entering and one exiting lane (Existing).
  - Stop-sign controlled on the driveway approach with Wisteria Drive remaining free flow.
  - Provide/confirm adequate sight distance per AASHTO standards.

- Site Driveway 2: Full access driveway on Hugh Drive
  - One entering and one exiting lane (Existing).
  - Stop-sign controlled on the driveway approach with Hugh Drive remaining free flow.
  - Provide/confirm adequate sight distance per AASHTO standards.

Appendix

EXISTING INTERSECTION TRAFFIC COUNTS

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wisteria Dr SW & Hugh Dr/Snellville Greenway
City: Snellville
Control: 1-Way Stop(WB)

Project ID: 24-180061-001
Date: 3/26/2024

Data - Total

NS/EW Streets:	Wisteria Dr SW				Wisteria Dr SW				Hugh Dr/Snellville Greenway				Hugh Dr/Snellville Greenway				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	99	3	0	2	41	1	0	0	0	0	0	0	0	5	0	151
7:15 AM	1	116	0	0	6	51	3	0	1	0	1	0	1	0	4	0	184
7:30 AM	0	121	6	0	5	64	0	0	0	0	0	0	3	0	3	0	202
7:45 AM	0	125	7	0	14	47	4	0	1	0	0	0	2	0	10	0	210
8:00 AM	0	127	5	0	7	57	2	0	1	0	0	0	2	0	3	0	204
8:15 AM	0	110	10	0	11	54	0	0	0	1	1	0	2	0	6	0	195
8:30 AM	0	118	10	0	17	54	0	0	1	0	1	0	4	0	13	0	218
8:45 AM	0	125	6	0	15	59	4	0	1	0	0	0	3	0	9	0	222
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	941	47	0	77	427	14	0	5	1	3	0	17	0	53	0	1586
APPROACH %'s :	0.10%	95.15%	4.75%	0.00%	14.86%	82.43%	2.70%	0.00%	55.56%	11.11%	33.33%	0.00%	24.29%	0.00%	75.71%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	480	31	0	50	224	6	0	3	1	2	0	11	0	31	0	839
PEAK HR FACTOR :	0.000	0.945	0.775	0.000	0.735	0.949	0.375	0.000	0.750	0.250	0.500	0.000	0.688	0.000	0.596	0.000	0.945
	0.968				0.897				0.750				0.618				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	86	13	0	24	123	0	0	1	0	3	0	15	1	16	0	283
4:15 PM	1	103	11	0	21	127	0	0	0	1	0	0	10	0	26	0	300
4:30 PM	0	69	3	0	20	134	0	0	1	1	1	0	13	0	25	0	267
4:45 PM	1	96	9	0	17	153	4	0	0	0	4	0	14	2	19	0	319
5:00 PM	1	71	9	0	20	127	2	0	1	0	2	0	11	5	21	0	270
5:15 PM	1	91	4	0	11	119	1	0	1	0	3	0	8	1	18	0	258
5:30 PM	0	97	7	0	15	147	1	0	0	0	0	0	15	0	20	0	302
5:45 PM	0	92	2	0	11	122	0	0	1	0	3	0	10	0	12	0	253
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	705	58	0	139	1052	8	0	5	2	16	0	96	9	157	0	2252
APPROACH %'s :	0.65%	91.80%	7.55%	0.00%	11.59%	87.74%	0.67%	0.00%	21.74%	8.70%	69.57%	0.00%	36.64%	3.44%	59.92%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	3	354	36	0	82	537	4	0	2	2	8	0	52	3	86	0	1169
PEAK HR FACTOR :	0.750	0.859	0.692	0.000	0.854	0.877	0.250	0.000	0.500	0.500	0.500	0.000	0.867	0.375	0.827	0.000	0.916
	0.854				0.895				0.750				0.928				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wisteria Dr SW & Hugh Dr/Snellville Greenway
City: Snellville
Control: 1-Way Stop(WB)

Project ID: 24-180061-001
Date: 3/26/2024

Data - Cars

NS/EW Streets:	Wisteria Dr SW				Wisteria Dr SW				Hugh Dr/Snellville Greenway				Hugh Dr/Snellville Greenway				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	96	3	0	2	39	1	0	0	0	0	0	0	0	5	0	146
7:15 AM	1	115	0	0	6	48	3	0	1	0	1	0	1	0	4	0	180
7:30 AM	0	120	6	0	5	63	0	0	0	0	0	0	3	0	3	0	200
7:45 AM	0	124	7	0	14	46	3	0	1	0	0	0	2	0	10	0	207
8:00 AM	0	123	5	0	7	56	2	0	1	0	0	0	2	0	3	0	199
8:15 AM	0	110	10	0	10	50	0	0	0	1	1	0	2	0	6	0	190
8:30 AM	0	114	10	0	17	53	0	0	1	0	1	0	4	0	13	0	213
8:45 AM	0	123	6	0	15	57	4	0	1	0	0	0	3	0	9	0	218
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	925	47	0	76	412	13	0	5	1	3	0	17	0	53	0	1553
APPROACH %'s :	0.10%	95.07%	4.83%	0.00%	15.17%	82.24%	2.59%	0.00%	55.56%	11.11%	33.33%	0.00%	24.29%	0.00%	75.71%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	470	31	0	49	216	6	0	3	1	2	0	11	0	31	0	820
PEAK HR FACTOR :	0.000	0.955	0.775	0.000	0.721	0.947	0.375	0.000	0.750	0.250	0.500	0.000	0.688	0.000	0.596	0.000	0.940
	0.971				0.891				0.750				0.618				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	84	13	0	24	121	0	0	1	0	3	0	15	1	16	0	279
4:15 PM	1	101	10	0	21	126	0	0	0	1	0	0	10	0	26	0	296
4:30 PM	0	69	3	0	20	128	0	0	1	1	1	0	13	0	25	0	261
4:45 PM	1	94	9	0	16	144	4	0	0	0	4	0	14	2	18	0	306
5:00 PM	1	68	9	0	20	123	2	0	1	0	2	0	10	5	21	0	262
5:15 PM	1	91	4	0	11	117	1	0	1	0	3	0	8	1	18	0	256
5:30 PM	0	96	7	0	15	145	1	0	0	0	0	0	15	0	20	0	299
5:45 PM	0	92	2	0	11	120	0	0	1	0	3	0	10	0	12	0	251
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	695	57	0	138	1024	8	0	5	2	16	0	95	9	156	0	2210
APPROACH %'s :	0.66%	91.81%	7.53%	0.00%	11.79%	87.52%	0.68%	0.00%	21.74%	8.70%	69.57%	0.00%	36.54%	3.46%	60.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	3	348	35	0	81	519	4	0	2	2	8	0	52	3	85	0	1142
PEAK HR FACTOR :	0.750	0.861	0.673	0.000	0.844	0.901	0.250	0.000	0.500	0.500	0.500	0.000	0.867	0.375	0.817	0.000	0.933
	0.862				0.921				0.750				0.921				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wisteria Dr SW & Hugh Dr/Snellville Greenway
City: Snellville
Control: 1-Way Stop(WB)

Project ID: 24-180061-001
Date: 3/26/2024

Data - HT

NS/EW Streets:	Wisteria Dr SW				Wisteria Dr SW				Hugh Dr/Snellville Greenway				Hugh Dr/Snellville Greenway				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5
8:30 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	16	0	0	1	15	1	0	0	0	0	0	0	0	0	0	33
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	5.88%	88.24%	5.88%	0.00%									
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	10	0	0	1	8	0	0	0	0	0	0	0	0	0	0	19
PEAK HR FACTOR :	0.000	0.625	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.950
	0.625				0.450												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	2	0	0	1	9	0	0	0	0	0	0	0	0	1	0	13
5:00 PM	0	3	0	0	0	4	0	0	0	0	0	0	1	0	0	0	8
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	10	1	0	1	28	0	0	0	0	0	0	1	0	1	0	42
APPROACH %'s :	0.00%	90.91%	9.09%	0.00%	3.45%	96.55%	0.00%	0.00%					50.00%	0.00%	50.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	6	1	0	1	18	0	0	0	0	0	0	0	0	1	0	27
PEAK HR FACTOR :	0.000	0.750	0.250	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.519
	0.583				0.475								0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wisteria Dr SW & Hugh Dr/Snellville Greenway
City: Snellville
Control: 1-Way Stop(WB)

Project ID: 24-180061-001
Date: 3/26/2024

Data - Bikes

NS/EW Streets:	Wisteria Dr SW				Wisteria Dr SW				Hugh Dr/Snellville Greenway				Hugh Dr/Snellville Greenway				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wisteria Dr SW & Hugh Dr/Snellville Greenway **Project ID:** 24-180061-001
City: Snellville **Date:** 3/26/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Wisteria Dr SW		Wisteria Dr SW		Hugh Dr/Snellville Greenway		Hugh Dr/Snellville Greenway		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**08:00 AM - 09:00 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	1	0	0	0	0	1
APPROACH %'s :			0.00%	100.00%					
PEAK HR :	**04:00 PM - 05:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	1	0	0	0	0	1
PEAK HR FACTOR :				0.250					0.250
			0.250						

Prepared by National Data & Surveying Services

Wisteria Dr SW & Hugh Dr/Snellville Greenway

Peak Hour Turning Movement Count

ID: 24-180061-001
City: Snellville

Day: Tuesday
Date: 3/26/2024

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Wisteria Dr SW)

AM	6	224	50	0	514	AM
NOON	0	0	0	0	0	NOON
PM	4	537	82	0	442	PM
	0	1	1	0		

EASTBOUND (Hugh Dr/Snellville Greenway)

AM	NOON	PM		
6	0	10		
0	0	0	0	
3	0	2	0	
1	0	2	1	
2	0	8	0	
AM	NOON	PM		

WESTBOUND (Hugh Dr/Snellville Greenway)

PM	NOON	AM	
86	0	31	1
3	0	0	0
52	0	11	1
0	0	0	0
120	0	82	
PM	NOON	AM	

CONTROL

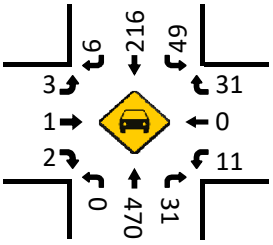
1-Way Stop(WB)

TEV	839 AM	0 NOON	1169 PM
PHF	0.94		0.92

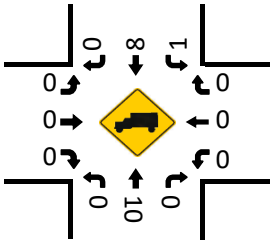
NORTHBOUND (Wisteria Dr SW)

PM	597	0	3	354	36	PM
NOON	0	0	0	0	0	NOON
AM	237	0	0	480	31	AM
	0	1	1	0		

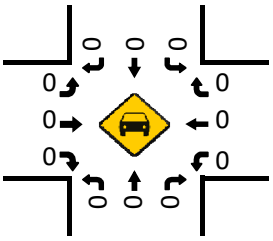
Cars (AM)



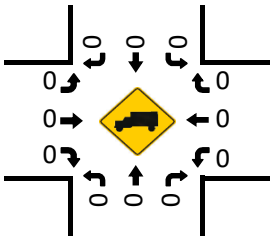
HT (AM)



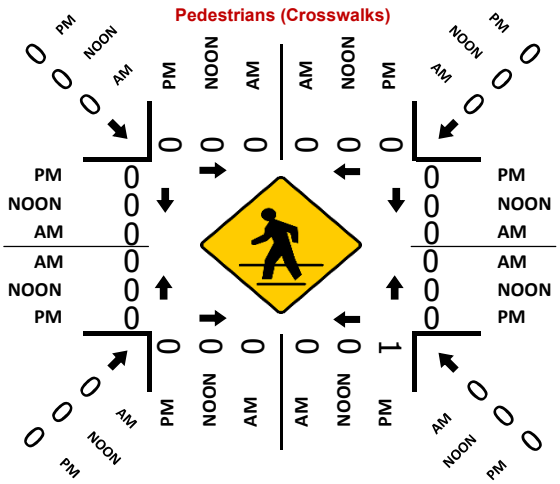
Cars (NOON)



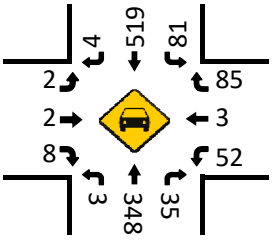
HT (NOON)



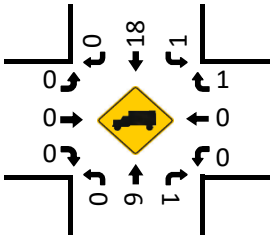
Pedestrians (Crosswalks)



Cars (PM)



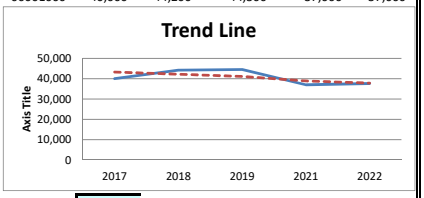
HT (PM)



LINEAR REGRESSION OF DAILY TRAFFIC

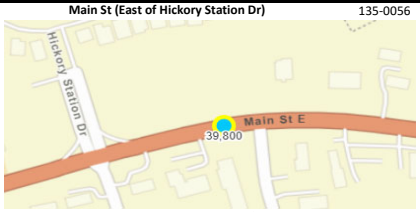
Location	Growth Rate	R Squared	Station ID	Route	2017	2018	2019	2021	2022
Main St (West of Wisteria Dr)	-3.3%	0.40	135-0054	00001000	40,000	44,200	44,500	37,000	37,600
Main St (East of Hickory Station	-1.4%	0.60	135-0056	00001000	42,200	42,100	40,700	39,100	40,700
Scenic Hwy (North of Harbour C	-2.5%	0.43	135-0187	00012400	55,500	52,700	48,100	47,900	50,800
Lenora Church Rd (South of Bev	3.1%	0.70	135-0561	00115121	17,000	18,100	18,200	18,100	20,100
Oak Rd (East of Anchors Way)	-0.7%	0.25	135-0387	00037900	8,090	8,210	8,380	7,840	8,030
Weighted Average	**-1.7%**	0.58	Sum of Count Stations =		162,790	165,310	159,880	149,940	157,230

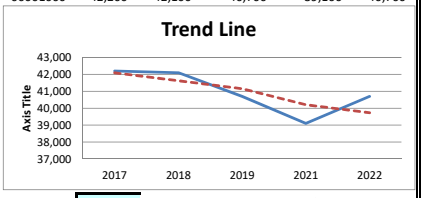
Location	Traffic Counter	RCLINK	2017	2018	2019	2021	2022
Main St (West of Wisteria Dr)	135-0054	00001000	40,000	44,200	44,500	37,000	37,600



Growth Rate	-3.3%	Intercept	2,238,519	Slope	-1,088.37
Trend Line	43,272	42,184	41,095	38,919	37,830

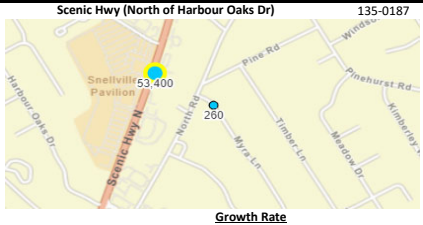
Location	Traffic Counter	RCLINK	2017	2018	2019	2021	2022
Main St (East of Hickory Station Dr)	135-0056	00001000	42,200	42,100	40,700	39,100	40,700

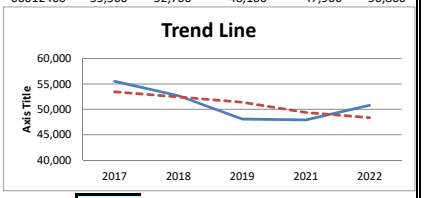




Growth Rate	-1.4%	Intercept	994,305	Slope	-472.09
Trend Line	42,093	41,621	41,149	40,205	39,733

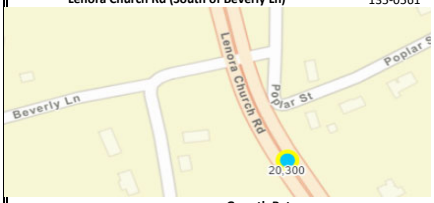
Location	Traffic Counter	RCLINK	2017	2018	2019	2021	2022
Scenic Hwy (North of Harbour Oaks Dr)	135-0187	00012400	55,500	52,700	48,100	47,900	50,800

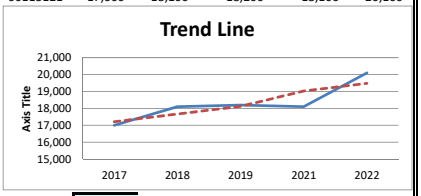




Growth Rate	-2.5%	Intercept	2,105,622	Slope	-1,017.44
Trend Line	53,442	52,424	51,407	49,372	48,355

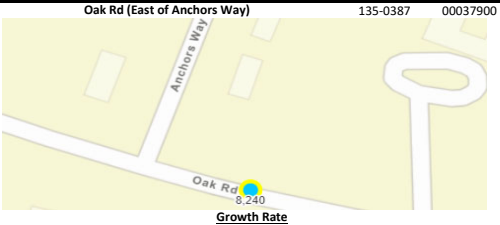
Location	Traffic Counter	RCLINK	2017	2018	2019	2021	2022
Lenora Church Rd (South of Beverly Ln)	135-0561	00115121	17,000	18,100	18,200	18,100	20,100

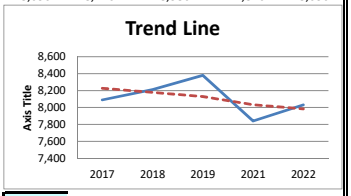




Growth Rate	3.1%	Intercept	-897,474	Slope	453.49
Trend Line	17,212	17,665	18,119	19,026	19,479

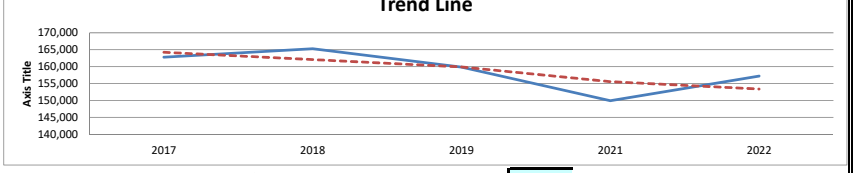
Location	Traffic Counter	RCLINK	2017	2018	2019	2021	2022
Oak Rd (East of Anchors Way)	135-0387	00037900	8,090	8,210	8,380	7,840	8,030





Growth Rate	-0.7%	Intercept	106,732	Slope	-48.84
Trend Line	8,227	8,178	8,130	8,032	7,983

Weighted Average	2017	2018	2019	2021	2022
Sum of Count Stations	162,790	165,310	159,880	149,940	157,230



Growth Rate	-1.7%	Intercept	4,547,703	Slope	-2,173.26
Trend Line	164,246	162,073	159,899	155,553	153,380

EXISTING INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	2	11	0	31	0	480	31	50	224	6
Future Vol, veh/h	3	1	2	11	0	31	0	480	31	50	224	6
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	25	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	2	4	0
Mvmt Flow	3	1	2	12	0	33	0	511	33	53	238	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	891	891	241	877	878	528	244	0	0	544	0	0
Stage 1	347	347	-	528	528	-	-	-	-	-	-	-
Stage 2	544	544	-	349	350	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	265	284	803	271	289	554	1334	-	-	1025	-	-
Stage 1	673	638	-	538	531	-	-	-	-	-	-	-
Stage 2	527	522	-	671	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	239	269	803	259	274	554	1334	-	-	1025	-	-
Mov Cap-2 Maneuver	239	269	-	259	274	-	-	-	-	-	-	-
Stage 1	673	605	-	538	531	-	-	-	-	-	-	-
Stage 2	496	522	-	634	603	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.5	13.9	0	1.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1334	-	-	320	259	554	1025	-	-
HCM Lane V/C Ratio	-	-	-	0.02	0.045	0.06	0.052	-	-
HCM Control Delay (s)	0	-	-	16.5	19.6	11.9	8.7	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	8	52	3	86	3	354	36	82	537	4
Future Vol, veh/h	2	2	8	52	3	86	3	354	36	82	537	4
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	25	-	-	25	-	-
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, %	0	0	0	0	0	1	0	2	3	1	3	0
Mvmt Flow	2	2	9	57	3	93	3	385	39	89	584	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1223	1194	586	1181	1177	405	588	0	0	424	0	0
Stage 1	764	764	-	411	411	-	-	-	-	-	-	-
Stage 2	459	430	-	770	766	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.21	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.309	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	158	188	514	168	193	648	997	-	-	1141	-	-
Stage 1	399	416	-	622	598	-	-	-	-	-	-	-
Stage 2	586	587	-	396	415	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	125	173	514	154	177	648	997	-	-	1141	-	-
Mov Cap-2 Maneuver	125	173	-	154	177	-	-	-	-	-	-	-
Stage 1	398	384	-	620	596	-	-	-	-	-	-	-
Stage 2	497	585	-	357	383	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.6	23.4	0.1	1.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	997	-	-	278	155	648	1141	-	-
HCM Lane V/C Ratio	0.003	-	-	0.047	0.386	0.144	0.078	-	-
HCM Control Delay (s)	8.6	-	-	18.6	42.1	11.5	8.4	-	-
HCM Lane LOS	A	-	-	C	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.7	0.5	0.3	-	-

FUTURE "NO-BUILD" INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	2	11	0	32	0	490	32	51	228	6
Future Vol, veh/h	3	1	2	11	0	32	0	490	32	51	228	6
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	25	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	2	4	0
Mvmt Flow	3	1	2	12	0	34	0	521	34	54	243	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	909	909	246	894	895	538	249	0	0	555	0	0
Stage 1	354	354	-	538	538	-	-	-	-	-	-	-
Stage 2	555	555	-	356	357	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	258	277	798	264	282	547	1328	-	-	1015	-	-
Stage 1	667	634	-	531	526	-	-	-	-	-	-	-
Stage 2	520	516	-	666	632	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	232	262	798	252	267	547	1328	-	-	1015	-	-
Mov Cap-2 Maneuver	232	262	-	252	267	-	-	-	-	-	-	-
Stage 1	667	600	-	531	526	-	-	-	-	-	-	-
Stage 2	488	516	-	628	599	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.8	14	0	1.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1328	-	-	312	252	547	1015	-	-
HCM Lane V/C Ratio	-	-	-	0.02	0.046	0.062	0.053	-	-
HCM Control Delay (s)	0	-	-	16.8	20	12	8.7	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	8	53	3	88	3	361	37	84	548	4
Future Vol, veh/h	2	2	8	53	3	88	3	361	37	84	548	4
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	25	-	-	25	-	-
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, %	0	0	0	0	0	1	0	2	3	1	3	0
Mvmt Flow	2	2	9	58	3	96	3	392	40	91	596	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1248	1218	598	1204	1200	412	600	0	0	432	0	0
Stage 1	780	780	-	418	418	-	-	-	-	-	-	-
Stage 2	468	438	-	786	782	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.21	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.309	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	152	182	506	162	187	642	987	-	-	1133	-	-
Stage 1	391	409	-	616	594	-	-	-	-	-	-	-
Stage 2	579	582	-	388	408	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	119	167	506	148	171	642	987	-	-	1133	-	-
Mov Cap-2 Maneuver	119	167	-	148	171	-	-	-	-	-	-	-
Stage 1	390	376	-	614	592	-	-	-	-	-	-	-
Stage 2	489	580	-	349	375	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.1	24.6	0.1	1.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	987	-	-	269	149	642	1133	-	-
HCM Lane V/C Ratio	0.003	-	-	0.048	0.409	0.149	0.081	-	-
HCM Control Delay (s)	8.7	-	-	19.1	44.9	11.6	8.5	-	-
HCM Lane LOS	A	-	-	C	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.8	0.5	0.3	-	-

FUTURE "BUILD" INTERSECTION ANALYSIS

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	2	35	0	42	0	493	39	54	238	6
Future Vol, veh/h	3	1	2	35	0	42	0	493	39	54	238	6
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	25	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	2	4	0
Mvmt Flow	3	1	2	37	0	45	0	524	41	57	253	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	937	935	256	917	918	545	259	0	0	565	0	0
Stage 1	370	370	-	545	545	-	-	-	-	-	-	-
Stage 2	567	565	-	372	373	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	247	267	788	255	274	542	1317	-	-	1007	-	-
Stage 1	654	624	-	526	522	-	-	-	-	-	-	-
Stage 2	512	511	-	653	622	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	217	252	788	243	258	542	1317	-	-	1007	-	-
Mov Cap-2 Maneuver	217	252	-	243	258	-	-	-	-	-	-	-
Stage 1	654	588	-	526	522	-	-	-	-	-	-	-
Stage 2	470	511	-	613	587	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.5	16.9	0	1.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1317	-	-	295	243	542	1007	-	-
HCM Lane V/C Ratio	-	-	-	0.022	0.153	0.082	0.057	-	-
HCM Control Delay (s)	0	-	-	17.5	22.5	12.2	8.8	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	4	534	3	1	289
Future Vol, veh/h	10	4	534	3	1	289
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	25	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	4
Mvmt Flow	11	4	580	3	1	314

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	898	582	0	0	583	0
Stage 1	582	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	310	513	-	-	991	-
Stage 1	559	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	310	513	-	-	991	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	559	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	448	991	-
HCM Lane V/C Ratio	-	-	0.034	0.001	-
HCM Control Delay (s)	-	-	13.3	8.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	84	43	0	0	34
Future Vol, veh/h	11	84	43	0	0	34
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	12	91	47	0	0	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	47	0	-	0	162	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	115	-
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	1560	-	-	-	829	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1560	-	-	-	822	1022
Mov Cap-2 Maneuver	-	-	-	-	822	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	910	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1560	-	-	-	1022
HCM Lane V/C Ratio	0.008	-	-	-	0.036
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	8	66	3	93	3	370	57	93	553	4
Future Vol, veh/h	2	2	8	66	3	93	3	370	57	93	553	4
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	25	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	1	0	2	3	1	3	0
Mvmt Flow	2	2	9	70	3	99	3	394	61	99	588	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1270	1249	590	1225	1221	425	592	0	0	455	0	0
Stage 1	788	788	-	431	431	-	-	-	-	-	-	-
Stage 2	482	461	-	794	790	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.21	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.309	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	146	175	511	157	181	631	994	-	-	1111	-	-
Stage 1	387	405	-	607	586	-	-	-	-	-	-	-
Stage 2	569	569	-	384	404	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	113	159	511	142	164	631	994	-	-	1111	-	-
Mov Cap-2 Maneuver	113	159	-	142	164	-	-	-	-	-	-	-
Stage 1	386	369	-	605	584	-	-	-	-	-	-	-
Stage 2	476	567	-	342	368	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.5	29.8	0.1	1.2
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	994	-	-	261	143	631	1111	-	-
HCM Lane V/C Ratio	0.003	-	-	0.049	0.513	0.157	0.089	-	-
HCM Control Delay (s)	8.6	-	-	19.5	54.1	11.8	8.6	-	-
HCM Lane LOS	A	-	-	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	2.5	0.6	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	456	9	4	644
Future Vol, veh/h	5	2	456	9	4	644
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	25	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	5	2	496	10	4	700

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1209	501	0	0	506	0
Stage 1	501	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	202	570	-	-	1059	-
Stage 1	609	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	201	570	-	-	1059	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	486	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	382	1059	-
HCM Lane V/C Ratio	-	-	0.02	0.004	-
HCM Control Delay (s)	-	-	14.6	8.4	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	122	144	0	0	18
Future Vol, veh/h	29	122	144	0	0	18
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	32	133	157	0	0	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	157	0	-	0	354	157
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	197	-
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	1423	-	-	-	644	889
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1423	-	-	-	629	889
Mov Cap-2 Maneuver	-	-	-	-	629	-
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	836	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1423	-	-	-	889
HCM Lane V/C Ratio	0.022	-	-	-	0.022
HCM Control Delay (s)	7.6	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

TRAFFIC VOLUME WORKSHEETS

24-036 - 2380 Wisteria Drive Residential Development - Snellville, GA

Traffic Volumes

A&R Engineering
April 2024

1. Wisteria Dr @ Hugh Dr

A.M. Peak Hour

Condition	Wisteria Drive Northbound				Wisteria Drive Southbound				Snellville Dental & Animal Hospitals' Driveway Eastbound				Hugh Drive Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2024 Traffic Counts:	0	480	31	511	50	224	6	280	3	1	2	6	11	0	31	42
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2026 Volumes:	0	490	32	522	51	228	6	285	3	1	2	6	11	0	32	43
Total New Trips:	0	3	7	10	3	10	0	13	0	0	0	0	24	0	10	34
Future 2026 Traffic Volumes:	0	493	39	532	54	238	6	298	3	1	2	6	35	0	42	77

P.M. Peak Hour

Condition	Wisteria Drive Northbound				Wisteria Drive Southbound				Snellville Dental & Animal Hospitals' Driveway Eastbound				Hugh Drive Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2024 Traffic Counts:	3	354	36	393	82	537	4	623	2	2	8	12	52	3	86	141
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2026 Volumes:	3	361	37	401	84	548	4	636	2	2	8	12	53	3	88	144
Total New Trips:	0	9	20	29	9	5	0	14	0	0	0	0	13	0	5	18
Future 2026 Traffic Volumes:	3	370	57	430	93	553	4	650	2	2	8	12	66	3	93	162

24-036 - 2380 Wisteria Drive Residential Development - Snellville, GA

Traffic Volumes

A&R Engineering
April 2024

2. Wisteria Dr @ Site Drwy 1

A.M. Peak Hour

	Wisteria Drive Northbound				Wisteria Drive Southbound				- Eastbound				Site Driveway 1 Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2024 Traffic Counts:	0	514	0	514	0	280	0	280	0	0	0	0	0	0	0	0
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2026 Volumes:	0	524	0	524	0	286	0	286	0	0	0	0	0	0	0	0
Total New Trips:	0	10	3	13	1	3	0	4	0	0	0	0	10	0	4	14
Future 2026 Traffic Volumes:	0	534	3	537	1	289	0	290	0	0	0	0	10	0	4	14

P.M. Peak Hour

	Wisteria Drive Northbound				Wisteria Drive Southbound				- Eastbound				Site Driveway 1 Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2024 Traffic Counts:	0	442	0	442	0	623	0	623	0	0	0	0	0	0	0	0
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2026 Volumes:	0	451	0	451	0	635	0	635	0	0	0	0	0	0	0	0
Total New Trips:	0	5	9	14	4	9	0	13	0	0	0	0	5	0	2	7
Future 2026 Traffic Volumes:	0	456	9	465	4	644	0	648	0	0	0	0	5	0	2	7

24-036 - 2380 Wisteria Drive Residential Development - Snellville, GA

Traffic Volumes

A&R Engineering
April 2024

3. Hugh Dr @ Site Drwy 2

A.M. Peak Hour

	-				Site Driveway 2				Hugh Drive				Hugh Drive			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2024 Traffic Counts:	0	0	0	0	0	0	0	0	0	82	0	82	0	42	0	42
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2026 Volumes:	0	0	0	0	0	0	0	0	0	84	0	84	0	43	0	43
Total New Trips:	0	0	0	0	0	0	34	34	11	0	0	11	0	0	0	0
Future 2026 Traffic Volumes:	0	0	0	0	0	0	34	34	11	84	0	95	0	43	0	43

P.M. Peak Hour

	-				Site Driveway 2				Hugh Drive				Hugh Drive			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2024 Traffic Counts:	0	0	0	0	0	0	0	0	0	120	0	120	0	141	0	141
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2026 Volumes:	0	0	0	0	0	0	0	0	0	122	0	122	0	144	0	144
Total New Trips:	0	0	0	0	0	0	18	18	29	0	0	29	0	0	0	0
Future 2026 Traffic Volumes:	0	0	0	0	0	0	18	18	29	122	0	151	0	144	0	144