# TRAFFIC IMPACT STUDY

# FOR

# RESIDENTIAL DEVELOPMENT AT 2380 WISTERIA DRIVE

# SNELLVILLE, GWINNETT COUNTY, GEORGIA


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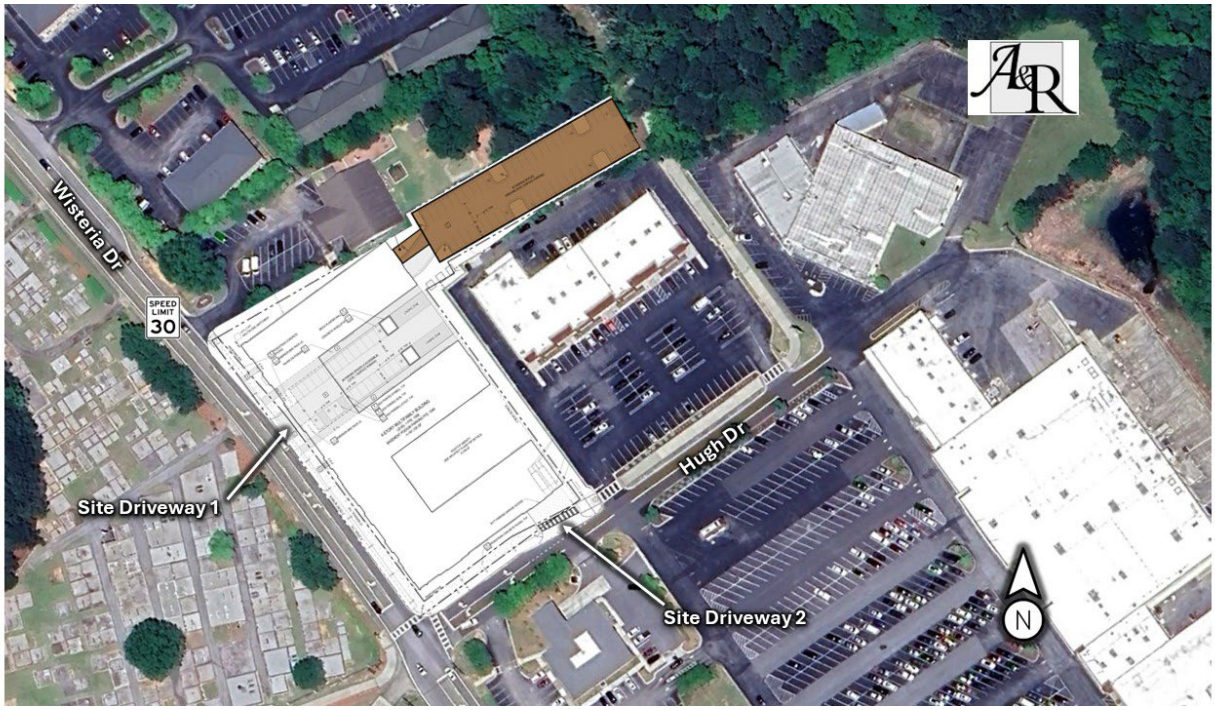
# 1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed 239 unit multifamily 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.

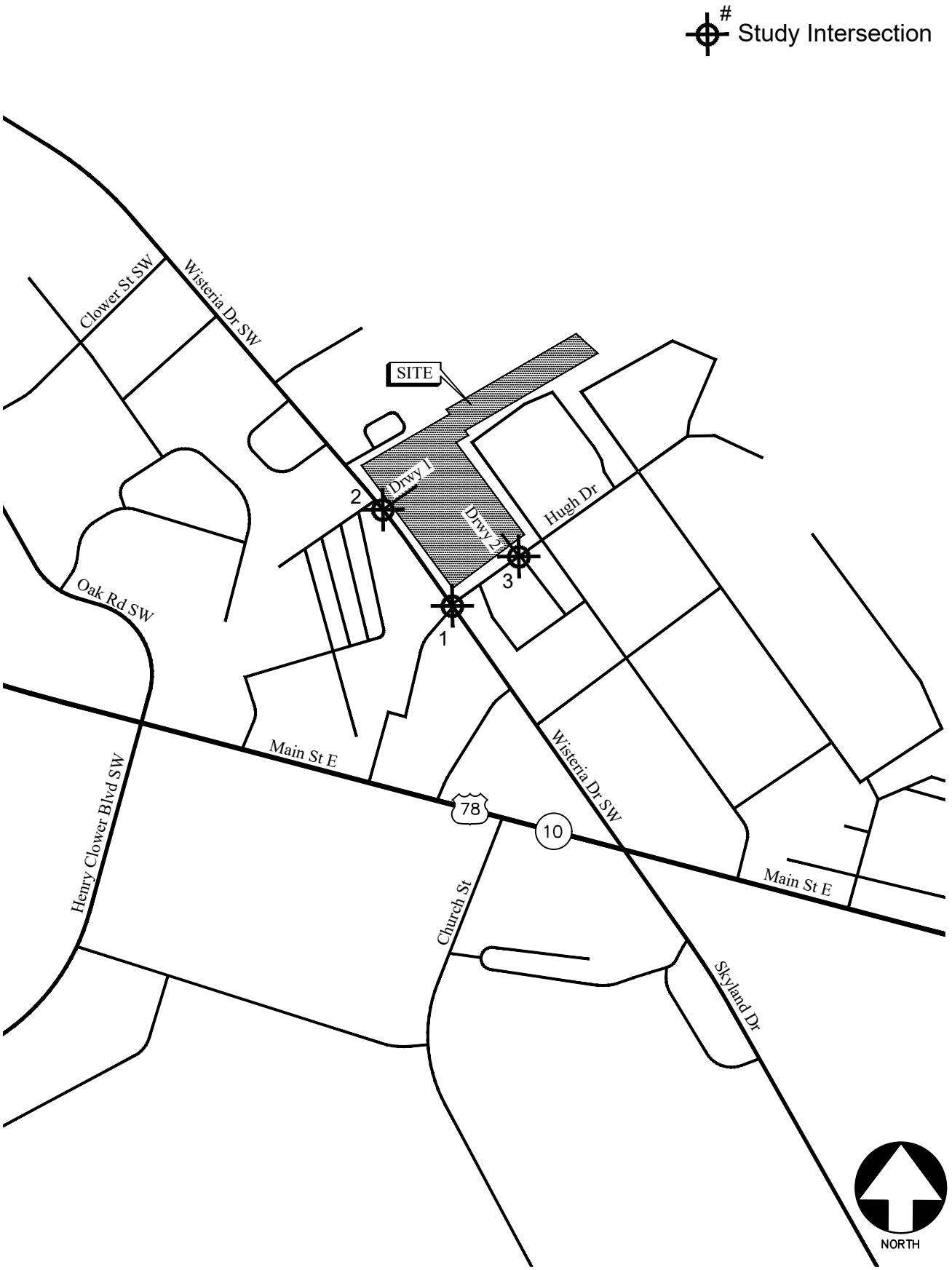



The development proposes access at the following existing driveway locations:

- 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 for improving traffic operations, where warranted, are presented in detail in the sections that follow. The location of the proposed development and the surrounding roadway network is illustrated 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 each of the roadway facilities located in proximity to the site:

### *2.1.1 Wisteria Drive*

Wisteria Drive is a north-south, two-lane roadway with a two-way left-turn lane and a posted speed limit of 30 mph in the vicinity of the site. Gwinnett County traffic counts show that the ADT on Wisteria Drive was 16,149 vehicles in 2024. As per Gwinnett County, Wisteria Drive is classified as a major arterial roadway.

### *2.1.2 Hugh Drive*

Hugh Drive is an east-west, two-lane, undivided roadway with an assumed 25 mph speed limit. As per Gwinnett County, Hugh Drive is classified as a private/residential roadway.

# 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, 7th Edition (HCM 7).* Synchro 12 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, 7th 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

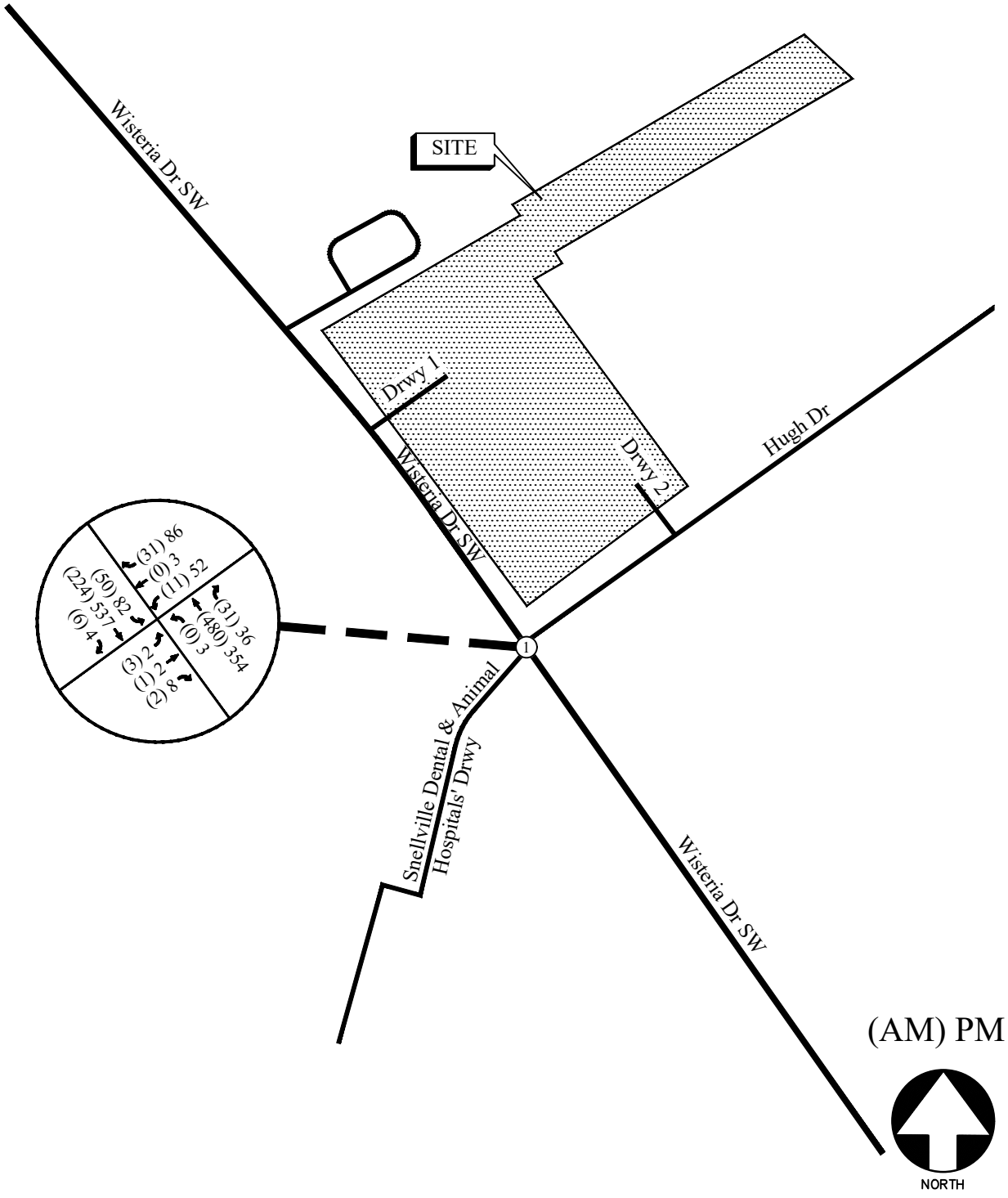
Source: *Highway Capacity Manual, 7th Edition, Exhibit 19-8 LOS Criteria: Motorized Vehicle Mode*

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 2026 TRAFFIC ANALYSIS

## 4.1 Existing Traffic Volumes

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 2A. The 2024 peak hour volumes were increased at 2% growth rate for two years to obtain the existing 2026 volumes. All the resulting existing peak hour volumes are shown in Figure 2B and were used in the existing traffic operations analysis. The existing traffic control and lane geometry for the intersection are shown in Figure 3.




COLLECTED 2024 WEEKDAY PEAK-HOUR VOLUMES FIGURE 2A

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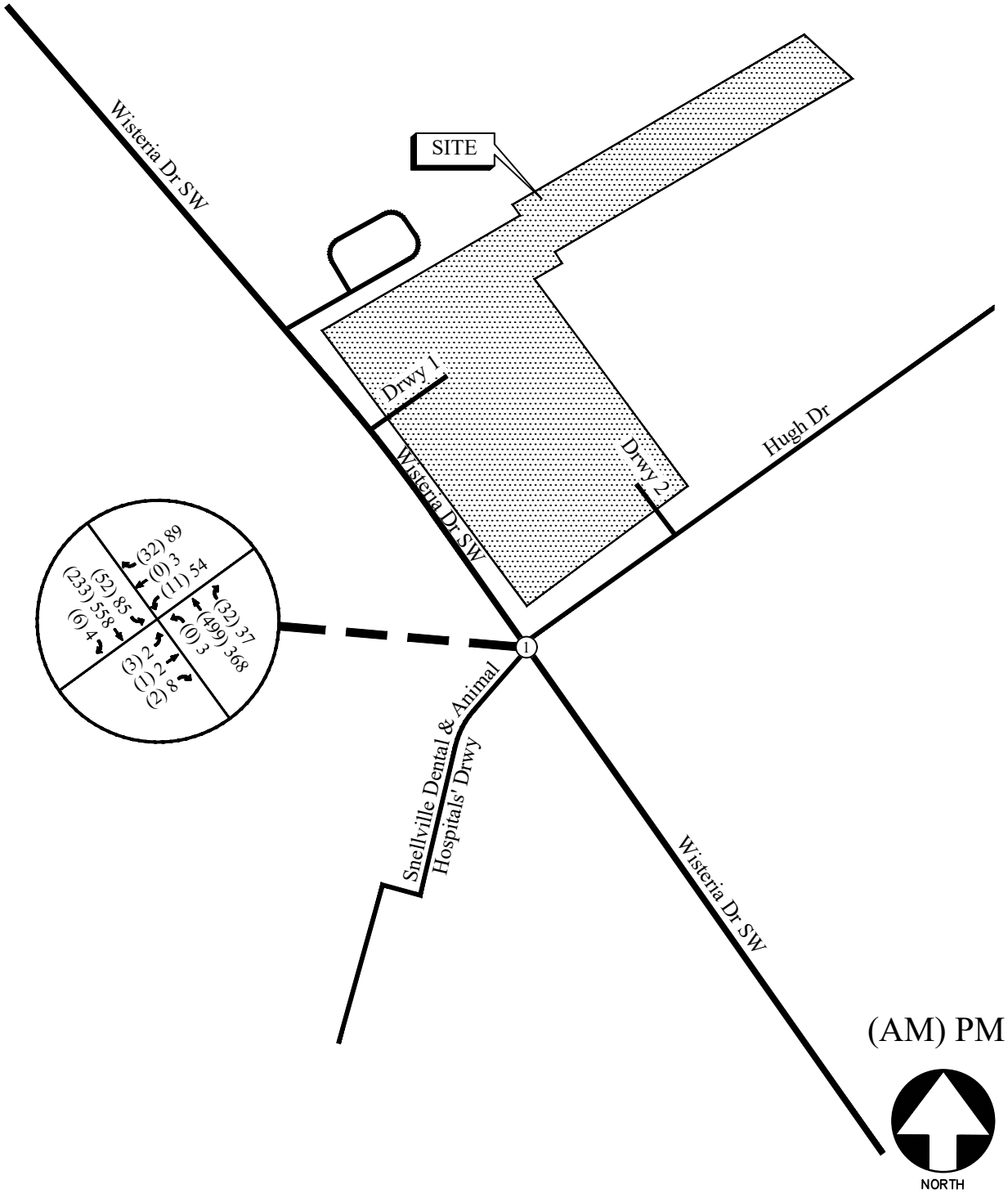


PROJECTED 2026 WEEKDAY PEAK-HOUR VOLUMES FIGURE 2B

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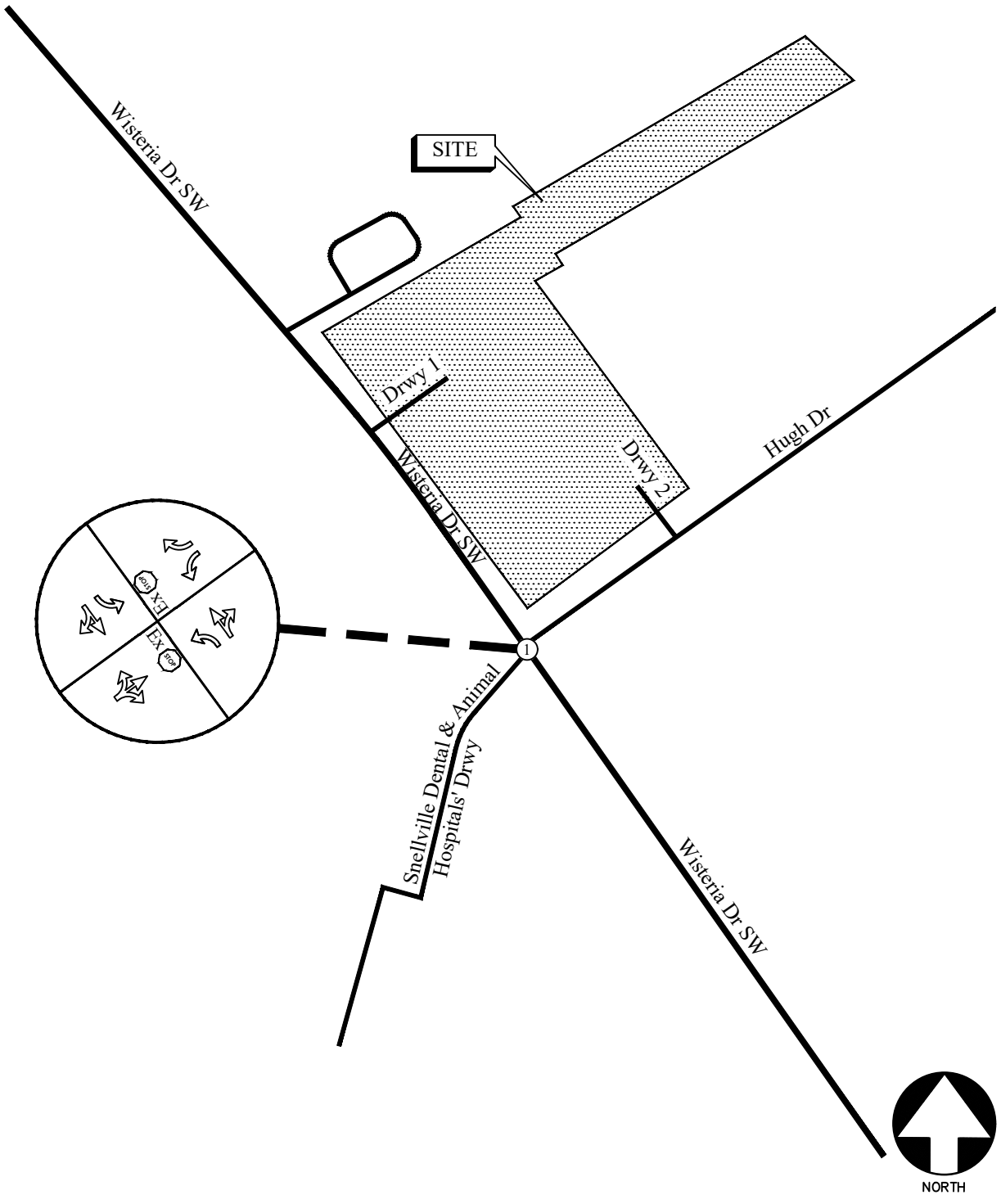


EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 3

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## 4.2 Existing Traffic Operations

Existing 2026 traffic operations were analyzed at the study intersection in accordance with the HCM methodology. The results of the analyses are shown in Table 3.

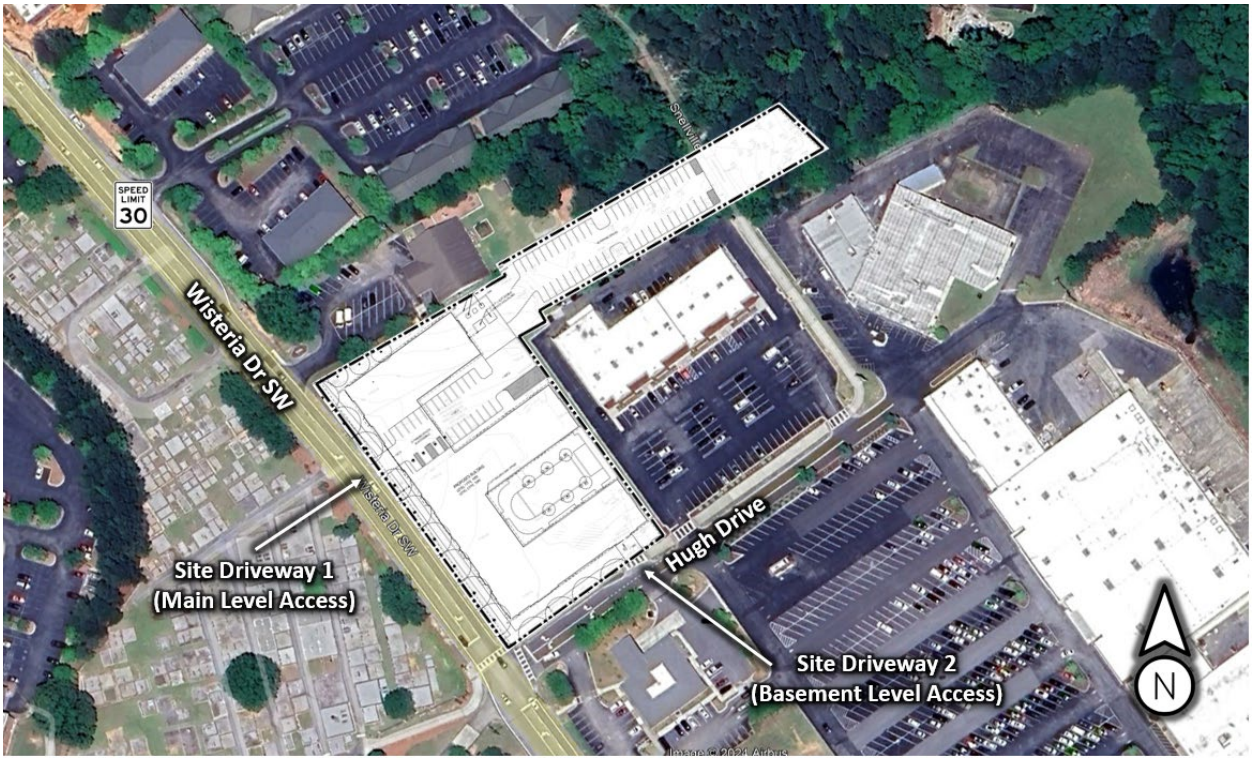
**TABLE 3 – EXISTING 2026 INTERSECTION OPERATIONS**

| Intersection | | Traffic Control | LOS (Delay) | |
|---|---|---|---|---|
| | | | AM Peak Hour | PM Peak Hour |
| 1 | **Wisteria Drive @ Hugh Drive**<br>-Eastbound Approach<br>-Westbound Approach<br>-Northbound Left<br>-Southbound Left | Stop Controlled on EB and WB Approaches | C (16.8)<br>B (14.3)<br>A (0.0)<br>A (8.8) | C (19.0)<br>D (26.1)<br>A (8.7)<br>A (8.5) |

The results of existing traffic operations analysis indicate that the study intersection approaches of Wisteria Drive and Hugh Drive is operating at a level of service "D" 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 239 multifamily 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.


**LAND USE CHART**
**2380 WISTERIA DRIVE**
**SNELLVILLE, GA**
**PARCEL NO:** R5038 133
**PARCEL AREA:** ±2.67 ACRES

| | |
|---|---|
| EXISTING ZONING: | TC-R (TOWNE CENTER RESIDENTIAL) |
| EXISTING USE: | VACANT RESTAURANT |
| PROPOSED USE: | 5-STORY TOWNE CENTER FLAT |

| UNIT COUNT | BUILDING A | BUILDING B |
|---|---|---|
| 1st FLOOR | 23 | 12 |
| 2nd FLOOR | 39 | 12 |
| 3rd FLOOR | 39 | 12 |
| 4th FLOOR | 39 | 12 |
| 5th FLOOR | 39 | 12 |
| SUBTOTAL | 179 | 60 |
| **TOTAL** | **239 UNITS** | |

| PARKING | |
|---|---|
| PODIUM | 227 |
| SURFACE | 26 (INCL. 4 ADA) |
| **TOTAL** | **253** |

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Vespera | **Illustrative Concept**

## 5.1 Trip Generation

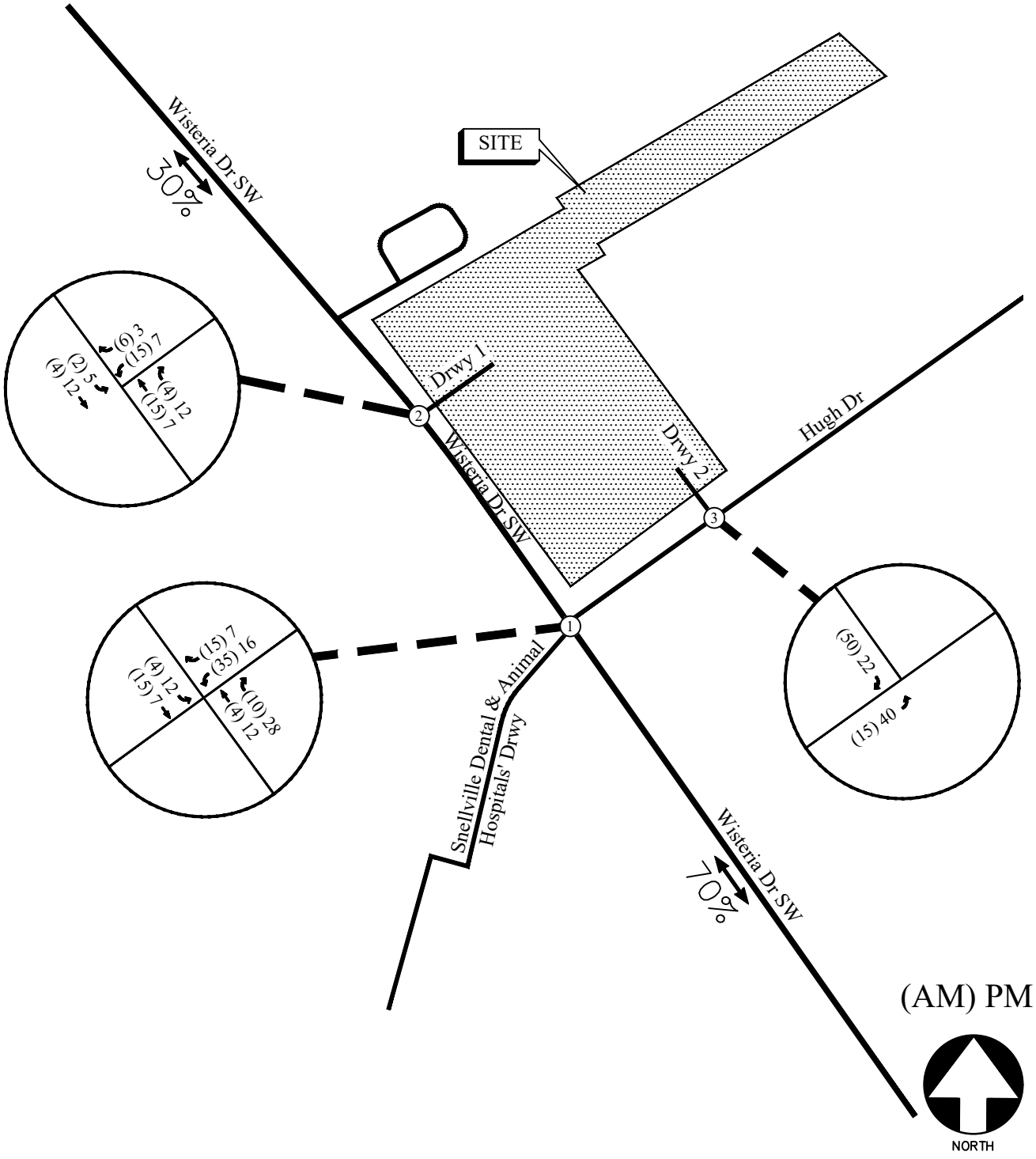
Trip generation estimates for the project were based on the rates and equations published in the *12th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.* This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE *Land Use: 221 – Multifamily Housing (Mid-Rise)*. The calculated trip generation volumes for the proposed development are shown in Table 4.

TABLE 4 – TRIP GENERATION FOR PROPOSED DEVELOPMENT

| Land Use | Size | AM Peak Hour | | | PM Peak Hour | | | 24 Hour |
|---|---|---|---|---|---|---|---|---|
| | | Enter | Exit | Total | Enter | Exit | Total | Two-Way |
| **ITE 221 – Multifamily Housing** | 239 Units | 21 | 72 | 93 | 57 | 32 | 89 | 1,070 |

## 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

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# 6.0 FUTURE 2028 TRAFFIC ANALYSIS

The future 2028 traffic operations are analyzed for the "Build" and "No-Build" conditions.

## 6.1 Future "No-Build" Conditions

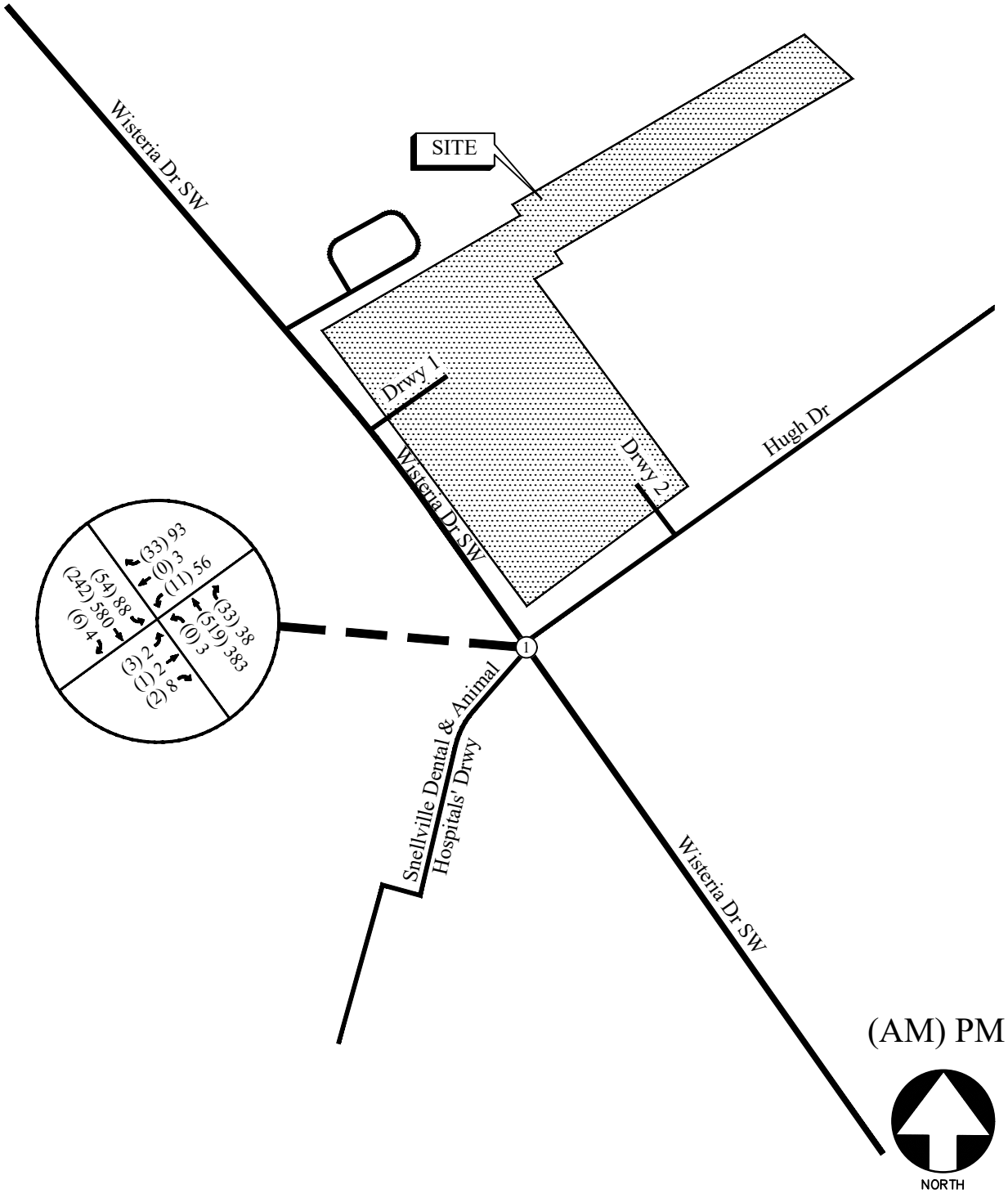
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The future "No-Build" volumes consist of the projected 2026 traffic volumes (Figure 2B) 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 three years (2022-2024) revealed a traffic volume increase of approximately 1.4% in the area. A 2% 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

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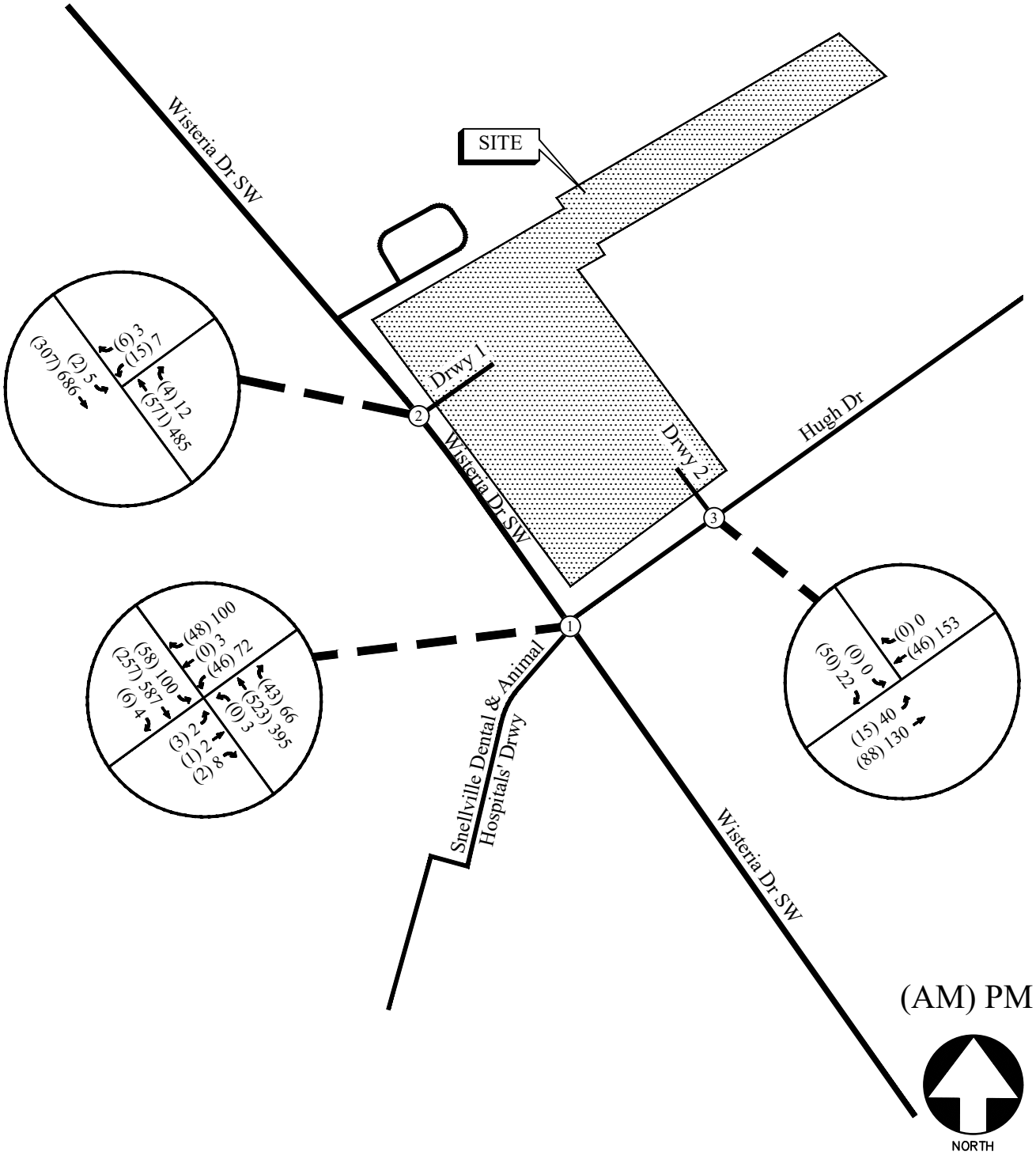


FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES FIGURE 7

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## 6.3 Auxiliary Lane Analysis

### *6.3.1 Left Turn Lane*

Wisteria Drive has an existing two-way left-turn lane; therefore, a separate left-turn lane analysis was not prepared for Site Driveway 1.

Since Hugh Drive is a local roadway and not classified by Gwinnett County as a collector street or a major thoroughfare, a left turn lane is not warranted at Site Driveway 2 on Hugh Drive per Gwinnett County standards.

### *6.3.2 Deceleration Lane*

As per *Section 360-30.2-B Gwinnett County, GA Code of Ordinances,* a deceleration lane is required to be provided at each project driveway or subdivision street entrance that has street access to a minor collector street or major thoroughfare. Since Wisteria Drive is classified as a major collector roadway by Gwinnett County, a deceleration lane is required at Site Driveway 1 on Wisteria Drive.

Since Hugh Drive is a local roadway and not classified by Gwinnett County as a collector street or a major thoroughfare, a deceleration lane is not warranted at Site Driveway 2 on Hugh Drive per Gwinnett County standards.

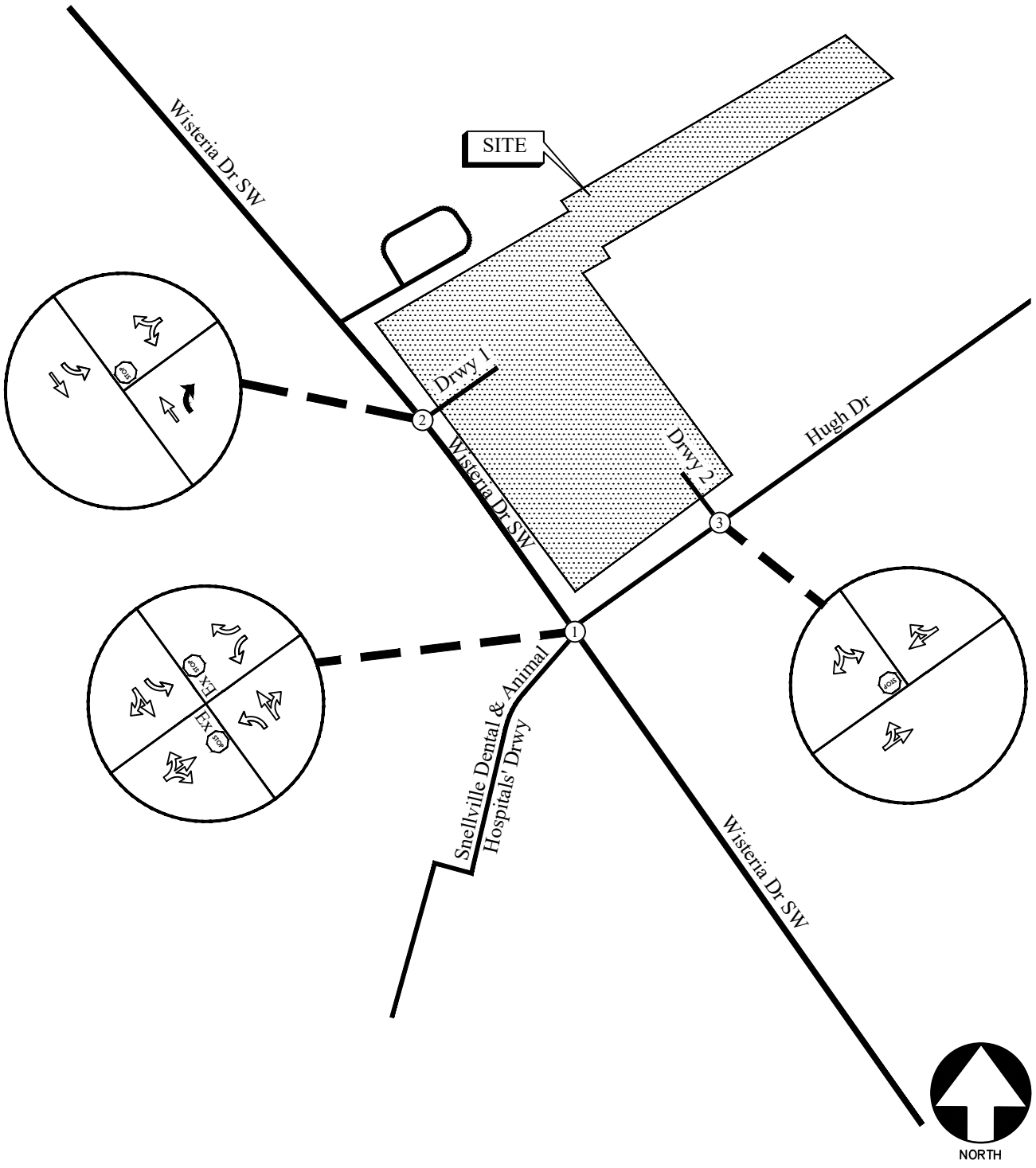
## 6.4 Future Traffic Operations

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 2028 INTERSECTION OPERATIONS**

| Intersection | | LOS (Delay) | | | |
|---|---|---|---|---|---|
| | | NO-BUILD | | BUILD | |
| | | AM Peak | PM Peak | AM Peak | PM Peak |
| **1** | **Wisteria Drive @ Hugh Drive** | | | | |
| | -Eastbound Approach | C (17.5) | C (20.0) | C (18.4) | C (21.4) |
| | -Westbound Approach | B (14.7) | D (29.2) | C (19.5) | E (44.8) |
| | -Northbound Left | A (0.0) | A (8.8) | A (0.0) | A (8.8) |
| | -Southbound Left | A (8.9) | A (8.6) | A (8.9) | A (8.8) |
| **2** | **Wisteria Drive @ Site Driveway 1** | | | | |
| | -Westbound Approach | - | - | C (17.0) | C (21.7) |
| | -Southbound Left | | | A (8.8) | A (8.5) |
| **3** | **Hugh Drive @ Site Driveway 2** | | | | |
| | -Eastbound Left | - | - | A (7.3) | A (7.6) |
| | -Southbound Approach | | | A (8.7) | A (9.2) |

The results of the future traffic operations analysis show that all stop-controlled approaches at all study intersections will operate at a level of service "D" or better in both the AM and PM peak hours except the westbound (Hugh Drive) approach at Wisteria Drive which will have LOS "E" during the "Build" PM peak hour. It is not uncommon for stop-controlled side-streets on arterial roadways to experience delays during peak hours as delays are caused by side-street wait times to turn left onto the main line.




FUTURE TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 8

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# 7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed 239 unit multifamily 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 the increase in annual growth of through traffic.

The results of the future traffic operations analysis show that all stop-controlled approaches at all study intersections will operate at a level of service "D" or better in both the AM and PM peak hours except the westbound (Hugh Drive) approach at Wisteria Drive which will have LOS "E" during the "Build" PM peak hour. It is not uncommon for stop-controlled side-streets on arterial roadways to experience delays during peak hours as delays are caused by side-street wait times to turn left onto the main line.

## 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.
  - A northbound right turn lane on Wisteria Drive for entering traffic.
  - 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 .....
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future “No-Build” Intersection Analysis.....
Future “Build” Intersection Analysis.....
Traffic Volume Worksheets .....

# 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**

| | |
|---|---|
| AM | 08:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 04:00 PM - 05:00 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 7:00 AM - 09:00 AM |
| NOON | NONE |
| 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

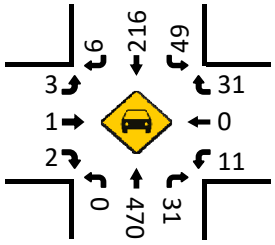
1-Way Stop(WB)

| | | | |
|---|---|---|---|
| TEV | 839 AM | 0 NOON | 1169 PM |
| PHF | 0.94 | | 0.92 |

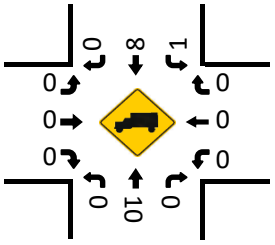
### NORTHBOUND — Wisteria Dr SW

| | | | | | | |
|---|---|---|---|---|---|---|
| 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 | |

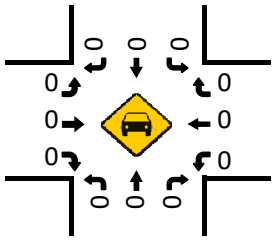
Cars (AM)



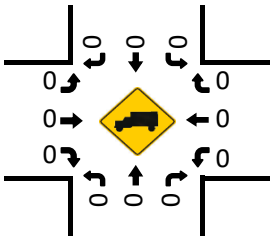

HT (AM)



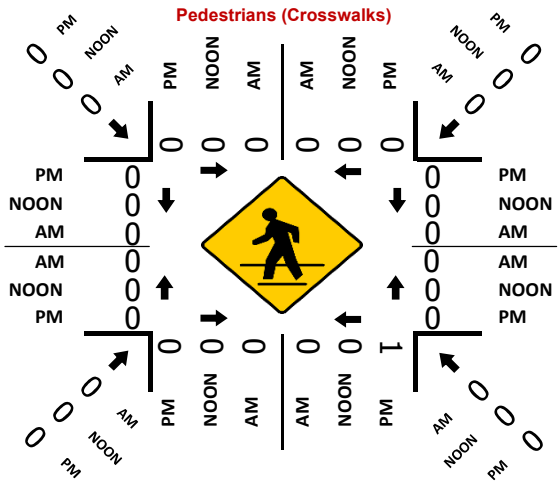

Cars (NOON)



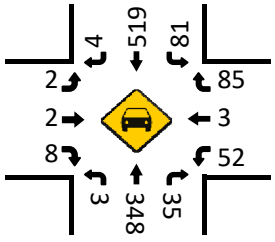

HT (NOON)



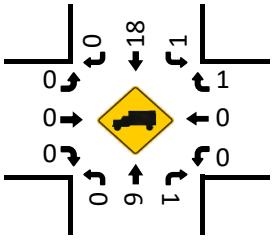

Pedestrians (Crosswalks)




Cars (PM)



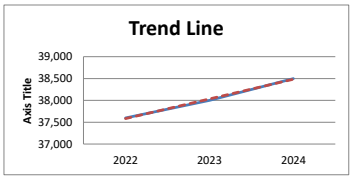

HT (PM)



# LINEAR REGRESSION OF DAILY TRAFFIC

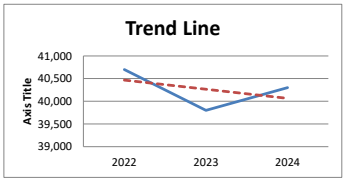
| Location | Growth Rate | R Squared | Station ID | Route | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|---|---|
| Main St E (West of Wisteria Dr) | 1.2% | 1.00 | 135-0054 | 00001000 | 37,600 | 38,000 | 38,500 |
| Main St E (West of Cindy Ln) | -0.5% | 0.20 | 135-0056 | 00001000 | 40,700 | 39,800 | 40,300 |
| Scenic Hwy N (South of Dogwood Rd) | 3.1% | 0.88 | 135-0187 | 00012400 | 50,800 | 53,400 | 54,000 |
| Oak Rd (North of Ferndale Ln) | 1.5% | 0.87 | 135-0387 | 00037900 | 8,030 | 8,240 | 8,280 |
| Lenora Church Rd (South of Poplar St) | 1.0% | 1.00 | 135-0561 | 00115121 | 20,100 | 20,300 | 20,500 |
| **Weighted Average** | **1.4%** | 0.99 | Sum of Count Stations = | | 157,230 | 159,740 | 161,580 |

| Location | Traffic Counter | RCLINK | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|
| **Main St E (West of Wisteria Dr)** | 135-0054 | 00001000 | 37,600 | 38,000 | 38,500 |

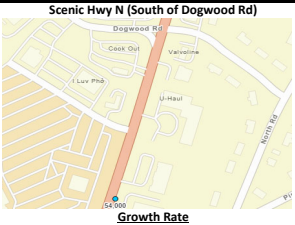

| Growth Rate | 1.2% | Intercept | -872,317 | Slope | 450.00 |
|---|---|---|---|---|---|
| Trend Line | | | 37,583 | 38,033 | 38,483 |

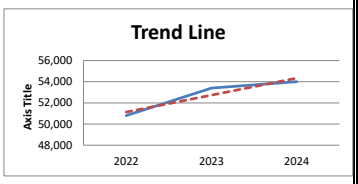
| Location | Traffic Counter | RCLINK | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|
| **Main St E (West of Cindy Ln)** | 135-0056 | 00001000 | 40,700 | 39,800 | 40,300 |


| Growth Rate | -0.5% | Intercept | 444,867 | Slope | -200.00 |
|---|---|---|---|---|---|
| Trend Line | | | 40,467 | 40,267 | 40,067 |

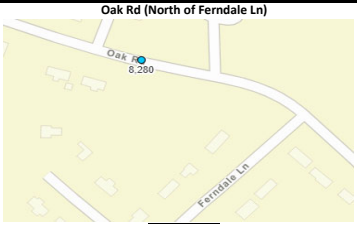
| Location | Traffic Counter | RCLINK | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|
| **Scenic Hwy N (South of Dogwood Rd)** | 135-0187 | 00012400 | 50,800 | 53,400 | 54,000 |

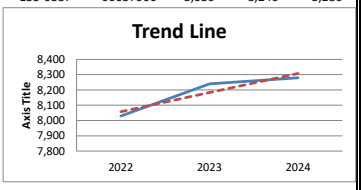



| Growth Rate | 3.1% | Intercept | -3,184,067 | Slope | 1,600.00 |
|---|---|---|---|---|---|
| Trend Line | | | 51,133 | 52,733 | 54,333 |

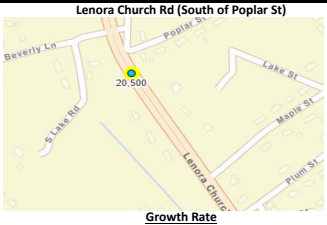
| Location | Traffic Counter | RCLINK | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|
| **Oak Rd (North of Ferndale Ln)** | 135-0387 | 00037900 | 8,030 | 8,240 | 8,280 |

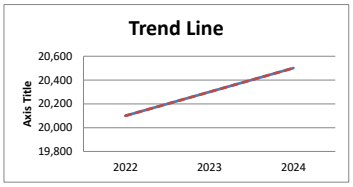



| Trend Line | | | | | |
|---|---|---|---|---|---|
| | 1.5% | Intercept | -244,692 | Slope | 125.00 |
| | | | 8,058 | 8,183 | 8,308 |

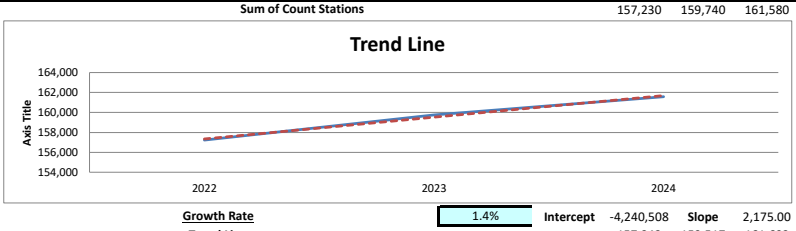
| Location | Traffic Counter | RCLINK | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|
| **Lenora Church Rd (South of Poplar St)** | 135-0561 | 00115121 | 20,100 | 20,300 | 20,500 |




| Growth Rate | 1.0% | Intercept | -384,300 | Slope | 200.00 |
|---|---|---|---|---|---|
| Trend Line | | | 20,100 | 20,300 | 20,500 |

| Weighted Average | 2022 | 2023 | 2024 |
|---|---|---|---|
| Sum of Count Stations | 157,230 | 159,740 | 161,580 |




| Growth Rate | 1.4% | Intercept | -4,240,508 | Slope | 2,175.00 |
|---|---|---|---|---|---|
| Trend Line | | | 157,342 | 159,517 | 161,692 |

# 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 | 32 | 0 | 499 | 32 | 52 | 233 | 6 |
| Future Vol, veh/h | 3 | 1 | 2 | 11 | 0 | 32 | 0 | 499 | 32 | 52 | 233 | 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 | 531 | 34 | 55 | 248 | 6 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 893 | 927 | 251 | 907 | 913 | 548 | 254 | 0 | 0 | 565 | 0 | 0 |
| Stage 1 | 362 | 362 | - | 548 | 548 | - | - | - | - | - | - | - |
| Stage 2 | 531 | 565 | - | 359 | 365 | - | - | - | - | - | - | - |
| 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 | 271 | 793 | 259 | 276 | 540 | 1323 | - | - | 1007 | - | - |
| Stage 1 | 661 | 629 | - | 524 | 520 | - | - | - | - | - | - | - |
| Stage 2 | 536 | 511 | - | 663 | 627 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 234 | 256 | 793 | 243 | 260 | 540 | 1323 | - | - | 1007 | - | - |
| Mov Cap-2 Maneuver | 234 | 256 | - | 243 | 260 | - | - | - | - | - | - | - |
| Stage 1 | 625 | 594 | - | 524 | 520 | - | - | - | - | - | - | - |
| Stage 2 | 502 | 511 | - | 624 | 592 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 16.78 | 14.28 | 0 | 1.57 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1323 | - | - | 312 | 243 | 540 | 1007 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.02 | 0.048 | 0.063 | 0.055 | - | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 16.8 | 20.6 | 12.1 | 8.8 | - | - |
| HCM Lane LOS | A | - | - | C | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.2 | 0.2 | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 8 | 54 | 3 | 89 | 3 | 368 | 37 | 85 | 558 | 4 |
| Future Vol, veh/h | 2 | 2 | 8 | 54 | 3 | 89 | 3 | 368 | 37 | 85 | 558 | 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 | 59 | 3 | 97 | 3 | 400 | 40 | 92 | 607 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1202 | 1240 | 609 | 1219 | 1222 | 420 | 611 | 0 | 0 | 440 | 0 | 0 |
| Stage 1 | 793 | 793 | - | 427 | 427 | - | - | - | - | - | - | - |
| Stage 2 | 408 | 447 | - | 792 | 796 | - | - | - | - | - | - | - |
| 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 | 163 | 177 | 499 | 159 | 181 | 635 | 978 | - | - | 1125 | - | - |
| Stage 1 | 385 | 403 | - | 610 | 589 | - | - | - | - | - | - | - |
| Stage 2 | 624 | 577 | - | 385 | 402 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 124 | 162 | 499 | 141 | 166 | 635 | 978 | - | - | 1125 | - | - |
| Mov Cap-2 Maneuver | 124 | 162 | - | 141 | 166 | - | - | - | - | - | - | - |
| Stage 1 | 353 | 370 | - | 608 | 587 | - | - | - | - | - | - | - |
| Stage 2 | 524 | 575 | - | 345 | 369 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 19.03 | 26.13 | 0.06 | 1.11 |
| HCM LOS | C | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 978 | - | - | 270 | 142 | 635 | 1125 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.048 | 0.437 | 0.152 | 0.082 | - | - |
| HCM Ctrl Dly (s/v) | 8.7 | - | - | 19 | 48.7 | 11.7 | 8.5 | - | - |
| HCM Lane LOS | A | - | - | C | E | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 1.9 | 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 | 33 | 0 | 519 | 33 | 54 | 242 | 6 |
| Future Vol, veh/h | 3 | 1 | 2 | 11 | 0 | 33 | 0 | 519 | 33 | 54 | 242 | 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 | 35 | 0 | 552 | 35 | 57 | 257 | 6 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 928 | 963 | 261 | 943 | 948 | 570 | 264 | 0 | 0 | 587 | 0 | 0 |
| Stage 1 | 376 | 376 | - | 570 | 570 | - | - | - | - | - | - | - |
| Stage 2 | 552 | 587 | - | 373 | 379 | - | - | - | - | - | - | - |
| 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 | 251 | 258 | 783 | 245 | 263 | 525 | 1312 | - | - | 988 | - | - |
| Stage 1 | 650 | 620 | - | 510 | 509 | - | - | - | - | - | - | - |
| Stage 2 | 522 | 500 | - | 652 | 618 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 220 | 243 | 783 | 229 | 247 | 525 | 1312 | - | - | 988 | - | - |
| Mov Cap-2 Maneuver | 220 | 243 | - | 229 | 247 | - | - | - | - | - | - | - |
| Stage 1 | 612 | 584 | - | 510 | 509 | - | - | - | - | - | - | - |
| Stage 2 | 487 | 500 | - | 611 | 582 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 17.45 | 14.65 | 0 | 1.59 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1312 | - | - | 296 | 229 | 525 | 988 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.022 | 0.051 | 0.067 | 0.058 | - | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 17.4 | 21.6 | 12.3 | 8.9 | - | - |
| HCM Lane LOS | A | - | - | C | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.2 | 0.2 | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 8 | 56 | 3 | 93 | 3 | 383 | 38 | 88 | 580 | 4 |
| Future Vol, veh/h | 2 | 2 | 8 | 56 | 3 | 93 | 3 | 383 | 38 | 88 | 580 | 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 | 61 | 3 | 101 | 3 | 416 | 41 | 96 | 630 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1248 | 1288 | 633 | 1266 | 1270 | 437 | 635 | 0 | 0 | 458 | 0 | 0 |
| Stage 1 | 824 | 824 | - | 443 | 443 | - | - | - | - | - | - | - |
| Stage 2 | 424 | 464 | - | 823 | 826 | - | - | - | - | - | - | - |
| 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 | 151 | 165 | 484 | 147 | 170 | 622 | 958 | - | - | 1109 | - | - |
| Stage 1 | 370 | 390 | - | 597 | 579 | - | - | - | - | - | - | - |
| Stage 2 | 612 | 567 | - | 371 | 389 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 113 | 151 | 484 | 130 | 155 | 622 | 958 | - | - | 1109 | - | - |
| Mov Cap-2 Maneuver | 113 | 151 | - | 130 | 155 | - | - | - | - | - | - | - |
| Stage 1 | 338 | 357 | - | 595 | 577 | - | - | - | - | - | - | - |
| Stage 2 | 507 | 565 | - | 331 | 356 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 20.02 | 29.18 | 0.06 | 1.12 |
| HCM LOS | C | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 958 | - | - | 253 | 131 | 622 | 1109 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.052 | 0.49 | 0.163 | 0.086 | - | - |
| HCM Ctrl Dly (s/v) | 8.8 | - | - | 20 | 56.4 | 11.9 | 8.6 | - | - |
| HCM Lane LOS | A | - | - | C | F | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 2.3 | 0.6 | 0.3 | - | - |

# FUTURE "BUILD" INTERSECTION ANALYSIS

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 3 | 1 | 2 | 46 | 0 | 48 | 0 | 523 | 43 | 58 | 257 | 6 |
| Future Vol, veh/h | 3 | 1 | 2 | 46 | 0 | 48 | 0 | 523 | 43 | 58 | 257 | 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 | 49 | 0 | 51 | 0 | 556 | 46 | 62 | 273 | 6 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 956 | 1002 | 277 | 977 | 982 | 579 | 280 | 0 | 0 | 602 | 0 | 0 |
| Stage 1 | 400 | 400 | - | 579 | 579 | - | - | - | - | - | - | - |
| Stage 2 | 556 | 602 | - | 397 | 403 | - | - | - | - | - | - | - |
| 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 | 240 | 244 | 767 | 232 | 251 | 518 | 1294 | - | - | 975 | - | - |
| Stage 1 | 630 | 605 | - | 504 | 504 | - | - | - | - | - | - | - |
| Stage 2 | 519 | 492 | - | 632 | 603 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 202 | 229 | 767 | 216 | 235 | 518 | 1294 | - | - | 975 | - | - |
| Mov Cap-2 Maneuver | 202 | 229 | - | 216 | 235 | - | - | - | - | - | - | - |
| Stage 1 | 590 | 567 | - | 504 | 504 | - | - | - | - | - | - | - |
| Stage 2 | 468 | 492 | - | 590 | 565 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.39 | 19.45 | 0 | 1.62 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1294 | - | - | 275 | 216 | 518 | 975 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.023 | 0.227 | 0.098 | 0.063 | - | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 18.4 | 26.5 | 12.7 | 8.9 | - | - |
| HCM Lane LOS | A | - | - | C | D | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.8 | 0.3 | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 6 | 571 | 4 | 2 | 307 |
| Future Vol, veh/h | 15 | 6 | 571 | 4 | 2 | 307 |
| 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 | - | - | 150 | 25 | - |
| 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 | 4 |
| Mvmt Flow | 16 | 7 | 621 | 4 | 2 | 334 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 959 | 621 | 0 | 0 | 625 | 0 |
| Stage 1 | 621 | - | - | - | - | - |
| Stage 2 | 338 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 285 | 488 | - | - | 956 | - |
| Stage 1 | 536 | - | - | - | - | - |
| Stage 2 | 722 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 285 | 488 | - | - | 956 | - |
| Mov Cap-2 Maneuver | 285 | - | - | - | - | - |
| Stage 1 | 535 | - | - | - | - | - |
| Stage 2 | 722 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 16.99 | 0 | 0.06 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 323 | 956 | - |
| HCM Lane V/C Ratio | - | - | 0.071 | 0.002 | - |
| HCM Ctrl Dly (s/v) | - | - | 17 | 8.8 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 88 | 46 | 0 | 0 | 50 |
| Future Vol, veh/h | 15 | 88 | 46 | 0 | 0 | 50 |
| 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 | 16 | 96 | 50 | 0 | 0 | 54 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 50 | 0 | - | 0 | 178 | 50 |
| Stage 1 | - | - | - | - | 50 | - |
| Stage 2 | - | - | - | - | 128 | - |
| 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 | 1557 | - | - | - | 811 | 1018 |
| Stage 1 | - | - | - | - | 972 | - |
| Stage 2 | - | - | - | - | 898 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1557 | - | - | - | 802 | 1018 |
| Mov Cap-2 Maneuver | - | - | - | - | 802 | - |
| Stage 1 | - | - | - | - | 962 | - |
| Stage 2 | - | - | - | - | 898 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.07 | 0 | 8.73 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 262 | - | - | - | 1018 |
| HCM Lane V/C Ratio | 0.01 | - | - | - | 0.053 |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | - | - | 8.7 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 8 | 72 | 3 | 100 | 3 | 395 | 66 | 100 | 587 | 4 |
| Future Vol, veh/h | 2 | 2 | 8 | 72 | 3 | 100 | 3 | 395 | 66 | 100 | 587 | 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 | 78 | 3 | 109 | 3 | 429 | 72 | 109 | 638 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1295 | 1365 | 640 | 1328 | 1332 | 465 | 642 | 0 | 0 | 501 | 0 | 0 |
| Stage 1 | 858 | 858 | - | 472 | 472 | - | - | - | - | - | - | - |
| Stage 2 | 438 | 508 | - | 857 | 860 | - | - | - | - | - | - | - |
| 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 | 141 | 149 | 479 | 133 | 156 | 599 | 952 | - | - | 1068 | - | - |
| Stage 1 | 355 | 377 | - | 577 | 562 | - | - | - | - | - | - | - |
| Stage 2 | 602 | 542 | - | 355 | 376 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 101 | 133 | 479 | 116 | 139 | 599 | 952 | - | - | 1068 | - | - |
| Mov Cap-2 Maneuver | 101 | 133 | - | 116 | 139 | - | - | - | - | - | - | - |
| Stage 1 | 318 | 338 | - | 575 | 561 | - | - | - | - | - | - | - |
| Stage 2 | 488 | 540 | - | 311 | 337 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 21.38 | 44.83 | 0.06 | 1.27 |
| HCM LOS | C | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 952 | - | - | 233 | 116 | 599 | 1068 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.056 | 0.701 | 0.181 | 0.102 | - | - |
| HCM Ctrl Dly (s/v) | 8.8 | - | - | 21.4 | 88.2 | 12.3 | 8.8 | - | - |
| HCM Lane LOS | A | - | - | C | F | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 3.8 | 0.7 | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 3 | 485 | 12 | 5 | 686 |
| Future Vol, veh/h | 7 | 3 | 485 | 12 | 5 | 686 |
| 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 | - | - | 150 | 25 | - |
| 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 | 3 |
| Mvmt Flow | 8 | 3 | 527 | 13 | 5 | 746 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1284 | 527 | 0 | 0 | 540 | 0 |
| Stage 1 | 527 | - | - | - | - | - |
| Stage 2 | 757 | - | - | - | - | - |
| 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 | 182 | 551 | - | - | 1028 | - |
| Stage 1 | 592 | - | - | - | - | - |
| Stage 2 | 463 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 181 | 551 | - | - | 1028 | - |
| Mov Cap-2 Maneuver | 181 | - | - | - | - | - |
| Stage 1 | 589 | - | - | - | - | - |
| Stage 2 | 463 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 21.68 | 0 | 0.06 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 227 | 1028 | - |
| HCM Lane V/C Ratio | - | - | 0.048 | 0.005 | - |
| HCM Ctrl Dly (s/v) | - | - | 21.7 | 8.5 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 130 | 153 | 0 | 0 | 22 |
| Future Vol, veh/h | 40 | 130 | 153 | 0 | 0 | 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 | 43 | 141 | 166 | 0 | 0 | 24 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 166 | 0 | - | 0 | 395 | 166 |
| Stage 1 | - | - | - | - | 166 | - |
| Stage 2 | - | - | - | - | 228 | - |
| 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 | 1412 | - | - | - | 610 | 878 |
| Stage 1 | - | - | - | - | 863 | - |
| Stage 2 | - | - | - | - | 810 | - |
| Platoon blocked, % | | | - | - | - | |
| Mov Cap-1 Maneuver | 1412 | - | - | - | 590 | 878 |
| Mov Cap-2 Maneuver | - | - | - | - | 590 | - |
| Stage 1 | - | - | - | - | 834 | - |
| Stage 2 | - | - | - | - | 810 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.8 | 0 | 9.21 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 424 | - | - | - | 878 |
| HCM Lane V/C Ratio | 0.031 | - | - | - | 0.027 |
| HCM Ctrl Dly (s/v) | 7.6 | 0 | - | - | 9.2 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.1 |

# TRAFFIC VOLUME WORKSHEETS

# 26-062 Proposed Residential Development at 2380 Wisteria Drive - Snellville, GA

**Traffic Volumes**

**A&R Engineering**
**May 2026**

**1. Wisteria Dr @ Hugh Dr**

**A.M. Peak Hour**

| | Wisteria Drive Northbound | | | | Wisteria Drive Southbound | | | | Snellville Dental & Animal Hospitals' Driveway Eastbound | | | | Hugh Drive Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| 2024 Traffic Counts: | 0 | 480 | 31 | 511 | 50 | 224 | 6 | 280 | 3 | 1 | 2 | 6 | 11 | 0 | 31 | 42 |
| Growth Factor (%): | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | |
| Projected 2026 Traffic Counts: | 0 | 499 | 32 | 531 | 52 | 233 | 6 | 291 | 3 | 1 | 2 | 6 | 11 | 0 | 32 | 43 |
| No-Build 2028 Volumes: | 0 | 519 | 33 | 552 | 54 | 242 | 6 | 302 | 3 | 1 | 2 | 6 | 11 | 0 | 33 | 44 |
| Total New Trips: | 0 | 4 | 10 | 14 | 4 | 15 | 0 | 19 | 0 | 0 | 0 | 0 | 35 | 0 | 15 | 50 |
| Future 2028 Traffic Volumes: | 0 | 523 | 43 | 566 | 58 | 257 | 6 | 321 | 3 | 1 | 2 | 6 | 46 | 0 | 48 | 94 |

**P.M. Peak Hour**

| | Wisteria Drive Northbound | | | | Wisteria Drive Southbound | | | | Snellville Dental & Animal Hospitals' Driveway Eastbound | | | | Hugh Drive Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| 2024 Traffic Counts: | 3 | 354 | 36 | 393 | 82 | 537 | 4 | 623 | 2 | 2 | 8 | 12 | 52 | 3 | 86 | 141 |
| Growth Factor (%): | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | |
| Projected 2026 Traffic Counts: | 3 | 368 | 37 | 408 | 85 | 558 | 4 | 647 | 2 | 2 | 8 | 12 | 54 | 3 | 89 | 146 |
| No-Build 2028 Volumes: | 3 | 383 | 38 | 424 | 88 | 580 | 4 | 672 | 2 | 2 | 8 | 12 | 56 | 3 | 93 | 152 |
| Total New Trips: | 0 | 12 | 28 | 40 | 12 | 7 | 0 | 19 | 0 | 0 | 0 | 0 | 16 | 0 | 7 | 23 |
| Future 2028 Traffic Volumes: | 3 | 395 | 66 | 464 | 100 | 587 | 4 | 691 | 2 | 2 | 8 | 12 | 72 | 3 | 100 | 175 |

# 26-062 Proposed Residential Development at 2380 Wisteria Drive - Snellville, GA

**Traffic Volumes**

**A&R Engineering**
**May 2026**

**2. Wisteria Dr @ Site Drwy 1**

**A.M. Peak Hour**

| | Wisteria Drive | | | | Wisteria Drive | | | | - | | | | Site Driveway 1 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Northbound** | | | | **Southbound** | | | | **Eastbound** | | | | **Westbound** | | | |
| Condition | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| 2024 Traffic Counts: | 0 | 514 | 0 | 514 | 0 | 280 | 0 | 280 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Factor (%): | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | |
| Projected 2026 Traffic Counts: | 0 | 535 | 0 | 535 | 0 | 291 | 0 | 291 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| No-Build 2028 Volumes: | 0 | 556 | 0 | 556 | 0 | 303 | 0 | 303 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total New Trips: | 0 | 15 | 4 | 19 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 15 | 0 | 6 | 21 |
| Future 2028 Traffic Volumes: | 0 | 571 | 4 | 575 | 2 | 307 | 0 | 309 | 0 | 0 | 0 | 0 | 15 | 0 | 6 | 21 |

**P.M. Peak Hour**

| | Wisteria Drive | | | | Wisteria Drive | | | | - | | | | Site Driveway 1 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Northbound** | | | | **Southbound** | | | | **Eastbound** | | | | **Westbound** | | | |
| Condition | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot | L | T | R | Tot |
| 2024 Traffic Counts: | 0 | 442 | 0 | 442 | 0 | 623 | 0 | 623 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Factor (%): | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | |
| Projected 2026 Traffic Counts: | 0 | 460 | 0 | 460 | 0 | 648 | 0 | 648 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| No-Build 2028 Volumes: | 0 | 478 | 0 | 478 | 0 | 674 | 0 | 674 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total New Trips: | 0 | 7 | 12 | 19 | 5 | 12 | 0 | 17 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 10 |
| Future 2028 Traffic Volumes: | 0 | 485 | 12 | 497 | 5 | 686 | 0 | 691 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 10 |

## 26-062 Proposed Residential Development at 2380 Wisteria Drive - Snellville, GA

**Traffic Volumes**

**A&R Engineering**
**May 2026**

**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 |
| 2024 Traffic Counts: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 82 | 0 | 42 | 0 | 42 |
| Growth Factor (%): | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | |
| Projected 2026 Traffic Counts: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 85 | 0 | 44 | 0 | 44 |
| No-Build 2028 Volumes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 88 | 0 | 46 | 0 | 46 |
| Total New Trips: | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| Future 2028 Traffic Volumes: | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 15 | 88 | 0 | 103 | 0 | 46 | 0 | 46 |

**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 |
| 2024 Traffic Counts: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 120 | 0 | 141 | 0 | 141 |
| Growth Factor (%): | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | |
| Projected 2026 Traffic Counts: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 0 | 125 | 0 | 147 | 0 | 147 |
| No-Build 2028 Volumes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 130 | 0 | 153 | 0 | 153 |
| Total New Trips: | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 22 | 40 | 0 | 0 | 40 | 0 | 0 | 0 | 0 |
| Future 2028 Traffic Volumes: | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 22 | 40 | 130 | 0 | 170 | 0 | 153 | 0 | 153 |