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Growth Management  
Comprehensive Planning  
Zoning & Land Use Regulations  
Land Development Applications  
Expert Testimony  
Zoning Administration

**MEMORANDUM**

TO: Honorable Mayor and City Council, City of Hoschton

FROM: Jerry Weitz, Consulting Planner

DATE: May 1, 2024

RE: City Council May 9<sup>th</sup> Work Session Agenda Item: **Preliminary Plat for “Aberdeen” Planned Unit Development (f.k.a. “East Jefferson Tract”) and Application for Approval of Private Streets:** TPG (The Providence Group) Development LLC, by Clint Walters, and Travis Pruitt & Associates, Inc. applicant, Shannon Sell, Paul T. Cheek, Jr. and Brenda Ann Cheek and West Jackson, LLC, Property Owners, request preliminary plat and private street approval for 334 lots on 109.72 acres fronting on the south side of West Jackson Road, both sides of East Jefferson Street, and the north side of Pendergrass Road (SR 332) (Map/Parcels 119/018; part of 119/019; 113/003A, and part of 113/004. Planned Unit Development (PUD) Conditional zoning (Ordinance Z-23-02) *[Consulting planner recommendation: denial of request for private streets; postpone action on preliminary plat pending requested redesign]*

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The platting process is a necessary step/function to ensure that the streets and highways serving the subdivision are of sufficient width, grade, and in suitable locations to accommodate regional traffic. Platting regulations since their inception in the 1920s have been adopted with the intent to ensure that streets and highways are coordinated to the official map or comprehensive plan, in order to compose a convenient system of streets.

**SUMMARY OF PRELIMINARY PLAT PROCESS**

The Zoning Administrator is responsible for administering the review and approval process for preliminary subdivision plats (Sec. 405 subdivision ordinance). The consulting planner serves as the city’s zoning administrator. The Hoschton City Council shall review and have decision making authority on applications for preliminary plat approval and final plat approval for major subdivisions (Sec. 303 subdivision ordinance).

Whenever a person proposes the subdivision of a tract of land, he is encouraged (but not required) to consult early and informally with the Zoning Administrator in the form of a pre-application conference (Section. 402 subdivision ordinance). In the subject case, no pre-application conference was held on the preliminary plat application, though many in-person meetings were held during the zoning process, and the initial application submitted was found to be incomplete. A pre-application conference is intended to permit an early evaluation of the subdivider’s or land developer’s intentions, **to ensure coordination with the comprehensive**

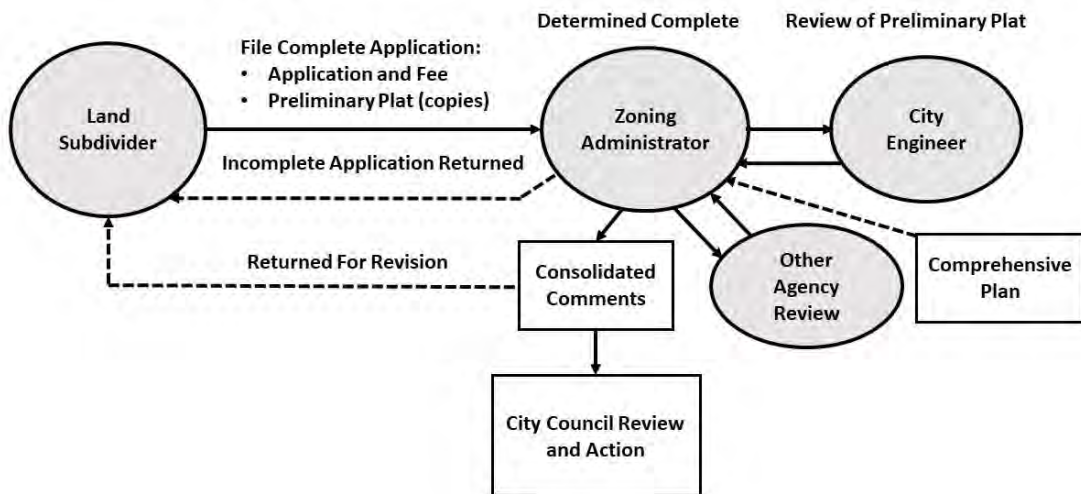
**plan**, and to provide the subdivider or land developer with the necessary laws, rules, and regulations in order to properly accomplish the proposed project (Sec. 402 subdivision ordinance) (emphasis added).

Agency review is a part of the process. In Hoschton, the only local review agents are the city engineer and the zoning administrator, although input from city public works and utilities staff is also possible. The fire district will also review plans for compliance with fire suppression access requirements. In the case of a subdivision abutting a state route, state and local regulations require opportunity for the Georgia Department of Transportation (GDOT) to review and comment on a subdivision plat. The applicant has been advised to ensure that that GDOT is aware of the proposal and that the proposal can incorporate requirements imposed by GDOT for access onto Pendergrass Road (SR 332). Currently there is no record of review or recommendation or action by GDOT made a part of the application file. However, planning consultant is confident the applicant is pursuing those permissions and designing the project with GDOT requirements in mind.

Upon completion of the agency review of a preliminary plat application, the Zoning Administrator shall schedule the application for the next regularly scheduled meeting of the Hoschton City Council and forward all pertinent materials in the application to the Hoschton City Council for review and action.

The applicant or his or her authorized representative shall attend the Hoschton City Council meeting at which preliminary plat approval is sought. The Hoschton City Council may elect to take no action on a preliminary plat application unless the subdivider or his or her authorized representative is present. Below is a flow chart of the preliminary plat process. This flow chart will change once the city integrates a newly appointed planning commission, which will be charged with providing recommendations on preliminary plats.

### PRELIMINARY PLAT



**Current Process Chart for Preliminary Plat  
(Excludes Planning Commission Pending)**

Meetings of the Hoschton City Council during which a preliminary plat is considered shall be open to the public, but the Hoschton City Council shall not be required to provide notice to adjacent or nearby property owners of the application and shall not be required to convene a public hearing on the matter. This shall not preclude the Hoschton City Council from recognizing and hearing from any member of the public, when in its judgment it may be advantageous to do so.

The Hoschton City Council shall approve, conditionally approve, or deny the preliminary plat application within thirty-five (35) calendar days from the date it first considers a preliminary plat application at one of its public meetings (Sec. 409 Subdivision Ordinance).

### **CRITERIA FOR ACTION ON A PRELIMINARY PLAT**

In Hoschton, with respect to preliminary plats, the subdivision and land development ordinance is clear on what the criteria are for approval of a preliminary plat:

***“The basis of the Hoschton City Council’s action on a preliminary plat shall be whether the preliminary plat meets the purposes and requirements of this Ordinance and other applicable laws and is consistent with the comprehensive plan” (Sec. 409(e) subdivision ordinance).***

In order to fully evaluate these criteria, in this report the consulting planner cites provisions of the subdivision ordinance and comprehensive plan and makes findings.

### **PLANNED UNIT DEVELOPMENT (PUD) ZONING**

After an arduous process with starts and stops, and changes over time including the withdrawal by the current applicant and re-assignment of application responsibility to the primary property owner, Shannon Sell, the annexation and rezoning of land to PUD (Planned Unit Development) was approved by the Hoschton City Council in 2023. To be consistent with the zoning ordinance of the City of Hoschton, the project is expected to be in compliance with all applicable regulations for PUD zoning districts (Sec. 408 zoning ordinance). One of the intended purposes of the PUD zoning district is to “provide development with greater benefits to the City than a development developed under a conventional zoning district.”

A minimum of 20 percent of the total site area of the district development shall be open space, greenspace, passive recreation, community recreation, or pervious landscaped areas or combination thereof. No more than one-half of open waterway and delineated wetlands shall count as the minimum required open space. Rights-of-way for streets, drainage easements, and detention ponds shall be excluded from land considered for open space. When the PUD is phased, the provision of open space should also be phased proportional to the phased development. (Sec. 408 zoning ordinance).

The original proposal did not involve anything but residential uses and open spaces. The applicant initially proposed 399 units (one less than the amount that triggers a development of regional impact (DRI) review and submission of a traffic impact study). The applicant proposed 90 townhouses on the portion of the PUD west of East Jefferson Street but has since determined it prefers to develop them for the same number of detached homes. The option

remains for the applicant to construct fee simple townhouses or detached dwellings on that part of the PUD west of East Jefferson Street.

The PUD application included a zoning plan or a site development plan. The Hoschton zoning ordinance requires that the development plan submitted with the application, unless specifically stated otherwise, shall be a condition of PUD zoning approval and must be followed (Sec. 408 zoning ordinance).

PUD zoning applications are required to include some additional submissions such as comparisons of improvement requirements, a community benefit statement, a list of land uses to be allowed in the PUD, and all dimensional requirements to be followed. Except for these unique requirements, the rezoning application is treated with the same sort of procedures as applicable to rezoning applications for other zoning districts.

*Site plans submitted with a rezoning application are not, as a matter of routine, exhaustively reviewed for compliance with all applicable regulations.* The submission of a site plan with a zoning application, even in the case of a PUD application where the site plan is binding, is not required to be exhaustively reviewed for conformity with all applicable regulations, nor is a concept plan submitted with a rezoning application required or expected to demonstrate compliance with all applicable regulations, but only that the project is feasible under the proposed zoning district.

The fact that a site plan is included in a PUD zoning district and approved by City Council and required to be followed, does not substitute for subsequent steps in the process such as and specifically including a preliminary plat. *It is only at the time of a preliminary plat that detailed review for compliance with applicable regulations is completed.* Prior submissions may have implied inconsistencies with regulations that were not noted by consulting planner in review of the rezoning application.

A lack of comment by the city's reviewers does not constitute approval to deviate from a particular regulation. To the contrary, there is nothing in the codes that says a zoning plan for a PUD zoning district is approved and allowed to deviate from code requirements *unless* they are specifically otherwise authorized during the applicable process. To the contrary, local government approval of a rezoning site plan cannot be construed as constituting a waiver of compliance with code requirements to the extent the plan doesn't demonstrate compliance therewith. Any permit issued or permission granted is null and void if it fails to follow applicable regulations.

Although not specified in the Hoschton zoning ordinance, it is instructive to consider what might be considered legally binding on the city as a result of approving a PUD zoning application. In consulting planner's viewpoint, the approval by the city of a PUD application should give the property owner rights to the permitted uses specified. Further, one would expect the project should be able to maintain without further restriction any maximum density or number of units authorized by the zoning approval such as lot size and units per acre (unless changed by the City Council through applicable procedures).

However, such an approval of a PUD site plan does not entitle an applicant to develop according to the rezoning site plan with specific regard to the physical layout of the development proposal, especially when there are subsequent steps in the process (i.e., preliminary plat and development plan approval) that must be completed.



## PROPERTY TO BE SUBDIVIDED/TRACT PLAN FOR FUTURE ROADS/CORRIDOR MAP

The subject property includes multiple current property owners. The boundary of the PUD includes some but not all of tract(s) of land owned by Shannon Sell. The city's review of the application for preliminary plat approval by The Providence Group is challenged some by the fact that the application includes part but not all of the Shannon Sell property. This was not necessarily an issue at the time of zoning, because zoning boundaries are not required to conform to existing property lines.

However, because the application contains only part of the Shannon Sell property, it is not just a practical problem but may be a legal issue in light of general provisions of the Hoschton subdivision ordinance which call for land to not be sold or offered for sale unless a preliminary plat and final plat is approved.

Further, due to exclusion of the full property owned by Shannon Sell, the city is unable to examine the following provision of the subdivision ordinance:

### **“Sec. 604. Tract Plan for Future Roads and Phases.”**

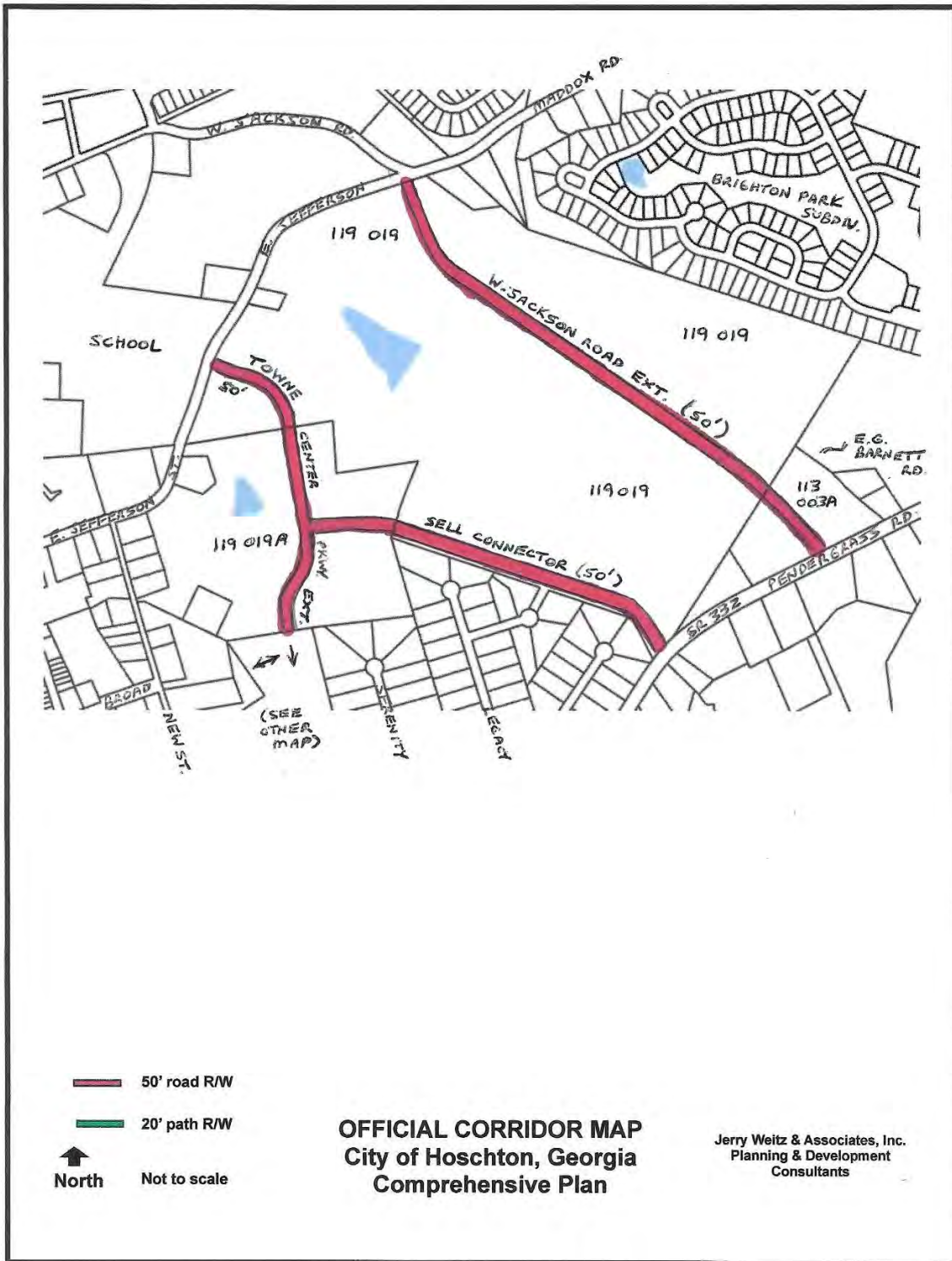
Where the land proposed to be subdivided or developed includes only part of the tract owned or intended for subdivision or development by the subdivider or land developer, a tentative plan of a future road system for the portion not slated for immediate subdivision or land development consideration shall be required by the Zoning Administrator. When such tentative plan is required, it shall be prepared and submitted by the subdivider or land developer at the time of submission of an application for preliminary plat or development plan approval, whichever occurs first.”

This code provision could be, but has not been, interpreted to require a “tentative plan for a future road system” that shows the remainder of the Sell tract. Yet, the intent of this section, read in the context of overall purposes of the subdivision regulations relative to access, cannot be met without additional information. It would be appropriate to require further information with regard to the remainder of the Sell tract.

The current applicant, The Providence Group, in a recent meeting has indicated that it is interested in and may consider developing other portions of the Sell tract (which would require rezoning). A full and complete picture of future development on all of the Sell property is not currently available. Without it, however, the city is challenged in trying to make the wisest decision possible relative to the future road network of the city.

Months ago, in an effort to address overall needs for the road network in view of pending development proposals, the consulting planner requested and council initiated code amendments to provide for a “corridor” map (also referred to as an “official” map in subdivision enabling legislation). Importantly, that effort was undertaken simultaneously, more or less, with consideration of The Providence Group's PUD proposal and other annexation and rezoning proposals in 2023. This was a proactive approach by the consulting planner to try and get ahead of preliminary plat applications and decisions (including the subject property but also others) and provide guidance about local street network planning and to provide a tool in the form of a “corridor map” to implement appropriate road access policies during the process of rezoning approval, subdivision platting, and development permitting.

Ultimately, via Ordinance O-2023-05, the city adopted corridor map regulations as an amendment to the subdivision ordinance. The city considered but did not include proposals referred to here as the “West Jackson Road extension” and a “Sell Connector” (the latter was initially suggested by Shannon Sell as a potential alternative to the West Jackson Road Extension from East Jefferson Street to Pendergrass Road (SR 332)). These proposed roads are shown on the map below. These maps were voted down by a split decision of a city council that included one outgoing and one temporary, appointed city council member. During discussion of those maps by Council, it was noted that there was nothing to prevent the city from re-initiating one or both of the road proposals, and there was some suggestion by one or more city council members that the map showing suggested future right of way reservations could be reinitiated at a later date.



Corridor Map Proposed but not Adopted

Separate from, and in addition to consideration of a corridor map regulation, consulting planner recommended in early versions of recommended conditions of zoning approval for the PUD (Z-23-02) in July 2023 that the subject PUD incorporate a public through street. This included the following detailed recommended condition (this was not included in final ordinance):

**“5. Interconnecting public street.** The owner shall construct a public, non-gated street within the PUD that connects Pendergrass Road (SR 332) with East Jefferson Street which shall include/conform to the following:

- (a) **Location and design.** The location and design of the interconnecting public street shall be as proposed during preliminary plat approval and as approved by the Hoschton City Council.
- (b) **Phasing.** Construction of the required interconnecting public street may be phased, if the PUD is proposed to be phased, subject to the approval of the Hoschton City Council at the time of preliminary plat approval.
- (c) **Permissive options for design.** A landscaped median may be incorporated into the design. The interconnecting street may incorporate traffic calming measures. The street design may include 90-degree turns, or stop sign-controlled intersections, and/or traffic circles (roundabouts) at intersections with internal subdivision streets or at recreational amenity entrance(s).
- (d) **Right of way width.** The minimum right of way width of the street shall be 80 feet in accordance with the city’s collector street standards; provided, however, that said minimum right of way may be reduced to 60 feet with approval of the Hoschton City Council based on specific design proposed, if other components of this condition are met.
- (e) **Pavement width.** The minimum pavement width shall be 28 feet from back of curb to back of curb for two-lane sections of the required street. The street may be required at the time of preliminary plat approval to incorporate turn lanes into other internal subdivision streets or recreational amenity entrance(s) within the PUD east of East Jefferson Street.
- (f) **Access restriction.** Individual lots may front on but shall not have individual lot driveway access to this required interconnecting public street.
- (g) **Curb and gutter and sidewalks or paths.** Curb and gutter (vertical curbs required) and minimum five-foot wide sidewalks shall be required to be constructed on both sides of the required street; provided however that with Hoschton City Council approval one multi-use path meeting city specifications may be substituted for sidewalks on both sides of the street.
- (h) **No on-street parking.** On-street parking shall not be permitted on this required interconnecting public street.”

The applicant, The Providence Group, did not agree to this condition when it was proposed. Recognizing that lack of acceptance, an effort was made to negotiate, including the active participation of the principal property owner, Shannon Sell. This is where the lower road proposal, referred to here as the “Sell Connector” came from. A later iteration of staff recommended conditions of approval for Z-23-02 excluded this condition #5 above in favor of a negotiated alternative.

Importantly, during the process of finalizing the Providence Group’s PUD annexation and rezoning, a recommended staff report suggested that the lower road proposal, referred to here as the “Sell Connector,” would become a part of the PUD proposal. Indeed, the applicant revised the PUD concept plan to show a reservation of future right of way corresponding more or less to the Sell Connector proposed on the map considered for adoption as part of the corridor map. Further, a condition of zoning regarding that road reservation was written into the draft ordinance for Z-23-02 but was ultimately removed prior to bringing it up for adoption. A condition that planning staff recommended, that reflected the compromise position, was removed by the city from the adoption ordinance. Although the condition was removed from the ordinance, the site plan continued to show the reservation, and by virtue of other conditions of zoning approval, the road reservation was and is still made a requirement of zoning approval.

Finding: Because there is not information on how the remainder of the Sell Tract is likely to be developed, the spirit and intent of Sec. 604 of the subdivision ordinance cannot be met. There is no provision for determining how the reserved land on the subject preliminary plat will relate to and connect with abutting property owned by Sell and which may per the applicant become a future phase of the PUD (if rezoned). Accordingly, Sec. 604 of the subdivision ordinance is not met with the application as submitted. This finding justifies denial of the subdivision plat or a request that the applicant provide additional information to evaluate compliance with its provisions. Also, the city is unable to determine that the overall purposes of the Hoschton subdivision ordinance with regard to access (cited elsewhere in this report) will be met, unless such information is provided. That is because the reserved right of way dead-ends into part of the Sell tract that is still zoned agricultural and for which no development plan or zoning proposal has been submitted.

## **PURPOSES AND INTENTIONS OF THE SUBDIVISION ORDINANCE**

The consulting planner’s recommendations in this report serve the following purposes and intentions, among others (Section 102, Purpose and Intent, subdivision ordinance):

- To assure the provision of required roads, utilities, and other facilities and services to new land developments in conformance with public improvement standards of the City;
- To assure adequate provision of safe and convenient traffic access and circulation, both vehicular and pedestrian, in new land developments.
- To assure, in general, the wise development of new land areas, in harmony with the comprehensive plan of the community.
- To help eliminate the costly maintenance problems which develop when roads and lots are laid out without proper consideration given to various public purposes.

“Convenience” of the public in terms of vehicular access is clearly within the purposes and intentions of regulation. “Circulation” of traffic also is an important consideration and goes beyond considerations of merely reviewing the adequacy of the road proposals within the subdivision. “Wise” development of new land areas should include consideration of whether the subdivision proposal helps or hinders overall vehicular circulation within the community. A purpose of the subdivision ordinance is to “eliminate costly maintenance problems which develop when roads are laid out without proper consideration to various public purposes.”

In the subject case, the applicants brought a development proposal through the annexation and zoning process. Prior to filing the annexation and zoning application for the subject properties, the applicants were advised by the consulting planner of the need or desirability to provide a connection for the proposed development with Pendergrass Road (SR 332), in addition to the proposal to utilize East Jefferson Street as (then) the only entrance to that part of the Planned Unit Development (PUD). The applicant followed this advice and supplemented the development proposal with an additional tract of land with frontage on Pendergrass Road (SR 332). This is known as the “Cheek” property. This was an important step in ensuring that the PUD had more than one principal means of access to the surrounding road network.

Providing a connection to both East Jefferson Street and Pendergrass Road (SR 332) furthers the purposes and intentions of the subdivision regulations, i.e., to provide convenient vehicle access to and through the community. The design of this part of the PUD (subdivision) with two major access points ensures that the residents living within the subdivision have two ways in and out of the development. However, *unless the route is public*, it does not ensure the residents outside the project can share in the convenient access provided by such a through street.

### **CITY REGULATION OF PRIVATE STREETS**

The applicant’s proposed preliminary plat shows an intent to put up gates at the two entrances to the subdivision. Section 624 of the subdivision ordinance addresses what is required for private streets to be approved.

“Private streets may, *upon application*, be permitted by the City Council. **Approval shall be sought and obtained as a part of preliminary plat approval** (Sec. 624 subdivision ordinance). (emphasis added). Clearly, per the letter of the law, the applicant does not have and is unable to obtain approval for private streets, until it is sought and obtained as a part of preliminary plat approval.

The applicant’s expression of intent and references to private streets in its PUD zoning application, and any references to private streets in the conditions of zoning approval for the subject property (Ordinance Z-23-02) cannot be interpreted as providing City Council approval of private streets within the development, since by local regulation as cited above, approval to construct private streets shall be sought and obtained as a part of preliminary plat approval. Were the specific provisions of Sec. 624 acknowledged at the time, the language of the zoning conditions would not have been drafted such that they provide implicit approval of private streets outside the proper process.

## THE PROPOSAL FOR PRIVATE STREETS

The purposes of the subdivision regulations cited above are frustrated or not fully met if the streets are proposed to be private and the subdivision is gated, thus restricting through access by nonresidents. Indeed, the applicant desires to have the PUD served only by private streets (gated) rather than have any public streets.

The proposal to have private streets may have merit with regard to reducing city expenditures for street maintenance. However, if the effect is to exclude public through traffic, and that is what the applicant's proposal would do, those private streets by definition would not serve or satisfy all of the public purposes, including as just one example, the street connectivity policy of the comprehensive plan (discussed in another section of this report).

There is broad interest and sufficient public benefit to provide for public through traffic within large developments (residential subdivisions). These benefits were articulated back in 2016 on behalf of the Hoschton City Council to the Jackson County Board of Commissioners with regard to Shannon Sell's proposed abandonment of E.G. Barnett Road (see later section of this report for additional discussion).

Private streets are not always in the public interest. They are not in the public interest in the case of this preliminary plat, in the consulting planner's opinion.

Safe and adequate vehicular circulation is a public purpose that applies not only to the residents or occupants of the subdivision or development (i.e., within the development itself). It also applies to the surrounding area and the larger community. Purposes of the subdivision regulations clearly recognize and promote the laying out of roads in a manner that gives proper consideration of public purposes. By extension, it is a substantial and compelling public interest to ensure that the preliminary plat meets these public purposes.

The use of private streets requires approval by the City Council. They were not approved via the rezoning process, because the code assigns the approval process to the preliminary plat stage of development consideration. Construction of private streets proposed in a PUD application is not a right or entitlement.

The expectation or assumption is that streets will be public. The approval of private streets is an exception, not a rule. In the subject case, the applicant has indicated in meeting with consulting planner that residential lots within the proposed PUD will command a premium of \$7,000 per lot if gated (compared to lots in non-gated communities). This serves the private interests of the subdivider, but not necessarily the city or the public. The applicant does not have a right to have all private streets in the proposed development.

To illustrate the conditional nature of getting approval for private streets, consider the definition of "road" in the subdivision ordinance which reads as follows:

"A state highway, a county road, a road adopted as a county-owned right of way approved for county maintenance, a street owned and/or maintained by a municipality, **or where permitted**, a private road" [emphasis added]

Any contention by the applicant that private streets were approved as a part of the annexation and zoning/rezoning application is unsupported by, and conflicts with, the city's subdivision regulations. That is despite reference to possible (tacit) approval of private streets in conditions of zoning approval. As noted above, tacit approval of private streets in the conditions of zoning approval was inconsistent with Sec. 624 of the subdivision ordinance.

### **COMPREHENSIVE PLAN**

"Comprehensive plan" is defined in the subdivision ordinance as "Those coordinated plans or portions thereof which have been prepared by or for the Hoschton City Council for the physical development of the jurisdiction; or any plans that designate plans or programs to encourage the most appropriate use of the land in the interest of public health, safety and welfare." This includes the city's own comprehensive plan, but also, the county's 2019 transportation plan. Further, to some extent the Jackson County comprehensive plan and unified development code come into play in Hoschton, because of the references to county level of service standards in the comprehensive plan and references to county standard drawings in the city subdivision ordinance. In addition, the Metropolitan Planning Organization's (MPO's) regional transportation plan is relevant to the discussion. A thorough review can and should consider all policies and findings in all of these documents.

When a local subdivision ordinance requires subdivision plats to comply with the local comprehensive plan, as does Hoschton's regulations (see citation above), it is appropriate to deny approval if the proposed preliminary plat fails to conform to recommendations of the comprehensive plan. A local comprehensive plan is not normally considered to be a legally binding document in Georgia. In the context of references to implementation of the comprehensive plan in the city's subdivision ordinance, however, the comprehensive plan holds considerable sway. The fact that the comprehensive plan is to be considered in the plat approval process is suggestive enough of the need to evaluate the plat's consistency with the comprehensive plan. It is also reasonable and acceptable to deny a preliminary plat that is found to be inconsistent with the comprehensive plan.

Incidentally, the evaluation of the proposal's consistency with the comprehensive plan could also include weighing the consistency of proposed uses in the PUD with the recommendations of the future land use plan. That type of evaluation is not done here, because the subject property has been approved for residential development at approximate three units per acre, and the time to be concerned with land use consistency has now passed with adoption of the PUD zoning.

Finding: A primary purpose of subdivision regulations is to assure that subdivision streets will be adequate, appropriate, and well designed. Also, a purpose of requiring subdivision approval is to prevent a subdivider from laying out streets to his or her own liking without official approval. In consulting planner's view, it is appropriate to withhold or deny approval for one or more private streets in the subject subdivision, at least to the extent that such proposal will not facilitate general public access through the property.

The PUD's condition of zoning approval requires that there be a street interconnecting East Jefferson Street/ Maddox Road and Pendergrass Road (SR 332). At issue, of course, is whether that street should be allowed to be gated, as proposed by the applicant, or whether the street should be required to be a public through street as recommended by the consulting planner (i.e., not allowed to be private and gated).



As noted elsewhere, the subdivider is not entitled to approval of private streets, and per code, approval of private streets is an authorization that must be granted by City Council during preliminary plat approval (See Sec. 624 Hoschton subdivision ordinance) (not at the time of PUD rezoning, regardless of any implications to the contrary).

Finding: The comprehensive plan is highly supportive of the city playing a leadership role in helping to solve problems of congestion along SR 53. The comprehensive plan, under the needs and opportunities element, has this to say about transportation and the SR 53 corridor:

“State Route 53 as the main corridor through the city is expected to need widening, improvement, or an alternative route. State and regional solutions proposed to solve problems of congestion on SR 53 have shifted over time, from widening the existing route, to providing a bypass route, to providing roundabouts. *A locally supported solution should be made* with Hoschton taking a leadership role (with the Town of Braselton) as opposed to regional and state solutions dictating final design outcomes.” (emphasis added)

The recommendation that the preliminary plat incorporate a public through route is highly consistent with this identified need of the comprehensive plan. To the contrary, the absence of a public through street in the project is considered inconsistent with the comprehensive plan.

The proposed through street would allow for some percentage of traffic to get back and forth from East Jefferson Street/ Maddox Road to SR 332 east of Town Center Parkway without using SR 53 or New Street, thereby providing some significant relief to travelers who would otherwise utilize SR 53 in Hoschton or cut through the city on New Street, which is substandard and not designed to handle significant additional traffic without improvement.

Finding: The comprehensive plan has a policy titled “infrastructure readiness” which reads as follows:

**“Infrastructure Readiness.** Provide and maintain sanitary sewer capacity and road capacity in order to attract new industry and manufacturing and commercial activities. Reserve such capacity for the types of industries and businesses that need the infrastructure.”

Road capacity along SR 53 is freed up or reserved for commercial and industrial development to the extent that the road system creates additional opportunities for residential development and other travelers to utilize routes other than SR 53. Traffic generated by residential development that utilizes some route other than SR 53 frees up capacity on the highway for commercial development (such as the proposed Kroger/ Towne Center Marketplace). The proposal to provide a public collector through street within the preliminary plat boundaries is therefore consistent with, and would implement, this comprehensive plan policy.

Finding: The comprehensive plan, under community facilities and services, articulates the following policy:

**“Level of service standards.** Establish and maintain level-of-service and/or performance standards for the major community facilities and services provided by the county. Unless specified by facility-specific master plans and adopted as superseding policy, such as a capital improvements element for impact fees, the city should strive to maintain the minimum level of service standards adopted by Jackson County in its 2015 Comprehensive Plan, adopted and as may be amended.”

The proposed public through road would meet this policy by helping to divert additional traffic as the city grows onto portions of the road network other than SR 53, including the intended minor collector street named East Jefferson Street and Maddox Road. Without an interconnecting public road within the proposed project, traffic will further degrade the existing road network, including SR 53 and New Street. Additional traffic, including that from the subject development if approved, will likely result in the need for public expenditures to improve New Street, which is currently substandard in terms of right of way and pavement width.

Finding: The comprehensive plan has a “connectivity” policy which reads as follows:

**“Connectivity.** Promote regional and countywide connectivity in the local road network, including intercity travel. All new roadways except low volume, local residential subdivision streets, should connect at both termini with the existing road network. Local streets should be planned where possible with more than one connection to the existing public road network. Street stubs should be provided to ensure connectivity with future subdivisions on abutting lands.”

Approval of the proposed preliminary plat without a public, interconnecting street as recommended by the consulting planner, would be inconsistent with this plan policy and would be a basis for denial of the preliminary plat. The road segment(s) required to connect East Jefferson Street/Maddox Road and Pendergrass Road (SR 332) are not low volume, given they could carry 3,150 vehicle trips per day or a substantial portion thereof. The proposed PUD will generate 3,150 vehicle trips per day. This policy supports requiring a connecting road through the PUD.

This policy must be interpreted in terms of public, rather than just private access, given that the policy also refers to “inner city travel.” Further, it is not realistic to interpret plan policies as allowing outright private streets, because private streets do not serve all public purposes. A private-only through street would not meet this policy and would be a basis for denial of the preliminary plat.

Finding: The comprehensive plan also includes the following transportation policy:

**“Context Sensitivity.** Design planned roadway improvements in a way that is context sensitive, preserves, or creates a sense of place for the areas in vicinity of the improvements, and that enhances community aesthetics.”

This plan policy suggests that a collector street, carefully designed with multiple objectives in addition to through travel, such as a tree-lined parkway appearance, multi-modal facilities like wide sidewalks or a multi-use path, and meandering curves, could be designed in a way that was an asset to the neighborhood, not a liability, in the consulting planner’s viewpoint. The applicant has disagreed with the consulting planner on this point and appears to disagree that a parkway or divided collector road (however well designed) would be a benefit to the project.

Traffic calming techniques can also be utilized to slow travel. Stop signs can be placed to slow down traffic, and truck traffic (except local deliveries) can also be prohibited, all with the intent of making any public through street compatible and sensitive to the context of the proposed neighborhood. Take, for example, the Twin Lakes PUD, which has a central parkway (divided by a median in places and constructed with a multi-use path) that serves as a center point for funneling traffic from the various neighborhoods in Twin Lakes PUD (public and private) to SR 53.

Finding: The comprehensive plan also includes the following policy:

**“Adequate Public Facilities.** Development should not occur or be approved which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, public safety facilities, parks and recreation facilities, libraries, schools, or other publicly-provided facilities and services. As a condition of approval, major subdivisions (6 or more lots) and major land developments should be required to demonstrate availability of public water, fire protection, law enforcement, roads, stormwater management, parks and recreation, and public school facilities. Major subdivisions and major land developments that cannot demonstrate all such facilities are available or planned at the time of development or within a reasonable period of time thereafter may gain approval only if they mitigate the lack of such facilities, through the dedication of land in the subdivision or off-site, on-site and/or off-site improvements, payment of impact fees if imposed by the city, or payment of in-lieu fees or other acceptable arrangements via development agreements.”

Without a public through street, the development is likely to result in excessive or burdensome use of existing streets, especially SR 53, New Street, and East Jefferson Street. The subject request is a major subdivision that should demonstrate availability of roads. Much will be done by the project developer to improve the intersection of West Jackson Road/East Jefferson Street/ Maddox Road, with proposed road improvements including a roundabout, as well as improvements along Pendergrass Road (SR 332).

However, there will still be burdensome impacts on the road system as a result of this subdivision. A public through road, advocated by the consulting planner, is one way of partially mitigate the traffic impacts with an on-site improvement. Without the proposed on-site road improvement that is a public road connecting to both ends of the existing road network, the proposed preliminary plat is considered inconsistent with this policy for adequate public facilities. That inconsistency is a basis for denial of the preliminary plat application and denial of the request to have private streets.

Finding: The regional transportation plan is a document that is interpreted as being within the definition of “comprehensive plan” in the city’s subdivision ordinance. Therefore, it is appropriate to consider the plat application’s consistency with that document. The regional transportation plan includes among others the following policies:

- “Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight” and
- “Emphasize the preservation of the existing transportation system” and
- “Improve the resiliency and reliability of the transportation system...” and
- “Improve the efficiency of the surface transportation system” (p. 11)

“Integration” and “connectivity” are interpreted here to support requirement of a road hierarchy and system within a private development that enhances integration with the surrounding road network and connects to it with the appropriate functional classification. Emphasizing preservation of the existing transportation system suggests that road proposals in subdivisions should be evaluated for the extent to which they help preserve the capacity of the system or would tend to overburden it. As noted elsewhere in this report, without a public through street connecting SR 332 and East Jefferson Street, the project will not preserve the existing transportation system and it certainly will not improve the resiliency and reliability of the transportation system. These inconsistencies support denial of the application for private streets, or at least denial to the extent that a public through street through the Sell Property is not provided.

Finding: The regional transportation plan includes the following goal:

”Identify and implement appropriate programs intended to reduce or shift vehicular travel patterns, and the need to expand roadway capacity” (p. 13, Table 4).

Having a public through street in the proposed PUD would allow for some shift of vehicle travel patterns away from current routes (that now emphasize use of SR 53) and would be a step toward expanding roadway system capacity and providing for alternative routes. The requirement to provide a public interconnecting road through the project is therefore consistent with this regional plan goal. Excluding a requirement for a public road would be inconsistent with this regional plan policy and would serve as a basis for denial of the proposal for private streets.

Finding: The regional transportation plan includes the following goal:

“Provide adequate access for emergency service vehicles throughout the system” (p. 13).

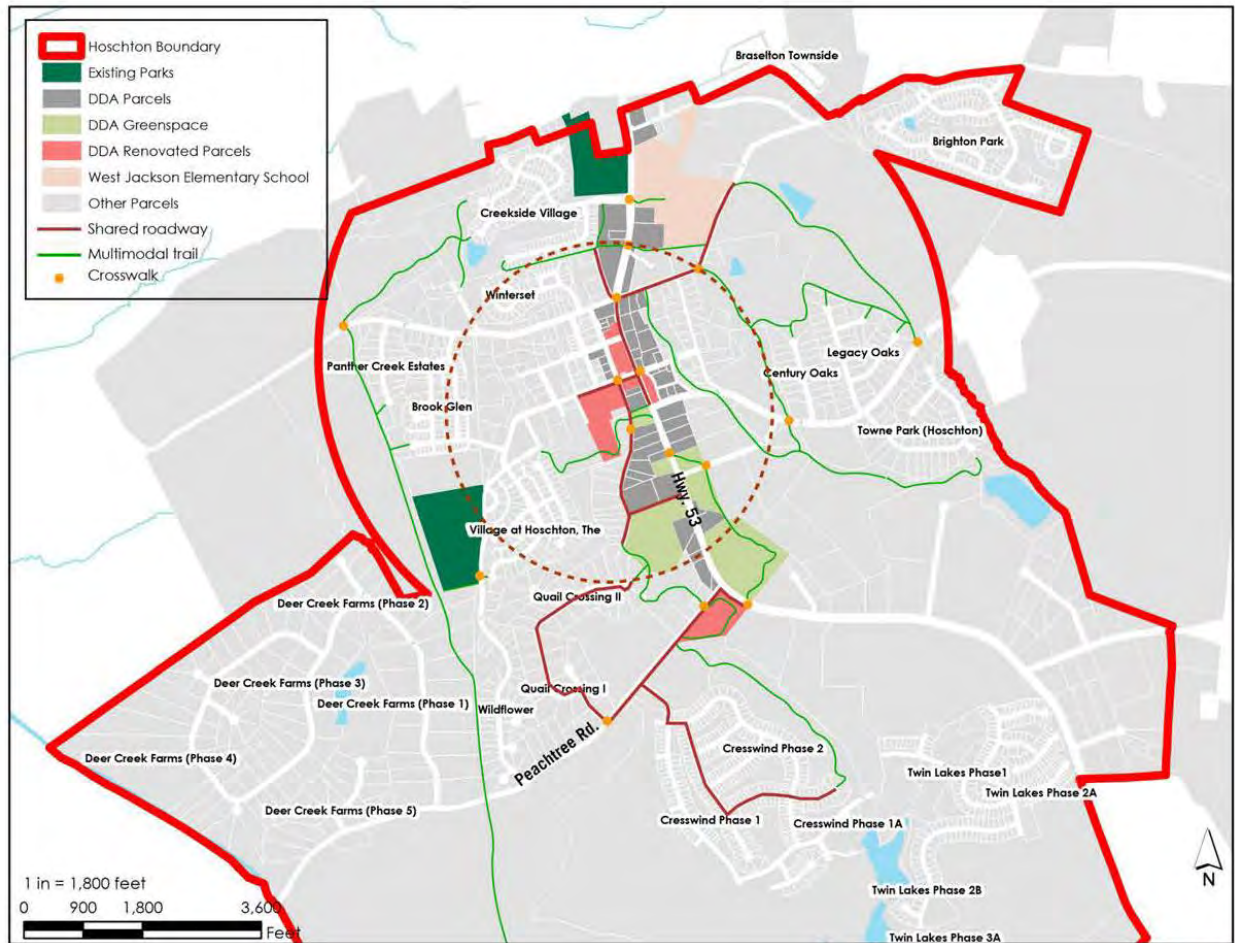
Having a public through street in the proposed PUD would allow emergency service vehicles to quickly access the residents of the subdivision itself but also reach other destinations within the city more quickly and efficiently than they would if the through street was gated as proposed by the applicant. The requirement to provide a public interconnecting road through the project is therefore consistent with this regional plan goal. Excluding a requirement for a public road would be inconsistent with this regional plan policy and would serve as a basis for denial of the preliminary plat and/or the proposal for private streets.

## **HOSCHTON DESIGN CHARRETTE**

Finding: In the final report for the UGA charette report for Hoschton, it finds as follows:

“Hoschton subdivisions are fragmented with no internal connection. All residential roads lead back to Highway 53 (p. 61).

A questionnaire supportive of that document indicates that 44% of people believed that North-South travel via SR 53 was a problem. Also, the report specifically recommended multi-modal trails through the Sell property, including a route much the same as the through street recommended by the consulting planner for the preliminary plat (see image excerpted below):



Source: UGA College of Environmental Design, Center for Community Design and Preservation, Hoschton, Georgia, Design Charette, May 2022, p. 66.

The report also provides the following recommendation: “create a multi-modal trail network using secondary roadways that provide alternative north-south routes other than SR 53” (p. 71). The proposal for a public through street is generally consistent with these recommendations.

**E.G. BARNETT ROAD ABANDONMENT IN 2016**

A right of way known as E.G. Barnett Road once connected SR 332 (Pendergrass Road) to Maddox Road through the Sell farm (i.e., the major part of the subject property). Due to unlawful dumping and other nuisances, the owner (Shannon Sell) sought and obtained approval of the Jackson County Board of Commissioners in 2016 to abandon E.G. Barnett Road through the subject property.

The Hoschton City Council at that time opposed the abandonment and voted unanimously to adopt a resolution urging the Board of Commissioners of Jackson County not to abandon E.G. Barnett Road because of the through-travel function that it could provide in the future. The reasoning for the city council’s opposition is still relevant today and is excerpted below, from a letter prepared by the consulting planner Jerry Weitz and sent on behalf of the city:

“...please consider the impact to the traveling public if E.G. Barnett Road was abandoned. With E.G. Barnett Road open to the public, it is only about 0.6 mile from Maddox Road to Pendergrass Road (SR 332). The Board should anticipate the need for Barnett Road to remain as part of the road network serving future suburban and urban development in the area. If E.G. Barnett Road was abandoned, any person (including county emergency service providers) would have to travel approximately three times that distance, or 1.8 miles, from Maddox Road to Pendergrass Road through the City of Hoschton, using East Jefferson Street, New Street and Pendergrass Road. There are no other public roads in the vicinity to connect Maddox Road and Pendergrass Road. Abandonment would result in a circuitous route through the city with longer response/travel times, further congesting the city’s central street system.”

This forewarning in 2016 is even more true today, now that the property owner (Sell) has an opportunity to sell the land, and the buyers have proposed to develop the land for housing. It is appropriate that, at minimum, public through street access through the property be restored to more or less replace the opportunity that was lost due to the abandonment of E.G. Barnett Road. The city probably get only one chance (this preliminary plat application and the application for private streets) to get this right in terms of providing a public through street. Preliminary plat approval without a public through street would mean that opportunity is probably gone forever, leaving an indelible negative mark on the city’s street network design.

### **PROPORTIONALITY OF THE THROUGH STREET DESIGN; FUNCTIONAL CLASSIFICATION OF THE PROPOSED THROUGH STREET**

In considering a requirement to provide a public through street in the project, the planning staff and City Council must be sensitive to exactly what type and scale of a public through street should be provided or is requested. The city must address issues of fairness and proportionality in deciding upon imposing conditions of preliminary plat or private street approval. The city cannot assign, and the applicant cannot be burdened with, responsibilities for provision of a road that serves more than just the needs of the subdivision (project) itself. Simply put, it might raise significant questions of constitutional validity if the city were to require the connecting public through street to be designed at a level of service (right of way width, pavement width, etc.) beyond that which is attributable to the needs generated by the development itself. The city could call for an upsizing of such a road (i.e., higher functional classification than justified), but if it did, it would need to consider contributions of public funds to pay for the difference between the project costs and a “system” improvement.

Findings: With 334 lots in the PUD, all of which may be detached single-family homes, the full PUD will generate an estimated 3,150 vehicle trips per day and 315 vehicle trips during a peak hour (per traffic study by W & A Engineering). A local street is generally considered to have volumes of less than 1,500 vehicles a day. The vast majority of traffic generated by the PUD will utilize local streets within the primary part of the PUD (between East Jefferson Street and Pendergrass Road/SR 332); hence the connecting street is expected to carry the vast majority of the total trip generation of 3,150 vehicles per day. Such a trip generation is more than a local street is expected to carry. This means that it is appropriate to design the primary access road(s) connecting to the streets outside the subdivision to a “collector” street standard.

Findings: For one definitive source, see the Federal Highway Administration’s *Highway Functional Classification Concepts, Criteria and Procedures 2023 edition*. Per this source, an urban arterial may carry as few as 3,000 vehicle trips per day or annual average daily traffic (AADT) (p. 23). Major and minor collectors in urban areas have AADT of 1,100 to 6,300, while a local street will reportedly carry 80 to 700 vehicle trips per day. “Major” collectors distribute and channel trips between local streets and arterials, usually over a distance of greater than three-quarters of a mile. For “minor” collectors, it is usually a distance of less than three quarters of a mile (p. 24).

Findings: Per the FHA functional classification document, it is justifiable to classify the public connecting road within the proposed PUD as an “arterial,” but at minimum it should be considered a “collector” road based on the traffic it will handle. Also of note is that the roads connect to two other major roads in the city’s network: SR 332 (Pendergrass Road) (light blue) is shown in the functional classification map excerpt below from the metropolitan transportation plan as a “major collector.” East Jefferson Street/ Maddox Road (dark blue) is shown as a “minor collector.” Again, based on the amount of traffic it will handle, the interior street required to connect East Jefferson Street with SR 332 (Pendergrass Road) would be at minimum a “collector” functional classification based on the traffic that it will carry. This justifies requiring construction to more than a local street standard.



Excerpt, Functional Classification Map, Gainesville-Hall MPO

Findings: Based on the foregoing identification of the function of the through street as a minor collector, the city’s subdivision ordinance establishes the specifications for collector street: an 80 foot wide right of way and 36 feet of pavement width (reference: Sec. 613 Hoschton subdivision ordinance). While an 80-foot-wide right of way and a 36-foot-wide pavement width would be justified, consulting planner initially recommended right of way and pavement widths that were

less than that. As noted above, in the recommended condition that did not get included in the final ordinance adopting Z-23-02, planning consultant suggested an 80 foot right of way but with potential for reduction of right of way to 60 feet.

### **OTHER STREET DESIGN ISSUES**

Consulting planner does not favor dead-end streets as proposed in that portion of the PUD west of East Jefferson Street. These dead-end streets appear to comply with an appendix of the International Fire Code with regard to the distance of less than 150 feet, but not necessarily with the city's subdivision ordinance. They were shown this way on the applicant's rezoning site plan. The dead-end "T" designs do nothing to advance public purposes.

### **ALLEYS**

The preliminary plat shows alleys. Alleys provide certain benefits, consulting planner acknowledges. Sec. 612 of the Hoschton subdivision and land development ordinance states that alleys may be provided in residential subdivisions. The code does not specify that the alleys must be public or private. Staff supports all alleys being private (as also proposed by the applicant).

The minimum width of a residential alley is required to be 30 feet per code, but alley easements are shown as only 20 feet. Condition of PUD zoning approval 6(c) also specifies that a 30 foot wide alley right of way be provided. But, the condition also allows for a potential reduction of alley right of way to 20 feet *if approved during the preliminary plat process*. Consulting planner does not see any reason why a reduction of alley right of way width (easement) should be reduced to 20 feet. The applicant should be afforded an opportunity to defend and advocate for such a reduction, despite consulting planner's recommendation.

Consulting planner does not favor the proposed design that involves dead-end alleys. There is not any code prohibition against dead-end alleys, but they are still not recommended. Alleys are required to be approved by the City Council. Consulting planner recommends a condition prohibiting dead-end alleys.

### **ROUNDAABOUT**

At the request of the applicant, in lieu of a four-way improved intersection at East Jefferson Street, West Jackson Road, Maddox Road, and the proposed subdivision entrance, conditions of zoning approval were modified to allow for an alternative (a roundabout) if a traffic study was done that warranted or justified the design.

A traffic study was prepared under the management of the city and paid for by the applicant, which provides support for the proposal to install a roundabout. The City Council in a previous meeting was asked to consent to this design decision, and council affirmed the roundabout alternative in lieu of an improved, four-way intersection.



## **EAST JEFFERSON STREET FUNCTIONAL CLASSIFICATION AND IMPROVEMENTS**

Finding: According to the traffic impact study by W & A Engineering, East Jefferson Street is classified as a minor collector street. The regional transportation plan also shows East Jefferson Street and Maddox Road as a minor collector street (see excerpted map above).

Finding: Conditions of zoning approval address requirements for the subdivider/ developer to make certain improvements to East Jefferson Street. This report adds new material and findings relative to the functional classification of East Jefferson Street as a minor collector street. Were it made evident at the time of preparing a rezoning staff report (through a traffic study or through more detailed staff research) that East Jefferson Street is functionally classified as a “minor collector” rather than “local” road, consulting planner would have substituted in the language of zoning conditions that a “collector” street standard be applied rather than a local street standard.

Finding: The proposed preliminary plat does not comply with the conditions of zoning approval as it pertains to the improvement of East Jefferson Street. The dedication of additional right of way is required. The preliminary plat shows a pavement width that does not match the 36 feet specified in zoning condition 9(b). No alternative pavement width has been specified by a third party engineer and approved by the city.

Finding: The 36 foot pavement width required in the conditions of zoning approval is the same as that required for a minor collector functional classification of East Jefferson Street (i.e., a minimum of 36 feet for a collector street per Hoschton’s subdivision ordinance, Sec. 613).

Sidewalk is required along both sides of East Jefferson Street, and sidewalks are shown along both property frontages as required by conditions of zoning.

Finding: A 36-foot-wide pavement width along that portion of East Jefferson Street before entering the proposed roundabout appears to be highly justified in terms of actual local traffic conditions involving the adjacent public school. There is reason to believe that pavement width constructed to a collector street standard of the subdivision code (i.e., 36 feet in width) would help East Jefferson Street to better facilitate traffic queues into the public school. Specifically, a 36-foot-wide pavement width is enough for one through lane in each direction plus a turning or additional lane. In this case, a long stacking lane into the school entrance could be provided. For that reason, the 36 foot (full collector) pavement width for East Jefferson Street south of the approach to the roundabout is justified.

## **ROAD RESERVATION (SELL CONNECTOR); INCLUSION OF ABUTTING TRACTS**

During discussions with consulting planner, the applicant, and property owner at the time of rezoning, there were discussions about providing public road connectivity. The applicant does not want to provide a public through street. The current owner of part of the PUD, Shannon Sell, during a meeting, proposed part of an alternative public through street along the lower part of the subject property, which would conceivably (eventually) be made to connect to the remainder tract controlled by Sell (hence the name given to that project, “Sell Connector”). A condition of zoning approval was crafted by consulting planner to that effect, but then it was removed from the ordinance text (zoning conditions). Nonetheless, the reservation of right of way remained shown on the revised conceptual master plan which itself is a condition of zoning approval.

The initial preliminary plat submitted did not include this reservation of future road right of way. However, the draft preliminary plat was revised to show the right of way after comments to that effect were made by the consulting planner.

The road reservation goes outside the boundary of the PUD onto property owned by Mr. Swafford. The preliminary plat indicates that the proposed right of way for the road reservation at SR 332 (Pendergrass Road) is to be “obtained by the city.” Consulting planner’s understanding from discussions with the applicant is that the applicant controls, or is under contract to purchase, the Swafford Tract. This is also evident from the applicant filing a division plat with the city and county for the Swafford Tract (recommended for withdrawal by consulting planner since it does not meet county minimum lot size for the current zoning); a prior recommendation of consulting planner was that the Swafford Tract be annexed and rezoned as part of the PUD.

The land needed to facilitate the Sell Connector future road right of way as shown on the preliminary plat and made a condition of zoning approval should be provided by the applicant, not the city, especially since it was the owner’s suggestion and the applicant has the opportunity to acquire the land. A condition of preliminary plat approval is recommended, that the applicant (prior to final plat approval) be required to acquire (and reserve for future public road use) that portion of the road reservation falling on the Swafford Tract, and that the applicant be required to apply for annexation and zoning of the entire Swafford Tract by the City of Hoschton.

#### **ALTERNATIVES/RECOMMENDATIONS REGARDING PUBLIC STREET ACCESS**

The following alternatives are evaluated with regard to the issue of providing a public through street issue, specifically, the connection of Pendergrass Road (SR 332) and East Jefferson Street.

##### ***Alternative 1: Approve the proposed design and approve the request for private streets (i.e., approve as submitted/proposed).***

Analysis: For the multitude of reasons presented in this report, consulting planner recommends against this alternative.

##### ***Alternative 2: Approve the proposed design but disapprove the request for private streets.***

Analysis: The applicant has designed the road to be a through street as required by conditions of zoning approval. Removing the gates and requiring that all roads will be public will satisfy the essential minimum concern of consulting planner (that there be a public through street). As proposed, there are multiple routes through the subdivision from Pendergrass Road (SR 332) to East Jefferson Street. To simply disapprove private streets satisfies the objective of having a public through street. To address concerns about the speed of travel through the subdivision (which can occur whether public or private), the principal public route through the subdivision could be designed to slow speeds by utilizing stop signs and (as proposed) street intersections with 90 degree turns. In addition, traffic calming measures could be employed.

Consulting planner does not have a strong reason to recommend against some of the streets in the PUD being private. However, the foregoing analysis supports the recommendation that, at minimum, there be a public through street connecting East Jefferson Street and Pendergrass Road. A chief limitation of this alternative is that the through street function would be constructed

only to a local residential street standard, whereas the analysis in this report shows that a collector or even arterial street standard should apply to roads that will potentially carry the volumes anticipated. It does not seem appropriate, moreover, to designate one of the roads (the through route) as public and then have the rest of the roads be private while maintaining the current proposed design (because, for one, they are interconnected and private streets could then be utilized for through access).

***Alternative 3: Redesign the subdivision to have one public through street built to collector street standards and have private streets come off of the main spine (public) road.***

During the course of meetings about this project, it was suggested by the consulting planner that the PUD could have a public through street and that gated (private) streets could be run off of the main through road. The applicant does not favor this, or at least has not expressed willingness so far to consider this alternative. Consulting planner favors an alternative of this sort, because (for one) it is believed (per prior discussion) that a divided parkway with a multi-use trail on one side (similar to Twin Lakes' entry road) could make for an attractive and functional project and add to the quality of life of the residents and the city as a whole, while meeting city objectives for public street access. Lots could front on such a public road, although direct access would be discouraged and should be minimized (but yet could be provided if necessary). Second, such a road could be designed in a location chosen by the applicant, in the place most advantageous to the project, in a way that minimizes any loss of buildable lots and impacts on individual homeowners. Third, the principal road connecting East Jefferson Street and Pendergrass Road (SR 332) would serve as a collector street function, per the analysis provided in this report, and this alternative would result in a road design that better serves the collector street function than allowing the current road design (alternatives 1 and 2). Fourth, this alternative would still allow the applicant to have some private streets and gates, but they would not inhibit the public through street function of a collector road connecting East Jefferson Street and Pendergrass Road.

Another advantage of this alternative, in the consulting planner's view, is that it could lead to the removal of the "Sell Connector" reservation (that would take a change of zoning conditions that could be initiated by the city if the applicant accepted this alternative and redesigned the subdivision with a public through road serving a collector street function and designed as such). It should be remembered that the Sell Connector idea was proposed by Shannon Sell as an alternative to the public through street. If the public through street were provided, there would ultimately not be any need to have the Sell Connector. Consulting planner would support the city initiating a zoning condition change that would remove the Sell Connector reservation requirement, *if* an acceptable collector through street were provided in the preliminary plat design.

## **CONCLUSIONS**

Consulting planner recommends against approving alternative 1 (as submitted) for reasons provided in this report. Consulting planner recommends further consideration by the applicant of alternative #3 above. Alternative #2 is the minimum that should be approved, if council decides that alternative #3 cannot be pursued, but consulting planner does not support that alternative. Recommended conditions of approval are provided below.

*Note: This review is completed for compliance with city zoning and subdivision and land development regulations only. All other requirements for other review agents (GDOT, fire district, city engineer, etc.) are the responsibility of the developer. While every effort has been made to be comprehensive in this conformance/ compliance review, any omission or other failure of this reviewer to articulate a lack of compliance with a given code requirement does not exonerate in any way the responsibility of the designer/ design engineer from complying with all development standards. Issues of noncompliance after this review, if discovered, must still be addressed by the designer or design engineer because administrative personnel are not authorized to sign plats and issue land disturbance and development permits that do not comply with applicable regulations.*

**RECOMMENDED CONDITIONS IF APPROVED:**

1. Satisfy all requirements and recommendations of the city engineer (anticipated to be provided under separate cover).
2. Cover sheet, site note 1 (and other sheets and notes): Remove all references to private streets. Remove proposed gates.
3. Site notes generally are duplicative of conditions of zoning approval. Those notes that duplicate conditions of zoning approval are not necessary and should be removed in favor of the actual list of conditions as provided.
4. Cover Sheet, Site Note 11: Delete (duplicates note 8).
5. Cover Sheet, Site Note 10: Delete (duplicates note 7).
6. Cover Sheet, Site Note 12: Delete (duplicates note 9).
7. Cover Sheet Plan Note "D" Regarding Sidewalks: delete (inconsistent with regulation.
8. Cover Sheet, General Site note 3, delete (reference to speed limit).
9. Cover Sheet, Legend map, change "future right of way" to "reserved for future right of way."
10. Sheet PP-3: Delineate/ label proposed pavement width from centerline of West Jackson Road at or about Lot 311. Also, clarify and/or correct road pavement width labels for West Jackson Road at or about Lots 247 and 248 (unclear whether this meets condition of zoning approval).
11. Sheet PP-3: East Jefferson Street: remove label "23 feet from edge of pavement to edge of pavement"; change label 26 feet face of curb to face of curb to 26 feet back of curb to back of curb.
12. Sheet PP-3: site note 4, remove duplicated wording.
13. Covenants, conditions and restrictions for the subdivision shall require that the homeowner's association be responsible for the maintenance of pavement for any on-street parking spaces.
14. Increase all alley easements shown from 20 feet to 30 feet per Sec. 613 subdivision regulations and condition of zoning approval; unless applicant requests and city council specifically authorizes a reduction to 20 feet (such a reduction is not necessarily recommended by consulting planner).
15. No dead-end alleys shall be permitted (redesign to provide connection to public street at both ends of the alley).
16. Show all road improvements including 36 foot pavement width for that portion of East Jefferson Street outside of the roundabout.
17. Add sidewalk/pedestrian ramps and striping across all streets approaching/ entering roundabout.
18. Incorporate minimum base and paving specifications, as provided in Jackson County Standard Details for the street type proposed, per Sec. 614 Hoschton subdivision and

- land development ordinance. (remove any language to the contrary). Remove repetitive reference to pavement specifications on multiple sheets.
19. Lot details shall incorporate street tree planting requirements of the subdivision ordinance, showing typical location and if needed root barriers.
  20. Change (update) the date for all plan drawings to April 2024.
  21. The proposed sewage pump station shall be shown as being located on its own lot with a minimum of 30 feet of frontage on a street (also must meet condition of zoning approval with regard to size).
  22. Sheet PP-7, remove that part of the note pointing to the road reservation “future right of way to be obtained by the city.” (Remove similar note on Sheet PP-6 about future right of way being obtained by the city). Preliminary plat approval is subject to the following condition: “The applicant (prior to final plat approval) shall be required to acquire and reserve for future public road use that portion of the road reservation shown on the preliminary plat but falling on the Swafford Tract, plus the applicant shall be required to apply to the City of Hoschton for annexation and PUD zoning of the entire Swafford Tract. If annexed and zoned by the city, the Swafford Tract shall be incorporated into the preliminary plat.”
  23. Prior to issuance of a land disturbance permit, the applicant/owner shall be required to file an application to rezone two lots of record now owned by Shannon Sell (0.15 acre connected to Penny Lane and 0.5 acre fronting SR 332 (Pendergrass Road) but outside the PUD boundary to PUD. If rezoned these parcels shall be incorporated into the preliminary plat.
  24. The improvements to West Jackson Road and East Jefferson Street, road widenings, construction of a roundabout and additional right of way dedications, shall be included in the first land disturbance and development permit applications and shall be constructed concurrent with the first phase of land development.

## **SELECTED REFERENCES**

Final Report Jackson County Transportation Plan August 2019. (83 pages)

Gainesville-Hall Metropolitan Planning Organization 2020 Regional Transportation Plan Report (May 2020).

Letter from Jerry Weitz and Associates, Inc. to Jackson County Board of Commissioners dated June 1, 2016, regarding June 20<sup>th</sup> agenda item – request to abandon E. G. Barnett Road (written on behalf of Hoschton City Council)

UGA College of Environmental Design, Center for Community Design and Preservation, Hoschton, Georgia, Design Charette, May 2022.

Traffic Impact Study by W & A Engineering, February 1, 2024 (191 pages).



PP-1

PP-2

PP-3

PP-4

PP-5

**SITE NOTES:**

- PROJECT DESCRIPTION: THE PROPOSED SITE IS FOR A RESIDENTIAL SUBDIVISION WITH PRIVATE ROADWAYS AND ALLEYS. THE FUTURE LAND DISTURBANCE WILL BE TO BUILD THE INFRASTRUCTURE FOR THE CONSTRUCTION OF ROADS, UTILITIES AND HOME CONSTRUCTION SITES. THE APPROXIMATE AREAS OF DISTURBANCE WILL VARY FROM 18 ACRES TO 49 ACRES BASED ON THE FUTURE PHASES OF CONSTRUCTION. EARTHWORK ESTIMATION WOULD BE PROVIDED AT THE TIME OF LAND DISTURBANCE PERMIT PHASE.

MAXIMUM DWELLING UNITS: 334  
 MAXIMUM BUILDING HEIGHT: 35 FEET  
 MINIMUM DRIVEWAY LENGTH:  
 FRONT LOADING - 20 FEET FROM SIDEWALK TO FACE OF GARAGE  
 REAR LOADING - 20 FEET FROM ALLEY TO FACE OF GARAGE  
 MINIMUM PARKING: A TWO-CAR GARAGE IS REQUIRED FOR EACH UNIT  
 LOT DIMENSION REQUIREMENTS BY TYPE (SEE CHART ON SHEET PP-1)

- ALL ROAD CENTERLINES MUST BE STAKED OR AN ACCEPTABLE ELECTRONIC EQUIVALENT OF THE PLAN MUST BE PROVIDED FOR FIELD REVIEW/CHKD.
- TOPOGRAPHIC INFORMATION SHOWN ON PLAT IS TAKEN FROM ARIAL SURVEY PROVIDED BY RMG, INC.
- NO WASTE OR DEBRIS WILL BE DEPOSITED ON SITE.
- FLOOD NOTE: NO FLOOD PLAIN EXISTS ON SITE AS DEPICTED BY FEMA INSURANCE RATE MAPS OF JACKSON COUNTY, MAP NUMBERS 13157C0220C AND 13157C0210C EFFECTIVE DATE 12/17/2020
- WETLAND DELINEATION SHOWN PER REPORT OF FINDINGS PREPARED BY GAIA DATED JAN 25, 2024.
- ABUTTING MAP-PARCELS 119-019D AND 119-046, THERE SHALL BE COMMON OPEN SPACE WITH A MINIMUM DEPTH OF 30 FEET, WITHIN WHICH A MINIMUM 20-FOOT WIDE BUFFER SHALL BE PLANTED AND MAINTAINED, PRIOR TO FINAL PLAT APPROVAL FOR THE APPLICABLE PHASE OF DEVELOPMENT.
- ALL SUBDIVISION LOTS ABUTTING THE LEGACY OAKS SUBDIVISION SHALL HAVE A 20-FOOT GRADED AND REPLANTED BUFFER INCLUDING A SIX-FOOT HIGH PRIVACY FENCE. THE BUFFER AND FENCE SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION AND A MAINTENANCE EASEMENT SHOWN ACROSS ALL SUCH LOTS ON THE FINAL PLAT FOR THE APPLICABLE PHASE OF DEVELOPMENT.
- THE OWNER/DEVELOPER SHALL INSTALL A SIX-FOOT HIGH PRIVACY FENCE ALONG ALL PROPERTY LINE ABUTTING THE REMAINDER OF PROPERTY KNOWN AS MAP-PARCEL 119-019 (i.e., THAT PART NOT INCLUDED IN PUD) AND MAP-PARCEL 119-019A. NO CERTIFICATE OF OCCUPANCY SHALL BE ISSUED FOR A LOT ABUTTING SAID PROPERTY UNTIL THE FENCE IS INSTALLED ALONG THAT LOT. THE FENCE SHALL BE MAINTAINED BY THE HOMEOWNER'S ASSOCIATION, AND A MAINTENANCE EASEMENT SHALL BE SHOWN ACROSS ALL SUCH LOTS ON THE FINAL PLAT FOR THE APPLICABLE PHASE OF DEVELOPMENT.
- ABUTTING MAP-PARCELS 119-019D AND 119-046, THERE SHALL BE COMMON OPEN SPACE WITH A MINIMUM DEPTH OF 30 FEET, WITHIN WHICH A MINIMUM 20-FOOT WIDE BUFFER SHALL BE PLANTED AND MAINTAINED, PRIOR TO FINAL PLAT APPROVAL FOR THE APPLICABLE PHASE OF DEVELOPMENT.
- ALL SUBDIVISION LOTS ABUTTING THE LEGACY OAKS SUBDIVISION SHALL HAVE A 20-FOOT GRADED AND REPLANTED BUFFER INCLUDING A SIX-FOOT HIGH PRIVACY FENCE. THE BUFFER AND FENCE SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION AND A MAINTENANCE EASEMENT SHOWN ACROSS ALL SUCH LOTS ON THE FINAL PLAT FOR THE APPLICABLE PHASE OF DEVELOPMENT.
- THE OWNER/DEVELOPER SHALL INSTALL A SIX-FOOT HIGH PRIVACY FENCE ALONG ALL PROPERTY LINE ABUTTING THE REMAINDER OF PROPERTY KNOWN AS MAP-PARCEL 119-019 (i.e., THAT PART NOT INCLUDED IN PUD) AND MAP-PARCEL 119-019A. NO CERTIFICATE OF OCCUPANCY SHALL BE ISSUED FOR A LOT ABUTTING SAID PROPERTY UNTIL THE FENCE IS INSTALLED ALONG THAT LOT. THE FENCE SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION, AND A MAINTENANCE EASEMENT SHALL BE SHOWN ACROSS ALL SUCH LOTS ON THE FINAL PLAT FOR THE APPLICABLE PHASE OF DEVELOPMENT.
- THERE SHALL BE ONE STREET ENTRANCE/EXIT SERVING THE PUD CONNECTING TO PENDERGRASS ROAD (S.R. 332), WHICH WILL BE PRIVATE UNLESS A PUBLIC STREET IS APPROVED BY CITY COUNCIL. THE LOCATION AND DESIGN OF WHICH SHALL BE SUBJECT TO THE APPROVAL OF GEORGIA DEPARTMENT OF TRANSPORTATION. IF PRIVATE, THE PRIVATE STREET ENTRANCE/EXIT MAY BE GATED.
- THE PUD SUBDIVISION DESIGN SHALL BE REQUIRED TO INCLUDE A STREET OR SERIES OF STREETS (PRIVATE AND GATED UNLESS OTHERWISE APPROVED BY THE CITY COUNCIL) THAT CONNECTS PENDERGRASS ROAD (S.R. 332) AND EAST JEFFERSON STREET WHICH SHALL BE CONSTRUCTED BY THE OWNER/DEVELOPER AS THE PUD IS DEVELOPED/PHASED.
- NO INDIVIDUAL LOT FOR ANY DWELLING SHALL BE ALLOWED A DRIVEWAY OR DIRECT VEHICULAR ACCESS TO WEST JACKSON ROAD, EAST JEFFERSON STREET, OR PENDERGRASS ROAD (S.R. 332). A 10-FOOT WIDE NO ACCESS EASEMENT AND PLANTING STRIP SHALL BE ALLOWED ALONG THE ENTIRE PROPERTY FRONTAGE ALONG ALL SUCH ROUTES AND SHALL BE SHOWN ON ALL FINAL PLATS. THIS LIMITATION SHALL NOT APPLY TO ANY PRIVATE STREETS WITHIN THE PUD.
- NO ACCESS OTHER THAN FOR DWELLINGS EXISTING AT THE TIME OF THIS PUD APPROVAL SHALL BE PERMITTED TO E.G. DARNETT ROAD, AND SUCH ACCESS IF UTILIZED SHALL BE DISCONTINUED UPON FINAL PLAT APPROVAL FOR THAT PORTION OF THE SUBDIVISION AND A 10-FOOT WIDE NO ACCESS EASEMENT AND PLANTING STRIP SHALL BE REQUIRED AND SHOWN ON ANY FINAL PLAT WITH FRONTAGE ON E.G. BARNETT ROAD.

**PLAN NOTES:**

- NO ADDITIONAL CONSTRUCTION OR IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO WALLS, FENCES SIGNS, SPRINKLER SYSTEMS, LIGHTS, ETC. WILL BE ALLOWED ON THE ROAD R/W.
- CENTERLINE MUST BE SURVEYED AND STAKED FOR THE GRADING INSPECTION.
- FIRE HYDRANTS ARE TO BE PLACED A MINIMUM OF 6' BEHIND CURB AND WATER VALVES OUT OF PAVEMENT.
- SIDEWALKS WILL BE INSTALLED BEFORE FINAL PLAT / ONE YEAR AFTER FINAL / ON A LOT BY LOT BASIS. ALL SIDEWALKS SHALL BE INSTALLED WITHIN TWO YEARS OF FINAL PLAT APPROVAL.
- RETAINING WALLS OVER 4' IN HEIGHT AND PART OF INITIAL INFRASTRUCTURE WILL BE REQUIRED TO BE INSPECTED BY DESIGN PROFESSIONAL OR REPRESENTATIVE AND INSPECTION REPORT WILL BE REQUIRED AT TIME OF FINAL PLAT.
- SIGN EVERY LOT OR 100' WHICHEVER IS LESS. STAGING, STREAMSIDE BUFFER, DO NOT REMOVE OR ALTER EXISTING VEGETATION.
- DEFENTION POND OR SEDIMENT BASIN / STORAGE WILL BE INSTALLED & FUNCTIONING BEFORE ANY MAJOR GRADING OR IMPERVIOUS SURFACES ARE CONSTRUCTED.
- NO WASTE MATERIALS OF ANY KIND SHALL BE BURIED IN ANY AREA OF THE RIGHT-OF-WAY OR UNDER ANY ROADWAY FILL SECTIONS.
- ALL WASTE OR DEBRIS SHALL BE DISPOSED OF IN A LEGAL AND PERMITTED MANNER.
- NO BURY PITS ALLOWED.

**UTILITIES:**

ALL DWELLINGS IN THE PUD AND ANY ACTIVE RECREATION BUILDINGS/FACILITIES SHALL BE CONNECTED TO CITY OF HOSCHTON WATER AND SANITARY SEWER. UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER, THERE SHALL BE A 10-FOOT-WIDE EASEMENT ALONG THE FRONT OF EACH LOT AS REQUIRED BY THE CITY'S WATER AND SEWER SPECIFICATIONS AND STANDARD DRAWINGS. EASEMENTS MAY BE AUTHORIZED BY THE CITY TO OVERLAP WITH OTHER ACCESS AND UTILITY EASEMENTS IF APPROVED BY THE CITY ENGINEER.

**GENERAL SITE NOTES:**

- ALL DIMENSIONS ARE TO BACK OF CURB, FACE OF BUILDING, OR CENTER OF STRUCTURE, UNLESS OTHERWISE NOTED.
- ALL CURB RADI ARE 5' UNLESS OTHERWISE NOTED.
- ALL INTERNAL SUBDIVISION STREETS TO BE 25 MPH.

**INSPECTION NOTES:**

- NOTIFY CITY OF HOSCHTON INSPECTOR 48 HOURS PRIOR TO THE BEGINNING OF EACH PHASE OF CONSTRUCTION.
- ALL CONSTRUCTION TO COMPLY WITH CITY OF HOSCHTON STANDARDS.
- ALL WATER AND SEWER CONSTRUCTION IS TO BE INSPECTED AND TESTED AS PER HOSCHTON STANDARDS PRIOR TO FINAL ACCEPTANCE BY THE CITY.
- THE CONTACT PERSON MUST BE ACCESSIBLE 24 HOURS A DAY, 7 DAYS A WEEK WITH NO EXCEPTION.

**REFERENCE SURVEY:**  
 That ALTA/NSPS Land Title Survey, prepared for The Providence Group & Fidelity National Title Insurance Company by Travis Pruitt & Associates, Inc., dated 12/22/2023, last revised 01/15/2024.

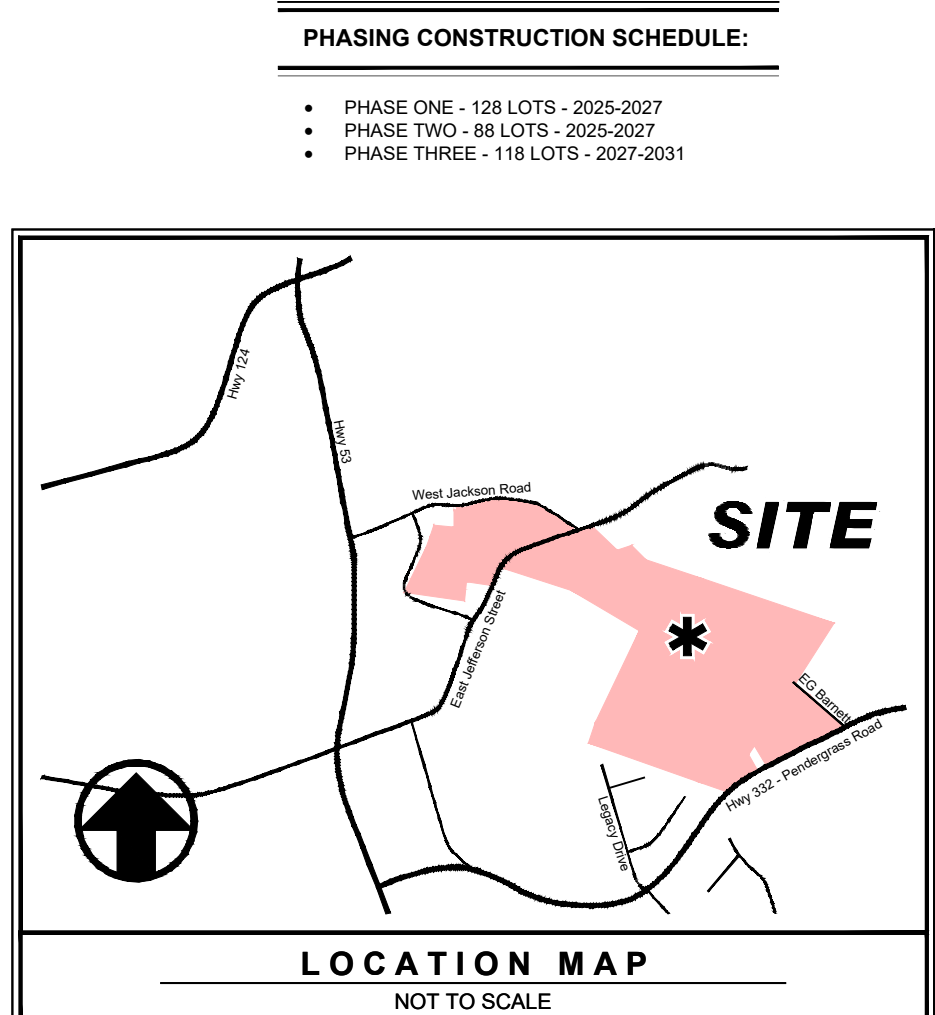
**OWNERS:**

- Shannon C. Sell - Parcel #119 019
- Paul Talmadge, Jr. Cheek and Brenda Ann Cheek - Parcel # 113 003A
- West Jackson, LLC - Parcel #119 018

**DEVELOPER**  
**TPG DEVELOPMENT, LLC**  
 11340 LAKEFIELD DRIVE, BUILDING II, SUITE 140  
 JOHN'S CREEK, GA 30097  
 678-773-6398

**24 HOUR EMERGENCY CONTACT**  
 GRANT SMITH  
 770.318.6454  
 E-mail: gsmith@theprovidencegroup.com

**SITE ZONING:** PLANNED UNIT DEVELOPMENT (PUD), CONDITIONAL, PER ORDINANCE 2-23-02  
**SITE AREA:** 109.723 ACRES  
**TAX PARCEL ID:** 113-003A, 119-018, & 119-019  
**LOT YIELD:** TOTAL: 334 LOTS  
**DENSITY:** TOTAL: 3.04 LOTS/ACRE



**CERTIFICATE OF PRELIMINARY PLAT APPROVAL**  
 NOT FOR RECORDING

ALL APPLICABLE REQUIREMENTS OF THE CITY OF HOSCHTON ORDINANCES RELATIVE TO PRELIMINARY PLATTING HAVING BEEN FULFILLED, APPROVAL OF THIS PLAT IS HEREBY GRANTED BY THE HOSCHTON ZONING ADMINISTRATOR AND THE CITY ENGINEER SUBJECT TO FURTHER COMPLIANCE WITH ALL PROVISIONS OF SAID DEVELOPMENT REGULATIONS.

ZONING ADMINISTRATOR, CITY OF HOSCHTON  
 DATE: \_\_\_\_\_

CITY ENGINEER, CITY OF HOSCHTON  
 DATE: \_\_\_\_\_

THIS APPROVAL DOES NOT CONSTITUTE APPROVAL OF THE DEVELOPMENT PERMIT OR OF A FINAL SUBDIVISION PLAT. THIS CERTIFICATE OF PRELIMINARY PLAT APPROVAL SHALL EXPIRE 12 MONTHS FROM THE DATE OF APPROVAL IF A DEVELOPMENT PERMIT HAS NOT BEEN ISSUED OR A DEVELOPMENT PERMIT HAS BEEN ISSUED BUT DEVELOPMENT ACTIVITY HAS NOT BEEN COMMENCED.

**GEORGIA811** 1-800-292-7411  
 Utilities Protection Center, Inc. Know what's below. Call before you dig.

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GRAPHIC SCALE - IN FEET  
 75 0 150 300 450 600

**REVISIONS**

NO	DATE	DESCRIPTION
6		
5		
4		
3	04/15/2024	PER CITY COMMENTS
2	02/29/2024	PER CITY COMMENTS
1	02/28/2024	PER CITY COMMENTS
0	01/18/2024	RELEASED FOR CITY APPROVAL

4317 Park Drive, Suite 400  
 Norcross, Georgia 30093  
 Phone: (770) 416-7511  
 Fax: (770) 416-6799  
 www.travispruit.com  
 CONTACT PERSON: MIKE MADDOX

**Travis Pruitt & Associates, Inc.**  
 ENGINEERS  
 LANDSCAPE ARCHITECTS

**PRELIMINARY PLAT - OVERALL**  
**ABERDEEN**  
 EAST JEFFERSON STREET GMD 1407 • CITY OF HOSCHTON • JACKSON COUNTY • GEORGIA

For The Firm  
 Travis Pruitt & Associates, Inc.  
 DATE: Jan 16, 2024  
 SCALE: 1" = 150'  
 JN: 23-0119PN  
 CN: 230119PN  
 FN: \_\_\_\_\_  
 SHEET NO: PP-0



EXHIBIT B
CONDITIONS OF ZONING/REZONING APPROVAL

- 1. Site plan and letter of intent. Development shall be in substantial accordance with the letter of intent and community benefit statement dated August 7, 2023, attached to this ordinance Z-23-02, except as modified by these conditions of zoning approval.
2. Permitted uses.
(a) Uses in the PUD shall be limited to detached, single-family dwellings, fee-simple townhouses, uses and structures accessory to said uses, active and passive recreational facilities and amenities, and open space, as more specifically provided and limited in these conditions of zoning approval.
(b) Uses within that portion of the PUD west of East Jefferson Street (Map/Parcel 119/018; 17.91 acres) shall be limited to fee-simple townhouses and/or detached, single-family dwellings, uses and structures accessory to said uses, active and passive recreational facilities and amenities, and open space.
(c) Uses within that portion of the PUD east of East Jefferson Street (part of Map/Parcel 119/019 and Map/Parcel 013/003A; approximately 84.62 acres and 7.24 acres, respectively) detached, single-family dwellings, uses and structures accessory to said uses detached, single-family dwellings, active and passive recreational facilities and amenities, and open space.
3. Maximum densities/housing units.
(a) The PUD shall not exceed a total of 334 dwelling units.
(b) That portion of the PUD west of East Jefferson Street (Map/Parcel 119/018; 17.91 acres) shall not exceed a maximum density of five (5) dwelling units per acre (measured on the basis of land area before any right of way dedication) (i.e., 90 units) (i.e., the maximum recommended by the medium density residential future land use plan category of the Hoschton comprehensive plan).
4. Dimensional requirements. The PUD shall be subject to the dimensional requirements specified in these conditions of zoning approval.

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- (a) Maximum building height, all units: 35 feet.
(b) Minimum driveway length. From edge of sidewalk (front loading) or alley (rear loading) to face of garage, all units: 20 feet.
(c) Parking, all units: A two-car garage is required for each unit.
(d) Dimensional requirements by lot type: The following dimensional requirements and limitations shall apply to dwellings and lots:

Table with 5 columns: Lot Type Identifier, Minimum Lot Size (sq. ft.), Minimum Lot Width (ft.), Minimum Front, Side Rear, Building Setbacks (ft.), Maximum Number of Lots (not to exceed 334 total)

- (e) Lots abutting Brighton Park: All subdivision lots that abut a residential lot within Brighton Park subdivision shall be required to be Type "E" front loaded lots.
(f) Lots abutting Pendergrass Road (SR 332) and Map/Parcels 113/004, 113/002 and 113/002A: All subdivision lots that abut Pendergrass Road (SR 332) and Map/Parcels 113/004, 113/002 and 113/002A shall be required to be Type "E" front loaded lots.
(g) Dimensional requirement not specified. Where the approved PUD application and these conditions of zoning fail to articulate a given regulation, such as accessory building setbacks, maximum lot coverage, and the like, the project shall be required to adhere to dimensional requirements of the MFR (Multi-Family Residential) zoning district and general provisions of the Hoschton zoning ordinance, unless a variance is applied for and obtained.
(h) Special open space and buffer. Abutting Map/Parcels 119/019D and 119/046, there shall be common open space with a minimum depth of 30 feet, within which a minimum 20-foot-wide buffer shall be planted and maintained, prior to final plat approval for the applicable phase of development.

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- (i) Buffer and fence abutting Legacy Oaks subdivision lots. All subdivision lots abutting the Legacy Oaks Subdivision shall have a 20-foot graded and replanted buffer including a six-foot high privacy fence. The buffer and fence shall be maintained by the homeowner's association and a maintenance easement shown across all such lots on the final plat for the applicable phase of development.
(j) Fence abutting remainder of Map/Parcel 119/019 and 119/019A (Sell Tracts). The owner/developer shall install a six-foot high privacy fence with the finished side of the fence facing outward from the development along all property lines abut the remainder of property known as Map/Parcel 119/019 (i.e., that part not included in the PUD) and Map/Parcel 119/019A. No certificate of occupancy shall be issued for a lot abutting said property until the fence is installed along that lot. The fence shall be maintained by the homeowner's association, and a maintenance easement shall be shown across all such lots on the final plat for the applicable phase of development.
(k) Open space. Open space tracts shall be required to be delineated separately from stormwater detention tracts, unless the zoning administrator accepts calculations of open space that separate stormwater facilities from lands authorized to be counted as open space per the PUD requirement for open space in the city's zoning ordinance.
(l) Minimum heated floor area per dwelling unit: 1,400 square feet.
5. Minimum/maximum required entrances/exits.
(a) West Jackson Road. There shall be no more than one street entrance/exit, which will be private unless a public street is approved by City Council, onto West Jackson Road to/from that portion of the PUD west of East Jefferson Street (i.e., Map/Parcel 119/018). A private street entrance/exit street may be gated.
(b) East Jefferson Street. There shall be no more than one street entrance/exit, which will be private unless a public street is approved by City Council, onto East Jefferson Street, to/from that portion of the PUD east of East Jefferson Street (i.e., Map/Parcel 119/019). This street connection shall align with West Jackson Road, as required to be realigned by these conditions of zoning approval. A private street entrance/exit street may be gated.
(c) Pendergrass Road (SR 332). There shall be one street entrance/exit serving the PUD connecting to Pendergrass Road (SR 332), which will be private unless a public street is approved by City Council. The location and design of which shall be subject to the approval of Georgia Department of Transportation. If private, the private street entrance/exit may be gated.
(d) Private through street. The PUD subdivision design shall be required to include a street or series of streets (private and gated unless otherwise approved by the City Council) that connects Pendergrass Road (SR 332) and East Jefferson Street which shall be constructed by the owner/developer as the PUD is developed/phased.

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- (c) No access easements and other limitations. No individual lot for any dwelling unit shall be allowed a driveway and direct vehicular access to West Jackson Road, East Jefferson Street, or Pendergrass Road (SR 332). A 10-foot wide no access easement and planting strip shall be required along the entire property frontage along all such routes and shall be shown on all final plats. This limitation shall not apply to any private streets within the PUD.
(f) E.G. Barnett Road access. No access other than for dwellings existing at the time of this PUD approval shall be permitted to E.G. Barnett Road, and such access if utilized shall be discontinued upon final plat approval for that portion of the subdivision and a 10-foot-wide no access easement and planting strip shall be required and shown on any final plat with frontage on E.G. Barnett Road.
6. Internal subdivision streets and alleys.
(a) Street standards; reduction. The standards for private streets, shall be as depicted on the site plan and in the application, unless otherwise approved by the City Council at the time of preliminary plat approval, in which case Council may authorize a reduction of right of way width or pavement width. Rolled curbs shall be authorized. Paving standards, including but not limited to thickness of asphalt, shall meet City of Hoschton subdivision and land development standards.
(b) Gates. If gates to local private subdivision streets are provided, the gates shall be setback from the applicable right of way a minimum distance determined safe and appropriate by a traffic engineer and as approved by the city's public works director.
(c) Alleys; reduction. Any alleys included, shall be private, not public. Easements for alleys shall be a minimum of 30 feet in width, and the minimum pavement width for alleys shall be a 16 feet (curbs not required); provided however, that the owner may propose and the Hoschton City Council may approve reductions to such standards for private alleys, including but not limited to reduction of right of way or reduction of pavement width, during the process of considering and approving a preliminary plat for the subdivision, without the need to modify these conditions of zoning approval.
(d) On-street parking. On-street parking on private streets may be permitted at the discretion of the owner.
7. West Jackson Road improvements. Prior to final plat approval for that portion of the PUD west of East Jefferson Street, the subdivider shall be required to complete the following:
(a) Right of way. Dedication of an additional five feet of right of way along the entire property frontage of West Jackson Road.

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- (b) Pavement, curb and gutter, and sidewalk. Installation of an additional four feet of pavement (or 13 feet from the centerline), and vertical curb and gutter along with a five-foot wide sidewalk along the entire property frontage of West Jackson Road.
(c) Deceleration lane. Installation of a deceleration lane eastbound on West Jackson Road into the development.
8. Improvement of intersection of West Jackson Road and East Jefferson Street. Prior to any final plat approval for the respective property with frontage, the subdivider shall be required to complete the following:
(a) Right of way. Dedication of additional right of way sufficient along East Jefferson Street and West Jackson Road to allow for the realignment of West Jackson Road to intersect East Jefferson Street at a 90 degree angle or as required for the installation of a round-about, if authorized by the city.
(b) Realignment. Realignment of West Jackson Road to intersect East Jefferson Street at a 90 degree angle or as required for the installation of a round-about.
(c) Consideration of round-about. Prior to or in conjunction with preliminary plat approval, the owner/ developer may propose, and the City Council may approve, a round-about in lieu of a four-way realigned intersection of West Jackson Road and East Jefferson Street. The applicant shall be required to fund the cost of a third-party (independent and dissociated with the owner/ developer) traffic engineer approved, chosen and managed by the city to provide a conceptual design of a round-about and to evaluate the traffic impacts in comparison with a signalized, four-way intersection. Said evaluation shall take into account traffic patterns and conditions when Jackson County public schools are in session.
(d) Pavement, curb and gutter, and sidewalk. Improvement/ widening of the realigned intersection of West Jackson Road and East Jefferson Street with three lanes at all four intersection approaches (i.e., including left turn lane, a separate through lane and a lane for opposing traffic), with stacking/ queuing distances for the left turn lanes or as specified by a third-party traffic engineer approved, chosen and managed by the city. These improvements may be replaced with a round-about improvement if approved by the City Council after consideration by the third-party traffic engineer and affirmative recommendation of the city's public works director and zoning administrator.
(e) Traffic signal contribution. Payment to the city/escrow of \$100,000 toward installation of a traffic signal at the intersection of West Jackson Road and East Jefferson Street, \$25,000 of which shall be paid prior to final plat approval for the final phase of that part of the PUD west of East Jefferson Street, and \$75,000 of which must be paid prior to final plat approval for the final phase of the PUD east of East Jefferson Street. This payment shall be encumbered for the specified purpose by the city within six years of the date the full amount of such funds are received by the city, or else such funds shall be

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- refunded by the city to the subdivider. This condition shall be null and void if a round-about is approved by the city.
9. East Jefferson Street. Prior to any final plat approval for the respective property with frontage, the subdivider shall be required to complete the following:
(a) Right of way. Additional right of way along both sides of East Jefferson Street if necessary to provide for the intersection improvement required by the condition of zoning approval (or round-about if approved by the city) for West Jackson Road, approved by the city's public works director and zoning administrator.
(b) Pavement, curb and gutter, and sidewalk. Widening of East Jefferson Street along the entire property frontage to a total pavement width of 36 feet, or an alternative pavement width as specified by a third-party traffic engineer and approved by the city's public works director and zoning administrator, including vertical curb and gutter and a five-foot wide sidewalk on both sides (both property frontages) This shall include sufficient pavement for a deceleration (right turn) lane northbound into the single-family detached residential subdivision on the east side of East Jefferson Street if specified by a third-party traffic engineer, as approved by the city's public works director and zoning administrator.
10. Improvement of Pendergrass Road (SR 332). Prior to any final plat approval for the respective property with frontage, the subdivider shall be required to install improvements as may be required by the Georgia Department of Transportation for the private street entrance/exit serving the PUD.
11. Deed restriction regarding ownership. Except for the subdivision declarant, no more than 20 percent of the homes in the portion of the PUD west of East Jefferson Street (Map/Parcel 119/018; 17.91 acres) shall be owned by any one individual, firm, or corporation. Except for the subdivision declarant, no more than 20 percent of the homes in the portion of the PUD east of East Jefferson Street (part of Map/Parcel 119/019 and Map/Parcel 013/003A; approximately 84.62 acres and 7.24 acres, respectively) shall be owned by any one individual, firm, or corporation. A deed restriction shall be incorporated to this effect in the project conditions, covenants and restrictions.
12. Water and Sewer; front water line easement. All dwellings in the PUD and any active recreation buildings/facilities shall be connected to City of Hoschton water and sanitary sewer. Unless otherwise approved by the city engineer, there shall be a 10-foot-wide easement along the front of each lot as required by the city's water and sewer specifications and standard drawings. Easements may be authorized by the city to overlap with other access and utility easements if approved by the city engineer.
13. Architectural elevations and external building material finishes. The owner/developer shall submit for City Council's consideration and approval, prospective front, side and rear elevations of all dwelling types included in the PUD, prior to issuance of a building permit

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- for any such building. Once approved the elevation drawings shall be binding on all builders and enforceable at the time of building permit issuance.
14. Recreational amenities. There shall be recreational amenities for the PUD provided by the owner in substantial accordance with those described in the letter of intent made a part of the PUD application and attached to this ordinance.
15. No waiver of codes. Unless specified otherwise or in conflict with these conditions of approval, the PUD shall be governed by city ordinances in effect at the time of development, as may be amended, including but not limited to applicable portions of the zoning ordinance, subdivision and land development ordinance, development impact fee ordinance, stream-buffer ordinance, stormwater management ordinance, stormwater utility ordinance, flood damage prevention ordinance, sign ordinance, building and life safety codes, and adopted water and sewer specifications and standard drawings.
16. Active recreation amenity. The active recreational amenity for the PUD shall be constructed and ready for issuance of a certificate of occupancy no later than the city's issuance of the 168th dwelling unit in the PUD.
17. Sewage lift station. If a sewage lift station is required to serve the development, the following conditions shall apply:
(a) There shall be no more than one such lift station for the PUD.
(b) The sewage lift station shall be constructed by the owner/developer at no cost to the city, except as otherwise conditionally provided in this zoning condition.
(c) Unless otherwise approved by the city, the sewage lift station shall be dedicated to the city of Hoschton, shall be on a lot twice the size needed for the lift station to allow for expansion, or replacement while still being operational as approved by the city engineer, and said lift station lot shall be deeded in fee simple title to the city within one year of final construction approval. Said lot shall have at least 30 feet of frontage on a public or private street unless such frontage is not feasible in the zoning administrator's opinion, in which case a 20-foot-wide access easement shall be acceptable.
(d) The city may present an option or options to the owner/ developer regarding the location, design, and capacity of the sewage lift station, if one is provided, but such option(s) shall be presented by the city to the owner/ developer prior to issuance of a land disturbance permit and development permit for any portion of the PUD connected to the city public sewer system. If determined in the public interest by the city, the city may require and the owner/developer shall authorize: (1) the oversizing of the sewage lift station prior to development to serve other development with the additional costs of oversizing the lift station paid by the city or another developer; and (2) relocating the sewage lift station further downstream with the additional connection costs resulting from relocation borne by the city and/or another developer. The additional costs of oversizing or relocating the

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- sewer lift station and final cost sharing arrangement of such oversizing or relocation shall be as mutually agreed upon by the city and owner/ developer.
(e) After construction of the sewage lift station by the owner/developer (if provided) and dedication to the city, if determined in the public interest by the city, the city may on its own initiative initiate a capital project to oversize the lift station to serve subsequent additional development upstream of the sewer lift station.
(f) The applicant shall be required to pay sewage lift station maintenance fees as adopted by the Hoschton City Council.
18. Project Phasing. Prior to approval of any preliminary plat for Planned Unit Development, the owner/ developer shall submit a phasing plan for the residential development that provides discrete numbers of units to be constructed for each phase and year intervals (start and finish years) for each phase proposed.
19. Pre-payment of water and sanitary sewer connection charges. Owner/developer (The Providence Group) and its successor and assigns) agrees to assist the city in funding the costs incurred by the City in constructing capital improvements for water supply and sanitary sewerage capacity and treatment to serve the proposed Planned Unit Development. To that end, owner/developer (The Providence Group and its successor and assigns) agrees that as a condition of the city providing water and sanitary sewer service for the Planned Unit Development, owner/developer shall be required to pre-purchase water and sanitary sewer connection fees per dwelling unit according to the adopted connection fees in effect at the time of payment, according to the following schedule:

Table with 2 columns: Connection Fee Pre-payment Due, Number of Dwelling Unit Water and Sanitary Sewer Connections Required to be Purchased/ Pre-paid

Pre-paid connections for water and sewer shall be not be transferable or assigned to another project or owner/developer in the City of Hoschton without explicit approval of the City Council.

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INSPECTION NOTES:

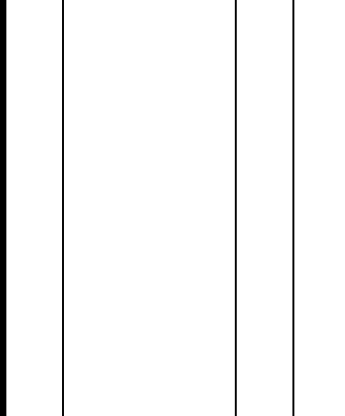
- 1. NOTIFY CITY OF HOSCHTON INSPECTOR 48 HOURS PRIOR TO THE BEGINNING OF EACH PHASE OF CONSTRUCTION.
2. ALL CONSTRUCTION TO COMPLY WITH CITY OF HOSCHTON STANDARDS.
3. ALL WATER AND SEWER CONSTRUCTION IS TO BE INSPECTED AND TESTED AS PER HOSCHTON STANDARDS PRIOR TO FINAL ACCEPTANCE BY THE CITY.
4. THE CONTACT PERSON MUST BE ACCESSIBLE 24 HOURS A DAY, 7 DAYS A WEEK WITH NO EXCEPTION.



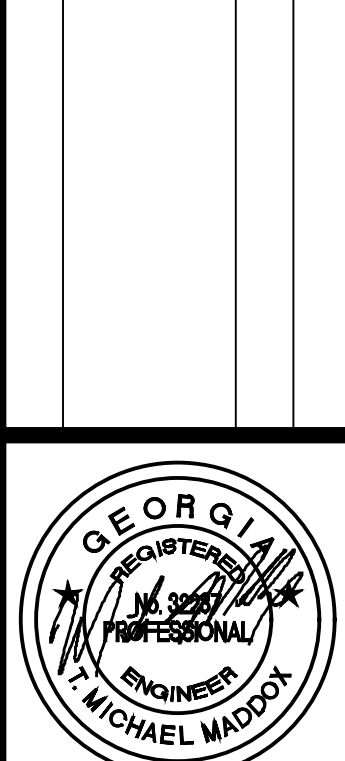
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Table with 4 columns: NO, DATE, DESCRIPTION, REVISIONS

4317 Park Drive, Suite 400
Norcross, Georgia 30093
Phone: (770) 416-5111
Fax: (770) 416-6799
www.travispruit.com
CONTACT PERSON: MIKE MADDOX



PRELIMINARY PLAT - ZONING CONDITIONS
ABERDEEN
EAST JEFFERSON STREET GMD 1407 • CITY OF HOSCHTON • JACKSON COUNTY • GEORGIA



For The Firm
Travis Pruitt & Associates, Inc.
DATE: Jan 16, 2024
SCALE: N/A
CN: 230119PN
JN: 23-0119
FN: ---
SHEET NO: PP-1



LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 1-20.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 21-40.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 41-60.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 61-80.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 81-100.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 101-120.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 121-140.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 141-160.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 161-180.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 181-200.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 201-220.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 221-240.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 241-260.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 261-280.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 281-300.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 301-320.

LOT AREA CHART table with columns: LOT No., SQ.FT, ACRES, LOT TYPE. Rows 321-340.

OPEN SPACE AREA CHART table with columns: AREA ID, SQ.FT, ACRES. Rows OS-1 to OS-14.

STORMWATER FACILITY LOTS AREA CHART table with columns: AREA ID, SQ.FT, ACRES. Rows POND-1A to POND-3.

R/W DEDICATION AREA CHART table with columns: AREA ID, SQ.FT, ACRES, ROADWAY. Rows RW-1 to RW-3.

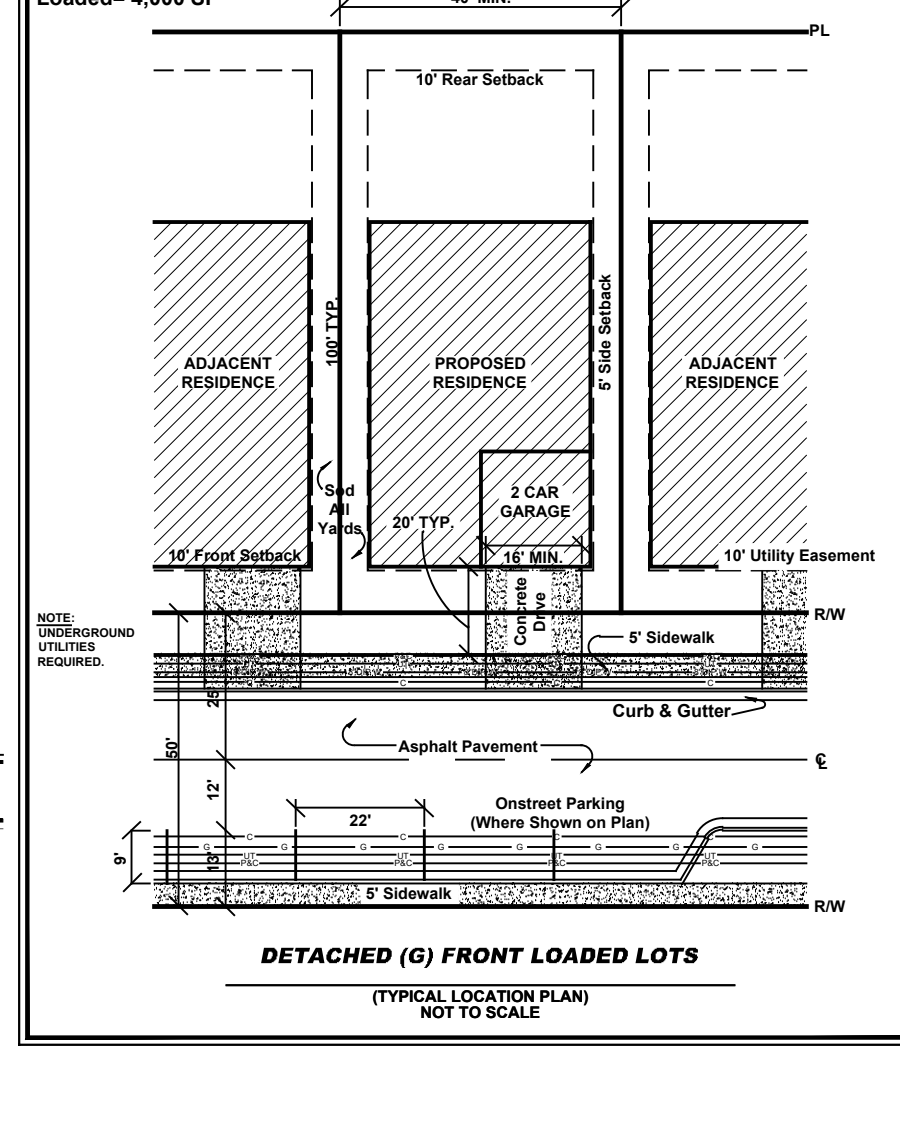
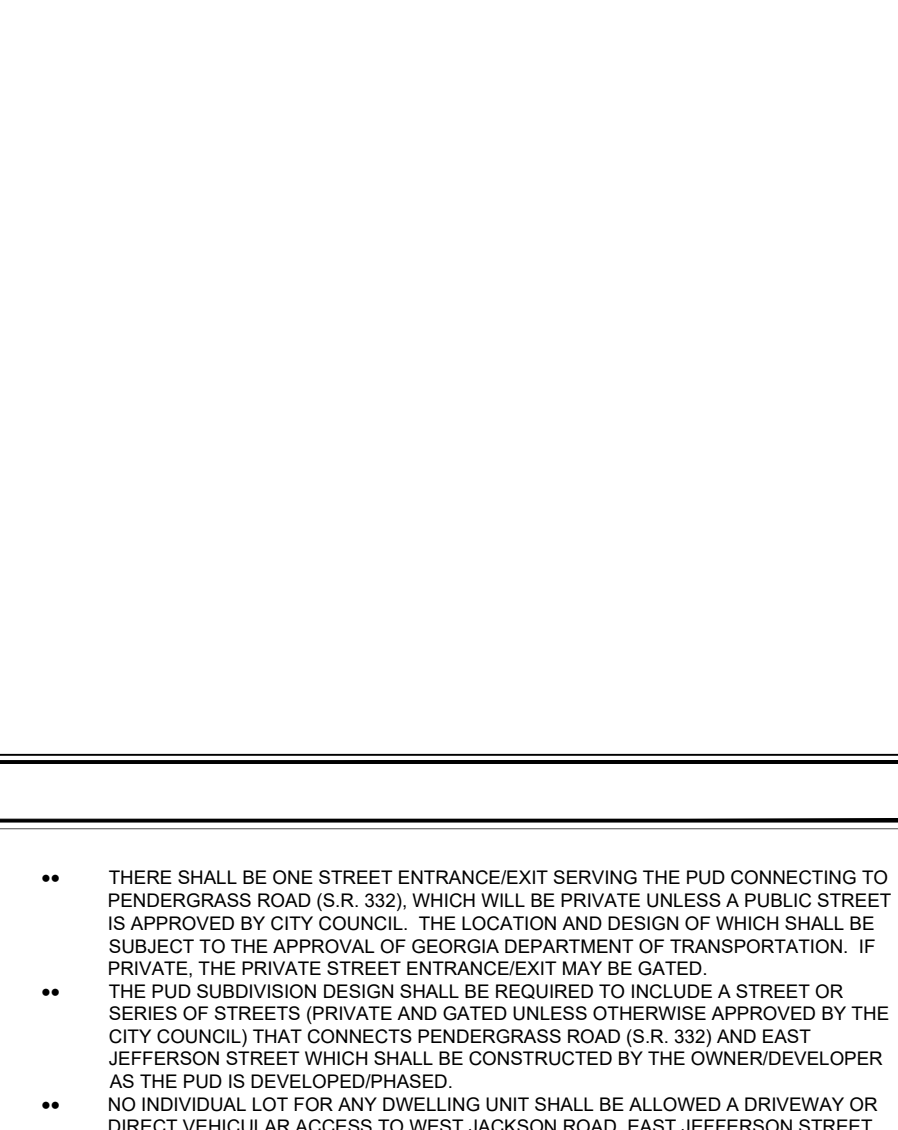
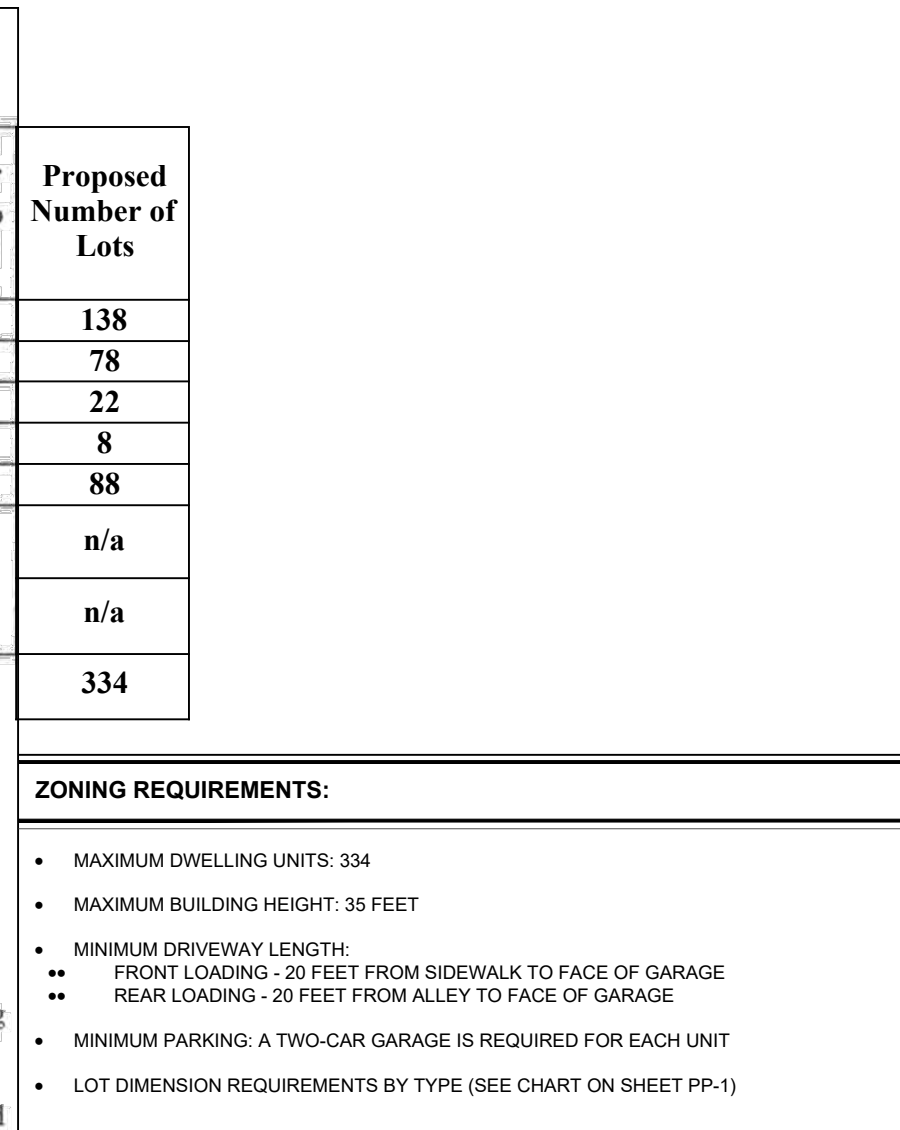
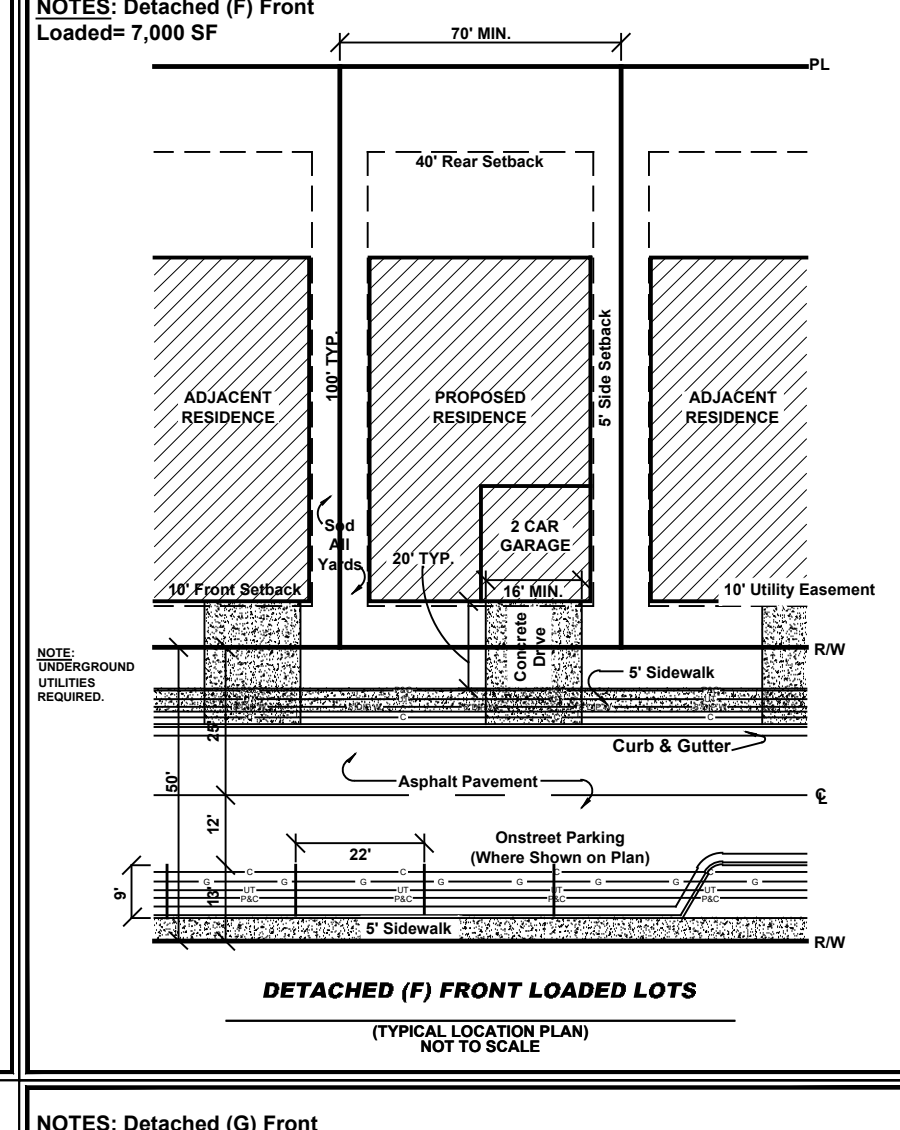
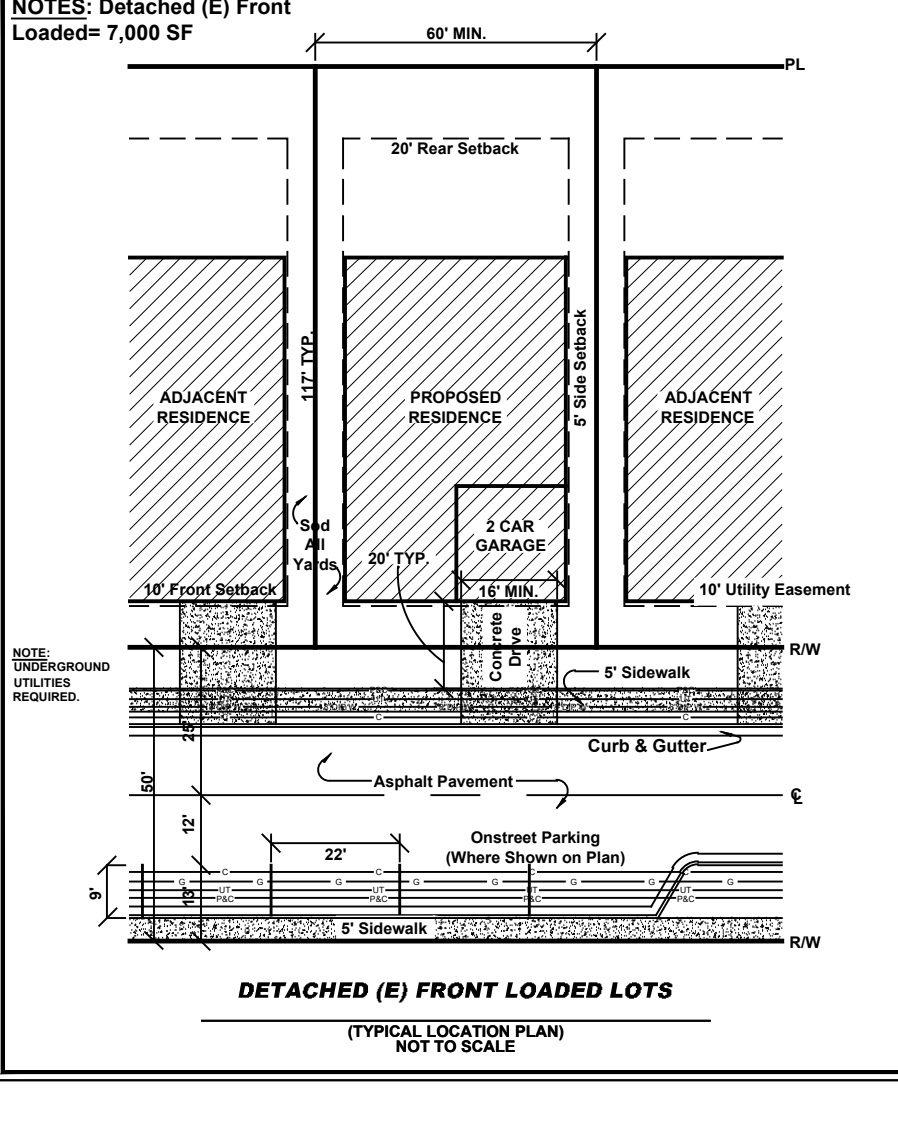
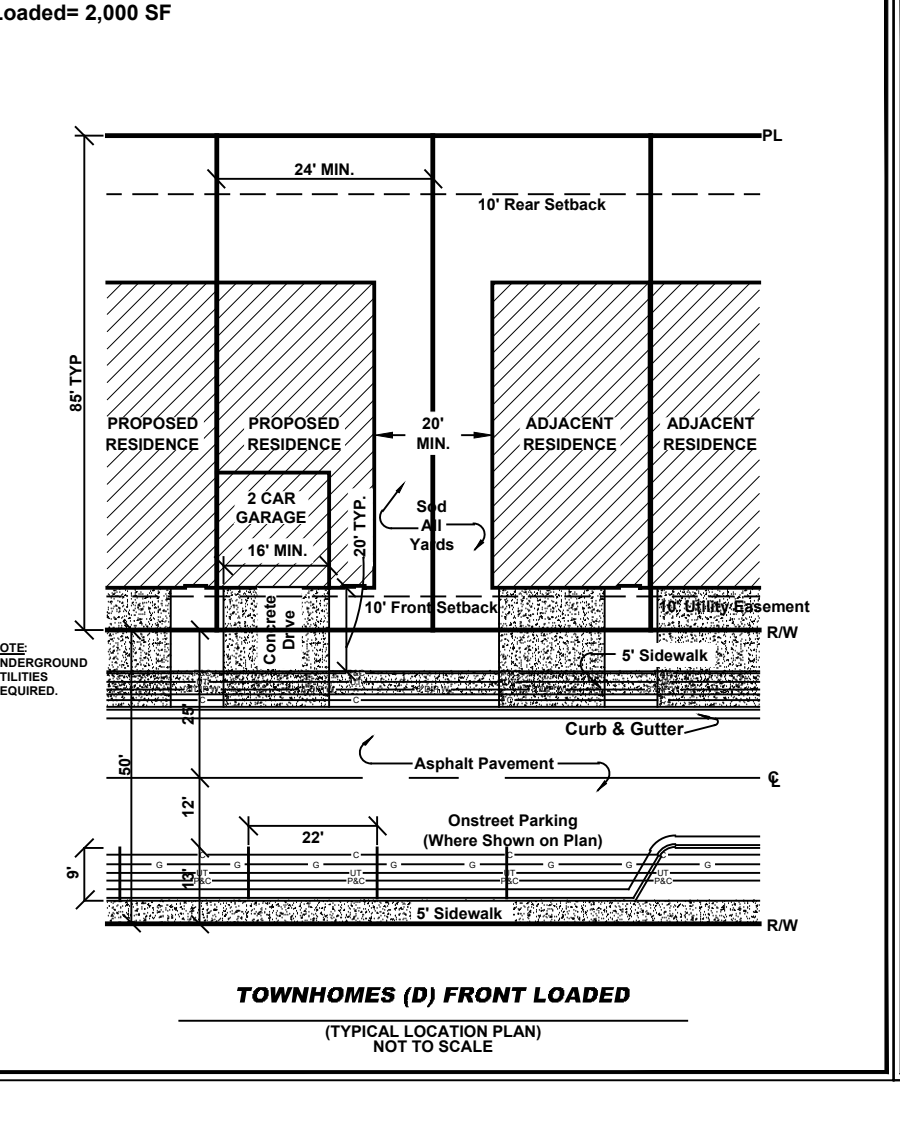
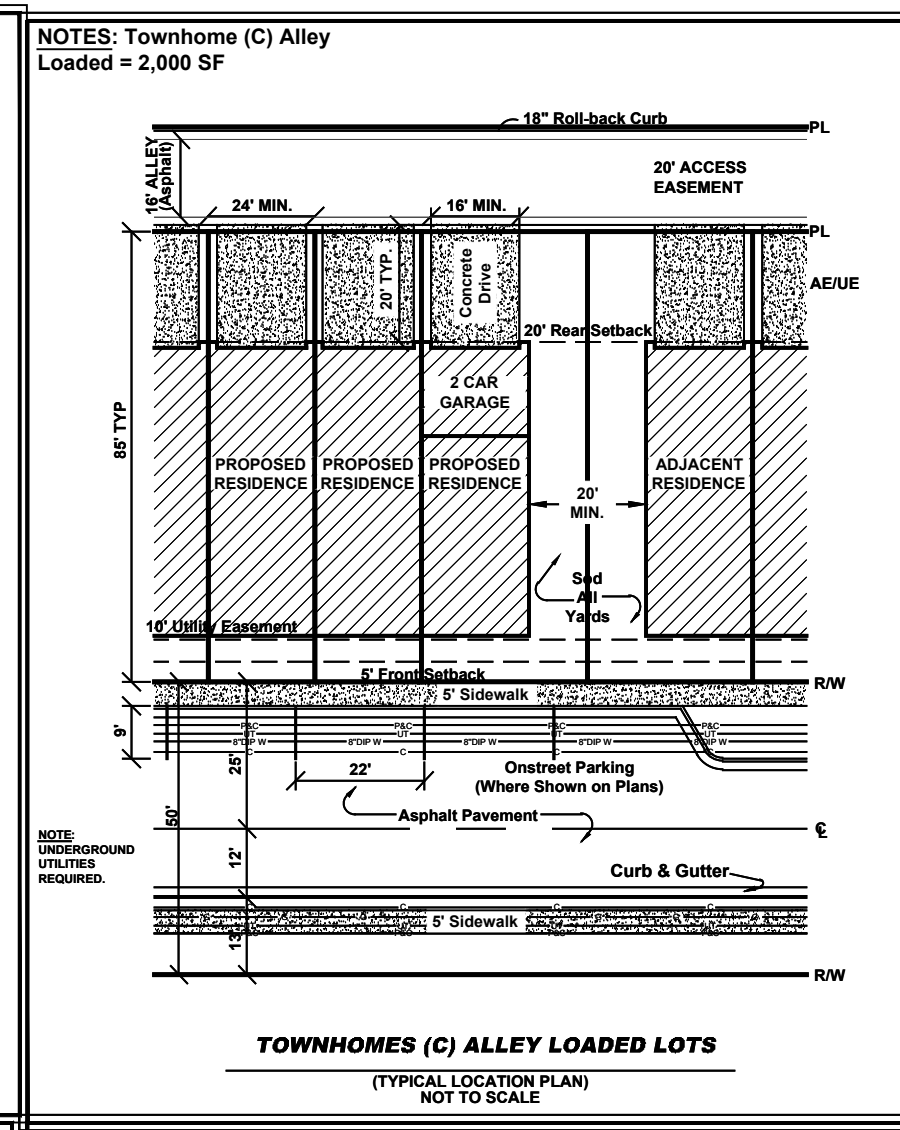
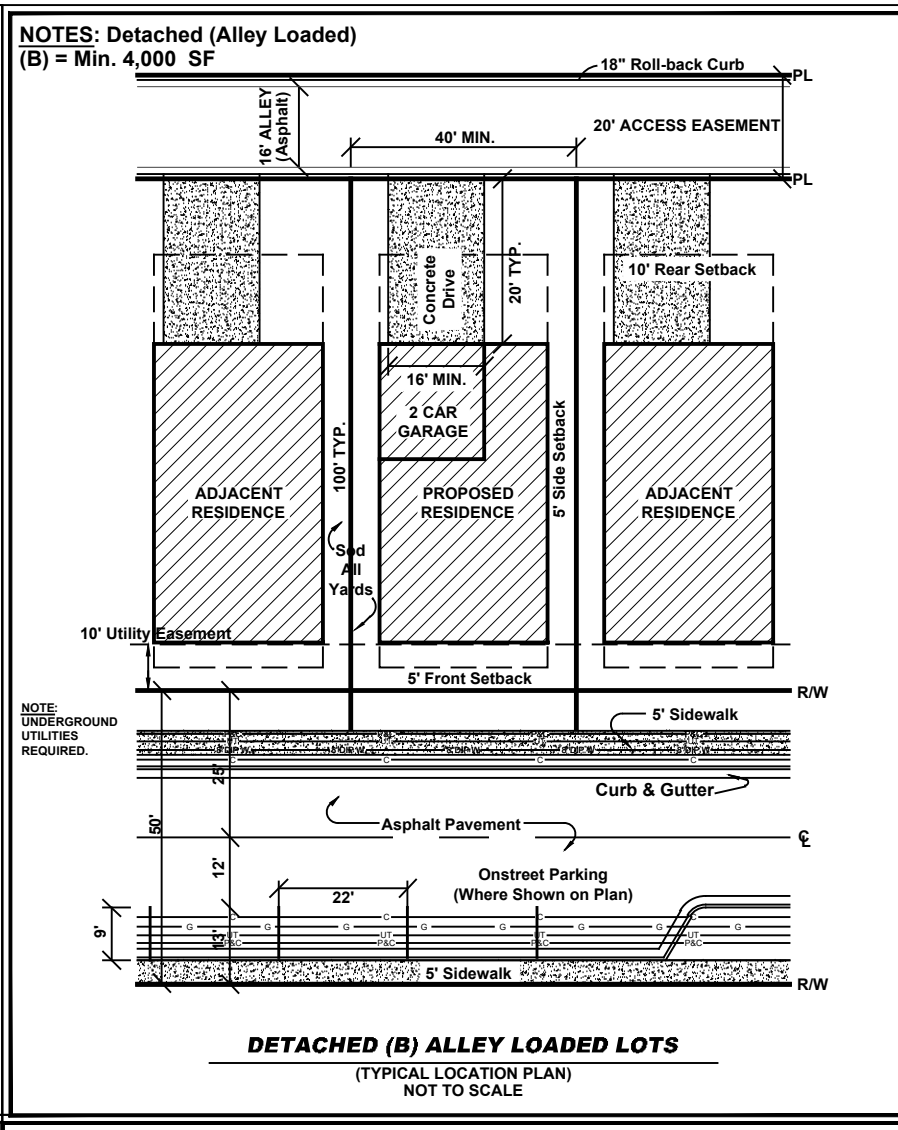
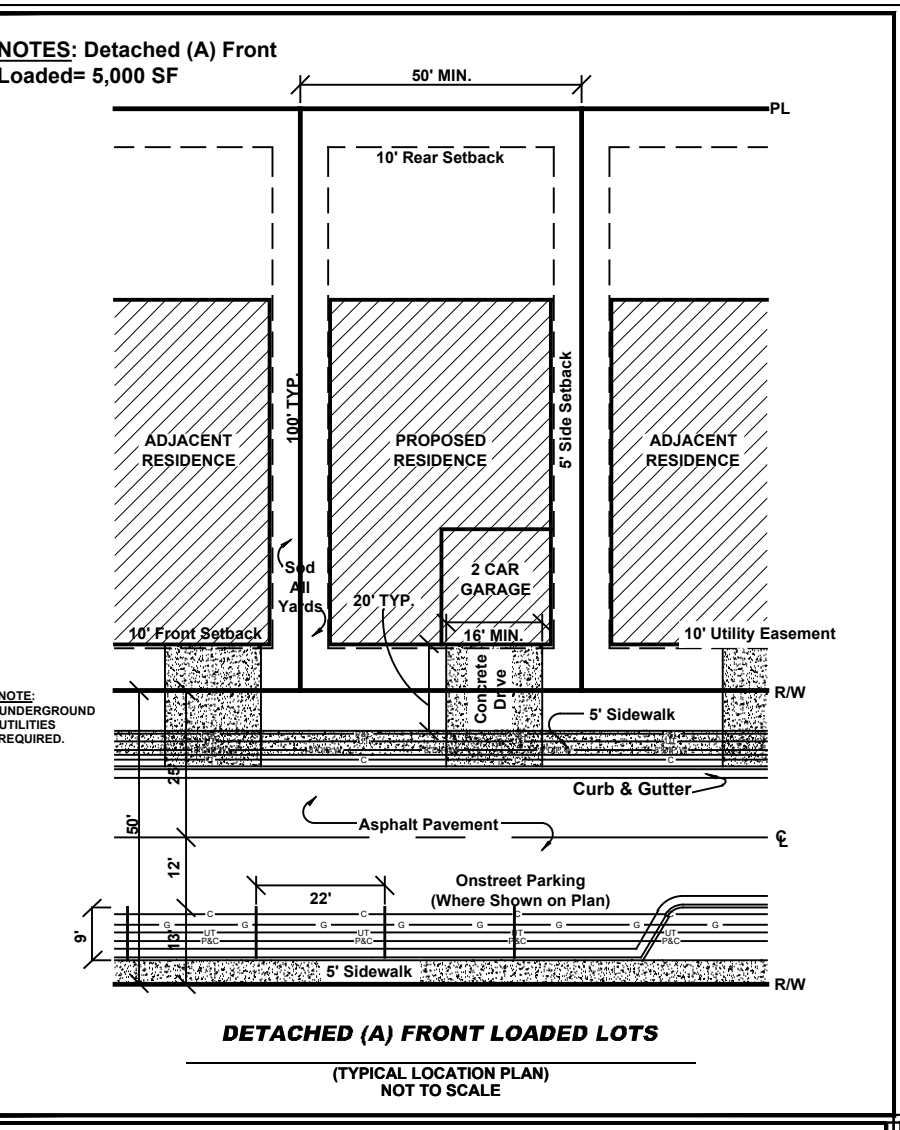
(d) Dimensional requirements by lot type: The following dimensional requirements and limitations shall apply to dwellings and lots:

Table with columns: Lot Type Identifier, Minimum Lot Size (sq. ft.), Minimum Lot Width (ft.), Minimum Front, Side Rear Building Setbacks (ft.), Maximum Number of Lots (not to exceed 334 total), Proposed Number of Lots.

(e) Lots abutting Brighton Park: All subdivision lots that abut a residential lot within Brighton Park subdivision shall be required to be Type "E" front loaded lots.

(f) Lots abutting Pendergrass Road (SR 332) and Map/Parcels 113/004, 113/002 and 113/004, 113/002 and 113/002A shall be required to be Type "F" front loaded lots.

(g) Dimensional requirement not specified. Where the approved PUD application and these conditions of zoning fail to articulate a given regulation, such as necessary building setbacks, maximum lot coverage, and the like, the project shall be required to adhere to dimensional requirements of the MFR (Multi-family Residential) zoning district and general provisions of the Hoschton zoning ordinance, unless a variance is applied for and obtained.



ZONING REQUIREMENTS:

- MAXIMUM DWELLING UNITS: 334
MAXIMUM BUILDING HEIGHT: 35 FEET
MINIMUM DRIVEWAY LENGTH:
FRONT LOADING: 20 FEET FROM SIDEWALK TO FACE OF GARAGE
REAR LOADING: 20 FEET FROM ALLEY TO FACE OF GARAGE
MINIMUM PARKING: A TWO-CAR GARAGE IS REQUIRED FOR EACH UNIT
LOT DIMENSION REQUIREMENTS BY TYPE (SEE CHART ON SHEET PP-1)
OPEN SPACE AND BUFFER
ABUTTING MAP-PARCELS 119-019D AND 119-046, THERE SHALL BE COMMON OPEN SPACE WITH A MINIMUM DEPTH OF 30 FEET...

INSPECTION NOTES:

- 1. NOTIFY CITY OF HOSCHTON INSPECTOR 48 HOURS PRIOR TO THE BEGINNING OF EACH PHASE OF CONSTRUCTION.
2. ALL CONSTRUCTION TO COMPLY WITH CITY OF HOSCHTON STANDARDS.
3. ALL WATER AND SEWER CONSTRUCTION IS TO BE INSPECTED AND TESTED AS PER HOSCHTON STANDARDS PRIOR TO FINAL ACCEPTANCE BY THE CITY.
4. THE CONTACT PERSON SHALL BE ACCESSIBLE 24 HOURS A DAY, 7 DAYS A WEEK WITH NO EXCEPTION.

GEORGIA811 logo and contact information: 1-800-282-7411, Travis Pruitt & Associates, Inc.

REVISIONS table with columns: NO, DATE, DESCRIPTION.

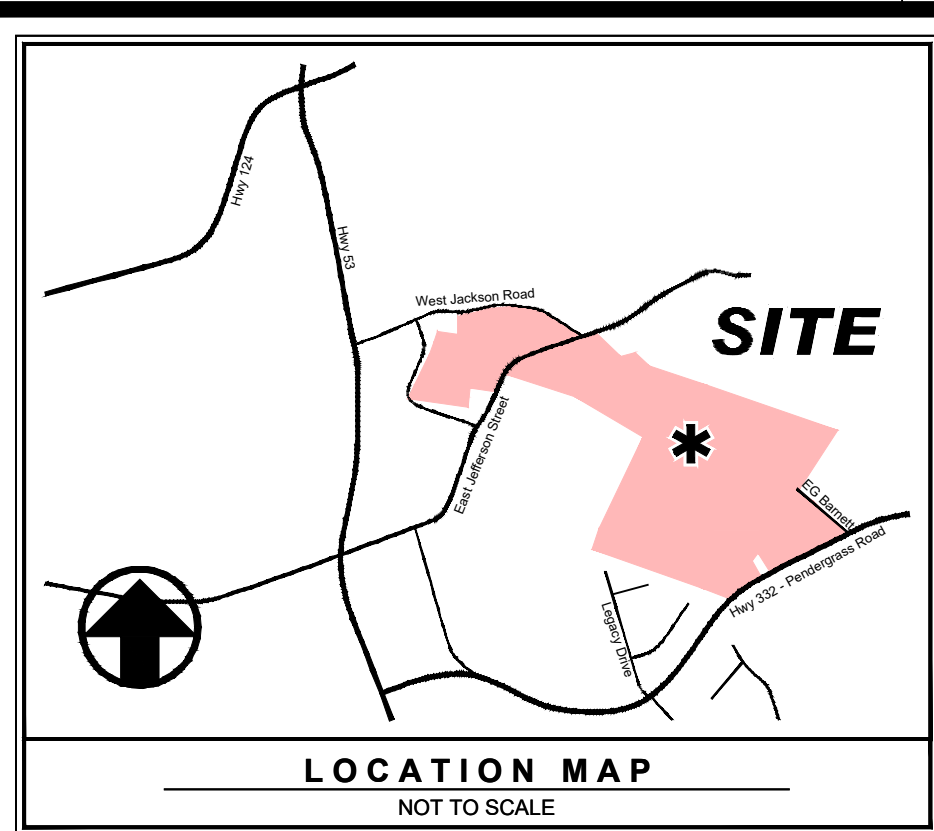
4317 Park Drive, Suite 400
Norcross, Georgia 30093
Phone: (770) 416-7511
Fax: (770) 416-6799
www.travispruit.com
CONTACT PERSON: MIKE MADDOX



PRELIMINARY PLAT - SITE DATA
ABERDEEN
EAST JEFFERSON STREET GMD 1407 - CITY OF HOSCHTON - JACKSON COUNTY - GEORGIA

Professional Engineer seal for Michael Maddox, State of Georgia, License No. 12287. Includes project details: DATE: Jan 16, 2024, SCALE: N/A, CN: 23-0119PN, JUN: 23-0119, FN: ---, SHEET NO: PP-2.

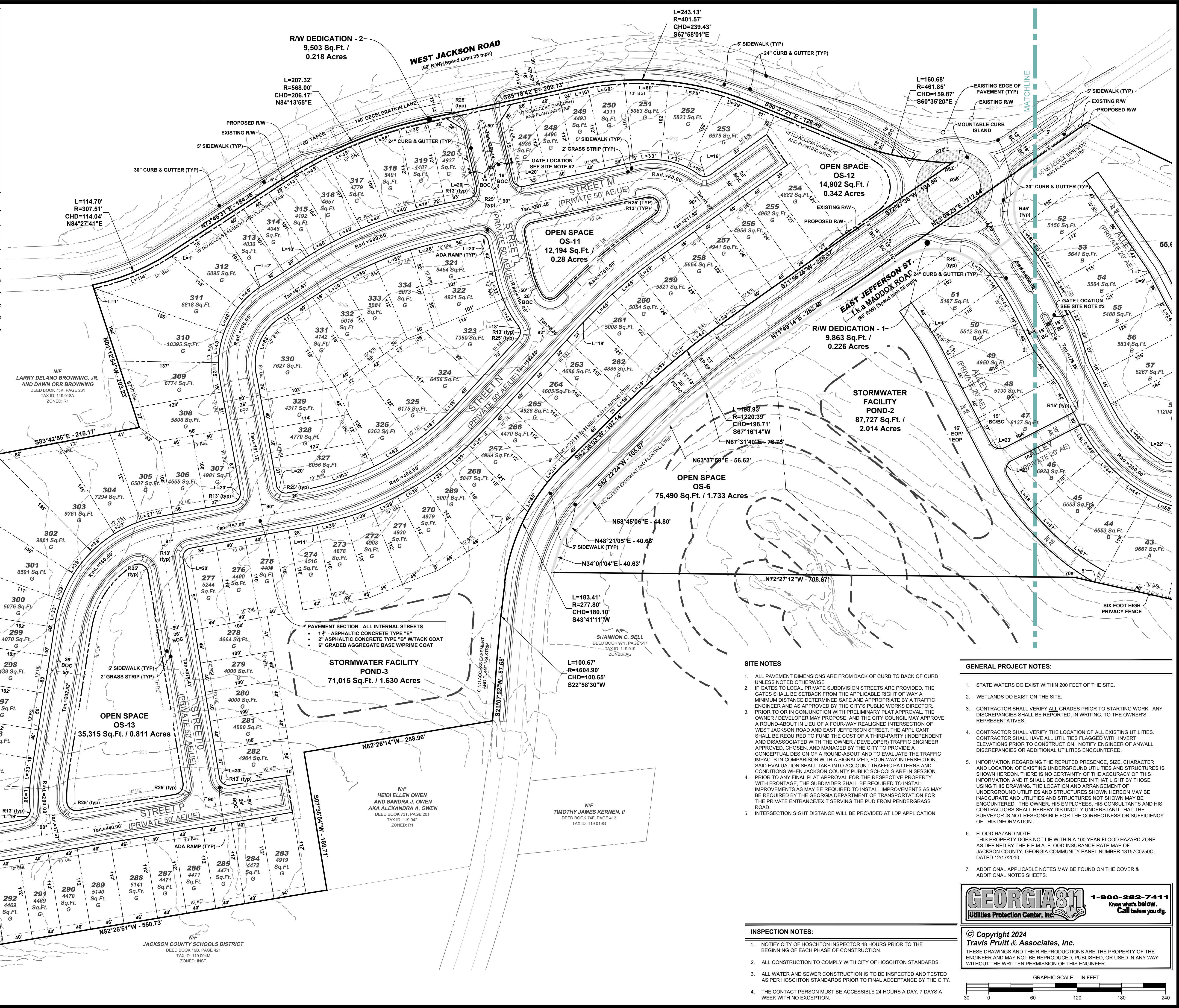




**DEVELOPER**  
**TPG DEVELOPMENT, LLC**  
 11340 LAKEFIELD DRIVE, BUILDING II, SUITE 140  
 JOHNS CREEK, GA 30097  
 678-773-6388

24 HOUR EMERGENCY CONTACT  
 GRANT SMITH  
 770.318.8454  
 E-mail: gsmith@theprovidencegroup.com

**SITE ZONING:** PLANNED UNIT DEVELOPMENT (PUD), CONDITIONAL, PER ORDINANCE 2-23-02  
**SITE AREA:** 109.723 ACRES  
**TAX PARCEL ID:** 113-003A, 119-018, & 119-019  
**LOT YIELD:** TOTAL: 334 LOTS  
**DENSITY:** TOTAL: 3.04 LOTS/ACRE



NO	DATE	DESCRIPTION
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2	02/29/2024	PER CITY COMMENTS
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 CONTACT PERSON: MIKE MADDOX

**Travis Pruitt & Associates, Inc.**  
 ENGINEERS  
 LANDSCAPE ARCHITECTS

**PRELIMINARY PLAT - SITE**

**ABERDEEN**

EAST JEFFERSON STREET GMD 1407 • CITY OF HOSCHTON • JACKSON COUNTY • GEORGIA

- SITE NOTES**
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  - IF GATES TO LOCAL PRIVATE SUBDIVISION STREETS ARE PROVIDED, THE GATES SHALL BE SETBACK FROM THE APPLICABLE RIGHT OF WAY A MINIMUM DISTANCE DETERMINED SAFE AND APPROPRIATE BY A TRAFFIC ENGINEER AND AS APPROVED BY THE CITY'S PUBLIC WORKS DIRECTOR. PRIOR TO OR IN CONJUNCTION WITH PRELIMINARY PLAT APPROVAL, THE OWNER / DEVELOPER MAY PROPOSE, AND THE CITY COUNCIL MAY APPROVE A ROUNDABOUT IN LIEU OF A FOUR-WAY REALIGNED INTERSECTION OF WEST JACKSON ROAD AND EAST JEFFERSON STREET. THE APPLICANT SHALL BE REQUIRED TO FUND THE COST OF A THIRD-PARTY INDEPENDENT AND DISASSOCIATED WITH THE OWNER / DEVELOPER TRAFFIC ENGINEER APPROVED, CHOSEN, AND MANAGED BY THE CITY TO PROVIDE A CONCEPTUAL DESIGN OF A ROUNDABOUT AND TO EVALUATE THE TRAFFIC IMPACTS IN COMPARISON WITH A SIGNALIZED, FOUR-WAY INTERSECTION. SAID EVALUATION SHALL TAKE INTO ACCOUNT TRAFFIC PATTERNS AND CONDITIONS WHEN JACKSON COUNTY PUBLIC SCHOOLS ARE IN SESSION. PRIOR TO ANY FINAL PLAT APPROVAL FOR THE RESPECTIVE PROPERTY WITH FRONTAGE, THE SUBDIVIDER SHALL BE REQUIRED TO INSTALL IMPROVEMENTS AS MAY BE REQUIRED TO INSTALL IMPROVEMENTS AS MAY BE REQUIRED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION FOR THE PRIVATE ENTRANCE/EXIT SERVING THE PUD FROM PENDERGRASS ROAD.
  - INTERSECTION SIGHT DISTANCE WILL BE PROVIDED AT LDP APPLICATION.

- GENERAL PROJECT NOTES:**
- STATE WATERS DO EXIST WITHIN 200 FEET OF THE SITE.
  - WETLANDS DO EXIST ON THE SITE.
  - CONTRACTOR SHALL VERIFY ALL GRADES PRIOR TO STARTING WORK. ANY DISCREPANCIES SHALL BE REPORTED, IN WRITING, TO THE OWNER'S REPRESENTATIVES.
  - CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES. CONTRACTOR SHALL HAVE ALL UTILITIES FLAGGED WITH INVERT ELEVATIONS PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY ALL DISCREPANCIES OR ADDITIONAL UTILITIES ENCOUNTERED.
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  - FLOOD HAZARD NOTE: THIS PROPERTY DOES NOT LIE WITHIN A 100 YEAR FLOOD HAZARD ZONE AS DEFINED BY THE F.E.M.A. FLOOD INSURANCE RATE MAP OF JACKSON COUNTY, GEORGIA COMMUNITY PANEL NUMBER 131570250C, DATED 12/17/2010.
  - ADDITIONAL APPLICABLE NOTES MAY BE FOUND ON THE COVER & ADDITIONAL NOTES SHEETS.

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**GEORGIA811**  
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 1-800-292-7411  
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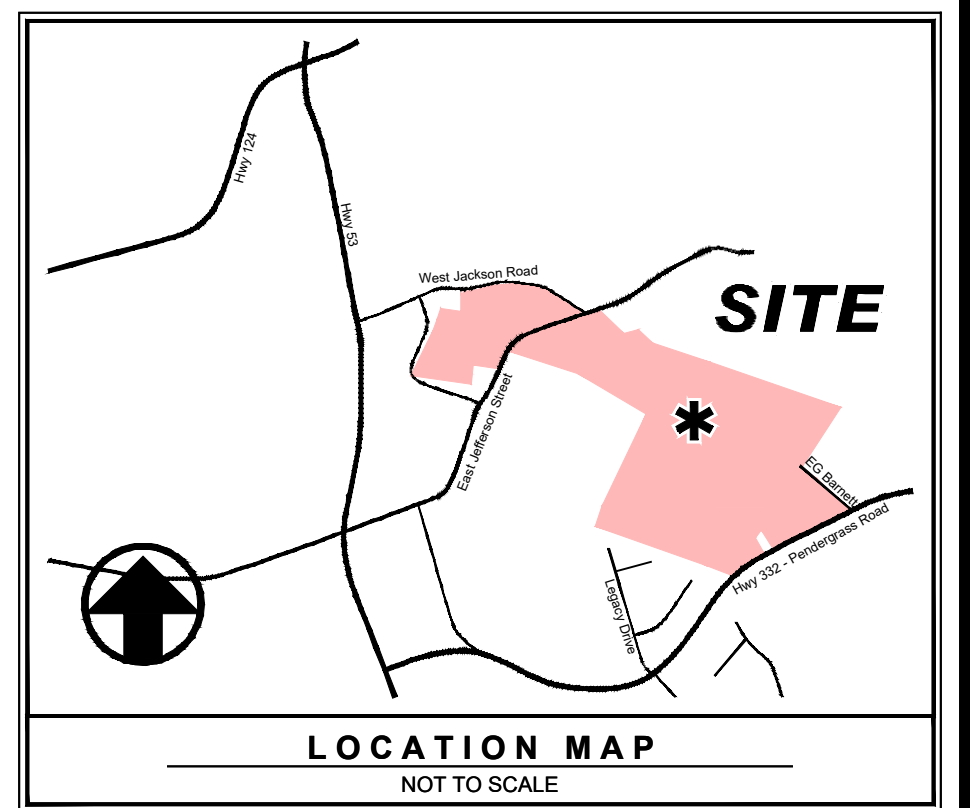
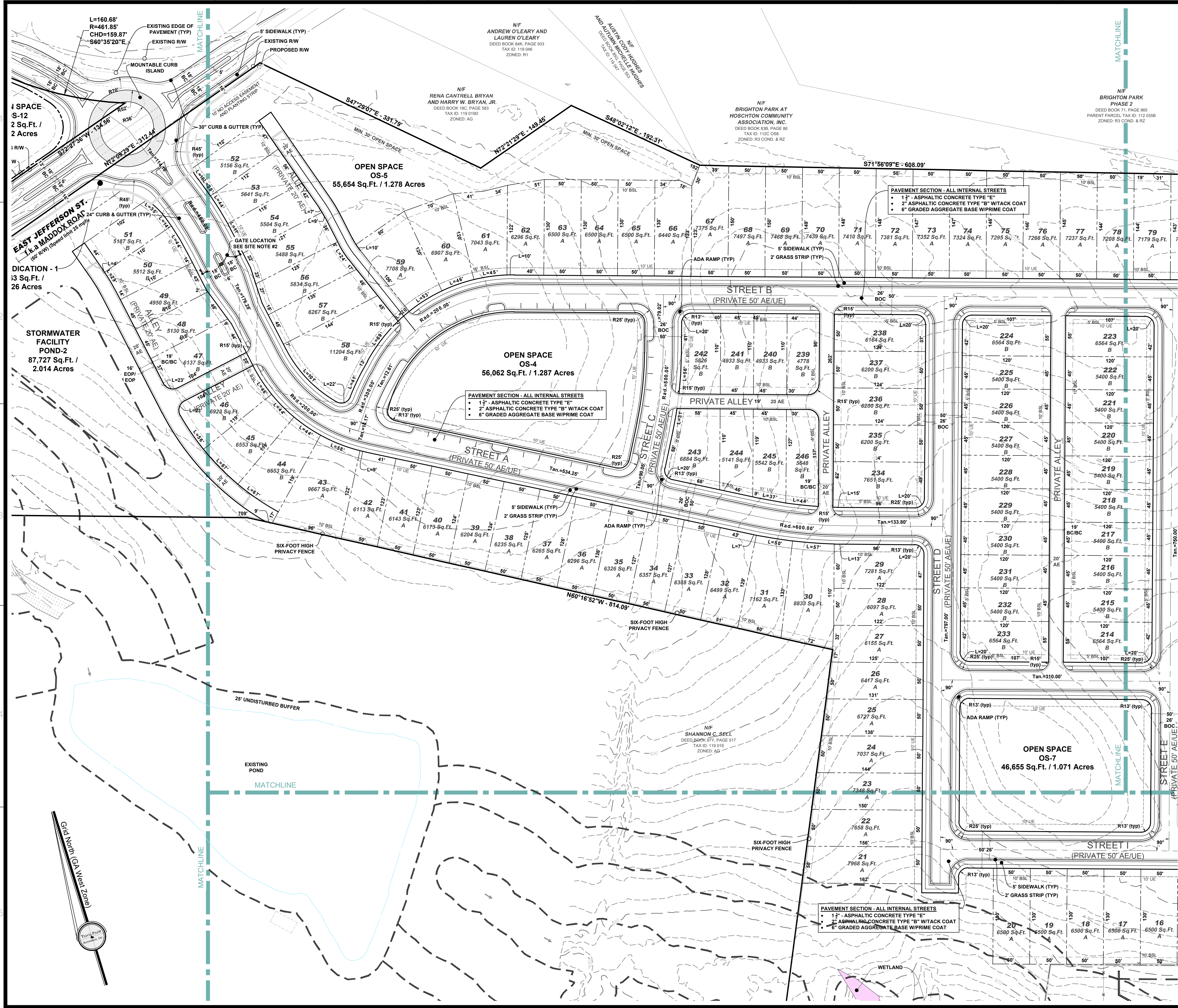
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For The Firm  
 Travis Pruitt & Associates, Inc.  
 DATE: Jan 16, 2024  
 SCALE: 1" = 60'  
 CN: 230119PN  
 JN: 23-0119  
 FN: ---  
 SHEET NO: PP-3

**GEORGIA**  
 PROFESSIONAL ENGINEER  
 MICHAEL MADDOX

GRAPHIC SCALE - IN FEET  
 0 60 120 180 240





**DEVELOPER**  
**TPG DEVELOPMENT, LLC**

11340 LAKEFIELD DRIVE, BUILDING 11, SUITE 140  
JOHNS CREEK, GA 30097  
678-773-6388

**24 HOUR EMERGENCY CONTACT**  
GRANT SMITH  
770.318.6454  
gsmith@theprovidencengroup.com

**SITE ZONING:** PLANNED UNIT DEVELOPMENT (PUD), CONDITIONAL, PER ORDINANCE Z-23-02

**SITE AREA:** 109.723 ACRES

**TAX PARCEL ID:** 113-003A, 119-018, & 119-019

**LOT YIELD:** TOTAL: 334 LOTS

**DENSITY:** TOTAL: 3.04 LOTS/ACRE

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For The Firm  
Travis Pruitt & Associates, Inc.  
DATE: Jan 16, 2024  
SCALE: 1" = 60'  
CN: 230119PN  
JN: 23-0119  
FN: ---  
SHEET NO: PP-4

NO	DATE	DESCRIPTION
0	01/16/2024	RELEASED FOR CITY APPROVAL
1	02/29/2024	PER CITY COMMENTS
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3	04/15/2024	PER CITY COMMENTS

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Norcross, Georgia 30093  
Phone: (770) 416-7511  
Fax: (770) 416-6799  
www.travispruit.com  
CONTACT PERSON: MIKE MADDOX

**Travis Pruitt & Associates, Inc.**  
ENGINEERS  
LANDSCAPE ARCHITECTS

PRELIMINARY PLAT - SITE

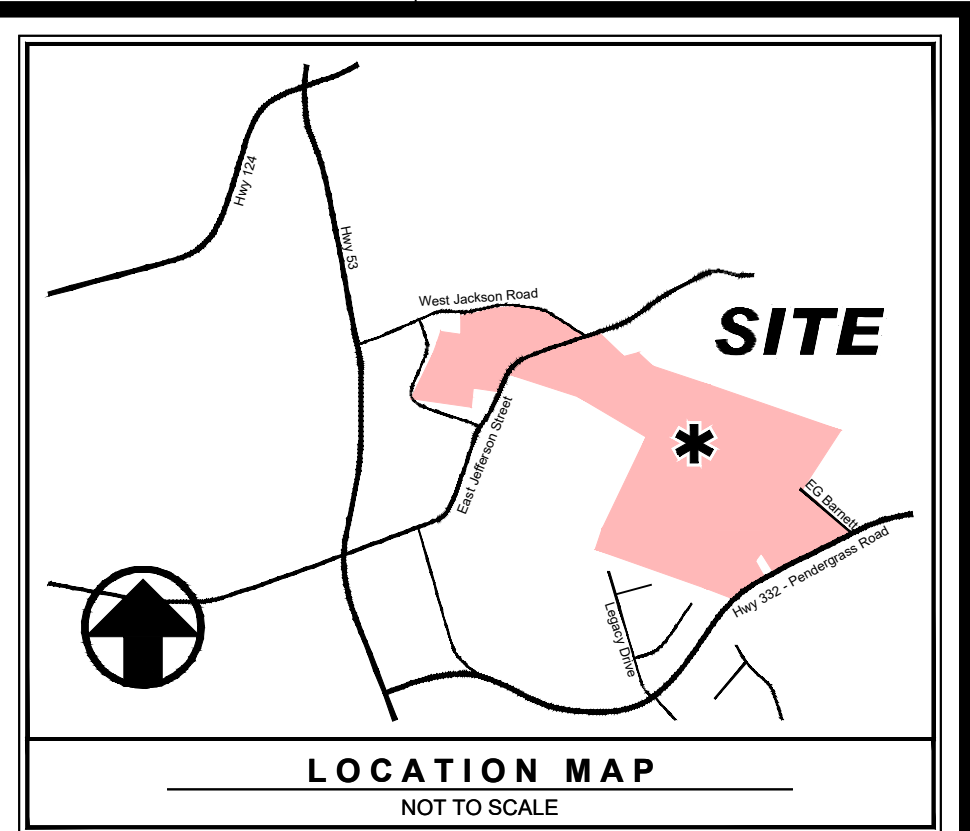
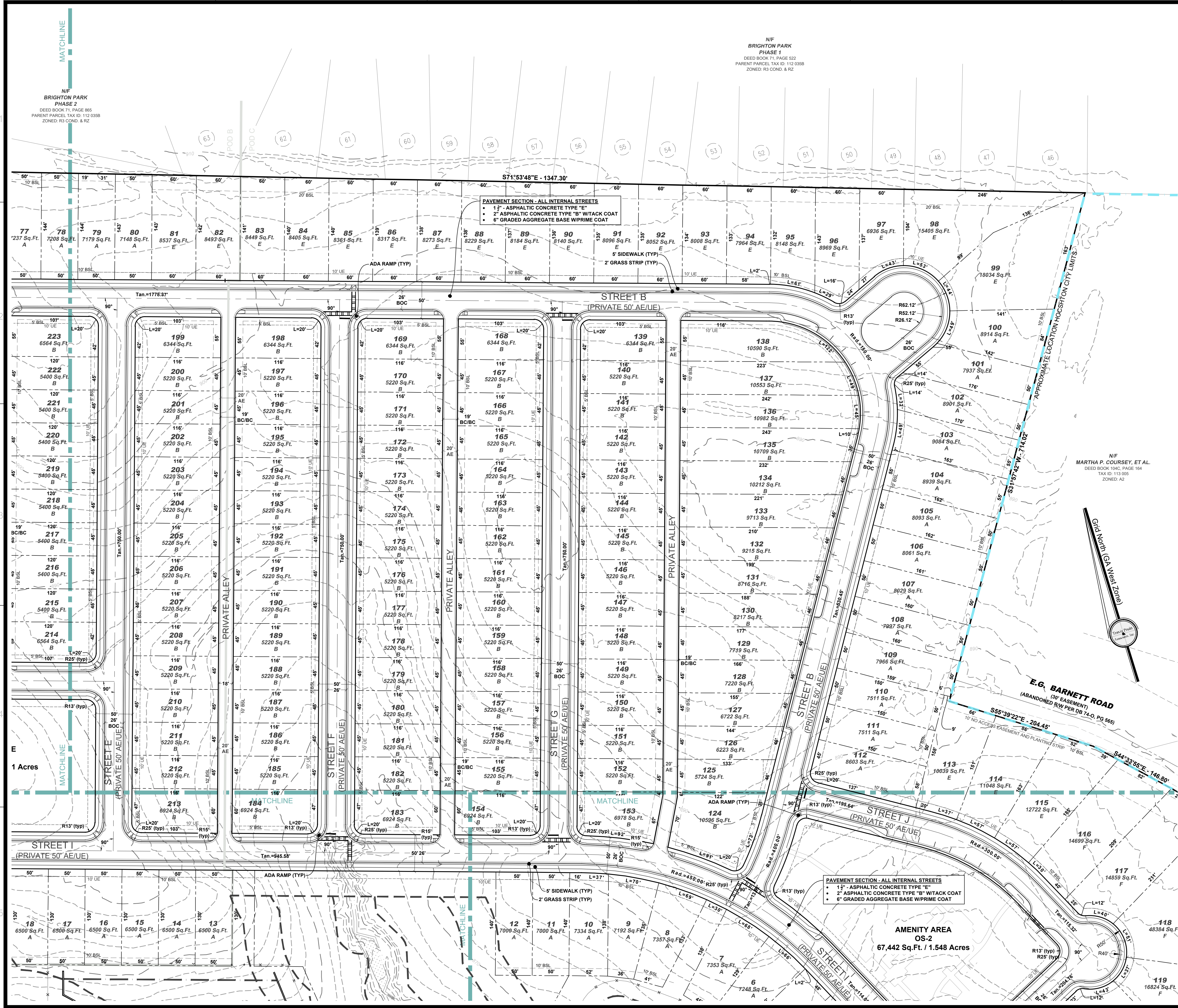
**ABERDEEN**

EAST JEFFERSON STREET GMD 1407 • CITY OF HOSCHTON • JACKSON COUNTY • GEORGIA

**GEORGIA ENGINEERS**  
MICHAEL MADDOX

For The Firm  
Travis Pruitt & Associates, Inc.





**DEVELOPER**  
**TPG DEVELOPMENT, LLC**

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**24 HOUR EMERGENCY CONTACT**  
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770.318.6454  
gsmith@theprovidencegroup.com

**SITE ZONING:** PLANNED UNIT DEVELOPMENT (PUD), CONDITIONAL, PER ORDINANCE 2-23-02

**SITE AREA:** 109.723 ACRES

**TAX PARCEL ID:** 113-003A, 119-018, & 119-019

**LOT YIELD:** TOTAL: 334 LOTS

**DENSITY:** TOTAL: 3.04 LOTS/ACRE

**SITE NOTES**

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For The Firm  
Travis Pruitt & Associates, Inc.  
DATE: Jan 16, 2024  
SCALE: 1" = 60'  
CN: 230119PN  
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NO	DATE	DESCRIPTION
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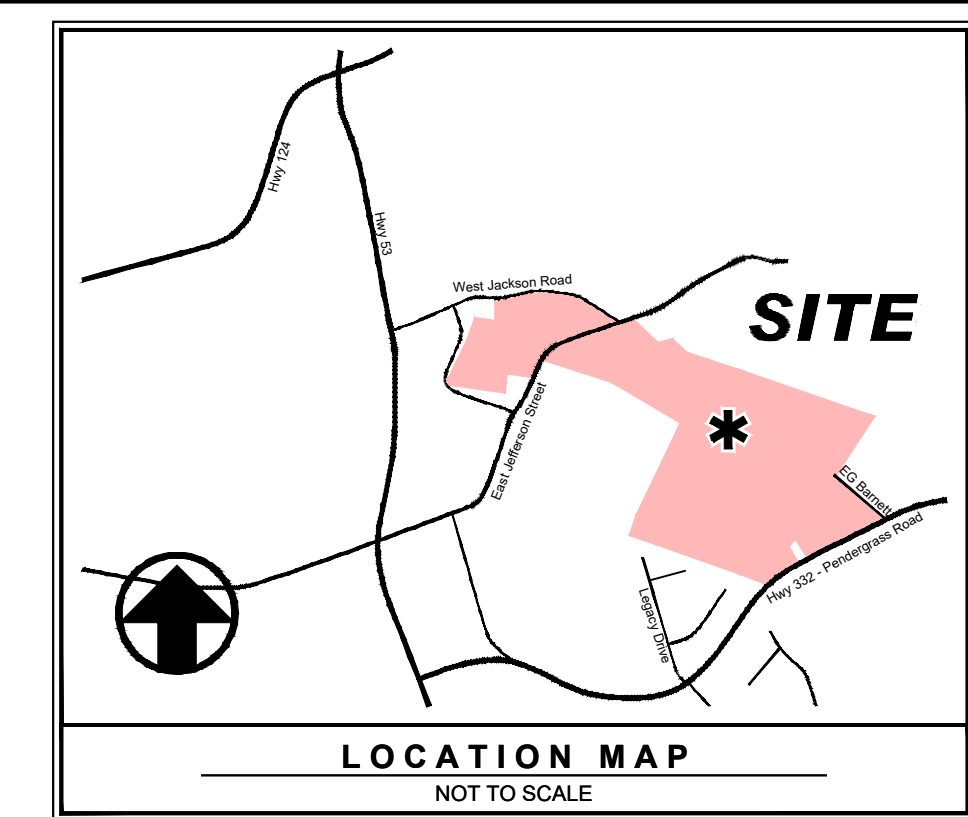
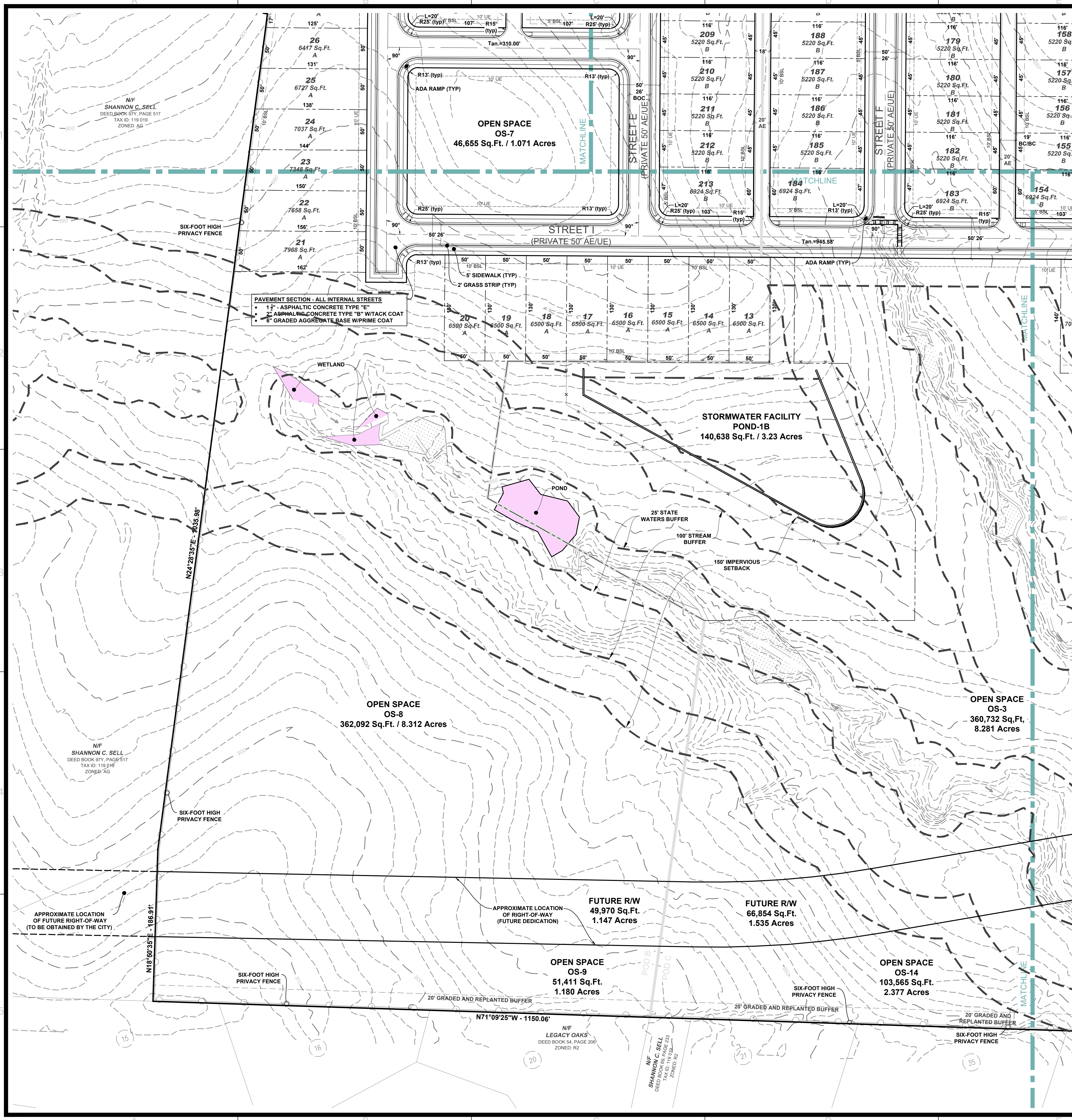
PRELIMINARY PLAT - SITE

**ABERDEEN**

EAST JEFFERSON STREET GMD 1407 • CITY OF HOSCHTON • JACKSON COUNTY • GEORGIA

**GEORGIA**  
REGISTERED PROFESSIONAL ENGINEER  
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**TPG DEVELOPMENT, LLC**  
 11340 LAKEFIELD DRIVE, BUILDING 11, SUITE 140  
 JOHNS CREEK, GA 30097  
 678-773-6398

**24 HOUR EMERGENCY CONTACT**  
 GRANT SMITH  
 770.318.6454  
 E-mail: gsmith@theprovidencegroup.com

**SITE ZONING:** PLANNED UNIT DEVELOPMENT (PUD), CONDITIONAL, PER ORDINANCE Z-23-02  
**SITE AREA:** 109,723 ACRES  
**TAX PARCEL ID:** 113-003A, 119-018, & 119-019  
**LOT YIELD:** TOTAL: 334 LOTS  
**DENSITY:** TOTAL: 3.04 LOTS/ACRE

- SITE NOTES**
- ALL PAVEMENT DIMENSIONS ARE FROM BACK OF CURB TO BACK OF CURB UNLESS NOTED OTHERWISE.
  - IF GATES TO LOCAL PRIVATE SUBDIVISION STREETS ARE PROVIDED, THE GATES SHALL BE SETBACK FROM THE APPLICABLE RIGHT OF WAY A MINIMUM DISTANCE DETERMINED SAFE AND APPROPRIATE BY A TRAFFIC ENGINEER AND AS APPROVED BY THE CITY'S PUBLIC WORKS DIRECTOR.
  - PRIOR TO OR IN CONJUNCTION WITH PRELIMINARY PLAT APPROVAL, THE OWNER/DEVELOPER MAY PROPOSE, AND THE CITY COUNCIL MAY APPROVE A ROUND-ABOUT IN LIEU OF A FOUR-WAY REALIGNED INTERSECTION OF WEST JACKSON ROAD AND EAST JEFFERSON STREET. THE APPLICANT SHALL BE REQUIRED TO FUND THE COST OF A THIRD-PARTY (INDEPENDENT AND DISASSOCIATED WITH THE OWNER/DEVELOPER) TRAFFIC ENGINEER APPROVED, CHOSEN AND MANAGED BY THE CITY TO PROVIDE A CONCEPTUAL DESIGN OF A ROUND-ABOUT AND TO EVALUATE THE TRAFFIC IMPACTS IN COMPARISON WITH A SIGNALIZED, FOUR-WAY INTERSECTION. SAID EVALUATION SHALL TAKE INTO ACCOUNT TRAFFIC PATTERNS AND CONDITIONS WHEN JACKSON COUNTY PUBLIC SCHOOLS ARE IN SESSION.
  - PRIOR TO ANY FINAL PLAT APPROVAL FOR THE RESPECTIVE PROPERTY WITH FRONTAGE, THE SUBDIVIDER SHALL BE REQUIRED TO INSTALL IMPROVEMENTS AS MAY BE REQUIRED TO INSTALL IMPROVEMENTS AS MAY BE REQUIRED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION FOR THE PRIVATE ENTRANCE/EXIT SERVING THE PUD FROM PENDERGRASS ROAD.
  - INTERSECTION SIGHT DISTANCE WILL BE PROVIDED AT LDP APPLICATION.

- GENERAL PROJECT NOTES:**
- STATE WATERS DO EXIST WITHIN 200 FEET OF THE SITE.
  - WETLANDS DO EXIST ON THE SITE.
  - CONTRACTOR SHALL VERIFY ALL GRADES PRIOR TO STARTING WORK. ANY DISCREPANCIES SHALL BE REPORTED, IN WRITING, TO THE OWNER'S REPRESENTATIVES.
  - CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES. CONTRACTOR SHALL HAVE ALL UTILITIES FLAGGED WITH INVERT ELEVATIONS PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY ALL DISCREPANCIES OR ADDITIONAL UTILITIES ENCOUNTERED.
  - INFORMATION REGARDING THE REPUTED PRESENCE, SIZE, CHARACTER AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES IS SHOWN HEREON. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED IN THAT LIGHT BY THOSE USING THIS DRAWING. THE LOCATION AND ARRANGEMENT OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN HEREON MAY BE INACCURATE AND UTILITIES AND STRUCTURES NOT SHOWN MAY BE ENCOUNTERED. THE OWNER, HIS EMPLOYEES, HIS CONSULTANTS AND HIS CONTRACTORS SHALL HEREBY DISTINCTLY UNDERSTAND THAT THE SURVEYOR IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF THIS INFORMATION.
  - FLOOD HAZARD NOTE:  
THIS PROPERTY DOES NOT LIE WITHIN A 100 YEAR FLOOD HAZARD ZONE AS DEFINED BY THE F.E.M.A. FLOOD INSURANCE RATE MAP OF JACKSON COUNTY, GEORGIA COMMUNITY PANEL NUMBER 13157C0250C, DATED 12/17/2010.
  - ADDITIONAL APPLICABLE NOTES MAY BE FOUND ON THE COVER & ADDITIONAL NOTES SHEETS.

- INSPECTION NOTES:**
- NOTIFY CITY OF HOSCHTON INSPECTOR 48 HOURS PRIOR TO THE BEGINNING OF EACH PHASE OF CONSTRUCTION.
  - ALL CONSTRUCTION TO COMPLY WITH CITY OF HOSCHTON STANDARDS.
  - ALL WATER AND SEWER CONSTRUCTION IS TO BE INSPECTED AND TESTED AS PER HOSCHTON STANDARDS PRIOR TO FINAL ACCEPTANCE BY THE CITY.
  - THE CONTACT PERSON MUST BE ACCESSIBLE 24 HOURS A DAY, 7 DAYS A WEEK WITH NO EXCEPTION.

**GEORGIA811** 1-800-292-7411  
 Utilities Protection Center, Inc. Know what's below. Call before you dig.

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For The Firm  
 Travis Pruitt & Associates, Inc.  
 DATE: Jan 16, 2024  
 SCALE: 1" = 60'  
 CN: 230119PN  
 JN: 23-0119  
 FN: ---  
 SHEET NO: PP-6

NO	DATE	DESCRIPTION
0	01/16/2024	RELEASED FOR CITY APPROVAL
1	02/29/2024	PER CITY COMMENTS
2	02/29/2024	PER CITY COMMENTS
3	04/15/2024	PER CITY COMMENTS

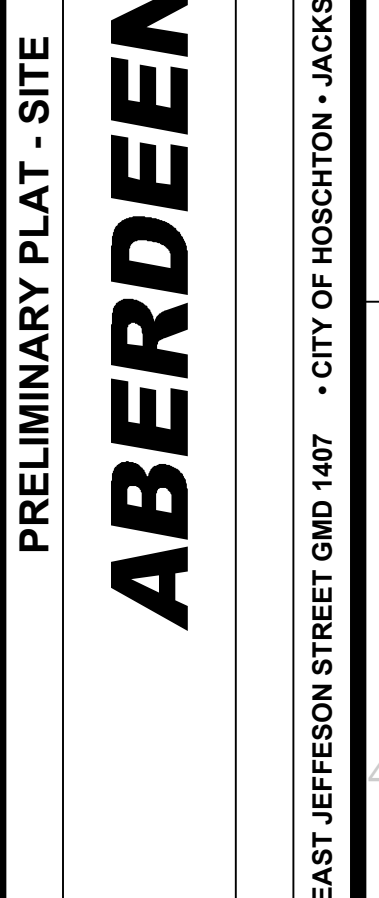
4317 Park Drive, Suite 400  
 Norcross, Georgia 30093  
 Phone: (770) 416-5711  
 Fax: (770) 416-5799  
 www.travispruit.com  
 CONTACT PERSON: MIKE MADDOX

Travis Pruitt & Associates, Inc.  
 ENGINEERS  
 LANDSCAPE ARCHITECTS

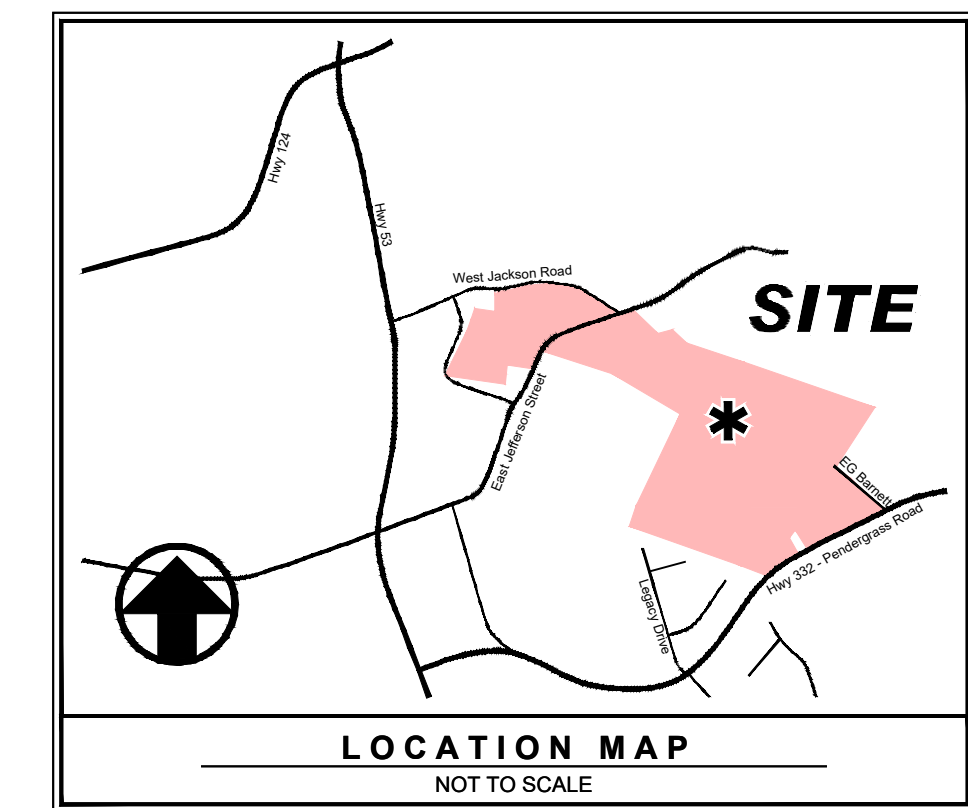
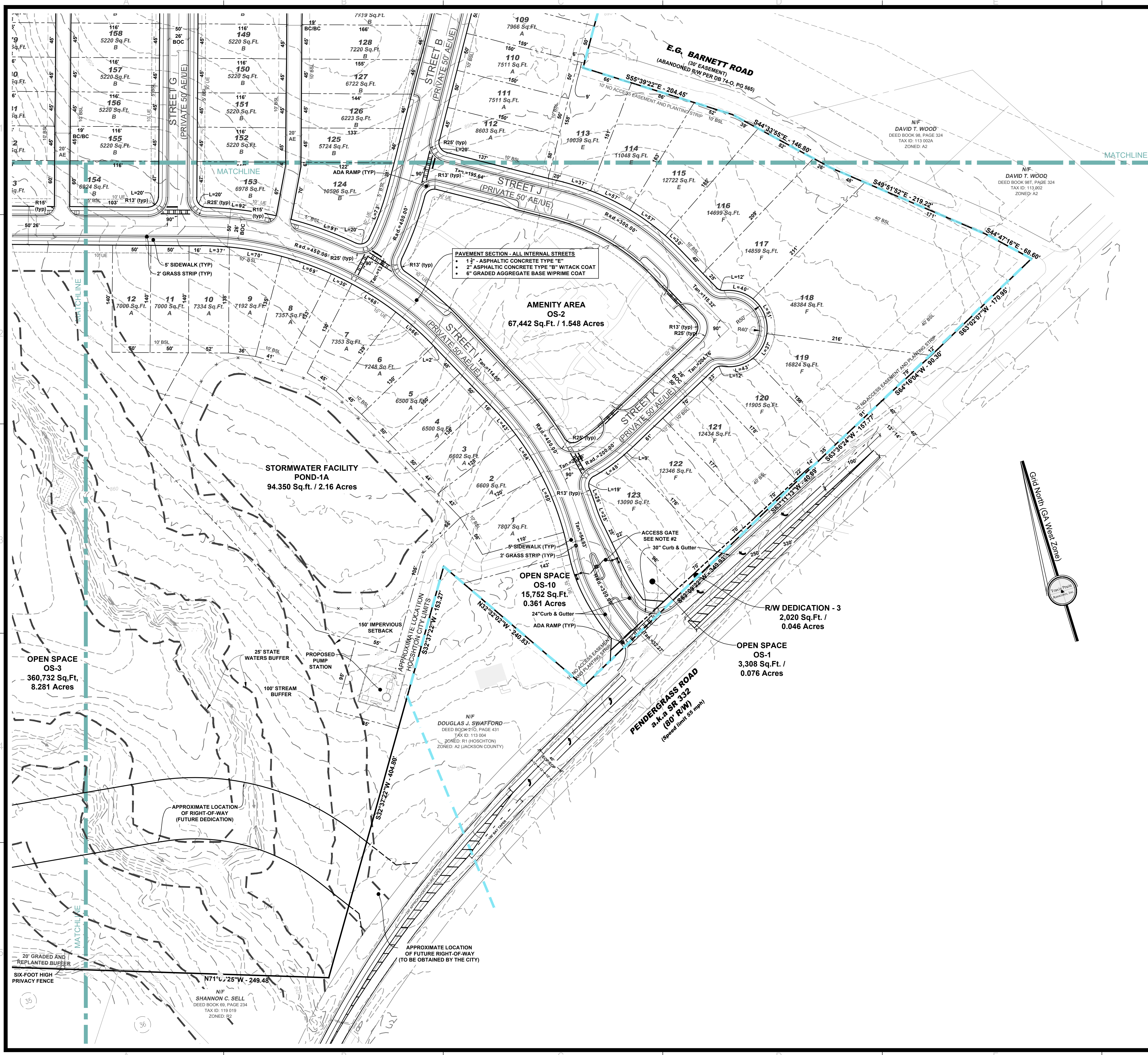
PRELIMINARY PLAT - SITE

**ABERDEEN**

EAST JEFFERSON STREET GMD 1407 • CITY OF HOSCHTON • JACKSON COUNTY • GEORGIA







**DEVELOPER**  
**TPG DEVELOPMENT, LLC**  
11340 LAKEFIELD DRIVE, BUILDING II, SUITE 140  
JOHNS CREEK, GA 30097  
678-773-6398

**24 HOUR EMERGENCY CONTACT**  
GRANT SMITH  
770.318.6454  
gsmith@theprvidencegroup.com

**SITE ZONING:** PLANNED UNIT DEVELOPMENT (PUD), CONDITIONAL, PER ORDINANCE Z-23-02

**SITE AREA:** 109.723 ACRES

**TAX PARCEL ID:** 113-003A, 119-018, & 119-019

**LOT YIELD:** TOTAL: 334 LOTS

**DENSITY:** TOTAL: 3.04 LOTS/ACRE

- SITE NOTES**
- ALL PAVEMENT DIMENSIONS ARE FROM BACK OF CURB TO BACK OF CURB UNLESS NOTED OTHERWISE
  - IF GATES TO LOCAL PRIVATE SUBDIVISION STREETS ARE PROVIDED, THE GATES SHALL BE SETBACK FROM THE APPLICABLE RIGHT OF WAY A MINIMUM DISTANCE DETERMINED SAFE AND APPROPRIATE BY A TRAFFIC ENGINEER AND AS APPROVED BY THE CITY'S PUBLIC WORKS DIRECTOR. PRIOR TO OR IN CONJUNCTION WITH PRELIMINARY PLAT APPROVAL, THE OWNER / DEVELOPER MAY PROPOSE, AND THE CITY COUNCIL MAY APPROVE A ROUND-ABOUT IN LIEU OF A FOUR-WAY REALIGNED INTERSECTION OF WEST JACKSON ROAD AND EAST JEFFERSON STREET. THE APPLICANT SHALL BE REQUIRED TO FUND THE COST OF A THIRD-PARTY (INDEPENDENT AND DISSOCIATED WITH THE OWNER / DEVELOPER) TRAFFIC ENGINEER APPROVED, CHOSEN, AND MANAGED BY THE CITY TO PROVIDE A CONCEPTUAL DESIGN OF A ROUND-ABOUT AND TO EVALUATE THE TRAFFIC IMPACTS IN COMPARISON WITH A SIGNALIZED, FOUR-WAY INTERSECTION. SAID EVALUATION SHALL TAKE INTO ACCOUNT TRAFFIC PATTERNS AND CONDITIONS WHEN JACKSON COUNTY PUBLIC SCHOOLS ARE IN SESSION. PRIOR TO ANY FINAL PLAT APPROVAL FOR THE RESPECTIVE PROPERTY WITH FRONTAGE, THE SUBDIVIDER SHALL BE REQUIRED TO INSTALL IMPROVEMENTS AS MAY BE REQUIRED TO INSTALL IMPROVEMENTS AS MAY BE REQUIRED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION FOR THE PRIVATE ENTRANCE/EXIT SERVING THE PUD FROM PENDERGRASS ROAD.
  - INTERSECTION SIGHT DISTANCE WILL BE PROVIDED AT LDP APPLICATION.

- GENERAL PROJECT NOTES:**
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  - ADDITIONAL APPLICABLE NOTES MAY BE FOUND ON THE COVER & ADDITIONAL NOTES SHEETS.

- INSPECTION NOTES:**
- NOTIFY CITY OF HOCHSTON INSPECTOR 48 HOURS PRIOR TO THE BEGINNING OF EACH PHASE OF CONSTRUCTION.
  - ALL CONSTRUCTION TO COMPLY WITH CITY OF HOCHSTON STANDARDS.
  - ALL WATER AND SEWER CONSTRUCTION IS TO BE INSPECTED AND TESTED AS PER HOCHSTON STANDARDS PRIOR TO FINAL ACCEPTANCE BY THE CITY.
  - THE CONTACT PERSON MUST BE ACCESSIBLE 24 HOURS A DAY, 7 DAYS A WEEK WITH NO EXCEPTION.

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For The Firm  
Travis Pruitt & Associates, Inc.  
DATE: Jan 16, 2024  
SCALE: 1" = 60'  
CN: 230119PN  
JN: 23-0119  
FN: ---  
SHEET NO: PP-7

NO	DATE	DESCRIPTION
0	01/16/2024	RELEASED FOR CITY APPROVAL
1	02/28/2024	PER CITY COMMENTS
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3	04/15/2024	PER CITY COMMENTS
6		

4317 Park Drive, Suite 400  
Norcross, Georgia 30093  
Phone: (770) 416-7511  
Fax: (770) 416-6799  
www.travispruitt.com  
CONTACT PERSON: MIKE MADDOX

Travis Pruitt & Associates, Inc.  
LANDSCAPE ARCHITECT

PRELIMINARY PLAT - SITE

**ABERDEEN**

EAST JEFFERSON STREET GMD 1407 • CITY OF HOCHSTON • JACKSON COUNTY • GEORGIA

GEORGIA REGISTERED PROFESSIONAL ENGINEER  
MICHAEL MADDOX



CITY OF HOSCHTON  
STATE OF GEORGIA

ORDINANCE Z-23-02

AN ORDINANCE TO PROVIDE FOR THE ANNEXATION OF LAND TO THE EXISTING CORPORATE LIMITS OF THE CITY OF HOSCHTON, GEORGIA; TO PROVIDE FOR THE ZONING CLASSIFICATION FOR SUCH ANNEXED PROPERTY; TO REZONE PROPERTY NOW WITHIN THE CITY LIMITS; TO AMEND THE OFFICIAL ZONING MAP OF THE CITY OF HOSCHTON TO REFLECT ANNEXATION, ZONING AND REZONING; TO PROVIDE NOTICE OF THE APPROVED ANNEXATION TO THE GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS AND JACKSON COUNTY AS WELL AS THE LEGISLATIVE AND CONGRESSIONAL REAPPORTIONMENT OFFICE OF THE GENERAL ASSEMBLY; TO PROVIDE FOR AN EFFECTIVE DATE FOR AD VALOREM TAX AND OTHER PURPOSES; TO LIMIT REZONING OF THE PROPERTY ANNEXED TO A HIGHER DENSITY OR INTENSITY FOR A SPECIFIED PERIOD; AND FOR OTHER PURPOSES

**WHEREAS**, the Providence Group of Georgia, LLC, applicant, Shannon C. Sell, and Paul T. and Brenda A. Cheek, property owners, have filed a complete application to annex approximately 33.0 acres with PUD (Planned Unit Development) District zoning, said property proposed to be annexed consisting of that part of Map/Parcel 119/019 not currently in the city limits of Hoschton (approximately 25.6 acres) (Shannon C. Sell, owner) and all of Map/Parcel 113/003A (approximately 7.4 acres) (Cheek property), said property proposed to be annexed fronting approximately 824 feet on the north side of Pendergrass Road (SR 332) west of E.G. Barnett Road and also fronting approximately 640 feet on the west side of E.G. Barnett Road (Cheek property) and

**WHEREAS**, said annexation application includes the written and signed applications of all (100%) of the owners of all of the land, except the owners of any public street, road, highway, or right of way, proposed to be annexed, as required by O.C.G.A. § 36-36-21; and

**WHEREAS**, additionally, the applicant seeks to rezone approximately 84.46 acres contiguous to the proposed annexation, said lands including a part of Map/Parcel 119/019, i.e., part of remainder of Sell property, fronting on the east side of East Jefferson Street and 17.86 acres fronting approximately 1,115 feet on the west side of East Jefferson Street and fronting approximately 1,230 feet on the south side of West Jackson Road (Map/Parcel 119/018) (property of West Jackson, LLC) from A (Agricultural District) to PUD (Planned Unit Development District); and

**WHEREAS**, The total estimated acreage within the proposed PUD site plan/ zoning district is 109.72 acres; of which and

**WHEREAS**, the property to be annexed and zoned PUD (Planned Unit Development District), conditional, and the property to be rezoned from A (Agricultural District) to PUD

**Ordinance Z-23-02 Providence Group PUD**

(Planned Unit Development District, conditional, are described in detail in Exhibit A which by reference is incorporated herein;

**WHEREAS**, the property to be annexed is a “contiguous area” to the existing city limits of Hoschton as that term is defined by O.C.G.A. § 36-36-20(a); and

**WHEREAS**, the Property to be annexed does not result in an “unincorporated island” as that term is defined in O.C.G.A. § 36-36-4; and

**WHEREAS**, pursuant to O.C.G.A. § 36-36-6, the city provided written notice of the proposed annexation to the governing authority of the County (the Jackson County Board of Commissioners) as required by law; and

**WHEREAS**, pursuant to O.C.G.A. § 36-36-111, notice by verifiable delivery of the proposed annexation and the proposed zoning district or districts by the city was sent to the county governing authority and the affected school system, said notice having been accomplished by certified mail or statutory overnight delivery, return receipt requested, as required; and

**WHEREAS**, the Jackson County Board of Commissioners objected to the proposed annexation pursuant to O.C.G.A. § 36-36-113, and served the city with proper notice of such objection; and

**WHEREAS**, after negotiating in good faith, the City of Hoschton and Jackson County agreed to a settlement and the county’s objection was withdrawn pursuant to an annexation dispute final order approved by Jackson County, the City of Hoschton, and the applicant and approved by the Annexation Arbitration Panel appointed by the Georgia Department of Community Affairs, with the provisions that the city must limit the proposed Planned Unit Development zone/rezone to no more than 334 dwelling units and would attach conditions of approval to said approval if annexed; and

**WHEREAS**, the Hoschton City Council has authority pursuant to O.C.G.A. § 36-36-1 *et seq.* to annex certain property and authority pursuant to the Hoschton Zoning Ordinance to amend the City of Hoschton’s Official Zoning Map; and

**WHEREAS**, the Hoschton City Council held two public hearings on the application and has complied with all applicable laws and ordinances with respect to the public notice for public hearings and for the processing of such application; and

**WHEREAS**, the city’s consulting planner has prepared a report on the annexation and zoning and rezoning request, and such report provides findings with regard to the application and the extent to which the application is consistent with standards governing the exercise of zoning power articulated in the Hoschton zoning ordinance; and

**WHEREAS**, it has been determined by the Mayor and Council that such application meets the requirements of law pertaining to said application as required by applicable provisions

**Ordinance Z-23-02 Providence Group PUD**

in Chapter 36 of Title 36 of the Georgia Code and that it is desirable, necessary and within the public's interest to approve the annexation application and zoning application of the applicant and to amend the City of Hoschton's Official Zoning Map accordingly; and

**WHEREAS**, per the requirements of HB 1385 (amending O.C.G.A. § 36-36-3), effective July 1, 2022, the city is required to file a report identifying any property annexed with the Legislative and Congressional Reapportionment Office of the General Assembly, in addition to the Georgia Department of Community Affairs and the county wherein the property annexed is located;

Now, Therefore, IT IS HEREBY ORDAINED by the Hoschton City Council as follows:

**Section 1.**

The property proposed for annexation, described in Exhibit A, is hereby annexed to the existing corporate limits of the City of Hoschton, Georgia, and is hereby zoned PUD, Planned Unit Development, conditional, subject to conditions of zoning specified in Exhibit B attached to this ordinance.

**Section 2.**

The property already inside the city limits and proposed for rezoning, described in Exhibit A, is hereby rezoned from A (Agricultural District) to PUD, Planned Unit Development, conditional, subject to conditions of zoning specified in Exhibit B attached to this ordinance.

**Section 3.**

An identification of the property annexed by this ordinance shall be filed with the Georgia Department of Community Affairs and with the governing authority of Jackson County (Jackson County Board of Commissioners) in accordance with O.C.G.A. § 36-36-3, as well as with the Legislative and Congressional Reapportionment Office of the General Assembly as required by HB 1385 (amending O.C.G.A. § 36-36-3), effective July 1, 2022. The city clerk is directed to coordinate the submission of Geographic Information System (GIS) shape files by the Jackson County Geographic Information System (GIS) Department to the City of Hoschton for transmittal to said Reapportionment office as required by law. The city clerk is further directed to enter the annexation information and signed annexation ordinance into the Georgia Department of Community Affairs' online annexation reporting system.

**Section 4.**

For ad valorem tax purposes, the effective date of this annexation and zoning shall be on December 31 of the year during which such annexation occurred.



**Section 5.**

For all purposes other than ad valorem taxes, the effective date of this annexation and zoning shall be the first day of the month following the month during which this ordinance approving the annexation and zoning was adopted.

**Section 6.**

The zoning administrator is directed to update the official zoning map of the city to reflect the new city limits and the zoning classification of the property annexed as well as the property rezoned by this ordinance.

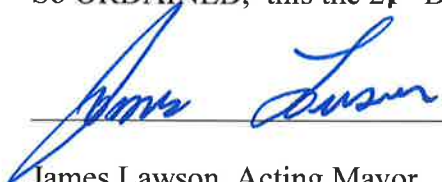
**Section 7.**

By no later than the next five-year update of the comprehensive plan, the zoning administrator is directed to show the area annexed on the future land use plan map of the city's comprehensive plan with a land use category that most closely approximates the zoning district or districts assigned to the annexed area.

**Section 8.**


Pursuant to O.C.G.A. § 36-36-112 and the approved annexation settlement agreement, the city shall not change the zoning or land use plan relating to the annexed property to a more intense density than that stated in the notice provided to the County pursuant to § O.C.G.A. 36-36-111 for two years.

So ORDAINED, this the ~~24<sup>th</sup>~~ Day of ~~October~~, 2023.

  
\_\_\_\_\_  
James Lawson, Acting Mayor

This is to certify that I am City Clerk of the City of Hoschton. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this ordinance was adopted as stated and will be recorded in the official minutes.

ATTEST:

  
\_\_\_\_\_  
City Clerk, Assistant



**Ordinance Z-23-02 Providence Group PUD**

**APPROVED AS TO FORM**



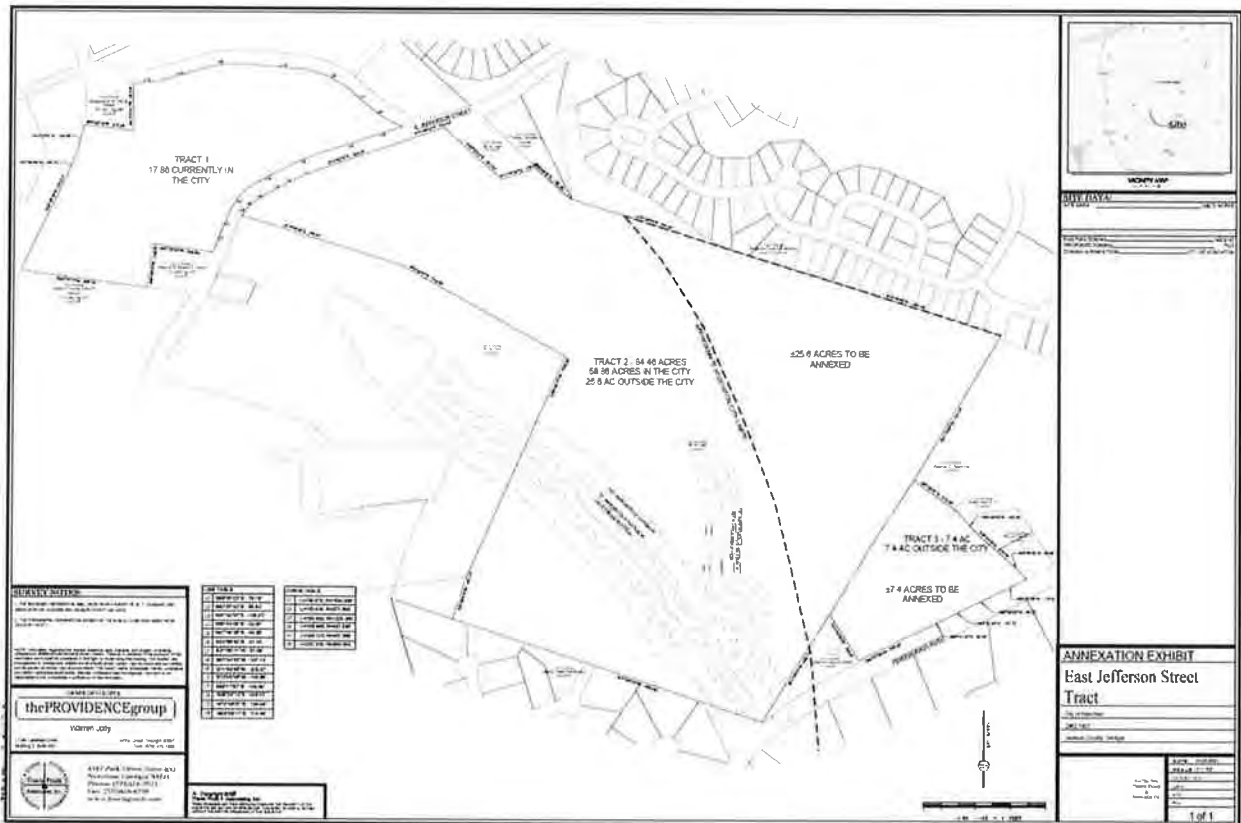
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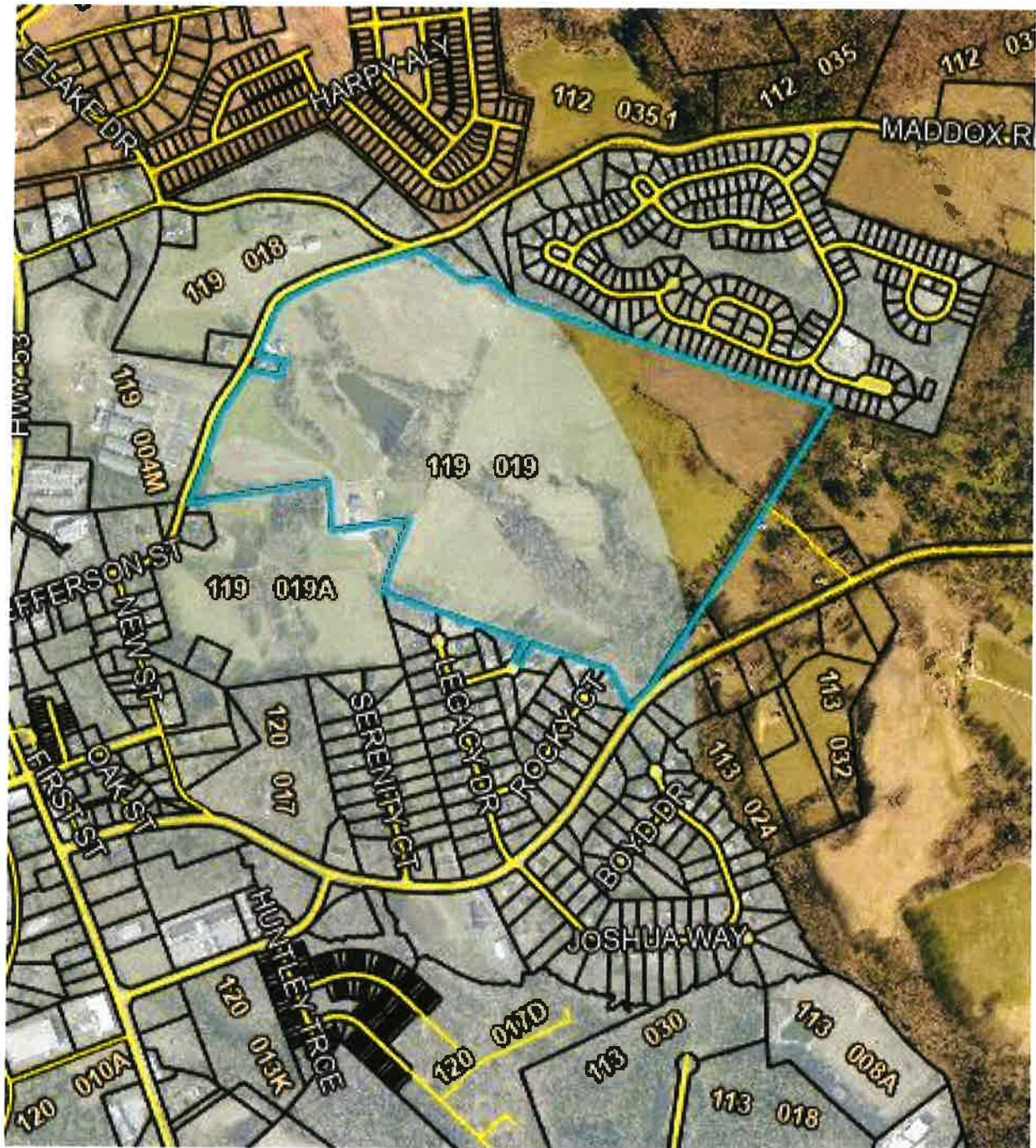
**Abbott S. Hayes, Jr., City Attorney**

**EXHIBIT A  
DESCRIPTIONS OF PROPERTY**

**DESCRIPTION OF PROPERTY  
ANNEXED AND ZONED PUD CONDITIONAL**

That portion of Map/Parcel 119/019 not already inside the city limits of Hoschton, and Map/Parcel 113/003A, constituting approximately 33 acres, said property fronting on the north side of Pendergrass Road (SR 332) and the west side of E.G. Barnett Road, as shown on annexation exhibit incorporated in this exhibit, and as shown on the tax maps for Map/Parcel 119/019 and, Map/Parcel 113/003A, incorporated in this exhibit, and as described by metes and bounds incorporated in this exhibit:





Map/Aerial Photograph of Map/Parcel 119/019





Tax Map/Aerial Photograph of Map/Parcel 113/003A

**DESCRIPTION OF  
East Jefferson Street Property - Annexation**

All that tract or parcel of land lying and being in Georgia Militia District 1407, Jackson County, Georgia and being more particularly described as follows:

**COMMENCING** at a point at the intersection of the Northerly right of way line of East Jefferson Street and the Southwesterly right of way line of West Jackson Road; **THENCE** following a tie line South 88 degrees 57 minutes 14 seconds East a distance of 179.18 feet to a point on the Southerly right of way line of East Jefferson Street, said point being the **TRUE POINT OF BEGINNING**.

**THENCE** from said **TRUE POINT OF BEGINNING** leaving the Southerly right of way line of East Jefferson Street and proceeding South 48 degrees 06 minutes 53 seconds East a distance of 331.00 feet to a point; **THENCE** North 71 degrees 47 minutes 54 seconds East a distance of 150.00 feet to a point; **THENCE** South 48 degrees 48 minutes 27 seconds East a distance of 192.25 feet to a point; **THENCE** South 72 degrees 36 minutes 05 seconds East a distance of 607.87 feet to a point; **THENCE** South 72 degrees 35 minutes 55 seconds East a distance of 1347.30 feet to a point; **THENCE** South 31 degrees 14 minutes 05 seconds West a distance of 727.10 feet to a point; **THENCE** South 54 degrees 54 minutes 27 seconds East a distance of 215.32 feet to a point; **THENCE** South 43 degrees 49 minutes 00 seconds East a distance of 146.80 feet to a point; **THENCE** South 49 degrees 07 minutes 30 seconds East a distance of 219.08 feet to a point; **THENCE** South 43 degrees 54 minutes 30 seconds East a distance of 68.60 feet to a point on the Northwesterly right of way line of Pendergrass Road; **THENCE** proceeding along the Northwesterly right of way line of Pendergrass Road the following courses and distances; South 63 degrees 47 minutes 28 seconds West a distance of 170.95 feet to a point; **THENCE** South 65 degrees 00 minutes 59 seconds West a distance of 90.30 feet to a point; **THENCE** South 64 degrees 21 minutes 20 seconds West a distance of 157.77 feet to a point; **THENCE** South 64 degrees 01 minutes 18 seconds West a distance of 40.00 feet to a point; **THENCE** South 64 degrees 01 minutes 00 seconds West a distance of 349.00 feet to a point; **THENCE** leaving the Northwesterly right of way line of Pendergrass Road and proceeding North 31 degrees 34 minutes 00 seconds West a distance of 233.81 feet to a point; **THENCE** South 31 degrees 53 minutes 57 seconds West a distance of 542.72 feet to a point; **THENCE** North 71 degrees 53 minutes 22 seconds West a distance of 1392.00 feet to a point; **THENCE** North 71 degrees 53 minutes 22 seconds West a distance of 8.88 feet to a point; **THENCE** North 18 degrees 06 minutes 38 seconds East a distance of 187.16 feet to a point; **THENCE** North 23 degrees 46 minutes 17 seconds East a distance of 1036.20 feet to a point; **THENCE** North 60 degrees 58 minutes 57 seconds West a distance of 814.08 feet to a point; **THENCE** North 73 degrees 09 minutes 30 seconds West a distance of 708.67 feet to a point on the Southeasterly right of way line of East Jefferson Street; **THENCE** proceeding along said right of way line the following courses and distances; North 33 degrees 58 minutes 42 seconds East a distance of 41.14 feet to a point; **THENCE** North 47 degrees 40 minutes 48 seconds East a distance of 40.66 feet to a point; **THENCE** North 58 degrees 04 minutes 49 seconds East a distance of 44.80 feet to a point; **THENCE** North 61 degrees 42 minutes 07 seconds East a distance of 105.87 feet to a point; **THENCE** North 62 degrees 57 minutes 42 seconds East a distance of 56.62 feet to a point;

**Ordinance Z-23-02 Providence Group PUD**

THENCE North 66 degrees 51 minutes 23 seconds East a distance of 76.75 feet to a point;  
THENCE North 71 degrees 08 minutes 57 seconds East a distance of 282.40 feet to a point;  
THENCE North 71 degrees 29 minutes 12 seconds East a distance of 312.44 feet to a point, said  
point being the **TRUE POINT OF BEGINNING**.

Said tract contains 4,001,561 square feet or 91.86 acres.

Less and Except

+/-58.86 acres currently within the limits of the City of Hoachton as shown on the attached  
Annexation Exhibit.

This will leave the remaining +/-33 acres to be annexed into the city.



**EXHIBIT A (CONTINUED)  
DESCRIPTION OF PROPERTY  
REZONED FROM A (AGRICULTURAL) TO PUD CONDITIONAL**

A total of approximately 76.72 acres described herein separately from the approximate 33 acres annexed and zoned PUD, Conditional; said 76.72 acres including a portion of Map/Parcel 119/019 already inside the city limits of Hoschton which is a portion of that property described in the following metes and bounds (approximately 58.86 acres); and Map/Parcel 119/018, constituting approximately 17.86 acres, as shown on a tax map incorporated into this exhibit and which is described in its entirety in the following metes and bounds:



**Tax Map/Aerial Photograph of Map/Parcel 119/018**



**DESCRIPTION OF  
East Jefferson Street Property**

All that tract or parcel of land lying and being in Georgia Militia District 1407, City of Hoschton, Jackson County, Georgia and being more particularly described as follows:

**COMMENCING** at a point at the intersection of the Northerly right of way line of East Jefferson Street and the Southwesterly right of way line of West Jackson Road; **THENCE** following a tie line South 88 degrees 57 minutes 14 seconds East a distance of 179.18 feet to a point on the Southerly right of way line of East Jefferson Street, said point being the **TRUE POINT OF BEGINNING**.

**THENCE** from said **TRUE POINT OF BEGINNING** leaving the Southerly right of way line of East Jefferson Street and proceeding South 48 degrees 06 minutes 53 seconds East a distance of 331.00 feet to a point; **THENCE** North 71 degrees 47 minutes 54 seconds East a distance of 150.00 feet to a point; **THENCE** South 48 degrees 48 minutes 27 seconds East a distance of 192.25 feet to a point; **THENCE** South 72 degrees 36 minutes 05 seconds East a distance of 607.87 feet to a point; **THENCE** South 72 degrees 35 minutes 55 seconds East a distance of 1347.30 feet to a point; **THENCE** South 31 degrees 14 minutes 05 seconds West a distance of 727.10 feet to a point; **THENCE** South 54 degrees 54 minutes 27 seconds East a distance of 215.32 feet to a point; **THENCE** South 43 degrees 49 minutes 00 seconds East a distance of 146.80 feet to a point; **THENCE** South 49 degrees 07 minutes 30 seconds East a distance of 219.08 feet to a point; **THENCE** South 43 degrees 54 minutes 30 seconds East a distance of 68.60 feet to a point on the Northwesterly right of way line of Pendergrass Road; **THENCE** proceeding along the Northwesterly right of way line of Pendergrass Road the following courses and distances; South 63 degrees 47 minutes 28 seconds West a distance of 170.95 feet to a point; **THENCE** South 65 degrees 00 minutes 59 seconds West a distance of 90.30 feet to a point; **THENCE** South 64 degrees 21 minutes 20 seconds West a distance of 157.77 feet to a point; **THENCE** South 64 degrees 01 minutes 18 seconds West a distance of 40.00 feet to a point; **THENCE** South 64 degrees 01 minutes 00 seconds West a distance of 349.00 feet to a point; **THENCE** leaving the Northwesterly right of way line of Pendergrass Road and proceeding North 31 degrees 34 minutes 00 seconds West a distance of 233.81 feet to a point; **THENCE** South 31 degrees 53 minutes 57 seconds West a distance of 542.72 feet to a point; **THENCE** North 71 degrees 53 minutes 22 seconds West a distance of 1392.00 feet to a point; **THENCE** North 71 degrees 53 minutes 22 seconds West a distance of 8.88 feet to a point; **THENCE** North 18 degrees 06 minutes 38 seconds East a distance of 187.16 feet to a point; **THENCE** North 23 degrees 46 minutes 17 seconds East a distance of 1036.20 feet to a point; **THENCE** North 60 degrees 58 minutes 57 seconds West a distance of 814.08 feet to a point; **THENCE** North 73 degrees 09 minutes 30 seconds West a distance of 708.67 feet to a point on the Southeasterly right of way line of East Jefferson Street; **THENCE** proceeding along said right of way line the following courses and distances; North 33 degrees 58 minutes 42 seconds East a distance of 41.14 feet to a point; **THENCE** North 47 degrees 40 minutes 48 seconds East a distance of 40.66 feet to a point; **THENCE** North 58 degrees 04 minutes 49 seconds East a distance of 44.80 feet to a point; **THENCE** North 61 degrees 42 minutes 07 seconds East a distance of 105.87 feet to a point; **THENCE** North 62 degrees 57 minutes 42 seconds East a distance of 56.62 feet to a point;

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THENCE North 66 degrees 51 minutes 23 seconds East a distance of 76.75 feet to a point;  
THENCE North 71 degrees 08 minutes 57 seconds East a distance of 282.40 feet to a point;  
THENCE North 71 degrees 29 minutes 12 seconds East a distance of 312.44 feet to a point, said point being the **TRUE POINT OF BEGINNING**.

Said tract contains 4,001,561 square feet or 91.86 acres.

Together With:

All that tract or parcel of land lying and being in Georgia Militia District 1407, City of Hoschton, Jackson County, Georgia and being more particularly described as follows:

**BEGINNING** at a point at the intersection of the Northerly right of way line of East Jefferson Street and the Southwesterly right of way line of West Jackson Road, THENCE proceeding along the Northerly right of way line of East Jefferson Street the following courses and distances; South 72 degrees 26 minutes 05 seconds West a distance of 130.56 feet to a point; THENCE South 71 degrees 54 minutes 55 seconds West a distance of 226.47 feet to a point; THENCE along a curve to the left with a radius of 1220.39 feet and an arc length of 198.93 feet, said curve having a chord bearing of South 67 degrees 14 minutes 44 seconds West and a chord distance of 198.71 feet to a point; THENCE South 61 degrees 34 minutes 33 seconds West a distance of 107.14 feet to a point; THENCE along a curve to the left with a radius of 277.80 feet and an arc length of 183.41 feet, said curve having a chord bearing of South 43 degrees 39 minutes 41 seconds West and a chord distance of 180.10 feet to a point; THENCE along a curve to the left with a radius of 1604.96 feet and an arc length of 100.67 feet, said curve having a chord bearing of South 22 degrees 57 minutes 00 seconds West and a chord distance of 100.65 feet to a point; THENCE South 21 degrees 09 minutes 11 seconds West a distance of 87.59 feet to a point; THENCE departing the Northwesterly right of way line of East Jefferson Street and proceeding North 82 degrees 28 minutes 43 seconds West a distance of 258.96 feet to a point; THENCE South 07 degrees 33 minutes 35 seconds West a distance of 189.75 feet to a point; THENCE North 82 degrees 27 minutes 17 seconds West a distance of 550.75 feet to a point; THENCE North 25 degrees 58 minutes 30 seconds East a distance of 470.50 feet to a point; THENCE North 21 degrees 38 minutes 50 seconds East a distance of 109.73 feet to a point; THENCE North 14 degrees 12 minutes 51 seconds East a distance of 104.05 feet to a point; THENCE South 83 degrees 22 minutes 16 seconds East a distance of 215.25 feet to a point; THENCE North 01 degrees 15 minutes 11 seconds West a distance of 203.33 feet to a point on the Southerly right of way line of West Jackson Road; THENCE proceeding along said right of way line the following courses and distances; North 84 degrees 26 minutes 11 seconds East a distance of 114.04 feet to a point; THENCE North 73 degrees 45 minutes 01 seconds East a distance of 184.46 feet to a point; THENCE along a curve to the right with a radius of 568.00 feet and an arc length of 207.32 feet, said curve having a chord bearing of North 84 degrees 12 minutes 24 seconds East and a chord distance of 206.17 feet to a point; THENCE South 85 degrees 20 minutes 12 seconds East a distance of 209.13 feet to a point; THENCE along a curve to the right with a radius of 401.56 feet and an arc length of 243.12 feet, said curve having a chord bearing of South 67 degrees 59 minutes 32 seconds East and a chord distance of 239.42 feet to a point; THENCE South 50 degrees 17 minutes 51 seconds East a distance of 126.40 feet

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to a point; THENCE along a curve to the left with a radius of 461.85 feet and an arc length of 155.97 feet, said curve having a chord bearing of South 60 degrees 36 minutes 50 seconds East and a chord distance of 155.23 feet to a point, said point being the **TRUE POINT OF BEGINNING**.

Said tract contains 777,817 square feet or 17.86 acres.

**EXHIBIT B  
CONDITIONS OF ZONING/REZONING APPROVAL**

1. **Site plan and letter of intent.** Development shall be in substantial accordance with the letter of intent and community benefit statement dated August 7, 2023, attached to this ordinance Z-23-02, except as modified by these conditions of zoning approval. Development shall be in substantial accordance with the site plan titled “Zoning Plan for East Jefferson Tract” and The Providence Group, dated August 7, 2023, by Edward J. Anderson, landscape architect, for the firm Travis Pruitt & Associates, Inc., attached to this ordinance Z-23-02, except as modified by these conditions of zoning approval; provided, however, that modifications to the site plan may be proposed by the applicant and approved by the City Council as a part of preliminary plat approval so long as they do not change a condition of zoning approval. Any notes on said zoning plan inconsistent with these conditions of approval shall not apply.
2. **Permitted uses.**
  - (a) Uses in the PUD shall be limited to detached, single-family dwellings, fee-simple townhouses, uses and structures accessory to said uses, active and passive recreational facilities and amenities, and open space, as more specifically provided and limited in these conditions of zoning approval.
  - (b) Uses within that portion of the PUD west of East Jefferson Street (Map/Parcel 119/018; 17.91 acres) shall be limited to fee-simple townhouses and/or detached, single-family dwellings, uses and structures accessory to said uses, active and passive recreational facilities and amenities, and open space.
  - (c) Uses within that portion of the PUD east of East Jefferson Street (part of Map/Parcel 119/019 and Map/Parcel 013/003A; approximately 84.62 acres and 7.24 acres, respectively) detached, single-family dwellings, uses and structures accessory to said use detached, single-family dwellings, active and passive recreational facilities and amenities, and open space.
3. **Maximum densities/housing units.**
  - (a) The PUD shall not exceed a total of 334 dwelling units.
  - (b) That portion of the PUD west of East Jefferson Street (Map/Parcel 119/018; 17.91 acres) shall not exceed a maximum density of five (5) dwelling units per acre (measured on the basis of land area before any right of way dedication) (i.e., 90 units) (i.e., the maximum recommended by the medium density residential future land use plan category of the Hoschton comprehensive plan).
4. **Dimensional requirements.** The PUD shall be subject to the dimensional requirements specified in these conditions of zoning approval.

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- (a) **Maximum building height, all units:** 35 feet.
- (b) **Minimum driveway length.** From edge of sidewalk (front loading) or alley (rear loading) to face of garage, all units: 20 feet.
- (c) **Parking, all units:** A two-car garage is required for each unit.
- (d) **Dimensional requirements by lot type:** The following dimensional requirements and limitations shall apply to dwellings and lots:

<b>Lot Type Identifier</b>	<b>Minimum Lot Size (sq. ft.)</b>	<b>Minimum Lot Width (ft.)</b>	<b>Minimum Front, Side Rear Building Setbacks (ft.)</b>	<b>Maximum Number of Lots (not to exceed 334 total)</b>
B (alley loaded)	4,000	40	5, 5, 10	None
A (front loaded)	5,000	50	10, 5, 10	None
E (front loaded)	7,000	60	10, 5, 20	None
F (front loaded)	7,000	70	10, 5, 40	None
G (front loaded)	4,000	40	10, 5, 10	None
C (fee simple townhouse alley loaded)	2,000	24	5, 0, 10 (20' between buildings)	90
D (fee simple townhouse front loaded)	2,000	24	10, 0, 10 (20' between buildings)	

- (e) **Lots abutting Brighton Park:** All subdivision lots that abut a residential lot within Brighton Park subdivision shall be required to be Type “E” front loaded lots.
- (f) **Lots abutting Pendergrass Road (SR 332) and Map/Parcels 113/004, 113/002 and 113/002A:** All subdivision lots that abut Pendergrass Road (SR 332) and Map/Parcels 113/004, 113/002 and 113/002A shall be required to be Type “F” front loaded lots.
- (g) **Dimensional requirement not specified.** Where the approved PUD application and these conditions of zoning fail to articulate a given regulation, such as accessory building setbacks, maximum lot coverage, and the like, the project shall be required to adhere to dimensional requirements of the MFR (Multi-family Residential) zoning district and general provisions of the Hoschton zoning ordinance, unless a variance is applied for and obtained.
- (h) **Special open space and buffer.** Abutting Map/Parcels 119/019D and 119/046, there shall be common open space with a minimum depth of 30 feet, within which a minimum 20-foot-wide buffer shall be planted and maintained, prior to final plat approval for the applicable phase of development.

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- (i) **Buffer and fence abutting Legacy Oaks subdivision lots.** All subdivision lots abutting the Legacy Oaks Subdivision shall have a 20-foot graded and replanted buffer including a six-foot high privacy fence. The buffer and fence shall be maintained by the homeowner's association and a maintenance easement shown across all such lots on the final plat for the applicable phase of development.
- (j) **Fence abutting remainder of Map/Parcel 119/019 and 119/019A (Sell Tracts).** The owner/developer shall install a six-foot high privacy fence with the finished side of the fence facing outward from the development along all property lines abut the remainder of property known as Map/Parcel 119/019 (i.e., that part not included in the PUD) and Map/Parcel 119/019A. No certificate of occupancy shall be issued for a lot abutting said property until the fence is installed along that lot. The fence shall be maintained by the homeowner's association, and a maintenance easement shall be shown across all such lots on the final plat for the applicable phase of development.
- (k) **Open space.** Open space tracts shall be required to be delineated separately from stormwater detention tracts, unless the zoning administrator accepts calculations of open space that separate stormwater facilities from lands authorized to be counted as open space per the PUD requirement for open space in the city's zoning ordinance.
- (l) **Minimum heated floor area per dwelling unit:** 1,400 square feet.

**5. Minimum/maximum required entrances/exits.**

- (a) **West Jackson Road.** There shall be no more than one street entrance/exit, which will be private unless a public street is approved by City Council, onto West Jackson Road to/from that portion of the PUD west of East Jefferson Street (i.e., Map/Parcel 119/018). A private street entrance/exit street may be gated.
- (b) **East Jefferson Street.** There shall be no more than one street entrance/exit, which will be private unless a public street is approved by City Council, onto East Jefferson Street, to/from that portion of the PUD east of East Jefferson Street (i.e., Map/Parcel 119/019). This street connection shall align with West Jackson Road, as required to be realigned by these conditions of zoning approval. A private street entrance/exit street may be gated.
- (c) **Pendergrass Road (SR 332).** There shall be one street entrance/exit serving the PUD connecting to Pendergrass Road (SR 332), which will be private unless a public street is approved by City Council. The location and design of which shall be subject to the approval of Georgia Department of Transportation. If private, the private street entrance/exit may be gated.
- (d) **Private through street.** The PUD subdivision design shall be required to include a street or series of streets (private and gated unless otherwise approved by the City Council) that connects Pendergrass Road (SR 332) and East Jefferson Street which shall be constructed by the owner/developer as the PUD is developed/phased.

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- (e) **No access easements and other limitations.** No individual lot for any dwelling unit shall be allowed a driveway or direct vehicular access to West Jackson Road, East Jefferson Street, or Pendergrass Road (SR 332). A 10-foot wide no access easement and planting strip shall be required along the entire property frontage along all such routes and shall be shown on all final plats. This limitation shall not apply to any private streets within the PUD.
- (f) **E.G. Barnett Road access.** No access other than for dwellings existing at the time of this PUD approval shall be permitted to E.G. Barnett Road, and such access if utilized shall be discontinued upon final plat approval for that portion of the subdivision and a 10-foot-wide no access easement and planting strip shall be required and shown on any final plat with frontage on E.G. Barnett Road.

**6. Internal subdivision streets and alleys.**

- (a) **Street standards; reduction.** The standards for private streets, shall be as depicted on the site plan and in the application, unless otherwise approved by the City Council at the time of preliminary plat approval, in which case Council may authorize a reduction of right of way width or pavement width. Rolled curbs shall be authorized. Paving standards, including but not limited to thickness of asphalt, shall meet City of Hoschton subdivision and land development standards.
- (b) **Gates.** If gates to local private subdivision streets are provided, the gates shall be setback from the applicable right of way a minimum distance determined safe and appropriate by a traffic engineer and as approved by the city's public works director.
- (c) **Alleys; reduction.** Any alleys included, shall be private, not public. Easements for alleys shall be a minimum of 30 feet in width, and the minimum pavement width for alleys shall be a 16 feet (curbs not required); provided however, that the owner may propose and the Hoschton City Council may approve reductions to such standards for private alleys, including but not limited to reduction of right of way or reduction of pavement width, during the process of considering and approving a preliminary plat for the subdivision, without the need to modify these conditions of zoning approval.
- (d) **On-street parking.** On-street parking on private streets may be permitted at the discretion of the owner.

**7. West Jackson Road improvements.** Prior to final plat approval for that portion of the PUD west of East Jefferson Street, the subdivider shall be required to complete the following:

- (a) **Right of way.** Dedication of an additional five feet of right of way along the entire property frontage of West Jackson Road.

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- (b) **Pavement, curb and gutter, and sidewalk.** Installation of an additional four feet of pavement (or 13 feet from the centerline), and vertical curb and gutter along with a five-foot wide sidewalk along the entire property frontage of West Jackson Road.
  - (c) **Deceleration lane.** Installation of a deceleration lane eastbound on West Jackson Road into the development.
8. **Improvement of intersection of West Jackson Road and East Jefferson Street.** Prior to any final plat approval for the respective property with frontage, the subdivider shall be required to complete the following:
- (a) **Right of way.** Dedication of additional right of way sufficient along East Jefferson Street and West Jackson Road to allow for the realignment of West Jackson Road to intersect East Jefferson Street at a 90 degree angle or as required for the installation of a round-about, if authorized by the city.
  - (b) **Realignment.** Realignment of West Jackson Road to intersect East Jefferson Street at a 90 degree angle or as required for the installation of a round-about.
  - (c) **Consideration of round-about.** Prior to or in conjunction with preliminary plat approval, the owner/ developer may propose, and the City Council may approve, a round-about in lieu of a four-way realigned intersection of West Jackson Road and East Jefferson Street. The applicant shall be required to fund the cost of a third-party (independent and disassociated with the owner/ developer) traffic engineer approved, chosen and managed by the city to provide a conceptual design of a round-about and to evaluate the traffic impacts in comparison with a signalized, four-way intersection. Said evaluation shall take into account traffic patterns and conditions when Jackson County public schools are in session.
  - (d) **Pavement, curb and gutter, and sidewalk.** Improvement/ widening of the realigned intersection of West Jackson Road and East Jefferson Street with three lanes at all four intersection approaches (i.e., including left turn lane, a separate through lane and a lane for opposing traffic), with stacking/ queuing distances for the left turn lanes or as specified by a third-party traffic engineer approved, chosen and managed by the city. These improvements may be replaced with a round-about improvement if approved by the City Council after consideration by the third-party traffic engineer and affirmative recommendation of the city's public works director and zoning administrator.
  - (e) **Traffic signal contribution.** Payment to the city/escrow of \$100,000 toward installation of a traffic signal at the intersection of West Jackson Road and East Jefferson Street, \$25,000 of which shall be paid prior to final plat approval for the final phase of that part of the PUD west of East Jefferson Street, and \$75,000 of which must be paid prior to final plat approval for the final phase of the PUD east of East Jefferson Street. This payment shall be encumbered for the specified purpose by the city within six years of the date the full amount of such funds are received by the city, or else such funds shall be



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refunded by the city to the subdivider. This condition shall be null and void if a round-about is approved by the city.

9. **East Jefferson Street.** Prior to any final plat approval for the respective property with frontage, the subdivider shall be required to complete the following:
  - (a) **Right of way.** Additional right of way along both sides of East Jefferson Street if necessary to provide for the intersection improvement required by the condition of zoning approval (or round-about if approved by the city) for West Jackson Road, approved by the city's public works director and zoning administrator.
  - (b) **Pavement, curb and gutter, and sidewalk.** Widening of East Jefferson Street along the entire property frontage to a total pavement width of 36 feet, or an alternative pavement width as specified by a third-party traffic engineer and approved by the city's public works director and zoning administrator, including vertical curb and gutter and a five-foot wide sidewalk on both sides (both property frontages) This shall include sufficient pavement for a deceleration (right turn) lane northbound into the single-family detached residential subdivision on the east side of East Jefferson Street if specified by a third-party traffic engineer, as approved by the city's public works director and zoning administrator.
10. **Improvement of Pendergrass Road (SR 332).** Prior to any final plat approval for the respective property with frontage, the subdivider shall be required to install improvements as may be required by the Georgia Department of Transportation for the private street entrance/exit serving the PUD.
11. **Deed restriction regarding ownership.** Except for the subdivision declarant, no more than 20 percent of the homes in the portion of the PUD west of East Jefferson Street (Map/Parcel 119/018; 17.91 acres) shall be owned by any one individual, firm, or corporation. Except for the subdivision declarant, no more than 20 percent of the homes in the portion of the PUD east of East Jefferson Street (part of Map/Parcel 119/019 and Map/Parcel 013/003A; approximately 84.62 acres and 7.24 acres, respectively) shall be owned by any one individual, firm, or corporation. A deed restriction shall be incorporated to this effect in the project conditions, covenants and restrictions.
12. **Water and Sewer; front water line easement.** All dwellings in the PUD and any active recreation buildings/facilities shall be connected to City of Hoschton water and sanitary sewer. Unless otherwise approved by the city engineer, there shall be a 10-foot-wide easement along the front of each lot as required by the city's water and sewer specifications and standard drawings. Easements may be authorized by the city to overlap with other access and utility easements if approved by the city engineer.
13. **Architectural elevations and external building material finishes.** The owner/developer shall submit for City Council's consideration and approval, prospective front, side and rear elevations of all dwelling types included in the PUD, prior to issuance of a building permit

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for any such building. Once approved the elevation drawings shall be binding on all builders and enforceable at the time of building permit issuance.

14. **Recreational amenities.** There shall be recreational amenities for the PUD provided by the owner in substantial accordance with those described in the letter of intent made a part of the PUD application and attached to this ordinance.
15. **No waiver of codes.** Unless specified otherwise or in conflict with these conditions of approval, the PUD shall be governed by city ordinances in effect at the time of development, as may be amended, including but not limited to applicable portions of the zoning ordinance, subdivision and land development ordinance, development impact fee ordinance, stream buffer ordinance, stormwater management ordinance, stormwater utility ordinance, flood damage prevention ordinance, sign ordinance, building and life safety codes, and adopted water and sewer specifications and standard drawings.
16. **Active recreation amenity.** The active recreational amenity for the PUD shall be constructed and ready for issuance of a certificate of occupancy no later than the city's issuance of the 168<sup>th</sup> dwelling unit in the PUD.
17. **Sewage lift station.** If a sewage lift station is required to serve the development, the following conditions shall apply:
  - (a) There shall be no more than one such lift station for the PUD.
  - (b) The sewage lift station shall be constructed by the owner/developer at no cost to the city, except as otherwise conditionally provided in this zoning condition.
  - (c) Unless otherwise approved by the city, the sewage lift station shall be dedicated to the city of Hoschton, shall be on a lot twice the size needed for the lift station to allow for expansion, or replacement while still being operational as approved by the city engineer, and said lift station lot shall be deeded in fee simple title to the city within one year of final construction approval. Said lot shall have at least 30 feet of frontage on a public or private street unless such frontage is not feasible in the zoning administrator's opinion, in which case a 20-foot-wide access easement shall be acceptable.
  - (d) The city may present an option or options to the owner/ developer regarding the location, design, and capacity of the sewage lift station, if one is provided, but such option(s) shall be presented by the city to the owner/ developer prior to issuance of a land disturbance permit and development permit for any portion of the PUD connected to the city public sewer system. If determined in the public interest by the city, the city may require and the owner/developer shall authorize: (1) the oversizing of the sewage lift station prior to development to serve other development with the additional costs of oversizing the lift station paid by the city or another developer; and (2) relocating the sewage lift station further downstream with the additional connection costs resulting from relocation borne by the city and/or another developer. The additional costs of oversizing or relocating the

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sewer lift station and final cost sharing arrangement of such oversizing or relocation shall be as mutually agreed upon by the city and owner /developer.

- (e) After construction of the sewage lift station by the owner/developer (if provided) and dedication to the city, if determined in the public interest by the city, the city may on its own initiative initiate a capital project to oversize the lift station to serve subsequent additional development upstream of the sewer lift station.
- (f) The applicant shall be required to pay sewage lift station maintenance fees as adopted by the Hoschton City Council.

**18. Project Phasing.** Prior to approval of any preliminary plat for Planned Unit Development, the owner/ developer shall submit a phasing plan for the residential development that provides discrete numbers of units to be constructed for each phase and year intervals (start and finish years) for each phase proposed.

**19. Pre-payment of water and sanitary sewer connection charges.** Owner/developer (The Providence Group) and its successor and assigns) agrees to assist the city in funding the costs incurred by the City in constructing capital improvements for water supply and sanitary sewerage capacity and treatment to serve the proposed Planned Unit Development. To that end, owner/developer (The Providence Group and its successor and assigns) agrees that as a condition of the city providing water and sanitary sewer service for the Planned Unit Development, owner/developer shall be required to pre-purchase water and sanitary sewer connection fees per dwelling unit according to the adopted connection fees in effect at the time of payment, according to the following schedule:

<b>Connection Fee Pre-payment Due</b>	<b>Number of Dwelling Unit Water and Sanitary Sewer Connections Required to be Purchased/ Pre-paid</b>
Within 60 days of preliminary plat approval for the planned unit development or any portion thereof	30
Prior to the first final plat approval for any portion of the PUD	30

Pre-paid connections for water and sewer shall be not be transferable or assigned to another project or owner/developer in the City of Hoschton without explicit approval of the City Council.

EXHIBIT C  
LETTER OF INTENT



Letter of Intent & Community Benefit Statement  
Revised: August 7, 2023

The Providence Group of Georgia, LLC ("TPG" or "Applicant") proposes development of a residential master planned community in the City of Hoschton.

At The Providence Group, our strategic advantage as a homebuilder is our ability to find, entitle and develop land opportunities into premier, one of a kind neighborhoods in the most desirable locations around Atlanta. Our accessibility to the best land in Atlanta is unrivaled as most large private or public builders lack the ability or willingness to develop the innovative site plans and diverse home designs required to maximize the potential of these sites. Long-standing collaboration with the area's best land-planners, architects and tenured operational staff have resulted in a portfolio of creative, award-winning communities with traditional home design that set the standard for excellence in homebuilding and development in the region. The Providence Group has a unique strategic advantage with our position as a subsidiary of Green Brick Partners. This partnership provides us the operational ability to act entrepreneurially and combines our local expertise in the Atlanta market with the strong financial resources of a publicly traded company.

TPG proposes to develop the community pursuant the City of Hoschton Zoning Ordinance Section 4.08 - PUD, Planned Unit Development District. The PUD allows us the flexibility and creativity to plan the project with a unique mixture of housing types, amenities, active open spaces, and preserved, natural open spaces.

These properties have historically been used for agricultural purposes and remain agricultural today. The Shannon C. Sell Family will be retaining a portion of their property as their home.

The Sell and Cheek tracts are contiguous and generally bound by East Jefferson Street/Maddox Road to the north, the Brighton Park subdivision and EG Barnett Road to east, Pendergrass Road (Highway 332) to the south, the Legacy Oaks subdivision and the remaining Sell Farm to the west. The West Jackson LLC tract is to the north of these tracts and is generally bound by West Jackson Road to the north and east, East Jefferson Street to the south, and West Jackson Elementary school to the west.

The proximity of the property to the growing downtown/commercial areas of Hoschton and Braselton make the site a prime candidate for residential development. Additionally, easy access to Highway 53 and Interstate 85 is provided by proposed entrances on E. Jefferson Street, W. Jackson Road, and Pendergrass Road (Highway 332).

The City of Hoschton Future Land Use Plan (February 2021) included in the Comprehensive Plan, 2021 – 2040, 2022 Update designates these properties as Residential Moderate Density (MDC). The subject property, the Sell Farm, is specifically mentioned for low and medium residential development. The PUD district allows the flexibility to deliver a moderate density community aligned with the Comprehensive Plan with a greater variety of housing options and amenities than could be achieved with a traditional zoning district.



A portion of the Sell Tract (Parcel Number 119 019: +/- 25.6 acres) and the entire Cheek Tract (Parcel Number 113 003A: +/- 7.24 acres) are currently in unincorporated Jackson County. The Applicant concurrently requests annexation of this +/- 32.84 acres into the City of Hoschton.

**Development Plan**

The Development Plan is attached as Exhibit "A".

**Land Uses and Development Summary**

The zoning application includes approximately 109.77 acres consisting of the following:

- +/- 84.62 acres – Jackson County Parcel Number: 119 019 (a portion of) – Owner: Shannon C. Sell
- +/- 7.24 acres – Jackson County Parcel Number: 113 003A – Owner: Paul T. Cheek, Jr. & Brenda A. Cheek
- +/- 17.91 acres – Jackson County Parcel Number: 119 018 – Owner: West Jackson LLC

The community will consist of multiple housing types with traditional home designs to include front entry single family homes, rear load single family homes with alleys, front entry townhomes, and rear entry townhomes with alleys. Example elevations are filed with this Letter of Intent in the attached "Pattern Book". In addition, the project will include a community clubhouse, swimming pool, pickleball courts, community green spaces, a dog park, and accessible natural areas such stream buffers. These open spaces and recreation areas will make up a minimum of 20% of the total site area. We believe our proposed variety of housing types, home designs, and outstanding amenities will be compatible with the surrounding uses, blend harmoniously into the area, and result in a community that will be a great asset to the City of Hoschton.

The community is proposed to be gated with private roads to be maintained by the Homeowner's Association. The road frontages of West Jackson Road, East Jefferson Street/Maddox Road, and Pendergrass Road shall have decorative aluminum picket fences or privacy fences. Property lines abutting EG Barnett road, adjacent subdivisions, and the Sell Farm shall have a 6-foot privacy fence.

Membership in the Homeowner's Association will be mandatory for all residents. In addition to maintaining the roads, amenities, and common areas, it will maintain all landscaping to allow a maintenance free lifestyle and a high aesthetic standard. In attached housing, the exterior maintenance and roof replacement will also be covered by the association.

The project will be developed in phases to be determined as engineering plans progress. Following an approved zoning by the third quarter of 2023, the first phase will likely begin development no later than the first quarter of 2024. The first home closings are anticipated to occur between the fourth quarter of 2024 and the first quarter of 2025. Depending on market conditions, sales should be complete in four to seven years.

Six (6) single family residential lot/unit types and associated amenities and open spaces shall be allowed by the application. The housing types shall be defined and quantified as follows:

**Ordinance Z-23-02 Providence Group PUD**



**Type A: 50' Front Entry Detached Lots**

**Type B: 40' Rear Entry (Alley) Detached Lots**

**Type C: Rear Entry (Alley) Townhomes**

**Type D: Front Entry Townhomes**

**Type E: 60' Front Entry Detached Lots (Lots abutting Brighton Park)**

**Type F: 70' Front Entry Detached Lots (Lots abutting Pendergrass Road (SR 332) and Map/Parcels 113/004, 113/002, and 113/002A)**

**Type G: 40' Front Entry Detached Lots**

TPG shall have the right to make modifications to the site layout and number of each unit type as engineering plans progress with the total unit count not to exceed 334 units.

**Dimensional Requirements**

Each housing type's Dimensional Requirements shall be defined as follows in Exhibits "B-1 – B-6".

**Improvement Requirements**

Improvement Requirements shall be defined as follows in Exhibits "B-1 – B-6".

**Example Elevations/Pattern Book**

Example architectural elevations are depicted in the "Pattern Book" attached as Exhibit "C". Pursuant to the proposed Conditions, final architectural elevations and external finishes shall be approved by the City Council prior to issuance of building permits.

**Conditions of Zoning**

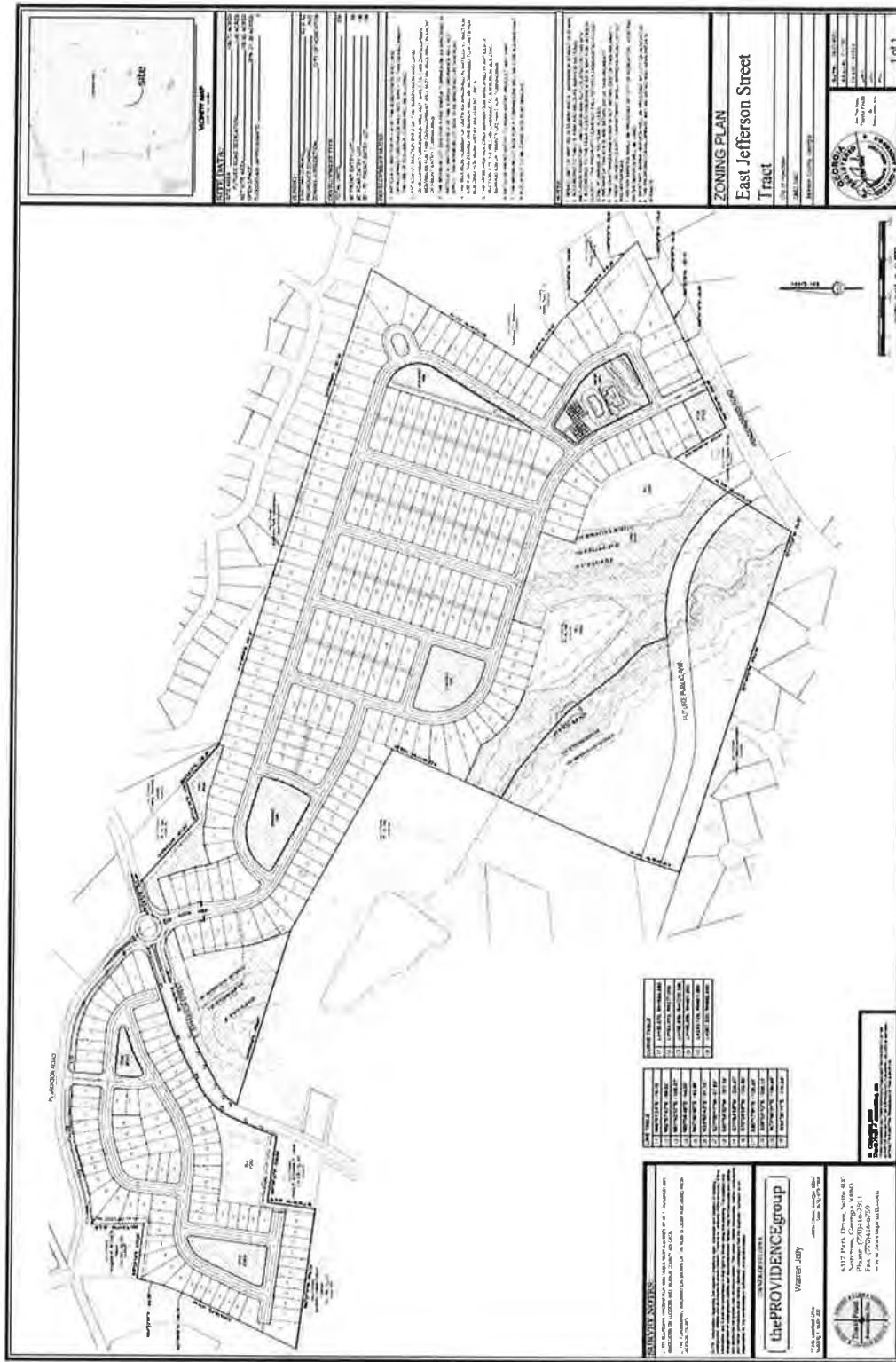
Conditions of Zoning are attached as Exhibit "D".

**Justification for Rezoning and Annexation**

Please find attached letter of Justification for Rezoning and Annexation submitted by Melody Glouton of Anderson, Tate, & Carr, P.C. via email and hand delivery to the City of Hoschton Mayor and City Council on May 11, 2023 as Exhibit "E".



EXHIBIT D  
PUD SITE PLAN







VICINITY MAP  
not to scale

**SITE DATA:**

SITE AREA	109.72 ACRES
FUTURE ROAD DEDICATION	2.80 ACRES
NET SITE AREA	106.92 ACRES
OPEN SPACE	20% (21.38 ACRES)
FLOODPLAIN (APPROXIMATE)	0

**ZONING**

EXISTING ZONING	AG & A2
PROPOSED ZONING	PUD
ZONING JURISDICTION	CITY OF HOSCHTON

**DEVELOPMENT TYPE**

TOTAL UNITS	334
40' FRONT ENTRY LOT	89
45' REAR ENTRY LOT	136
50' - 70' FRONT ENTRY LOT	109

- DEVELOPMENT NOTES**
- ARTICLE VI, SECTION 617.B OF THE SUBDIVISION AND LAND DEVELOPMENT ORDINANCE WILL NOT APPLY TO THIS DEVELOPMENT. THE USE OF ROLLBACK CURBS WILL BE ALLOWED.
  - ARTICLE VI, SECTION 618.B OF THE SUBDIVISION AND LAND DEVELOPMENT ORDINANCE WILL NOT APPLY TO THIS DEVELOPMENT. SIDEWALKS FOR THIS DEVELOPMENT WILL NOT BE REQUIRED IN FRONT OF FRONT ENTRY TOWNHOMES.
  - THE MINIMUM LOT SIZE FOR A FEE SIMPLE TOWNHOUSE AS SPECIFIED IN ARTICLE VI, SECTION 6.55.2 OF THE ZONING ORDINANCE WILL NOT APPLY. THE MINIMUM LOT SIZE IS AS SPECIFIED ON THIS PLAN.
  - THE MAXIMUM NUMBER OF UNITS AS SPECIFIED IN ARTICLE VI, SECTION 6.55.4 OF THE ZONING ORDINANCE WILL BE INCREASED TO 8 UNITS PER BUILDING FOR REAR ENTRY AND FRONT UNITS.
  - THE PRINCIPLE BUILDING SEPARATION SPECIFIED IN ARTICLE III, SECTION 3.11.1-3 WILL BE CHANGED TO A MINIMUM BUILDING SEPARATION OF TWENTY (20) FEET FOR TOWNHOMES.
  - RATIO OF FRONT ENTRY TO REAR ENTRY PRODUCT MAY VARY.
  - THE MINIMUM LOT SIZE FOR A TOWNHOUSE WILL BE 2,000 SQUARE FEET.
  - PUD IS NOT TO BE ZONED SITE PLAN SPECIFIC.

- NOTES**
- SPEED LIMIT OF HWY 332 IS 55 MPH AND E. JEFFERSON STREET IS 25 MPH.
  - ACCORDING TO THE U.S. FISH AND WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY - WETLANDS ARE NOT LOCATED ON THIS SITE.
  - ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP FOR JACKSON COUNTY, THE PROPERTY DOES NOT FALL WITHIN A DESIGNATED FLOOD ZONE "A" (AREAS OF 100 YEAR FLOOD).
  - WATERS OF THE STATE ARE WITHIN 200' OF THIS PROPERTY.
  - THE CHATTAHOOCHEE RIVER IS NOT WITHIN 2000' OF THIS PROPERTY.
  - WEST JACKSON COUNTY DEPARTMENT SHALL APPROVE ROAD LAYOUT AND ENTRANCES.
  - WATER SERVICE SHALL BE PROVIDED BY CITY OF HOSCHTON. EXISTING WATER SERVICE WILL BE USED.
  - SANITARY SEWER SERVICE WILL BE PROVIDED BY CITY OF HOSCHTON.
  - THE PROPOSED DEVELOPMENT MAY BE GATED AND HAVE PRIVATE STREETS.

**SURVEY NOTES:**

- THE BOUNDARY INFORMATION WAS TAKEN FROM A SURVEY BY W. T. DUNAHOO AND ASSOCIATES ON 12/2/2000 AND JACKSON COUNTY GIS DATA.
- THE TOPOGRAPHIC INFORMATION SHOWN ON THE PLAN IS LIDAR PURCHASED FROM JACKSON COUNTY.

NOTE: Information regarding the reputed presence, size, character and location of existing underground utilities and structures is shown hereon. There is no certainty of the accuracy of this information and it shall be considered in that light by those using this drawing. The location and arrangement of underground utilities and structures shown hereon may be inaccurate and utilities and structures not shown may be encountered. The owner, his/her employees, his/her consultants and his/her contractors shall hereby distinctly understand that the engineer / surveyor is not responsible for the correctness or sufficiency of this information.

**LINE TABLE**

L1	N66°51'23"E - 76.75'
L2	N62°57'42"E - 56.62'
L3	N61°42'07"E - 105.87'
L4	N58°04'49"E - 44.80'
L5	N47°40'48"E - 40.66'
L6	N33°58'42"E - 41.14'
L7	S21°09'11"W - 87.59'
L8	S61°34'33"W - 107.14'
L9	S71°54'55"W - 226.47'
L10	S72°26'05"W - 130.56'
L11	S50°17'51"E - 126.40'
L12	S85°20'12"E - 209.13'
L13	N73°45'01"E - 184.46'
L14	N84°26'11"E - 114.04'

**CURVE TABLE**

C1	L=100.670, R=1604.960
C2	L=183.410, R=2777.800
C3	L=198.930, R=1220.390
C4	L=155.966, R=461.850
C5	L=243.120, R=401.560
C6	L=207.320, R=568.000

OWNER/DEVELOPER

**thePROVIDENCEgroup**

Warren Jolly

11340 Lakefield Drive  
Building II, Suite 200

Johns Creek, Georgia 30097  
Tele: (678) 475-1800

4317 Park Drive, Suite 400  
Norcross, Georgia 30093  
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**Travis Pruitt & Associates, Inc.**

REGISTERED PROFESSIONAL ENGINEER SURVEYOR ARCHITECT ENVIRONMENTAL SCIENTIST

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Magnetic North

0 150 300 450  
75 0 150 300 450  
GRAPHIC SCALE - IN FEET

**ZONING PLAN**

**East Jefferson Street Tract**

City of Hoschton  
GMD 1407  
Jackson County, Georgia

**GEORGIA REGISTERED ARCHITECT**

EDWARD J. ANDERSON

For The Firm  
Travis Pruitt & Associates, Inc.

DATE: 08-07-2023  
SCALE: 1" = 150'  
CN:23D119CP23  
LSV:  
JN:  
FN:

1 of 1



EXHIBIT B

Type A 50' Wide Front Loaded Detached Lots Performance Standards	
Permitted Uses	Single Family, Detached Homes
Minimum Lot Size	5000 SF
Minimum Lot Width	50'
Building Set Backs	
Front	10'
Rear	10'
Side	5'
Side from the Street	10'
Maximum Height	35'
Driveway Length	20' (min) from back of sidewalk to face of Garage
Parking and Loading Requirements	2 Car Front Entry Garage

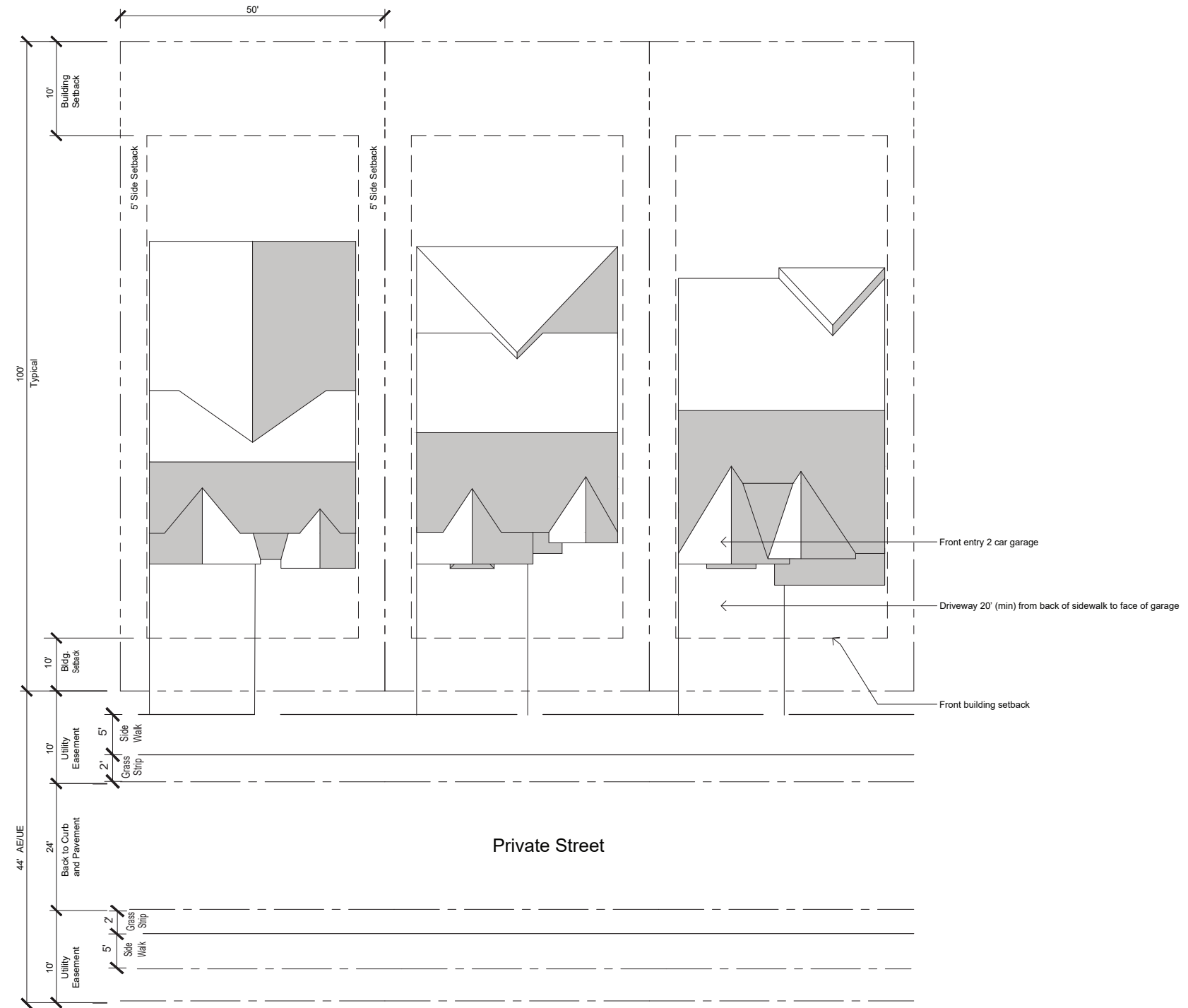
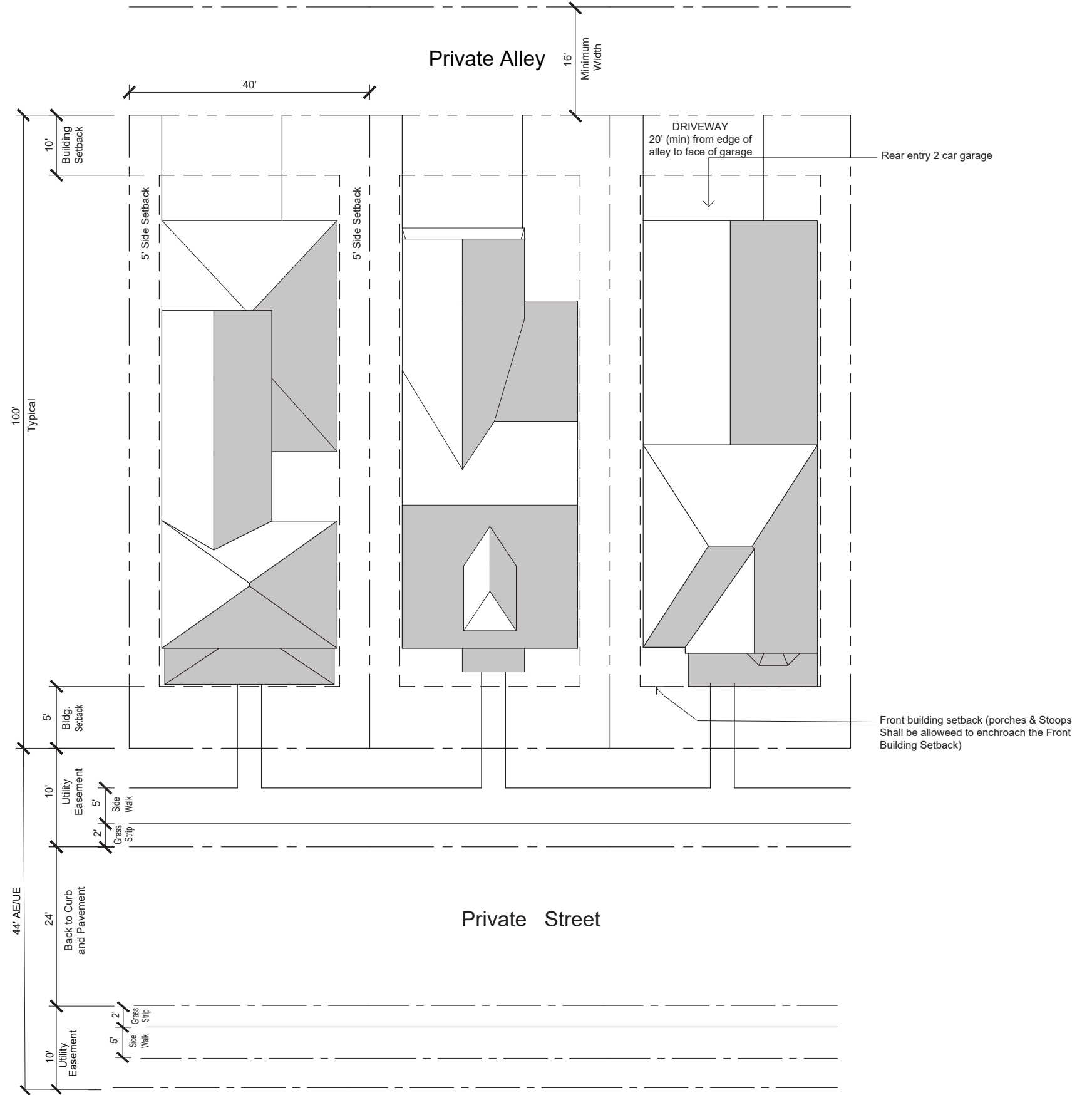


EXHIBIT B - 2

Type B 40' Wide Rear Loaded Detached Lots Performance Standards	
Permitted Uses	Single Family, Detached Homes
Minimum Lot Size	4000 SF
Minimum Lot Width	40'
Building Set Backs	
Front	5'
Rear	10'
Side	5'
Side from the Street	10'
Maximum Height	35'
Driveway Length	20' (min) from edge of alley to face of garage
Parking and Loading Requirements	2 Car Rear Entry Garage



Type C Alley Loaded Townhome Lots Performance Standards	
Permitted Uses	Single Family, Attached Homes
Minimum Lot Size	2000
Minimum Lot Width	24'
Building Set Backs	
Front	5'
Rear	10'
Side	20' Between Buildings
Maximum Height	35'
Driveway Length	20' (min) from edge of alley to face of garage
Parking and Loading Requirements	2 Car Rear Entry Garage

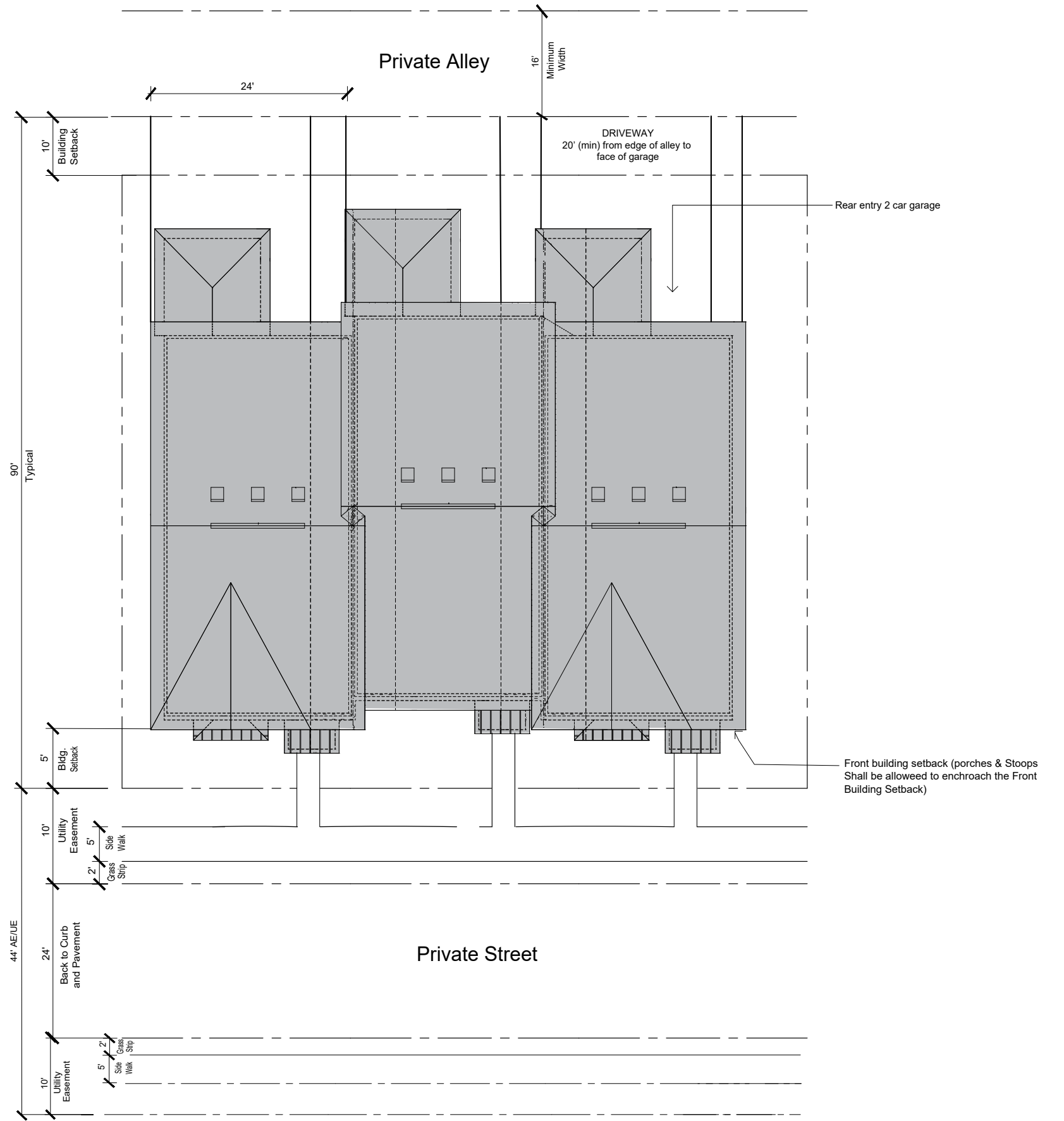


EXHIBIT B - 4

Type D Front Loaded Townhome Lots Performance Standards	
Permitted Uses	Single Family, Attached Homes
Minimum Lot Size	2000 SF
Minimum Lot Width	24'
Building Set Backs	
Front	10'
Rear	10'
Side	20' Between Buildings
Side from the Street	10'
Maximum Height	35'
Driveway Length	20' (min) from back of sidewalk to face of Garage
Parking and Loading Requirements	2 Car Front Entry Garage

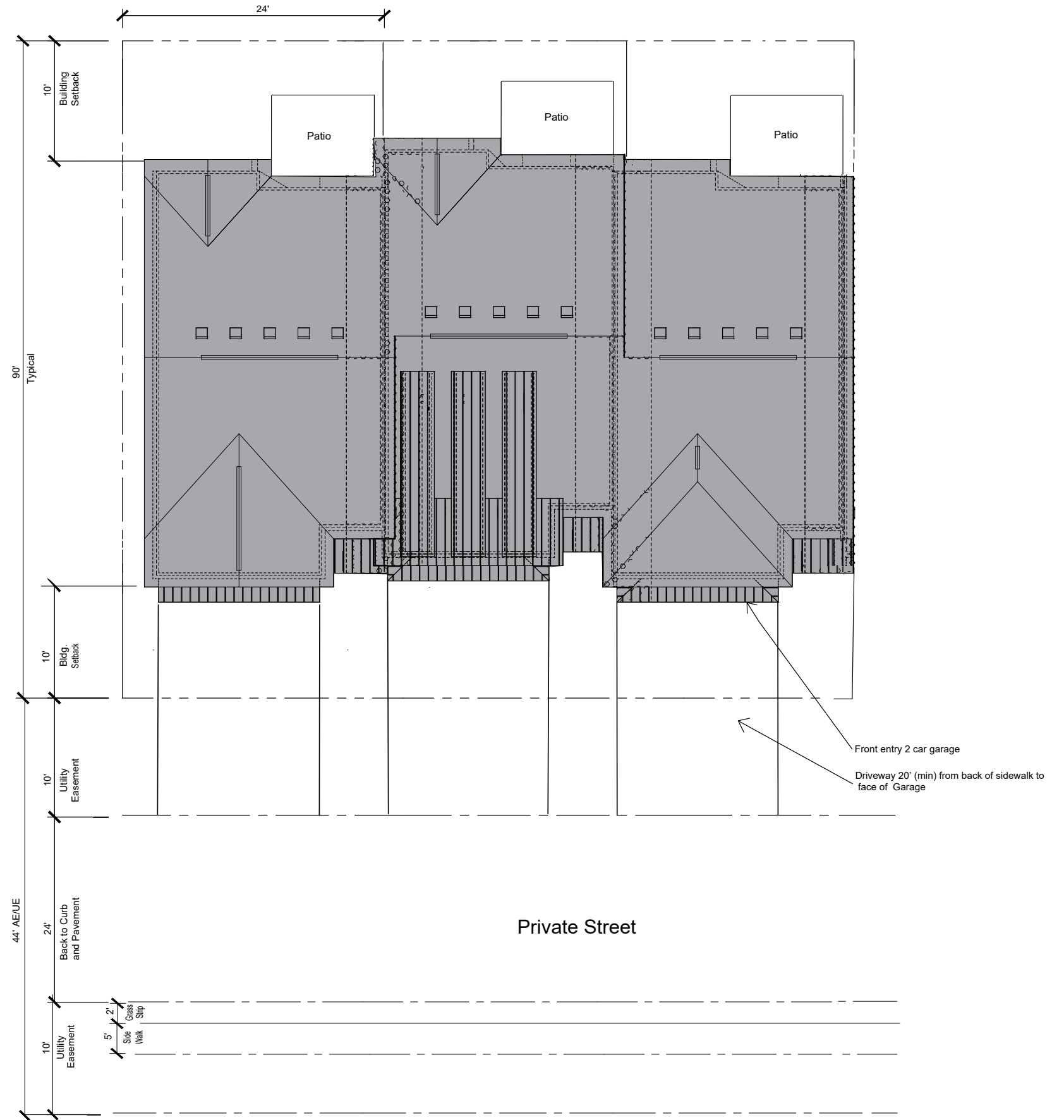




EXHIBIT B - 5

Type E 60' Wide Front Loaded Detached Lots Performance Standards	
Permitted Uses	Single Family, Detached Homes
Minimum Lot Size	7000 SF
Minimum Lot Width	60'
Building Set Backs	
Front	10'
Rear	20'
Side	5'
Side from the Street	10'
Maximum Height	35'
Driveway Length	20' (min) from back of sidewalk to face of Garage
Parking and Loading Requirements	2 Car Front Entry Garage

\* Lots abutting Brington Park

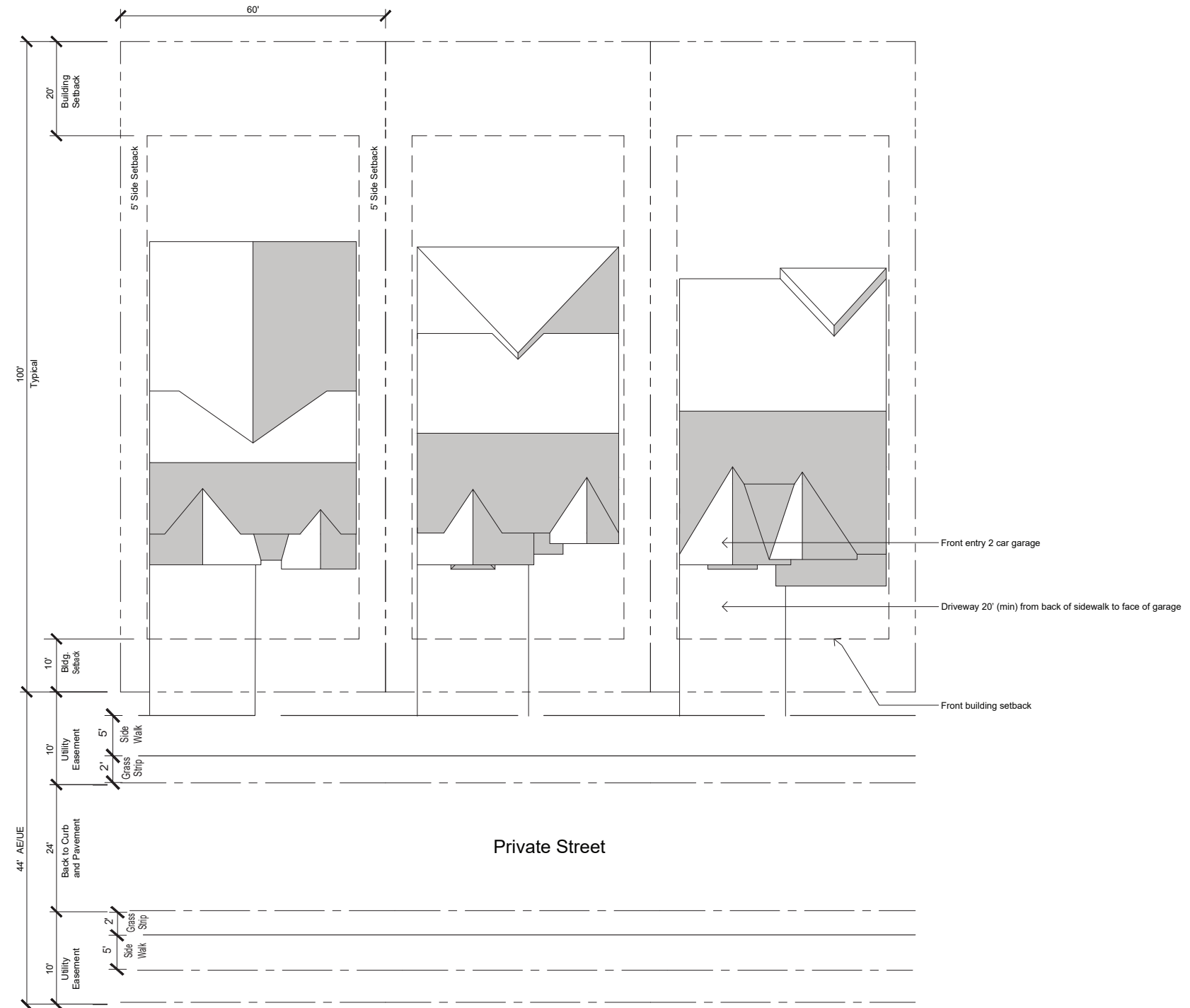
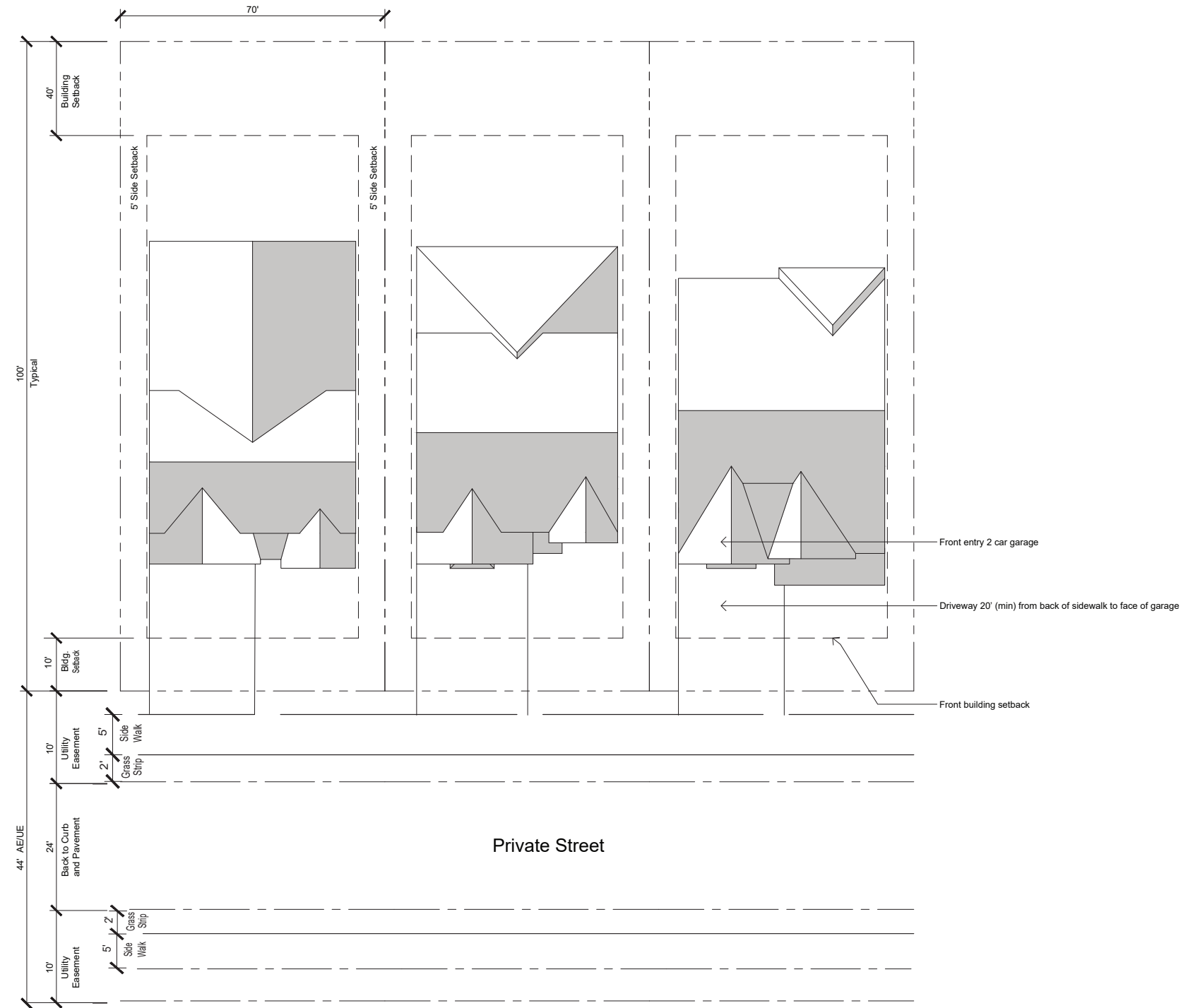


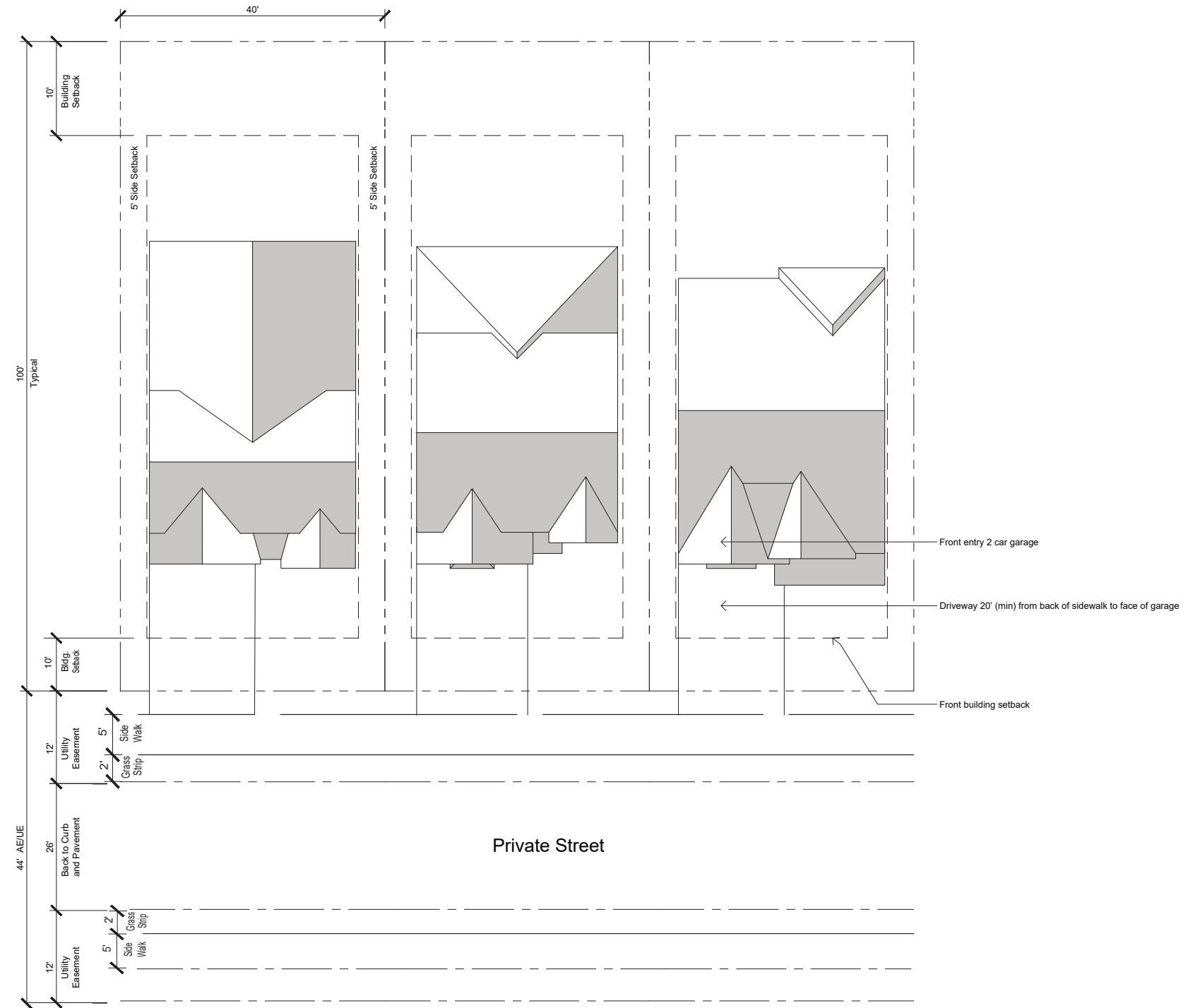
EXHIBIT B - 6

Type F 70' Wide Front Loaded Detached Lots Performance Standards	
Permitted Uses	Single Family, Detached Homes
Minimum Lot Size	7000 SF
Minimum Lot Width	70'
Building Set Backs	
Front	10'
Rear	40'
Side	5'
Side from the Street	10'
Maximum Height	35'
Driveway Length	20' (min) from back of sidewalk to face of Garage
Parking and Loading Requirements	2 Car Front Entry Garage

\* Lots abutting Pendergrass Road (SR 332) + Map/Parcels 113/004, 113/002 113/002A



Type G 40' Wide Front Loaded Detached Lots Performance Standards	
Permitted Uses	Single Family, Detached Homes
Minimum Lot Size	4000 SF
Minimum Lot Width	40'
Building Set Backs	
Front	10'
Rear	10'
Side	5'
Side from the Street	10'
Maximum Height	35'
Driveway Length	20' (min) from back of sidewalk to face of Garage
Parking and Loading Requirements	2 Car Front Entry Garage



# **HOSCHTON**

*Residential Pattern Book*

**EXHIBIT C**





Farm House Alley Entry Single Family Homes

---





Traditional Alley Entry Single Family Homes





Single Family - Alley - Streetscape - Farmhouse





Front Loaded Single Family Homes

---





---

Townhomes - Streetscape - Farmhouse





---

Parks and Courtyards





Single Family - Alley - Courtyard

TRAFFIC IMPACT STUDY  
CITY OF HOSCHTON  
JACKSON COUNTY, GEORGIA



Prepared By:



355 Oneta Street, D100  
Athens, GA 30601  
706-310-0400

February 1, 2024  
March 11, 2024





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## Appendix

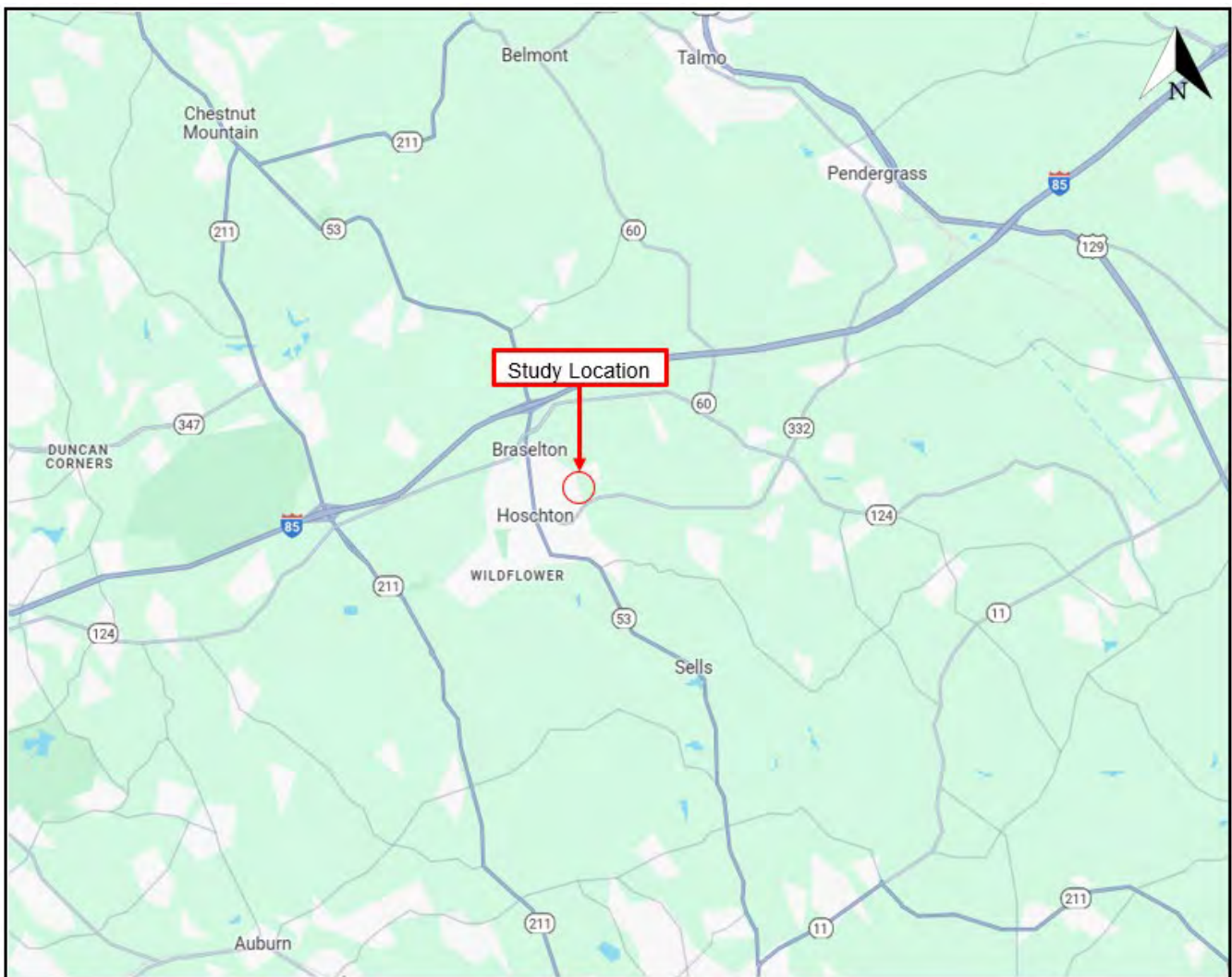
Turning Movement Count Data	
Bidirectional Traffic Count Data	
GDOT Count Station Data	
Trip Generation Data	
Capacity Analysis Reports, Existing Condition	
Capacity Analysis Reports, No-Build Condition	
Capacity Analysis Reports, Build Condition	

# 1 Introduction

The purpose of this study is to conduct a Traffic Impact Study (TIS) for a development of 334 residential units on 109.72 acres fronting on Pendergrass Rd and E Jefferson St/Maddox Rd, east of Downtown Hoschton, Jackson County, Georgia. Also, to analyze and assess the impact of the development on the transportation infrastructure and identify the mitigation measures, if any, to support the proposed development.

# 2 Project Location

The proposed development is located to east of Downtown Hoschton, Jackson County, Georgia. The project location is shown in **Figure 1** and study intersections are shown in **Figure 2**.



**Figure 1: Project Location Map**



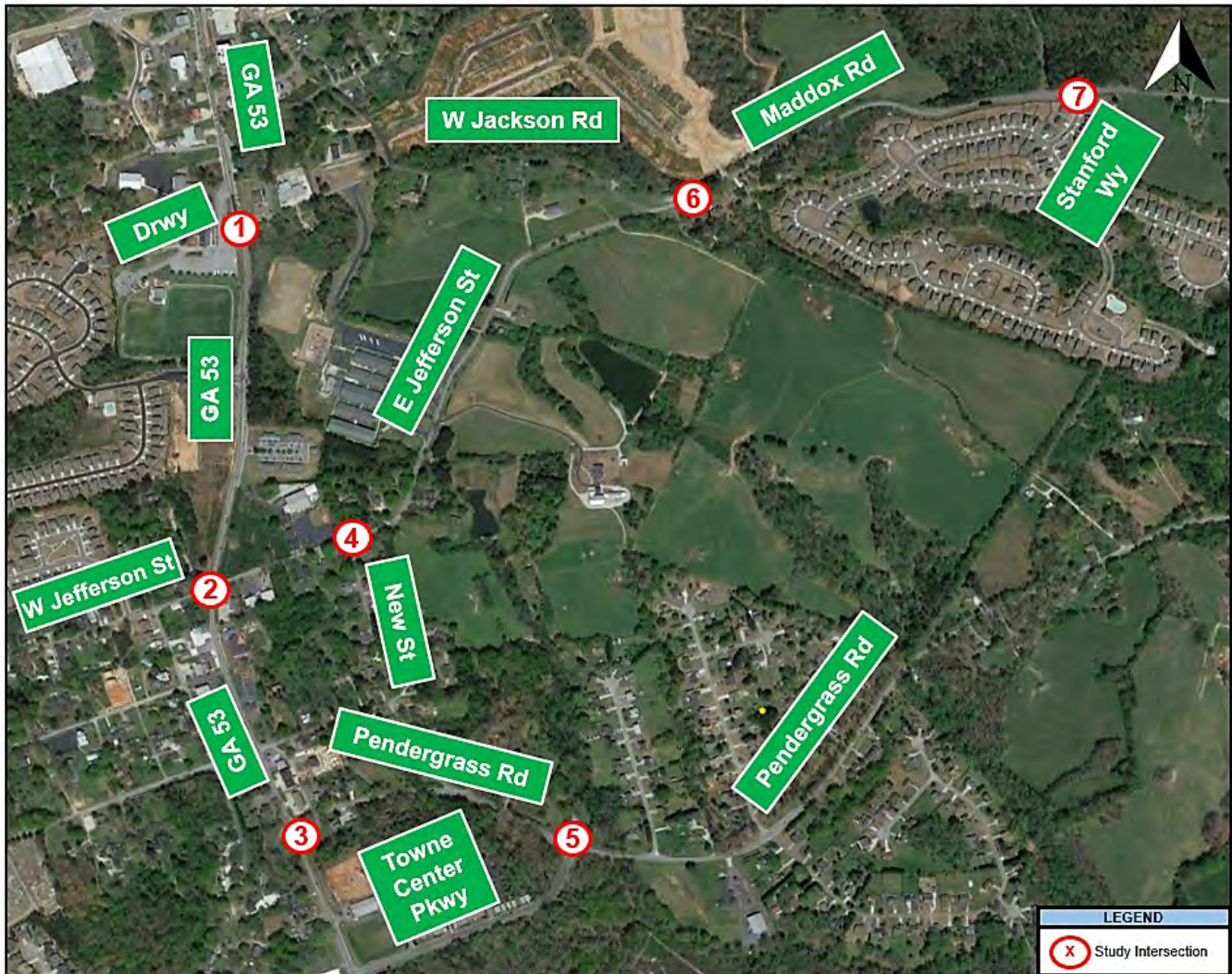


Figure 2: Study Intersection Map

### 3 Existing Conditions

An assessment was performed at the project location and its vicinity to determine the existing geometric, roadway and traffic conditions. The assessment included existing lane configurations, traffic control, signs, posted speed limits, pavement marking, site development, and other geometric features. A condition diagram was developed to graphically illustrate the existing conditions at the study intersection as shown in **Figure 3**.

The existing conditions at the intersections shown in **Figure 3** are summarized below:

- SR 53 is a two-lane roadway with one lane provided in each direction classified as a Minor Arterial. The posted speed limit is 35 miles per hour (mph) in both directions. The lane widths are 12-feet with a 2-feet paved shoulder.
- W. Jackson Road is two-lane undivided roadway classified as a Local Road. The posted speed limit is 25 miles per hour (mph) in both directions. The lane widths are 12-feet with a 2-feet paved

shoulder near the intersection with GA 53. At the eastern end of Jackson Rd, the pavement width narrows to a 20-foot-wide paved section.

- Jefferson Street is a two-lane undivided roadway classified as a Minor Collector Road having channelized right turn near the intersection with GA 53. The posted speed limit is 25 miles per hour (mph) in both directions.
- Pendergrass Road (SR-332) is a two-lane undivided roadway classified as a Major Collector Road. The posted speed limit is 35 miles per hour (mph) in both directions. The lane widths are 12-feet with a 2-foot paved shoulder.
- New Street is a two-lane undivided roadway classified as a Local Road. The posted speed limit is 25 miles per hour (mph) in both directions.
- Towne Center Parkway is a two-lane undivided roadway classified as a Local Road. The posted speed limit is 25 miles per hour (mph) in both directions.
- Stanford Way is a two-lane undivided roadway classified as a Local Road. The posted speed limit is 25 miles per hour (mph).
- Maddox Road is a two-lane undivided roadway classified as a Minor Collector Road. The posted speed limit is 35 miles per hour (mph). The lane widths are 12-feet with a 2-foot paved shoulder.
- SR 53 at W. Jackson Road forms a Four-legged intersection and is currently operating as a two way stop-controlled intersection.
- SR 53 at Jefferson Street forms a Four-legged intersection and is currently operating as a two way stop-controlled intersection.
- SR 53 at Pendergrass Road (SR-332) forms a Three-legged intersection and is currently operating as a minor street stop-controlled intersection.
- E Jefferson Street and New Street forms a Three-legged intersection and are currently operating as an All Way stop-controlled intersection.
- SR 332/Pendergrass Road at Towne Center Parkway forms a Three-legged intersection and is currently operating as a minor street stop-controlled intersection.
- E. Jefferson/Maddox Road at W. Jackson Road forms a Three-legged intersection and is currently operating as a minor street stop on W. Jackson Road.
- Maddox Road and Stanford Way form a Three-legged intersection and are currently operating as a minor street stop-controlled intersection.



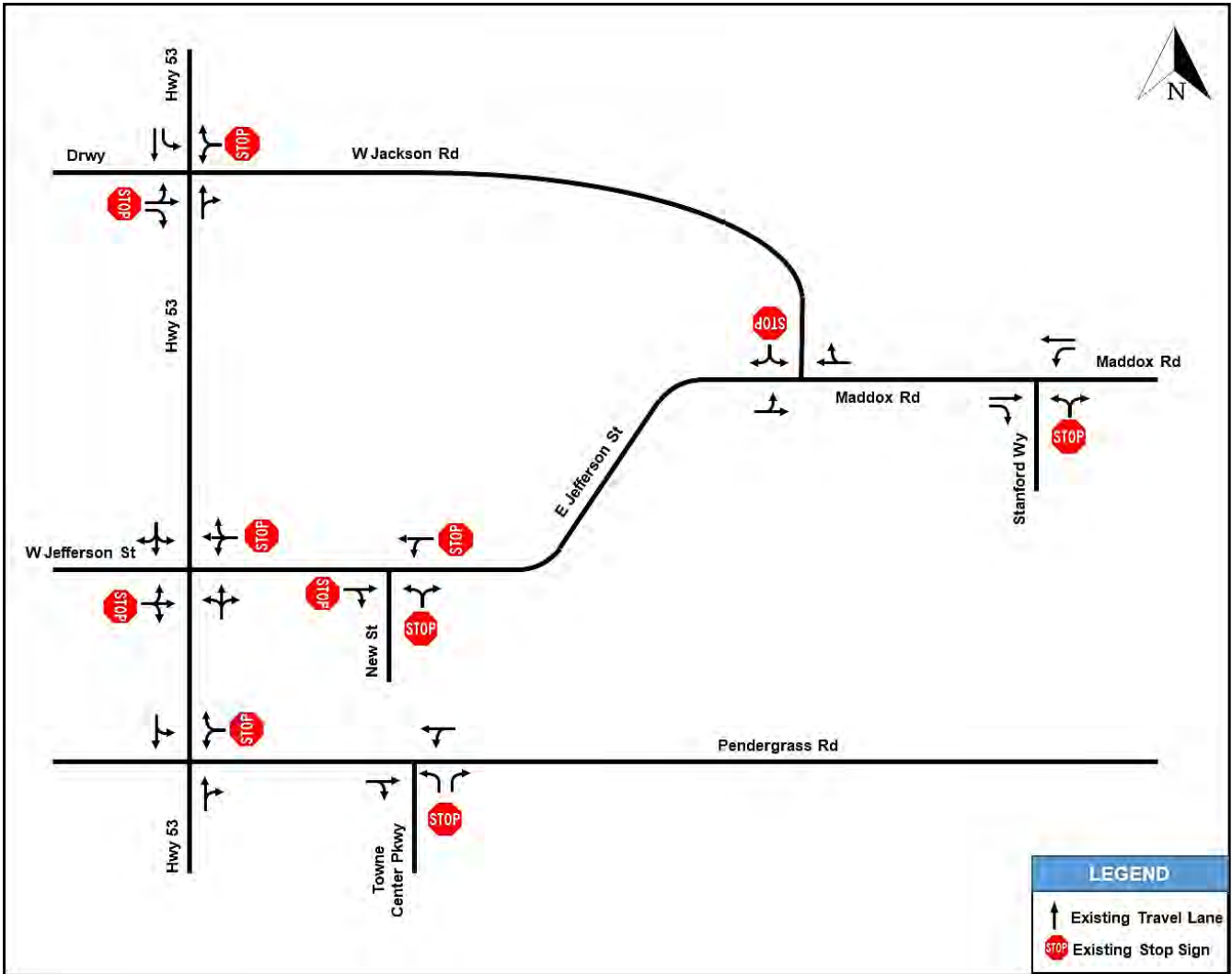


Figure 3: Existing Condition

# 4 Data Collection and Analysis

## 4.1 Turning Movement Counts

Turning Movement Counts (TMC's) were conducted at the study intersections on Tuesday, December 05, 2023, from 6:30 AM to 8:30 AM and from 2:00 PM to 6:00 PM. Turning movement count data is provided in **Appendix A**. These traffic counts were provided via the City of Hoschton and were collected and provided to the City from Kimley-Horn Associates.

The AM Peak Hour was found to be 7:00 AM to 8:00 AM, and the PM Peak Hour was found to be 4:30 PM to 5:30 PM. Existing Peak Hour turning movement volumes are shown in **Figure 4**.

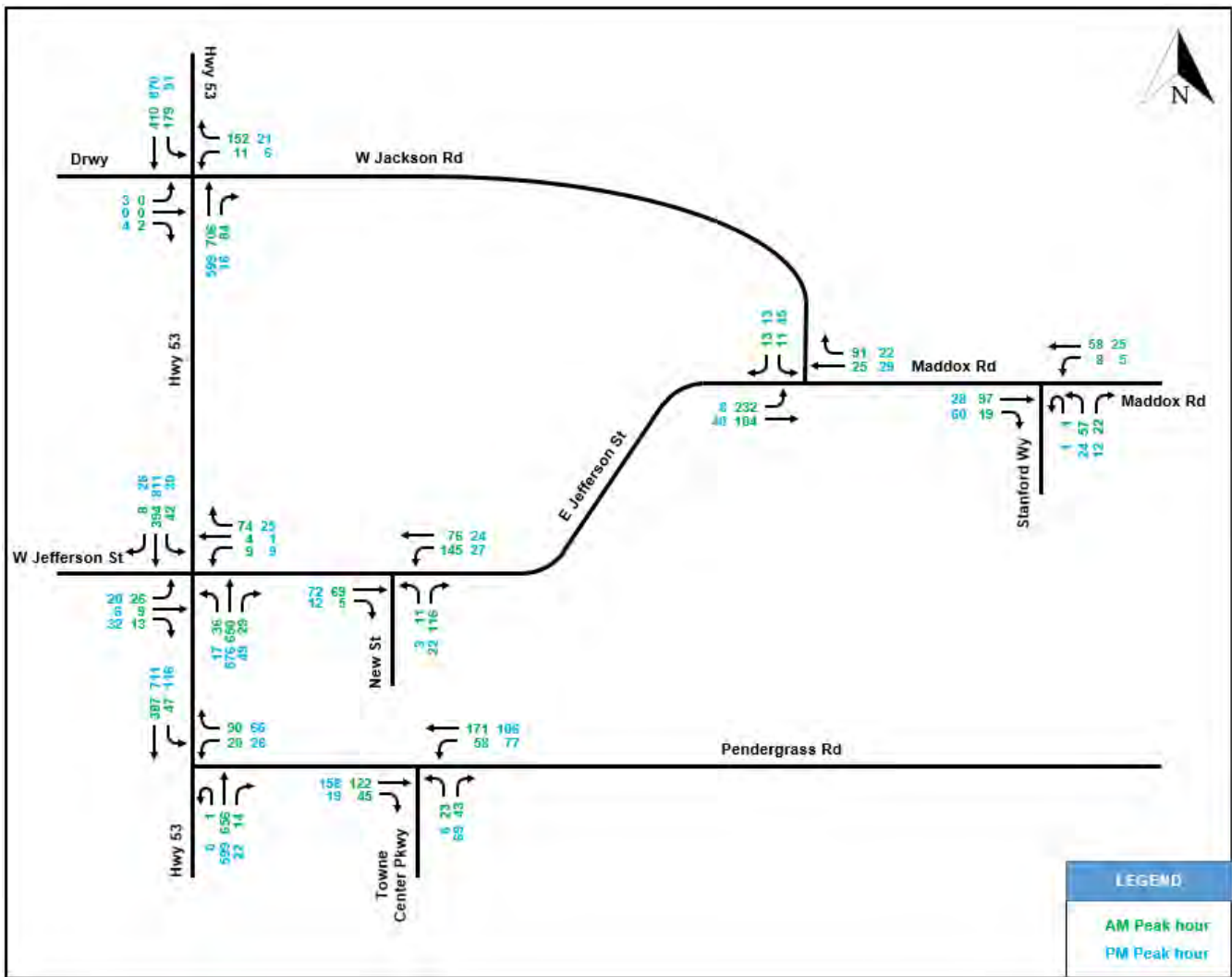


Figure 4: Existing 2023 Traffic Volumes



## 4.2 Bidirectional Traffic Counts

Twenty-Four hours Bidirectional traffic counts were conducted at SR 53, north of SR 53 at Jefferson St on Wednesday, July 19, 2023, and at Highway 332 (Pendergrass Rd), east of SR 53 on Tuesday, August 16, 2022.

Total bi-directional volumes on SR 53 is 18,138 ADT, approximately 413 feet North of SR 53 at Jefferson St intersection and volumes on Highway 332 is 3,920 ADT, approximately 1.97 miles East of SR 53 and is shown in **Figure 5**. The detailed 24-hour counts are provided in **Appendix B**.

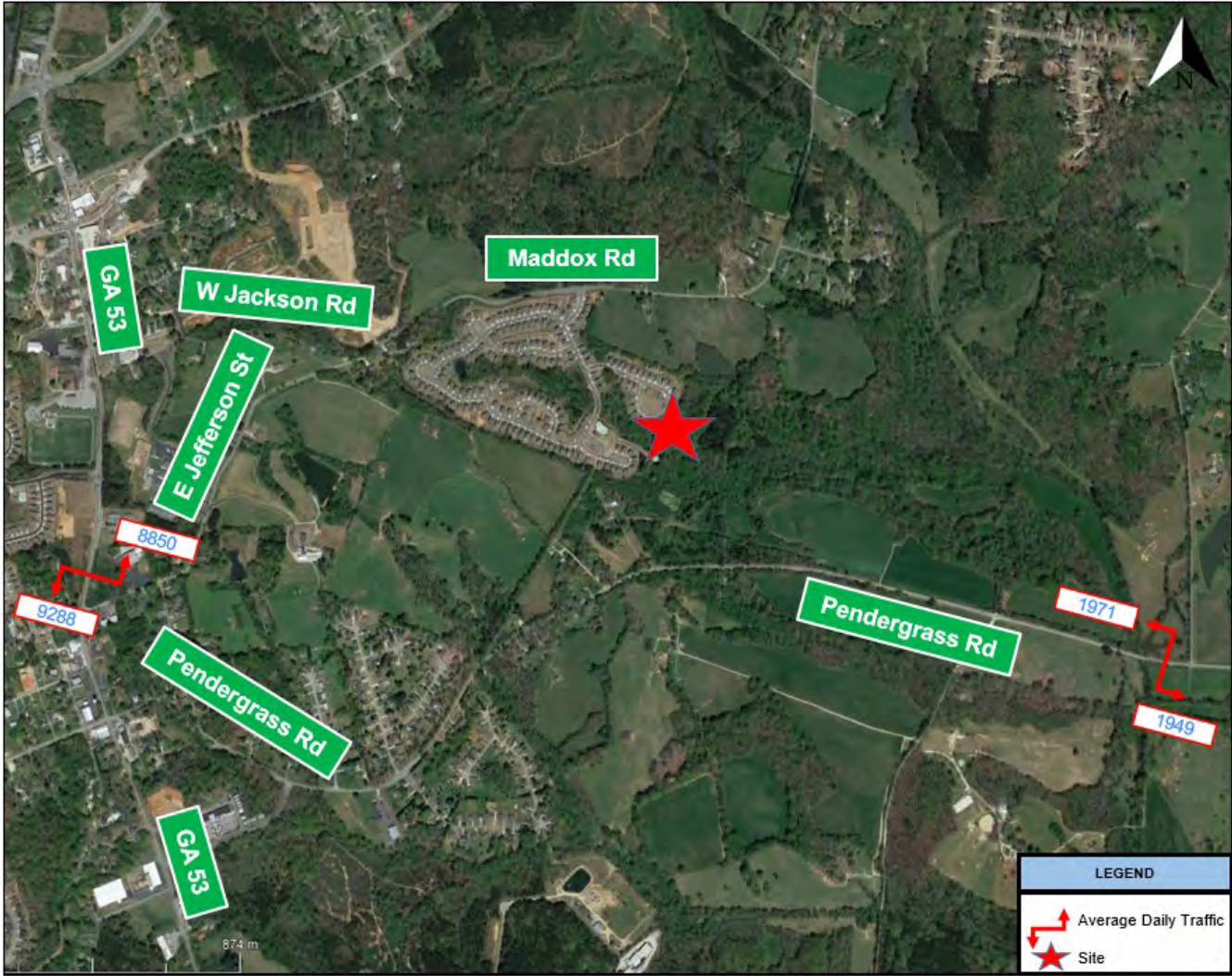


Figure 5: Bidirectional Traffic Volumes

# 5 Planned Developments

The proposed development is a residential development having 334 residential units on 109.72 acres located at east of Downtown Hoschton, Georgia. The planning level site plan is shown in **Figure 6**.

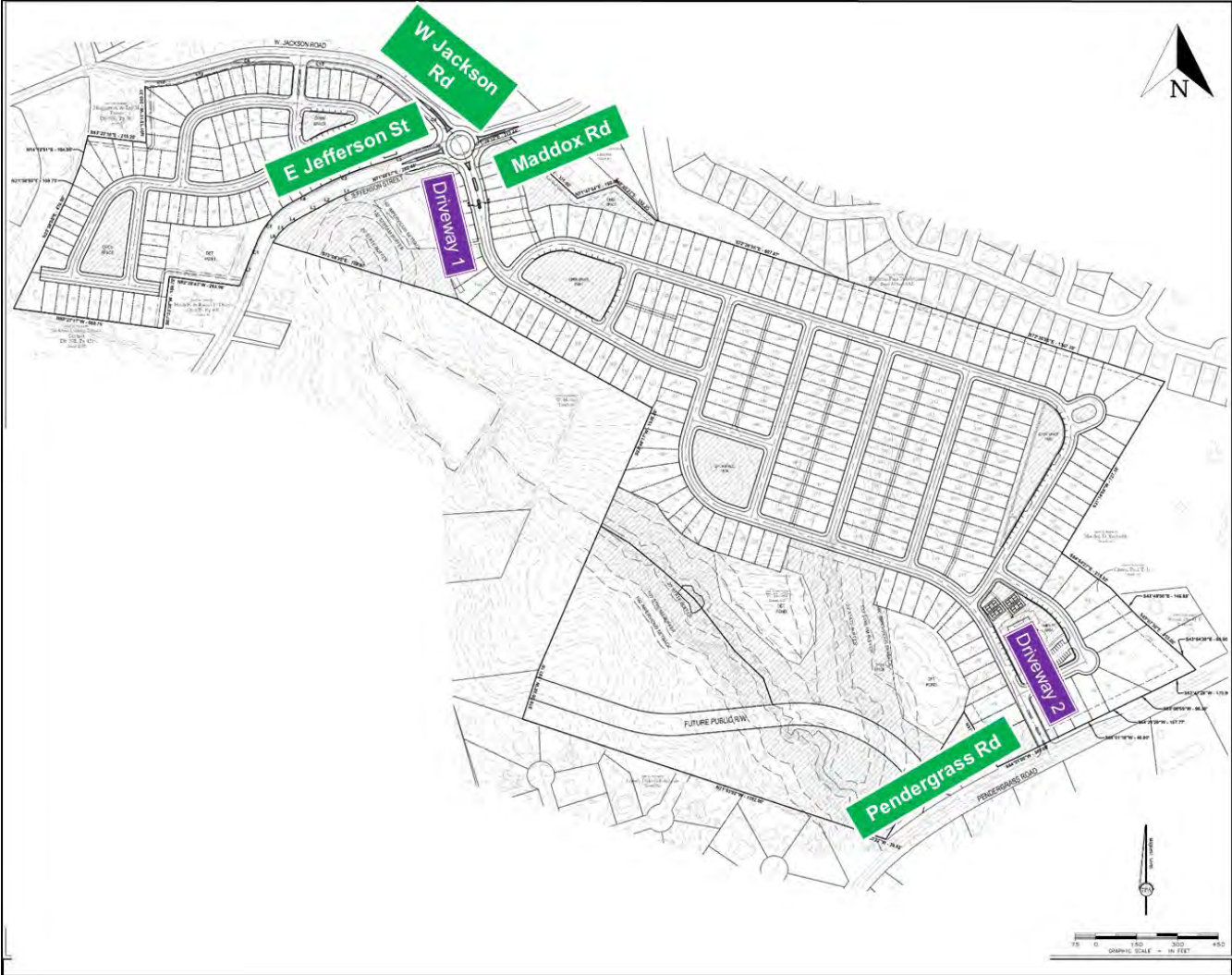


Figure 6: Site Plan



## 6 Traffic Projection

The methodology used to estimate future traffic growth included the examination of Jackson County, GA., census data and historic trends from the nearby GDOT count stations. GDOT count stations data is provided in **Appendix C**.

### 6.1 Census Data

The census data for Jackson County, GA. is shown in **Table 1**. An annual growth rate of 2.30% is observed between year 2010 and 2020.

**Table 1: Census Data - Jackson County, GA.**

County	2010	2020	Annual Growth Rate
Jackson County, GA.	60,485	75,907	2.30%

*Source: Jackson County census.gov*

### 6.2 Historic Traffic Data

The GDOT maintains multiple annual traffic count stations in the vicinity of the study area. This data was used to establish historic growth rates in the area. **Figure 7** shows the count stations in the vicinity of study area.

**Table 2: Historic Traffic Data**

Year	GDOT Count Station	
	157-0259	157-0272
2013	10370	2290
2014	10400	2270
2015	11600	2360
2016	12000	2380
2017	12300	2430
2018	12300	2650
2019	13300	2710
2020	12300	2930
2021	16000	3120
2022	16400	3530

*Source: GDOT Traffic Data*

**Table 2** summarizes the average annual daily traffic (AADT) reported by the GDOT for each of the years 2013 through 2022.

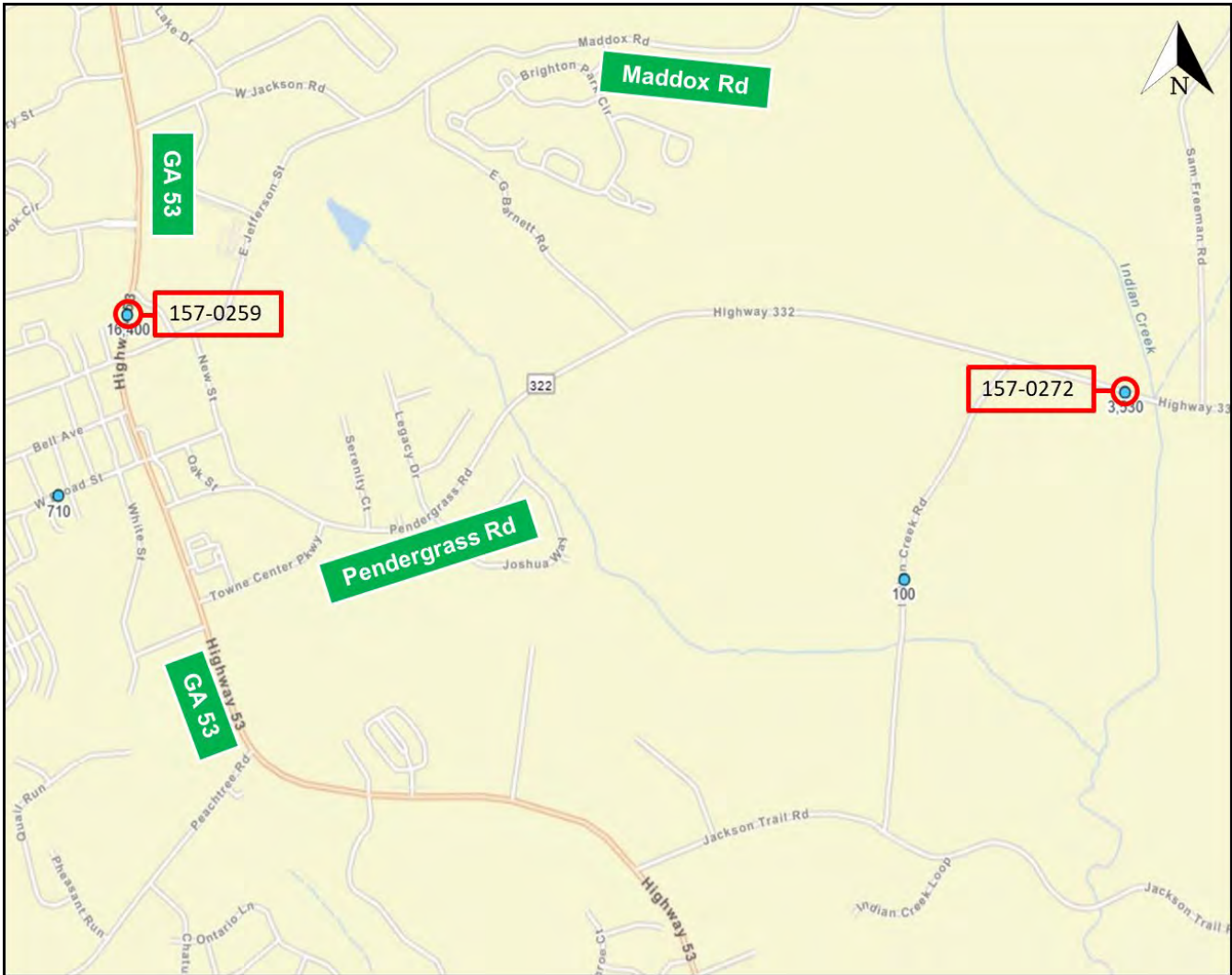


Figure 7: Nearby GDOT Count Stations

### 6.3 Annual Traffic Growth Rate

Based on the data available from the nearby GDOT count station, the growth trend was calculated to be 6.84% for the past five years. Based on these rates and the surrounding area, the background traffic annual growth rate was established and considered to be **1.5%** from the Existing year (2023) to the Build year (2027).

### 6.4 Growth Factor

A growth factor was arrived by applying the growth rate to the below equation and shown in **Table 3**.



$$\text{Growth Factor} = (1 + r)^n$$

Where:

$r$  = growth rate

$n$  = number of years

Table 3: Growth Factor

Build Year (2027)
1.06

Figure 8 shows the estimated background growth traffic volumes at the study intersections for the Build Year 2027.

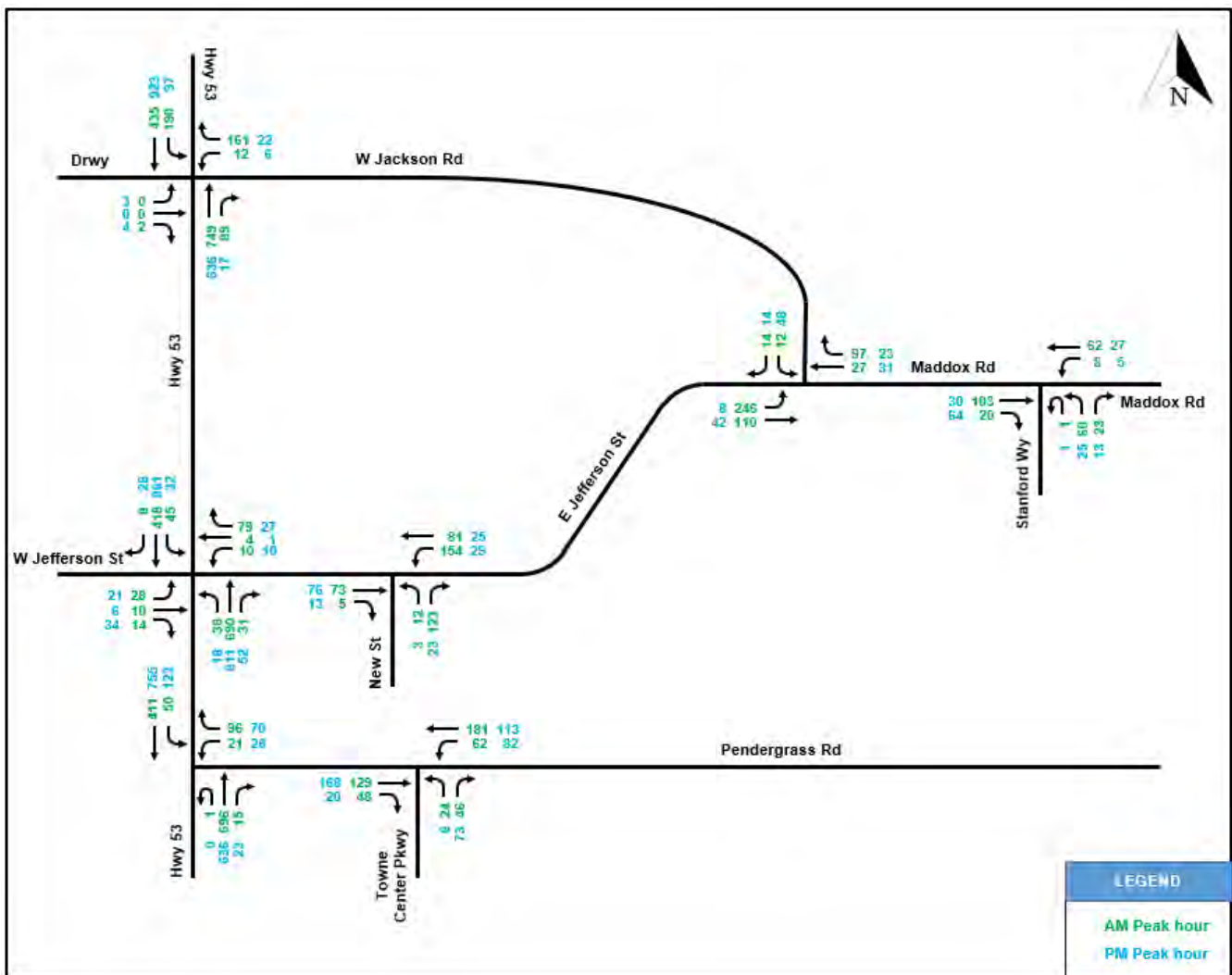


Figure 8: Background Growth Volumes (2027)

## 6.5 Trip Generation

To account the traffic generated by the new development, the Institute of Transportation Engineers provides a TripGen Web-Based App which breaks down calculated trips by development type. Trip generation for the proposed development was calculated based upon 210: Single detached family housing. **Table 4** summarizes the net trip generation for the proposed development upon build-out of year 2027.

The site is expected to generate a net daily of 3,150 trips with 251 occurring during AM Peak hour (65 entering and 186 exiting), 331 occurring during PM Peak hour (212 entering and 119 exiting) and is shown in **Table 4** and detail analysis is presented in **Appendix D**.

**Table 4: Trip Generation**

ITE Code	Land use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				Entry	Exit	Total	Entry	Exit	Total
210	Single detached family housing	334 Units	3150	65	186	251	212	119	331

## 6.6 Trip Distribution

In order to assign new trips to the roadway network, it is necessary to determine how the trips should be distributed to and from the site. To determine the estimated number of trips into and out of the proposed development, the Institute of Transportation Engineers Trip Generation Manual, 11<sup>th</sup> Edition was used. A distribution pattern was developed to define the origin and destination of the new trips and shown in **Figure 9**.

The trip distribution pattern shown in Figure 9 was developed using the planned site plan access points and the idea that the traffic into and out of the site is primarily directed to and from SR 53. The distribution percentages are a mix of school, work and retail trip uses. At each analyzed intersection, the percentage of trips generated by the site and then distributed as turning movement volumes based on the existing traffic patterns and engineering judgement.



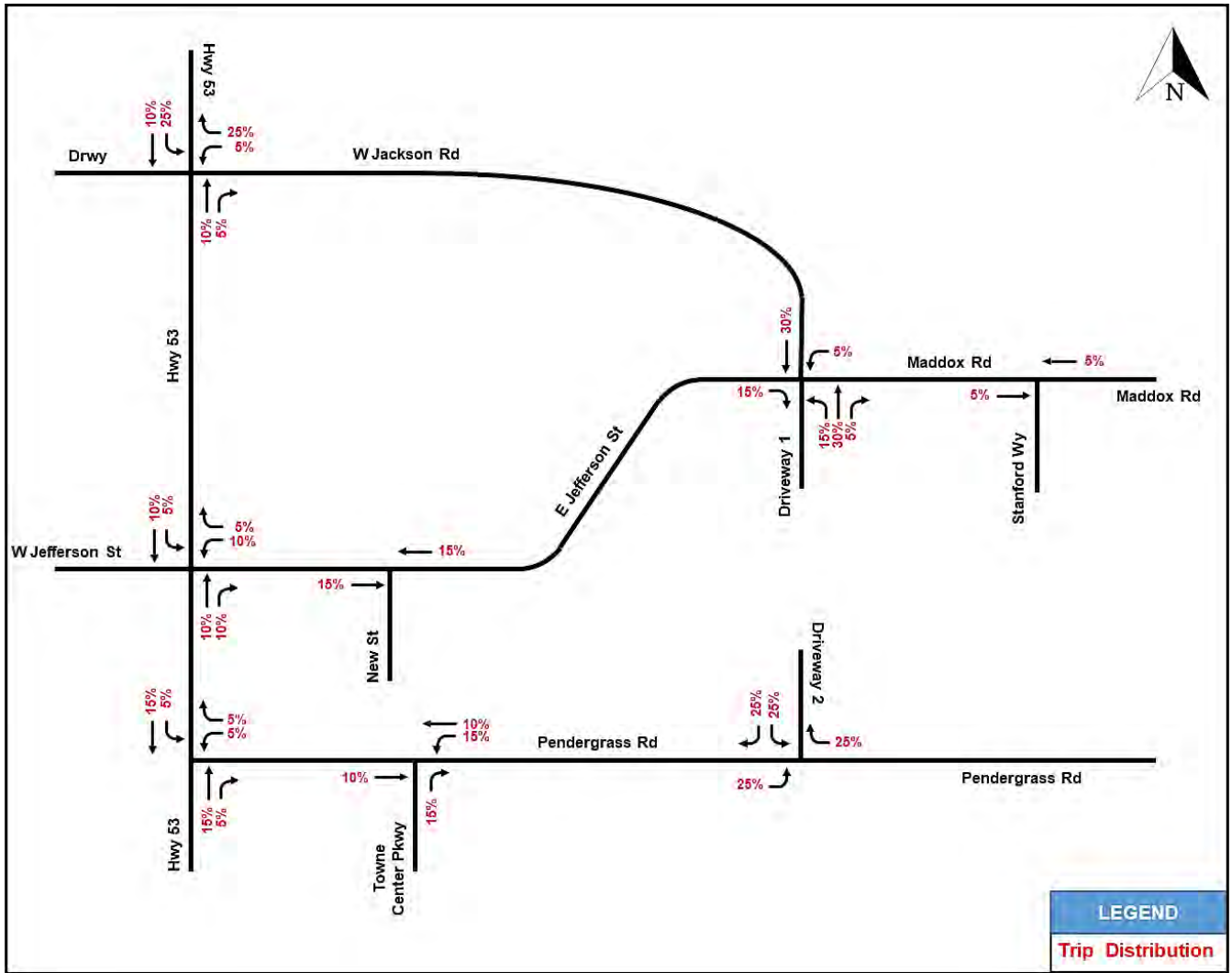


Figure 9: Trip Distribution

## 6.7 Traffic Assignment

The new trips generated by the site for each peak hour are shown in **Figure 10**.

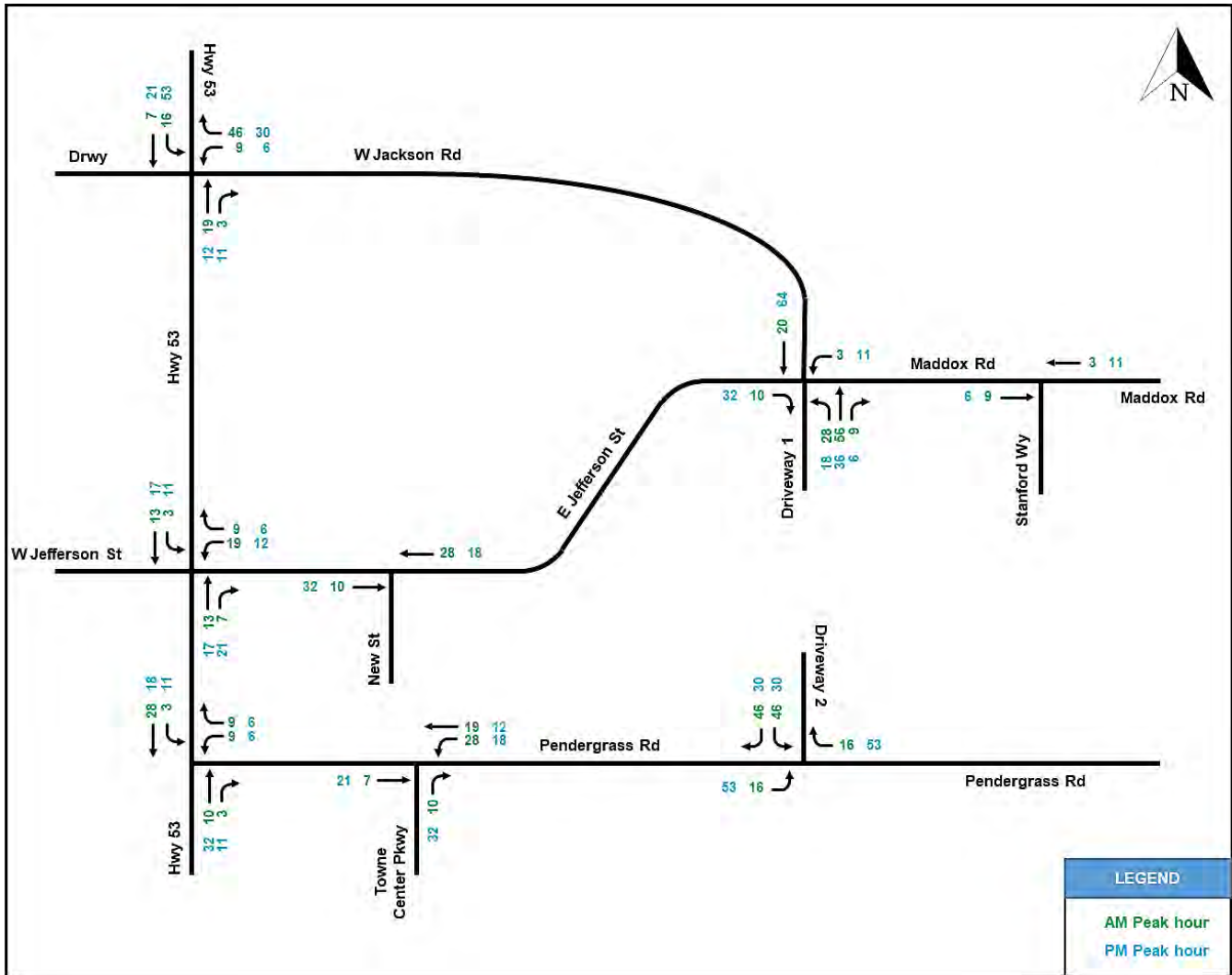


Figure 10: New Trips Generated



## 6.7.1 Total Peak Hour Volumes

The total generated trips for the Build Year 2027 were derived by adding the background growth volumes (Figure 8) and new trips generated (Figure 10) and is shown in Figure 11.

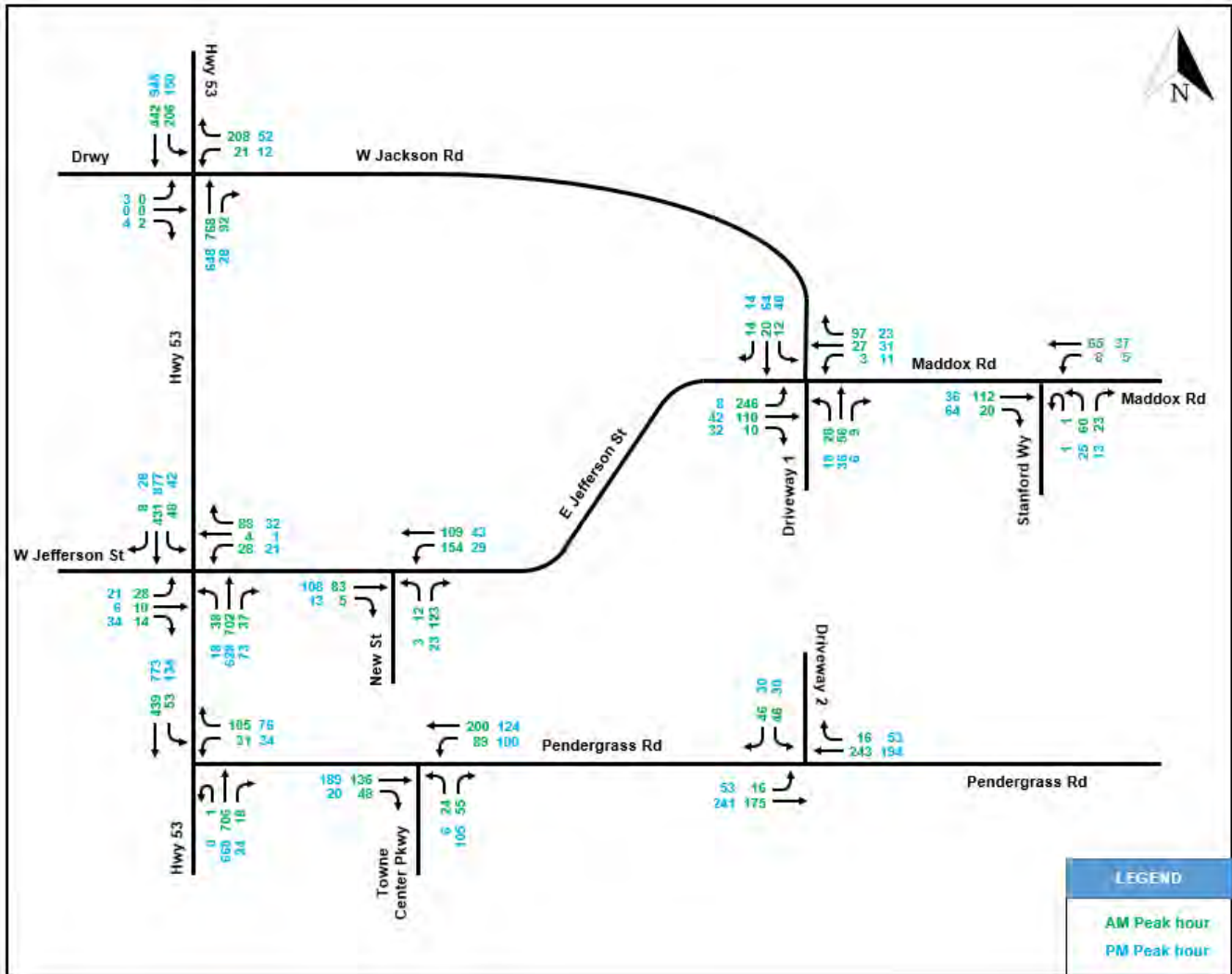


Figure 11: Total Peak Hour Volumes (2027)

## 7 Capacity Analysis

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 2016. *Synchro 11* from Trafficware was used to facilitate the analysis. HCM level-of-service (LOS) definitions are shown in **Table 5**. The target LOS at the study intersection is 'D' or better.

**Table 5: Level of Service Criteria**

Level of Service	Delay Per Vehicle (Seconds)	
	Signalized Intersections	Unsignalized Intersections
A	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 79.9	35.1 to 49.9
F	>80.0	>50.0

Source: *Highway Capacity Manual, Special Report 209, Transportation Research Board, 2016*

### 7.1 Existing Condition

The intersections included in the study were first evaluated using the existing geometry and volumes. The results of the capacity analysis for the intersections are summarized in **Table 6**. For each condition, the level of service is shown, followed parenthetically by the average control delay per vehicle, in seconds. The capacity analysis reports for the intersections under Existing Condition are provided in **Appendix E**.

**Table 6: Capacity Analysis Results - Existing Condition**

Intersection	Movement	AM Peak	PM Peak
SR 53 and W Jackson Rd/Driveway	<b>Unsignalized</b>	<b>A (5.3)</b>	<b>A (1.2)</b>
	Northbound Thru/Right	A (0.0)	A (0.0)
	Eastbound Left/Thru	A (0.0)	F (71.9)
	Eastbound Right	B (10.9)	C (16.1)
	Westbound Left/Right	E (37.9)	D (27.7)
	Southbound Left	B (11.2)	A (9.3)
	Southbound Thru	A (0.0)	A (0.0)
SR 53 and Jefferson St	<b>Unsignalized</b>	<b>A (2.0)</b>	<b>A (2.4)</b>
	Northbound Left	A (8.3)	A (9.9)
	Northbound Thru	A (0.0)	A (0.0)
	Northbound Right	A (0.0)	A (0.0)
	Eastbound Left/Thru/Right	E (37.4)	F (57.0)



Intersection	Movement	AM Peak	PM Peak
	Westbound Left/Thru/Right	A (0.0)	A (0.0)
	Southbound Left	A (9.4)	A (9.0)
	Southbound Thru	A (0.0)	A (0.0)
	Southbound Right	A (0.0)	A (0.0)
SR 53 and Pendergrass Rd	<b>Unsignalized</b>	<b>A (2.2)</b>	<b>A (3.1)</b>
	Northbound Thru/Right	A (0.0)	A (0.0)
	Westbound Left/Right	C (20.9)	E (40.7)
	Southbound Left	A (9.3)	A (9.5)
	Southbound Thru	A (0.0)	A (0.0)
E Jefferson St and New St	<b>Unsignalized</b>	<b>A (9.7)</b>	<b>A (7.4)</b>
	Northbound Left/Right	A (8.6)	A (6.9)
	Eastbound Thru/Right	A (8.7)	A (7.5)
	Westbound Left/Thru	B (10.6)	A (7.5)
Pendergrass Rd and Towne Center Pkwy	<b>Unsignalized</b>	<b>A (2.5)</b>	<b>A (3.1)</b>
	Northbound Left	B (13.2)	B (12.3)
	Northbound Right	A (9.4)	A (9.6)
	Eastbound Thru	A (0.0)	A (0.0)
	Eastbound Right	A (0.0)	A (0.0)
	Westbound Left	A (7.9)	A (7.8)
	Westbound Thru	A (0.0)	A (0.0)
E Jefferson St/Maddox Rd and W Jackson Rd	<b>Unsignalized</b>	<b>A (4.9)</b>	<b>A (3.8)</b>
	Eastbound Left	A (8.4)	A (7.3)
	Eastbound Thru	A (0.0)	A (0.0)
	Westbound Thru/Right	A (0.0)	A (0.0)
	Southbound Left/Right	C (16.1)	A (9.2)
Maddox Rd and Stanford Wy	<b>Unsignalized</b>	<b>A (3.3)</b>	<b>A (2.4)</b>
	Northbound Left/Right	B (10.0)	A (8.9)
	Eastbound Thru	A (0.0)	A (0.0)
	Eastbound Right	A (0.0)	A (0.0)
	Westbound Left	A (7.6)	A (7.4)
	Westbound Thru	A (0.0)	A (0.0)

Existing peak hour capacity analysis indicates:

- **SR 53 and W Jackson Rd/Driveway**

- The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
- The westbound approach is projected to operate at LOS 'E' during the AM peak hour.

- **SR 53 and Jefferson St**
  - The eastbound approach is projected to operate at LOS ‘E’ and ‘F’ during the AM and PM peak hour respectively.
- **SR 53 and Pendergrass Rd**
  - The westbound approach is projected to operate at LOS ‘E’ during the PM peak hour.

## 7.2 Projected No-Build Condition

The projected No-Build Condition includes the existing geometry and the background growth volumes without the new trips generated from the development.

The capacity analysis results for each of the study intersections under projected No-Build Condition 2027 are provided in **Table 7**. The capacity analysis reports for the intersections under projected No-Build Condition can be found in **Appendix F**.

**Table 7: Capacity Analysis Results – No-Build Condition (2027)**

Intersection	Movement	AM Peak	PM Peak
SR 53 and W Jackson Rd/Driveway	<b>Unsignalized</b>	<b>A (7.0)</b>	<b>A (1.2)</b>
	NBT/R	A (0.0)	A (0.0)
	EBL/T	A (0.0)	F (87.1)
	EBR	B (11.1)	C (17.0)
	WBL/R	F (53.5)	D (31.4)
	SBL	B (11.8)	A (9.5)
	SBT	A (0.0)	A (0.0)
SR 53 and Jefferson St	<b>Unsignalized</b>	<b>A (2.4)</b>	<b>A (3.1)</b>
	NBL	A (8.3)	B (10.1)
	NBT	A (0.0)	A (0.0)
	NBR	A (0.0)	A (0.0)
	EBL/T/R	E (45.7)	F (78.2)
	WBL/T/R	A (0.0)	A (0.0)
	SBL	A (9.6)	A (9.2)
	SBT	A (0.0)	A (0.0)
	SBR	A (0.0)	A (0.0)
SR 53 and Pendergrass Rd	<b>Unsignalized</b>	<b>A (2.5)</b>	<b>A (4.2)</b>
	NBT/R	A (0.0)	A (0.0)
	WBL/R	C (23.4)	F (56.9)
	SBL	A (9.5)	A (9.7)
	SBT	A (0.0)	A (0.0)
E Jefferson St and New St	<b>Unsignalized</b>	<b>A (10.0)</b>	<b>A (7.4)</b>
	NBL/R	A (8.8)	A (6.9)
	EBT/R	A (8.8)	A (7.5)
	WBL/T	B (11.1)	A (7.6)
Pendergrass Rd and Towne Center Pkwy	<b>Unsignalized</b>	<b>A (2.5)</b>	<b>A (3.1)</b>
	NBL	B (13.7)	B (12.6)
	NBR	A (9.5)	A (9.7)
	EBT	A (0.0)	A (0.0)



Intersection	Movement	AM Peak	PM Peak
	EBR	A (0.0)	A (0.0)
	WBL	A (7.9)	A (7.9)
	WBT	A (0.0)	A (0.0)
E Jefferson St/Maddox Rd and W Jackson Rd	<b>Unsignalized</b>	<b>A (5.1)</b>	<b>A (3.8)</b>
	EBL	A (8.6)	A (7.3)
	EBT	A (0.0)	A (0.0)
	WBT/R	A (0.0)	A (0.0)
	SBL/R	C (17.5)	A (9.3)
Maddox Rd and Stanford Wy	<b>Unsignalized</b>	<b>A (3.3)</b>	<b>A (2.3)</b>
	NBL/R	B (10.2)	A (8.9)
	EBT	A (0.0)	A (0.0)
	EBR	A (0.0)	A (0.0)
	WBL	A (7.6)	A (7.4)
	WBT	A (0.0)	A (0.0)

No build condition (2027) peak hour capacity analysis indicates:

- **SR 53 and W Jackson Rd/Driveway**
  - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
  - The westbound approach is projected to operate at LOS 'F' during the AM peak hour.
- **SR 53 and Jefferson St**
  - The eastbound approach is projected to operate at LOS 'E' and 'F' during the AM and PM peak hour respectively.
- **SR 53 and Pendergrass Rd**
  - The westbound approach is projected to operate at LOS 'F' during the PM peak hour.

### 7.3 Projected Build Condition

The projected Build Condition includes the existing geometry and the Total Peak Hour Traffic Volumes, which includes the background growth and new trips generated by the development. Site 5 (E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1) is evaluated as roundabout for the Build Year 2027. The capacity analysis results for each of the study intersections under projected Build Condition, is provided in **Table 8**. The detailed capacity analysis reports can be found in **Appendix G**.

**Table 8: Capacity Analysis Results – Build Condition (2027)**

Intersection	Movement	AM Peak	PM Peak
SR 53 and W Jackson Rd/Driveway	<b>Unsignalized</b>	<b>C (23.3)</b>	<b>A (2.9)</b>
	NBT/R	A (0.0)	A (0.0)
	EBL/T	A (0.0)	F (134.0)
	EBR	B (11.1)	C (17.3)
	WBL/R	F (165.9)	F (51.8)
	SBL	B (12.2)	A (10.0)
	SBT	A (0.0)	A (0.0)

Intersection	Movement	AM Peak	PM Peak
SR 53 and Jefferson St	<b>Unsignalized</b>	<b>A (2.5)</b>	<b>A (3.7)</b>
	NBL	A (8.4)	B (10.2)
	NBT	A (0.0)	A (0.0)
	NBR	A (0.0)	A (0.0)
	EBL/T/R	F (50.7)	F (95.4)
	WBL/T/R	A (0.0)	A (0.0)
	SBL	A (9.7)	A (9.4)
	SBT	A (0.0)	A (0.0)
SR 53 and Pendergrass Rd	<b>Unsignalized</b>	<b>A (3.3)</b>	<b>A (7.6)</b>
	NBT/R	A (0.0)	A (0.0)
	WBL/R	D (29.5)	F (106.1)
	SBL	A (9.6)	A (10.0)
	SBT	A (0.0)	A (0.0)
E Jefferson St and New St	<b>Unsignalized</b>	<b>B (10.6)</b>	<b>A (7.7)</b>
	NBL/R	A (9.0)	A (7.1)
	EBT/R	A (9.1)	A (7.9)
	WBL/T	B (11.9)	A (7.7)
Pendergrass Rd and Towne Center Pkwy	<b>Unsignalized</b>	<b>A (2.9)</b>	<b>A (3.6)</b>
	NBL	C (15.6)	B (13.7)
	NBR	A (9.6)	B (10.2)
	EBT	A (0.0)	A (0.0)
	EBR	A (0.0)	A (0.0)
	WBL	A (8.0)	A (8.0)
	WBT	A (0.0)	A (0.0)
E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1	<b>Roundabout</b>	<b>A (6.6)</b>	<b>A (3.6)</b>
	EB	A (7.0)	A (3.7)
	WB	A (6.7)	A (3.3)
	NB	A (6.1)	A (3.4)
	SB	A (3.4)	A (3.7)
Maddox Rd and Stanford Wy	<b>Unsignalized</b>	<b>A (3.2)</b>	<b>A (2.1)</b>
	NBL/R	B (10.3)	A (9.0)
	EBT	A (0.0)	A (0.0)
	EBR	A (0.0)	A (0.0)
	WBL	A (7.7)	A (7.4)
	WBT	A (0.0)	A (0.0)
Pendergrass Rd and Driveway 2	<b>Unsignalized</b>	<b>A (2.3)</b>	<b>A (1.9)</b>
	EBL	A (7.8)	A (7.9)
	EBT	A (0.0)	A (0.0)
	WBT/R	A (0.0)	A (0.0)
	SBL/R	B (11.9)	B (12.3)

Build Condition (2027) capacity analysis indicates:

- **SR 53 and W Jackson Rd/Driveway**

- The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.



- The westbound approach is projected to operate at LOS 'F' during both AM and PM peak hours.
- **SR 53 and Jefferson St**
  - The eastbound approach is projected to operate at LOS 'F' during both the peak hours.
- **SR 53 and Pendergrass Rd**
  - The westbound approach is projected to operate at LOS 'F' during the PM peak hour.

## 7.4 Traffic Signal Warrant Analysis

A traffic signal warrant analysis was prepared at Site 5 (E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1). The Federal Highway Administration (FHWA) publishes the Manual on Uniform Traffic Control Devices (MUTCD) which establishes uniform standards to ensure consistency nationwide with traffic operations. The MUTCD contains multiple warrants or justifications, of which only one has to be met, to consider signalization. The traffic counts provided by Kimley-Horn Associates were applied to the traffic signal warrants and it was shown that no warrants were met. Appendix H contains a traffic signal warrant worksheet. Please note that the traffic counts provided did not include a full eight hours of data. The largest peak hour demonstrated that it did not exceed the thresholds for any warrant level, thus, Warrant 1: 8-Hour Volumes (0 hours met of 8 required), Warrant 2: 4-Hour Volumes (0 hours met of 4 required) or Warrant 3: Peak Hour (0 hours met of 1 required) were not met. These warrants are the only ones that would be applicable at Site 5.

## 8 Summary of Findings

- The purpose of this study is to conduct a Traffic Impact Study (TIS) for a development of 334 residential units on approximately 143 acres fronting on Pendergrass Rd and E Jefferson St/Maddox Rd, east of Downtown Hoschton, Jackson County, Georgia. Also, to analyze and assess the impact of the development on the transportation infrastructure and identify the mitigation measures, if any, to support the proposed development.
- Turning Movement Counts (TMC's) were conducted at the study intersections on Tuesday, December 05, 2023, from 6:30 AM to 8:30 AM and from 2:00 PM to 6:00 PM. These traffic counts were provided via the City of Hoschton and were collected and provided to the City from Kimley-Horn Associates.
- The AM Peak Hour was found to be 7:00 AM to 8:00 AM, and the PM Peak Hour was found to be 4:30 PM to 5:30 PM.
- Twenty-Four hours Bidirectional traffic counts were conducted at SR 53, north of SR 53 at Jefferson St intersection on Wednesday, July 19, 2023, and at SR 332 (Pendergrass Rd), east of SR 53 on Tuesday, August 16, 2022.
- Total bi-directional volume on SR 53 is 18,138 ADT and volume on SR 332 (Pendergrass Rd), east of SR 53 is 3,920 ADT.
- Based on the census data from Jackson County, GA. and the trend analysis for nearby GDOT Count Stations, an annual growth rate of 1.5% was established between 2023 and 2027.
- The proposed development is a residential development. Total trips generated are 3,150 trips with 251 occurring during AM Peak hour (65 entering and 186 exiting), 331 occurring during PM Peak hour (212 entering and 119 exiting).

- City staff relayed concerns with the potential impacts of school traffic queueing at dismissal time into the proposed roundabout at the W Jefferson St/Maddox Rd at W Jackson/Driveway 1 intersection. It is noted that roundabout will operate at LOS A in the Build Condition, and it is reasonable to expect the roundabout will operate at an acceptable LOS for many years. School dismissal queueing will impact the operations of the intersection regardless of the operational treatment. The roundabout offers better long-term operational characteristics than other treatments such as all-way stop or a two-way stop. Additionally, as stated in section 7.4 – Traffic Signal Warrant Analysis, a traffic signal does not meet any warrants. Therefore, no further consideration for the installation of a traffic signal is justified at this time.
- Existing condition peak hour capacity analysis indicates the following:
  - **SR 53 and W Jackson Rd/Driveway**
    - The intersection operates at an overall acceptable LOS.
    - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
    - The westbound approach is projected to operate at LOS 'E' during the AM peak hour.
  - **SR 53 and Jefferson St**
    - The intersection operates at an overall acceptable LOS.
    - The eastbound approach is projected to operate at LOS 'E' and 'F' during the AM and PM peak hours respectively.
  - **SR 53 and Pendergrass Rd**
    - The intersection operates at an overall acceptable LOS.
    - The westbound approach is projected to operate at LOS 'E' during the PM peak hour.
  - **E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1**
    - The intersection operates at an overall acceptable LOS.
- No build condition (2027) peak hour capacity analysis indicates the following:
  - **SR 53 and W Jackson Rd/Driveway**
    - The intersection operates at an overall acceptable LOS.
    - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
    - The westbound approach is projected to operate at LOS 'F' during the AM peak hour.
  - **SR 53 and Jefferson St**
    - The intersection operates at an overall acceptable LOS.
    - The eastbound approach is projected to operate at LOS 'E' and 'F' during the AM and PM peak hours respectively.
  - **SR 53 and Pendergrass Rd**
    - The intersection operates at an overall acceptable LOS.
    - The westbound approach is projected to operate at LOS 'F' during the PM peak hour.
  - **E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1**



- The intersection operates at an overall acceptable LOS.
- Build Condition (2027) capacity analysis indicates the following:
  - **SR 53 and W Jackson Rd/Driveway**
    - The intersection operates at an overall acceptable LOS.
    - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
    - The westbound approach is projected to operate at LOS 'F' during both AM and PM peak hours.
  - **SR 53 and Jefferson St**
    - The intersection operates at an overall acceptable LOS.
    - The eastbound approach is projected to operate at LOS 'F' during both AM and PM peak hours.
  - **SR 53 and Pendergrass Rd**
    - The intersection operates at an overall acceptable LOS.
    - The westbound approach is projected to operate at LOS 'F' during the PM peak hour.
  - **E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1 (Roundabout)**
    - No traffic signal warrants were met.
    - The intersection operates at an overall acceptable LOS.

## 9 Recommendations

- 1) Construct a roundabout at the intersection of E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1.
- 2) Obtain a commercial driveway permit from GDOT District 1 Traffic Operations for the proposed driveway on SR 332.
- 3) Consider a corridor study for SR 53 between W Jackson Road and Towne Center Parkway to identify potential improvements to address the existing side street delays.

# **APPENDIX A**

Turning Movement Count Data



# Peak Hour Turning Movement Count

Hoschton, GA



www.marrtraffic.com



[Click here for Map](#)

Tuesday, December 5, 2023	
Period	0630 - 0830
Peak Hour	0700 - 0800

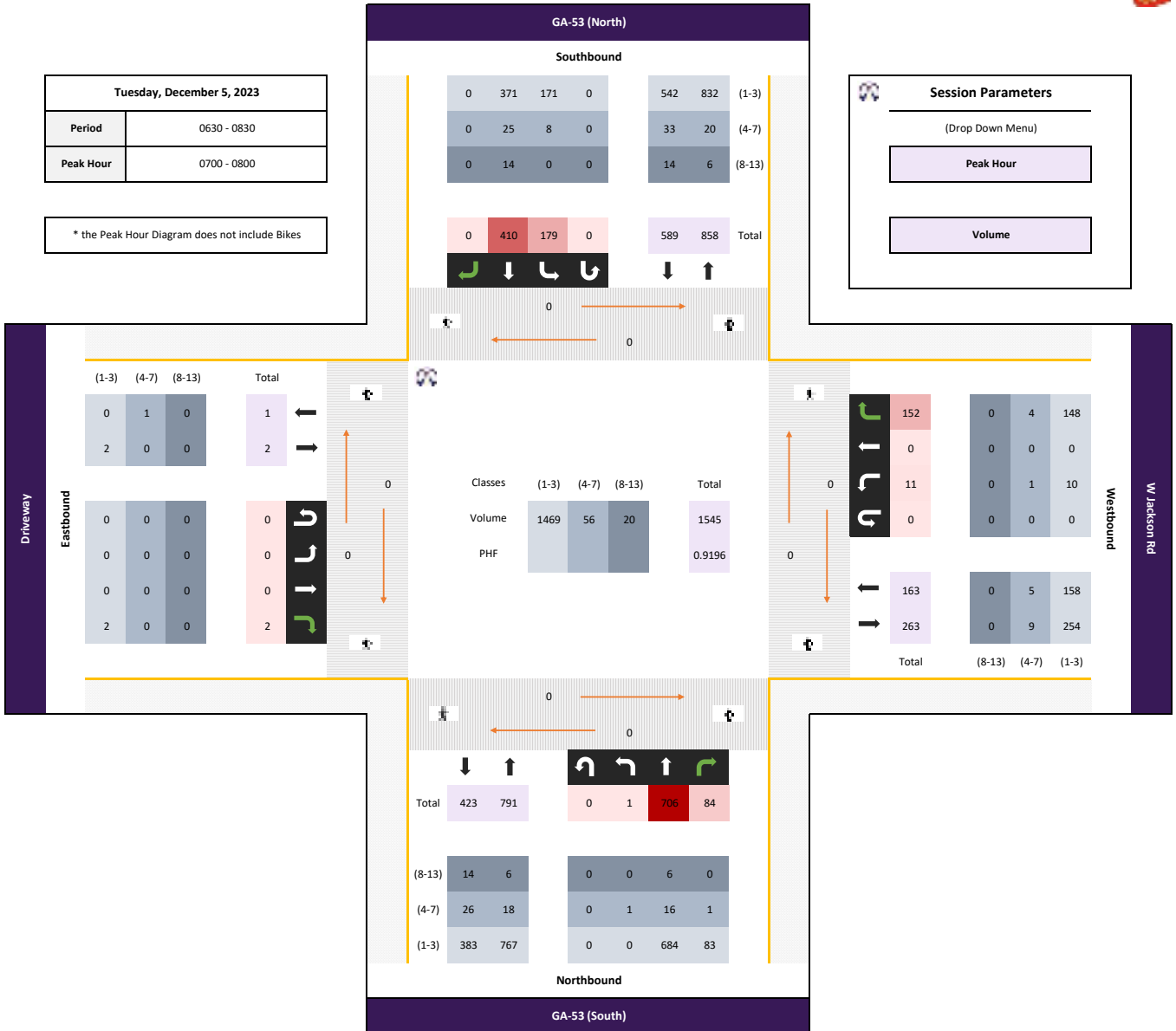
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume



Driveway

W Jackson Rd





# Peak Hour Turning Movement Count

Hoschton, GA



www.marrtraffic.com



[Click here for Map](#)

Tuesday, December 5, 2023	
Period	1400 - 1800
Peak Hour	1630 - 1730

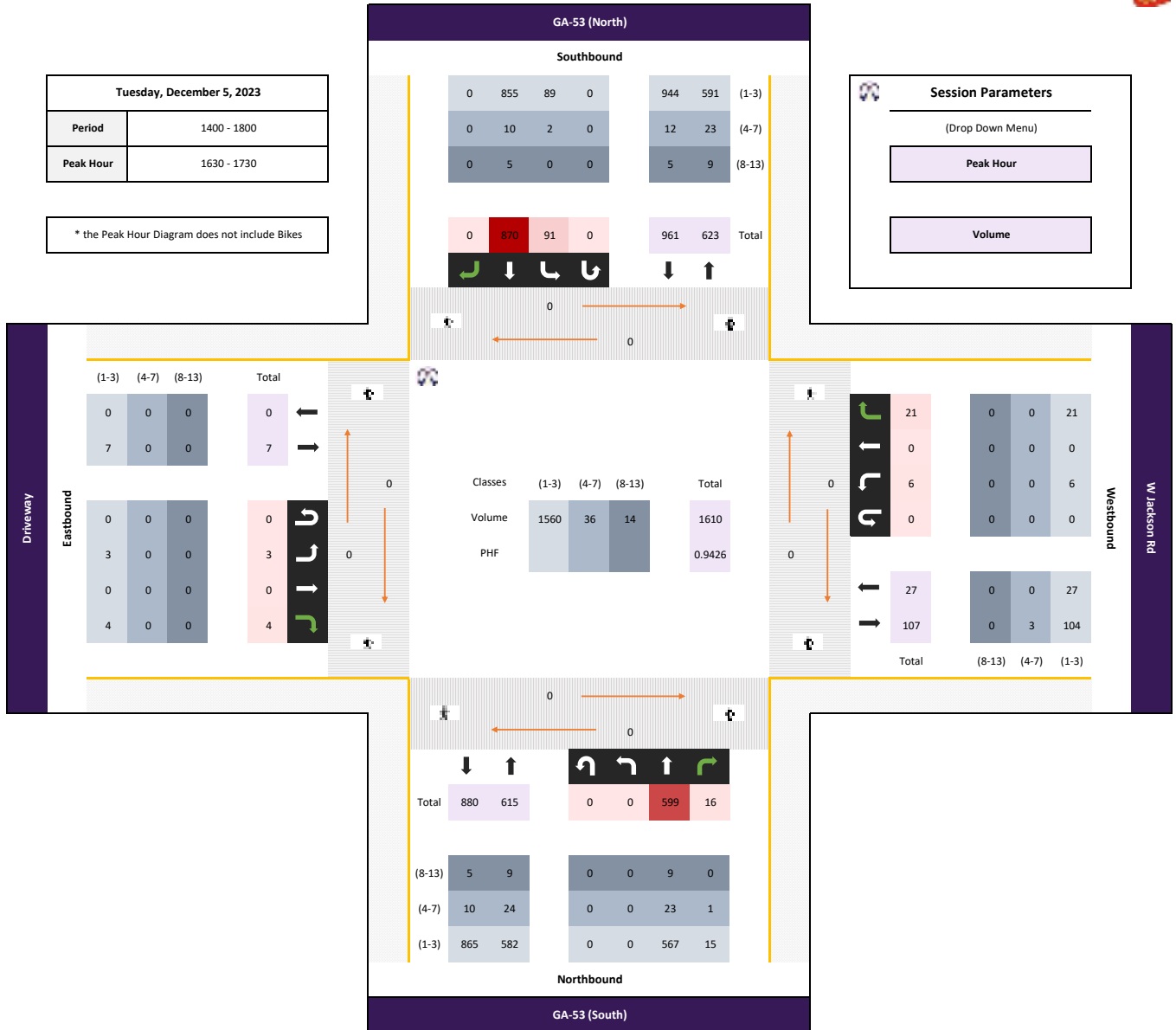
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume





# Classified Turn Movement Count || All vehicles



Hoschton, GA

**Site 1**

GA-53 (South)  
GA-53 (North)  
Driveway  
W Jackson Rd

**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.104945°, -83.761933°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

All vehicles

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)				Eastbound Driveway					Westbound W Jackson Rd					Int Total			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn						
	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	1.10	1.11	1.12	1.13	1.14	1.15	1.16						
0630 - 0645	0	178	5	0	0	183	6	62	0	0	68	0	0	1	0	1	1	0	10	0	11	263
0645 - 0700	1	203	12	0	0	228	42	98	0	0	91	0	0	0	0	0	3	0	10	0	13	320
0700 - 0715	0	200	28	0	0	205	80	80	0	0	140	0	0	1	0	1	1	0	23	0	24	393
0715 - 0730	1	170	34	0	0	205	80	80	0	0	160	0	0	0	0	0	3	0	52	0	55	420
Hourly Total	2	751	79	0	0	832	148	311	0	0	459	0	0	2	0	2	8	0	95	0	103	1396
0730 - 0745	0	135	19	0	0	154	47	113	0	0	160	0	0	0	0	0	5	0	55	0	60	374
0745 - 0800	0	201	3	0	0	204	10	119	0	0	129	0	0	1	0	1	2	0	22	0	24	358
0800 - 0815	0	189	5	0	0	194	5	121	0	0	126	1	0	2	0	3	2	0	7	0	9	332
0815 - 0830	0	178	0	0	0	178	11	120	0	0	131	0	0	0	0	0	3	0	11	0	14	323
Hourly Total	0	703	27	0	0	730	73	473	0	0	546	1	0	3	0	4	12	0	95	0	107	1387
Grand Total	2	1454	106	0	0	1562	221	784	0	0	1005	1	0	5	0	6	20	0	190	0	210	2783
Approach %	0.13	93.09	6.79	0.00	0.00	-	21.99	78.01	0.00	0.00	-	16.67	0.00	83.33	0.00	-	9.52	0.00	90.48	0.00	-	-
Intersection %	0.07	52.25	3.81	0.00	0.00	56.13	7.94	28.17	0.00	0.00	36.11	0.04	0.00	0.18	0.00	0.22	0.72	0.00	6.83	0.00	7.55	-
Heavy Vehicle %	50	4	1	-	4	4	10	-	-	8	0	-	20	-	17	5	-	2	-	-	2	6
PHF	0.25	0.88	0.62	0.00	0.87	0.56	0.86	0.00	0.00	0.92	0.00	0.00	0.50	0.00	0.50	0.55	0.00	0.69	0.00	0.68	0.92	-

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

All vehicles

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)				Eastbound Driveway					Westbound W Jackson Rd					Int Total			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn						
	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	1.10	1.11	1.12	1.13	1.14	1.15	1.16						
1400 - 1415	0	105	11	0	0	116	12	151	0	0	163	0	0	1	0	1	1	0	8	0	9	289
1415 - 1430	0	111	15	0	0	126	21	153	0	0	174	1	0	0	0	1	1	0	9	0	10	311
1430 - 1445	0	143	18	0	0	161	24	145	0	0	169	0	0	2	0	2	7	0	21	0	28	360
1445 - 1500	0	146	19	0	0	165	26	148	0	0	174	0	0	2	0	2	3	1	39	0	43	384
Hourly Total	0	505	63	0	0	568	83	597	0	0	680	1	0	5	0	6	12	1	77	0	90	1344
1500 - 1515	0	134	2	0	0	136	13	168	0	0	181	1	0	0	0	1	5	0	16	0	21	339
1515 - 1530	0	143	6	0	0	149	5	107	0	0	112	1	0	1	0	2	5	0	5	0	10	273
1530 - 1545	0	111	4	0	0	115	22	165	0	0	187	0	0	0	0	0	2	0	18	0	20	322
1545 - 1600	0	129	2	0	0	131	17	233	0	0	250	0	0	1	0	1	4	0	9	0	13	395
Hourly Total	0	517	14	0	0	531	57	673	0	0	730	2	0	2	0	4	16	0	48	0	64	1329
1600 - 1615	0	151	2	0	0	153	26	147	0	0	173	0	0	1	0	1	0	0	15	0	15	342
1615 - 1630	0	136	1	0	0	137	12	199	0	0	211	2	0	0	0	2	2	0	9	0	11	361
1630 - 1645	0	156	2	0	0	158	32	212	0	0	244	1	0	2	0	3	0	0	6	0	6	411
1645 - 1700	0	141	3	0	0	144	25	211	0	0	236	0	0	0	0	0	1	0	2	0	3	383
Hourly Total	0	584	8	0	0	592	95	769	0	0	864	3	0	3	0	6	3	0	32	0	35	1497
1700 - 1715	0	125	7	0	0	132	16	227	0	0	243	2	0	2	0	4	3	0	7	0	10	389
1715 - 1730	0	177	4	0	0	181	18	220	0	0	238	0	0	0	0	0	2	0	6	0	8	427
1730 - 1745	0	101	2	0	0	103	20	235	0	0	255	0	0	1	0	1	2	0	33	0	35	394
1745 - 1800	0	114	2	0	0	116	19	241	0	0	260	0	0	0	0	0	0	0	13	0	13	389
Hourly Total	0	517	15	0	0	532	73	923	0	0	996	2	0	3	0	5	7	0	59	0	66	1599
Grand Total	0	2123	100	0	0	2223	308	2962	0	0	3270	8	0	13	0	21	38	1	216	0	255	5769
Approach %	0.00	95.50	4.50	0.00	0.00	-	9.42	90.58	0.00	0.00	-	38.10	0.00	61.90	0.00	-	14.90	0.39	84.71	0.00	-	-
Intersection %	0.00	36.80	1.73	0.00	0.00	38.53	5.34	51.34	0.00	0.00	56.68	0.14	0.00	0.23	0.00	0.36	0.66	0.02	3.74	0.00	4.42	-
Heavy Vehicle %	-	6	2	-	6	2	4	-	-	3	0	-	8	-	5	5	0	5	-	-	5	4
PHF	0.00	0.85	0.57	0.00	0.85	0.71	0.96	0.00	0.00	0.98	0.38	0.00	0.50	0.00	0.44	0.50	0.00	0.75	0.00	0.68	0.94	-



# Classified Turn Movement Count || Bikes



Hoschton, GA

**Site 1**

GA-53 (South)  
GA-53 (North)  
Driveway  
W Jackson Rd

**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.104945°, -83.761933°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

Bikes

TIME	Northbound				Southbound				Eastbound					Westbound					Int Total		
	GA-53 (South)			U-Turn	App Total	GA-53 (North)			U-Turn	App Total	Driveway			U-Turn	App Total	W Jackson Rd				U-Turn	App Total
	Left	Thru	Right			Left	Thru	Right			Left	Thru	Right			Left	Thru	Right			
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

Bikes

TIME	Northbound				Southbound				Eastbound					Westbound					Int Total		
	GA-53 (South)			U-Turn	App Total	GA-53 (North)			U-Turn	App Total	Driveway			U-Turn	App Total	W Jackson Rd				U-Turn	App Total
	Left	Thru	Right			Left	Thru	Right			Left	Thru	Right			Left	Thru	Right			
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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



Hoschton, GA

**Site 1**

GA-53 (South)  
GA-53 (North)  
Driveway  
W Jackson Rd

**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.104945°, -83.761933°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Westbound				Int				
	GA-53 (South)				GA-53 (North)				Driveway				W Jackson Rd								
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left		Thru	Right	U-Turn	App
1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total	
0630 - 0645	0	171	5	0	176	6	53	0	0	59	0	0	0	0	0	1	0	10	0	11	246
0645 - 0700	1	199	12	0	212	20	70	0	0	90	0	0	0	0	3	0	10	0	13	315	
0700 - 0715	0	195	28	0	223	41	88	0	0	129	0	0	1	0	1	0	22	0	23	376	
0715 - 0730	0	167	33	0	200	76	74	0	0	150	0	0	0	0	0	2	0	50	0	52	402
Hourly Total	1	732	78	0	811	143	285	0	0	428	0	0	1	0	1	7	0	92	0	99	1339
0730 - 0745	0	133	19	0	152	44	103	0	0	147	0	0	0	0	5	0	54	0	59	358	
0745 - 0800	0	189	3	0	192	10	106	0	0	116	0	0	1	0	1	2	0	22	0	24	333
0800 - 0815	0	174	5	0	179	5	110	0	0	115	1	0	2	0	3	2	0	7	0	9	306
0815 - 0830	0	160	0	0	160	11	103	0	0	114	0	0	0	0	0	3	0	11	0	14	288
Hourly Total	0	656	27	0	683	70	422	0	0	492	1	0	3	0	4	12	0	94	0	106	1285
Grand Total	1	1388	105	0	1494	213	707	0	0	920	1	0	4	0	5	19	0	186	0	205	2624
Approach %	0.07	92.90	7.03	0.00	-	23.15	76.85	0.00	0.00	-	20.00	0.00	80.00	0.00	-	9.27	0.00	90.73	0.00	-	
Intersection %	0.04	52.90	4.00	0.00	56.94	8.12	26.94	0.00	0.00	35.06	0.04	0.00	0.15	0.00	0.19	0.72	0.00	7.09	0.00	7.81	

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Westbound				Int				
	GA-53 (South)				GA-53 (North)				Driveway				W Jackson Rd								
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left		Thru	Right	U-Turn	App
1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total	
1400 - 1415	0	97	11	0	108	12	141	0	0	153	0	0	1	0	1	0	7	0	8	270	
1415 - 1430	0	101	15	0	116	21	145	0	0	166	1	0	0	0	1	0	6	0	6	289	
1430 - 1445	0	134	18	0	152	24	141	0	0	165	0	0	1	0	1	6	0	20	0	26	344
1445 - 1500	0	142	18	0	160	26	143	0	0	169	0	0	2	0	2	3	1	39	0	43	374
Hourly Total	0	474	62	0	536	83	570	0	0	653	1	0	4	0	5	10	1	72	0	83	1277
1500 - 1515	0	129	2	0	131	12	161	0	0	173	1	0	0	0	1	5	0	16	0	21	326
1515 - 1530	0	128	6	0	134	5	98	0	0	103	1	0	1	0	2	5	0	4	0	9	248
1530 - 1545	0	100	4	0	104	20	149	0	0	169	0	0	0	0	0	2	0	17	0	19	292
1545 - 1600	0	119	2	0	121	17	227	0	0	244	0	0	1	0	1	4	0	9	0	13	379
Hourly Total	0	476	14	0	490	54	635	0	0	689	2	0	2	0	4	16	0	46	0	62	1245
1600 - 1615	0	145	2	0	147	26	146	0	0	172	0	0	1	0	1	0	0	13	0	13	333
1615 - 1630	0	131	1	0	132	12	190	0	0	202	2	0	0	0	2	2	0	8	0	10	346
1630 - 1645	0	149	2	0	151	31	209	0	0	240	1	0	2	0	3	0	0	6	0	6	400
1645 - 1700	0	130	2	0	132	25	207	0	0	232	0	0	0	0	0	1	0	2	0	3	367
Hourly Total	0	555	7	0	562	94	752	0	0	846	3	0	3	0	6	3	0	29	0	32	1446
1700 - 1715	0	120	7	0	127	16	222	0	0	238	2	0	2	0	4	3	0	7	0	10	379
1715 - 1730	0	168	4	0	172	17	217	0	0	234	0	0	0	0	0	2	0	6	0	8	414
1730 - 1745	0	95	2	0	97	19	227	0	0	246	0	0	1	0	1	2	0	33	0	35	379
1745 - 1800	0	114	2	0	116	19	234	0	0	253	0	0	0	0	0	0	0	13	0	13	382
Hourly Total	0	497	15	0	512	71	900	0	0	971	2	0	3	0	5	7	0	59	0	66	1554
Grand Total	0	2002	98	0	2100	302	2857	0	0	3159	8	0	12	0	20	36	1	206	0	243	5522
Approach %	0.00	95.33	4.67	0.00	-	9.56	90.44	0.00	0.00	-	40.00	0.00	60.00	0.00	-	14.81	0.41	84.77	0.00	-	
Intersection %	0.00	36.25	1.77	0.00	38.03	5.47	51.74	0.00	0.00	57.21	0.14	0.00	0.22	0.00	0.36	0.65	0.02	3.73	0.00	4.40	

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



Hoschton, GA

**Site 1**

GA-53 (South)  
GA-53 (North)  
Driveway  
W Jackson Rd

**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.104945°, -83.761933°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

Single Unit Trucks (4-7)

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)				Eastbound Driveway					Westbound W Jackson Rd					Int Total		
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total
	0630 - 0645	0	6	0	0	6	0	6	0	0	6	0	0	0	0	1	0	0		0	0
0645 - 0700	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
0700 - 0715	0	4	0	0	4	1	9	0	0	10	0	0	0	0	0	0	0	1	0	1	15
0715 - 0730	1	2	1	0	4	4	3	0	0	7	0	0	0	0	0	1	0	2	0	3	14
Hourly Total	1	15	1	0	17	5	19	0	0	24	0	0	1	0	1	1	0	3	0	4	46
0730 - 0745	0	1	0	0	1	3	7	0	0	10	0	0	0	0	0	0	0	1	0	1	12
0745 - 0800	0	9	0	0	9	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	15
0800 - 0815	0	9	0	0	9	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	18
0815 - 0830	0	7	0	0	7	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	0	26	0	0	26	3	31	0	0	34	0	0	0	0	0	0	0	1	0	1	61
Grand Total	1	41	1	0	43	8	50	0	0	58	0	0	1	0	1	1	0	4	0	5	107
Approach %	2.33	95.35	2.33	0.00	-	13.79	86.21	0.00	0.00	-	0.00	0.00	100.00	0.00	-	20.00	0.00	80.00	0.00	-	
Intersection %	0.93	38.32	0.93	0.00	40.19	7.48	46.73	0.00	0.00	54.21	0.00	0.00	0.93	0.00	0.93	0.93	0.00	3.74	0.00	4.67	

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

Single Unit Trucks (4-7)

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)				Eastbound Driveway					Westbound W Jackson Rd					Int Total		
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total
	1400 - 1415	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0		1	0
1415 - 1430	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	1	0	3	0	4	14
1430 - 1445	0	6	0	0	6	0	1	0	0	1	0	0	0	0	0	1	0	1	0	2	9
1445 - 1500	0	2	1	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	18	1	0	19	0	15	0	0	15	0	0	0	0	0	2	0	5	0	7	41
1500 - 1515	0	5	0	0	5	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	10
1515 - 1530	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	17
1530 - 1545	0	4	0	0	4	2	9	0	0	11	0	0	0	0	0	0	0	1	0	1	16
1545 - 1600	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	22	0	0	22	3	27	0	0	30	0	0	0	0	0	0	0	2	0	2	54
1600 - 1615	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	8
1615 - 1630	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	9
1630 - 1645	0	5	0	0	5	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	8
1645 - 1700	0	7	1	0	8	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	19	1	0	20	1	11	0	0	12	0	0	0	0	0	0	0	3	0	3	35
1700 - 1715	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
1715 - 1730	0	7	0	0	7	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	10
1730 - 1745	0	5	0	0	5	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	12
1745 - 1800	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	16	0	0	16	2	17	0	0	19	0	0	0	0	0	0	0	0	0	0	35
Grand Total	0	75	2	0	77	6	70	0	0	76	0	0	0	0	0	2	0	10	0	12	165
Approach %	0.00	97.40	2.60	0.00	-	7.89	92.11	0.00	0.00	-	0.00	0.00	0.00	0.00	-	16.67	0.00	83.33	0.00	-	
Intersection %	0.00	45.45	1.21	0.00	46.67	3.64	42.42	0.00	0.00	46.06	0.00	0.00	0.00	0.00	0.00	1.21	0.00	6.06	0.00	7.27	



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



Hoschton, GA

**Site 1**

GA-53 (South)  
GA-53 (North)  
Driveway  
W Jackson Rd

**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.104945°, -83.761933°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

Combination Trucks (8-13)

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)				Eastbound Driveway					Westbound W Jackson Rd					Int Total		
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total
	0630 - 0645	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0		0	0
0645 - 0700	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0700 - 0715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0715 - 0730	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
0730 - 0745	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0745 - 0800	0	3	0	0	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
0800 - 0815	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
0815 - 0830	0	10	0	0	10	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	0	20	0	0	20	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	40
Grand Total	0	24	0	0	24	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	51
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	47.06	0.00	0.00	47.06	0.00	52.94	0.00	0.00	52.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

Combination Trucks (8-13)

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)				Eastbound Driveway					Westbound W Jackson Rd					Int Total		
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total
	1400 - 1415	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0		0	0
1415 - 1430	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
1430 - 1445	0	3	0	0	3	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	7
1445 - 1500	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	13	0	0	13	0	12	0	0	12	0	0	1	0	1	0	0	0	0	0	26
1500 - 1515	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1515 - 1530	0	7	0	0	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	8
1530 - 1545	0	7	0	0	7	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	14
1545 - 1600	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	19	0	0	19	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	30
1600 - 1615	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
1630 - 1645	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1645 - 1700	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	10	0	0	10	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	16
1700 - 1715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
Grand Total	0	46	0	0	46	0	35	0	0	35	0	0	1	0	1	0	0	0	0	0	82
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	56.10	0.00	0.00	56.10	0.00	42.68	0.00	0.00	42.68	0.00	0.00	1.22	0.00	1.22	0.00	0.00	0.00	0.00	0.00	

# Classified Turn Movement Count || All Trucks (4-13)



Hoschton, GA

**Site 1**

GA-53 (South)  
GA-53 (North)  
Driveway  
W Jackson Rd

**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.104945°, -83.761933°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound					Westbound					Int Total		
	GA-53 (South)			U-Turn	GA-53 (North)			U-Turn	Driveway			U-Turn	W Jackson Rd			U-Turn	App Total				
	Left	Thru	Right		App Total	Left	Thru		Right	Left	Thru		Right	Left	Thru			Right		App Total	
0630 - 0645	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
0645 - 0700	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
0700 - 0715	0	5	0	0	5	1	10	0	0	11	0	0	0	0	0	0	0	1	0	1	17
0715 - 0730	1	3	1	0	5	4	6	0	0	10	0	0	0	0	0	1	0	2	0	3	18
Hourly Total	1	19	1	0	21	5	26	0	0	31	0	0	1	0	1	1	0	3	0	4	57
0730 - 0745	0	2	0	0	2	3	10	0	0	13	0	0	0	0	0	0	0	1	0	1	16
0745 - 0800	0	12	0	0	12	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	25
0800 - 0815	0	15	0	0	15	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	26
0815 - 0830	0	17	0	0	17	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	34
Hourly Total	0	46	0	0	46	3	51	0	0	54	0	0	0	0	0	0	0	1	0	1	101
Grand Total	1	65	1	0	67	8	77	0	0	85	0	0	1	0	1	1	0	4	0	5	158
Approach %	1.49	97.01	1.49	0.00	-	9.41	90.59	0.00	0.00	-	0.00	0.00	100.00	0.00	-	20.00	0.00	80.00	0.00	-	
Intersection %	0.63	41.14	0.63	0.00	42.41	5.06	48.73	0.00	0.00	53.80	0.00	0.00	0.63	0.00	0.63	0.63	0.00	2.53	0.00	3.16	

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound					Westbound					Int Total		
	GA-53 (South)			U-Turn	GA-53 (North)			U-Turn	Driveway			U-Turn	W Jackson Rd			U-Turn	App Total				
	Left	Thru	Right		App Total	Left	Thru		Right	Left	Thru		Right	Left	Thru			Right		App Total	
1400 - 1415	0	8	0	0	8	0	10	0	0	10	0	0	0	0	0	0	0	1	0	1	19
1415 - 1430	0	10	0	0	10	0	8	0	0	8	0	0	0	0	0	1	0	3	0	4	22
1430 - 1445	0	9	0	0	9	0	4	0	0	4	0	0	1	0	1	1	0	1	0	2	16
1445 - 1500	0	4	1	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	31	1	0	32	0	27	0	0	27	0	0	1	0	1	2	0	5	0	7	67
1500 - 1515	0	5	0	0	5	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	13
1515 - 1530	0	15	0	0	15	0	9	0	0	9	0	0	0	0	0	0	0	1	0	1	25
1530 - 1545	0	11	0	0	11	2	16	0	0	18	0	0	0	0	0	0	0	1	0	1	30
1545 - 1600	0	10	0	0	10	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	0	41	0	0	41	3	38	0	0	41	0	0	0	0	0	0	0	2	0	2	84
1600 - 1615	0	6	0	0	6	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	9
1615 - 1630	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	1	0	1	15
1630 - 1645	0	7	0	0	7	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	11
1645 - 1700	0	11	1	0	12	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	0	29	1	0	30	1	17	0	0	18	0	0	0	0	0	0	0	3	0	3	51
1700 - 1715	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
1715 - 1730	0	9	0	0	9	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	13
1730 - 1745	0	6	0	0	6	1	8	0	0	9	0	0	0	0	0	0	0	0	0	0	15
1745 - 1800	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	20	0	0	20	2	23	0	0	25	0	0	0	0	0	0	0	0	0	0	45
Grand Total	0	121	2	0	123	6	105	0	0	111	0	0	1	0	1	2	0	10	0	12	247
Approach %	0.00	98.37	1.63	0.00	-	5.41	94.59	0.00	0.00	-	0.00	0.00	100.00	0.00	-	16.67	0.00	83.33	0.00	-	
Intersection %	0.00	48.99	0.81	0.00	49.80	2.43	42.51	0.00	0.00	44.94	0.00	0.00	0.40	0.00	0.40	0.81	0.00	4.05	0.00	4.86	

# Crosswalk Counts || Pedestrians



Hoschton, GA

**Site 1**

GA-53 (South)  
GA-53 (North)  
Driveway  
W Jackson Rd

**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.104945°, -83.761933°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

Pedestrians

TIME	Northbound GA-53 (South)			Southbound GA-53 (North)			Eastbound Driveway			Westbound W Jackson Rd			App Total	Int Total
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total		
	0630 - 0645	0	0	0	0	0	0	0	0	0	0	0		
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

Pedestrians

TIME	Northbound GA-53 (South)			Southbound GA-53 (North)			Eastbound Driveway			Westbound W Jackson Rd			App Total	Int Total
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total		
	1400 - 1415	0	0	0	0	0	0	0	0	0	0	0		
1415 - 1430	0	0	0	0	0	0	0	1	0	1	0	1	1	2
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	1	1	2
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	1	0	1	0	0	1	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	0	1	1
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Grand Total	0	0	0	0	0	0	0	2	0	2	0	2	2	4
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	0.00	100.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	0.00	50.00	50.00	50.00	50.00











# Peak Hour Turning Movement Count

Hoschton, GA



www.marrtraffic.com



[Click here for Map](#)

Tuesday, December 5, 2023	
Period	0630 - 0830
Peak Hour	0700 - 0800

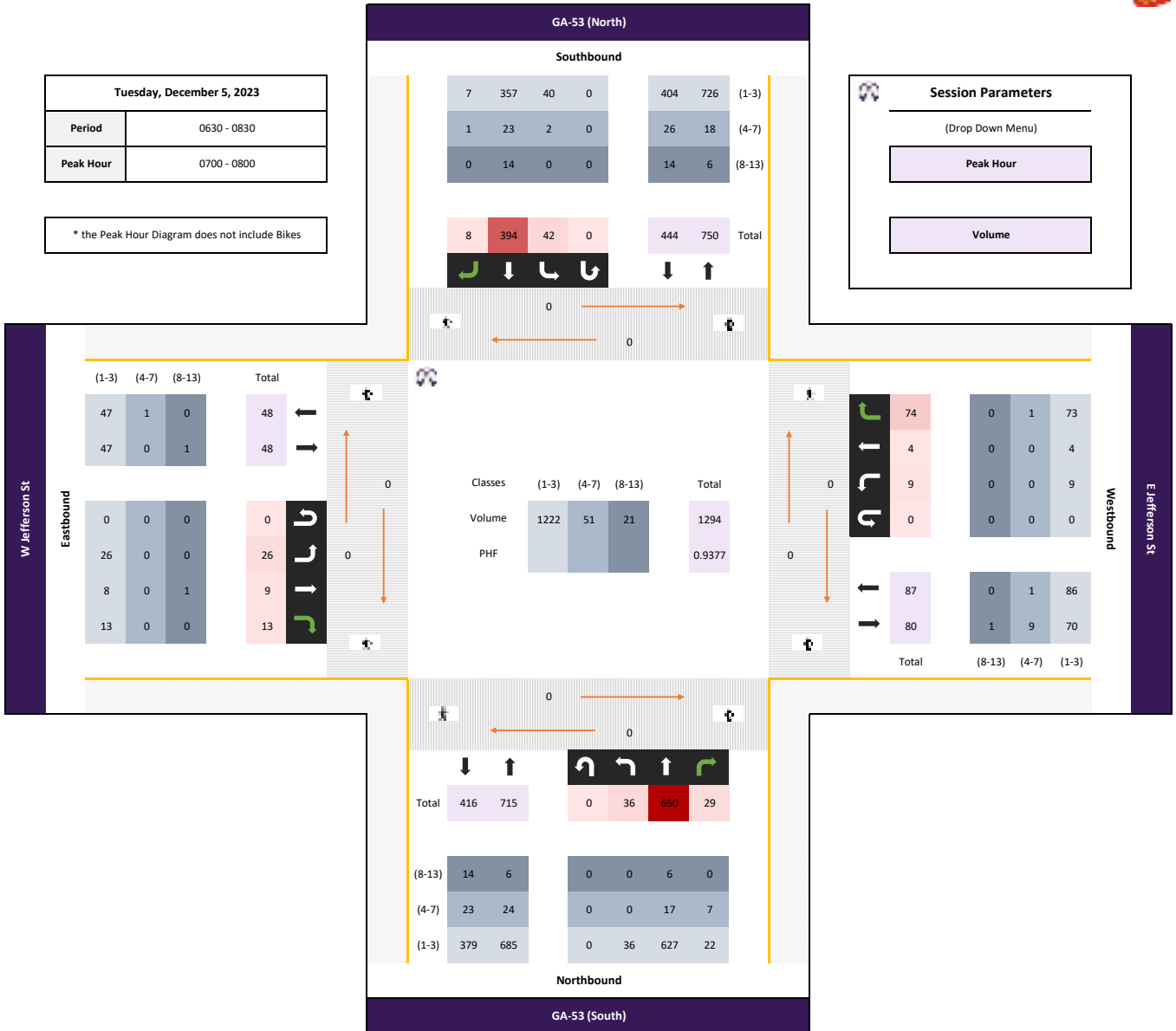
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**





# Peak Hour Turning Movement Count

Hoschton, GA



www.marrtraffic.com



[Click here for Map](#)

Tuesday, December 5, 2023	
Period	1400 - 1800
Peak Hour	1630 - 1730

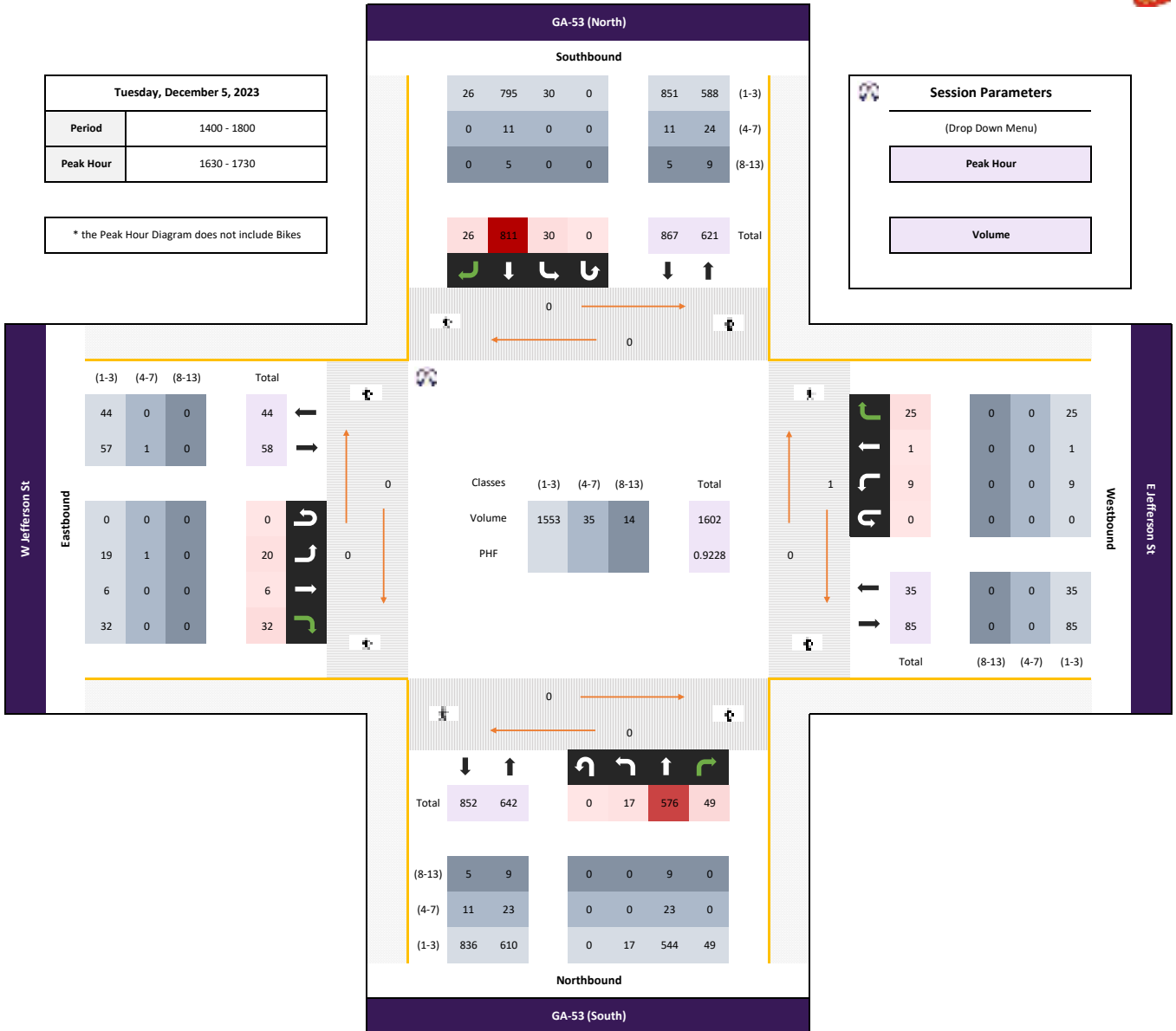
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume







# Classified Turn Movement Count || All vehicles



Hoschton, GA

**Site 2**

GA-53 (South)  
GA-53 (North)  
W Jefferson St  
E Jefferson St

**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.099155°, -83.762397°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

All vehicles

TIME	Northbound GA-53 (South)			Southbound GA-53 (North)			Eastbound W Jefferson St			Westbound E Jefferson St			U-Turn	App	Int						
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru				Right	U-Turn	App	Total		
	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10				2.11	2.12	Total	2.13	2.14	2.15
0630 - 0645	2	173	2	0	177	0	68	1	0	69	3	0	1	0	4	2	0	3	0	5	255
0645 - 0700	1	202	5	0	208	8	61	4	0	73	10	1	2	0	13	1	0	0	0	1	295
0700 - 0715	6	207	3	0	216	23	80	2	0	105	10	1	2	0	13	2	1	8	0	11	345
0715 - 0730	10	178	8	0	196	10	77	3	0	90	9	3	3	0	15	2	1	25	0	28	329
Hourly Total	19	760	18	0	797	41	286	10	0	337	32	5	8	0	45	7	2	36	0	45	1224
0730 - 0745	9	119	9	0	137	6	116	1	0	123	2	3	5	0	10	4	1	23	0	28	298
0745 - 0800	11	146	9	0	166	3	121	2	0	126	5	2	3	0	10	1	1	18	0	20	322
0800 - 0815	3	173	7	0	183	2	120	3	0	125	11	1	5	0	17	0	0	7	0	7	332
0815 - 0830	6	158	3	0	167	2	124	2	0	128	6	0	7	0	13	1	0	7	0	8	316
Hourly Total	29	596	28	0	653	13	481	8	0	502	24	6	20	0	50	6	2	55	0	63	1268
Grand Total	48	1356	46	0	1450	54	767	18	0	839	56	11	28	0	95	13	4	91	0	108	2492
Approach %	3.31	93.52	3.17	0.00	-	6.44	91.42	2.15	0.00	-	58.95	11.58	29.47	0.00	-	12.04	3.70	84.26	0.00	-	-
Intersection %	1.93	54.41	1.85	0.00	58.19	2.17	30.78	0.72	0.00	33.67	2.25	0.44	1.12	0.00	3.81	0.52	0.16	3.65	0.00	4.33	-
Heavy Vehicle %	0	5	15	-	5	4	10	22	-	9	0	9	0	-	1	0	0	4	-	4	6
PHF	0.82	0.79	0.81	0.00	0.83	0.46	0.81	0.67	0.00	0.88	0.65	0.75	0.65	0.00	0.80	0.56	1.00	0.74	0.00	0.78	0.94

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

All vehicles

TIME	Northbound GA-53 (South)			Southbound GA-53 (North)			Eastbound W Jefferson St			Westbound E Jefferson St			U-Turn	App	Int						
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru				Right	U-Turn	App	Total		
	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10				2.11	2.12	Total	2.13	2.14	2.15
1400 - 1415	2	102	11	0	115	11	138	3	0	152	9	3	4	0	16	2	0	6	0	8	291
1415 - 1430	7	115	14	0	136	5	139	1	0	145	3	2	6	0	11	4	0	11	0	15	307
1430 - 1445	7	138	3	0	148	4	141	9	0	154	6	1	2	0	9	3	0	17	0	20	331
1445 - 1500	12	121	8	0	141	2	148	6	0	156	8	1	8	0	17	2	1	36	0	39	353
Hourly Total	28	476	36	0	540	22	566	19	0	607	26	7	20	0	53	11	1	70	0	82	1282
1500 - 1515	3	110	10	0	123	7	164	7	0	178	3	4	3	0	10	8	0	23	0	31	342
1515 - 1530	4	126	10	0	140	3	94	3	0	100	13	0	6	0	19	3	1	13	0	17	276
1530 - 1545	8	96	18	0	122	8	133	7	0	148	6	0	2	0	8	1	1	18	0	20	298
1545 - 1600	3	104	10	0	117	4	213	13	0	230	6	0	7	0	13	1	1	14	0	16	376
Hourly Total	18	436	48	0	502	22	604	30	0	656	28	4	18	0	50	13	3	68	0	84	1292
1600 - 1615	7	145	4	0	156	12	120	10	1	143	6	2	7	0	15	4	0	11	0	15	329
1615 - 1630	4	122	9	0	135	12	211	8	0	231	3	1	3	0	7	1	1	5	0	7	380
1630 - 1645	5	155	15	0	175	13	195	4	0	212	5	2	6	0	13	2	0	6	0	8	408
1645 - 1700	6	130	17	0	153	8	200	6	0	214	5	1	5	0	11	1	1	8	0	10	388
Hourly Total	22	552	45	0	619	45	726	28	1	800	19	6	21	0	46	8	2	30	0	40	1505
1700 - 1715	2	108	8	0	118	3	208	10	0	221	8	1	13	0	22	3	0	8	0	11	372
1715 - 1730	4	183	9	0	196	6	208	6	0	220	2	2	8	0	12	3	0	3	0	6	434
1730 - 1745	5	70	3	0	78	6	214	6	0	226	3	2	6	0	11	10	1	26	0	37	352
1745 - 1800	9	122	3	0	134	2	217	9	0	228	2	0	4	0	6	1	0	10	0	11	379
Hourly Total	20	483	23	0	526	17	847	31	0	895	15	5	31	0	51	17	1	47	0	65	1537
Grand Total	88	1947	152	0	2187	106	2743	108	1	2958	88	22	90	0	200	49	7	215	0	271	5616
Approach %	4.02	89.03	6.95	0.00	-	3.58	92.73	3.65	0.03	-	44.00	11.00	45.00	0.00	-	18.08	2.58	79.34	0.00	-	-
Intersection %	1.57	34.67	2.71	0.00	38.94	1.89	48.84	1.92	0.02	52.67	1.57	0.39	1.60	0.00	3.56	0.87	0.12	3.83	0.00	4.83	-
Heavy Vehicle %	0	6	1	-	5	4	4	6	0	4	7	0	0	-	3	4	0	1	-	1	4
PHF	0.71	0.79	0.72	0.00	0.82	0.58	0.97	0.65	0.00	0.98	0.63	0.75	0.62	0.00	0.66	0.75	0.25	0.78	0.00	0.80	0.92

# Classified Turn Movement Count || Bikes



Hoschton, GA

**Site 2**

GA-53 (South)  
GA-53 (North)  
W Jefferson St  
E Jefferson St

**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.099155°, -83.762397°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

Bikes

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)				Eastbound W Jefferson St					Westbound E Jefferson St					Int Total		
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total
	0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

Bikes

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)				Eastbound W Jefferson St					Westbound E Jefferson St					Int Total		
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total
	1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



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



Hoschton, GA

**Site 2**

GA-53 (South)  
GA-53 (North)  
W Jefferson St  
E Jefferson St

**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.099155°, -83.762397°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

Passenger Vehicles (1-3)

TIME	Northbound GA-53 (South)			Southbound GA-53 (North)			Eastbound W Jefferson St			Westbound E Jefferson St			U-Turn	App Total	Int Total						
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru				Right	U-Turn	App	Int		
	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10				2.11	2.12	Total	2.13	2.14	2.15
0630 - 0645	2	168	2	0	172	0	59	0	0	59	3	0	1	0	4	2	0	1	0	3	238
0645 - 0700	1	198	5	0	204	8	61	3	0	72	10	1	2	0	13	1	0	0	0	1	290
0700 - 0715	6	202	2	0	210	23	70	2	0	95	10	1	2	0	13	2	1	8	0	11	329
0715 - 0730	10	174	4	0	188	10	70	3	0	83	9	3	3	0	15	2	1	24	0	27	313
Hourly Total	19	742	13	0	774	41	260	8	0	309	32	5	8	0	45	7	2	33	0	42	1170
0730 - 0745	9	117	9	0	135	5	107	1	0	113	2	3	5	0	10	4	1	23	0	28	286
0745 - 0800	11	134	7	0	152	2	110	1	0	113	5	1	3	0	9	1	1	18	0	20	294
0800 - 0815	3	159	7	0	169	2	109	3	0	114	11	1	5	0	17	0	0	6	0	6	306
0815 - 0830	6	141	3	0	150	2	108	1	0	111	6	0	7	0	13	1	0	7	0	8	282
Hourly Total	29	551	26	0	606	11	434	6	0	451	24	5	20	0	49	6	2	54	0	62	1168
Grand Total	48	1293	39	0	1380	52	694	14	0	760	56	10	28	0	94	13	4	87	0	104	2338
Approach %	3.48	93.70	2.83	0.00	-	6.84	91.32	1.84	0.00	-	59.57	10.64	29.79	0.00	-	12.50	3.85	83.65	0.00	-	
Intersection %	2.05	55.30	1.67	0.00	59.02	2.22	29.68	0.60	0.00	32.51	2.40	0.43	1.20	0.00	4.02	0.56	0.17	3.72	0.00	4.45	

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

Passenger Vehicles (1-3)

TIME	Northbound GA-53 (South)			Southbound GA-53 (North)			Eastbound W Jefferson St			Westbound E Jefferson St			U-Turn	App Total	Int Total						
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru				Right	U-Turn	App	Int		
	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10				2.11	2.12	Total	2.13	2.14	2.15
1400 - 1415	2	98	11	0	111	8	131	3	0	142	5	3	4	0	12	2	0	6	0	8	273
1415 - 1430	7	105	14	0	126	5	130	1	0	136	3	2	6	0	11	4	0	11	0	15	288
1430 - 1445	7	129	3	0	139	4	136	8	0	148	6	1	2	0	9	3	0	17	0	20	316
1445 - 1500	12	116	8	0	136	2	143	6	0	151	8	1	8	0	17	1	1	36	0	38	342
Hourly Total	28	448	36	0	512	19	540	18	0	577	22	7	20	0	49	10	1	70	0	81	1219
1500 - 1515	3	105	10	0	118	7	159	5	0	171	3	4	3	0	10	7	0	23	0	30	329
1515 - 1530	4	111	10	0	125	3	85	3	0	91	13	0	6	0	19	3	1	13	0	17	252
1530 - 1545	8	85	17	0	110	8	119	6	0	133	6	0	2	0	8	1	1	18	0	20	271
1545 - 1600	3	95	10	0	108	4	208	12	0	224	5	0	7	0	12	1	1	14	0	16	360
Hourly Total	18	396	47	0	461	22	571	26	0	619	27	4	18	0	49	12	3	68	0	83	1212
1600 - 1615	7	139	4	0	150	12	119	10	1	142	6	2	7	0	15	4	0	11	0	15	322
1615 - 1630	4	117	8	0	129	11	204	7	0	222	3	1	3	0	7	1	1	5	0	7	365
1630 - 1645	5	148	15	0	168	13	191	4	0	208	5	2	6	0	13	2	0	6	0	8	397
1645 - 1700	6	119	17	0	142	8	196	6	0	210	4	1	5	0	10	1	1	8	0	10	372
Hourly Total	22	523	44	0	589	44	710	27	1	782	18	6	21	0	45	8	2	30	0	40	1456
1700 - 1715	2	103	8	0	113	3	203	10	0	216	8	1	13	0	22	3	0	8	0	11	362
1715 - 1730	4	174	9	0	187	6	205	6	0	217	2	2	8	0	12	3	0	3	0	6	422
1730 - 1745	5	66	3	0	74	6	206	6	0	218	3	2	6	0	11	10	1	24	0	35	338
1745 - 1800	9	122	3	0	134	2	211	9	0	222	2	0	4	0	6	1	0	10	0	11	373
Hourly Total	20	465	23	0	508	17	825	31	0	873	15	5	31	0	51	17	1	45	0	63	1495
Grand Total	88	1832	150	0	2070	102	2646	102	1	2851	82	22	90	0	194	47	7	213	0	267	5382
Approach %	4.25	88.50	7.25	0.00	-	3.58	92.81	3.58	0.04	-	42.27	11.34	46.39	0.00	-	17.60	2.62	79.78	0.00	-	
Intersection %	1.64	34.04	2.79	0.00	38.46	1.90	49.16	1.90	0.02	52.97	1.52	0.41	1.67	0.00	3.60	0.87	0.13	3.96	0.00	4.96	

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



Hoschton, GA

**Site 2**

GA-53 (South)  
GA-53 (North)  
W Jefferson St  
E Jefferson St

**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.099155°, -83.762397°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

Single Unit Trucks (4-7)

TIME	Northbound GA-53 (South)			Southbound GA-53 (North)			Eastbound W Jefferson St			Westbound E Jefferson St			U-Turn	App	Int					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru				Right	U-Turn	App	Total	
	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10				2.11	2.12	Total	2.13	2.14
0630 - 0645	0	4	0	0	4	0	6	1	0	7	0	0	0	0	0	0	2	0	2	13
0645 - 0700	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4
0700 - 0715	0	4	1	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	14
0715 - 0730	0	3	4	0	7	0	4	0	0	4	0	0	0	0	0	0	1	0	1	12
Hourly Total	0	14	5	0	19	0	19	2	0	21	0	0	0	0	0	0	3	0	3	43
0730 - 0745	0	1	0	0	1	1	6	0	0	7	0	0	0	0	0	0	0	0	0	8
0745 - 0800	0	9	2	0	11	1	4	1	0	6	0	0	0	0	0	0	0	0	0	17
0800 - 0815	0	8	0	0	8	0	9	0	0	9	0	0	0	0	0	0	1	0	1	18
0815 - 0830	0	6	0	0	6	0	8	1	0	9	0	0	0	0	0	0	0	0	0	15
Hourly Total	0	24	2	0	26	2	27	2	0	31	0	0	0	0	0	1	0	0	1	58
Grand Total	0	38	7	0	45	2	46	4	0	52	0	0	0	0	0	4	0	4	101	
Approach %	0.00	84.44	15.56	0.00	-	3.85	88.46	7.69	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-
Intersection %	0.00	37.62	6.93	0.00	44.55	1.98	45.54	3.96	0.00	51.49	0.00	0.00	0.00	0.00	0.00	3.96	0.00	3.96	0.00	3.96

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

Single Unit Trucks (4-7)

TIME	Northbound GA-53 (South)			Southbound GA-53 (North)			Eastbound W Jefferson St			Westbound E Jefferson St			U-Turn	App	Int						
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru				Right	U-Turn	App	Total		
	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10				2.11	2.12	Total	2.13	2.14	2.15
1400 - 1415	0	2	0	0	2	3	2	0	0	5	4	0	0	0	4	0	0	0	0	0	11
1415 - 1430	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
1430 - 1445	0	6	0	0	6	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	8
1445 - 1500	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	7
Hourly Total	0	15	0	0	15	3	13	1	0	17	4	0	0	0	4	1	0	0	0	1	37
1500 - 1515	0	5	0	0	5	0	2	2	0	4	0	0	0	0	0	1	0	0	0	1	10
1515 - 1530	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	16
1530 - 1545	0	4	1	0	5	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	14
1545 - 1600	0	4	0	0	4	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	10
Hourly Total	0	21	1	0	22	0	23	3	0	26	1	0	0	0	1	1	0	0	0	1	50
1600 - 1615	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
1615 - 1630	0	2	1	0	3	1	4	1	0	6	0	0	0	0	0	0	0	0	0	0	9
1630 - 1645	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
1645 - 1700	0	7	0	0	7	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	10
Hourly Total	0	19	1	0	20	1	10	1	0	12	1	0	0	0	1	0	0	0	0	0	33
1700 - 1715	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
1715 - 1730	0	7	0	0	7	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	9
1730 - 1745	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	2	0	2	11
1745 - 1800	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	14	0	0	14	0	16	0	0	16	0	0	0	0	0	0	0	2	0	2	32
Grand Total	0	69	2	0	71	4	62	5	0	71	6	0	0	0	6	2	0	2	0	4	152
Approach %	0.00	97.18	2.82	0.00	-	5.63	87.32	7.04	0.00	-	100.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	0.00	45.39	1.32	0.00	46.71	2.63	40.79	3.29	0.00	46.71	3.95	0.00	0.00	0.00	3.95	1.32	0.00	1.32	0.00	2.63	

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



Hoschton, GA

**Site 2**

GA-53 (South)  
GA-53 (North)  
W Jefferson St  
E Jefferson St

**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.099155°, -83.762397°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

Combination Trucks (8-13)

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)				Eastbound W Jefferson St					Westbound E Jefferson St					Int Total		
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total
	0630 - 0645	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0		0	0
0645 - 0700	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0700 - 0715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0715 - 0730	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
0730 - 0745	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0745 - 0800	0	3	0	0	3	0	7	0	0	7	0	1	0	0	1	0	0	0	0	0	11
0800 - 0815	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
0815 - 0830	0	10	0	0	10	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	0	20	0	0	20	0	20	0	0	20	0	1	0	0	1	0	0	0	0	0	41
Grand Total	0	24	0	0	24	0	27	0	0	27	0	1	0	0	1	0	0	0	0	0	52
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	46.15	0.00	0.00	46.15	0.00	51.92	0.00	0.00	51.92	0.00	1.92	0.00	0.00	1.92	0.00	0.00	0.00	0.00	0.00	

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

Combination Trucks (8-13)

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)				Eastbound W Jefferson St					Westbound E Jefferson St					Int Total		
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total
	1400 - 1415	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0		0	0
1415 - 1430	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
1430 - 1445	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1445 - 1500	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	13	0	0	13	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	26
1500 - 1515	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1515 - 1530	0	7	0	0	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	8
1530 - 1545	0	7	0	0	7	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	13
1545 - 1600	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	19	0	0	19	0	10	1	0	11	0	0	0	0	0	0	0	0	0	0	30
1600 - 1615	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
1630 - 1645	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1645 - 1700	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	10	0	0	10	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	16
1700 - 1715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
Grand Total	0	46	0	0	46	0	35	1	0	36	0	0	0	0	0	0	0	0	0	0	82
Approach %	0.00	100.00	0.00	0.00	-	0.00	97.22	2.78	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	56.10	0.00	0.00	56.10	0.00	42.68	1.22	0.00	43.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



# Classified Turn Movement Count || All Trucks (4-13)



Hoschton, GA

**Site 2**

GA-53 (South)  
GA-53 (North)  
W Jefferson St  
E Jefferson St

**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.099155°, -83.762397°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound					Westbound					Int Total		
	GA-53 (South)				GA-53 (North)				W Jefferson St					E Jefferson St							
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right		U-Turn	App Total
0630 - 0645	0	5	0	0	5	0	9	1	0	10	0	0	0	0	0	0	0	2	0	2	17
0645 - 0700	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
0700 - 0715	0	5	1	0	6	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	16
0715 - 0730	0	4	4	0	8	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	16
Hourly Total	0	18	5	0	23	0	26	2	0	28	0	0	0	0	0	0	3	0	3	54	
0730 - 0745	0	2	0	0	2	1	9	0	0	10	0	0	0	0	0	0	0	0	0	0	12
0745 - 0800	0	12	2	0	14	1	11	1	0	13	0	1	0	0	1	0	0	0	0	0	28
0800 - 0815	0	14	0	0	14	0	11	0	0	11	0	0	0	0	0	0	1	0	0	1	26
0815 - 0830	0	16	0	0	16	0	16	1	0	17	0	0	0	0	0	0	0	0	0	0	33
Hourly Total	0	44	2	0	46	2	47	2	0	51	0	1	0	0	1	0	1	0	1	99	
Grand Total	0	62	7	0	69	2	73	4	0	79	0	1	0	0	1	0	4	0	4	153	
Approach %	0.00	89.86	10.14	0.00	-	2.53	92.41	5.06	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	40.52	4.58	0.00	45.10	1.31	47.71	2.61	0.00	51.63	0.00	0.65	0.00	0.00	0.65	0.00	0.00	2.61	0.00	2.61	

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound					Westbound					Int Total		
	GA-53 (South)				GA-53 (North)				W Jefferson St					E Jefferson St							
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right		U-Turn	App Total
1400 - 1415	0	4	0	0	4	3	7	0	0	10	4	0	0	0	4	0	0	0	0	0	18
1415 - 1430	0	10	0	0	10	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	19
1430 - 1445	0	9	0	0	9	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	15
1445 - 1500	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	11
Hourly Total	0	28	0	0	28	3	26	1	0	30	4	0	0	0	4	1	0	0	0	1	63
1500 - 1515	0	5	0	0	5	0	5	2	0	7	0	0	0	0	0	1	0	0	0	1	13
1515 - 1530	0	15	0	0	15	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	24
1530 - 1545	0	11	1	0	12	0	14	1	0	15	0	0	0	0	0	0	0	0	0	0	27
1545 - 1600	0	9	0	0	9	0	5	1	0	6	1	0	0	0	1	0	0	0	0	0	16
Hourly Total	0	40	1	0	41	0	33	4	0	37	1	0	0	0	1	1	0	0	0	1	80
1600 - 1615	0	6	0	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7
1615 - 1630	0	5	1	0	6	1	7	1	0	9	0	0	0	0	0	0	0	0	0	0	15
1630 - 1645	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	11
1645 - 1700	0	11	0	0	11	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	16
Hourly Total	0	29	1	0	30	1	16	1	0	18	1	0	0	0	1	0	0	0	0	0	49
1700 - 1715	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
1715 - 1730	0	9	0	0	9	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	12
1730 - 1745	0	4	0	0	4	0	8	0	0	8	0	0	0	0	0	0	0	2	0	2	14
1745 - 1800	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	18	0	0	18	0	22	0	0	22	0	0	0	0	0	0	0	2	0	2	42
Grand Total	0	115	2	0	117	4	97	6	0	107	6	0	0	0	6	2	0	2	0	4	234
Approach %	0.00	98.29	1.71	0.00	-	3.74	90.65	5.61	0.00	-	100.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	0.00	49.15	0.85	0.00	50.00	1.71	41.45	2.56	0.00	45.73	2.56	0.00	0.00	0.00	2.56	0.85	0.00	0.85	0.00	1.71	

# Crosswalk Counts || Pedestrians



Hoschton, GA

**Site 2**

GA-53 (South)  
GA-53 (North)  
W Jefferson St  
E Jefferson St

**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.099155°, -83.762397°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

Pedestrians

TIME	Northbound GA-53 (South)			Southbound GA-53 (North)			Eastbound W Jefferson St			Westbound E Jefferson St			App Total	Int Total
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total		
	0630 - 0645	0	0	0	0	0	0	0	0	0	0	0		
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

Pedestrians

TIME	Northbound GA-53 (South)			Southbound GA-53 (North)			Eastbound W Jefferson St			Westbound E Jefferson St			App Total	Int Total
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total		
	1400 - 1415	0	0	0	0	0	0	0	0	0	0	0		
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	0.00	-	0.00	100.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	100.00









# Peak Hour Turning Movement Count

Hoschton, GA



www.marrtraffic.com



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Tuesday, December 5, 2023	
Period	0630 - 0830
Peak Hour	0715 - 0815

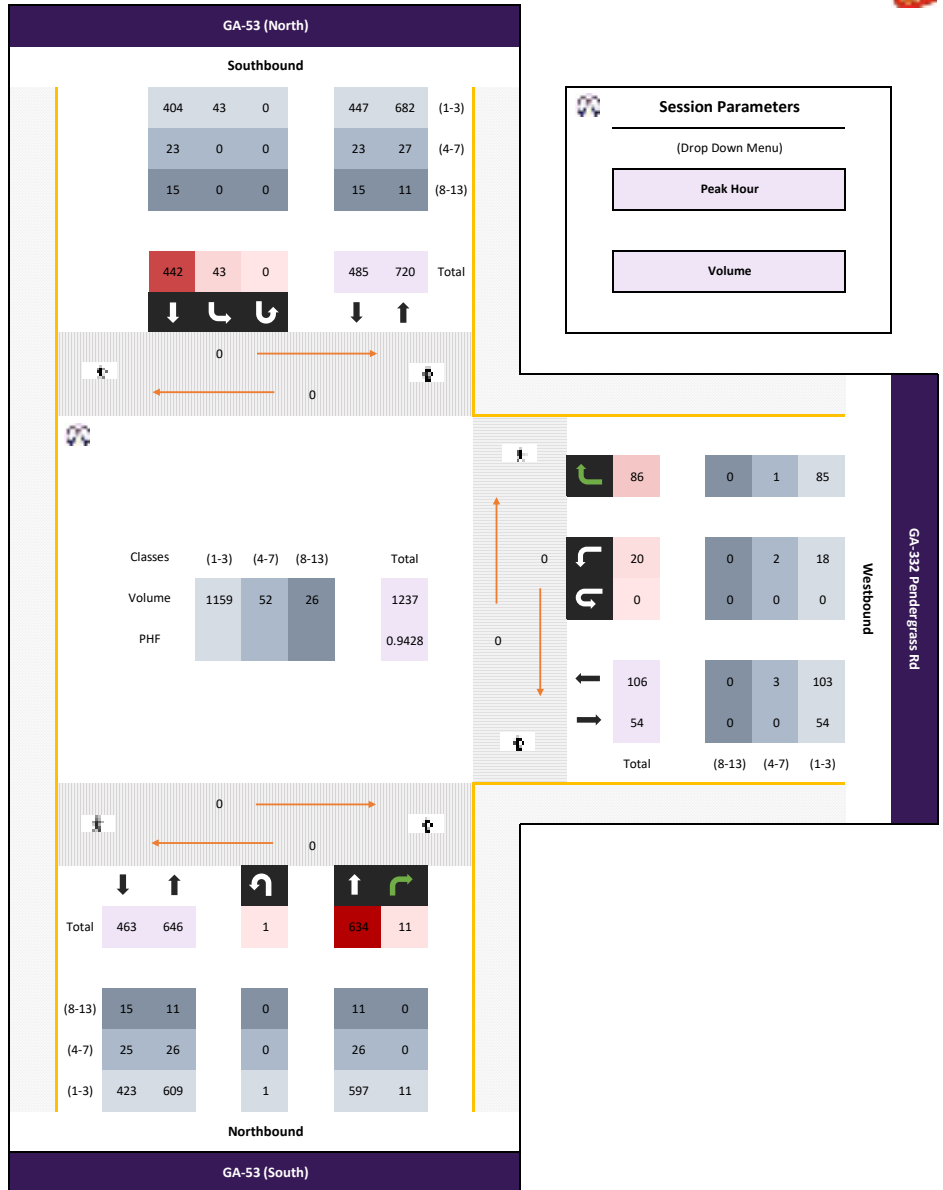
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume







# Peak Hour Turning Movement Count

Hoschton, GA



www.marrtraffic.com



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Tuesday, December 5, 2023	
Period	1400 - 1800
Peak Hour	1630 - 1730

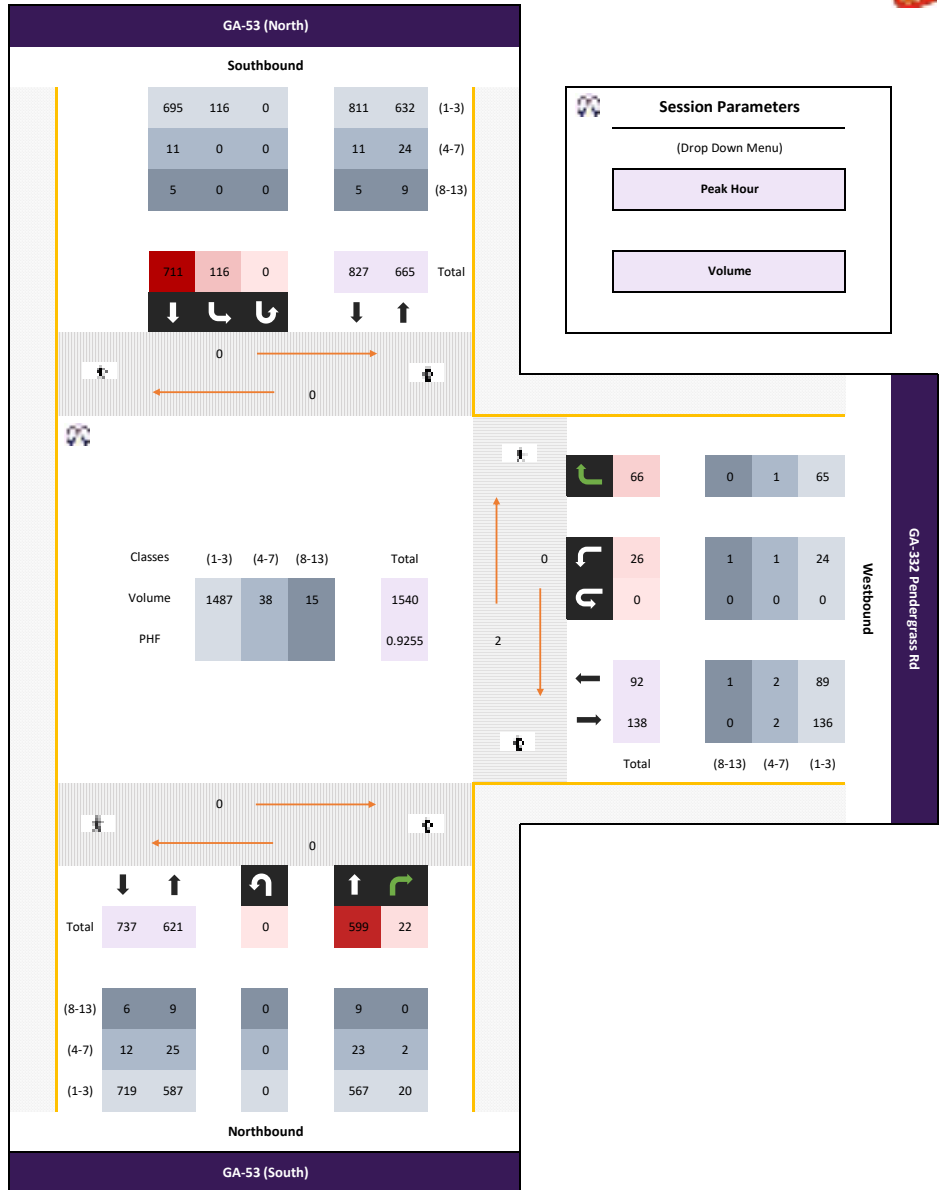
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Westbound						Int Total						
	GA-53 (South)						GA-53 (North)						GA-332 Pendergrass Rd												
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total									
1630 - 1645	-	164	9	-	0	173	34	164	-	-	0	198	-	-	-	-	0	4	-	18	-	0	22	393	
1645 - 1700	-	139	6	-	0	145	24	164	-	-	0	188	-	-	-	-	0	9	-	21	-	0	30	363	
1700 - 1715	-	100	6	-	0	106	33	203	-	-	0	236	-	-	-	-	0	8	-	18	-	0	26	368	
1715 - 1730	-	196	1	-	0	197	25	180	-	-	0	205	-	-	-	-	0	5	-	9	-	0	14	416	
Total	0	599	22	0	0	621	116	711	0	0	0	827	0	0	0	0	0	26	0	66	0	0	92	1540	
Approach %	0.00	96.46	3.54	0.00	0.00	-	14.03	85.97	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	28.26	0.00	71.74	0.00	0.00	-	
PHF	0.00	0.76	0.61	0.00	0.00	0.79	0.85	0.88	0.00	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.79	0.00	0.00	0.77	0.93

Bikes

Time	Northbound						Southbound						Westbound						Int Total					
	GA-53 (South)						GA-53 (North)						GA-332 Pendergrass Rd											
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total								
1630 - 1645	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0
1645 - 1700	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0
1700 - 1715	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0
1715 - 1730	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Westbound						Int Total					
	GA-53 (South)						GA-53 (North)						GA-332 Pendergrass Rd											
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total								
1630 - 1645	-	157	8	-	0	165	34	160	-	-	0	194	-	-	-	-	0	3	-	18	-	0	21	380
1645 - 1700	-	128	5	-	0	133	24	160	-	-	0	184	-	-	-	-	0	9	-	20	-	0	29	346
1700 - 1715	-	95	6	-	0	101	33	198	-	-	0	231	-	-	-	-	0	8	-	18	-	0	26	358
1715 - 1730	-	187	1	-	0	188	25	177	-	-	0	202	-	-	-	-	0	4	-	9	-	0	13	403
Total	0	567	20	0	0	587	116	695	0	0	0	811	0	0	0	0	0	24	0	65	0	0	89	1487
Approach %	0.00	96.59	3.41	0.00	0.00	-	14.30	85.70	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	26.97	0.00	73.03	0.00	0.00	-
PHF	0.00	0.76	0.63	0.00	0.00	0.78	0.85	0.88	0.00	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.81	0.00	0.00	0.77	0.92

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Westbound						Int Total					
	GA-53 (South)						GA-53 (North)						GA-332 Pendergrass Rd											
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total								
1630 - 1645	-	5	1	-	0	6	0	3	-	-	0	3	-	-	-	-	0	0	-	0	-	0	0	9
1645 - 1700	-	7	1	-	0	8	0	2	-	-	0	2	-	-	-	-	0	0	-	1	-	0	1	11
1700 - 1715	-	4	0	-	0	4	0	4	-	-	0	4	-	-	-	-	0	0	-	0	-	0	0	8
1715 - 1730	-	7	0	-	0	7	0	2	-	-	0	2	-	-	-	-	0	1	-	0	-	0	1	10
Total	0	23	2	0	0	25	0	11	0	0	0	11	0	0	0	0	0	1	0	1	0	0	2	38
Approach %	0.00	92.00	8.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-
PHF	0.00	0.82	0.50	0.00	0.00	0.78	0.00	0.69	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.50	0.86

Combination Trucks (8-13)

Time	Northbound						Southbound						Westbound						Int Total					
	GA-53 (South)						GA-53 (North)						GA-332 Pendergrass Rd											
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total								
1630 - 1645	-	2	0	-	0	2	0	1	-	-	0	1	-	-	-	-	0	1	-	0	-	0	1	4
1645 - 1700	-	4	0	-	0	4	0	2	-	-	0	2	-	-	-	-	0	0	-	0	-	0	0	6
1700 - 1715	-	1	0	-	0	1	0	1	-	-	0	1	-	-	-	-	0	0	-	0	-	0	0	2
1715 - 1730	-	2	0	-	0	2	0	1	-	-	0	1	-	-	-	-	0	0	-	0	-	0	0	3
Total	0	9	0	0	0	9	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	0	1	15
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.56	0.00	0.00	0.00	0.56	0.00	0.63	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.63



# Classified Turn Movement Count || All vehicles



Hoschton, GA

**Site 3**

GA-53 (South)  
GA-53 (North)



**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.095452°, -83.760935°  
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GA-332 Pendergrass Rd



**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

All vehicles

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)			
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App
	3.1	3.2	3.3	Total	3.4	3.5	3.6	Total
0630 - 0645	162	1	0	163	5	66	0	71
0645 - 0700	190	1	0	191	6	54	0	60
0700 - 0715	193	3	0	196	12	69	0	81
0715 - 0730	194	9	1	204	13	81	0	94
Hourly Total	739	14	1	754	36	270	0	306
0730 - 0745	121	1	0	122	12	109	0	121
0745 - 0800	148	1	0	149	10	128	0	138
0800 - 0815	171	0	0	171	8	124	0	132
0815 - 0830	151	1	0	152	12	114	0	126
Hourly Total	591	3	0	594	42	475	0	517
Grand Total	1330	17	1	1348	78	745	0	823
Approach %	98.66	1.26	0.07	-	9.48	90.52	0.00	-
Intersection %	56.45	0.72	0.04	57.22	3.31	31.62	0.00	34.93
Heavy Vehicle %	5	6	0	5	4	9	0	9
PHF	0.82	0.31	0.25	0.79	0.83	0.86	0.00	0.88

Westbound GA-332 Pendergrass Rd					
Left	Right	U-Turn	App	Int	Total
3.7	3.8	3.9	Total		
0	14	0	14		248
3	20	0	23		274
2	27	0	29		306
6	20	0	26		324
11	81	0	92		1152
8	22	0	30		273
4	21	0	25		312
2	23	0	25		328
2	11	0	13		291
16	77	0	93		1204
27	158	0	185		2356
14.59	85.41	0.00	-		
1.15	6.71	0.00	7.85		
7	2	-	3		6
0.63	0.93	0.00	0.88		0.94

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

All vehicles

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)			
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App
	3.1	3.2	3.3	Total	3.4	3.5	3.6	Total
1400 - 1415	109	3	0	112	18	119	0	137
1415 - 1430	122	5	0	127	17	140	0	157
1430 - 1445	121	4	0	125	16	135	0	151
1445 - 1500	117	9	0	126	25	135	1	161
Hourly Total	469	21	0	490	76	529	1	606
1500 - 1515	108	6	0	114	22	144	0	166
1515 - 1530	129	4	0	133	16	85	0	101
1530 - 1545	97	6	0	103	9	123	0	132
1545 - 1600	109	1	0	110	23	175	0	198
Hourly Total	443	17	0	460	70	527	0	597
1600 - 1615	139	5	0	144	15	114	1	130
1615 - 1630	125	5	0	130	26	206	0	232
1630 - 1645	164	9	0	173	34	164	0	198
1645 - 1700	139	6	0	145	24	164	0	188
Hourly Total	567	25	0	592	99	648	1	748
1700 - 1715	100	6	0	106	33	203	0	236
1715 - 1730	196	1	0	197	25	180	0	205
1730 - 1745	50	3	0	53	31	214	0	245
1745 - 1800	124	4	0	128	23	168	0	191
Hourly Total	470	14	0	484	112	765	0	877
Grand Total	1949	77	0	2026	357	2469	2	2828
Approach %	96.20	3.80	0.00	-	12.62	87.31	0.07	-
Intersection %	37.13	1.47	0.00	38.60	6.80	47.04	0.04	53.88
Heavy Vehicle %	5	14	-	6	2	4	0	3
PHF	0.76	0.61	0.00	0.79	0.85	0.88	0.00	0.88

Westbound GA-332 Pendergrass Rd					
Left	Right	U-Turn	App	Int	Total
3.7	3.8	3.9	Total		
2	16	0	18		267
4	14	0	18		302
6	17	0	23		299
9	25	0	34		321
21	72	0	93		1189
5	11	0	16		296
3	18	0	21		255
9	25	0	34		269
2	23	0	25		333
19	77	0	96		1153
5	26	0	31		305
1	17	0	18		380
4	18	0	22		393
9	21	0	30		363
19	82	0	101		1441
8	18	0	26		368
5	9	0	14		416
3	29	0	32		330
9	24	0	33		352
25	80	0	105		1466
84	311	0	395		5249
21.27	78.73	0.00	-		
1.60	5.92	0.00	7.53		
4	4	-	4		4
0.72	0.79	0.00	0.77		0.93



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



Hoschton, GA

**Site 3**

GA-53 (South)  
GA-53 (North)



**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.095452°, -83.760935°

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GA-332 Pendergrass Rd



**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

Passenger Vehicles (1-3)

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
	0630 - 0645	157	1	0	158	3	59	0
0645 - 0700	186	1	0	187	6	54	0	60
0700 - 0715	188	2	0	190	11	60	0	71
0715 - 0730	186	9	1	196	13	74	0	87
Hourly Total	717	13	1	731	33	247	0	280
0730 - 0745	119	1	0	120	12	100	0	112
0745 - 0800	135	1	0	136	10	117	0	127
0800 - 0815	157	0	0	157	8	113	0	121
0815 - 0830	135	1	0	136	12	98	0	110
Hourly Total	546	3	0	549	42	428	0	470
Grand Total	1263	16	1	1280	75	675	0	750
Approach %	98.67	1.25	0.08	-	10.00	90.00	0.00	-
Intersection %	57.15	0.72	0.05	57.92	3.39	30.54	0.00	33.94

Westbound GA-332 Pendergrass Rd					
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total	
0	14	0	14	234	
3	20	0	23	270	
2	26	0	28	289	
6	20	0	26	309	
11	80	0	91	1102	
8	22	0	30	262	
2	20	0	22	285	
2	23	0	25	303	
2	10	0	12	258	
14	75	0	89	1108	
25	155	0	180	2210	
13.89	86.11	0.00	-		
1.13	7.01	0.00	8.14		

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

Passenger Vehicles (1-3)

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
	1400 - 1415	106	3	0	109	17	113	0
1415 - 1430	112	5	0	117	17	131	0	148
1430 - 1445	113	4	0	117	15	131	0	146
1445 - 1500	113	8	0	121	25	129	1	155
Hourly Total	444	20	0	464	74	504	1	579
1500 - 1515	103	5	0	108	22	138	0	160
1515 - 1530	117	3	0	120	15	78	0	93
1530 - 1545	86	5	0	91	8	110	0	118
1545 - 1600	101	1	0	102	22	171	0	193
Hourly Total	407	14	0	421	67	497	0	564
1600 - 1615	135	4	0	139	14	114	1	129
1615 - 1630	119	4	0	123	26	199	0	225
1630 - 1645	157	8	0	165	34	160	0	194
1645 - 1700	128	5	0	133	24	160	0	184
Hourly Total	539	21	0	560	98	633	1	732
1700 - 1715	95	6	0	101	33	198	0	231
1715 - 1730	187	1	0	188	25	177	0	202
1730 - 1745	46	3	0	49	30	207	0	237
1745 - 1800	124	1	0	125	23	162	0	185
Hourly Total	452	11	0	463	111	744	0	855
Grand Total	1842	66	0	1908	350	2378	2	2730
Approach %	96.54	3.46	0.00	-	12.82	87.11	0.07	-
Intersection %	36.70	1.32	0.00	38.02	6.97	47.38	0.04	54.39

Westbound GA-332 Pendergrass Rd					
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total	
2	15	0	17	256	
4	14	0	18	283	
6	16	0	22	285	
9	24	0	33	309	
21	69	0	90	1133	
5	11	0	16	284	
3	15	0	18	231	
9	24	0	33	242	
2	22	0	24	319	
19	72	0	91	1076	
5	24	0	29	297	
1	17	0	18	366	
3	18	0	21	380	
9	20	0	29	346	
18	79	0	97	1389	
8	18	0	26	358	
4	9	0	13	403	
2	29	0	31	317	
9	24	0	33	343	
23	80	0	103	1421	
81	300	0	381	5019	
21.26	78.74	0.00	-		
1.61	5.98	0.00	7.59		



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



Hoschton, GA

**Site 3**

GA-53 (South)  
GA-53 (North)



**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

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**Lat/Long**

34.095452°, -83.760935°

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GA-332 Pendergrass Rd



**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

Single Unit Trucks (4-7)

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
	0630 - 0645	4	0	0	4	2	4	0
0645 - 0700	3	0	0	3	0	0	0	0
0700 - 0715	4	0	0	4	1	8	0	9
0715 - 0730	7	0	0	7	0	4	0	4
Hourly Total	18	0	0	18	3	16	0	19
0730 - 0745	1	0	0	1	0	6	0	6
0745 - 0800	10	0	0	10	0	4	0	4
0800 - 0815	8	0	0	8	0	9	0	9
0815 - 0830	5	0	0	5	0	8	0	8
Hourly Total	24	0	0	24	0	27	0	27
Grand Total	42	0	0	42	3	43	0	46
Approach %	100.00	0.00	0.00	-	6.52	93.48	0.00	-
Intersection %	45.16	0.00	0.00	45.16	3.23	46.24	0.00	49.46

Westbound GA-332 Pendergrass Rd					
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total	
0	0	0	0	10	
0	0	0	0	3	
0	1	0	1	14	
0	0	0	0	11	
0	1	0	1	38	
0	0	0	0	7	
2	1	0	3	17	
0	0	0	0	17	
0	1	0	1	14	
2	2	0	4	55	
2	3	0	5	93	
40.00	60.00	0.00	-		
2.15	3.23	0.00	5.38		

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

Single Unit Trucks (4-7)

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
	1400 - 1415	1	0	0	1	1	1	0
1415 - 1430	4	0	0	4	0	7	0	7
1430 - 1445	5	0	0	5	0	1	0	1
1445 - 1500	2	0	0	2	0	4	0	4
Hourly Total	12	0	0	12	1	13	0	14
1500 - 1515	5	1	0	6	0	3	0	3
1515 - 1530	6	0	0	6	0	7	0	7
1530 - 1545	4	1	0	5	1	7	0	8
1545 - 1600	3	0	0	3	1	4	0	5
Hourly Total	18	2	0	20	2	21	0	23
1600 - 1615	3	1	0	4	1	0	0	1
1615 - 1630	3	1	0	4	0	4	0	4
1630 - 1645	5	1	0	6	0	3	0	3
1645 - 1700	7	1	0	8	0	2	0	2
Hourly Total	18	4	0	22	1	9	0	10
1700 - 1715	4	0	0	4	0	4	0	4
1715 - 1730	7	0	0	7	0	2	0	2
1730 - 1745	3	0	0	3	1	5	0	6
1745 - 1800	0	3	0	3	0	4	0	4
Hourly Total	14	3	0	17	1	15	0	16
Grand Total	62	9	0	71	5	58	0	63
Approach %	87.32	12.68	0.00	-	7.94	92.06	0.00	-
Intersection %	42.76	6.21	0.00	48.97	3.45	40.00	0.00	43.45

Westbound GA-332 Pendergrass Rd					
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total	
0	1	0	1	4	
0	0	0	0	11	
0	1	0	1	7	
0	1	0	1	7	
0	3	0	3	29	
0	0	0	0	9	
0	2	0	2	15	
0	1	0	1	14	
0	1	0	1	9	
0	4	0	4	47	
0	2	0	2	7	
0	0	0	0	8	
0	0	0	0	9	
0	1	0	1	11	
0	3	0	3	35	
0	0	0	0	8	
1	0	0	1	10	
0	0	0	0	9	
0	0	0	0	7	
1	0	0	1	34	
1	10	0	11	145	
9.09	90.91	0.00	-		
0.69	6.90	0.00	7.59		

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



Hoschton, GA

**Site 3**

GA-53 (South)  
GA-53 (North)



**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.095452°, -83.760935°  
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GA-332 Pendergrass Rd



**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

Combination Trucks (8-13)

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
	0630 - 0645	1	0	0	1	0	3	0
0645 - 0700	1	0	0	1	0	0	0	0
0700 - 0715	1	1	0	2	0	1	0	1
0715 - 0730	1	0	0	1	0	3	0	3
Hourly Total	4	1	0	5	0	7	0	7
0730 - 0745	1	0	0	1	0	3	0	3
0745 - 0800	3	0	0	3	0	7	0	7
0800 - 0815	6	0	0	6	0	2	0	2
0815 - 0830	10	0	0	10	0	8	0	8
Hourly Total	20	0	0	20	0	20	0	20
Grand Total	24	1	0	25	0	27	0	27
Approach %	96.00	4.00	0.00	-	0.00	100.00	0.00	-
Intersection %	46.15	1.92	0.00	48.08	0.00	51.92	0.00	51.92

Westbound GA-332 Pendergrass Rd				
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0	0	0	0	4
0	0	0	0	1
0	0	0	0	3
0	0	0	0	4
0	0	0	0	12
0	0	0	0	4
0	0	0	0	10
0	0	0	0	8
0	0	0	0	18
0	0	0	0	40
0	0	0	0	52
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

Combination Trucks (8-13)

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
	1400 - 1415	2	0	0	2	0	5	0
1415 - 1430	6	0	0	6	0	2	0	2
1430 - 1445	3	0	0	3	1	3	0	4
1445 - 1500	2	1	0	3	0	2	0	2
Hourly Total	13	1	0	14	1	12	0	13
1500 - 1515	0	0	0	0	0	3	0	3
1515 - 1530	6	1	0	7	1	0	0	1
1530 - 1545	7	0	0	7	0	6	0	6
1545 - 1600	5	0	0	5	0	0	0	0
Hourly Total	18	1	0	19	1	9	0	10
1600 - 1615	1	0	0	1	0	0	0	0
1615 - 1630	3	0	0	3	0	3	0	3
1630 - 1645	2	0	0	2	0	1	0	1
1645 - 1700	4	0	0	4	0	2	0	2
Hourly Total	10	0	0	10	0	6	0	6
1700 - 1715	1	0	0	1	0	1	0	1
1715 - 1730	2	0	0	2	0	1	0	1
1730 - 1745	1	0	0	1	0	2	0	2
1745 - 1800	0	0	0	0	0	2	0	2
Hourly Total	4	0	0	4	0	6	0	6
Grand Total	45	2	0	47	2	33	0	35
Approach %	95.74	4.26	0.00	-	5.71	94.29	0.00	-
Intersection %	52.94	2.35	0.00	55.29	2.35	38.82	0.00	41.18

Westbound GA-332 Pendergrass Rd				
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0	0	0	0	7
0	0	0	0	8
0	0	0	0	7
0	0	0	0	5
0	0	0	0	27
0	0	0	0	3
0	1	0	1	9
0	0	0	0	13
0	0	0	0	5
0	1	0	1	30
0	0	0	0	1
0	0	0	0	6
1	0	0	1	4
0	0	0	0	6
1	0	0	1	17
0	0	0	0	2
0	0	0	0	3
1	0	0	1	4
0	0	0	0	2
1	0	0	1	11
2	1	0	3	85
66.67	33.33	0.00	-	
2.35	1.18	0.00	3.53	

# Classified Turn Movement Count || All Trucks (4-13)



Hoschton, GA

**Site 3**

GA-53 (South)  
GA-53 (North)



**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.095452°, -83.760935°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

GA-332 Pendergrass Rd



**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

All Trucks (4-13)

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
	0630 - 0645	5	0	0	5	2	7	0
0645 - 0700	4	0	0	4	0	0	0	0
0700 - 0715	5	1	0	6	1	9	0	10
0715 - 0730	8	0	0	8	0	7	0	7
Hourly Total	22	1	0	23	3	23	0	26
0730 - 0745	2	0	0	2	0	9	0	9
0745 - 0800	13	0	0	13	0	11	0	11
0800 - 0815	14	0	0	14	0	11	0	11
0815 - 0830	15	0	0	15	0	16	0	16
Hourly Total	44	0	0	44	0	47	0	47
Grand Total	66	1	0	67	3	70	0	73
Approach %	98.51	1.49	0.00	-	4.11	95.89	0.00	-
Intersection %	45.52	0.69	0.00	46.21	2.07	48.28	0.00	50.34

Westbound GA-332 Pendergrass Rd				
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0	0	0	0	14
0	0	0	0	4
0	1	0	1	17
0	0	0	0	15
0	1	0	1	50
0	0	0	0	11
2	1	0	3	27
0	0	0	0	25
0	1	0	1	32
2	2	0	4	95
2	3	0	5	145
40.00	60.00	0.00	-	
1.38	2.07	0.00	3.45	

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

All Trucks (4-13)

TIME	Northbound GA-53 (South)				Southbound GA-53 (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
	1400 - 1415	3	0	0	3	1	6	0
1415 - 1430	10	0	0	10	0	9	0	9
1430 - 1445	8	0	0	8	1	4	0	5
1445 - 1500	4	1	0	5	0	6	0	6
Hourly Total	25	1	0	26	2	25	0	27
1500 - 1515	5	1	0	6	0	6	0	6
1515 - 1530	12	1	0	13	1	7	0	8
1530 - 1545	11	1	0	12	1	13	0	14
1545 - 1600	8	0	0	8	1	4	0	5
Hourly Total	36	3	0	39	3	30	0	33
1600 - 1615	4	1	0	5	1	0	0	1
1615 - 1630	6	1	0	7	0	7	0	7
1630 - 1645	7	1	0	8	0	4	0	4
1645 - 1700	11	1	0	12	0	4	0	4
Hourly Total	28	4	0	32	1	15	0	16
1700 - 1715	5	0	0	5	0	5	0	5
1715 - 1730	9	0	0	9	0	3	0	3
1730 - 1745	4	0	0	4	1	7	0	8
1745 - 1800	0	3	0	3	0	6	0	6
Hourly Total	18	3	0	21	1	21	0	22
Grand Total	107	11	0	118	7	91	0	98
Approach %	90.68	9.32	0.00	-	7.14	92.86	0.00	-
Intersection %	46.52	4.78	0.00	51.30	3.04	39.57	0.00	42.61

Westbound GA-332 Pendergrass Rd				
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0	1	0	1	11
0	0	0	0	19
0	1	0	1	14
0	1	0	1	12
0	3	0	3	56
0	0	0	0	12
0	3	0	3	24
0	1	0	1	27
0	1	0	1	14
0	5	0	5	77
0	2	0	2	8
0	0	0	0	14
1	0	0	1	13
0	1	0	1	17
1	3	0	4	52
0	0	0	0	10
1	0	0	1	13
1	0	0	1	13
0	0	0	0	9
2	0	0	2	45
3	11	0	14	230
21.43	78.57	0.00	-	
1.30	4.78	0.00	6.09	



# Crosswalk Counts || Pedestrians



Hoschton, GA

**Site 3**

GA-53 (South)  
GA-53 (North)

GA-332 Pendergrass Rd

**Date**

Tuesday, December 5, 2023

**Lat/Long**

34.095452°, -83.760935°  
[Click here for Map](#)

**Weather**

Fair  
50°F

[Click here for Detailed Weather](#)



**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

Pedestrians

TIME	Northbound GA-53 (South)			App Total	Southbound GA-53 (North)			App Total
	EB 3a	WB 3b			EB 3c	WB 3d		
	0630 - 0645	0	0			0	0	
0645 - 0700	0	0		0	0	0	0	
0700 - 0715	0	0		0	0	0	0	
0715 - 0730	0	0		0	0	0	0	
Hourly Total	0	0		0	0	0	0	
0730 - 0745	0	0		0	0	0	0	
0745 - 0800	0	0		0	0	0	0	
0800 - 0815	0	0		0	0	0	0	
0815 - 0830	0	0		0	0	0	0	
Hourly Total	0	0		0	0	0	0	
Grand Total	0	0		0	0	0	0	
Approach %	0.00	0.00		-	0.00	0.00	-	
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00	

Westbound GA-332 Pendergrass Rd		App Total	Int Total
NB 3g	SB 3h		
0	0		
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.00	0.00	-	-
0.00	0.00	0.00	0

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

Pedestrians

TIME	Northbound GA-53 (South)			App Total	Southbound GA-53 (North)			App Total
	EB 3a	WB 3b			EB 3c	WB 3d		
	1400 - 1415	0	0			0	0	
1415 - 1430	0	0		0	0	0	0	
1430 - 1445	0	0		0	0	0	0	
1445 - 1500	0	0		0	0	0	0	
Hourly Total	0	0		0	0	0	0	
1500 - 1515	0	0		0	0	0	0	
1515 - 1530	0	0		0	0	0	0	
1530 - 1545	0	0		0	0	0	0	
1545 - 1600	0	0		0	0	0	0	
Hourly Total	0	0		0	0	0	0	
1600 - 1615	0	0		0	0	0	0	
1615 - 1630	0	0		0	0	0	0	
1630 - 1645	0	0		0	0	0	0	
1645 - 1700	0	0		0	0	0	0	
Hourly Total	0	0		0	0	0	0	
1700 - 1715	0	0		0	0	0	0	
1715 - 1730	0	0		0	0	0	0	
1730 - 1745	0	0		0	0	0	0	
1745 - 1800	0	0		0	0	0	0	
Hourly Total	0	0		0	0	0	0	
Grand Total	0	0		0	0	0	0	
Approach %	0.00	0.00		-	0.00	0.00	-	
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00	

Westbound GA-332 Pendergrass Rd		App Total	Int Total
NB 3g	SB 3h		
2	0		
0	0	0	0
0	0	0	0
0	1	1	1
2	1	3	3
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
2	0	2	2
2	0	2	2
0	0	0	0
0	0	0	0
0	0	0	0
2	0	2	2
2	0	2	2
6	1	7	7
85.71	14.29	-	-
85.71	14.29	100.00	









# Peak Hour Turning Movement Count

Hoschton, GA



www.marrtraffic.com



[Click here for Map](#)

Tuesday, December 5, 2023	
Period	0630 - 0830
Peak Hour	0700 - 0800

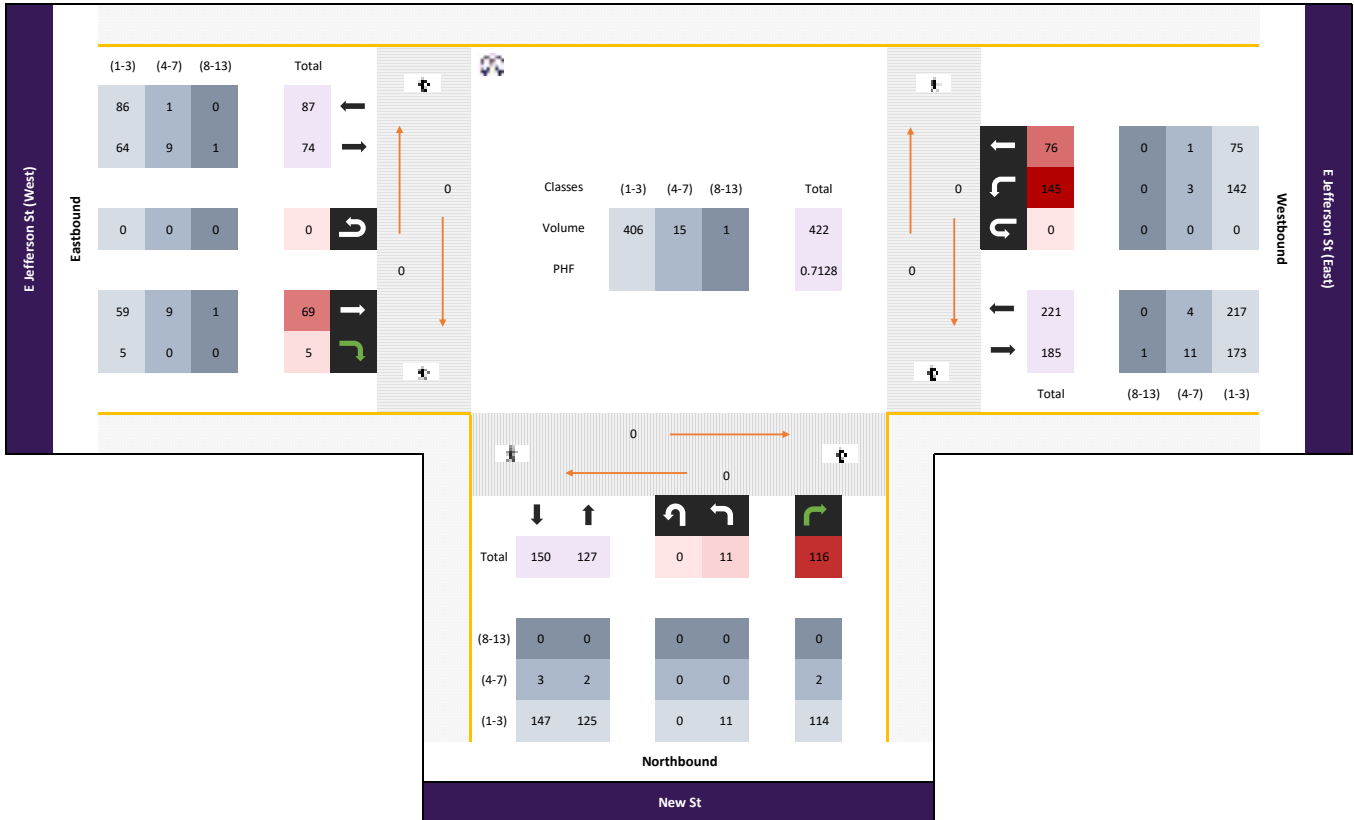
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume







# Peak Hour Turning Movement Count

Hoschton, GA



www.marrtraffic.com



[Click here for Map](#)

Tuesday, December 5, 2023	
Period	1400 - 1800
Peak Hour	1445 - 1545

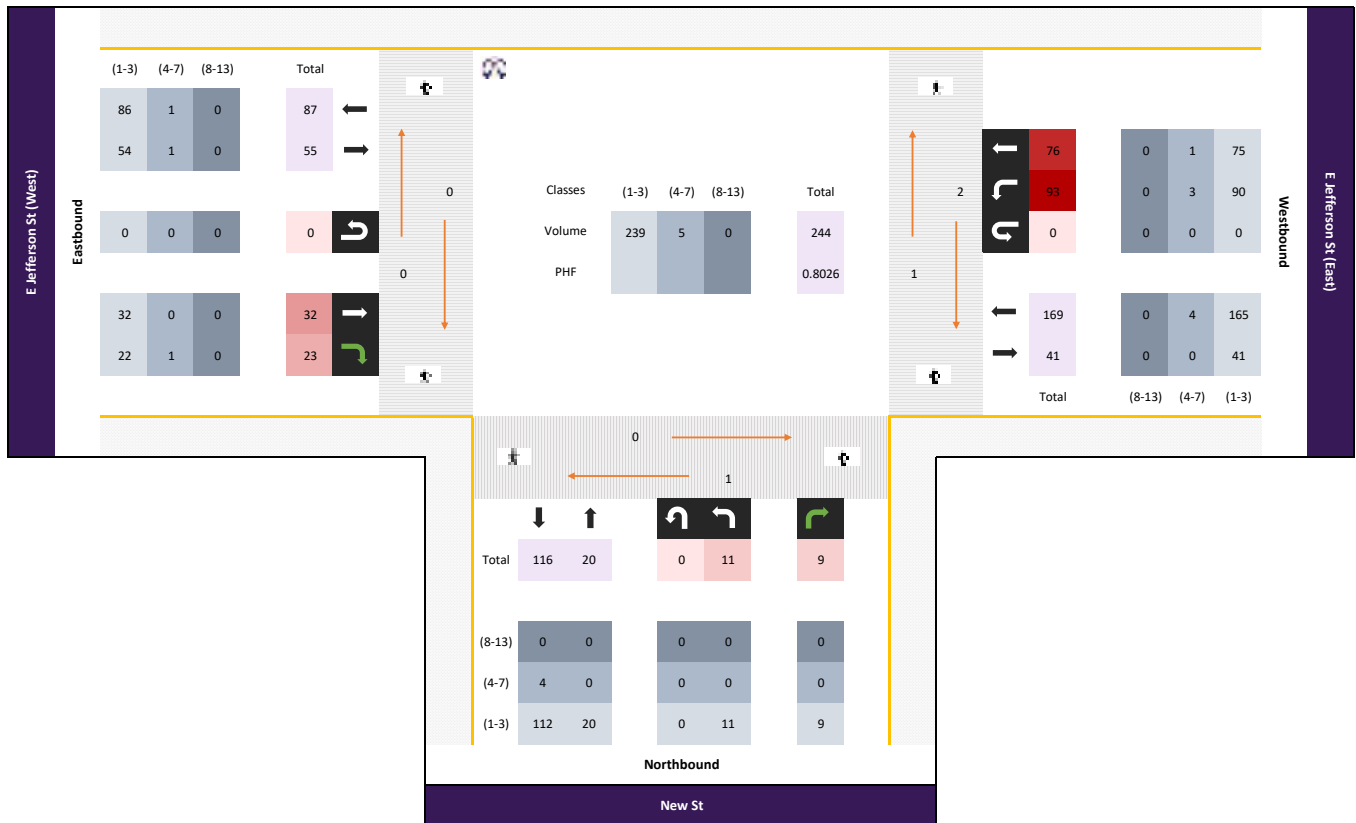
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume





# Classified Turn Movement Count || All vehicles



Hoschton, GA

Site 4  
New St



E Jefferson St (West)  
E Jefferson St (East)

Date  
Tuesday, December 5, 2023

Weather  
Fair  
50°F

Lat/Long  
34.099934°, -83.759895°  
[Click here for Map](#)

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0630 - 0830 (Weekday 2h Session) (12-05-2023)  
All vehicles

TIME	Northbound New St			
	Left 4.1	Right 4.2	U-Turn 4.3	App Total
0630 - 0645	0	5	0	5
0645 - 0700	0	10	0	10
0700 - 0715	0	32	0	32
0715 - 0730	3	53	0	56
Hourly Total	3	100	0	103
0730 - 0745	2	23	0	25
0745 - 0800	6	8	0	14
0800 - 0815	2	3	0	5
0815 - 0830	1	1	0	2
Hourly Total	11	35	0	46
Grand Total	14	135	0	149
Approach %	9.40	90.60	0.00	-
Intersection %	2.85	27.44	0.00	30.28
Heavy Vehicle %	0	1	-	1
PHF	0.46	0.55	0.00	0.57

Eastbound E Jefferson St (West)					Westbound E Jefferson St (East)				
Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Int Total	Left 4.7	Thru 4.8	U-Turn 4.9	App Total	Int Total
2	0	0	2	6	1	5	0	6	13
11	0	0	11	27	5	1	0	6	27
25	0	0	25	96	26	13	0	39	96
18	0	0	18	148	49	25	0	74	148
56	0	0	56	284	81	44	0	125	284
16	2	0	18	120	51	26	0	77	120
10	3	0	13	58	19	12	0	31	58
4	1	0	5	14	1	3	0	4	14
5	0	0	5	16	3	6	0	9	16
35	6	0	41	208	74	47	0	121	208
91	6	0	97	492	155	91	0	246	492
93.81	6.19	0.00	-	-	63.01	36.99	0.00	-	-
18.50	1.22	0.00	19.72	50.00	31.50	18.50	0.00	50.00	-
11	0	-	10	4	2	4	-	3	4
0.69	0.42	0.00	0.74	0.71	0.73	0.00	0.72	0.71	-

1400 - 1800 (Weekday 4h Session) (12-05-2023)  
All vehicles

TIME	Northbound New St			
	Left 4.1	Right 4.2	U-Turn 4.3	App Total
1400 - 1415	1	1	0	2
1415 - 1430	1	1	0	2
1430 - 1445	3	4	0	7
1445 - 1500	3	3	0	6
Hourly Total	8	9	0	17
1500 - 1515	4	4	0	8
1515 - 1530	2	1	0	3
1530 - 1545	2	1	0	3
1545 - 1600	2	6	0	8
Hourly Total	10	12	0	22
1600 - 1615	1	5	0	6
1615 - 1630	0	5	0	5
1630 - 1645	0	9	0	9
1645 - 1700	0	8	0	8
Hourly Total	1	27	0	28
1700 - 1715	1	3	0	4
1715 - 1730	2	2	0	4
1730 - 1745	2	3	0	5
1745 - 1800	2	8	0	10
Hourly Total	7	16	0	23
Grand Total	26	64	0	90
Approach %	28.89	71.11	0.00	-
Intersection %	3.55	8.73	0.00	12.28
Heavy Vehicle %	0	3	-	2
PHF	0.69	0.56	0.00	0.63

Eastbound E Jefferson St (West)					Westbound E Jefferson St (East)				
Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Int Total	Left 4.7	Thru 4.8	U-Turn 4.9	App Total	Int Total
9	5	0	14	18	2	0	0	2	18
6	3	0	9	17	5	1	0	6	17
2	5	0	7	38	8	16	0	24	38
3	3	0	6	76	32	32	0	64	76
20	16	0	36	149	47	49	0	96	149
9	6	0	15	64	22	19	0	41	64
6	3	0	9	35	13	10	0	23	35
14	11	0	25	69	26	15	0	41	69
8	7	0	15	46	11	12	0	23	46
37	27	0	64	214	72	56	0	128	214
5	11	0	16	51	19	10	0	29	51
14	7	0	21	50	17	7	0	24	50
28	1	0	29	53	8	7	0	15	53
22	3	0	25	45	5	7	0	12	45
69	22	0	91	199	49	31	0	80	199
8	4	0	12	29	8	5	0	13	29
14	4	0	18	33	6	5	0	11	33
5	4	0	9	77	30	33	0	63	77
4	1	0	5	32	8	9	0	17	32
31	13	0	44	171	52	52	0	104	171
157	78	0	235	733	220	188	0	408	733
66.81	33.19	0.00	-	-	53.92	46.08	0.00	-	-
21.42	10.64	0.00	32.06	55.66	30.01	25.65	0.00	55.66	-
2	3	-	2	2	2	2	-	2	2
0.57	0.52	0.00	0.55	0.73	0.59	0.00	0.66	0.80	-





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



Hoschton, GA

Site 4  
New St



E Jefferson St (West)  
E Jefferson St (East)

Date  
Tuesday, December 5, 2023

Weather  
Fair  
50°F

[Click here for Detailed Weather](#)

Lat/Long  
34.099934°, -83.759895°  
[Click here for Map](#)

0630 - 0830 (Weekday 2h Session) (12-05-2023)  
Passenger Vehicles (1-3)

TIME	Northbound			
	Left	Right	U-Turn	App Total
0630 - 0645	0	5	0	5
0645 - 0700	0	10	0	10
0700 - 0715	0	32	0	32
0715 - 0730	3	52	0	55
Hourly Total	3	99	0	102
0730 - 0745	2	23	0	25
0745 - 0800	6	7	0	13
0800 - 0815	2	3	0	5
0815 - 0830	1	1	0	2
Hourly Total	11	34	0	45
Grand Total	14	133	0	147
Approach %	9.52	90.48	0.00	-
Intersection %	2.96	28.12	0.00	31.08

Eastbound					Westbound				
E Jefferson St (West)					E Jefferson St (East)				
Thru	Right	U-Turn	App Total	Int Total	Left	Thru	U-Turn	App Total	Int Total
4.4	4.5	4.6	4.7	4.8	4.9	4.9	4.9	4.9	4.9
2	0	0	2	1	3	0	4	11	11
11	0	0	11	5	1	0	6	27	27
25	0	0	25	26	13	0	39	96	96
13	0	0	13	47	24	0	71	139	139
51	0	0	51	79	41	0	120	273	273
15	2	0	17	51	26	0	77	119	119
6	3	0	9	18	12	0	30	52	52
4	1	0	5	1	2	0	3	13	13
5	0	0	5	3	6	0	9	16	16
30	6	0	36	73	46	0	119	200	200
81	6	0	87	152	87	0	239	473	473
93.10	6.90	0.00	-	63.60	36.40	0.00	-	-	-
17.12	1.27	0.00	18.39	32.14	18.39	0.00	50.53	-	-

1400 - 1800 (Weekday 4h Session) (12-05-2023)  
Passenger Vehicles (1-3)

TIME	Northbound			
	Left	Right	U-Turn	App Total
1400 - 1415	1	1	0	2
1415 - 1430	1	1	0	2
1430 - 1445	3	4	0	7
1445 - 1500	3	3	0	6
Hourly Total	8	9	0	17
1500 - 1515	4	4	0	8
1515 - 1530	2	1	0	3
1530 - 1545	2	1	0	3
1545 - 1600	2	6	0	8
Hourly Total	10	12	0	22
1600 - 1615	1	4	0	5
1615 - 1630	0	4	0	4
1630 - 1645	0	9	0	9
1645 - 1700	0	8	0	8
Hourly Total	1	25	0	26
1700 - 1715	1	3	0	4
1715 - 1730	2	2	0	4
1730 - 1745	2	3	0	5
1745 - 1800	2	8	0	10
Hourly Total	7	16	0	23
Grand Total	26	62	0	88
Approach %	29.55	70.45	0.00	-
Intersection %	3.62	8.62	0.00	12.24

Eastbound					Westbound				
E Jefferson St (West)					E Jefferson St (East)				
Thru	Right	U-Turn	App Total	Int Total	Left	Thru	U-Turn	App Total	Int Total
4.4	4.5	4.6	4.7	4.8	4.9	4.9	4.9	4.9	4.9
7	5	0	12	2	0	0	2	16	16
6	3	0	9	5	1	0	6	17	17
2	5	0	7	8	16	0	24	38	38
3	3	0	6	32	32	0	64	76	76
18	16	0	34	47	49	0	96	147	147
9	6	0	15	22	19	0	41	64	64
6	3	0	9	12	9	0	21	33	33
14	10	0	24	24	15	0	39	66	66
8	7	0	15	11	12	0	23	46	46
37	26	0	63	69	55	0	124	209	209
5	11	0	16	18	10	0	28	49	49
13	6	0	19	17	7	0	24	47	47
28	1	0	29	8	7	0	15	53	53
22	3	0	25	5	7	0	12	45	45
68	21	0	89	48	31	0	79	194	194
8	4	0	12	8	5	0	13	29	29
14	4	0	18	6	5	0	11	33	33
5	4	0	9	30	31	0	61	75	75
4	1	0	5	8	9	0	17	32	32
31	13	0	44	52	50	0	102	169	169
154	76	0	230	216	185	0	401	719	719
66.96	33.04	0.00	-	53.87	46.13	0.00	-	-	-
21.42	10.57	0.00	31.99	30.04	25.73	0.00	55.77	-	-

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



Hoschton, GA

Site 4  
New St



E Jefferson St (West)  
E Jefferson St (East)

Date  
Tuesday, December 5, 2023

Weather  
Fair  
50°F

Lat/Long  
34.099934°, -83.759895°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

0630 - 0830 (Weekday 2h Session) (12-05-2023)  
Single Unit Trucks (4-7)

TIME	Northbound New St			
	Left 4.1	Right 4.2	U-Turn 4.3	App Total
0630 - 0645	0	0	0	0
0645 - 0700	0	0	0	0
0700 - 0715	0	0	0	0
0715 - 0730	0	1	0	1
Hourly Total	0	1	0	1
0730 - 0745	0	0	0	0
0745 - 0800	0	1	0	1
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
Hourly Total	0	1	0	1
Grand Total	0	2	0	2
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	11.11	0.00	11.11

Eastbound E Jefferson St (West)					Westbound E Jefferson St (East)				
Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8	U-Turn 4.9	App Total	Int Total	
0	0	0	0	0	2	0	2	2	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
5	0	0	5	2	1	0	3	9	
5	0	0	5	2	3	0	5	11	
1	0	0	1	0	0	0	0	1	
3	0	0	3	1	0	0	1	5	
0	0	0	0	0	1	0	1	1	
0	0	0	0	0	0	0	0	0	
4	0	0	4	1	1	0	2	7	
9	0	0	9	3	4	0	7	18	
100.00	0.00	0.00	-	42.86	57.14	0.00	-		
50.00	0.00	0.00	50.00	16.67	22.22	0.00	38.89		

1400 - 1800 (Weekday 4h Session) (12-05-2023)  
Single Unit Trucks (4-7)

TIME	Northbound New St			
	Left 4.1	Right 4.2	U-Turn 4.3	App Total
1400 - 1415	0	0	0	0
1415 - 1430	0	0	0	0
1430 - 1445	0	0	0	0
1445 - 1500	0	0	0	0
Hourly Total	0	0	0	0
1500 - 1515	0	0	0	0
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
Hourly Total	0	0	0	0
1600 - 1615	0	1	0	1
1615 - 1630	0	1	0	1
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	2	0	2
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	2	0	2
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	14.29	0.00	14.29

Eastbound E Jefferson St (West)					Westbound E Jefferson St (East)				
Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Thru 4.8	U-Turn 4.9	App Total	Int Total	
2	0	0	2	0	0	0	0	2	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
2	0	0	2	0	0	0	0	2	
0	0	0	0	0	0	0	0	0	
0	0	0	0	1	1	0	2	2	
0	1	0	1	2	0	0	2	3	
0	0	0	0	0	0	0	0	0	
0	1	0	1	3	1	0	4	5	
0	0	0	0	1	0	0	1	2	
1	1	0	2	0	0	0	0	3	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	2	0	2	2	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	2	0	2	2	
3	2	0	5	4	3	0	7	14	
60.00	40.00	0.00	-	57.14	42.86	0.00	-		
21.43	14.29	0.00	35.71	28.57	21.43	0.00	50.00		





# Classified Turn Movement Count || All Trucks (4-13)



Hoschton, GA

Site 4  
New St



E Jefferson St (West)  
E Jefferson St (East)

Date  
Tuesday, December 5, 2023

Weather  
Fair  
50°F

Lat/Long  
34.099934°, -83.759895°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

0630 - 0830 (Weekday 2h Session) (12-05-2023)  
All Trucks (4-13)

TIME	Northbound New St			
	Left 4.1	Right 4.2	U-Turn 4.3	App Total
0630 - 0645	0	0	0	0
0645 - 0700	0	0	0	0
0700 - 0715	0	0	0	0
0715 - 0730	0	1	0	1
Hourly Total	0	1	0	1
0730 - 0745	0	0	0	0
0745 - 0800	0	1	0	1
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
Hourly Total	0	1	0	1
Grand Total	0	2	0	2
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	10.53	0.00	10.53

Eastbound E Jefferson St (West)					Westbound E Jefferson St (East)				
Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Int Total	Left 4.7	Thru 4.8	U-Turn 4.9	App Total	Int Total
0	0	0	0	0	0	2	0	2	2
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
5	0	0	5	0	2	1	0	3	9
5	0	0	5	0	2	3	0	5	11
1	0	0	1	0	0	0	0	0	1
4	0	0	4	1	0	0	0	1	6
0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0
5	0	0	5	1	1	0	0	2	8
10	0	0	10	3	4	0	7	19	
100.00	0.00	0.00	-	42.86	57.14	0.00	-	-	
52.63	0.00	0.00	52.63	15.79	21.05	0.00	36.84		

1400 - 1800 (Weekday 4h Session) (12-05-2023)  
All Trucks (4-13)

TIME	Northbound New St			
	Left 4.1	Right 4.2	U-Turn 4.3	App Total
1400 - 1415	0	0	0	0
1415 - 1430	0	0	0	0
1430 - 1445	0	0	0	0
1445 - 1500	0	0	0	0
Hourly Total	0	0	0	0
1500 - 1515	0	0	0	0
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
Hourly Total	0	0	0	0
1600 - 1615	0	1	0	1
1615 - 1630	0	1	0	1
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	2	0	2
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	2	0	2
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	14.29	0.00	14.29

Eastbound E Jefferson St (West)					Westbound E Jefferson St (East)				
Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Int Total	Left 4.7	Thru 4.8	U-Turn 4.9	App Total	Int Total
2	0	0	2	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
2	0	0	2	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	1	0	2	2
0	1	0	1	2	0	0	0	2	3
0	0	0	0	0	0	0	0	0	0
0	1	0	1	3	1	0	0	4	5
0	0	0	0	0	1	0	0	1	2
1	1	0	2	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
3	2	0	5	4	3	0	7	14	
60.00	40.00	0.00	-	57.14	42.86	0.00	-	-	
21.43	14.29	0.00	35.71	28.57	21.43	0.00	50.00		











# Peak Hour Turning Movement Count

Hoschton, GA



www.marrtraffic.com



[Click here for Map](#)

Tuesday, December 5, 2023	
Period	0630 - 0830
Peak Hour	0700 - 0800

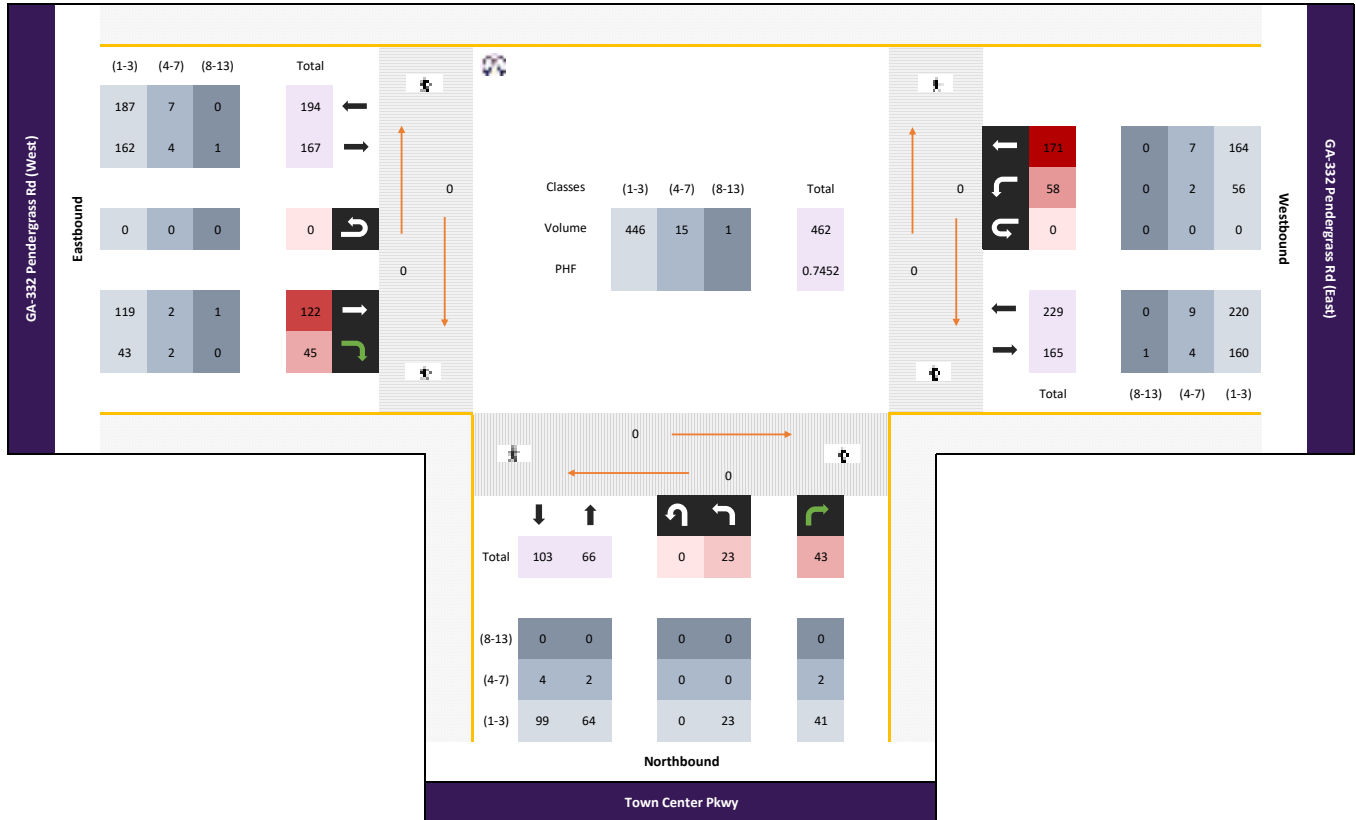
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume







# Peak Hour Turning Movement Count

Hoschton, GA



www.marrtraffic.com



[Click here for Map](#)

Tuesday, December 5, 2023	
Period	1400 - 1800
Peak Hour	1545 - 1645

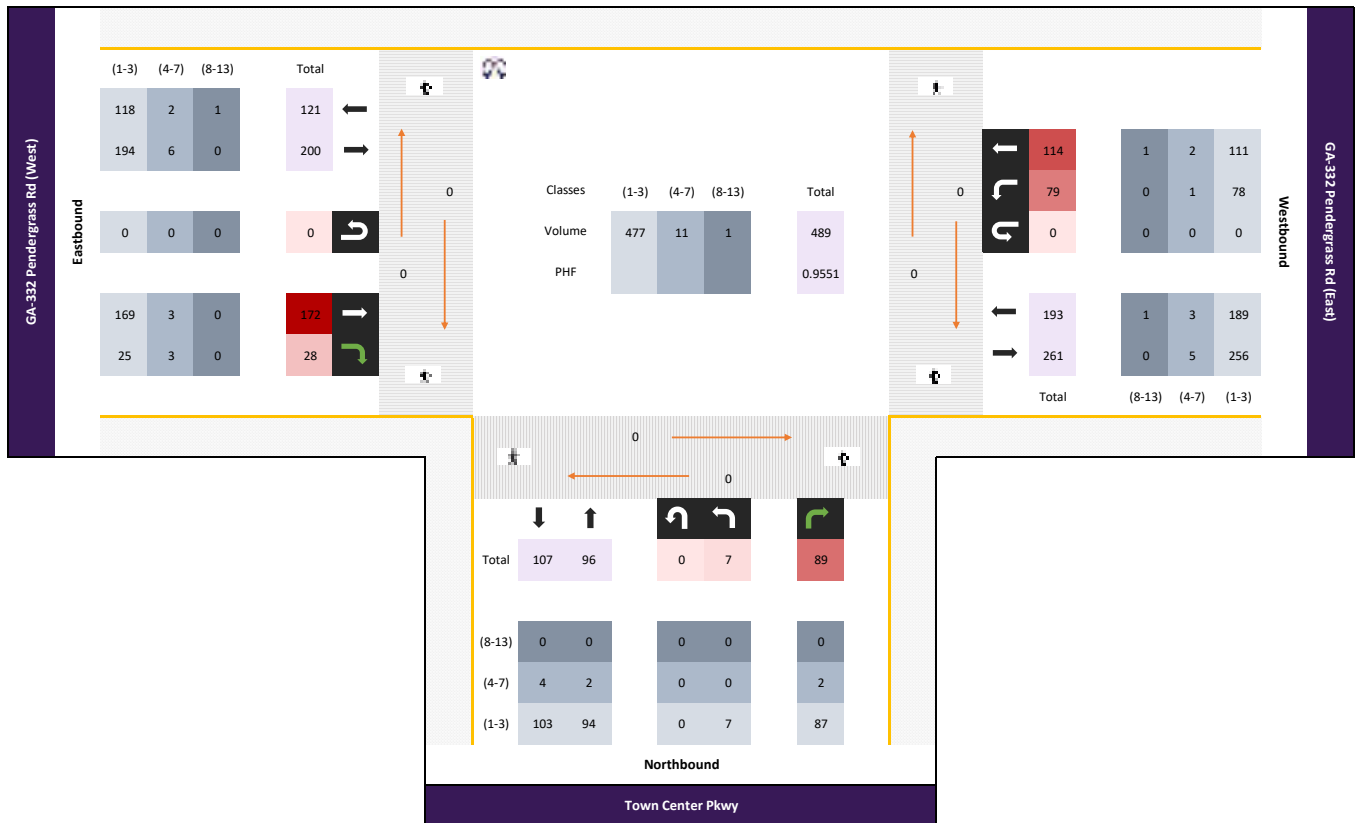
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Eastbound						Westbound						Int Total						
	Town Center Pkwy						GA-332 Pendergrass Rd (West)						GA-332 Pendergrass Rd (East)												
	Left 5.1	Right 5.2	U-Turn 5.3	App Total			Thru 5.4	Right 5.5	U-Turn 5.6	App Total			Left 5.7	Thru 5.8	U-Turn 5.9	App Total									
1545 - 1600	3	-	18	-	0	21	-	-	-	-	0	-	41	7	-	0	48	15	27	-	-	0	42	111	
1600 - 1615	1	-	22	-	0	23	-	-	-	-	0	-	38	9	-	0	47	22	31	-	-	0	53	123	
1615 - 1630	1	-	29	-	0	30	-	-	-	-	0	-	50	8	-	0	58	21	18	-	-	0	39	127	
1630 - 1645	2	-	20	-	0	22	-	-	-	-	0	-	43	4	-	0	47	21	38	-	-	0	59	128	
Total	7	0	89	0	0	96	0	0	0	0	0	0	172	28	0	0	200	79	114	0	0	0	193	489	
Approach %	7.29	0.00	92.71	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	86.00	14.00	0.00	0.00	-	40.93	59.07	0.00	0.00	0.00	-	
PHF	0.58	0.00	0.77	0.00	0.00	0.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.78	0.00	0.00	0.86	0.90	0.75	0.00	0.00	0.00	0.82	0.96

Bikes

Time	Northbound						Eastbound						Westbound						Int Total					
	Town Center Pkwy						GA-332 Pendergrass Rd (West)						GA-332 Pendergrass Rd (East)											
	Left 5.1	Right 5.2	U-Turn 5.3	App Total			Thru 5.4	Right 5.5	U-Turn 5.6	App Total			Left 5.7	Thru 5.8	U-Turn 5.9	App Total								
1545 - 1600	0	-	0	-	0	0	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1600 - 1615	0	-	0	-	0	0	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1615 - 1630	0	-	0	-	0	0	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1630 - 1645	0	-	0	-	0	0	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound						Eastbound						Westbound						Int Total					
	Town Center Pkwy						GA-332 Pendergrass Rd (West)						GA-332 Pendergrass Rd (East)											
	Left 5.1	Right 5.2	U-Turn 5.3	App Total			Thru 5.4	Right 5.5	U-Turn 5.6	App Total			Left 5.7	Thru 5.8	U-Turn 5.9	App Total								
1545 - 1600	3	-	18	-	0	21	-	-	-	-	0	-	40	7	-	0	47	15	27	-	-	0	42	110
1600 - 1615	1	-	21	-	0	22	-	-	-	-	0	-	38	7	-	0	45	21	29	-	-	0	50	117
1615 - 1630	1	-	29	-	0	30	-	-	-	-	0	-	49	8	-	0	57	21	18	-	-	0	39	126
1630 - 1645	2	-	19	-	0	21	-	-	-	-	0	-	42	3	-	0	45	21	37	-	-	0	58	124
Total	7	0	87	0	0	94	0	0	0	0	0	0	169	25	0	0	194	78	111	0	0	0	189	477
Approach %	7.45	0.00	92.55	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	87.11	12.89	0.00	0.00	-	41.27	58.73	0.00	0.00	0.00	-
PHF	0.58	0.00	0.75	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.78	0.00	0.85	0.93	0.75	0.00	0.00	0.00	0.81	0.95

Single Unit Trucks (4-7)

Time	Northbound						Eastbound						Westbound						Int Total					
	Town Center Pkwy						GA-332 Pendergrass Rd (West)						GA-332 Pendergrass Rd (East)											
	Left 5.1	Right 5.2	U-Turn 5.3	App Total			Thru 5.4	Right 5.5	U-Turn 5.6	App Total			Left 5.7	Thru 5.8	U-Turn 5.9	App Total								
1545 - 1600	0	-	0	-	0	0	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
1600 - 1615	0	-	1	-	0	1	-	-	-	-	0	-	0	2	-	0	2	1	2	-	-	0	3	6
1615 - 1630	0	-	0	-	0	0	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
1630 - 1645	0	-	1	-	0	1	-	-	-	-	0	-	1	1	-	0	2	0	0	-	-	0	0	3
Total	0	0	2	0	0	2	0	0	0	0	0	0	3	3	0	0	6	1	2	0	0	0	3	11
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-
PHF	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.38	0.00	0.75	0.25	0.25	0.00	0.00	0.00	0.25	0.46

Combination Trucks (8-13)

Time	Northbound						Eastbound						Westbound						Int Total					
	Town Center Pkwy						GA-332 Pendergrass Rd (West)						GA-332 Pendergrass Rd (East)											
	Left 5.1	Right 5.2	U-Turn 5.3	App Total			Thru 5.4	Right 5.5	U-Turn 5.6	App Total			Left 5.7	Thru 5.8	U-Turn 5.9	App Total								
1545 - 1600	0	-	0	-	0	0	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1600 - 1615	0	-	0	-	0	0	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1615 - 1630	0	-	0	-	0	0	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1630 - 1645	0	-	0	-	0	0	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

# Classified Turn Movement Count || All vehicles



Hoschton, GA

**Site 5**

Town Center Pkwy

GA-332 Pendergrass Rd (West)  
GA-332 Pendergrass Rd (East)

**Date**

Tuesday, December 5, 2023

**Lat/Long**

34.095038°, -83.755797°  
[Click here for Map](#)

**Weather**

Fair  
50°F

[Click here for Detailed Weather](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

All vehicles

TIME	Northbound			
	Town Center Pkwy			
	Left	Right	U-Turn	App Total
	5.1	5.2	5.3	Total
0630 - 0645	0	4	0	4
0645 - 0700	3	8	0	11
0700 - 0715	4	7	0	11
0715 - 0730	11	17	0	28
Hourly Total	18	36	0	54
0730 - 0745	4	12	0	16
0745 - 0800	4	7	0	11
0800 - 0815	1	12	0	13
0815 - 0830	0	12	0	12
Hourly Total	9	43	0	52
Grand Total	27	79	0	106
Approach %	25.47	74.53	0.00	-
Intersection %	3.98	11.63	0.00	15.61
Heavy Vehicle %	0	6	-	5
PHF	0.52	0.63	0.00	0.59

Eastbound					Westbound				
GA-332 Pendergrass Rd (West)					GA-332 Pendergrass Rd (East)				
Thru	Right	U-Turn	App Total	Int Total	Left	Thru	U-Turn	App Total	Int Total
5.4	5.5	5.6	5.7	5.8	5.9	5.9	5.9	5.9	5.9
6	1	0	7	22	0	29	0	29	40
9	2	0	11	30	0	32	0	32	54
24	6	0	30	57	0	72	0	72	113
42	21	0	63	49	0	64	0	64	155
81	30	0	111	158	0	197	0	197	362
32	11	0	43	32	0	46	0	46	105
24	7	0	31	33	0	47	0	47	89
11	2	0	13	28	0	39	0	39	65
14	1	0	15	19	0	31	0	31	58
81	21	0	102	112	0	163	0	163	317
162	51	0	213	270	0	360	0	360	679
76.06	23.94	0.00	-	75.00	0.00	-	0.00	-	-
23.86	7.51	0.00	31.37	39.76	0.00	53.02	0.00	53.02	-
2	4	-	3	3	-	3	-	3	3
0.73	0.54	0.00	0.66	0.75	0.00	0.80	0.00	0.80	0.75

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

All vehicles

TIME	Northbound			
	Town Center Pkwy			
	Left	Right	U-Turn	App Total
	5.1	5.2	5.3	Total
1400 - 1415	0	16	0	16
1415 - 1430	0	8	0	8
1430 - 1445	1	20	0	21
1445 - 1500	0	16	0	16
Hourly Total	1	60	0	61
1500 - 1515	2	18	0	20
1515 - 1530	1	14	0	15
1530 - 1545	0	15	0	15
1545 - 1600	3	18	0	21
Hourly Total	6	65	0	71
1600 - 1615	1	22	0	23
1615 - 1630	1	29	0	30
1630 - 1645	2	20	0	22
1645 - 1700	1	11	0	12
Hourly Total	5	82	0	87
1700 - 1715	2	21	0	23
1715 - 1730	1	17	0	18
1730 - 1745	0	17	0	17
1745 - 1800	1	19	0	20
Hourly Total	4	74	0	78
Grand Total	16	281	0	297
Approach %	5.39	94.61	0.00	-
Intersection %	0.95	16.74	0.00	17.69
Heavy Vehicle %	0	2	-	2
PHF	0.58	0.77	0.00	0.80

Eastbound					Westbound				
GA-332 Pendergrass Rd (West)					GA-332 Pendergrass Rd (East)				
Thru	Right	U-Turn	App Total	Int Total	Left	Thru	U-Turn	App Total	Int Total
5.4	5.5	5.6	5.7	5.8	5.9	5.9	5.9	5.9	5.9
19	2	0	21	14	0	20	0	20	57
27	2	0	29	25	0	34	0	34	71
16	3	0	19	21	0	33	0	33	73
43	11	0	54	33	0	54	0	54	124
105	18	0	123	93	0	141	0	141	325
48	10	0	58	20	0	43	0	43	121
26	4	0	30	22	0	31	0	31	76
30	12	0	42	31	0	55	0	55	112
41	7	0	48	27	0	42	0	42	111
145	33	0	178	100	0	171	0	171	420
38	9	0	47	31	0	53	0	53	123
50	8	0	58	18	0	39	0	39	127
43	4	0	47	38	0	59	0	59	128
36	5	0	41	28	0	47	0	47	100
167	26	0	193	115	0	198	0	198	478
50	7	0	57	21	0	42	0	42	122
29	3	0	32	19	0	35	0	35	85
51	7	0	58	38	0	61	0	61	136
33	3	0	36	36	0	57	0	57	113
163	20	0	183	114	0	195	0	195	456
580	97	0	677	422	0	705	0	705	1679
85.67	14.33	0.00	-	59.86	0.00	-	0.00	-	-
34.54	5.78	0.00	40.32	25.13	0.00	41.99	0.00	41.99	-
3	5	-	3	3	-	3	-	3	3
0.86	0.78	0.00	0.86	0.75	0.00	0.82	0.00	0.82	0.96





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



Hoschton, GA

**Site 5**

Town Center Pkwy

GA-332 Pendergrass Rd (West)  
GA-332 Pendergrass Rd (East)

**Date**

Tuesday, December 5, 2023

**Lat/Long**

34.095038°, -83.755797°  
[Click here for Map](#)

**Weather**

Fair  
50°F

[Click here for Detailed Weather](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**  
Passenger Vehicles (1-3)

TIME	Northbound			
	Town Center Pkwy			
	Left	Right	U-Turn	App Total
	5.1	5.2	5.3	Total
0630 - 0645	0	2	0	2
0645 - 0700	3	8	0	11
0700 - 0715	4	7	0	11
0715 - 0730	11	15	0	26
Hourly Total	18	32	0	50
0730 - 0745	4	12	0	16
0745 - 0800	4	7	0	11
0800 - 0815	1	12	0	13
0815 - 0830	0	11	0	11
Hourly Total	9	42	0	51
Grand Total	27	74	0	101
Approach %	26.73	73.27	0.00	-
Intersection %	4.11	11.26	0.00	15.37

Eastbound					Westbound				
GA-332 Pendergrass Rd (West)					GA-332 Pendergrass Rd (East)				
Thru	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Int
5.4	5.5	5.6	Total	5.7	5.8	5.9	Total	Total	
5	1	0	6	6	22	0	28	36	
9	2	0	11	2	30	0	32	54	
22	6	0	28	15	54	0	69	108	
41	20	0	61	14	49	0	63	150	
77	29	0	106	37	155	0	192	348	
32	11	0	43	13	32	0	45	104	
24	6	0	30	14	29	0	43	84	
11	2	0	13	11	28	0	39	65	
14	1	0	15	12	18	0	30	56	
81	20	0	101	50	107	0	157	309	
158	49	0	207	87	262	0	349	657	
76.33	23.67	0.00	-	24.93	75.07	0.00	-	-	
24.05	7.46	0.00	31.51	13.24	39.88	0.00	53.12	-	

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**  
Passenger Vehicles (1-3)

TIME	Northbound			
	Town Center Pkwy			
	Left	Right	U-Turn	App Total
	5.1	5.2	5.3	Total
1400 - 1415	0	16	0	16
1415 - 1430	0	6	0	6
1430 - 1445	1	19	0	20
1445 - 1500	0	16	0	16
Hourly Total	1	57	0	58
1500 - 1515	2	18	0	20
1515 - 1530	1	14	0	15
1530 - 1545	0	15	0	15
1545 - 1600	3	18	0	21
Hourly Total	6	65	0	71
1600 - 1615	1	21	0	22
1615 - 1630	1	29	0	30
1630 - 1645	2	19	0	21
1645 - 1700	1	11	0	12
Hourly Total	5	80	0	85
1700 - 1715	2	21	0	23
1715 - 1730	1	17	0	18
1730 - 1745	0	17	0	17
1745 - 1800	1	19	0	20
Hourly Total	4	74	0	78
Grand Total	16	276	0	292
Approach %	5.48	94.52	0.00	-
Intersection %	0.98	16.91	0.00	17.89

Eastbound					Westbound				
GA-332 Pendergrass Rd (West)					GA-332 Pendergrass Rd (East)				
Thru	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Int
5.4	5.5	5.6	Total	5.7	5.8	5.9	Total	Total	
19	2	0	21	6	13	0	19	56	
27	2	0	29	9	25	0	34	69	
15	3	0	18	11	21	0	32	70	
42	9	0	51	21	31	0	52	119	
103	16	0	119	47	90	0	137	314	
47	10	0	57	23	20	0	43	120	
23	4	0	27	9	18	0	27	69	
27	12	0	39	24	30	0	54	108	
40	7	0	47	15	27	0	42	110	
137	33	0	170	71	95	0	166	407	
38	7	0	45	21	29	0	50	117	
49	8	0	57	21	18	0	39	126	
42	3	0	45	21	37	0	58	124	
35	5	0	40	19	27	0	46	98	
164	23	0	187	82	111	0	193	465	
50	7	0	57	21	21	0	42	122	
29	3	0	32	15	19	0	34	84	
49	7	0	56	23	37	0	60	133	
30	3	0	33	19	35	0	54	107	
158	20	0	178	78	112	0	190	446	
562	92	0	654	278	408	0	686	1632	
85.93	14.07	0.00	-	40.52	59.48	0.00	-	-	
34.44	5.64	0.00	40.07	17.03	25.00	0.00	42.03	-	

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



Hoschton, GA

**Site 5**

Town Center Pkwy

GA-332 Pendergrass Rd (West)  
GA-332 Pendergrass Rd (East)

**Date**

Tuesday, December 5, 2023

**Weather**

Fair  
50°F

**Lat/Long**

34.095038°, -83.755797°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**  
Single Unit Trucks (4-7)

TIME	Northbound Town Center Pkwy			
	Left 5.1	Right 5.2	U-Turn 5.3	App Total
0630 - 0645	0	2	0	2
0645 - 0700	0	0	0	0
0700 - 0715	0	0	0	0
0715 - 0730	0	2	0	2
Hourly Total	0	4	0	4
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	1	0	1
Hourly Total	0	1	0	1
Grand Total	0	5	0	5
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	23.81	0.00	23.81

Eastbound GA-332 Pendergrass Rd (West)				Westbound GA-332 Pendergrass Rd (East)				Int Total
Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Thru 5.8	U-Turn 5.9	App Total	
1	0	0	1	1	0	0	1	4
0	0	0	0	0	0	0	0	0
1	0	0	1	0	3	0	3	4
1	1	0	2	1	0	0	1	5
3	1	0	4	2	3	0	5	13
0	0	0	0	1	0	0	1	1
0	1	0	1	0	4	0	4	5
0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	2
0	1	0	1	1	5	0	6	8
3	2	0	5	3	8	0	11	21
60.00	40.00	0.00	-	27.27	72.73	0.00	-	
14.29	9.52	0.00	23.81	14.29	38.10	0.00	52.38	

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**  
Single Unit Trucks (4-7)

TIME	Northbound Town Center Pkwy			
	Left 5.1	Right 5.2	U-Turn 5.3	App Total
1400 - 1415	0	0	0	0
1415 - 1430	0	1	0	1
1430 - 1445	0	0	0	0
1445 - 1500	0	0	0	0
Hourly Total	0	1	0	1
1500 - 1515	0	0	0	0
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
Hourly Total	0	0	0	0
1600 - 1615	0	1	0	1
1615 - 1630	0	0	0	0
1630 - 1645	0	1	0	1
1645 - 1700	0	0	0	0
Hourly Total	0	2	0	2
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	3	0	3
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	7.89	0.00	7.89

Eastbound GA-332 Pendergrass Rd (West)				Westbound GA-332 Pendergrass Rd (East)				Int Total
Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Thru 5.8	U-Turn 5.9	App Total	
0	0	0	0	0	1	0	1	1
0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	1	1
0	2	0	2	0	2	0	2	4
0	2	0	2	1	3	0	4	7
1	0	0	1	0	0	0	0	1
1	0	0	1	0	3	0	3	4
3	0	0	3	0	1	0	1	4
1	0	0	1	0	0	0	0	1
6	0	0	6	0	4	0	4	10
0	2	0	2	1	2	0	3	6
1	0	0	1	0	0	0	0	1
1	1	0	2	0	0	0	0	3
1	0	0	1	0	1	0	1	2
3	3	0	6	1	3	0	4	12
0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	1	1
2	0	0	2	0	0	0	0	2
3	0	0	3	2	1	0	3	6
5	0	0	5	3	1	0	4	9
14	5	0	19	5	11	0	16	38
73.68	26.32	0.00	-	31.25	68.75	0.00	-	
36.84	13.16	0.00	50.00	13.16	28.95	0.00	42.11	

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



Hoschton, GA

**Site 5**

Town Center Pkwy

GA-332 Pendergrass Rd (West)  
GA-332 Pendergrass Rd (East)

**Date**

Tuesday, December 5, 2023

**Lat/Long**

34.095038°, -83.755797°  
[Click here for Map](#)

**Weather**

Fair  
50°F

[Click here for Detailed Weather](#)

**0630 - 0830 (Weekday 2h Session) (12-05-2023)**  
Combination Trucks (8-13)

TIME	Northbound			
	Town Center Pkwy			
	Left 5.1	Right 5.2	U-Turn 5.3	App Total
0630 - 0645	0	0	0	0
0645 - 0700	0	0	0	0
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
Hourly Total	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound					Westbound				
GA-332 Pendergrass Rd (West)					GA-332 Pendergrass Rd (East)				
Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Int Total	Left 5.7	Thru 5.8	U-Turn 5.9	App Total	Int Total
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0	0	1
100.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00
100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**  
Combination Trucks (8-13)

TIME	Northbound			
	Town Center Pkwy			
	Left 5.1	Right 5.2	U-Turn 5.3	App Total
1400 - 1415	0	0	0	0
1415 - 1430	0	1	0	1
1430 - 1445	0	1	0	1
1445 - 1500	0	0	0	0
Hourly Total	0	2	0	2
1500 - 1515	0	0	0	0
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
Hourly Total	0	0	0	0
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	2	0	2
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	22.22	0.00	22.22

Eastbound					Westbound				
GA-332 Pendergrass Rd (West)					GA-332 Pendergrass Rd (East)				
Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Int Total	Left 5.7	Thru 5.8	U-Turn 5.9	App Total	Int Total
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1
1	0	0	1	0	0	0	0	0	2
1	0	0	1	0	0	0	0	0	1
2	0	0	2	0	0	0	0	0	4
0	0	0	0	0	0	0	0	0	0
2	0	0	2	0	0	1	0	1	3
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
2	0	0	2	0	1	0	0	1	3
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
4	0	0	4	0	3	0	3	9	9
100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00
44.44	0.00	0.00	44.44	0.00	33.33	0.00	33.33	0.00	33.33



# Classified Turn Movement Count || All Trucks (4-13)



Hoschton, GA

**Site 5**

Town Center Pkwy

GA-332 Pendergrass Rd (West)  
GA-332 Pendergrass Rd (East)

**Date**

Tuesday, December 5, 2023

**Lat/Long**

34.095038°, -83.755797°  
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**Weather**

Fair  
50°F

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**0630 - 0830 (Weekday 2h Session) (12-05-2023)**

All Trucks (4-13)

TIME	Northbound			
	Town Center Pkwy			
	Left 5.1	Right 5.2	U-Turn 5.3	App Total
0630 - 0645	0	2	0	2
0645 - 0700	0	0	0	0
0700 - 0715	0	0	0	0
0715 - 0730	0	2	0	2
Hourly Total	0	4	0	4
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	1	0	1
Hourly Total	0	1	0	1
Grand Total	0	5	0	5
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	22.73	0.00	22.73

TIME	Eastbound				Westbound				
	GA-332 Pendergrass Rd (West)				GA-332 Pendergrass Rd (East)				
	Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Thru 5.8	U-Turn 5.9	App Total	Int Total
0630 - 0645	1	0	0	1	1	0	0	1	4
0645 - 0700	0	0	0	0	0	0	0	0	0
0700 - 0715	2	0	0	2	0	3	0	3	5
0715 - 0730	1	1	0	2	1	0	0	1	5
Hourly Total	4	1	0	5	2	3	0	5	14
0730 - 0745	0	0	0	0	1	0	0	1	1
0745 - 0800	0	1	0	1	0	4	0	4	5
0800 - 0815	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	1	0	1	2
Hourly Total	0	1	0	1	1	5	0	6	8
Grand Total	4	2	0	6	3	8	0	11	22
Approach %	66.67	33.33	0.00	-	27.27	72.73	0.00	-	-
Intersection %	18.18	9.09	0.00	27.27	13.64	36.36	0.00	50.00	-

**1400 - 1800 (Weekday 4h Session) (12-05-2023)**

All Trucks (4-13)

TIME	Northbound			
	Town Center Pkwy			
	Left 5.1	Right 5.2	U-Turn 5.3	App Total
1400 - 1415	0	0	0	0
1415 - 1430	0	2	0	2
1430 - 1445	0	1	0	1
1445 - 1500	0	0	0	0
Hourly Total	0	3	0	3
1500 - 1515	0	0	0	0
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
Hourly Total	0	0	0	0
1600 - 1615	0	1	0	1
1615 - 1630	0	0	0	0
1630 - 1645	0	1	0	1
1645 - 1700	0	0	0	0
Hourly Total	0	2	0	2
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	5	0	5
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	10.64	0.00	10.64

TIME	Eastbound				Westbound				
	GA-332 Pendergrass Rd (West)				GA-332 Pendergrass Rd (East)				
	Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Thru 5.8	U-Turn 5.9	App Total	Int Total
1400 - 1415	0	0	0	0	0	1	0	1	1
1415 - 1430	0	0	0	0	0	0	0	0	2
1430 - 1445	1	0	0	1	1	0	0	1	3
1445 - 1500	1	2	0	3	0	2	0	2	5
Hourly Total	2	2	0	4	1	3	0	4	11
1500 - 1515	1	0	0	1	0	0	0	0	1
1515 - 1530	3	0	0	3	0	4	0	4	7
1530 - 1545	3	0	0	3	0	1	0	1	4
1545 - 1600	1	0	0	1	0	0	0	0	1
Hourly Total	8	0	0	8	0	5	0	5	13
1600 - 1615	0	2	0	2	1	2	0	3	6
1615 - 1630	1	0	0	1	0	0	0	0	1
1630 - 1645	1	1	0	2	0	1	0	1	4
1645 - 1700	1	0	0	1	0	1	0	1	2
Hourly Total	3	3	0	6	1	4	0	5	13
1700 - 1715	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	1	0	0	1	1
1730 - 1745	2	0	0	2	0	1	0	1	3
1745 - 1800	3	0	0	3	2	1	0	3	6
Hourly Total	5	0	0	5	3	2	0	5	10
Grand Total	18	5	0	23	5	14	0	19	47
Approach %	78.26	21.74	0.00	-	26.32	73.68	0.00	-	-
Intersection %	38.30	10.64	0.00	48.94	10.64	29.79	0.00	40.43	-











# Peak Hour Turning Movement Count

Hoschton, GA



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Tuesday, December 5, 2023	
Period	0630 - 0830
Peak Hour	0700 - 0800

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume

W Jackson Rd

Southbound

12	10	0	22	315	(1-3)
1	1	0	2	8	(4-7)
0	0	0	0	0	(8-13)
13	11	0	24	323	Total

(1-3)	(4-7)	(8-13)	Total
36	2	0	38
322	13	1	336
0	0	0	0
225	7	0	232
97	6	1	104

Classes

(1-3)	(4-7)	(8-13)	Total
458	17	1	476
PHF			0.6839

91	0	1	1	90
25	0	0	0	24
0	0	0	0	0
116	0	2	1	114
115	1	7	1	107
Total		(8-13)	(4-7)	(1-3)

E Jefferson St

Eastbound

Westbound

Maddox Rd



# Peak Hour Turning Movement Count

Hoschton, GA



www.marrtraffic.com



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Tuesday, December 5, 2023	
Period	1400 - 1800
Peak Hour	1415 - 1515

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume

**W Jackson Rd**

**Southbound**

72	34	0	106	75	(1-3)
0	1	0	1	6	(4-7)
0	0	0	0	0	(8-13)

72	35	0	107	81	Total
----	----	---	-----	----	-------

**E Jefferson St**

**Eastbound**

(1-3)	(4-7)	(8-13)	Total
105	0	0	105
104	4	0	108
1	0	0	1
50	0	0	50
53	4	0	57

Classes

	(1-3)	(4-7)	(8-13)	Total
Volume	267	11	0	278
PHF				0.7165

**Westbound**

**Maddox Rd**

(8-13)	(4-7)	(1-3)
0	6	25
0	0	32
0	0	0
0	6	57
0	5	87

Total





# Classified Turn Movement Count || All vehicles



Hoschton, GA

Site 6



W Jackson Rd  
E Jefferson St  
Maddox Rd

Date

Tuesday, December 5, 2023

Weather

Fair  
50°F

[Click here for Detailed Weather](#)

Lat/Long

34.105178°, -83.754392°

[Click here for Map](#)

0630 - 0830 (Weekday 2h Session) (12-05-2023)

All vehicles

TIME
0630 - 0645
0645 - 0700
0700 - 0715
0715 - 0730
Hourly Total
0730 - 0745
0745 - 0800
0800 - 0815
0815 - 0830
Hourly Total
Grand Total
Approach %
Intersection %
Heavy Vehicle %
PHF

Southbound W Jackson Rd					Eastbound E Jefferson St				Westbound Maddox Rd				
Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total	
1	1	0	2	0	0	0	0	8	13	0	21	23	
1	3	0	4	1	2	0	3	12	9	0	21	28	
4	5	0	9	35	10	0	45	10	17	0	27	81	
2	3	0	5	99	30	0	129	5	35	0	40	174	
8	12	0	20	135	42	0	177	35	74	0	109	306	
1	2	0	3	86	49	0	135	3	21	0	24	162	
4	3	0	7	12	15	0	27	7	18	0	25	59	
3	4	0	7	3	3	0	6	6	7	0	13	26	
7	1	0	8	2	7	0	9	4	9	0	13	30	
15	10	0	25	103	74	0	177	20	55	0	75	277	
23	22	0	45	238	116	0	354	55	129	0	184	583	
51.11	48.89	0.00	-	67.23	32.77	0.00	-	29.89	70.11	0.00	-	-	
3.95	3.77	0.00	7.72	40.82	19.90	0.00	60.72	9.43	22.13	0.00	31.56	-	
9	5	-	7	3	6	-	4	4	1	-	2	3	
0.69	0.65	0.00	0.67	0.59	0.53	0.00	0.62	0.63	0.65	0.00	0.73	0.68	

1400 - 1800 (Weekday 4h Session) (12-05-2023)

All vehicles

TIME
1400 - 1415
1415 - 1430
1430 - 1445
1445 - 1500
Hourly Total
1500 - 1515
1515 - 1530
1530 - 1545
1545 - 1600
Hourly Total
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %
Heavy Vehicle %
PHF

Southbound W Jackson Rd					Eastbound E Jefferson St				Westbound Maddox Rd				
Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total	
3	16	0	19	1	4	0	5	6	6	0	12	36	
6	20	0	26	1	11	0	12	6	7	0	13	51	
8	21	0	29	11	12	1	24	12	12	0	24	77	
13	29	0	42	23	15	0	38	9	8	0	17	97	
30	86	0	116	36	42	1	79	33	33	0	66	261	
8	2	0	10	15	19	0	34	5	4	0	9	53	
6	6	0	12	1	8	0	9	4	4	0	8	29	
5	3	0	8	14	9	0	23	7	7	0	14	45	
11	2	0	13	6	13	0	19	3	7	0	10	42	
30	13	0	43	36	49	0	85	19	22	0	41	169	
7	10	0	17	7	11	0	18	9	10	0	19	54	
6	3	0	9	4	8	0	12	12	5	0	17	38	
7	6	0	13	3	9	0	12	14	5	0	19	44	
13	4	0	17	0	12	0	12	7	3	0	10	39	
33	23	0	56	14	40	0	54	42	23	0	65	175	
17	1	0	18	2	10	0	12	6	7	0	13	43	
8	2	0	10	3	9	0	12	2	7	0	9	31	
9	0	0	9	28	24	0	52	3	6	0	9	70	
9	0	0	9	4	8	0	12	8	6	0	14	35	
43	3	0	46	37	51	0	88	19	26	0	45	179	
136	125	0	261	123	182	1	306	113	104	0	217	784	
52.11	47.89	0.00	-	40.20	59.48	0.33	-	52.07	47.93	0.00	-	-	
17.35	15.94	0.00	33.29	15.69	23.21	0.13	39.03	14.41	13.27	0.00	27.68	-	
2	1	-	2	2	3	0	2	2	10	-	6	3	
0.67	0.62	0.00	0.64	0.54	0.75	0.25	0.71	0.67	0.65	0.00	0.66	0.72	



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



Hoschton, GA

Site 6



W Jackson Rd  
E Jefferson St  
Maddox Rd

Date

Tuesday, December 5, 2023

Weather

Fair  
50°F

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Lat/Long

34.105178°, -83.754392°

[Click here for Map](#)

## 0630 - 0830 (Weekday 2h Session) (12-05-2023)

Passenger Vehicles (1-3)

TIME
0630 - 0645
0645 - 0700
0700 - 0715
0715 - 0730
Hourly Total
0730 - 0745
0745 - 0800
0800 - 0815
0815 - 0830
Hourly Total
Grand Total
Approach %
Intersection %

Southbound W Jackson Rd					Eastbound E Jefferson St				Westbound Maddox Rd				
Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total	
1	1	0	2	0	0	0	0	7	13	0	20	22	
1	3	0	4	1	2	0	3	12	9	0	21	28	
3	5	0	8	35	10	0	45	10	16	0	26	79	
2	2	0	4	94	29	0	123	4	35	0	39	166	
7	11	0	18	130	41	0	171	33	73	0	106	295	
1	2	0	3	86	46	0	132	3	21	0	24	159	
4	3	0	7	10	12	0	22	7	18	0	25	54	
2	4	0	6	3	3	0	6	6	7	0	13	25	
7	1	0	8	2	7	0	9	4	9	0	13	30	
14	10	0	24	101	68	0	169	20	55	0	75	268	
21	21	0	42	231	109	0	340	53	128	0	181	563	
50.00	50.00	0.00	-	67.94	32.06	0.00	-	29.28	70.72	0.00	-	-	
3.73	3.73	0.00	7.46	41.03	19.36	0.00	60.39	9.41	22.74	0.00	32.15	-	

## 1400 - 1800 (Weekday 4h Session) (12-05-2023)

Passenger Vehicles (1-3)

TIME
1400 - 1415
1415 - 1430
1430 - 1445
1445 - 1500
Hourly Total
1500 - 1515
1515 - 1530
1530 - 1545
1545 - 1600
Hourly Total
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound W Jackson Rd					Eastbound E Jefferson St				Westbound Maddox Rd				
Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total	
3	16	0	19	1	4	0	5	6	5	0	11	35	
6	20	0	26	1	10	0	11	6	3	0	9	46	
8	21	0	29	11	10	1	22	12	10	0	22	73	
13	29	0	42	23	15	0	38	9	8	0	17	97	
30	86	0	116	36	39	1	76	33	26	0	59	251	
7	2	0	9	15	18	0	33	5	4	0	9	51	
6	5	0	11	1	8	0	9	3	3	0	6	26	
5	3	0	8	14	9	0	23	7	6	0	13	44	
11	2	0	13	6	13	0	19	3	7	0	10	42	
29	12	0	41	36	48	0	84	18	20	0	38	163	
7	10	0	17	6	11	0	17	8	10	0	18	52	
5	3	0	8	3	8	0	11	12	5	0	17	36	
7	6	0	13	3	9	0	12	14	5	0	19	44	
13	4	0	17	0	12	0	12	7	2	0	9	38	
32	23	0	55	12	40	0	52	41	22	0	63	170	
17	1	0	18	2	10	0	12	6	7	0	13	43	
8	2	0	10	3	9	0	12	2	7	0	9	31	
9	0	0	9	28	24	0	52	3	6	0	9	70	
8	0	0	8	4	7	0	11	8	6	0	14	33	
42	3	0	45	37	50	0	87	19	26	0	45	177	
133	124	0	257	121	177	1	299	111	94	0	205	761	
51.75	48.25	0.00	-	40.47	59.20	0.33	-	54.15	45.85	0.00	-	-	
17.48	16.29	0.00	33.77	15.90	23.26	0.13	39.29	14.59	12.35	0.00	26.94	-	



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



Hoschton, GA

Site 6



W Jackson Rd  
E Jefferson St  
Maddox Rd

Date

Tuesday, December 5, 2023

Weather

Fair  
50°F

[Click here for Detailed Weather](#)

Lat/Long

34.105178°, -83.754392°

[Click here for Map](#)

## 0630 - 0830 (Weekday 2h Session) (12-05-2023)

Single Unit Trucks (4-7)

TIME
0630 - 0645
0645 - 0700
0700 - 0715
0715 - 0730
Hourly Total
0730 - 0745
0745 - 0800
0800 - 0815
0815 - 0830
Hourly Total
Grand Total
Approach %
Intersection %

Southbound W Jackson Rd					Eastbound E Jefferson St				Westbound Maddox Rd					
Left 6.1	Right 6.2	U-Turn 6.3	App Total		Left 6.4	Thru 6.5	U-Turn 6.6	App Total		Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
0	0	0	0		0	0	0	0		0	0	0	0	1
0	0	0	0		0	0	0	0		0	0	0	0	0
1	0	0	1		0	0	0	0		0	1	0	1	2
0	1	0	1		5	1	0	6		1	0	0	1	8
Hourly Total	1	1	0	2	5	1	0	6		2	1	0	3	11
0730 - 0745	0	0	0	0	0	3	0	3		0	0	0	0	3
0745 - 0800	0	0	0	0	2	2	0	4		0	0	0	0	4
0800 - 0815	1	0	0	1	0	0	0	0		0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0		0	0	0	0	0
Hourly Total	1	0	0	1	2	5	0	7		0	0	0	0	8
Grand Total	2	1	0	3	7	6	0	13		2	1	0	3	19
Approach %	66.67	33.33	0.00	-	53.85	46.15	0.00	-		66.67	33.33	0.00	-	
Intersection %	10.53	5.26	0.00	15.79	36.84	31.58	0.00	68.42		10.53	5.26	0.00	15.79	

## 1400 - 1800 (Weekday 4h Session) (12-05-2023)

Single Unit Trucks (4-7)

TIME
1400 - 1415
1415 - 1430
1430 - 1445
1445 - 1500
Hourly Total
1500 - 1515
1515 - 1530
1530 - 1545
1545 - 1600
Hourly Total
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound W Jackson Rd					Eastbound E Jefferson St				Westbound Maddox Rd					
Left 6.1	Right 6.2	U-Turn 6.3	App Total		Left 6.4	Thru 6.5	U-Turn 6.6	App Total		Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
0	0	0	0		0	0	0	0		0	1	0	1	1
0	0	0	0		0	1	0	1		0	4	0	4	5
0	0	0	0		0	0	0	2		0	2	0	2	4
0	0	0	0		0	0	0	0		0	0	0	0	0
Hourly Total	0	0	0	0	0	3	0	3		0	7	0	7	10
1500 - 1515	1	0	0	1	0	1	0	1		0	0	0	0	2
1515 - 1530	0	1	0	1	0	0	0	0		1	1	0	2	3
1530 - 1545	0	0	0	0	0	0	0	0		0	1	0	1	1
1545 - 1600	0	0	0	0	0	0	0	0		0	0	0	0	0
Hourly Total	1	1	0	2	0	1	0	1		1	2	0	3	6
1600 - 1615	0	0	0	0	1	0	0	1		1	0	0	1	2
1615 - 1630	1	0	0	1	1	0	0	1		0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0		0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0		0	1	0	1	1
Hourly Total	1	0	0	1	2	0	0	2		1	1	0	2	5
1700 - 1715	0	0	0	0	0	0	0	0		0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0		0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0		0	0	0	0	0
1745 - 1800	1	0	0	1	0	1	0	1		0	0	0	0	2
Hourly Total	1	0	0	1	0	1	0	1		0	0	0	0	2
Grand Total	3	1	0	4	2	5	0	7		2	10	0	12	23
Approach %	75.00	25.00	0.00	-	28.57	71.43	0.00	-		16.67	83.33	0.00	-	
Intersection %	13.04	4.35	0.00	17.39	8.70	21.74	0.00	30.43		8.70	43.48	0.00	52.17	



# Classified Turn Movement Count || All Trucks (4-13)



Hoschton, GA

Site 6



W Jackson Rd  
E Jefferson St  
Maddox Rd

Date

Tuesday, December 5, 2023

Weather

Fair  
50°F

[Click here for Detailed Weather](#)

Lat/Long

34.105178°, -83.754392°

[Click here for Map](#)

## 0630 - 0830 (Weekday 2h Session) (12-05-2023)

All Trucks (4-13)

Southbound W Jackson Rd					Eastbound E Jefferson St				Westbound Maddox Rd					
Left 6.1	Right 6.2	U-Turn 6.3	App Total		Left 6.4	Thru 6.5	U-Turn 6.6	App Total		Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
0	0	0	0		0	0	0	0		0	0	0	0	1
0	0	0	0		0	0	0	0		0	0	0	0	0
1	0	0	1		0	0	0	0		0	1	0	1	2
0	1	0	1		5	1	0	6		1	0	0	1	8
1	1	0	2		5	1	0	6		2	1	0	3	11
0	0	0	0		0	3	0	3		0	0	0	0	3
0	0	0	0		2	3	0	5		0	0	0	0	5
1	0	0	1		0	0	0	0		0	0	0	0	1
0	0	0	0		0	0	0	0		0	0	0	0	0
1	0	0	1		2	6	0	8		0	0	0	0	9
2	1	0	3		7	7	0	14		2	1	0	3	20
66.67	33.33	0.00	-		50.00	50.00	0.00	-		66.67	33.33	0.00	-	
10.00	5.00	0.00	15.00		35.00	35.00	0.00	70.00		10.00	5.00	0.00	15.00	

TIME
0630 - 0645
0645 - 0700
0700 - 0715
0715 - 0730
Hourly Total
0730 - 0745
0745 - 0800
0800 - 0815
0815 - 0830
Hourly Total
Grand Total
Approach %
Intersection %

## 1400 - 1800 (Weekday 4h Session) (12-05-2023)

All Trucks (4-13)

Southbound W Jackson Rd					Eastbound E Jefferson St				Westbound Maddox Rd					
Left 6.1	Right 6.2	U-Turn 6.3	App Total		Left 6.4	Thru 6.5	U-Turn 6.6	App Total		Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
0	0	0	0		0	0	0	0		0	1	0	1	1
0	0	0	0		0	1	0	1		0	4	0	4	5
0	0	0	0		0	2	0	2		0	2	0	2	4
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	3	0	3		0	7	0	7	10
1	0	0	1		0	1	0	1		0	0	0	0	2
0	1	0	1		0	0	0	0		1	1	0	2	3
0	0	0	0		0	0	0	0		0	1	0	1	1
0	0	0	0		0	0	0	0		0	0	0	0	0
1	1	0	2		0	1	0	1		1	2	0	3	6
0	0	0	0		1	0	0	1		1	0	0	1	2
1	0	0	1		1	0	0	1		0	0	0	0	2
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	1	0	1	1
1	0	0	1		2	0	0	2		1	1	0	2	5
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
1	0	0	1		0	1	0	1		0	0	0	0	2
1	0	0	1		0	1	0	1		0	0	0	0	2
3	1	0	4		2	5	0	7		2	10	0	12	23
75.00	25.00	0.00	-		28.57	71.43	0.00	-		16.67	83.33	0.00	-	
13.04	4.35	0.00	17.39		8.70	21.74	0.00	30.43		8.70	43.48	0.00	52.17	

TIME
1400 - 1415
1415 - 1430
1430 - 1445
1445 - 1500
Hourly Total
1500 - 1515
1515 - 1530
1530 - 1545
1545 - 1600
Hourly Total
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %











# Peak Hour Turning Movement Count

Hoschton, GA



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Tuesday, December 5, 2023	
Period	0630 - 0830
Peak Hour	0700 - 0800

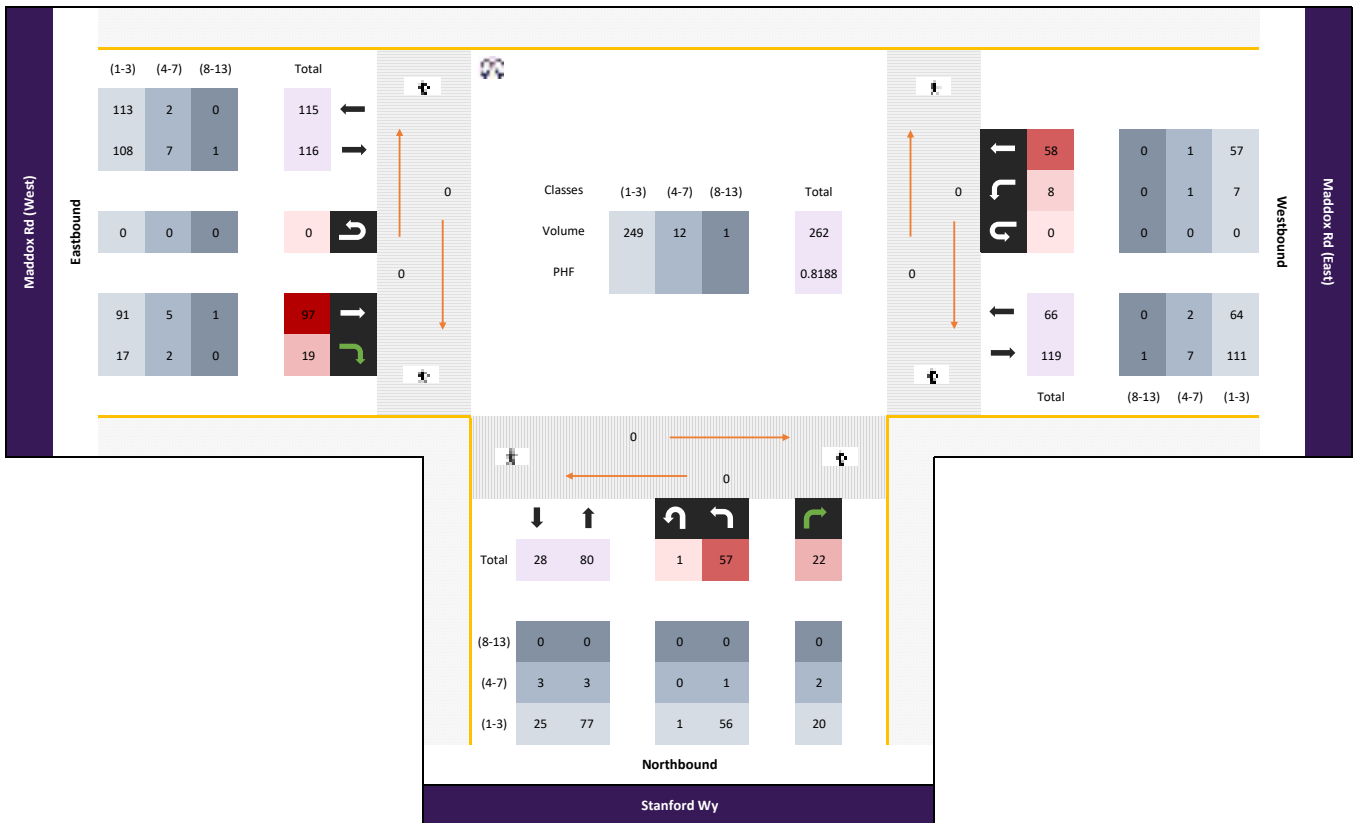
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume







# Peak Hour Turning Movement Count

Hoschton, GA



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Tuesday, December 5, 2023	
Period	1400 - 1800
Peak Hour	1645 - 1745

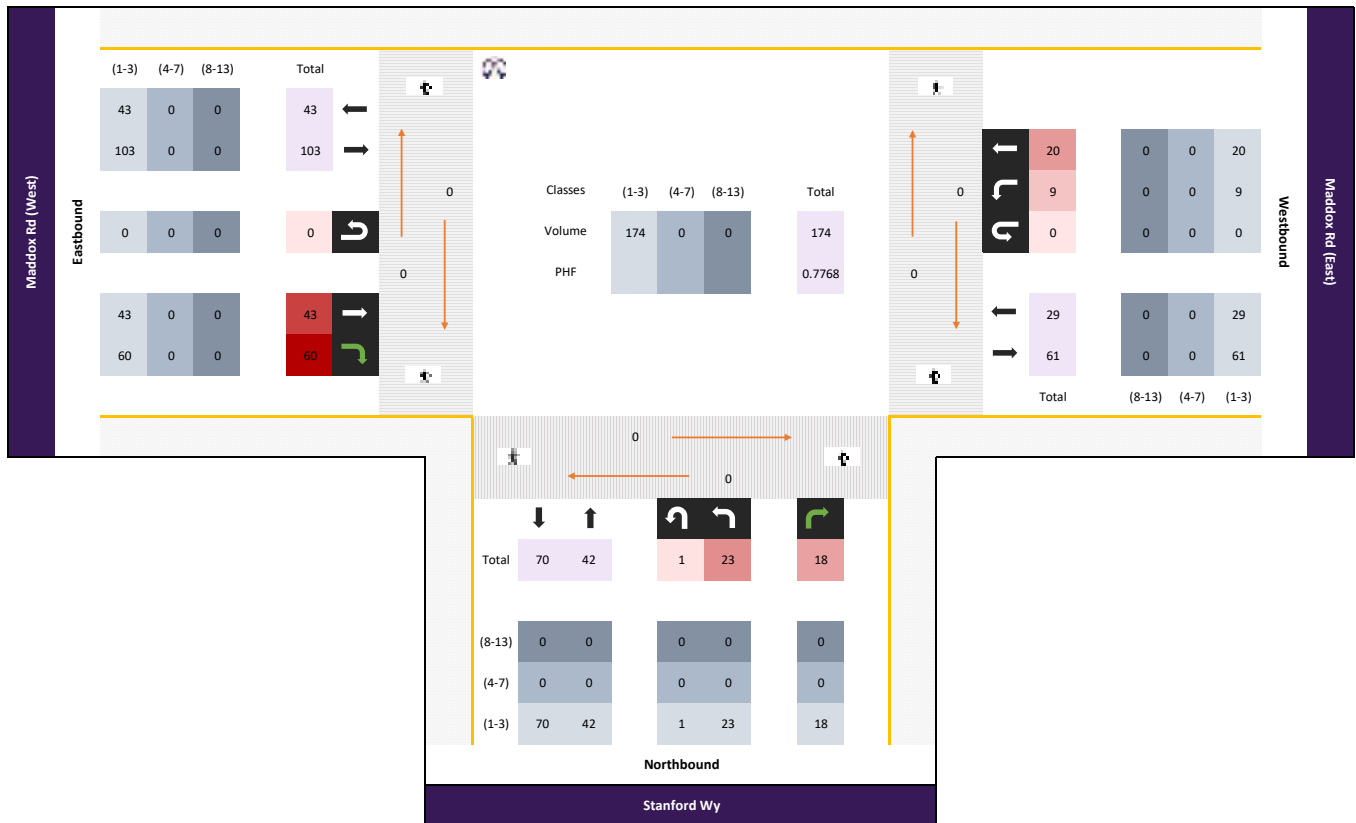
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume





# Classified Turn Movement Count || All vehicles



Hoschton, GA

Site 7  
Stanford Wy



Maddox Rd (West)  
Maddox Rd (East)

Date  
Tuesday, December 5, 2023

Weather  
Fair  
50°F

Lat/Long  
34.107065°, -83.746433°  
[Click here for Map](#)

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## 0630 - 0830 (Weekday 2h Session) (12-05-2023)

All vehicles

Northbound				
Stanford Wy				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
0630 - 0645	14	5	0	19
0645 - 0700	6	6	0	12
0700 - 0715	15	6	0	21
0715 - 0730	18	2	1	21
Hourly Total	53	19	1	73
0730 - 0745	11	9	0	20
0745 - 0800	13	5	0	18
0800 - 0815	5	5	0	10
0815 - 0830	12	0	0	12
Hourly Total	41	19	0	60
Grand Total	94	38	1	133
Approach %	70.68	28.57	0.75	-
Intersection %	24.67	9.97	0.26	34.91
Heavy Vehicle %	1	8	0	3
PHF	0.79	0.61	0.25	0.95

Eastbound				Westbound				
Maddox Rd (West)				Maddox Rd (East)				
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0	1	0	1	1	11	0	12	32
3	1	0	4	2	13	0	15	31
10	4	0	14	4	17	0	21	56
26	7	0	33	2	19	0	21	75
39	13	0	52	9	60	0	69	194
44	6	0	50	1	9	0	10	80
17	2	0	19	1	13	0	14	51
4	2	0	6	3	6	0	9	25
6	6	0	12	4	3	0	7	31
71	16	0	87	9	31	0	40	187
110	29	0	139	18	91	0	109	381
79.14	20.86	0.00	-	16.51	83.49	0.00	-	-
28.87	7.61	0.00	36.48	4.72	23.88	0.00	28.61	-
5	10	-	6	11	2	-	4	4
0.55	0.68	0.00	0.58	0.50	0.76	0.00	0.79	0.82

## 1400 - 1800 (Weekday 4h Session) (12-05-2023)

All vehicles

Northbound				
Stanford Wy				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
1400 - 1415	5	3	0	8
1415 - 1430	3	3	0	6
1430 - 1445	7	2	0	9
1445 - 1500	4	1	0	5
Hourly Total	19	9	0	28
1500 - 1515	4	2	0	6
1515 - 1530	2	2	0	4
1530 - 1545	6	2	0	8
1545 - 1600	2	1	0	3
Hourly Total	14	7	0	21
1600 - 1615	10	4	0	14
1615 - 1630	8	3	0	11
1630 - 1645	7	0	0	7
1645 - 1700	6	4	1	11
Hourly Total	31	11	1	43
1700 - 1715	8	4	0	12
1715 - 1730	3	4	0	7
1730 - 1745	6	6	0	12
1745 - 1800	6	3	0	9
Hourly Total	23	17	0	40
Grand Total	87	44	1	132
Approach %	65.91	33.33	0.76	-
Intersection %	14.10	7.13	0.16	21.39
Heavy Vehicle %	2	11	0	5
PHF	0.72	0.75	0.25	0.88

Eastbound				Westbound				
Maddox Rd (West)				Maddox Rd (East)				
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
2	4	0	6	2	9	0	11	25
7	10	0	17	6	11	0	17	40
15	3	1	19	1	12	0	13	41
18	10	0	28	0	13	0	13	46
42	27	1	70	9	45	0	54	152
20	6	0	26	2	3	0	5	37
4	7	0	11	0	7	0	7	22
8	7	0	15	3	6	0	9	32
14	11	0	25	2	8	0	10	38
46	31	0	77	7	24	0	31	129
11	7	0	18	8	10	0	18	50
7	6	0	13	6	11	0	17	41
7	12	0	19	0	11	0	11	37
5	19	0	24	2	5	0	7	42
30	44	0	74	16	37	0	53	170
12	15	0	27	1	3	0	4	43
4	14	0	18	2	6	0	8	33
22	12	0	34	4	6	0	10	56
4	12	0	16	2	7	0	9	34
42	53	0	95	9	22	0	31	166
160	155	1	316	41	128	0	169	617
50.63	49.05	0.32	-	24.26	75.74	0.00	-	-
25.93	25.12	0.16	51.22	6.65	20.75	0.00	27.39	-
1	5	0	3	5	8	-	7	4
0.49	0.79	0.00	0.76	0.56	0.83	0.00	0.73	0.78





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



Hoschton, GA

Site 7  
Stanford Wy



Date  
Tuesday, December 5, 2023

Weather  
Fair  
50°F  
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Maddox Rd (West)  
Maddox Rd (East)

Lat/Long  
34.107065°, -83.746433°  
[Click here for Map](#)

0630 - 0830 (Weekday 2h Session) (12-05-2023)  
Passenger Vehicles (1-3)

TIME	Northbound Stanford Wy			
	Left 7.1	Right 7.2	U-Turn 7.3	App Total
0630 - 0645	14	5	0	19
0645 - 0700	6	6	0	12
0700 - 0715	14	6	0	20
0715 - 0730	18	1	1	20
Hourly Total	52	18	1	71
0730 - 0745	11	9	0	20
0745 - 0800	13	4	0	17
0800 - 0815	5	4	0	9
0815 - 0830	12	0	0	12
Hourly Total	41	17	0	58
Grand Total	93	35	1	129
Approach %	72.09	27.13	0.78	-
Intersection %	25.55	9.62	0.27	35.44

Eastbound Maddox Rd (West)					Westbound Maddox Rd (East)					Int Total
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total		
0	1	0	1	1	10	0	11	31		
3	1	0	4	1	13	0	14	30		
10	3	0	13	3	17	0	20	53		
25	7	0	32	2	18	0	20	72		
38	12	0	50	7	58	0	65	186		
42	5	0	47	1	9	0	10	77		
14	2	0	16	1	13	0	14	47		
4	1	0	5	3	6	0	9	23		
6	6	0	12	4	3	0	7	31		
66	14	0	80	9	31	0	40	178		
104	26	0	130	16	89	0	105	364		
80.00	20.00	0.00	-	15.24	84.76	0.00	-	-		
28.57	7.14	0.00	35.71	4.40	24.45	0.00	28.85	-		

1400 - 1800 (Weekday 4h Session) (12-05-2023)  
Passenger Vehicles (1-3)

TIME	Northbound Stanford Wy			
	Left 7.1	Right 7.2	U-Turn 7.3	App Total
1400 - 1415	5	3	0	8
1415 - 1430	3	2	0	5
1430 - 1445	7	0	0	7
1445 - 1500	4	1	0	5
Hourly Total	19	6	0	25
1500 - 1515	4	1	0	5
1515 - 1530	2	1	0	3
1530 - 1545	5	2	0	7
1545 - 1600	2	1	0	3
Hourly Total	13	5	0	18
1600 - 1615	10	4	0	14
1615 - 1630	8	3	0	11
1630 - 1645	6	0	0	6
1645 - 1700	6	4	1	11
Hourly Total	30	11	1	42
1700 - 1715	8	4	0	12
1715 - 1730	3	4	0	7
1730 - 1745	6	6	0	12
1745 - 1800	6	3	0	9
Hourly Total	23	17	0	40
Grand Total	85	39	1	125
Approach %	68.00	31.20	0.80	-
Intersection %	14.41	6.61	0.17	21.19

Eastbound Maddox Rd (West)					Westbound Maddox Rd (East)					Int Total
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total		
2	3	0	5	2	8	0	10	23		
7	9	0	16	5	7	0	12	33		
14	3	1	18	1	10	0	11	36		
18	10	0	28	0	13	0	13	46		
41	25	1	67	8	38	0	46	138		
20	4	0	24	2	3	0	5	34		
4	7	0	11	0	5	0	5	19		
8	7	0	15	2	6	0	8	30		
14	11	0	25	2	8	0	10	38		
46	29	0	75	6	22	0	28	121		
11	7	0	18	8	9	0	17	49		
7	5	0	12	6	11	0	17	40		
7	12	0	19	0	11	0	11	36		
5	19	0	24	2	5	0	7	42		
30	43	0	73	16	36	0	52	167		
12	15	0	27	1	3	0	4	43		
4	14	0	18	2	6	0	8	33		
22	12	0	34	4	6	0	10	56		
4	10	0	14	2	7	0	9	32		
42	51	0	93	9	22	0	31	164		
159	148	1	308	39	118	0	157	590		
51.62	48.05	0.32	-	24.84	75.16	0.00	-	-		
26.95	25.08	0.17	52.20	6.61	20.00	0.00	26.61	-		

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



Hoschton, GA

Site 7  
Stanford Wy



Maddox Rd (West)  
Maddox Rd (East)

Date  
Tuesday, December 5, 2023

Weather  
Fair  
50°F

Lat/Long  
34.107065°, -83.746433°  
[Click here for Map](#)

[Click here for Detailed Weather](#)

0630 - 0830 (Weekday 2h Session) (12-05-2023)  
Single Unit Trucks (4-7)

TIME	Northbound Stanford Wy			
	Left 7.1	Right 7.2	U-Turn 7.3	App Total
0630 - 0645	0	0	0	0
0645 - 0700	0	0	0	0
0700 - 0715	1	0	0	1
0715 - 0730	0	1	0	1
Hourly Total	1	1	0	2
0730 - 0745	0	0	0	0
0745 - 0800	0	1	0	1
0800 - 0815	0	1	0	1
0815 - 0830	0	0	0	0
Hourly Total	0	2	0	2
Grand Total	1	3	0	4
Approach %	25.00	75.00	0.00	-
Intersection %	6.25	18.75	0.00	25.00

Eastbound Maddox Rd (West)				Westbound Maddox Rd (East)				U-Turn 7.9	App Total	Int Total
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total			
0	0	0	0	1	0	0	1	1		
0	0	0	0	1	0	0	1	1		
0	1	0	1	1	0	0	1	3		
1	0	0	1	0	1	0	1	3		
1	1	0	2	2	2	0	4	8		
2	1	0	3	0	0	0	0	3		
2	0	0	2	0	0	0	0	3		
0	1	0	1	0	0	0	0	2		
0	0	0	0	0	0	0	0	0		
4	2	0	6	0	0	0	0	8		
5	3	0	8	2	2	0	4	16		
62.50	37.50	0.00	-	50.00	50.00	0.00	-	-		
31.25	18.75	0.00	50.00	12.50	12.50	0.00	25.00	-		

1400 - 1800 (Weekday 4h Session) (12-05-2023)  
Single Unit Trucks (4-7)

TIME	Northbound Stanford Wy			
	Left 7.1	Right 7.2	U-Turn 7.3	App Total
1400 - 1415	0	0	0	0
1415 - 1430	0	1	0	1
1430 - 1445	0	2	0	2
1445 - 1500	0	0	0	0
Hourly Total	0	3	0	3
1500 - 1515	0	1	0	1
1515 - 1530	0	1	0	1
1530 - 1545	1	0	0	1
1545 - 1600	0	0	0	0
Hourly Total	1	2	0	3
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	1	0	0	1
1645 - 1700	0	0	0	0
Hourly Total	1	0	0	1
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	2	5	0	7
Approach %	28.57	71.43	0.00	-
Intersection %	7.41	18.52	0.00	25.93

Eastbound Maddox Rd (West)				Westbound Maddox Rd (East)				U-Turn 7.9	App Total	Int Total
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total			
0	1	0	1	0	1	0	1	2		
0	1	0	1	1	4	0	5	7		
1	0	0	1	0	2	0	2	5		
0	0	0	0	0	0	0	0	0		
1	2	0	3	1	7	0	8	14		
0	2	0	2	0	0	0	0	3		
0	0	0	0	0	2	0	2	3		
0	0	0	0	1	0	0	1	2		
0	0	0	0	0	0	0	0	0		
0	2	0	2	1	2	0	3	8		
0	0	0	0	0	1	0	1	1		
0	1	0	1	0	0	0	0	1		
0	0	0	0	0	0	0	0	1		
0	0	0	0	0	0	0	0	0		
0	1	0	1	0	1	0	1	3		
0	0	0	0	0	0	0	0	0		
0	0	0	0	0	0	0	0	0		
0	2	0	2	0	0	0	0	2		
0	2	0	2	0	0	0	0	2		
1	7	0	8	2	10	0	12	27		
12.50	87.50	0.00	-	16.67	83.33	0.00	-	-		
3.70	25.93	0.00	29.63	7.41	37.04	0.00	44.44	-		





# Classified Turn Movement Count || All Trucks (4-13)



Hoschton, GA

Site 7  
Stanford Wy



Date  
Tuesday, December 5, 2023

Weather  
Fair  
50°F  
[Click here for Detailed Weather](#)

Maddox Rd (West)  
Maddox Rd (East)

Lat/Long  
34.107065°, -83.746433°  
[Click here for Map](#)

0630 - 0830 (Weekday 2h Session) (12-05-2023)  
All Trucks (4-13)

TIME	Northbound Stanford Wy			
	Left 7.1	Right 7.2	U-Turn 7.3	App Total
0630 - 0645	0	0	0	0
0645 - 0700	0	0	0	0
0700 - 0715	1	0	0	1
0715 - 0730	0	1	0	1
Hourly Total	1	1	0	2
0730 - 0745	0	0	0	0
0745 - 0800	0	1	0	1
0800 - 0815	0	1	0	1
0815 - 0830	0	0	0	0
Hourly Total	0	2	0	2
Grand Total	1	3	0	4
Approach %	25.00	75.00	0.00	-
Intersection %	5.88	17.65	0.00	23.53

Eastbound Maddox Rd (West)					Westbound Maddox Rd (East)					Int Total
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total		
0	0	0	0	0	1	0	1	1		
0	0	0	0	1	0	0	1	1		
0	1	0	1	1	0	0	1	3		
1	0	0	1	0	1	0	1	3		
1	1	0	2	2	2	0	4	8		
2	1	0	3	0	0	0	0	3		
3	0	0	3	0	0	0	0	4		
0	1	0	1	0	0	0	0	2		
0	0	0	0	0	0	0	0	0		
5	2	0	7	0	0	0	0	9		
6	3	0	9	2	2	0	4	17		
66.67	33.33	0.00	-	50.00	50.00	0.00	-	-		
35.29	17.65	0.00	52.94	11.76	11.76	0.00	23.53	-		

1400 - 1800 (Weekday 4h Session) (12-05-2023)  
All Trucks (4-13)

TIME	Northbound Stanford Wy			
	Left 7.1	Right 7.2	U-Turn 7.3	App Total
1400 - 1415	0	0	0	0
1415 - 1430	0	1	0	1
1430 - 1445	0	2	0	2
1445 - 1500	0	0	0	0
Hourly Total	0	3	0	3
1500 - 1515	0	1	0	1
1515 - 1530	0	1	0	1
1530 - 1545	1	0	0	1
1545 - 1600	0	0	0	0
Hourly Total	1	2	0	3
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	1	0	0	1
1645 - 1700	0	0	0	0
Hourly Total	1	0	0	1
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	2	5	0	7
Approach %	28.57	71.43	0.00	-
Intersection %	7.41	18.52	0.00	25.93

Eastbound Maddox Rd (West)					Westbound Maddox Rd (East)					Int Total
Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total		
0	1	0	1	0	1	0	1	2		
0	1	0	1	1	4	0	5	7		
1	0	0	1	0	2	0	2	5		
0	0	0	0	0	0	0	0	0		
1	2	0	3	1	7	0	8	14		
0	2	0	2	0	0	0	0	3		
0	0	0	0	0	2	0	2	3		
0	0	0	0	1	0	0	1	2		
0	0	0	0	0	0	0	0	0		
0	2	0	2	1	2	0	3	8		
0	0	0	0	0	1	0	1	1		
0	1	0	1	0	0	0	0	1		
0	0	0	0	0	0	0	0	1		
0	0	0	0	0	0	0	0	0		
0	0	0	0	0	0	0	0	0		
0	2	0	2	0	0	0	0	2		
0	2	0	2	0	0	0	0	2		
1	7	0	8	2	10	0	12	27		
12.50	87.50	0.00	-	16.67	83.33	0.00	-	-		
3.70	25.93	0.00	29.63	7.41	37.04	0.00	44.44	-		











# **APPENDIX B**

Bidirectional Traffic Count Data

**Wednesday, July 19, 2023**

Site Name 157-0259  
Site ID 0000157\_0259  
Description CSX 075103

Lanes Direction: North  
Time Period 15 minutes  
Class Any  
Exclude data: None

Time	Wed	60 min Total
	Jul-23	
12:00 AM	8	
12:15 AM	8	
12:30 AM	6	
12:45 AM	10	32
1:00 AM	7	
1:15 AM	5	
1:30 AM	9	
1:45 AM	14	35
2:00 AM	8	
2:15 AM	6	
2:30 AM	10	
2:45 AM	6	30
3:00 AM	8	
3:15 AM	6	
3:30 AM	16	
3:45 AM	19	49
4:00 AM	34	
4:15 AM	34	
4:30 AM	46	
4:45 AM	56	170
5:00 AM	47	
5:15 AM	91	
5:30 AM	123	
5:45 AM	108	369
6:00 AM	132	
6:15 AM	149	
6:30 AM	153	
6:45 AM	155	589
7:00 AM	164	
7:15 AM	158	
7:30 AM	172	
7:45 AM	222	716
8:00 AM	141	
8:15 AM	158	
8:30 AM	169	
8:45 AM	163	631

9:00 AM	125	
9:15 AM	156	
9:30 AM	135	
9:45 AM	142	558
10:00 AM	119	
10:15 AM	132	
10:30 AM	119	
10:45 AM	120	490
11:00 AM	121	
11:15 AM	120	
11:30 AM	125	
11:45 AM	148	514
12:00 PM	179	
12:15 PM	165	
12:30 PM	135	
12:45 PM	120	599
1:00 PM	128	
1:15 PM	129	
1:30 PM	158	
1:45 PM	134	549
2:00 PM	131	
2:15 PM	131	
2:30 PM	124	
2:45 PM	124	510
3:00 PM	139	
3:15 PM	140	
3:30 PM	132	
3:45 PM	118	529
4:00 PM	135	
4:15 PM	149	
4:30 PM	140	
4:45 PM	182	606
5:00 PM	142	
5:15 PM	138	
5:30 PM	137	
5:45 PM	118	535
6:00 PM	137	
6:15 PM	118	
6:30 PM	84	
6:45 PM	104	443
7:00 PM	104	
7:15 PM	99	
7:30 PM	77	
7:45 PM	67	347
8:00 PM	73	
8:15 PM	58	
8:30 PM	65	
8:45 PM	58	254



9:00 PM	46	
9:15 PM	42	
9:30 PM	43	
9:45 PM	41	172
10:00 PM	21	
10:15 PM	27	
10:30 PM	20	
10:45 PM	12	80
11:00 PM	8	
11:15 PM	12	
11:30 PM	11	
11:45 PM	12	43
7am-7pm	6680	6680
6am-10pm	8042	8042
6am-12am	8165	8165
12am-12am	8850	8850
am Peak	7:00 AM	
Peak Volume	716	
pm Peak	4:15 PM	
Peak Volume	613	

**Wednesday, July 19, 2023**

Site Name 157-0259  
Site ID 0000157\_0259  
Description CSX 075103

Lanes Direction: South  
Time Period 15 minutes  
Class Any  
Exclude data: None

Time	Wed	60 min Total
	Jul-23	
12:00 AM	28	
12:15 AM	15	
12:30 AM	7	
12:45 AM	16	66
1:00 AM	7	
1:15 AM	14	
1:30 AM	10	
1:45 AM	6	37
2:00 AM	1	
2:15 AM	10	
2:30 AM	2	
2:45 AM	8	21
3:00 AM	6	
3:15 AM	6	
3:30 AM	7	
3:45 AM	5	24
4:00 AM	8	
4:15 AM	6	
4:30 AM	11	
4:45 AM	12	37
5:00 AM	20	
5:15 AM	18	
5:30 AM	29	
5:45 AM	29	96
6:00 AM	34	
6:15 AM	52	
6:30 AM	65	
6:45 AM	74	225
7:00 AM	85	
7:15 AM	78	
7:30 AM	105	
7:45 AM	131	399
8:00 AM	104	
8:15 AM	109	
8:30 AM	119	
8:45 AM	135	467

9:00 AM	119	
9:15 AM	71	
9:30 AM	90	
9:45 AM	124	404
10:00 AM	130	
10:15 AM	131	
10:30 AM	133	
10:45 AM	120	514
11:00 AM	121	
11:15 AM	128	
11:30 AM	136	
11:45 AM	121	506
12:00 PM	168	
12:15 PM	156	
12:30 PM	153	
12:45 PM	158	635
1:00 PM	139	
1:15 PM	164	
1:30 PM	190	
1:45 PM	177	670
2:00 PM	173	
2:15 PM	165	
2:30 PM	193	
2:45 PM	171	702
3:00 PM	183	
3:15 PM	198	
3:30 PM	190	
3:45 PM	188	759
4:00 PM	217	
4:15 PM	201	
4:30 PM	212	
4:45 PM	185	815
5:00 PM	217	
5:15 PM	233	
5:30 PM	254	
5:45 PM	216	920
6:00 PM	187	
6:15 PM	149	
6:30 PM	185	
6:45 PM	137	658
7:00 PM	132	
7:15 PM	121	
7:30 PM	104	
7:45 PM	107	464
8:00 PM	86	
8:15 PM	77	
8:30 PM	95	
8:45 PM	64	322

9:00 PM	80	
9:15 PM	70	
9:30 PM	75	
9:45 PM	56	281
10:00 PM	50	
10:15 PM	42	
10:30 PM	33	
10:45 PM	27	152
11:00 PM	35	
11:15 PM	34	
11:30 PM	25	
11:45 PM	20	114
7am-7pm	7449	7449
6am-10pm	8741	8741
6am-12am	9007	9007
12am-12am	9288	9288
am Peak	9:45 AM	
Peak Volume	518	
pm Peak	5:00 PM	
Peak Volume	920	



**Tuesday, August 16, 2022**

Site Name 157-0272  
Site ID 0000157\_0272  
Description SR 005300

Lanes Direction: East  
Time Period 15 minutes  
Class Any  
Exclude data: None

Time	Tue	60 min Total
	Aug-22	
12:00 AM	4	
12:15 AM	0	
12:30 AM	1	
12:45 AM	2	7
1:00 AM	0	
1:15 AM	2	
1:30 AM	0	
1:45 AM	1	3
2:00 AM	0	
2:15 AM	0	
2:30 AM	1	
2:45 AM	0	1
3:00 AM	0	
3:15 AM	1	
3:30 AM	1	
3:45 AM	0	2
4:00 AM	0	
4:15 AM	1	
4:30 AM	0	
4:45 AM	2	3
5:00 AM	0	
5:15 AM	2	
5:30 AM	6	
5:45 AM	6	14
6:00 AM	6	
6:15 AM	7	
6:30 AM	19	
6:45 AM	17	49
7:00 AM	25	
7:15 AM	50	
7:30 AM	54	
7:45 AM	36	165
8:00 AM	20	
8:15 AM	15	
8:30 AM	24	
8:45 AM	20	79

9:00 AM	20	
9:15 AM	11	
9:30 AM	14	
9:45 AM	23	68
10:00 AM	22	
10:15 AM	16	
10:30 AM	25	
10:45 AM	22	85
11:00 AM	24	
11:15 AM	32	
11:30 AM	22	
11:45 AM	25	103
12:00 PM	29	
12:15 PM	32	
12:30 PM	25	
12:45 PM	35	121
1:00 PM	25	
1:15 PM	29	
1:30 PM	20	
1:45 PM	24	98
2:00 PM	21	
2:15 PM	32	
2:30 PM	43	
2:45 PM	49	145
3:00 PM	44	
3:15 PM	53	
3:30 PM	44	
3:45 PM	53	194
4:00 PM	40	
4:15 PM	43	
4:30 PM	49	
4:45 PM	58	190
5:00 PM	54	
5:15 PM	52	
5:30 PM	58	
5:45 PM	51	215
6:00 PM	58	
6:15 PM	39	
6:30 PM	32	
6:45 PM	22	151
7:00 PM	25	
7:15 PM	45	
7:30 PM	18	
7:45 PM	22	110
8:00 PM	20	
8:15 PM	24	
8:30 PM	22	
8:45 PM	13	79

9:00 PM	10	
9:15 PM	16	
9:30 PM	7	
9:45 PM	8	41
10:00 PM	6	
10:15 PM	6	
10:30 PM	3	
10:45 PM	3	18
11:00 PM	3	
11:15 PM	2	
11:30 PM	1	
11:45 PM	2	8
7am-7pm	1614	1614
6am-10pm	1893	1893
6am-12am	1919	1919
12am-12am	1949	1949
am Peak	7:00 AM	
Peak Volume	165	
pm Peak	5:00 PM	
Peak Volume	467	

**Tuesday, August 16, 2022**

Site Name 157-0272  
Site ID 0000157\_0272  
Description SR 005300

Lanes Direction: West  
Time Period 15 minutes  
Class Any  
Exclude data: Any

Time	Tue	60 min Total
	Aug-22	
12:00 AM	3	
12:15 AM	1	
12:30 AM	0	
12:45 AM	0	4
1:00 AM	1	
1:15 AM	1	
1:30 AM	0	
1:45 AM	2	4
2:00 AM	1	
2:15 AM	2	
2:30 AM	1	
2:45 AM	0	4
3:00 AM	1	
3:15 AM	1	
3:30 AM	1	
3:45 AM	1	4
4:00 AM	1	
4:15 AM	5	
4:30 AM	3	
4:45 AM	2	11
5:00 AM	6	
5:15 AM	4	
5:30 AM	10	
5:45 AM	10	30
6:00 AM	20	
6:15 AM	11	
6:30 AM	43	
6:45 AM	54	128
7:00 AM	49	
7:15 AM	43	
7:30 AM	42	
7:45 AM	45	179
8:00 AM	44	
8:15 AM	44	
8:30 AM	38	
8:45 AM	30	156



9:00 AM	32	
9:15 AM	28	
9:30 AM	28	
9:45 AM	32	120
10:00 AM	21	
10:15 AM	20	
10:30 AM	21	
10:45 AM	27	89
11:00 AM	22	
11:15 AM	26	
11:30 AM	25	
11:45 AM	26	99
12:00 PM	28	
12:15 PM	32	
12:30 PM	22	
12:45 PM	41	123
1:00 PM	20	
1:15 PM	23	
1:30 PM	16	
1:45 PM	38	97
2:00 PM	21	
2:15 PM	21	
2:30 PM	32	
2:45 PM	35	109
3:00 PM	35	
3:15 PM	38	
3:30 PM	46	
3:45 PM	40	159
4:00 PM	48	
4:15 PM	35	
4:30 PM	29	
4:45 PM	31	143
5:00 PM	48	
5:15 PM	60	
5:30 PM	36	
5:45 PM	44	188
6:00 PM	41	
6:15 PM	53	
6:30 PM	22	
6:45 PM	16	132
7:00 PM	34	
7:15 PM	12	
7:30 PM	14	
7:45 PM	16	76
8:00 PM	22	
8:15 PM	17	
8:30 PM	13	
8:45 PM	21	73

9:00 PM	11	
9:15 PM	7	
9:30 PM	6	
9:45 PM	4	28
10:00 PM	4	
10:15 PM	2	
10:30 PM	1	
10:45 PM	3	10
11:00 PM	0	
11:15 PM	2	
11:30 PM	0	
11:45 PM	3	5
7am-7pm	1594	1594
6am-10pm	1899	1899
6am-12am	1914	1914
12am-12am	1971	1971
am Peak	6:30 AM	
Peak Volume	189	
pm Peak	5:00 PM	
Peak Volume	188	

# **APPENDIX C**

GDOT Count Station Data

# Site 0000157\_0259

**0000157\_0259 - 157-0259**  
 Description: CSX 075103  
 County: Jackson  
 Route number: 00005300  
 LRS section: 1571005300  
 Functional class: 4U - Minor Arterial (Urban)  
 Coordinates: 34.100269015352, -83.7621496433616

**Site Data**



**Count History**

Year	Month	Count type	Duration	Count
2023	July	Class	48 hours	17,938
2021	February	Class	48 hours	15,922
2018	November	Class	48 hours	13,984
2017	April	Class	48 hours	13,266
2015	January	Volume	48 hours	11,729
2011	September	Class	48 hours	10,982
2010	April	Class	48 hours	10,462



**Annual Statistics**

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	10,370	10,400	11,600	12,000	12,300	12,300	13,300	12,300	16,000	16,400
K-Factor	-	-	0.090	0.090	0.113	0.113	0.099	0.099	0.090	0.090
D-Factor	-	-	0.500	0.500	0.640	0.640	0.610	0.610	0.570	0.570
Future AADT	-	-	-	13,300	14,800	17,400	20,400	20,400	22,500	28,300

**Vehicle Classification 2023**

<b>1. Motorcycles</b> 2 axes, 2 or 3 wheels.		0.47%
<b>2. Passenger cars</b> 2 axes. Can have 1- or 2-axle trailers.		70.13%
<b>3. Pickups, panels, vans</b> 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		21.16%
<b>4. Buses</b> 2- or 3-axle, full length.		0.63%
<b>5. Single-unit trucks</b> 2-axle, 6-tire, (dual rear tires), single-unit trucks.		3.97%
<b>6. Single-unit trucks</b> 3-axle, single-unit trucks.		0.75%
<b>7. Single-unit trucks</b> 4 or more axle, single-unit trucks.		0.04%
<b>8. Single-trailer trucks</b> 3- or 4-axle, single-trailer trucks.		0.93%
<b>9. Single-trailer trucks</b> 5-axle, single-trailer trucks.		1.64%
<b>10. Single-trailer trucks</b> 6 or more axle, single-trailer trucks.		0.16%
<b>11. Multi-trailer trucks</b> 5 or less axle, multi-trailer trucks.		0%
<b>12. Multi-trailer trucks</b> 6-axle, multi-trailer trucks.		0%
<b>13. Multi-trailer trucks</b> 7 or more axle, multi-trailer trucks.		0.11%

# Site 0000157\_0272

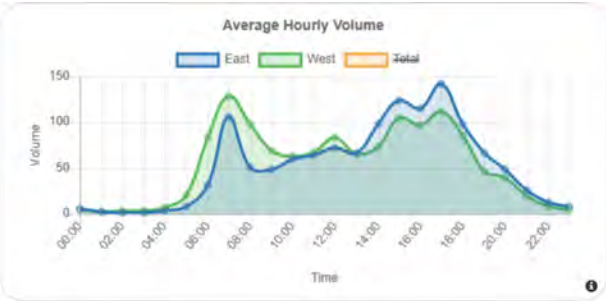
0000157\_0272 - 157-0272  
 Description: SR 005300 BEG AT  
 County: Jackson  
 Route number: 00033200  
 LRS section: 1571033200  
 Functional class: 5U - Major Collector (Urban)  
 Coordinates: 34.09833342, -83.72935647

**Site Data**



**Count History**

Year	Month	Count type	Duration	Count
2022	August	Class	48 hours	3,820
2019	December	Class	48 hours	3,170
2018	July	Class	48 hours	2,671
2016	March	Class	48 hours	2,704
2014	June	Volume	48 hours	2,053
2012	February	Volume	48 hours	2,396
2010	April	Class	48 hours	2,247



**Annual Statistics**

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	2,290	2,270	2,360	2,380	2,430	2,650	2,710	2,930	3,120	3,530
K-Factor	-	0.086	0.086	0.128	-	0.095	0.095	0.124	0.124	0.114
D-Factor	-	0.500	0.500	0.500	-	0.600	0.600	0.530	0.530	0.530
Future AADT	-	-	-	2,450	3,110	3,340	4,040	4,040	4,110	5,890

**Vehicle Classification 2022**

1. Motorcycles 2 axes, 2 or 3 wheels.		0.50%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		66.48%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		27.34%
4. Buses 2- or 3-axle, full length.		0.90%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		3.38%
6. Single-unit trucks 3-axle, single-unit trucks.		0.63%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.10%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.50%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.14%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.01%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.01%



# **APPENDIX D**

Trip Generation Report

# Single-Family Detached Housing (210)

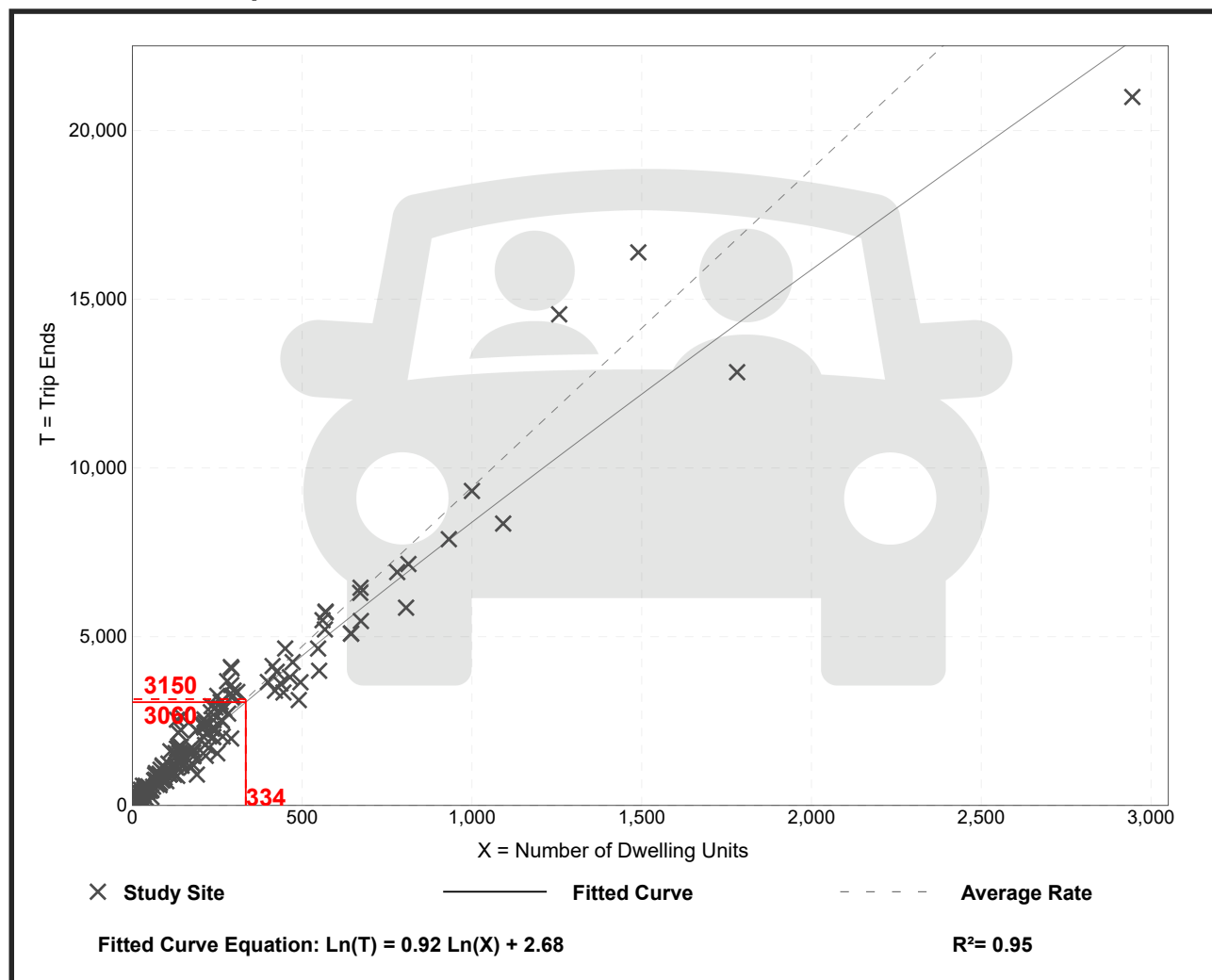
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 174  
Avg. Num. of Dwelling Units: 246  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

## Data Plot and Equation



# Single-Family Detached Housing (210)

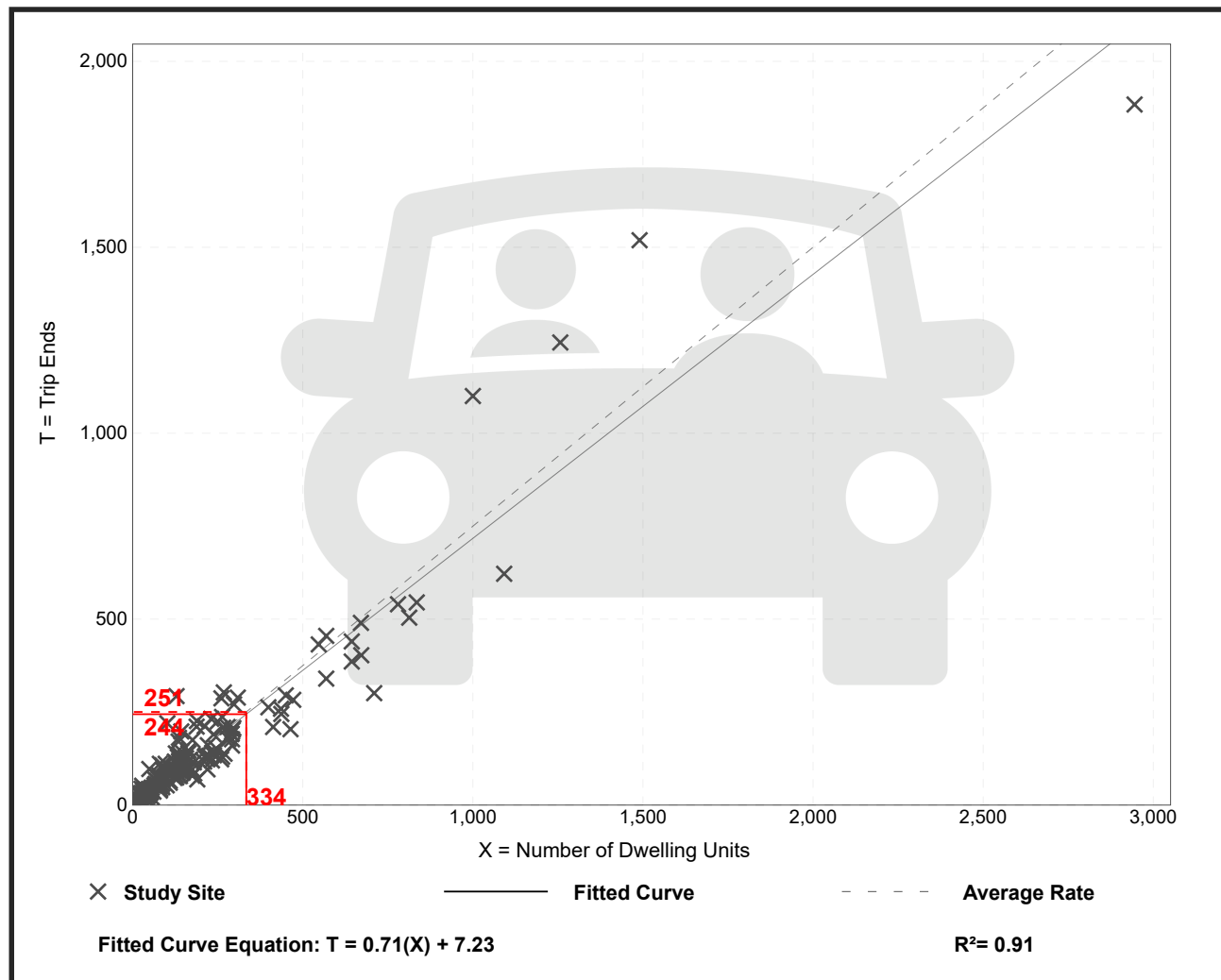
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday,  
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 169  
Avg. Num. of Dwelling Units: 217  
Directional Distribution: 26% entering, 74% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.75	0.34 - 2.27	0.25

## Data Plot and Equation



# Single-Family Detached Housing (210)

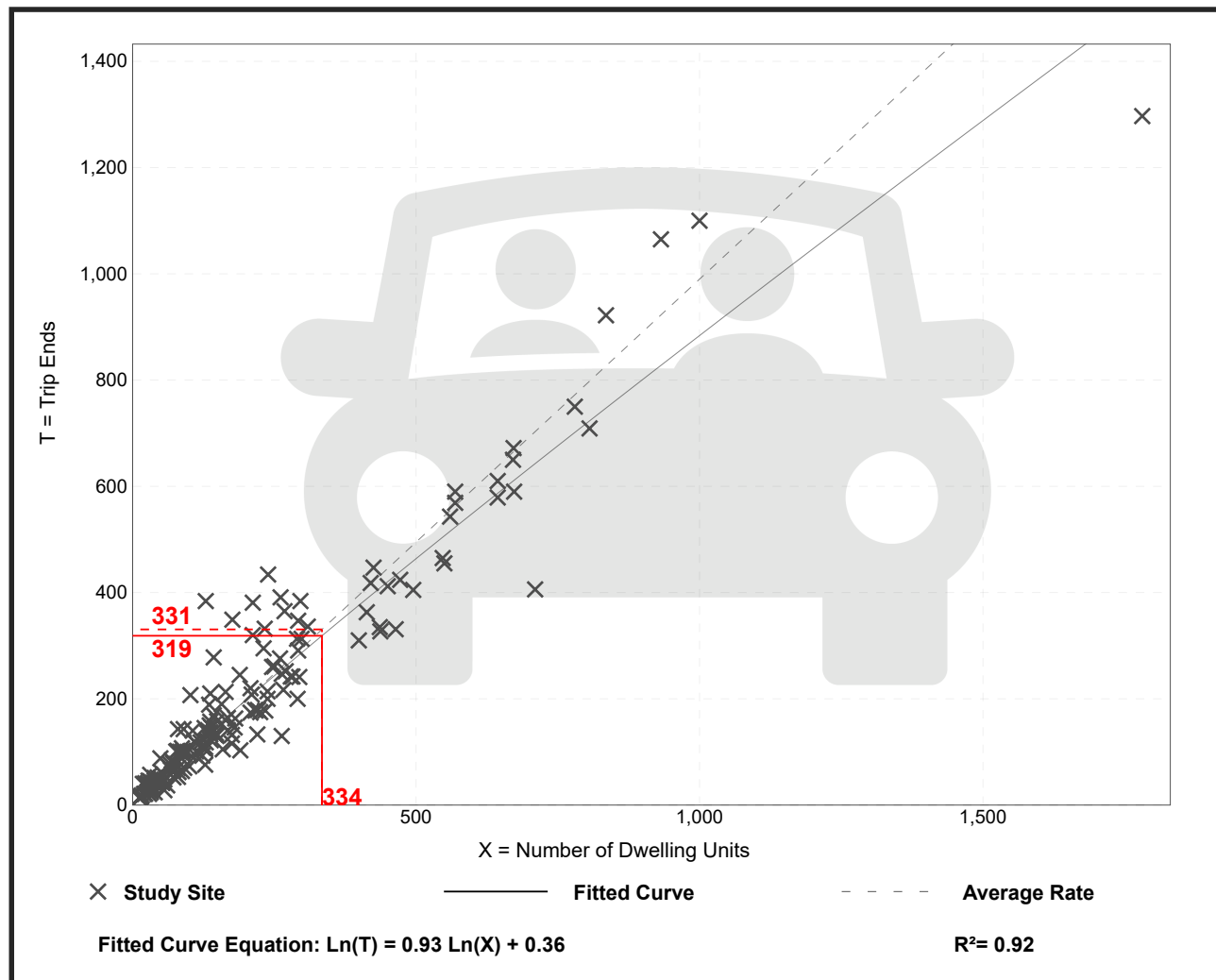
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday,  
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 178  
Avg. Num. of Dwelling Units: 203  
Directional Distribution: 64% entering, 36% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.49 - 2.98	0.28

## Data Plot and Equation



# **APPENDIX E**

Capacity Analysis Reports, Existing Conditions



Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↗		↕	↗	↕
Traffic Vol, veh/h	0	0	2	11	0	152	0	706	84	179	410	0
Future Vol, veh/h	0	0	2	11	0	152	0	706	84	179	410	0
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	-	-	0	-	-	-	-	-	-	170	-	-
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	9	0	3	100	2	2	4	10	0
Mvmt Flow	0	0	2	12	0	165	0	767	91	195	446	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1731	1694	446	1650	1649	813	-	0	0	858	0	0
Stage 1	836	836	-	813	813	-	-	-	-	-	-	-
Stage 2	895	858	-	837	836	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.19	6.5	6.23	-	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.581	4	3.327	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	70	94	617	76	100	377	0	-	-	774	-	0
Stage 1	364	385	-	362	395	-	0	-	-	-	-	0
Stage 2	338	376	-	351	385	-	0	-	-	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	32	70	617	61	75	377	-	-	-	774	-	-
Mov Cap-2 Maneuver	32	70	-	61	75	-	-	-	-	-	-	-
Stage 1	364	288	-	362	395	-	-	-	-	-	-	-
Stage 2	190	376	-	262	288	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.9		37.9		0		3.4	
HCM LOS	B		E					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	617	279	774	-
HCM Lane V/C Ratio	-	-	-	0.004	0.635	0.251	-
HCM Control Delay (s)	-	-	0	10.9	37.9	11.2	-
HCM Lane LOS	-	-	A	B	E	B	-
HCM 95th %tile Q(veh)	-	-	-	0	4	1	-

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	9	13	9	4	74	36	650	29	42	394	8
Future Vol, veh/h	26	9	13	9	4	74	36	650	29	42	394	8
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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	11	0	0	0	2	0	4	24	5	9	12
Mvmt Flow	28	10	14	10	4	79	38	691	31	45	419	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1299	1312	424	1309	1301	-	428	0	0	722	0	0
Stage 1	514	514	-	783	783	-	-	-	-	-	-	-
Stage 2	785	798	-	526	518	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.61	6.2	7.1	6.5	-	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.61	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.61	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.099	3.3	3.5	4	-	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	140	152	634	138	162	0	1142	-	-	866	-	-
Stage 1	547	521	-	390	407	0	-	-	-	-	-	-
Stage 2	389	385	-	539	536	0	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	124	134	634	116	143	-	1142	-	-	866	-	-
Mov Cap-2 Maneuver	124	134	-	116	143	-	-	-	-	-	-	-
Stage 1	516	486	-	368	384	-	-	-	-	-	-	-
Stage 2	363	363	-	482	500	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.4		0.4	0.9
HCM LOS	E	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1142	-	-	161	-	866	-
HCM Lane V/C Ratio	0.034	-	-	0.317	-	0.052	-
HCM Control Delay (s)	8.3	0	-	37.4	-	9.4	0
HCM Lane LOS	A	A	-	E	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.3	-	0.2	-

Intersection							
Int Delay, s/veh	2.2						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	20	90	1	656	14	47	387
Future Vol, veh/h	20	90	1	656	14	47	387
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	94	94	92	94	94	94	94
Heavy Vehicles, %	10	5	0	6	6	2	9
Mvmt Flow	21	96	1	698	15	50	412

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1218	706	0
Stage 1	706	-	-
Stage 2	512	-	-
Critical Hdwy	6.5	6.25	-
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	5.5	-	-
Follow-up Hdwy	3.59	3.345	-
Pot Cap-1 Maneuver	192	431	-
Stage 1	475	-	-
Stage 2	586	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	178	431	-
Mov Cap-2 Maneuver	178	-	-
Stage 1	475	-	-
Stage 2	543	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.9		1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	342	887
HCM Lane V/C Ratio	-	-	0.342	0.056
HCM Control Delay (s)	-	-	20.9	9.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.5	0.2

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	69	5	145	76	11	116
Future Vol, veh/h	69	5	145	76	11	116
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles, %	14	0	2	2	0	2
Mvmt Flow	97	7	204	107	15	163
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.7	10.6	8.6
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	9%	0%	66%
Vol Thru, %	0%	93%	34%
Vol Right, %	91%	7%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	127	74	221
LT Vol	11	0	145
Through Vol	0	69	76
RT Vol	116	5	0
Lane Flow Rate	179	104	311
Geometry Grp	1	1	1
Degree of Util (X)	0.216	0.14	0.397
Departure Headway (Hd)	4.347	4.852	4.588
Convergence, Y/N	Yes	Yes	Yes
Cap	825	738	784
Service Time	2.376	2.892	2.622
HCM Lane V/C Ratio	0.217	0.141	0.397
HCM Control Delay	8.6	8.7	10.6
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.8	0.5	1.9

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	↗
Traffic Vol, veh/h	122	45	58	171	23	43
Future Vol, veh/h	122	45	58	171	23	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	-	-	160	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	4	4	0	5
Mvmt Flow	163	60	77	228	31	57

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	223	0	545 163
Stage 1	-	-	-	-	163 -
Stage 2	-	-	-	-	382 -
Critical Hdwy	-	-	4.14	-	6.4 6.25
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.236	-	3.5 3.345
Pot Cap-1 Maneuver	-	-	1334	-	503 874
Stage 1	-	-	-	-	871 -
Stage 2	-	-	-	-	694 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1334	-	470 874
Mov Cap-2 Maneuver	-	-	-	-	470 -
Stage 1	-	-	-	-	871 -
Stage 2	-	-	-	-	648 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	470	874	-	-	1334	-
HCM Lane V/C Ratio	0.065	0.066	-	-	0.058	-
HCM Control Delay (s)	13.2	9.4	-	-	7.9	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.2	-



Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	232	104	25	91	11	13
Future Vol, veh/h	232	104	25	91	11	13
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	68	68	68	68	68	68
Heavy Vehicles, %	5	2	3	3	9	8
Mvmt Flow	341	153	37	134	16	19

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	171	0	0	939	104
Stage 1	-	-	-	104	-
Stage 2	-	-	-	835	-
Critical Hdwy	4.15	-	-	6.49	6.28
Critical Hdwy Stg 1	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	5.49	-
Follow-up Hdwy	2.245	-	-	3.581	3.372
Pot Cap-1 Maneuver	1388	-	-	285	935
Stage 1	-	-	-	903	-
Stage 2	-	-	-	414	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1388	-	-	209	935
Mov Cap-2 Maneuver	-	-	-	209	-
Stage 1	-	-	-	661	-
Stage 2	-	-	-	414	-

Approach	EB	WB	SB
HCM Control Delay, s	5.8	0	16.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1388	-	-	-	361
HCM Lane V/C Ratio	0.246	-	-	-	0.098
HCM Control Delay (s)	8.4	0	-	-	16.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	1	-	-	-	0.3

Intersection							
Int Delay, s/veh	3.3						
Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↘	↗
Traffic Vol, veh/h	97	19	8	58	1	57	22
Future Vol, veh/h	97	19	8	58	1	57	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	100	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	82	82	82	82	92	82	82
Heavy Vehicles, %	6	10	12	2	2	2	2
Mvmt Flow	118	23	10	71	1	70	27

Major/Minor	Major1	Major2	Minor1				
Conflicting Flow All	0	0	141	0	0	209	118
Stage 1	-	-	-	-	0	118	-
Stage 2	-	-	-	-	0	91	-
Critical Hdwy	-	-	4.22	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.308	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1383	-	0	779	934
Stage 1	-	-	-	-	0	907	-
Stage 2	-	-	-	-	0	933	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1383	-	0	774	934
Mov Cap-2 Maneuver	-	-	-	-	0	774	-
Stage 1	-	-	-	-	0	907	-
Stage 2	-	-	-	-	0	926	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	1383	-
HCM Lane V/C Ratio	0.119	-	-	0.007	-
HCM Control Delay (s)	10	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↗		↕	↗	↕
Traffic Vol, veh/h	3	0	4	6	0	21	0	599	16	91	870	0
Future Vol, veh/h	3	0	4	6	0	21	0	599	16	91	870	0
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	-	-	0	-	-	-	-	-	-	170	-	-
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	6	6	2	2	0
Mvmt Flow	3	0	4	6	0	22	0	637	17	97	926	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1777	1774	926	1768	1766	646	-	0	0	654	0	0
Stage 1	1120	1120	-	646	646	-	-	-	-	-	-	-
Stage 2	657	654	-	1122	1120	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	-	-	-	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	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	65	84	329	66	85	475	0	-	-	933	-	0
Stage 1	253	284	-	464	470	-	0	-	-	-	-	0
Stage 2	457	466	-	252	284	-	0	-	-	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	57	75	329	60	76	475	-	-	-	933	-	-
Mov Cap-2 Maneuver	57	75	-	60	76	-	-	-	-	-	-	-
Stage 1	253	254	-	464	470	-	-	-	-	-	-	-
Stage 2	436	466	-	223	254	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	40		27.7		0		0.9	
HCM LOS	E		D					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	57	329	187	933	-
HCM Lane V/C Ratio	-	-	0.056	0.013	0.154	0.104	-
HCM Control Delay (s)	-	-	71.9	16.1	27.7	9.3	-
HCM Lane LOS	-	-	F	C	D	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	0.5	0.3	-

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	6	32	9	1	25	17	576	49	30	811	26
Future Vol, veh/h	20	6	32	9	1	25	17	576	49	30	811	26
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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	5	0	0	0	0	0	0	6	0	0	2	0
Mvmt Flow	22	7	35	10	1	27	18	626	53	33	882	28

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1651	1677	896	1672	1665	-	910	0	0	679	0	0
Stage 1	962	962	-	689	689	-	-	-	-	-	-	-
Stage 2	689	715	-	983	976	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.2	7.1	6.5	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	77	96	342	77	98	0	757	-	-	923	-	-
Stage 1	304	337	-	439	450	0	-	-	-	-	-	-
Stage 2	431	438	-	302	332	0	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	70	86	342	60	87	-	757	-	-	923	-	-
Mov Cap-2 Maneuver	70	86	-	60	87	-	-	-	-	-	-	-
Stage 1	292	312	-	422	432	-	-	-	-	-	-	-
Stage 2	413	421	-	246	308	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	57		0.3	0.3
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	757	-	-	129	-	923	-
HCM Lane V/C Ratio	0.024	-	-	0.489	-	0.035	-
HCM Control Delay (s)	9.9	0	-	57	-	9	0
HCM Lane LOS	A	A	-	F	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	2.3	-	0.1	-

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	66	599	22	116	711
Future Vol, veh/h	26	66	599	22	116	711
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	5	5	9	0	2
Mvmt Flow	28	71	644	24	125	765

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1671	656	0	0	668
Stage 1	656	-	-	-	-
Stage 2	1015	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.1
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.2
Pot Cap-1 Maneuver	104	460	-	-	931
Stage 1	511	-	-	-	-
Stage 2	346	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	80	460	-	-	931
Mov Cap-2 Maneuver	80	-	-	-	-
Stage 1	511	-	-	-	-
Stage 2	265	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	40.7	0	1.3
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	196	931
HCM Lane V/C Ratio	-	-	0.505	0.134
HCM Control Delay (s)	-	-	40.7	9.5
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	2.5	0.5



Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↶	↷
Traffic Vol, veh/h	72	12	27	24	3	22
Future Vol, veh/h	72	12	27	24	3	22
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	0	0	0	0	0	2
Mvmt Flow	96	16	36	32	4	29
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.5	7.5	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	12%	0%	53%
Vol Thru, %	0%	86%	47%
Vol Right, %	88%	14%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	25	84	51
LT Vol	3	0	27
Through Vol	0	72	24
RT Vol	22	12	0
Lane Flow Rate	33	112	68
Geometry Grp	1	1	1
Degree of Util (X)	0.034	0.122	0.078
Departure Headway (Hd)	3.703	3.924	4.15
Convergence, Y/N	Yes	Yes	Yes
Cap	953	914	863
Service Time	1.779	1.947	2.176
HCM Lane V/C Ratio	0.035	0.123	0.079
HCM Control Delay	6.9	7.5	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.4	0.3

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Vol, veh/h	158	19	77	106	6	69
Future Vol, veh/h	158	19	77	106	6	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	-	-	160	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	92	85
Heavy Vehicles, %	3	3	2	2	0	1
Mvmt Flow	186	22	91	125	7	81

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	208	0	493
Stage 1	-	-	-	-	186
Stage 2	-	-	-	-	307
Critical Hdwy	-	-	4.12	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.218	-	3.5
Pot Cap-1 Maneuver	-	-	1363	-	539
Stage 1	-	-	-	-	851
Stage 2	-	-	-	-	751
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1363	-	500
Mov Cap-2 Maneuver	-	-	-	-	500
Stage 1	-	-	-	-	851
Stage 2	-	-	-	-	697

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	500	859	-	-	1363	-
HCM Lane V/C Ratio	0.013	0.095	-	-	0.066	-
HCM Control Delay (s)	12.3	9.6	-	-	7.8	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0.3	-	-	0.2	-

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	8	40	29	22	45	13
Future Vol, veh/h	8	40	29	22	45	13
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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	4	0	0
Mvmt Flow	9	45	33	25	51	15

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	58	0	-	0	109
Stage 1	-	-	-	-	46
Stage 2	-	-	-	-	63
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1559	-	-	-	893
Stage 1	-	-	-	-	982
Stage 2	-	-	-	-	965
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1559	-	-	-	888
Mov Cap-2 Maneuver	-	-	-	-	888
Stage 1	-	-	-	-	976
Stage 2	-	-	-	-	965

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1559	-	-	-	916
HCM Lane V/C Ratio	0.006	-	-	-	0.071
HCM Control Delay (s)	7.3	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection							
Int Delay, s/veh	2.4						
Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations	↑	↗	↖	↑		↘	↙
Traffic Vol, veh/h	28	60	5	25	1	24	12
Future Vol, veh/h	28	60	5	25	1	24	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	100	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	90	90	90	90	92	90	90
Heavy Vehicles, %	0	0	0	0	2	4	0
Mvmt Flow	31	67	6	28	1	27	13

Major/Minor	Major1	Major2	Minor1				
Conflicting Flow All	0	0	98	0	0	71	31
Stage 1	-	-	-	-	0	31	-
Stage 2	-	-	-	-	0	40	-
Critical Hdwy	-	-	4.1	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.2	-	-	3.536	3.3
Pot Cap-1 Maneuver	-	-	1508	-	0	928	1049
Stage 1	-	-	-	-	0	986	-
Stage 2	-	-	-	-	0	977	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1508	-	0	924	1049
Mov Cap-2 Maneuver	-	-	-	-	0	924	-
Stage 1	-	-	-	-	0	986	-
Stage 2	-	-	-	-	0	973	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	962	-	-	1508	-
HCM Lane V/C Ratio	0.042	-	-	0.004	-
HCM Control Delay (s)	8.9	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

# **APPENDIX F**

Capacity Analysis Reports, No-Build Conditions



Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↖		↖	↕	
Traffic Vol, veh/h	0	0	2	12	0	161	0	749	89	190	435	0
Future Vol, veh/h	0	0	2	12	0	161	0	749	89	190	435	0
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	-	-	0	-	-	-	-	-	-	170	-	-
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	9	0	3	100	2	2	4	10	0
Mvmt Flow	0	0	2	13	0	175	0	814	97	207	473	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1837	1798	473	1751	1750	863	-	0	0	911	0	0
Stage 1	887	887	-	863	863	-	-	-	-	-	-	-
Stage 2	950	911	-	888	887	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.19	6.5	6.23	-	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.581	4	3.327	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	59	81	595	64	87	353	0	-	-	739	-	0
Stage 1	341	365	-	340	374	-	0	-	-	-	-	0
Stage 2	315	356	-	329	365	-	0	-	-	-	-	0
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	23	58	595	50	63	353	-	-	-	739	-	-
Mov Cap-2 Maneuver	23	58	-	50	63	-	-	-	-	-	-	-
Stage 1	341	263	-	340	374	-	-	-	-	-	-	-
Stage 2	159	356	-	236	263	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.1		53.5		0		3.6	
HCM LOS	B		F					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	595	249	739	-
HCM Lane V/C Ratio	-	-	-	0.004	0.755	0.279	-
HCM Control Delay (s)	-	-	0	11.1	53.5	11.8	-
HCM Lane LOS	-	-	A	B	F	B	-
HCM 95th %tile Q(veh)	-	-	-	0	5.4	1.1	-

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	10	14	10	4	79	38	690	31	45	418	8
Future Vol, veh/h	28	10	14	10	4	79	38	690	31	45	418	8
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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	11	0	0	0	2	0	4	24	5	9	12
Mvmt Flow	30	11	15	11	4	84	40	734	33	48	445	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1379	1393	450	1390	1381	-	454	0	0	767	0	0
Stage 1	546	546	-	831	831	-	-	-	-	-	-	-
Stage 2	833	847	-	559	550	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.61	6.2	7.1	6.5	-	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.61	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.61	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.099	3.3	3.5	4	-	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	123	136	613	121	145	0	1117	-	-	833	-	-
Stage 1	526	504	-	367	387	0	-	-	-	-	-	-
Stage 2	366	366	-	517	519	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	108	118	613	99	125	-	1117	-	-	833	-	-
Mov Cap-2 Maneuver	108	118	-	99	125	-	-	-	-	-	-	-
Stage 1	493	465	-	344	363	-	-	-	-	-	-	-
Stage 2	339	343	-	455	479	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	45.7		0.4	0.9
HCM LOS	E	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1117	-	-	142	-	833	-
HCM Lane V/C Ratio	0.036	-	-	0.39	-	0.057	-
HCM Control Delay (s)	8.3	0	-	45.7	-	9.6	0
HCM Lane LOS	A	A	-	E	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.7	-	0.2	-

Intersection							
Int Delay, s/veh	2.5						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	21	96	1	696	15	50	411
Future Vol, veh/h	21	96	1	696	15	50	411
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	94	94	92	94	94	94	94
Heavy Vehicles, %	10	5	0	6	6	2	9
Mvmt Flow	22	102	1	740	16	53	437

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1291	748	0
Stage 1	748	-	-
Stage 2	543	-	-
Critical Hdwy	6.5	6.25	4.12
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	5.5	-	-
Follow-up Hdwy	3.59	3.345	2.218
Pot Cap-1 Maneuver	173	408	855
Stage 1	454	-	-
Stage 2	567	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	159	408	855
Mov Cap-2 Maneuver	159	-	-
Stage 1	454	-	-
Stage 2	521	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.4		1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	318	855
HCM Lane V/C Ratio	-	-	0.391	0.062
HCM Control Delay (s)	-	-	23.4	9.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.8	0.2

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↶	↷
Traffic Vol, veh/h	73	5	154	81	12	123
Future Vol, veh/h	73	5	154	81	12	123
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles, %	14	0	2	2	0	2
Mvmt Flow	103	7	217	114	17	173
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.8	11.1	8.8
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	9%	0%	66%
Vol Thru, %	0%	94%	34%
Vol Right, %	91%	6%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	135	78	235
LT Vol	12	0	154
Through Vol	0	73	81
RT Vol	123	5	0
Lane Flow Rate	190	110	331
Geometry Grp	1	1	1
Degree of Util (X)	0.233	0.15	0.425
Departure Headway (Hd)	4.412	4.911	4.626
Convergence, Y/N	Yes	Yes	Yes
Cap	812	728	778
Service Time	2.446	2.957	2.665
HCM Lane V/C Ratio	0.234	0.151	0.425
HCM Control Delay	8.8	8.8	11.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.9	0.5	2.1

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Vol, veh/h	129	48	62	181	24	46
Future Vol, veh/h	129	48	62	181	24	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	-	-	160	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	4	4	0	5
Mvmt Flow	172	64	83	241	32	61

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	236	0	579
Stage 1	-	-	-	-	172
Stage 2	-	-	-	-	407
Critical Hdwy	-	-	4.14	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.236	-	3.5
Pot Cap-1 Maneuver	-	-	1319	-	481
Stage 1	-	-	-	-	863
Stage 2	-	-	-	-	676
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1319	-	446
Mov Cap-2 Maneuver	-	-	-	-	446
Stage 1	-	-	-	-	863
Stage 2	-	-	-	-	627

Approach	EB	WB	NB
HCM Control Delay, s	0	2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	446	864	-	-	1319	-
HCM Lane V/C Ratio	0.072	0.071	-	-	0.063	-
HCM Control Delay (s)	13.7	9.5	-	-	7.9	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.2	-



Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	246	110	27	97	12	14
Future Vol, veh/h	246	110	27	97	12	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	5	2	3	3	9	8
Mvmt Flow	362	162	40	143	18	21

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	183	0	-	0	998 112
Stage 1	-	-	-	-	112 -
Stage 2	-	-	-	-	886 -
Critical Hdwy	4.15	-	-	-	6.49 6.28
Critical Hdwy Stg 1	-	-	-	-	5.49 -
Critical Hdwy Stg 2	-	-	-	-	5.49 -
Follow-up Hdwy	2.245	-	-	-	3.581 3.372
Pot Cap-1 Maneuver	1374	-	-	-	262 925
Stage 1	-	-	-	-	896 -
Stage 2	-	-	-	-	392 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1374	-	-	-	186 925
Mov Cap-2 Maneuver	-	-	-	-	186 -
Stage 1	-	-	-	-	637 -
Stage 2	-	-	-	-	392 -

Approach	EB	WB	SB
HCM Control Delay, s	5.9	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1374	-	-	-	326
HCM Lane V/C Ratio	0.263	-	-	-	0.117
HCM Control Delay (s)	8.6	0	-	-	17.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	1.1	-	-	-	0.4

Intersection							
Int Delay, s/veh	3.3						
Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↘	↗
Traffic Vol, veh/h	103	20	8	62	1	60	23
Future Vol, veh/h	103	20	8	62	1	60	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	100	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	82	82	82	82	92	82	82
Heavy Vehicles, %	6	10	12	2	2	2	2
Mvmt Flow	126	24	10	76	1	73	28

Major/Minor	Major1	Major2	Minor1				
Conflicting Flow All	0	0	150	0	0	222	126
Stage 1	-	-	-	-	0	126	-
Stage 2	-	-	-	-	0	96	-
Critical Hdwy	-	-	4.22	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.308	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1372	-	0	766	924
Stage 1	-	-	-	-	0	900	-
Stage 2	-	-	-	-	0	928	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1372	-	0	761	924
Mov Cap-2 Maneuver	-	-	-	-	0	761	-
Stage 1	-	-	-	-	0	900	-
Stage 2	-	-	-	-	0	922	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	800	-	-	1372	-
HCM Lane V/C Ratio	0.127	-	-	0.007	-
HCM Control Delay (s)	10.2	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↗		↕	↗	↕
Traffic Vol, veh/h	3	0	4	6	0	22	0	636	17	97	923	0
Future Vol, veh/h	3	0	4	6	0	22	0	636	17	97	923	0
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	-	-	0	-	-	-	-	-	-	170	-	-
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	6	6	2	2	0
Mvmt Flow	3	0	4	6	0	23	0	677	18	103	982	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1886	1883	982	1876	1874	686	-	0	0	695	0	0
Stage 1	1188	1188	-	686	686	-	-	-	-	-	-	-
Stage 2	698	695	-	1190	1188	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	-	-	-	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	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	54	72	305	55	73	451	0	-	-	901	-	0
Stage 1	232	264	-	441	451	-	0	-	-	-	-	0
Stage 2	434	447	-	231	264	-	0	-	-	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	47	64	305	50	65	451	-	-	-	901	-	-
Mov Cap-2 Maneuver	47	64	-	50	65	-	-	-	-	-	-	-
Stage 1	232	234	-	441	451	-	-	-	-	-	-	-
Stage 2	411	447	-	202	234	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	47		31.4		0		0.9	
HCM LOS	E		D					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	47	305	166	901	-
HCM Lane V/C Ratio	-	-	0.068	0.014	0.179	0.115	-
HCM Control Delay (s)	-	-	87.1	17	31.4	9.5	-
HCM Lane LOS	-	-	F	C	D	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	0.6	0.4	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	6	34	10	1	27	18	611	52	32	861	28
Future Vol, veh/h	21	6	34	10	1	27	18	611	52	32	861	28
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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	5	0	0	0	0	0	0	6	0	0	2	0
Mvmt Flow	23	7	37	11	1	29	20	664	57	35	936	30

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1754	1782	951	1776	1769	-	966	0	0	721	0	0
Stage 1	1021	1021	-	733	733	-	-	-	-	-	-	-
Stage 2	733	761	-	1043	1036	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.2	7.1	6.5	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	65	83	318	65	84	0	721	-	-	890	-	-
Stage 1	281	316	-	415	429	0	-	-	-	-	-	-
Stage 2	408	417	-	280	311	0	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	58	72	318	48	73	-	721	-	-	890	-	-
Mov Cap-2 Maneuver	58	72	-	48	73	-	-	-	-	-	-	-
Stage 1	268	289	-	395	409	-	-	-	-	-	-	-
Stage 2	388	397	-	221	284	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	78.2		0.3	0.3
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	721	-	-	110	-	890	-
HCM Lane V/C Ratio	0.027	-	-	0.603	-	0.039	-
HCM Control Delay (s)	10.1	0	-	78.2	-	9.2	0
HCM Lane LOS	B	A	-	F	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	3	-	0.1	-

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	70	636	23	123	755
Future Vol, veh/h	28	70	636	23	123	755
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	5	5	9	0	2
Mvmt Flow	30	75	684	25	132	812

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1773	697	0	0	709
Stage 1	697	-	-	-	-
Stage 2	1076	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.1
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.2
Pot Cap-1 Maneuver	90	436	-	-	899
Stage 1	489	-	-	-	-
Stage 2	323	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	66	436	-	-	899
Mov Cap-2 Maneuver	66	-	-	-	-
Stage 1	489	-	-	-	-
Stage 2	237	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	56.9	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	168	899
HCM Lane V/C Ratio	-	-	0.627	0.147
HCM Control Delay (s)	-	-	56.9	9.7
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	3.5	0.5



Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	13	29	25	3	23
Future Vol, veh/h	76	13	29	25	3	23
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	0	0	0	0	0	2
Mvmt Flow	101	17	39	33	4	31
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.5	7.6	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	12%	0%	54%
Vol Thru, %	0%	85%	46%
Vol Right, %	88%	15%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	26	89	54
LT Vol	3	0	29
Through Vol	0	76	25
RT Vol	23	13	0
Lane Flow Rate	35	119	72
Geometry Grp	1	1	1
Degree of Util (X)	0.036	0.129	0.083
Departure Headway (Hd)	3.716	3.928	4.157
Convergence, Y/N	Yes	Yes	Yes
Cap	948	913	860
Service Time	1.797	1.954	2.188
HCM Lane V/C Ratio	0.037	0.13	0.084
HCM Control Delay	6.9	7.5	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.4	0.3

**Intersection**

Int Delay, s/veh 3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Vol, veh/h	168	20	82	113	6	73
Future Vol, veh/h	168	20	82	113	6	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	-	-	160	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	92	85
Heavy Vehicles, %	3	3	2	2	0	1
Mvmt Flow	198	24	96	133	7	86

**Major/Minor**

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	222	0	523
Stage 1	-	-	-	-	198
Stage 2	-	-	-	-	325
Critical Hdwy	-	-	4.12	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.218	-	3.5
Pot Cap-1 Maneuver	-	-	1347	-	518
Stage 1	-	-	-	-	840
Stage 2	-	-	-	-	737
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1347	-	478
Mov Cap-2 Maneuver	-	-	-	-	478
Stage 1	-	-	-	-	840
Stage 2	-	-	-	-	680

**Approach**

	EB	WB	NB
HCM Control Delay, s	0	3.3	9.9
HCM LOS			A

**Minor Lane/Major Mvmt**

	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	478	846	-	-	1347	-
HCM Lane V/C Ratio	0.014	0.102	-	-	0.072	-
HCM Control Delay (s)	12.6	9.7	-	-	7.9	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0.3	-	-	0.2	-

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	8	42	31	23	48	14
Future Vol, veh/h	8	42	31	23	48	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	4	0	0
Mvmt Flow	9	47	35	26	54	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	61	0	-	0	113 48
Stage 1	-	-	-	-	48 -
Stage 2	-	-	-	-	65 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1555	-	-	-	888 1027
Stage 1	-	-	-	-	980 -
Stage 2	-	-	-	-	963 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1555	-	-	-	883 1027
Mov Cap-2 Maneuver	-	-	-	-	883 -
Stage 1	-	-	-	-	974 -
Stage 2	-	-	-	-	963 -

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1555	-	-	-	912
HCM Lane V/C Ratio	0.006	-	-	-	0.076
HCM Control Delay (s)	7.3	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection							
Int Delay, s/veh	2.3						
Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations	↑	↗	↖	↑		↘	↙
Traffic Vol, veh/h	30	64	5	27	1	25	13
Future Vol, veh/h	30	64	5	27	1	25	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	100	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	90	90	90	90	92	90	90
Heavy Vehicles, %	0	0	0	0	2	4	0
Mvmt Flow	33	71	6	30	1	28	14

Major/Minor	Major1	Major2	Minor1				
Conflicting Flow All	0	0	104	0	0	75	33
Stage 1	-	-	-	-	0	33	-
Stage 2	-	-	-	-	0	42	-
Critical Hdwy	-	-	4.1	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.2	-	-	3.536	3.3
Pot Cap-1 Maneuver	-	-	1500	-	0	923	1046
Stage 1	-	-	-	-	0	984	-
Stage 2	-	-	-	-	0	975	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1500	-	0	919	1046
Mov Cap-2 Maneuver	-	-	-	-	0	919	-
Stage 1	-	-	-	-	0	984	-
Stage 2	-	-	-	-	0	971	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	959	-	-	1500	-
HCM Lane V/C Ratio	0.044	-	-	0.004	-
HCM Control Delay (s)	8.9	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

# **APPENDIX G**

Capacity Analysis Reports, Build Conditions



Intersection												
Int Delay, s/veh	23.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↗		↕	↗	↕
Traffic Vol, veh/h	0	0	2	21	0	208	0	768	92	206	442	0
Future Vol, veh/h	0	0	2	21	0	208	0	768	92	206	442	0
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	-	-	0	-	-	-	-	-	-	170	-	-
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	9	0	3	100	2	2	4	10	0
Mvmt Flow	0	0	2	23	0	226	0	835	100	224	480	0

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1926	1863	480	1814	1813	885	-	0	0	935	0	0
Stage 1	928	928	-	885	885	-	-	-	-	-	-	-
Stage 2	998	935	-	929	928	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.19	6.5	6.23	-	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.581	4	3.327	-	-	-	2.236	-	-
Pot Cap-1 Maneuver	51	74	590	58	79	343	0	-	-	724	-	0
Stage 1	324	349	-	330	366	-	0	-	-	-	-	0
Stage 2	296	347	-	312	349	-	0	-	-	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	13	51	590	44	55	343	-	-	-	724	-	-
Mov Cap-2 Maneuver	13	51	-	44	55	-	-	-	-	-	-	-
Stage 1	324	241	-	330	366	-	-	-	-	-	-	-
Stage 2	101	347	-	215	241	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	11.1		165.9			0			3.9		
HCM LOS	B		F								

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	590	211	724	-
HCM Lane V/C Ratio	-	-	-	0.004	1.18	0.309	-
HCM Control Delay (s)	-	-	0	11.1	165.9	12.2	-
HCM Lane LOS	-	-	A	B	F	B	-
HCM 95th %tile Q(veh)	-	-	-	0	12.3	1.3	-

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	28	10	14	28	4	88	38	702	37	48	431	8
Future Vol, veh/h	28	10	14	28	4	88	38	702	37	48	431	8
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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	11	0	0	0	2	0	4	24	5	9	12
Mvmt Flow	30	11	15	30	4	94	40	747	39	51	459	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1415	1432	464	1426	1417	-	468	0	0	786	0	0
Stage 1	566	566	-	847	847	-	-	-	-	-	-	-
Stage 2	849	866	-	579	570	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.61	6.2	7.1	6.5	-	4.1	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.61	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.61	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.099	3.3	3.5	4	-	2.2	-	-	2.245	-	-
Pot Cap-1 Maneuver	116	128	602	114	138	0	1104	-	-	820	-	-
Stage 1	513	493	-	359	381	0	-	-	-	-	-	-
Stage 2	358	358	-	504	509	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	100	110	602	92	118	-	1104	-	-	820	-	-
Mov Cap-2 Maneuver	100	110	-	92	118	-	-	-	-	-	-	-
Stage 1	480	452	-	336	356	-	-	-	-	-	-	-
Stage 2	331	335	-	440	466	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	50.7		0.4	1
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1104	-	-	132	-	820	-
HCM Lane V/C Ratio	0.037	-	-	0.419	-	0.062	-
HCM Control Delay (s)	8.4	0	-	50.7	-	9.7	0
HCM Lane LOS	A	A	-	F	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.8	-	0.2	-

Intersection							
Int Delay, s/veh	3.3						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	TT			TT			TT
Traffic Vol, veh/h	31	105	1	706	18	53	439
Future Vol, veh/h	31	105	1	706	18	53	439
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	94	94	92	94	94	94	94
Heavy Vehicles, %	10	5	0	6	6	2	9
Mvmt Flow	33	112	1	751	19	56	467

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1340	761	0
Stage 1	761	-	-
Stage 2	579	-	-
Critical Hdwy	6.5	6.25	4.12
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	5.5	-	-
Follow-up Hdwy	3.59	3.345	2.218
Pot Cap-1 Maneuver	162	401	844
Stage 1	447	-	-
Stage 2	545	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	147	401	844
Mov Cap-2 Maneuver	147	-	-
Stage 1	447	-	-
Stage 2	496	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.5		1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	288	844
HCM Lane V/C Ratio	-	-	0.502	0.067
HCM Control Delay (s)	-	-	29.5	9.6
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	2.6	0.2

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Vol, veh/h	83	5	154	109	12	123
Future Vol, veh/h	83	5	154	109	12	123
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles, %	14	0	2	2	0	2
Mvmt Flow	117	7	217	154	17	173
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.1	11.9	9
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	9%	0%	59%
Vol Thru, %	0%	94%	41%
Vol Right, %	91%	6%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	135	88	263
LT Vol	12	0	154
Through Vol	0	83	109
RT Vol	123	5	0
Lane Flow Rate	190	124	370
Geometry Grp	1	1	1
Degree of Util (X)	0.239	0.171	0.478
Departure Headway (Hd)	4.533	4.971	4.641
Convergence, Y/N	Yes	Yes	Yes
Cap	789	719	774
Service Time	2.577	3.024	2.683
HCM Lane V/C Ratio	0.241	0.172	0.478
HCM Control Delay	9	9.1	11.9
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.9	0.6	2.6

**Intersection**

Int Delay, s/veh 2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Vol, veh/h	136	48	89	200	24	55
Future Vol, veh/h	136	48	89	200	24	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	-	-	160	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	4	4	0	5
Mvmt Flow	181	64	119	267	32	73

**Major/Minor**

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	245	0	686
Stage 1	-	-	-	-	181
Stage 2	-	-	-	-	505
Critical Hdwy	-	-	4.14	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.236	-	3.5
Pot Cap-1 Maneuver	-	-	1309	-	416
Stage 1	-	-	-	-	855
Stage 2	-	-	-	-	610
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1309	-	371
Mov Cap-2 Maneuver	-	-	-	-	371
Stage 1	-	-	-	-	855
Stage 2	-	-	-	-	545

**Approach**

	EB	WB	NB
HCM Control Delay, s	0	2.5	11.4
HCM LOS			B

**Minor Lane/Major Mvmt**

	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	371	854	-	-	1309	-
HCM Lane V/C Ratio	0.086	0.086	-	-	0.091	-
HCM Control Delay (s)	15.6	9.6	-	-	8	0
HCM Lane LOS	C	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	0.3	-	-	0.3	-



Intersection				
Intersection Delay, s/veh	6.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	535	186	101	61
Demand Flow Rate, veh/h	556	191	103	65
Vehicles Circulating, veh/h	45	473	565	75
Vehicles Exiting, veh/h	95	195	36	589
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.0	6.7	6.1	3.4
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	556	191	103	65
Cap Entry Lane, veh/h	1318	852	775	1278
Entry HV Adj Factor	0.962	0.973	0.978	0.932
Flow Entry, veh/h	535	186	101	61
Cap Entry, veh/h	1268	829	759	1191
V/C Ratio	0.422	0.224	0.133	0.051
Control Delay, s/veh	7.0	6.7	6.1	3.4
LOS	A	A	A	A
95th %tile Queue, veh	2	1	0	0

Intersection							
Int Delay, s/veh	3.2						
Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↘	↗
Traffic Vol, veh/h	112	20	8	65	1	60	23
Future Vol, veh/h	112	20	8	65	1	60	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	100	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	82	82	82	82	92	82	82
Heavy Vehicles, %	6	10	12	2	2	2	2
Mvmt Flow	137	24	10	79	1	73	28

Major/Minor	Major1	Major2	Minor1				
Conflicting Flow All	0	0	161	0	0	236	137
Stage 1	-	-	-	-	0	137	-
Stage 2	-	-	-	-	0	99	-
Critical Hdwy	-	-	4.22	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.308	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1359	-	0	752	911
Stage 1	-	-	-	-	0	890	-
Stage 2	-	-	-	-	0	925	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1359	-	0	747	911
Mov Cap-2 Maneuver	-	-	-	-	0	747	-
Stage 1	-	-	-	-	0	890	-
Stage 2	-	-	-	-	0	919	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	786	-	-	1359	-
HCM Lane V/C Ratio	0.129	-	-	0.007	-
HCM Control Delay (s)	10.3	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	16	175	243	16	46	46
Future Vol, veh/h	16	175	243	16	46	46
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	17	190	264	17	50	50

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	281	0	-	0	497 273
Stage 1	-	-	-	-	273 -
Stage 2	-	-	-	-	224 -
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	1282	-	-	-	532 766
Stage 1	-	-	-	-	773 -
Stage 2	-	-	-	-	813 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1282	-	-	-	524 766
Mov Cap-2 Maneuver	-	-	-	-	524 -
Stage 1	-	-	-	-	761 -
Stage 2	-	-	-	-	813 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1282	-	-	-	622
HCM Lane V/C Ratio	0.014	-	-	-	0.161
HCM Control Delay (s)	7.8	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↗		↕	↗	↕
Traffic Vol, veh/h	3	0	4	12	0	52	0	648	28	150	945	0
Future Vol, veh/h	3	0	4	12	0	52	0	648	28	150	945	0
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	-	-	0	-	-	-	-	-	-	170	-	-
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	6	6	2	2	0
Mvmt Flow	3	0	4	13	0	55	0	689	30	160	1005	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2057	2044	1005	2031	2029	704	-	0	0	719	0	0
Stage 1	1325	1325	-	704	704	-	-	-	-	-	-	-
Stage 2	732	719	-	1327	1325	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	-	-	-	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	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	41	57	296	43	58	440	0	-	-	882	-	0
Stage 1	194	227	-	431	443	-	0	-	-	-	-	0
Stage 2	416	436	-	193	227	-	0	-	-	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	31	47	296	36	48	440	-	-	-	882	-	-
Mov Cap-2 Maneuver	31	47	-	36	48	-	-	-	-	-	-	-
Stage 1	194	186	-	431	443	-	-	-	-	-	-	-
Stage 2	364	436	-	156	186	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	67.3		51.8		0		1.4	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	31	296	142	882	-
HCM Lane V/C Ratio	-	-	0.103	0.014	0.479	0.181	-
HCM Control Delay (s)	-	-	134	17.3	51.8	10	-
HCM Lane LOS	-	-	F	C	F	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	2.2	0.7	-

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	6	34	21	1	32	18	628	73	42	877	28
Future Vol, veh/h	21	6	34	21	1	32	18	628	73	42	877	28
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	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	5	0	0	0	0	0	0	6	0	0	2	0
Mvmt Flow	23	7	37	23	1	35	20	683	79	46	953	30

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1823	1862	968	1845	1838	-	983	0	0	762	0	0
Stage 1	1060	1060	-	763	763	-	-	-	-	-	-	-
Stage 2	763	802	-	1082	1075	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.2	7.1	6.5	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	59	74	311	58	76	0	711	-	-	859	-	-
Stage 1	268	303	-	400	416	0	-	-	-	-	-	-
Stage 2	392	399	-	266	298	0	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	51	62	311	41	64	-	711	-	-	859	-	-
Mov Cap-2 Maneuver	51	62	-	41	64	-	-	-	-	-	-	-
Stage 1	255	267	-	380	395	-	-	-	-	-	-	-
Stage 2	371	379	-	201	263	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	95.4		0.3	0.4
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	711	-	-	99	-	859	-
HCM Lane V/C Ratio	0.028	-	-	0.67	-	0.053	-
HCM Control Delay (s)	10.2	0	-	95.4	-	9.4	0
HCM Lane LOS	B	A	-	F	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	3.3	-	0.2	-



Intersection						
Int Delay, s/veh	7.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	76	668	34	134	773
Future Vol, veh/h	34	76	668	34	134	773
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	5	5	9	0	2
Mvmt Flow	37	82	718	37	144	831

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1856	737	0	0	755
Stage 1	737	-	-	-	-
Stage 2	1119	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.1
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.2
Pot Cap-1 Maneuver	80	413	-	-	865
Stage 1	468	-	-	-	-
Stage 2	308	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	55	413	-	-	865
Mov Cap-2 Maneuver	55	-	-	-	-
Stage 1	468	-	-	-	-
Stage 2	213	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	106.1	0	1.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	137	865
HCM Lane V/C Ratio	-	-	0.863	0.167
HCM Control Delay (s)	-	-	106.1	10
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	5.6	0.6

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Vol, veh/h	108	13	29	43	3	23
Future Vol, veh/h	108	13	29	43	3	23
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	0	0	0	0	0	2
Mvmt Flow	144	17	39	57	4	31
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.9	7.7	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	12%	0%	40%
Vol Thru, %	0%	89%	60%
Vol Right, %	88%	11%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	26	121	72
LT Vol	3	0	29
Through Vol	0	108	43
RT Vol	23	13	0
Lane Flow Rate	35	161	96
Geometry Grp	1	1	1
Degree of Util (X)	0.038	0.178	0.111
Departure Headway (Hd)	3.941	3.968	4.163
Convergence, Y/N	Yes	Yes	Yes
Cap	914	902	857
Service Time	1.941	2.005	2.207
HCM Lane V/C Ratio	0.038	0.178	0.112
HCM Control Delay	7.1	7.9	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.6	0.4

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Vol, veh/h	189	20	100	124	6	105
Future Vol, veh/h	189	20	100	124	6	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	-	-	160	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	92	85
Heavy Vehicles, %	3	3	2	2	0	1
Mvmt Flow	222	24	118	146	7	124

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	246	0	604
Stage 1	-	-	-	-	222
Stage 2	-	-	-	-	382
Critical Hdwy	-	-	4.12	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.218	-	3.5
Pot Cap-1 Maneuver	-	-	1320	-	465
Stage 1	-	-	-	-	820
Stage 2	-	-	-	-	694
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1320	-	420
Mov Cap-2 Maneuver	-	-	-	-	420
Stage 1	-	-	-	-	820
Stage 2	-	-	-	-	627

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	420	820	-	-	1320	-
HCM Lane V/C Ratio	0.016	0.151	-	-	0.089	-
HCM Control Delay (s)	13.7	10.2	-	-	8	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0	0.5	-	-	0.3	-

Intersection				
Intersection Delay, s/veh	3.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	91	73	66	140
Demand Flow Rate, veh/h	92	74	67	141
Vehicles Circulating, veh/h	137	69	110	67
Vehicles Exiting, veh/h	71	108	119	76
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	3.3	3.4	3.7
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	92	74	67	141
Cap Entry Lane, veh/h	1200	1286	1233	1289
Entry HV Adj Factor	0.989	0.986	0.988	0.990
Flow Entry, veh/h	91	73	66	140
Cap Entry, veh/h	1187	1269	1219	1276
V/C Ratio	0.077	0.058	0.054	0.109
Control Delay, s/veh	3.7	3.3	3.4	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection							
Int Delay, s/veh	2.1						
Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations	↑	↗	↖	↑		↘	↙
Traffic Vol, veh/h	36	64	5	37	1	25	13
Future Vol, veh/h	36	64	5	37	1	25	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	100	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	90	90	90	90	92	90	90
Heavy Vehicles, %	0	0	0	0	2	4	0
Mvmt Flow	40	71	6	41	1	28	14

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3	Minor4	Minor5
Conflicting Flow All	0	0	111	0	0	93	40
Stage 1	-	-	-	-	0	40	-
Stage 2	-	-	-	-	0	53	-
Critical Hdwy	-	-	4.1	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.2	-	-	3.536	3.3
Pot Cap-1 Maneuver	-	-	1492	-	0	902	1037
Stage 1	-	-	-	-	0	977	-
Stage 2	-	-	-	-	0	964	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1492	-	0	898	1037
Mov Cap-2 Maneuver	-	-	-	-	0	898	-
Stage 1	-	-	-	-	0	977	-
Stage 2	-	-	-	-	0	960	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	941	-	-	1492	-
HCM Lane V/C Ratio	0.045	-	-	0.004	-
HCM Control Delay (s)	9	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	53	241	194	53	30	30
Future Vol, veh/h	53	241	194	53	30	30
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	58	262	211	58	33	33

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	269	0	-	0	618 240
Stage 1	-	-	-	-	240 -
Stage 2	-	-	-	-	378 -
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	1295	-	-	-	453 799
Stage 1	-	-	-	-	800 -
Stage 2	-	-	-	-	693 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1295	-	-	-	429 799
Mov Cap-2 Maneuver	-	-	-	-	429 -
Stage 1	-	-	-	-	758 -
Stage 2	-	-	-	-	693 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1295	-	-	-	558
HCM Lane V/C Ratio	0.044	-	-	-	0.117
HCM Control Delay (s)	7.9	0	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

# **APPENDIX H**

Traffic Signal Warrant Analysis Worksheet

# W&A Engineering

**100%**

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: E Jefferson/Maddox @ W Jackson/Driveway

County: Jackson

City: Hoschton

Major Street: E Jefferson/Maddox

Minor Street: W Jackson/Driveway

Critical Approach Speed: 25 mph

Critical Approach Speed: 25 mph

Lanes: 1 lane

Lanes: 1 lane

% Right Turns Included

In built-up area of isolated community of < 10,000 population? Yes

From North (SB) 0%

Total number of approaches at intersection? 4 or more

From East (WB) 0%

If it is a "T" intersection, inflate minor threshold to 150%?

From South (NB) 0%

Manually set volume level? 100%

From West (EB) 0%

**Analysis based on EXISTING volume data.**

Date	Day of the Week	Time (HH:MM)			
		From	AM / PM	To	AM / PM

<b>Warrant Evaluation Summary</b>	<b>Warrant Met:</b>
<b>Warrant 1: Eight - Hour Vehicular Volume</b>	<b>No</b>
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
<b>Warrant 2: Four-Hour Volume</b>	<b>No</b>
<b>Warrant 3: Peak Hour Volume</b>	<b>No</b>
<b>Warrant 4: Pedestrian Volume</b>	<b>N/A</b>
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
<b>Warrant 5: School Crossing</b>	<b>N/A</b>
<b>Warrant 6: Coordinated Signal System</b>	<b>N/A</b>
<b>Warrant 7: Crash Experience</b>	<b>N/A</b>
<b>Warrant 8: Roadway Network</b>	<b>N/A</b>
<b>Warrant 9: Intersection Near a Grade Crossing</b>	<b>N/A</b>

**Warrant Analysis Conducted By:**

Name: Brent Cook, PE, PTOE, RSP1

Agency: W&A Engineering

Date: 3/11/2024

# Warrant 1: Eight - Hour Vehicular Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To: No

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	500	400
Minor Rd. Req	150	120
Number of Hours	0	0

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	750	600
Minor Rd. Req	75	60
Number of Hours	0	0

Satisfied? No

Condition C: Combination of A & B at 80%		
---	--	--

Satisfied? No

6:00 AM		Enter Start Time (Military Time) (HH:MM)			Total
Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	
1	6:00	7:00	0	0	0
2	7:00	8:00	386	84	470
3	8:00	9:00	0	0	0
4	9:00	10:00	0	0	0
5	10:00	11:00	0	0	0
6	11:00	12:00	0	0	0
7	12:00	13:00	0	0	0
8	13:00	14:00	0	0	0
9	14:00	15:00	0	0	0
10	15:00	16:00	92	112	204
11	16:00	17:00	0	0	0
12	17:00	18:00	0	0	0
13	18:00	19:00	0	0	0
14	19:00	20:00	0	0	0
15	20:00	21:00	0	0	0
16	21:00	22:00	0	0	0

# Warrant 2: Four-Hour Volume

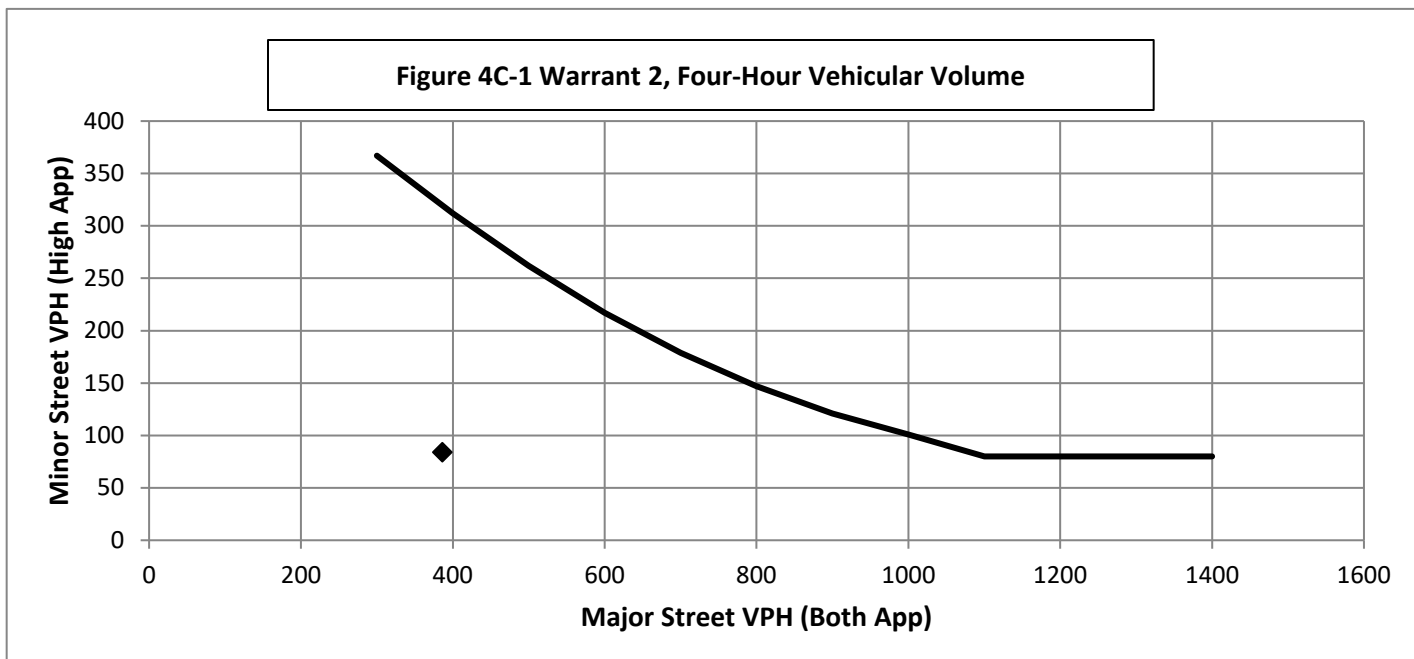
100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

Hour Start	7:00	#N/A	#N/A	#N/A
Major Road Vol.	386	#N/A	#N/A	#N/A
Minor Road Vol.	84	#N/A	#N/A	#N/A



## Warrant 3: Peak Hour Volume

**100%**

**Warrant Evaluated? Yes**

**Warrant Satisfied? No**

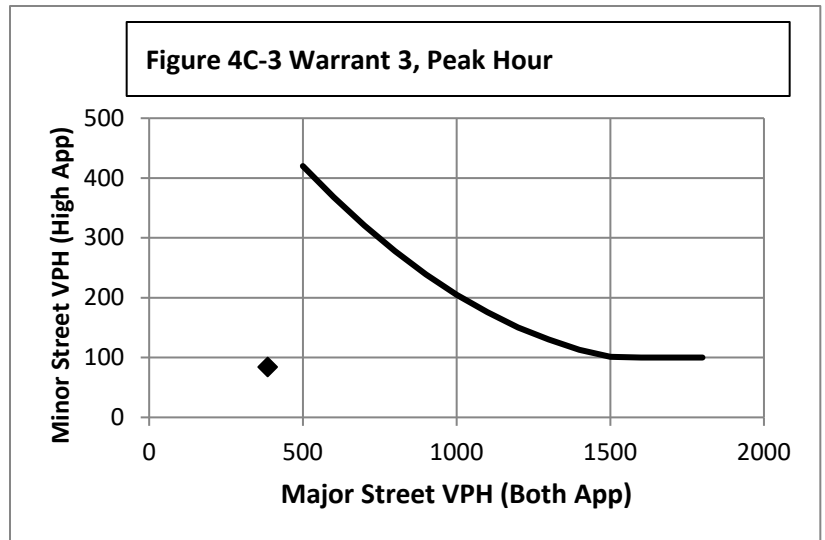
**Manually Set To: No**

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	4	No
Volume on Minor Approach	100	
Total Entering Volume (veh/h)	800	

**Manually Set Peak Hour?**

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
7:00	386	84



## Warrant 4: Pedestrian Volume

**100%**

**Warrant Evaluated? No**

**Warrant Satisfied? N/A**

**Manually Set To:**

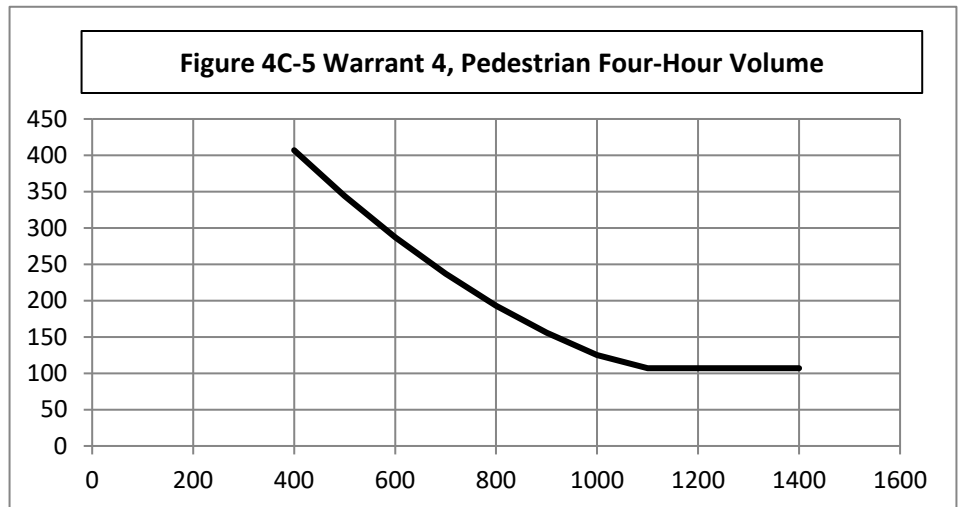
**Criterion A: Four Hour**

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

**Manually Set Major Rd Vol?**

**Avg. walk speed less than 3.5 ft/s?**

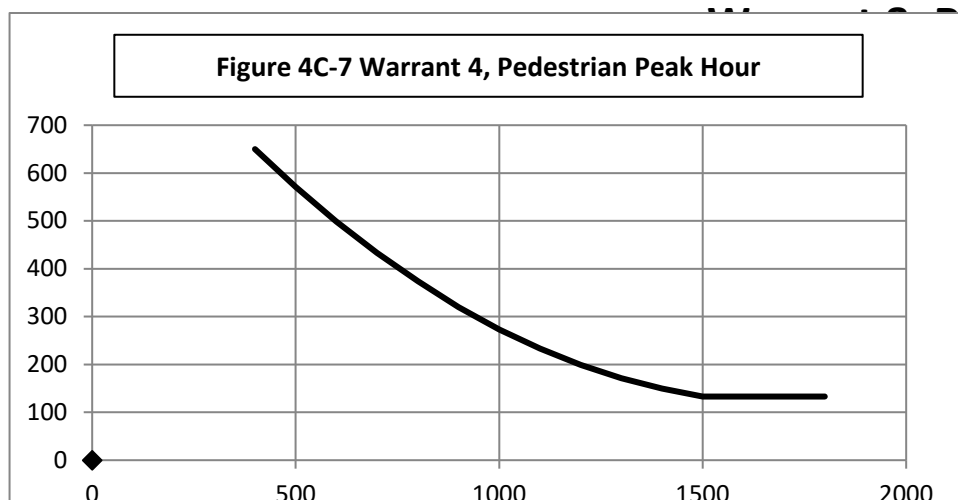
**Criterion A Satisfied?**



**Criterion B: Peak Hour**

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

**Criterion B Satisfied?**





## Warrant 5: School Crossing

**100%**

Warrant Evaluated? No

Warrant Satisfied? N/A

Manually Set To:

Criteria		Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

## Warrant 6: Coordinated Signal System

**100%**

Warrant Evaluated? No

Warrant Satisfied? N/A

Manually Set To:

Criteria		Fulfilled?
1	Signal spacing > 1000 ft	
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

## Warrant 7: Crash Experience

**100%**

Warrant Evaluated? No

Warrant Satisfied? N/A

Manually Set To:

Criteria		Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency. Measures Tried:		
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months 0	No
3	Warrant 1, Condition A (80%)	No	No
	Warrant 1, Condition B (80%)	No	

## Roadway Network

No

Warrant Satisfied? N/A

Manually Set To:

**100%**

Criteria		Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour	470	No
2	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.		No
1	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)	Hour	No
		Volume	
2	Part of the road or highway system that serves as the principal roadway network for through traffic flow		
Char	Rural or suburban highway outside of, entering, or traversing a city		Fulfilled?
1	Appears as a major route on an official plan		
2			

# Warrant 9: Intersection Near a Grade Crossing

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

Manually Set To:

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	7:00	386	84	28.14

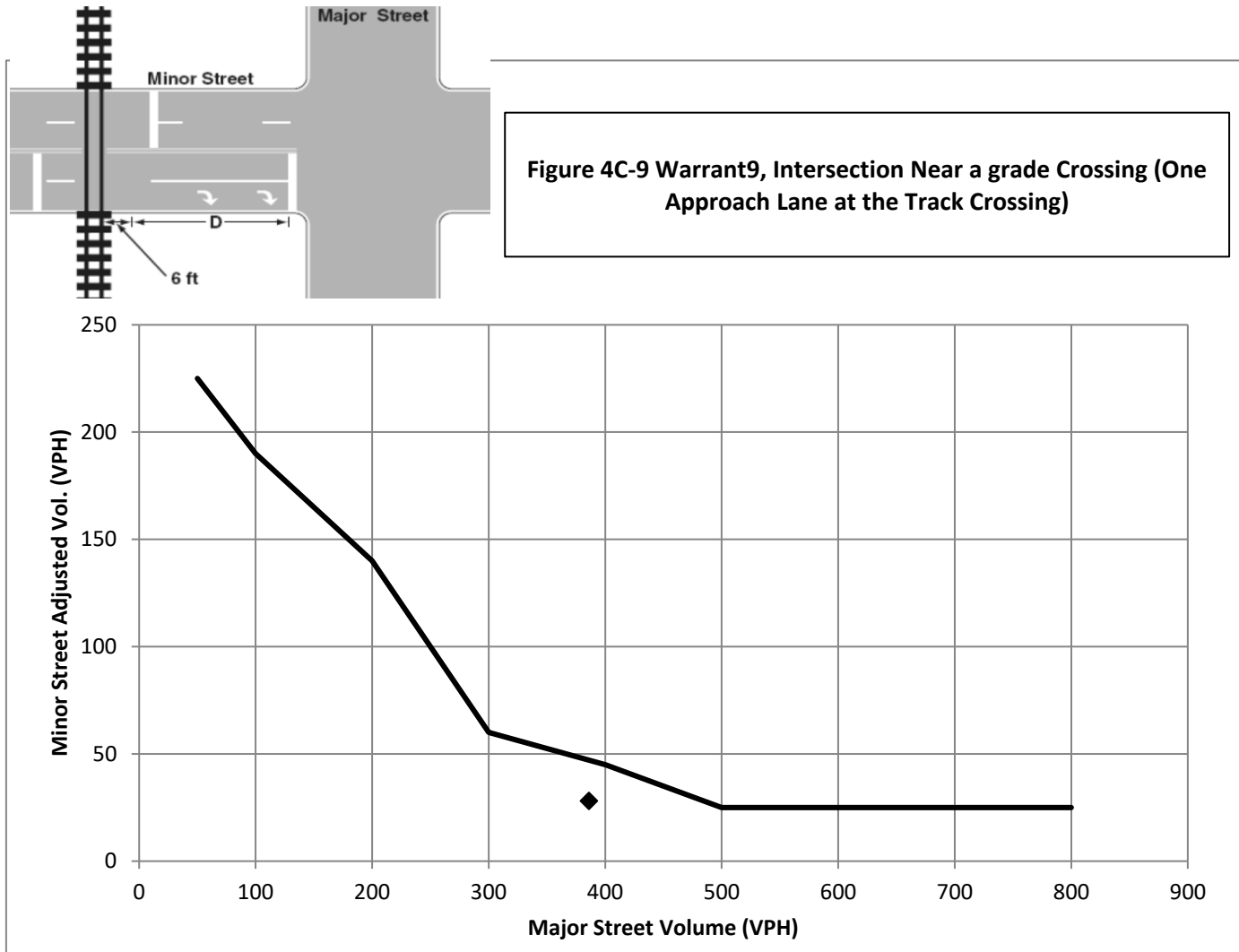


Figure 4C-9 Warrant9, Intersection Near a grade Crossing (One Approach Lane at the Track Crossing)

Conclusions/Comments:

**From:** [Jerry Weitz](#)  
**To:** [James Lawson](#); [Tracy Carswell](#); [Debbie Martin](#); [Jennifer Kidd-Harrison](#)  
**Cc:** [Planning](#); [groy@jacksoncountygov.com](mailto:groy@jacksoncountygov.com); [ash@homlaw.com](mailto:ash@homlaw.com); [mglouton@atclawfirm.com](mailto:mglouton@atclawfirm.com); [cwalters@theprovidencegroup.com](mailto:cwalters@theprovidencegroup.com); [jstell@ssmlaw.org](mailto:jstell@ssmlaw.org)  
**Subject:** E G. Barnett Road Abandonment 2016; Z-23-02 Annexation/PUD zoning  
**Date:** Sunday, July 16, 2023 1:40:02 PM  
**Attachments:** [Weitz to Jackson BOC Re EG Barnett Rd Abandonment 2016.pdf](#)  
[EG Barnett Road in Brighton Park.pdf](#)

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To all:

I want to confirm and follow up discussion in a meeting at city hall attended by James Lawson (Acting Mayor) and Traci Carswell (Mayor Pro Tem) plus Jennifer Kidd and myself and later Abb Hayes on Thursday before the last work session (July 13th). During that time, we discussed a number of potential/likely development applications (rezoning applications anticipated), in addition to pending cases Z-23-02 and Z-23-03 (annexation/PUD zoning).

Briefly during the meeting, I had the opportunity to share my serious concern about the need for public road connectivity in the northeast quadrant of Hoschton (original city limits), now and with additional development contemplated. James Lawson made a point about E.G. Barnett Road, which runs just east of the "Cheek" property which is a part of Z-23-02. He remembers some of the history of that, while others are unlikely to be aware of that history. Because it is important, I summarize it here.

E.G. Barnett Road used to go through the Sell estate property, connecting SR 332 (Pendergrass Road) with Maddox Road at/within the Brighton Park neighborhood via a basic 30-foot prescriptive right of way or easement (see attachment which is not very good quality but shows the remnants of E.G. Barnett Road with the Brighton Park subdivision boundary). Within the boundary of Brighton Park, E.G. Barnett Road easement basically serves as just a utility easement, if I recall correctly but it does show on the recorded plat for Brighton Park.

E.G. Barnett Road, that portion that ran through Shannon Sell's property, was abandoned in 2016. Shannon Sell was successful in getting the Jackson County Board of Commissioners to abandon that part of E.G. Barnett Road inside the Sell Estate property. The abandonment left two disconnected pieces of E.G. Barnett Road south/east of Z-23-02 and the portion within Brighton Park to the north. Shannon had his reasons at the time for wanting that road/easement to go away; it split his land and people were driving along it and affecting his property, as I recall was his concern. However, the city was not in favor of the abandonment, as my 2016 letter attached articulates.

I wanted to make sure the council knew this bit of institutional history, and that, the then Mayor Theresa Kenerly and presumably the rest of the city council supported formally opposing the abandonment of E.G. Barnett Road. To that end, with the city's authorization I prepared a memorandum, attached, that went to the Board of Commissioners. I was also authorized to go to the Board of Commissioners meeting, at which time this matter was considered, along with then City Attorney Thomas

Mitchell. Thomas Mitchell spoke to the board of commissioners in opposition and presented the attached letter and requested that E.G. Barnett Road not be abandoned. The BOC approved Shannon's request despite those concerns.

I hope you will get a chance to review this letter, because it demonstrates the concern that existed on my part and the concern by city leaders, back in 2016, about eliminating a potential through access route via E.G. Barnett Road.

Fast forward to the present, and the proposal by Providence Group to annex and rezone Cheek property with Sell property (part) makes this issue all the more important. Providence Group's first application indicated that streets may be private and may be gated. As revisions were made, the intent of Providence Group to gate the development, if approved, has become more apparent.

I recommended in the second staff report for Z-22-02 that the owner/developer be required to do the following as a condition of approval, if approved:

**"#5. Interconnecting street.** There shall be a public through street meeting or exceeding the collector street standards of the city's subdivision and land development regulations that connects Pendergrass Road (SR 332) with East Jefferson Street through the detached residential subdivision portion of the PUD (i.e., east of East Jefferson Street)."

Though not yet discussed in detail with Providence Group, in responding back to the 2nd staff report recommendation, Providence Group left out this condition (meaning they appear to disfavor it). I don't want to reiterate entirely here what has already been said in the staff report, because it goes into significant detail regarding why such an interconnecting public collector street is needed. Most importantly:

New Street is the current route that provides access to the county school, the Providence Group's PUD proposal, and the remainder of Shannon Sell's land (for which we don't have a current development proposal on). This road is substandard in terms of right of way and pavement width and, with or without approval of Z-23-02, the road is severely impacted and will be further impacted by development proposals including Z-23-02. To quote just a small part of the staff report:

"When a city approves adding hundreds of new homes, and literally thousands of additional vehicle trips, it is a recipe for traffic congestion and excessive impacts on local streets unless consideration is given to adding collector and as appropriate arterial streets. The proposed PUD, if approved, will generate an estimated 3,774 or more new total daily vehicle trips. The local street network is not equipped to handle additional traffic without problems. This is one particular reason why planning staff recommends that the proposed development, if approved, be required to include a public, through-street designed to collector street standards of the city, to connect the intersection of East Jackson Street/ West Jackson Road/ Maddox Road with Pendergrass Road (SR 332). The alternative is unacceptable in staff's view and the city will wind up regretting the decision if it doesn't insist on such road construction...It is important to also note that the detached, single-family subdivision can still utilize private streets and gates, if those are desired, so long as the gates are set back from the collector street an adequate distance."

Again, the history about E.G. Barnett Road in 2016 underscores that this connectivity

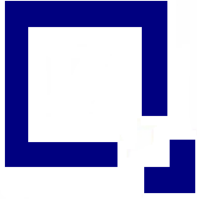
issue has already been raised as a substantive concern. I wanted to highlight this as one of the central issues in terms of staff's future discussions with representatives of Providence Group. Not only should a through-road be required, but there is also a need to provide a stub connection to the remainder of the Sell property, so that it too has access to a road network other than just New Street/East Jefferson Street, once it develops (if it develops) for single-family detached housing. As also noted in the 2nd staff report: "New Street is built only for low-volumes and cannot be widened or even upgraded without detrimentally impacting the abutting neighborhood."

Thank you for your attention to this matter. As staff gets closer to scheduled meetings to discuss zoning conditions with Providence Group, I wanted to bring this up as one of the most central issues deserving of discussion with the developer. I also wanted to go ahead and highlight this as an issue for the city council to be considering.

Jerry Weitz  
President, Jerry Weitz & Associates, Inc.  
Planning & Development Consultants  
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Phone: 404-502-7228  
Email: [jweitz@bellsouth.net](mailto:jweitz@bellsouth.net)

Jerry Weitz, Ph.D., FAICP





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**Planning & Development Consultants**

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**MEMORANDUM**

TO: Honorable Mayor and City Council, City of Hoschton

From: Jerry Weitz, Consulting Planner, City of Hoschton

Date: March 6, 2024

Subject: Hoschton City Council March 14, 2024, Work Session Agenda Item: Review of Traffic Study (1<sup>st</sup> draft) and consideration of approval of a roundabout at the intersection of East Jefferson Street, West Jackson Road, and Maddox Road (Z-23-02 PUD, The Providence Group)

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When City Council approved Ordinance Z-23-02 rezoning the Providence Group / Shannon Sell property to PUD, there were conditions imposed that related to road improvements. One of those conditions spelled out a series of right of way dedications and road improvements and contribution of \$100,000 toward a traffic signal at said intersection. The final set of conditions provided that a signal and certain road improvements would not be required if a traffic impact study (funded by the applicant but managed by the city) compared a signalized intersection with the proposed roundabout and determined that a roundabout would work as good as or better than a signalized intersection. The roundabout would be constructed by the developer, The Providence Group, without participation by the city in the construction cost.

Pursuant to those conditions of zoning approval, the city hired W&A Engineering (Brent Cook, PE) to conduct a traffic study. The intended work scope was unfortunately not fully communicated to the engineer and so the study did not include all of the analysis the city wanted. As a result, we have asked the engineer to revise the study (see memo from me attached). There were a number of comments made by me on the study, and I discussed them by phone with Mr. Cook yesterday. We expect a revision to the traffic impact study either Friday this week or sometime next week, before the work session meeting. We will forward the revised study as soon as it is available. The city manager also asked that the engineer appear at your work session on March 14 to answer questions about the study, but he was not available to attend.

Some of the information requested by me from the engineer is not available because there are not any traffic counts at the intersection of SR 332 and New Street, plus it was not within the work scope of the engineer to conduct operational analyses of intersections. As council members may know, I have maintained significant concern all along about the impact of new development, including the Providence Group's 334-unit PUD, on area roads including New Street, as well as the proposal by the Providence Group to gate the roads in the development instead of providing a through-street as initially recommended by planning staff. The traffic study did not assign any traffic to New Street, and the traffic study does not yield any significant insights about how existing conditions, future traffic, or PUD project impacts New Street.

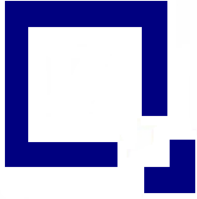
As you may also know, the “corridor map” proposals (on recent agendas) were my partial response to concerns about improving the road network in anticipation of and in response to (concurrent with) development. Council declined to approve some of those proposed road network additions in the area in the comprehensive plan. I point this out because it interrelates to the issue of the traffic study and road network adequacy including New Street.

The Providence Group’s PUD (referred to as the “East Jefferson Tract”) is not on the agenda during the work session on March 14. However, it is anticipated to be on your April agenda.

In addition to having some discussion about traffic analyses, we believe the council should resolve the issue about a signalized intersection versus a roundabout, and to resolve it in favor of authorizing the roundabout.

Attachments

Traffic study (text portion only)  
Weitz memo to W&A Engineering



**Jerry Weitz & Associates, Inc.**  
**Planning & Development Consultants**

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Phone: (404) 502-7228 E-Mail: [jweitz@bellsouth.net](mailto:jweitz@bellsouth.net)

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Expert Testimony  
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**MEMORANDUM**

TO: Jennifer Harrison, Hoschton City Manager

From: Jerry Weitz, Consulting Planner, City of Hoschton

Date: February 28, 2024

Subject: Review of Traffic Impact Study for Providence Group East Jefferson Tract  
Planned Unit Development (February 1, 2024)

---

The primary purpose of the traffic impact study report is to evaluate the performance of a roundabout at the intersection of East Jefferson Street and West Jackson Road in comparison with a four-way intersection layout for the Providence Group annexation and zoning (Z-23-02). The applicant, The Providence Group, was required by condition of zoning approval #8(c) to fund a third-party traffic study focused on this issue. The evaluation was required to take into account traffic patterns while public schools were in session. Conditions of zoning approval as refer to the traffic engineer recommending improvements as it relates to pavement width, curb, gutter, and sidewalk for the intersection (Condition of zoning approval #8(d)).

East Jefferson Street is required to be improved to a pavement width of 36 feet from back of curb to back of curb or an alternative pavement width specified by the third-party traffic engineer as may be approved by the public works director and zoning administrator.

The city approved W & A Engineering to complete the work, and a draft traffic impact study was submitted to the city on February 1, 2024. The study was subsequently distributed to The Providence Group.

A roundabout must be approved by the city (this condition of zoning approval is interpreted to require approval by the City Council).

Specific comments:

1. P. 1, Sec. 1, "introduction," change acreage of development from approximately 134 to 109.72. Make same correction p. 7.
2. Jefferson Street is found to be classified as a "minor collector road" (p. 3). There is no comparison of adequacy of this street with the city's requirements for a minor collector road (subdivision and land development regulations). The study should evaluate the existing conditions with the city's requirements for said minor collector.
3. New Street is mentioned in the report (p. 3) but there is no evaluation of its adequacy in terms of meeting city standards. This should be added.

## Review of Traffic Impact Study for the Providence Group

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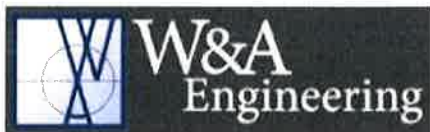
4. Towne Center Parkway is shown as a “private road” (p. 3). It is a public road, and since it connects a minor arterial and major collector, it should be shown as a major collector street unless the traffic engineer sees reason to classify it otherwise.
5. Figure 3 excludes the intersection of Old Pendergrass Road (SR 332) and New Street. That intersection should be added to the figure. That intersection should be analyzed to the extent that the study doesn’t address it in terms of traffic impacts. It is substandard in terms of its alignment with the state route. It also has a deficient right of way width and probably a deficient pavement width. Same comment with other figures regarding the need to include the intersection of Old Pendergrass Road and New Street.
6. Reference should be given (p. 5) to the source of the traffic counts provided (these were done by another party). Information presented in the summary about the traffic counts should be moved up to here and expanded.
7. Figure 6 in the study is a site plan for the project. It is referred to as a construction site plan. It does not provide any specifications for the roundabout which is an important component that needs to be added. Preferably a standard detail as to what was evaluated.
8. Table 1 (p. 8), the growth rate of Jackson County from 2010 to 2025 was 25% but is shown as 2.3%. The annual average growth rate would be 2.5%, not the 2.3% shown. Corrections should be made. But it is not clear how a countywide growth rate would be used for Hoschton, which is currently in 2024 growing at an unprecedented rate or much faster than the countywide growth rate would suggest.
9. Section 6.3, growth rate, this should refer to annual growth rate. The growth rate chosen is considered to be too low and should be revised. A change of the growth rate utilized would of course change the analyses.
10. Figure 9, Trip Distribution, can a paragraph be added to justify the decisions for trip distribution. As is, they are unsubstantiated. Also, this figure does not include New Street at its intersection with SR 332 (Pendergrass Road).
11. Table 6, p. 15, the abbreviations utilized in the table are not self-explanatory and need to have a legend for the abbreviations utilized.
12. In the conclusion, the study indicates that a roundabout would work better than “other treatments such as an all-way stop or two-way stop.” The conditions of zoning approval contemplate a traffic signal, but that is not evaluated. Because the principal purpose of the study was to compare a roundabout with a signalized intersection, the study does not deliver in terms of the principal purpose as suggested in conditions of zoning approval. The recommendation is therefore not sufficiently defended.
13. In the conclusion, the last bullet in the first set of comments is incomplete.

Based on this review, It appears necessary to request revisions to the study before sending this on for the consideration of the Hoschton City Council.

TRAFFIC IMPACT STUDY  
CITY OF HOSCHTON  
JACKSON COUNTY, GEORGIA



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## Appendix

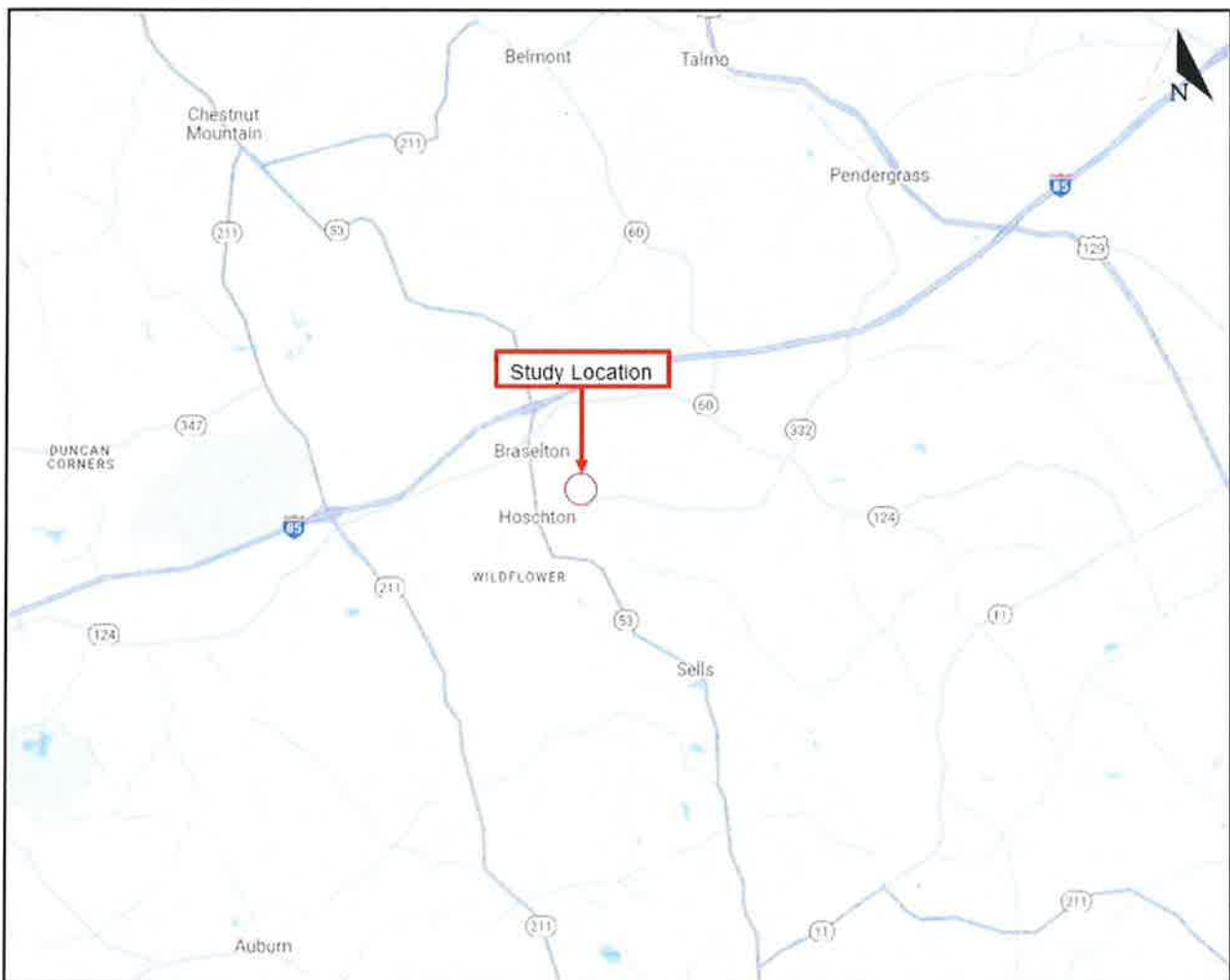
Turning Movement Count Data	
Bidirectional Traffic Count Data	
GDOT Count Station Data	
Trip Generation Data	
Capacity Analysis Reports, Existing Condition	
Capacity Analysis Reports, No-Build Condition	
Capacity Analysis Reports, Build Condition	

# 1 Introduction

The purpose of this study is to conduct a Traffic Impact Study (TIS) for a development of 334 residential units on approximately 143 acres fronting on Pendergrass Rd and E Jefferson St/Maddox Rd, east of Downtown Hoschton, Jackson County, Georgia. Also, to analyze and assess the impact of the development on the transportation infrastructure and identify the mitigation measures, if any, to support the proposed development.

# 2 Project Location

The proposed development is located to east of Downtown Hoschton, Jackson County, Georgia. The project location is shown in **Figure 1** and study intersections are shown in **Figure 2**.



**Figure 1: Project Location Map**

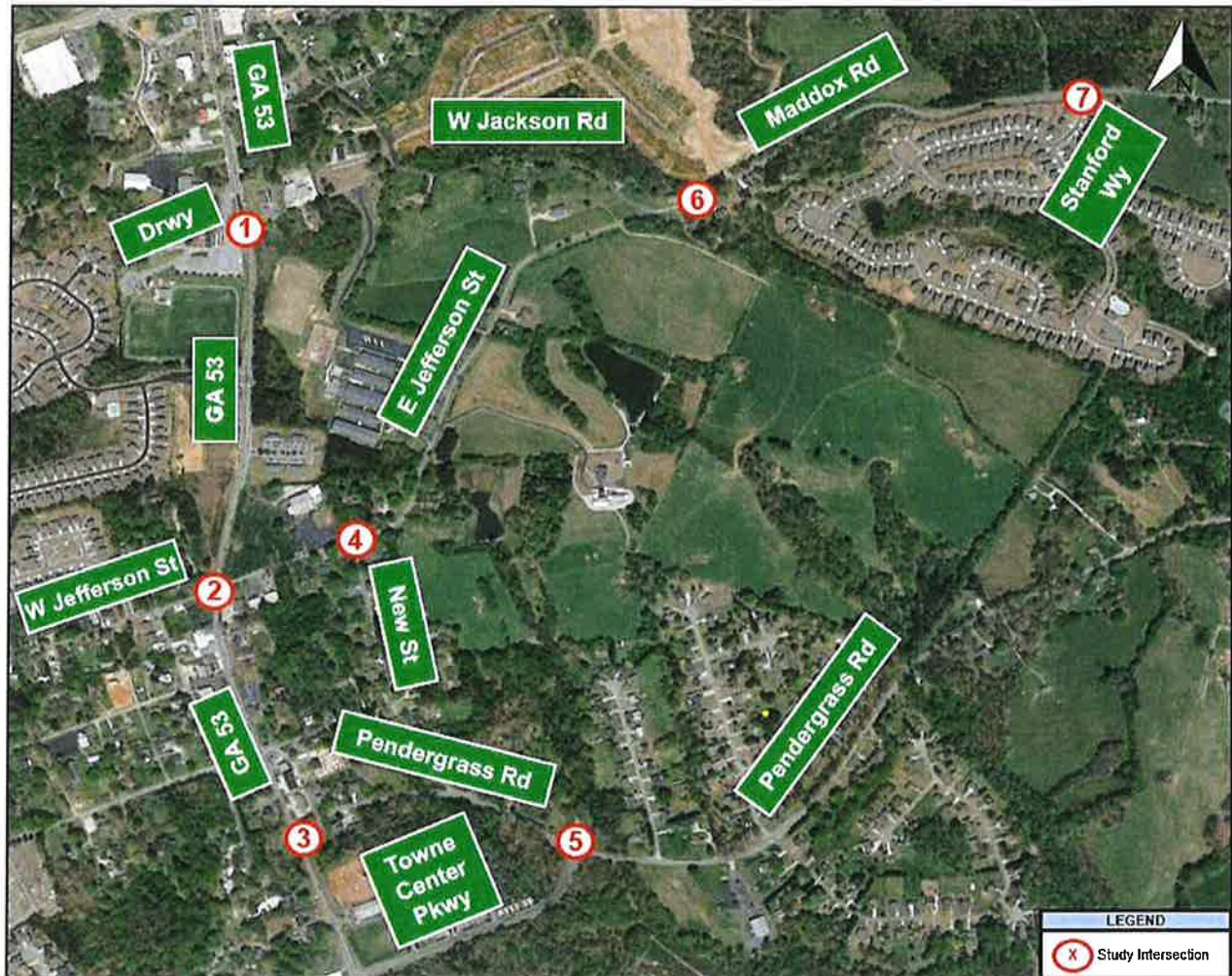


Figure 2: Study Intersection Map

### 3 Existing Conditions

An assessment was performed at the project location and its vicinity to determine the existing geometric, roadway and traffic conditions. The assessment included existing lane configurations, traffic control, signs, posted speed limits, pavement marking, site development, and other geometric features. A condition diagram was developed to graphically illustrate the existing conditions at the study intersection as shown in **Figure 3**.

The existing conditions at the intersections shown in **Figure 3** are summarized below:

- SR 53 is a two-lane roadway with one lane provided in each direction classified as a Minor Arterial. The posted speed limit is 35 miles per hour (mph) in both directions. The lane widths are 12-feet with a 2-foot paved shoulder.
- W. Jackson Road is two-lane undivided roadway classified as a Local Road. The posted speed limit is 25 miles per hour (mph) in both directions. The lane widths are 12-feet with a 2-foot paved

shoulder near the intersection with GA 53. At the eastern end of Jackson Rd, the pavement width narrows to a 20-foot-wide paved section.

- Jefferson Street is a two-lane undivided roadway classified as a Minor Collector Road having channelized right turn near the intersection with GA 53. The posted speed limit is 25 miles per hour (mph) in both directions.
- Pendergrass Road (SR-332) is a two-lane undivided roadway classified as a Major Collector Road. The posted speed limit is 35 miles per hour (mph) in both directions. The lane widths are 12-feet with a 2-foot paved shoulder.
- New Street is a two-lane undivided roadway classified as a Local Road. The posted speed limit is 25 miles per hour (mph) in both directions.
- Towne Center Parkway is a two-lane undivided roadway classified as a Private Road. The posted speed limit is 25 miles per hour (mph) in both directions.
- Stanford Way is a two-lane undivided roadway classified as a Local Road. The posted speed limit is 25 miles per hour (mph).
- Maddox Road is a two-lane undivided roadway classified as a Minor Collector Road. The posted speed limit is 35 miles per hour (mph). The lane widths are 12-feet with a 2-foot paved shoulder.
- SR 53 at W. Jackson Road forms a Four-legged intersection and is currently operating as a two way stop-controlled intersection.
- SR 53 at Jefferson Street forms a Four-legged intersection and is currently operating as a two way stop-controlled intersection.
- SR 53 at Pendergrass Road (SR-332) forms a Three-legged intersection and is currently operating as a minor street stop-controlled intersection.
- E Jefferson Street and New Street forms a Three-legged intersection and are currently operating as an All Way stop-controlled intersection.
- SR 332/Pendergrass Road at Towne Center Parkway forms a Three-legged intersection and is currently operating as a minor street stop-controlled intersection.
- E. Jefferson/Maddox Road at W. Jackson Road forms a Three-legged intersection and is currently operating as a minor street stop on W. Jackson Road.
- Maddox Road and Stanford Way form a Three-legged intersection and are currently operating as a minor street stop-controlled intersection.



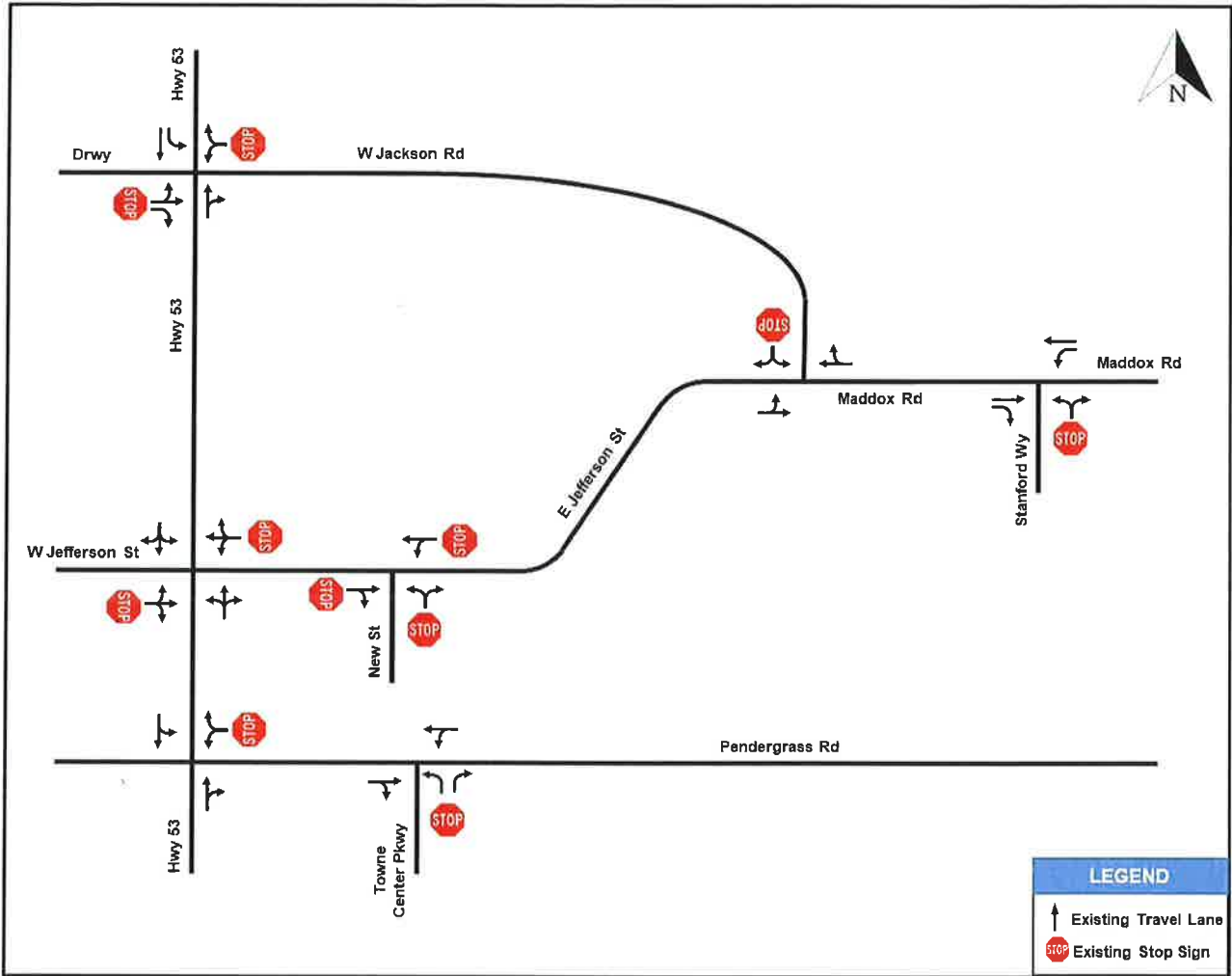


Figure 3: Existing Condition

## 4 Data Collection and Analysis

### 4.1 Turning Movement Counts

Turning Movement Counts (TMC's) were conducted at the study intersections on Tuesday, December 05, 2023, from 6:30 AM to 8:30 AM and from 2:00 PM to 6:00 PM. Turning movement count data is provided in **Appendix A**.

The AM Peak Hour was found to be 7:00 AM to 8:00 AM, and the PM Peak Hour was found to be 4:30 PM to 5:30 PM. Existing Peak Hour turning movement volumes are shown in **Figure 4**.

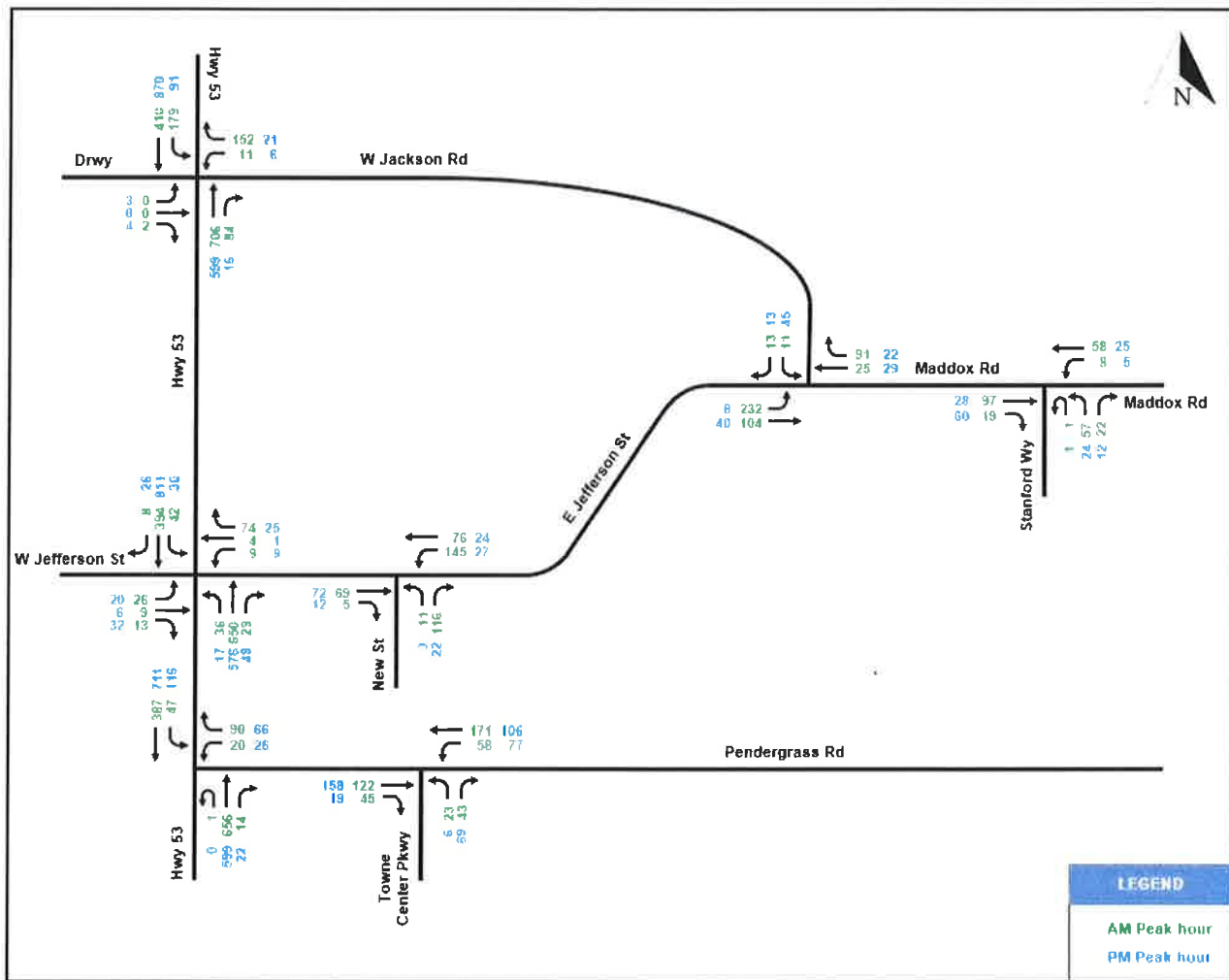
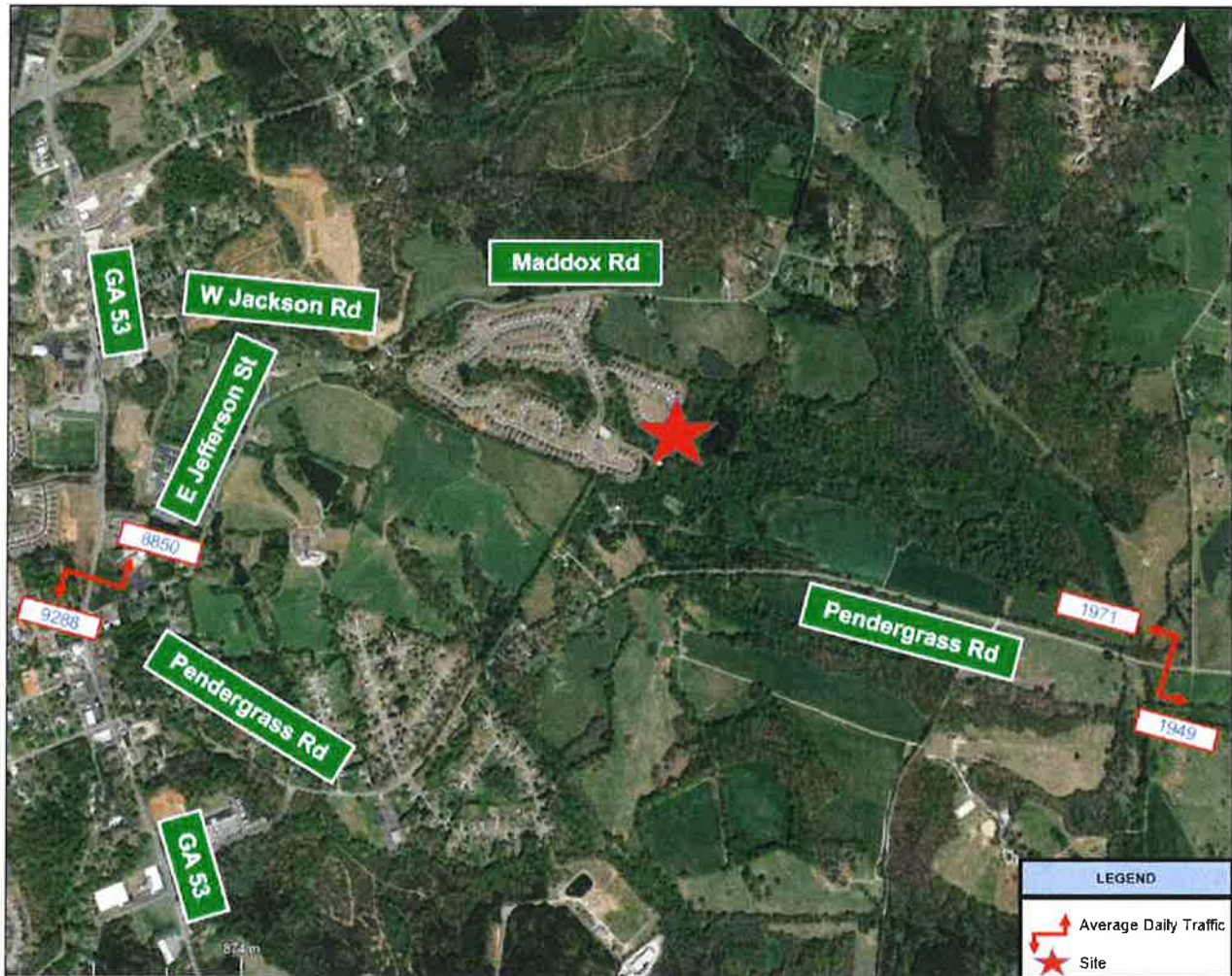


Figure 4: Existing 2023 Traffic Volumes

## 4.2 Bidirectional Traffic Counts

Twenty-Four hours Bidirectional traffic counts were conducted at SR 53, north of SR 53 at Jefferson St on Wednesday, July 19, 2023, and at Highway 332 (Pendergrass Rd), east of SR 53 on Tuesday, August 16, 2022.

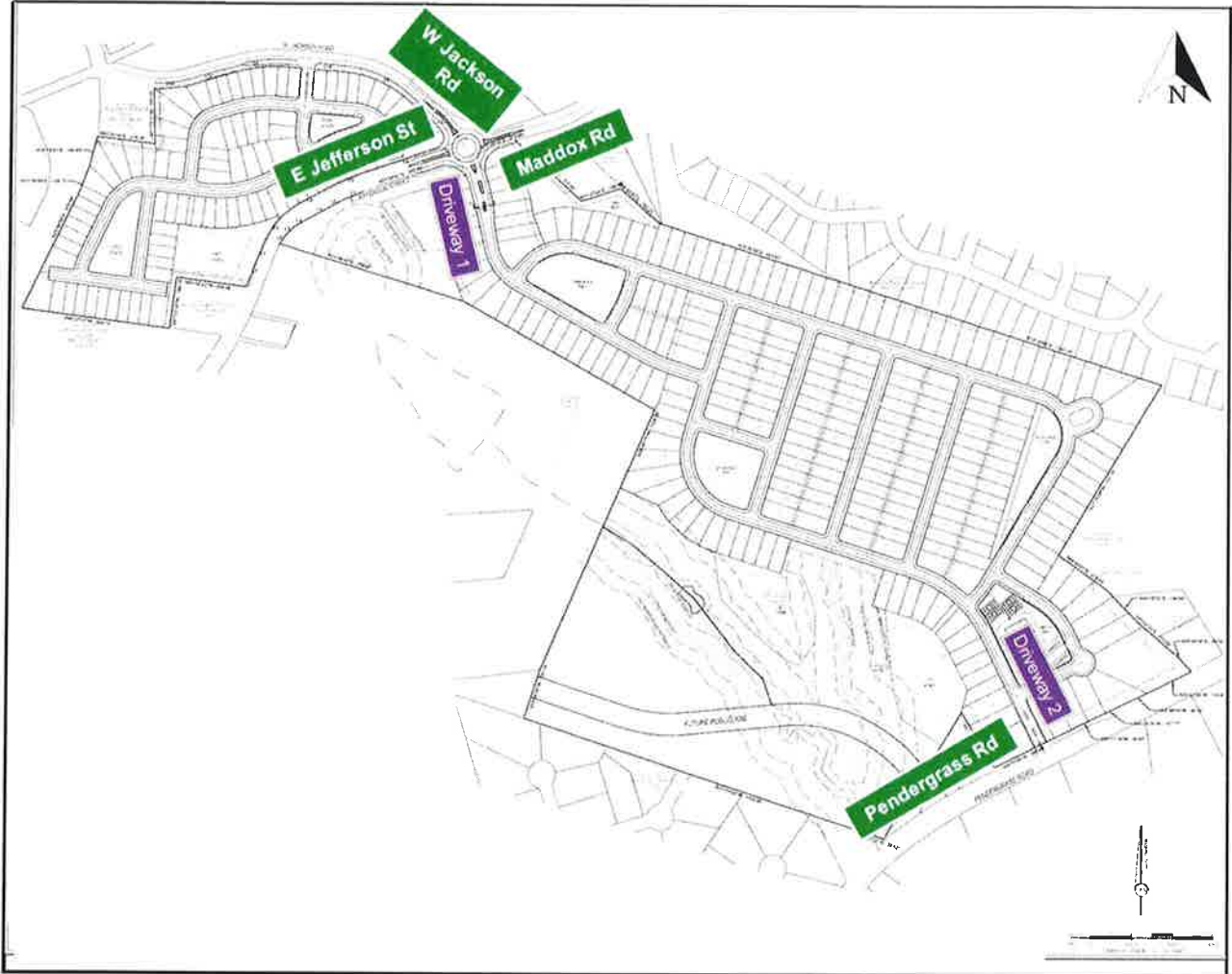
Total bi-directional volumes on SR 53 is 18,138 ADT, approximately 413 feet North of SR 53 at Jefferson St intersection and volumes on Highway 332 is 3,920 ADT, approximately 1.97 miles East of SR 53 and is shown in **Figure 5**. The detailed 24-hour counts are provided in **Appendix B**.



**Figure 5: Bidirectional Traffic Volumes**

## 5 Planned Developments

The proposed development is a residential development having 334 residential units on approximately 143-ac located at east of Downtown Hoshton, Georgia. Construction site plan is shown in **Figure 6**.



**Figure 6: Site Plan**

## 6 Traffic Projection

The methodology used to estimate future traffic growth included the examination of Jackson County, GA., census data and historic trends from the nearby GDOT count stations. GDOT count stations data is provided in **Appendix C**.

### 6.1 Census Data

The census data for Jackson County, GA. is shown in **Table 1**. A growth rate of 2.30% is observed between year 2010 and 2020.

**Table 1: Census Data - Jackson County, GA.**

County	2010	2020	Growth Rate
Jackson County, GA.	60,485	75,907	2.30%

*Source: Jackson County census.gov*

### 6.2 Historic Traffic Data

The GDOT maintains multiple annual traffic count stations in the vicinity of the study area. This data was used to establish historic growth rates in the area. **Figure 7** shows the count stations in the vicinity of study area.

**Table 2: Historic Traffic Data**

Year	GDOT Count Station	
	157-0259	157-0272
2013	10370	2290
2014	10400	2270
2015	11600	2360
2016	12000	2380
2017	12300	2430
2018	12300	2650
2019	13300	2710
2020	12300	2930
2021	16000	3120
2022	16400	3530

*Source: GDOT Traffic Data*

**Table 2** summarizes the average annual daily traffic (AADT) reported by the GDOT for each of the years 2013 through 2022.





Figure 7: Nearby GDOT Count Stations

### 6.3 Growth Rate

Jackson County, GA. has an annual population growth rate of 2.30%. Based on the data available from the nearby GDOT count station, the growth trend was calculated to be 6.84% for the past five years. Based on these rates and the surrounding area, the background traffic growth rate was established and considered to be **1.5%** from the Existing year (2023) to the Build year (2027).

### 6.4 Growth Factor

A growth factor was arrived by applying the growth rate to the below equation and shown in **Table 3**.

$$\text{Growth Factor} = (1 + r)^n$$

Where:

$r$  = growth rate

$n$  = number of years

Table 3: Growth Factor

Build Year (2027)
1.06

Figure 8 shows the estimated background growth traffic volumes at the study intersections for the Build Year 2027.

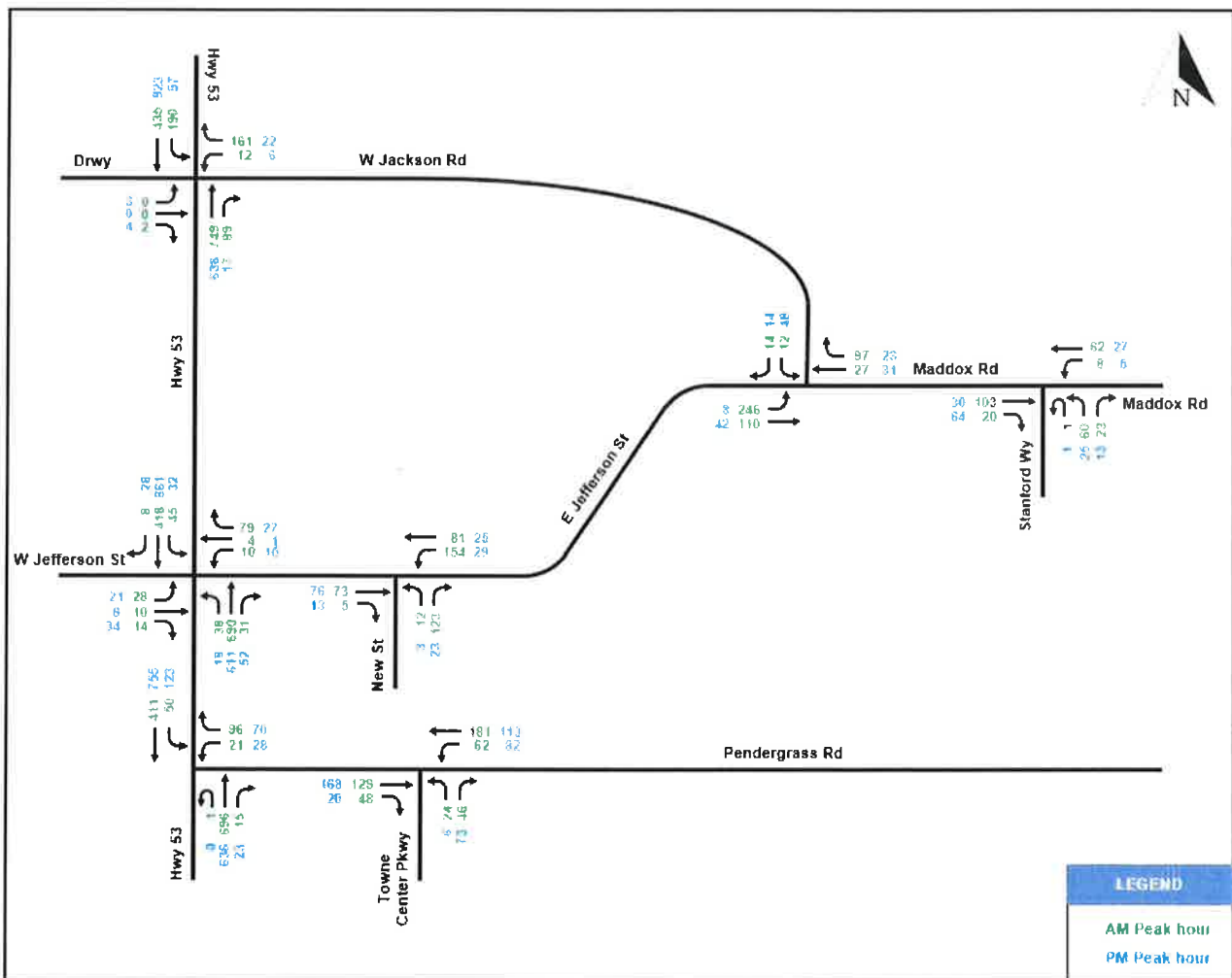


Figure 8: Background Growth Volumes (2027)

## 6.5 Trip Generation

To account the traffic generated by the new development, the Institute of Transportation Engineers provides a TripGen Web-Based App which breaks down calculated trips by development type. Trip generation for the proposed development was calculated based upon 210: Single detached family housing. **Table 4** summarizes the net trip generation for the proposed development upon build-out of year 2027.

The site is expected to generate a net daily of 3,150 trips with 251 occurring during AM Peak hour (65 entering and 186 exiting), 331 occurring during PM Peak hour (212 entering and 119 exiting) and is shown in **Table 4** and detail analysis is presented in **Appendix D**.

**Table 4: Trip Generation**

ITE Code	Land use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				Entry	Exit	Total	Entry	Exit	Total
210	Single detached family housing	334 Units	3150	65	186	251	212	119	331

## 6.6 Trip Distribution

In order to assign new trips to the roadway network, it is necessary to determine how the trips should be distributed to and from the site. To determine the estimated number of trips into and out of the proposed development, the Institute of Transportation Engineers Trip Generation Manual, 11<sup>th</sup> Edition was used. A distribution pattern was developed to define the origin and destination of the new trips and shown in **Figure 9**.

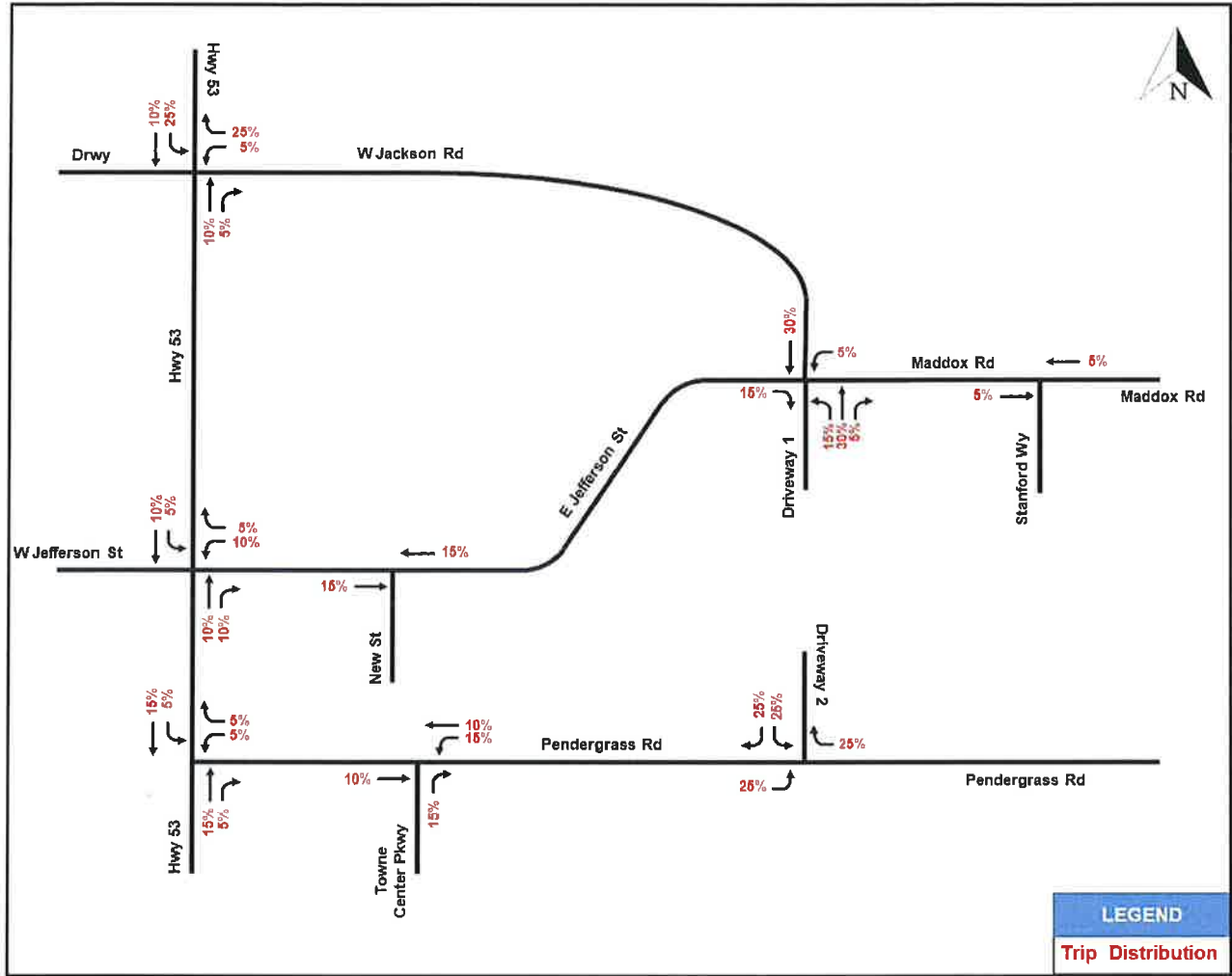


Figure 9: Trip Distribution

## 6.7 Traffic Assignment

The new trips generated by the site for each peak hour are shown in **Figure 10**.

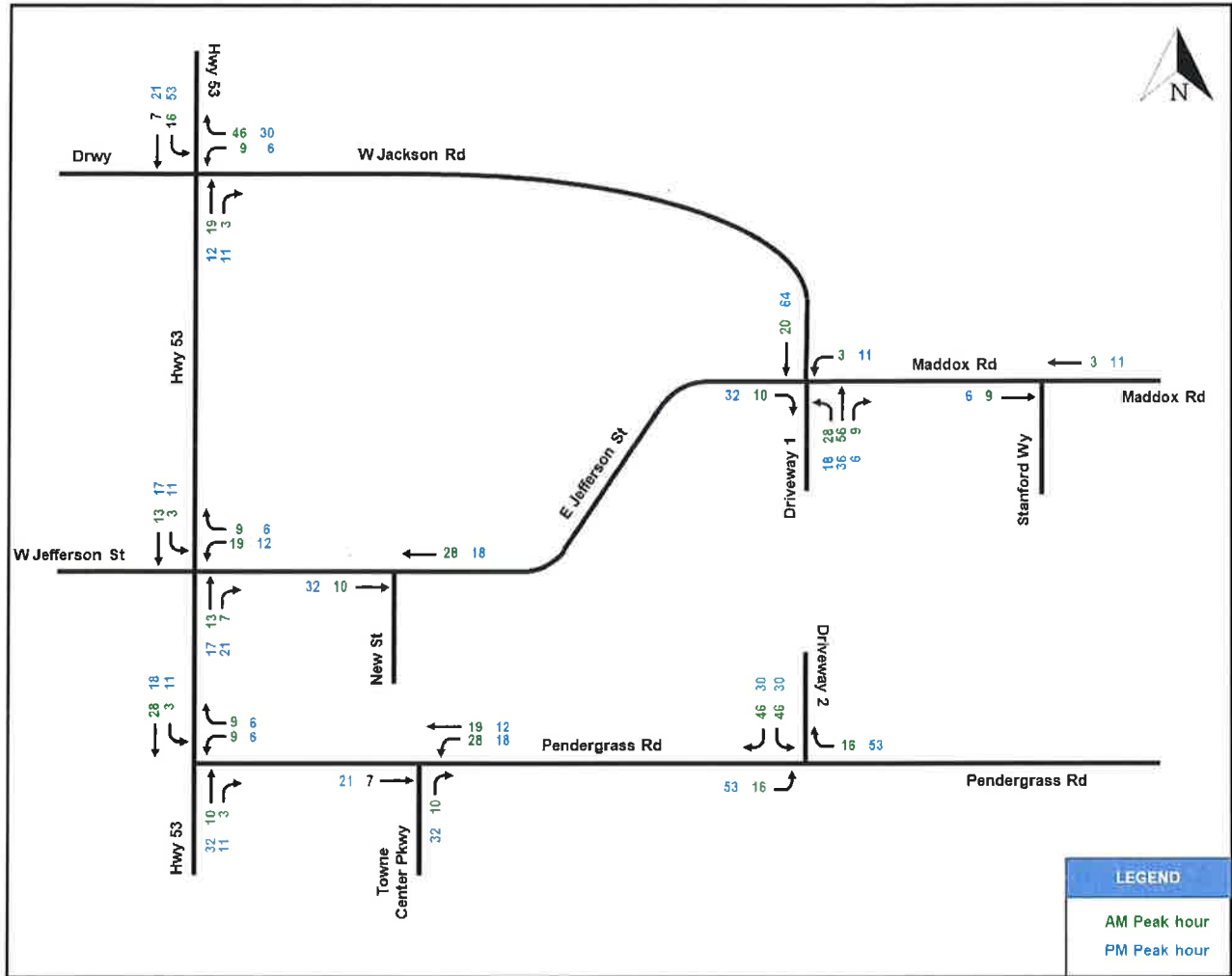


Figure 10: New Trips Generated



## 6.7.1 Total Peak Hour Volumes

The total generated trips for the Build Year 2027 were derived by adding the background growth volumes (Figure 8) and new trips generated (Figure 10) and is shown in Figure 11.

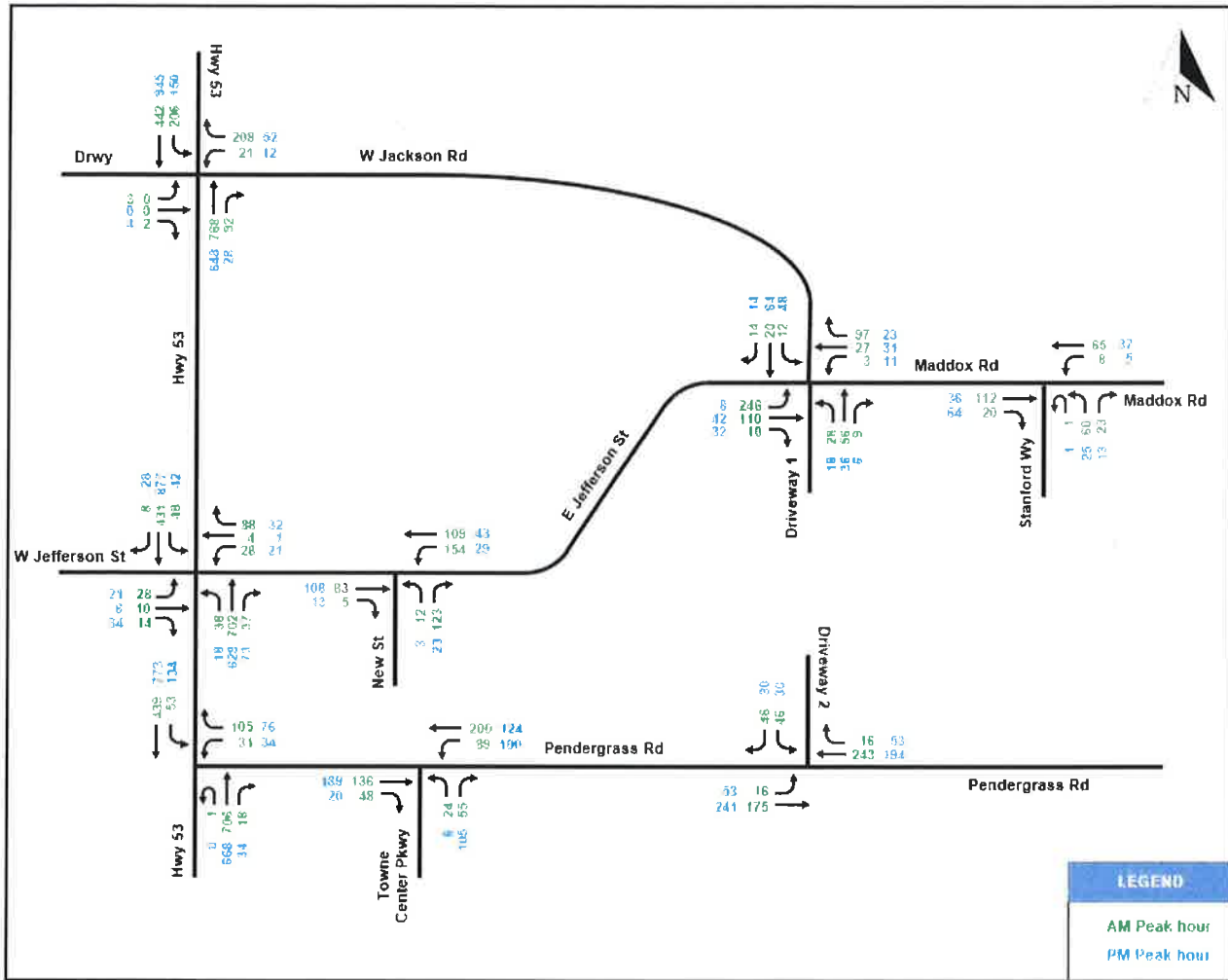


Figure 11: Total Peak Hour Volumes (2027)

## 7 Capacity Analysis

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 2016. *Synchro 11* from Trafficware was used to facilitate the analysis. HCM level-of-service (LOS) definitions are shown in **Table 5**. The target LOS at the study intersection is 'D' or better.

**Table 5: Level of Service Criteria**

Level of Service	Delay Per Vehicle (Seconds)	
	Signalized Intersections	Unsignalized Intersections
A	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 79.9	35.1 to 49.9
F	>80.0	>50.0

Source: *Highway Capacity Manual, Special Report 209, Transportation Research Board, 2016*

### 7.1 Existing Condition

The intersections included in the study were first evaluated using the existing geometry and volumes. The results of the capacity analysis for the intersections are summarized in **Table 6**. For each condition, the level of service is shown, followed parenthetically by the average control delay per vehicle, in seconds. The capacity analysis reports for the intersections under Existing Condition are provided in **Appendix E**.

**Table 6: Capacity Analysis Results - Existing Condition**

Intersection	Movement	AM Peak	PM Peak
SR 53 and W Jackson Rd/Driveway	<b>Unsignalized</b>	<b>A (5.3)</b>	<b>A (1.2)</b>
	NBT/R	A (0.0)	A (0.0)
	EBL/T	A (0.0)	F (71.9)
	EBR	B (10.9)	C (16.1)
	WBL/R	E (37.9)	D (27.7)
	SBL	B (11.2)	A (9.3)
	SBT	A (0.0)	A (0.0)
SR 53 and Jefferson St	<b>Unsignalized</b>	<b>A (2.0)</b>	<b>A (2.4)</b>
	NBL	A (8.3)	A (9.9)
	NBT	A (0.0)	A (0.0)
	NBR	A (0.0)	A (0.0)
	EBL/T/R	E (37.4)	F (57.0)
	WBL/T/R	A (0.0)	A (0.0)
	SBL	A (9.4)	A (9.0)

Intersection	Movement	AM Peak	PM Peak
	SBT	A (0.0)	A (0.0)
	SBR	A (0.0)	A (0.0)
SR 53 and Pendergrass Rd	<b>Unsignalized</b>	<b>A (2.2)</b>	<b>A (3.1)</b>
	NBT/R	A (0.0)	A (0.0)
	WBL/R	C (20.9)	E (40.7)
	SBL	A (9.3)	A (9.5)
	SBT	A (0.0)	A (0.0)
E Jefferson St and New St	<b>Unsignalized</b>	<b>A (9.7)</b>	<b>A (7.4)</b>
	NBL/R	A (8.6)	A (6.9)
	EBT/R	A (8.7)	A (7.5)
	WBL/T	B (10.6)	A (7.5)
Pendergrass Rd and Towne Center Pkwy	<b>Unsignalized</b>	<b>A (2.5)</b>	<b>A (3.1)</b>
	NBL	B (13.2)	B (12.3)
	NBR	A (9.4)	A (9.6)
	EBT	A (0.0)	A (0.0)
	EBR	A (0.0)	A (0.0)
	WBL	A (7.9)	A (7.8)
	WBT	A (0.0)	A (0.0)
E Jefferson St/Maddox Rd and W Jackson Rd	<b>Unsignalized</b>	<b>A (4.9)</b>	<b>A (3.8)</b>
	EBL	A (8.4)	A (7.3)
	EBT	A (0.0)	A (0.0)
	WBT/R	A (0.0)	A (0.0)
	SBL/R	C (16.1)	A (9.2)
Maddox Rd and Stanford Wy	<b>Unsignalized</b>	<b>A (3.3)</b>	<b>A (2.4)</b>
	NBL/R	B (10.0)	A (8.9)
	EBT	A (0.0)	A (0.0)
	EBR	A (0.0)	A (0.0)
	WBL	A (7.6)	A (7.4)
	WBT	A (0.0)	A (0.0)

Existing peak hour capacity analysis indicates:

- **SR 53 and W Jackson Rd/Driveway**
  - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
  - The westbound approach is projected to operate at LOS 'E' during the AM peak hour.
- **SR 53 and Jefferson St**
  - The eastbound approach is projected to operate at LOS 'E' and 'F' during the AM and PM peak hour respectively.
- **SR 53 and Pendergrass Rd**
  - The westbound approach is projected to operate at LOS 'E' during the PM peak hour.

## 7.2 Projected No-Build Condition

The projected No-Build Condition includes the existing geometry and the background growth volumes without the new trips generated from the development.

The capacity analysis results for each of the study intersections under projected No-Build Condition 2027 are provided in **Table 7**. The capacity analysis reports for the intersections under projected No-Build Condition can be found in **Appendix F**.

**Table 7: Capacity Analysis Results – No-Build Condition (2027)**

Intersection	Movement	AM Peak	PM Peak
SR 53 and W Jackson Rd/Driveway	<b>Unsignalized</b>	<b>A (7.0)</b>	<b>A (1.2)</b>
	NBT/R	A (0.0)	A (0.0)
	EBL/T	A (0.0)	F (87.1)
	EBR	B (11.1)	C (17.0)
	WBL/R	F (53.5)	D (31.4)
	SBL	B (11.8)	A (9.5)
SR 53 and Jefferson St	<b>Unsignalized</b>	<b>A (2.4)</b>	<b>A (3.1)</b>
	NBL	A (8.3)	B (10.1)
	NBT	A (0.0)	A (0.0)
	NBR	A (0.0)	A (0.0)
	EBL/T/R	E (45.7)	F (78.2)
	WBL/T/R	A (0.0)	A (0.0)
	SBL	A (9.6)	A (9.2)
	SBT	A (0.0)	A (0.0)
	SBR	A (0.0)	A (0.0)
SR 53 and Pendergrass Rd	<b>Unsignalized</b>	<b>A (2.5)</b>	<b>A (4.2)</b>
	NBT/R	A (0.0)	A (0.0)
	WBL/R	C (23.4)	F (56.9)
	SBL	A (9.5)	A (9.7)
E Jefferson St and New St	<b>Unsignalized</b>	<b>A (10.0)</b>	<b>A (7.4)</b>
	NBL/R	A (8.8)	A (6.9)
	EBT/R	A (8.8)	A (7.5)
	WBL/T	B (11.1)	A (7.6)
Pendergrass Rd and Towne Center Pkwy	<b>Unsignalized</b>	<b>A (2.5)</b>	<b>A (3.1)</b>
	NBL	B (13.7)	B (12.6)
	NBR	A (9.5)	A (9.7)
	EBT	A (0.0)	A (0.0)
	EBR	A (0.0)	A (0.0)
	WBL	A (7.9)	A (7.9)
E Jefferson St/Maddox Rd and W Jackson Rd	<b>Unsignalized</b>	<b>A (5.1)</b>	<b>A (3.8)</b>
	EBL	A (8.6)	A (7.3)
	EBT	A (0.0)	A (0.0)
	WBT/R	A (0.0)	A (0.0)
	SBL/R	C (17.5)	A (9.3)

Intersection	Movement	AM Peak	PM Peak
Maddox Rd and Stanford Wy	<b>Unsignalized</b>	<b>A (3.3)</b>	<b>A (2.3)</b>
	NBL/R	B (10.2)	A (8.9)
	EBT	A (0.0)	A (0.0)
	EBR	A (0.0)	A (0.0)
	WBL	A (7.6)	A (7.4)
	WBT	A (0.0)	A (0.0)

No build condition (2027) peak hour capacity analysis indicates:

- **SR 53 and W Jackson Rd/Driveway**
  - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
  - The westbound approach is projected to operate at LOS 'F' during the AM peak hour.
- **SR 53 and Jefferson St**
  - The eastbound approach is projected to operate at LOS 'E' and 'F' during the AM and PM peak hour respectively.
- **SR 53 and Pendergrass Rd**
  - The westbound approach is projected to operate at LOS 'F' during the PM peak hour.

### 7.3 Projected Build Condition

The projected Build Condition includes the existing geometry and the Total Peak Hour Traffic Volumes, which includes the background growth and new trips generated by the development. Site 5 (E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1) is evaluated as roundabout for the Build Year 2027. The capacity analysis results for each of the study intersections under projected Build Condition, is provided in **Table 8**. The detailed capacity analysis reports can be found in **Appendix G**.

**Table 8: Capacity Analysis Results – Build Condition (2027)**

Intersection	Movement	AM Peak	PM Peak
SR 53 and W Jackson Rd/Driveway	<b>Unsignalized</b>	<b>C (23.3)</b>	<b>A (2.9)</b>
	NBT/R	A (0.0)	A (0.0)
	EBL/T	A (0.0)	F (134.0)
	EBR	B (11.1)	C (17.3)
	WBL/R	F (165.9)	F (51.8)
	SBL	B (12.2)	A (10.0)
	SBT	A (0.0)	A (0.0)
SR 53 and Jefferson St	<b>Unsignalized</b>	<b>A (2.5)</b>	<b>A (3.7)</b>
	NBL	A (8.4)	B (10.2)
	NBT	A (0.0)	A (0.0)
	NBR	A (0.0)	A (0.0)
	EBL/T/R	F (50.7)	F (95.4)
	WBL/T/R	A (0.0)	A (0.0)
	SBL	A (9.7)	A (9.4)
SBT	A (0.0)	A (0.0)	



Intersection	Movement	AM Peak	PM Peak
	SBR	A (0.0)	A (0.0)
SR 53 and Pendergrass Rd	<b>Unsignalized</b>	<b>A (3.3)</b>	<b>A (7.6)</b>
	NBT/R	A (0.0)	A (0.0)
	WBL/R	D (29.5)	F (106.1)
	SBL	A (9.6)	A (10.0)
	SBT	A (0.0)	A (0.0)
E Jefferson St and New St	<b>Unsignalized</b>	<b>B (10.6)</b>	<b>A (7.7)</b>
	NBL/R	A (9.0)	A (7.1)
	EBT/R	A (9.1)	A (7.9)
	WBL/T	B (11.9)	A (7.7)
Pendergrass Rd and Towne Center Pkwy	<b>Unsignalized</b>	<b>A (2.9)</b>	<b>A (3.6)</b>
	NBL	C (15.6)	B (13.7)
	NBR	A (9.6)	B (10.2)
	EBT	A (0.0)	A (0.0)
	EBR	A (0.0)	A (0.0)
	WBL	A (8.0)	A (8.0)
	WBT	A (0.0)	A (0.0)
E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1	<b>Roundabout</b>	<b>A (6.6)</b>	<b>A (3.6)</b>
	EB	A (7.0)	A (3.7)
	WB	A (6.7)	A (3.3)
	NB	A (6.1)	A (3.4)
	SB	A (3.4)	A (3.7)
Maddox Rd and Stanford Wy	<b>Unsignalized</b>	<b>A (3.2)</b>	<b>A (2.1)</b>
	NBL/R	B (10.3)	A (9.0)
	EBT	A (0.0)	A (0.0)
	EBR	A (0.0)	A (0.0)
	WBL	A (7.7)	A (7.4)
	WBT	A (0.0)	A (0.0)
Pendergrass Rd and Driveway 2	<b>Unsignalized</b>	<b>A (2.3)</b>	<b>A (1.9)</b>
	EBL	A (7.8)	A (7.9)
	EBT	A (0.0)	A (0.0)
	WBT/R	A (0.0)	A (0.0)
	SBL/R	B (11.9)	B (12.3)

Build Condition (2027) capacity analysis indicates:

- **SR 53 and W Jackson Rd/Driveway**
  - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
  - The westbound approach is projected to operate at LOS 'F' during both AM and PM peak hours.
- **SR 53 and Jefferson St**
  - The eastbound approach is projected to operate at LOS 'F' during both the peak hours.
- **SR 53 and Pendergrass Rd**
  - The westbound approach is projected to operate at LOS 'F' during the PM peak hour.

## 8 Summary of Findings

- The purpose of this study is to conduct a Traffic Impact Study (TIS) for a development of 334 residential units on approximately 143 acres fronting on Pendergrass Rd and E Jefferson St/Maddox Rd, east of Downtown Hoschton, Jackson County, Georgia. Also, to analyze and assess the impact of the development on the transportation infrastructure and identify the mitigation measures, if any, to support the proposed development.
- Turning Movement Counts (TMC's) were conducted at the study intersections on Tuesday, December 05, 2023, from 6:30 AM to 8:30 AM and from 2:00 PM to 6:00 PM.
- The AM Peak Hour was found to be 7:00 AM to 8:00 AM, and the PM Peak Hour was found to be 4:30 PM to 5:30 PM.
- Twenty-Four hours Bidirectional traffic counts were conducted at SR 53, north of SR 53 at Jefferson St intersection on Wednesday, July 19, 2023, and at SR 332 (Pendergrass Rd), east of SR 53 on Tuesday, August 16, 2022.
- Total bi-directional volume on SR 53 is 18,138 ADT and volume on SR 332 (Pendergrass Rd), east of SR 53 is 3,920 ADT.
- Based on the census data from Jackson County, GA. and the trend analysis for nearby GDOT Count Stations, an annual growth rate of 1.5% was established between 2023 and 2027.
- The proposed development is a residential development. Total trips generated are 3,150 trips with 251 occurring during AM Peak hour (65 entering and 186 exiting), 331 occurring during PM Peak hour (212 entering and 119 exiting).
- City staff relayed concerns with the potential impacts of school traffic queueing at dismissal time into the proposed roundabout at the W Jefferson St/Maddox Rd at W Jackson/Driveway 1 intersection. It is noted that roundabout will operate at LOS A in the Build Condition, and it is reasonable to expect the roundabout will operate at an acceptable LOS for many years. School dismissal queueing will impact the operations of the intersection regardless of the operational treatment. The roundabout offers better long-term operational characteristics than other treatments such as all-way stop or a two-way stop.
- Existing condition peak hour capacity analysis indicates:
  - **SR 53 and W Jackson Rd/Driveway**
    - The intersection operates at an overall acceptable LOS.
    - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
    - The westbound approach is projected to operate at LOS 'E' during the AM peak hour.
  - **SR 53 and Jefferson St**
    - The intersection operates at an overall acceptable LOS.
    - The eastbound approach is projected to operate at LOS 'E' and 'F' during the AM and PM peak hours respectively.

- **SR 53 and Pendergrass Rd**
  - The intersection operates at an overall acceptable LOS.
  - The westbound approach is projected to operate at LOS 'E' during the PM peak hour.
- **E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1**
  - The intersection operates at an overall acceptable LOS.
- No build condition (2027) peak hour capacity analysis indicates:
- **SR 53 and W Jackson Rd/Driveway**
  - The intersection operates at an overall acceptable LOS.
  - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
  - The westbound approach is projected to operate at LOS 'F' during the AM peak hour.
- **SR 53 and Jefferson St**
  - The intersection operates at an overall acceptable LOS.
  - The eastbound approach is projected to operate at LOS 'E' and 'F' during the AM and PM peak hours respectively.
- **SR 53 and Pendergrass Rd**
  - The intersection operates at an overall acceptable LOS.
  - The westbound approach is projected to operate at LOS 'F' during the PM peak hour.
- **E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1**
  - The intersection operates at an overall acceptable LOS.
- Build Condition (2027) capacity analysis indicates:
- **SR 53 and W Jackson Rd/Driveway**
  - The intersection operates at an overall acceptable LOS.
  - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
  - The westbound approach is projected to operate at LOS 'F' during both AM and PM peak hours.
- **SR 53 and Jefferson St**
  - The intersection operates at an overall acceptable LOS.
  - The eastbound approach is projected to operate at LOS 'F' during both AM and PM peak hours.
- **SR 53 and Pendergrass Rd**
  - The intersection operates at an overall acceptable LOS.
  - The westbound approach is projected to operate at LOS 'F' during the PM peak hour.
- **E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1 (Roundabout)**
  - The intersection operates at an overall acceptable LOS.

## 9 Recommendations

- 1) Construct a roundabout at the intersection of E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1.
- 2) Obtain a commercial driveway permit from GDOT District 1 Traffic Operations for the proposed driveway on SR 332.
- 3) Consider a corridor study for SR 53 between W Jackson Road and Towne Center Parkway to identify potential improvements to address the existing side street delays.

Jackson County public Development  
Attn: Jamie Dove  
67 Athens street  
Jefferson, Georgia 30549

FILED  
SUPERIOR COURT  
JACKSON COUNTY GA

2016 SEP 12 AM 11: 58

CAMIE W THOMAS. CLERK

Deed Doc: AFF  
Recorded 09/12/2016 02:00PM  
Georgia Intangible Tax Paid: \$0.00  
Camie W. Thomas  
Clerk Superior Court, JACKSON Co., GA  
Blk00740 Pg 0565-0572  
Penalty: \$0.00 Interest: \$0.00

STATE OF GEORGIA  
COUNTY OF JACKSON

AFFIDAVIT AS TO FACTS REGARDING ABANDONMENT

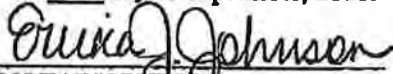
CROSS REFERENCE: Deed Book 61F, Page 33; Deed Book 68U, Page 713;  
Deed Book 50L, Page 26; Deed Book 6V, Page 149;  
Deed Book 50V, Page 195; Deed Book 70C, Page 707.

Personally appeared before the undersigned, an attesting officer duly authorized to administer oaths under the laws of the State of Georgia, Kevin Poe, County Clerk for Jackson County, Georgia, who, upon being duly sworn, does hereby state that on June 20, 2016 the Jackson County Board of Commissioners voted unanimously to approve a Resolution of Road Abandonment to abandon E.G. Barnett Road right-of-way lying within Parcel Identification Numbers 112 035A, 112 035B, 113 002, 113, 002A, 113 003A, 113 005, and 119 019. A certified copy of the Resolution of Road Abandonment is attached hereto as Exhibit "A".

FURTHER AFFIANT SAYETH NOT.

  
\_\_\_\_\_  
KEVIN POE, COUNTY CLERK

Sworn to and subscribed before me  
this 9<sup>th</sup> day of September, 2016.

  
\_\_\_\_\_  
NOTARY PUBLIC

My Commission Expires June 25, 2020





GEORGIA, JACKSON COUNTY

CLERK'S CERTIFICATE

I, ERICKA J. JOHNSON, Deputy Clerk of the Jackson County Board of Commissioners do hereby certify that the within and the foregoing is a true and accurate copy of the resolution. (RES-16-011) approved by the Jackson County Board of Commissioners on August 15, 2016. I further certify that the original of same appears in the official record of the Jackson County Board of Commissioners which is in my custody and control.

WITNESS my hand and official seal of the Jackson County Board of Commissioners, this 31<sup>st</sup> day of August, 2016.



  
Ericka J. Johnson

8/31/16  
Date

**A RESOLUTION OF ROAD ABANDONMENT  
BY THE BOARD OF COMMISSIONERS  
OF JACKSON COUNTY, GEORGIA**

WHEREAS, PREMIER REALTY ASSOCIATES, INC.; HOME FOR ME, LLC; BARBARA A. REYNOLDS; LYNDEL L. REYNOLDS; PAUL T. CHEEK, JR. A/K/A PAUL TALMADGE CHEEK, JR. A/K/A PAUL CHEEK, JR.; BRENDA ANN CHEEK A/K/A BRENDA CHEEK; WILLIAM J. PENDERGRAST; and WILLIAM H. SELL A/K/A W.H. SELL, have requested that E.G. Barnett Road, lying in Militia District 1407 of Jackson County, Georgia, be abandoned; and

WHEREAS, E.G. Barnett Road lies within property identified and designated as Parcel Identification Numbers 112 035A, 112 035B, 113 002, 113 002A, 113 003A, 113 005, and 119 019 by the Jackson County Board of Tax Assessors; and

WHEREAS, a sketch of the above-referenced right of way lying within Parcel Identification Numbers 112 035A, 112 035B, 113 002, 113 002A, 113 003A, 113 005, and 119 019 has been tendered and is attached hereto as Exhibit "A" showing the location of E.G. Barnett Road which has been requested to be abandoned; and

WHEREAS, Section 32-7-2(b)(1) of the Official Code of Georgia Annotated authorizes a County to abandon a section of the County road system which has for any reason ceased to be used by the public to the extent that no substantial public purpose is served by it after notice to property owners located thereon; and

WHEREAS, said Section 32-7-2(b)(1) of the Official Code of Georgia Annotated provides that upon the certification by the County, recorded in its minutes, accompanied by a plat or sketch, after notice to property owners located thereon, the County may declare that section of road to no longer be a part of the County road system, and the rights of the public in and to the section of road as a public road shall cease; and

WHEREAS, pursuant to Section 32-7-2(b)(2) of the Official Code of Georgia, Jackson County provided notice of the proposed abandonment to the City of Hoschton, which objected to the proposed abandonment but did not certify its willingness and desire to take over and maintain E.G. Barnett Road in accordance with Section 32-7-2(b)(3) of the Official Code of Georgia;

WHEREAS, pursuant to Section 32-7-2(b)(3) of the Official Code of Georgia, if such municipality is unwilling to take over the road and maintain it, the property may be disposed of by the county and provided, further, that before the county disposes of the abandoned road it shall give 15 days' notice to the municipality during which time such municipality may reconsider its decision and take over the road.

WHEREAS, notice of the public hearing for the abandonment of the proposed parcels were duly published within the County legal organ; and

WHEREAS, a public hearing was held on June 20, 2016 at the appointed time;

WHEREAS, upon completion of the public hearing the Jackson County Board of Commissioners voted to proceed with abandonment of E.G. Barnett Road by majority vote;

WHEREAS, there does not appear to be any deed into Jackson County, which provides title to said road, and therefore, any rights of the public would be prescriptive in nature;

WHEREAS, PREMIER REALTY ASSOCIATES, INC.; HOME FOR ME, LLC; BARBARA A. REYNOLDS; LYNDEL L. REYNOLDS; PAUL T. CHEEK, JR. A/K/A PAUL TALMADGE CHEEK, JR. A/K/A PAUL CHEEK, JR.; BRENDA ANN CHEEK A/K/A BRENDA CHEEK; WILLIAM J. PENDERGRAST; and WILLIAM H. SELL A/K/A W.H. SELL, the owners of properties that abut the referenced right of way sought to be abandoned, have requested the action which is the subject of this Resolution and, therefore, have actual notice of the proposed abandonment described herein,

**NOW, THEREFORE, IT IS HEREBY RESOLVED:**

1. That it is the determination of this Board that E.G. Barnett Road, as shown on the attached sketch (see Exhibit "A"), has ceased to be used by the public to the extent that no substantial public purpose is served by said road;
2. That it is the determination of the Board that the best interests of Jackson County and its citizens and taxpayers is to no longer provide maintenance service upon a road which has ceased to serve a substantial public purpose;
3. That the best interests of Jackson County are served by abandoning said property so, it may become non-exempt for ad valorem tax purposes as determined by the Jackson County Board of Tax Assessors and the Jackson County Tax Commissioner;
4. That it is otherwise in the best interest of the health, safety and welfare of the abutting property owners and it is otherwise in the best public interest for said road to be abandoned;
5. That Jackson County makes no finding as to whether the City of Hoschton has any property right or right to maintain E.G. Barnett Road or any portion thereof;
6. That the City of Hoschton is hereby notified that E.G. Barnett Road will be deemed abandoned by Jackson County effective fifteen (15) days from the date of this resolution pursuant to the aforementioned Code Section § 32-7-2(b)(3).

THIS RESOLUTION is hereby adopted this 18<sup>th</sup> day of August, 2016.

**JACKSON COUNTY BOARD OF COMMISSIONERS**

*Tom Crow*

Tom Crow, Chairman



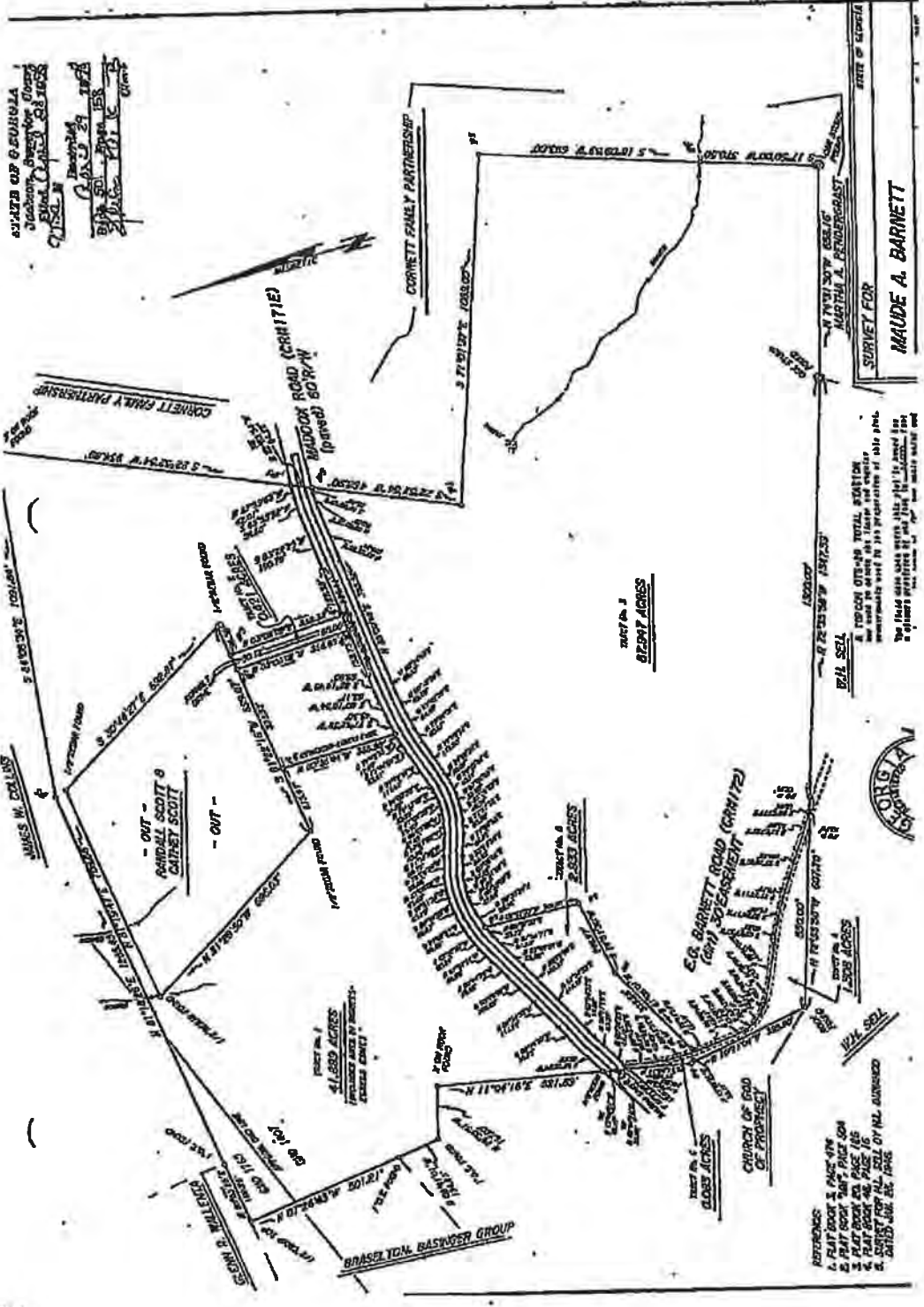
Attest:

*Crivica Johnson*  
Clerk to the Board





STATE OF GEORGIA  
 Notary Public for State  
 of Georgia  
 My Comm. Expires  
 1978  
 1978  
 1978



TRACT NO. 1  
 41,580 ACRES  
 (EXCLUDED AREA BY SURVEY)  
 (SEE PLAN)

TRACT NO. 2  
 2,500 ACRES

TRACT NO. 3  
 1,500 ACRES

TRACT NO. 4  
 1,500 ACRES

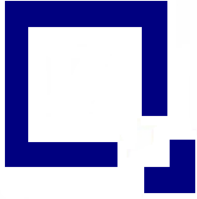
TRACT NO. 5  
 2,500 ACRES

TRACT NO. 6  
 2,500 ACRES

REFERENCES:  
 1. PLAT BOOK 3, PAGE 478  
 2. PLAT BOOK 347, PAGE 104  
 3. PLAT BOOK 40, PAGE 16  
 4. PLAT BOOK 40, PAGE 16  
 5. SURVEY FOR H.L. SOUL OF H.L. SOUL  
 DATED JULY 28, 1956

STATE OF GEORGIA  
 SURVEY FOR  
**MAUDE A. BARNETT**





**Jerry Weitz & Associates, Inc.**  
**Planning & Development Consultants**

1225 Rucker Road, Alpharetta, Georgia 30004  
Phone: (404) 502-7228 E-Mail: [jweitz@bellsouth.net](mailto:jweitz@bellsouth.net)

Growth Management  
Comprehensive Planning  
Zoning & Land Use Regulations  
Land Development Applications  
Expert Testimony  
Intergovernmental Relations

June 1, 2016

The Honorable Board of Commissioners  
Jackson County, Georgia  
c/o Ms. Gina Roy, Director of Public Development  
67 Athens Street  
Jefferson, Georgia 30549

Re: June 20<sup>th</sup> agenda item – request to abandon E. G. Barnett Road

Dear Sirs:

As the consulting city planner for the City of Hoschton, I have been asked to provide an opinion as to whether the request to abandon E.G. Barnett Road is in the best interests of the city and county. This letter provides reasons why I believe it is not in the best interests of the City of Hoschton or Jackson County to abandon E.G. Barnett Road.

The subject road connects Maddox Road and Pendergrass Road (SR 332). The road lies in unincorporated area near Maddox Road, traverses through the City of Hoschton, then outside the city limits again where it connects with Pendergrass Road. That portion of E.G. Barnett Road within the City of Hoschton is shown on a survey for Maude A. Barnett, recorded in Plat Book 50, Page 158, Jackson County records. It is referred to as CR #172 and a 30-foot-wide easement on said survey (attached).

In 2005, Hoschton annexed approximately 70 acres on the south side of Maddox Road, including a portion of E.G. Barnett Road. Construction plans for a residential subdivision development (175 lots) were later approved by the city for the property within the City of Hoschton. This residential project is in the process of being revived after a decade or more of being dormant. The approved construction drawings show that E.G. Barnett Road would be retained and the new residential subdivision connected to it. That development relies on E.G. Barnett Road in part to distribute vehicular traffic and also for purposes of water and sewer utility connections to the city systems. Infrastructure for the subdivision is installed within E.G. Barnett Road as I understand from the city's water and sewer engineers and the approved construction plans for the residential development.

I will defer to city and county legal counsel on such matters, but it seems appropriate to question the authority of the Board of Commissioners to abandon a public right-of-way within the corporate limits of a municipality, in light of the following state law provision:

“§ 36-36-7. (c) Whenever a municipality annexes land on both sides of a county road right of way, the annexing municipality shall assume the ownership, control, care, and maintenance of such right of way unless the municipality and the county agree otherwise by joint resolution.”

If legal counsel confirms that the portion of the road in the city is owned by the city per state annexation law, then it would not be appropriate for the county to abandon that portion of the road.

In addition, it would not be appropriate to abandon that part of E.G. Barnett Road between city limits and Maddox Road, since it would cut off the city portion of the road from access to Maddox Road.

E. G. Barnett Road travels through urban and suburban character areas (year 2025) as designated in the Jackson County comprehensive plan adopted by the Board in 2015. The county's adopted future land use plan map (year 2025) shows commercial and residential development north of Maddox Road and residential land use along most of E. G. Barnett Road south of the Hoschton city limits and north of Pendergrass Road (SR 332). All of the subject area lies within the City of Hoschton's water and sewer service area and is anticipated to be served with public water and sanitary sewer. It is reasonable to anticipate that the subject area may eventually become part of the city, given it is within the city's water and sewer service area and slated for suburban and urban development. Connectivity of the existing road network is an important policy of the Jackson County comprehensive plan for suburban and urban areas; abandonment of E.G. Barnett Road would work against this policy.

Further, please consider the impact to the traveling public if E.G. Barnett Road was abandoned. With E.G. Barnett Road open to the public, it is only about 0.6 mile from Maddox Road to Pendergrass Road (SR 332). The Board should anticipate the need for Barnett Road to remain as part of the road network serving future suburban and urban development in the area. If E.G. Barnett Road was abandoned, any person (including county emergency service providers) would have to travel approximately three times that distance, or 1.8 miles, from Maddox Road to Pendergrass Road through the City of Hoschton, using East Jefferson Street, New Street and Pendergrass Road. There are no other public roads in the vicinity to connect Maddox Road and Pendergrass Road. Abandonment would result in a circuitous route through the city with longer response/travel times, further congesting the city's central street system.

While the area is still agricultural in character today, the Board should anticipate the changes that will occur in this area. When the subdivision annexed by the city in 2005 is built out, it will likely generate 1,750 vehicle trips per day, based on typical trip generation rates of 10 daily trips per dwelling unit. Additional commercial and residential development north of Maddox Road, as anticipated in the county's plan, will also increase traffic in the vicinity, making Barnett Road all the more important in terms of future road plans for the city and county.

For these reasons, I believe the requested abandonment of E.G. Barnett Road would not be in the best interests of the city or county and may not be appropriate given applicable state annexation laws, though again I defer to county and city legal counsel on such legal questions. It is also in the best interest of the county to ensure that partially developed residential subdivisions be brought back to life. The abandonment of E.G. Barnett Road may make it much more difficult for the city to ensure water and sanitary sewer connections to the residential development, thereby working against that objective.

Sincerely,

Jerry Weitz, Ph.D., FAICP  
Consulting Planner

Attachment

# HOSCHTON CITY COUNCIL

## Council Meeting

June 6, 2016

**Call to Order-** Mayor Theresa Kenerly called the meeting to order.

### **Roll Call of Council**

Mayor Theresa Kenerly  
Post 2: Tracy Jordan  
Post 4: Mindi Kiewert

Post 5: Scott Butler  
Post 6: Jim Cleveland

The Hoschton City council met on June 6, 2016. All members were present for the meeting.

\*Tracy Jordan was sworn in as new council member representing Post 2.

**Approval of the minutes and agenda-** Jim Cleveland made a motion to approve the minutes and agenda. Seconded by Scott Butler. All were in favor.

### **New Business-Consent**

- Easement- Motion to accept easement from RJF Realty, LLC (Dentist office)
- EMI- Approval to spend \$11,600 to allow EMI to perform appropriate testing to explore ground water research.
- Resolution to oppose the abandonment of the right away of E.G. Barnett Rd. This resolution will be presented to the Board of Commissioners at their next meeting.

A motion was made by council member Mindi Kiewert to approve all consent agenda items. Seconded by Scott Butler. All were in favor.

**Adjourn-** Motion to adjourn made by Jim Cleveland; seconded by Scott Butler. All were in favor. The meeting adjourned.