



CIVILITY PLEDGE

The way we govern ourselves is often as important as the positions we take. Our collective decisions will be better when differing views have had the opportunity to be fully vetted and considered. All people have the right to be treated with respect, courtesy and openness. We value all input. We commit to conduct ourselves at all times with civility and courtesy to each other.

Brian Wismer, Chairman
Lucy Dolan, V. Chairman
G. Leah Davis
Rob Hall
Miller Radford
Jeanne Rast
Cliff Thomas

Planning Commission Meeting

700 Doug Davis Drive
Hapeville, GA 30354

April 11, 2023 6:00 PM

AGENDA

1. Call to Order

2. Roll Call

Brian Wismer, Chairman
Lucy Dolan, V. Chairman
G. Leah Davis
Rob Hall
Miller Radford
Jeanne Rast
Cliff Thomas

3. Approval of Minutes

3.I. Minutes of March 14, 2023_draft

4. Old Business

4.I. 3558-3668 Elm St., 522-530 Porsche Ave., 543-573 College St., 3560-3572 Perkins St., 0 Perkins St. Revised Site Plan Review

Background:

Phil Carson of MCRT Investments, LLC is requesting review of a revised site plan to construct a mixed- use development at 3558-3668 Elm St. (Parcel ID's: 14-0096-0005-002-7, 14-0096-0005-003-5, 14-0096-0005-023-3, 14-0096-0005-002-7, 14-0096-0005-006-8, 14-0096-0005-007-6, 14-0096-0005-017-5, 14-0096-0005-022-5), 522-530 Porsche Ave. (Henry Ford II Ave.), (Parcel ID's: 14-0095-0001-009-7 and 14-0095-0001-028-7), 543-573 College St. (Parcel ID's: 14-0095-0001-031-1, 14-0095-0001-015-4, 14-0095-0001-014-7, 14-0095-0001-013-9, 14-0095-0001-012-1) 3560 and 3572 Perkins St., 0 Perkins St. (Parcel ID's: 14-0095-0001-011-3, 14-0095-0001-018-8, 14-0095-0001-033-4). The properties are zoned RMU, Residential Mixed Use and are subject to the design requirements for Commercial/Mixed Use Area of the Architectural Design Standards. *The Planning Commission approved this item on January 17, 2023.*

Documents:

1. Application - 3558 Elm Street_Revised Site Plan_Redacted
2. Plans - 3558 Elm Street_Revised Plans
3. Traffic Study_FINAL_Modera Hapeville TIA_2023-02-20
4. Planners Report Site Plan Review 3558 Elm Revised Layout
5. Engineer's Report - 3558 Elm Street Concept Site Plans Review -3
6. Arborist Report - 3558 Elm Street_2nd Review
7. Fire Marshal Report - 3558 Elm Street

5. New Business

- 5.I. 3264 Springhaven Drive Final Plat Review (Lots 1-6 and 53-58)

Background:

Alex Popham is requesting final plat review for the property located at 3264 Springhaven Drive, Buildings 1-6 and Buildings 53-58, Parcel Identification Number 14-0098-0009-048-

4. The properties are zoned P-D, Planned Development.

Documents:

1. Application - 3264 Springhaven Drive_final plat_Redacted
2. Plans - 3264 Springhaven Drive_final plat_lots 1-6 and 53-58
3. Planner's Report - 3264 Springhaven Stillwood Subdivision First Phase
4. Engineer's Report - 3264 Springhaven_Stillwood Final Plat Review -1

6. **Next Meeting Date - May 9, 2023 at 6:00 PM**

7. **Adjourn**



Brian Wismer, Chairman
Lucy Dolan, Vice Chairman
G. Leah Davis
Rob Hall
Miller Radford
Jeanne Rast
Cliff Thomas

**Planning Commission Meeting
700 Doug Davis Drive
Hapeville, Georgia 30354**

March 14, 2023 6:00 PM

MINUTES

1. Called to Order at 6:04 PM.

2. Roll Call

Brian Wismer, Chairman
Lucy Dolan, Vice Chairman
G. Leah Davis
Rob Hall
Miller Radford - Teleconference
Jeanne Rast - Absent
Cliff Thomas

3. Approval of Minutes

3.I. Minutes of January 17, 2023

MOTION ITEM: Cliff Thomas made a motion to approve the minutes of January 17, 2023, as submitted. Lucy Dolan seconded the motion. Motion carried: 5-0.

4. New Business

4.I. 0 Norman Berry Drive

Rezoning Request

Background:

Sam Arthopoeus representative of the applicant Williams Teusink, LLC submitted a request to rezone the property located at 0 Norman Berry Drive on Land Lot 127 of the 14th District, City of Hapeville, Fulton County, Georgia, Parcel Identification Number 14 0127 LL1230 from U-V, Urban Village to C-2, General Commercial for the purpose of constructing a hotel.

Mr. Artopoeus stated Fort Wayne Capital LLC purchased the property in 2015 and at that time the property was zoned C-2. Mr. Artopoeus also stated that the applicant wishes to build a hotel as per the submitted site plan. Mr. Artopoeus stated that the applicant did not wish to declare a use and would like to develop the property as “they see fit” under the C-2 zoning regulations. Mr. Artopoeus also stated there was no specific plan but rather they wanted to keep options open under C-2.

Findings:

Dr. Patterson stated the city received a rezoning application from Williams Teusink LLC on behalf of Fort Wayne Capital LLC requesting the rezoning of a 1.351 acre (58,858 SF) parcel located at 0 Norman Berry Drive (Parcel ID 14 0127 LL1230) from U-V, Urban Village to C-2 General Commercial. The rezoning application for the property had been submitted in September 2022 with incorrect information regarding the proposed parcel for consideration including incorrect parcel data, a survey for an adjacent property, an out-of-date site plan for an extended stay hotel, and the wrong legal description. Staff spoke with Sam Artopoeus representing Williams Teusink outlining the deficient and incorrect application data as well as the proposed site plan (2015) for an extended stay hotel would not be allowed per Code. Mr. Artopoeus requested a delay in review until the application materials could be located and submitted. A correct property survey was provided on February 7, 2023 via email.

An additional conversation was held with Mr. Artopoeus in February advising him of missing information regarding site plan/proposed use. Mr. Artopoeus advised Staff that the proposed use was undecided.

Mr. Artopoeus was advised some indication for the proposed use (site plan, description, parcel sales marketing materials, etc.) should be provided to help inform City staff, the Planning Commission, and the Mayor & Council with their evaluation of the rezoning case. The applicant declined verbally and, in an email, dated February 7, 2023, to provide the requested information, while also acknowledging that Fort Wayne Capital had been advised that additional information was needed. However, Mr. Artopoeus advised that Fort Wayne Capital would not provide a new site plan or any additional information to assist in the review of the application based on a proposed use.

The present land use is vacant. The property had been approved as a commercial parking lot in January 2022 upon completion of all Council requirements. These requirements have not been met as of the date of this report; therefore, the property has not been permitted as a commercial parking lot.

The parcel has been zoned U-V, Urban Village since 2013. The proposed rezoning is C-2. The parcel immediately adjacent to the south is zoned U-V. The parcel to the east is located in the City of East Point, not Hapeville. The parcels located across I-85 to the north and to the east (not adjacent to the parcel) are zoned C-2. The permitted uses and other site requirements for both zoning districts are provided below.

The City of Hapeville Future Land Use Map identifies the property as High Intensity Mixed Use, consistent with the surrounding parcels.

A billboard sign permit was reviewed and approved for zoning compliance in October 2022.

Recommendation:

Despite repeated written and verbal requests, the applicant has declined to provide a proposed use to support the need for the rezoning application. Without this information, the Planner cannot provide a recommendation based upon the Code requirements.

Commissioner Hall asked regarding the plan for parking. Mr. Artopoeus stated they would possibly do underground parking or a shared parking agreement with the adjacent property owner.

Commissioner Wismer confirmed the current zoning and use allows for hotels. The applicant can request a conditional use permit.

Public Comment

Joseph Netto, 709 Reed Street, Atlanta, Georgia 30315. Mr. Netto, representative of Hapeville Centers located at 1155 Virginia Avenue. Mr. Netto expressed concerns regarding access to parking and a potential hindrance to their current tenants. Mr. Netto also expressed concerns regarding the impact on the existing water and sewer service and the existing tenants.

End of Public Comment.

MOTION ITEM: Rob Hall made a motion to recommend the Mayor and Council deny the rezoning request for 0 Norman Berry Drive, (Parcel ID: 12 0127 LL1230). The motion was seconded by Lucy Dolan. Motion carried: 5-0.

4.II. 3034, 3038, and 3044 Springdale Road

Preliminary Plat Review

Background:

Zain Farishta of Kimley-Horn requested preliminary plat review for the properties located at 3034, 3038, and 3044 Springdale Road (Parcel ID: 14-0099-0001-088-7, 14-0099-0001-023-4, 14-0099-0001-022-6) for the purpose of constructing a townhome development. The properties are zoned V, Village.

Findings:

The applicant should provide the following information to complete the preliminary plat:

- Address of owner
- Date of plat
- Zoning of adjacent parcels
- Size of individual parcels to be consolidated
- 5' addition right of way required and dedication of said right of way
- Utility connections per Engineer's report
- Grades at 5' intervals or less.

The applicant should address any outstanding issues raised in the Engineer's report. A final plat is required prior to sale of any single family attached units.

Recommendation

Once the necessary revisions are made, the preliminary plat may be approved with the understanding the applicant shall comply with all other zoning rules, regulations, covenants, and easements of record.

Public Comment:

None.

MOTION ITEM: Cliff Thomas made a motion to approve the preliminary plat for the properties located at 3034, 3038, and 3044 Springdale Road subject to the approval of a final plat prior to the sale of any units. Lucy Dolan seconded the motion. Motion Carried: 5-0.

4.III. 3034, 3038, and 3044 Springdale Road

Site Plan Review

Background:

Zain Farishta of Kimley-Horn requested site plan review for the properties located at 3034, 3038, and 3044 Springdale Road (Parcel ID: 14-0099-0001-088-7, 14-0099-0001-023-4, 14-0099-0001-022-6) for the purpose of constructing a townhome development. The properties are zoned V, Village.

Findings:

The development includes the construction of 59 single family attached homes on a newly consolidated parcel of 3.88 acres. The site includes 5 guest parking spaces, and a tree save area.

The proposed project includes three and four bedroom units ranging in size from 1,936 SF to 2,147 SF.

An additional 5' of right of way is required for Cofield Ave. The site plan should be adjusted for the dedication of this right of way and the buildings moved back to 15'. Furthermore, the steps and awnings are located in the front setback.

The site plan provided has a number of deficiencies per Code that must be rectified.

- The subdivision plat requires an additional 5' of right of way along Cofield Drive. This should be shown on the site plan and dedicated to the city. The setback should then be updated to accommodate the new property line.
- Setbacks should be shown to the closest building element.
- The steps and awnings for the units cannot be located in the setback.
- The retaining wall design meets Architectural guidelines.
- The drive aisle is not to be dedicated to the city but is rather a private driveway and will be maintained by the HOA.
- A wall or fence should be shown along the northern boundary.
- No parking will be allowed along the interior driveway as this is to be kept clear for Fire vehicles.
- Only 5 guest parking spaces have been provided for 59 townhomes. The dimensions for the individual driveways (depth) have not been provided. If the proposed driveways are

deep enough to accommodate additional cars, additional visitor parking may not be required by the Planning Commission.

- Address all items in the arborist report.
- Show mechanical location and screening.
- There is no parking for the mail kiosk.
- Provide correct site coverage.
- Project timeline should be provided.
- The building elevations will be reviewed by the Design Review Committee for compliance with the Architectural Design Standards.

Staff recommended the applicant address the aforementioned deficiencies and update the site plan including Engineer's comments and obtain an approval for the landscape/tree plan from the Arborist prior to site plan review.

Public Comment:

None.

MOTION ITEM: Cliff Thomas made a motion to table the application for 3034, 3038, and 3044 Springdale Road until Tuesday, April 11, 2023. Leah Davis seconded the motion. Motion carried: 5-0.

6. Next Meeting Date – April 11, 2023 at 6:00 p.m.

7. Adjourn

MOTION ITEM: Lucy Dolan made a motion to adjourn the meeting at 7:01 p.m. Leah Davis seconded the motion. Motion carried: 5-0.

Respectfully submitted by,

Brian Wismer, Chairman

Adrienne Senter, Secretary

23-PC-04-09

**CITY OF HAPEVILLE
ECONOMIC DEVELOPMENT DEPARTMENT
PLANNING COMMISSION APPLICATION**

Name of Applicant Phil Carson (MCRT Investments LLC)

Mailing Address: 3715 Northside Parkway, Suite 2-440, Atlanta GA 30327

Telephone 404-383-1142 Mobile # [REDACTED] Email pcarson@mcrttrust.com

Property Owner (s) CML Hapeville, LLC

Mailing Address 3715 Northside Parkway, Suite 4-100, Atlanta GA 30327

Telephone 404-864-4010 Mobile # [REDACTED]

Address/Location of Property: See Appendix

Parcel I.D. # **(INFORMATION MUST BE PROVIDED):** See Appendix

Present Zoning Classification: RMU Size of Tract: 8.31 acre(s)

Present Land Use: Three single family residential properties, undeveloped parcels, and vacant parcels with concrete slabs

Please check the following as it applies to this application

☒ Site Plan Review
☐ Conditional Use Permit
☐ Temporary Use Permit
Other (Please State) _____

I hereby make application to the City of Hapeville, Georgia for the above referenced property. I do hereby swear or affirm that the information provided here and above is true, complete and accurate, and I understand that any inaccuracies may be considered just cause for invalidation of this application and any action taken on this application. I understand that the City of Hapeville, Georgia, reserves the right to enforce any and all ordinances. I further understand that it is my/our responsibility to conform with all of City of Hapeville's Ordinances in full. I hereby acknowledge that all requirements of the City of Hapeville shall be adhered too. I can read and write the English language and/or this document has been read and explained to me and I have full and voluntarily completed this application. I understand that it is a felony to make false statements or writings to the City of Hapeville, Georgia pursuant to O.C.G.A. 16-10-20 and I may be prosecuted for a violation thereof.

Phil Carson
Applicant's signature

Date: 3/14/23

Sworn to and subscribed before me

This 14 day of March, 2023.

Angela Laocharoen
Notary Public



**CITY OF HAPEVILLE
ECONOMIC DEVELOPMENT DEPARTMENT
PLANNING COMMISSION APPLICATION**

WRITTEN SUMMARY

In detail, provide a summary of the proposed project in the space provided below. (Please type or print legibly.)

PLEASE SEE ATTACHED PROJECT SUMMARY

PLEASE SEE ATTACHED PROJECT SUMMARY

**CITY OF HAPEVILLE
ECONOMIC DEVELOPMENT DEPARTMENT
PLANNING COMMISSION APPLICATION**

AUTHORIZATION OF PROPERTY OWNER

I CERTIFY THAT I AM THE OWNER OF THE PROPERTY LOCATED AT:

See Appendix

City of Hapeville, County of Fulton, State of Georgia

WHICH IS THE SUBJECT MATTER OF THIS APPLICATION. I AUTHORIZE THE APPLICANT NAMED BELOW TO ACT AS THE APPLICANT IN THE PURSUIT OF THIS APPLICATION FOR PLANNING COMMISSION REVIEW.

Name of Applicant Phil Carson (MCRT Investments LLC)

Address of Applicant
3715 Northside Parkway, Suite 2-440, Atlanta GA 30327

Telephone of Applicant
404-383-1142

CMC Hapeville, LLC.


Signature of Owner

Robert Paul Carson
Print Name of Owner

Personally Appeared Before Me this 14 day of March, 2023.

Angela Laocharoen
Notary Public



APPENDIX A
EXISTING PROPERTY OWNERS

MCRT Hapeville - Existing Parcel Appendix

Parcel Number	Parcel ID	Street Address	Acreage	Owner
48	14 009600050027	3668 Elm Street	0.390	CML Hapeville, LLC
47	14 009600050035	3660 Elm Street	0.390	CML Hapeville, LLC
46	14 009600050233	3656 Elm Street	0.652	CML Hapeville, LLC
45	14 009600050068	3652 Elm Street	0.230	CML Hapeville, LLC
44	14 009600050076		0.460	CML Hapeville, LLC
43	14 009600050175	3648 Elm Street	0.369	CML Hapeville, LLC
42	14 009600050225	3562 Elm Street	0.543	CML Hapeville, LLC
41	14 009600050217	3558 Elm Street	1.269	CML Hapeville, LLC
40	14 009500010097	522 Henry Ford II Avenue	0.378	CML Hapeville, LLC
39	14 009500010287	530 Henry Ford II Avenue	0.398	CML Hapeville, LLC
XX	14 009500010113	3572 & 3560 Perkins Street	1.127	City of Hapeville*
	14 009500010188			
33	14 009500010337		0.139	CML Hapeville, LLC
34	14 009500010311	573 College Street	0.732	CML Hapeville, LLC
35	14 009500010154	557 College Street	0.281	CML Hapeville, LLC
36	14 009500010147	555 College Street	0.269	CML Hapeville, LLC
37	14 009500010139	549 College Street	0.278	CML Hapeville, LLC
38	14 009500010121	543 College Street	0.405	CML Hapeville, LLC
			8.310	
Excluding City Parcel			7.183	

Site Plan Checklist – Please include with your application.

A site plan is used to determine the practical ability to develop a particular property within the City of Hapeville. Information relating to environmental condition, zoning, development impact, consistency with the Hapeville Comprehensive Plan and relevant town master plans will be considered in the decision process. To be considered, a site plan **must** contain the following information:

(Please **initial** each item on the list above certifying the all required information has been included on the site plan)

PC

A brief project report shall be provided to include an explanation of the character of the proposed development, verification of the applicant's ownership and/or contractual interest in the subject site, and the anticipated development schedule. Please complete and submit all forms contained within the application for site plan review.

PC

Site plans shall be submitted indicating project name, applicant's name, adjoining streets, scale, north arrow and date drawn.

PC

The locations, size (sf) and height (ft) of all existing and proposed structures on the site. Height should be assessed from the base of the foundation at grade to the peak of the tallest roofline.

PC

Site plans shall include the footprint/outline of existing structures on adjoining properties. For detached single-family residential infill development, the front yard setback shall be assessed based on the average setback of existing structures on adjoining lots. Where practical, new construction shall not deviate more than ten (10) feet from the average front yard setback of the primary residential structure on an adjoining lot. Exemption from this requirement due to unnecessary hardship or great practical difficulty can be approved at the discretion of the Planning Commission. To be considered for an exemption, the applicant must submit a "Request for Relief" in writing with their site plan application, including the conditions that necessitate relief (i.e. floodplain, wetland encroachment, excessive slope, unusual lot configuration, legally nonconforming lot size, unconventional sitting of adjoining structures, etc).

PC

The location and general design cross-section characteristics of all driveways, curb cuts and sidewalks including connections to building entrances. A walkway from the primary entrance directly to the public sidewalk is required for all single-family residential development.

PC

The locations, area and number of proposed parking spaces. Please refer to Article 22.1 Chart of Dimensional Requirements to determine the correct number of parking spaces for your particular type of development.

PC

Existing and proposed grades at an interval of five (5) feet or less.

PC

The location and general type of all existing trees over six (6) inch caliper and, in addition, an identification of those to be retained. Requirements for the tree protection plan are available in Code Section 93-2-14(f). Please refer to Sec. 93-2-14(y) to determine the required tree density for your lot(s).

PC

A Landscape Plan: The location and approximate size of all proposed plant material to be used in landscaping, by type such as hardwood deciduous trees, evergreen trees, flowering trees and shrub masses, and types of ground cover (grass, ivies, etc.). Planting in parking areas should be included, as required in Section 93-23-18.

PC

The proposed general use and development of the site, including all recreational and open space areas, plazas and major landscape areas by function, and the general location and description of all proposed, outdoor furniture (seating, lighting, telephones, etc.). Detached single-family residential development may be exempt from this requirement.

PC

The location of all retaining walls, fences (including privacy fences around patios, etc.) and earth berms. Detached single-family residential development may be exempt from this requirement.

PC

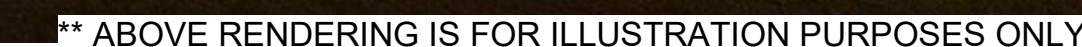
The identification and location of all refuse collection facilities, including screening to be provided. Detached single-family residential development may be exempt from this requirement.

- PC Provisions for both on-site and offsite storm-water drainage and detention related to the proposed development.
- PC Location and size of all signs. Detached single-family residential development may be exempt from this requirement.
- PC Typical elevations of proposed building provided at a reasonable scale (1/8" = 1'0") and include the identification of proposed exterior building materials. Exterior elevations should show all sides of a proposed building.
- PC Site area (square feet and acres).
- PC Allocation of site area by building coverage, parking, loading and driveways, and open space areas, including total open space, recreation areas, landscaped areas and others. Total dwelling units and floor area distributed generally by dwelling unit type (one-bedroom, two-bedroom, etc.) where applicable.
- PC Floor area in nonresidential use by category. Detached single-family residential development may be exempt from this requirement.
- PC Total floor area ratio and/or residential density distribution.
- PC Number of parking spaces and area of paved surface for parking and circulation
- PC At the discretion of the planning commission, analyses by qualified technical personnel or consultants may be required as to the market and financial feasibility, traffic impact, environmental impact, storm water and erosion control, etc. of the proposed development.

Please **initial** each item on the list above certifying the all required information has been included on the site plan, sign and submit this form with your site plan application. Failure to include this form and information required herein may result in additional delays for the consideration of your application.

Applicant Signature: Phil Carson
 Date 3 / 14 / 23

A DEVELOPMENT FOR MILL CREEK RESIDENTIAL



03/14/2023

The map shows a street grid with several landmarks and businesses. A red dot marks the proposed site location at the intersection of the main road and a side street. An arrow points from the label 'SITE' to this red dot. The map includes labels for various locations such as 'Theatre on the Square', 'Catholic Community Center', 'St. John's Catholic Church', and 'St. John's Catholic School'. Other labels include 'Duke's Bar', 'Theatre on the Square', 'Catholic Community Center', 'St. John's Catholic Church', 'St. John's Catholic School', 'Duke's Bar', 'Theatre on the Square', 'Catholic Community Center', 'St. John's Catholic Church', and 'St. John's Catholic School'.

PROJECT DESCRIPTION:

THE PROJECT INCLUDES 300 FOR-RENT MULTI-FAMILY RESIDENTIAL APARTMENT UNITS ON A 8.41-ACRE PARCEL LOCATED IN HAPEVILLE, GEORGIA. THERE WILL BE THREE RESIDENTIAL BUILDING TYPES. TWO TYPES ARE FOUR STORY BUILDINGS OF WOOD-FRAMED CONSTRUCTION AND ONE TYPE IS 4-STORY WOOD-FRAMED ABOVE ONE LEVEL OF RETAIL. RESIDENTIAL AMENITIES INCLUDE A POOL, TWO-STORY CLUBHOUSE AND GREEN SPACE. THE CLUBHOUSE INCLUDES A FITNESS CENTER, CLUBROOM, LEASING, CO-WORK ROOM, GAME ROOM, BALCONY AND DECK OVERLOOKING THE POOL AND DOWNTOWN HAPEVILLE.

THE DRAWINGS FOR THIS PROJECT ARE THE PROPERTY OF DYNAMIK DESIGN. COPIES OF THE DRAWINGS MAY BE USED ONLY BY THE OWNER TO CONSTRUCT AND OCCUPY THIS PROJECT. NEITHER THE DRAWINGS NOR THE DESIGN INDICATED ON THE DRAWINGS MAY BE REPRODUCED NOR USED FOR ANY OTHER PROJECT OR PURPOSE. DYNAMIK DESIGN ACCEPTS RESPONSIBILITY ONLY FOR THOSE DRAWINGS WHICH HAVE AN ORIGINAL SEAL, SIGNATURE, CONSTRUCTION ISSUE DATE AND DATE OF FINAL REVISIONS.

THIS PROJECT SHALL BE IN COMPLIANCE WITH THE FOLLOWING CODES (INCLUDING LOCAL AMENDMENTS):

- 2018 BUILDING CODE
- 2018 INTERNATIONAL MECHANICAL CODE
- 2018 INTERNATIONAL FIRE CODE
- 2015 INTERNATIONAL ENERGY CONSERVATION CODE
- 2019 NFPA 13 INSTALLATION OF SPRINKLER SYSTEMS
- 2020 NFPA 70 NATIONAL ELECTRICAL CODE
- 2016 NFPA 72 NATIONAL FIRE ALARM & SIGNALING CODE
- 2018 NFPA 101 LIFE SAFETY CODE
- 2010 ADA STANDARDS
- 1998 FAIR HOUSING ACT
- ANSI A117.1 - 2003

<u>CLIENT</u> MILL CREEK RESIDENTIAL 1315 NORTHSIDE PARKWAY NW, SUITE 2-440 ATLANTA, GA 30327 JESSIKA NELSON jnelson@mcctrust.com PAT CHESSER 678.951.8245 pchesser@mcctrust.com <u>ARCHITECT</u> DYNAMIK DESIGN 5901 PEACHTREE DUNWOODY RD BUILDING C, SUITE 250 ATLANTA, GA 30328 D: 678.880.4975 MELISSA SMITH msmith@dynamikdesign.com	<u>MEP</u> JORDAN & SKALA ENGINEERS 4275 SHAKLEFORD RD, NORCROSS, GA 30093 D: 770.447.5547 DAVID DICKSON ddickson@jordanskala.com <u>STRUCTURAL</u> LOU PONTIGO & ASSOCIATES, INC. 4745 SUTTON PARK CT. #204 JACKSONVILLE, FL 32224 D: 904.242.0908 LOU PONTIGO, P.E. lou@lp-a.com	<u>LANDSCAPE</u> B+C STUDIO 1320 ELLSWORTH INDUSTRIAL BLVD, SUITE A-1400 ATLANTA, GA 30318 D: 678-990-7691 ERIK SAUNDERS ESAUNDERS@BCSTUDIO.COM <u>INTERIORS</u> DYNAMIK DESIGN INTERIORS 5901 PEACHTREE DUNWOODY RD BUILDING C, SUITE 250 D: 678.506.8830 LINDSAY SHOCKEY lshockey@dynamikinteriors.com <u>*CIVIL</u> KIMLEY HORN 420 NORTH 20TH STREET, SUITE 2200 BIRMINGHAM, AL 35203 D: 205-558-6238 CLAY SMITH Clay.Smith@kimley-horn.com
*INDICATES CONSULTANT IS NOT UNDER A CONTRACT WITH DYNAMIK DESIGN		

BUILDING C, SUITE 230
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

3558 ELM STREET
HAPEVILLE, GA 30354

3715 NORTHSIDE PARKWAY NW
SUITE 2440
ATLANTA, GA 30327

MILL CREEK
PEOPLE • PLACES • RELATIONSHIPS

CLIENT:

[illegible]

COVER SHEET

CS-01

*INDICATES CONSULTANT IS NOT UNDER A CONTRACT WITH DYNAMIK DESIGN

BLDG TYPE B-4: 7000		CONSTRUCTION TYPE(S): VA	
STORIES:	04	BASEMENT:	NO
USE GROUP(S): R-2		GROSS AREA:	47,492 SF
SPRINKLERS: NFPA 13 R		TOTAL UNITS:	40

TRASH ENCLOSURE		CONSTRUCTION TYPE(S): VB	
STORIES:	01	BASEMENT:	NO
USE GROUP(S): U		GROSS AREA:	617 SF
SPRINKLERS: NON - SPRINKLERED		TOTAL UNITS:	0

BLDG TYPE A-5: 4000		CONSTRUCTION TYPE(S):		IIIB
STORIES:	05	BASEMENT:	NO	
USE GROUP(S): R-2		GROSS AREA: 58,531 SF		
SPRINKLERS: NFPA 13		TOTAL UNITS: 45		

BLDG TYPE A-4: 6000		CONSTRUCTION TYPE(S): VA	
STORIES:	04	BASEMENT:	NO
USE GROUP(S): R-2		GROSS AREA:	46,828 SF
SPRINKLERS: NFPA 13 R		TOTAL UNITS:	36

BLDG TYPE B-5: 3000		CONSTRUCTION TYPE(S): IIIB	
STORIES:	05	BASEMENT:	NO
USE GROUP(S): R-2		GROSS AREA:	59,361 SF
SPRINKLERS: NFPA 13		TOTAL UNITS:	50

CLUBHOUSE: 9000	CONSTRUCTION TYPE(S):	VA
STORIES: 02	BASEMENT: NO	
USE GROUP(S): A, B	GROSS AREA:	9,429 SF
SPRINKLERS: NFPA 13	TOTAL UNITS:	0

BLDG TYPE C: 2000		CONSTRUCTION TYPE(S):	VA
STORIES:	04	BASEMENT:	NO
USE GROUP(S):	R-2, A-2, M, S, B, U	GROSS AREA:	58,583 SF
SPRINKLERS:	NFPA 13	TOTAL UNITS:	36

BLDG TYPE B-5: 1000		CONSTRUCTION TYPE(S):		IIIB
STORIES: 05		BASEMENT: NO		
USE GROUP(S): R-2		GROSS AREA: 59,361 SF		
SPRINKLERS: NFPA 13		TOTAL UNITS: 50		

TRASH ENCLOSURE		CONSTRUCTION TYPE(S):		VB
STORIES:	01	BASEMENT:	NO	
USE GROUP(S):		U	GROSS AREA:	617 SF
SPRINKLERS:	NON - SPRINKLERED		TOTAL UNITS:	0

BLDG TYPE A-5: 5000		CONSTRUCTION TYPE(S):		IIIB
STORIES:	05	BASEMENT:	NO	
USE GROUP(S):		R-2	GROSS AREA:	58,531 SF
SPRINKLERS:		NFPA 13	TOTAL UNITS:	45

SITE LEGEND

	PROPERTY LINE
	BUILDING SETBACK
	FINISHED FLOOR OR GRADE ELEVATION
	PROPOSED TRANSFORMER
	BUILDING ENTRANCE

SITE DATA

1.	ADDRESS	3558 ELM STREET HAPEVILLE, GA 30354	
2.	SITE AREA	~ 8.31 ACRES (361,938 SF)	
3.	ZONING		
	EXISTING ZONING:	RMU	
	PROPOSED ZONING:	CITY OF HAPEVILLE	
	ZONING JURISDICTION:		
4.	DENSITY SUMMARY		
	TOTAL MULTI-FAMILY UNITS:	302 UNITS	
	SITE DENSITY PROVIDED:	36.34 UNITS/ACRE	
5.	PARKING SUMMARY		
	PARKING USE	PARKING REQUIRED (RATIO)	PARKING PROVIDED
	MULTI-FAMILY	302 SPACES (1/UNIT)	407 SPACES (1.35/UNIT)
	TOTAL	302 SPACES	407 SPACES
	PARKING TYPE SUMMARY		
	ON STREET		
	STANDARD		65 SPACES
	SURFACE:		
	STANDARD		333 SPACES
	STANDARD HC		9 SPACES
	SUB-TOTAL		342 SPACES
	TOTAL:		407 SPACES

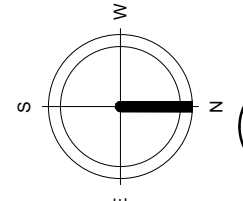
 INDICATES LOCATIONS WHERE
RESILIENT CHANNELS ARE ADDED
TO WALL PARTITION ASSEMBLY
TO ACHIEVE REQ SITE STC

 INDICATES LOCATIONS WHERE
AND ADDITIONAL LAYER OF
GYPSUM IS ADDED TO WALL
PARTITION ASSEMBLY TO
ACHIEVE REQ SITE STC

BUILDING DATA

GROSS FLOOR AREA	
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97	98
99	100

BUILDING 1000	
LEVEL 01	11,887 SF
LEVEL 02	11,869 SF
LEVEL 03	11,869 SF
LEVEL 04	11,869 SF
LEVEL 05	11,869 SF
	59,361 SF
BUILDING 2000	
LEVEL 01	11,722 SF
LEVEL 02 BLDG C	11,715 SF
LEVEL 03 BLDG C	11,716 SF
LEVEL 04 BLDG C	11,716 SF
LEVEL 05 BLDG C	11,716 SF
	58,583 SF
BUILDING 3000	
LEVEL 01	11,887 SF
LEVEL 02	11,869 SF
LEVEL 03	11,869 SF
LEVEL 04	11,869 SF
LEVEL 05	11,869 SF
	59,361 SF
BUILDING 4000	
LEVEL 01	11,720 SF
LEVEL 02	11,703 SF
LEVEL 03	11,703 SF
LEVEL 04	11,703 SF
LEVEL 05	11,703 SF
	58,531 SF
BUILDING 5000	
LEVEL 01	11,720 SF
LEVEL 02	11,703 SF
LEVEL 03	11,703 SF
LEVEL 04	11,703 SF
LEVEL 05	11,703 SF
	58,531 SF
BUILDING 6000	
LEVEL 01	11,720 SF
LEVEL 02	11,703 SF
LEVEL 03	11,703 SF
LEVEL 04	11,703 SF
	46,826 SF
BUILDING 7000	
LEVEL 01	11,887 SF
LEVEL 02	11,869 SF
LEVEL 03	11,869 SF
LEVEL 04	11,869 SF
	47,492 SF
CLUBHOUSE	
LEVEL 01	4,515 SF
LEVEL 02	4,914 SF
	9,429 SF
TRASH ENCLOSURE	
LEVEL 01	517 SF
	617 SF
TOTAL GFA	398,732 SF

[illegible]

1 ARCHITECTURAL SITE PLAN
NOT TO SCALE

CONSULTANT:

SEAL:

PROJECT NUMBER: MCR 2021-01

MODERA HAPEVILLE

CLIENT:

MILL CREEK
SUITE 2-440
3713 NORTHSIDE PARKWAY NW
ATLANTA, GA 30327

SUITE 2-440
ATLANTA, GA 30327

MILL CREEK

TITLE:

ARCHITECTURAL
SITE PLAN

SHEET NUMBER:

SP-01

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Page 17 of 2



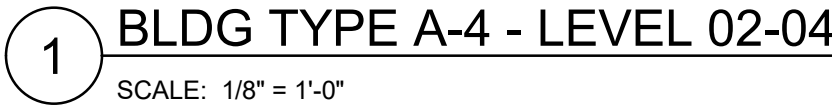
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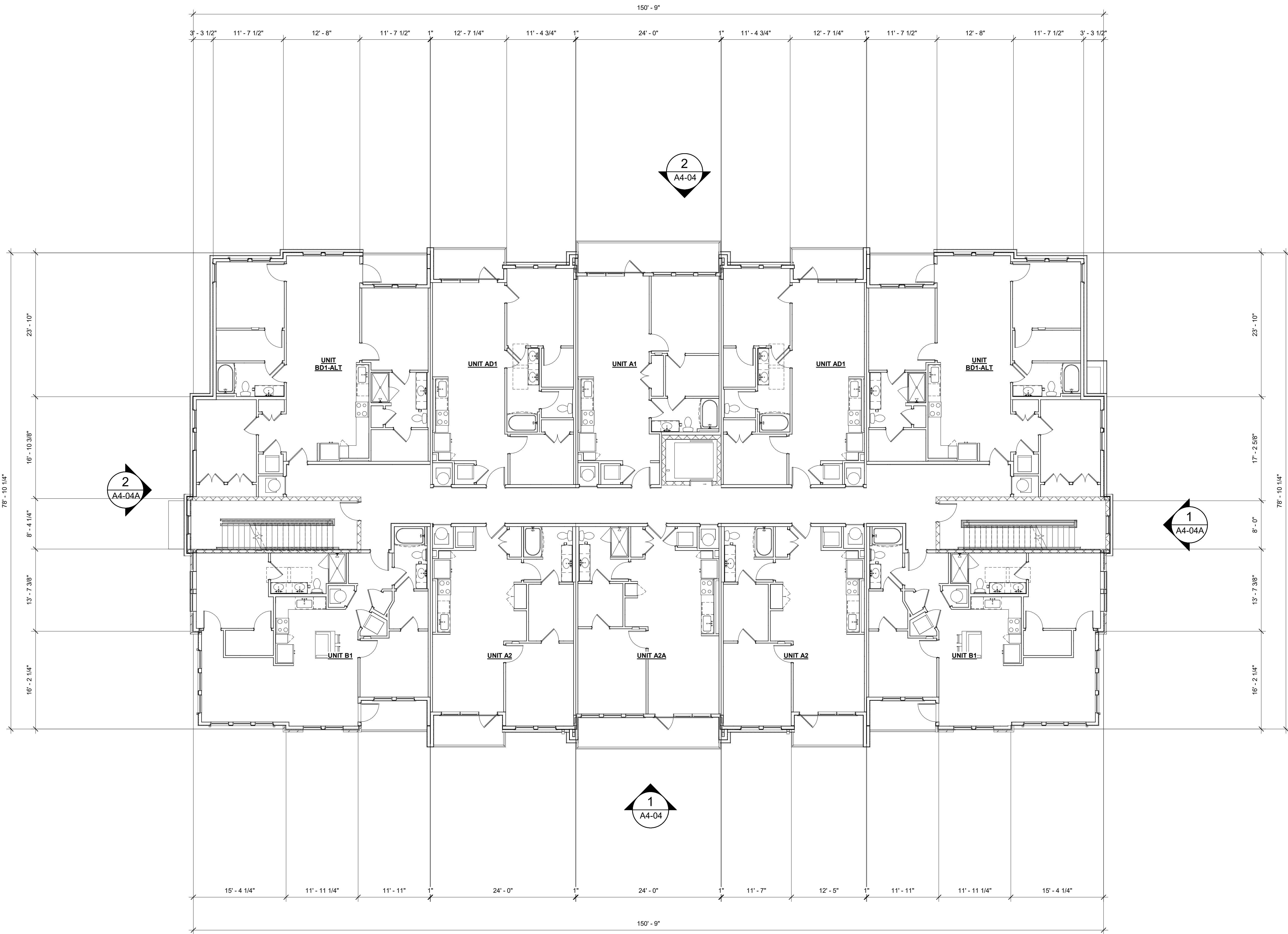
SCALE: 1/8" = 1'-0"

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Page 18 of 2









1 BLDG TYPE B-5 - LEVEL 02-05
SCALE: 1/8\" = 1'-0"

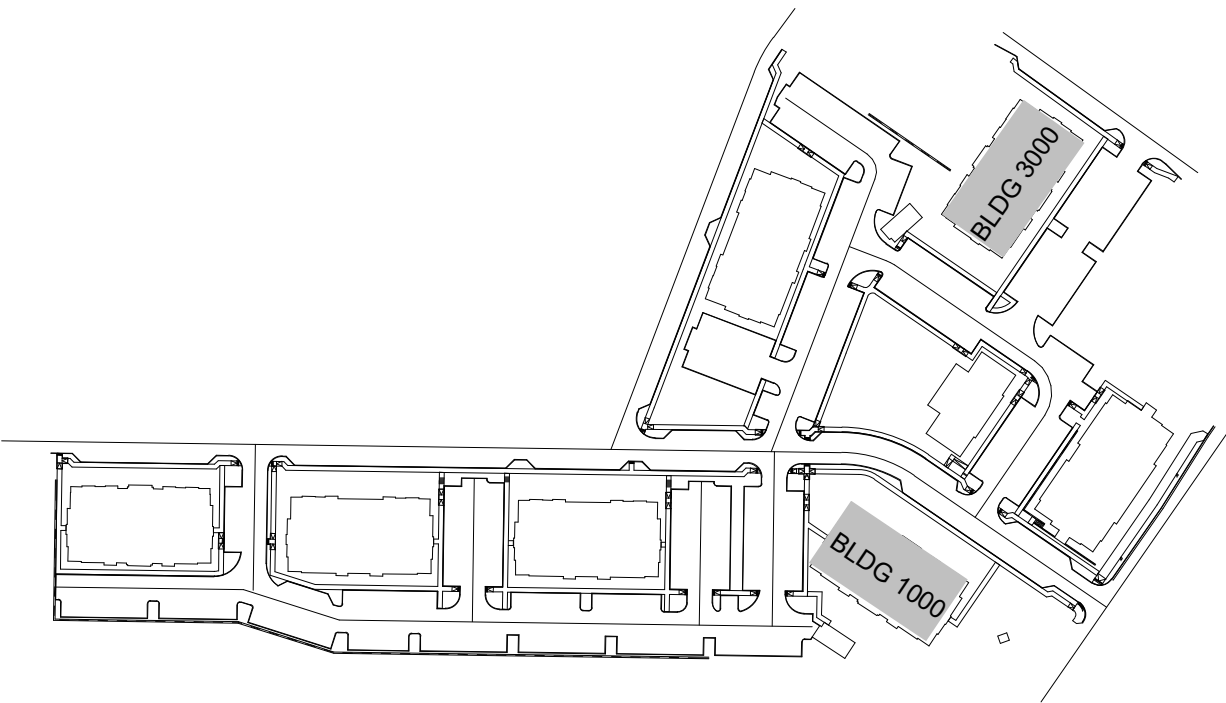
GENERAL NOTES

1. REFER TO A3 SERIES FOR ENLARGED RESIDENTIAL UNIT PLANS, INTERIOR DOOR TYPES AND LOCATIONS, RESIDENTIAL UNIT RCPs, FINISH FLOOR PLAN, AND FHA PLAN.
2. REFER TO SHEET CD SERIES FOR WALL AND FLOOR/CEILING ASSEMBLY TYPES AND ADDITIONAL INFORMATION.
3. REFER TO A8 SERIES FOR DOOR SCHEDULES, LEGENDS, AND DETAILS.
4. ALL SLOPES TO BE 1/4" U.O.N.
5. REFER TO INTERIOR DRAWINGS FOR AMENITY LIGHTING AND FINISH SPECIFICATIONS.
6. REFER TO A5 SERIES BUILDING AND WALL SECTIONS FOR BREEZEWAY FINISHES.
7. CONTROL JOINTS IN CORRIDOR CEILINGS TO BE 30'-0" O.C. MAX. PROVIDE JOINTS BEGINNING AT INTERSECTIONS UNLESS NOTED OTHERWISE.
8. DOOR LOCATIONS NOT DIMENSIONED SHALL BE LOCATED AT MIDPOINT OF WALL OR 4" CLEAR FROM ADJACENT WALL CORNER TO HINGE SIDE, TYPICAL.
9. FOR HOSE BIB AND FDC INFO SEE PLUMBING DOCUMENTS AND CIVIL FOR SITE LOCATIONS.

LEGEND

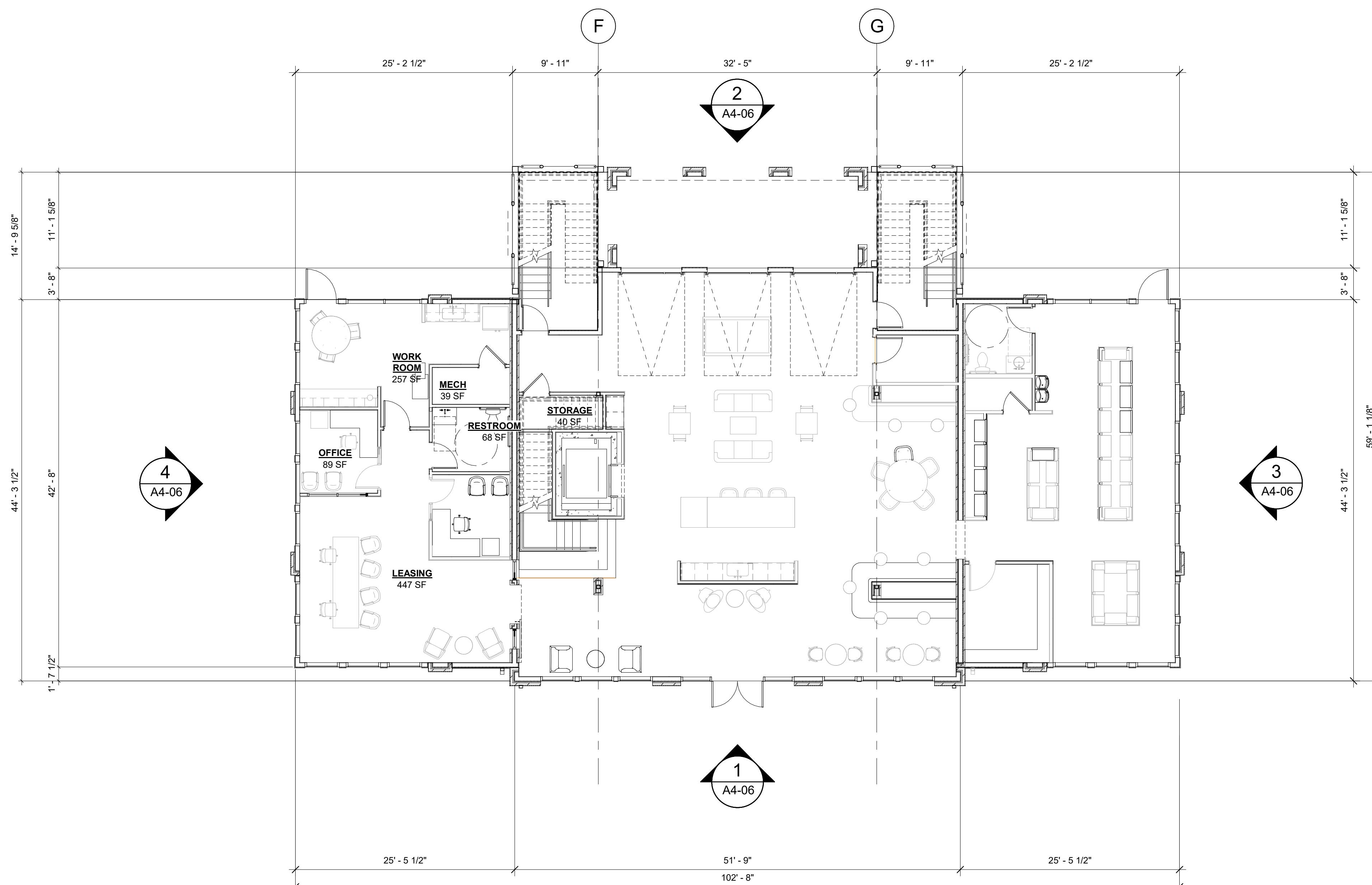
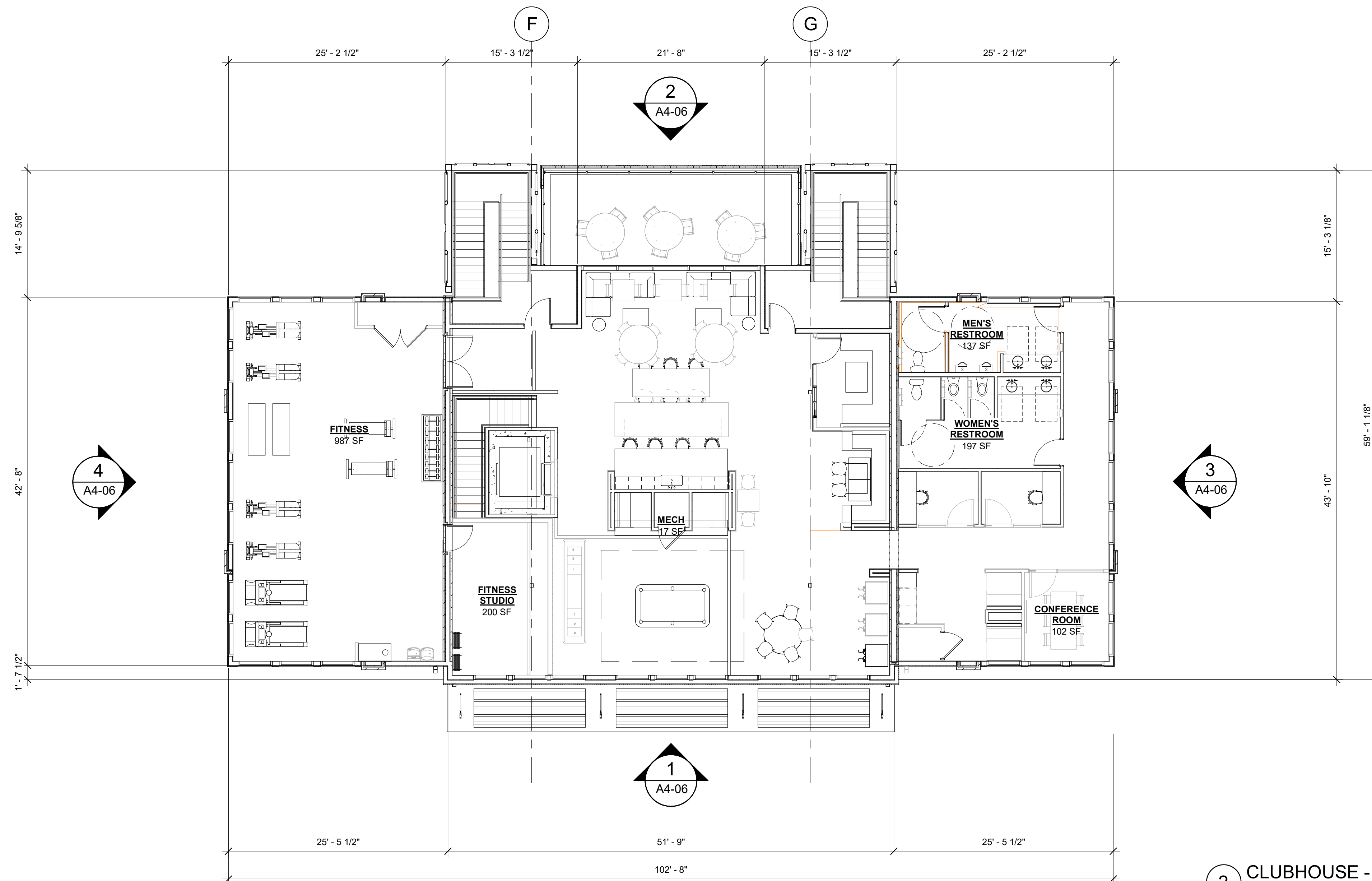
	CMU WALL
	CAST-IN-PLACE CONCRETE WALL
	ROOM NUMBER RESIDENTIAL UNIT TYPE LOCATION OF ENLARGED UNIT PLANS, RCP, AND INTERIOR ELEVATION REFERENCES
	WALL PARTITION
	DOOR CALLOUT
	WINDOW TYPE CALLOUT
	STOREFRONT TYPE CALLOUT
	FIRE EXTINGUISHER CABINET - SURFACE-MOUNT
	FIRE EXTINGUISHER CABINET - SEMI-RECESSED
	FIRE EXTINGUISHER CABINET - RECESSED

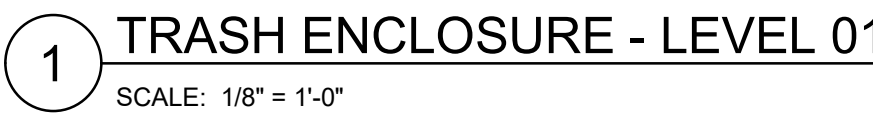
KEY PLAN



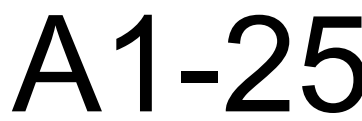


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Page 26 of 2



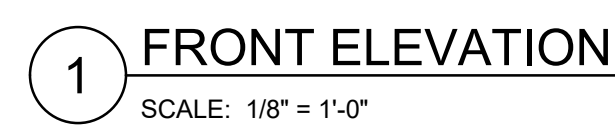
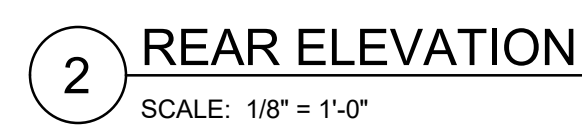


KEY PLAN





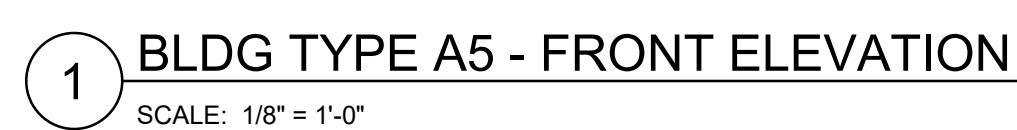
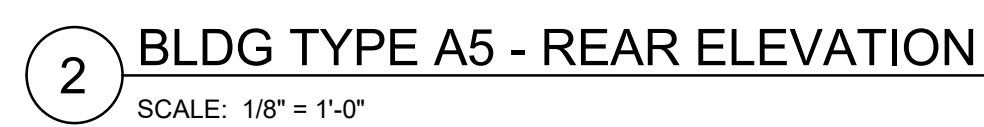
3 RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



LEGEND			
TAG	DESCRIPTION	COLOR/FINISH	MANUFACTURER
BR-1	BRICK VENEER	IRONSTONE	INTERSTATE BRICK
BR-2	BRICK VENEER	VELOUR BLACK	INTERSTATE BRICK
CL-1	FIBER CEMENT LAP SIDING	MIDNIGHT GREY	WOODTONE OR EQUAL
CL-2	FIBER CEMENT LAP SIDING	MOUNTAIN CEDAR	WOODTONE OR EQUAL
CP-1	FIBER CEMENT PANEL	ALL WHITE	WOODTONE OR EQUAL
CP-2	FIBER CEMENT PANEL	IRON GREY	JAMES HARDIE OR EQUAL
CP-3	FIBER CEMENT PANEL	HEARTHSTONE	ALLURA OR EQUAL
MP-1	CORRUGATED WALL PANEL	ZINC METALLIC	MBCI
MR-1	42" STEEL PICKET RAILING	PREFINISHED BLACK	FAIRWAY
SF-1	STOREFRONT	PREFINISHED BLACK	KAWNEER
AGR	ALUMINUM RAILING	PREFINISHED BLACK	FAIRWAY

[illegible]

A4-01



BYN.Y.C. DESIGN

5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

PROJECT NUMBER: MCR 2021-01

MODERA HAPEVILLE

CLIENT:



MILL CREEK
3715 NORTHSIDE PARKWAY NW
SUITE 2-440
ATLANTA, GA 30327

MILL CREEK
PEOPLE • PLACES • RELATIONSHIPS

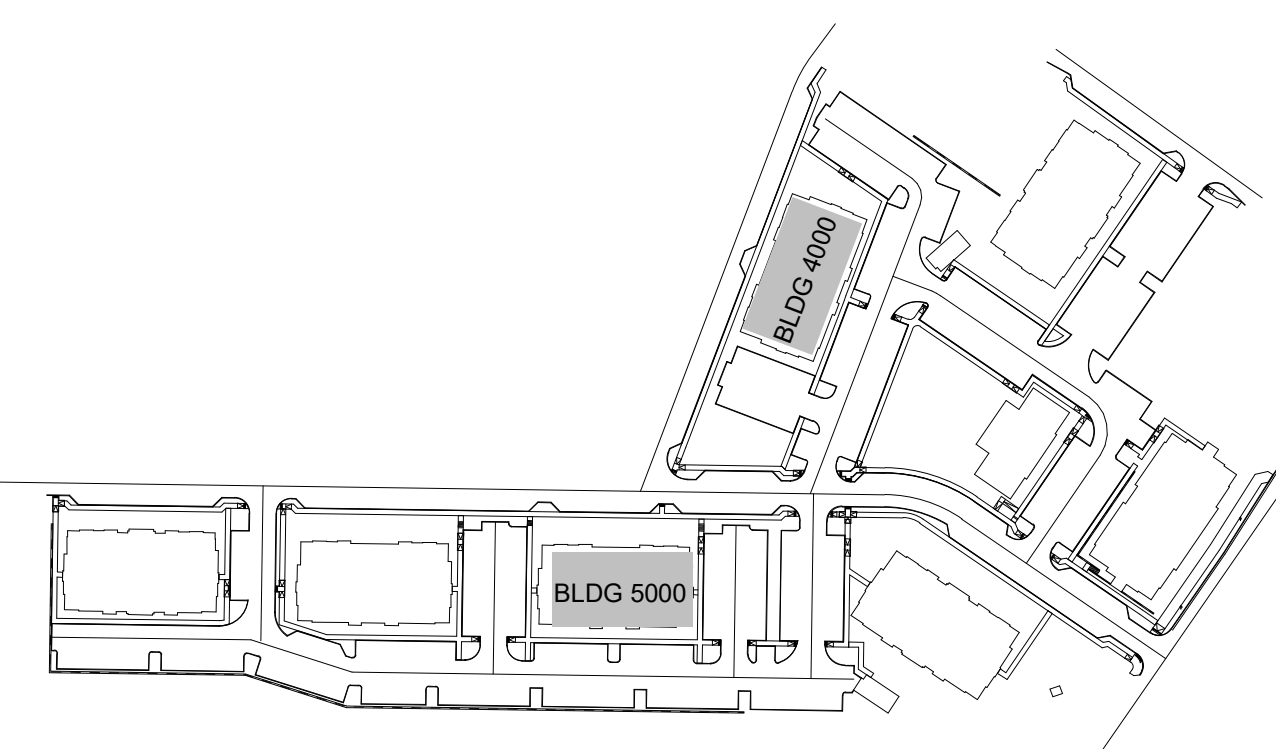
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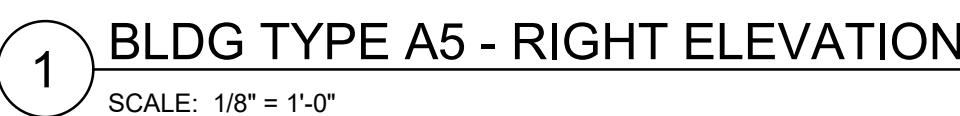
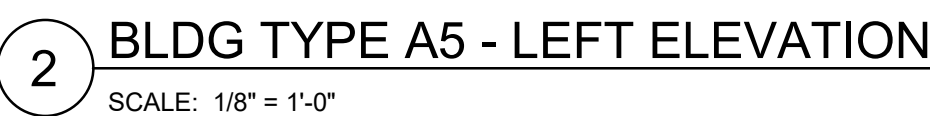
BLDG TYPE A-5 -
ELEVATIONS

SHEET NUMBER:

A4-02

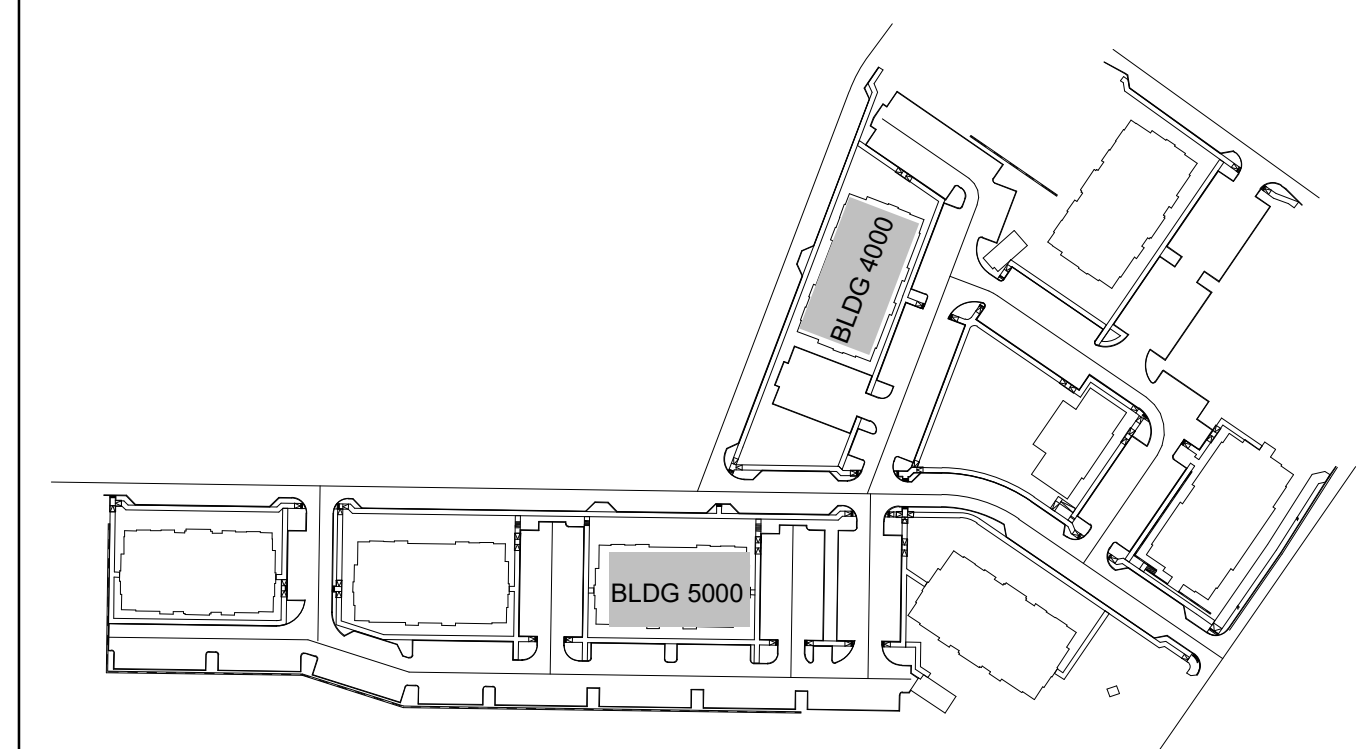


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Page 32 of 2



LEGEND			
TAG	DESCRIPTION	COLOR/FINISH	MANUFACTURER
BR-1	BRICK VENEER	IRONSTONE	INTERSTATE BRICK
BR-2	BRICK VENEER	VELOUR BLACK	INTERSTATE BRICK
CL-1	FIBER CEMENT LAP SIDING	MIDNIGHT GREY	WOODTONE OR EQUAL
CL-2	FIBER CEMENT LAP SIDING	MOUNTAIN CEDAR	WOODTONE OR EQUAL
CP-1	FIBER CEMENT PANEL	ALL WHITE	WOODTONE OR EQUAL
CP-2	FIBER CEMENT PANEL	IRON GREY	JAMES HARDIE OR EQUAL
CP-3	FIBER CEMENT PANEL	HEARTHSTONE	ALLURA OR EQUAL
MP-1	CORRUGATED WALL PANEL	ZINC METALLIC	MBCI
MR-1	42" STEEL PICKET RAILING	PREFINISHED BLACK	FAIRWAY
SF-1	STOREFRONT	PREFINISHED BLACK	KAWNEER
AGR	ALUMINUM RAILING	PREFINISHED BLACK	FAIRWAY

KEY PLAN



CONSULTANT:

SEAL:

PROJECT NUMBER: MCR 2021-01

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

CLIENT:

3715 NORTHSIDE PARKWAY NW
SUITE 2-440
ATLANTA, GA 30327



MILL CREEK
PEOPLE • PLACES • RELATIONSHIPS

[illegible]

TITLE:

BLDG TYPE A-5 -
ELEVATIONS

SHEET NUMBER:

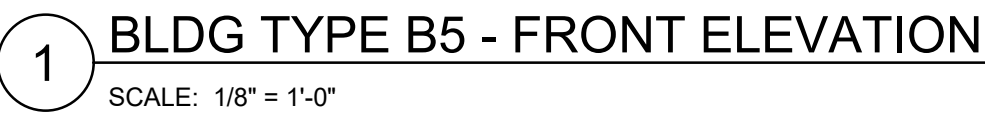
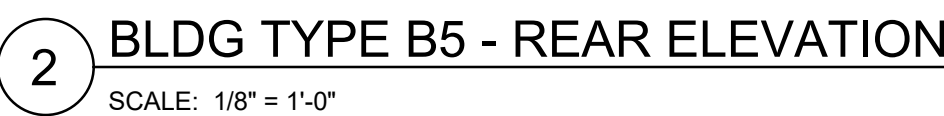
A4-02A



KEY PLAN

A key plan map showing the layout of a site. A rectangular building footprint is highlighted in the lower-left corner and labeled "BLDG 7000". The building is situated along a horizontal road. To the right of the building, the site area is divided into several irregular, unshaded plots by thin lines, representing other buildings or lots. The entire plan is enclosed within a rectangular border.





KEY PLAN

TITLE:

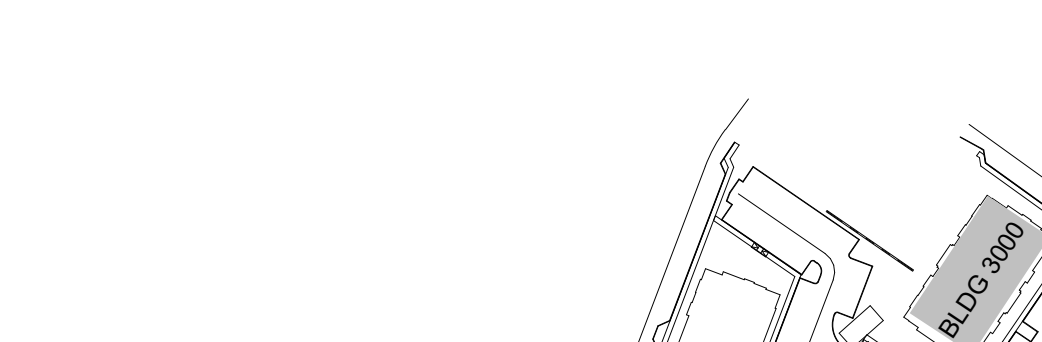
BLDG TYPE B-5 -
ELEVATIONS

SHEET NUMBER:

A4-04



KEY PLAN



The key plan shows the layout of the site. It includes a long building labeled 'BLDG 1000' and a smaller building labeled 'BLDG 2000'. The site is bounded by a road on the left and a road on the right. The plan shows the layout of the buildings, parking areas, and access roads.

CONSULTANT:

SEAL:

PROJECT NUMBER: MCR 2021-01

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

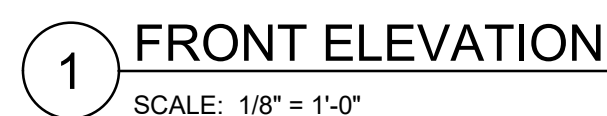
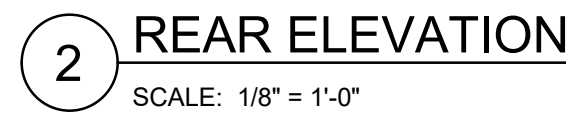
CLIENT:  **MILLCREEK**
3715 NORTHSIDE PARKWAY NW
SUITE 2-440
ATLANTA, GA 30327

TITLE:

BLDG TYPE B-5 -
ELEVATIONS

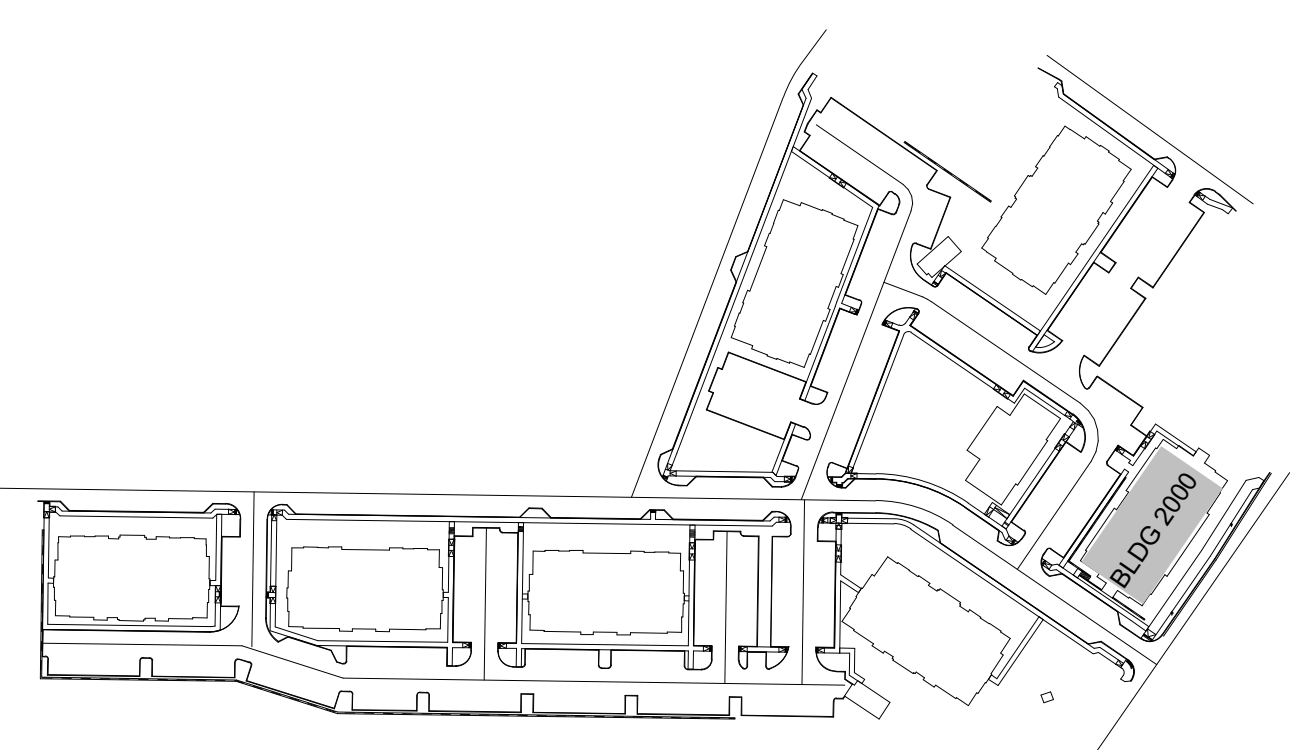
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A4-04A



SHEET NUMBER:

A4-05



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BR-2	BRICK VENEER	VELOUR BLACK	INTERSTATE BRICK
CL-1	FIBER CEMENT LAP SIDING	MIDNIGHT GREY	WOODTONE OR EQUAL
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SF-1	STOREFRONT	PREFINISHED BLACK	KAWNEER
AGR	ALUMINUM RAILING	PREFINISHED BLACK	FAIRWAY

5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
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TELEPHONE: 678-506-8830
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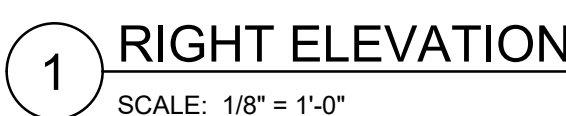
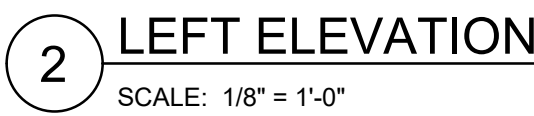
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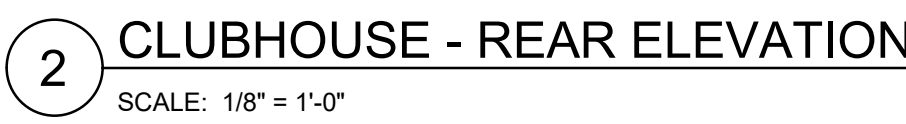
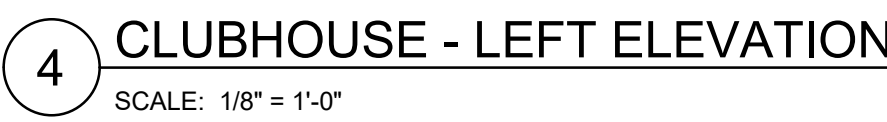
CLIENT:  **MILL CREEK**
3715 NORTHSIDE PARKWAY NW
SUITE 2-440
ATLANTA, GA 30327

TITLE:

SHEET NUMBER:

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Page 38 of 2





LEGEND			
TAG	DESCRIPTION	COLOR/FINISH	MANUFACTURER
BR-1	BRICK VENEER	IRONSTONE	INTERSTATE BRICK
BR-2	BRICK VENEER	VELOUR BLACK	INTERSTATE BRICK
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AGR	ALUMINUM RAILING	PREFINISHED BLACK	FAIRWAY

BYN **DESIGN**
5901 PEACHTREE DUNWOODY RD.

BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONCLUSIONS:

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MODERA HAPEVILLE

CLIENT:

 MILL CREEK
PEOPLE • PLACES • RELATIONSHIPS

SUITE 2-440
ATLANTA, GA 30327



MILL CREEK
PEOPLE • PLACES • RELATIONSHIPS

	DRAWING RELEASE	DATE
	SCHEMATIC DESIGN	01/20/2023

TITLE:

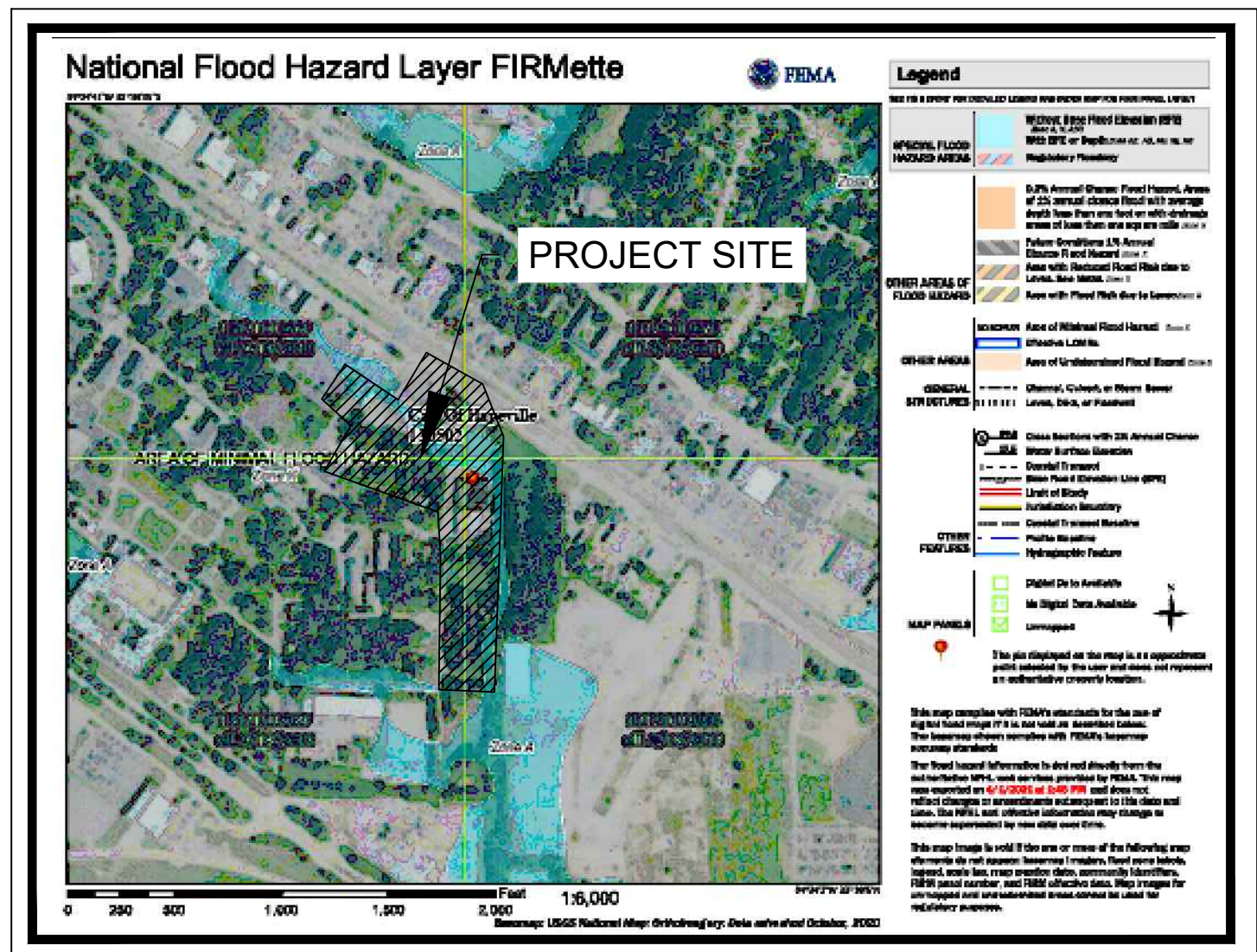
CLUBHOUSE - ELEVATIONS

SHEET NUMBER:

A4-06

CIVIL DESIGN DEVELOPMENT DRAWINGS
FOR
MODERA HAPEVILLE

3558 ELM STREET HAPEVILLE, GA 30354



FEMA MAP

THE PROJECT SITE DOES LIE WITHIN FLOOD ZONE X AND A PER FIRM
PANEL 13121C0369F DATED 09/18/2013.



VICINITY MAP

PROJECT NARRATIVE:

THE PROPOSED PROJECT IS A MULTIFAMILY REDEVELOPMENT OF APPROXIMATELY 8.31 ACRES IN HAPEVILLE, GEORGIA.

THE PROPOSED PROJECT WILL CONSIST OF 300 RESIDENTIAL UNITS, AMENITIES, STREETScape IMPROVEMENTS, SURFACE PARKING, UTILITY INFRASTRUCTURE, STORMWATER MANAGEMENT INFRASTRUCTURE.

CIVIL SHEET INDEX

REVISION NO.	SHEET NO.	SHEET TITLE
	C0-00	CIVIL COVER SHEET
	--	SURVEY (BY OTHERS)
	C1-00	EXISTING CONDITIONS PLAN
	C2-00	OVERALL SITE PLAN
	C2-01	DETAILED SITE PLAN
	C2-02	DETAILED SITE PLAN
	C2-03	DETAILED SITE PLAN
	C2-30	FIRE PROTECTION PLAN
	C3-00	OVERALL GRADING PLAN
	C3-01	DETAILED GRADING PLAN
	C3-02	DETAILED GRADING PLAN
	C3-03	DETAILED GRADING PLAN
	C3-10	OVERALL DRAINAGE PLAN
	C3-11	DETAILED DRAINAGE PLAN
	C3-12	DETAILED DRAINAGE PLAN
	C3-13	DETAILED DRAINAGE PLAN
	C3-20	STORMWATER MANAGEMENT PLAN (WEST)
	C3-21	STORMWATER MANAGEMENT PLAN (EAST)
	C3-50	STORM PROFILES
	C3-51	STORM PROFILES
	C4-00	OVERALL UTILITY PLAN
	C4-01	DETAILED UTILITY PLAN
	C4-02	DETAILED UTILITY PLAN
	C4-03	DETAILED UTILITY PLAN
	C4-50	SANITARY SEWER PROFILES
	C4-51	SANITARY SEWER PROFILES
	C5-10	EROSION CONTROL PLAN PHASE 1
	C5-20	EROSION CONTROL PLAN PHASE 2
	C5-30	EROSION CONTROL PLAN PHASE 3
	C6-00	CONSTRUCTION DETAILS
	C6-01	CONSTRUCTION DETAILS
	C6-02	CONSTRUCTION DETAILS
	C6-03	CONSTRUCTION DETAILS
	C6-04	CONSTRUCTION DETAILS

PROJECT CONTACTS:

APPLICANT: MILL CREEK RESIDENTIAL
3715 NORTHSIDE PARKWAY NW
SUITE 2-440
ATLANTA, GA 30327
PHONE: 404-383-1142
CONTACT: PHIL CARSON

ARCHITECT: DYNAMIK DESIGN
5901 PEACHTREE DUNWOODY RD
BUILDING C, SUITE 250
ATLANTA, GA 30328
PHONE: 678-506-8830
CONTACT: MELISSA SMITH

CIVIL ENGINEER: KIMLEY-HORN & ASSOCIATES, INC.
817 WEST PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GA 30308
PHONE: (404) 419-8700
CONTACT: CONNOR GALLOWAY, P.E.

SURVEYOR: LOWERY & ASSOCIATES LAND SURVEYING, LLC
317 GRASSDALE ROAD
CARTERSVILLE, GA 30121
PHONE: 770-334-8186
CONTACT: MITCHELL LOWERY, RLS.

ZONING: RMU

LANDLOT: 95, 96
DISTRICT: 14TH
FULTON COUNTY, GEORGIA

PROPERTY AREA 8.31 ACRES
DISTURBED AREA 8.94 ACRES

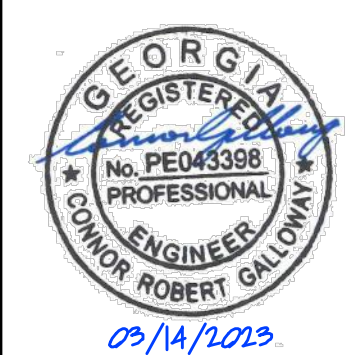
24-HOUR CONTACT
PHIL CARSON
MILL CREEK RESIDENTIAL
PHONE: 404-383-1142

NOTES:

- ATTENTION IS DRAWN TO THE FACT THAT THE SCALE OF THESE DRAWINGS MAY HAVE BEEN DISTORTED DURING THE REPRODUCTION PROCESS. THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.
- IF ANY CONFLICTS, DISCREPANCIES, OR ANY OTHER UNSATISFACTORY CONDITIONS ARE DISCOVERED, EITHER ON THE CONSTRUCTION DOCUMENTS OR FIELD CONDITIONS, THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY AND SHALL NOT COMMENCE FURTHER OPERATION UNTIL THE CONFLICTS, DISCREPANCIES, OR OTHER UNSATISFACTORY CONDITIONS ARE RESOLVED.
- THE APPROVAL OF THESE PLANS AND THE ISSUANCE OF THIS LAND DISTURBANCE PERMIT DOES NOT IN ANY WAY SUGGEST THAT ALL OTHER REQUIREMENTS FOR THE LEGAL OR APPROPRIATE OPERATIONS FOR THIS ACTIVITY, WHICH MAY REQUIRE ADDITIONAL PERMITTING HAVE BEEN MET. THE ONUS IS ON THE OWNER/DEVELOPER/ BUILDER TO DISCOVER WHAT ADDITIONAL PERMITTING OR APPROVALS MAY BE NECESSARY TO OPERATE FROM THIS POINT IN AN APPROPRIATE AND LEGAL MANNER. PLAN APPROVAL OR PERMIT ISSUANCE DOES NOT ABSOLVE THE APPLICANT FROM COMPLYING WITH ALL APPLICABLE LAWS, STANDARDS, OR OTHER PERMITS WHICH MAY BE REQUIRED FOR THIS PROJECT.



MODERA HAPEVILLE
3558 ELM STREET
HAPEVILLE, GA 30354



GSWCC CERT. (LEVEL II)	0000078213
DRAWN BY	CRG
DESIGNED BY	CRG
REVIEWED BY	BWS
DATE	12/13/2021
PROJECT NO.	019947031
TITLE	CIVIL COVER SHEET
SHEET NUMBER	C0-00

Drawing name: T:\AMT_CIVIL\191947031_Modera Hapeville\CAD\Plan\Sheets\C1-00 - EXISTING CONDITIONS PLAN.dwg C1-00 EXISTING CONDITIONS PLAN Mar 14, 2023 3:44pm by Connor Galloway

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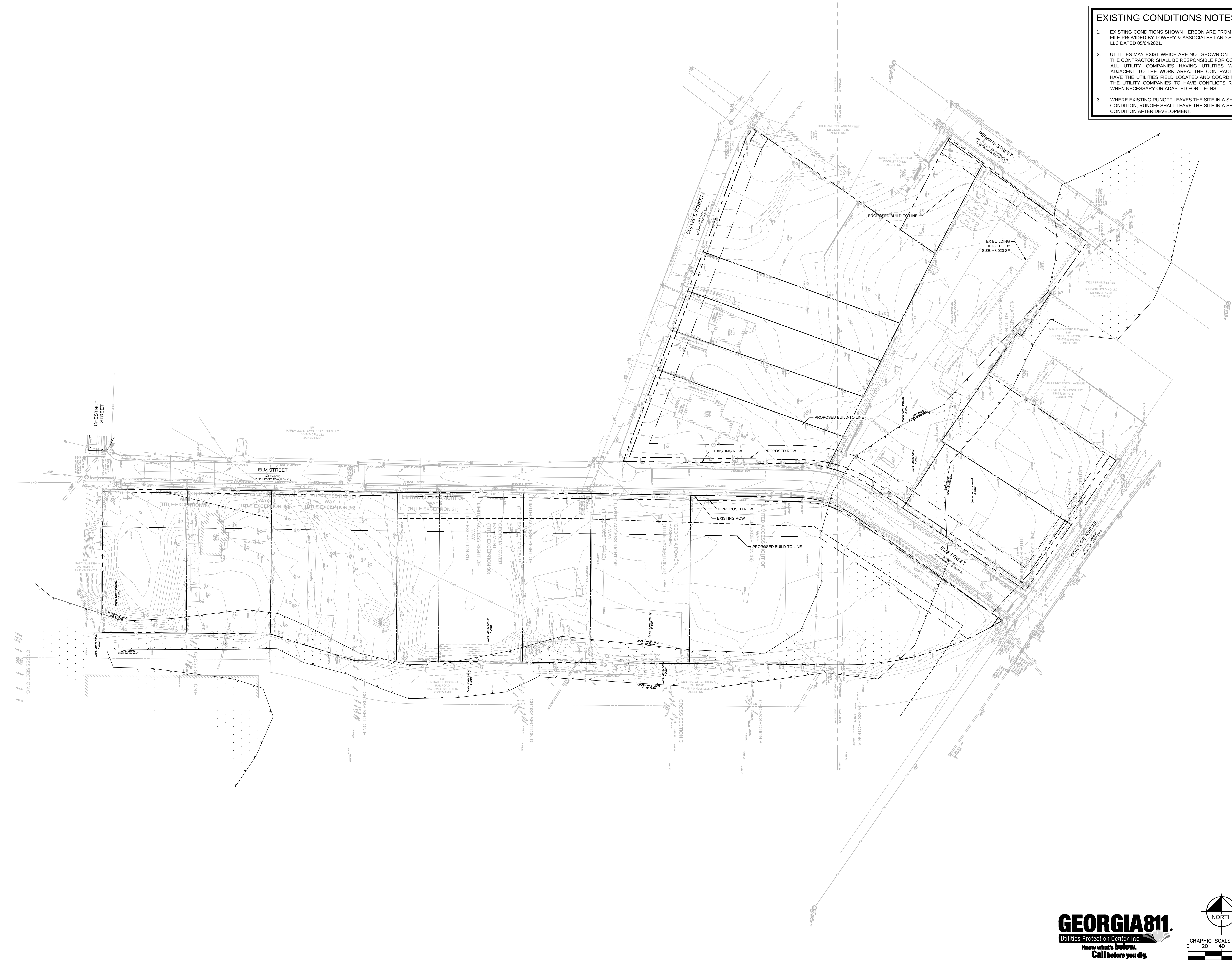
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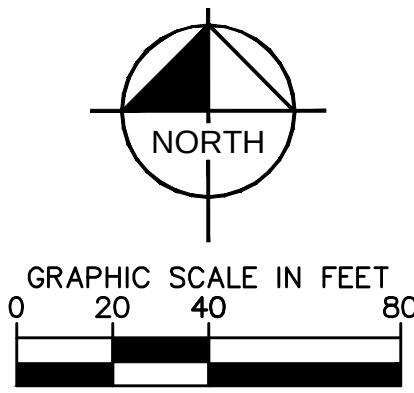
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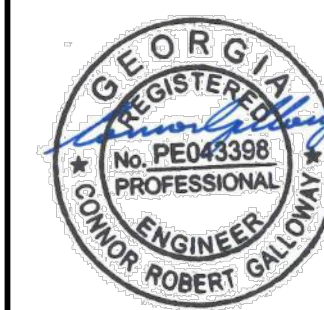
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- EXISTING CONDITIONS NOTES:**
- EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY LOWERY & ASSOCIATES LAND SURVEYING, LLC DATED 05/04/2021.
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 - WHERE EXISTING RUNOFF LEAVES THE SITE IN A SHEET FLOW CONDITION, RUNOFF SHALL LEAVE THE SITE IN A SHEET FLOW CONDITION AFTER DEVELOPMENT.



PRELIMINARY: NOT FOR CONSTRUCTION

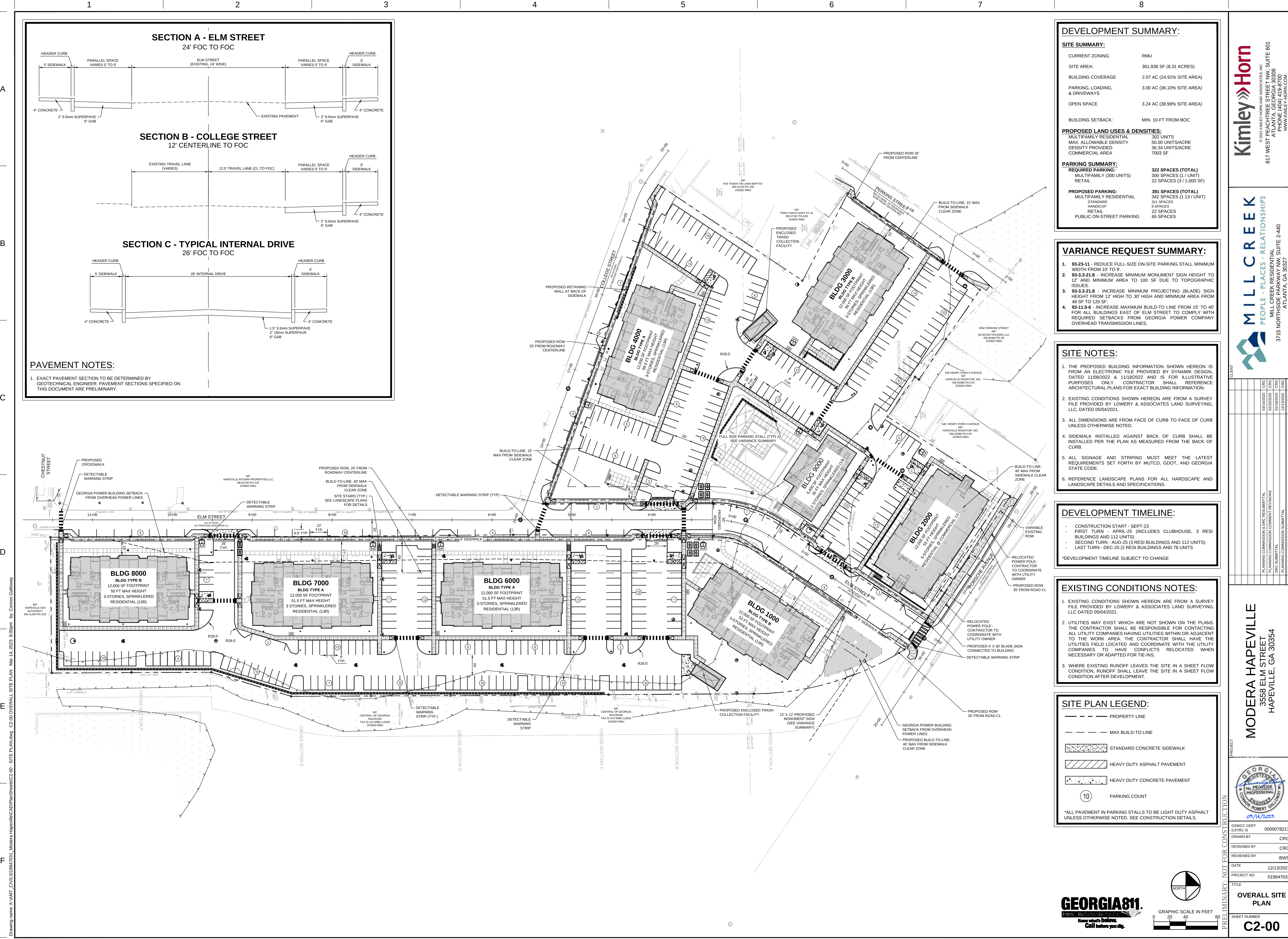


GSWCC CERT. (LEVEL II)	0000078213
DRAWN BY	CRG
DESIGNED BY	CRG
REVIEWED BY	BWS
DATE	12/13/2021
PROJECT NO.	019947031
TITLE	EXISTING CONDITIONS PLAN
SHEET NUMBER	C1-00

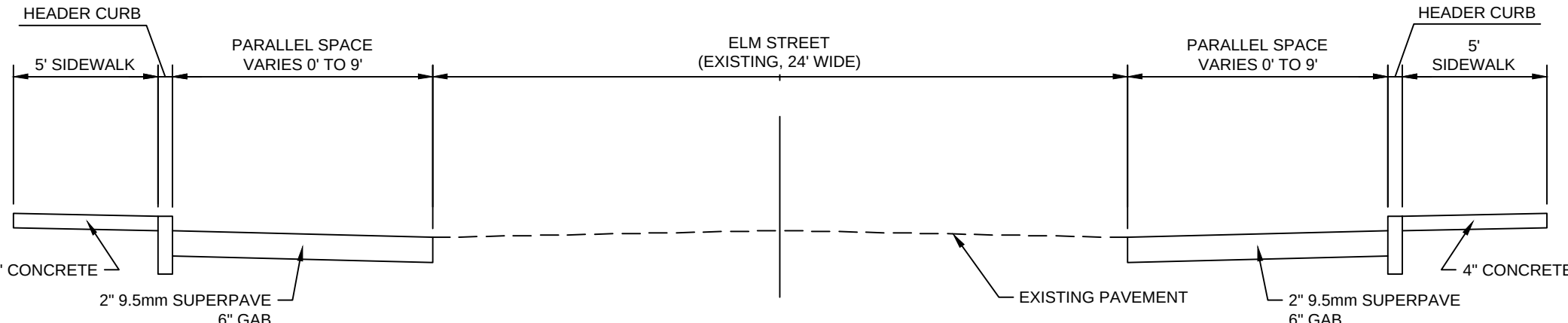
MODERA HAPEVILLE
3558 ELM STREET
HAPEVILLE, GA 30354

CLIENT	DATE	BY
	09/12/2023	CRG
	02/29/2023	CRG
	01/18/2023	CRG
	12/12/2022	CRG
No. REVISION DESCRIPTIONS		

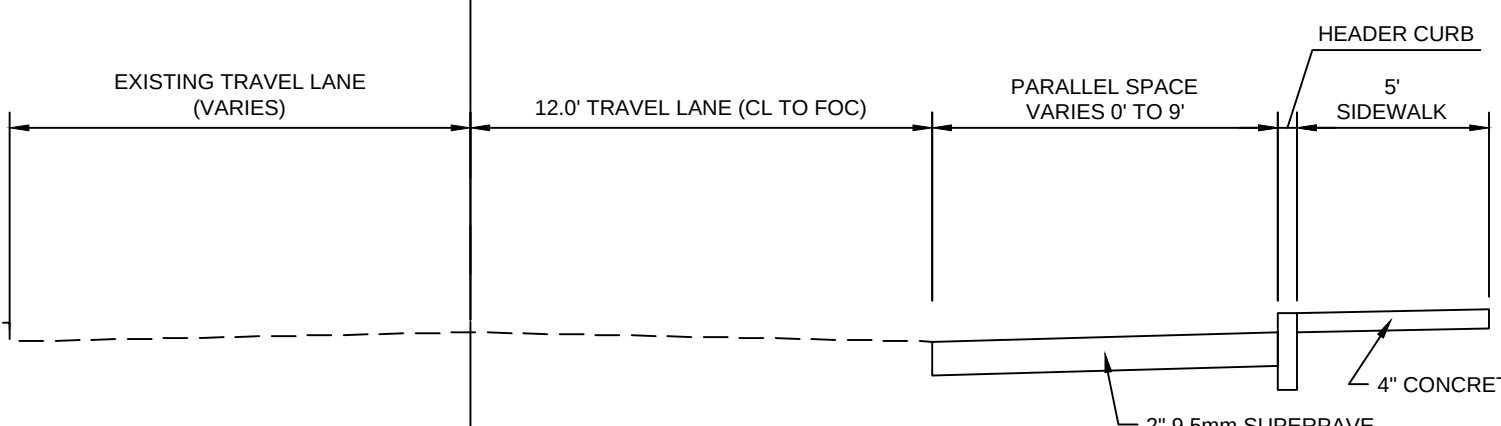




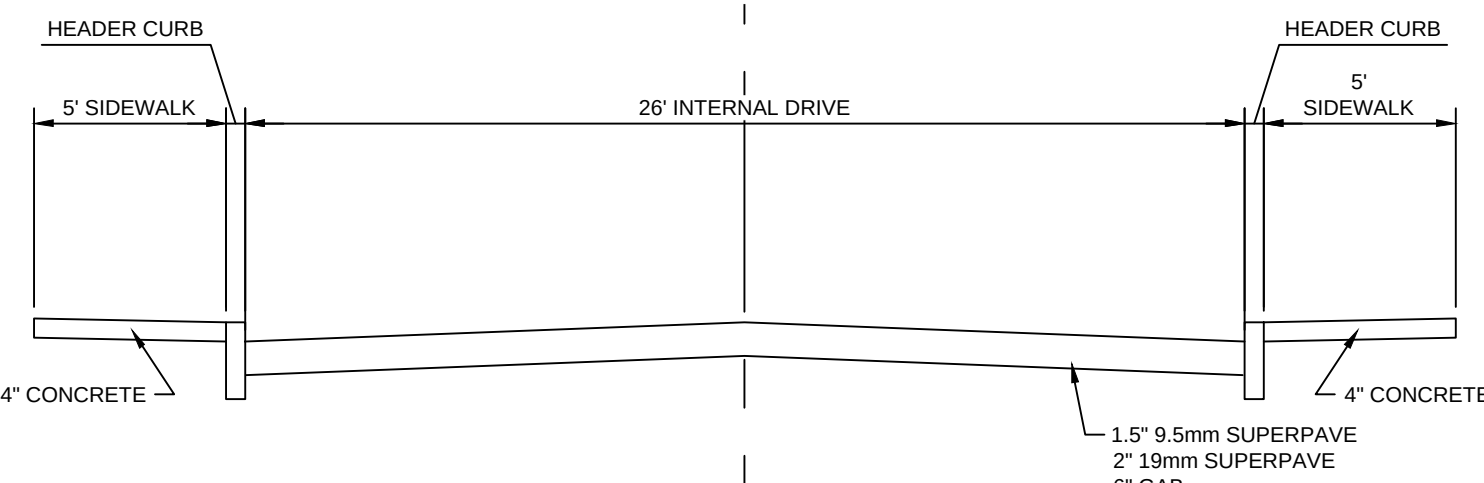
SECTION A - ELM STREET
24' FOC TO FOC



SECTION B - COLLEGE STREET
12' CENTERLINE TO FOC



SECTION C - TYPICAL INTERNAL DRIVE
26' FOC TO FOC



PAVEMENT NOTES:

- 1. EXACT PAVEMENT SECTION TO BE DETERMINED BY GEOTECHNICAL ENGINEER. PAVEMENT SECTIONS SPECIFIED ON THIS DOCUMENT ARE PRELIMINARY.

DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:	RMU
SITE AREA:	361,938 SF (8.31 ACRES)
BUILDING COVERAGE:	2.07 AC (24.91% SITE AREA)
PARKING, LOADING, & DRIVEWAYS:	3.00 AC (36.10% SITE AREA)
OPEN SPACE:	3.24 AC (38.99% SITE AREA)

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL	302 UNITS
MAX. ALLOWABLE DENSITY	50.00 UNITS/ACRE
DENSITY PROVIDED	36.34 UNITS/ACRE
COMMERCIAL AREA	7003 SF

PARKING SUMMARY:

REQUIRED PARKING:	322 SPACES (TOTAL)
MULTIFAMILY (300 UNITS)	300 SPACES (1 / UNIT)
RETAIL	22 SPACES (3 / 1,000 SF)
PROPOSED PARKING:	391 SPACES (TOTAL)
MULTIFAMILY RESIDENTIAL	342 SPACES (1.13 / UNIT)
STANDARD HANDICAP	9 SPACES
RETAIL	22 SPACES
PUBLIC ON-STREET PARKING	65 SPACES

VARIANCE REQUEST SUMMARY:

- 93-23-11 - REDUCE FULL-SIZE ON-SITE PARKING STALL MINIMUM WIDTH FROM 10' TO 9'.
- 93-3.3-21.8 - INCREASE MINIMUM MONUMENT SIGN HEIGHT TO 12' AND MINIMUM AREA TO 100 SF DUE TO TOPOGRAPHIC ISSUES.
- 93-3.3-21.8 - INCREASE MINIMUM PROJECTING (BLADE) SIGN HEIGHT FROM 12' HIGH TO 30' HIGH AND MINIMUM AREA FROM 48 SF TO 120 SF.
- 93-11.5-6 - INCREASE MAXIMUM BUILD-TO LINE FROM 15' TO 40' FOR ALL BUILDINGS EAST OF ELM STREET TO COMPLY WITH REQUIRED SETBACKS FROM GEORGIA POWER COMPANY OVERHEAD TRANSMISSION LINES.

SITE NOTES:

- THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY DYNAMIK DESIGN, DATED 11/08/2022 & 11/18/2022 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
- EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY LOWERY & ASSOCIATES LAND SURVEYING, LLC, DATED 05/04/2021.
- ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
- SIDEWALK INSTALLED AGAINST BACK OF CURB SHALL BE INSTALLED PER THE PLAN AS MEASURED FROM THE BACK OF CURB.
- ALL SIGNAGE AND STRIPING MUST MEET THE LATEST REQUIREMENTS SET FORTH BY MUTCD, GDOT, AND GEORGIA STATE CODE.
- REFERENCE LANDSCAPE PLANS FOR ALL HARDSCAPE AND LANDSCAPE DETAILS AND SPECIFICATIONS.

DEVELOPMENT TIMELINE:

- CONSTRUCTION START - SEPT-23
- FIRST TURN - APRIL-25 (INCLUDES CLUBHOUSE, 3 RESI BUILDINGS AND 112 UNITS)
- SECOND TURN - AUG-25 (3 RESI BUILDINGS AND 112 UNITS)
- LAST TURN - DEC-25 (2 RESI BUILDINGS AND 76 UNITS)

*DEVELOPMENT TIMELINE SUBJECT TO CHANGE

EXISTING CONDITIONS NOTES:

- EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY LOWERY & ASSOCIATES LAND SURVEYING, LLC DATED 05/04/2021.
- UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES HAVING UTILITIES WITHIN OR ADJACENT TO THE WORK AREA. THE CONTRACTOR SHALL HAVE THE UTILITIES FIELD LOCATED AND COORDINATE WITH THE UTILITY COMPANIES TO HAVE CONFLICTS RELOCATED WHEN NECESSARY OR ADAPTED FOR TIE-INS.
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SITE PLAN LEGEND:

- PROPERTY LINE
- MAX BUILD-TO LINE
- STANDARD CONCRETE SIDEWALK
- HEAVY DUTY ASPHALT PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- PARKING COUNT

*ALL PAVEMENT IN PARKING STALLS TO BE LIGHT DUTY ASPHALT UNLESS OTHERWISE NOTED. SEE CONSTRUCTION DETAILS.

GEORGIA811. Know what's below. Call before you dig.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

Kimley»Horn

© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
817 WEST PEACHTREE STREET NW, SUITE 601
ATLANTA, GEORGIA 30308
PH: 404.525.1000
WWW.KIMLEY-HORN.COM

MILL CREEK

PEOPLE • PLACES • RELATIONSHIPS

MILL CREEK RESIDENTIAL
3715 NORTHSIDE PARKWAY NW, SUITE 2-440
ATLANTA, GA 30327

MODERA HAPEVILLE

3558 ELM STREET
HAPEVILLE, GA 30354

REGISTERED PROFESSIONAL ENGINEER
ROBERT GALLON
02/14/2023

PRELIMINARY: NOT FOR CONSTRUCTION

GSWCC CERT. (LEVEL II)	0000078213
DRAWN BY	CRG
DESIGNED BY	CRG
REVIEWED BY	BWS
DATE	12/13/2021
PROJECT NO.	019947031
TITLE	OVERALL SITE PLAN
SHEET NUMBER	C2-00

Drawing name: K:\AMT_CIVIL\019947031_Modera Hapeville\CAD\Plan\Sheets\C2-00 - SITE PLAN.dwg C2-00 Overall Site Plan Mar 14, 2023 8:00pm by Connor Galloway

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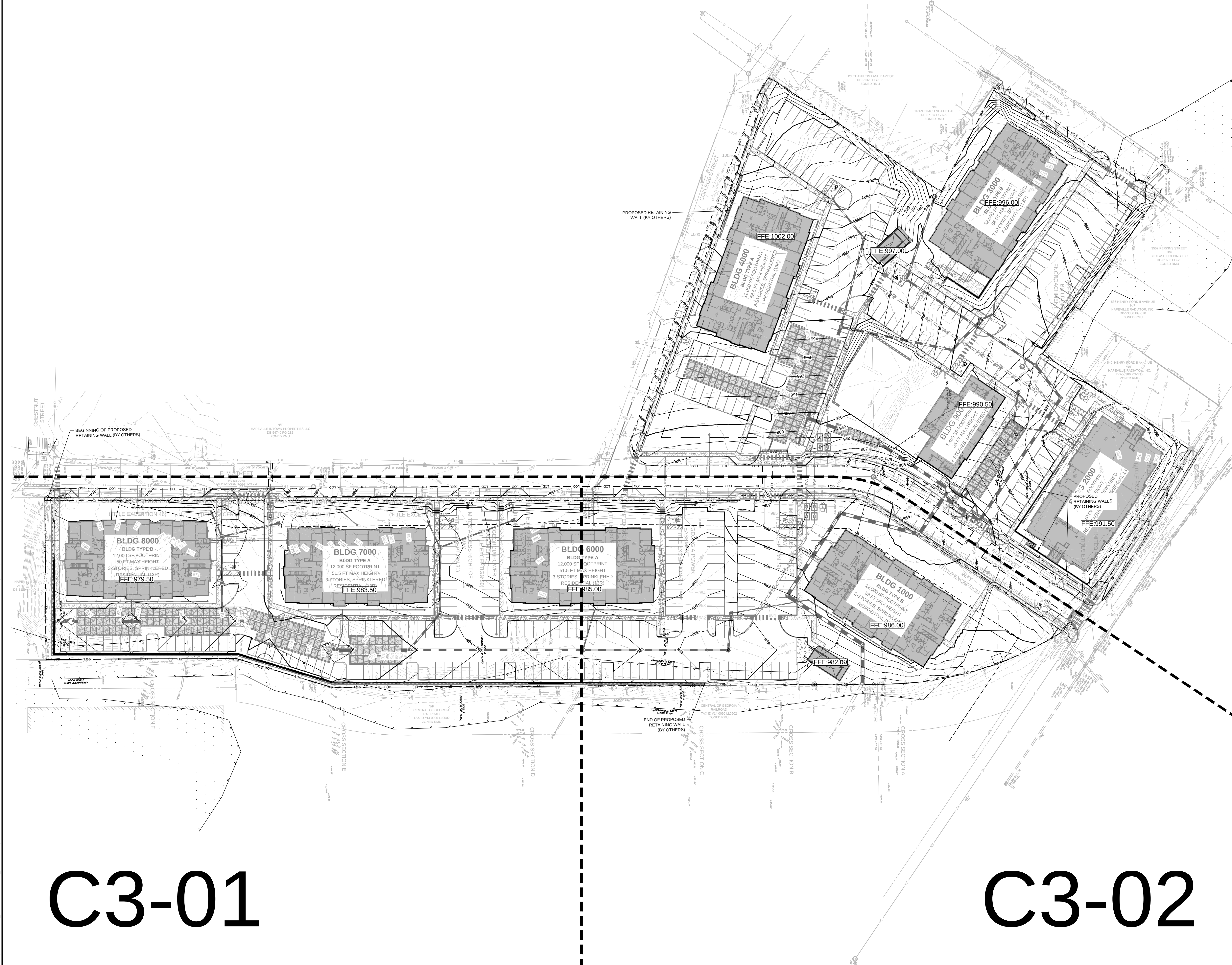
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C3-01

C3-03

C3-02



- GRADING & DRAINAGE NOTES:**
1. SITE AREA: 8.31 ACRES
DISTURBED AREA: 8.94 ACRES
 2. CRITICAL SPOT GRADES ARE TO PAVEMENT GRADE UNLESS OTHERWISE NOTED.
 3. CONTRACTOR SHALL CONSTRUCT ALL SIDEWALKS AND CROSSWALKS WITH A 2.0% MAXIMUM CROSS SLOPE AND A 5.0% MAXIMUM RUNNING SLOPE, UNLESS NOTED AS A RAMP. GRADES WITHIN ADA HANDICAP PARKING AREAS NOT TO EXCEED A 2% MAXIMUM SLOPE IN ANY DIRECTION.
 4. ALL ROOF DRAIN PIPING SHALL BE PVC UNLESS OTHERWISE NOTED.
 5. ALL ROOF DRAIN CLEANOUTS IN PAVED AREAS SHALL HAVE A BRASS CAP SET FLUSH WITH THE PROPOSED GRADE.
 6. ALL PIPE LENGTHS SPECIFIED IN THESE PLANS ARE THE HORIZONTAL DISTANCE AND ARE SHOWN FOR REFERENCE ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE ACTUAL LENGTHS BASED ON PROPOSED PIPE SLOPE. PIPE LENGTHS IN PLANS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
 7. THIS PROJECT DOES LIE WITHIN A 100 YEAR FLOOD HAZARD ZONE AS DEFINED BY THE F.E.M.A. "FLOOD HAZARD BOUNDARY MAP" COMMUNITY PANEL NUMBER 13121C0369F, DATED 09/18/2013.
 8. UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES HAVING UTILITIES WITHIN OR ADJACENT TO THE WORK AREA. THE CONTRACTOR SHALL HAVE THE UTILITIES FIELD LOCATED AND COORDINATE WITH THE UTILITY COMPANIES TO HAVE CONFLICTS RELOCATED WHEN NECESSARY OR ADAPTED FOR TIE-INS.
 9. CONTRACTOR TO FIELD VERIFY EXISTING INVERT FOR SANITARY SEWER AND STORM DRAINAGE SERVICE CONNECTIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF DISCREPANCY PRIOR TO PROCEEDING.
 10. NO GRADED SLOPE SHALL EXCEED 2H:1V
 11. ALL WALLS GREATER THAN 30" IN HEIGHT SHALL BE DESIGNED AND PERMITTED BY AN ENGINEER LICENSED IN THE STATE OF GEORGIA.
 12. ALL WALLS GREATER THAN 30" IN HEIGHT SHALL HAVE FALL PROTECTION THROUGH FENCING OR HANDRAIL AT A MINIMUM OF 42" TALL. REFERENCE LANDSCAPE PLANS FOR DETAILS.
 13. THE INFILTRATION FOR THE STORMWATER SYSTEM IS BASED ON IN-SITU TESTING BY GEOTECHNICAL ENGINEER. THE SYSTEM IS BASED ON OBTAINING INFILTRATION RATES SIMILAR TO THE TESTED VALUES PRE-CONSTRUCTION. AS SUCH, THE AREAS WHERE STORMWATER IS DIRECTED TO INFILTRATE ARE TO REMAIN RESIDUAL SOILS AND COMPACTION IS TO BE LIMITED TO ENSURE THE SOIL CHARACTERISTICS CONTINUE TO FUNCTION AS TESTED. PRE-CONSTRUCTION IF THESE AREAS ARE DISTURBED, COMPACTED, OR FILLED, THE ENGINEER IS TO BE NOTIFIED AS ADDITIONAL TESTING AND COORDINATION WOULD BE REQUIRED TO ENSURE THE PREVIOUSLY RECORDED INFILTRATION RATES CAN BE ACHIEVED.

- GRADING LEGEND:**
- 950 — EXISTING MAJOR CONTOUR
 - 948 — EXISTING MINOR CONTOUR
 - 945 — PROPOSED MAJOR CONTOUR
 - 944 — PROPOSED MINOR CONTOUR
 - × 945.00 PROPOSED SPOT GRADE
 - × TG 945.00 PROPOSED TOP GRADE AT WALL
 - × BG 945.00 PROPOSED BOTTOM GRADE AT WALL
 - × TS 945.00 PROPOSED TOP OF STAIR GRADE
 - × BS 945.00 PROPOSED BOTTOM OF STAIR GRADE
 - × HP 945.00 PROPOSED HIGH POINT GRADE
 - × LP 945.00 PROPOSED LOW POINT GRADE
 - × TC 945.00 PROPOSED TOP OF CURB GRADE
 - × BC 945.00 PROPOSED BOTTOM OF CURB GRADE
 - DRAINAGE FLOW ARROW

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GRAPHIC SCALE IN FEET
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NORTH

Kimley»Horn
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MILL CREEK
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MILL CREEK RESIDENTIAL
3715 NORTHSIDE PARKWAY NW, SUITE 2-440
ATLANTA, GA 30327

CLIENT	DATE	BY
PLANNING COMMISSION & DRC RESUBMITTAL	09/14/2023	CRG
PLANNING COMMISSION COMMENT REVISIONS	02/29/2023	CRG
DRC SUBMITTAL	01/18/2023	CRG
PLANNING COMMISSION SUBMITTAL	12/12/2022	CRG

MODERA HAPEVILLE
3558 ELM STREET
HAPEVILLE, GA 30354

REGISTERED PROFESSIONAL ENGINEER
ROBERT GALLON
07/14/2013

GSWCC CERT. (LEVEL II) 0000078213
DRAWN BY CRG
DESIGNED BY CRG
REVIEWED BY BWS
DATE 12/13/2021
PROJECT NO. 019947031
TITLE
OVERALL GRADING PLAN
SHEET NUMBER
C3-00

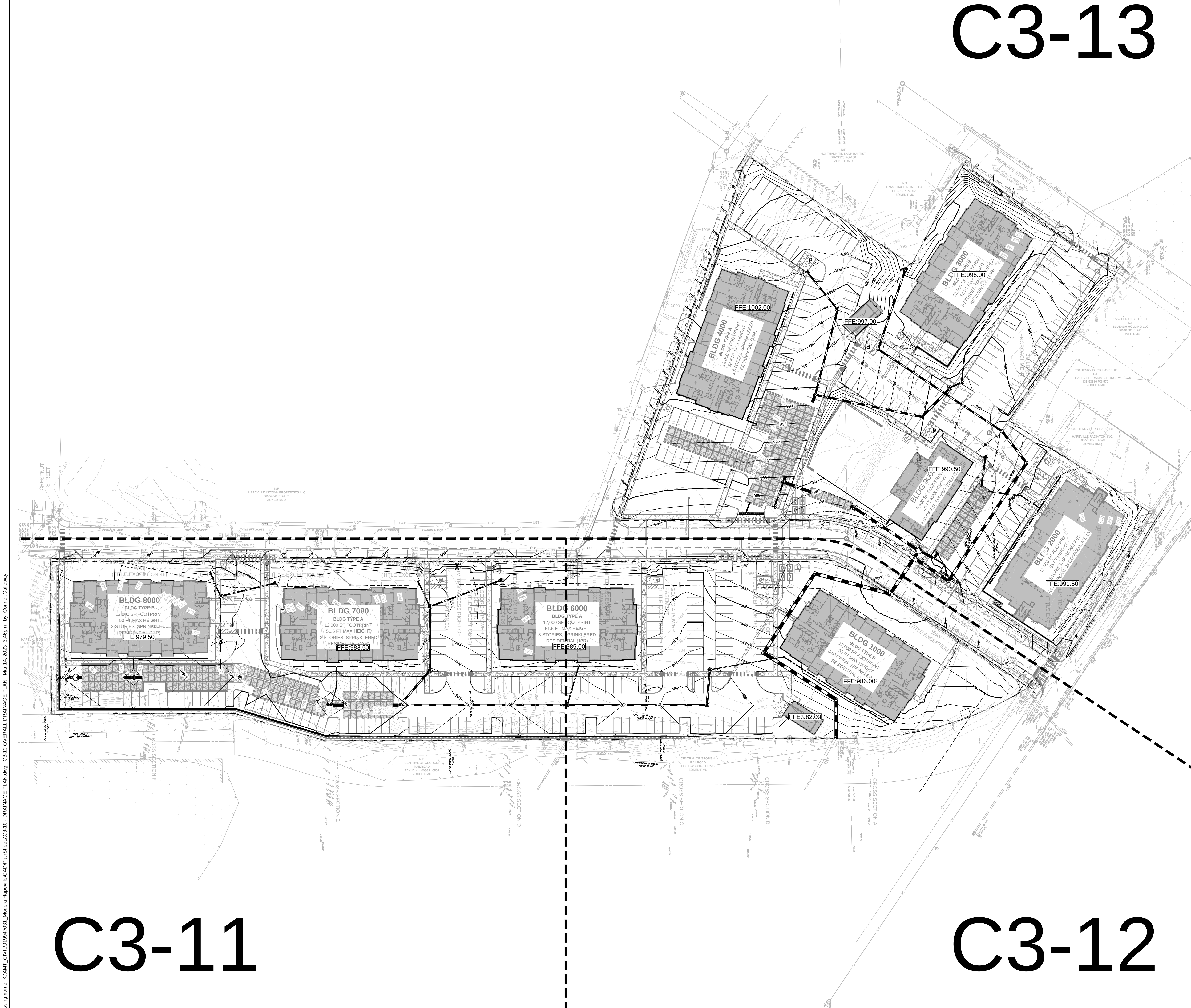
PRELIMINARY: NOT FOR CONSTRUCTION

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7. THIS PROJECT DOES LIE WITHIN A 100 YEAR FLOOD HAZARD ZONE AS DEFINED BY THE F.E.M.A. "FLOOD HAZARD BOUNDARY MAP" COMMUNITY PANEL NUMBER 13121C0369F, DATED 09/18/2013.
8. UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES HAVING UTILITIES WITHIN OR ADJACENT TO THE WORK AREA. THE CONTRACTOR SHALL HAVE THE UTILITIES FIELD LOCATED AND COORDINATE WITH THE UTILITY COMPANIES TO HAVE CONFLICTS RELOCATED WHEN NECESSARY OR ADAPTED FOR TIE-INS.
9. CONTRACTOR TO FIELD VERIFY EXISTING INVERT FOR SANITARY SEWER AND STORM DRAINAGE SERVICE CONNECTIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF DISCREPANCY PRIOR TO PROCEEDING.
10. NO GRADED SLOPE SHALL EXCEED 2H:1V
11. ALL WALLS GREATER THAN 30" IN HEIGHT SHALL BE DESIGNED AND PERMITTED BY AN ENGINEER LICENSED IN THE STATE OF GEORGIA.
12. ALL WALLS GREATER THAN 30" IN HEIGHT SHALL HAVE FALL PROTECTION THROUGH FENCING OR HANDRAIL AT A MINIMUM OF 42" TALL REFERENCE LANDSCAPE PLANS FOR DETAILS.
13. THE INFILTRATION FOR THE STORMWATER SYSTEM IS BASED ON IN-SITU TESTING BY GEOTECHNICAL ENGINEER. THE SYSTEM IS BASED ON OBTAINING INFILTRATION RATES SIMILAR TO THE TESTED VALUES PRE-CONSTRUCTION. AS SUCH, THE AREAS WHERE STORMWATER IS DIRECTED TO INFILTRATE ARE TO REMAIN RESIDUAL SOILS AND COMPACTION IS TO BE LIMITED TO ENSURE THE SOIL CHARACTERISTICS CONTINUE TO FUNCTION AS TESTED PRE-CONSTRUCTION. IF THESE AREAS ARE DISTURBED, COMPACTED, OR FILLED, THE ENGINEER IS TO BE NOTIFIED AS ADDITIONAL TESTING AND COORDINATION WOULD BE REQUIRED TO ENSURE THE PREVIOUSLY RECORDED INFILTRATION RATES CAN BE ACHIEVED.

STORM DRAINAGE LEGEND:

JB		JUNCTION BOX (GDOT 1011A)
CI		HOODED GRATE CURB INLET (GDOT 1019A, TYPE E)
GI		GRATE INLET (GDOT 10191A, TYPE A)
SWCB		SINGLE WING CATCH BASIN (GDOT 1033D)
DWCB		DOUBLE WING CATCH BASIN (GDOT 1034D)
YD		YARD DRAIN (NDS CATCH BASIN OR COMPARABLE)
CO		CLEAN OUT
WQ		WATER QUALITY DEVICE (CONTECH CDS4040-8-C)
OCS		OUTLET CONTROL STRUCTURE (CAST-IN-PLACE)
TD		TRENCH DRAIN
		PROPOSED STORM PIPE

GEORGIA811.
Know what's below.
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GRAPHIC SCALE IN FEET
0 20 40 80

PRELIMINARY: NOT FOR CONSTRUCTION

OVERALL DRAINAGE PLAN

SHEET NUMBER
C3-10

Kimley»Horn
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
817 WEST PEACHTREE STREET NW, SUITE 601
ATLANTA, GEORGIA 30308
TEL: 404.525.1100
WWW.KIMLEY-HORN.COM

MILL CREEK
PEOPLE · PLACES · RELATIONSHIPS
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PARKWAY NW, SUITE 2-440
ATLANTA, GA 30327

CLIENT	DATE	BY
	09/14/2023	CRG
	02/29/2023	CRG
	01/18/2023	CRG
	12/12/2022	CRG

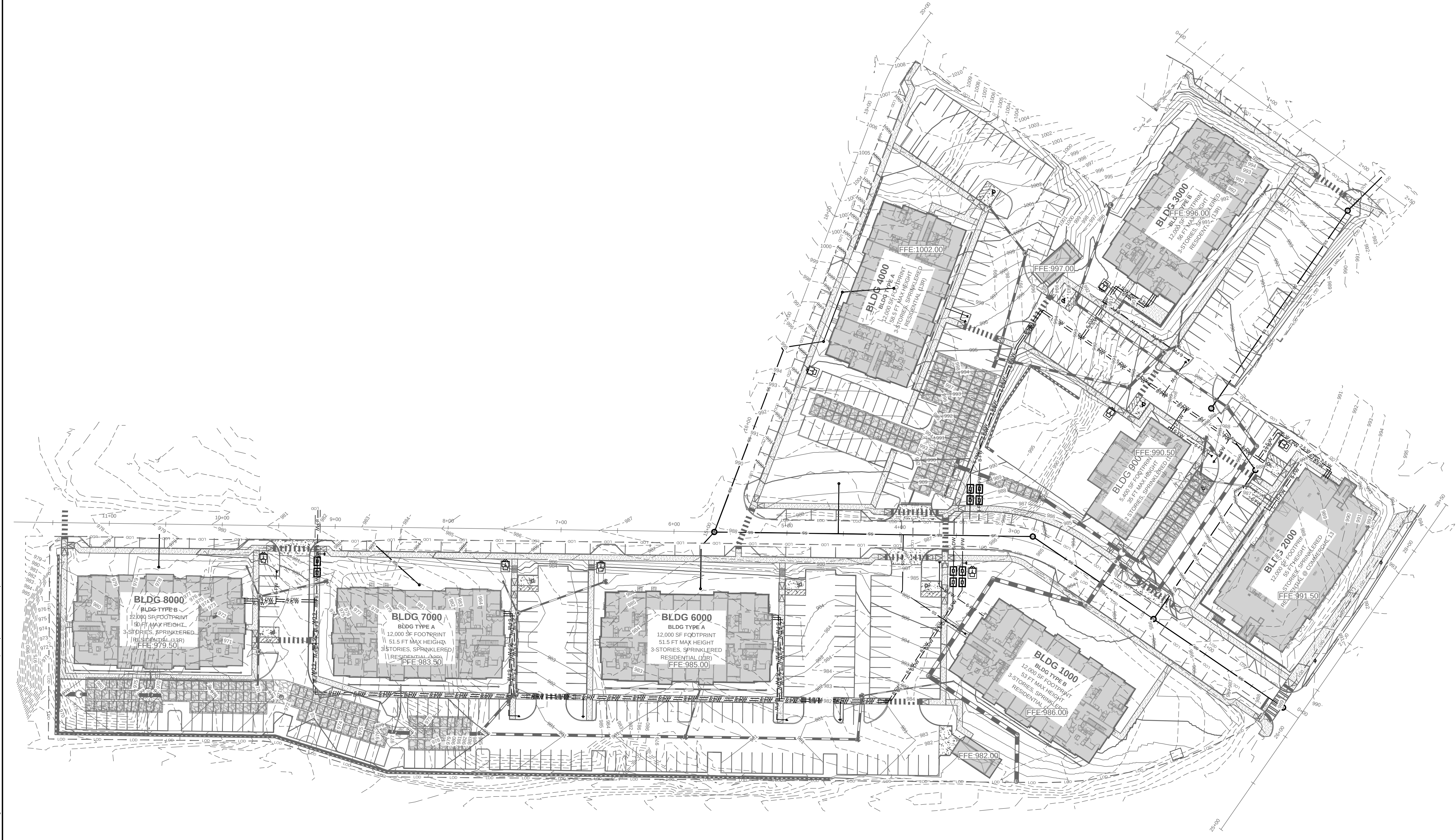
MODERA HAPEVILLE
3558 ELM STREET
HAPEVILLE, GA 30354

REGISTERED PROFESSIONAL ENGINEER
ROBERT GALLON
07/14/2013

GSWCC CERT. (LEVEL II) 0000078213
DRAWN BY CRG
DESIGNED BY CRG
REVIEWED BY BWS
DATE 12/13/2021
PROJECT NO. 019947031
TITLE

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Drawing name: K:\AMT_CIVIL\19047031_Modera Hapeville\CAD\PlanSheets\C4-00 - UTILITY PLAN.dwg C4-00 OVERALL UTILITY PLAN Mar 14, 2023 3:48pm by Connor Gallaway



- UTILITY NOTES:**
1. ALL SANITARY SEWER CLEANOUTS IN PAVED AREAS SHALL HAVE A BRASS CAP SET FLUSH WITH THE PROPOSED GRADE.
 2. CONTRACTOR SHALL COORDINATE UTILITY CONNECTION AND REROUTING LOCATIONS WITH APPLICABLE AGENCIES.
 3. ALL UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH XXXXXXXX SANITARY SEWER AND XXXXXXXX WATER DETAILS AND SPECIFICATIONS.
 4. ALL PIPE LENGTHS SPECIFIED IN THESE PLANS ARE THE HORIZONTAL DISTANCE AND ARE SHOWN FOR REFERENCE ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE ACTUAL LENGTHS BASED ON PROPOSED PIPE SLOPE. PIPE LENGTHS IN PLANS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
 5. UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES HAVING UTILITIES WITHIN OR ADJACENT TO THE WORK AREA. THE CONTRACTOR SHALL HAVE THE UTILITIES FIELD LOCATED AND COORDINATE WITH THE UTILITY COMPANIES TO HAVE CONFLICTS RELOCATED WHEN NECESSARY OR ADAPTED FOR TIE-INS.
 6. ALL UTILITY CONNECTIONS END AT 5' OUTSIDE OF THE BUILDING FOOTPRINT. REFER TO ARCHITECTURAL, MECHANICAL, ELECTRICAL, AND PLUMBING PLANS FOR BUILDING LAYOUT AND INTERNAL UTILITY SERVICE.
 7. ALL ONSITE UTILITIES SHALL BE LOCATED UNDERGROUND.
 8. CONTRACTOR TO FIELD VERIFY EXISTING INVERT FOR SANITARY SEWER SERVICE CONNECTIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF DISCREPANCY PRIOR TO PROCEEDING.

- UTILITY LEGEND:**
- W PROPOSED WATER LINE
 - UGP PROPOSED ELECTRIC LINE
 - UGT PROPOSED TELEPHONE LINE
 - G PROPOSED NATURAL GAS LINE
 - SS PROPOSED SANITARY SEWER PIPE
 - PROPOSED SANITARY SEWER CLEANOUT
 - SANITARY SEWER MANHOLE
 - SANITARY SEWER GREASE TRAP
 - WATER VALVE
 - FIRE DEPARTMENT CONNECTION (FDC)
 - FIRE HYDRANT
 - POST INDICATOR VALVE (PIV)
 - WATER MAIN TAPPING SLEEVE
 - WATER CONNECTIONS AND BENDS

GEORGIA811
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Call before you dig.

GRAPHIC SCALE IN FEET
0 20 40 60

PRELIMINARY: NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
ROBERT GALLAWAY
07/14/2013

GSWCC CERT. (LEVEL II) 0000078213
DRAWN BY CRG
DESIGNED BY CRG
REVIEWED BY BWS
DATE 12/13/2021
PROJECT NO. 019947031
TITLE
OVERALL UTILITY PLAN
SHEET NUMBER
C4-00

Kimley»Horn
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
817 WEST PEACHTREE STREET NW, SUITE 601
ATLANTA, GEORGIA 30338
404.525.1100
WWW.KIMLEY-HORN.COM

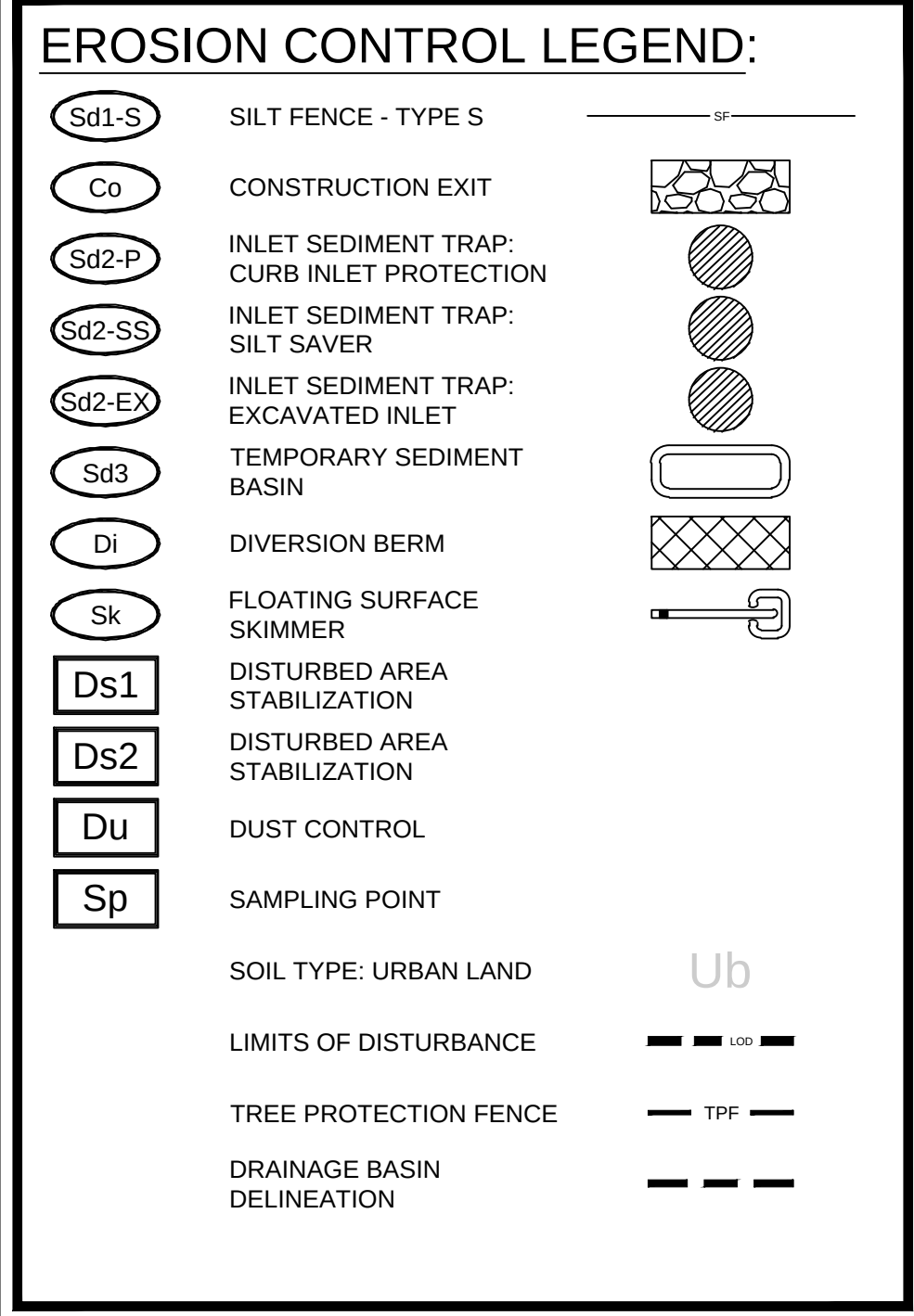
MILL CREEK
PEOPLE • PLACES • RELATIONSHIPS
MILL CREEK RESIDENTIAL
3715 NORTHSIDE PARKWAY NW, SUITE 2-440
ATLANTA, GA 30327

CLIENT	PROJECT	DATE	BY
		09/14/2023	CRG
	PLANNING COMMISSION & DRC RESUBMITTAL	02/28/2023	CRG
	PLANNING COMMISSION COMMENT REVISIONS	03/16/2023	CRG
	DRC SUBMITTAL	12/13/2021	CRG
	PLANNING COMMISSION SUBMITTAL		
	NO. REVISION DESCRIPTIONS		

MODERA HAPEVILLE
3558 ELM STREET
HAPEVILLE, GA 30354

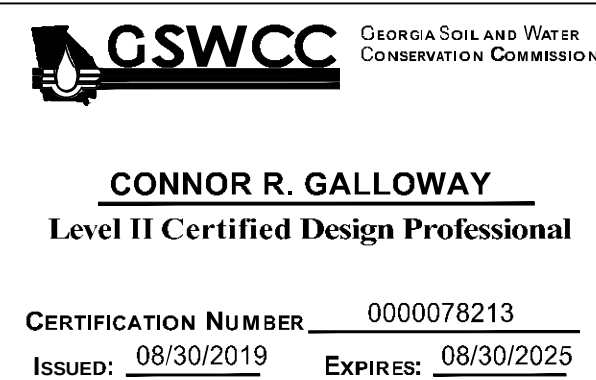
REGISTERED PROFESSIONAL ENGINEER
ROBERT GALLAWAY
07/14/2013

GSWCC CERT. (LEVEL II) 0000078213
DRAWN BY CRG
DESIGNED BY CRG
REVIEWED BY BWS
DATE 12/13/2021
PROJECT NO. 019947031
TITLE
OVERALL UTILITY PLAN
SHEET NUMBER
C4-00



1. BEGIN MASS GRADING ON PROJECT SITE.
2. INSTALL UNDERGROUND UTILITIES INCLUDING: SANITARY SEWER, WATER, AND GAS.
3. INSTALL INLET/OUTLET EROSION PROTECTION.
4. CONTRACTOR TO COORDINATE REMOVAL OF S44 WHEN NEEDED FOR SITE GRADING PROGRESS AND INSTALL INLET/OUTLET PROTECTION WITH EXCAVATED INLETS
5. INSTALL STORMWATER DETENTION SYSTEM.
6. BEGIN FOUNDATION AND VERTICAL CONSTRUCTION.

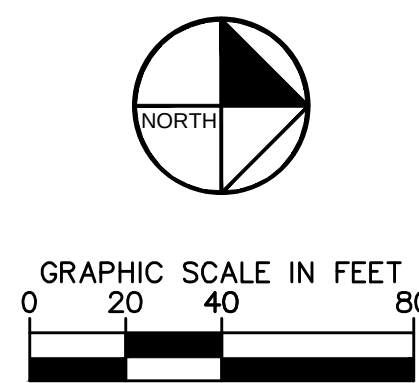
1. OUTFALL SAMPLES ARE TO BE TAKEN AT SAMPLE POINTS 1 & 2.
2. CONTRACTOR IS TO ENSURE THAT WATER LEAVING THE SITE DOES NOT EXCEED 75 NTU FOR SAMPLING POINTS 1 & 2 AS CALCULATED PER APPENDIX B (WARM WATER STREAM, 1.00-10 ACRE SITE, 0-99 SQ. MILE DRAINAGE AREA).
3. SAMPLING SHALL BE TAKEN BY THE 'GRAB' METHOD AND TESTED WITHIN 48 HOURS OF EXTRACTION.
4. SEE SHEETS C5-01 - C5-03 FOR FURTHER NPDES SPECIFICATIONS AND REGULATIONS.



PRIMARY PERMITTEE:
NAME: PHIL CARSON
COMPANY: MILL CREEK RESIDENTIAL
ADDRESS: 3715 NORTHSIDE PARKWAY
SUITE 2-440
ATLANTA, GA 30327
PHONE: 404-383-1142
EMAIL: PCARSON@MCRTRUST.COM

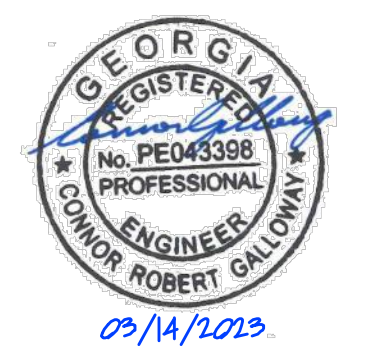
24-HOUR CONTACT:
NAME: PHIL CARSON
COMPANY: MILL CREEK RESIDENTIAL
NUMBER: 404-383-1142

SITE AREA SUMMARY:
TOTAL SITE AREA = 8.31 ACRES
TOTAL DISTURBED AREA = 8.94 ACRES



No.	REVISION DESCRIPTIONS	DATE	BY
	PLANNING COMMISSION SUBMITTAL	12/13/2022	CBS
	DRC SUBMITTAL	01/18/2023	CBS
	PLANNING COMMISSION COMMENT REVISIONS	02/29/2023	CBS
	PLANNING COMMISSION & DRC RESUBMITTAL	03/14/2023	CBS

MODERA HAPEVILLE
3558 ELM STREET
HAPEVILLE, GA 30354

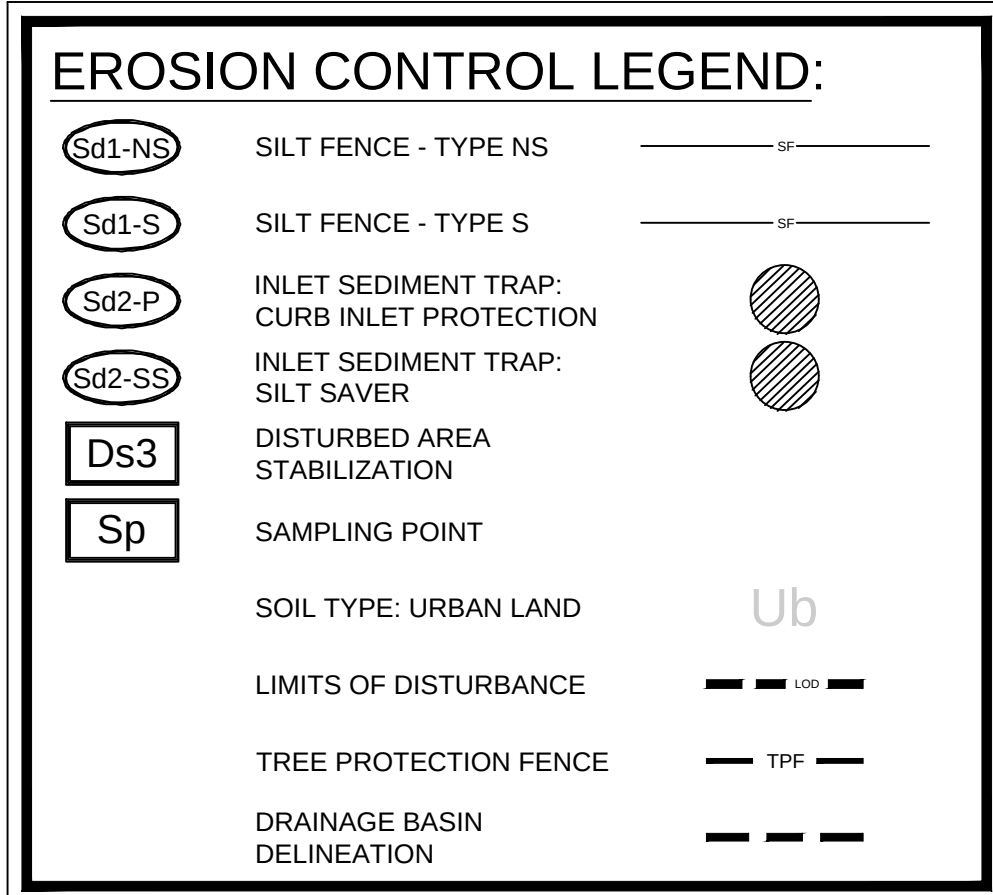


PRELIMINARY - NOT FOR CONSTRUCTION



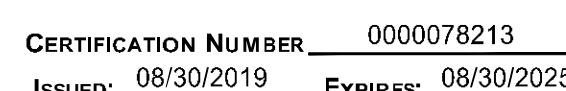
05/14/2013

GSWCC CERT. (LEVEL II)	0000078213
DRAWN BY	CRG
DESIGNED BY	CRG
REVIEWED BY	BWS
DATE	12/13/2021
PROJECT NO.	019947031
TITLE	EROSION CONTROL PLAN PHASE 2
SHEET NUMBER	C5-20



1. INSPECT AND MAINTAIN ALL EXISTING BMP'S.
2. INSTALL BASE AND PAVEMENT THROUGHOUT SITE.
3. PROVIDE PERMANENT VEGETATION MEASURES ON SITE.
4. REMOVE ALL TEMPORARY EROSION CONTROL MEASURES

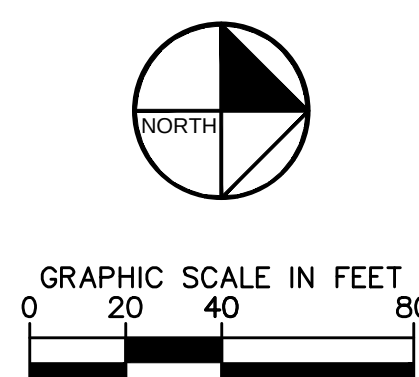
1. OUTFALL SAMPLES ARE TO BE TAKEN AT SAMPLE POINTS 1 & 2.
2. CONTRACTOR IS TO ENSURE THAT WATER LEAVING THE SITE DOES NOT EXCEED 75 NTU FOR SAMPLING POINT 1 & 2 AS CALCULATED PER APPENDIX B (WARM WATER STREAM, 1.00-10 ACRE SITE, 0-4.99 SQ. MILE DRAINAGE AREA).
3. SAMPLING SHALL BE TAKEN BY THE 'GRAB' METHOD AND TESTED WITHIN 48 HOURS OF EXTRACTION.
4. SEE SHEETS C5-01 - C5-03 FOR FURTHER NPDES SPECIFICATIONS AND REGULATIONS.



NAME: PHIL CARSON
COMPANY: MILL CREEK RESIDENTIAL
ADDRESS: 3715 NORTHSIDE PARKWAY NW
SUITE 2-440
ATLANTA, GA 30327
PHONE: 404-383-1142
EMAIL: PCARSON@MCRTRUST.COM

NAME: PHIL CARSON
COMPANY: MILL CREEK RESIDENTIAL
NUMBER: 404-383-1142

TOTAL SITE AREA = 8.31 ACRES
TOTAL DISTURBED AREA = 8.94 ACRES



PHASE 3

MODERA HAPEVILLE
3558 ELM STREET
HAPEVILLE, GA 30354

[illegible]

MODERA HAPEVILLE
3558 ELM STREET
HAPEVILLE, GA 30354

PROJECT

GEORGIA
REGISTERED
No. PE043398



GSWCC CERT. 0000078

DRAWN BY

DESIGNED BY

REVIEWED BY _____ E

DATE 12/13/2011

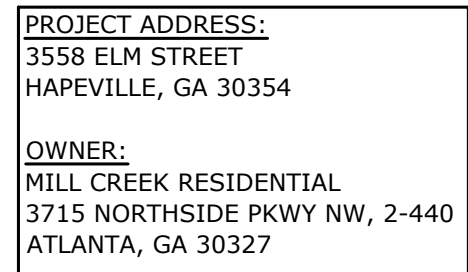
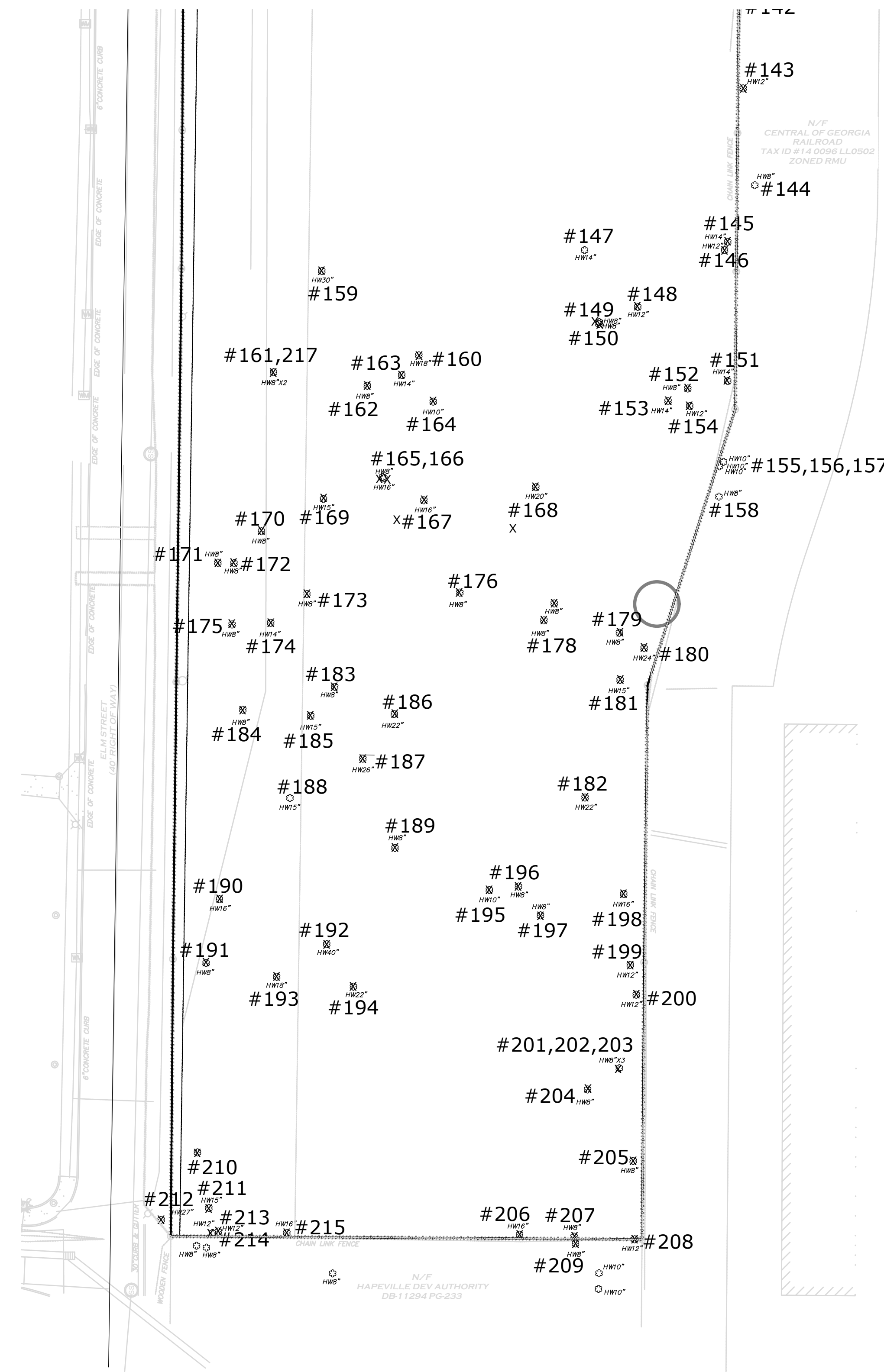
PROJECT NO.	019947
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EROSION

CONTROL PL

PHASE 3

SHEET NUMBER
C5-30

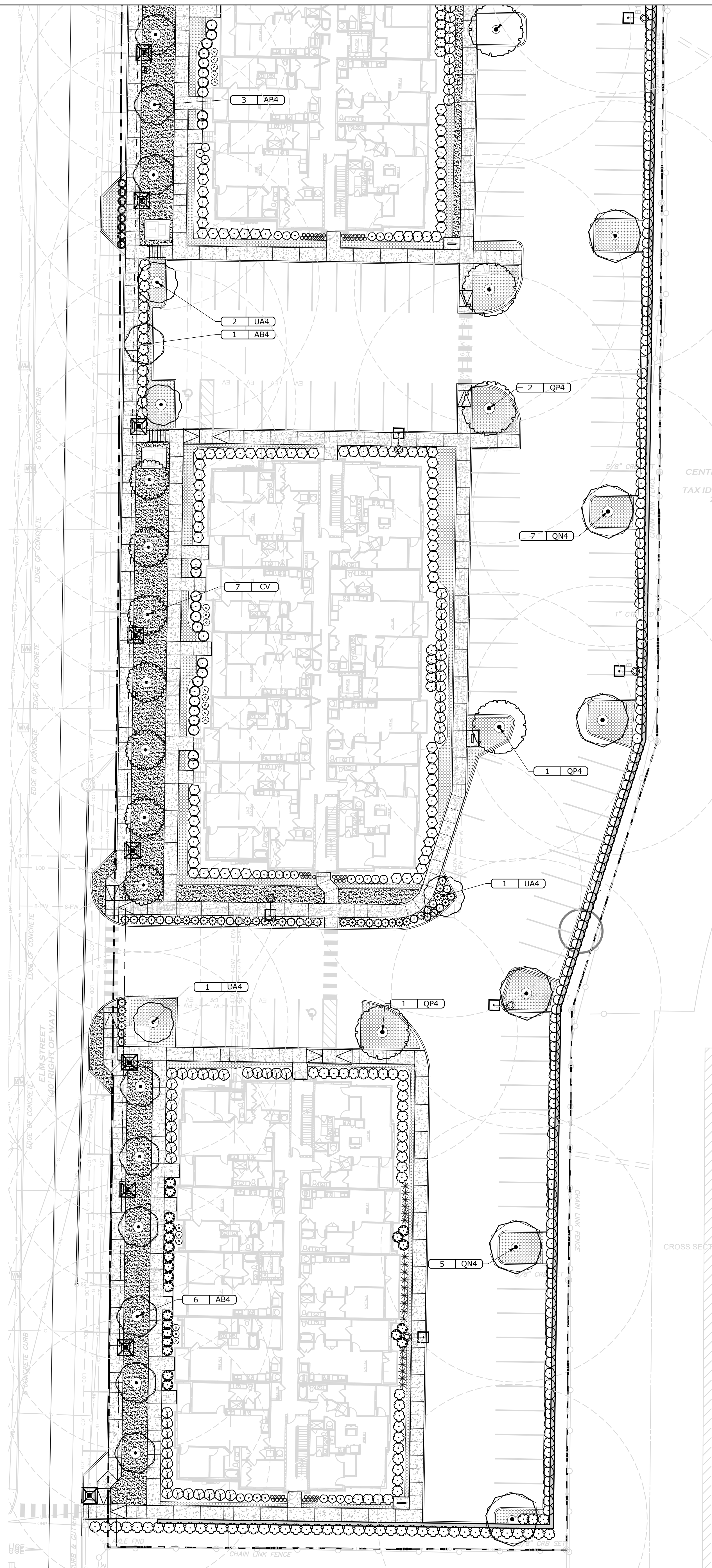


TREE NOTES:
 1) ALL TREE LOCATIONS ARE APPROXIMATE.
 2) LIMIT OF DISTURBANCE MUST BE MARKED AND IDENTIFIED IN THE FIELD BY A SURVEYOR PRIOR TO CONSTRUCTION.
 3) ALL TREES TO BE REMOVED MUST BE IDENTIFIED, MARKED, AND VERIFIED IN THE FIELD AFTER LIMIT OF DISTURBANCE HAS BEEN MARKED.

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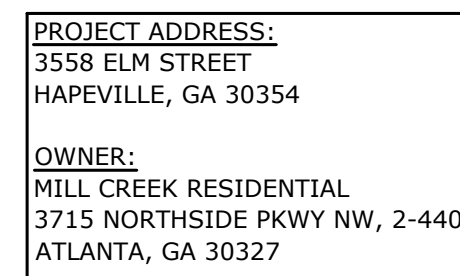
SHEET NUMBER:

TCRP 1.0



NOTES:

- TREES SHALL NOT BE PLANTED WITHIN 5-FEET OF ANY STORM LINES, GAS LINES, ELECTRIC LINES OR ANY OTHER UTILITIES. THIS DOES NOT REMOVE REQUIREMENTS TO PLANT CODE-REQUIRED TREES.
- TREES SHALL BE PLANTED A MINIMUM OF 20-FEET FROM ANY BUILDING OR STRUCTURE.



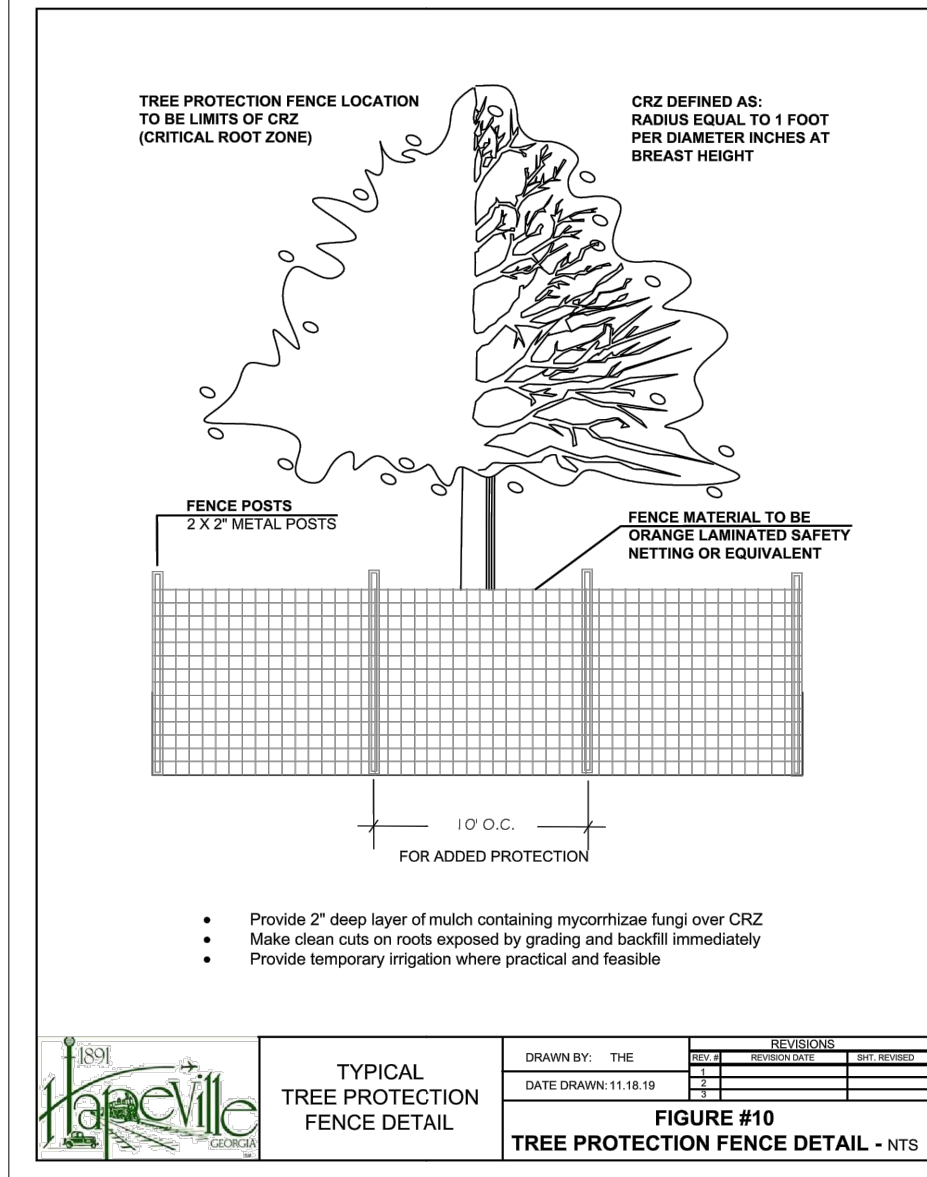
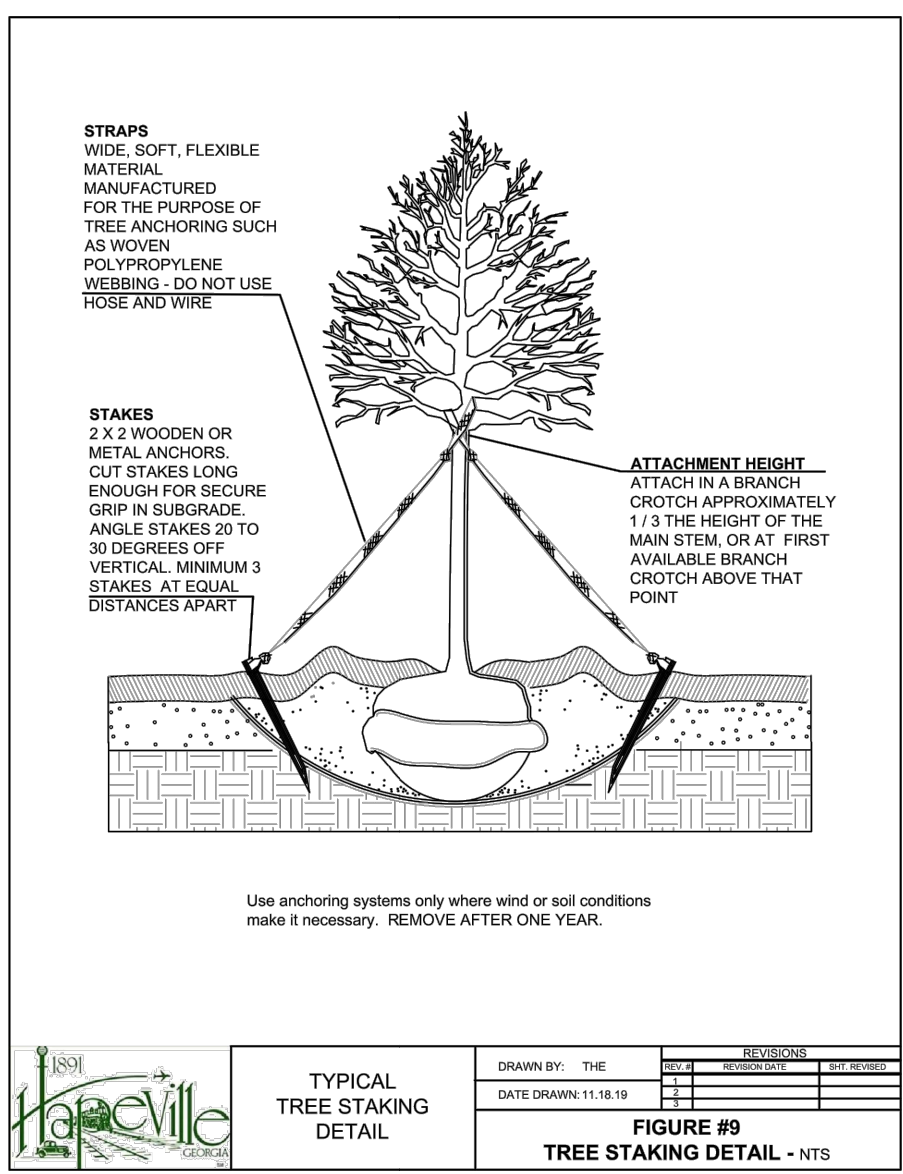
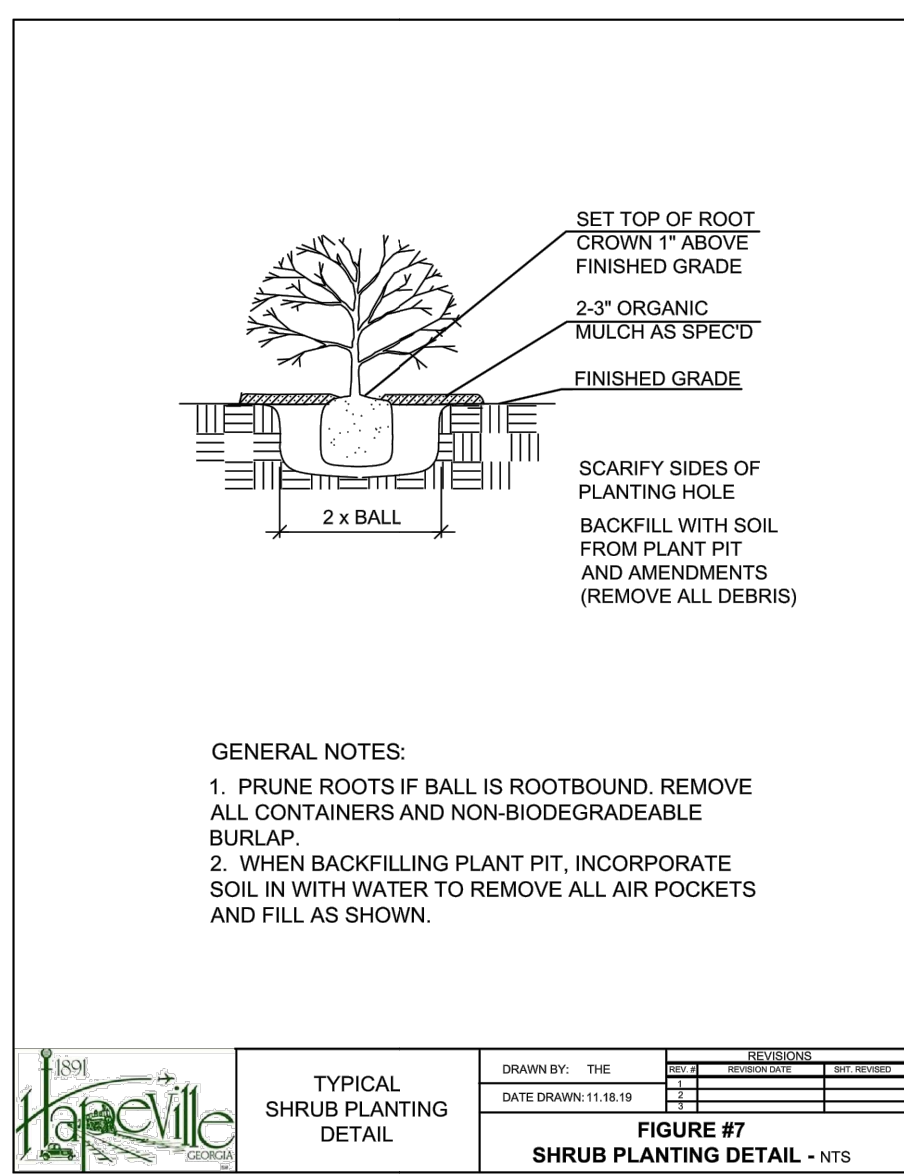
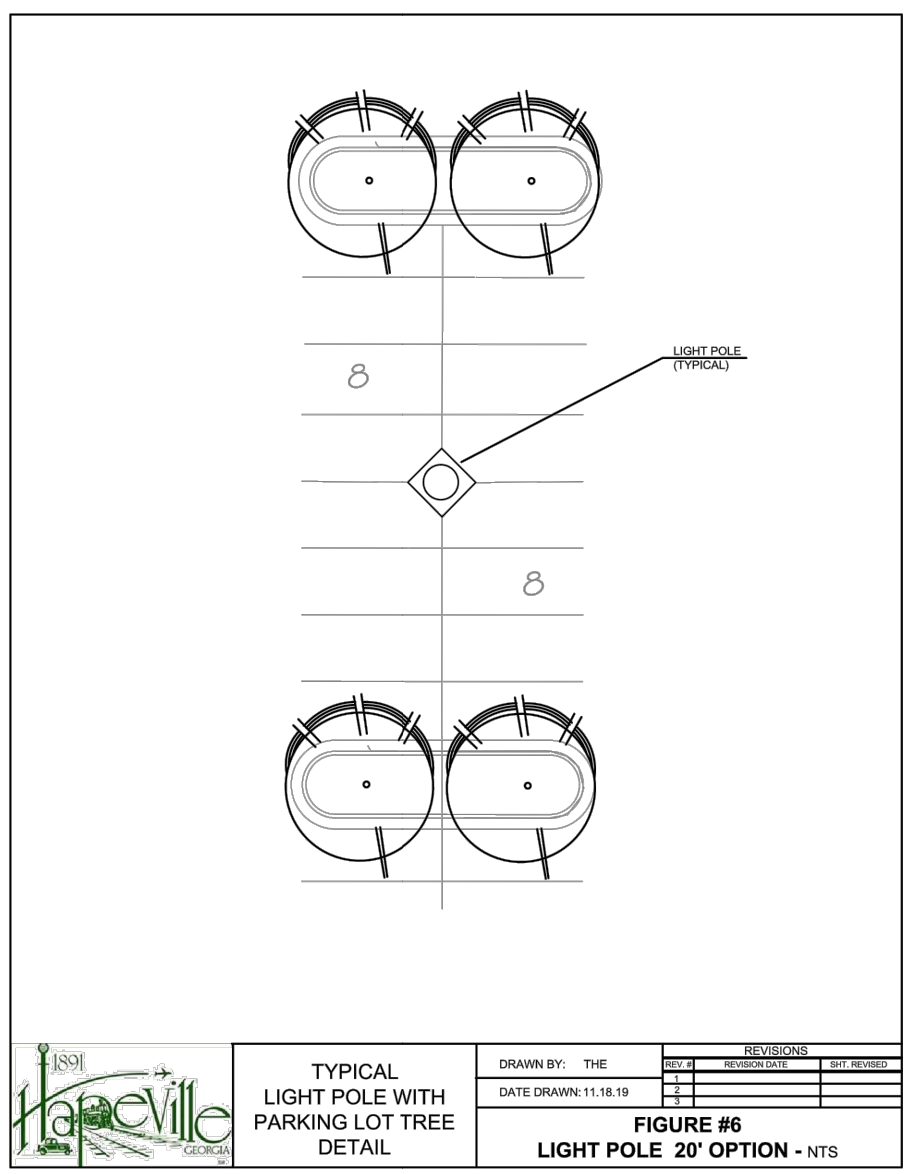
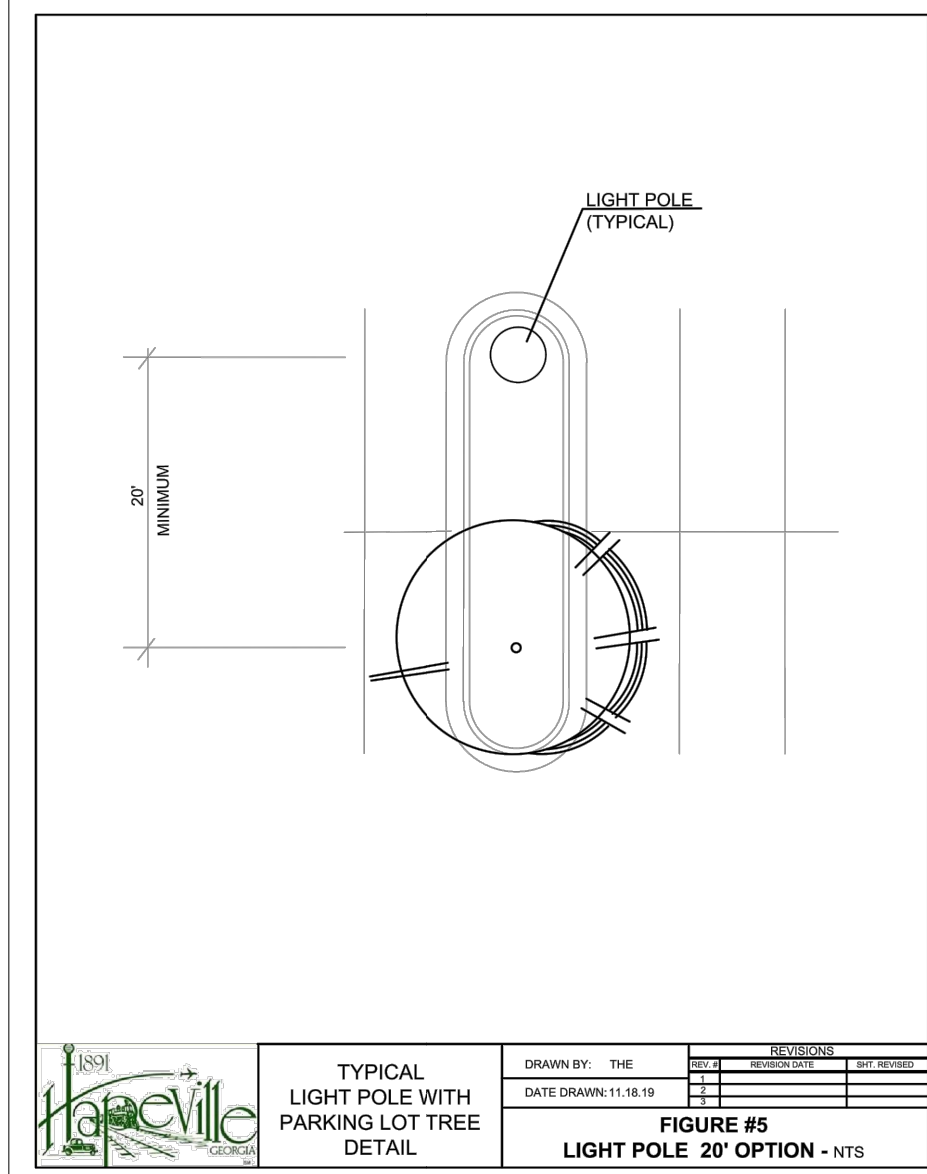
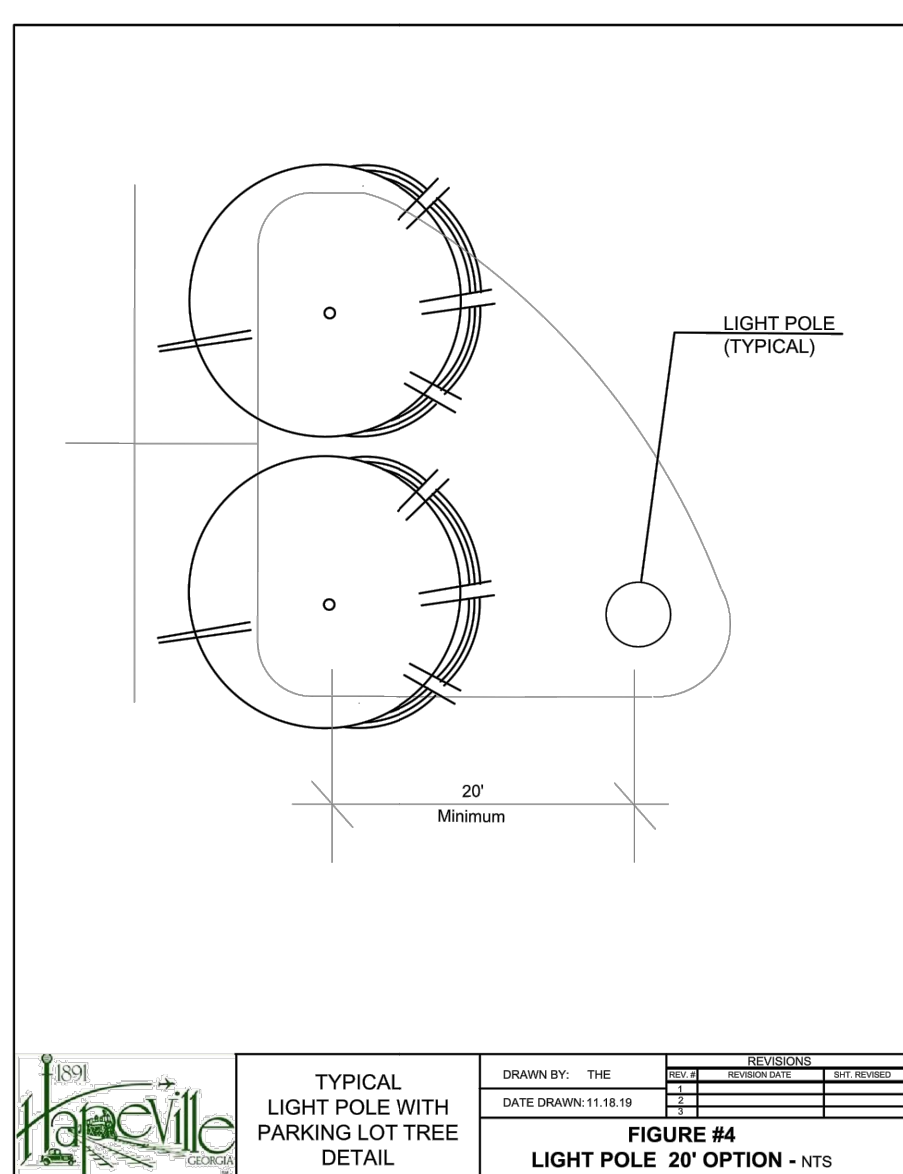
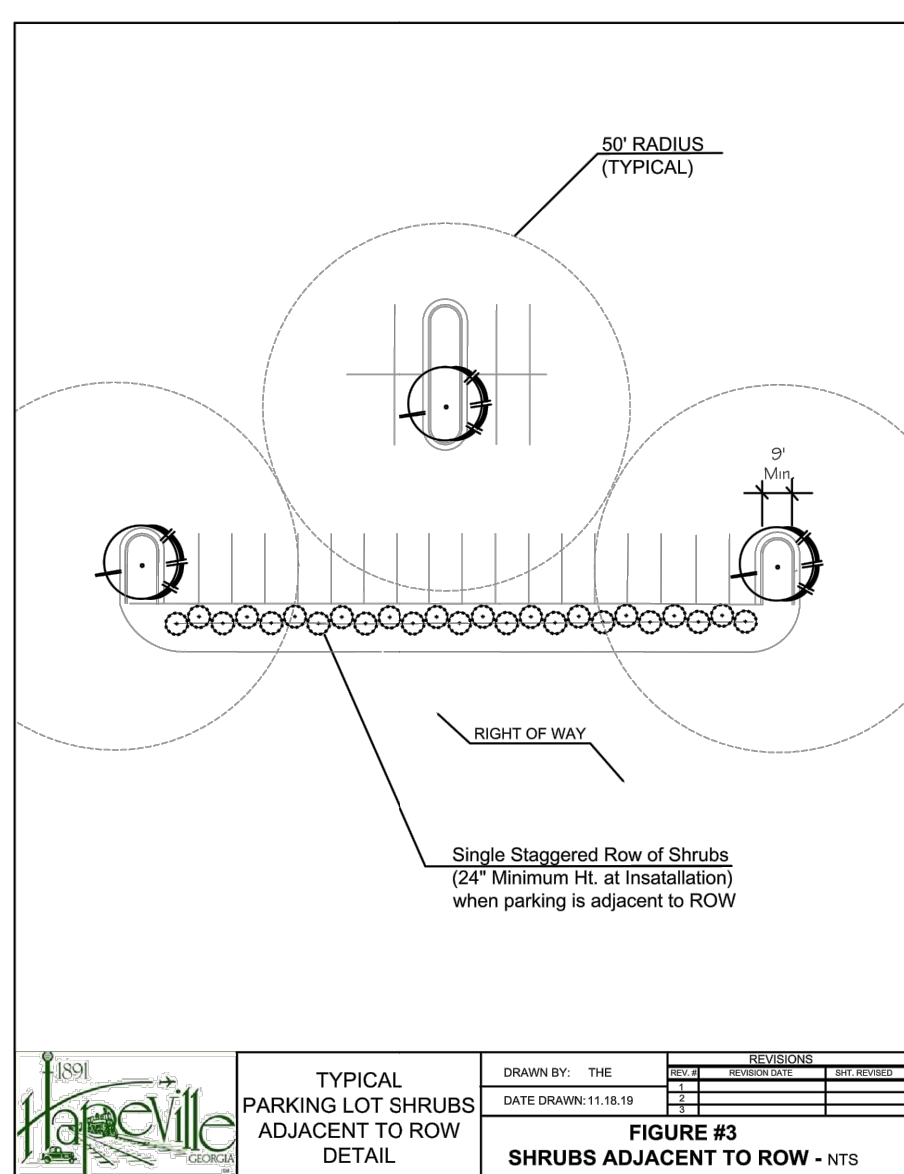
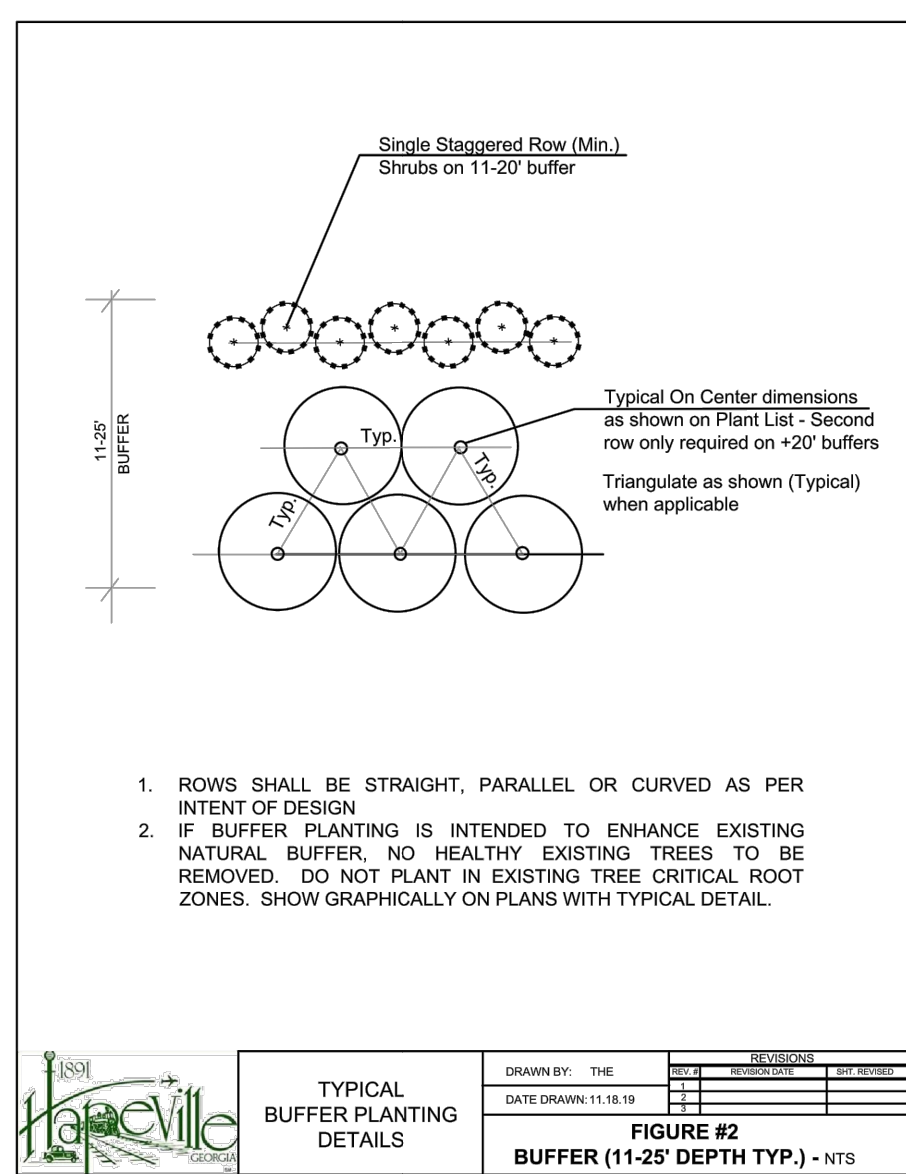
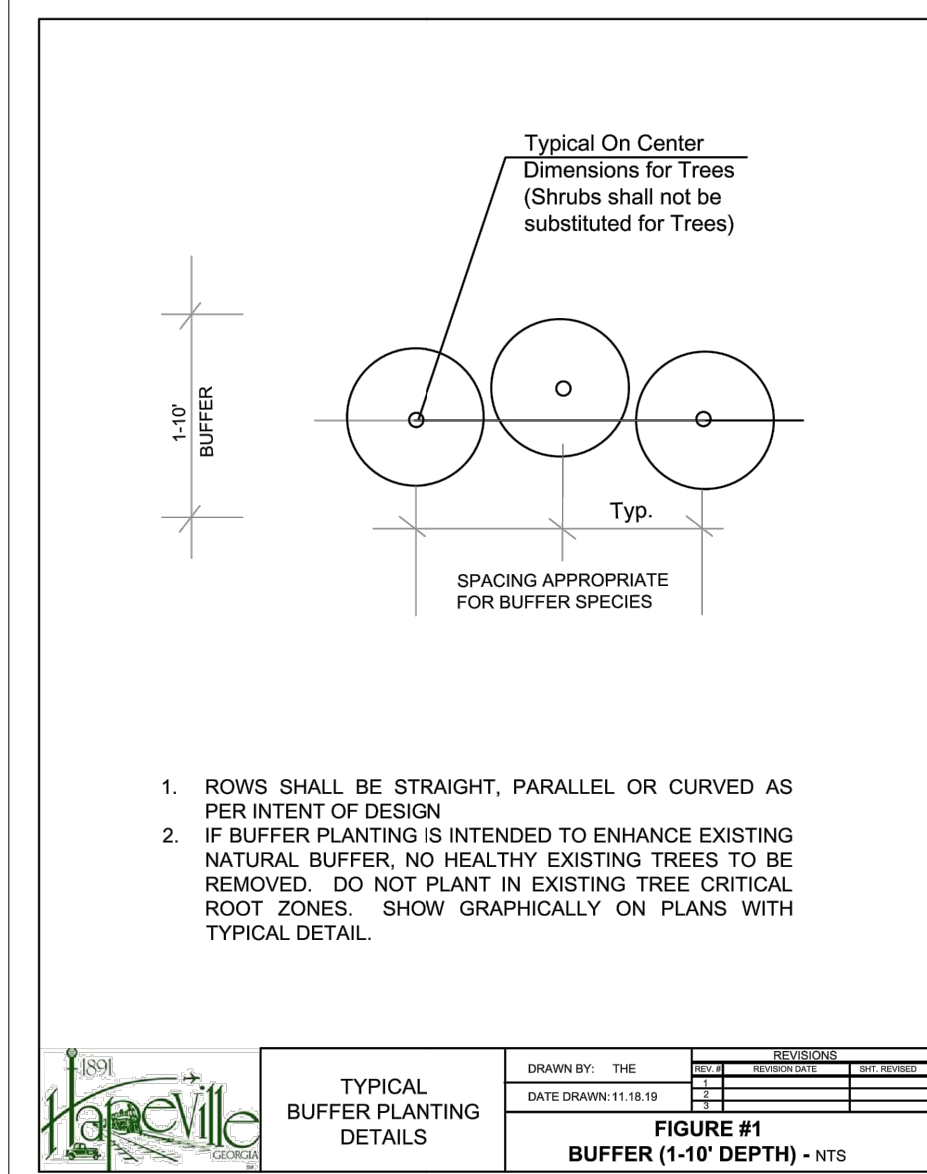
TREE CALCULATION NOTES:	
1) TREE DENSITY REQUIRED IS 100 INCHES PER ACRE. 8.15 TOTAL ACREAGE X 100 = 815 TREE INCHES	
2) LANDMARK TREE INCHES DESTROYED = 327"	
3) ADJUSTED SITE DENSITY REQUIRED, INCLUDING LANDMARK RECOMPENSE = 1,142 INCHES (815" + 327")	
4) REPLACEMENT TREE INCHES PROVIDED = 616"	
5) SAVED TREE INCHES = 0"	
6) TREE DENSITY DEFICIT: 1,142" - 289" - 327" = 526"	
7) NON-RECOMPENSE MITIGATION FEE: \$150 PER INCH X 526 INCHES = \$78,900 IN RECOMPENSE OWED	
LANDMARK TREE REPLACEMENT:	
1) 327" REQUIRED FOR LANDMARK TREE RECOMPENSE	
2) 327" OF OVERSTORY TREES PLANTED FOR LANDMARK RECOMPENSE	

- TREE CONSERVATION PLAN NOTES:
- THE INCHES PER ACRE SHOWN ON THE TREE PRESERVATION AND/OR REPLACEMENT PLAN(S) MUST BE VERIFIED PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY. CONTACT THE CITY OF HAPEVILLE AT 404-669-2120 TO ARRANGE A SITE INSPECTION.
 - ALL TREE PROTECTION DEVICES MUST BE INSTALLED AND INSPECTED PRIOR TO START OF ANY LAND DISTURBING ACTIVITY AND SHALL BE MAINTAINED UNTIL FINAL LANDSCAPING IS INSTALLED AND CERTIFICATE OF OCCUPANCY IS ISSUED. CONTACT THE CITY OF HAPEVILLE FOR AN INSPECTION.
 - THE SITE CONTRACTOR SHALL COORDINATE SERVICE ROUTING OF ALL GAS, TELEPHONE, AND ELECTRICAL LINES WITH THE APPROPRIATE UTILITY COMPANY. ALL CONSTRUCTION MUST COMPLY WITH EACH UTILITY'S STANDARDS AND SPECIFICATIONS AND NOT INTERFERE WITH TREE PLANTING SITES OR EXISTING TREES TO BE PRESERVED.
 - TREE PROTECTION AND REPLACEMENT SHALL BE ENFORCED ACCORDING TO THE CITY OF HAPEVILLE STANDARDS. ANY FIELD ADJUSTMENTS TO TREE PROTECTION DEVICE TYPES OR LOCATIONS OR SUBSTITUTIONS OF PLANT MATERIALS SHOWN ON THE APPROVED PLANS ARE SUBJECT TO THE REVIEW AND APPROVAL OF THE CITY.
 - ALL BUFFERS SHALL BE REPLANTED TO BUFFER STANDARDS WHERE SPARSELY VEGETATED OR WHERE DISTURBED. REPLANTINGS ARE SUBJECT TO CITY OF HAPEVILLE APPROVAL.
 - A MAINTENANCE INSPECTION OF TREES WILL BE PERFORMED AFTER ONE (1) FULL GROWING SEASON FROM THE DATE OF THE FINAL CONSTRUCTION INSPECTION. PROJECT OWNERS AT THE TIME OF THE MAINTENANCE INSPECTION ARE RESPONSIBLE FOR ORDINANCE COMPLIANCE.
 - LABEL AT LEAST ONE TREE OF EACH VARIETY WITH A SECURELY ATTACHED WATER-PROOF TAG BEARING LEGIBLE DESIGNATION OF BOTANICAL AND COMMON NAME.
 - TREES AND PLANTS SELECTED FOR PLANTING MUST MEET THE MINIMUM REQUIREMENTS AS PROVIDED IN THE "AMERICAN STANDARD FOR NURSERY STOCK" (ANSI STANDARDS LATEST EDITION).
 - TREE PLANTING MAY BE DELAYED UP TO SIX (6) MONTHS IN THE CASE OF UNFAVORABLE CLIMATE CONDITIONS (DROUGHT, FLOOD, EXTREME HEAT OR COLD). PROPERTY OWNERS MUST PROVIDE THE CITY WITH A PERFORMANCE BOND THAT IDENTIFIES A TARGET DATE FOR WHEN THE REQUIRED NUMBERS, SIZES, AND SPECIES OF TREES WILL BE PLANTED TO MEET THE REQUIREMENTS OF THIS ORDINANCE.
 - EVERY DEVELOPMENT WITHIN THE CITY IS REQUIRED TO UNDERGO LANDSCAPE INSPECTION BY THE CITY'S DESIGNATED AGENT PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY. THE INSPECTION WILL DETERMINE WHETHER THE TREE PRESERVATION AND/OR REPLACEMENT PLAN HAS BEEN IMPLEMENTED AS REQUIRED BY THIS ORDINANCE.

Code	Quantity	% of Total	Botanical	Common	Cont	Size	Caliper	Total Inches
AB4	24	15.6%	ACER BUERGERIANUM 'ABMTF' PP16,629	AERYN TRIDENT MAPLE	B & B	14'-15" HT	4	96
AR4	8	5.2%	ACER RUBRUM 'AUTUMN GLORY'	AUTUMN GLORY MAPLE	B & B	15'-16" HT	4	32
IO4	15	9.7%	ILEX OPACA	AMERICAN HOLLY	B & B	12" HT MIN.	4	60
CV	19	12.3%	CHONANTHUS VIRGINICUS	WHITE FRINGETREE	B & B	14" HT MIN.	4	76
NS4	4	2.6%	NYSSA SYLVATICA	TURPELO	B & B	14" HT MIN.	4	16
PO4	4	2.6%	PLATANUS OCCIDENTALIS	AMERICAN SYCAMORE	B & B	14" HT MIN.	4	16
QN4	28	18.2%	QUERCUS NUTTALLII	NUTTALL OAK	B & B	15'-16" HT	4	112
QP4	17	11.0%	QUERCUS PHELLOS	WILLOW OAK	B & B	15'-16" HT	4	68
TA4	16	10.4%	TILIA AMERICANA	AMERICAN LINDEN	B & B	14" HT MIN.	4	64
UA4	19	12.3%	ULMUS ALATA	WINGED ELM	B & B	14" HT MIN.	4	76
Trees Planted 154 100.0%								
Total Inches Planted 616								
Landmark Tree Inches Destroyed 327								
Landmark Tree Inches Determined to be DDH in the Provided Arborist Report 272								
ROW Tree Inches Destroyed 87								
Inches Toward Landmark Recompense 327								
Inches Toward Site Density Req. (100 in./acre) (624 inches - 327 inches) 289								
Site Density Required (Inches) ((8.15 acres x 100 inches/acre)) + 327 inches in landmark recompense 1142								
Site Density Defect (Inches) (1,051 inches required - 236 recompense inches planted - 388 inches planted for density) 526								



TYPICAL STREETSCAPE CROSS-SECTION



TREE #	DBH	SPECIES	CONDITION	LANDMARK TREE	ROW TREE	DEAD, DYING, HAZARDOUS (IN)
1	12	HARDWOOD	DESTROYED			
2	10	HARDWOOD	DESTROYED			
3	24	HARDWOOD	DESTROYED			
4	18	HARDWOOD	DESTROYED			
5	16	HARDWOOD	DESTROYED			
6	20	HARDWOOD	DESTROYED			
7	20	HARDWOOD	DESTROYED			
8	22	HARDWOOD	DESTROYED			
9	24	HARDWOOD	DESTROYED			
10	20	HARDWOOD	DESTROYED			
11	8	HARDWOOD	DESTROYED			
12	8	HARDWOOD	DESTROYED			
13	24	HARDWOOD	DESTROYED			
14	10	HARDWOOD	DESTROYED			
15	14	HARDWOOD	DESTROYED			
16	15	HARDWOOD	DESTROYED			
17	15	HARDWOOD	DESTROYED			
18	12	HARDWOOD	DESTROYED			
19	14	HARDWOOD	DESTROYED			
20	10	DOGWOOD	POOR-DESTROYED			10
21	8	HARDWOOD	DESTROYED			
22	8	HARDWOOD	DESTROYED		YES	
23	8	HARDWOOD	DESTROYED		YES	
24	12	HARDWOOD	DESTROYED		YES	
25	12	HARDWOOD	DESTROYED		YES	
26	12	HARDWOOD	DESTROYED		YES	
27	8	HARDWOOD	DESTROYED			
28	48	BLACKGUM	POOR-DESTROYED			48
29	8	HARDWOOD	DESTROYED			
30	12	HARDWOOD	DESTROYED			
31	42	S. RED OAK	POOR-DESTROYED			42
32	8	HARDWOOD	DESTROYED			
33	30	HARDWOOD	DEAD-DESTROYED			30
34	10	HARDWOOD	DESTROYED			
35	15	HARDWOOD	DESTROYED			
36	8	HARDWOOD	DESTROYED			
37	18	HARDWOOD	DESTROYED			
38	18	HARDWOOD	DESTROYED			
39	30	S. RED OAK	FAIR-DESTROYED	YES		
40	18	HARDWOOD	DESTROYED			
41	29	S. RED OAK	FAIR-DESTROYED	YES		
42	30	PECAN	POOR-DESTROYED			30
43	32	S. RED OAK	FAIR-DESTROYED	YES		
44	30	PECAN	POOR-DESTROYED			30
45	30	S. RED OAK	POOR-DESTROYED			30
46	8	HARDWOOD	DESTROYED			
47	8	HARDWOOD	DESTROYED			
48	12	HARDWOOD	DESTROYED			
49	8	HARDWOOD	DESTROYED			
50	8	HARDWOOD	DESTROYED			
51	14	HARDWOOD	DESTROYED			
52	30	WILLOW OAK	FAIR-DESTROYED	YES		
53	34	HARDWOOD	DESTROYED			
54	36	POST OAK	FAIR-DESTROYED	YES		
55/56	34	POST OAK	FAIR-DESTROYED	YES		
57	10	DOGWOOD	GOOD-DESTROYED	YES		
58	8	HARDWOOD	DESTROYED			
59	28	PECAN	FAIR-DESTROYED	YES		
60	10	HARDWOOD	DESTROYED			
61	10	HARDWOOD	DESTROYED			
62	8	HARDWOOD	DESTROYED			
63	8	HARDWOOD	DESTROYED			
64	10	HARDWOOD	DESTROYED			
65	15	HARDWOOD	DESTROYED			
66	14	HARDWOOD	DESTROYED			
67	12	HARDWOOD	DESTROYED			
68	12	HARDWOOD	DESTROYED			
69	8	HARDWOOD	DESTROYED			
70	12	HARDWOOD	DESTROYED			
71	24	HARDWOOD	DESTROYED			
72	26	HARDWOOD	DESTROYED			
73	8	HARDWOOD	DESTROYED			
74	8	HARDWOOD	DESTROYED			
75	16	HARDWOOD	DESTROYED			
76	15	POPLAR	DESTROYED			
77	24	HARDWOOD	DESTROYED			
78	20	HARDWOOD	DESTROYED			
79	52	WATER OAK	POOR-DESTROYED			52
80	22	HARDWOOD	DESTROYED			
81	24	HARDWOOD	DESTROYED			
82	18	HARDWOOD	DESTROYED			
83	14	HARDWOOD	DESTROYED			
84	17	HARDWOOD	DESTROYED			
85	15	HARDWOOD	DESTROYED			
86	22	HARDWOOD	DESTROYED			
87	16	HARDWOOD	DESTROYED			
88	12	HARDWOOD	DESTROYED			
89	16	HARDWOOD	DESTROYED			
90	14	HARDWOOD	DESTROYED			
91	15	HARDWOOD	DESTROYED			
92	8	HARDWOOD	DESTROYED			
93	11	HARDWOOD	DESTROYED			
94	12	HARDWOOD	DESTROYED			
95	20	HARDWOOD	DESTROYED			
96	8	HARDWOOD	DESTROYED			
97	10	HARDWOOD	DESTROYED			
98	8	HARDWOOD	DESTROYED			
99	16	POPLAR	DESTROYED			
100	8	HARDWOOD	DESTROYED			
101	10	HARDWOOD	DESTROYED			
102	8	HARDWOOD	DESTROYED			
103	8	HARDWOOD	DESTROYED			
104	8	HARDWOOD	DESTROYED			
105	8	HARDWOOD	DESTROYED			
106	8	HARDWOOD	DESTROYED			
107	14	HARDWOOD	DESTROYED			
108	14	HARDWOOD	DESTROYED			
109	12	HARDWOOD	DESTROYED			
110	8	HARDWOOD	DESTROYED			
111	8	HARDWOOD	DESTROYED			
112	8	HARDWOOD	DESTROYED			
113	8	HARDWOOD	DESTROYED			
114	16	HARDWOOD	DESTROYED			
115	9	HARDWOOD	DESTROYED			
116	8	HARDWOOD	DESTROYED			
117	15	HARDWOOD	DESTROYED			
118	15	HARDWOOD	DESTROYED			
119	10	HARDWOOD	DESTROYED			
120	10	HARDWOOD	DESTROYED			
121	8	HARDWOOD	DESTROYED			
122	8	HARDWOOD	DESTROYED			
123	8	HARDWOOD	DESTROYED			
124	32	SUGAR HACKBERRY	GOOD-DESTROYED	YES		
125	24	HARDWOOD	DESTROYED			
126	12	HARDWOOD	DESTROYED			
127	10	HARDWOOD	DESTROYED			
128	12	HARDWOOD	DESTROYED			
129	8	HARDWOOD	DESTROYED			
130	12	HARDWOOD	DESTROYED			
131	12	HARDWOOD	DESTROYED			
132	8	HARDWOOD	DESTROYED			
133	8	HARDWOOD	DESTROYED			
134	8	HARDWOOD	DESTROYED			

TREE #	DBH	SPECIES	CONDITION	LANDMARK TREE	ROW TREE	DEAD, DYING, HAZARDOUS (IN)
135	8	HARDWOOD	DESTROYED			
136	10	HARDWOOD	DESTROYED			
137	12	HARDWOOD	DESTROYED			
138	8	HARDWOOD	DESTROYED			
139	12	HARDWOOD	DESTROYED			
140	8	HARDWOOD	DESTROYED			
141	8	HARDWOOD	DESTROYED			
142	12	HARDWOOD	DESTROYED			
143	12	HARDWOOD	DESTROYED			
144	8	HARDWOOD	DESTROYED			
145	14	HARDWOOD	DESTROYED			
146	12	HARDWOOD	DESTROYED			
147	14	HARDWOOD	DESTROYED			
148	12	HARDWOOD	DESTROYED			
149	8	HARDWOOD	DESTROYED			
150	8	HARDWOOD	DESTROYED			
151	14	HARDWOOD	DESTROYED			
152	8	HARDWOOD	DESTROYED			
153	14	HARDWOOD	DESTROYED			
154	12	HARDWOOD	DESTROYED			
155	10	HARDWOOD	DESTROYED			
156	10	HARDWOOD	DESTROYED			
157	10	HARDWOOD	DESTROYED			
158	8	HARDWOOD	DESTROYED			
159	30	WATER OAK	GOOD-DESTROYED	YES		
160	18	HARDWOOD	DESTROYED			
161	8	HARDWOOD	DESTROYED			
162	8	HARDWOOD	DESTROYED			
163	14	HARDWOOD	DESTROYED			
164	10	HARDWOOD	DESTROYED			
165	8	HARDWOOD	DESTROYED			
166	16	HARDWOOD	DESTROYED			
167	16	HARDWOOD	DESTROYED			
168	20	HARDWOOD	DESTROYED			
169	15	HARDWOOD	DESTROYED			
170	8	HARDWOOD	DESTROYED			
171	8	HARDWOOD	DESTROYED			
172	8	HARDWOOD	DESTROYED			
173	8	HARDWOOD	DESTROYED			
174	14	HARDWOOD	DESTROYED			
175	8	HARDWOOD	DESTROYED			
176	8	HARDWOOD	DESTROYED			
177	8	HARDWOOD	DESTROYED			
178	8	HARDWOOD	DESTROYED			
179	8	HARDWOOD	DESTROYED			
180	24	HARDWOOD	DESTROYED			
181	15	HARDWOOD	DESTROYED			
182	22	HARDWOOD	DESTROYED			
183	8	HARDWOOD	DESTROYED			
184	8	HARDWOOD	DESTROYED			
185	15	HARDWOOD	DESTROYED			
186	22	HARDWOOD	DESTROYED			
187	26	HARDWOOD	DESTROYED			
188	15	HARDWOOD	DESTROYED			
189	8	HARDWOOD	DESTROYED			
190	16	HARDWOOD	DESTROYED			
191	8	HARDWOOD	DESTROYED			
192	36	PECAN	GOOD-DESTROYED	YES		
193	18	HARDWOOD	DESTROYED			
194	22	HARDWOOD	DESTROYED			
195	10	HARDWOOD	DESTROYED			
196	8	HARDWOOD	DESTROYED			
197	8	HARDWOOD	DESTROYED			
198	16	HARDWOOD	DESTROYED			
199	12	HARDWOOD	DESTROYED			
200	12	HARDWOOD	DESTROYED			
201	8	HARDWOOD	DESTROYED			
202	8	HARDWOOD	DESTROYED			
203	8	HARDWOOD	DESTROYED			
204	8	HARDWOOD	DESTROYED			
205	8	HARDWOOD	DESTROYED			
206	16	HARDWOOD	DESTROYED			
207	8	SWEETGUM	DESTROYED			
208	12	HARDWOOD	DESTROYED			
209	8	TULIP POPLAR	DESTROYED			
210	10	HARDWOOD	DESTROYED			
211	15	HARDWOOD	DESTROYED			
212	22	MAGNOLIA	GOOD-DESTROYED		YES	
213	12	HARDWOOD	DESTROYED			
214	12	HARDWOOD	DESTROYED			
215	16	HARDWOOD	DESTROYED			
216	10	HARDWOOD	DESTROYED			
217	8	HARDWOOD	DESTROYED			



Traffic Impact Study

Modera Hapeville

City of Hapeville, Georgia

Report Prepared:

February 2023

Prepared for:

Mill Creek Residential

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
817 West Peachtree Street, NW, Suite 601
Atlanta, GA, 30308
019947031

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1.0 INTRODUCTION

This report presents the analysis of anticipated traffic impacts associated with the proposed *Modera Hapeville* residential development, which is expected to be completed in 2025 (referred to herein as “build-out year”). The site is located south of Porsche Avenue / South Central Avenue with proposed access along both Perkins Street and Elm Street in the City of Hapeville, Georgia. The approximately 8.31-acre site is proposed to consist of 300 multifamily residential dwelling units.

This report summarizes the analyses of the following two (2) scenarios:

1. Existing 2023 Traffic Conditions
2. Projected 2025 Build Traffic Conditions (Existing 2023 Traffic Conditions, plus background traffic growth, plus traffic associated with the proposed *Modera Hapeville* development)

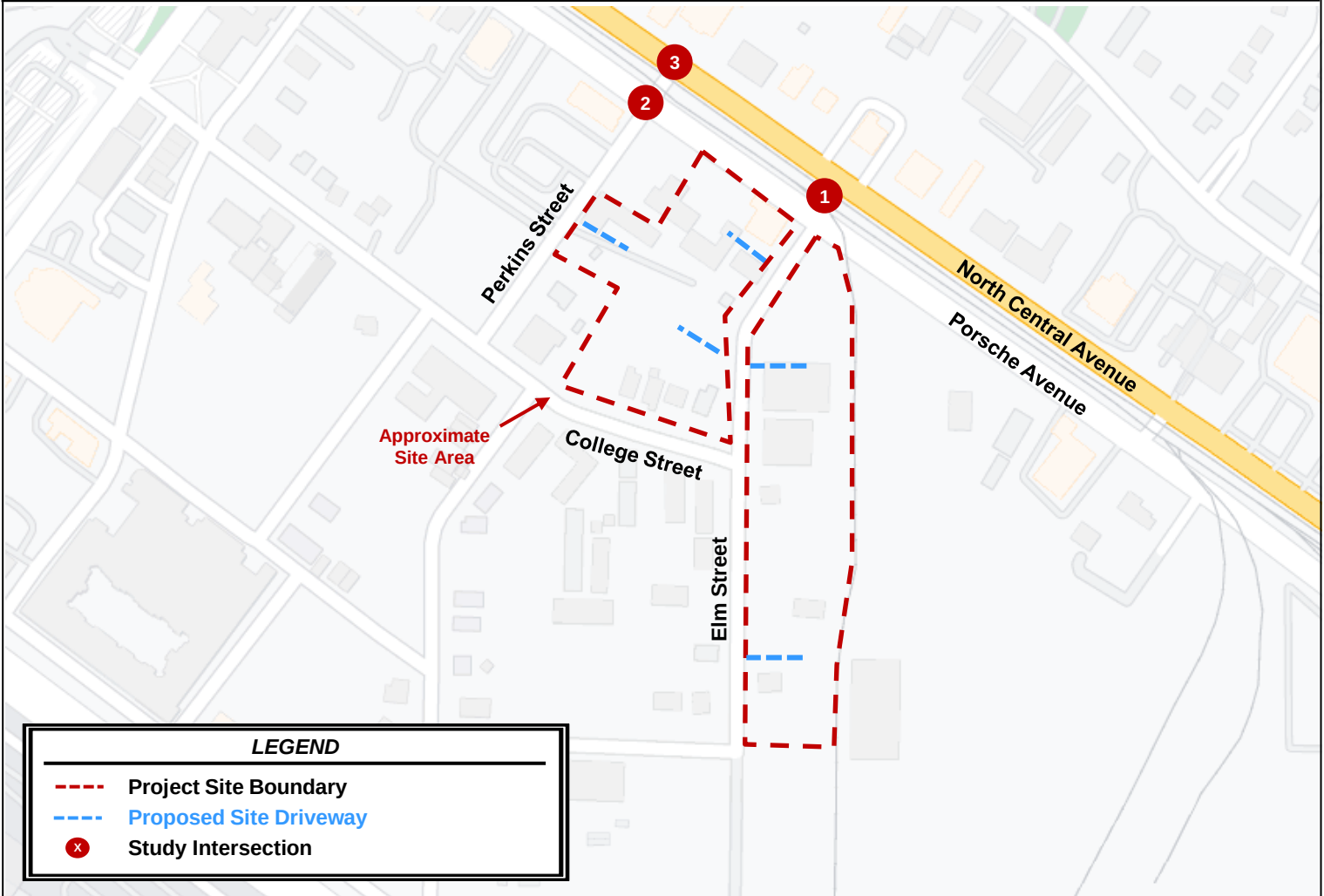
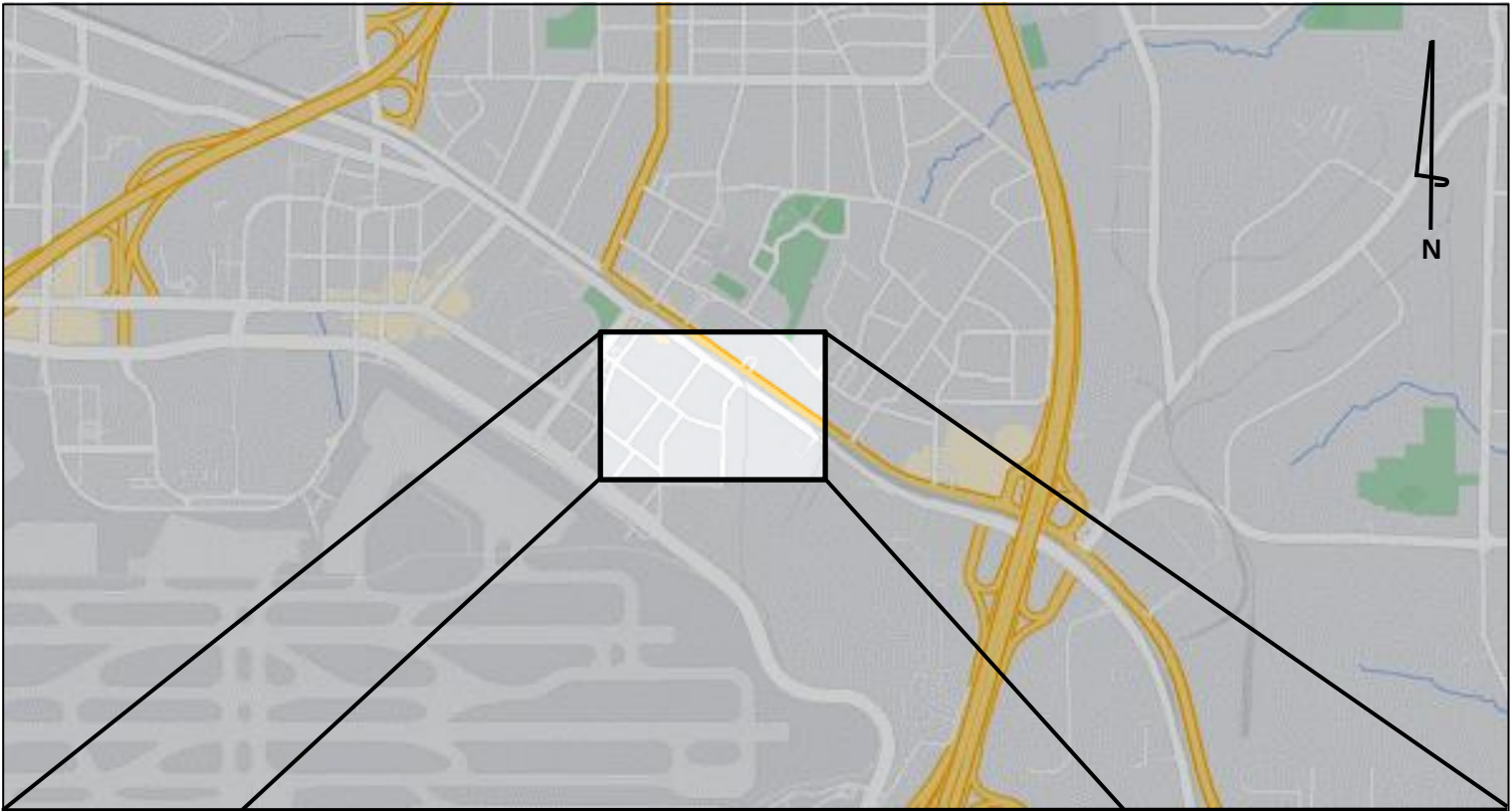
Figure 1 provides a location map of the project site. **Figure 2** provides aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in **Appendix A**.

2.0 STUDY AREA DETERMINATION

The study area consists of the following three (3) intersections:

1. Porsche Avenue at Elm Street (Existing – unsignalized)
2. Porsche Avenue / South Central Avenue at Perkins Street (Existing – unsignalized)
3. North Central Avenue at Perkins Street (Existing – unsignalized)

This analysis considers Porsche Avenue, South Central Avenue, and North Central Avenue as having an east-west orientation and considers Perkins Street and Elm Street as having a north-south orientation.





3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

Porsche Avenue / South Central Avenue is a two-lane, undivided, major collector roadway with a posted speed limit of 35 MPH. GDOT counts taken west of Perkins Street along Porsche Avenue / South Central Avenue indicated an Annual Average Daily Traffic (AADT) volume of 6,470 vehicles per day in 2021. Traffic Counts collected by Kimley-Horn in January 2023 along Porsche Avenue / South Central Avenue east of Elm Street indicated an Average Daily Traffic (ADT) volume of 8,227 vehicles per day.

North Central Avenue is a two-lane, undivided, minor arterial roadway with a posted speed limit of 35 MPH. Historical GDOT counts taken east of Elm Street along North Central Avenue indicated an Annual Average Daily Traffic (AADT) volume of 10,400 vehicles per day in 2021.

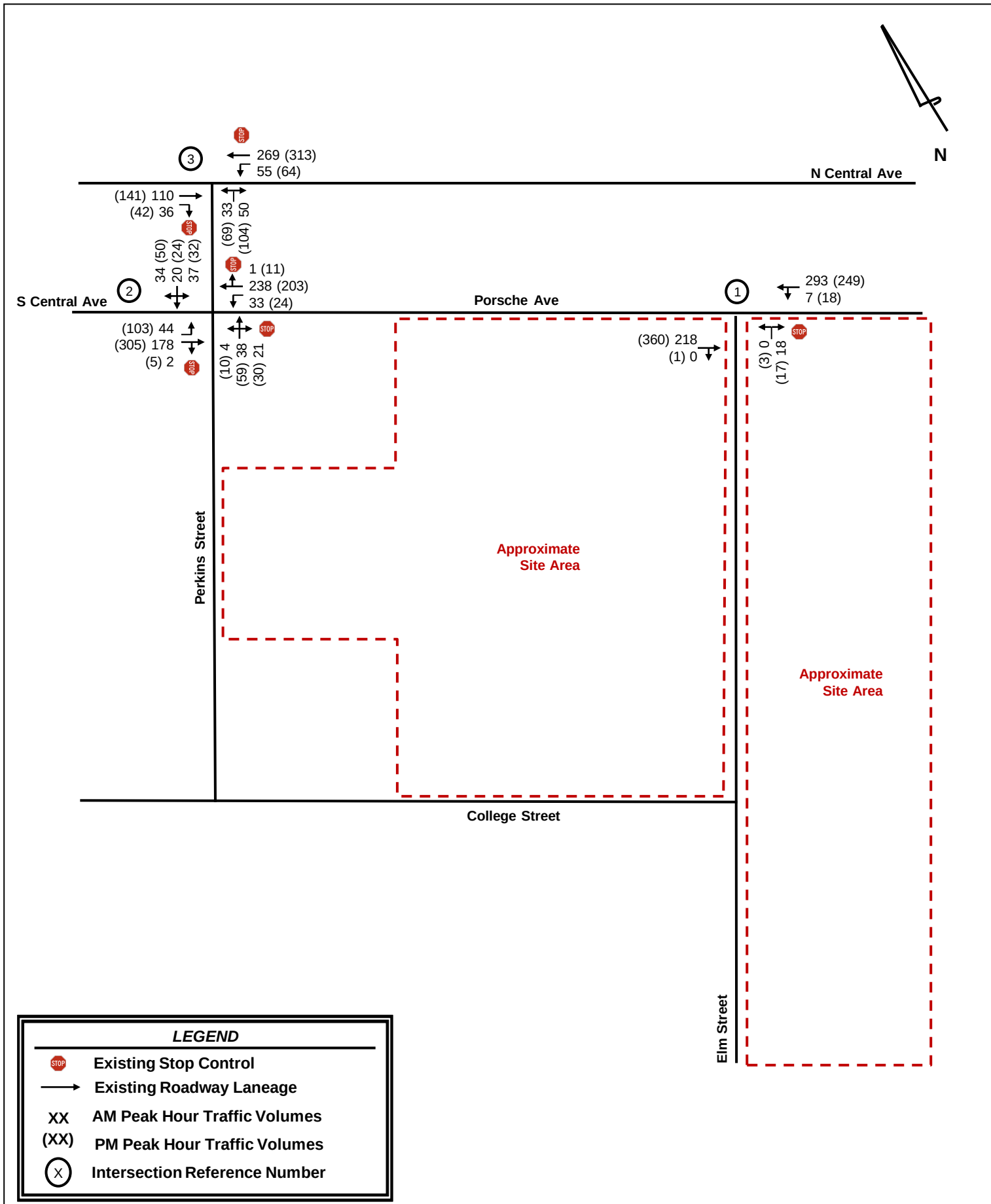
Elm Street, Perkins Street, and College Street are two-lane, undivided, local roads with posted speed limits of 25 MPH. Historical GDOT counts are not available for these roads.

3.2 EXISTING TRAFFIC VOLUMES

Vehicle peak hour turning movement counts were performed on Wednesday, January 25, 2023, at the intersection of Porsche Avenue at Elm Street, and Porsche Avenue / South Central Avenue at Perkins Street. The counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:00 PM to 6:00 PM). At the study intersection of Porsche Avenue at Elm Street, the AM peak hour occurred from 7:30 AM-8:30 AM, while the PM peak hour occurred from 4:45 PM-5:45 PM. At the study intersection of Porsche Avenue / South Central Avenue at Perkins Street, the AM peak hour occurred from 8:00 AM-9:00 AM, while the PM peak hour occurred from 4:30 PM-5:30 PM. Complete traffic count data is provided in **Appendix D**.

Per GDOT Policy issued on July 15, 2022, traffic forecasts based on new traffic count data collected after the start of the fall 2022 school year are no longer required to follow COVID-19 policy procedures.

Figure 3 illustrates the Existing 2023 peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout).



4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *Modera Hapeville* development. The Existing 2023 peak hour traffic volumes were increased by 1.0% per year for two (2) years to account for the expected background growth in traffic through the year 2025, based on population data and historic GDOT traffic counts in the area. A detailed growth rate analysis is included in **Appendix B**.

4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

The GDOT *GeoPI* system was researched for programmed transportation projects within the vicinity of the proposed development. Two (2) programmed projects were identified.

1. **AR-485A:** This project consists of an analysis to be conducted on previous work that would examine the potential for high-capacity transit in Clayton County and the most appropriate service concept. The project is to be completed in 2030.
2. **M-AR-451:** Metropolitan Parkway Arterial Rapid Transit (ART) will improve MARTA's existing Route 95 between West End Station and the city of Hapeville. It would provide better transit connectivity for the densely populated residential neighborhoods, the MET mixed-use development, and the nearby colleges in south Atlanta. It is yet to be determined when this project is expected to be completed.

The improvements contained in AR-485A and M-AR-451 are not considered in future scenarios, as these projects will not be completed upon build-out of the proposed multifamily residential development. Fact sheets for the programmed projects are included in **Appendix F**.

5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *Modera Hapeville* development, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of developing 300 multifamily residential units.

5.1 PROJECT SITE ACCESS

Access to the proposed *Modera Hapeville* development will be provided at five (5) locations listed below:

1. Site Driveway A located along Perkins Street – a proposed full-access driveway located approximately 280 feet south of Porsche Avenue. The driveway is proposed to have one (1) lane entering the site and one (1) lane exiting the site, under side-street stop control.
2. Site Driveway B located along Elm Street – a proposed full-access driveway located approximately 100 feet south of Porsche Avenue. The driveway is proposed to have one (1) lane entering the site and one (1) lane exiting the site, under side-street stop control.
3. Site Driveway C located along Elm Street – a proposed full-access driveway located approximately 150 feet northwest of College Street, aligned with Site Driveway D. The driveway is proposed to have one (1) lane entering the site and one (1) lane exiting the site, under side-street stop control.
4. Site Driveway D located along Elm Street – a proposed full-access driveway located approximately 150 feet northeast of College Street, aligned with Site Driveway C. The driveway is proposed to have one (1) lane entering the site and one (1) lane exiting the site, under side-street stop control.
5. Site Driveway E located along Elm Street – a proposed full-access driveway located approximately 200 feet north of Chestnut Street. The driveway is proposed to have one (1) lane entering the site and one (1) lane exiting the site, under side-street stop control.

See the site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the site.

5.2 TRIP GENERATION

Traffic generated by the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, 2021. The trip generation was calculated using the Multifamily Housing (Mid-Rise) land use code (Land Use 221). **Table 1** summarizes the trip generation for the proposed development upon full build-out in 2025.

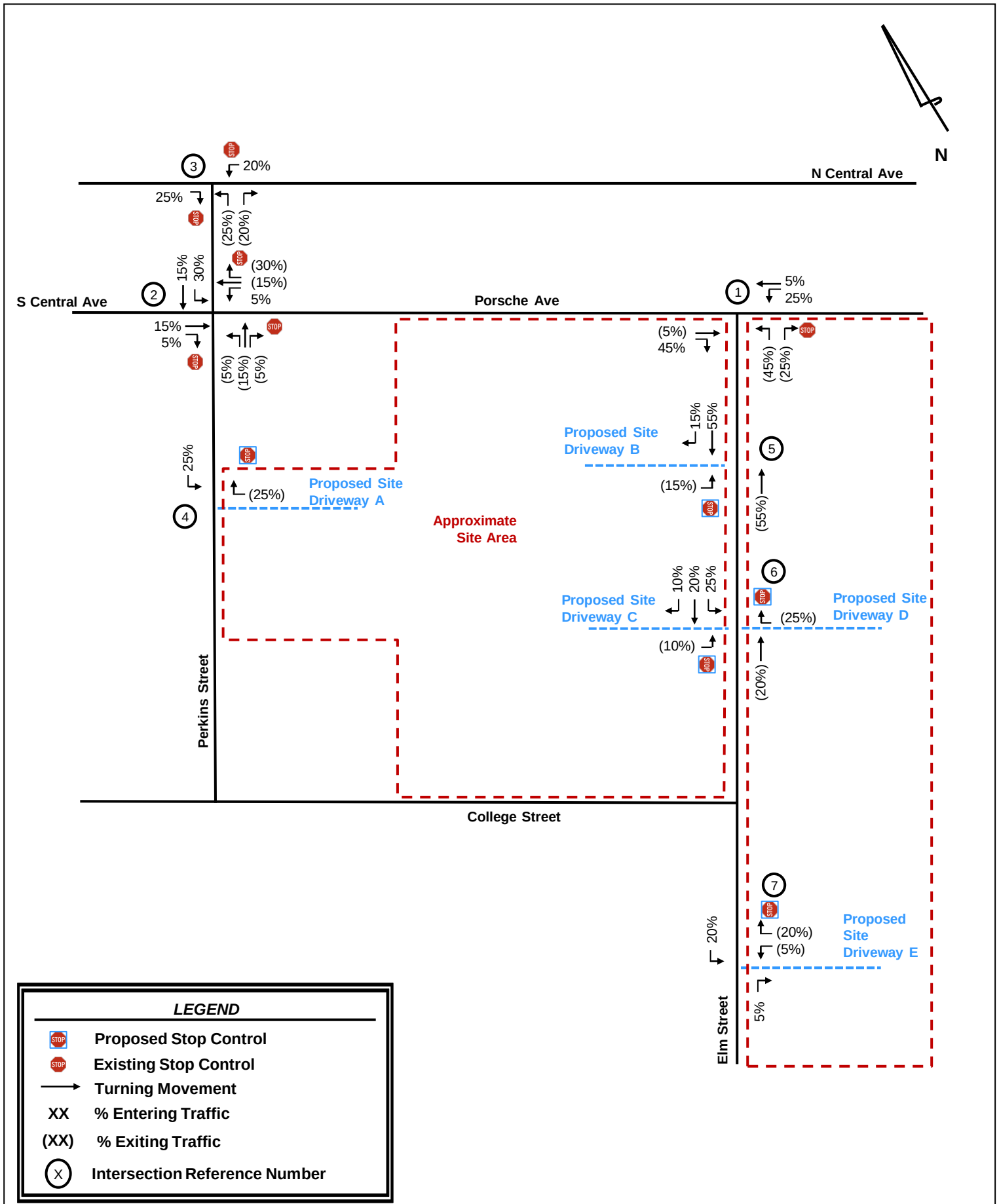
Table 1: Trip Generation											
Land Use	Density	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Multifamily Housing (Mid-Rise)	300 d.u.	221	1,384	692	692	120	28	92	117	71	46
Total Gross Trips			1,384	692	692	120	28	92	117	71	46
<i>Pass-by Reduction</i>			0	0	0	0	0	0	0	0	0
<i>Alternative Mode Reduction</i>			0	0	0	0	0	0	0	0	0
Total Net New Trips			1,384	692	692	120	28	92	117	71	46

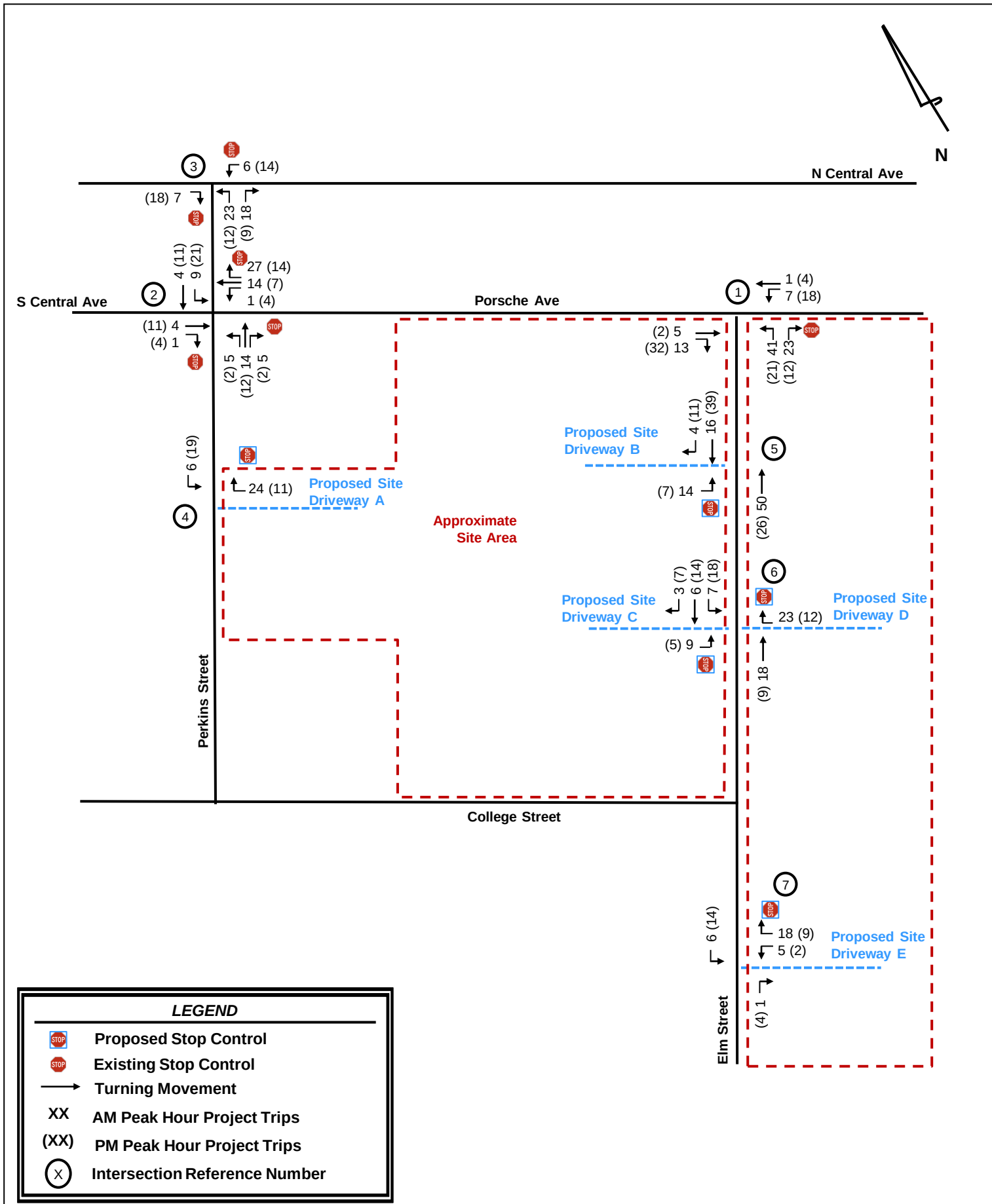
Due to the size, nature, location, and land-use of the proposed development, no reductions were applied.

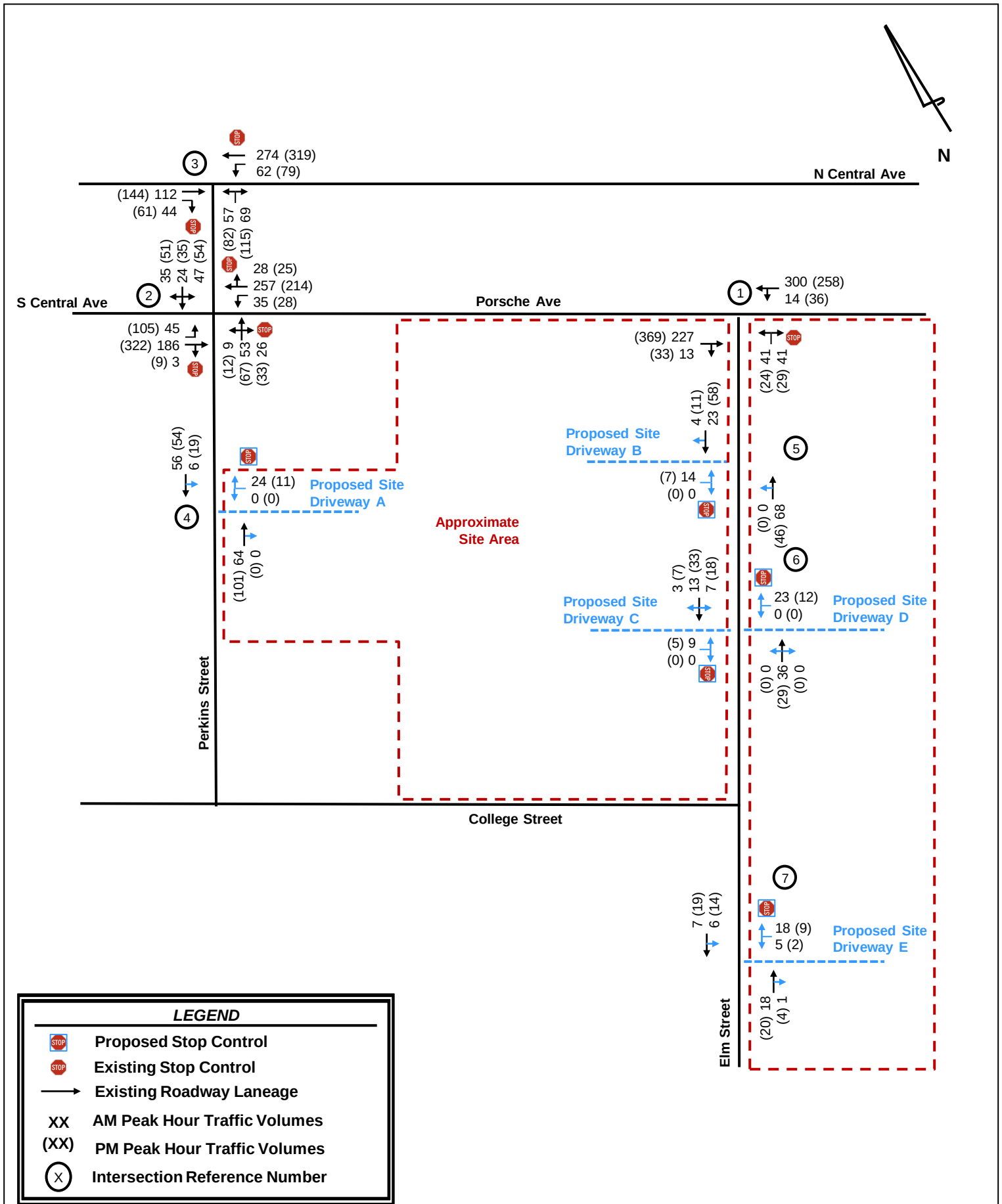
5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area and the existing peak hour turning movement counts. Detailed trip distributions are illustrated in **Figure 4**.

Based on the trip generation from **Table 1** and the anticipated trip distribution (shown on **Figure 4**), net new project trips were assigned to the study roadway network and are illustrated on **Figure 5**. **Figure 6** illustrates the Projected 2025 Build Conditions for the AM and PM peak hours. **Appendix C** provides intersection volume worksheets for the study network.







6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the existing study network intersections and proposed access intersections using *Synchro Professional, Version 11.0*. The program uses methodologies contained in the *Highway Capacity Manual, 6th Edition* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

LOS for unsignalized intersections, with stop control on the minor street only, are reported for the sidestreet approaches and major street left turns. Poor levels-of-service for sidestreet approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

LOS for all-way stop-control intersections is reported for the overall intersection. One or more movements at an intersection may experience a low LOS, while the intersection overall intersection may operate acceptably.

In addition to the Existing 2023 Conditions, an analysis was performed for the AM and PM peak hours for the projected 2025 Build Conditions. The results of the LOS analysis for the Existing 2023 and the Projected 2025 Conditions are summarized in **Table 2**. A detailed set of analyses from *Synchro* are available in **Appendix D**.

Table 2: Level-of-Service Summary					
Intersection	Approach / Movement	Existing 2022		Projected 2025 Build	
		AM Peak	PM Peak	AM Peak	PM Peak
1. Porsche Avenue at Elm Street (unsignalized)	NB	A (9.5)	B (11.4)	B (12.2)	B (14.2)
	WBL	A (7.7)	A (8.2)	A (7.8)	A (8.4)
2. Porsche Avenue / South Central Avenue at Perkins Street (unsignalized)	Overall	B (10.2)	B (12.2)	B (11.1)	B (13.6)
	NB	A (8.9)	A (10.1)	A (9.6)	B (10.9)
	SB	A (9.2)	B (10.2)	A (9.8)	B (11.4)
	EB	A (10.0)	B (13.4)	B (10.6)	B (15.3)
	WB	B (10.9)	B (11.8)	B (12.4)	B (13.2)
3. North Central Avenue at Perkins Street	Overall	A (9.6)	B (11.1)	A (10.0)	B (11.5)
	NB	A (8.5)	A (10.0)	A (9.1)	B (10.6)
	EB	A (8.4)	A (9.4)	A (8.7)	A (9.6)
	WB	B (10.4)	B (12.4)	B (10.9)	B (13.0)
4. Perkins Street at Proposed Site Driveway A (unsignalized)	WB			B (10.2)	B (10.9)
	SBL			A (7.8)	A (8.3)
5. Elm Street at Proposed Site Driveway B (unsignalized)	EB			B (11.2)	B (11.5)
6. Elm Street at Proposed Site Driveway C / Proposed Site Driveway D (unsignalized)	WB			A (9.4)	A (9.0)
	EB			B (11.7)	B (12.6)
	SBL			A (7.5)	A (7.5)
7. Elm Street at Proposed Site Driveway E (unsignalized)	WB			A (9.2)	A (9.2)

As shown in **Table 2**, all study intersections currently operate at acceptable levels-of-service during both the AM and PM peak hours. Under the Projected 2025 Build Conditions, all study intersections plus site driveways are projected to operate at acceptable levels-of-service during both the AM and PM peak hours.

Note: Due to the limitations of the methodologies contained in the *Highway Capacity Manual, 6th Edition*, the intersection of Porsche Avenue / South Central Avenue at Perkins Street (Intersection 2) and intersection of North Central Avenue at Perkins Street (Intersection 3) were analyzed under all-way stop-control (AWSC) conditions. The LOS results documented above are considered conservative in nature as the southbound approach of intersection 2 and the northbound approach of intersection 3 operate as free flow.

7.0 ADDITIONAL CONSIDERATIONS

7.1 TURN LANE WARRANTS

GDOT provides guidance on the minimum volumes requiring the construction of turn lanes. Although the roadways in this study network are not GDOT state routes, the City of Hapeville has requested that a turn lane warrant analysis be conducted at the study intersection of Porsche Avenue at Elm Street (Intersection 1) to determine the need for right- and/or left-turn lanes along Porsche Avenue.

Per GDOT's *Regulations for Driveway and Encroachment Control Manual*, a right-turn lane must be constructed if the daily turn volumes meet or exceed values shown in **Table 3** for right-turns.

Table 3: Minimum Volumes Requiring Right-Turn Lanes				
Posted Speed	2 Lanes on Main Road		More Than 2 Lanes on Main Road	
	ADT < 6,000	ADT ≥ 6,000	ADT < 10,000	ADT ≥ 10,000
≤ 35 MPH	200 RTV/day	100 RTV/day	200 RTV/day	100 RTV/day
40 – 50 MPH	150 RTV/day	75 RTV/day	150 RTV/day	75 RTV/day
55 – 60 MPH	100 RTV/day	50 RTV/day	100 RTV/day	50 RTV/day
≥ 65 MPH	Always	Always	Always	Always

The number of turning movements at the study intersection was analyzed based on Projected 2025 Build Conditions. **Table 4** summarizes the number of right turns at each study intersection and presents the assessment to determine if turn lanes are required.

Table 4: Assessment for Right-Turn Lane	
Porsche Avenue at Elm Street (Intersection 1)	
Number of Daily Turning Movements	312 RTV/day
Minimum Number of Turning Movements Required for Turn Lane	100 RTV/day
Turn Lane Warranted?	Yes

Based on the projected daily traffic volumes, a right-turn lane along Porsche Avenue entering Elm Street is warranted based on GDOT guidelines. However, it should be noted that the study intersection is projected to operate acceptably without the installation of the turn lane and is therefore not recommended as a system improvement.

Per GDOT's *Regulations for Driveway and Encroachment Control Manual*, a left-turn lane must be constructed if the daily turn volumes meet or exceed values shown in **Table 5** for left-turns.

Table 5: Minimum Volumes Requiring Left-Turn Lanes				
Posted Speed	2 Lanes on Main Road		More Than 2 Lanes on Main Road	
	ADT < 6,000	ADT ≥ 6,000	ADT < 10,000	ADT ≥ 10,000
≤ 35 MPH	300 LTV/day	200 LTV/day	400 LTV/day	300 LTV/day
40 – 50 MPH	250 LTV/day	175 LTV/day	325 LTV/day	250 LTV/day
55 – 60 MPH	200 LTV/day	150 LTV/day	250 LTV/day	200 LTV/day
≥ 65 MPH	Always	Always	Always	Always

The number of turning movements at each study intersection was analyzed based on Projected 2025 Build Conditions. **Table 6** summarizes the number of left turns at each study intersection and presents the assessment to determine if turn lanes are required.

Table 6: Assessment for Left-Turn Lane	
Porsche Avenue at Elm Street	
Number of Daily Turning Movements	173 LTV/day
Minimum Number of Turning Movements Required for Turn Lane	200 LTV/day
Turn Lane Warranted?	No

Based on the projected daily traffic volumes, a left-turn lane along Porsche Avenue entering Elm Street is not warranted based on GDOT guidelines.

8.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *Modera Hapeville* development, located south of Porsche Avenue / South Central Avenue with proposed access along both Perkins Street and Elm Street in the City of Hapeville, Georgia. The approximately 8.31-acre site is proposed to consist of 300 multifamily residential dwelling units and is expected to be completed in 2025.

The study area consisted of the following three (3) intersections:

1. Porsche Avenue at Elm Street (Existing – unsignalized)
2. Porsche Avenue / South Central Avenue at Perkins Street (Existing – unsignalized)
3. North Central Avenue at Perkins Street (Existing – unsignalized)

Each of these intersections were analyzed for the weekday AM and PM peak hours under Existing 2023 Conditions and Projected 2025 Build Conditions. Based on the results of this traffic impact study, all study intersections currently operate at an acceptable LOS during both the AM and PM peak hours under Existing 2023 Conditions. Additionally, all study intersections are projected to continue operating acceptably during both the AM and PM peak hours under the Projected 2025 Build Conditions.

8.1 SYSTEM IMPROVEMENT RECOMMENDATIONS

Based on the results of this study, no system improvements are recommended.

Note: While an eastbound right-turn lane along Porsche Avenue at Elm Street is warranted based on GDOT guidelines, the intersection is projected to operate acceptably without the installation of the turn lane and is therefore not recommended as a system improvement.

8.2 SITE-ACCESS RECOMMENDATIONS

Based on the results of this study, Kimley-Horn recommends providing the following site-access to serve the *Modera Hapeville* development:

- Site Driveway A located along Perkins Street – a proposed full-access driveway located approximately 280 feet south of Porsche Avenue. The driveway is proposed to have one (1) lane entering the site and one (1) lane exiting the site, under side-street stop control.
- Site Driveway B located along Elm Street – a proposed full-access driveway located approximately 100 feet south of Porsche Avenue. The driveway is proposed to have one (1) lane entering the site and one (1) lane exiting the site, under side-street stop control.
- Site Driveway C located along Elm Street – a proposed full-access driveway located approximately 150 feet northwest of College Street, aligned with Site Driveway D. The driveway is proposed to have one (1) lane entering the site and one (1) lane exiting the site, under side-street stop control.
- Site Driveway D located along Elm Street – a proposed full-access driveway located approximately 150 feet northeast of College Street, aligned with Site Driveway C. The driveway is proposed to have one (1) lane entering the site and one (1) lane exiting the site, under side-street stop control.
- Site Driveway E located along Elm Street – a proposed full-access driveway located approximately 200 feet north of Chestnut Street. The driveway is proposed to have one (1) lane entering the site and one (1) lane exiting the site, under side-street stop control.

Site Plan

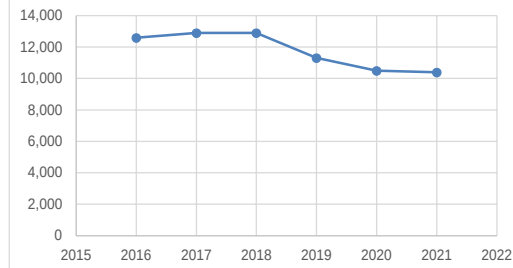
Growth Rate Analysis

Modera Hapeville TIA Growth Rate Table

Source:	TADA
Location:	RPY 401333R
Route #:	00000300
Route Type:	Minor Arterial (Urban)
Station:	121-5036

Count Year	Volume	Growth Rate
2016	12,600	
2017	12,900	2.38%
2018	12,900	0.00%
2019	11,300	-12.40%
2020	10,500	-7.08%
2021	10,400	-0.95%

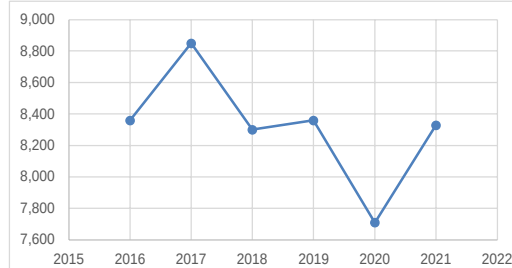
Avg. 1 Year Rates 2016-2021	-3.77%
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Source:	TADA
Location:	SR 000300 BEG AT
Route #:	00802811
Route Type:	4U - Minor Arterial (Urban)
Station:	121-5689

Count Year	Volume	Growth Rate
2016	8,360	
2017	8,850	5.86%
2018	8,300	-6.21%
2019	8,360	0.72%
2020	7,710	-7.78%
2021	8,330	8.04%

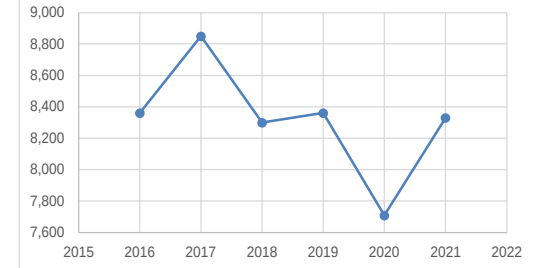
Avg. 1 Year Rates 2016-2021	-0.07%
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Source:	TADA
Location:	S Central Ave
Route #:	00602211
Route Type:	5U - Major Collector (Urban)
Station:	121-6338

Count Year	Volume	Growth Rate
2016	6,620	
2017	6,880	3.93%
2018	6,990	1.60%
2019	7,510	7.44%
2020	6,980	-7.06%
2021	6,470	-7.31%

Avg. 1 Year Rates 2016-2021	-0.46%
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Hapeville City Population Annual Growth Rate (2010-2020)
Governor's Office of Planning & Budget Pop. Annual Growth Rate (2010-2020)
GDOT Count Station Weight Average Annual Growth Rate

Annual Growth

0.28%
0.38%
-1.78%

CHOSEN GROWTH RATE: 1.0%

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1 Porsche Avenue / South Central Avenue at Elm Street AM PEAK HOUR

Description	Elm St Northbound			Southbound			Porsche Ave (West) Eastbound			Porsche Ave (East) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	18	0	0	0	0	218	0	7	293	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	1	0	0	0	0	10	0	0	7	0
Heavy Vehicle %	0%	0%	6%	0%	0%	0%	0%	5%	0%	2%	2%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjusted 2023 Volumes	0	0	18	0	0	0	0	218	0	7	293	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
2025 Background Traffic	0	0	18	0	0	0	0	222	0	7	299	0
Project Trips												
Trip Distribution IN									45%	25%	5%	
Trip Distribution OUT	45%		25%					5%				
Residential Trips	41	0	23	0	0	0	0	5	13	7	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	41	0	23	0	0	0	0	5	13	7	1	0
2025 Buildout Total	41	0	41	0	0	0	0	227	13	14	300	0

PM PEAK HOUR

Description	Elm St Northbound			Southbound			Porsche Ave (West) Eastbound			Porsche Ave (East) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	3	0	17	0	0	0	0	360	1	18	249	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	14	0	0	11	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	4%	2%	2%	4%	0%
Peak Hour Factor	0.89			0.89			0.89			0.89		
Adjusted 2023 Volumes	3	0	17	0	0	0	0	360	1	18	249	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
2025 Background Traffic	3	0	17	0	0	0	0	367	1	18	254	0
Project Trips												
Trip Distribution IN									45%	25%	5%	
Trip Distribution OUT	45%		25%					5%				
Residential Trips	21	0	12	0	0	0	0	2	32	18	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	21	0	12	0	0	0	0	2	32	18	4	0
2025 Buildout Total	24	0	29	0	0	0	0	369	33	36	258	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection #2 Porsche Avenue / South Central Avenue at Perkins Street AM PEAK HOUR

Description	Perkins St (South) Northbound			Perkins St (North) Southbound			S Central Ave Eastbound			Porsche Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	4	38	21	37	20	34	44	178	2	33	238	1
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	1	0	0	0	1	7	0	0	9	0
Heavy Vehicle %	2%	2%	5%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjusted 2023 Volumes	4	38	21	37	20	34	44	178	2	33	238	1
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
2025 Background Traffic	4	39	21	38	20	35	45	182	2	34	243	1
Project Trips												
Trip Distribution IN				30%	15%			15%	5%	5%		
Trip Distribution OUT	5%	15%	5%								15%	30%
Residential Trips	5	14	5	9	4	0	0	4	1	1	14	27
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	5	14	5	9	4	0	0	4	1	1	14	27
2025 Buildout Total	9	53	26	47	24	35	45	186	3	35	257	28

PM PEAK HOUR

Description	Perkins St (South) Northbound			Perkins St (North) Southbound			S Central Ave Eastbound			Porsche Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	10	59	30	32	24	50	103	305	5	24	203	11
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	3	2	0	0	0	11	0	0	14	0
Heavy Vehicle %	2%	2%	10%	6%	2%	2%	2%	4%	2%	2%	7%	2%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjusted 2023 Volumes	10	59	30	32	24	50	103	305	5	24	203	11
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
2025 Background Traffic	10	60	31	33	24	51	105	311	5	24	207	11
Project Trips												
Trip Distribution IN				30%	15%			15%	5%	5%		
Trip Distribution OUT	5%	15%	5%								15%	30%
Residential Trips	2	7	2	21	11	0	0	11	4	4	7	14
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	7	2	21	11	0	0	11	4	4	7	14
2025 Buildout Total	12	67	33	54	35	51	105	322	9	28	214	25

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INTERSECTION VOLUME DEVELOPMENT

Intersection #3 North Central Avenue at Perkins Street AM PEAK HOUR

Description	0 Northbound			0 Southbound			0 Eastbound			0 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	33	83	50	0	0	0	0	91	36	55	91	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjusted 2023 Volumes	33	0	50	0	0	0	0	110	36	55	269	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
2025 Background Traffic	34	0	51	0	0	0	0	112	37	56	274	0
Project Trips												
Trip Distribution IN									25%	20%		
Trip Distribution OUT	25%		20%									
Residential Trips	23	0	18	0	0	0	0	0	7	6	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	23	0	18	0	0	0	0	0	7	6	0	0
2025 Buildout Total	57	0	69	0	0	0	0	112	44	62	274	0

PM PEAK HOUR

Description	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	69	173	104	0	0	0	0	106	42	64	106	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjusted 2023 Volumes	69	0	104	0	0	0	0	141	42	64	313	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
2025 Background Traffic	70	0	106	0	0	0	0	144	43	65	319	0
Project Trips												
Trip Distribution IN									25%	20%		
Trip Distribution OUT	25%		20%									
Residential Trips	12	0	9	0	0	0	0	0	18	14	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	0	9	0	0	0	0	0	18	14	0	0
2025 Buildout Total	82	0	115	0	0	0	0	144	61	79	319	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection #4 Driveway A at Perkins Street AM PEAK HOUR

Description	Perkins Street <u>Northbound</u>			Perkins Street <u>Southbound</u>			N/A <u>Eastbound</u>			Driveway A <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	63	0	0	55	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.00			0.00			0.00			0.00		
Adjusted 2023 Volumes	0	63	0	0	55	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
2025 Background Traffic	0	64	0	0	56	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				25%								
Trip Distribution OUT												25%
Residential Trips	0	0	0	6	0	0	0	0	0	0	0	24
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	6	0	0	0	0	0	0	0	24
2025 Buildout Total	0	64	0	6	56	0	0	0	0	0	0	24

PM PEAK HOUR

Description	Perkins Street <u>Northbound</u>			Perkins Street <u>Southbound</u>			N/A <u>Eastbound</u>			Driveway A <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	99	0	0	53	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.00			0.00			0.00			0.00		
Adjusted 2023 Volumes	0	99	0	0	53	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
2025 Background Traffic	0	101	0	0	54	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				25%								
Trip Distribution OUT												25%
Residential Trips	0	0	0	19	0	0	0	0	0	0	0	11
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	19	0	0	0	0	0	0	0	11
2025 Buildout Total	0	101	0	19	54	0	0	0	0	0	0	11

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INTERSECTION VOLUME DEVELOPMENT

Intersection #5 Driveway B at Elm Street AM PEAK HOUR

Description	Elm Street <u>Northbound</u>			Elm Street <u>Southbound</u>			Driveway B <u>Eastbound</u>			N/A <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	18	0	0	7	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.00			0.00			0.00			0.00		
Adjusted 2023 Volumes	0	18	0	0	7	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
2025 Background Traffic	0	18	0	0	7	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					55%	15%						
Trip Distribution OUT		55%					15%					
Residential Trips	0	50	0	0	16	4	14	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	50	0	0	16	4	14	0	0	0	0	0
2025 Buildout Total	0	68	0	0	23	4	14	0	0	0	0	0

PM PEAK HOUR

Description	Elm Street <u>Northbound</u>			Elm Street <u>Southbound</u>			Driveway B <u>Eastbound</u>			N/A <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	20	0	0	19	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.00			0.00			0.00			0.00		
Adjusted 2023 Volumes	0	20	0	0	19	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
2025 Background Traffic	0	20	0	0	19	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					55%	15%						
Trip Distribution OUT		55%					15%					
Residential Trips	0	26	0	0	39	11	7	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	26	0	0	39	11	7	0	0	0	0	0
2025 Buildout Total	0	46	0	0	58	11	7	0	0	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection #6 Driveway C / Driveway D at Elm Street AM PEAK HOUR

Description	0 Northbound			0 Southbound			0 Eastbound			0 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	18	0	0	7	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.00			0.00			0.00			0.00		
Adjusted 2023 Volumes	0	18	0	0	7	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
2025 Background Traffic	0	18	0	0	7	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				25%	20%	10%						
Trip Distribution OUT		20%					10%					25%
Residential Trips	0	18	0	7	6	3	9	0	0	0	0	23
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	18	0	7	6	3	9	0	0	0	0	23
2025 Buildout Total	0	36	0	7	13	3	9	0	0	0	0	23

PM PEAK HOUR

Description	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	20	0	0	19	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.00			0.00			0.00			0.00		
Adjusted 2023 Volumes	0	20	0	0	19	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
2025 Background Traffic	0	20	0	0	19	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				25%	20%	10%						
Trip Distribution OUT		20%					10%					25%
Residential Trips	0	9	0	18	14	7	5	0	0	0	0	12
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	9	0	18	14	7	5	0	0	0	0	12
2025 Buildout Total	0	29	0	18	33	7	5	0	0	0	0	12

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INTERSECTION VOLUME DEVELOPMENT

Intersection #7 Driveway E at Perkins Street AM PEAK HOUR

Description	0 Northbound			0 Southbound			0 Eastbound			0 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	18	0	0	7	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.00			0.00			0.00			0.00		
Adjusted 2023 Volumes	0	18	0	0	7	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
2025 Background Traffic	0	18	0	0	7	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN			5%	20%								
Trip Distribution OUT										5%		20%
Residential Trips	0	0	1	6	0	0	0	0	0	5	0	18
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	1	6	0	0	0	0	0	5	0	18
2025 Buildout Total	0	18	1	6	7	0	0	0	0	5	0	18

PM PEAK HOUR

Description	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	20	0	0	19	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.00			0.00			0.00			0.00		
Adjusted 2023 Volumes	0	20	0	0	19	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
2025 Background Traffic	0	20	0	0	19	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN			5%	20%								
Trip Distribution OUT										5%		20%
Residential Trips	0	0	4	14	0	0	0	0	0	2	0	9
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	4	14	0	0	0	0	0	2	0	9
2025 Buildout Total	0	20	4	14	19	0	0	0	0	2	0	9

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Synchro Analysis Reports

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	360	1	18	249	3	17
Future Vol, veh/h	360	1	18	249	3	17
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, %	5	0	2	2	0	6
Mvmt Flow	404	1	20	280	3	19

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	405
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1154
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1154
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	581	-	-	1154	-
HCM Lane V/C Ratio	0.039	-	-	0.018	-
HCM Control Delay (s)	11.4	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	305	5	24	203	11	10	59	30	32	24	50
Future Vol, veh/h	103	305	5	24	203	11	10	59	30	32	24	50
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	4	2	2	7	2	0	1	3	6	2	2
Mvmt Flow	113	335	5	26	223	12	11	65	33	35	26	55
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	13.4	11.8	10.1	10.2
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	10%	100%	0%	100%	0%	30%
Vol Thru, %	60%	0%	98%	0%	95%	23%
Vol Right, %	30%	0%	2%	0%	5%	47%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	99	103	310	24	214	106
LT Vol	10	103	0	24	0	32
Through Vol	59	0	305	0	203	24
RT Vol	30	0	5	0	11	50
Lane Flow Rate	109	113	341	26	235	116
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.175	0.19	0.527	0.046	0.381	0.188
Departure Headway (Hd)	5.793	6.056	5.574	6.291	5.834	5.815
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	619	593	647	570	618	616
Service Time	3.834	3.782	3.299	4.02	3.564	3.855
HCM Lane V/C Ratio	0.176	0.191	0.527	0.046	0.38	0.188
HCM Control Delay	10.1	10.2	14.4	9.3	12.1	10.2
HCM Lane LOS	B	B	B	A	B	B
HCM 95th-tile Q	0.6	0.7	3.1	0.1	1.8	0.7

Intersection

Intersection Delay, s/veh11.1

Intersection LOS B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↗↖	
Traffic Vol, veh/h	141	42	64	313	69	104
Future Vol, veh/h	141	42	64	313	69	104
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	155	46	70	344	76	114
Number of Lanes	1	1	1	1	1	0
Approach	EB	WB		NB		
Opposing Approach	WB	EB				
Opposing Lanes	2	2		0		
Conflicting Approach Left		NB		EB		
Conflicting Lanes Left	0	1		2		
Conflicting Approach Right	NB			WB		
Conflicting Lanes Right	1	0		2		
HCM Control Delay	9.4	12.4		10		
HCM LOS	A	B		A		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	40%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%
Vol Right, %	60%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	141	42	64	313
LT Vol	69	0	0	64	0
Through Vol	0	141	0	0	313
RT Vol	104	0	42	0	0
Lane Flow Rate	190	155	46	70	344
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.269	0.234	0.061	0.112	0.499
Departure Headway (Hd)	5.086	5.447	4.74	5.725	5.221
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	702	654	748	622	684
Service Time	3.15	3.227	2.519	3.493	2.989
HCM Lane V/C Ratio	0.271	0.237	0.061	0.113	0.503
HCM Control Delay	10	9.9	7.8	9.2	13.1
HCM Lane LOS	A	A	A	A	B
HCM 95th-tile Q	1.1	0.9	0.2	0.4	2.8

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	218	0	7	293	0	18
Future Vol, veh/h	218	0	7	293	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	0	2	2	0	1
Mvmt Flow	227	0	7	305	0	19
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	227	0	546	227
Stage 1	-	-	-	-	227	-
Stage 2	-	-	-	-	319	-
Critical Hdwy	-	-	4.12	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.218	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	1341	-	502	815
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	741	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1341	-	499	815
Mov Cap-2 Maneuver	-	-	-	-	499	-
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	737	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.2		9.5		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	815	-	-	1341	-	
HCM Lane V/C Ratio	0.023	-	-	0.005	-	
HCM Control Delay (s)	9.5	-	-	7.7	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	178	2	33	238	1	4	38	21	38	20	34
Future Vol, veh/h	44	178	2	33	238	1	4	38	21	38	20	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	4	2	2	4	2	2	2	5	2	2	2
Mvmt Flow	48	193	2	36	259	1	4	41	23	41	22	37
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	10	10.9	8.9	9.2
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	6%	100%	0%	100%	0%	41%
Vol Thru, %	60%	0%	99%	0%	100%	22%
Vol Right, %	33%	0%	1%	0%	0%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	44	180	33	239	92
LT Vol	4	44	0	33	0	38
Through Vol	38	0	178	0	238	20
RT Vol	21	0	2	0	1	34
Lane Flow Rate	68	48	196	36	260	100
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.099	0.077	0.287	0.057	0.378	0.145
Departure Headway (Hd)	5.215	5.76	5.283	5.711	5.239	5.21
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	681	618	675	624	683	683
Service Time	3.293	3.527	3.049	3.477	3.004	3.281
HCM Lane V/C Ratio	0.1	0.078	0.29	0.058	0.381	0.146
HCM Control Delay	8.9	9	10.2	8.8	11.2	9.2
HCM Lane LOS	A	A	B	A	B	A
HCM 95th-tile Q	0.3	0.2	1.2	0.2	1.8	0.5

Intersection

Intersection Delay, s/veh 9.6

Intersection LOS A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	110	36	55	269	33	50
Future Vol, veh/h	110	36	55	269	33	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	39	60	292	36	54
Number of Lanes	1	1	1	1	1	0
Approach	EB	WB		NB		
Opposing Approach	WB	EB				
Opposing Lanes	2	2		0		
Conflicting Approach Left		NB		EB		
Conflicting Lanes Left	0	1		2		
Conflicting Approach Right	NB			WB		
Conflicting Lanes Right	1	0		2		
HCM Control Delay	8.4	10.4		8.5		
HCM LOS	A	B		A		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	40%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%
Vol Right, %	60%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	110	36	55	269
LT Vol	33	0	0	55	0
Through Vol	0	110	0	0	269
RT Vol	50	0	36	0	0
Lane Flow Rate	90	120	39	60	292
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.121	0.168	0.047	0.089	0.397
Departure Headway (Hd)	4.82	5.063	4.359	5.389	4.887
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	744	709	821	666	737
Service Time	2.847	2.791	2.087	3.114	2.612
HCM Lane V/C Ratio	0.121	0.169	0.048	0.09	0.396
HCM Control Delay	8.5	8.8	7.3	8.6	10.8
HCM Lane LOS	A	A	A	A	B
HCM 95th-tile Q	0.4	0.6	0.1	0.3	1.9

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	369	33	36	258	24	29
Future Vol, veh/h	369	33	36	258	24	29
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, %	4	2	2	4	2	2
Mvmt Flow	415	37	40	290	27	33
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	452	0	804	434
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	370	-
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	-	-	1109	-	352	622
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1109	-	337	622
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	669	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	1		14.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	450	-	-	1109	-	
HCM Lane V/C Ratio	0.132	-	-	0.036	-	
HCM Control Delay (s)	14.2	-	-	8.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-	

Intersection												
Intersection Delay, s/veh	13.6											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	105	322	9	28	214	25	12	67	33	54	35	51
Future Vol, veh/h	105	322	9	28	214	25	12	67	33	54	35	51
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	4	2	2	7	2	2	2	10	6	2	2
Mvmt Flow	115	354	10	31	235	27	13	74	36	59	38	56
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			2			2		
HCM Control Delay	15.3			13.2			10.9			11.4		
HCM LOS	C			B			B			B		
Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1						
Vol Left, %	11%	100%	0%	100%	0%	39%						
Vol Thru, %	60%	0%	97%	0%	90%	25%						
Vol Right, %	29%	0%	3%	0%	10%	36%						
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop						
Traffic Vol by Lane	112	105	331	28	239	140						
LT Vol	12	105	0	28	0	54						
Through Vol	67	0	322	0	214	35						
RT Vol	33	0	9	0	25	51						
Lane Flow Rate	123	115	364	31	263	154						
Geometry Grp	2	7	7	7	7	2						
Degree of Util (X)	0.21	0.203	0.59	0.056	0.444	0.263						
Departure Headway (Hd)	6.145	6.336	5.844	6.58	6.084	6.145						
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes						
Cap	581	565	615	543	591	582						
Service Time	4.214	4.084	3.592	4.335	3.839	4.209						
HCM Lane V/C Ratio	0.212	0.204	0.592	0.057	0.445	0.265						
HCM Control Delay	10.9	10.7	16.7	9.7	13.6	11.4						
HCM Lane LOS	B	B	C	A	B	B						
HCM 95th-tile Q	0.8	0.8	3.8	0.2	2.3	1						

Intersection

Intersection Delay, s/veh11.5

Intersection LOS B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↖	↖	↑	↗	
Traffic Vol, veh/h	144	61	79	319	82	115
Future Vol, veh/h	144	61	79	319	82	115
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	67	87	351	90	126
Number of Lanes	1	1	1	1	1	0
Approach	EB	WB		NB		
Opposing Approach	WB	EB				
Opposing Lanes	2	2		0		
Conflicting Approach Left		NB		EB		
Conflicting Lanes Left	0	1		2		
Conflicting Approach Right	NB			WB		
Conflicting Lanes Right	1	0		2		
HCM Control Delay	9.6	13		10.6		
HCM LOS	A	B		B		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	42%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%
Vol Right, %	58%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	197	144	61	79	319
LT Vol	82	0	0	79	0
Through Vol	0	144	0	0	319
RT Vol	115	0	61	0	0
Lane Flow Rate	216	158	67	87	351
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.312	0.245	0.091	0.141	0.519
Departure Headway (Hd)	5.19	5.57	4.863	5.835	5.33
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	686	638	727	609	670
Service Time	3.27	3.368	2.659	3.62	3.116
HCM Lane V/C Ratio	0.315	0.248	0.092	0.143	0.524
HCM Control Delay	10.6	10.2	8.2	9.6	13.8
HCM Lane LOS	B	B	A	A	B
HCM 95th-tile Q	1.3	1	0.3	0.5	3

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	11	101	0	19	54
Future Vol, veh/h	0	11	101	0	19	54
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	25	25	25	25	25	25
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	0	44	404	0	76	216
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	772	404	0	0	404	0
Stage 1	404	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	371	651	-	-	1166	-
Stage 1	679	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	344	651	-	-	1166	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.9	0		2.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	651	1166	-	
HCM Lane V/C Ratio	-	-	0.068	0.065	-	
HCM Control Delay (s)	-	-	10.9	8.3	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	46	58	11
Future Vol, veh/h	7	0	0	46	58	11
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	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	28	0	0	184	232	44
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	438	254	276	0	-	0
Stage 1	254	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	580	790	1299	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	580	790	1299	-	-	-
Mov Cap-2 Maneuver	580	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1299	-	580	-	-	
HCM Lane V/C Ratio	-	-	0.048	-	-	
HCM Control Delay (s)	0	-	11.5	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

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	5	0	0	0	0	12	0	29	0	18	33	7
Future Vol, veh/h	5	0	0	0	0	12	0	29	0	18	33	7
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	20	0	0	0	0	48	0	116	0	72	132	28

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	430	406	146	406	420	116	160	0	0	116	0	0
Stage 1	290	290	-	116	116	-	-	-	-	-	-	-
Stage 2	140	116	-	290	304	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	539	537	906	559	528	942	1432	-	-	1485	-	-
Stage 1	722	676	-	894	803	-	-	-	-	-	-	-
Stage 2	868	803	-	722	667	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	491	509	906	537	500	942	1432	-	-	1485	-	-
Mov Cap-2 Maneuver	491	509	-	537	500	-	-	-	-	-	-	-
Stage 1	722	640	-	894	803	-	-	-	-	-	-	-
Stage 2	824	803	-	684	632	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.6		9		0		2.3	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1432	-	-	491	942	1485	-
HCM Lane V/C Ratio	-	-	-	0.041	0.051	0.048	-
HCM Control Delay (s)	0	-	-	12.6	9	7.5	0
HCM Lane LOS	A	-	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.2	-

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	9	20	4	14	19
Future Vol, veh/h	2	9	20	4	14	19
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	25	25	25	25	25	25
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	8	36	80	16	56	76
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	276	88	0	0	96	0
Stage 1	88	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	718	976	-	-	1510	-
Stage 1	940	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	690	976	-	-	1510	-
Mov Cap-2 Maneuver	690	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.2	0		3.2		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 908		1510	-	
HCM Lane V/C Ratio	-	- 0.048		0.037	-	
HCM Control Delay (s)	-	- 9.2		7.5	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0.2		0.1	-	

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	227	13	14	300	41	41
Future Vol, veh/h	227	13	14	300	41	41
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	96	96	96	96	96	96
Heavy Vehicles, %	5	0	2	2	0	6
Mvmt Flow	236	14	15	313	43	43
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	250	0	586	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	-	-	4.12	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.218	-	3.5	3.354
Pot Cap-1 Maneuver	-	-	1316	-	476	786
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	723	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1316	-	469	786
Mov Cap-2 Maneuver	-	-	-	-	469	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	713	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.3		12.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	587	-	-	1316	-	
HCM Lane V/C Ratio	0.146	-	-	0.011	-	
HCM Control Delay (s)	12.2	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	186	3	35	257	28	9	53	26	47	24	35
Future Vol, veh/h	45	186	3	35	257	28	9	53	26	47	24	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	4	2	2	4	2	2	2	5	2	2	2
Mvmt Flow	49	202	3	38	279	30	10	58	28	51	26	38
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	10.6	12.4	9.6	9.8
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	10%	100%	0%	100%	0%	44%
Vol Thru, %	60%	0%	98%	0%	90%	23%
Vol Right, %	30%	0%	2%	0%	10%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	45	189	35	285	106
LT Vol	9	45	0	35	0	47
Through Vol	53	0	186	0	257	24
RT Vol	26	0	3	0	28	35
Lane Flow Rate	96	49	205	38	310	115
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.148	0.082	0.318	0.063	0.468	0.178
Departure Headway (Hd)	5.556	6.062	5.58	5.981	5.441	5.562
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	646	592	645	603	666	645
Service Time	3.586	3.783	3.301	3.681	3.141	3.592
HCM Lane V/C Ratio	0.149	0.083	0.318	0.063	0.465	0.178
HCM Control Delay	9.6	9.3	10.9	9.1	12.8	9.8
HCM Lane LOS	A	A	B	A	B	A
HCM 95th-tile Q	0.5	0.3	1.4	0.2	2.5	0.6

Intersection

Intersection Delay, s/veh 10

Intersection LOS A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	112	44	62	274	57	69
Future Vol, veh/h	112	44	62	274	57	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	48	67	298	62	75
Number of Lanes	1	1	1	1	1	0
Approach	EB	WB		NB		
Opposing Approach	WB	EB				
Opposing Lanes	2	2		0		
Conflicting Approach Left		NB		EB		
Conflicting Lanes Left	0	1		2		
Conflicting Approach Right	NB			WB		
Conflicting Lanes Right	1	0		2		
HCM Control Delay	8.7	10.9		9.1		
HCM LOS	A	B		A		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	45%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%
Vol Right, %	55%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	126	112	44	62	274
LT Vol	57	0	0	62	0
Through Vol	0	112	0	0	274
RT Vol	69	0	44	0	0
Lane Flow Rate	137	122	48	67	298
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.188	0.177	0.06	0.104	0.416
Departure Headway (Hd)	4.929	5.224	4.519	5.534	5.031
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	726	685	789	647	715
Service Time	2.969	2.97	2.265	3.274	2.771
HCM Lane V/C Ratio	0.189	0.178	0.061	0.104	0.417
HCM Control Delay	9.1	9.1	7.6	8.9	11.3
HCM Lane LOS	A	A	A	A	B
HCM 95th-tile Q	0.7	0.6	0.2	0.3	2.1

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	24	64	0	6	56
Future Vol, veh/h	0	24	64	0	6	56
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	25	25	25	25	25	25
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	0	96	256	0	24	224
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	528	256	0	0	256	0
Stage 1	256	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	514	788	-	-	1321	-
Stage 1	791	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	503	788	-	-	1321	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.2	0		0.8		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	788		1321	-	
HCM Lane V/C Ratio	-	0.122		0.018	-	
HCM Control Delay (s)	-	10.2		7.8	0	
HCM Lane LOS	-	B		A	A	
HCM 95th %tile Q(veh)	-	0.4		0.1	-	

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	0	0	68	23	4
Future Vol, veh/h	14	0	0	68	23	4
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	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	56	0	0	272	92	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	372	100	108	0	-	0
Stage 1	100	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	633	961	1495	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	633	961	1495	-	-	-
Mov Cap-2 Maneuver	633	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.2	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1495	-	633	-	-	
HCM Lane V/C Ratio	-	-	0.088	-	-	
HCM Control Delay (s)	0	-	11.2	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Intersection

Int Delay, s/veh 4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	0	0	0	0	23	0	36	0	7	13	3
Future Vol, veh/h	9	0	0	0	0	23	0	36	0	7	13	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	36	0	0	0	0	92	0	144	0	28	52	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	304	258	58	258	264	144	64	0	0	144	0	0
Stage 1	114	114	-	144	144	-	-	-	-	-	-	-
Stage 2	190	144	-	114	120	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	652	650	1014	699	645	909	1551	-	-	1451	-	-
Stage 1	896	805	-	864	782	-	-	-	-	-	-	-
Stage 2	816	782	-	896	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	577	637	1014	689	632	909	1551	-	-	1451	-	-
Mov Cap-2 Maneuver	577	637	-	689	632	-	-	-	-	-	-	-
Stage 1	896	789	-	864	782	-	-	-	-	-	-	-
Stage 2	733	782	-	878	784	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	9.4	0	2.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR	
Capacity (veh/h)	1551	-	-	577	909	1451	-	-
HCM Lane V/C Ratio	-	-	-	0.062	0.101	0.019	-	-
HCM Control Delay (s)	0	-	-	11.7	9.4	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	-	-

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	18	18	1	6	7
Future Vol, veh/h	5	18	18	1	6	7
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	25	25	25	25	25	25
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	20	72	72	4	24	28
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	150	74	0	0	76	0
Stage 1	74	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	847	993	-	-	1536	-
Stage 1	954	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	833	993	-	-	1536	-
Mov Cap-2 Maneuver	833	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.2	0		3.4		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 953		1536	-	
HCM Lane V/C Ratio	-	- 0.097		0.016	-	
HCM Control Delay (s)	-	- 9.2		7.4	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0.3		0	-	

Raw Traffic Counts

Bi-Directional Class Count | NB EB 15min

Hapeville, GA

Site 3
 Porsche Ave (East),
 east of Elm St

Date
 Wednesday, January 25, 2023

Weather
 Mostly Cloudy
 53°F

Lat/Long
 33.656396°, -84.405279°

[Click here for Map](#)
0000 - 2400 (24h Session) (01-25-2023)
 NB EB 15min

Time	Eastbound (Movement 3.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0015 - 0030	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0030 - 0045	0	14	2	0	0	0	0	0	1	0	0	0	0	17	
0045 - 0100	0	11	2	0	0	0	0	0	0	0	0	0	0	13	44
0100 - 0115	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0145 - 0200	0	7	0	0	0	0	0	0	0	0	0	0	0	7	24
0200 - 0215	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0215 - 0230	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0230 - 0245	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0245 - 0300	0	5	0	0	0	0	0	0	0	0	0	0	0	5	21
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	2	0	0	0	0	0	0	1	0	0	0	0	3	
0330 - 0345	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0345 - 0400	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14
0400 - 0415	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0445 - 0500	0	7	0	1	0	0	0	0	0	0	0	0	0	8	24
0500 - 0515	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0515 - 0530	0	9	2	1	0	0	0	0	0	0	0	0	0	12	
0530 - 0545	0	17	5	1	0	0	0	0	0	0	0	0	0	23	
0545 - 0600	0	16	2	0	1	0	0	0	0	0	0	0	0	19	59
0600 - 0615	0	19	2	2	1	0	0	0	1	0	0	0	0	25	
0615 - 0630	0	26	4	0	1	0	0	0	1	0	0	0	0	32	
0630 - 0645	0	30	7	1	1	0	0	0	0	0	0	0	0	39	
0645 - 0700	0	31	7	1	1	0	0	0	0	0	0	0	0	40	136
0700 - 0715	0	34	6	3	1	0	0	0	0	0	0	0	0	44	
0715 - 0730	0	31	8	0	1	0	0	0	0	0	0	0	0	40	
0730 - 0745	0	45	9	1	3	0	0	0	0	0	0	0	0	58	
0745 - 0800	0	47	10	0	1	1	0	0	0	0	0	0	0	59	201
0800 - 0815	0	51	8	1	0	1	0	0	0	0	0	0	0	61	
0815 - 0830	0	45	10	1	2	0	0	0	0	0	0	0	0	58	
0830 - 0845	0	46	13	2	1	0	0	0	0	0	0	0	0	62	
0845 - 0900	0	50	12	0	1	0	0	0	0	0	0	0	0	63	244
0900 - 0915	0	39	10	2	1	0	0	0	0	0	0	0	0	52	
0915 - 0930	0	37	9	1	3	0	0	0	1	0	0	0	0	51	
0930 - 0945	0	27	6	1	3	0	0	0	0	0	0	0	0	37	
0945 - 1000	0	48	9	1	3	0	0	0	1	0	0	0	0	62	202
1000 - 1015	0	25	8	1	3	1	0	1	1	0	0	0	0	40	
1015 - 1030	0	34	15	0	1	0	0	0	0	0	0	0	0	50	
1030 - 1045	0	38	16	2	3	0	0	0	0	0	0	0	0	59	
1045 - 1100	0	33	4	0	2	1	0	0	0	0	0	0	0	40	189
1100 - 1115	0	31	9	1	4	0	0	0	1	0	0	0	0	46	
1115 - 1130	0	45	14	2	0	0	0	0	1	0	0	0	0	62	
1130 - 1145	0	53	13	1	1	1	0	0	0	0	0	0	0	69	
1145 - 1200	0	48	10	0	3	0	0	0	0	0	0	0	0	61	238
1200 - 1215	0	48	12	1	3	2	0	0	0	0	0	0	0	66	
1215 - 1230	0	52	11	0	3	0	0	0	0	0	0	0	0	66	
1230 - 1245	0	55	8	1	0	0	0	0	1	0	0	0	0	65	
1245 - 1300	0	62	15	0	2	0	0	0	0	0	0	0	0	79	276
1300 - 1315	0	73	20	2	3	1	0	0	0	0	0	0	0	99	
1315 - 1330	0	53	18	0	1	1	0	0	0	0	0	0	0	73	
1330 - 1345	0	62	17	2	3	1	0	0	0	0	0	0	0	85	
1345 - 1400	0	54	10	2	0	0	0	0	1	0	0	0	0	67	324
1400 - 1415	0	55	12	1	2	0	0	0	1	0	0	0	0	71	
1415 - 1430	0	66	11	1	1	0	0	0	0	0	0	0	0	79	
1430 - 1445	0	58	13	1	3	1	0	0	0	0	0	0	0	76	
1445 - 1500	0	51	13	0	4	0	0	0	0	0	0	0	0	68	294
1500 - 1515	0	77	7	1	1	1	0	0	0	0	0	0	0	87	
1515 - 1530	0	68	18	0	2	0	0	0	0	0	0	0	0	88	
1530 - 1545	0	64	11	2	6	0	0	1	0	0	0	0	0	84	
1545 - 1600	0	67	14	0	3	0	0	0	0	0	0	0	0	84	343
1600 - 1615	0	72	22	3	1	1	0	0	0	0	0	0	0	99	
1615 - 1630	0	82	13	2	1	0	0	0	0	0	0	0	0	98	
1630 - 1645	0	81	10	1	3	0	0	0	0	0	0	0	0	95	
1645 - 1700	0	62	15	2	0	0	0	0	0	0	0	0	0	81	373
1700 - 1715	1	90	11	1	5	1	0	0	0	0	0	0	0	109	
1715 - 1730	0	89	15	0	1	0	0	0	0	0	0	0	0	105	
1730 - 1745	0	67	13	2	0	0	0	0	0	0	0	0	0	82	
1745 - 1800	0	65	14	0	2	0	0	0	0	0	0	0	0	81	377
1800 - 1815	0	61	13	2	1	0	0	0	0	0	0	0	0	77	
1815 - 1830	0	44	8	0	0	0	0	0	0	0	0	0	0	52	
1830 - 1845	0	38	10	1	0	0	0	0	0	0	0	0	0	49	
1845 - 1900	0	47	7	0	0	0	0	0	0	0	0	0	0	54	232
1900 - 1915	0	38	13	0	0	0	0	0	0	0	0	0	0	51	
1915 - 1930	0	40	11	0	0	0	0	0	0	0	0	0	0	51	
1930 - 1945	0	38	8	1	1	0	0	0	0	0	0	0	0	48	
1945 - 2000	0	27	5	1	1	0	0	0	0	0	0	0	0	34	184
2000 - 2015	0	31	8	0	1	0	0	0	0	0	0	0	0	40	
2015 - 2030	0	36	9	4	0	0	0	0	0	0	0	0	0	49	
2030 - 2045	0	24	7	2	2	0	0	0	0	0	0	0	0	35	
2045 - 2100	0	21	6	2	0	0	0	0	0	0	0	0	0	29	153
2100 - 2115	0	30	6	2	0	0	0	0	0	0	0	0	0	38	
2115 - 2130	0	25	7	0	1	0	0	0	0	0	0	0	0	33	
2130 - 2145	0	21	5	1	1	0	0	0	0	0	0	0	0	28	
2145 - 2200	0	20	6	0	0	0	0	0	0	0	0	0	0	26	125
2200 - 2215	0	16	5	1	0	0	0	0	0	0	0	0	0	22	
2215 - 2230	0	14	3	2	0	0	0	0	0	0	0	0	0	19	
2230 - 2245	0	20	6	1	0	0	0	0	0	0	0	0	0	27	
2245 - 2300	0	15	3	0	1	0	0	0	0	0	0	0	0	19	87
2300 - 2315	0	14	2	2	1	0	0	0	0	0	0	0	0	19	
2315 - 2330	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
2330 - 2345	0	11	2	1	0	0	0	0	0	0	0	0	0	14	
2345 - 0000	0	7	2	0	0	0	0	0	0	0	0	0	0	9	60

Session Total	1	3301	715	75	104	14	0	3	11	0	0	0	0	4224
Session Average	0.01	34.39	7.45	0.78	1.08	0.15	0.00	0.03	0.11	0.00	0.00	0.00	0.00	44.00
Session Percentage	0.02	78.15	16.93	1.78	2.46	0.33	0.00	0.07	0.26	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0800 - 0900	0945 - 1045	0615 - 0715	0915 - 1015	0715 - 0815	-	0915 - 1015	0915 - 1015	-	-	-	-	0800 - 0900
AM Peak Volume	0	192	48	5	12	2	0	1	3	0	0	0	0	244
Noon Peak Hour	-	1445 - 1545	1245 - 1345	1300 - 1400	1445 - 1545	1115 - 1215	-	1000 - 1100	1030 - 1130	-	-	-	-	1245 - 1345
Noon Peak Volume	0	260	70	6	13	3	0	1	2	0	0	0	0	336
PM Peak Hour	1615 - 1715	1630 - 1730	1515 - 1615	1600 - 1700	1500 - 1600	1500 - 1600	-	1500 - 1600	-	-	-	-	-	1630 - 1730
PM Peak Volume	337	375	255	255	255	255	0	0	0	0	0	0	0	390

Bi-Directional Class Count | SB WB 15min

Hapeville, GA

Site 3
 Porsche Ave (East),
 east of Elm St

Date
 Wednesday, January 25, 2023

Weather
 Mostly Cloudy
 53°F

Lat/Long
 33.656396°, -84.405279°

[Click here for Map](#)
0000 - 2400 (24h Session) (01-25-2023)
 SB WB 15min

Time	Westbound (Movement 3.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	14	2	1	0	0	0	0	0	0	0	0	0	17	37
0015 - 0030	0	8	0	0	2	0	0	0	0	0	0	0	0	10	
0030 - 0045	0	4	1	1	1	0	0	0	0	0	0	0	0	7	
0045 - 0100	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0100 - 0115	0	5	1	0	0	0	0	0	0	0	0	0	0	6	19
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0200 - 0215	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16
0315 - 0330	0	1	0	0	0	1	0	0	0	0	0	0	0	2	
0330 - 0345	0	6	0	0	0	1	0	0	1	0	0	0	0	8	
0345 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0400 - 0415	0	5	0	0	0	0	0	0	0	0	0	0	0	5	39
0415 - 0430	0	6	0	0	0	0	0	0	0	1	0	0	0	7	
0430 - 0445	0	7	0	0	0	0	0	0	1	0	0	0	0	8	
0445 - 0500	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
0500 - 0515	0	17	4	1	1	1	0	0	1	0	0	0	0	25	174
0515 - 0530	0	37	4	2	0	0	0	0	0	0	0	0	0	43	
0530 - 0545	0	36	8	1	0	0	0	0	0	0	0	0	0	45	
0545 - 0600	0	51	7	0	3	0	0	0	0	0	0	0	0	61	
0600 - 0615	0	44	6	1	0	0	0	0	0	0	0	0	0	51	210
0615 - 0630	0	36	5	0	0	0	0	0	0	0	0	0	0	41	
0630 - 0645	0	34	7	0	6	1	0	0	0	0	0	0	0	48	
0645 - 0700	0	59	9	1	1	0	0	0	0	0	0	0	0	70	
0700 - 0715	0	48	8	1	0	1	0	0	0	0	0	0	0	58	262
0715 - 0730	0	46	11	0	0	1	0	0	1	0	0	0	0	59	
0730 - 0745	0	65	10	1	2	0	0	0	0	0	0	0	0	78	
0745 - 0800	0	58	9	0	0	0	0	0	0	0	0	0	0	67	
0800 - 0815	0	64	13	1	0	0	0	0	0	0	0	0	0	78	289
0815 - 0830	0	63	11	0	3	0	0	0	0	0	0	0	0	77	
0830 - 0845	0	51	9	1	1	1	0	0	1	0	0	0	0	64	
0845 - 0900	0	55	13	0	2	0	0	0	0	0	0	0	0	70	
0900 - 0915	0	46	8	1	2	2	0	0	1	0	0	0	0	60	236
0915 - 0930	0	44	9	0	2	1	0	1	0	0	0	0	0	57	
0930 - 0945	0	44	7	1	4	0	0	0	0	0	0	0	0	56	
0945 - 1000	0	51	9	0	3	0	0	0	0	0	0	0	0	63	
1000 - 1015	0	33	8	2	4	0	0	0	0	0	0	0	0	47	213
1015 - 1030	0	37	12	1	2	1	0	0	0	0	0	0	0	53	
1030 - 1045	0	44	10	0	2	0	0	0	0	0	0	0	0	57	
1045 - 1100	0	40	13	0	3	0	0	0	0	0	0	0	0	56	
1100 - 1115	0	44	18	1	4	0	0	0	0	0	0	0	0	67	249
1115 - 1130	0	34	9	0	2	1	0	0	1	0	0	0	0	47	
1130 - 1145	0	49	18	1	2	0	0	0	1	0	0	0	0	71	
1145 - 1200	0	47	13	0	1	2	0	0	1	0	0	0	0	64	
1200 - 1215	0	61	11	1	1	0	0	0	0	0	0	0	0	74	270
1215 - 1230	0	49	16	0	1	1	0	1	1	0	0	0	0	69	
1230 - 1245	0	39	15	1	2	1	0	0	0	0	0	0	0	58	
1245 - 1300	0	51	18	0	0	0	0	0	0	0	0	0	0	69	
1300 - 1315	0	58	12	1	3	0	0	0	0	0	0	0	0	74	266
1315 - 1330	0	58	3	0	2	0	0	0	0	0	0	0	0	63	
1330 - 1345	0	47	11	1	1	2	0	0	0	0	0	0	0	62	
1345 - 1400	0	57	7	0	2	1	0	0	0	0	0	0	0	67	
1400 - 1415	0	48	5	1	3	0	0	0	0	0	0	0	0	57	256
1415 - 1430	0	44	11	0	1	0	0	0	1	0	0	0	0	57	
1430 - 1445	0	65	8	2	2	1	0	1	0	0	0	0	0	79	
1445 - 1500	0	55	7	1	0	0	0	0	0	0	0	0	0	63	
1500 - 1515	0	39	10	1	2	0	0	0	0	0	0	0	0	52	240
1515 - 1530	0	41	13	0	0	0	0	0	0	0	0	0	0	54	
1530 - 1545	0	52	14	2	0	0	0	0	0	0	0	0	0	68	
1545 - 1600	0	56	9	0	1	0	0	0	0	0	0	0	0	66	
1600 - 1615	0	56	10	2	1	0	0	1	0	0	0	0	0	70	260
1615 - 1630	0	52	16	3	1	0	0	0	0	0	0	0	0	72	
1630 - 1645	0	38	11	4	3	0	0	0	0	0	0	0	0	56	
1645 - 1700	0	49	10	2	1	0	0	0	0	0	0	0	0	62	
1700 - 1715	0	65	5	3	0	0	0	0	0	0	0	0	0	73	256
1715 - 1730	0	49	19	1	0	0	0	0	0	0	0	0	0	69	
1730 - 1745	0	50	9	2	2	0	0	0	0	0	0	0	0	63	
1745 - 1800	0	41	10	0	0	0	0	0	0	0	0	0	0	51	
1800 - 1815	0	37	8	2	2	0	0	0	0	0	0	0	0	49	190
1815 - 1830	0	47	6	0	0	0	0	0	0	0	0	0	0	53	
1830 - 1845	1	36	10	0	0	0	0	0	0	0	0	0	0	47	
1845 - 1900	0	32	5	3	1	0	0	0	0	0	0	0	0	41	
1900 - 1915	0	34	2	1	0	0	0	0	0	0	0	0	0	37	151
1915 - 1930	0	26	6	0	1	0	0	0	0	0	0	0	0	33	
1930 - 1945	0	27	7	3	0	0	0	0	0	0	0	0	0	37	
1945 - 2000	0	38	5	0	1	0	0	0	0	0	0	0	0	44	
2000 - 2015	0	32	6	2	0	0	0	0	0	0	0	0	0	40	115
2015 - 2030	0	32	1	1	1	0	0	1	0	0	0	0	0	36	
2030 - 2045	0	17	5	0	0	1	0	0	0	0	0	0	0	23	
2045 - 2100	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
2100 - 2115	0	17	5	2	0	0	0	0	0	0	0	0	2	24	95
2115 - 2130	0	25	2	0	0	0	0	0	0	0	0	1	0	28	
2130 - 2145	0	15	0	2	0	0	0	0	0	0	0	0	0	17	
2145 - 2200	0	24	1	1	0	0	0	0	0	0	0	0	0	26	
2200 - 2215	0	26	5	1	0	0	0	0	0	0	0	0	0	32	84
2215 - 2230	0	23	1	0	1	0	0	0	0	0	0	0	0	25	
2230 - 2245	0	9	1	2	0	0	0	0	0	0	0	0	0	12	
2245 - 2300	0	12	1	1	0	0	0	0	0	0	0	0	0	15	
2300 - 2315	0	15	2	1	0	0	0	0	0	0	0	0	0	18	61
2315 - 2330	0	10	2	1	1	0	0	0	0	0	0	0	0	14	
2330 - 2345	0	15	1	0	1	0	0	0	0	0	0	0	0	16	
2345 - 0000	0	10	2	1	0	0	0	0	0	0	0	0	0	13	

Session Total	1	3178	623	70	91	21	0	5	13	0	0	0	1	0	4003
Session Average	0.01	33.10	6.49	0.73	0.95	0.22	0.00	0.05	0.14	0.00	0.00	0.01	0.00	41.70	
Session Percentage	0.02	79.39	15.56	1.75	2.27	0.52	0.00	0.12	0.32	0.00	0.00	0.02	0.00		
AM Peak Hour	-	0730 - 0830	0800 - 0900	0500 - 0600	0915 - 1015	0830 - 0930		-	0830 - 0930	0815 - 0915	-	-	-	-	0730 - 0800
AM Peak Volume	0	250	46	4	13	4		1	2	0	0	-	-	0	300
Noon Peak Hour	-	1300 - 1400	1215 - 1315	1000 - 1100	1000 - 1100	1145 - 1245		-	1130 - 1230	1100 - 1200	-	-	-	-	1130 - 1230
Noon Peak Volume	0	220	61	3	11	4		1	3	0	0	0	0	0	278
PM Peak Hour	1745 - 1845	1530 - 1630	1530 - 1630	1615 - 1715	1545 - 1645	1945 - 2045		-	1515 - 1615	-	-	-	-	-	1530 - 1630
PM Peak Volume	275	149	149	129	129	129		0	0	0	0	0	0	0	375

Bi-Directional Class Count || Bi-Directional 15min

Hapeville, GA

Site 3
 Porsche Ave (East),
 east of Elm St

Date
 Wednesday, January 25, 2023

Weather
 Mostly Cloudy
 53°F

Lat/Long
 33.656396°, -84.405279°

0000 - 2400 (24h Session) (01-25-2023)
 Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	22	2	1	0	0	0	0	0	0	0	0	0	25	
0015 - 0030	0	13	1	0	2	0	0	0	0	0	0	0	0	16	
0030 - 0045	0	18	3	1	1	0	0	0	1	0	0	0	0	24	
0045 - 0100	0	14	2	0	0	0	0	0	0	0	0	0	0	16	81
0100 - 0115	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
0115 - 0130	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0130 - 0145	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0145 - 0200	0	12	0	0	0	0	0	0	0	0	0	0	0	12	43
0200 - 0215	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0215 - 0230	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0230 - 0245	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0245 - 0300	0	12	0	0	0	0	0	0	0	0	0	0	0	12	36
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	3	0	0	0	1	0	0	1	0	0	0	0	5	
0330 - 0345	0	10	1	0	0	1	0	0	1	0	0	0	0	13	
0345 - 0400	0	10	0	0	0	0	0	0	0	0	0	0	0	10	30
0400 - 0415	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0415 - 0430	0	8	0	0	0	0	0	0	1	0	0	0	0	9	
0430 - 0445	0	15	1	0	0	0	0	0	1	0	0	0	0	17	
0445 - 0500	0	23	3	1	0	0	0	0	0	0	0	0	0	27	63
0500 - 0515	0	22	4	1	1	1	0	0	1	0	0	0	0	30	
0515 - 0530	0	46	6	3	0	0	0	0	0	0	0	0	0	55	
0530 - 0545	0	53	13	2	0	0	0	0	0	0	0	0	0	68	
0545 - 0600	0	67	9	0	4	0	0	0	0	0	0	0	0	80	233
0600 - 0615	0	63	8	3	1	0	0	0	1	0	0	0	0	76	
0615 - 0630	0	62	9	0	1	0	0	0	1	0	0	0	0	73	
0630 - 0645	0	64	14	1	7	1	0	0	0	0	0	0	0	87	
0645 - 0700	0	90	16	2	2	0	0	0	0	0	0	0	0	110	346
0700 - 0715	0	82	14	4	1	1	0	0	0	0	0	0	0	102	
0715 - 0730	0	77	19	0	1	1	0	0	1	0	0	0	0	99	
0730 - 0745	0	110	19	2	5	0	0	0	0	0	0	0	0	136	
0745 - 0800	0	105	19	0	1	1	0	0	0	0	0	0	0	126	463
0800 - 0815	0	115	21	2	0	1	0	0	0	0	0	0	0	139	
0815 - 0830	0	108	21	1	5	0	0	0	0	0	0	0	0	135	
0830 - 0845	0	97	22	3	2	1	0	0	0	0	0	0	0	126	
0845 - 0900	0	105	25	0	3	0	0	0	0	0	0	0	0	133	533
0900 - 0915	0	85	18	3	3	2	0	0	1	0	0	0	0	112	
0915 - 0930	0	81	18	1	5	1	0	1	1	0	0	0	0	108	
0930 - 0945	0	71	13	2	7	0	0	0	0	0	0	0	0	93	
0945 - 1000	0	99	18	1	6	0	0	0	1	0	0	0	0	125	438
1000 - 1015	0	58	16	3	7	1	0	1	1	0	0	0	0	87	
1015 - 1030	0	71	27	1	3	1	0	0	0	0	0	0	0	103	
1030 - 1045	0	82	26	2	5	0	0	0	0	0	0	0	0	116	
1045 - 1100	0	73	17	0	5	1	0	0	0	0	0	0	0	96	402
1100 - 1115	0	75	27	2	8	0	0	0	1	0	0	0	0	113	
1115 - 1130	0	79	23	2	2	1	0	0	2	0	0	0	0	109	
1130 - 1145	0	102	31	2	3	1	0	0	1	0	0	0	0	140	
1145 - 1200	0	95	23	0	4	2	0	0	1	0	0	0	0	125	487
1200 - 1215	0	109	23	2	4	2	0	0	0	0	0	0	0	140	
1215 - 1230	0	101	27	0	4	1	0	1	1	0	0	0	0	135	
1230 - 1245	0	94	23	2	2	1	0	1	0	0	0	0	0	123	
1245 - 1300	0	113	33	0	2	0	0	0	0	0	0	0	0	148	546
1300 - 1315	0	131	32	3	6	1	0	0	0	0	0	0	0	173	
1315 - 1330	0	111	21	0	3	1	0	0	0	0	0	0	0	136	
1330 - 1345	0	109	28	3	4	3	0	0	0	0	0	0	0	147	
1345 - 1400	0	111	17	2	2	1	0	0	1	0	0	0	0	134	590
1400 - 1415	0	103	17	2	5	0	0	0	1	0	0	0	0	128	
1415 - 1430	0	110	22	1	2	0	0	0	1	0	0	0	0	136	
1430 - 1445	0	123	21	3	5	2	0	0	1	0	0	0	0	155	
1445 - 1500	0	106	20	0	5	0	0	0	0	0	0	0	0	131	550
1500 - 1515	0	116	17	2	3	1	0	0	0	0	0	0	0	139	
1515 - 1530	0	109	31	0	2	0	0	0	0	0	0	0	0	142	
1530 - 1545	0	116	25	4	6	0	0	1	0	0	0	0	0	152	
1545 - 1600	0	123	23	0	4	0	0	0	0	0	0	0	0	150	583
1600 - 1615	0	128	32	5	2	1	0	1	0	0	0	0	0	169	
1615 - 1630	0	134	29	5	2	0	0	0	0	0	0	0	0	170	
1630 - 1645	0	119	21	5	6	0	0	0	0	0	0	0	0	151	
1645 - 1700	0	111	25	4	3	1	0	0	0	0	0	0	0	143	633
1700 - 1715	1	155	16	4	5	1	0	0	0	0	0	0	0	182	
1715 - 1730	0	138	34	1	1	0	0	0	0	0	0	0	0	174	
1730 - 1745	0	117	22	4	2	0	0	0	0	0	0	0	0	145	
1745 - 1800	0	106	24	0	2	0	0	0	0	0	0	0	0	132	633
1800 - 1815	0	98	21	4	3	0	0	0	0	0	0	0	0	126	
1815 - 1830	0	91	14	0	0	0	0	0	0	0	0	0	0	105	
1830 - 1845	1	74	20	1	0	0	0	0	0	0	0	0	0	96	
1845 - 1900	0	79	12	3	1	0	0	0	0	0	0	0	0	95	
1900 - 1915	0	72	15	1	0	0	0	0	0	0	0	0	0	88	422
1915 - 1930	0	66	17	0	1	0	0	0	0	0	0	0	0	84	
1930 - 1945	0	65	15	4	1	0	0	0	0	0	0	0	0	85	
1945 - 2000	0	65	10	1	2	0	0	0	0	0	0	0	0	78	335
2000 - 2015	0	63	14	2	1	0	0	0	0	0	0	0	0	80	
2015 - 2030	0	68	10	5	1	0	0	1	0	0	0	0	0	85	
2030 - 2045	0	41	12	2	2	1	0	0	0	0	0	0	0	58	
2045 - 2100	0	36	7	2	0	0	0	0	0	0	0	0	0	45	268
2100 - 2115	0	47	11	4	4	0	0	0	0	0	0	0	0	62	
2115 - 2130	0	50	9	0	1	0	0	0	0	0	0	1	0	61	
2130 - 2145	0	36	5	3	1	0	0	0	0	0	0	0	0	45	
2145 - 2200	0	44	7	1	0	0	0	0	0	0	0	0	0	52	220
2200 - 2215	0	42	10	2	0	0	0	0	0	0	0	0	0	54	
2215 - 2230	0	37	4	2	1	0	0	0	0	0	0	0	0	44	
2230 - 2245	0	29	7	3	0	0	0	0	0	0	0	0	0	39	
2245 - 2300	0	27	5	1	1	0	0	0	0	0	0	0	0	34	171
2300 - 2315	0	29	4	3	1	0	0	0	0	0	0	0	0	37	
2315 - 2330	0	25	5	1	1	0	0	0	0	0	0	0	0	32	
2330 - 2345	0	26	3	1	0	0	0	0	0	0	0	0	0	30	
2345 - 0000	0	17	4	1	0	0	0	0	0	0	0	0	0	22	121

Session Total	2	6479	1338	145	195	35	0	8	24	0	0	1	0	8227
Session Average	0.02	67.49	13.94	1.51	2.03	0.36	0.00	0.08	0.25	0.00	0.00	0.01	0.00	85.70
Session Percentage	0.02	78.75	16.26	1.76	2.37	0.43	0.00	0.10	0.29	0.00	0.00	0.01	0.00	
AM Peak Hour	-	0730 - 0830	0800 - 0900	0515 - 0615	0915 - 1015	0830 - 0930	-	0915 - 1015	0830 - 0930	-	-	-	-	0730 - 0830
AM Peak Volume	0	438	89	8	25	4	0	2	3	0	0	0	0	536
Noon Peak Hour	-	1245 - 1345	1215 - 1315	1300 - 1400	1015 - 1115	1115 - 1215	-	1145 - 1245	1100 - 1200	-	-	-	-	1245 - 1

Bi-Directional Class Count || Volume Summary 15min

Hapeville, GA



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Site 3

Porsche Ave (East),
east of Elm St

Date

Wednesday, January 25, 2023

Weather

Mostly Cloudy
53°F

Lat/Long

33.656396°, -84.405279°

0000 - 2400 (24h Session) (01-25-2023)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	8	17	25	81
0015 - 0030	6	10	16	
0030 - 0045	17	7	24	
0045 - 0100	13	3	16	
0100 - 0115	6	6	12	43
0115 - 0130	4	4	8	
0130 - 0145	7	4	11	
0145 - 0200	7	5	12	
0200 - 0215	4	3	7	36
0215 - 0230	8	2	10	
0230 - 0245	4	3	7	
0245 - 0300	5	7	12	
0300 - 0315	0	2	2	30
0315 - 0330	3	2	5	
0330 - 0345	5	8	13	
0345 - 0400	6	4	10	
0400 - 0415	5	5	10	63
0415 - 0430	2	7	9	
0430 - 0445	9	8	17	
0445 - 0500	8	19	27	
0500 - 0515	5	25	30	233
0515 - 0530	12	43	55	
0530 - 0545	23	45	68	
0545 - 0600	19	61	80	
0600 - 0615	25	51	76	346
0615 - 0630	32	41	73	
0630 - 0645	39	48	87	
0645 - 0700	40	70	110	
0700 - 0715	44	58	102	463
0715 - 0730	40	59	99	
0730 - 0745	58	78	136	
0745 - 0800	59	67	126	
0800 - 0815	61	78	139	533
0815 - 0830	58	77	135	
0830 - 0845	62	64	126	
0845 - 0900	63	70	133	
0900 - 0915	52	60	112	438
0915 - 0930	51	57	108	
0930 - 0945	37	56	93	
0945 - 1000	62	63	125	
1000 - 1015	40	47	87	402
1015 - 1030	50	53	103	
1030 - 1045	59	57	116	
1045 - 1100	40	56	96	
1100 - 1115	46	67	113	487
1115 - 1130	62	47	109	
1130 - 1145	69	71	140	
1145 - 1200	61	64	125	

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	66	74	140	546
1215 - 1230	66	69	135	
1230 - 1245	65	58	123	
1245 - 1300	79	69	148	
1300 - 1315	99	74	173	590
1315 - 1330	73	63	136	
1330 - 1345	85	62	147	
1345 - 1400	67	67	134	
1400 - 1415	71	57	128	550
1415 - 1430	79	57	136	
1430 - 1445	76	79	155	
1445 - 1500	68	63	131	
1500 - 1515	87	52	139	583
1515 - 1530	88	54	142	
1530 - 1545	84	68	152	
1545 - 1600	84	66	150	
1600 - 1615	99	70	169	633
1615 - 1630	98	72	170	
1630 - 1645	95	56	151	
1645 - 1700	81	62	143	
1700 - 1715	109	73	182	633
1715 - 1730	105	69	174	
1730 - 1745	82	63	145	
1745 - 1800	81	51	132	
1800 - 1815	77	49	126	422
1815 - 1830	52	53	105	
1830 - 1845	49	47	96	
1845 - 1900	54	41	95	
1900 - 1915	51	37	88	335
1915 - 1930	51	33	84	
1930 - 1945	48	37	85	
1945 - 2000	34	44	78	
2000 - 2015	40	40	80	268
2015 - 2030	49	36	85	
2030 - 2045	35	23	58	
2045 - 2100	29	16	45	
2100 - 2115	38	24	62	220
2115 - 2130	33	28	61	
2130 - 2145	28	17	45	
2145 - 2200	26	26	52	
2200 - 2215	22	32	54	171
2215 - 2230	19	25	44	
2230 - 2245	27	12	39	
2245 - 2300	19	15	34	
2300 - 2315	19	18	37	121
2315 - 2330	18	14	32	
2330 - 2345	14	16	30	
2345 - 0000	9	13	22	

Session Total	4224	4003	8227
Session Average	44.00	41.70	85.70
Session Percentage	51.34	48.66	

Bi-Directional Class Count || NB EB 60min

Hapeville, GA

Site 3

Porsche Ave (East),
east of Elm St

Date

Wednesday, January 25, 2023

Weather

Mostly Cloudy
53°F

Lat/Long

33.656396°, -84.405279°

0000 - 2400 (24h Session) (01-25-2023)

NB EB 60min

TIME	Eastbound (Movement 3.1)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	38	5	0	0	0	0	0	1	0	0	0	0	44
0100 - 0200	0	23	1	0	0	0	0	0	0	0	0	0	0	24
0200 - 0300	0	21	0	0	0	0	0	0	0	0	0	0	0	21
0300 - 0400	0	12	1	0	0	0	0	0	1	0	0	0	0	14
0400 - 0500	0	21	2	1	0	0	0	0	0	0	0	0	0	24
0500 - 0600	0	47	9	2	1	0	0	0	0	0	0	0	0	59
0600 - 0700	0	106	20	4	4	0	0	0	2	0	0	0	0	136
0700 - 0800	0	157	33	4	6	1	0	0	0	0	0	0	0	201
0800 - 0900	0	192	43	4	4	1	0	0	0	0	0	0	0	244
0900 - 1000	0	151	34	5	10	0	0	0	2	0	0	0	0	202
1000 - 1100	0	130	43	3	9	2	0	1	1	0	0	0	0	189
1100 - 1200	0	177	46	4	8	1	0	0	2	0	0	0	0	238
1200 - 1300	0	217	46	2	8	2	0	1	0	0	0	0	0	276
1300 - 1400	0	242	65	6	7	3	0	0	1	0	0	0	0	324
1400 - 1500	0	230	49	3	10	1	0	0	1	0	0	0	0	294
1500 - 1600	0	276	50	3	12	1	0	1	0	0	0	0	0	343
1600 - 1700	0	297	60	8	7	1	0	0	0	0	0	0	0	373
1700 - 1800	1	311	53	3	8	1	0	0	0	0	0	0	0	377
1800 - 1900	0	190	38	3	1	0	0	0	0	0	0	0	0	232
1900 - 2000	0	143	37	2	2	0	0	0	0	0	0	0	0	184
2000 - 2100	0	112	30	8	3	0	0	0	0	0	0	0	0	153
2100 - 2200	0	96	24	3	2	0	0	0	0	0	0	0	0	125
2200 - 2300	0	65	17	4	1	0	0	0	0	0	0	0	0	87
2300 - 2400	0	47	9	3	1	0	0	0	0	0	0	0	0	60

Session Total	1	3301	715	75	104	14	0	3	11	0	0	0	0	4224
Session Average	0.04	137.54	29.79	3.13	4.33	0.58	0.00	0.13	0.46	0.00	0.00	0.00	0.00	176.00
Session Percentage	0.02	78.15	16.93	1.78	2.46	0.33	0.00	0.07	0.26	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0800 - 0900	0900 - 1000	0900 - 1000	0700 - 0800	-	-	0600 - 0700	-	-	-	-	0800 - 0900
AM Peak Volume	0	192	43	5	10	1	0	0	2	0	0	0	0	244

Noon Peak Hour	-	1300 - 1400	1300 - 1400	1300 - 1400	1400 - 1500	1300 - 1400	-	1000 - 1100	1100 - 1200	-	-	-	-	1300 - 1400
Noon Peak Volume	0	242	65	6	10	3	0	1	2	0	0	0	0	324

PM Peak Hour	1700 - 1800	1700 - 1800	1600 - 1700	1600 - 1700	1500 - 1600	1500 - 1600	-	1500 - 1600	-	-	-	-	-	1700 - 1800
PM Peak Volume	1	311	60	8	12	1	0	1	0	0	0	0	0	377

Bi-Directional Class Count || SB WB 60min

Hapeville, GA



www.marrtraffic.com

Site 3

Porsche Ave (East),
east of Elm St

Date

Wednesday, January 25, 2023

Weather

Mostly Cloudy
53°F

Lat/Long

33.656396°, -84.405279°

0000 - 2400 (24h Session) (01-25-2023)

SB WB 60min

Westbound (Movement 3.2)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	29	3	2	3	0	0	0	0	0	0	0	0	37
0100 - 0200	0	17	2	0	0	0	0	0	0	0	0	0	0	19
0200 - 0300	0	14	1	0	0	0	0	0	0	0	0	0	0	15
0300 - 0400	0	13	0	0	0	2	0	0	1	0	0	0	0	16
0400 - 0500	0	34	3	0	0	0	0	0	2	0	0	0	0	39
0500 - 0600	0	141	23	4	4	1	0	0	1	0	0	0	0	174
0600 - 0700	0	173	27	2	7	1	0	0	0	0	0	0	0	210
0700 - 0800	0	217	38	2	2	2	0	0	1	0	0	0	0	262
0800 - 0900	0	233	46	2	6	1	0	0	1	0	0	0	0	289
0900 - 1000	0	185	33	2	11	3	0	1	1	0	0	0	0	236
1000 - 1100	0	154	43	3	11	1	0	0	1	0	0	0	0	213
1100 - 1200	0	174	58	2	9	3	0	0	3	0	0	0	0	249
1200 - 1300	0	200	60	2	4	2	0	1	1	0	0	0	0	270
1300 - 1400	0	220	33	2	8	3	0	0	0	0	0	0	0	266
1400 - 1500	0	212	31	3	7	1	0	1	1	0	0	0	0	256
1500 - 1600	0	188	46	3	3	0	0	0	0	0	0	0	0	240
1600 - 1700	0	195	47	11	6	0	0	1	0	0	0	0	0	260
1700 - 1800	0	205	43	6	2	0	0	0	0	0	0	0	0	256
1800 - 1900	1	152	29	5	3	0	0	0	0	0	0	0	0	190
1900 - 2000	0	125	20	4	2	0	0	0	0	0	0	0	0	151
2000 - 2100	0	96	13	3	1	1	0	1	0	0	0	0	0	115
2100 - 2200	0	81	8	5	0	0	0	0	0	0	0	1	0	95
2200 - 2300	0	70	9	4	1	0	0	0	0	0	0	0	0	84
2300 - 2400	0	50	7	3	1	0	0	0	0	0	0	0	0	61

Session Total	1	3178	623	70	91	21	0	5	13	0	0	1	0	4003
Session Average	0.04	132.42	25.96	2.92	3.79	0.88	0.00	0.21	0.54	0.00	0.00	0.04	0.00	166.79
Session Percentage	0.02	79.39	15.56	1.75	2.27	0.52	0.00	0.12	0.32	0.00	0.00	0.02	0.00	

AM Peak Hour	-	0800 - 0900	0800 - 0900	0500 - 0600	0900 - 1000	0900 - 1000	-	0900 - 1000	0500 - 0600	-	-	-	-	0800 - 0900
AM Peak Volume	0	233	46	4	11	3	0	1	1	0	0	0	0	289

Noon Peak Hour	-	1300 - 1400	1200 - 1300	1000 - 1100	1000 - 1100	1100 - 1200	-	1200 - 1300	1100 - 1200	-	-	-	-	1200 - 1300
Noon Peak Volume	0	220	60	3	11	3	0	1	3	0	0	0	0	270

PM Peak Hour	1800 - 1900	1700 - 1800	1600 - 1700	1600 - 1700	1600 - 1700	-	-	1600 - 1700	-	-	-	-	-	1600 - 1700
PM Peak Volume	1	205	47	11	6	0	0	1	0	0	0	0	0	260

Bi-Directional Class Count || Bi-Directional 60min

Hapeville, GA

Site 3

Porsche Ave (East),
east of Elm St

Date

Wednesday, January 25, 2023

Weather

Mostly Cloudy
53°F

Lat/Long

33.656396°, -84.405279°

0000 - 2400 (24h Session) (01-25-2023)

Bi-Directional 60min

Bi-Directional 60min														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	67	8	2	3	0	0	0	1	0	0	0	0	81
0100 - 0200	0	40	3	0	0	0	0	0	0	0	0	0	0	43
0200 - 0300	0	35	1	0	0	0	0	0	0	0	0	0	0	36
0300 - 0400	0	25	1	0	0	2	0	0	2	0	0	0	0	30
0400 - 0500	0	55	5	1	0	0	0	0	2	0	0	0	0	63
0500 - 0600	0	188	32	6	5	1	0	0	1	0	0	0	0	233
0600 - 0700	0	279	47	6	11	1	0	0	2	0	0	0	0	346
0700 - 0800	0	374	71	6	8	3	0	0	1	0	0	0	0	463
0800 - 0900	0	425	89	6	10	2	0	0	1	0	0	0	0	533
0900 - 1000	0	336	67	7	21	3	0	1	3	0	0	0	0	438
1000 - 1100	0	284	86	6	20	3	0	1	2	0	0	0	0	402
1100 - 1200	0	351	104	6	17	4	0	0	5	0	0	0	0	487
1200 - 1300	0	417	106	4	12	4	0	2	1	0	0	0	0	546
1300 - 1400	0	462	98	8	15	6	0	0	1	0	0	0	0	590
1400 - 1500	0	442	80	6	17	2	0	1	2	0	0	0	0	550
1500 - 1600	0	464	96	6	15	1	0	1	0	0	0	0	0	583
1600 - 1700	0	492	107	19	13	1	0	1	0	0	0	0	0	633
1700 - 1800	1	516	96	9	10	1	0	0	0	0	0	0	0	633
1800 - 1900	1	342	67	8	4	0	0	0	0	0	0	0	0	422
1900 - 2000	0	268	57	6	4	0	0	0	0	0	0	0	0	335
2000 - 2100	0	208	43	11	4	1	0	1	0	0	0	0	0	268
2100 - 2200	0	177	32	8	2	0	0	0	0	0	0	1	0	220
2200 - 2300	0	135	26	8	2	0	0	0	0	0	0	0	0	171
2300 - 2400	0	97	16	6	2	0	0	0	0	0	0	0	0	121

Session Total	2	6479	1338	145	195	35	0	8	24	0	0	1	0	8227
Session Average	0.08	269.96	55.75	6.04	8.13	1.46	0.00	0.33	1.00	0.00	0.00	0.04	0.00	342.79
Session Percentage	0.02	78.75	16.26	1.76	2.37	0.43	0.00	0.10	0.29	0.00	0.00	0.01	0.00	

AM Peak Hour	-	0800 - 0900	0800 - 0900	0900 - 1000	0900 - 1000	0700 - 0800	-	0900 - 1000	0900 - 1000	-	-	-	-	0800 - 0900
AM Peak Volume	0	425	89	7	21	3	0	1	3	0	0	0	0	533

Noon Peak Hour	-	1300 - 1400	1200 - 1300	1300 - 1400	1000 - 1100	1300 - 1400	-	1200 - 1300	1100 - 1200	-	-	-	-	1300 - 1400
Noon Peak Volume	0	462	106	8	20	6	0	2	5	0	0	0	0	590

PM Peak Hour	1700 - 1800	1700 - 1800	1600 - 1700	1600 - 1700	1500 - 1600	1500 - 1600	-	1500 - 1600	-	-	-	-	-	1600 - 1700
PM Peak Volume	1	516	107	19	15	1	0	1	0	0	0	0	0	633

Bi-Directional Class Count || Volume Summary 60min

Hapeville, GA

Site 3

Porsche Ave (East),
east of Elm St

Date

Wednesday, January 25, 2023

Weather

Mostly Cloudy
53°F

Lat/Long

33.656396°, -84.405279°

0000 - 2400 (24h Session) (01-25-2023)

Volume Summary 60min

Volume Summary 60min			
TIME	EB	WB	Total
0000 - 0100	44	37	81
0100 - 0200	24	19	43
0200 - 0300	21	15	36
0300 - 0400	14	16	30
0400 - 0500	24	39	63
0500 - 0600	59	174	233
0600 - 0700	136	210	346
0700 - 0800	201	262	463
0800 - 0900	244	289	533
0900 - 1000	202	236	438
1000 - 1100	189	213	402
1100 - 1200	238	249	487

Session Total	4224	4003	8227
Session Average	176.00	166.79	342.79
Session Percentage	51.34	48.66	

Volume Summary 60min			
Time	EB	WB	Total
1200 - 1300	276	270	546
1300 - 1400	324	266	590
1400 - 1500	294	256	550
1500 - 1600	343	240	583
1600 - 1700	373	260	633
1700 - 1800	377	256	633
1800 - 1900	232	190	422
1900 - 2000	184	151	335
2000 - 2100	153	115	268
2100 - 2200	125	95	220
2200 - 2300	87	84	171
2300 - 2400	60	61	121

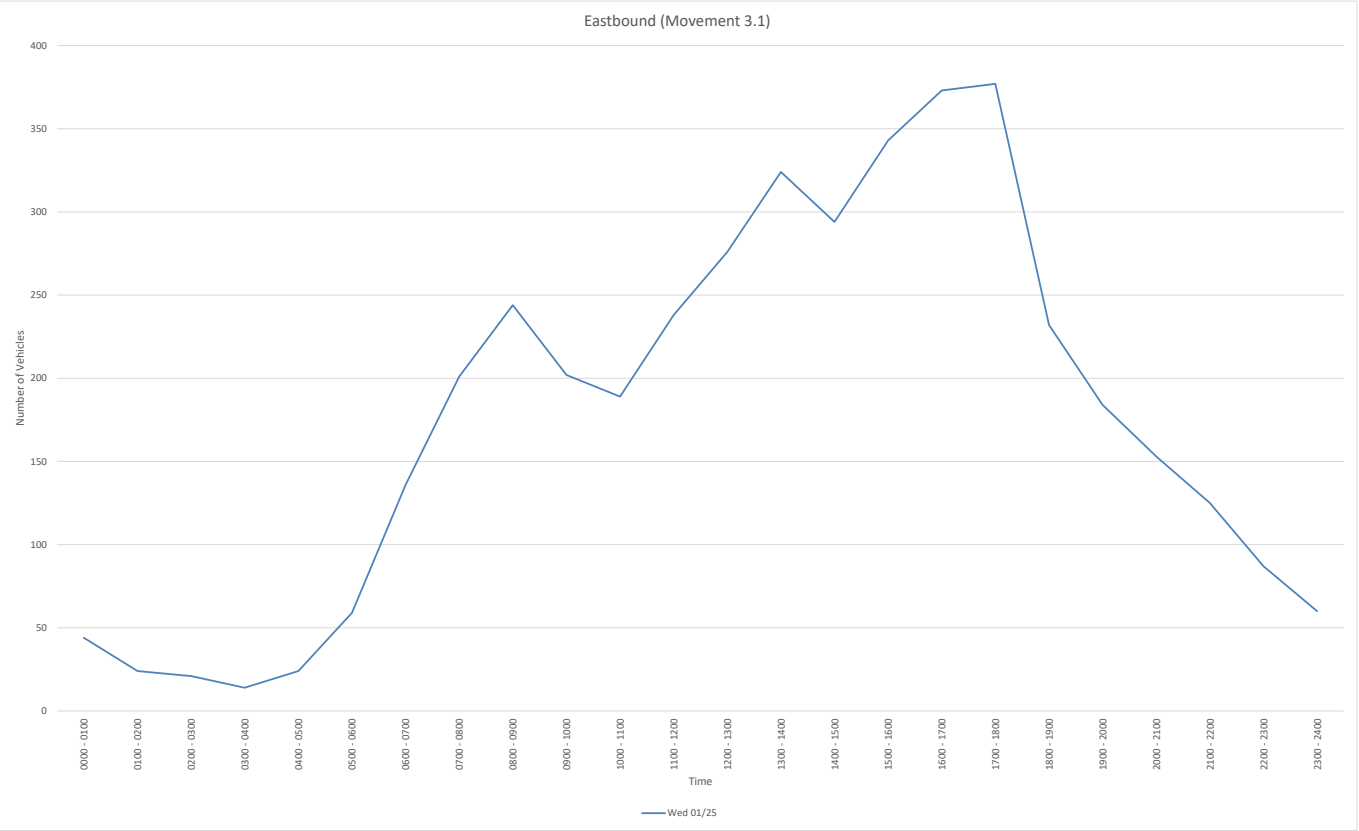
Bi-Directional Class Count | | Graphical Analysis NB EB

Hapeville, GA

Site 3
Porsche Ave (East),
east of Elm St

Lat/Long
33.656396°, -84.405279°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Class Count || Graphical Analysis SB WB

Hapeville, GA

Site 3

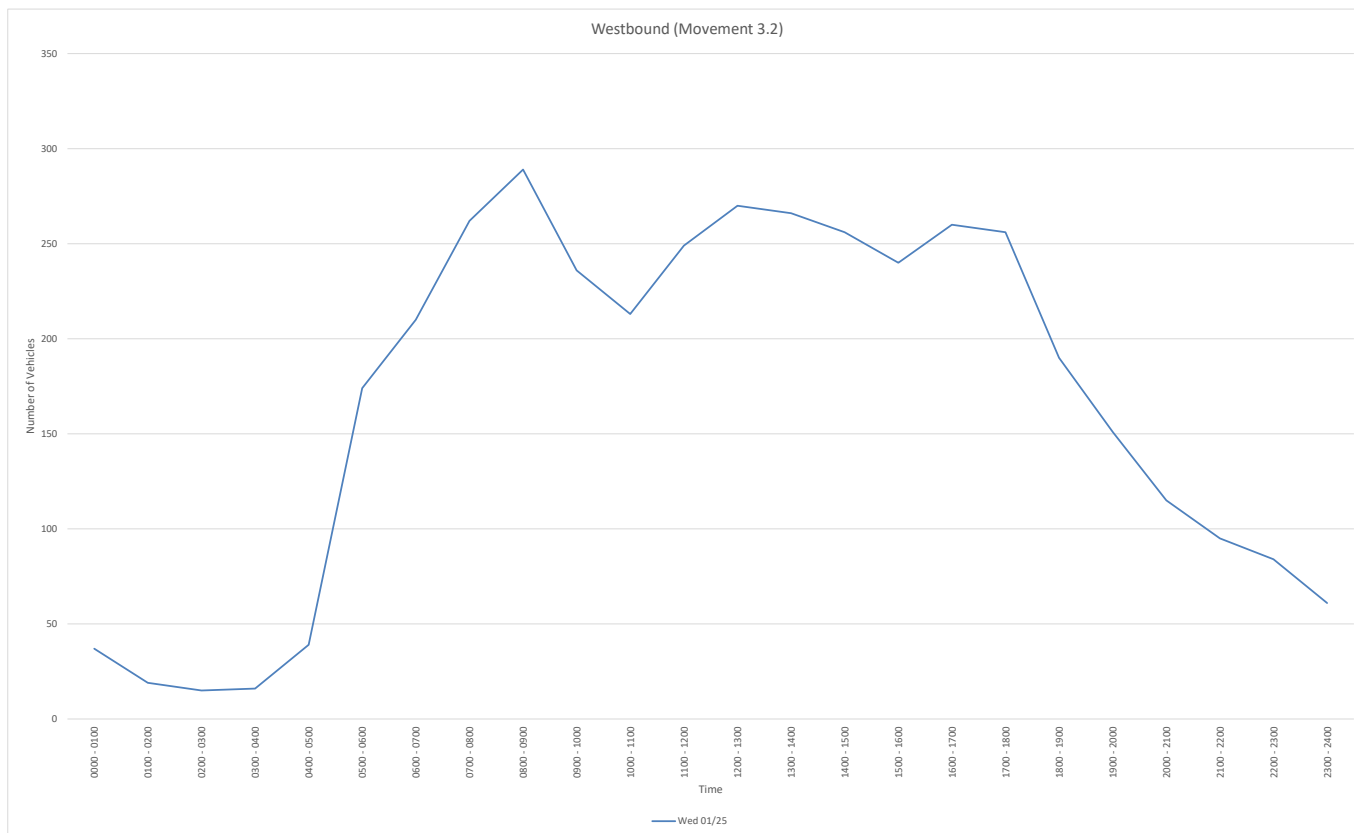
Porsche Ave (East),
east of Elm St

Lat/Long

33.656396°, -84.405279°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



EB

File Name:

Start Date: 1/25/2023

Start Time: 0

Site Code: 3

Station ID: 1

Location 1: Porsche Ave (East), east of Elm St

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/25/2023	12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	12:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
1/25/2023	12:30 AM	0	14	2	0	0	0	0	0	1	0	0	0	0
1/25/2023	12:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	2:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	2:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	3:15 AM	0	2	0	0	0	0	0	0	1	0	0	0	0
1/25/2023	3:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
1/25/2023	3:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	4:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
1/25/2023	4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	4:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
1/25/2023	4:45 AM	0	7	0	1	0	0	0	0	0	0	0	0	0
1/25/2023	5:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	5:15 AM	0	9	2	1	0	0	0	0	0	0	0	0	0
1/25/2023	5:30 AM	0	17	5	1	0	0	0	0	0	0	0	0	0
1/25/2023	5:45 AM	0	16	2	0	1	0	0	0	0	0	0	0	0
1/25/2023	6:00 AM	0	19	2	2	1	0	0	0	1	0	0	0	0
1/25/2023	6:15 AM	0	26	4	0	1	0	0	0	1	0	0	0	0
1/25/2023	6:30 AM	0	30	7	1	1	0	0	0	0	0	0	0	0
1/25/2023	6:45 AM	0	31	7	1	1	0	0	0	0	0	0	0	0
1/25/2023	7:00 AM	0	34	6	3	1	0	0	0	0	0	0	0	0
1/25/2023	7:15 AM	0	31	8	0	1	0	0	0	0	0	0	0	0
1/25/2023	7:30 AM	0	45	9	1	3	0	0	0	0	0	0	0	0
1/25/2023	7:45 AM	0	47	10	0	1	1	0	0	0	0	0	0	0
1/25/2023	8:00 AM	0	51	8	1	0	1	0	0	0	0	0	0	0
1/25/2023	8:15 AM	0	45	10	1	2	0	0	0	0	0	0	0	0
1/25/2023	8:30 AM	0	46	13	2	1	0	0	0	0	0	0	0	0
1/25/2023	8:45 AM	0	50	12	0	1	0	0	0	0	0	0	0	0
1/25/2023	9:00 AM	0	39	10	2	1	0	0	0	0	0	0	0	0
1/25/2023	9:15 AM	0	37	9	1	3	0	0	0	1	0	0	0	0
1/25/2023	9:30 AM	0	27	6	1	3	0	0	0	0	0	0	0	0
1/25/2023	9:45 AM	0	48	9	1	3	0	0	0	1	0	0	0	0
1/25/2023	10:00 AM	0	25	8	1	3	1	0	1	1	0	0	0	0
1/25/2023	10:15 AM	0	34	15	0	1	0	0	0	0	0	0	0	0
1/25/2023	10:30 AM	0	38	16	2	3	0	0	0	0	0	0	0	0
1/25/2023	10:45 AM	0	33	4	0	2	1	0	0	0	0	0	0	0
1/25/2023	11:00 AM	0	31	9	1	4	0	0	0	1	0	0	0	0
1/25/2023	11:15 AM	0	45	14	2	0	0	0	0	1	0	0	0	0
1/25/2023	11:30 AM	0	53	13	1	1	1	0	0	0	0	0	0	0
1/25/2023	11:45 AM	0	48	10	0	3	0	0	0	0	0	0	0	0
1/25/2023	12:00 PM	0	48	12	1	3	2	0	0	0	0	0	0	0
1/25/2023	12:15 PM	0	52	11	0	3	0	0	0	0	0	0	0	0
1/25/2023	12:30 PM	0	55	8	1	0	0	0	1	0	0	0	0	0
1/25/2023	12:45 PM	0	62	15	0	2	0	0	0	0	0	0	0	0
1/25/2023	1:00 PM	0	73	20	2	3	1	0	0	0	0	0	0	0
1/25/2023	1:15 PM	0	53	18	0	1	1	0	0	0	0	0	0	0
1/25/2023	1:30 PM	0	62	17	2	3	1	0	0	0	0	0	0	0
1/25/2023	1:45 PM	0	54	10	2	0	0	0	0	1	0	0	0	0
1/25/2023	2:00 PM	0	55	12	1	2	0	0	0	1	0	0	0	0
1/25/2023	2:15 PM	0	66	11	1	1	0	0	0	0	0	0	0	0
1/25/2023	2:30 PM	0	58	13	1	3	1	0	0	0	0	0	0	0
1/25/2023	2:45 PM	0	51	13	0	4	0	0	0	0	0	0	0	0
1/25/2023	3:00 PM	0	77	7	1	1	1	0	0	0	0	0	0	0
1/25/2023	3:15 PM	0	68	18	0	2	0	0	0	0	0	0	0	0
1/25/2023	3:30 PM	0	64	11	2	6	0	1	0	0	0	0	0	0
1/25/2023	3:45 PM	0	67	14	0	3	0	0	0	0	0	0	0	0
1/25/2023	4:00 PM	0	72	22	3	1	1	0	0	0	0	0	0	0
1/25/2023	4:15 PM	0	82	13	2	1	0	0	0	0	0	0	0	0
1/25/2023	4:30 PM	0	81	10	1	3	0	0	0	0	0	0	0	0
1/25/2023	4:45 PM	0	62	15	2	2	0	0	0	0	0	0	0	0
1/25/2023	5:00 PM	1	90	11	1	5	1	0	0	0	0	0	0	0
1/25/2023	5:15 PM	0	89	15	0	1	0	0	0	0	0	0	0	0
1/25/2023	5:30 PM	0	67	13	2	0	0	0	0	0	0	0	0	0
1/25/2023	5:45 PM	0	65	14	0	2	0	0	0	0	0	0	0	0
1/25/2023	6:00 PM	0	61	13	2	1	0	0	0	0	0	0	0	0
1/25/2023	6:15 PM	0	44	8	0	0	0	0	0	0	0	0	0	0
1/25/2023	6:30 PM	0	38	10	1	0	0	0	0	0	0	0	0	0
1/25/2023	6:45 PM	0	47	7	0	0	0	0	0	0	0	0	0	0
1/25/2023	7:00 PM	0	38	13	0	0	0	0	0	0	0	0	0	0
1/25/2023	7:15 PM	0	40	11	0	0	0	0	0	0	0	0	0	0
1/25/2023	7:30 PM	0	38	8	1	1	0	0	0	0	0	0	0	0
1/25/2023	7:45 PM	0	27	5	1	1	0	0	0	0	0	0	0	0
1/25/2023	8:00 PM	0	31	8	0	1	0	0	0	0	0	0	0	0
1/25/2023	8:15 PM	0	36	9	4	0	0	0	0	0	0	0	0	0
1/25/2023	8:30 PM	0	24	7	2	2	0	0	0	0	0	0	0	0
1/25/2023	8:45 PM	0	21	6	2	0	0	0	0	0	0	0	0	0
1/25/2023	9:00 PM	0	30	6	2	0	0	0	0	0	0	0	0	0
1/25/2023	9:15 PM	0	25	7	0	1	0	0	0	0	0	0	0	0
1/25/2023	9:30 PM	0	21	5	1	1	0	0	0	0	0	0	0	0
1/25/2023	9:45 PM	0	20	6	0	0	0	0	0	0	0	0	0	0
1/25/2023	10:00 PM	0	16	5	1	0	0	0	0	0	0	0	0	0
1/25/2023	10:15 PM	0	14	3	2	0	0	0	0	0	0	0	0	0
1/25/2023	10:30 PM	0	20	6	1	0	0	0	0	0	0	0	0	0
1/25/2023	10:45 PM	0	15	3	0	1	0	0	0	0	0	0	0	0
1/25/2023	11:00 PM	0	14	2	2	1	0	0	0	0	0	0	0	0
1/25/2023	11:15 PM	0	15	3	0	0	0	0	0	0	0	0	0	0
1/25/2023	11:30 PM	0	11	2	1	0	0	0	0	0	0	0	0	0
1/25/2023	11:45 PM	0	7	2	0	0	0	0	0	0	0	0	0	0

WB

File Name:

Start Date: 1/25/2023

Start Time: 0

Site Code: 3

Station ID: 1

Location 1: Porsche Ave (East), east of Elm St

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/25/2023	12:00 AM	0	14	2	1	0	0	0	0	0	0	0	0	0
1/25/2023	12:15 AM	0	8	0	0	2	0	0	0	0	0	0	0	0
1/25/2023	12:30 AM	0	4	1	1	1	0	0	0	0	0	0	0	0
1/25/2023	12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
1/25/2023	2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	2:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	3:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0
1/25/2023	3:30 AM	0	6	0	0	0	1	0	0	1	0	0	0	0
1/25/2023	3:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	4:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	4:15 AM	0	6	0	0	0	0	0	0	1	0	0	0	0
1/25/2023	4:30 AM	0	7	0	0	0	0	0	0	1	0	0	0	0
1/25/2023	4:45 AM	0	16	3	0	0	0	0	0	0	0	0	0	0
1/25/2023	5:00 AM	0	17	4	1	1	1	0	0	1	0	0	0	0
1/25/2023	5:15 AM	0	37	4	2	0	0	0	0	0	0	0	0	0
1/25/2023	5:30 AM	0	36	8	1	0	0	0	0	0	0	0	0	0
1/25/2023	5:45 AM	0	51	7	0	3	0	0	0	0	0	0	0	0
1/25/2023	6:00 AM	0	44	6	1	0	0	0	0	0	0	0	0	0
1/25/2023	6:15 AM	0	36	5	0	0	0	0	0	0	0	0	0	0
1/25/2023	6:30 AM	0	34	7	0	6	1	0	0	0	0	0	0	0
1/25/2023	6:45 AM	0	59	9	1	1	0	0	0	0	0	0	0	0
1/25/2023	7:00 AM	0	48	8	1	0	1	0	0	0	0	0	0	0
1/25/2023	7:15 AM	0	46	11	0	0	1	0	0	1	0	0	0	0
1/25/2023	7:30 AM	0	65	10	1	2	0	0	0	0	0	0	0	0
1/25/2023	7:45 AM	0	58	9	0	0	0	0	0	0	0	0	0	0
1/25/2023	8:00 AM	0	64	13	1	0	0	0	0	0	0	0	0	0
1/25/2023	8:15 AM	0	63	11	0	3	0	0	0	0	0	0	0	0
1/25/2023	8:30 AM	0	51	9	1	1	1	0	0	1	0	0	0	0
1/25/2023	8:45 AM	0	55	13	0	2	0	0	0	0	0	0	0	0
1/25/2023	9:00 AM	0	46	8	1	2	2	0	0	1	0	0	0	0
1/25/2023	9:15 AM	0	44	9	0	2	1	0	1	0	0	0	0	0
1/25/2023	9:30 AM	0	44	7	1	4	0	0	0	0	0	0	0	0
1/25/2023	9:45 AM	0	51	9	0	3	0	0	0	0	0	0	0	0
1/25/2023	10:00 AM	0	33	8	2	4	0	0	0	0	0	0	0	0
1/25/2023	10:15 AM	0	37	12	1	2	1	0	0	0	0	0	0	0
1/25/2023	10:30 AM	0	44	10	0	2	0	0	0	1	0	0	0	0
1/25/2023	10:45 AM	0	40	13	0	3	0	0	0	0	0	0	0	0
1/25/2023	11:00 AM	0	44	18	1	4	0	0	0	0	0	0	0	0
1/25/2023	11:15 AM	0	34	9	0	2	1	0	0	1	0	0	0	0
1/25/2023	11:30 AM	0	49	18	1	2	0	0	0	1	0	0	0	0
1/25/2023	11:45 AM	0	47	13	0	1	2	0	0	1	0	0	0	0
1/25/2023	12:00 PM	0	61	11	1	1	0	0	0	0	0	0	0	0
1/25/2023	12:15 PM	0	49	16	0	1	1	0	1	1	0	0	0	0
1/25/2023	12:30 PM	0	39	15	1	2	1	0	0	0	0	0	0	0
1/25/2023	12:45 PM	0	51	18	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:00 PM	0	58	12	1	3	0	0	0	0	0	0	0	0
1/25/2023	1:15 PM	0	58	3	0	2	0	0	0	0	0	0	0	0
1/25/2023	1:30 PM	0	47	11	1	1	2	0	0	0	0	0	0	0
1/25/2023	1:45 PM	0	57	7	0	2	1	0	0	0	0	0	0	0
1/25/2023	2:00 PM	0	48	5	1	3	0	0	0	0	0	0	0	0
1/25/2023	2:15 PM	0	44	11	0	1	0	0	0	1	0	0	0	0
1/25/2023	2:30 PM	0	65	8	2	2	1	0	1	0	0	0	0	0
1/25/2023	2:45 PM	0	55	7	0	1	0	0	0	0	0	0	0	0
1/25/2023	3:00 PM	0	39	10	1	2	0	0	0	0	0	0	0	0
1/25/2023	3:15 PM	0	41	13	0	0	0	0	0	0	0	0	0	0
1/25/2023	3:30 PM	0	52	14	2	0	0	0	0	0	0	0	0	0
1/25/2023	3:45 PM	0	56	9	0	1	0	0	0	0	0	0	0	0
1/25/2023	4:00 PM	0	56	10	2	1	0	0	1	0	0	0	0	0
1/25/2023	4:15 PM	0	52	16	3	1	0	0	0	0	0	0	0	0
1/25/2023	4:30 PM	0	38	11	4	3	0	0	0	0	0	0	0	0
1/25/2023	4:45 PM	0	49	10	2	1	0	0	0	0	0	0	0	0
1/25/2023	5:00 PM	0	65	5	3	0	0	0	0	0	0	0	0	0
1/25/2023	5:15 PM	0	49	19	1	0	0	0	0	0	0	0	0	0
1/25/2023	5:30 PM	0	50	9	2	2	0	0	0	0	0	0	0	0
1/25/2023	5:45 PM	0	41	10	0	0	0	0	0	0	0	0	0	0
1/25/2023	6:00 PM	0	37	8	2	2	0	0	0	0	0	0	0	0
1/25/2023	6:15 PM	0	47	6	0	0	0	0	0	0	0	0	0	0
1/25/2023	6:30 PM	1	36	10	0	0	0	0	0	0	0	0	0	0
1/25/2023	6:45 PM	0	32	5	3	1	0	0	0	0	0	0	0	0
1/25/2023	7:00 PM	0	34	2	1	0	0	0	0	0	0	0	0	0
1/25/2023	7:15 PM	0	26	6	0	1	0	0	0	0	0	0	0	0
1/25/2023	7:30 PM	0	27	7	3	0	0	0	0	0	0	0	0	0
1/25/2023	7:45 PM	0	38	5	0	1	0	0	0	0	0	0	0	0
1/25/2023	8:00 PM	0	32	6	2	0	0	0	0	0	0	0	0	0
1/25/2023	8:15 PM	0	32	1	1	1	0	0	1	0	0	0	0	0
1/25/2023	8:30 PM	0	17	5	0	0	1	0	0	0	0	0	0	0
1/25/2023	8:45 PM	0	15	1	0	0	0	0	0	0	0	0	0	0
1/25/2023	9:00 PM	0	17	5	2	0	0	0	0	0	0	0	0	0
1/25/2023	9:15 PM	0	25	2	0	0	0	0	0	0	0	0	1	0
1/25/2023	9:30 PM	0	15	0	2	0	0	0	0	0	0	0	0	0
1/25/2023	9:45 PM	0	24	1	1	0	0	0	0	0	0	0	0	0
1/25/2023	10:00 PM	0	26	5	1	0	0	0	0	0	0	0	0	0
1/25/2023	10:15 PM	0	23	1	0	1	0	0	0	0	0	0	0	0
1/25/2023	10:30 PM	0	9	1	2	0	0	0	0	0	0	0	0	0
1/25/2023	10:45 PM	0	12	2	1	0	0	0	0	0	0	0	0	0
1/25/2023	11:00 PM	0	15	2	1	0	0	0	0	0	0	0	0	0
1/25/2023	11:15 PM	0	10	2	1	1	0	0	0	0	0	0	0	0
1/25/2023	11:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0
1/25/2023	11:45 PM	0	10	2	1	0	0	0	0	0	0	0	0	0

EB

File Name:

Start Date: 1/25/2023

Start Time: 0

Site Code: 3

Station ID: 1

Location 1: Porsche Ave (East), east of Elm St

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/25/2023	12:00 AM	0	38	5	0	0	0	0	0	1	0	0	0	0
1/25/2023	12:15 AM	0	35	6	0	0	0	0	0	1	0	0	0	0
1/25/2023	12:30 AM	0	34	5	0	0	0	0	0	1	0	0	0	0
1/25/2023	12:45 AM	0	27	3	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:00 AM	0	23	1	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:15 AM	0	22	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:30 AM	0	26	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:45 AM	0	23	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	2:00 AM	0	21	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	2:15 AM	0	17	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	2:30 AM	0	11	0	0	0	0	0	0	1	0	0	0	0
1/25/2023	2:45 AM	0	11	1	0	0	0	0	0	1	0	0	0	0
1/25/2023	3:00 AM	0	12	1	0	0	0	0	0	1	0	0	0	0
1/25/2023	3:15 AM	0	16	2	0	0	0	0	0	1	0	0	0	0
1/25/2023	3:30 AM	0	16	2	0	0	0	0	0	0	0	0	0	0
1/25/2023	3:45 AM	0	20	2	0	0	0	0	0	0	0	0	0	0
1/25/2023	4:00 AM	0	21	2	1	0	0	0	0	0	0	0	0	0
1/25/2023	4:15 AM	0	22	1	1	0	0	0	0	0	0	0	0	0
1/25/2023	4:30 AM	0	29	3	2	0	0	0	0	0	0	0	0	0
1/25/2023	4:45 AM	0	38	7	3	0	0	0	0	0	0	0	0	0
1/25/2023	5:00 AM	0	47	9	2	1	0	0	0	0	0	0	0	0
1/25/2023	5:15 AM	0	61	11	4	2	0	0	0	1	0	0	0	0
1/25/2023	5:30 AM	0	78	13	3	3	0	0	0	2	0	0	0	0
1/25/2023	5:45 AM	0	91	15	3	4	0	0	0	2	0	0	0	0
1/25/2023	6:00 AM	0	106	20	4	4	0	0	0	2	0	0	0	0
1/25/2023	6:15 AM	0	121	24	5	4	0	0	0	1	0	0	0	0
1/25/2023	6:30 AM	0	126	28	5	4	0	0	0	0	0	0	0	0
1/25/2023	6:45 AM	0	141	30	5	6	0	0	0	0	0	0	0	0
1/25/2023	7:00 AM	0	157	33	4	6	1	0	0	0	0	0	0	0
1/25/2023	7:15 AM	0	174	35	2	5	2	0	0	0	0	0	0	0
1/25/2023	7:30 AM	0	188	37	3	6	2	0	0	0	0	0	0	0
1/25/2023	7:45 AM	0	189	41	4	4	2	0	0	0	0	0	0	0
1/25/2023	8:00 AM	0	192	43	4	4	1	0	0	0	0	0	0	0
1/25/2023	8:15 AM	0	180	45	5	5	0	0	0	0	0	0	0	0
1/25/2023	8:30 AM	0	172	44	5	6	0	0	0	1	0	0	0	0
1/25/2023	8:45 AM	0	153	37	4	8	0	0	0	1	0	0	0	0
1/25/2023	9:00 AM	0	151	34	5	10	0	0	0	2	0	0	0	0
1/25/2023	9:15 AM	0	137	32	4	12	1	0	1	3	0	0	0	0
1/25/2023	9:30 AM	0	134	38	3	10	1	0	1	2	0	0	0	0
1/25/2023	9:45 AM	0	145	48	4	10	1	0	1	2	0	0	0	0
1/25/2023	10:00 AM	0	130	43	3	9	2	0	1	1	0	0	0	0
1/25/2023	10:15 AM	0	136	44	3	10	1	0	0	1	0	0	0	0
1/25/2023	10:30 AM	0	147	43	5	9	1	0	0	2	0	0	0	0
1/25/2023	10:45 AM	0	162	40	4	7	2	0	0	2	0	0	0	0
1/25/2023	11:00 AM	0	177	46	4	8	1	0	0	2	0	0	0	0
1/25/2023	11:15 AM	0	194	49	4	7	3	0	0	1	0	0	0	0
1/25/2023	11:30 AM	0	201	46	2	10	3	0	0	0	0	0	0	0
1/25/2023	11:45 AM	0	203	41	2	9	2	0	1	0	0	0	0	0
1/25/2023	12:00 PM	0	217	46	2	8	2	0	1	0	0	0	0	0
1/25/2023	12:15 PM	0	242	54	3	8	1	0	1	0	0	0	0	0
1/25/2023	12:30 PM	0	243	61	3	6	2	0	1	0	0	0	0	0
1/25/2023	12:45 PM	0	250	70	4	9	3	0	0	0	0	0	0	0
1/25/2023	1:00 PM	0	242	65	6	7	3	0	0	1	0	0	0	0
1/25/2023	1:15 PM	0	224	57	5	6	2	0	0	2	0	0	0	0
1/25/2023	1:30 PM	0	237	50	6	6	1	0	0	2	0	0	0	0
1/25/2023	1:45 PM	0	233	46	5	6	1	0	0	2	0	0	0	0
1/25/2023	2:00 PM	0	230	49	3	10	1	0	0	1	0	0	0	0
1/25/2023	2:15 PM	0	252	44	3	9	2	0	0	0	0	0	0	0
1/25/2023	2:30 PM	0	254	51	2	10	2	0	0	0	0	0	0	0
1/25/2023	2:45 PM	0	260	49	3	13	1	0	1	0	0	0	0	0
1/25/2023	3:00 PM	0	276	50	3	12	1	0	1	0	0	0	0	0
1/25/2023	3:15 PM	0	271	65	5	12	1	0	1	0	0	0	0	0
1/25/2023	3:30 PM	0	285	60	7	11	1	0	1	0	0	0	0	0
1/25/2023	3:45 PM	0	302	59	6	8	1	0	0	0	0	0	0	0
1/25/2023	4:00 PM	0	297	60	8	7	1	0	0	0	0	0	0	0
1/25/2023	4:15 PM	1	315	49	6	11	1	0	0	0	0	0	0	0
1/25/2023	4:30 PM	1	322	51	4	11	1	0	0	0	0	0	0	0
1/25/2023	4:45 PM	1	308	54	5	8	1	0	0	0	0	0	0	0
1/25/2023	5:00 PM	1	311	53	3	8	1	0	0	0	0	0	0	0
1/25/2023	5:15 PM	0	282	55	4	4	0	0	0	0	0	0	0	0
1/25/2023	5:30 PM	0	237	48	4	3	0	0	0	0	0	0	0	0
1/25/2023	5:45 PM	0	208	45	3	3	0	0	0	0	0	0	0	0
1/25/2023	6:00 PM	0	190	38	3	1	0	0	0	0	0	0	0	0
1/25/2023	6:15 PM	0	167	38	1	0	0	0	0	0	0	0	0	0
1/25/2023	6:30 PM	0	163	41	1	0	0	0	0	0	0	0	0	0
1/25/2023	6:45 PM	0	163	39	1	1	0	0	0	0	0	0	0	0
1/25/2023	7:00 PM	0	143	37	2	2	0	0	0	0	0	0	0	0
1/25/2023	7:15 PM	0	136	32	2	3	0	0	0	0	0	0	0	0
1/25/2023	7:30 PM	0	132	30	6	3	0	0	0	0	0	0	0	0
1/25/2023	7:45 PM	0	118	29	7	4	0	0	0	0	0	0	0	0
1/25/2023	8:00 PM	0	112	30	8	3	0	0	0	0	0	0	0	0
1/25/2023	8:15 PM	0	111	28	10	2	0	0	0	0	0	0	0	0
1/25/2023	8:30 PM	0	100	26	6	3	0	0	0	0	0	0	0	0
1/25/2023	8:45 PM	0	97	24	5	2	0	0	0	0	0	0	0	0
1/25/2023	9:00 PM	0	96	24	3	2	0	0	0	0	0	0	0	0
1/25/2023	9:15 PM	0	82	23	2	2	0	0	0	0	0	0	0	0
1/25/2023	9:30 PM	0	71	19	4	1	0	0	0	0	0	0	0	0
1/25/2023	9:45 PM	0	70	20	4	0	0	0	0	0	0	0	0	0
1/25/2023	10:00 PM	0	65	17	4	1	0	0	0	0	0	0	0	0
1/25/2023	10:15 PM	0	63	14	5	2	0	0	0	0	0	0	0	0
1/25/2023	10:30 PM	0	64	14	3	2	0	0	0	0	0	0	0	0
1/25/2023	10:45 PM	0	55	10	3	2	0	0	0	0	0	0	0	0
1/25/2023	11:00 PM	0	47	9	3	1	0	0	0	0	0	0	0	0
1/25/2023	11:15 PM	0	33	7	1	0	0	0	0	0	0	0	0	0
1/25/2023	11:30 PM	0	18	4	1	0	0	0	0	0	0	0	0	0
1/25/2023	11:45 PM	0	7	2	0	0	0	0	0	0	0	0	0	0

WB

File Name:

Start Date: 1/25/2023

Start Time: 0

Site Code: 3

Station ID: 1

Location 1: Porsche Ave (East), east of Elm St

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/25/2023	12:00 AM	0	29	3	2	3	0	0	0	0	0	0	0	0
1/25/2023	12:15 AM	0	20	2	1	3	0	0	0	0	0	0	0	0
1/25/2023	12:30 AM	0	16	2	1	1	0	0	0	0	0	0	0	0
1/25/2023	12:45 AM	0	15	2	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:15 AM	0	14	2	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
1/25/2023	1:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
1/25/2023	2:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0
1/25/2023	2:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0
1/25/2023	2:30 AM	0	13	0	0	0	1	0	0	0	0	0	0	0
1/25/2023	2:45 AM	0	16	0	0	0	2	0	0	1	0	0	0	0
1/25/2023	3:00 AM	0	13	0	0	0	2	0	0	1	0	0	0	0
1/25/2023	3:15 AM	0	16	0	0	0	2	0	0	1	0	0	0	0
1/25/2023	3:30 AM	0	21	0	0	0	1	0	0	2	0	0	0	0
1/25/2023	3:45 AM	0	22	0	0	0	0	0	0	2	0	0	0	0
1/25/2023	4:00 AM	0	34	3	0	0	0	0	0	2	0	0	0	0
1/25/2023	4:15 AM	0	46	7	1	1	1	0	0	3	0	0	0	0
1/25/2023	4:30 AM	0	77	11	3	1	1	0	0	2	0	0	0	0
1/25/2023	4:45 AM	0	106	19	4	1	1	0	0	1	0	0	0	0
1/25/2023	5:00 AM	0	141	23	4	4	1	0	0	1	0	0	0	0
1/25/2023	5:15 AM	0	168	25	4	3	0	0	0	0	0	0	0	0
1/25/2023	5:30 AM	0	167	26	2	3	0	0	0	0	0	0	0	0
1/25/2023	5:45 AM	0	165	25	1	9	1	0	0	0	0	0	0	0
1/25/2023	6:00 AM	0	173	27	2	7	1	0	0	0	0	0	0	0
1/25/2023	6:15 AM	0	177	29	2	7	2	0	0	0	0	0	0	0
1/25/2023	6:30 AM	0	187	35	2	7	3	0	0	1	0	0	0	0
1/25/2023	6:45 AM	0	218	38	3	3	2	0	0	1	0	0	0	0
1/25/2023	7:00 AM	0	217	38	2	2	2	0	0	1	0	0	0	0
1/25/2023	7:15 AM	0	233	43	2	2	1	0	0	1	0	0	0	0
1/25/2023	7:30 AM	0	250	43	2	5	0	0	0	0	0	0	0	0
1/25/2023	7:45 AM	0	236	42	2	4	1	0	0	1	0	0	0	0
1/25/2023	8:00 AM	0	233	46	2	6	1	0	0	1	0	0	0	0
1/25/2023	8:15 AM	0	215	41	2	8	3	0	0	2	0	0	0	0
1/25/2023	8:30 AM	0	196	39	2	7	4	0	1	2	0	0	0	0
1/25/2023	8:45 AM	0	189	37	2	10	3	0	1	1	0	0	0	0
1/25/2023	9:00 AM	0	185	33	2	11	3	0	1	1	0	0	0	0
1/25/2023	9:15 AM	0	172	33	3	13	1	0	1	0	0	0	0	0
1/25/2023	9:30 AM	0	165	36	4	13	1	0	0	0	0	0	0	0
1/25/2023	9:45 AM	0	165	39	3	11	1	0	0	1	0	0	0	0
1/25/2023	10:00 AM	0	154	43	3	11	1	0	0	1	0	0	0	0
1/25/2023	10:15 AM	0	165	53	2	11	1	0	0	1	0	0	0	0
1/25/2023	10:30 AM	0	162	50	1	11	1	0	0	2	0	0	0	0
1/25/2023	10:45 AM	0	167	58	2	11	1	0	0	2	0	0	0	0
1/25/2023	11:00 AM	0	174	58	2	9	3	0	0	3	0	0	0	0
1/25/2023	11:15 AM	0	191	51	2	6	3	0	0	3	0	0	0	0
1/25/2023	11:30 AM	0	206	58	2	5	3	0	1	3	0	0	0	0
1/25/2023	11:45 AM	0	196	55	2	5	4	0	1	2	0	0	0	0
1/25/2023	12:00 PM	0	200	60	2	4	2	0	1	1	0	0	0	0
1/25/2023	12:15 PM	0	197	61	2	6	2	0	1	1	0	0	0	0
1/25/2023	12:30 PM	0	206	48	2	7	1	0	0	0	0	0	0	0
1/25/2023	12:45 PM	0	214	44	2	6	2	0	0	0	0	0	0	0
1/25/2023	1:00 PM	0	220	33	2	8	3	0	0	0	0	0	0	0
1/25/2023	1:15 PM	0	210	26	2	8	3	0	0	0	0	0	0	0
1/25/2023	1:30 PM	0	196	34	2	7	3	0	0	1	0	0	0	0
1/25/2023	1:45 PM	0	214	31	3	8	2	0	1	1	0	0	0	0
1/25/2023	2:00 PM	0	212	31	3	7	1	0	1	1	0	0	0	0
1/25/2023	2:15 PM	0	203	36	3	6	1	0	1	1	0	0	0	0
1/25/2023	2:30 PM	0	200	38	3	5	1	0	1	0	0	0	0	0
1/25/2023	2:45 PM	0	187	44	3	3	0	0	0	0	0	0	0	0
1/25/2023	3:00 PM	0	188	46	3	3	0	0	0	0	0	0	0	0
1/25/2023	3:15 PM	0	205	46	4	2	0	0	1	0	0	0	0	0
1/25/2023	3:30 PM	0	216	49	7	3	0	0	1	0	0	0	0	0
1/25/2023	3:45 PM	0	202	46	9	6	0	0	1	0	0	0	0	0
1/25/2023	4:00 PM	0	195	47	11	6	0	0	1	0	0	0	0	0
1/25/2023	4:15 PM	0	204	42	12	5	0	0	0	0	0	0	0	0
1/25/2023	4:30 PM	0	201	45	10	4	0	0	0	0	0	0	0	0
1/25/2023	4:45 PM	0	213	43	8	3	0	0	0	0	0	0	0	0
1/25/2023	5:00 PM	0	205	43	6	2	0	0	0	0	0	0	0	0
1/25/2023	5:15 PM	0	177	46	5	4	0	0	0	0	0	0	0	0
1/25/2023	5:30 PM	0	175	33	4	4	0	0	0	0	0	0	0	0
1/25/2023	5:45 PM	1	161	34	2	2	0	0	0	0	0	0	0	0
1/25/2023	6:00 PM	1	152	29	5	3	0	0	0	0	0	0	0	0
1/25/2023	6:15 PM	1	149	23	4	1	0	0	0	0	0	0	0	0
1/25/2023	6:30 PM	1	128	23	4	2	0	0	0	0	0	0	0	0
1/25/2023	6:45 PM	0	119	20	7	2	0	0	0	0	0	0	0	0
1/25/2023	7:00 PM	0	125	20	4	2	0	0	0	0	0	0	0	0
1/25/2023	7:15 PM	0	123	24	5	2	0	0	0	0	0	0	0	0
1/25/2023	7:30 PM	0	129	19	6	2	0	0	1	0	0	0	0	0
1/25/2023	7:45 PM	0	119	17	3	2	1	0	1	0	0	0	0	0
1/25/2023	8:00 PM	0	96	13	3	1	1	0	1	0	0	0	0	0
1/25/2023	8:15 PM	0	81	12	3	1	1	0	1	0	0	0	0	0
1/25/2023	8:30 PM	0	74	13	2	0	1	0	0	0	0	0	1	0
1/25/2023	8:45 PM	0	72	8	4	0	0	0	0	0	0	0	1	0
1/25/2023	9:00 PM	0	81	8	5	0	0	0	0	0	0	0	1	0
1/25/2023	9:15 PM	0	90	8	4	0	0	0	0	0	0	0	1	0
1/25/2023	9:30 PM	0	88	7	4	1	0	0	0	0	0	0	0	0
1/25/2023	9:45 PM	0	82	8	4	1	0	0	0	0	0	0	0	0
1/25/2023	10:00 PM	0	70	9	4	1	0	0	0	0	0	0	0	0
1/25/2023	10:15 PM	0	59	6	4	1	0	0	0	0	0	0	0	0
1/25/2023	10:30 PM	0	46	7	5	1	0	0	0	0	0	0	0	0
1/25/2023	10:45 PM	0	52	7	3	1	0	0	0	0	0	0	0	0
1/25/2023	11:00 PM	0	50	7	3	1	0	0	0	0	0	0	0	0
1/25/2023	11:15 PM	0	35	5	2	1	0	0	0	0	0	0	0	0
1/25/2023	11:30 PM	0	25	3	1	0	0	0	0	0	0	0	0	0
1/25/2023	11:45 PM	0	10	2	1	0	0	0	0	0	0	0	0	0



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Peak Hour Turning Movement Count

Hapeville, GA



www.marrtraffic.com

Wednesday, January 25, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound										Eastbound					Westbound					Int Total
	Elm St										Porsche Ave (West)					Porsche Ave (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
0730 - 0745	0	-	5	0	5	-	-	-	-	0	-	53	0	0	53	3	78	-	0	78	
0745 - 0800	0	-	6	0	6	-	-	-	-	0	-	53	0	0	53	3	64	-	0	67	
0800 - 0815	0	-	5	0	5	-	-	-	-	0	-	56	0	0	56	1	77	-	0	78	
0815 - 0830	0	-	2	0	2	-	-	-	-	0	-	56	0	0	56	0	77	-	0	77	
Total	0	0	18	0	18	0	0	0	0	0	0	218	0	0	218	7	293	0	0	300	
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	2.33	97.67	0.00	0.00	-	
PHF	0.00	0.00	0.75	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.00	0.00	0.97	0.58	0.95	0.00	0.00	0.96	

Bikes

Time	Northbound										Eastbound				Westbound				Int Total
	Elm St				App Total	Porsche Ave (West)				App Total	Porsche Ave (East)								
	Left 1.1	Right 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total		Left 1.7	Thru 1.8	U-Turn 1.9	App Total					
0730 - 0745	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
0800 - 0815	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
Total	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
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

Passenger Vehicles (1-3)

Passenger Vehicles (v/p)	Northbound										Eastbound					Westbound					Int Total	
	Elm St										Porsche Ave (West)					Porsche Ave (East)						
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total		
	Time																					
	0730 - 0745	0	-	5	0	5	-	-	-	-	0	-	49	0	0	49	3	72	-	0	75	129
	0745 - 0800	0	-	6	0	6	-	-	-	-	0	-	51	0	0	51	3	64	-	0	67	124
	0800 - 0815	0	-	5	0	5	-	-	-	-	0	-	54	0	0	54	1	76	-	0	77	136
	0815 - 0830	0	-	1	0	1	-	-	-	-	0	-	54	0	0	54	0	74	-	0	74	129
	Total	0	0	17	0	17	0	0	0	0	0	0	208	0	0	208	7	286	0	0	293	518
	Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	2.39	97.61	0.00	0.00	-	
	PHF	0.00	0.00	0.71	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.96	0.00	0.00	0.96	0.58	0.94	0.00	0.00	0.95	0.95

Single Unit Trucks (4-7)

Time	Northbound										Eastbound					Westbound					Int Total
	Elm St										Porsche Ave (West)					Porsche Ave (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total		
0730 - 0745	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	3	-	0	3	7
0745 - 0800	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	0	-	0	0	2
0800 - 0815	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	1	-	0	1	3
0815 - 0830	0	-	1	0	1	-	-	-	-	0	-	2	0	0	2	0	3	-	0	3	6
Total	0	0	1	0	1	0	0	0	0	0	0	10	0	0	10	0	7	0	0	7	18
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00	0.58	0.00	0.00	0.58	0.64

Combination Trucks (8-13)

Time	Northbound										Eastbound					Westbound					Int Total
	Elm St				App Total	Porsche Ave (West)				App Total	Porsche Ave (East)				App Total						
	Left 1.1	Right 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total		Left 1.7	Thru 1.8	U-Turn 1.9	App Total							
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
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	-	-
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



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Peak Hour Turning Movement Count

Hapeville, GA



www.marrtraffic.com

Wednesday, January 25, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound										Eastbound					Westbound					Int
	Elm St										Porsche Ave (West)					Porsche Ave (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
1645 - 1700	1	-	5	0	6	-	-	-	-	0	-	76	0	0	76	3	59	-	0	62	144
1700 - 1715	1	-	2	0	3	-	-	-	-	0	-	107	0	0	107	8	65	-	0	73	183
1715 - 1730	0	-	4	0	4	-	-	-	-	0	-	101	0	0	101	3	66	-	0	69	174
1730 - 1745	1	-	6	0	7	-	-	-	-	0	-	76	1	0	77	4	59	-	0	63	147
Total	3	0	17	0	20	0	0	0	0	0	0	360	1	0	361	18	249	0	0	267	648
Approach %	15.00	0.00	85.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.72	0.28	0.00	-	6.74	93.26	0.00	0.00	-	-
PHF	0.75	0.00	0.71	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.25	0.00	0.84	0.56	0.94	0.00	0.00	0.91	0.89

Bikes

Time	Northbound										Eastbound					Westbound					Int Total
	Elm St				App Total					App Total	Porsche Ave (West)				Porsche Ave (East)						
	Left 1.1	Right 1.2	U-Turn 1.3	App Total							Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total			
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
1730 - 1745	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
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	-	-
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

Passenger Vehicles (1-3)

Time	Northbound										Eastbound					Westbound					Int Total
	Elm St										Porsche Ave (West)					Porsche Ave (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
1645 - 1700	1	-	5	0	6	-	-	-	-	0	-	72	0	0	72	3	56	-	0	59	137
1700 - 1715	1	-	2	0	3	-	-	-	-	0	-	100	0	0	100	8	62	-	0	70	173
1715 - 1730	0	-	4	0	4	-	-	-	-	0	-	100	0	0	100	3	65	-	0	68	172
1730 - 1745	1	-	6	0	7	-	-	-	-	0	-	74	1	0	75	4	55	-	0	59	141
Total	3	0	17	0	20	0	0	0	0	0	0	346	1	0	347	18	238	0	0	256	623
Approach %	15.00	0.00	85.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.71	0.29	0.00	-	7.03	92.97	0.00	0.00	-	-
PHF	0.75	0.00	0.71	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.25	0.00	0.87	0.56	0.92	0.00	0.00	0.91	0.90

Single Unit Trucks (4-7)

Time	Northbound										Eastbound					Westbound					Int Total
	Elm St										Porsche Ave (West)					Porsche Ave (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total		
1645 - 1700	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	3	-	0	3	7
1700 - 1715	0	-	0	0	0	-	-	-	-	0	-	7	0	0	7	0	3	-	0	3	10
1715 - 1730	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	1	-	0	1	2
1730 - 1745	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	4	-	0	4	6
Total	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	11	0	0	11	25
Approach %	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	100.00	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	0.50	0.00	0.00	0.50	0.00	0.69	0.00	0.00	0.69	0.63

Combination Trucks (8-13)

Time		Northbound										Eastbound					Westbound					Int Total
		Elm St										Porsche Ave (West)					Porsche Ave (East)					
		Left 1.1	Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total			
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	
1730 - 1745	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	
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	-	
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	

Classified Turn Movement Count || All vehicles

Hapeville, GA



Marr Traffic
DATA COLLECTION

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Site 1 of 2

Elm St

Date

Wednesday, January 25, 2023

Weather

Mostly Cloudy
53°F

Porsche Ave (West)

Porsche Ave (East)

Lat/Long

33.656823°, -84.406015°

0700 - 0900 (Weekday 2h Session) (01-25-2023)

All vehicles

Northbound				
Elm St				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
0700 - 0715	0	2	0	2
0715 - 0730	0	1	0	1
0730 - 0745	0	5	0	5
0745 - 0800	0	6	0	6
Hourly Total	0	14	0	14
0800 - 0815	0	5	0	5
0815 - 0830	0	2	0	2
0830 - 0845	0	3	0	3
0845 - 0900	0	1	0	1
Hourly Total	0	11	0	11
Grand Total	0	25	0	25
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	2.51	0.00	2.51
PHF	0.00	0.75	0.00	0.75

Eastbound				Westbound				
Porsche Ave (West)				Porsche Ave (East)				
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
42	0	0	42	3	55	0	58	102
39	0	0	39	0	59	0	59	99
53	0	0	53	3	75	0	78	136
53	0	0	53	3	64	0	67	126
187	0	0	187	9	253	0	262	463
56	0	0	56	1	77	0	78	139
56	0	0	56	0	77	0	77	135
59	0	0	59	3	61	0	64	126
62	0	0	62	6	64	0	70	133
233	0	0	233	10	279	0	289	533
420	0	0	420	19	532	0	551	996
100.00	0.00	0.00	-	3.45	96.55	0.00	-	
42.17	0.00	0.00	42.17	1.91	53.41	0.00	55.32	
0.97	0.00	0.00	0.97	0.58	0.95	0.00	0.96	0.96

1600 - 1800 (Weekday 2h Session) (01-25-2023)

All vehicles

Northbound				
Elm St				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
1600 - 1615	0	6	0	6
1615 - 1630	1	0	0	1
1630 - 1645	0	8	0	8
1645 - 1700	1	5	0	6
Hourly Total	2	19	0	21
1700 - 1715	1	2	0	3
1715 - 1730	0	4	0	4
1730 - 1745	1	6	0	7
1745 - 1800	0	4	0	4
Hourly Total	2	16	0	18
Grand Total	4	35	0	39
Approach %	10.26	89.74	0.00	-
Intersection %	0.31	2.75	0.00	3.06
PHF	0.75	0.71	0.00	0.71

Eastbound					Westbound				
Porsche Ave (West)					Porsche Ave (East)				
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total	
93	0	0	93	3	67	0	70	169	
98	2	0	100	3	69	0	72	173	
87	0	0	87	9	47	0	56	151	
76	0	0	76	3	59	0	62	144	
354	2	0	356	18	242	0	260	637	
107	0	0	107	8	65	0	73	183	
101	0	0	101	3	66	0	69	174	
76	1	0	77	4	59	0	63	147	
77	0	0	77	7	44	0	51	132	
361	1	0	362	22	234	0	256	636	
715	3	0	718	40	476	0	516	1273	
99.58	0.42	0.00	-	7.75	92.25	0.00	-		
56.17	0.24	0.00	56.40	3.14	37.39	0.00	40.53		
0.84	0.25	0.00	0.84	0.56	0.94	0.00	0.91	0.89	

Marr Traffic
DATA COLLECTION

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Weather
Mostly Cloudy
53°F

Lat/Long
33.656823°, -84.406015°

Bikes

		Northbound		
		Elm St		
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	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				
Porsche Ave (West)				Porsche Ave (East)				
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	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	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	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	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	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	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	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	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	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	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	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	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

Bikes

		Northbound			
		Elm St			
TIME	Left 1.1		Right 1.2	U-Turn 1.3	App Total
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		0	0	0
Approach %	0.00		0.00	0.00	-
Intersection %	0.00		0.00	0.00	0.00

[illegible]

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



Marr Traffic
DATA COLLECTION

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Hapeville, GA

Site 1 of 2

Elm St

Porsche Ave (West)

Porsche Ave (East)

Date

Wednesday, January 25, 2023

Weather

Mostly Cloudy
53°F

Lat/Long

33.656823°, -84.406015°

0700 - 0900 (Weekday 2h Session) (01-25-2023)

Passenger Vehicles (1-3)

Northbound					
Elm St					
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total	
0700 - 0715	0	2	0	2	
0715 - 0730	0	0	0	0	
0730 - 0745	0	5	0	5	
0745 - 0800	0	6	0	6	
Hourly Total	0	13	0	13	
0800 - 0815	0	5	0	5	
0815 - 0830	0	1	0	1	
0830 - 0845	0	3	0	3	
0845 - 0900	0	1	0	1	
Hourly Total	0	10	0	10	
Grand Total	0	23	0	23	
Approach %	0.00	100.00	0.00	-	
Intersection %	0.00	2.40	0.00	2.40	

Eastbound					Westbound				
Porsche Ave (West)					Porsche Ave (East)				
Thru 1.4	Right 1.5	U-Turn 1.6	App Total		Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
38	0	0	38		3	53	0	56	96
39	0	0	39		0	57	0	57	96
49	0	0	49		3	72	0	75	129
51	0	0	51		3	64	0	67	124
177	0	0	177		9	246	0	255	445
54	0	0	54		1	76	0	77	136
54	0	0	54		0	74	0	74	129
56	0	0	56		2	58	0	60	119
61	0	0	61		6	62	0	68	130
225	0	0	225		9	270	0	279	514
402	0	0	402		18	516	0	534	959
100.00	0.00	0.00	-		3.37	96.63	0.00	-	
41.92	0.00	0.00	41.92		1.88	53.81	0.00	55.68	

1600 - 1800 (Weekday 2h Session) (01-25-2023)

Passenger Vehicles (1-3)

Northbound					
Elm St					
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total	
1600 - 1615	0	6	0	6	
1615 - 1630	1	0	0	1	
1630 - 1645	0	8	0	8	
1645 - 1700	1	5	0	6	
Hourly Total	2	19	0	21	
1700 - 1715	1	2	0	3	
1715 - 1730	0	4	0	4	
1730 - 1745	1	6	0	7	
1745 - 1800	0	4	0	4	
Hourly Total	2	16	0	18	
Grand Total	4	35	0	39	
Approach %	10.26	89.74	0.00	-	
Intersection %	0.33	2.87	0.00	3.20	

Eastbound					Westbound				
Porsche Ave (West)					Porsche Ave (East)				
Thru 1.4	Right 1.5	U-Turn 1.6	App Total		Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
88	0	0	88		3	63	0	66	160
95	2	0	97		3	65	0	68	166
83	0	0	83		9	40	0	49	140
72	0	0	72		3	56	0	59	137
338	2	0	340		18	224	0	242	603
100	0	0	100		8	62	0	70	173
100	0	0	100		3	65	0	68	172
74	1	0	75		4	55	0	59	141
75	0	0	75		7	44	0	51	130
349	1	0	350		22	226	0	248	616
687	3	0	690		40	450	0	490	1219
99.57	0.43	0.00	-		8.16	91.84	0.00	-	
56.36	0.25	0.00	56.60		3.28	36.92	0.00	40.20	

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



Hapeville, GA

www.marrtraffic.com

Site 1 of 2

Elm St

Date

Wednesday, January 25, 2023

Weather

Mostly Cloudy
53°F

Porsche Ave (West)

Porsche Ave (East)

Lat/Long

33.656823°, -84.406015°

0700 - 0900 (Weekday 2h Session) (01-25-2023)

Single Unit Trucks (4-7)

Northbound				
Elm St				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	1	0	1
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	0	1	0	1
0800 - 0815	0	0	0	0
0815 - 0830	0	1	0	1
0830 - 0845	0	0	0	0
0845 - 0900	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	5.71	0.00	5.71

Eastbound				Westbound				
Porsche Ave (West)				Porsche Ave (East)				
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
4	0	0	4	0	2	0	2	6
0	0	0	0	0	1	0	1	2
4	0	0	4	0	3	0	3	7
2	0	0	2	0	0	0	0	2
10	0	0	10	0	6	0	6	17
2	0	0	2	0	1	0	1	3
2	0	0	2	0	3	0	3	6
3	0	0	3	1	2	0	3	6
1	0	0	1	0	2	0	2	3
8	0	0	8	1	8	0	9	18
18	0	0	18	1	14	0	15	35
100.00	0.00	0.00	-	6.67	93.33	0.00	-	
51.43	0.00	0.00	51.43	2.86	40.00	0.00	42.86	

1600 - 1800 (Weekday 2h Session) (01-25-2023)

Single Unit Trucks (4-7)

Northbound				
Elm St				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
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	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound				Westbound				
Porsche Ave (West)				Porsche Ave (East)				
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
5	0	0	5	0	3	0	3	8
3	0	0	3	0	4	0	4	7
4	0	0	4	0	7	0	7	11
4	0	0	4	0	3	0	3	7
16	0	0	16	0	17	0	17	33
7	0	0	7	0	3	0	3	10
1	0	0	1	0	1	0	1	2
2	0	0	2	0	4	0	4	6
2	0	0	2	0	0	0	0	2
12	0	0	12	0	8	0	8	20
28	0	0	28	0	25	0	25	53
100.00	0.00	0.00	-	0.00	100.00	0.00	-	
52.83	0.00	0.00	52.83	0.00	47.17	0.00	47.17	

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



Marr Traffic
DATA COLLECTION

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Hapeville, GA

Site 1 of 2

Elm St

Porsche Ave (West)

Porsche Ave (East)

Date

Wednesday, January 25, 2023

Weather

Mostly Cloudy

53°F

Lat/Long

33.656823°, -84.406015°

0700 - 0900 (Weekday 2h Session) (01-25-2023)

Combination Trucks (8-13)

Northbound				
Elm St				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	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				
Porsche Ave (West)				Porsche Ave (East)				
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
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	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	1	0	1	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	1
0	0	0	0	0	1	0	1	1
0.00	0.00	0.00	-	0.00	100.00	0.00	-	2
0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	

1600 - 1800 (Weekday 2h Session) (01-25-2023)

Combination Trucks (8-13)

Northbound				
Elm St				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
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	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound				Westbound				
Porsche Ave (West)				Porsche Ave (East)				
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
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	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	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	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	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	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	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	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	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	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	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	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	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	

Pedestrian Count | All vehicles

Hapeville, GA



Marr Traffic
DATA COLLECTION

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Site 1 of 2

Elm St

Porsche Ave (West)

Porsche Ave (East)

Date

Wednesday, January 25, 2023

Lat/Long

33.656823°, -84.406015°

Weather

Mostly Cloudy
53°F

0700 - 0900 (Weekday 2h Session) (01-25-2023)

Pedestrians

Northbound			
Elm St			
TIME	EB 1a	WB 1b	App Total
0700 - 0715	1	0	1
0715 - 0730	0	0	0
0730 - 0745	1	0	1
0745 - 0800	0	0	0
Hourly Total	2	0	2
0800 - 0815	0	0	0
0815 - 0830	0	0	0
0830 - 0845	0	1	1
0845 - 0900	0	0	0
Hourly Total	0	1	1
Grand Total	2	1	3
Approach %	66.67	33.33	-
Intersection %	66.67	33.33	100.00

Eastbound				Westbound			
Porsche Ave (West)				Porsche Ave (East)			
NB 1e	SB 1f	App Total		NB 1g	SB 1h	App Total	Int Total
0	0	0		0	0	0	1
0	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	0
0	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	1
0	0	0		0	0	0	0
0	0	0		0	0	0	1
0	0	0		0	0	0	3
0.00	0.00	-		0.00	0.00	-	
0.00	0.00	0.00		0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (01-25-2023)

Pedestrians

Northbound			
Elm St			
TIME	EB 1a	WB 1b	App Total
1600 - 1615	0	0	0
1615 - 1630	2	0	2
1630 - 1645	0	0	0
1645 - 1700	0	0	0
Hourly Total	2	0	2
1700 - 1715	0	0	0
1715 - 1730	1	0	1
1730 - 1745	4	1	5
1745 - 1800	1	1	2
Hourly Total	6	2	8
Grand Total	8	2	10
Approach %	80.00	20.00	-
Intersection %	80.00	20.00	100.00

Eastbound				Westbound			
Porsche Ave (West)				Porsche Ave (East)			
NB 1e	SB 1f	App Total		NB 1g	SB 1h	App Total	Int Total
0	0	0		0	0	0	0
0	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	2
0	0	0		0	0	0	0
0	0	0		0	0	0	1
0	0	0		0	0	0	5
0	0	0		0	0	0	2
0	0	0		0	0	0	8
0	0	0		0	0	0	10
0.00	0.00	-		0.00	0.00	-	
0.00	0.00	0.00		0.00	0.00	0.00	

Start Date: 1/25/2023	Elm St Northbound			Southbound			Porsche Ave (West) Eastbound			Porsche Ave (East) Westbound			Total
Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	2	0	0	0	0	42	0	3	55	0	103
07:15 AM - 07:30 AM	0	0	1	0	0	0	0	39	0	0	59	0	99
07:30 AM - 07:45 AM	0	0	5	0	0	0	0	53	0	3	75	0	137
07:45 AM - 08:00 AM	0	0	6	0	0	0	0	53	0	3	64	0	126
08:00 AM - 08:15 AM	0	0	5	0	0	0	0	56	0	1	77	0	139
08:15 AM - 08:30 AM	0	0	2	0	0	0	0	56	0	0	77	0	135
08:30 AM - 08:45 AM	0	0	3	0	0	0	0	59	0	3	61	0	127
08:45 AM - 09:00 AM	0	0	1	0	0	0	0	62	0	6	64	0	133
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	6	0	0	0	0	93	0	3	67	0	169
04:15 PM - 04:30 PM	1	0	0	0	0	0	0	98	2	3	69	0	175
04:30 PM - 04:45 PM	0	0	8	0	0	0	0	87	0	9	47	0	151
04:45 PM - 05:00 PM	1	0	5	0	0	0	0	76	0	3	59	0	144
05:00 PM - 05:15 PM	1	0	2	0	0	0	0	107	0	8	65	0	183
05:15 PM - 05:30 PM	0	0	4	0	0	0	0	101	0	3	66	0	175
05:30 PM - 05:45 PM	1	0	6	0	0	0	0	76	1	4	59	0	152
05:45 PM - 06:00 PM	0	0	4	0	0	0	0	77	0	7	44	0	134
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

Peak Hour Turning Movement Count

Hapeville, GA



www.marrtraffic.com

Wednesday, January 25, 2023	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound Perkins St (South)					Southbound Perkins St (North)					Eastbound S Central Ave					Westbound Porsche Ave					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	
	0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		
	0	10	6	0	16	14	2	4	0	20	10	38	0	0	48	9	63	1	0	73	157
	3	6	4	0	13	7	4	11	0	22	8	48	0	0	56	11	68	0	0	79	170
	0	7	8	0	15	8	5	6	0	19	8	43	1	0	52	11	49	0	0	60	146
	1	15	3	0	19	8	9	13	0	30	18	49	1	0	68	2	58	0	0	60	177
Total	4	38	21	0	63	37	20	34	0	91	44	178	2	0	224	33	238	1	0	272	650
Approach %	6.35	60.32	33.33	0.00	-	40.66	21.98	37.36	0.00	-	19.64	79.46	0.89	0.00	-	12.13	87.50	0.37	0.00	-	
PHF	0.33	0.63	0.66	0.00	0.83	0.66	0.56	0.65	0.00	0.76	0.61	0.91	0.50	0.00	0.82	0.75	0.88	0.25	0.00	0.86	0.92

Bikes

Time	Northbound Perkins St (South)					Southbound Perkins St (North)					Eastbound S Central Ave					Westbound Porsche Ave					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	
	0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		
	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
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	-	
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

Passenger Vehicles (1-3)

Time	Northbound Perkins St (South)					Southbound Perkins St (North)					Eastbound S Central Ave					Westbound Porsche Ave					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	
	0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		
	0	10	6	0	16	14	2	4	0	20	10	36	0	0	46	9	62	1	0	72	154
	3	6	4	0	13	7	4	11	0	22	8	46	0	0	54	11	66	0	0	77	166
	0	7	7	0	14	8	5	6	0	19	8	40	1	0	49	11	46	0	0	57	139
	1	15	3	0	19	8	9	13	0	30	17	49	1	0	67	2	55	0	0	57	173
Total	4	38	20	0	62	37	20	34	0	91	43	171	2	0	216	33	229	1	0	263	632
Approach %	6.45	61.29	32.26	0.00	-	40.66	21.98	37.36	0.00	-	19.91	79.17	0.93	0.00	-	12.55	87.07	0.38	0.00	-	
PHF	0.33	0.63	0.71	0.00	0.82	0.66	0.56	0.65	0.00	0.76	0.63	0.87	0.50	0.00	0.81	0.75	0.87	0.25	0.00	0.85	0.91

Single Unit Trucks (4-7)

Time	Northbound Perkins St (South)					Southbound Perkins St (North)					Eastbound S Central Ave					Westbound Porsche Ave					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	
	0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		
	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	2	0	0	2	0	2	0	0	2	4
	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	6
	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
Total	0	0	1	0	1	0	0	0	0	0	1	7	0	0	8	0	8	0	0	8	17
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	12.50	87.50	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.58	0.00	0.00	0.67	0.00	0.67	0.00	0.00	0.67	0.71

Combination Trucks (8-13)

Time	Northbound Perkins St (South)					Southbound Perkins St (North)					Eastbound S Central Ave					Westbound Porsche Ave					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	
	0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		0800 - 0815	0815 - 0830	0830 - 0845	0845 - 0900		
	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	1
	0	0	0	0	0	0	0	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	1	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	100.00	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	0.25	0.00	0.00	0.25	0.25



[Click here for Map](#)

Peak Hour Turning Movement Count

Hapeville, GA



www.marrtraffic.com

Wednesday, January 25, 2023	
Period	1600 - 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					Eastbound					Westbound					Int Total
	Perkins St (South)					Perkins St (North)					S Central Ave					Porsche Ave					
	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	
1630 - 1645	0	12	9	0	21	7	4	14	0	25	26	70	3	0	99	6	42	2	0	50	195
1645 - 1700	3	15	5	0	23	3	8	5	0	16	28	68	1	0	97	6	48	5	0	59	195
1700 - 1715	6	18	9	0	33	12	4	16	0	32	17	84	1	0	102	4	57	2	0	63	230
1715 - 1730	1	14	7	0	22	10	8	15	0	33	32	83	0	0	115	8	56	2	0	66	236
Total	10	59	30	0	99	32	24	50	0	106	103	305	5	0	413	24	203	11	0	238	856
Approach %	10.10	59.60	30.30	0.00	-	30.19	22.64	47.17	0.00	-	24.94	73.85	1.21	0.00	-	10.08	85.29	4.62	0.00	-	-
PHF	0.42	0.82	0.83	0.00	0.75	0.67	0.75	0.78	0.00	0.80	0.80	0.91	0.42	0.00	0.90	0.75	0.89	0.55	0.00	0.90	0.91

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Perkins St (South)					Perkins St (North)					S Central Ave					Porsche Ave					
	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	
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	
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	
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	-	
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	

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	Perkins St (South)					Perkins St (North)					S Central Ave					Porsche Ave					
	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	
1630 - 1645	0	12	7	0	19	6	4	14	0	24	26	68	3	0	97	6	36	2	0	44	
1645 - 1700	3	14	4	0	21	3	8	5	0	16	28	65	1	0	94	6	42	5	0	53	
1700 - 1715	6	18	9	0	33	11	4	16	0	31	17	79	1	0	97	4	56	2	0	62	
1715 - 1730	1	14	7	0	22	10	8	15	0	33	32	82	0	0	114	8	55	2	0	65	
Total	10	58	27	0	95	30	24	50	0	104	103	294	5	0	402	24	189	11	0	224	
Approach %	10.53	61.05	28.42	0.00	-	28.85	23.08	48.08	0.00	-	25.62	73.13	1.24	0.00	-	10.71	84.38	4.91	0.00	-	
PHF	0.42	0.81	0.75	0.00	0.72	0.68	0.75	0.78	0.00	0.79	0.80	0.90	0.42	0.00	0.88	0.75	0.84	0.55	0.00	0.86	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Perkins St (South)					Perkins St (North)					S Central Ave					Porsche Ave					
	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	
1630 - 1645	0	0	2	0	2	1	0	0	0	1	0	2	0	0	2	0	6	0	0	6	
1645 - 1700	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	
1700 - 1715	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	1	0	0	1	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	
Total	0	1	3	0	4	2	0	0	0	2	0	11	0	0	11	0	13	0	0	13	
Approach %	0.00	25.00	75.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.25	0.38	0.00	0.50	0.50	0.00	0.00	0.00	0.50	0.00	0.55	0.00	0.00	0.55	0.00	0.54	0.00	0.00	0.54	

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Perkins St (South)					Perkins St (North)					S Central Ave					Porsche Ave					
	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	
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	1	0	0	1	
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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	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	100.00	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	0.25	0.00	0.00	0.25	

Classified Turn Movement Count || All vehicles

Hapeville, GA



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Site 2 of 2

Perkins St (South)

Perkins St (North)

S Central Ave

Porsche Ave

Date

Wednesday, January 25, 2023

Lat/Long

33.657502°, -84.407162°

Weather

Mostly Cloudy

53°F

0700 - 0900 (Weekday 2h Session) (01-25-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Perkins St (South)					Perkins St (North)					S Central Ave					Porsche Ave					
	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	
0700 - 0715	0	11	3	0	14	3	1	4	0	8	6	36	0	0	42	6	47	1	0	54	118
0715 - 0730	0	11	5	0	16	8	8	3	0	19	6	25	1	0	32	11	43	2	0	56	123
0730 - 0745	1	13	7	0	21	2	6	7	0	15	11	46	0	0	57	6	62	3	0	71	164
0745 - 0800	1	8	7	0	16	11	5	12	0	28	9	32	1	0	42	7	58	2	0	67	153
Hourly Total	2	43	22	0	67	24	20	26	0	70	32	139	2	0	173	30	210	8	0	248	558
0800 - 0815	0	10	6	0	16	14	2	4	0	20	10	38	0	0	48	9	63	1	0	73	157
0815 - 0830	3	6	4	0	13	7	4	11	0	22	8	48	0	0	56	11	68	0	0	79	170
0830 - 0845	0	7	8	0	15	8	5	6	0	19	8	43	1	0	52	11	49	0	0	60	146
0845 - 0900	1	15	3	0	19	8	9	13	0	30	18	49	1	0	68	2	58	0	0	60	177
Hourly Total	4	38	21	0	63	37	20	34	0	91	44	178	2	0	224	33	238	1	0	272	650
Grand Total	6	81	43	0	130	61	40	60	0	161	76	317	4	0	397	63	448	9	0	520	1208
Approach %	4.62	62.31	33.08	0.00	-	37.89	24.84	37.27	0.00	-	19.14	79.85	1.01	0.00	-	12.12	86.15	1.73	0.00	-	
Intersection %	0.50	6.71	3.56	0.00	10.76	5.05	3.31	4.97	0.00	13.33	6.29	26.24	0.33	0.00	32.86	5.22	37.09	0.75	0.00	43.05	
PHF	0.33	0.63	0.66	0.00	0.83	0.66	0.56	0.65	0.00	0.76	0.61	0.91	0.50	0.00	0.82	0.75	0.88	0.25	0.00	0.86	0.92

1600 - 1800 (Weekday 2h Session) (01-25-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Perkins St (South)					Perkins St (North)					S Central Ave					Porsche Ave					
	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	
1600 - 1615	2	12	8	0	22	10	3	10	0	23	25	77	4	0	106	8	58	1	0	67	218
1615 - 1630	2	19	7	0	28	5	10	13	0	28	18	84	2	0	104	7	54	1	0	62	222
1630 - 1645	0	12	9	0	21	7	4	14	0	25	26	70	3	0	99	6	42	2	0	50	195
1645 - 1700	3	15	5	0	23	3	8	5	0	16	28	68	1	0	97	6	48	5	0	59	195
Hourly Total	7	58	29	0	94	25	25	42	0	92	97	299	10	0	406	27	202	9	0	238	830
1700 - 1715	6	18	9	0	33	12	4	16	0	32	17	84	1	0	102	4	57	2	0	63	230
1715 - 1730	1	14	7	0	22	10	8	15	0	33	32	83	0	0	115	8	56	2	0	66	236
1730 - 1745	0	21	3	0	24	6	5	12	0	23	12	65	1	0	78	8	53	1	0	62	187
1745 - 1800	1	20	13	0	34	6	5	14	0	25	9	56	2	0	67	7	37	0	0	44	170
Hourly Total	8	73	32	0	113	34	22	57	0	113	70	288	4	0	362	27	203	5	0	235	823
Grand Total	15	131	61	0	207	59	47	99	0	205	167	587	14	0	768	54	405	14	0	473	1653
Approach %	7.25	63.29	29.47	0.00	-	28.78	22.93	48.29	0.00	-	21.74	76.43	1.82	0.00	-	11.42	85.62	2.96	0.00	-	
Intersection %	0.91	7.92	3.69	0.00	12.52	3.57	2.84	5.99	0.00	12.40	10.10	35.51	0.85	0.00	46.46	3.27	24.50	0.85	0.00	28.61	
PHF	0.42	0.82	0.83	0.00	0.75	0.67	0.75	0.78	0.00	0.80	0.80	0.91	0.42	0.00	0.90	0.75	0.89	0.55	0.00	0.90	0.91

Classified Turn Movement Count || Bikes

Hapeville, GA



www.marrtraffic.com

Site 2 of 2

Perkins St (South)
Perkins St (North)
S Central Ave
Porsche Ave

Date

Wednesday, January 25, 2023

Weather

Mostly Cloudy
53°F

Lat/Long

33.657502°, -84.407162°

0700 - 0900 (Weekday 2h Session) (01-25-2023)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Perkins St (South)					Perkins St (North)					S Central Ave					Porsche Ave					
TIME	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	Int Total
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
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
Hourly Total	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	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	

1600 - 1800 (Weekday 2h Session) (01-25-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Perkins St (South)					Perkins St (North)					S Central Ave					Porsche Ave					
	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	
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)

Hapeville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 2 of 2

Perkins St (South)

Perkins St (North)

S Central Ave

Porsche Ave

Date

Wednesday, January 25, 2023

Lat/Long

33.657502°, -84.407162°

Weather

Mostly Cloudy

53°F

0700 - 0900 (Weekday 2h Session) (01-25-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Perkins St (South)					Perkins St (North)					S Central Ave					Porsche Ave					
	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	
0700 - 0715	0	10	3	0	13	3	1	4	0	8	6	34	0	0	40	6	45	1	0	52	113
0715 - 0730	0	11	5	0	16	8	8	3	0	19	6	25	1	0	32	11	41	2	0	54	121
0730 - 0745	1	12	7	0	20	2	5	7	0	14	10	42	0	0	52	6	61	2	0	69	155
0745 - 0800	1	8	7	0	16	11	4	12	0	27	9	28	1	0	38	7	57	2	0	66	147
Hourly Total	2	41	22	0	65	24	18	26	0	68	31	129	2	0	162	30	204	7	0	241	536
0800 - 0815	0	10	6	0	16	14	2	4	0	20	10	36	0	0	46	9	62	1	0	72	154
0815 - 0830	3	6	4	0	13	7	4	11	0	22	8	46	0	0	54	11	66	0	0	77	166
0830 - 0845	0	7	7	0	14	8	5	6	0	19	8	40	1	0	49	11	46	0	0	57	139
0845 - 0900	1	15	3	0	19	8	9	13	0	30	17	49	1	0	67	2	55	0	0	57	173
Hourly Total	4	38	20	0	62	37	20	34	0	91	43	171	2	0	216	33	229	1	0	263	632
Grand Total	6	79	42	0	127	61	38	60	0	159	74	300	4	0	378	63	433	8	0	504	1168
Approach %	4.72	62.20	33.07	0.00	-	38.36	23.90	37.74	0.00	-	19.58	79.37	1.06	0.00	-	12.50	85.91	1.59	0.00	-	
Intersection %	0.51	6.76	3.60	0.00	10.87	5.22	3.25	5.14	0.00	13.61	6.34	25.68	0.34	0.00	32.36	5.39	37.07	0.68	0.00	43.15	

1600 - 1800 (Weekday 2h Session) (01-25-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Perkins St (South)					Perkins St (North)					S Central Ave					Porsche Ave					
	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	
1600 - 1615	2	12	8	0	22	9	3	10	0	22	24	75	4	0	103	8	55	1	0	64	211
1615 - 1630	2	19	6	0	27	5	10	13	0	28	18	81	2	0	101	7	51	1	0	59	215
1630 - 1645	0	12	7	0	19	6	4	14	0	24	26	68	3	0	97	6	36	2	0	44	184
1645 - 1700	3	14	4	0	21	3	8	5	0	16	28	65	1	0	94	6	42	5	0	53	184
Hourly Total	7	57	25	0	89	23	25	42	0	90	96	289	10	0	395	27	184	9	0	220	794
1700 - 1715	6	18	9	0	33	11	4	16	0	31	17	79	1	0	97	4	56	2	0	62	223
1715 - 1730	1	14	7	0	22	10	8	15	0	33	32	82	0	0	114	8	55	2	0	65	234
1730 - 1745	0	21	3	0	24	6	5	12	0	23	10	62	1	0	73	8	49	1	0	58	178
1745 - 1800	1	20	13	0	34	5	5	14	0	24	8	55	2	0	65	7	35	0	0	42	165
Hourly Total	8	73	32	0	113	32	22	57	0	111	67	278	4	0	349	27	195	5	0	227	800
Grand Total	15	130	57	0	202	55	47	99	0	201	163	567	14	0	744	54	379	14	0	447	1594
Approach %	7.43	64.36	28.22	0.00	-	27.36	23.38	49.25	0.00	-	21.91	76.21	1.88	0.00	-	12.08	84.79	3.13	0.00	-	
Intersection %	0.94	8.16	3.58	0.00	12.67	3.45	2.95	6.21	0.00	12.61	10.23	35.57	0.88	0.00	46.68	3.39	23.78	0.88	0.00	28.04	

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

Hapeville, GA



Marr Traffic
DATA COLLECTION

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Site 2 of 2

Perkins St (South)

Perkins St (North)

S Central Ave

Porsche Ave

Date

Wednesday, January 25, 2023

Lat/Long

33.657502°, -84.407162°

Weather

Mostly Cloudy

53°F

0700 - 0900 (Weekday 2h Session) (01-25-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Perkins St (South)					Perkins St (North)					S Central Ave					Porsche Ave					
	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	
0700 - 0715	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0730 - 0745	0	1	0	0	1	0	1	0	0	1	1	4	0	0	5	0	1	1	0	2	9
0745 - 0800	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	6
Hourly Total	0	2	0	0	2	0	2	0	0	2	1	10	0	0	11	0	5	1	0	6	21
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
0830 - 0845	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	6
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
Hourly Total	0	0	1	0	1	0	0	0	0	0	1	7	0	0	8	0	8	0	0	8	17
Grand Total	0	2	1	0	3	0	2	0	0	2	2	17	0	0	19	0	13	1	0	14	38
Approach %	0.00	66.67	33.33	0.00	-	0.00	100.00	0.00	0.00	-	10.53	89.47	0.00	0.00	-	0.00	92.86	7.14	0.00	-	
Intersection %	0.00	5.26	2.63	0.00	7.89	0.00	5.26	0.00	0.00	5.26	5.26	44.74	0.00	0.00	50.00	0.00	34.21	2.63	0.00	36.84	

1600 - 1800 (Weekday 2h Session) (01-25-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Perkins St (South)					Perkins St (North)					S Central Ave					Porsche Ave					
	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	
1600 - 1615	0	0	0	0	0	1	0	0	0	1	1	2	0	0	3	0	3	0	0	3	7
1615 - 1630	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	7
1630 - 1645	0	0	2	0	2	1	0	0	0	1	0	2	0	0	2	0	6	0	0	6	11
1645 - 1700	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	10
Hourly Total	0	1	4	0	5	2	0	0	0	2	1	10	0	0	11	0	17	0	0	17	35
1700 - 1715	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	1	0	0	1	7
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	0	4	0	0	4	9
1745 - 1800	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	2	0	0	2	5
Hourly Total	0	0	0	0	0	2	0	0	0	2	3	10	0	0	13	0	8	0	0	8	23
Grand Total	0	1	4	0	5	4	0	0	0	4	4	20	0	0	24	0	25	0	0	25	58
Approach %	0.00	20.00	80.00	0.00	-	100.00	0.00	0.00	0.00	-	16.67	83.33	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	1.72	6.90	0.00	8.62	6.90	0.00	0.00	0.00	6.90	6.90	34.48	0.00	0.00	41.38	0.00	43.10	0.00	0.00	43.10	

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

Hapeville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 2 of 2

Perkins St (South)

Perkins St (North)

S Central Ave

Porsche Ave

Date

Wednesday, January 25, 2023

Lat/Long

33.657502°, -84.407162°

Weather

Mostly Cloudy

53°F

0700 - 0900 (Weekday 2h Session) (01-25-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Perkins St (South)					Perkins St (North)					S Central Ave					Porsche Ave					
	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	
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	1	0	0	1	1
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
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0845 - 0900	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	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
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	100.00	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	100.00	0.00	0.00	100.00	

1600 - 1800 (Weekday 2h Session) (01-25-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Perkins St (South)					Perkins St (North)					S Central Ave					Porsche Ave					
	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	
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	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	1	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	100.00	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	100.00	0.00	0.00	100.00	

Pedestrian Count | All vehicles

Hapeville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 2 of 2

Perkins St (South)
Perkins St (North)
S Central Ave
Porsche Ave

Date

Wednesday, January 25, 2023

Weather

Mostly Cloudy
53°F

Lat/Long

33.657502°, -84.407162°

0700 - 0900 (Weekday 2h Session) (01-25-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Perkins St (South)			Perkins St (North)			S Central Ave			Porsche Ave				
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h			
0700 - 0715	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	1	0	1	0	0	0	0	0	1	1	0	0	0	2
0745 - 0800	0	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	3	0	3	0	0	0	0	0	2	2	0	0	0	5
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	1	1	1
0830 - 0845	0	2	2	0	0	0	0	1	0	1	0	1	1	4
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	2	0	0	0	0	1	0	1	0	2	2	5
Grand Total	3	2	5	0	0	0	0	1	2	3	0	2	2	10
Approach %	60.00	40.00	-	0.00	0.00	-	33.33	66.67	-	0.00	100.00	-	-	-
Intersection %	30.00	20.00	50.00	0.00	0.00	0.00	10.00	20.00	30.00	0.00	20.00	20.00	20.00	-

1600 - 1800 (Weekday 2h Session) (01-25-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Perkins St (South)			Perkins St (North)			S Central Ave			Porsche Ave				
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total		
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	1	1	0	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1645 - 1700	0	2	2	0	0	0	0	1	0	1	0	2	2	5
Hourly Total	0	2	2	0	1	1	1	1	0	1	1	2	3	7
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	1	0	1	0	0	0	0	1	0	1	0	1	1	3
1745 - 1800	1	1	2	0	0	0	0	1	0	1	0	0	0	3
Hourly Total	3	1	4	0	0	0	0	2	0	2	0	1	1	7
Grand Total	3	3	6	0	1	1	1	3	0	3	1	3	4	14
Approach %	50.00	50.00	-	0.00	100.00	-	100.00	0.00	-	25.00	75.00	-	-	-
Intersection %	21.43	21.43	42.86	0.00	7.14	7.14	21.43	0.00	21.43	7.14	21.43	28.57	28.57	-

Start Date: 1/25/2023	Perkins St (South)			Perkins St (North)			S Central Ave			Porsche Ave			
	Northbound			Southbound			Eastbound			Westbound			
Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	11	3	3	1	4	6	36	0	6	47	1	119
07:15 AM - 07:30 AM	0	11	5	8	8	3	6	25	1	11	43	2	124
07:30 AM - 07:45 AM	1	13	7	2	6	7	11	46	0	6	62	3	166
07:45 AM - 08:00 AM	1	8	7	11	5	12	9	32	1	7	58	2	154
08:00 AM - 08:15 AM	0	10	6	14	2	4	10	38	0	9	63	1	157
08:15 AM - 08:30 AM	3	6	4	7	4	11	8	48	0	11	68	0	171
08:30 AM - 08:45 AM	0	7	8	8	5	6	8	43	1	11	49	0	150
08:45 AM - 09:00 AM	1	15	3	8	9	13	18	49	1	2	58	0	177
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	2	12	8	10	3	10	25	77	4	8	58	1	218
04:15 PM - 04:30 PM	2	19	7	5	10	13	18	84	2	7	54	1	223
04:30 PM - 04:45 PM	0	12	9	7	4	14	26	70	3	6	42	2	196
04:45 PM - 05:00 PM	3	15	5	3	8	5	28	68	1	6	48	5	200
05:00 PM - 05:15 PM	6	18	9	12	4	16	17	84	1	4	57	2	230
05:15 PM - 05:30 PM	1	14	7	10	8	15	32	83	0	8	56	2	237
05:30 PM - 05:45 PM	0	21	3	6	5	12	12	65	1	8	53	1	190
05:45 PM - 06:00 PM	1	20	13	6	5	14	9	56	2	7	37	0	173
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Fact Sheets

Short Title

METROPOLITAN PARKWAY ARTERIAL RAPID TRANSIT (ART) FROM WEST END MARTA STATION TO CITY OF HAPEVILLE

GDOT Project No.

0017819

Federal ID No.

N/A

Status

Programmed

Service Type

Transit / Operations & Maintenance

Sponsor

MARTA

Jurisdiction

City of Atlanta

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

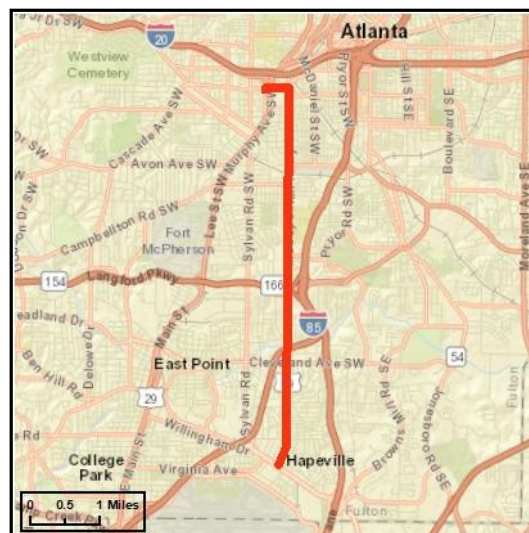
☒

Network Year

TBD

Corridor Length

N/A miles



Detailed Description and Justification

Metropolitan Parkway ART will improve MARTA's existing Route 95 between West End Station and the city of Hapeville. It will provide better transit connectivity for the densely populated residential neighborhoods, the MET mixed-use development, and the nearby colleges in south Atlanta.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	AUTH	2021	\$2,083,334	\$1,666,667	\$0,000	\$0,000	\$416,667
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	AUTH	2022	\$2,083,334	\$1,666,667	\$0,000	\$0,000	\$416,667
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2023	\$2,083,334	\$1,666,667	\$0,000	\$0,000	\$416,667
				\$6,250,002	\$5,000,001	\$0,000	\$0,000	\$1,250,001

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



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



Short Title

CLAYTON COUNTY HIGH CAPACITY TRANSIT INITIATIVE - PHASE 1 FROM EAST POINT MARTA RAIL STATION TO JONESBORO

GDOT Project No.

N/A

Federal ID No.

N/A

Status

Long Range

Service Type

Transit / Rail Capital

Sponsor

MARTA

Jurisdiction

Regional - South

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☐

Network Year

2030

Corridor Length

15 miles



Detailed Description and Justification

An analysis will be conducted to build on previous planning work done to examine the potential for high capacity transit in Clayton County and the most appropriate service concept. The work effort will be done in compliance with FTA New Starts and NEPA project development requirements and will include an alternatives analysis, environmental review, selection of a Locally Preferred Alternative and adoption into the fiscally constrained long range regional transportation.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2029-2030	\$600,000,000	\$210,000,000	\$0,000	\$0,000	\$390,000,000
				\$600,000,000	\$210,000,000	\$0,000	\$0,000	\$390,000,000

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



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





**DEPARTMENT OF PLANNING AND ZONING
PLANNER'S REPORT**

DATE: April 4, 2023
TO: Adrienne Senter
FROM: Lynn Patterson
RE: **Site Plan Review – 3558 Elm Street Revised Plan**

BACKGROUND

The City of Hapeville has received a revised site plan application from Phil Caron (MCRT Investments LLC) to develop a mixed-use development consisting of 302 (previously 300) multifamily units, approximately 6,700 SF of retail space, a clubhouse, pool and amenities located along Elm Street and South Central/Porsche Avenue. A consolidation plat was approved to aggregate 17 parcels into two parcels to serve as the development site.

The revised plan includes five (5) 5-story multi-family buildings, two (2) 4-story buildings, and one (1) 2 story amenity building. The 5-story building enfronting Porsche Ave includes 6,700 SF first floor retail.

The traffic study requested at the January Planning Commission meeting is attached. No turn lane is recommended.

The property is zoned RMU, Residential Mixed Use and is subject to the design requirements for Commercial/Mixed Use Area of the Architectural Design Standards.

REVIEW

The following code sections are applicable to this application:

ARTICLE 11.5. - RMU ZONE (RESIDENTIAL MIXED USE)

Sec. 93-11.5-1. - Intent.

The RMU district is established in order to:

- (1) Ensure development that is consistent with neo-traditional planning practices, which are often defined by pedestrian-oriented buildings, interconnected streets, a mix of uses and housing types, and a compact walkable scale.
- (2) Help create a compact, dense, and distinguishable core area;
- (3) Provide for an urban form allowing mid-rise structures;
- (4) Encourage multiple uses within the same structure; and
- (5) Include street oriented activity and pedestrian amenities at the street level of structures.

Sec. 93-11.5-3. - Permitted uses.

The following are permitted within the RMU zone:

- (3) Retail; sales, with a maximum floor area of 6,000 square feet, including:
 - a. Antique shops.
 - b. Book stores.
 - c. Baking shops.
 - d. Florist shops.
 - e. Hobby shops (offering new merchandise).
 - f. Jewelry stores (offering new or estate merchandise).
 - g. Opticians and optical stores.
 - h. Photography stores.

- (4) Retail; sales, with a maximum floor area of 15,000 square feet, including:
- Retail; drugstores and pharmacies.
- (5) Personal services, with a maximum floor area of 6,000 square feet, including:
- Barbershops, beauty shops, and hair salons.
 - Laundry and dry cleaning establishments, excluding coin operated laundry, with a maximum floor area of 2,000 square feet.
 - Tailor shops.
 - Travel agencies.
- (6) Restaurants or carry-out restaurants but not including drive-through/drive-in restaurants with a maximum size of 6,000 square feet. Such restaurants shall be allowed to operate no more than six billiard tables upon the premises. Drive-through or drive-in restaurants may be allowed through special permit. The desired configuration for a drive-through or drive-in restaurant in this district is not a stand-alone building but rather part of a larger development and the site plan specifically addresses pedestrian orientation and safety.
- (7) Coffee shops, cafes, pastry shops, and similar establishments, with a maximum floor area of 4,000 square feet.
- (13) Apartments, subject to the density restrictions in subsection (16)
- (16) Residential density limitations shall be as follows:
- The maximum permitted residential density of a master planned development zoned RMU shall not exceed:
 - Twenty units/acre for single-family detached;
 - Thirty-six units/acre for single-family attached patio/townhomes and live-work units;
 - Fifty units/acre for multifamily.

In no case shall the maximum combined residential density exceed 75 units per acre, calculated based on the total acreage of the project, including multiple parcels or city blocks.
 - The residential density of individual parcels or blocks within a master planned development may be greater or less than 75 units per acre, provided the project's combined average maximum permitted residential density shall not exceed a combined total of 75 units per acre as calculated based on the sum of all residential uses and the total acreage of the project, including multiple parcels or city blocks, but not rail lines, public streets, or other areas not owned by the applicant; and
 - Any changes to an approved site plan shall require approval of the city planning commission and shall be reviewed based on the geographic extent of the original approved site plan, shall not exceed maximum density requirements of the original application, and shall indicate all built or planned improvements.

Meets density requirements

Sec. 93-22.1-1. - Chart of dimensional requirements

Dimensional Requirements for **RMU Zoning** are as follows:

Development Type	Lot Frontage (FT)	Min. Lot Area (SF)	Lot Area/ DU (SF)	Bed/ Bath Required	Floor Area/ DU (SF)	Max. Lot Coverage (%)	Minimum Front Yard Setback		Minimum		Maximum	Stories	Feet	Min. Parking Spaces	Max. Unit/ Bldg. Lot
							Minor Col.	Maj. Arterial	Side	Rear					
Multifamily/ Condominium	20	2,000			600	100	0/15	0/15	0	0	6 b.	M 1/ DU			
Non residential	20	2,000				100	0/15	0/15	0	0	6 b.	m	d, e, i. j. k		

b. Buildings over 40 feet in height must be approved by the building official and fire chief to ensure that fire safety design standards are met.

- d. One parking space for every unit in a hospital, hotel, motel, boardinghouse, or similar establishment. One off-street loading space for every 10,000 square feet of building.
- e. One parking space for every three seats in an auditorium, church, theater, or similar establishment.
- i. Three parking spaces for every 1,000 square feet of enclosed commercial/office floor area.**
- j. One parking space for every three seats in an auditorium, church, theater, or similar establishment.
- k. Three parking spaces for every 1,000 square feet of enclosed restaurant floor area; and three parking spaces for every 1,000 square feet of unenclosed restaurant floor area when such floor area exceeds 300 square feet.**
- m. Reference subsection [93-11.5-3\(18\)](#) Residential density limitations.**

21 parking spaces are required for the retail space.

Sec. 93-11.5-2. - Definitions.

As used in this article, unless specifically stated otherwise, the following terms shall be defined as indicated, and where any definition herein conflicts with another definition in the city zoning ordinance, the definition contained herein shall prevail:

Build-to line: The line generally parallel to the front lot line along an existing public street to which buildings shall enfront to the extent identified in this article. It is a requirement, not a permissive minimum, as is a setback, however, where a minimum and maximum build-to line exists, the building may enfront any where between the two lines. The line shall be measured from the back of the sidewalk clear zone along all street frontages and not from the front lot line. For the purposes of this article, the build-to line shall exist even when not enfronted by a building.

Day spa: A business location where massages by certified masseurs, makeovers, body wrapping, hair removal, saunas, manicures, pedicures, and nonsurgical cosmetic procedures are performed. Any combination of at least three or more of the above-listed uses shall occur at the location for said location to be considered a day spa. All such businesses shall comply with applicable state licensing regulations.

Dwelling, live-work: A one-family attached dwelling unit of at least two stories that contains a commercial component of not more than the lesser of 600 square feet in floor area or 40 percent of the dwelling's total floor area. Said commercial component shall be limited to the ground floor of the dwelling unit, shall be covered by separate lease; shall be adjacent to the supplemental area; shall be limited to the permitted business and professional offices/agencies, retail and restaurant uses contained in [section 93-11.5-3](#); and shall be the place of employment for no more than two persons, one of whom shall be a resident thereof. For the purposes of this article, a live-work dwelling shall not be a single structure containing a multifamily dwelling unit and a commercial use arranged vertically unless both dwelling and commercial use share a common kitchen, utilities, and common deed or lease.

Enfront: To place an element such as a building along a build-to line.

Master planned development: Any alteration of the natural environment which requires approval of a site plan, construction drawings, or issuance of a development permit in accordance with [section 93-2-16](#). Buildings and structures within master planned developments may be constructed in multiple phases over several years, provided they are in conformance with the intent of the approved master plan.

Supplemental area: The privately held area between the back of the required sidewalk clear zone and the build-to line. Supplemental zones shall only be required along existing public streets.

Buildings along Elm are set further back than 15' as there are transmission lines overhead. A variance was approved as part of the previous submittal and is recommended again.

Sec. 93-11.5-6. - Area, placement, and buffering requirements.

All buildings or structures erected, converted or structurally altered shall hereafter comply with the following lot area, yard, and building coverage requirements:

- (1) *Lot area and width.* The minimum area shall be established by the restriction governing lot coverage, setbacks, height, and parking requirement as found in [article 22.1](#) and set forth herein. Generally, no lot shall have a minimum frontage of less than 20 feet; however, single-family residential lots shall have a minimum frontage of 30 feet.

Compliant

- (2) *Front yard.* See subsection (3) below.

Compliant

- (3) *Build-to line.* **The minimum build-to line shall be zero feet and the maximum shall be 15 feet, provided that the maximum build-to line may be increased as determined to be necessary and advisable by the city planning commission in the course of its site plan review process.** In determining such increase, the city planning commission shall consider the size and configuration of the proposed buildings, their relationship to the existing and proposed thoroughfares, their relationship to existing and proposed parks and plazas, the location of existing mature trees, and the supplemental area of adjacent structures. Where the build-to line is modified to provide parks and plazas, said facilities shall be directly accessible to the public during normal city park hours.

An increased build to line along Elm Street is requested and recommended given the transmission lines.

- (4) *Side yards.* There shall be no minimum side yard requirement except as required by subsection (9) for residential zone buffers.

Compliant

- (5) *Rear yards.* There shall be no minimum rear yard requirements except as required by subsection (9) for residential zone buffers.

Compliant

- (6) *Distance between buildings.* The minimum distance between two buildings on a single lot or on contiguous property shall only be limited by applicable public safety and fire codes.

Fire Marshal

- (7) *Height regulations.* For those structures zoned RMU, the maximum permitted height shall not exceed the lesser of six stories or 96 feet.

Compliant. The tallest building, along Porsche Ave is 73' 7 ¾".

- (8) *Sprinkling standards.* All proposed development shall meet applicable sprinkling standards set forth by the National Fire Protection Association (NFPA) and all state and city codes and ordinances.

Fire Marshal

- (9) *Residential buffer.* Where any use other than a single-family detached use in this district adjoins a residential zone, all applicable new developments must provide an attractive physical barrier between different zones as necessary to minimize disruptive light, noise, odor, dust, unsightly appearances and intrusive activity relative to the residential zone. A smooth transition to adjacent residential zones shall be ensured by the provision of:

a. A minimum 15-foot landscaped buffer located within the U-V zone along the district line. Said buffer shall comply with the buffer requirements of [chapter 93, article 29](#).

Shrubs, flowers or grasses shall also be provided and maintained to visually screen non-residential areas and provide an attractive boundary that encourages continued investment in the adjacent residential zones.

b. A permanent opaque wall between six and eight feet in height and faced in wood, stacked stone, brick or hard-coat true stucco. Said wall may be located anywhere within the required landscaped buffer.

c. The tree spacing and wall placement requirements of subsections a. and b. above may be adjusted by the planning and zoning manager where the applicant wishes to preserve existing specimen trees within the required buffer. This may include alternative arrangements that minimize the impacts of the screening requirements on the health of existing trees.

Not applicable. No single-family detached use adjacent.

Sec. 93-11.5-7. - Supplemental area requirements.

Supplemental areas shall meet the following requirements:

(1) The following may not be located in the supplemental area:

- a. Recreational areas and facilities such as swimming pools or tennis courts;
- b. Fences and walls, except up to four feet in height for outdoor dining;
- c. Service elements such as dumpsters, loading docks and similar elements; and
- d. Mechanical features.

Compliant

(2) Adjacent to ground floor retail or restaurant uses the supplemental area:

- a. Shall be at the same grade, slope, and cross slope as the adjacent required sidewalk;
- b. Shall be hardscaped for a minimum of 80 percent of its horizontal area with decorative pavers, brick, slate, or stamped or colored concrete, but not asphalt;
- c. Shall be accessible to the general public and may be used for pedestrian amenity elements such as benches, trees, lighting, outdoor dining, merchandise display and potted plants.
- d. Eating places shall be permitted to have an outdoor dining area subject to compliance with the following provisions:

- (i) The outdoor dining area shall not be located in the sidewalk clear area nor shall it obstruct pedestrian movement, fire lanes, access to any business, or areas designated for access by the physically impaired. Outdoor dining within the public right-of-way may not be surrounded by fences or walls and shall utilize movable tables and chairs.

- (ii) The number of seats in the outdoor dining area shall not exceed fifty (50) percent of the number of indoor seats within the eating place.

- (iii) Compliance with applicable state and county health regulations.

Compliant

(3) This section shall not be deemed to permit signage or structural alterations such as canopies or walls regulated elsewhere in this chapter.

(4) Adjacent to ground-floor dwelling units, excluding live-work dwellings, the supplemental area:

- a. Shall be landscaped, except for area used for stoops, porches, wheelchair ramps, or walkways;
- b. Shall be planted with canopy trees, as established in [chapter 93, article 29](#), an average of 30 feet on-center as measured parallel to the front lot line.
- c. Shall be differentiated from the adjacent sidewalk by a continuous wall, fence, hedge, or retaining wall between six and 30 inches in height.

Compliant

(5) The supplemental area, when adjacent to ground-floor live-work dwellings or other uses, or when not adjacent to a building, shall be subject to subsections (2) and (4).

Sec. 93-11.5-8. - Sidewalk requirements.

Public sidewalks shall be located along all existing and new public and private streets, excluding private alleys.

Sidewalks shall be of the widths indicated below and shall consist of two areas: a landscape area and a clear area.

The following regulations shall apply to all required sidewalks:

(1) *Sidewalk landscape area requirements.*

- a. The landscape area shall have a minimum width of five feet and shall be located adjacent to the curb.

Compliant

- b. The landscape area may be paved adjacent to on-street parking when located adjacent to ground floor retail, and shall be landscaped in all other areas.

Compliant

- c. Street trees shall be planted on average 30 feet on center, spaced equal distance between streetlights, and in line with stripes of parallel parking spaces. All newly planted trees shall comply with the requirements of [chapter 93, article 29](#), shall be limbed up to a minimum height of seven feet, and shall be of an appropriate street tree species found in appendix A, attached to the ordinance from which [chapter 93, article 29](#) was derived. The city planning commission may approve an alternate for street tree

requirement subject to constraints such as overhead or underground utilities or underground utility easements.

Porsche Ave - no street trees along Building 9 requires approval as alternate by Planning Commission. Approved previously.

- d. The landscape area is also intended for the placement of street furniture, including utility poles, waste receptacles, fire hydrants, traffic signs, bus shelters, bicycle racks, public kiosks and similar elements in a manner that does not obstruct pedestrian access or motorist visibility as determined by the city.
- e. The landscape area shall be maintained by the adjacent property owner.
- f. Where tree grates are provided they may encroach into the sidewalk clear area a maximum depth of two feet and the landscape area may be reduced by a corresponding depth.

(2) Sidewalk clear area requirements.

- a. The clear area shall be the portion of the sidewalk reserved for pedestrian passage and unobstructed by permanent objects to a height of eight feet, including, but not limited to, steps and stoops, traffic control boxes, traffic signs, awnings, canopies, and utility structures. The sidewalk clear area shall have a consistent cross slope not exceeding two percent.
- b. No awning or canopy shall extend more than five feet over the clear area.
- c. The sidewalk clear area shall comply with the standards established in [chapter 81](#) (City of Hapeville Architectural Design Standards), [section 81-1-6](#) of the Hapeville Code of Ordinances.

Compliant

- d. Where property within the district abuts a residential zone without an intervening street, the sidewalk area within 20 feet of such district shall taper when necessary to provide a smooth transition to the existing residential zone sidewalk. In the event that the abutting residential zone has no existing sidewalk, the sidewalk shall taper to a width of six feet, measured from the street curb, or as approved by the city planning commission.

(3) Paving materials to remain continuous. Any paving materials, including concrete, special pavers, or decorative paving within the landscape area or clear area shall continue across any intervening driveway.

Compliant

Sec. 93-11.5-9. - Parking and curb cut requirements.

In addition to the requirements of [article 23](#) of this chapter, off-street parking and loading, the following requirements shall apply within the RMU district:

(1) See [article 22.1](#) for minimum parking space requirements.

1 per dwelling unit; 3 per 1,000 SF of retail/commercial. 324 spaces required (357 on site allowed as 110% of minimum); 342 onsite spaces are provided. 311 onsite residential; 9 handicap; 22 retail. There are an 65 additional on-street parking spaces. As 342 are provided on-site, this is within the 110% minimum and does not require a variance.

(2) See [section 93-23-7](#) of the Hapeville Code of Ordinances for mixed-use developments, which may be reduced as authorized by the board of appeals subject to a shared parking arrangement under the following criteria:

- a. The minimum number of parking spaces for a project where shared parking is proposed shall be determined by a study prepared by the applicant following the procedures of the Urban Land Institute (ULI) Shared Parking Report or Institute of Transportation Engineers (ITE) Shared Parking Guidelines. The actual number of parking spaces required shall be based on well-recognized sources of parking data such as the ULI or ITE reports. If standard rates are limited or not available, the applicant may collect data at similar sites to establish local parking demand rates. If the shared parking plan assumes the use of an existing parking facility, then field surveys shall be conducted to determine actual parking accumulation.
- b. An applicant shall submit the following information as part of an application to reduce parking requirements and avoid conflicting parking demands:
 - (i) A to-scale map indicating location of proposed parking spaces;
 - (ii) Hours of business operation of nonresidential parking users;

(iii) Copies of the legal instrument that authorizes the use of shared parking facilities, which shall be filed with the department of economic development.

c. Where authorized shared parking exists, and a change affecting the shared use occurs, the applicant shall have up to 30 calendar days to provide the city planning and zoning manager with a valid legal instrument reflecting the modified parking arrangements.

d. A change to any of the conditions identified in this subsection, except as identified in subsection (2)c. above, shall terminate authorization for shared parking. A shared parking arrangement shall be deemed a condition of the zoning and any modification will require a new site plan, parking plan, and zoning approval.

(3) Developments are permitted a maximum of two driveway curb cuts per block face. For the purposes of this Section, two curb cuts serving two one-way driveways shall only be counted as one curb cut.

Compliant

(4) No curb cuts, driveways or circular drives shall be permitted on South Central Avenue or Atlanta Avenue where access can be provided from a side or rear street.

Compliant

(5) Rear alleys or rear drives shall be provided to access attached single-family garages, detached single-family dwelling garages, and commercial loading and service areas.

Compliant

(6) Carports shall be prohibited.

Compliant

(7) Garages shall not face adjacent streets except where alley or rear drive access is not feasible, in which case such garages shall be set back a minimum of 25 feet from the build-to line. All garage materials shall match those of the principal structure.

Not applicable

(8) Parking structures shall conceal automobiles from view, shall have the appearance of a horizontal storied building on all levels, shall be faced in brick, stacked stone, cast stone, poured-in-place rubbed concrete, or pre-cast concrete faced in or having the appearance of brick or stacked stone. Parking structures adjacent to the supplemental area shall also meet the requirements of subsection [81-1-6\(e\)](#) of the Hapeville Code of Ordinances.

Not applicable

(9) Bicycle or moped parking spaces are required as follows: All nonresidential uses shall provide one such space for every 20 automobile spaces and condominium and apartment uses shall provide one such space for every five units provided that no such uses shall have fewer than two such spaces or be required to exceed 30 spaces. Such spaces shall be located within the sidewalk landscape area a maximum distance of 100 feet from the primary pedestrian entrance, or within the supplemental area and at least as close as the closest automobile space, except for handicapped parking spaces. Bicycle parking spaces shall include a bike rack with a metal anchor sufficient to secure the bicycle frame when used in conjunction with a user-supplied lock.

(10) Dumpsters shall be entirely screened from view of any street with vertically enclosed opaque walls matching the materials of the principal structure. Dumpsters shall not be permitted between a primary building and a public street.

Compliant

Sec. 93-11.5-10. - Greenspace and open space requirements.

In addition to the requirements of [chapter 93, article 29](#), and [section 93-23-18](#) of this Code, master planned developments in excess of two acres shall be required to provide and maintain a minimum of 20 percent greenspace/open space. Calculations for greenspace/open space shall exclude required sidewalks and landscape strips along streets, but may include the following:

- (1) Parks;
- (2) Playgrounds;
- (3) Trails;
- (4) Gardens;
- (5) Undeveloped space designated or habitat restoration and preservation;

(6) Plazas improved for pedestrian use shall also be considered greenspace when finished in brick or stone pavers and planted with at least one canopy tree per 2,500 square feet of area, with a minimum of 100 square feet of unpaved planting area around each tree.

Compliant

ARTICLE 23. - OFF-STREET PARKING AND LOADING

Sec. 93-23-1. - Purpose and intent.

The purpose of this article is to ensure the reasonable provision of off-street parking and loading facilities within the city. The requirements contained herein are minimum standards only, and are intended to protect and promote the health, safety and welfare of the present and future inhabitants of the city.

Sec. 93-23-2. - Entrance and exit points.

1. Curb breaks shall not be more than 20 feet for one way entrances, 24 feet for two way entrances or shared driveways, or 36 feet for entrances with three lanes, unless otherwise permitted by the City of Hapeville Community Services department. Aprons may be flared up to an additional two feet on either side.

Compliant.

2. All sidewalk paving materials shall be continued across any intervening driveway at the same prevailing grade and cross slope as on the adjacent sidewalk clear area. Other than on driveways serving single-family detached or two-family dwellings, a corresponding interior sign or painted bar on the driveway shall be provided adjacent to the sidewalk paving as it intersects the driveway which shall communicate that vehicles must stop or yield for the intervening sidewalk.

Compliant

3. In no case shall there be less than 50 feet from the closest sides of any two-driveway curblines.

Compliant

4. Curb breaks shall be located at least 25 feet from the nearest intersection of two curblines as measured along one of the curblines.

Compliant

5. Business establishments on contiguous lots are encouraged to consolidate entrance and exit points.

Compliant

6. Suitable provisions, including a five-foot-wide planted buffer strip between the right-of-way and parking area shall be made to prevent entrance or exit from other than at designated entrance or exit points.

Compliant

Sec. 93-23-3. - Setbacks from property lines.

Off-street parking and loading spaces and their respective maneuvering areas shall be set back not less than five feet from all property lines, except where those spaces and areas for adjacent properties abut, or are in contiguous use, there need not be any setback.

Compliant

Sec. 93-23-4. - Maneuvering areas.

All off-street parking and loading spaces shall be provided with adequate off-street maneuvering areas.

Verify with Engineer and Fire Marshal

Sec. 93-23-6. - Reduction in area and number of parking spaces.

No open area in an off-street parking area shall be encroached upon by buildings, storage or any other use; nor shall the number of parking spaces and/or off-street loading spaces be reduced except upon approval of the board of appeals, and then only after proof that, by reason of diminution in floor area, seating area, number of employees or change in other factors controlling the regulation of the number of parking spaces, the proposed reduction is reasonable and consistent with the intent of this chapter.

Not applicable

Sec. 93-23-7. - Mixed uses.

In the case of mixed uses, the total requirements for off-street parking and off-street loading space shall be the sum of the requirements of the various uses computed separately as specified herein. Off-street parking and off-street loading space for one use shall not be considered as providing the required off-street parking or off-street loading space for any other use.

Compliant.

Sec. 93-23-8. - Uses not specifically mentioned.

In the case of a use not specifically mentioned herein, the requirements for off-street parking space and off-street loading space for a use which is so mentioned, and to which that use is most similar, shall apply.

Not applicable

Sec. 93-23-9. - Issuance of certificate of occupancy.

No certificate of occupancy shall be issued for any building or group of buildings unless and until all required off-street parking and loading facilities are in place and ready to use.

Sec. 93-23-10. - Off-street parking requirements according to district and uses.

At the time of the erection of any building or structure hereinafter listed, or at the time any such building or structure is enlarged or increased in capacity by adding dwelling units, guestrooms, floor area, seats, beds, members or employees, there shall be provided for such new construction, enlargement or increased capacity only, off-street automobile parking space and off-street loading spaces in accordance with the minimum requirements established for each zone. The maximum number of off-street automobile parking spaces shall be 110 percent of the requirement for uses proposed at the time of development approval.

Compliant

Sec. 93-23-11. - Size of off-street parking spaces, including parking spaces for compact automobiles, and parking spaces for automobiles of the physically handicapped.

- (a) Of the total number of parking spaces required for any nonresidential use having 20 or more off-street parking spaces, a maximum of 70 percent shall be "full-size" as described in the table below, and a minimum of 30 percent shall be "compact size" as described in the table below:

Minimum Full-Size Space Dimensions

Type of Space	Width of Space	Length of Space
Parallel at curb to angle of 29 degrees	8.5 feet	22 feet
Angle of 30 degrees to 60 degrees	9 feet	18 feet
Angle of 61 degrees to 90 degrees	10 feet	18 feet

Minimum Compact-Size Parking Space Dimensions

Type of Space	Width of Space (feet)	Length of Space (feet)
Parallel at curb to angle of 29 degrees	8	19
Angle of 30 degrees to 60 degrees	8.5	15
Angle of 61 degrees to 90 degrees	9	15

Code requires 30% of parking be at least 9'x 15'. Request for 18' length spaces. Recommend approval.

- (b) There shall be adequate interior passageways, drives and maneuver areas, as determined by the building official, to accommodate each space and to connect each space with a public street.

Compliant, verify with Engineer and Fire Marshal

- (c) In addition to the above-stated requirements, parking space for automobiles of the physically handicapped shall be provided in accordance with the following standards.

- (1) Access to buildings generally.
 - a. Accessibility to such building shall be provided from rights-of-way in parking areas by means of a pathway leading to at least one entrance generally used by the public. Such pathway shall have been cleared of all obstructions relating to construction activity, prior to the opening of the building to the general public. Where curbs exist along such pathway, as between a parking lot surface and a

sidewalk surface, inclined curb approaches or curb cuts having a gradient of not more than one foot in 12 feet and a width of not less than four feet shall be provided for access by wheelchairs.

- b. A parking lot servicing each entrance pathway shall have a number of level parking spaces as set forth in the following table, identified by abovegrade signs as being reserved for physically handicapped persons. Each parking space so reserved shall be not less than 12 feet in width.

Compliant

Parking Spaces for Handicapped

Total Spaces and Lot	Required No. of Reserved Spaces
Up to 25	1
26 to 50	2
51 to 75	3
75 to 100	4
100 to 150	5
150 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
Over 1,000	20, plus 1 for each 100 over 1,000

9 handicap spaces provided.

- (2) Location. Parking spaces for the physically handicapped shall be located as close as possible to elevators, ramps, walkways and entrances.

Compliant

Sec. 93-23-12. - Location.

If the required off-street parking spaces cannot reasonably be provided on the same lot as the building it serves, the board of appeals may permit that space to be provided on other off-street property. That property shall be within 400 feet of the premises to which it is appurtenant, as measured along the nearest pedestrian walkway. If the property providing the additional parking contains more than ten parking spaces, the parking area of that property shall be brought into compliance with the requirements of section 93-23-18 and chapter 93, article 29.

Not applicable

Sec. 93-23-13. - Joint use of required off-street parking spaces.

No part of an off-street parking area required for any building or use for the purpose of complying with the provisions of this chapter shall be included as a part of an off-street parking area similarly required for another building or use unless the type of structure indicates that the periods of usage of that structure will not be simultaneous with each other, as determined by the board of appeals.

Not applicable.

Sec. 93-23-14. - Size of off-street loading spaces.

Each off-street loading space shall have minimum dimensions of 15 feet in height, 15 feet in width, and 60 feet in length. However, upon sufficient demonstration in a specific instance that a particular loading space will be used exclusively by shorter or lower trucks, the board of appeals may reduce the minimum length or height.

No off-street loading spaces are required in the Arts Overlay District

Sec. 93-23-15. - Location of off-street loading spaces.

All required off-street loading spaces shall be located on the same lot as the building which they are intended to serve, or on an adjacent lot when shared with the use occupying the lot.

No off-street loading spaces are required in the Arts Overlay District

Sec. 93-23-16. - Drive-in establishments.

There shall be no drive-in establishments in which customers are served while located on a public right-of-way. In the case of a drive-in establishment where customers are served while occupying automobiles parked off a public right-of-way, that establishment shall provide on the premises sufficient parking space which, in the judgment of the building official, the chief of police and the city engineer will accommodate the largest number of automobiles being served or waiting to be served at any one time. This required space shall be appropriately arranged for the purpose and in no case shall it be less than the minimum space as specified in this chapter.

Not applicable

Sec. 93-23-17. - Continuing character of obligation.

The schedule of requirements for off-street parking space and off-street loading space applicable to newly erected or altered structures shall be a continuing obligation of the owner of the real estate on which any such structure is located, so long as the structure is in existence and its use requiring vehicle parking or vehicle loading facilities continues, and it shall be unlawful for an owner of any building affected by this chapter to discontinue, change or dispense with, or to cause the discontinuance or change of the required vehicle parking or loading space apart from the discontinuance, sale or transfer of the structure, without establishing alternative vehicle parking or loading space which meets the requirements of and is in compliance with this chapter, or for any person, firm or corporation to use that building without acquiring the land for vehicle parking or loading space which meets the requirements of and is in compliance with this chapter.

Not applicable

Sec. 93-23-18. - Landscape requirements for vehicular use areas.

- (a) *Intent.* The objective of this section is to provide space for the use of landscape beautification and natural plant growth for developments where off-street parking and open lot sales, displays, and service areas are provided. The intent is to improve and protect the appearance, environmental and ecological condition, character, design, and value of the total urban area, thereby promoting the public health, safety, and welfare.
- (b) *Areas subject to the requirements of this section.* Vehicular use areas, except those less than ten parking spaces, parking garages, and public rights-of-way shall conform to the minimum landscaping requirements hereinafter provided.
- (c) *Procedure for the development of vehicular use areas.*
 - (1) *Permit requirements.* No building grading, or tree removal permit shall be issued until approval of a required landscape plan for vehicular use areas. Prior to submission of building plans, the requirements of this section must be met. In cases where a vehicular use area is located on a lot other than that of the principal building, building plans may be submitted for review.
 - (2) *Submission of a required survey and proposed landscape plan.*
 - a. The applicant or his authorized agent shall submit to the planning and zoning department three copies of each survey and landscape plan at a scale no greater than one inch equals 50 feet. The proposed landscaping may be superimposed on the proposed site plan or on a separate sheet, provided all drawing are the same scale.
 - b. Each survey and landscape plan shall include the following:
 - 1. Name, signature, address, and telephone number of property owner, surveyor, and or designer;
 - 2. North arrow and scale;
 - 3. All dimensions; and
 - 4. All required information and data listed on drawings.
 - (3) *Survey.* The required survey shall include the following information:
 - a. Legal description of the property.
 - b. All trees and survey data as defined in this chapter.
 - c. Existing structures, buildings, parking spaces, accessways, and public streets.
 - d. Aboveground and belowground utility lines and easements.
 - e. Existing natural features and topography at one-foot contour intervals. In areas where slopes are 20 percent or greater, a five-foot contour interval may be substituted.
 - (4) *Landscape plan.* The proposed landscape plan shall include the following information:
 - a. All trees, natural features, man-made appurtenances and structures to be retained upon the site and all topographic changes.
 - b. All proposed landscaping improvements and planting or landscaping areas identified. The grade, spacing, size, and name of proposed landscape materials shall be listed on the plan.
 - c. Comments regarding site preparation, tree preservation, methods of installation, and methods of maintenance shall be listed on the plan in accordance with chapter 93, article 29.
 - d. Required plans shall identify all vehicular use areas, aisles, driveways, sidewalks, wheel stops, and or curbs and other vehicular use controls. The location of the curb cuts, median openings on abutting streets, lighting, underground irrigation system, hose bibs, proposed planting areas, decorative and or screening walls, and related buildings shall be shown.
- (d) *Landscape requirements.* All vehicular use areas subject to these regulations shall be required to have the following maintained perimeter and interior landscaped areas:

- (1) *Tree requirements.* Interior and exterior tree plantings are to be provided in accordance with chapter 93, article 29. Trees must be planted in interior portions of parking lots so that no parking space is more than 50 feet from a parking lot tree.
- (2) *Perimeter landscape requirements.*
 - a. All exterior perimeters of all vehicular use areas shall have a perimeter landscaped area with no horizontal dimension less than five feet. A decorative masonry wall, earth berm, natural landscaping screen in accordance with the buffer requirements of chapter 93, article 29 and or combinations of the above shall be installed in such a manner as to screen the vehicular use area from adjacent properties or public rights-of-way. Screening areas shall be maintained at a minimum height of three feet.
 - b. Where other provisions of this chapter required a six-foot screening wall of masonry construction, such screening wall may totally or in part be substituted with a natural landscape screen and or earth berm upon approval of the planning commission. Such natural screening shall be at least three feet in height at time of planting and maintained at a height of five feet with a visibility obstruction of at least 75 percent.
 1. i. When abutting a public street right-of-way, landscaped areas along a public street shall have a minimum dimension of five feet and a minimum average dimension often feet from the right-of-way line to the vehicular use area.
 - ii. In addition, the requirements of section 93-2-7 shall be met.
 2. When abutting adjacent properties. Required perimeter landscaped areas which would abut adjacent, existing nonresidential properties may be allocated as additional interior or other additional perimeter landscaping.
- (3) *Permitted modification to the landscaping requirements.*
 - a. In cases where the landscaped area requirements of subsection (d)(2) may exceed 20 percent of the vehicular use area, the applicant may be allowed to reduce dimensions of landscaped areas other than those abutting a public street right-of-way or adjacent to the residential uses or zones to equal a 20 percent maximum provided a method of vegetative and or masonry screening is maintained and is approved by the planning and zoning department.
 - b. In instances where proposed innovative designs, landscaping techniques, and site amenities are believed to fulfill the intent of subsection (a) above, the strict requirements of this section may be waived by the planning commission.
 - c. In instances where healthy plant material exists, the requirements outlined in subsections (d)(2) of this section may be adjusted thereby allowing credit for the preservation of existing plant material. The planning commission may make such adjustments so long as the intent of this section is preserved.
 - d. Open lot sales of vehicles may be excluded from the perimeter screening requirements adjacent to public rights-of-way by the planning commission, provided the tree requirements and area requirements are met.
- (4) *Landscape installation requirements.* All landscaping shall be installed in accordance with accepted good planting procedures.
 - a. *New plant materials.*
 1. All separate landscaped areas shall have a minimum variety of two living plant materials other than trees; total landscaping areas required shall include a minimum variety of three landscape materials other than trees.
 2. Paving (other than walks) and artificial plants shall not be permitted within landscaping areas.
 3. Trees, hedges, and shrubs must meet the requirements of chapter 93, article 29.
 4. Lawn grass and ground covers. Grass may be sodded, plugged, sprigged, or seeded except that solid sod shall be used in swales or other areas subject to erosion. In areas where plant materials other than solid sod or grass is used, a fast-growing grass seed shall be sown for immediate effect and

protection until coverage is otherwise achieved. Grass sod shall be clean and reasonably free of weeds and noxious pests or disease. Ground covers which present a finished appearance and reasonable complete coverage at time of planting may be used in lieu of grass sod.

- b. *Existing plant materials.* Existing living plant materials to be preserved shall be in accordance with of this chapter and chapter 93, article 29.
 - c. *Earthwork.* Earth berms shall be of variable height and slope. Swales and ponds shall be permitted for onsite retention of stormwater provided they are approved by the city's planning and zoning department.
 - d. *Encroachment.* Landscaped areas, walls, structures, and walks shall require appropriate protection from vehicular encroachment by utilizing wheel stops, curbs, posts, wood, brick-work, and/or other devices. Placement of these devices shall be located at least two and one half feet from walks, walks, and structures and may be placed one foot from landscaped areas to prevent a vehicular overhang of no more than one and one half feet of landscaping area may be counted as part of the required depth of each parking space.
 - e. *Maintenance.* The owner or his agent shall be responsible for the maintenance of all landscaping which shall be maintained in good condition so as to present a healthy, neat, and orderly appearance and shall be kept free from refuse and debris. The owner shall replace all landscaped materials required if, for any reason, they die or are severely damaged within one year of the final approval of the installation. The owner is thereafter responsible to maintain the landscaping in a healthy manner.
 - f. *Planting bed.* The planting bed for all landscaping materials shall be free of weeds, debris, and noxious material and shall consist of a healthy plant growth medium. The planting bed soil shall provide adequate support, drainage, and nutrients for the plants and thus may require the incorporation of sand, peat, and or topsoil into the soil. Such planting soil shall be placed throughout the planting hole for each plant, and this hole shall be at least twice as wide as the width of the plant ball and one and one half as deep as the depth of the plant ball.
- (e) *City review of landscape plan.* The planning and zoning department shall approve or reject the required landscape plan. The decision of the planning and zoning department shall be deemed final administrative action, but may be appealed to the board of appeals provided such appeal is made in writing at least 30 days prior to the next regular board of appeals meeting. Developments which require site plan approval by the planning commission shall be reviewed and approved by the planning commission for compliance to this section.
- (f) *Certification of compliance.* Upon completion of the landscape improvements, the site shall be inspected for compliance to the approved landscape plant. A certificate of compliance must be issued before a certificate of occupancy can be issued for any related structures. When occupancy of a related building is desired prior to completion of the required landscaping, a temporary certificate of occupancy may be issued if a financial guarantee in the amount equal to 100 percent of the cost for landscaping improvements is provided and acceptable in form to the city attorney.

REQUIREMENTS

Sec. 93-2-16. - Site plan review.

- (a) *Intent and purpose.* The site plan review procedures are intended to ensure adequate review and consideration of potential impacts of proposed development upon surrounding uses and activities, and to encourage a high standard of site planning and design resulting in quality development in the city.
- (b) *Application.* An application for site plan review may be filed by the owner, or agent for the owner, of any property to be developed according to the plan. All applications for site plan review shall be filed with the building official for transmission to the planning commission. Site plan review

requirements are applicable for all proposed development in all zones within the city and all property submitted for annexation.

- (c) *Submission requirements.* Applications for site plan review shall contain the following information and any additional information the planning commission may prescribe by officially adopted administrative regulations; ten copies of the application shall be submitted:

- (1) *Site and landscape plan.* Maps and site plans shall be submitted (minimum scale of 1" = 50' or larger, e.g., 1" = 40', 1" = 30', etc.) indicating project name, applicant's name, adjoining streets, scale, north arrow and date drawn, showing:

- a. The locations, size and height of all existing and proposed structures on the site.

The plans show the location of 8 multifamily, mixed use and amenity buildings of which 1 has a retail component on the first floor.

The multi family buildings are located both within and beyond the 0' to 15' setback lines. The buildings along Elm Street have been set back to accommodate the overhead transmission lines.

- b. The location and general design cross section characteristics of all driveways, curb cuts and sidewalks including connections to building entrances.

Compliant

- c. The locations, area, and number of proposed parking spaces.

1 per dwelling unit; 3 per 1,000 SF of retail/commercial. 324 spaces required (357 allowed as 110% of minimum); 342 spaces provided on site and 65 additional on-street. As 342 are provided on-site, this is within the 110% minimum and does not require a variance. Parking space dimensions request is 18' instead of 15' and will require a variance.

- d. Existing and proposed grades at an interval of five feet or less.

Compliant

- e. The location and general type of all existing trees over six-inch caliper and, in addition, an identification of those to be retained.

See Arborist Report

- f. The location and approximate size of all proposed plant material to be used in landscaping, by type such as hardwood deciduous trees, evergreen trees, flowering trees and shrub masses, and types of ground cover (grass, ivies, etc.). Planting in parking areas should be included, as required in section 93-23-18.

Provided

- g. The proposed general use and development of the site, including all recreational and open space areas, plazas and major landscape areas by function, and the general location and description of all proposed outdoor furniture (seating, lighting, telephones, etc.).

Provided

- h. The location of all retaining walls, fences (including privacy fences around patios, etc.) and earth berms.

Compliant

- i. The identification and location of all refuse collection facilities, including screening to be provided.

Provided

- j. Provisions for both on-site and off-site stormwater drainage and detention related to the proposed development.

Provided. See engineer's report.

- k. Location and size of all signs.

A sign permit application will be required for all signs and the proposed signs must be compliant with the City's sign ordinance. A variance is being requested for sign size.

- (2) *Site and building sections.* Schematic or illustrative sections shall be drawn to scale of 1" = 8' or larger, necessary to understand the relationship of internal building elevations to adjacent site elevations.

The building elevations will be reviewed by the Design Review Committee for compliance with the Architectural Design Standards.

- (3) *Typical elevations.* Typical elevations of proposed building shall be provided at a reasonable scale (1/8" = 1'0") and shall include the identification of proposed exterior building materials.

The building elevations will be reviewed by the Design Review Committee for compliance with the Architectural Design Standards.

- (4) *Project data.*

- a. Site area (square feet and acres).

The total site area is 8.31 acres or 361,938 SF. The minimum lot size is 2,000 SF.

- b. Allocation of site area by building coverage, parking, loading and driveways, and open space areas, including total open space, recreation areas, landscaped areas and others.

Building coverage (2.33 acres), parking loading and driveways (2.67 acres), (114,960 SF) for total of 5 acres or 60.17% Maximum is 100%. (20% open space required).

- c. Total dwelling units and floor area distributed generally by dwelling unit type (one-bedroom, two-bedroom, etc.) where applicable.

Total dwelling units: 302 units. 50 units per acre allows for 415 units maximum.

- d. Floor area in nonresidential use by category.

Approximately 6,700 SF for Retail

- e. Total floor area ratio and/or residential density distribution.

Compliant

- f. Number of parking spaces and area of paved surface for parking and circulation.

Compliant

- (5) *Project report.* A brief project report shall be provided to include an explanation of the character of the proposed development, verification of the applicant's ownership and/or contractual interest in the subject site, and the anticipated development schedule. At the discretion of the planning commission, analyses by qualified technical personnel or consultants may be required as to the market and financial feasibility, traffic impact, environmental impact, stormwater and erosion control, etc. of the proposed development.

FINDINGS

The first page description should be updated to reflect the new project. The site plan should reflect the correct building heights and stories.

Staff recommends approval of the site plan with the following conditions.

1. Address any outstanding issues with Tree Conservation Ordinance as per City Arborist report.
2. Address any outstanding issues on the Engineer's Report.

Staff recommends the following conditions with Planning Commission approval:

1. Increase in building height to 74'.
2. Increase in build-to line to accommodate transmission lines.
3. Waive street tree requirement along South Central/Porsche Ave.

Variance requested from Board of Appeals for parking space length and sign size.

Any approval of the site plan requires the applicant shall comply with all other zoning rules, regulations, covenants, and easements of record.

March 30, 2023

Ms. Adrienne Senter
Planning & Development Coordinator
Department of Economic Development
City of Hapeville
3468 N. Fulton Avenue
P.O. Box 82311
Hapeville, Georgia 30354

Re: 3558 Elm Street
Concept Site Plan Review No. 3
K&W Ref. No. 221051.90

Dear Ms. Senter:

As requested, I have reviewed the concept site plans for the 3558 Elm Street Site to be located on a 8.31 acre parcel on Elm street, within a RMU Zoning District. The initial submittal was received on December 14, 2022. This review is for compliance with the concept site plan requirements of Chapter 93-2-16 of the City ordinances. The plans consisted of site plan, grade plan, drainage plan, utility plans, tree protection plans, and building elevation plans prepared by various firms. My comments are as follows:

1. Comment addressed by re-submittal. Applicant should know that the development plans will be required to show an approved variance on the plans. If the variance is rejected, the comment will still apply. The parking space dimensions shown in the site plans do not comply with the minimum width shown in Section 93-23-11 of City Code. A variance should be obtained.
2. Comment addressed by re-submittal.
3. Comment addressed by re-submittal.
4. Comment addressed by re-submittal.
5. Comment addressed by re-submittal. Applicant should know that the development plans will be required to show an approved variance on the plans. If the variance is rejected, the comment will still apply. The provided dimensions for the proposed monument sign and blade sign do not appear to comply with 93-3.3-21.8 of City Code.
6. Comment addressed by re-submittal. Applicant should know that the development plans will be required to show an approved variance on the plans. If the variance is rejected, the comment will still apply. The concept site plan did not include dimensions for setback lines, so it could not be verified that the minimum frontage has been met and that the buildings are outside of the setbacks. The 40' build-to-line needs planning commission approval.
7. Comment addressed by re-submittal.
8. Comment addressed by re-submittal.
9. Comment addressed by re-submittal.
10. Comment addressed by re-submittal.
11. Comment addressed by re-submittal.
12. Comment addressed by re-submittal. Mitigation measures will need to be provided during development plan review.

- 13. Comment addressed by re-submittal.
- 14. Comment addressed by re-submittal.

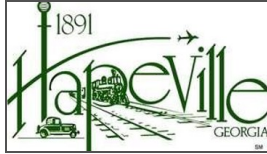
I recommend concept approval upon variance approval. I have retained one copy of the plans provided for review in the event there are questions. The applicant should be made aware that the review does not constitute a waiver of City Ordinance requirements or assumption of responsibility for full review of City Ordinance requirements. Deviations from Ordinance requirements may be noted at any time during the review, permitting or construction processes. Re-submittals should include a narrative indicating how and where the review comments were addressed.

Sincerely,
KECK & WOOD, INC.



Aaron Humphrey, P.E.
Project Engineer

C.C. Greg Sistrunk (Keck+Wood)



TREE CONSERVATION PLAN CHECKLIST

The tree survey, tree protection and/or tree replacement plan may be combined on a single sheet in a set of site development drawings submitted for review by the City of Hapeville. However, if the size of a proposed development site is large and an extensive amount of information needs to be conveyed, the tree plans may be submitted as separate drawings along with the Site Development Plans.

All tree conservation plan(s) submitted for review shall include the items listed below, as applicable. **The City of Hapeville reserves the right to revise this checklist periodically as needed. A copy of this annotated checklist must be presented along with submittal of final tree plans for permitting.** Additional information may be requested by City staff as required on a case-by-case basis. Additional review/comment may be necessary upon receipt of the information as indicated below.

2nd Arborist Review - Not Approved
4.5.23 - contact teresa@tjschell.com
(Teresa Eldredge)

General Requirements:

- _____ 1. Plans prepared, stamped and signed by a Georgia registered Landscape Architect, Certified Arborist, Forester, or Surveyor.
- _____ 2. Site area, plan scale, and magnetic north arrow.
- _____ 3. Boundary survey/Property lines with topographic information, building setbacks, street/road rights-of-way, all applicable utility locations, and easements.
- _____ 4. Name, address, and phone numbers of the owner/developer of the land, land surveyor, landscape architect, arborist, and/or civil engineer.
- _____ 5. 24-hour emergency contact name and phone number.
- _____ 6. Title block showing project name, Land Lot(s) and District locations.
- _____ 7. Site location map.
- _____ 8. Total site acreage, acreage of disturbed area, and limits of proposed land disturbance.
- _____ 9. Provide calculations showing compliance with the Density Factor using the following formula (See example below):

Acreage x 100 Inches = Required Inches per Acre

Example: 1.2 Acres x 100 Inches = 120 Inches Required

The density factor shall be achieved through any combination of the following:

- counting existing Trees (inches measured at DBH) to be preserved with no impact to CRZ
- planting new Trees (minimum 2" Caliper) for lots that do not have the required 100 inches per acre

- _____ 10. If applicable to this project, reference compliance with zoning stipulations/conditions as required by the Planning Commission and/or City Council and include the date(s) of relevant hearings. Stipulations related to tree plan must be listed on the plan.

_____ 11. The locations of any state waters - with associated buffers and the limits of any proposed disturbance

_____ 12. Other comments:

Per my redline comment on the plans, it looks like there is a good amount of area to plant more trees. Please address

Tree Conservation Plan:

_____ 1. Surveyed locations of all landmark-sized trees and their critical root zones (CRZ) labeled; inventoried by size, genus & species; and numbered on chart to correspond to tree numbers shown on plan. Show chart on plan.

_____ 2. Plan must show all existing trees 6" dbh or greater that are to be counted toward meeting density requirements; inventoried by size and species.

_____ 3. Locations of all landmark trees or stands of trees, and an indication whether they are to be removed or preserved. Minimum Size Criteria:

- a. **27 Diameter at Breast Height (DBH)** - Oak, Beech, Ash, Blackgum, Sycamore, Hickory, Maple (does not include Silver Maple), Pecan, Walnut, Magnolia (does not include Bigleaf Magnolia), Persimmon, Sourwood, Cedar, Cypress or Redwood
- b. **30 Diameter at Breast Height (DBH)** - Tulip Poplar, Sweet Gum, River Birch, Silver Maple or Pine
- c. **10-inch Caliper at DBH** - American Holly, Dogwood, Redbud or other genus as determined by the City Arborist such as Bigleaf magnolia

_____ 6. Critical root zones (CRZs) of landmark trees are to be represented on the plan by a circle corresponding to the size of the CRZ, with a radius equal to 12x the diameter of the tree trunk.

_____ 7. No construction activity within the CRZs of preserved trees. CRZ must be free of any cut, fill, impervious cover or trenching activity.

_____ 8. Show all tree protection fence locations. Silt fence and other erosion control devices should not be located within tree save areas.

_____ 9. Show tree protection fence detail.

~~_____~~ 10. Note/graphically indicate the locations of staging areas for parking, materials storage, concrete washout, debris burn, tub grinding, and burial holes on the Tree Plan (i.e. outside of any tree save areas). **Don't see it**

_____ 11. The locations of existing and proposed improvements on commercial sites that may affect tree preservation zones including, but not limited to, structures, driveways, paving, cut and fill areas, detention/stormwater quality ponds, buffers, utility lines/easements (underground and overhead), and easements (storm drainage and sanitary sewer).

_____ 12. Landmark tree report prepared by ISA Certified Arborist, or registered forester. Report must include and/or accompany a site plan with locations of landmark trees, accurate size, genus & species, description of tree's condition, photographs to illustrate defects. (Digital format acceptable.)

_____ 13. This plan does not meet the spirit and intent of the City's Tree Conservation Ordinance. Discuss design alternatives with staff. Subject to further review and comment.

_____ 14. Other comments:

Tree Replacement Plan:

_____ 1. Include chart for landmark-sized trees ***not in landmark condition*** that are removed with no recompense requirement. Trees numbered on chart must correspond to trees numbered in field.

_____ 2. Include chart for landmark-sized trees ***in landmark condition*** that are removed. Trees numbered on chart must correspond to trees numbered in field. ***Inch for inch replacement is required*** - use 4" cal. trees of comparable species at a rate equal to the inches (DBH) of the landmark tree removed.

Example: 32" DBH Oak / 4" = 8 (4" caliper) Oak Trees to be Planted

_____ 3. Show calculations for total inch for inch landmark tree replacements

_____ 4. Locations of all trees to be planted on site to meet density requirements.

_____ 5. Locations of all tree protection areas and tree protection fencing.

_____ 6. Replacement trees must be ecologically compatible with site. Replacement trees shall be of same or similar species as those trees removed when practical.

_____ 7. Trees proposed for replanting should be a species selected from the tree species list shown in Appendix A. Use of a species not shown on list is subject to approval by City staff.

_____ 8. Plant schedule/list showing the type of tree/plant material (common and botanical name), size, quantities, inch per tree, total inches, percent genus (not species), and the following planting notes:

- a. All deciduous trees (does not include multi-trunk trees) to have straight, single leader, Healthy, Good Form
- b. All deciduous trees (multi-trunk) to have a minimum of 3 equal size trunks, Healthy, Good Form
- c. All evergreen trees to be Full to Ground, Healthy, Good Form

_____ 9. Replacement tree planting within utility, storm drainage, sanitary sewer, or other types of easements is not acceptable. (Understory trees acceptable to Utility Company are allowed where there are existing overhead power (OHP) lines along road frontages)

_____ 10. Locations of all required undisturbed buffers, landscape strips, and landscape buffers. Permanent structures are not permitted in landscape strips/buffers (i.e. storm drainage structures, light fixtures, monument signs, etc.).

_____ 11. When **fewer than 10 trees** are proposed for replanting, **one species** may be specified.

_____ 12. When **10 to 50 trees** are proposed for replanting, a minimum of **3 species** of trees is required, with no one genus representing more than 30% of the total required replacement inches.

_____ 13. When **more than 50 trees** are proposed for replanting, a minimum of **5 species** of trees is required, with no one genus representing more than 30% of the total required replacement inches.

_____ 14. When 10 or more trees are to be planted, no single genus shall represent more than 30% of the required replacement inches. Show genus cap percentage on planting schedule.

_____ 15. Position parking lot trees to achieve maximum shading effect. Discuss the placement of trees to achieve greater energy conservation.

_____ 16. Show parking lot striping on the tree replacement plan.

~~_____~~ 17. Parking areas with 5 or more spaces require parking lot trees. Provide graphic representations/calculations for the following:

Show a calculation with the % of perimeter trees vs parking lot island trees

Confirm that all trees are at least 20' from light poles

a. A sufficient number of 3" Caliper (minimum) Trees must be planted in interior portions of parking lots so that no parking space is more than fifty (50) feet from a parking lot Tree. Show a fifty-foot radius dashed circle for each Parking Lot Tree on Tree Replacement Plan to verify graphically. (See Appendix B).

b. Up to 20% of Parking Lot Trees may be planted along the perimeter of the parking lot.

c. Landscaped islands shall terminate each row of parking and all landscaped islands planted with Trees shall provide a minimum of 200 sf per Tree.

d. Light poles are not permitted in parking lot islands, peninsulas and medians unless they are a minimum of 20' from any planted Tree (See Appendix B).

_____ 19. Parking lot trees must be minimum 3" caliper and of a minimum height commensurate with species appropriate horticultural standards.

_____ 20. Parking lot lighting/light pole locations/underground electric lines should not be in conflict with tree planting areas. Light poles are not permitted in parking peninsulas, islands and medians where parking lot trees are proposed. Show light pole locations on tree replacement plan.

_____ 21. Minimum 50% of total replacement inches shall be overstory trees.

_____ 22. Show planting and staking details.

_____ 23. Note type of irrigation to be used.

- If hand-watering, show locations of hose bibs, water faucets, or quick couplers that will be used for this purpose.
- If an automatic irrigation system is proposed, provide note on plans.

_____ 24. This plan does not meet the spirit and intent of the City's Tree Conservation Ordinance. Discuss design alternatives with staff. Subject to further review and comment.

_____ 25. Other comments:

Tree Conservation Plan Notes:

- The inches per acre shown on the Tree Preservation and/or Replacement Plan(s) must be verified prior to the issuance of the Certificate of Occupancy. Contact the City of Hapeville at 404-669-2120 to arrange a Site Inspection.
- All Tree Protection Devices must be installed and inspected prior to start of any Land Disturbing activity and shall be maintained until final landscaping is installed and Certificate of Occupancy is issued. Contact the City of Hapeville for an inspection.
- The site contractor shall coordinate service routing of all gas, telephone, and electrical lines with the appropriate utility company. All construction must comply with each utility's standards and specifications and not interfere with tree planting sites or existing trees to be preserved.
- Tree protection and replacement shall be enforced according to the City of Hapeville standards. Any field adjustments to tree protection device types or locations or substitutions of plant materials shown on the approved plans are subject to the review and approval of the City.
- All buffers shall be replanted to buffer standards where sparsely vegetated or where disturbed. Replantings are subject to City of Hapeville approval.
- A Maintenance Inspection of Trees will be performed after one (1) full Growing Season from the date of the Final Construction Inspection. Project Owners at the time of the Maintenance Inspection are responsible for Ordinance Compliance.
- Label at least one tree of each variety with a securely attached water-proof tag bearing legible designation of Botanical and Common Name.



HAPEVILLE

3558 ELM STREET HAPEVILLE, GA 30354

A DEVELOPMENT FOR
MILL CREEK RESIDENTIAL

DYNAMIK
DESIGN

5901 PEACHTREE DUNWOODY RD.
BUILDING C, SUITE 250
ATLANTA, GA 30328
TELEPHONE: 678-506-8830
DYNAMIKDESIGN.COM

CONSULTANT:

SEAL:

3558 ELM STREET
HAPEVILLE, GA 30354

MODERA HAPEVILLE

PROJECT NUMBER: MCR 2021-01

3715 NORTHSIDE PARKWAY NW
SUITE 2440
ATLANTA, GA 30327

MILL CREEK
PEOPLE • PLACES • RELATIONSHIPS

CLIENT:

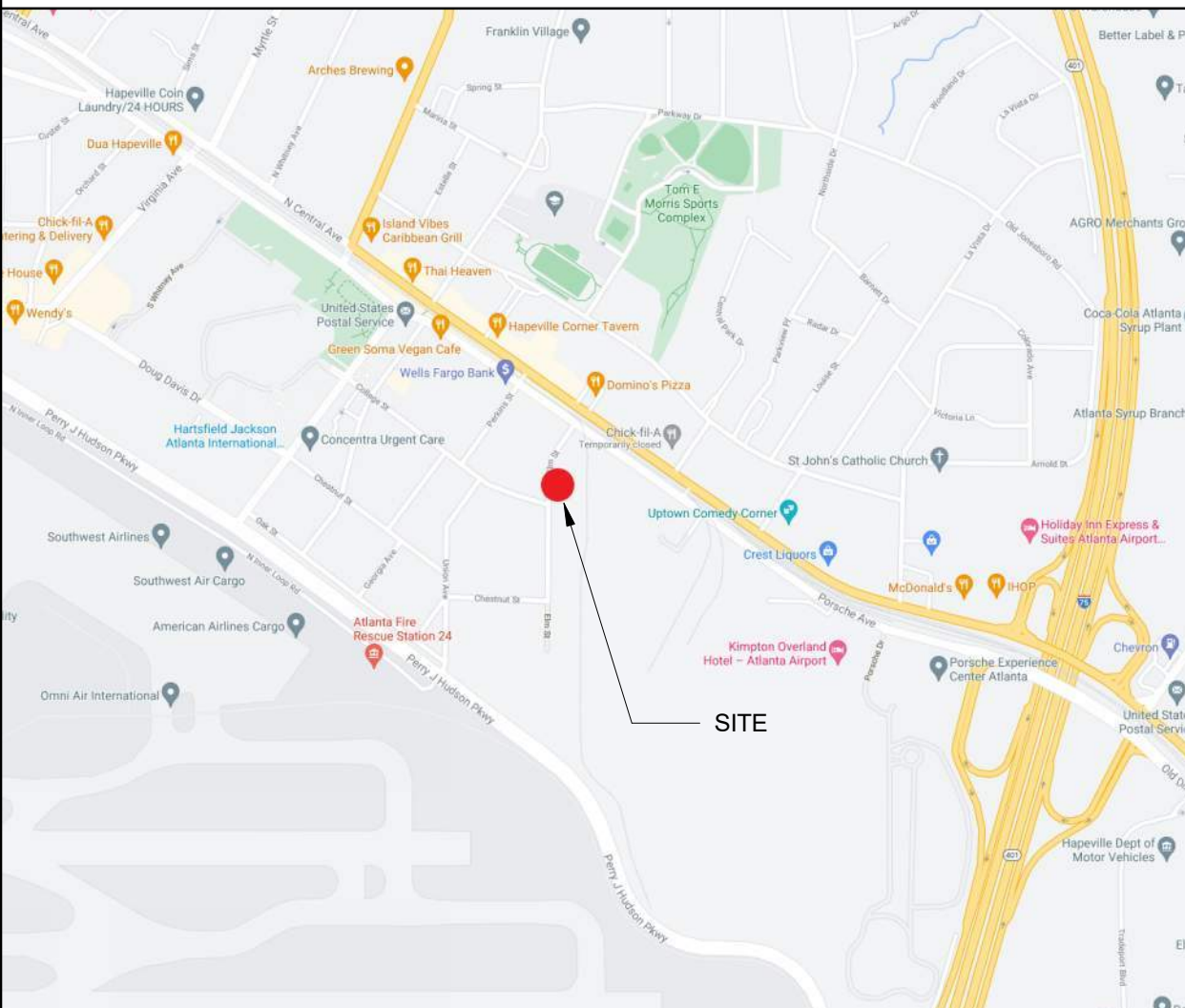


PLANNING COMMISSION

03/14/2023

** ABOVE RENDERING IS FOR ILLUSTRATION PURPOSES ONLY

VICINITY MAP



PROJECT INFORMATION

PROJECT DESCRIPTION:

THE PROJECT INCLUDES 300 FOR-RENT MULTI-FAMILY RESIDENTIAL APARTMENT UNITS ON A 8.41-ACRE PARCEL LOCATED IN HAPEVILLE, GEORGIA. THERE WILL BE THREE RESIDENTIAL BUILDING TYPES. TWO TYPES ARE FOUR STORY BUILDINGS OF WOOD-FRAMED CONSTRUCTION AND ONE TYPE IS 4-STORY WOOD-FRAMED ABOVE ONE LEVEL OF RETAIL. RESIDENTIAL AMENITIES INCLUDE A POOL, TWO-STORY CLUBHOUSE AND GREEN SPACE. THE CLUBHOUSE INCLUDES A FITNESS CENTER, CLUBROOM, LEASING, CO-WORK ROOM, GAME ROOM, BALCONY AND DECK OVERLOOKING THE POOL AND DOWNTOWN HAPEVILLE.

THE DRAWINGS FOR THIS PROJECT ARE THE PROPERTY OF DYNAMIK DESIGN. COPIES OF THE DRAWINGS MAY BE USED ONLY BY THE OWNER TO CONSTRUCT AND OCCUPY THIS PROJECT. NEITHER THE DRAWINGS NOR THE DESIGN INDICATED ON THE DRAWINGS MAY BE REPRODUCED NOR USED FOR ANY OTHER PROJECT OR PURPOSE. DYNAMIK DESIGN ACCEPTS RESPONSIBILITY ONLY FOR THOSE DRAWINGS WHICH HAVE AN ORIGINAL SEAL, SIGNATURE, CONSTRUCTION ISSUE DATE AND DATE OF FINAL REVISIONS.

APPLICABLE CODES

THIS PROJECT SHALL BE IN COMPLIANCE WITH THE FOLLOWING CODES (INCLUDING LOCAL AMENDMENTS):

- 2018 BUILDING CODE
- 2018 INTERNATIONAL MECHANICAL CODE
- 2018 INTERNATIONAL FIRE CODE
- 2015 INTERNATIONAL ENERGY CONSERVATION CODE
- 2019 NFPA 13 INSTALLATION OF SPRINKLER SYSTEMS
- 2020 NFPA 70 NATIONAL ELECTRICAL CODE
- 2016 NFPA 72 NATIONAL FIRE ALARM & SIGNALING CODE
- 2018 NFPA 101 LIFE SAFETY CODE
- 2010 ADA STANDARDS
- 1998 FAIR HOUSING ACT
- ANSI A117.1 - 2003

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Clay.Smith@kimley-horn.com

*INDICATES CONSULTANT IS NOT UNDER A CONTRACT WITH DYNAMIK DESIGN

DRAWING RELEASE DATE
SCHEMATIC DESIGN 01/20/2023

TITLE:

COVER SHEET

SHEET NUMBER:

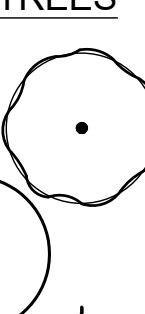
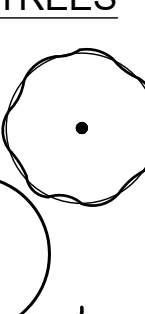
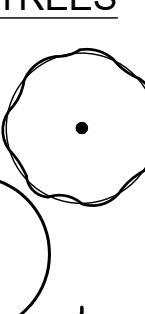
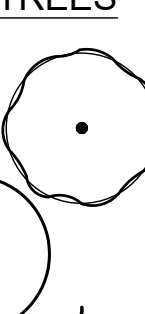
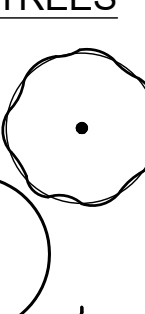
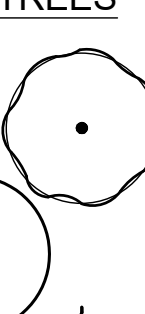
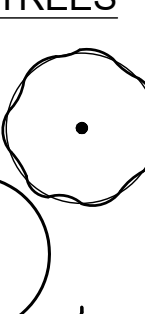
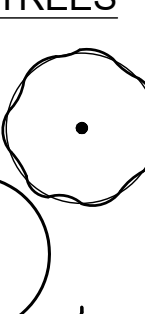
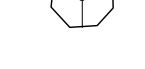
CS-01

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Page 174 of 2

Does your plan meet the minimum road frontage tree requirements per planning dept.?

What is
this -
sod,
mulch,
paving?

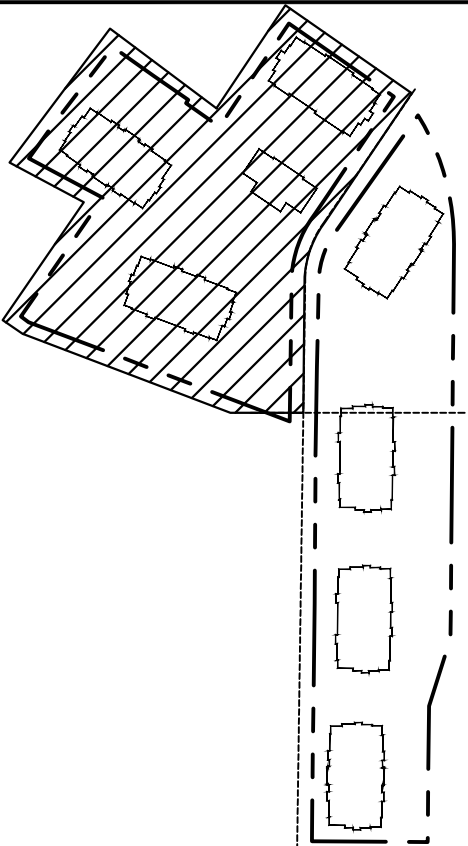
Show a 20' dashed circle that shows all light poles are at least 20' from any tree trunk.

TREES	CODE	QTY	BOTANICAL NAME
	AB4	9	ACER BUERGERIANUM 'ABMTF' PP16,629
	AR4	8	ACER RUBRUM 'AUTUMN GLORY'
	IO4	15	AMERICAN HOLLY
	NS4	4	NYSSA SYLVATICA
	QN4	18	QUERCUS NUTTALLII SINGLE STRAIGHT TRUNK, DENSE, UNIFORM BRANCHING, MATCHED, LIMB UP 84"
	QP4	6	QUERCUS PHELLOS SINGLE STRAIGHT TRUNK, DENSE, UNIFORM BRANCHING, MATCHED, LIMB UP 84"
	TA4	14	TILIA AMERICANA
	UA4	4	ULMUS ALATA
SHRUBS	CODE	QTY	BOTANICAL NAME
	ABE3	60	ABELIA X GRANDIFLORA 'ROSE CREEK'
	AJG3	64	AUCUBA JAPONICA 'GOLD DUST'
	AIF7	31	AZALEA INDICA 'FORMOSA'
	AIMG3	10	AZALEA INDICA 'MRS. G.G. GERBING'
	BMW7	12	BUXUS MICROPHYLLA JAPONICA 'WINTER GREEN'
	BGM7	2	BUXUS X 'GREEN MOUNTAIN'
	CLJA7	63	CLEYERA JAPONICA
	DIM3	159	DISTYLIUM MYRICOIDES 'VINTAGE JADE'
	HMN7	14	HYDRANGEA MACROPHYLLA 'NIKKO BLUE'
	HPL3	9	HYDRANGEA PANICULATA 'LIMELIGHT' TM
	ICN3	232	ILEX CORNUTA 'NEEDLEPOINT'
	ICS3	48	ILEX CRENATA 'SOFT TOUCH'
	IPA7	45	ILLICIMUM PARVIFLORUM
	LCB7	40	LOROPETALUM CHINENSE RUBRUM 'BURGUNDY'
	LOR3	4	LOROPETALUM CHINENSE 'CRIMSON FIRE'
	LCP3	25	LOROPETALUM CHINENSE 'PURPLE PIXIE'
	MSA3	161	MISCANTHUS SINENSIS 'ADAGIO'

NOTES:

- TREES SHALL NOT BE PLANTED WITHIN 5- FEET OF ANY STORM LINES, GAS LINES, ELECTRIC LINES OR ANY OTHER UTILITIES. THIS DOES NOT REMOVE REQUIREMENTS TO PLANT CODE-REQUIRED TREES.
- TREES SHALL BE PLANTED A MINIMUM OF 20- FEET FROM ANY BUILDING OR STRUCTURE.

SITE KEY:



NORTH

SCALE: 1" = 20'

CONSULTANT:



b+c
STUDIO

3320 Ellsworth Industrial Blvd., Suite A 1400
Atlanta, Georgia 30318
Tel. (770) 960.7691 | www.bccstudio.com



SEAL:

3558 ELM STREET
HAPEVILLE, GA 30354

PROJECT NUMBER: 02-MCR HAP

MODERA HAPEVILLE

3715 NORTHSIDE PKWY
SUITE 2-440
ATLANTA, GA 30327



PROJECT NUMBER: 02-MCR HAP

[illegible]

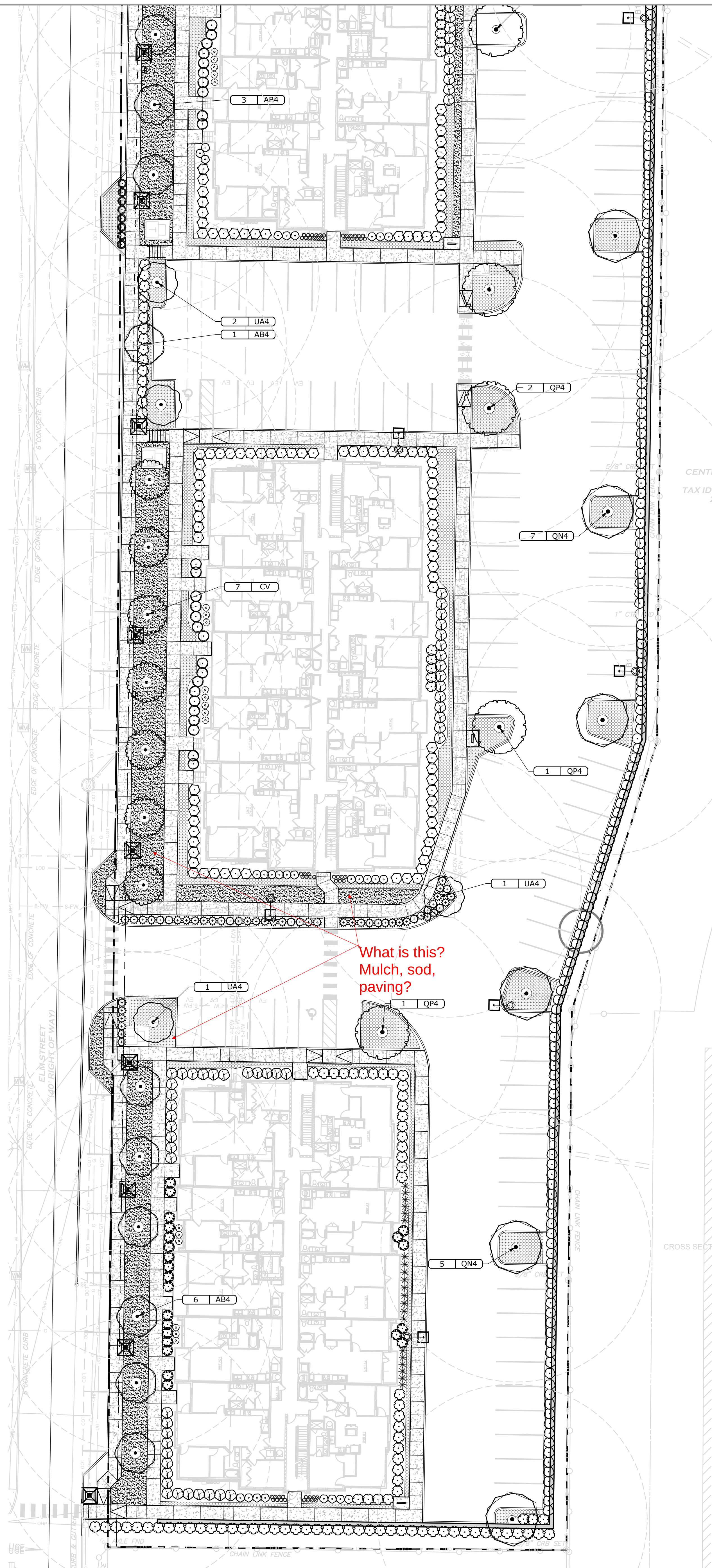
TITLE:

TREE REPLACEMENT PLAN

SHEET NUMBER:

TCRP 2.0

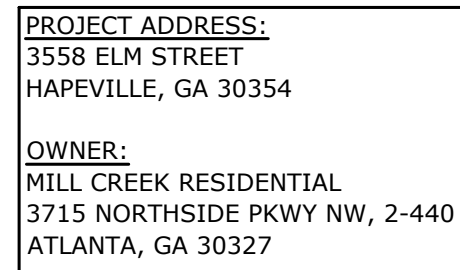
© 2020 DYNAMIK DESIGN



Same comments as on last sheet.

NOTES:

- TREES SHALL NOT BE PLANTED WITHIN 5-FEET OF ANY STORM LINES, GAS LINES, ELECTRIC LINES OR ANY OTHER UTILITIES. THIS DOES NOT REMOVE REQUIREMENTS TO PLANT CODE-REQUIRED TREES.
- TREES SHALL BE PLANTED A MINIMUM OF 20-FEET FROM ANY BUILDING OR STRUCTURE.





DAVID BLOODWORTH
FIRE CHIEF

To: Adrienne Senter

From: Brian Eskew, Fire Marshal

Re: 3558 Elm St. (Modera)

Date: April 5, 2023

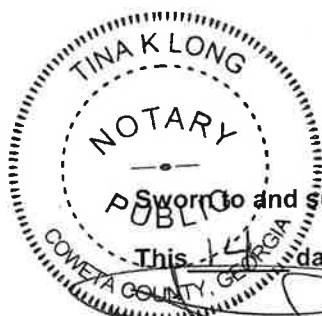
This could have an impact on the Fire Departments manpower/staffing due to the possible increase in 911 calls. I have met with the Engineer regarding internal access hydrant locations and FDC locations for all buildings and those concerns have been addressed. If you should need any more information, please let me know. Thanks.

23-PC-04-08

**CITY OF HAPEVILLE
ECONOMIC DEVELOPMENT DEPARTMENT
SUBDIVISION APPLICATION**

Name of Applicant Alex Popham
Mailing Address 430 Plasters Ave NE Atlanta GA 30324
Telephone [REDACTED] Mobile
Email alex@epicdevelopment.com
Property Owner (s) Stillwood Development LLC
Mailing Address " "
Telephone " " Mobile
Address/Location of Property:
3264 Springlawn Drive Hapeville GA
Present Zoning Classification: PD
Present Land Use: SFR
Parcel ID #: 14 009800096484

I hereby make application to the City of Hapeville, Georgia for the above referenced property. I hereby affirm that the information provided here and above is true, complete and accurate, and I understand that any inaccuracies may be considered just cause for invalidation of this application and any action taken on this application. I understand that the City of Hapeville, Georgia, reserves the right to enforce any and all ordinances regardless of any action or approval on this application. I further understand that it is my/our responsibility to fully comply with all City of Hapeville Codes and Ordinances. I hereby acknowledge that all requirements of the City of Hapeville shall be met. I am able to read and write in English or this document has been read and explained to me and I have fully and voluntarily completed this application. I also understand that false statements or writings made to the City of Hapeville, Georgia are deemed a felony pursuant to O.C.G.A. 16-10-20 and I/we may be prosecuted for a violation thereof.



[Signature]
Applicant's signature
Date: 3-14-23

Solemnly sworn to and subscribed before me
This 14 day of March, 2023.
Notary Public [Signature]

CITY OF HAPEVILLE
ECONOMIC DEVELOPMENT DEPARTMENT
SUBDIVISION APPLICATION

WRITTEN SUMMARY

Provide a detailed summary of the proposed project in the space provided below:

First phase in new SFR Subdivision for
final plat. First 12 Homes & amenity

Units 1-6; S3-S8

CITY OF HAPEVILLE
ECONOMIC DEVELOPMENT DEPARTMENT
SUBDIVISION APPLICATION

AUTHORIZATION OF PROPERTY OWNER

I CERTIFY THAT I AM THE OWNER OF THE PROPERTY LOCATED AT:

3264 Springhawn Drive
Hapeville GA

City of Hapeville, County of Fulton, State of Georgia

WHICH IS THE SUBJECT MATTER OF THIS APPLICATION. I AUTHORIZE THE APPLICANT NAMED BELOW TO ACT AS THE APPLICANT IN THE PURSUIT OF THIS APPLICATION FOR PLANNING COMMISSION REVIEW.

Name of Applicant:

Alex Popham

Address of Applicant:

476 Plasters Ave NE Atlanta GA 30324

Telephone of Applicant:



[Signature]

Signature of Owner

Alex Popham - Mingo

Print Name of Owner

Personally Appeared Before Me this 14 day of March, 2023.

[Signature]
Notary Public

A Preliminary Plat is a document used to determine the practical ability to subdivide a particular property within the City of Hapeville. Information relating to environmental condition, zoning, development impact, consistency with the Hapeville Comprehensive Plan and relevant town master plans will be considered in the decision process. Submittal of the plat does not guarantee the approval of a Final Plat, a legal document, once recorded with the County, finalizes the subdivision of the land. To be considered, a Preliminary Plat must contain the following information:

AB

The proposed subdivision name and location, the name and address of the owner or owners, and the name of the designer of the plat who shall be a state-registered engineer or surveyor.

AB

Date, approximate north point and graphic scale.

AB

The location of existing and platted property lines, streets, buildings, watercourses, railroads, sewers, bridges, culverts, drain pipes, water mains and any public utility easements, the present zoning classification, if any, both on the land to be subdivided and on the adjoining land; and the names of adjoining property owners or subdivisions.

AB

Plans of proposed underground utility layouts (including sewers, water and electricity) showing feasible connections to the existing or any proposed utility systems.

AB

The names, locations, widths and other dimensions of proposed streets, alleys, easements, parks and other open spaces, reservations, lot lines and utilities.

AB

Contours at vertical intervals of not more than five feet when specifically not required by the planning commission.

AB

The acreage of the land to be subdivided.

AB

Location sketch map or city map showing relationship of subdivision site to area.

Please initial each item on the list above certifying that all required information has been included on the preliminary plat. Sign and submit this form with your Preliminary Plat application. Failure to include this form and information required herein may result in additional delays for the consideration of your application.

Applicant Signature: _____

Date

3-14-23

Final Plat Checklist

A Final Plat is a legal document, once approved and signed by the Hapeville Planning Commission, can be recorded with Fulton County Superior Court. Only a final plat legally subdivides a parcel. Filing with the County will establish the new deed for the property and assign tax parcel identification information. To be considered, a Final Plat must contain the following information:

AD The lines of all streets and roads, alley lines, lot lines, building setback lines, lots numbered in numerical order, house numbers, reservations, easements and any areas to be dedicated to public use or sites for other than residential use with notes stating their purpose and any limitations.

AD Sufficient data to determine readily and reproduce on the ground the location, bearing and length of every street line, lot line, boundary line, block line and building line, whether curved or straight, and including true north point. This shall include the radius, central angle and tangent distance for the centerline of curved streets and curved property lines that are not the boundary of curved streets.

AD All dimensions to the nearest 100th of a foot and angles to the nearest minutes.

AD Location and description of monuments.

AD The names and locations of adjoining subdivisions and streets and the location and ownership of adjoining unsubdivided property.

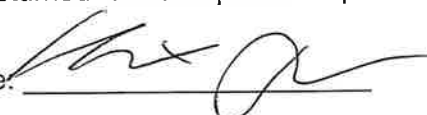
AD Date, title, name and location of subdivision, graphic scale and true north point.

Please initial each item on the list above certifying that all required information has been included on the plat. Sign and submit this form with your Final Plat application. Failure to include this form and information required herein may result in additional delays for the consideration of your application.

Supplemental Documents for Final Plat:

- Certification showing that the applicant is the landowner or legally authorized representative and dedicates streets, rights-of-way and any sites for public use.
- Certification by surveyor or engineer to accuracy of survey and plat and placement of monuments.
- Certification by the City Engineer that the subdivider has complied with one of the following alternatives:
 1. All improvements have been installed in accord with the requirements of the regulations; or
 2. A security bond has been posted in sufficient amount to ensure the completion of all required improvements.
- Certification of approval to be signed by the secretary of the Planning Commission following the approval of the final plat.

Once a Final Plat has been approved and signed by the Chair of the Hapeville Planning Commission, the applicant may pick up copies of the plat for filing with Fulton County Superior Court at 136 Pryor Street, Atlanta, GA 30303. Once filed and stamped by the recorder's office, a copy should be returned to the Hapeville Department of Economic Development to be held on file.

Applicant Signature: 

Date 3-14-20

22-273 STILLWOOD

BLDG 1

All that tract or parcel of land lying and being in Land Lot 98 of the 14th District, City of Hapeville, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a ½" rebar set at the intersection of the southerly right-of-way of North Avenue and the westerly right-of-way of Stillwood Drive;

THENCE, S75°15'47"W a distance of 245.24' to a point, said point being the POINT OF BEGINNING;

THENCE, S17°19'55"E a distance of 36.00' to a point;

THENCE, S72°40'05"W a distance of 15.00' to a point;

THENCE, N17°19'55"W a distance of 36.00' to a point;

THENCE, N72°40'05"E a distance of 15.00' to a point; said point being the POINT OF BEGINNING.

Said property containing 540.00 SQ FT

BLDG 2

All that tract or parcel of land lying and being in Land Lot 98 of the 14th District, City of Hapeville, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a ½" rebar set at the intersection of the southerly right-of-way of North Avenue and the westerly right-of-way of Stillwood Drive;

THENCE, S89°08'43"W a distance of 256.20' to a point, said point being the POINT OF BEGINNING;

THENCE, S00°59'20"E a distance of 25.00' to a point;

THENCE, S89°00'40"W a distance of 33.50' to a point;

THENCE, N00°59'20"W a distance of 25.00' to a point;

THENCE, N89°00'40"E a distance of 33.50' to a point; said point being the POINT OF BEGINNING.

Said property containing 837.50 SQ FT

BLDG 3

All that tract or parcel of land lying and being in Land Lot 98 of the 14th District, City of Hapeville, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a ½" rebar set at the intersection of the southerly right-of-way of North Avenue and the westerly right-of-way of Stillwood Drive;

THENCE, S86°20'18"W a distance of 302.92' to a point, said point being the POINT OF BEGINNING;

THENCE, S06°15'23"E a distance of 33.50' to a point;

THENCE, S83°44'37"W a distance of 25.00' to a point;

THENCE, N06°15'23"W a distance of 33.50' to a point;

THENCE, N83°44'37"E a distance of 25.00' to a point; said point being the POINT OF BEGINNING.

Said property containing 837.50 SQ FT

BLDG 4

All that tract or parcel of land lying and being in Land Lot 98 of the 14th District, City of Hapeville, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a ½" rebar set at the intersection of the southerly right-of-way of North Avenue and the westerly right-of-way of Stillwood Drive;

THENCE, S77°37'08"W a distance of 288.63' to a point, said point being the POINT OF BEGINNING;

THENCE, S06°30'53"E a distance of 20.00' to a point;

THENCE, S83°29'07"W a distance of 36.00' to a point;

THENCE, N06°30'53"W a distance of 20.00' to a point;

THENCE, N83°29'07"E a distance of 36.00' to a point; said point being the POINT OF BEGINNING.

Said property containing 720.00 SQ FT

BLDG 5

All that tract or parcel of land lying and being in Land Lot 98 of the 14th District, City of Hapeville, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a ½" rebar set at the intersection of the southerly right-of-way of North Avenue and the westerly right-of-way of Stillwood Drive;

THENCE, S71°22'53"W a distance of 288.46' to a point, said point being the POINT OF BEGINNING;

THENCE, S06°18'09"E a distance of 20.00' to a point;

THENCE, S83°41'51"W a distance of 36.00' to a point;

THENCE, N06°18'09"W a distance of 20.00' to a point;

THENCE, N83°41'51"E a distance of 36.00' to a point; said point being the POINT OF BEGINNING.

Said property containing 720.00 SQ FT

BLDG 6

All that tract or parcel of land lying and being in Land Lot 98 of the 14th District, City of Hapeville, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a ½" rebar set at the intersection of the southerly right-of-way of North Avenue and the westerly right-of-way of Stillwood Drive;

THENCE, S66°20'35"W a distance of 310.01' to a point, said point being the POINT OF BEGINNING;

THENCE, S06°27'44"E a distance of 23.50' to a point;

THENCE, S83°32'16"W a distance of 25.33' to a point;

THENCE, N06°27'44"W a distance of 23.50' to a point;

THENCE, N83°32'16"E a distance of 25.33' to a point; said point being the POINT OF BEGINNING.

Said property containing 595.30 SQ FT

BLDG 53

All that tract or parcel of land lying and being in Land Lot 98 of the 14th District, City of Hapeville, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a ½" rebar set at the intersection of the southerly right-of-way of North Avenue and the westerly right-of-way of Stillwood Drive;

THENCE, S21°32'13"W a distance of 123.23' to a point, said point being the POINT OF BEGINNING;

THENCE, S23°18'10"E a distance of 23.50' to a point;

THENCE, S66°41'50"W a distance of 25.33' to a point;

THENCE, N23°18'10"W a distance of 23.50' to a point;

THENCE, N66°41'50"E a distance of 25.33' to a point; said point being the POINT OF BEGINNING.

Said property containing 595.30 SQ FT

BLDG 54

All that tract or parcel of land lying and being in Land Lot 98 of the 14th District, City of Hapeville, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a ½" rebar set at the intersection of the southerly right-of-way of North Avenue and the westerly right-of-way of Stillwood Drive;

THENCE, S28°42'14"W a distance of 91.66' to a point, said point being the POINT OF BEGINNING;

THENCE, S23°17'27"E a distance of 20.00' to a point;

THENCE, S66°42'33"W a distance of 36.00' to a point;

THENCE, N23°17'27"W a distance of 20.00' to a point;

THENCE, N66°42'33"E a distance of 36.00' to a point; said point being the POINT OF BEGINNING.

Said property containing 720.00 SQ FT

BLDG 55

All that tract or parcel of land lying and being in Land Lot 98 of the 14th District, City of Hapeville, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a ½" rebar set at the intersection of the southerly right-of-way of North Avenue and the westerly right-of-way of Stillwood Drive;

THENCE, S46°40'25"W a distance of 74.04' to a point, said point being the POINT OF BEGINNING;

THENCE, S23°17'31"E a distance of 20.00' to a point;

THENCE, S66°42'29"W a distance of 38.67' to a point;

THENCE, N23°17'31"W a distance of 20.00' to a point;

THENCE, N66°42'29"E a distance of 38.67' to a point; said point being the POINT OF BEGINNING.

Said property containing 773.30 SQ FT

BLDG 56

All that tract or parcel of land lying and being in Land Lot 98 of the 14th District, City of Hapeville, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a ½" rebar set at the intersection of the southerly right-of-way of North Avenue and the westerly right-of-way of Stillwood Drive;

THENCE, S31°41'26"W a distance of 16.20' to a point, said point being the POINT OF BEGINNING;

THENCE, S89°26'38"E a distance of 33.50' to a point;

THENCE, S00°33'22"W a distance of 25.00' to a point;

THENCE, N89°26'38"W a distance of 33.50' to a point;

THENCE, N00°33'22"E a distance of 25.00' to a point; said point being the POINT OF BEGINNING.

Said property containing 837.50 SQ FT

BLDG 57

All that tract or parcel of land lying and being in Land Lot 98 of the 14th District, City of Hapeville, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a ½" rebar set at the intersection of the southerly right-of-way of North Avenue and the westerly right-of-way of Stillwood Drive;

THENCE, S11°15'20"W a distance of 48.17' to a point, said point being the POINT OF BEGINNING;

THENCE, S23°26'02"E a distance of 25.00' to a point;

THENCE, S66°33'58"W a distance of 33.50' to a point;

THENCE, N23°26'02"W a distance of 25.00' to a point;

THENCE, N66°33'58"E a distance of 33.50' to a point; said point being the POINT OF BEGINNING.

Said property containing 837.50 SQ FT

BLDG 58

All that tract or parcel of land lying and being in Land Lot 98 of the 14th District, City of Hapeville, Fulton County, Georgia and being more particularly described as follows:

COMMENCING at a ½" rebar set at the intersection of the southerly right-of-way of North Avenue and the westerly right-of-way of Stillwood Drive;

THENCE, S17°32'29"W a distance of 83.54' to a point, said point being the POINT OF BEGINNING;

THENCE, S23°26'46"E a distance of 20.00' to a point;

THENCE, S66°33'14"W a distance of 36.00' to a point;

THENCE, N23°26'46"W a distance of 20.00' to a point;

THENCE, N66°33'14"E a distance of 36.00' to a point; said point being the POINT OF BEGINNING.

Said property containing 720.00 SQ FT

WHOLE PARCEL

All that tract or parcel of land lying and being in Land Lot 98 of the 14th District, City of Hapeville, Fulton County, Georgia and being more particularly described as follows:

BEGINNING at a ½" rebar set at the intersection of the southerly right-of-way of North Avenue and the westerly right-of-way of Stillwood Drive;

THENCE, along the westerly right-of-way of Stillwood Drive (40' right-of-way) with a curve to the left, having an arc length of 186.34' and a radius of 435.80', with a chord bearing of S30°41'51"E and a chord length of 184.92' to a point;

THENCE, continuing along the westerly right-of-way of Stillwood Drive, S42°56'47"E a distance of 54.68' to a point;

THENCE, continuing along the westerly right-of-way of Stillwood Drive, with a curve to the right, having an arc length of 124.14' and a radius of 127.26', with a chord bearing of S15°00'01"E and a chord length of 119.28' to a point;

THENCE, continuing along the westerly right-of-way of Stillwood Drive, S12°56'44"W a distance of 4.91' to a point;

THENCE, continuing along the northwesterly right-of-way of Stillwood Drive, with a curve to the right, having an arc length of 74.26' and a radius of 111.23', with a chord bearing of S32°04'18"W and a chord length of 72.89' to a point;

THENCE, continuing along the northerly right-of-way of Stillwood Drive, S51°11'51"W a distance of 112.57' to a point;

THENCE, continuing along the northerly right-of-way of Stillwood Drive, with a curve to the left, having an arc length of 149.97' and a radius of 1052.04', with a chord bearing of S47°06'50"W and a chord length of 149.84' to a ½" rebar set;

THENCE, leaving the northerly right-of-way of Stillwood Drive and along the easterly right-of-way of Springhaven Avenue, with a reverse curve to the right, having an arc length of 58.42' and a radius of 1066.50', with a chord bearing of N43°18'00"W and a chord length of 58.41' to a point;

THENCE, continuing along the easterly right-of-way of Springhaven Avenue, N41°43'51"W a distance of 63.25' to a point;

THENCE, continuing along the easterly right-of-way of Springhaven Avenue, with a curve to the right, having an arc length of 72.26' and a radius of 924.47', with a chord bearing of N39°29'30"W and a chord length of 72.24', to a;

thence with a compound curve to the right, having an arc length of 113.82' and a radius of 464.80', with a chord bearing of N30°14'13"W and a chord length of 113.54', to a;

THENCE N23°13'17"W a distance of 29.43' to a;

THENCE with a curve to the right, having an arc length of 167.84' and a radius of 708.66', with a chord bearing of N16°26'10"W and a chord length of 167.45', to a;

thence with a compound curve to the right, having an arc length of 128.00' and a radius of 1774.99', with a chord bearing of N07°34'55"W and a chord length of 127.97', to a;

THENCE S89°11'27"E a distance of 335.97' to a;

which is the point of beginning,
having an area of 181585.87 Square Feet, 4.169 Acres

~LEGEND~			
○	CALCULATED POSITION	RB	REBAR
●	IRON PIN FOUND/SET (IPF/IPS)	SR	SOLID ROD
⊙	UNIT "POB"	OCS	OUTLET CONTROL STRUCTURE
C/L	CENTERLINE	CPP	CORRUGATED PLASTIC PIPE
CTP	CRIMPED TOP PIPE	GI	GRATE INLET
DB	DEED BOOK	DI	DROP INLET
N/F	NOW OR FORMERLY	DI	DROP INLET
OTP	OPEN TOP PIPE	SSMH	SANITARY SEWER MANHOLE (SSMH)
PB	PLAT BOOK	LP	LIGHTPOLE
PG	PAGE	⊗	CLEANOUT
P/L	PROPERTY LINE	⊗	CLEANOUT
⊗	TELEPHONE PED. (T.P.)	(ALL IPS ARE 1/2" RB "CAPPED" UNLESS OTHERWISE LABELED)	
⊗	FIRE HYDRANT (FH)	---	ADJOINER
⊗	WATER METER (WM)	---	LAND LOT LINE (L.L.L.)
⊗	WATER VALVE (WV)	---	RIGHT OF WAY (R/W)
⊗	POWER BOX (PBX)	---	FENCE
⊗	POWER POLE (PP)	---	OHP
		---	OVERHEAD POWER

*SITE UNDER ACTIVE CONSTRUCTION AT THE TIME OF THE FIELD SURVEY.

FIELD MEASUREMENTS WERE TAKEN WITH A LEICA S16 ROBOTIC INSTRUMENT.

FIELD DATA FOUND TO HAVE A CLOSURE PRECISION OF 1 FOOT IN 21,492 FEET, AND AN ANGULAR ERROR OF 1 SECOND PER ANGLE.

FIELD DATA ADJUSTED USING THE LEAST SQUARES METHOD

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND FOUND TO HAVE A PRECISION OF 1 FOOT IN 2,142,324 FEET.

THIS PLAT DOES NOT CONSTITUTE AND SHALL NOT BE CONSTRUED AS A TITLE SEARCH OR REPORT, AND THUS MAY BE SUBJECT TO ANY EASEMENTS, RIGHT OF WAY OR RESTRICTIONS ONE MAY FIND.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED ON THIS PLAT.

THIS DOES NOT EXTEND TO ANY UNNAMED THIRD PARTY WITHOUT AN EXPRESSED RESTATEMENT BY THE SURVEYOR.

TYPE OF SURVEY: DIVISION

SOURCE OF TITLE DESCRIPTION FOR PROPERTY SHOWN HEREON: DB 64578, PG 633

PROPERTY OWNERS AS OF SURVEY DATE: STILLWOOD DEVELOPMENT, LLC

PARCEL NUMBER: 14009800090484

~SURVEY NOTES~

~ZONING INFORMATION~

COUNTY: FULTON (CITY OF HAPEVILLE)
ZONE: PD
SETBACK REQUIREMENTS:
-MIN. BLDG. SEPARATION: 5'
BETWEEN ROOF EAVES (MIN. 7'
BETWEEN WALLS)
-MIN. SETBACK FROM PARKING TO PERIMETER PROPERTY LINE: 5'

TOTAL AREA
4.17 ACRES

PARCEL 14 009800090484

PROPERTY OWNERSHIP DESCRIPTION:
INDIVIDUAL LOTS TO BE FEE SIMPLE - INDIVIDUAL LOTS, WHICH IS THE LAND AREA UNDER THE FOUNDATION' WILL CONFORM TO THE BASIC SITE PLAN CONFIGURATION, BUT MAY BE MODIFIED SLIGHTLY TO ACCOMMODATE SUBSTITUTED HOME PLANS. IN ADDITION TO THE LOT EACH OWNER WILL HAVE USE OF LIMITED COMMON AREA FOR SIDE YARD, DRIVEWAY, WALKS, ETC. THAT PRIMARILY SERVE AN INDIVIDUAL PROPERTY, PLUS AN INTEREST IN THE GENERAL COMMON AREAS AND AMENITIES.

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

CITY ENGINEER CERTIFICATION

ALL IMPROVEMENTS HAVE BEEN INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE REGULATIONS, OR A SECURITY BOND HAS BEEN POSTED IN SUFFICIENT AMOUNT TO ENSURE THE COMPLETION OF ALL REQUIRED IMPROVEMENTS.

CITY ENGINEER

LINE	BEARING	DISTANCE
L1	S 42°56'47" E	54.68'
L2	N 41°43'51" W	63.25'
L3	N 23°13'17" W	29.43'
L4	S 17°19'55" E	36.00'
L5	S 72°40'05" W	15.00'
L6	N 17°19'55" W	36.00'
L7	N 72°40'05" E	15.00'
L8	S 00°59'20" E	25.00'
L9	S 89°00'40" W	33.50'
L10	N 00°59'20" W	25.00'
L11	N 89°00'40" E	33.50'
L12	S 06°15'23" E	33.50'
L13	S 83°44'37" W	25.00'
L14	N 06°15'23" W	33.50'
L15	N 83°44'37" E	25.00'
L16	S 06°30'53" E	20.00'
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UNIT TIES TO "P.O.C."



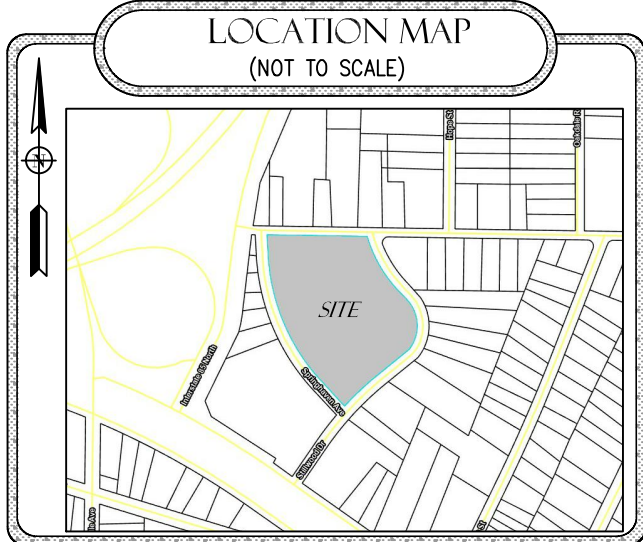
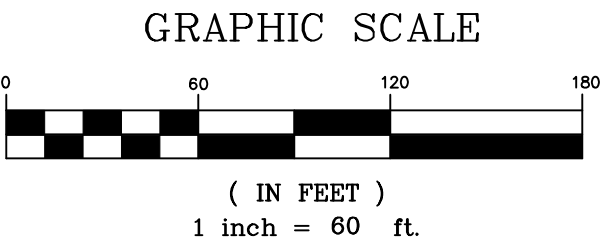
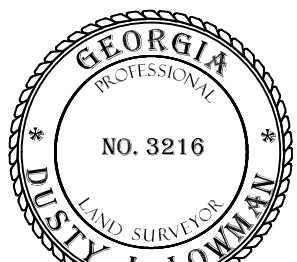
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CURVE	CHORD LENGTH	CHORD BEARING	ARC LENGTH	RADIUS
C1	184.92'	S 30°41'51" E	186.34'	435.80'
C2	119.28'	S 15°00'01" E	124.14'	127.26'
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C9	127.97'	N 07°34'55" W	128.00'	1774.99'

AS REQUIRED BY SUBSECTION (d) OF O.C.G.A. SECTION 15-6-67, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES, SIGNATURES, STAMPS, OR STATEMENTS HEREON. SUCH APPROVALS OR AFFIRMATIONS SHOULD BE CONFIRMED WITH THE APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

DUSTY L. LOWMAN PLS# 3216

~SURVEYOR CERTIFICATION~



PLANNING COMMISSION CERTIFICATION

FINAL PLAT:

___ APPROVED

___ NOT APPROVED

SECRETARY, PLANNING COMMISSION

---/---/2023

PREPARED BY
DES DAVIS
ENGINEERING & SURVEYING

24 DAWSON VILLAGE
WAY SOUTH
DAWSONVILLE, GA 30534
PHONE: (706) 265-1234

DAVISENGINEERS.COM

PHASE 1 FINAL PLAT
STILLWOOD DEVELOPMENT, LLC
LAND LOT 98
14th DISTRICT
CITY OF HAPEVILLE
FULTON COUNTY, GEORGIA

DRAWN BY: DS

PLAT DATE: 3/13/2023

FIELD CREW: AM

FIELD DATE: 8/29/2022

SHEET NO.

1 OF 3

PROJECT NO.

22-273

~LEGEND~

○ CALCULATED POSITION	RB REBAR
● IRON PIN FOUND/SET (IPF/IPS)	SR SOLID ROD
⊙ UNIT "POB"	OCS OUTLET CONTROL STRUCTURE
C/L CENTERLINE	CPP CORRUGATED PLASTIC PIPE
CTP CRIMPED TOP PIPE	GI GRATE INLET
DB DEED BOOK	DI DROP INLET
N/F NOW OR FORMERLY	● SANITARY SEWER MANHOLE (SSMH)
OTP OPEN TOP PIPE	⊗ LIGHTPOLE
PB PLAT BOOK	⊗ CLEANOUT
PG PAGE	
P/L PROPERTY LINE	
☒ TELEPHONE PED. (T.P.)	(ALL IPS ARE 1/2" RB "CAPPED" UNLESS OTHERWISE LABELED)
☒ FIRE HYDRANT (FH)	--- ADJOINER
☒ WATER METER (WM)	--- LAND LOT LINE (L.L.L.)
☒ WATER VALVE (WV)	--- RIGHT OF WAY (R/W)
☒ POWER BOX (PBX)	--- FENCE
☒ POWER POLE (PP)	--- OHP OVERHEAD POWER

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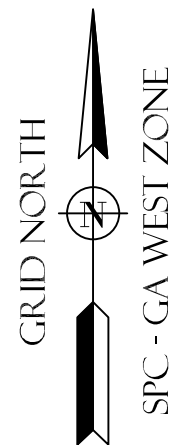
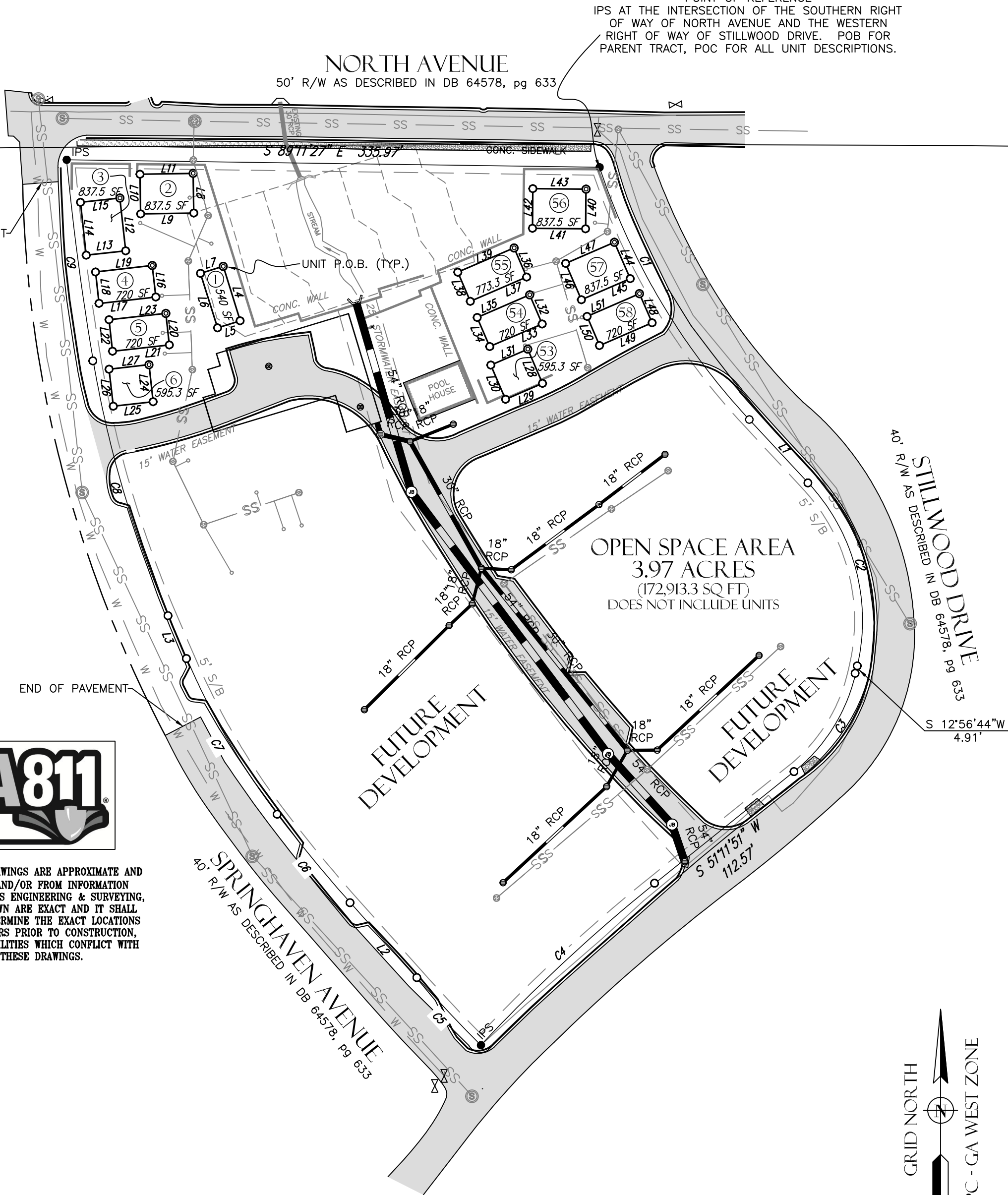
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DUSTY L. LOWMAN PLS# 3216

~SURVEYOR CERTIFICATION~



GRAPHIC SCALE



(IN FEET)
1 inch = 60 ft.

PREPARED BY

DES DAVIS

ENGINEERING & SURVEYING

24 DAWSON VILLAGE WAY SOUTH
DAWSONVILLE, GA 30534
PHONE: (706) 265-1234

DAVISENGINEERS.COM

DRAINAGE ASBUILT FOR:

STILLWOOD DEVELOPMENT, LLC
LAND LOT 98
14th DISTRICT
CITY OF HAPEVILLE
FULTON COUNTY, GEORGIA

DRAWN BY: DS
PLAT DATE: 3/13/2023
FIELD CREW: AM
FIELD DATE: 8/29/2022

SHEET NO.
2 OF 3
PROJECT NO.
22-273

UTILITIES ASBUILT FOR:
STILLWOOD DEVELOPMENT, LLC
LAND LOT 98
14th DISTRICT
CITY OF HAPEVILLE
FULTON COUNTY, GEORGIA

DRAWN BY: DS
PLAT DATE: 3/13/2023
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SHEET NO.

3 OF 3

PROJECT NO.

22-273

~LEGEND~

- | | |
|---|---------------------------------|
| ○ CALCULATED POSITION | RB REBAR |
| ● IRON PIN FOUND/SET (IPF/IPS) | SR SOLID ROD |
| ⊙ UNIT "POB" | OCS OUTLET CONTROL STRUCTURE |
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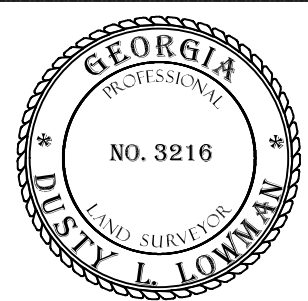
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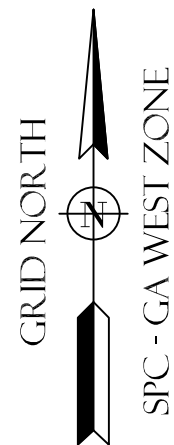
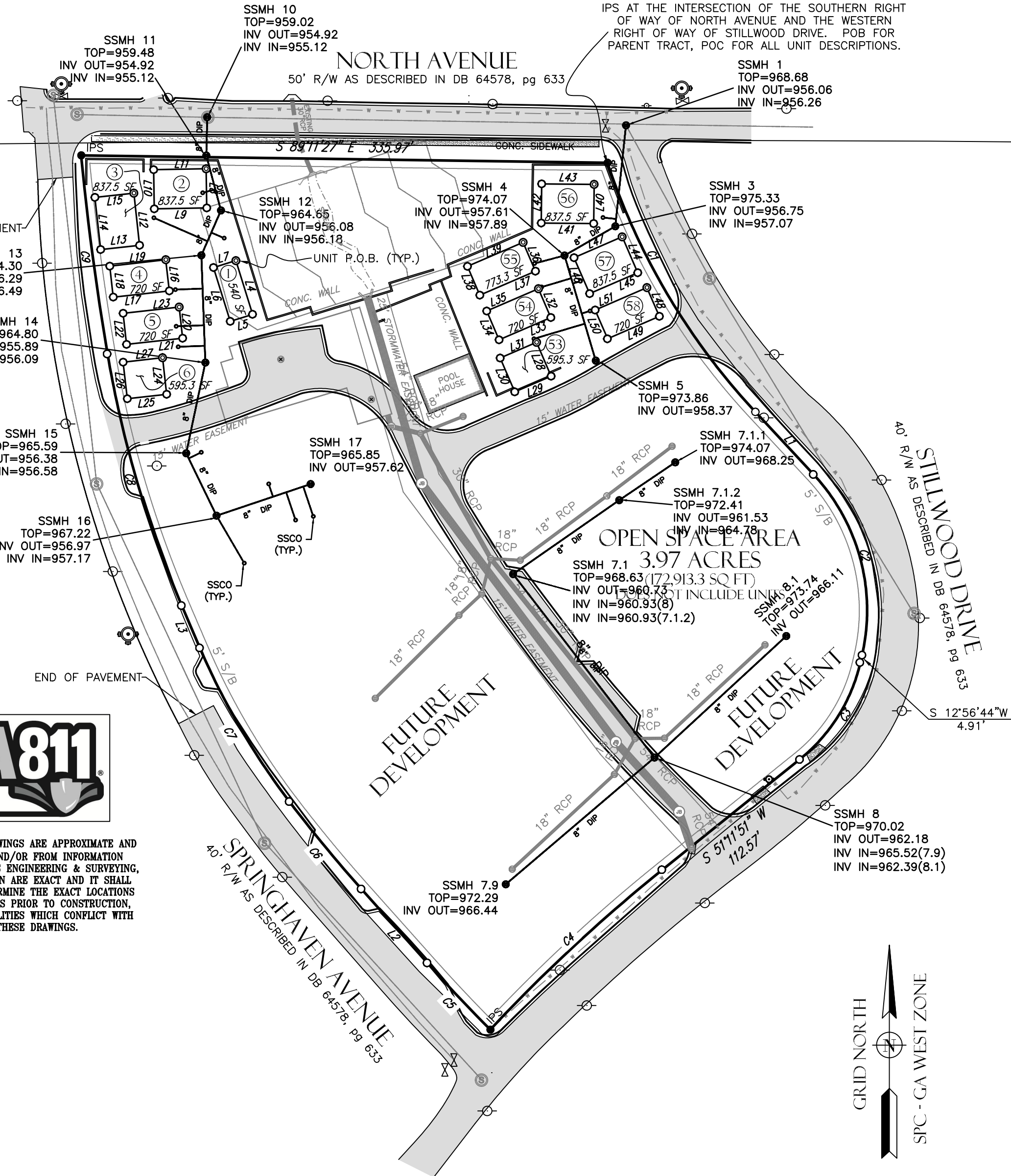
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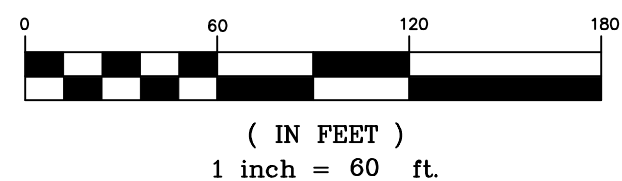


~SURVEYOR CERTIFICATION~

DUSTY L. LOWMAN PLS# 3216



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(IN FEET)
1 inch = 60 ft.



PLANNER'S REPORT

DATE: April 4, 2023
TO: Adrienne Senter
FROM: Lynn Patterson
RE: Subdivision Review for 3264 Springhaven Drive

BACKGROUND

Alex Popham representing Stillwood Development LLC submitted a final subdivision plat application for the first phase of the Stillwood Development located at 3264 Springhaven Drive Development consisting of 12 homes (units 1-6, 53-58) and the amenity building. The total parcel is 4.17 acres with individual lots to be sold as fee simple. The remainder of the area will be owned and maintained by the developer until the HOA is established.

The property is located in the P-D, Planned Unit Subdivision zoning district.

CODE REQUIREMENTS

Final Plat

The final plat shall show:

a. The lines of all streets, roads, and allies, lot lines, building setback lines, lots numbered in numerical order, house numbers, reservations, easements and any areas to be dedicated to public use or sites for other than residential use with notes stating their purpose and any limitations.

House numbers have not been show on on the plat.

b. Sufficient data to readily determine and reproduce on the ground the location, bearing and length of every street line, lot line, boundary line, block line and building line, whether curved or straight, and including the true north point. This shall include the radius, central angle and tangent distance for the centerline of curved streets and curved property lines that are not the boundary of curved streets.

Compliant

c. All dimensions to the nearest 100th of a foot and angles to the nearest minute.

Compliant

d. Location and description of monuments.

e. The names and locations of adjoining subdivisions and streets and the location and ownership of adjoining property.

Not shown

f. Date, title, name and location of subdivision, graphic scale and true north point.

Compliant

g. Location map showing site in relation to area.

Compliant

h. Certification showing that the applicant is the landowner or legally authorized representative and dedicates streets, rights-of-way, improvements and any sites for public use

Not provided

Engineer's report provides additional comments.

Sec. 90-1-3. - General requirements and minimum standards of design.

(a) Streets.

(1) Conformity to the major street plan. The location and width of all streets and roads shall conform to the official major street plan.

No Change

(2) Relation to adjoining street systems. The proposed street system shall extend existing streets or projects at the same or greater width, but in no case less than the required minimum width.

No Change

(3) Street widths. The minimum width of right-of-way, measured from lot line to lot line, shall be as shown on the major street plan, or if not shown on that plan, shall be not less than as follows:

a. For major streets, 70 feet as may be required. Major streets are those regional roads to be used primarily for fast or heavy traffic and will be located on the major street plan.

b. For arterial streets, 60 feet. Arterial streets are those which carry traffic from minor streets to the major streets and include the principal streets utilized for local circulation.

c. For minor and collector residential streets, 50 feet. Minor streets are those which are used primarily for access to the abutting residential properties and designed to discourage their use by through traffic. Collector residential streets are those which carry traffic from residential streets to arterial streets.

d. For dead-end streets (culs-de-sac), 50 feet. Cul-de-sacs are permanent dead-end streets or courts designed so that they cannot be extended in the future. "Hammerhead" turnarounds are also permitted on dead-end streets accessing low density neighborhoods.

e. For alleys, ten feet to 16 feet. Alleys are minor public ways used primarily for service access to the back or side of properties otherwise abutting on a street. In cases where topography or other typical physical conditions make a street of the required minimum width impracticable, the planning commission may modify the above requirements. Through proposed business areas the street widths shall be increased ten feet on each side if needed to provide parking without interference of normal passing traffic.

No Change

(4) Additional width on existing streets. Subdivisions that adjoin existing streets shall dedicate additional right-of-way to meet the above minimum street width requirements.

a. The entire right-of-way shall be provided where any part of the subdivision is on both sides of the existing street.

b. When the subdivision is located on only one side of an existing street, one-half of the required right-of-way, measured from the centerline of the existing roadway, shall be provided.

No Change

(5) Restriction of access. When a tract fronts on an arterial street or highway, the planning commission may require those lots to be provided with frontage on an access street.

Not applicable

(6) Street grades. Grades on major streets shall not exceed seven percent. Grades on other streets may exceed seven percent but not ten percent.

Not applicable

(7) Horizontal curves. Where a deflection angle of more than ten degrees in the alignment of a street occurs, a curve of reasonably long radius shall be introduced. On streets 60 feet or more in width, the centerline radius of curvature shall be not less than 300 feet; on other streets not less than 100 feet.

Not applicable

(8) Vertical curves. All changes in grade shall be connected by vertical curves of minimum length in feet equal to 15 times the algebraic difference in rates of grade for major streets and one-half this minimum length for other streets. Profiles of all streets showing natural and finished grades drawn to a scale of not less than one inch equals 100 feet horizontal, and one-inch equals 20 feet vertical, may be required by the planning commission.

Not applicable

(9) Intersections.

- a. Street intersections shall be as nearly at right angles as is possible, and no intersection shall be at an angle of less than 60 degrees.

Not applicable

- b. Property line radii at street intersections shall not be less than 20 feet and where the angle of street intersection is less than 75 degrees, the planning commission may require a greater curb radius. Wherever necessary to permit the construction of a curb having a desirable radius without curtailing the sidewalk at a street corner to less than normal width, the property line at such street corner shall be rounded or otherwise set back sufficiently to permit such construction.

Not applicable

(10) Tangents. A tangent of at least 100 feet long shall be introduced between reverse curves on arterial and collector streets.

Not applicable

(11) Street jogs. Street jogs with centerline offsets of less than 125 feet shall be prohibited.

Not applicable

(12) Dead-end streets.

Not applicable

- a. Minor terminal streets or courts designed to have one end permanently closed shall be no more than 400 feet long unless necessitated by topography. They shall be provided at the closed end with a turnaround having an outside roadway diameter of at least 80 feet and a street right-of-way diameter of at least 100 feet. "Hammerhead" turnarounds are also permitted on dead-end streets accessing low density neighborhoods.

- b. Where, in the opinion of the planning commission, it is desirable to provide for street access to adjoining property, proposed streets shall be extended by dedication to the boundary of the property. These dead-end streets shall be provided with a temporary turnaround having a roadway diameter of at least 80 feet.

(13) Private streets and reserve strips. There shall be no private streets platted in any subdivision. Every subdivided property shall be served from a publicly dedicated street. There shall be no reserve strips controlling access to streets, except where the control of such strips is definitely placed with the community under conditions approved by the planning commission.

Internal Driveways shown. Compliant.

(14) Street names. Proposed streets in obvious alignment with others already existing and named shall bear the names of existing streets. In no case shall the name for proposed streets duplicate existing street names, irrespective of the use of the suffix street, avenue, boulevard, driveway, place or court.

Not applicable

(15) Alleys. Alleys shall be provided to the rear of lots used for business purposes, and shall not be provided in residential blocks except where the subdivider produces evidence satisfactory to the planning commission of the need for alleys.

Not applicable

(b) Blocks.

Not applicable

(1) Length. Blocks shall not be less than 400 feet or more than 1,200 feet in length, except as the planning commission considers necessary to secure efficient use of land or desired features of street pattern. In blocks over 800 feet in length, the planning commission may require one or more public cross walks of not less than ten feet in width to extend entirely across the block and at locations deemed necessary.

(2) Width. Blocks shall be wide enough to allow two tiers of lots of minimum depth, except where fronting on major streets or prevented by topographical conditions or size of the property, in which case the planning commission will approve a single tier of lots of minimum depth.

(c) Lots.

(1) Arrangement. Insofar as practical, side lot lines shall be at right angles to straight street lines or radial to curved street lines. Each lot shall have frontage on a public street.

Compliant

(2) Minimum size. The size, shape and orientation of lots shall be such as the planning commission deems appropriate for the type of development and use contemplated. Remnant lots, that is, parcels of land that would not comply with the minimum lot area or width following subdividing shall be prohibited. Such remnant parcels shall be added to adjacent lots rather than be platted as unusable parcels.

Compliant

a. The size and widths of lots shall in no case be less than the minimum requirements of the zoning ordinance. No lot shall have a width greater than six times the lot depth at the building setback line without specific approval by the planning commission.

Compliant

b. Size of properties reserved or laid out for commercial or industrial properties shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated. Platting of individual lots should be avoided in favor of an overall design of the land to be used for such purposes.

Not applicable

(3) Minimum depth. The minimum depth of building setback lines from the right-of-way shall not be less than 30 feet and in the case of corner lots 15 feet from the side street right-of-way unless a lower standard is allowed by an existing zoning ordinance.

(4) Corner lot dimension. Corner lots shall be sufficiently wider and larger to permit the additional side yard requirements of the zoning ordinance or building setback lines outlined above.

Compliant

(5) Lots on a curved street or cul-de-sac. All such lots shall comply with the minimum lot frontage at the building setback line. No lot shall have a lot width less than 35 feet at the street right-of-way.

Not applicable

(6) Lots in more than one municipality. No new lot created subsequent to the effective date of this chapter shall be divided by a city boundary line.

Not applicable

(7) Double frontage lots. No lot, other than a corner lot, shall have frontage on more than one street unless a reserve strip that would prohibit vehicle access is created.

Not applicable

(d) Public use and service areas. Due consideration shall be given to the allocation of areas suitably located and of adequate size for playgrounds and parks for local or neighborhood use as well as public service areas. Plats indicating dedication of park and playground areas to the city shall be approved conditionally subject to the written acceptance of the land by mayor and council. *N/A*

(1) Public open spaces. Where a school, neighborhood park or recreation area or public access to water frontage, shown on an official map or in a plan made and adopted by the planning commission, is located in whole or in part in the applicant's subdivision, the planning commission may require the dedication or reservation of such open space within the subdivision up to a total of ten percent of the gross area or water frontage of the lot, for park, school or recreation purposes.

Not applicable

(2) Easements for utilities. Except where alleys are permitted for the purpose, the planning commission may require easements, not less than ten feet in width, for wires, conduits, storm and sanitary sewers, gas, water and heat mains or other utility lines, along all rear lot lines, along side lot lines if necessary, or if, in the opinion of the planning commission, advisable. Easements of the same or greater width may be required along the lines of or across lots, where necessary for the extension of existing or planned utilities. Easements greater than ten feet in width may be required where additional utilities, utilities larger in size or utilities greater than five feet in depth below grade are proposed in the easement.

See Engineer's report.

(3) Community assets. In all subdivisions, due regard shall be shown for all natural features such as large trees, watercourses, historical resources and similar community assets which, if preserved, will add attractiveness and value to the property.

Not applicable

(e) Suitability of the land.

(1) The planning commission shall not approve the subdivision of land if, from adequate investigations conducted by all public agencies concerned, it has been determined that in the best interest of the public the site is not suitable for platting and development purposes of the kind proposed.

(2) Land subject to flooding and land deemed to be topographically unsuitable shall not be platted for residential occupancy, or for any other uses as may increase danger to health, life or property or aggravate erosion or flood hazard. Such land within the plat shall be set aside for those uses as shall not be endangered by periodic or occasional inundation or shall not produce unsatisfactory living conditions.

See Engineer's report.

(f) Large tracts or parcels. When land is subdivided into larger parcels than ordinary building lots, those parcels shall be arranged so as to allow for the opening of future streets and logical further resubdivision.

Not applicable

(g) Group housing developments. A comprehensive group housing development, including single-family attached developments and the large-scale construction of housing units together with necessary drives and ways of access, may be approved by the planning commission although the design of the project does not include standard street, lot and subdivision arrangements, if departure from the foregoing standards can be made without destroying their intent.

Compliant

(h) Variances. Where the subdivider can show that a provision of these standards would cause unnecessary hardship if strictly adhered to, and where, because of topographical or other conditions peculiar to the site, in the opinion of the planning commission, a departure may be made without destroying the intent of these provisions, the planning commission may authorize a variance. Any variance thus authorized is to be stated in writing in the minutes of the planning commission with the reasoning on which the departure was justified set forth.

Not required

(i) Zoning or other regulations.

(1) No final plat of land within the force and effect of an existing zoning ordinance will be approved unless it conforms to that ordinance.

(2) Whenever there is a discrepancy between minimum standards or dimensions noted herein and those contained in zoning regulations, the building code or other official regulations, the highest standard shall apply.

Sec. 90-1-4. - Development prerequisite to final approval.

(a) Required improvements. Every subdivision developer shall be required to grade and improve streets and alleys, install curbs and sidewalks, monuments, sewers, stormwater inlets and water mains in accordance with specifications established by the city.

(1) Monuments.

a. Concrete monuments four inches in diameter or square, three feet long, with a flat top, shall be set at all street corners, at all points where the street lines intersect the exterior boundaries of the subdivision, and at angle points and points of curve in each street. The top of the monument shall have an indented cross to identify properly the location and shall be set flush with the finished grade.

b. All other lot corners shall be marked with iron pipe not less than three-fourths inch in diameter and 24 inches long and driven so as to be flush with the finished grade.

No monuments are indicated.

(2) Grading. All streets, roads and alleys shall be graded to their full width by the subdivider so that pavements and sidewalks can be constructed on the same level plane. Due to special topographical conditions, deviation to the above will be allowed only with special approval of planning commission.

a. Preparation. Before grading is started, the entire right-of-way area shall be first cleared of all stumps, roots, brush and other objectionable materials and all trees not intended for preservation.

b. Cuts. All tree stumps, boulders and other obstructions shall be removed to a depth of two feet below the subgrade. Rock, when encountered, shall be scarified to a depth of 12 inches below the subgrade.

c. Fill. All suitable material from roadway cuts may be used in the construction of fills, approaches, or at other places as needed. Excess materials, including organic materials, soft clays, etc., shall be removed from the development site. The fill shall be spread in layers not to exceed 12 inches loose and compacted by a sheep's foot roller. The filling of utility trenches and other places not accessible to a roller shall be mechanically tamped, but where water is used to assist compaction the water content shall not exceed the optimum of moisture.

N/A

(3) Storm drainage. An adequate drainage system, including necessary open ditches, pipes, culverts, intersectional drains, drop inlets, bridges, etc., shall be provided for the proper drainage of all surface water. Cross drains shall be provided to accommodate all natural water flow, and shall be of sufficient length to permit full width roadway and the required slopes. The size openings to be provided shall be determined by Talbot's formula, but in no case shall the pipe be less than 12 inches. Cross drains shall be built on straight lines and grade, and shall be laid on a firm base but not on rock. Pipes shall be laid with the spigot end pointing in the direction of the flow and with the ends fitted and matched to provide tight joints and a smooth uniform invert. They shall be placed at a sufficient depth below the roadbed to avoid dangerous pressure of impact, and in no case shall the top of the pipe be less than one foot below the roadbed. In all cases, drainage improvement plans and the improvements themselves shall be approved by the city engineer.

Drainage system design shall be in accordance with the Georgia Stormwater Management Manual published by ARC, latest update, unless approved otherwise. Drainage systems shall also comply with all other applicable city ordinances and regulations, including the floodplain management ordinance, post development stormwater management regulations and the erosion and sediment control ordinance. Drainage construction shall comply with the state department of transportation standard specifications unless approved otherwise. Storm drain pipe material within city street rights-of-way shall be reinforced concrete pipe in accordance with state department of transportation specifications.

See Engineer Report

(4) Roadway surfacing. After preparation of the subgrade, the roadbed shall be surfaced with material required by local standards, but of no lower classification than crushed rock, stone or gravel. The size of the crushed rock or stone shall be that generally known as crushed rock stone from two and one-half inches down including dust. Spreading of the stone shall be done uniformly over the area to be covered by means of appropriate spreading devices and shall not be dumped in piles. After spreading, the stone shall be rolled until thoroughly compacted. The compacted thickness of the stone roadway shall be no less than six inches.

Following application of a crushed stone base having a minimum thickness of six inches, contractor shall provide surface paving of local and minor residential streets consisting of two inches of 19 mm Superpave asphalt. Upon issuance of a certificate of occupancy for 90 percent of the dwellings served by the street have been built, or prior to the end of the one-year maintenance period (but after the 11th month), whichever occurs first, contractor shall provide a final wearing course of one and one-half inch of 12.5 mm Superpave asphalt paving. All paving materials shall meet the requirements of the state department of transportation standard specifications.

Not applicable

(5) Minimum pavement widths. Due to the diversity of development in the city, required pavement widths will necessarily vary with the character of building development and the amount of traffic encountered. Minimum pavement widths between curbs shall be as follows:

- a. For minor residential streets, 30 feet. Most minor streets in residential developments.
- b. For collector streets, 36 feet. Including minor streets which in the opinion of the planning commission will involve sufficient traffic and/or parking to justify the width.
- c. For arterial streets and highways, as may be required.

Not applicable

(6) Curbs and gutters. Except on rural streets, the subdivider shall provide permanent six-inch concrete curbs with 24-inch integral concrete gutters or standard rolled curb and gutters.

(7) Sidewalks.

a. For the safety of pedestrians and of children at play, installation by the developer of sidewalks on both sides of streets will normally be required. The commission may waive the requirements of sidewalks along streets where a park, railroad or other use on one side of a street makes a sidewalk nonessential.

b. Sidewalks shall be located not less than one foot from the property line to prevent interference or encroachment by fencing, walls, hedges or other planting or structures placed on the property line at a later date. In single-family residential areas and multifamily or group housing developments, concrete sidewalks shall be five feet wide and four inches thick. Sidewalks in commercial areas shall be five feet wide and ten feet wide as dictated by adjoining sidewalk widths.

A sidewalk has been provided.

(8) Installation of utilities. After grading is completed and approved and before any base is applied, all of the work for underground utilities including water mains, gas mains, electrical lines, etc., and all service connections shall be installed completely and approved throughout the length of the road and across the flat section. All driveways for houses to be built by the developer shall be cut and drained.

See Engineer Report

(9) Water supply system.

a. Water mains properly connected with the city water supply system shall be constructed in such a manner as to adequately serve all lots shown on the subdivision plat for both domestic use and fire protection. Water mains shall be located on public property and not private property.

b. The sizes of water mains, the location and types of valves and hydrants, the amount of soil cover over the pipes and other features of the installation shall be approved by the city engineer and fire chief.

See Engineer Report

(10) Sanitary sewers. Sanitary sewers shall be installed in such a manner as to serve adequately all lots with connection to the public system, according to plans approved by the city engineer.

See Engineer Report

(b) Recommended improvements. The planting of street trees and installation of street name signs is considered a duty of the subdivider as well as good business practice.

(1) Street trees.

a. Street trees are a protection against excessive heat and glare and enhance the attractiveness and value of abutting property. The planning commission will assist the subdivider in location of trees and species to use under varying conditions.

b. It is recommended that trees be planted inside the property lines where they are less subject to injury, decrease the chance of motor accidents and enjoy more favorable conditions for growth. If trees are to be planted within a planting strip in the right-of-way, their proposed locations and species to be used must be submitted for the planning commission's approval since the public inherits the care and maintenance of such trees.

Compliant

(c) Guarantees in lieu of completed improvements. No final subdivision plat shall be approved by the planning commission or accepted for record by the clerk of the superior court until the improvements listed shall be constructed in satisfactory manner and approved by the city engineer, or in lieu of such prior construction, the planning commission may accept a security bond in an amount equal to the estimated cost of installation of the required improvements, whereby improvements may be made and utilities installed without cost to the city in the event of default by the subdivider.

RECOMMENDATION

Any deficiencies identified in the Engineer's Report must be addressed, Once the deficiencies are addressed, the plat is compliant for phase I and may be approved by the Planning Commission.

April 10, 2023

Ms. Adrienne Senter
Planning & Development Coordinator
Department of Economic Development
City of Hapeville
3468 N. Fulton Avenue
P.O. Box 82311
Hapeville, Georgia 30354

Re: Stillwood Development
Final Plat Review No. 1
K&W Ref. No. 231051.02

Dear Ms. Senter:

As requested, I have reviewed the Final Plat for the Stillwood Development Site to be located on a 4.17 acre parcel on North Avenue, within a PD Zoning District. This review is for compliance with the Final Plat requirements of Chapter 90-1-2 of the City ordinances. My comments are as follows:

1. It does not appear that monuments (concrete monuments three inches in diameter or square, 18 inches long, with a flat top) per Section 90-1-4.(a)(1)a. of the Code of Hapeville have been placed at all points where the street line intersects the exterior boundaries of the property and at angle points along each street.
2. The exterior and interior sidewalks have not been provided on the Final Plat.
3. The final plat should include the location of the water lines.
4. The Surveyor certification shown on the drawing should be completed and executed.
5. The Final Plat should include the certification statement showing that the applicant is the landowner or legally authorized representative and dedicates streets, rights-of-way, improvements and any sites for public use per 90-1-2.f.4.h of the City Code.
6. The Certification by the landowner acknowledging that the city assumes no responsibility for overflow or erosion of natural or artificial drains beyond the extent of the street right-of-way should be provided on the plat per 90-1-2.f.4.i of the City Code.
7. The applicant should provide the appropriate Final Surveyor's Certificate provided in Section 90-1-2.f.4.j of the City Code.
8. The applicant should provide the Certification of Final Plat Approval provided in Section 90-1-2.f.4.k of the City Code.
9. It is not clear if the stormwater performance maintenance bond and executed and recorded maintenance and inspection agreement per Section 63-2-11 of City Code has been provided to the City to address the post development stormwater management ordinance of the City.
10. Springhaven Avenue and Stillwood Drive are shown with less than 50 feet right-of-way on the plat which does not comply with the minimum 50 feet width required by Section 90-1-3.(3). The additional width of 5 feet to provide the required right of way on one side of each road should be shown per Section 90-1-3.(4).

11. The total area indicated on the Open Space is incorrect. Additionally, Open Space is a portion of conservation subdivision that has been set aside for permanent protection. The approved development plans indicate that future development will take place. Applicant should clarify.
12. The curb and gutter does not appear to be shown at the intersection of North Avenue and Springhaven Avenue.
13. As-Built Profiles should be provided for the sanitary sewer to confirm conformance with the approved development plans.
14. As-Built Profiles should be provided for the storm sewer to confirm conformance with the approved development plans.
15. The approved development plans show parallel parking along North Avenue, however, these have not been provided in the final plat. Please clarify as the final plat should be in conformance with the approved development plans.

I have retained one copy of the plans provided for review in the event there are questions. The applicant should be made aware that the review does not constitute a waiver of City Ordinance requirements or assumption of responsibility for full review of City Ordinance requirements. Deviations from Ordinance requirements may be noted at any time during the review, permitting or construction processes. Re-submittals should include a narrative indicating how and where the review comments were addressed.

Sincerely,
KECK & WOOD, INC.



Aaron Humphrey, P.E.
Project Engineer

C.C. Greg Sistrunk (Keck+Wood)