



Sprouts Shopping Center

Traffic Impact Study

Prepared for:

GBT Realty

Prepared by:

KCI Technologies Inc.

2160 Satellite Boulevard, Suite 130

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June 2026

KCI Project #00055930

A stylized, low-poly illustration of a cityscape in shades of blue. It features various buildings, a bridge, cars on a road, and some vegetation. The illustration is positioned at the bottom of the page, partially overlapping the text 'RISE TO THE CHALLENGE'.

**RISE TO THE
CHALLENGE**



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RISE TO THE
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Executive Summary

The purpose of this study is to evaluate the potential traffic impacts of the proposed Sprouts Shopping Center. The site is located in the City of Loganville along the south side of Brand Road and along the east side of Oak Grove Road. The development proposes a 23,273 SF organic grocery store and 8,800 SF of retail shops. The site concept plan (see Appendix B) for the development illustrates the site layout with two proposed site driveways along Oak Grove Road and one proposed site driveway along Brand Road.

Brand Road is a two-lane roadway with a posted 35-mph speed limit and is classified as a minor collector by Gwinnett County in the vicinity of the proposed development. Oak Grove Road is a two-lane roadway in the vicinity of the proposed development site. It is functionally classified as a secondary local road by Gwinnett County with a posted speed limit of 40 mph.

For the purposes of the traffic study, the analysis included the expected completion (build-out) of the development by the year 2028. The future conditions analysis was performed for the year 2028 No-Build Conditions (without the Sprouts Shopping Center). The future conditions analysis was also performed for the year 2028 Build Conditions (with the Sprouts Shopping Center). The City of Loganville requires a traffic impact study for a development generating over 100 peak hour trips. This study performed an analysis of existing and future traffic conditions at two existing intersections. The traffic impact study network consisted of the two existing intersections and the three proposed site driveways:

1. Brand Road at Oak Grove Road (side-street stop controlled)
2. RaceTrac driveway at Oak Grove Road (side-street stop controlled) / *Proposed Site Driveway #1*
3. *Oak Grove Road at Proposed Site Driveway #2 (side-street stop controlled)*
4. *Brand Road at Proposed Site Driveway #3 (side-street stop controlled)*

The project driveway volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Twelfth Edition. The most applicable ITE land use (LU) code is LU 822 (Strip Retail Plaza <40k) to account for the development. For the purposes of the traffic study, the analysis included 32,073 SF of retail to be built by the expected completion year of 2028. Additionally, due to the retail development type, pass-by reductions were included for the traffic analysis.

Pass-by trips are vehicles already traveling along the adjacent streets which choose to pull into the development, stop, then continue their trip to their destination. Pass-by rates for LU 821 (Shopping Center 40-150k) were used, because there was no data for LU 822. The pass-by rates used were 20% AM (estimated half of ITE), 40% PM (ITE rate), and 40% daily (estimated).

The estimated total driveway volumes are 1,583 vehicles per day (792 entering and 791 exiting), 126 vehicles during the AM peak hour (69 entering and 57 exiting) and 169 vehicles during the PM peak hour (85 entering and 84 exiting). The net new trips (after pass-by reductions) are estimated to be 950 vehicles per day (total of entering and exiting), 100 vehicles (total of entering and exiting) during the AM peak hour, and 101 vehicles (total of entering and exiting) during the PM peak hour.

Brand Road at Oak Grove Road

The results of the traffic analysis indicate that the study intersection of Brand Road at Oak Grove Road is currently operating at an acceptable level of service in both the AM peak hour and PM peak hours. The results for the future year 2028 No Build Conditions (without the Sprouts Shopping Center) as well as the future year 2028 Build Conditions (with the Sprouts Shopping Center) indicate the intersection will continue to operate at an acceptable level of service LOS C during the AM peak hour for both stop-control approaches. During the PM peak hour both stop-control approaches are expected to operate at a poor level of service LOS F. A poor level of service is not uncommon at stop-control approaches that intersect cross streets with high through volumes during the peak hour.

A potential mitigation the city could consider to reduce the delay during the PM peak hour at the intersection of Brand Road at Oak Grove Road is adding a right-turn lane on the southbound approach (Oak Grove Road). The capacity analysis shows adding a southbound right-turn lane would improve the southbound approach level of service in the PM peak hour to LOS D (34 seconds of delay). A traffic signal is not a recommended mitigation due to low side-street traffic volumes at this intersection.

A potential mitigation the city could consider to reduce the delay during the PM peak hour at the intersection of Brand Road at Oak Grove Road is adding a right-turn lane on the northbound approach (Oak Grove Road). The analysis shows adding a northbound right-turn lane would improve the northbound approach level of service in the PM peak hour to LOS E (43 seconds of delay).

RaceTrac Driveway at Oak Grove Road

At the study intersection of RaceTrac Driveway at Oak Grove Road, the side-street stop control approach currently operates at an acceptable level of service LOS A and will continue to operate at LOS A in the future year 2028 No Build and Build Conditions during the AM peak hour and is expected to operate at LOS B during the PM peak hour.

Proposed Site Driveway #1

The results of the traffic analysis indicate the proposed site driveway #1 along Oak Grove Road, operating with side-street stop-control, is expected to operate with an acceptable level of service LOS A during the AM and PM peak hours.

Proposed Site Driveway #2

The results of the traffic analysis indicate the proposed site driveway #2 along Oak Grove Road, operating with side-street stop-control, is expected to operate with an acceptable level of service LOS A during the AM peak hour and LOS B during the PM peak hour.

Proposed Site Driveway #3

The results of the traffic analysis indicate the proposed site driveway #3 along Brand Road, operating with side-street stop-control, is expected to operate with an acceptable level of service LOS B during the AM peak hour and LOS C during the PM peak hour.

The traffic impact study identified the following geometric improvements needed to accommodate the proposed development at the proposed driveways along Brand Road and Oak Grove Road. Based on estimated traffic volumes in the year 2028 Build year conditions and the Gwinnett County turn lane criteria, the following geometric recommendations are provided:

- Oak Grove Road at Proposed Site Driveway #1:
 - Provide one entry lane and one exit lane on the site driveway; driveway to have stop-control
 - *Note: A left-turn lane and right-turn deceleration lane are not required*
- Oak Grove Road at Proposed Site Driveway #2
 - Provide one entry lane and one exit lane on the site driveway; driveway to have stop-control
 - *Note: A left-turn lane and right-turn deceleration lanes are not required*
- Brand Road at Proposed Site Driveway #3:
 - Provide one entry lane and one exit lane on the site driveway; driveway to have stop-control
 - *Note: The site plan does not propose an eastbound right-turn lane along Brand Road. The driveway is primarily intended to accommodate the truck exit movement and provides access to rear parking spaces for employees. Since Brand Road is classified as a minor collector by Gwinnett County, it does meet the Gwinnett County criteria for installing a right-turn lane as set forth by the Unified Development Ordinance (UDO) for County-maintained roads. The estimated eastbound right-turn volume at the site driveway #3 is estimated to be low: 3 vehicles during the AM peak hour and 3 vehicles during the PM peak hour.*
 - *Note: A southbound left-turn lane along Brand Road is not required*

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E: Intersection Volume Development

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1. Existing Conditions

1.1 Site Conditions

The proposed development is located on property with two existing residential homes which will be removed. **Figure 1** provides a general location map. **Figure 2** is an aerial that shows the site location and the proposed site driveways (Figures included in Appendix A). Access to the property is proposed as two full movement driveways to be located along Oak Grove Road and one full movement driveway to be located along Brand Road (The concept plan is included in Appendix B). The proposed driveway along Brand Road is primarily intended to accommodate the truck exit movement and provides access to rear parking spaces for employees. Nearby land uses are commercial and residential.

1.2 Roadway Conditions

Brand Road is a two-lane east-west oriented roadway in the vicinity of the proposed development site. It is functionally classified as a minor collector road by Gwinnett County with a posted speed limit of 35 mph.

Oak Grove Road is a two-lane north-south oriented roadway in the vicinity of the proposed development site. It is functionally classified as a local road by Gwinnett County with a posted speed limit of 40 mph.

The intersection of Brand Road at Oak Grove Road is a four-leg intersection, operates with two-way side-street stop control (Oak Grove Road), and has the following lane configuration on the four approaches:

- Northbound Oak Grove Road: One shared left-turn/through/right-turn lane
- Southbound Oak Grove Road: One shared left-turn/through/right-turn lane
- Eastbound Brand Road: One shared left-turn/through/right-turn lane
- Westbound Brand Road: One shared left-turn/through/right-turn lane

The intersection of Oak Grove Road at RaceTrac Driveway is a three-legged intersection, operates with side-street stop control, and has the following lane configuration on the three approaches:

- Northbound Oak Grove Road: One shared left-turn/through/right-turn lane
- Southbound Oak Grove Road: One shared left-turn/through/right-turn lane
- Eastbound RaceTrac Driveway: One shared left-turn/through/right-turn lane

There is a sidewalk located along the west side of Oak Grove Road. The sidewalk begins at Brand Road and ends at the Raceway driveway and does not continue to the east in front of the site.

Gwinnett County Transit does not provide bus routes near the development site.

1.3 Traffic Volumes

Traffic counts were collected on Wednesday, April 15, 2026, when Gwinnett County public schools were in session, for use in the traffic analysis. The traffic data collected included:

- 4-hr turning movement count (TMC), 7-9 AM and 4-6PM, for Oak Grove Road at Brand Road
- 4-hr turning movement count (TMC), 7-9 AM and 4-6PM, for Oak Grove Road at RaceTrac Driveway

Historical traffic volume data available from the GDOT TADA source were utilized to inform the annual growth factor. The three locations are indicated in Appendix D. The three locations are:

- GDOT Count Station #135-8053 located on Old Loganville Road, south of Chase Court
- GDOT Count Station #135-0061 located on US 78/SR 10, east of Krisam Creek Drive
- GDOT Count Station #135-0154 located on Loganville Highway, east of The Esplanade Way

Figure 3 (in Appendix A) illustrates the existing, 2026, traffic volumes. The 2026 traffic volumes are shown in the Intersection Volume Development tables included in Appendix E.

2. Future Conditions

2.1 Future No-Build Traffic Volumes

Future No-Build traffic volumes were developed by reviewing the historical traffic volumes roadways within the vicinity of the project and historic population growth in the county. Three GDOT count stations in the area were reviewed. The annual historic compound growth rate averaged 1.9% between the three count stations. The calculations are included in Appendix D. Gwinnett County's population growth rate was most recently reported as 1.2% per year in 2025. The Governor's Office of Planning and Budget developed population projections indicate an estimated growth of 0.9% by 2030 in Gwinnett County.

Considering this data, a 1.7% per year growth rate to account for background traffic volume growth was used in the traffic study. For the purposes of this study the proposed development is expected to be completed and opened by 2028. A 1.7% per year growth rate was applied to the existing year (2026) volumes to calculate year 2028 No-Build traffic volumes. The 2028 No-Build traffic volumes are shown in the Intersection Volume Development tables included in Appendix E.

2.2 Future Roadway Conditions

Gwinnett County and Georgia DOT planned and programmed transportation projects were reviewed for improvements within the study area. The Gwinnett County Destination 2050 CTP included one identified project within the study area. Within the "Mid-term" project list (intended for implementation from year 2031 to 2040), project IS-118 is a proposed intersection project at US 78 at Brand Road. There were no Georgia DOT planned projects near the development site.

3. Proposed Development Traffic

Project traffic was calculated for the proposed development. Project traffic is defined as the vehicular trips expected to be generated by the development and distributed over the roadway network.

3.1 Trip Generation

The project driveway volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Twelfth Edition. For the purposes of the traffic study, the analysis included 32,073 SF of retail to be built by the expected completion year of 2028. The most applicable ITE land use (LU) code is LU 822 (Strip Retail Plaza <40k) to account for the development. Additionally, due to the retail development type, pass-by reductions were included for the traffic analysis.

Pass-by trips are vehicles already traveling along the adjacent streets which choose to pull into the development, stop, then continue their trip to their destination. Pass-by rates for LU 821 (Shopping Center 40-150k) were used, because there was no data for LU 822. The pass-by rates used were 20% AM (estimated half of ITE), 40% PM (ITE rate), and 40% daily (estimated).

Table 1 below summarizes the trips expected daily, during the AM peak hour, and during the PM peak hour for the development. The total number of vehicles (entering and exiting) the site on a weekday is shown in the row "driveway totals". The number of additional vehicles traveling in the study network to access the development is shown in the row "net new trips". The number of net new trips is less than the gross trips (due to subtracting the pass-by trips).

Table 1: Proposed Site Trip Generation								
Land Use (ITE Code)	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
		Two-Way Total	Enter	Exit	Total	Enter	Exit	Total
Strip Retail Plaza <40k (822)	32,073 SF	1,583	69	57	126	85	84	169
Gross Trips (Total without reductions)		1,583	69	57	126	85	84	169
Total Pass-By Reductions		-633	-13	-13	-26	-34	-34	-68
Net New Trips (Total with reductions)		950	56	44	100	51	50	101
Driveway Totals		1,583	69	57	126	85	84	169

3.2 Trip Distribution and Assignment

An overall trip distribution and assignment of project trips was based on existing traffic patterns, and a review of land uses and the street network in the area. Additionally, site traffic is anticipated to cross the RaceTrac property using an existing access easement across the RaceTrac property between US 78 and Oak Grove Road (deed book 50129, page 0760). The site driveway onto Brand Road (Driveway #3) is primarily intended to accommodate the truck exit movement and provide access to rear parking spaces for employees. This information was used to apply the project traffic volumes at the study intersections and development driveway.

The directional distribution for the proposed development is estimated to be:

- 15% to/from the north along Oak Grove Road
- 15% to and 10% from the south along Oak Grove Road
- 20% to and 40% from the west along Brand Road
- 25% to and 15% from the west along RaceTrac Driveway
- 20% to/from the east along Brand Road

Project trip distribution is illustrated in **Figure 4** in Appendix A.

3.3 Future Build Traffic Volumes

The 2028 future Build traffic volumes were calculated by adding the proposed development (Sprouts Shopping Center) traffic volumes to the projected year 2028 No-Build traffic volumes. **Figure 5** (in Appendix A) illustrates the year 2028 Build traffic volumes.

4. Capacity Analysis

Capacity analysis was performed at the study intersections for the weekday AM and PM peak hours. Intersection Level of Service (LOS) was calculated based on the methodologies contained in the Highway Capacity Manual, 7th Edition. The Synchro Studio software, which utilizes the HCM 7th Edition methodology, was utilized to perform the analyses.

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. Level of service (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 motorist's perceptions. The Highway Capacity Manual defines six levels of service, LOS A through LOS F. Level of service A indicates excellent operations with little delay to motorists, while level of service F indicates extremely long delay.

Level of service for unsignalized intersections is calculated for the average control delay incurred for vehicles on the stop control approach, compared to the average control delay per vehicle for all approaches at a signalized intersection. Control delays for vehicles include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 2** below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively. Level-of-service "E" is typically considered to be the limit of acceptable delay.

Several factors affect the controlled delay for unsignalized intersections, including the availability of gaps in the cross-street traffic, and acceptable gap time to make the movement from the stop position. For stop-control intersections, LOS E and F exist when there are insufficient gaps in traffic, resulting in long delays. Low level of service for stop-control approaches is not uncommon at major cross-streets.

Table 2: Level of Service Criteria		
Level of Service	Average Control Delay Per Vehicle (sec)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

4.1 Existing Conditions Capacity Analysis

Capacity analysis was performed for the year 2026 Existing Conditions and includes existing traffic volumes at the study intersections. The existing traffic conditions and volumes are illustrated in **Figure 3**. **Table 3** summarizes the results of the existing capacity analysis.

Table 3: Existing (Year 2026) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1. Brand Road at Oak Grove Road	Side-street stop control	NB Oak Grove Road	B (13)	D (26)
		SB Oak Grove Road	C (17)	E (37)
2. RaceTrac Driveway at Oak Grove Road	Side-street stop control	EB RaceTrac Driveway	A (9)	A (9)

*Average vehicle delay in seconds

Under existing conditions, at the intersection of Brand Road at Oak Grove Road, the side-street approaches are currently operating at an acceptable level of service LOS B and LOS C during the AM and a low level of service LOS D and LOS E during the PM peak hours. At the intersection of RaceTrac Driveway at Oak Grove Road, the stop-control approach is currently operating at an acceptable level of service LOS A in the AM peak hour and PM peak hours.

4.2 Future No Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2028 Future No Build Conditions and includes the No-Build traffic volumes (without the Sprouts Shopping Center) and existing roadway conditions. **Table 4** summarizes the results of the capacity analysis.

Table 4: No Build (Year 2028) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1. Brand Road at Oak Grove Road	Side-street stop control	NB Oak Grove Road	B (13)	D (29)
		SB Oak Grove Road	C (18)	E (45)
2. RaceTrac Driveway at Oak Grove Road	Side-street stop control	EB RaceTrac Driveway	A (9)	A (9)

*Average vehicle delay in seconds

By 2028 Future No-Build Conditions, at the intersection of Brand Road at Oak Grove Road, the side-street approaches are expected to continue operating at an acceptable level of service LOS B and LOS C during the AM and a low level of service LOS D and LOS E during the PM peak hours. At the intersection of RaceTrac Driveway at Oak Grove Road, the stop-control approach is expected to continue operating at an acceptable level of service LOS A in the AM and PM peak hours.

4.3 Future Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2028 Future Build Conditions and includes the No-Build traffic volumes plus the Sprouts Shopping Center volumes. The Build traffic conditions and volumes are illustrated in **Figure 5**. **Table 5** summarizes the results of the capacity analysis.

Table 5: Build (Year 2028) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1. Brand Road at Oak Grove Road	Side-street stop control	NB Oak Grove Road	C (21)	F (63)
		SB Oak Grove Road	C (20)	F (70)
2. RaceTrac Driveway at Oak Grove Road / Proposed Driveway #1	Side-street stop control	EB RaceTrac Driveway	A (9)	B (10)
		WB Proposed Driveway #1	A (9)	A (10)
3. Oak Grove Road at Proposed Driveway #2	Side-street stop Control	WB Proposed Driveway #2	A (9)	B (10)
4. Brand Road at Proposed Driveway #3	Side-street stop Control	NB Proposed Driveway #3	B (12)	C (16)

*Average vehicle delay in seconds

In the future year 2028 Build Conditions (with the Sprouts Shopping Center traffic volumes), the intersection of Brand Road at Oak Grove Road is expected to operate at an acceptable level of service LOS C during the AM peak hour for both stop-control approaches and at a poor level of service LOS F during the PM peak hour for both stop-control approaches. A poor level of service is not uncommon at stop-control approaches that intersect cross streets with high through volumes during the peak hour.

A potential mitigation the city could consider to reduce the delay during the PM peak hour at the intersection of Brand Road at Oak Grove Road is adding a right-turn lane on the southbound approach (Oak Grove Road). The capacity analysis shows adding a southbound right-turn lane would improve the southbound approach level of service in the PM peak hour to LOS D (34 seconds of delay). A traffic signal is not a recommended mitigation due to low side-street traffic volumes at this intersection.

A potential mitigation the city could consider to reduce the delay during the PM peak hour at the intersection of Brand Road at Oak Grove Road is adding a right-turn lane on the northbound approach (Oak Grove Road). The analysis shows adding a northbound right-turn lane would improve the northbound approach level of service in the PM peak hour to LOS E (43 seconds of delay).

At the intersection of RaceTrac Driveway at Oak Grove Road, the stop-control approach of RaceTrac Driveway is expected to continue operating at an acceptable level of service LOS A during the AM peak hour and LOS B during the PM peak hour. The proposed site driveway #1 along Oak Grove Road is expected to operate with an acceptable level of service LOS A during the AM and PM peak hours.

The proposed site driveway #2 along Oak Grove Road, operating with side-street stop-control, is expected to operate with an acceptable level of service LOS A during the AM peak hour and LOS B during the PM peak hour.

The results of the traffic analysis indicate the proposed site driveway #3 along Brand Road, operating with side-street stop-control, is expected to operate with an acceptable level of service LOS B during the AM peak hour and LOS C during the PM peak hour. The capacity analysis did not include a separate eastbound right-turn deceleration lane along Brand Road.

Capacity analysis reports can be found in Appendix F.

5. Recommendations

Recommendations for access for the proposed Sprouts Shopping Center are based on existing conditions, the proposed development use, and expected traffic volumes. The need for dedicated turn lanes at the proposed development driveway and appropriate traffic control (i.e. stop control) were based on Gwinnett County criteria. Recommendations were based on transportation industry standards and engineering judgment. Specifics of the driveway design will need to follow Gwinnett County requirements for the driveways along Brand Road and City of Loganville requirements for driveways along Oak Grove Road.

5.1 Turn Lane Analysis at Site Driveway

Brand Road is a county-maintained road. Oak Grove Road is a city-maintained road. For the purposes of the traffic study, the Gwinnett County turn lane analysis criteria were utilized for the three site driveways.

Right-Turn Deceleration Lane Criteria

Gwinnett County has criteria for installation of right-turn lanes as set forth by the Unified Development Ordinance (UDO) for County-maintained roads. The County UDO states that right-turn deceleration lanes shall be provided at each project driveway or subdivision street entrance that is provided street access to a Minor Collector Street or Major Thoroughfare.

Since Brand Road is classified as a minor collector by Gwinnett County, a right-turn deceleration lane is required at the proposed driveway; however, the site plan does not propose a right-turn lane. Note: The Brand Road driveway is primarily intended to accommodate the truck exit movement and provides access to rear parking spaces for employees. The estimated eastbound right-turn volume at the site driveway #3 is 3 vehicles during the AM peak hour and 3 vehicles during the PM peak hour.

Since Oak Grove Road is classified as a local road by Gwinnett County, a right-turn deceleration lane is NOT required at the proposed driveway.

Left-turn Lane Criteria

The County's *Criteria and Guidelines for Left Turn Lanes* were also reviewed. Since Brand Road is a two-lane roadway, has a posted speed limit of 35-mph, and has an average daily traffic (ADT) less than 6,000 vehicles, the left-turn criteria for non-residential developments states that a left-turn lane is warranted if there are more than 30 left turning vehicles during the peak hour.

The estimated westbound left-turn volume at the proposed site driveway #3 is 3 vehicles during the AM peak hour and 3 vehicles during the PM peak hour. This left-turn volume DOES NOT MEET the threshold to install a dedicated left-turn lane at the proposed site driveway #3 along Brand Road.

Since Oak Grove Road is a two-lane roadway, has a posted speed limit of 40-mph, and has an average daily traffic (ADT) less than 6,000 vehicles, the left-turn criteria states that a left-turn lane is warranted if there are more than 25 left turning vehicles during the peak hour.

The estimated southbound left-turn volume at the proposed site driveway #2 is 32 vehicles during the AM peak hour and 37 vehicles during the PM peak hour with development and pass-by trips. This left-turn volume DOES MEET the threshold to install a dedicated left-turn lane; however, the site plan does not propose a left-turn lane. The low traffic volume along Oak Grove Road does not justify installing a left-turn lane.

The estimated southbound left-turn volume at site driveway #1 along Oak Grove Road is 14 vehicles during the AM peak hour and 13 vehicles during the PM peak hour. This left-turn volume DOES NOT MEET the threshold to install a dedicated left-turn at the proposed driveway #1 along Oak Grove Road.

5.2 Recommended Driveway Geometry

Based on estimated traffic volumes in the year 2028 Build year conditions, and the Gwinnett County UDO criteria, the following geometric recommendations are provided:

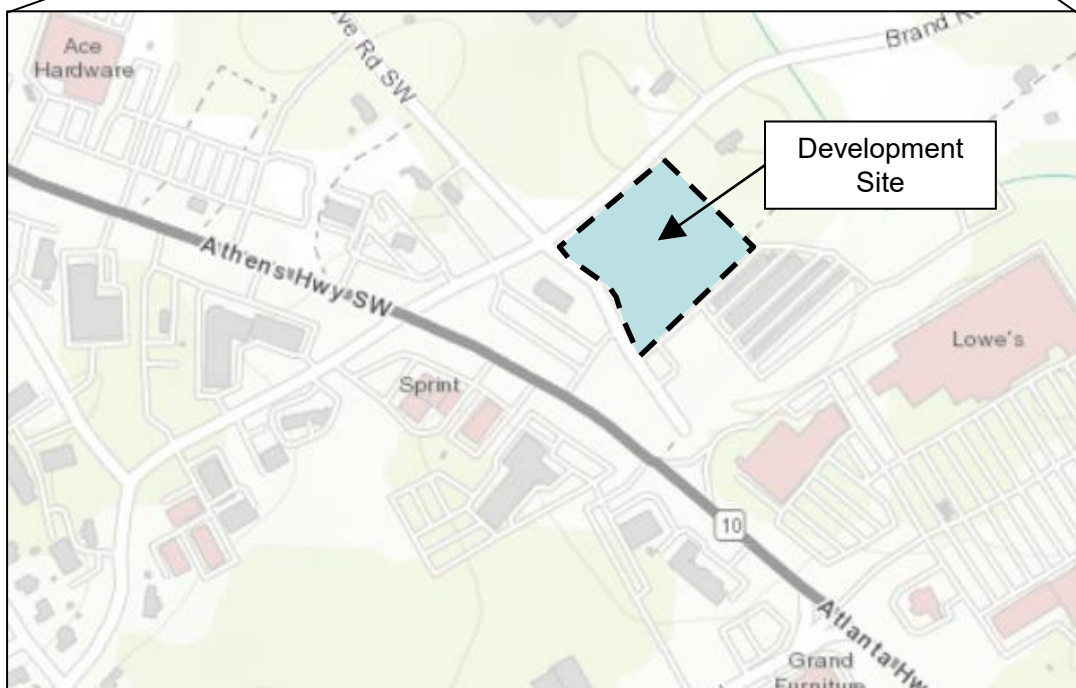
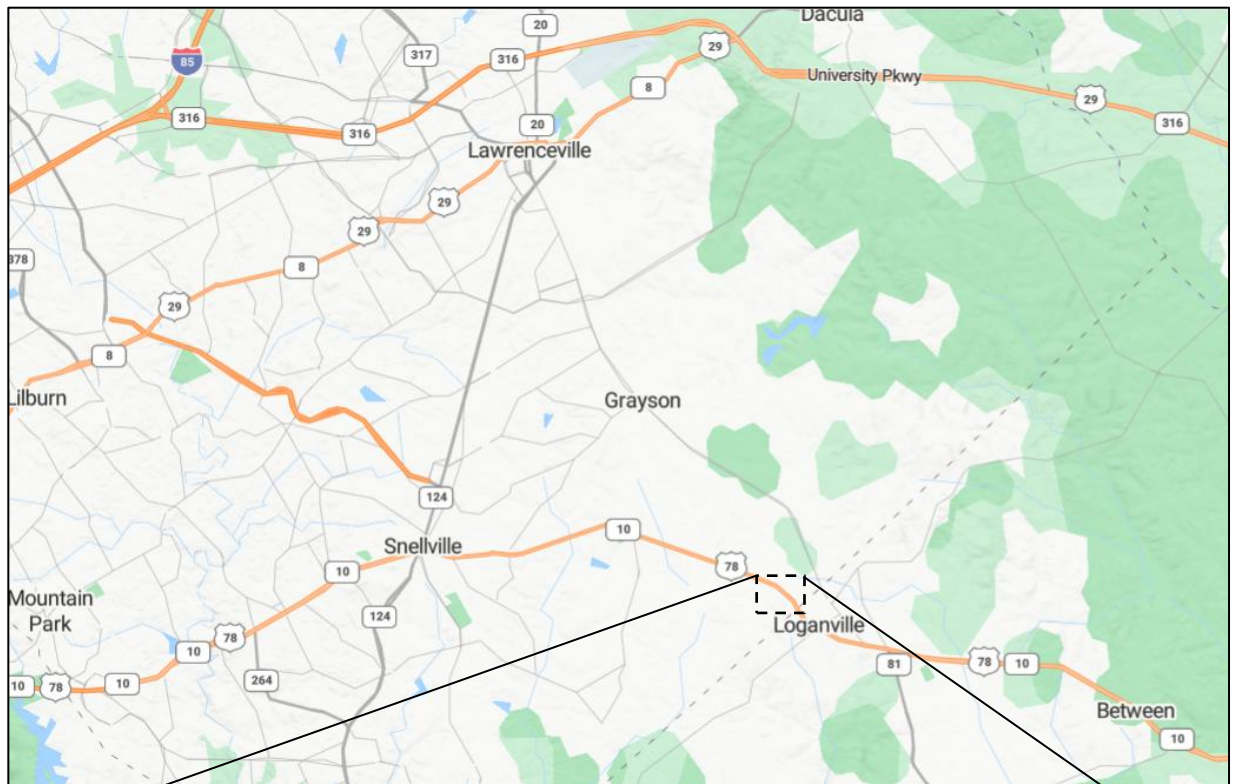
- Oak Grove Road at Proposed Site Driveway #1:
 - Provide one entry lane and one exit lane on the site driveway; driveway to have stop-control
 - *Note: A left-turn lane and right-turn deceleration lane are not required*
- Oak Grove Road at Proposed Site Driveway #2
 - Provide one entry lane and one exit lane on the site driveway; driveway to have stop-control
 - *Note: A left-turn lane and right-turn deceleration lanes are not required*
- Brand Road at Proposed Site Driveway #3:
 - Provide one entry lane and one exit lane on the site driveway; driveway to have stop-control
 - Note: The site plan does not propose an eastbound right-turn lane along Brand Road. The driveway is primarily intended to accommodate the truck exit movement and provides access to rear parking spaces for employees.
 - *Note: A southbound left-turn lane along Brand Road is not required*

Appendices

- Appendix A
 - Figures
- Appendix B
 - Concept Plan
- Appendix C
 - Traffic Count Data
- Appendix D
 - GDOT Traffic Data
- Appendix E
 - Intersection Volume Development
- Appendix F
 - Capacity Analysis Reports

Appendix A

Figures



Not to Scale



**Traffic Impact Study
Sprouts Shopping Center
City of Loganville, Georgia**

**Location
Map**

**Figure
1**

Legend:

 Study Intersection



Not to Scale



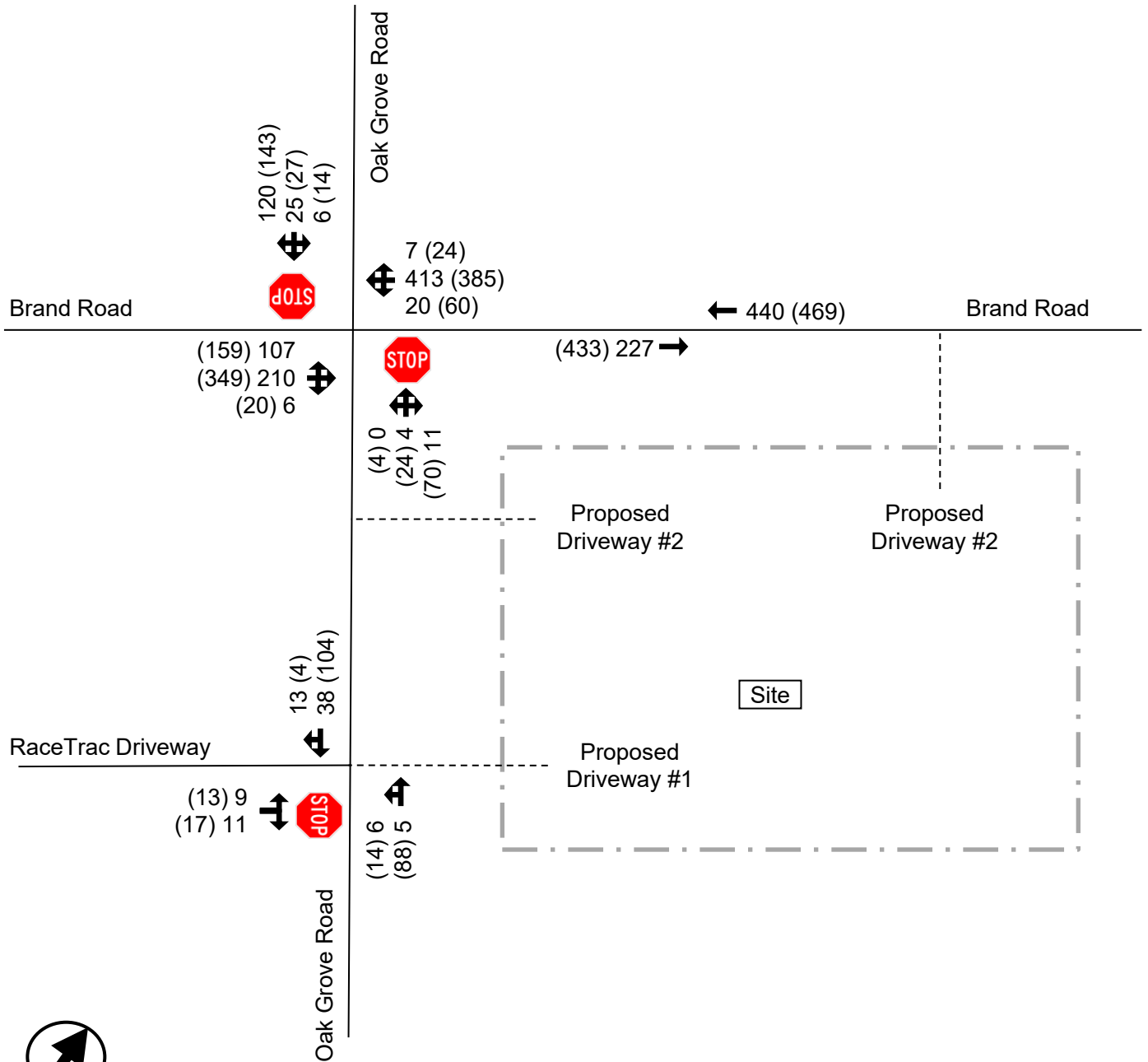
**Traffic Impact Study
Sprouts Shopping Center
City of Loganville, Georgia**

**Aerial &
Access
Locations**

**Figure
2**

LEGEND:

- Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



Not to Scale



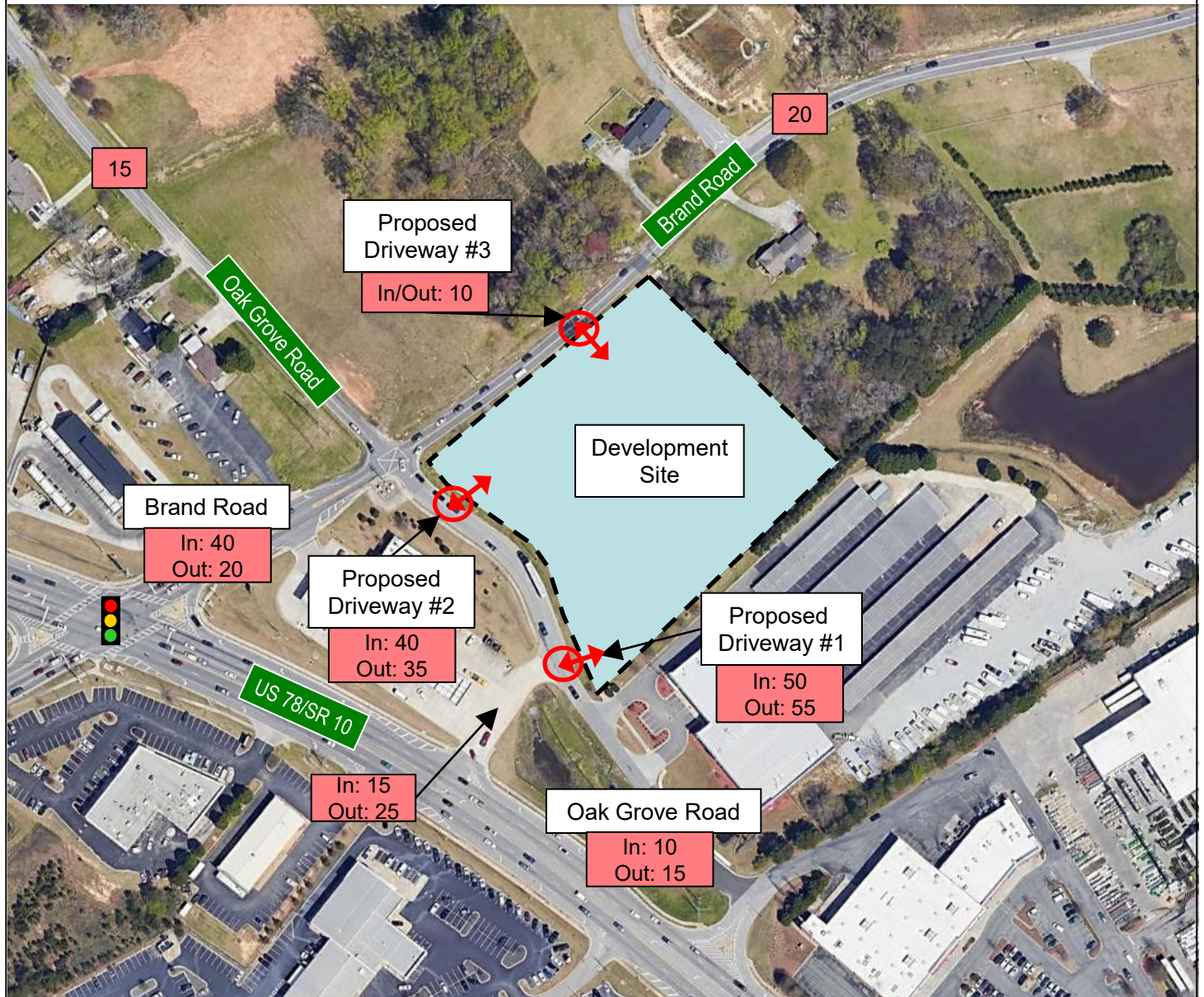
**Traffic Impact Study
Sprouts Shopping Center
City of Loganville, Georgia**

**Existing Traffic
Conditions**

**Figure
3**

Legend:

XX Distribution Percentage



Not to Scale



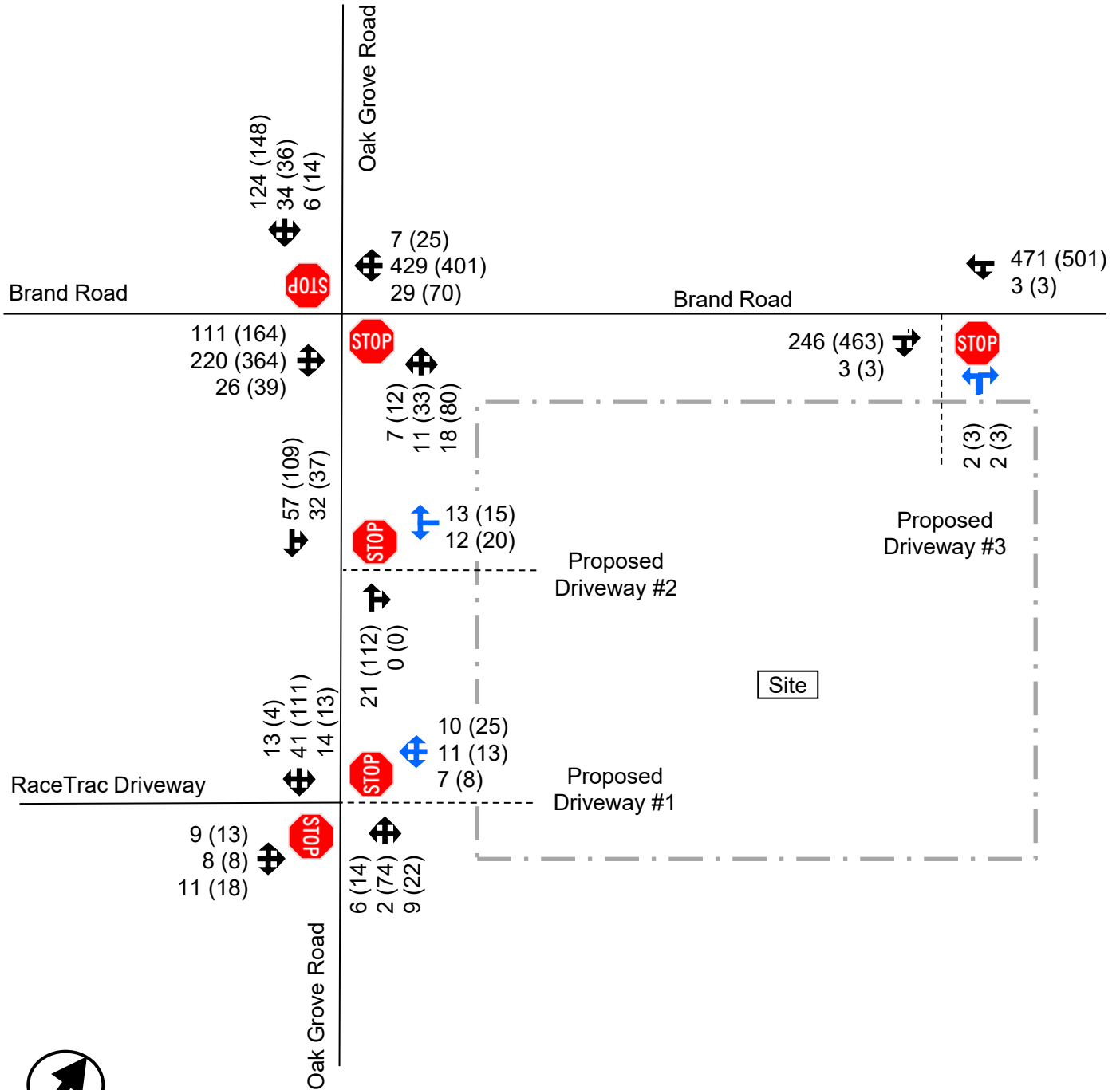
Traffic Impact Study
Sprouts Shopping Center
City of Loganville, Georgia

Project Trip
Distribution

Figure
4

LEGEND:

- ➔ Existing Roadway Laneage
- ➡ Proposed Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



Not to Scale



Traffic Impact Study
Sprouts Shopping Center
City of Loganville, Georgia

Build
(Year 2028)
Traffic Conditions

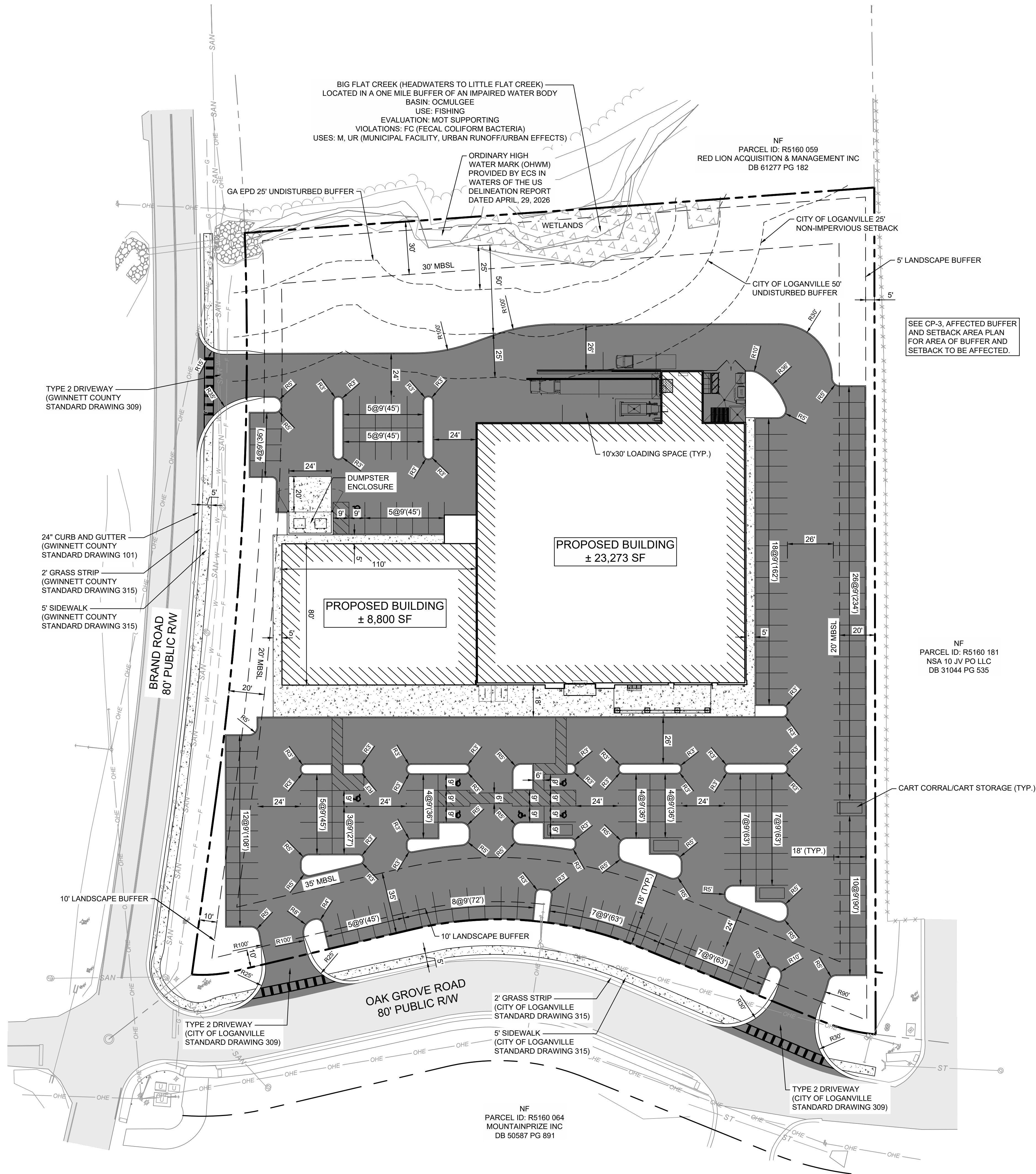
Figure
5

Appendix B

Concept Plan

28-115_SPROUTS LOGANVILLE CONCEPT PLAN.DWG (Wednesday, June 3, 2026 2:26:19 PM)

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SEE CP-3, AFFECTED BUFFER AND SETBACK AREA PLAN FOR AREA OF BUFFER AND SETBACK TO BE AFFECTED.

PARCEL ID: R5160 181
NSA 10 JV PO LLC
DB 31044 PG 535

STORMWATER DETENTION REQUIREMENTS WILL BE SATISFIED THROUGH THE USE OF AN UNDERGROUND DETENTION SYSTEM IN LIEU OF A SURFACE DETENTION POND. THE UNDERGROUND DETENTION FACILITY WILL BE DESIGNED IN ACCORDANCE WITH APPLICABLE CITY OF LOGANVILLE AND GEORGIA STORMWATER MANAGEMENT MANUAL REQUIREMENTS. FINAL SIZING, ROUTING CALCULATIONS, OUTLET CONTROL STRUCTURES, AND CONSTRUCTION DETAILS WILL BE PROVIDED WITH THE LAND DISTURBANCE PERMIT.

LEGEND

	PROPERTY LINE
	EXISTING BUILDING
	EXISTING FENCE
	EXISTING CURB
	EXISTING CURB & GUTTER
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	EXISTING WATER LINE
	EXISTING SANITARY SEWER
	EXISTING NATURAL GAS LINE
	EXISTING STORM SEWER
	EXISTING OVERHEAD ELECTRIC
	EXISTING UNDERGROUND ELECTRIC
	PROPERTY SETBACK LINE
	PROPOSED BUILDING LINE
	PROPOSED CURB
	EXISTING PAVEMENT
	HEAVY DUTY ASPHALT PAVEMENT
	CONCRETE SIDEWALK

SITE DATA TABLE

PROJECT NAME: SPROUTS
PARCEL ID: 5160 057 & 5160 175
PARCEL ADDRESS: 530 & 540 BRAND ROAD, LOGANVILLE, GA 30052
SITE ACREAGE: 3.61 AC. ±

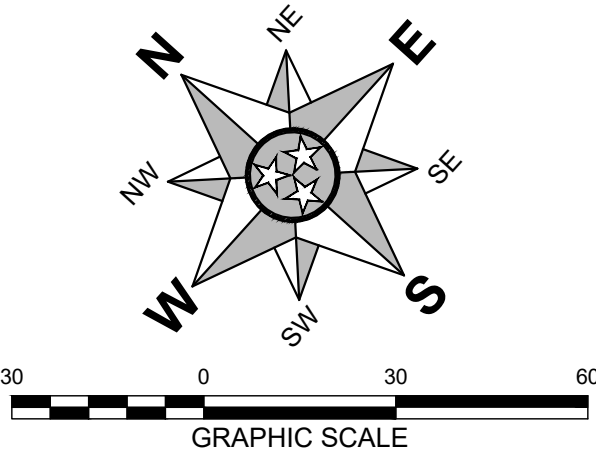
JURISDICTION: LOGANVILLE
COUNTY: GWINNETT
EXISTING USE: RESIDENCE
EXISTING ZONING: CH (COMMERCIAL HIGHWAY)
PROPOSED USE: SHOPPING CENTER

ZONING STANDARDS
BUILDING HEIGHT NOT TO EXCEED 6 STORIES
FRONT YARD SETBACK: 35 FT (OAK GROVE ROAD - MINOR COLLECTOR STREET)
SIDE YARD SETBACK: 20 FT
REAR YARD SETBACK: 30 FT
LANDSCAPE BUFFER: 10 FT ALONG PUBLIC RIGHT-OF-WAY (VARIANCE)
5 FT ALONG NON-PUBLIC RIGHT-OF-WAY

STREAM BUFFER AND SETBACK REQUIREMENTS
STATE OF GEORGIA: 25 FT UNDISTURBED NATURAL VEGETATIVE BUFFER
CITY OF LOGANVILLE: 50 FT UNDISTURBED NATURAL VEGETATIVE BUFFER AND AN ADDITIONAL 25 FT SETBACK BEYOND THE UNDISTURBED VEGETATIVE BUFFER IN WHICH ALL IMPERVIOUS COVER SHALL BE PROHIBITED (VARIANCE)

OFF-STREET PARKING REQUIREMENTS
SHOPPING CENTER: 1 SPACE PER 200 SF
TOTAL PARKING REQUIRED: 32,073 SF / 200 SF = 161 SPACES
TOTAL PARKING PROVIDED = 153 SPACES (7 ADA SPACES) (VARIANCE)
PARKING SPACE DIMENSIONS REQUIRED = 9' x 19'
PARKING SPACE DIMENSIONS PROVIDED = 9' x 18' (VARIANCE)
LOADING SPACES REQUIRED: RETAIL AND SHOPPING CENTER - 1/ FIRST 5,000 SF PLUS 1/ ADDITIONAL 30,000 SF OR FRACTION THEREOF (2 LOADING SPACES REQUIRED). SUPERMARKET AND FOOD STORE - 2/ FIRST 10,000 SF AND EACH ADDITIONAL 20,000 SF (3 LOADING SPACES REQUIRED). 5 TOTAL LOADING SPACES REQUIRED
LOADING SPACES PROVIDED: 3 SPACES (VARIANCE)

FEMA FLOOD MAP: MAP NUMBER 13135C0132F EFFECTIVE 12/8/2016
SITE IS LOCATED IN ZONE X, AREA OF MINIMAL FLOOD HAZARD



DESCRIPTION

DATE

REVISION #

DRAFT

CONCEPT PLAN FOR:
SPROUTS
530 & 540 BRAND ROAD
LOGANVILLE
GWINNETT COUNTY, GEORGIA

M2 GROUP
P.O. BOX 2543
BENTON, MS 39204-3543
601-656-0257 / M2GROUP@GMAIL.COM

CONCEPT PLAN

SH

BS

DATE: JUNE 5, 2026
DRAWN BY: 28-115
CHECKED BY: PROJECT NO. :

SHEET NUMBER:

CP-1



Know what's below.
Call before you dig.

BASED ON INFORMATION TAKEN FROM SURVEY PROVIDED BY CEC, DATED APRIL 28, 2026

Appendix C

Traffic Count Data

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Grove Rd SW & Brand Rd SW
City: Loganville
Control: 2-Way Stop(NB/SB)

Project ID: 26-180071-001
Date: 4/15/2026

Data - Total

NS/EW Streets:	Oak Grove Rd SW				Oak Grove Rd SW				Brand Rd SW				Brand Rd SW				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	4	0	0	1	28	0	26	51	2	0	3	83	2	0	200
7:15 AM	0	1	2	0	1	1	31	0	27	59	1	0	2	107	2	0	234
7:30 AM	0	1	3	0	1	6	24	0	27	43	2	0	5	119	2	0	233
7:45 AM	0	2	2	0	0	6	32	0	29	56	3	0	5	100	2	0	237
8:00 AM	0	1	2	0	2	6	31	0	21	57	1	0	3	94	2	0	220
8:15 AM	0	0	4	0	3	7	33	0	30	54	0	0	7	100	1	0	239
8:30 AM	0	1	3	0	2	2	35	0	21	46	2	0	3	88	2	0	205
8:45 AM	2	0	2	0	2	6	32	0	29	43	1	0	5	89	3	0	214
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	6	22	0	11	35	246	0	210	409	12	0	33	780	16	0	1782
	6.67%	20.00%	73.33%	0.00%	3.77%	11.99%	84.25%	0.00%	33.28%	64.82%	1.90%	0.00%	3.98%	94.09%	1.93%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	4	11	0	6	25	120	0	107	210	6	0	20	413	7	0	929
PEAK HR FACTOR :	0.000	0.500	0.688	0.000	0.500	0.893	0.909	0.000	0.892	0.921	0.500	0.000	0.714	0.868	0.875	0.000	0.972
	0.938				0.878				0.918				0.873				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	1	12	12	0	3	7	41	0	40	78	3	0	16	95	2	0	310
4:15 PM	0	4	5	0	0	8	32	0	42	96	5	0	16	105	2	0	315
4:30 PM	2	6	17	0	4	14	40	0	29	84	3	0	9	78	4	0	290
4:45 PM	4	6	12	0	4	11	36	0	35	89	5	0	17	91	6	0	316
5:00 PM	0	8	17	0	2	6	26	0	31	89	3	0	12	91	7	0	292
5:15 PM	1	5	19	0	6	8	30	0	31	81	3	0	20	98	5	0	307
5:30 PM	2	7	18	0	3	7	46	0	42	93	6	0	12	100	4	0	340
5:45 PM	1	4	16	0	3	6	41	0	55	86	8	0	16	96	8	0	340
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	11	52	116	0	25	67	292	0	305	696	36	0	118	754	38	0	2510
	6.15%	29.05%	64.80%	0.00%	6.51%	17.45%	76.04%	0.00%	29.41%	67.12%	3.47%	0.00%	12.97%	82.86%	4.18%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	4	24	70	0	14	27	143	0	159	349	20	0	60	385	24	0	1279
PEAK HR FACTOR :	0.500	0.750	0.921	0.000	0.583	0.844	0.777	0.000	0.723	0.938	0.625	0.000	0.750	0.963	0.750	0.000	0.940
	0.907				0.821				0.886				0.953				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Grove Rd SW & Brand Rd SW

City: Loganville

Control: 2-Way Stop(NB/SB)

Project ID: 26-180071-001

Date: 4/15/2026

Data - Cars																			
NS/EW Streets:		Oak Grove Rd SW				Oak Grove Rd SW				Brand Rd SW				Brand Rd SW					
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL	
7:00 AM		0	0	3	0	0	1	28	0	26	50	2	0	2	79	2	0	193	
7:15 AM		0	1	2	0	1	1	31	0	25	57	0	0	2	100	0	0	220	
7:30 AM		0	1	3	0	0	6	23	0	27	41	2	0	4	117	2	0	226	
7:45 AM		0	2	2	0	0	6	31	0	28	55	3	0	4	95	2	0	228	
8:00 AM		0	0	1	0	2	6	29	0	20	54	1	0	3	89	2	0	207	
8:15 AM		0	0	4	0	3	6	30	0	28	53	0	0	7	98	1	0	230	
8:30 AM		0	1	2	0	2	2	34	0	19	44	2	0	3	84	1	0	194	
8:45 AM		2	0	2	0	1	6	32	0	29	42	1	0	5	86	3	0	209	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :		2	5	19	0	9	34	238	0	202	396	11	0	30	748	13	0	1707	
		7.69%	19.23%	73.08%	0.00%	3.20%	12.10%	84.70%	0.00%	33.17%	65.02%	1.81%	0.00%	3.79%	94.56%	1.64%	0.00%		
PEAK HR :		07:30 AM - 08:30 AM																TOTAL	
PEAK HR VOL :		0	3	10	0	5	24	113	0	103	203	6	0	18	399	7	0	891	
PEAK HR FACTOR :		0.000	0.375	0.625	0.000	0.417	1.000	0.911	0.000	0.920	0.923	0.500	0.000	0.643	0.853	0.875	0.000	0.968	
		0.813				0.910				0.907				0.862					

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL	
4:00 PM		0	12	12	0	3	7	41	0	39	78	3	0	16	90	2	0	303	
4:15 PM		0	4	5	0	0	8	31	0	39	94	5	0	16	102	2	0	306	
4:30 PM		2	6	17	0	4	13	39	0	29	82	3	0	9	75	3	0	282	
4:45 PM		4	6	12	0	3	11	35	0	35	88	5	0	17	89	6	0	311	
5:00 PM		0	8	17	0	2	6	26	0	31	86	3	0	12	90	7	0	288	
5:15 PM		1	5	18	0	6	8	29	0	31	78	3	0	20	98	5	0	302	
5:30 PM		2	7	18	0	3	7	45	0	41	92	6	0	11	97	4	0	333	
5:45 PM		1	4	16	0	3	6	41	0	55	86	7	0	16	94	8	0	337	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :		10	52	115	0	24	66	287	0	300	684	35	0	117	735	37	0	2462	
		5.65%	29.38%	64.97%	0.00%	6.37%	17.51%	76.13%	0.00%	29.44%	67.12%	3.43%	0.00%	13.16%	82.68%	4.16%	0.00%		
PEAK HR :		05:00 PM - 06:00 PM																TOTAL	
PEAK HR VOL :		4	24	69	0	14	27	141	0	158	342	19	0	59	379	24	0	1260	
PEAK HR FACTOR :		0.500	0.750	0.958	0.000	0.583	0.844	0.783	0.000	0.718	0.929	0.679	0.000	0.738	0.967	0.750	0.000	0.935	
		0.898				0.827				0.877				0.939					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Grove Rd SW & Brand Rd SW

City: Loganville

Control: 2-Way Stop(NB/SB)

Project ID: 26-180071-001

Date: 4/15/2026

Data - HT																			
NS/EW Streets:		Oak Grove Rd SW				Oak Grove Rd SW				Brand Rd SW				Brand Rd SW					
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL	
7:00 AM		0	0	1	0	0	0	0	0	0	1	0	0	1	4	0	0	7	
7:15 AM		0	0	0	0	0	0	0	0	2	2	1	0	0	7	2	0	14	
7:30 AM		0	0	0	0	1	0	1	0	0	2	0	0	1	2	0	0	7	
7:45 AM		0	0	0	0	0	0	1	0	1	1	0	0	1	5	0	0	9	
8:00 AM		0	1	1	0	0	0	2	0	1	3	0	0	0	5	0	0	13	
8:15 AM		0	0	0	0	0	1	3	0	2	1	0	0	0	2	0	0	9	
8:30 AM		0	0	1	0	0	0	1	0	2	2	0	0	0	4	1	0	11	
8:45 AM		0	0	0	0	1	0	0	0	0	1	0	0	0	3	0	0	5	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :		0	1	3	0	2	1	8	0	8	13	1	0	3	32	3	0	75	
PEAK HR :		07:30 AM - 08:30 AM																TOTAL	
PEAK HR VOL :		0	1	1	0	1	1	7	0	4	7	0	0	2	14	0	0	38	
PEAK HR FACTOR :		0.000	0.250	0.250	0.000	0.250	0.250	0.583	0.000	0.500	0.583	0.000	0.000	0.500	0.700	0.000	0.000	0.731	
		0.250				0.563				0.688				0.667					

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL	
4:00 PM		1	0	0	0	0	0	0	0	1	0	0	0	0	5	0	0	7	
4:15 PM		0	0	0	0	0	0	1	0	3	2	0	0	0	3	0	0	9	
4:30 PM		0	0	0	0	0	1	1	0	0	2	0	0	0	3	1	0	8	
4:45 PM		0	0	0	0	1	0	1	0	0	1	0	0	0	2	0	0	5	
5:00 PM		0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	
5:15 PM		0	0	1	0	0	0	1	0	0	3	0	0	0	0	0	0	5	
5:30 PM		0	0	0	0	0	0	1	0	1	1	0	0	1	3	0	0	7	
5:45 PM		0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	3	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :		1	0	1	0	1	1	5	0	5	12	1	0	1	19	1	0	48	
PEAK HR :		50.00%	0.00%	50.00%	0.00%	14.29%	14.29%	71.43%	0.00%	27.78%	66.67%	5.56%	0.00%	4.76%	90.48%	4.76%	0.00%	TOTAL	
PEAK HR VOL :		0	0	1	0	0	0	2	0	1	7	1	0	1	6	0	0	19	
PEAK HR FACTOR :		0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.250	0.583	0.250	0.000	0.250	0.500	0.000	0.000	0.679	
		0.250				0.500				0.750				0.438					

National Data & Surveying Services

City: Loganville

Project ID: 26-180071-001

Data - Bikes

[illegible][illegible]

National Data & Surveying Services
Intersection Turning Movement Count

Location: Oak Grove Rd SW & Brand Rd SW
City: Loganville

Project ID: 26-180071-001
Date: 4/15/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Oak Grove Rd SW		Oak Grove Rd SW		Brand Rd SW		Brand Rd SW		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0 0		0 0		0 0		0 0		0

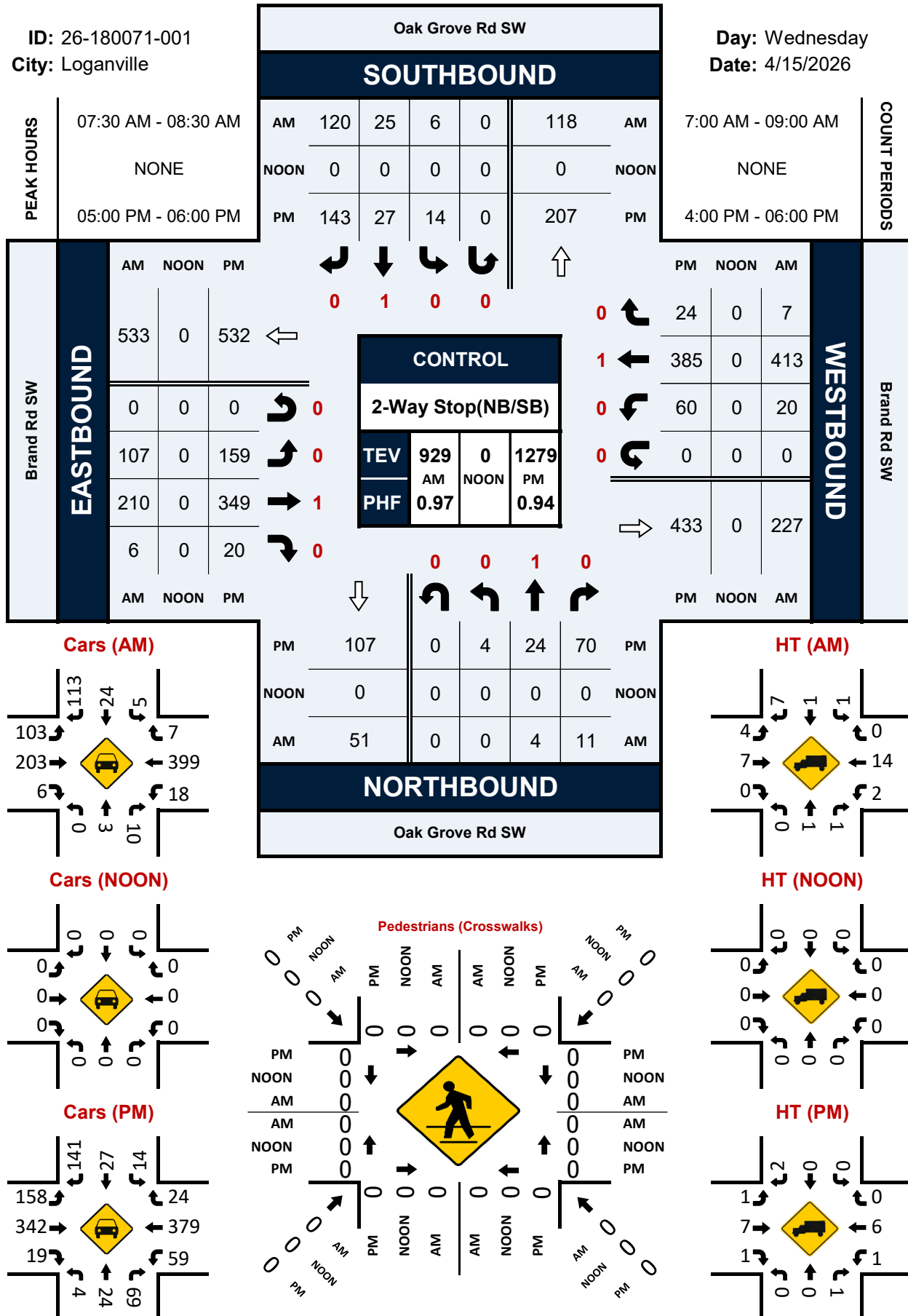
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
PEAK HR :	05:00 PM - 06:00 PM		0	0	0	0	0	0	TOTAL 0
PEAK HR VOL :	0	0							
PEAK HR FACTOR :									

Oak Grove Rd SW & Brand Rd SW

Peak Hour Turning Movement Count

ID: 26-180071-001
City: Loganville

Day: Wednesday
Date: 4/15/2026



Project ID: 26-180071-001
Location: Oak Grove Rd SW & Brand Rd SW
City: Loganville

Day: Wednesday
Date: 4/15/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks																										
	Oak Grove Rd SW Northbound						Oak Grove Rd SW Southbound						Brand Rd SW Eastbound						Brand Rd SW Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
7:00 AM	0	0	4	0	0	4	0	1	28	0	0	29	26	51	2	0	0	79	3	83	2	0	0	88	200	
7:15 AM	0	1	2	0	0	3	1	1	31	0	0	33	27	59	1	0	0	87	2	107	2	0	0	111	234	
7:30 AM	0	1	3	0	0	4	1	6	24	0	0	31	27	43	2	0	0	72	5	119	2	0	0	126	233	
7:45 AM	0	2	2	0	0	4	0	6	32	0	0	38	29	56	3	0	0	88	5	100	2	0	0	107	237	
Total	0	4	11	0	0	15	2	14	115	0	0	131	109	209	8	0	0	326	15	409	8	0	0	432	904	
8:00 AM	0	1	2	0	0	3	2	6	31	0	0	39	21	57	1	0	0	79	3	94	2	0	0	99	220	
8:15 AM	0	0	4	0	0	4	3	7	33	0	0	43	30	54	0	0	0	84	7	100	1	0	0	108	239	
8:30 AM	0	1	3	0	0	4	2	2	35	0	0	39	21	46	2	0	0	69	3	88	2	0	0	93	205	
8:45 AM	2	0	2	0	0	4	2	6	32	0	0	40	29	43	1	0	0	73	5	89	3	0	0	97	214	
Total	2	2	11	0	0	15	9	21	131	0	0	161	101	200	4	0	0	305	18	371	8	0	0	397	878	
BREAK																										
4:00 PM	1	12	12	0	0	25	3	7	41	0	0	51	40	78	3	0	0	121	16	95	2	0	0	113	310	
4:15 PM	0	4	5	0	0	9	0	8	32	0	0	40	42	96	5	0	0	143	16	105	2	0	0	123	315	
4:30 PM	2	6	17	0	0	25	4	14	40	0	0	58	29	84	3	0	0	116	9	78	4	0	0	91	290	
4:45 PM	4	6	12	0	0	22	4	11	36	0	0	51	35	89	5	0	0	129	17	91	6	0	0	114	316	
Total	7	28	46	0	0	81	11	40	149	0	0	200	146	347	16	0	0	509	58	369	14	0	0	441	1231	
5:00 PM	0	8	17	0	0	25	2	6	26	0	0	34	31	89	3	0	0	123	12	91	7	0	0	110	292	
5:15 PM	1	5	19	0	0	25	6	8	30	0	0	44	31	81	3	0	0	115	20	98	5	0	0	123	307	
5:30 PM	2	7	18	0	0	27	3	7	46	0	0	56	42	93	6	0	0	141	12	100	4	0	0	116	340	
5:45 PM	1	4	16	0	0	21	3	6	41	0	0	50	55	86	8	0	0	149	16	96	8	0	0	120	340	
Total	4	24	70	0	0	98	14	27	143	0	0	184	159	349	20	0	0	528	60	385	24	0	0	469	1279	
Grand Total	13	58	138	0	0	209	36	102	538	0	0	676	515	1105	48	0	0	1668	151	1534	54	0	0	1739	4292	
Apprch %	6.2	27.8	66.0	0.0	0.0		5.3	15.1	79.6	0.0	0.0		30.9	66.2	2.9	0.0	0.0		8.7	88.2	3.1	0.0	0.0			
Total %	0.3	1.4	3.2	0.0	0.0	4.9	0.8	2.4	12.5	0.0	0.0	15.8	12.0	25.7	1.1	0.0	0.0	38.9	3.5	35.7	1.3	0.0	0.0	40.5		
Cars, PU, Vans	12	57	134	0		203	33	100	525	0		658	502	1080	46	0		1628	147	1483	50	0		1680	4169	
% Cars, PU, Vans	92.3	98.3	97.1	0.0		97.1	91.7	98.0	97.6	0.0		97.3	97.5	97.7	95.8	0.0		97.6	97.4	96.7	92.6	0.0		96.6	97.1	
Heavy Trucks	1	1	4	0		6	3	2	13	0		18	13	25	2	0		40	4	51	4	0		59	123	
%Heavy Trucks	7.7	1.7	2.9	0.0		2.9	8.3	2.0	2.4	0.0		2.7	2.5	2.3	4.2	0.0		2.4	2.6	3.3	7.4	0.0		3.4	2.9	

Project ID: 26-180071-001
Location: Oak Grove Rd SW & Brand Rd SW
City: Loganville

PEAK HOURS

Day: Wednesday
Date: 4/15/2026

AM

	Oak Grove Rd SW Northbound					Oak Grove Rd SW Southbound					Brand Rd SW Eastbound					Brand Rd SW Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	0	1	3	0	4	1	6	24	0	31	27	43	2	0	72	5	119	2	0	126	233
7:45 AM	0	2	2	0	4	0	6	32	0	38	29	56	3	0	88	5	100	2	0	107	237
8:00 AM	0	1	2	0	3	2	6	31	0	39	21	57	1	0	79	3	94	2	0	99	220
8:15 AM	0	0	4	0	4	3	7	33	0	43	30	54	0	0	84	7	100	1	0	108	239
Total Volume	0	4	11	0	15	6	25	120	0	151	107	210	6	0	323	20	413	7	0	440	929
% App. Total	0.0	26.7	73.3	0.0	100	4.0	16.6	79.5	0.0	100	33.1	65.0	1.9	0.0	100	4.5	93.9	1.6	0.0	100	
PHF	0.938					0.878					0.918					0.873					0.972
Cars, PU, Vans	0	3	10	0	13	5	24	113	0	142	103	203	6	0	312	18	399	7	0	424	891
% Cars, PU, Vans	0.0	75.0	90.9	0.0	86.7	83.3	96.0	94.2	0.0	94.0	96.3	96.7	100.0	0.0	96.6	90.0	96.6	100.0	0.0	96.4	95.9
Heavy Trucks	0	1	1	0	2	1	1	7	0	9	4	7	0	0	11	2	14	0	0	16	38
%Heavy Trucks	0.0	25.0	9.1	0.0	13.3	16.7	4.0	5.8	0.0	6.0	3.7	3.3	0.0	0.0	3.4	10.0	3.4	0.0	0.0	3.6	4.1

PM

	Oak Grove Rd SW Northbound					Oak Grove Rd SW Southbound					Brand Rd SW Eastbound					Brand Rd SW Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	0	8	17	0	25	2	6	26	0	34	31	89	3	0	123	12	91	7	0	110	292
5:15 PM	1	5	19	0	25	6	8	30	0	44	31	81	3	0	115	20	98	5	0	123	307
5:30 PM	2	7	18	0	27	3	7	46	0	56	42	93	6	0	141	12	100	4	0	116	340
5:45 PM	1	4	16	0	21	3	6	41	0	50	55	86	8	0	149	16	96	8	0	120	340
Total Volume	4	24	70	0	98	14	27	143	0	184	159	349	20	0	528	60	385	24	0	469	1279
% App. Total	4.1	24.5	71.4	0.0	100	7.6	14.7	77.7	0.0	100	30.1	66.1	3.8	0.0	100	12.8	82.1	5.1	0.0	100	
PHF	0.907					0.821					0.886					0.953					0.940
Cars, PU, Vans	4	24	69	0	97	14	27	141	0	182	158	342	19	0	519	59	379	24	0	462	1260
% Cars, PU, Vans	100.0	100.0	98.6	0.0	99.0	100.0	100.0	98.6	0.0	98.9	99.4	98.0	95.0	0.0	98.3	98.3	98.4	100.0	0.0	98.5	98.5
Heavy Trucks	0	0	1	0	1	0	0	2	0	2	1	7	1	0	9	1	6	0	0	7	19
%Heavy Trucks	0.0	0.0	1.4	0.0	1.0	0.0	0.0	1.4	0.0	1.1	0.6	2.0	5.0	0.0	1.7	1.7	1.6	0.0	0.0	1.5	1.5

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Grove Rd SW & RaceTrac SE Dwy

City: Loganville

Control: No Control

Project ID: 26-180071-002

Date: 4/15/2026

Data - Total																		
NS/EW Streets:		Oak Grove Rd SW				Oak Grove Rd SW				RaceTrac SE Dwy				RaceTrac SE Dwy				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM		2	4	0	0	0	6	2	0	0	0	0	0	0	0	0	0	14
7:15 AM		0	2	0	0	0	3	1	0	2	0	2	0	0	0	0	0	10
7:30 AM		2	2	0	0	0	7	6	0	1	0	5	0	0	0	0	0	23
7:45 AM		2	2	0	0	0	10	4	0	2	0	2	0	0	0	0	0	22
8:00 AM		2	1	0	0	0	10	0	0	3	0	3	0	0	0	0	0	19
8:15 AM		0	0	0	0	0	11	3	0	3	0	1	0	0	0	0	0	18
8:30 AM		1	4	0	0	0	5	2	0	0	0	2	0	0	0	0	0	14
8:45 AM		1	2	0	0	0	12	0	0	2	0	1	0	0	0	0	0	18
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		10	17	0	0	0	64	18	0	13	0	16	0	0	0	0	0	138
PEAK HR :		07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :		6	5	0	0	0	38	13	0	9	0	11	0	0	0	0	0	82
PEAK HR FACTOR :		0.750	0.625	0.000	0.000	0.000	0.864	0.542	0.000	0.750	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.891
		0.688				0.911				0.833								

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM		5	22	0	0	0	25	1	0	1	0	9	0	0	0	0	0	63
4:15 PM		0	7	0	0	0	26	2	0	3	0	7	0	0	0	0	0	45
4:30 PM		2	22	0	0	0	24	3	0	6	0	7	0	0	0	0	0	64
4:45 PM		6	14	0	0	0	32	0	0	4	0	3	0	0	0	0	0	59
5:00 PM		3	23	0	0	0	21	1	0	2	0	2	0	0	0	0	0	52
5:15 PM		2	24	0	0	0	30	1	0	2	0	5	0	0	0	0	0	64
5:30 PM		6	20	0	0	0	23	2	0	6	0	5	0	0	0	0	0	62
5:45 PM		3	21	0	0	0	30	0	0	3	0	5	0	0	0	0	0	62
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		27	153	0	0	0	211	10	0	27	0	43	0	0	0	0	0	471
PEAK HR :		15.00%	85.00%	0.00%	0.00%	0.00%	95.48%	4.52%	0.00%	38.57%	0.00%	61.43%	0.00%					TOTAL
PEAK HR VOL :		14	88	0	0	0	104	4	0	13	0	17	0	0	0	0	0	240
PEAK HR FACTOR :		0.583	0.917	0.000	0.000	0.000	0.867	0.500	0.000	0.542	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.938
		0.981				0.871				0.682								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Grove Rd SW & RaceTrac SE Dwy

City: Loganville

Control: No Control

Project ID: 26-180071-002

Date: 4/15/2026

Data - Cars																			
NS/EW Streets:		Oak Grove Rd SW				Oak Grove Rd SW				RaceTrac SE Dwy				RaceTrac SE Dwy					
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
7:00 AM		1	3	0	0	0	6	1	0	0	0	0	0	0	0	0	0	11	
7:15 AM		0	2	0	0	0	2	1	0	2	0	2	0	0	0	0	0	9	
7:30 AM		2	2	0	0	0	6	6	0	1	0	5	0	0	0	0	0	22	
7:45 AM		1	2	0	0	0	10	3	0	2	0	1	0	0	0	0	0	19	
8:00 AM		1	1	0	0	0	10	0	0	1	0	3	0	0	0	0	0	16	
8:15 AM		0	0	0	0	0	11	2	0	3	0	1	0	0	0	0	0	17	
8:30 AM		1	3	0	0	0	5	2	0	0	0	2	0	0	0	0	0	13	
8:45 AM		1	2	0	0	0	12	0	0	2	0	1	0	0	0	0	0	18	
TOTAL VOLUMES :		NL 7	NT 15	NR 0	NU 0	SL 0	ST 62	SR 15	SU 0	EL 11	ET 0	ER 15	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 125	
APPROACH %'s :		31.82%	68.18%	0.00%	0.00%	0.00%	80.52%	19.48%	0.00%	42.31%	0.00%	57.69%	0.00%						
PEAK HR :		07:30 AM - 08:30 AM																TOTAL	
PEAK HR VOL :		4	5	0	0	0	37	11	0	7	0	10	0	0	0	0	0	74	
PEAK HR FACTOR :		0.500	0.625	0.000	0.000	0.000	0.841	0.458	0.000	0.583	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.841	
		0.563				0.923				0.708									

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
4:00 PM		5	22	0	0	0	25	1	0	0	0	8	0	0	0	0	0	61	
4:15 PM		0	7	0	0	0	26	2	0	3	0	7	0	0	0	0	0	45	
4:30 PM		2	22	0	0	0	23	3	0	6	0	6	0	0	0	0	0	62	
4:45 PM		5	14	0	0	0	32	0	0	4	0	3	0	0	0	0	0	58	
5:00 PM		3	23	0	0	0	21	1	0	2	0	2	0	0	0	0	0	52	
5:15 PM		2	23	0	0	0	30	1	0	2	0	5	0	0	0	0	0	63	
5:30 PM		6	20	0	0	0	22	2	0	6	0	5	0	0	0	0	0	61	
5:45 PM		3	21	0	0	0	29	0	0	3	0	5	0	0	0	0	0	61	
TOTAL VOLUMES :		NL 26	NT 152	NR 0	NU 0	SL 0	ST 208	SR 10	SU 0	EL 26	ET 0	ER 41	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 463	
APPROACH %'s :		14.61%	85.39%	0.00%	0.00%	0.00%	95.41%	4.59%	0.00%	38.81%	0.00%	61.19%	0.00%						
PEAK HR :		05:00 PM - 06:00 PM																TOTAL	
PEAK HR VOL :		14	87	0	0	0	102	4	0	13	0	17	0	0	0	0	0	237	
PEAK HR FACTOR :		0.583	0.946	0.000	0.000	0.000	0.850	0.500	0.000	0.542	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.940	
		0.971				0.855				0.682									

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Grove Rd SW & RaceTrac SE Dwy

City: Loganville

Control: No Control

Project ID: 26-180071-002

Date: 4/15/2026

Data - HT																		
NS/EW Streets:		Oak Grove Rd SW				Oak Grove Rd SW				RaceTrac SE Dwy				RaceTrac SE Dwy				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM		1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
7:15 AM		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM		1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
8:00 AM		1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
8:15 AM		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :		NL 3	NT 2	NR 0	NU 0	SL 0	ST 2	SR 3	SU 0	EL 2	ET 0	ER 1	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 13
APPROACH %'s :		60.00%	40.00%	0.00%	0.00%	0.00%	40.00%	60.00%	0.00%	66.67%	0.00%	33.33%	0.00%					
PEAK HR :		07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :		2	0	0	0	0	1	2	0	2	0	1	0	0	0	0	0	8
PEAK HR FACTOR :		0.500	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.667
		0.500				0.750				0.375								
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM		0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
4:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM		0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
4:45 PM		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :		NL 1	NT 1	NR 0	NU 0	SL 0	ST 3	SR 0	SU 0	EL 1	ET 0	ER 2	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 8
APPROACH %'s :		50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%					
PEAK HR :		05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :		0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :		0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
		0.250				0.500												

National Data & Surveying Services

Location: Oak Grove Rd SW & RaceTrac SE Dwy
City: Loganville
Control: No Control

Project ID: 26-180071-002
Date: 4/15/2026

Data - Bikes

[illegible][illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Grove Rd SW & RaceTrac SE Dwy
City: Loganville

Project ID: 26-180071-002
Date: 4/15/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Oak Grove Rd SW		Oak Grove Rd SW		RaceTrac SE Dwy		RaceTrac SE Dwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0 0.00%	SB 1 100.00%	TOTAL 1
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	1	1
PEAK HR FACTOR :							0.250 0.250		0.250

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 1 100.00%	WB 0 0.00%	NB 0	SB 0	NB 0	SB 0	TOTAL 1
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Project ID: 26-180071-002
Location: Oak Grove Rd SW & RaceTrac SE Dwy
City: Loganville

Day: Wednesday
Date: 4/15/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks																											
	Oak Grove Rd SW Northbound						Oak Grove Rd SW Southbound						RaceTrac SE Dwy Eastbound						RaceTrac SE Dwy Westbound								
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total		
7:00 AM	2	4	0	0	0	6	0	6	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	14		
7:15 AM	0	2	0	0	0	2	0	3	1	0	0	4	2	0	2	0	0	4	0	0	0	0	0	0	10		
7:30 AM	2	2	0	0	0	4	0	7	6	0	0	13	1	0	5	0	0	6	0	0	0	0	0	0	23		
7:45 AM	2	2	0	0	0	4	0	10	4	0	0	14	2	0	2	0	0	4	0	0	0	0	0	0	22		
Total	6	10	0	0	0	16	0	26	13	0	0	39	5	0	9	0	0	14	0	0	0	0	0	0	69		
8:00 AM	2	1	0	0	0	3	0	10	0	0	0	10	3	0	3	0	1	6	0	0	0	0	0	0	19		
8:15 AM	0	0	0	0	0	0	0	11	3	0	0	14	3	0	1	0	0	4	0	0	0	0	0	0	18		
8:30 AM	1	4	0	0	0	5	0	5	2	0	0	7	0	0	2	0	0	2	0	0	0	0	0	0	14		
8:45 AM	1	2	0	0	0	3	0	12	0	0	0	12	2	0	1	0	0	3	0	0	0	0	0	0	18		
Total	4	7	0	0	0	11	0	38	5	0	0	43	8	0	7	0	1	15	0	0	0	0	0	0	69		
BREAK																											
4:00 PM	5	22	0	0	1	27	0	25	1	0	0	26	1	0	9	0	0	10	0	0	0	0	0	0	63		
4:15 PM	0	7	0	0	0	7	0	26	2	0	0	28	3	0	7	0	0	10	0	0	0	0	0	0	45		
4:30 PM	2	22	0	0	0	24	0	24	3	0	0	27	6	0	7	0	0	13	0	0	0	0	0	0	64		
4:45 PM	6	14	0	0	0	20	0	32	0	0	0	32	4	0	3	0	0	7	0	0	0	0	0	0	59		
Total	13	65	0	0	1	78	0	107	6	0	0	113	14	0	26	0	0	40	0	0	0	0	0	0	231		
5:00 PM	3	23	0	0	0	26	0	21	1	0	0	22	2	0	2	0	0	4	0	0	0	0	0	0	52		
5:15 PM	2	24	0	0	0	26	0	30	1	0	0	31	2	0	5	0	0	7	0	0	0	0	0	0	64		
5:30 PM	6	20	0	0	0	26	0	23	2	0	0	25	6	0	5	0	0	11	0	0	0	0	0	0	62		
5:45 PM	3	21	0	0	0	24	0	30	0	0	0	30	3	0	5	0	0	8	0	0	0	0	0	0	62		
Total	14	88	0	0	0	102	0	104	4	0	0	108	13	0	17	0	0	30	0	0	0	0	0	0	240		
Grand Total	37	170	0	0	1	207	0	275	28	0	0	303	40	0	59	0	1	99	0	0	0	0	0	0	609		
Apprch %	17.9	82.1	0.0	0.0	0.5		0.0	90.8	9.2	0.0	0.0		40.4	0.0	59.6	0.0	1.0		0.0	0.0	0.0	0.0	0.0				
Total %	6.1	27.9	0.0	0.0	0.2	34.0	0.0	45.2	4.6	0.0	0.0	49.8	6.6	0.0	9.7	0.0	0.2	16.3	0.0	0.0	0.0	0.0	0.0	0.0			
Cars, PU, Vans	33	167	0	0		200	0	270	25	0		295	37	0	56	0		93	0	0	0	0		0	588		
% Cars, PU, Vans	89.2	98.2	0.0	0.0		96.6	0.0	98.2	89.3	0.0		97.4	92.5	0.0	94.9	0.0		93.9	0.0	0.0	0.0	0.0		0.0	96.6		
Heavy Trucks	4	3	0	0		7	0	5	3	0		8	3	0	3	0		6	0	0	0	0		0	21		
%Heavy Trucks	10.8	1.8	0.0	0.0		3.4	0.0	1.8	10.7	0.0		2.6	7.5	0.0	5.1	0.0		6.1	0.0	0.0	0.0	0.0		0.0	3.4		

Location: Oak Grove Rd SW & RaceTrac SE Dwy
City: Loganville

PEAK HOURS

Day: Wednesday
Date: 4/15/2026

AM

	Oak Grove Rd SW Northbound					Oak Grove Rd SW Southbound					RaceTrac SE Dwy Eastbound					RaceTrac SE Dwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total

Peak Hour Analysis from 07:00 AM - 09:00 AM

Peak Hour for Entire Intersection Begins at 07:30 AM

7:30 AM	2	2	0	0	4	0	7	6	0	13	1	0	5	0	6	0	0	0	0	0	23
7:45 AM	2	2	0	0	4	0	10	4	0	14	2	0	2	0	4	0	0	0	0	0	22
8:00 AM	2	1	0	0	3	0	10	0	0	10	3	0	3	0	6	0	0	0	0	0	19
8:15 AM	0	0	0	0	0	0	11	3	0	14	3	0	1	0	4	0	0	0	0	0	18
Total Volume	6	5	0	0	11	0	38	13	0	51	9	0	11	0	20	0	0	0	0	0	82
% App. Total	54.5	45.5	0.0	0.0	100	0.0	74.5	25.5	0.0	100	45.0	0.0	55.0	0.0	100	0.0	0.0	0.0	0.0	0	
PHF	0.688					0.911					0.833										0.891
Cars, PU, Vans	4	5	0	0	9	0	37	11	0	48	7	0	10	0	17	0	0	0	0	0	74
% Cars, PU, Vans	66.7	100.0	0.0	0.0	81.8	0.0	97.4	84.6	0.0	94.1	77.8	0.0	90.9	0.0	85.0	0.0	0.0	0.0	0.0	0.0	90.2
Heavy Trucks	2	0	0	0	2	0	1	2	0	3	2	0	1	0	3	0	0	0	0	0	8
%Heavy Trucks	33.3	0.0	0.0	0.0	18.2	0.0	2.6	15.4	0.0	5.9	22.2	0.0	9.1	0.0	15.0	0.0	0.0	0.0	0.0	0.0	9.8

PM

	Oak Grove Rd SW Northbound					Oak Grove Rd SW Southbound					RaceTrac SE Dwy Eastbound					RaceTrac SE Dwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total

Peak Hour Analysis from 04:00 PM - 06:00 PM

Peak Hour for Entire Intersection Begins at 05:00 PM

[illegible]

Appendix D

GDOT Traffic Data

Location Map of GDOT Count Stations



0000135_8053 - 135-8053 - Old Loganville Rd

County: GWINNETT

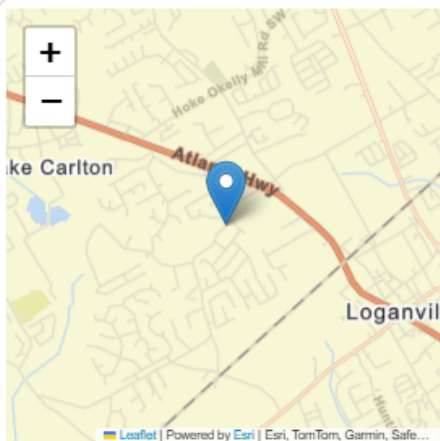
Route number: 00031000

LRS section: 1352031000

Functional class: 7U - Local (Urban)

Coordinates: 33.845973, -83.920995

Site Data



Count History

Year	Month	Count type	Duration	ADT	Count
2026	February	Class	48 hours	11,127	22,254
2024	April	Class	48 hours	11,076	22,153
2023	November	Class	48 hours	10,772	21,544
2020	January	Class	48 hours	8,208	16,415
2016	April	Class	48 hours	7,943	15,886
2011	August	Volume	48 hours	6,157	12,314

0000135_0061 - 135-0061 - US-78/SR10

County: GWINNETT

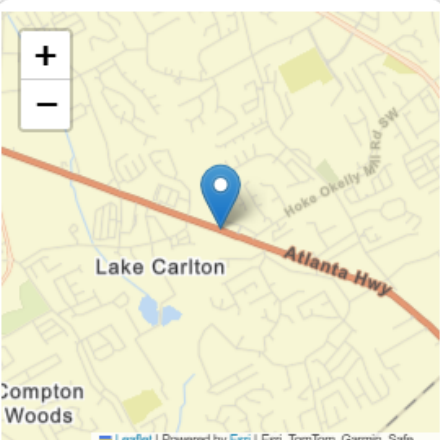
Route number: 00001000

LRS section: 1351001000

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.8543586730957, -83.9332427978516

Site Data



Count History

Year	Month	Count type	Duration	ADT	Count
2025	August	Class	48 hours	36,292	72,583
2023	January	Class	48 hours	34,986	69,971
2022	October	Class	48 hours	36,645	73,290
2019	February	Class	48 hours	34,610	69,220
2017	February	Class	48 hours	34,387	68,774
2015	May	Class	48 hours	34,953	69,906
2013	December	Class	48 hours	34,309	68,618

0000297_0441 - 297-0441 - CS 053313 BEG AT

County: WALTON

Route number: 00053413

LRS section: 2973053413

Functional class: 7U - Local (Urban)

Coordinates: 33.8417729, -83.9055552

Site Data

Map

Count History

Year	Month	Count type	Duration	ADT	Count
2024	June	Volume	48 hours	2,400	4,799
2022	March	Class	48 hours	2,512	5,024
2020	January	Class	48 hours	2,181	4,362
2018	April	Class	48 hours	2,254	4,509
2016	August	Class	48 hours	2,189	4,378
2014	May	Class	48 hours	2,114	4,228
2010	October	Class	48 hours	1,804	3,607

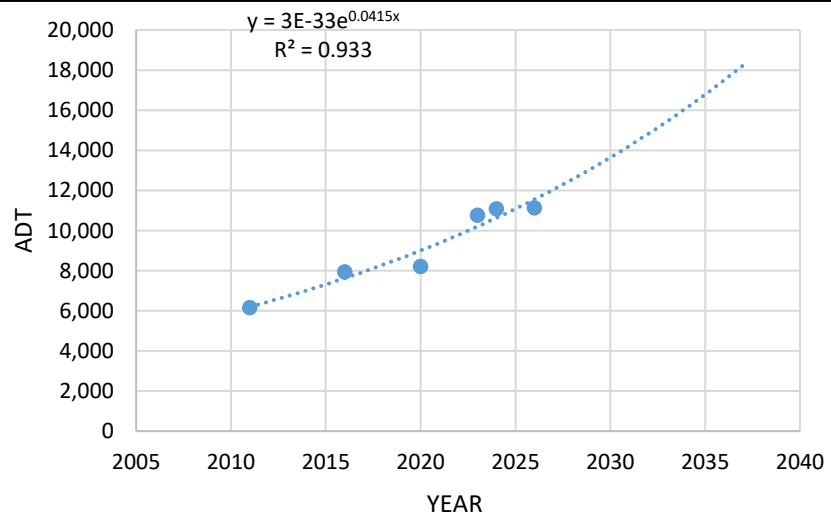
Count Station: 135-8053
 Street: Old Loganville Road
 Location: south of Chase Ct
 Source: GDOT

YEAR	ADT	TREND
2011	6,157	6200
2012		6500
2013		6700
2014		7000
2015		7300
2016	7,943	7600
2017		7900
2018		8200
2019		8600
2020	8,208	8900
2021		9300
2022		9700
2023	10,772	10100
2024	11,076	10500
2025		10900
2026	11,127	11300
2027		11800
2028		12300
2029		12800
2030		13300
2031		13900
2032		14400
2033		15000
2034		15600
2035		16300
2036		16900
2037		17600

10-Years of Count Data

Trend Annual Historic Compound Growth Rate

4.25%



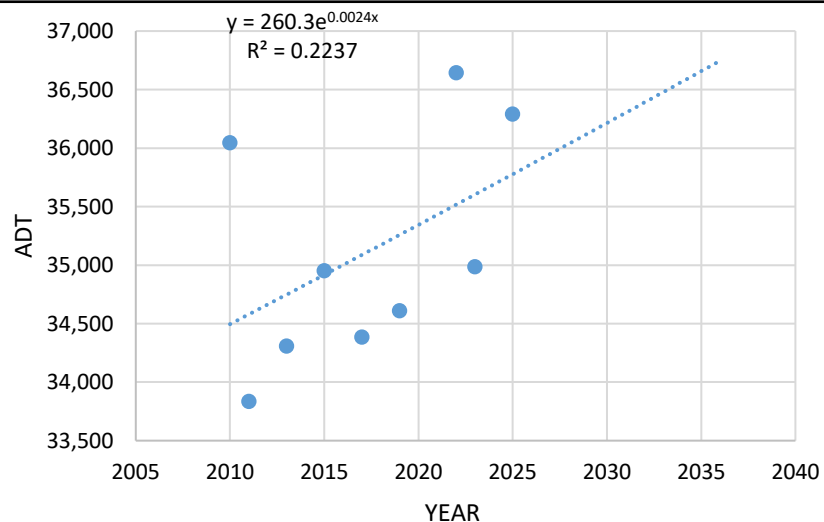
Count Station: 135-0061
 Street: US-78/SR 10
 Location: east of Krisam Creek Dr
 Source: GDOT

YEAR	ADT	TREND
2010	36,047	34500
2011	33,836	34600
2012		34700
2013	34,309	34700
2014		34800
2015	34,953	34900
2016		35000
2017	34,387	35100
2018		35200
2019	34,610	35300
2020		35300
2021		35400
2022	36,645	35500
2023	34,986	35600
2024		35700
2025	36,292	35800
2026		35900
2027		36000
2028		36000
2029		36100
2030		36200
2031		36300
2032		36400
2033		36500
2034		36600
2035		36700
2036		36700

10-Years of Count Data

Trend Annual Historic Compound Growth Rate

0.25%



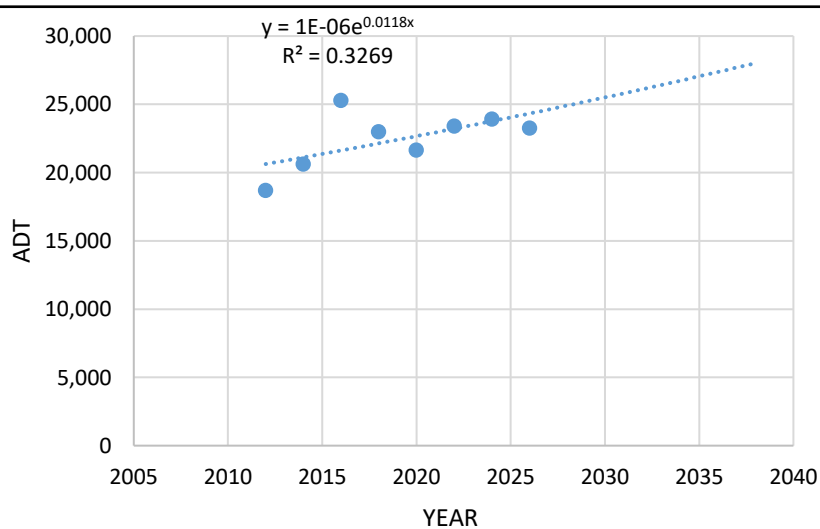
Count Station: 135-0154
 Street: Loganville Highway
 Location: east of The Esplanade Way
 Source: GDOT

YEAR	ADT	TREND
2012	18,698	20600
2013		20900
2014	20,632	21100
2015		21400
2016	25,304	21600
2017		21900
2018	23,002	22100
2019		22400
2020	21,654	22700
2021		22900
2022	23,424	23200
2023		23500
2024	23,928	23800
2025		24000
2026	23,271	24300
2027		24600
2028		24900
2029		25200
2030		25500
2031		25800
2032		26100
2033		26400
2034		26700
2035		27100
2036		27400
2037		27700
2038		28000

10-Years of Count Data

Trend Annual Historic Compound Growth Rate

1.09%



Appendix E

Intersection Volume Development

Traffic Impact Study
Brand Road Retail Site
Intersection Traffic Volumes

Intersection: #1 - Oak Grove Road at Brand Road

A.M. PEAK HOUR

Condition	Oak Grove Road Northbound			Oak Grove Road Southbound			Brand Road Eastbound			Brand Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2026)	0	4	11	6	25	120	107	210	6	20	413	7
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Growth Factor	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034
No-Build Total	0	4	11	6	26	124	111	217	6	21	427	7
Trip Distribution IN					15%			5%	35%	15%		
Trip Distribution OUT	15%	15%	15%								5%	
Retail/Institutional Trips	7	7	7	0	8	0	0	3	20	8	2	0
Pass-By Trips												
Total Project Trips	7	7	7	0	8	0	0	3	20	8	2	0
Buildout Total (2028)	7	11	18	6	34	124	111	220	26	29	429	7

P.M. PEAK HOUR

Condition	Oak Grove Road Northbound			Oak Grove Road Southbound			Brand Road Eastbound			Brand Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2026)	4	24	70	14	27	143	159	349	20	60	385	24
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Growth Factor	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034
No-Build Total	4	25	72	14	28	148	164	361	21	62	398	25
Trip Distribution IN					15%			5%	35%	15%		
Trip Distribution OUT	15%	15%	15%								5%	
Retail/Institutional Trips	8	8	8	0	8	0	0	3	18	8	3	0
Pass-By Trips												
Total Project Trips	8	8	8	0	8	0	0	3	18	8	3	0
Buildout Total (2028)	12	33	80	14	36	148	164	364	39	70	401	25

Traffic Impact Study
Brand Road Retail Site
Intersection Traffic Volumes

Intersection: #2 - Oak Grove Road at RaceTrac Driveway/Site Driveway #1

A.M. PEAK HOUR

Condition	Oak Grove Road Northbound			Oak Grove Road Southbound			RaceTrac Driveway Eastbound			Proposed Site Driveway #1 Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2026)	6	5	0	0	38	13	9	0	11	0	0	0
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Growth Factor	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034
No-Build Total	6	5	0	0	39	13	9	0	11	0	0	0
Trip Distribution IN			10%	25%				15%				
Trip Distribution OUT					5%					15%	25%	15%
Retail/Institutional Trips	0	0	6	14	2	0	0	8	0	7	11	7
Pass-By Trips		-3	3									3
Total Project Trips	0	-3	9	14	2	0	0	8	0	7	11	10
Buildout Total (2028)	6	2	9	14	41	13	9	8	11	7	11	10

P.M. PEAK HOUR

Condition	Oak Grove Road Northbound			Oak Grove Road Southbound			RaceTrac Driveway Eastbound			Proposed Site Driveway #1 Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2026)	14	88	0	0	104	4	13	0	17	0	0	0
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Growth Factor	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034
No-Build Total	14	91	0	0	108	4	13	0	18	0	0	0
Trip Distribution IN			10%	25%				15%				
Trip Distribution OUT					5%					15%	25%	15%
Retail/Institutional Trips	0	0	5	13	3	0	0	8	0	8	13	8
Pass-By Trips		-17	17									17
Total Project Trips	0	-17	22	13	3	0	0	8	0	8	13	25
Buildout Total (2028)	14	74	22	13	111	4	13	8	18	8	13	25

Traffic Impact Study
Brand Road Retail Site
Intersection Traffic Volumes

Intersection: #3 - Oak Grove Road at Site Driveway #2

A.M. PEAK HOUR

Condition	Oak Grove Road Northbound			Oak Grove Road Southbound			Eastbound			Proposed Site Driveway #2 Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2026)		14			51							
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Growth Factor	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034
No-Build Total	0	14	0	0	53	0	0	0	0	0	0	0
Trip Distribution IN				40%	25%							
Trip Distribution OUT		15%								5%		30%
Retail/Institutional Trips	0	7	0	22	14	0	0	0	0	2	0	13
Pass-By Trips				10	-10					10		
Total Project Trips	0	7	0	32	4	0	0	0	0	12	0	13
Buildout Total (2028)	0	21	0	32	57	0	0	0	0	12	0	13

P.M. PEAK HOUR

Condition	Oak Grove Road Northbound			Oak Grove Road Southbound			0 Eastbound			Proposed Site Driveway #2 Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2026)		101			109							
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Growth Factor	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034
No-Build Total	0	104	0	0	113	0	0	0	0	0	0	0
Trip Distribution IN				40%	25%							
Trip Distribution OUT		15%								5%		30%
Retail/Institutional Trips	0	8	0	20	13	0	0	0	0	3	0	15
Pass-By Trips				17	-17					17		
Total Project Trips	0	8	0	37	-4	0	0	0	0	20	0	15
Buildout Total (2028)	0	112	0	37	109	0	0	0	0	20	0	15

Traffic Impact Study
Brand Road Retail Site
Intersection Traffic Volumes

Intersection: #4 - Brand Road at Site Driveway #3

A.M. PEAK HOUR

Condition	Proposed Driveway #3 Northbound			N/A Southbound			Brand Road Eastbound			Brand Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2026)								227			440	
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Growth Factor	1.052	1.052	1.052	1.052	1.052	1.052	1.052	1.052	1.052	1.052	1.052	1.052
No-Build Total	0	0	0	0	0	0	0	239	0	0	463	0
Trip Distribution IN									5%	5%	15%	
Trip Distribution OUT	5%		5%					15%				
Retail/Institutional Trips	2	0	2	0	0	0	0	7	3	3	8	0
Total Project Trips	2	0	2	0	0	0	0	7	3	3	8	0
Buildout Total (2029)	2	0	2	0	0	0	0	246	3	3	471	0

P.M. PEAK HOUR

Condition	Proposed Driveway #3 Northbound			N/A Southbound			Brand Road Eastbound			Brand Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2026)								433			469	
Annual Growth Rate	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
Growth Factor	1.052	1.052	1.052	1.052	1.052	1.052	1.052	1.052	1.052	1.052	1.052	1.052
No-Build Total	0	0	0	0	0	0	0	455	0	0	493	0
Trip Distribution IN									5%	5%	15%	
Trip Distribution OUT	5%		5%					15%				
Retail/Institutional Trips	3	0	3	0	0	0	0	8	3	3	8	0
Total Project Trips	3	0	3	0	0	0	0	8	3	3	8	0
Buildout Total (2029)	3	0	3	0	0	0	0	463	3	3	501	0

Appendix F

Capacity Analysis Reports

Existing Conditions – Year 2026

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	107	210	6	20	413	7	0	4	11	6	25	120
Future Vol, veh/h	107	210	6	20	413	7	0	4	11	6	25	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	4	4	4	13	13	13	6	6	6
Mvmt Flow	110	216	6	21	426	7	0	4	11	6	26	124

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	433	0	0	223	0	0	920	914	220	910	914	429
Stage 1	-	-	-	-	-	-	440	440	-	471	471	-
Stage 2	-	-	-	-	-	-	480	474	-	439	443	-
Critical Hdwy	4.13	-	-	4.14	-	-	7.23	6.63	6.33	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.63	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.63	-	6.16	5.56	-
Follow-up Hdwy	2.227	-	-	2.236	-	-	3.617	4.117	3.417	3.554	4.054	3.354
Pot Cap-1 Maneuver	1121	-	-	1334	-	-	240	262	793	251	269	617
Stage 1	-	-	-	-	-	-	575	559	-	566	553	-
Stage 2	-	-	-	-	-	-	547	540	-	589	569	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1121	-	-	1334	-	-	151	228	793	212	234	617
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	228	-	212	234	-
Stage 1	-	-	-	-	-	-	510	496	-	555	542	-
Stage 2	-	-	-	-	-	-	408	529	-	511	505	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.84			0.35			12.8			16.85		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	477	593	-	-	82	-	-	458
HCM Lane V/C Ratio	0.032	0.098	-	-	0.015	-	-	0.34
HCM Ctrl Dly (s/v)	12.8	8.6	0	-	7.7	0	-	16.8
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	1.5

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	11	6	5	38	13
Future Vol, veh/h	9	11	6	5	38	13
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	89	89	89	89	89	89
Heavy Vehicles, %	15	15	18	18	6	6
Mvmt Flow	10	12	7	6	43	15

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	69	50	57
Stage 1	50	-	-
Stage 2	19	-	-
Critical Hdwy	6.55	6.35	4.28
Critical Hdwy Stg 1	5.55	-	-
Critical Hdwy Stg 2	5.55	-	-
Follow-up Hdwy	3.635	3.435	2.362
Pot Cap-1 Maneuver	904	983	1451
Stage 1	940	-	-
Stage 2	971	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	900	983	1451
Mov Cap-2 Maneuver	900	-	-
Stage 1	936	-	-
Stage 2	971	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.91	4.09	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	982	-	944	-	-
HCM Lane V/C Ratio	0.005	-	0.024	-	-
HCM Ctrl Dly (s/v)	7.5	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	159	349	20	60	385	24	4	24	70	14	27	143
Future Vol, veh/h	159	349	20	60	385	24	4	24	70	14	27	143
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	1	1	1
Mvmt Flow	169	371	21	64	410	26	4	26	74	15	29	152
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	435	0	0	393	0	0	1272	1283	382	1272	1281	422
Stage 1	-	-	-	-	-	-	720	720	-	550	550	-
Stage 2	-	-	-	-	-	-	552	563	-	722	731	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1125	-	-	1166	-	-	145	166	668	145	166	634
Stage 1	-	-	-	-	-	-	421	434	-	521	517	-
Stage 2	-	-	-	-	-	-	520	511	-	419	429	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1125	-	-	1166	-	-	67	124	668	81	124	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	67	124	-	81	124	-
Stage 1	-	-	-	-	-	-	339	350	-	483	480	-
Stage 2	-	-	-	-	-	-	345	474	-	279	346	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.64			1.06			25.97			37.3		
HCM LOS							D			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	274	536	-	-	228	-	-	299				
HCM Lane V/C Ratio	0.38	0.15	-	-	0.055	-	-	0.655				
HCM Ctrl Dly (s/v)	26	8.8	0	-	8.3	0	-	37.3				
HCM Lane LOS	D	A	A	-	A	A	-	E				
HCM 95th %tile Q(veh)	1.7	0.5	-	-	0.2	-	-	4.3				

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	17	14	88	104	4
Future Vol, veh/h	13	17	14	88	104	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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	14	18	15	94	111	4

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	236	113	115
Stage 1	113	-	-
Stage 2	123	-	-
Critical Hdwy	6.4	6.2	4.11
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.209
Pot Cap-1 Maneuver	756	946	1480
Stage 1	917	-	-
Stage 2	907	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	748	946	1480
Mov Cap-2 Maneuver	748	-	-
Stage 1	907	-	-
Stage 2	907	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.41	1.02	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	247	-	849	-	-
HCM Lane V/C Ratio	0.01	-	0.038	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Future No Build Conditions – Year 2028

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	111	217	6	21	427	7	0	4	11	6	26	124
Future Vol, veh/h	111	217	6	21	427	7	0	4	11	6	26	124
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	4	4	4	13	13	13	6	6	6
Mvmt Flow	114	224	6	22	440	7	0	4	11	6	27	128

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	447	0	0	230	0	0	953	946	227	942	946	444
Stage 1	-	-	-	-	-	-	456	456	-	487	487	-
Stage 2	-	-	-	-	-	-	497	491	-	455	459	-
Critical Hdwy	4.13	-	-	4.14	-	-	7.23	6.63	6.33	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.63	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.63	-	6.16	5.56	-
Follow-up Hdwy	2.227	-	-	2.236	-	-	3.617	4.117	3.417	3.554	4.054	3.354
Pot Cap-1 Maneuver	1108	-	-	1326	-	-	228	250	786	239	258	606
Stage 1	-	-	-	-	-	-	564	550	-	554	544	-
Stage 2	-	-	-	-	-	-	535	530	-	578	560	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1108	-	-	1326	-	-	139	216	786	200	222	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	216	-	200	222	-
Stage 1	-	-	-	-	-	-	497	485	-	542	532	-
Stage 2	-	-	-	-	-	-	392	519	-	497	493	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.87			0.36			13.07			17.67		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	461	595	-	-	83	-	-	443
HCM Lane V/C Ratio	0.034	0.103	-	-	0.016	-	-	0.363
HCM Ctrl Dly (s/v)	13.1	8.6	0	-	7.8	0	-	17.7
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	1.6

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	11	6	5	39	13
Future Vol, veh/h	9	11	6	5	39	13
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	89	89	89	89	89	89
Heavy Vehicles, %	15	15	18	18	6	6
Mvmt Flow	10	12	7	6	44	15

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	70	51	58
Stage 1	51	-	-
Stage 2	19	-	-
Critical Hdwy	6.55	6.35	4.28
Critical Hdwy Stg 1	5.55	-	-
Critical Hdwy Stg 2	5.55	-	-
Follow-up Hdwy	3.635	3.435	2.362
Pot Cap-1 Maneuver	903	981	1449
Stage 1	939	-	-
Stage 2	971	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	899	981	1449
Mov Cap-2 Maneuver	899	-	-
Stage 1	935	-	-
Stage 2	971	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.91	4.09	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	982	-	942	-	-
HCM Lane V/C Ratio	0.005	-	0.024	-	-
HCM Ctrl Dly (s/v)	7.5	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 10.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	164	361	21	62	398	25	4	25	72	14	28	148
Future Vol, veh/h	164	361	21	62	398	25	4	25	72	14	28	148
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	1	1	1
Mvmt Flow	174	384	22	66	423	27	4	27	77	15	30	157

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	450	0	0	406	0	0	1314	1326	395	1315	1324	437
Stage 1	-	-	-	-	-	-	744	744	-	569	569	-
Stage 2	-	-	-	-	-	-	570	582	-	746	755	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1110	-	-	1152	-	-	136	156	656	136	157	622
Stage 1	-	-	-	-	-	-	408	423	-	509	508	-
Stage 2	-	-	-	-	-	-	508	501	-	407	418	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1110	-	-	1152	-	-	59	115	656	72	115	622
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	115	-	72	115	-
Stage 1	-	-	-	-	-	-	325	337	-	470	469	-
Stage 2	-	-	-	-	-	-	328	462	-	264	333	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.66			1.06			28.89			44.69		
HCM LOS							D			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	256	535	-	-	227	-	-	281
HCM Lane V/C Ratio	0.42	0.157	-	-	0.057	-	-	0.718
HCM Ctrl Dly (s/v)	28.9	8.8	0	-	8.3	0	-	44.7
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	2	0.6	-	-	0.2	-	-	5.1

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	18	14	91	108	4
Future Vol, veh/h	13	18	14	91	108	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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	14	19	15	97	115	4

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	244	117	119
Stage 1	117	-	-
Stage 2	127	-	-
Critical Hdwy	6.4	6.2	4.11
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.209
Pot Cap-1 Maneuver	749	940	1475
Stage 1	913	-	-
Stage 2	904	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	741	940	1475
Mov Cap-2 Maneuver	741	-	-
Stage 1	903	-	-
Stage 2	904	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.43	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	240	-	845	-	-
HCM Lane V/C Ratio	0.01	-	0.039	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Future Build Conditions – Year 2028

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	111	220	26	29	429	7	7	11	18	6	34	124
Future Vol, veh/h	111	220	26	29	429	7	7	11	18	6	34	124
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	4	4	4	13	13	13	6	6	6
Mvmt Flow	114	227	27	30	442	7	7	11	19	6	35	128

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	449	0	0	254	0	0	989	978	240	967	988	446
Stage 1	-	-	-	-	-	-	469	469	-	506	506	-
Stage 2	-	-	-	-	-	-	520	509	-	461	482	-
Critical Hdwy	4.13	-	-	4.14	-	-	7.23	6.63	6.33	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.63	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.63	-	6.16	5.56	-
Follow-up Hdwy	2.227	-	-	2.236	-	-	3.617	4.117	3.417	3.554	4.054	3.354
Pot Cap-1 Maneuver	1106	-	-	1300	-	-	216	240	772	230	243	604
Stage 1	-	-	-	-	-	-	554	543	-	542	533	-
Stage 2	-	-	-	-	-	-	520	520	-	573	546	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1106	-	-	1300	-	-	123	204	772	182	207	604
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	204	-	182	207	-
Stage 1	-	-	-	-	-	-	487	477	-	525	517	-
Stage 2	-	-	-	-	-	-	370	504	-	480	480	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.68			0.49			20.52			19.95		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	269	548	-	-	112	-	-	408
HCM Lane V/C Ratio	0.138	0.103	-	-	0.023	-	-	0.415
HCM Ctrl Dly (s/v)	20.5	8.6	0	-	7.8	0	-	19.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0.1	-	-	2

2: Oak Grove Road & RaceTrac Driveway/Proposed Driveway #1

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	8	11	7	11	10	6	2	9	14	41	13
Future Vol, veh/h	9	8	11	7	11	10	6	2	9	14	41	13
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	94	92	94	92	92	92	94	94	92	92	94	94
Heavy Vehicles, %	0	2	0	2	2	2	1	1	2	2	2	2
Mvmt Flow	10	9	12	8	12	11	6	2	10	15	44	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	102	106	51	98	108	7	57	0	0	12	0	0
Stage 1	81	81	-	20	20	-	-	-	-	-	-	-
Stage 2	21	25	-	78	88	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	884	784	1023	884	782	1075	1553	-	-	1607	-	-
Stage 1	932	828	-	999	879	-	-	-	-	-	-	-
Stage 2	1003	875	-	930	822	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	849	774	1023	852	772	1075	1553	-	-	1607	-	-
Mov Cap-2 Maneuver	849	774	-	852	772	-	-	-	-	-	-	-
Stage 1	923	820	-	995	875	-	-	-	-	-	-	-
Stage 2	975	871	-	901	814	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.22		9.23		2.56		1.52	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	539	-	-	883	881	360	-
HCM Lane V/C Ratio	0.004	-	-	0.034	0.035	0.009	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.2	9.2	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection

Int Delay, s/veh 3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	13	21	0	32	57
Future Vol, veh/h	12	13	21	0	32	57
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	14	23	0	35	62

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	154	23	0
Stage 1	23	-	-
Stage 2	132	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	837	1054	-
Stage 1	1000	-	-
Stage 2	895	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	818	1054	-
Mov Cap-2 Maneuver	818	-	-
Stage 1	977	-	-
Stage 2	895	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.01	0	2.63
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	926	647
HCM Lane V/C Ratio	-	-	0.029	0.022
HCM Ctrl Dly (s/v)	-	-	9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	246	3	3	471	2	2
Future Vol, veh/h	246	3	3	471	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	267	3	3	512	2	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	271
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	-	-	1293
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1293
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.05	12.42
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	490	-	-	11	-
HCM Lane V/C Ratio	0.009	-	-	0.003	-
HCM Ctrl Dly (s/v)	12.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 17.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	164	364	39	70	401	25	12	33	80	14	36	148
Future Vol, veh/h	164	364	39	70	401	25	12	33	80	14	36	148
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	1	1	1
Mvmt Flow	174	387	41	74	427	27	13	35	85	15	38	157

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	453	0	0	429	0	0	1352	1359	408	1343	1366	440
Stage 1	-	-	-	-	-	-	757	757	-	589	589	-
Stage 2	-	-	-	-	-	-	595	602	-	754	778	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1107	-	-	1131	-	-	128	149	645	130	148	619
Stage 1	-	-	-	-	-	-	401	417	-	496	497	-
Stage 2	-	-	-	-	-	-	493	490	-	403	408	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1107	-	-	1131	-	-	49	108	645	60	107	619
Mov Cap-2 Maneuver	-	-	-	-	-	-	49	108	-	60	107	-
Stage 1	-	-	-	-	-	-	318	330	-	452	453	-
Stage 2	-	-	-	-	-	-	307	447	-	248	323	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.56	1.19	62.51	70.02
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	185	511	-	-	251	-	-	245
HCM Lane V/C Ratio	0.718	0.158	-	-	0.066	-	-	0.86
HCM Ctrl Dly (s/v)	62.5	8.9	0	-	8.4	0	-	70
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	4.5	0.6	-	-	0.2	-	-	7

2: Oak Grove Road & RaceTrac Driveway/Proposed Driveway #1

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	8	18	8	13	25	14	74	22	13	111	4
Future Vol, veh/h	13	8	18	8	13	25	14	74	22	13	111	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	92	94	92	92	92	94	94	92	92	94	94
Heavy Vehicles, %	0	2	0	2	2	2	1	1	2	2	2	2
Mvmt Flow	14	9	19	9	14	27	15	79	24	14	118	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	264	281	120	271	271	91	122	0	0	103	0	0
Stage 1	148	148	-	120	120	-	-	-	-	-	-	-
Stage 2	116	132	-	151	151	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	693	628	937	681	636	967	1471	-	-	1489	-	-
Stage 1	859	774	-	884	796	-	-	-	-	-	-	-
Stage 2	894	787	-	852	773	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	645	614	937	644	622	967	1471	-	-	1489	-	-
Mov Cap-2 Maneuver	645	614	-	644	622	-	-	-	-	-	-	-
Stage 1	850	766	-	874	787	-	-	-	-	-	-	-
Stage 2	844	778	-	817	765	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.13		9.95		0.95		0.77	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	218	-	-	744	778	185	-
HCM Lane V/C Ratio	0.01	-	-	0.056	0.064	0.009	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.1	9.9	7.4	0
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-

Intersection

Int Delay, s/veh 2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	15	112	0	37	109
Future Vol, veh/h	20	15	112	0	37	109
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	16	122	0	40	118

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	321	122	0
Stage 1	122	-	-
Stage 2	199	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	673	929	-
Stage 1	904	-	-
Stage 2	835	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	653	929	-
Mov Cap-2 Maneuver	653	-	-
Stage 1	877	-	-
Stage 2	835	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.07	0	1.91
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	748	456
HCM Lane V/C Ratio	-	-	0.051	0.027
HCM Ctrl Dly (s/v)	-	-	10.1	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	463	3	3	501	3	3
Future Vol, veh/h	463	3	3	501	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	503	3	3	545	3	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	507
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	-	-	1058
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1058
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.05	15.62
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	346	-	-	11	-
HCM Lane V/C Ratio	0.019	-	-	0.003	-
HCM Ctrl Dly (s/v)	15.6	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-