



City of Holly Springs

Date: Monday, August 1, 2022

Location: 3235 Holly Springs Pkwy.

City Council Work Session Agenda 7:00 p.m., Council Chambers

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

“Veterans of U.S. military services may proudly salute the flag while not in uniform based on a change in the governing law on 25 July 2007.”

III. INVOCATION

IV. PUBLIC COMMENTS

V. UNFINISHED BUSINESS

- A. Discuss CUP-01-2022, conditional use permit for a Self-Storage Establishment for property located off of East Cherokee Drive, Holly Springs, GA, tax parcel 118 of tax plat 15N26

Presented By: Nancy Moon, Community Development Director

VI. NEW BUSINESS

- B. Discuss A-02-2022 and MA-06-2022, annexation and rezoning of 0.2 +/- acres located off of Highway 140, Cherokee County, GA, tax parcel 233 of tax plat 15N19 from R-40, Single Family Residential Estate (County), to NC, Neighborhood Commercial (City)

Presented By: Nancy Moon, Community Development Director

- C. Discuss MA-05-2022 and CUP 02-2022, rezoning of 20 +/- acres located off of East Cherokee Drive, Holly Springs, GA, tax parcels 120, 121, and 124 of tax plat 15N26 from GC, General Commercial, to GC, General Commercial / MXD, Mixed Use and a conditional use permit for a Multi-Tenant / Planned Shopping Center Establishment

Presented By: Nancy Moon, Community Development Director

D. Discuss a cost-of-living adjustment for City employees

Presented By: Denise Lamazares, Finance Director

E. Discuss an ordinance to set the 2022 millage rate pursuant to Section 6.02 of the City Charter

Presented By: Denise Lamazares, Finance Director

F. Discuss quotes from Axon Enterprise, Inc.

Presented By: Deputy Chief Greg Clyburn

G. Discuss an Intergovernmental Agreement for the Lease of Real Property between Cherokee County, Georgia and the City of Holly Springs, Georgia

Presented By: Robert H. Logan, City Manager

H. Discuss an amendment to the Municipal Services Master Fee Schedule

Presented By: Robert H. Logan, City Manager

VII. REPORTS

VIII. ADJOURNMENT

City Council Special Called Meeting

Agenda

Immediately following the Work Session

I. CALL TO ORDER

II. NEW BUSINESS

1. Approve/deny a cost-of-living adjustment for City employees

III. ADJOURNMENT



COUNCIL AGENDA REPORT

FROM: Nancy Moon

SUBJECT: CUP-01-2022, applicant requests a conditional use permit for a Self-Storage Establishment for property located off of East Cherokee Drive, Holly Springs, GA, tax parcel 118 of tax plat 15N26

DATE: July 27, 2022

COUNCIL MEETING DATE: August 1, 2022

STAFF ANALYSIS

Applicant, Turnstone Group, LLC, has requested a Conditional Use Permit for a Self-Storage Establishment, for property located on East Cherokee Drive, parcel 118 of tax plat 15N26. The property is zoned GC, General Commercial. The applicant proposes to construct a two-story climate-controlled self-storage establishment with a basement. See the attached location map and site plan. The proposed façade will include brick and comply with the guidelines of the Holly Springs Parkway Model Zoning District Guidelines.

Subsequent to the July 7th council meeting, the applicant submitted revised elevations for review. These elevations are attached.

Staff Recommendation

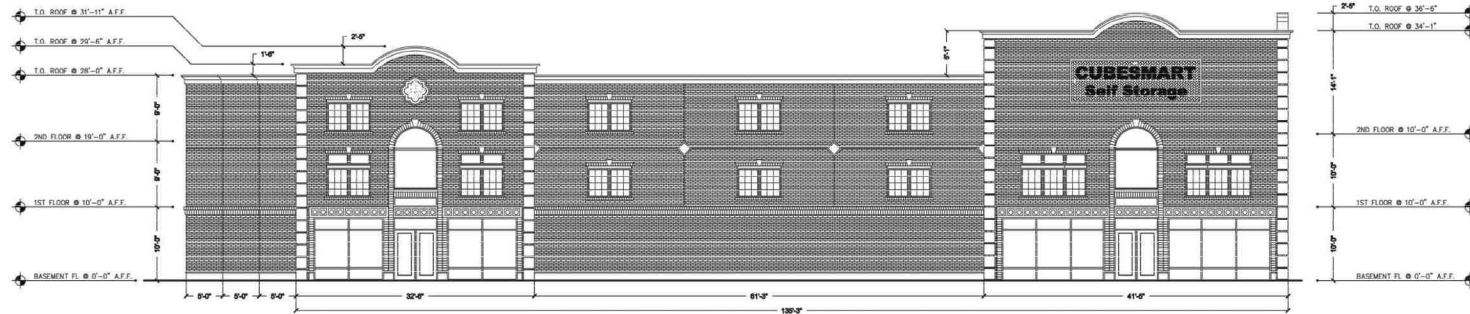
Based on the preceding analysis, Staff recommends **APPROVAL** of the Conditional Use Permit for a Self-Storage Establishment with the following stipulations.

1. Lighting shall be environmentally sensitive, with developer making every effort to ensure that lighting is as unobtrusive as possible, utilizing fully-shielded LED lamps in compliance with the International Dark Sky Association, or equivalent organization.
2. Owner/Developer shall coordinate with the Community Development Director and the City Arborist regarding landscaping.
3. All improvements to East Cherokee Drive shall be provided as per determination and recommendation of the City Engineer.
4. Owner/Developer shall be responsible for the installation of sidewalks, decorative streetlights, and curb and gutter along the road frontage of East Cherokee Drive, as applicable, and shall conform to the design of the Holly Springs LCI Project 0008961, Pedestrian Improvements, as well as, the requirements of the Holly Springs Parkway District, as stated in Article 19, Design Guidelines for Model Zoning District.

5. In addition to the zoning requirements of the GC zoning district, all development shall follow the design guidelines as outlined in the Holly Springs Zoning Ordinance, Article 19, Design Guidelines for Model Zoning Districts.
6. Site design shall be such that the vehicular entrance and building entrances shall be located towards the northern property line. No access shall be permitted along the southern side of the building.

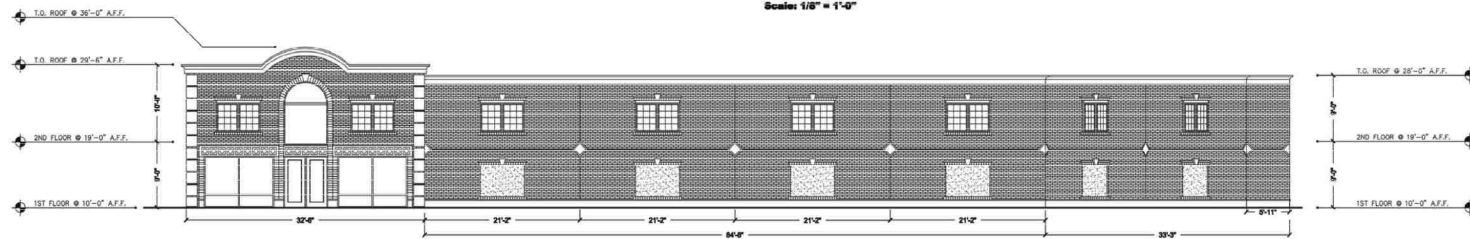
*** The recommendations made herein are the opinions of the City of Holly Springs Staff and do not constitute a final decision. The Holly Springs City Council makes the final decision on all rezoning applications at their regularly scheduled meeting. Any site plan submitted as a part of this application is not considered approved and must go through the normal civil site plan review by the City of Holly Springs Community Development Department to ensure compliance with City regulations.*

**Concept Elevations for:
2527 EAST CHEROKEE DRIVE**



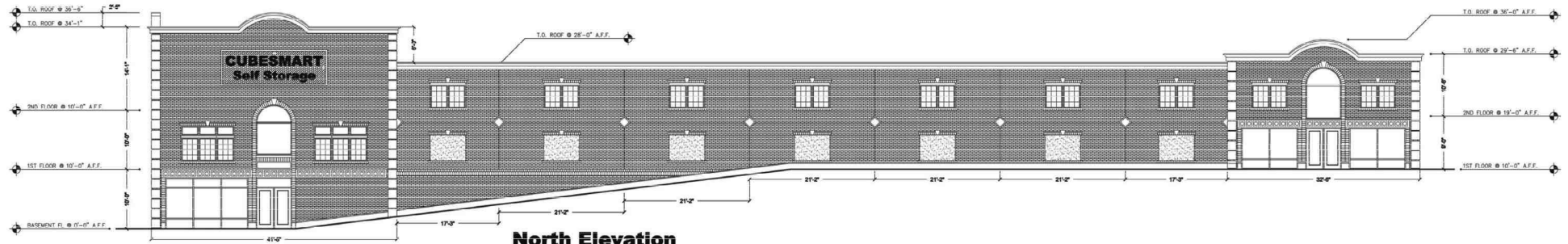
East Elevation

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



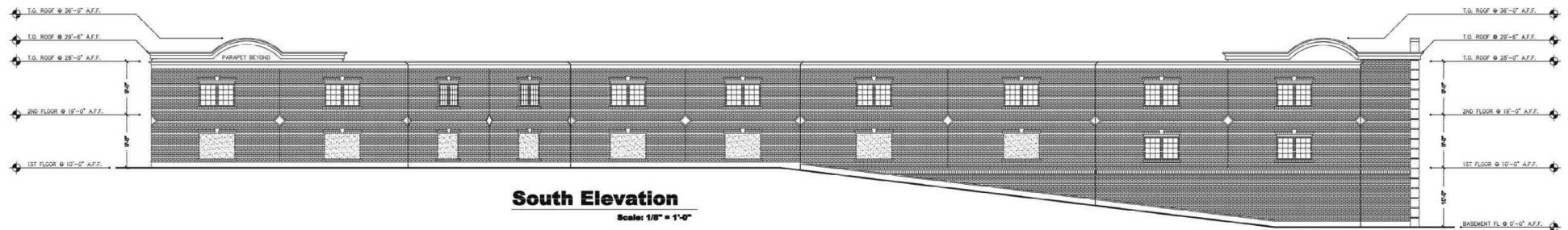
West Elevation

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



North Elevation

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



South Elevation

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



East Elevation

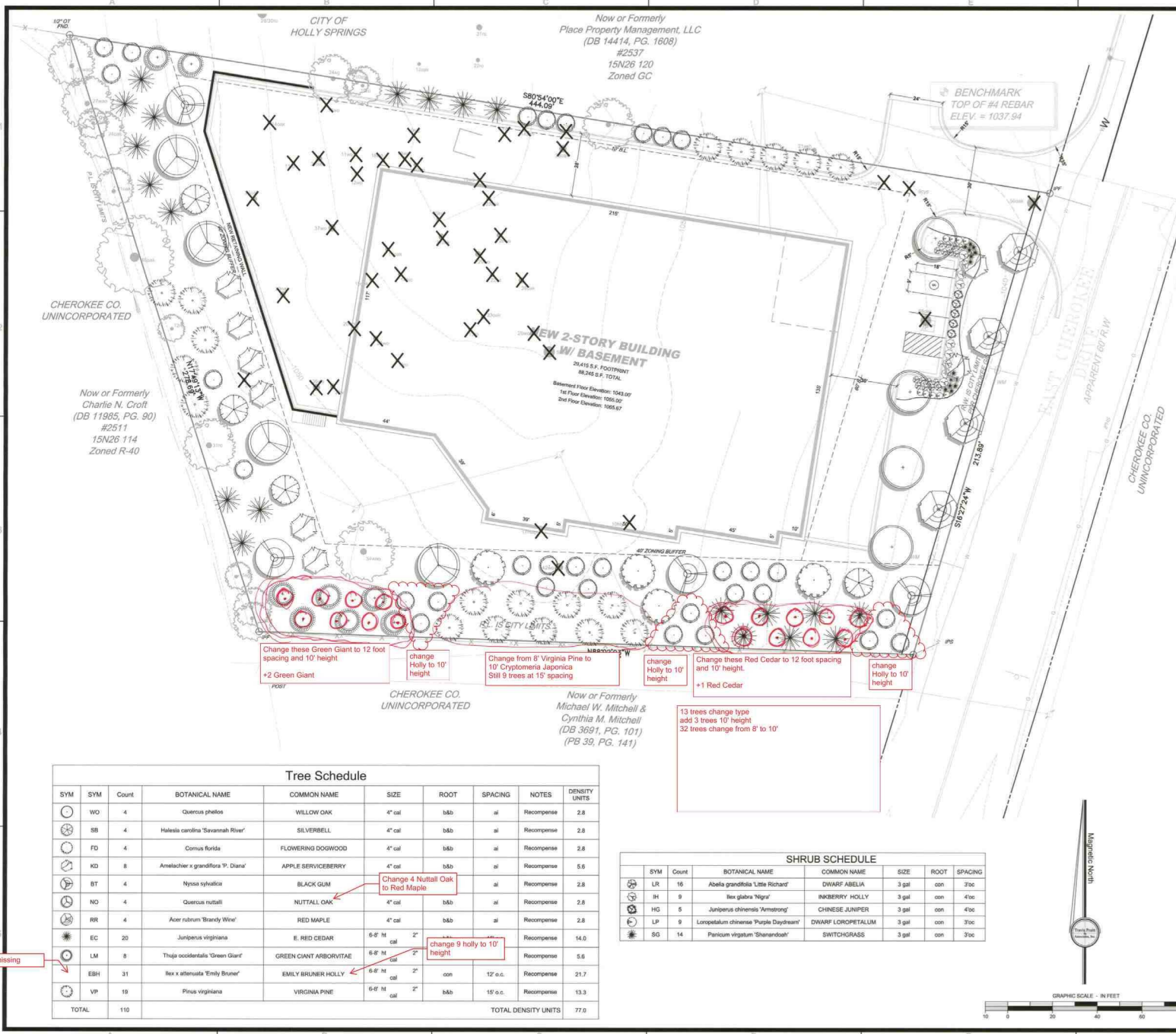
Scale: 1/8" = 1'-0"











SITE ZONING: # (GENERAL COMMERCIAL)
SITE AREA: #
TAX PARCEL ID: #
TREE DENSITY FACTOR REQUIRED
20 units per acre
20 x 1.965 acres = 39.30 TDU required
Existing Density Factor = 8.0 x 39.30 = 44.34 TDU
Density Requirements Satisfied
10 Trees are being saved on site from which 7 are specimen sized trees.
SPECIMEN TREE RECOMPENSE NOTE
15 Specimen sized trees to be removed
15 x 6.0 units = 90.0 units required
15 x 6.0 units = 90.0 units required
77.0 x 6.0 units = 462.0 units required
192.0 - 77.0 = 115.0 units or 107' - 4" cal trees for the Tree Bank

Existing Trees						
Name	Size	Status	Specimen (x2)	DENSITY VALUE	Total Units Saved	Total Units Removed
Swampcypress	10	S		0.6	0.6	
Red Oak	12	S		0.8	0.8	
Swampcypress	13	S		1.2	1.2	
Willow oak	16	S		1.2	1.2	
Red Oak	18	S		1.8	1.8	
Oak	19	S		1.8	1.8	
Swampcypress	20	S		2.4	2.4	
Oak	21	S		2.4	2.4	
Swampcypress	24	S		3.4	3.4	
Willow oak	24	S	X	3.4	6.8	
Oak	24	S	X	3.4	6.8	
Willow oak	26	S	X	3.4	6.8	
Oak	26	S	X	3.4	6.8	
Willow oak	26	S	X	3.4	6.8	
Willow oak	27	S	X	3.4	6.8	
Oak	27	S	X	3.4	6.8	
Willow oak	28	S	X	4	4	8
Willow oak	28	S	X	4	4	8
Oak	29	S	X	4	4	8
Oak	29	S	X	4	4	8
Red Oak	31	S	X	4.4	8.8	
Oak	31	S	X	4.4	8.8	
Oak	31	S	X	4.4	8.8	
Willow oak	34	S	X	5	10	
Oak	34	S	X	5	10	
Willow oak	37	S	X	5.4	10.8	
Willow oak	42	S	X	7	14	
Oak	48	S	X	10	10	
Oak	56	S	X	10	10	
Swampcypress	58	S	X	10	10	
					88.6	192.6

NOTE: ALL CURB RADII ARE 5' UNLESS OTHERWISE NOTED.
NOTE: ALL DIMENSIONS ARE TO FACE OF CURB, FACE OF BUILDING, OR CENTER OF STRUCTURE, UNLESS OTHERWISE NOTED.
FLOOD HAZARD NOTE:
THIS PROPERTY DOES NOT LIE WITHIN A 100 YEAR FLOOD HAZARD ZONE AS DEFINED BY THE F.E.M.A. FLOOD INSURANCE RATE MAP OF CHEROKEE COUNTY, GEORGIA COMMUNITY PANEL NUMBER 15000-0001, DATED JUNE 1, 2010.
INFORMATION REGARDING THE REPORTED PRESENCE, SIZE, CHARACTER AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES IS SHOWN HEREIN. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED IN THAT LIGHT BY THOSE USING THIS DRAWING. THE LOCATION AND ARRANGEMENT OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN HEREIN MAY BE INACCURATE AND UTILITIES AND STRUCTURES NOT SHOWN MAY BE ENCOUNTERED. THE ENGINEER, HIS EMPLOYERS, HIS CONSULTANTS AND HIS CONTRACTORS SHALL HEREBY EXPRESSLY UNDERSTAND THAT THE SURVEYOR IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF THIS INFORMATION.

GEORGIA 811
Utilities Protection Center, Inc.
1-800-282-7411
Know what's below.
Call before you dig.
© Copyright 2022
Travis Pruitt & Associates, Inc.
THESE DRAWINGS AND THEIR REPRODUCTIONS ARE THE PROPERTY OF THE ENGINEER AND MAY NOT BE REPRODUCED, PUBLISHED, OR USED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER.

REVISIONS

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

4317 Park Drive, Suite 400
Holly Springs, NC 27560
Phone: (770) 416-2511
Fax: (770) 416-2511
www.travispruitt.com
email: travis@travispruitt.com

Travis Pruitt & Associates, Inc.
Professional Seal
Professional Engineer
No. 10000
State of Georgia

CONCEPT PLAN "D"
2527 EAST CHEROKEE DRIVE
2021 EAST CHEROKEE DRIVE, LAND LOT 396, 11TH DISTRICT, 2ND SECTION, CITY OF HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

DATE: 6-14-22
SCALE: 1" = 20'
CN: 220637CP D
JN: 1-22-0037
FN: 168-D-184
SHEET NO. 1 OF 1



COUNCIL AGENDA REPORT

FROM: Nancy Moon

SUBJECT: **A-02-2022**, applicant requests annexation of 0.2 +/- acres located off of Highway 140, Cherokee County, GA, tax parcel 233 of tax plat 15N19

MA-06-2022, applicant requests rezoning of 0.2 +/- acres located off of Highway 140, Holly Springs, GA, tax parcel 233 of tax plat 15N19, from R-40, Single Family Residential Estate (County), to NC, Neighborhood Commercial (City)

DATE: July 27, 2022

PLANNING COMMISSION MEETING DATE: August 1, 2022

STAFF ANALYSIS

Applicant, Rising Hills Church, has requested annexation and rezoning for 0.2+/- acres located off of Hickory Flat Hwy, tax parcel 233 of tax plat 15N19, from R-40, Single Family Residential Estate (County) to NC, Neighborhood Commercial (City). The entire parcel, less this 0.2 acre strip, was annexed and rezoned in 2021, Cases A-02-2021 and MA-03-2021 for the construction of Rising Hills Church. This 10' strip, located along Hickory Flat Hwy, was left in unincorporated Cherokee County, to retain contiguity with the adjacent parcels, 15N19 231 and 232. Subsequent to the approval of the previous annexation and rezoning cases, the adjacent parcels were annexed and rezoned, Cases A-01-2022 and MA-03-2022, eliminating the need for the 10' strip. This application seeks to annex and rezone this strip to be consistent with the remainder of the property.

Planning Commission Recommendation

Planning Commission conducted a public hearing on July 14, 2022. There were no public comments. Planning Commission voted to recommend **APPROVAL** of both the annexation and rezoning applications (3-0).

Recommendations below are consistent with the approval of the previous applications.

Staff Recommendation

Staff recommends **APPROVAL** to **ANNEX** 0.2+/- acres.

Staff recommends **APPROVAL** to **REZONE** 0.2+/- acres, to **NC, Neighborhood Commercial** with the following stipulations:

1. Lighting shall be environmentally sensitive, with developer making every effort to ensure that lighting is as unobtrusive as possible, utilizing fully-shielded LED lamps in compliance with the International Dark Sky Association, or equivalent organization.
2. All improvements to Highway 140 shall be provided as per determination and recommendation of the Georgia Department of Transportation (GDOT) and the City Engineer.
3. Sidewalks, decorative streetlamps, and curb and gutter shall be installed along the road frontage of Highway 140, as applicable and approved by the Georgia Department of Transportation (GDOT) and shall conform to the design of the Holly Springs LCI Project 0008961, Pedestrian Improvements, as well as, the requirements of the Hickory Road District, as stated in Article 19, Design Guidelines for Model Zoning District.
4. All future development shall follow the design guidelines as outlined in the Holly Springs Zoning Ordinance, Article 19, Design Guidelines for Model Zoning Districts, Hickory Road District as well as, the Holly Springs Development Regulations and the Holly Springs Zoning Ordinance.
5. Owner/developer shall coordinate with the Community Development Director and the City Arborist regarding landscaping and buffers.
6. The following uses shall be prohibited on this site:
 - a. Adult Entertainment
 - b. Auto Laundry/Carwash Establishment
 - c. Auto Leasing Establishments
 - d. Auto Service Establishments
 - e. Automobile Sales-New
 - f. Automobile Sales-Used
 - g. Amusement parks
 - h. Animal hospitals/clinics with outdoor kennels
 - i. Boat Sales Facility
 - j. Bowling Alley
 - k. Cash, Check Cashing, and Pawn Establishments
 - l. Cellular phone towers
 - m. Emissions Testing Facilities
 - n. Gasoline Service Stations
 - o. Go-kart, motor bike track
 - p. Hotel and Extended Stay Facilities
 - q. Membership Club Warehouse
 - r. Outdoor Amusement Enterprises
 - s. Recreation Park
 - t. Tattoo Parlors and Body Piercing Establishments
 - u. Tire sales with outdoor storage

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A-02-2022 MA-06-2022 Location Map

Holly_Springs_Zoning_2021

ZONING

- AG- Agricultural
- R-80- Estate Residential
- R-40- Single Family Residential Estate
- R-20- Single Family Residential
- RD-20- Single Family and Duplex
- RD-3- Single Family Residential
- PUD- Planned Unit Development
- TND- Traditional Neighborhood Development
- PDR- Planned Development Residential
- HDMFR- High Density Multi-Family Residential
- GC- General Commercial
- NC- Neighborhood Commercial
- OI- Office Institutional
- GV- Governmental
- LI- Light Industrial
- MXD- Mixed Use Overlay

190 95 0 190 Feet



10' Strip to be Annexed

NC

NC

OI

Orchard Dr

PDR

PDR

PDR

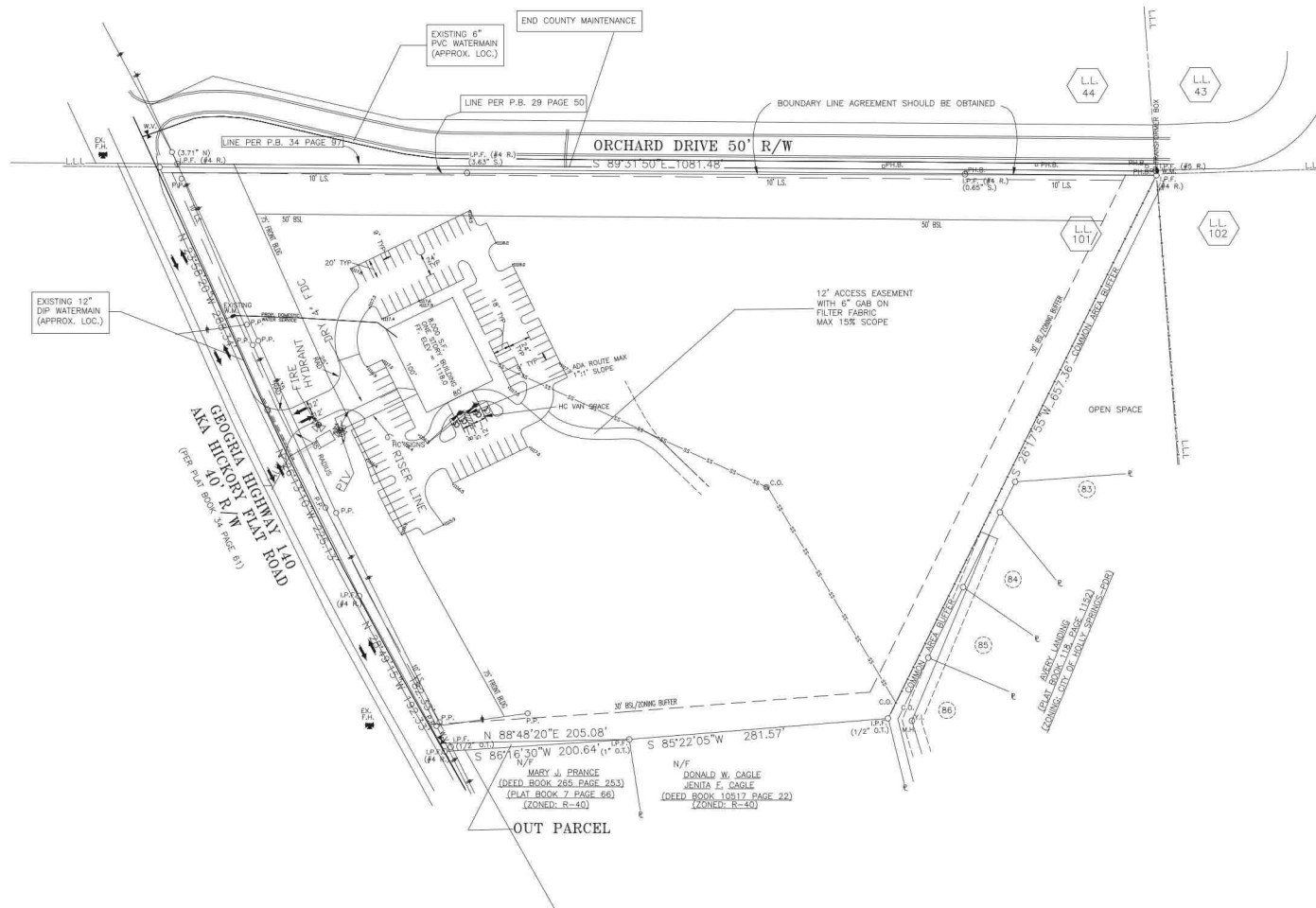
Avery Landing Way

LEGEND:

- 1) I.P.S. = IRON PIPE SIZE (#4 R.)
- 2) F.F. = FINISH FLOOR
- 3) L.L.L. = LAND LOT LINE
- 4) R/W = RIGHT OF WAY
- 5) R. = PROPERTY LINE
- 6) C. = CENTER LINE
- 7) R. = REINFORCING BARS
- 8) P.P. = POWER &/OR PHONE POLE
- 9) N./T. = NOW OR FORMERLY
- 10) ——— = FENCE (APPROX. LOC.)
- 11) ——— = OVERHEAD UTILITY LINE
- 12) ——— = BUILDING
- 13) D.F. = DRAINAGE EASEMENT
- 14) ——— = FIRE HYDRANT
- 15) R.C.P. = REINFORCED CONCRETE PIPE
- 16) V.M. = WATER METER
- 17) V.V. = WATER VALVE
- 18) C.M.P. = CORRUGATED METAL PIPE
- 19) F.B. = PHONE BOX
- 20) C.B. = CATCH BASIN
- 21) H.W. = HEAD WALL
- 22) C.O. = CLEAN OUT
- 23) Y.I. = YARD INLET
- 24) L.S. = LANDSCAPE STRIP

10' strip along Hwy 140 was left in unincorporated Cherokee County--Case A-02-2021
Case A-02-2022 annexes this strip into the City since adjacent parcel was annexed--
Case A-01-2022.

LIGHTING SHALL BE ENVIRONMENTALLY SENSITIVE, WITH DEVELOPER MAKING EVERY EFFORT TO ENSURE THAT LIGHTING IS AS UNOBTUSIVE AS POSSIBLE, UTILIZING FULLY-SHIELDED LED LAMPS IN COMPLIANCE WITH THE INTERNATIONAL DARK SKY ASSOCIATION, OR EQUIVALENT ORGANIZATION.



UTILITY PLAN

RISING HILLS CHURCH, INC.

LOCATED IN LAND LOT(S): 101
DISTRICT - 15, SECTION - 2
CHEROKEE COUNTY, GEORGIA
CITY OF HOLLY SPRINGS

PLAT PREPARED: APRIL 9, 2020
SCALE: 1" = 60'

BY: WIKLE LAND SURVEYING, P.C.
P.O. BOX 1164
CANTON, GA 30169
(770) 479-8364
ron@wiklelandsurveying.com

479-8364

R3031

60' 0' 60' 120' 180'

GRAPHIC SCALE - FEET

TOTAL AREA = 11.09 ACRES

"ALL MATTERS OF TITLE ARE EXCEPTED"



City of Holly Springs, Georgia

Petition for Annexation

100% Method

Please completed one petition per parcel; duplicate this form as needed. Please print or type.

APPLICANT INFORMATION

Date: 06/24/2022

Applicant's Name: City of Holly Springs

Corporation Name: _____

Mailing Address: P.O. Box 990 Holly Springs, GA 30142

Phone: 770-345-5536

Email: rlogan@hollyspringsga.us

PROPERTY OWNER INFORMATION

Property Owner(s): Rising Hills Church, Inc.

Mailing Address: P.O. Box 4506 Canton, GA 30114

Phone: 770-655-8122

Email: DRGeorge@GORHC.org

PROPERTY INFORMATION

Tax Map #: 15N19 Parcel #: 233

Land Lot(s)/District: 101

Physical Address: 3693 Hickory Flat Highway

Property Location Description: 10' strip along Hickory Flat Highway consisting of 0.2+/- acres

Current Zoning: R-40

(Attach additional sheets, if necessary)

Has an application for rezoning, special use, or variance been applied for in the County within the past five (5) years? No If “yes,” please provide complete explanation and details in the space below:

(attach additional sheets, if necessary)

Describe the proposed development for the property in question should the annexation be approved, including the appropriate City zoning classification desired. (NOTE: Any annexation request requiring a rezoning in the City will need to be made on the appropriate rezoning request forms for the City of Holly Springs. This annexation petition does not complete the requirements for making a rezoning request).

This property is part of the existing church property. It was left in the County to provide contiguity to unincorporated County property. The adjacent property was annexed into the City and the strip is no longer needed for this purpose.

(attach additional sheets, if necessary)

SUBMITTAL CHECKLIST

The following exhibits must be attached to this Annexation Petition:

- D A copy of the most recent warranty deed or equivalent conveyance of ownership for the property to be annexed;
- D A copy of the Cherokee County Tax Plat, illustrating the property to be annexed;
- D Complete the Applicant & Property Owner(s) Signature Sections, following page;
- D Any additional information requested by City Officials.

APPLICANT & PROPERTY OWNERS SIGNATURE SECTION

Applicant Name (Please Print)

Corporation Name (Please Print)

Title (Please Print)

Applicant Signature

Date

ALL PROPERTY OWNERS (GRANTEES) MUST SIGN BELOW AS INCLUDED ON THE ATTACHED DEED OR CONVEYANCE.

Rising Hills Church
Property Owner Name (Please Print)

George Onda
Property Owner Signature

7-1-22
Date

Property Owner Name (Please Print)

Property Owner Signature

Date

Property Owner Name (Please Print)

Property Owner Signature

Date

Notary (form must be notarized)

Received by:	<u>Nancy Mon</u>
	City of Holly Springs, Georgia
Date:	<u>7/5/2022</u>

AFTER RECORDING RETURN TO:
J. Christopher Geiger, PC
157 Reinhardt College Parkway, Suite 400
Canton, GA 30114

FILE NO. 1711345

LIMITED WARRANTY DEED

STATE OF CALIFORNIA,
Riverside COUNTY

THIS INDENTURE, Made this 9TH day of February in the year of our Lord Two Thousand Eighteen between

EVENT ADVERTISING, INC.

("Grantor") of the State of California, and

RISING HILLS CHURCH, INC.

("Grantee") of the State of Georgia, (the terms "Grantor" and "Grantee" to include the singular and the plural, and shall be deemed to refer equally to each of said person, firms or entities, their respective heirs, successors and assigns where the context hereof requires or permits),

WITNESSETH, That the said party of the first part, for and in consideration of the sum of Ten (\$10.00) Dollars and other valuable considerations, in hand paid at and before the sealing and delivery of these presents, the receipt, adequacy and sufficiency of which being hereby acknowledge by Grantor, has granted, bargained, sold and conveyed, and by these presents does hereby grant, bargain, sell and convey unto Grantee, the following described real property, to wit:

All that tract or parcel of land lying and being in Land Lot 101, 15th District, 2nd Section, Cherokee County, Georgia and being more particularly described as follows:

Begin at the Northeast corner of Land Lot 101; thence South 28° 59' 01" West a distance of 657.1 feet to an iron pin found; thence South 88° 10' 00" West a distance of 281.71 feet to an iron pin found; thence South 89° 01' 50" West a distance of 200.72 feet to an iron pin found on the easterly right of way line of Hickory Flat



Rec: \$14.00 TRANSFER TAX \$760.90

Patty Baker, Clerk of Superior Court - Cherokee County, GA

ParticipantIDs: 0839437588 SubmitterID: 7067927936

Road (a/k/a Georgia Highway 140) (40' right of way); thence along the easterly right of way line of Hickory Flat Road North 26° 01' 46" West a distance of 192.26 feet to an iron pin found; thence continuing along the easterly right of way line of Hickory Flat Road North 23° 29' 35" West a distance of 224.94 feet to an "X" on an 18-inch reinforced concrete pipe; thence continuing on the right of way line of Hickory Flat Road North 21° 07' 56" West a distance of 292.88 feet to a point at the intersection of the easterly right of way line of Hickory Flat Road and the northerly line of Land Lot 101; thence along the northerly line of Land Lot 101 South 86° 34' 30" East a distance of 1082.42 feet to the point of beginning; shown as containing 11.138 acres on that certain plat of survey entitled "Boundary Survey for Margret V. Sapp", prepared by CC Land Surveyors Incorporated, bearing the seal of Anastasios Costardies, Georgia Registered Land Surveyor No. 2448, dated December 5, 2002.

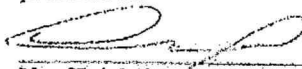
Being the same property conveyed to the previous Grantor by Warranty Deed dated January 16, 2009 and recorded in Deed Book 10471, page 29, Cherokee County, Georgia Official Records and the same property conveyed to the present Grantor in deed dated 21 March 2016 and recorded in Deed Book 13827, page 463, Cherokee County, Georgia Official Records.

TO HAVE AND TO HOLD the above-described tract or parcel of land, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging or in anywise appertaining to the only proper use, benefit and behoof of Grantee, forever, in **FEE SIMPLE**.

AND, SUBJECT TO the title matters expressly set forth hereinabove, if any, Grantor will warrant and forever defend the right and title to the above described property unto the Grantee against the claims of all persons claiming by, through, or under grantor.

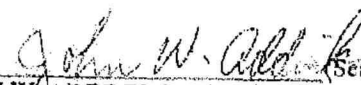
IN WITNESS WHEREOF, Grantor has signed and sealed this Deed the day and year first above written.

Signed, sealed and delivered in the presence of:


Unofficial Witness

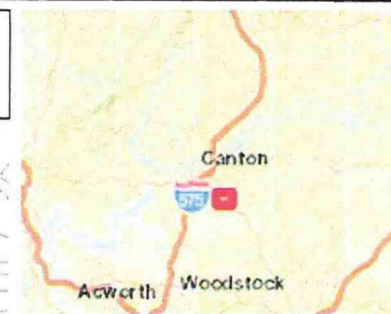
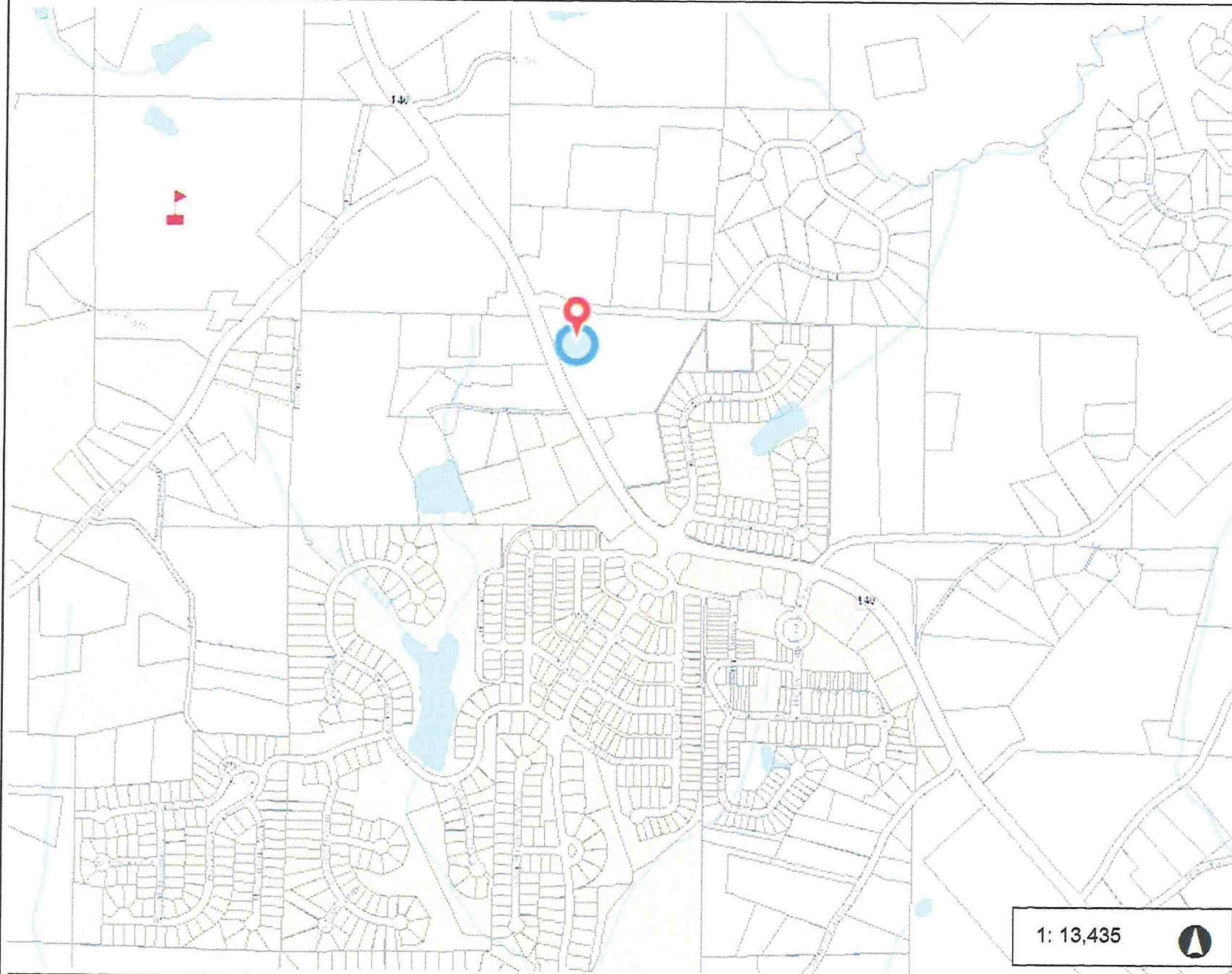

Notary Public
My Commission Expires:

EVENT ADVERTISING, INC.

By:  (Seal)
JOHN W. ADDINK, President



Cherokee County, GA



Legend

- Airports
 - Air Acres Airfield
 - Cherokee County Regional Airport
- Parcels
- Schools
- Churches

1: 13,435



2,239.2 0 1,119.61 2,239.2 Feet

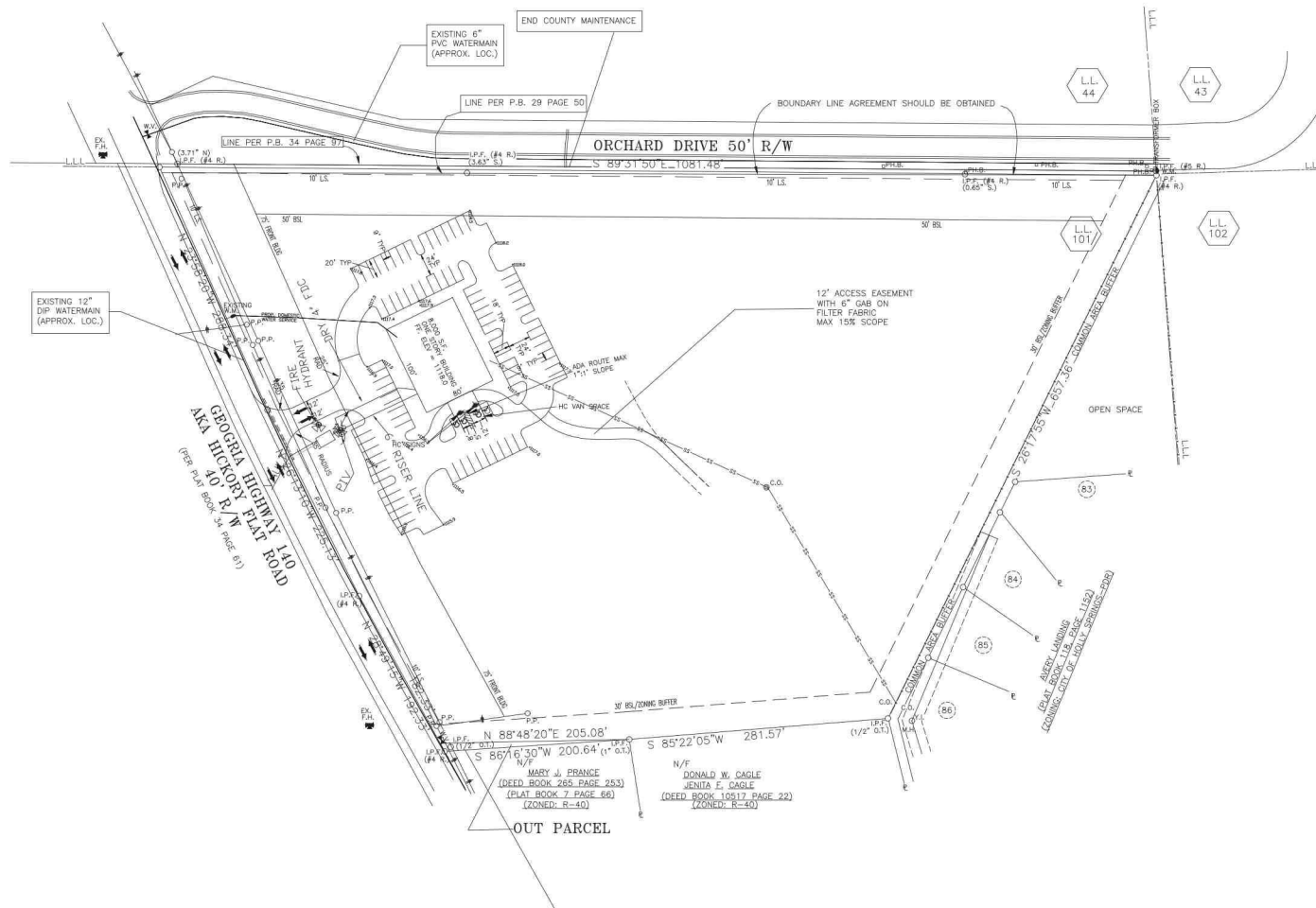
Notes

LEGEND:

- 1) I.P.S. = IRON PIPE SIZE (#4 R.)
- 2) F.F. = FINISH FLOOR
- 3) L.L.L. = LAND LOT LINE
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- 13) D.F. = DRAINAGE EASEMENT
- 14) ——— = FIRE HYDRANT
- 15) R.C.P. = REINFORCED CONCRETE PIPE
- 16) V.M. = WATER METER
- 17) V.V. = WATER VALVE
- 18) C.M.P. = CORRUGATED METAL PIPE
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Case A-02-2022 annexes this strip into the City since adjacent parcel was annexed--
Case A-01-2022.

LIGHTING SHALL BE ENVIRONMENTALLY SENSITIVE, WITH DEVELOPER MAKING EVERY EFFORT TO ENSURE THAT LIGHTING IS AS UNOBTUSIVE AS POSSIBLE, UTILIZING FULLY-SHIELDED LED LAMPS IN COMPLIANCE WITH THE INTERNATIONAL DARK SKY ASSOCIATION, OR EQUIVALENT ORGANIZATION.



UTILITY PLAN

RISING HILLS CHURCH, INC.

LOCATED IN LAND LOT(S): 101
DISTRICT - 15, SECTION - 2
CHEROKEE COUNTY, GEORGIA
CITY OF HOLLY SPRINGS

PLAT PREPARED: APRIL 9, 2020
SCALE: 1" = 60'

BY: WIKLE LAND SURVEYING, P.C.
P.O. BOX 1164
CANTON, GA 30169
(770) 479-8364
ron@wiklelandsurveying.com



-- MEMBER --
SURVEYING AND MAPPING
SOCIETY OF GEORGIA

R3031

60' 0' 60' 120' 180'

GRAPHIC SCALE - FEET

TOTAL AREA = 11.09 ACRES

"ALL MATTERS OF TITLE ARE EXCEPTED"



MAP AMENDMENT (REZONING) AND CONDITIONAL USE PERMIT APPLICATION

Adopted by Mayor and Council on February 23, 2006

For Application Procedures, See p. 8



APPLICATION MA- 06-2022

APPLICATION CUP-

HEARING DATE

DATE OF APPLICATION 06/24/2022

APPLICANT

OWNER Rising Hills Church Inc.

(If other than applicant)

ADDRESS

ADDRESS P.O. Box 4506

Canton, GA

ZIP CODE PHONE

ZIP CODE 30114 PHONE

EMAIL

SIGNATURE

SIGNATURE

APPLICANT OR REPRESENTATIVE MUST ATTEND MEETING OR APPLICATION WILL NOT BE CONSIDERED

PRESENT ZONING DISTRICT(S) R-40 (County)

REQUESTED ZONING DISTRICT NC (City)

REQUESTED CONDITIONAL USE(S)

PROPERTY LOCATION/ADDRESS 3693 Hickory Flat Highway

MAP NUMBER 15N19

PARCEL NUMBER(S) 233

LAND LOT(S) 101

DISTRICT(S) 15 SECTION(S) 2

ACREAGE 0.2+/- SEWAGE DISPOSAL TYPE Sewer UTILITIES AVAILABLE

DESCRIPTION OF PROPOSED DEVELOPMENT AND/OR CONDITIONAL USE REQUEST:

A 10' strip remaining adjacent to Hickory Flat Highway in front of the Rising Hill Church property for access to unincorporated County property is no longer needed to remain in the County due to the adjacent property being annexed into the City.

(COMPLETE ON ATTACHED PAPER IF NECESSARY)

The following information must be provided with completed application:

- WARRANTY DEED
- TAX DOCUMENTATION
- SURVEY PLAT BY REGISTERED SURVEYOR
- 10 COPIES OF SITE DEVELOPMENT PLAN BY REGISTERED SURVEYOR
- INDIVIDUAL FOLDED TO 8.5"x11" (SEE p.7 FOR REQUIREMENTS)
- CAMPAIGN CONTRIBUTION DISCLOSURE STATEMENT (ATTACHMENT A)
- FOR CONDITIONAL USE REQUESTS, COMPLIANCE WITH SECTION 5.4
- FOR CONDITIONAL USE REQUESTS, COMPLETE ATTACHMENT B
- FILING FEE\$ RECEIPT# CHECK#

(APPLICANT DO NOT WRITE BELOW THIS LINE)

PLANNING COMMISSION RECOMMENDATION:

APPROVED STIPULATIONS
DISAPPROVED TABLED

CITY COUNCIL DECISION:

APPROVED STIPULATIONS
DISAPPROVED TABLED

AFTER RECORDING RETURN TO:
J. Christopher Geiger, PC
157 Reinhardt College Parkway, Suite 400
Canton, GA 30114

FILE NO. 1711345

LIMITED WARRANTY DEED

STATE OF CALIFORNIA,
San Diego COUNTY

THIS INDENTURE, Made this 9TH day of February in the year of our Lord Two Thousand Eighteen between

EVENT ADVERTISING, INC.

("Grantor") of the State of California, and

RISEING HILLS CHURCH, INC.

("Grantee") of the State of Georgia, (the terms "Grantor" and "Grantee" to include the singular and the plural, and shall be deemed to refer equally to each of said person, firms or entities, their respective heirs, successors and assigns where the context hereof requires or permits),

WITNESSETH, That the said party of the first part, for and in consideration of the sum of Ten (\$10.00) Dollars and other valuable considerations, in hand paid at and before the sealing and delivery of these presents, the receipt, adequacy and sufficiency of which being hereby acknowledge by Grantor, has granted, bargained, sold and conveyed, and by these presents does hereby grant, bargain, sell and convey unto Grantee, the following described real property, to wit:

All that tract or parcel of land lying and being in Land Lot 101, 15th District, 2nd Section, Cherokee County, Georgia and being more particularly described as follows:

Begin at the Northeast corner of Land Lot 101; thence South 28° 59' 01" West a distance of 657.1 feet to an iron pin found; thence South 88° 10' 00" West a distance of 281.71 feet to an iron pin found; thence South 89° 01' 50" West a distance of 200.72 feet to an iron pin found on the easterly right of way line of Hickory Flat



Rec: \$14.00 TRANSFER TAX \$760.90

Patty Baker, Clerk of Superior Court - Cherokee County, GA

ParticipantIDs: 0839437588 SubmitterID: 7067927936

Road (a/k/a Georgia Highway 140) (40' right of way); thence along the easterly right of way line of Hickory Flat Road North 26° 01' 46" West a distance of 192.26 feet to an iron pin found; thence continuing along the easterly right of way line of Hickory Flat Road North 23° 29' 35" West a distance of 224.94 feet to an "X" on an 18-inch reinforced concrete pipe; thence continuing on the right of way line of Hickory Flat Road North 21° 07' 56" West a distance of 292.88 feet to a point at the intersection of the easterly right of way line of Hickory Flat Road and the northerly line of Land Lot 101; thence along the northerly line of Land Lot 101 South 86° 34' 30" East a distance of 1082.42 feet to the point of beginning; shown as containing 11.138 acres on that certain plat of survey entitled "Boundary Survey for Margret V. Sapp", prepared by CC Land Surveyors Incorporated, bearing the seal of Anastasios Costardies, Georgia Registered Land Surveyor No. 2448, dated December 5, 2002.

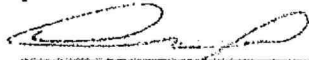
Being the same property conveyed to the previous Grantor by Warranty Deed dated January 16, 2009 and recorded in Deed Book 10471, page 29, Cherokee County, Georgia Official Records and the same property conveyed to the present Grantor in deed dated 21 March 2016 and recorded in Deed Book 13827, page 463, Cherokee County, Georgia Official Records.

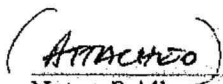
TO HAVE AND TO HOLD the above-described tract or parcel of land, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging or in anywise appertaining to the only proper use, benefit and behoof of Grantee, forever, in **FEE SIMPLE**.

AND, SUBJECT TO the title matters expressly set forth hereinabove, if any, Grantor will warrant and forever defend the right and title to the above described property unto the Grantee against the claims of all persons claiming by, through, or under grantor.

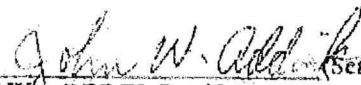
IN WITNESS WHEREOF, Grantor has signed and sealed this Deed the day and year first above written.

Signed, sealed and delivered in the presence of:


Unofficial Witness


Notary Public
My Commission Expires:

EVENT ADVERTISING, INC.

By:  (Seal)
JOHN W. ADDINK, President

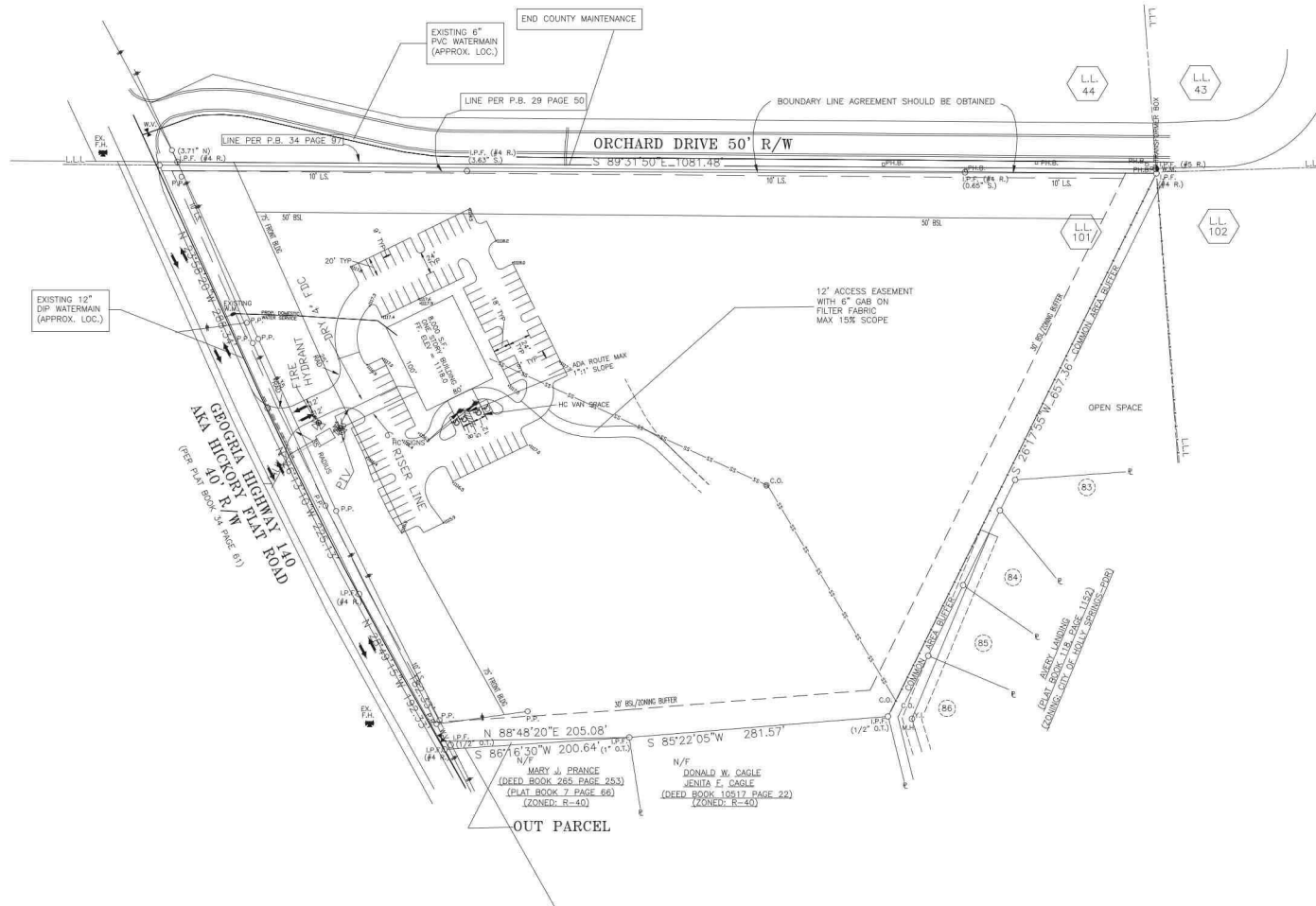
FIELD BOOK 115, PAGE 52, FILE R3031.

LEGEND:

- 1) I.P.S. - IRON PIN SET (#4 R.)
- 2) I.P.F. - IRON PIN FOUND
- 3) L.L. - LAND LOT LINE
- 4) R/W - RIGHT OF WAY
- 5) R. - PROPERTY LINE
- 6) C. - CENTER LINE
- 7) R. - REINFORCING BAR
- 8) P.P. - POWER &(OR) PHONE POLE
- 9) N/F. - NOW OR FORMERLY
- 10) - - - - - FENCE (APPROX. LOC.)
- 11) - - - - - OVERHEAD UTILITY LINE
- 12) B.L. - BUILDING LINE
- 13) D.E. - DRAINAGE EASEMENT
- 14) - - - - - FIRE HYDRANT
- 15) R.C.P. - REINFORCED CONCRETE PIPE
- 16) V.M. - WATER METER
- 17) W.V. - WATER VALVE
- 18) C.M.P. - CORRUGATED METAL PIPE
- 19) P.H.B. - PHONE BOX
- 20) C.B. - CATCH BASIN
- 21) H.W. - HEAD WALL
- 22) C.O. - CLEAN OUT
- 23) V.I. - YARD INLET
- 24) L.S. - LANDSCAPE STRIP

10' strip along Hwy 140 was left in unincorporated Cherokee County--Case A-02-2021
Case A-02-2022 annexes this strip into the City since adjacent parcel was annexed--
Case A-01-2022.

LIGHTING SHALL BE ENVIRONMENTALLY SENSITIVE, WITH DEVELOPER MAKING EVERY EFFORT TO ENSURE THAT LIGHTING IS AS UNOBTUSIVE AS POSSIBLE, UTILIZING FULLY-SHIELDED LED LAMPS IN COMPLIANCE WITH THE INTERNATIONAL DARK SKY ASSOCIATION, OR EQUIVALENT ORGANIZATION.



TOTAL AREA = 11.09 ACRES

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UTILITY PLAN

RISEING HILLS CHURCH, INC.

LOCATED IN LAND LOT(S): 101
DISTRICT - 15, SECTION - 2
CHEROKEE COUNTY, GEORGIA
CITY OF HOLLY SPRINGS

PLAT PREPARED: APRIL 9, 2020
SCALE: 1" = 60'

BY: WIKLE LAND SURVEYING, P.C.
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CANTON, GA 30116
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ron@wiklelandsurveying.com

MEMBER
SURVEYING AND MAPPING
SOCIETY OF GEORGIA

R3031



COUNCIL AGENDA REPORT

FROM: Nancy Moon

SUBJECT: **MA-05-2022**, applicant requests rezoning of 20 +/- acres located off of East Cherokee Drive, Holly Springs, GA, tax parcels 120, 121, and 124 of tax plat 15N26 from GC, General Commercial, to GC, General Commercial / MXD, Mixed Use

CUP-02-2022, applicant requests a conditional use permit for a Multi-Tenant / Planned Shopping Center Establishment for property located off of East Cherokee Drive, Holly Springs, GA, tax parcels 120, 121, and 124 of tax plat 15N26

DATE: July 27, 2022

PLANNING COMMISSION MEETING DATE: August 1, 2022

STAFF ANALYSIS

Applicant, Place Property Management, has requested rezoning of 20+/- acres from GC, General Commercial, to GC, General Commercial / MXD, Mixed Use for the development of a mixed-use development consisting of a three-story office/retail building, an additional single-story multi-tenant office/retail building, and an age-restricted rental cottage community. The developer for the residential component will be OneStreet. The multi-tenant building will require approval of conditional use permit.

The property is currently zoned GC and as such has already been determined by the Commission and by the City Council to support commercial uses. The addition of the Mixed-Use Zoning District would allow the residential component to be added to the development. Property adjacent to the south (included on the conceptual plan) is the subject of the previously heard application for the climate-controlled self-storage building. All of these proposed uses are depicted on the included conceptual site plan.

At the Planning Commission Public Hearing in June, the Planning Commission requested a traffic study to be completed and tabled the application to the next meeting. The traffic count data was collected on Thursday, April 28, 2022 and the applicant finalized the traffic study recently. The following is an excerpt from the traffic study (attached) regarding their conclusions and recommendations:

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed residential development that will be located in the southwest corner of the intersection East Cherokee Drive and Hickory Road in Cherokee County, Georgia. The proposed senior multifamily housing development will consist of 113 units.

The development proposes access at the following locations:

- Site Driveway 1: Full Access Driveway on Hickory Road.
- Site Driveway 2: Right-in / Right-out Driveway on Hickory Road.

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

1. Hickory Road at East Cherokee Drive
2. Hickory Road at Driveway East of Dean Rusk Driveway / Site Driveway 2
3. Hickory Road at Dean Rusk School Driveway / Site Driveway 1
4. Hickory Road at Sequoyah High School Driveway
5. Hickory Road at Oak Crest Road/Sequoyah High School Main Driveway

The analysis included the evaluation of future traffic operations for “No-Build” and “Build” conditions, the differences between “No-Build” and “Build” accounts for increases in traffic due to proposed site. The results of existing traffic operations analysis indicate that the signalized intersection is operating at overall level-of-service “D” in the AM, PM and dismissal peak hours. The unsignalized intersections are operating at a level-of-service “E” or better in the AM, PM and dismissal peak hours except two intersections.

1. Intersection at Hickory Road and Oak Crest Road whose stop controlled northbound and southbound approaches will operate at level-of-service “F” in AM, PM and dismissal peak hours.
2. Intersection at Hickory Road and Dean Rusk driveway whose stop controlled northbound approach will operate at level-of-service “F” in the AM peak hour.

It is not unusual for stop controlled side-streets along arterial roadways to have elevated delays during peak periods as delays caused by side-streets wait times to turn left onto the mainline.

7.1 Recommendation for Site Access Configuration

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

- Site Driveway 1: Full Access Driveway on Hickory Road
 - o One entering and one exiting lane.
 - o Stop-sign controlled on driveway approaches with Hickory Road remaining free flow.
 - o Left turn lane for entering traffic, which is already existing.
 - o Confirm adequate sight distance per AASHTO standards.
- Site Driveway 2: Right-In / Right-Out Driveway on Hickory Road

- o One entering and one exiting lane.
- o Stop-sign controlled on driveway approach with Hickory Road remaining free flow.
- o Confirm adequate sight distance per AASHTO standards.

In addition, the applicant has included trip generation numbers (see attached) with specific scenarios to depict how different types of development would change the traffic counts.

Planning Commission Recommendation

Planning Commission conducted a public hearing on July 14, 2002. Comments in opposition to the project were related to issues with traffic and stormwater runoff. One person spoke in favor of the development. Planning Commission voted to recommend **DENIAL** (2-1) of both the rezoning and conditional use permit applications.

Staff Recommendation

Staff recommends **APPROVAL** to rezone 20+/- acres, to **GC, General Commercial and MXD-1, Mixed Use**, with the following stipulations:

1. Lighting shall be environmentally sensitive, with developer making every effort to ensure that lighting is as unobtrusive as possible, utilizing fully-shielded LED lamps in compliance with the International Dark Sky Association, or equivalent organization.
2. Owner/developer shall coordinate with the Community Development Director and the City Arborist regarding open space and landscaping.
3. All improvements to Hickory Road and East Cherokee Drive shall be provided as per determination and recommendation of the County Engineer and City Engineer.
4. The residential component of development shall be limited to a maximum of 113 rental age-restricted units.
5. The residential architectural style shall be of craftsman type and the exterior facade shall consist of brick, stone, stacked stone, cedar shake type and/or Hardi-plank and combinations thereof, one of which must be brick or stone, and follow the design guidelines as outlined in the Holly Springs Zoning Ordinance, Article 19, Design Guidelines for Model Zoning Districts.
6. Maintenance and occupancy specifications shall comply with the requirements of Article 5.2-5.E of the Holly Springs Zoning Ordinance.
7. In addition to the zoning requirements of the GC zoning district and MXD zoning district, all non-residential development shall follow the design guidelines as outlined in the Holly Springs Zoning Ordinance, Article 19, Design Guidelines for Model Zoning Districts.
8. The following uses shall be prohibited on this site:

- a. Used Vehicle Sales, Lease, or Rental
- b. Adult Entertainment
- c. Cash, Check Cashing, and Pawn Establishments
- d. Tattoo Parlors and Body Piercing Establishments
- e. Tire sales with outdoor storage
- f. Cellular phone towers
- g. Amusement parks
- h. Animal hospitals/clinics with outdoor kennels
- i. Go-kart, motor bike track

Staff recommends **APPROVAL** of a Conditional Use Permit for a **MULTI-TENANT ESTABLISHMENT**, with the following stipulations:

1. In addition to the zoning requirements of the GC zoning district and MXD zoning district, all development shall follow the design guidelines as outlined in the Holly Springs Zoning Ordinance, Article 19, Design Guidelines for Model Zoning Districts.

*** The recommendations made herein are the opinions of the City of Holly Springs Staff and do not constitute a final decision. The Holly Springs City Council makes the final decision on all rezoning applications at their regularly scheduled meeting. Any site plan submitted as a part of this application is not considered approved and must go through the normal civil site plan review by the City of Holly Springs Community Development Department to ensure compliance with City regulations.*

MA-05-2022 CUP-02-2022 Location Map

Holly_Springs_Zoning_2021

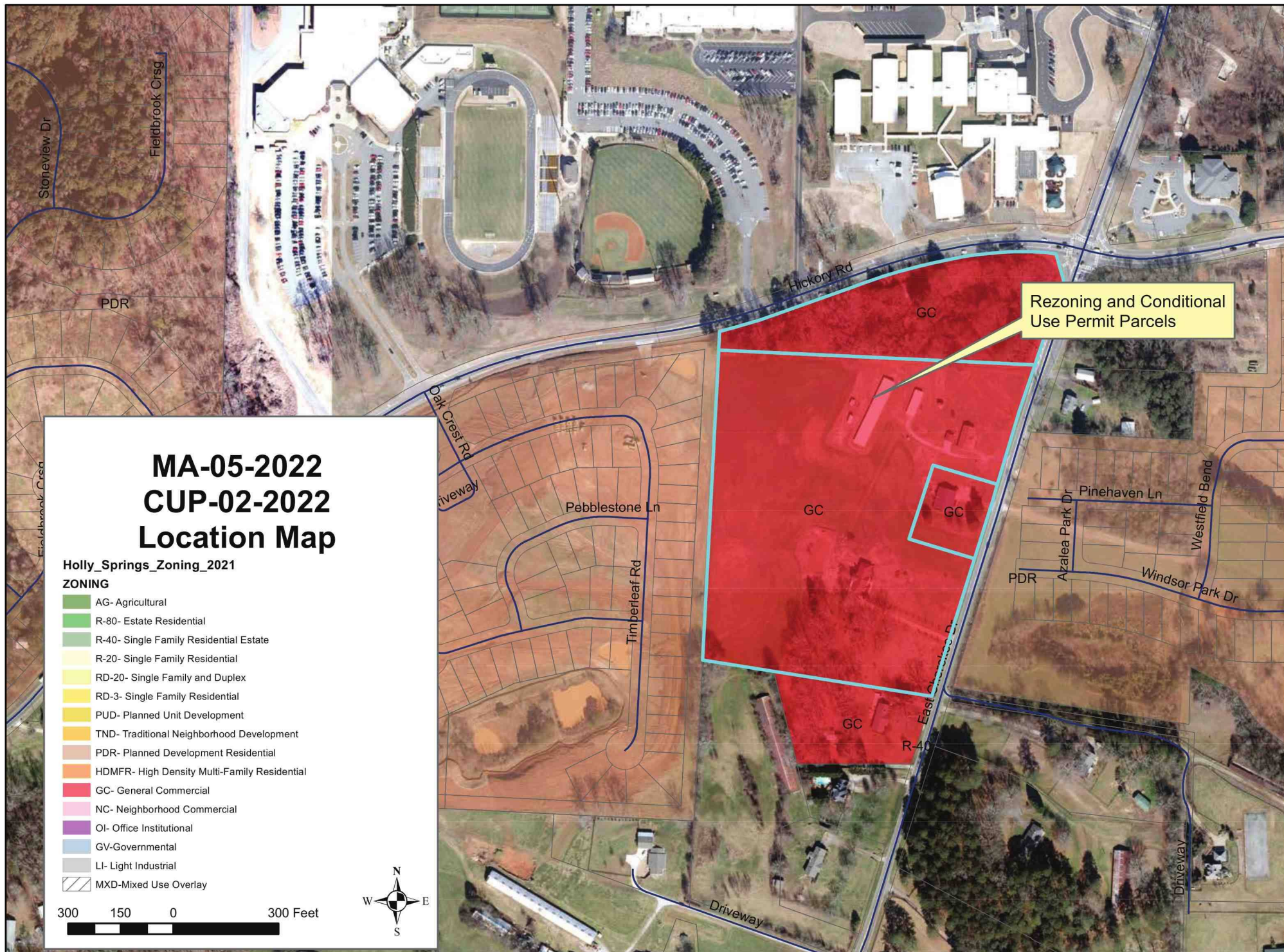
ZONING

- AG- Agricultural
- R-80- Estate Residential
- R-40- Single Family Residential Estate
- R-20- Single Family Residential
- RD-20- Single Family and Duplex
- RD-3- Single Family Residential
- PUD- Planned Unit Development
- TND- Traditional Neighborhood Development
- PDR- Planned Development Residential
- HDMFR- High Density Multi-Family Residential
- GC- General Commercial
- NC- Neighborhood Commercial
- OI- Office Institutional
- GV- Governmental
- LI- Light Industrial
- MXD- Mixed Use Overlay

300 150 0 300 Feet



Rezoning and Conditional
Use Permit Parcels

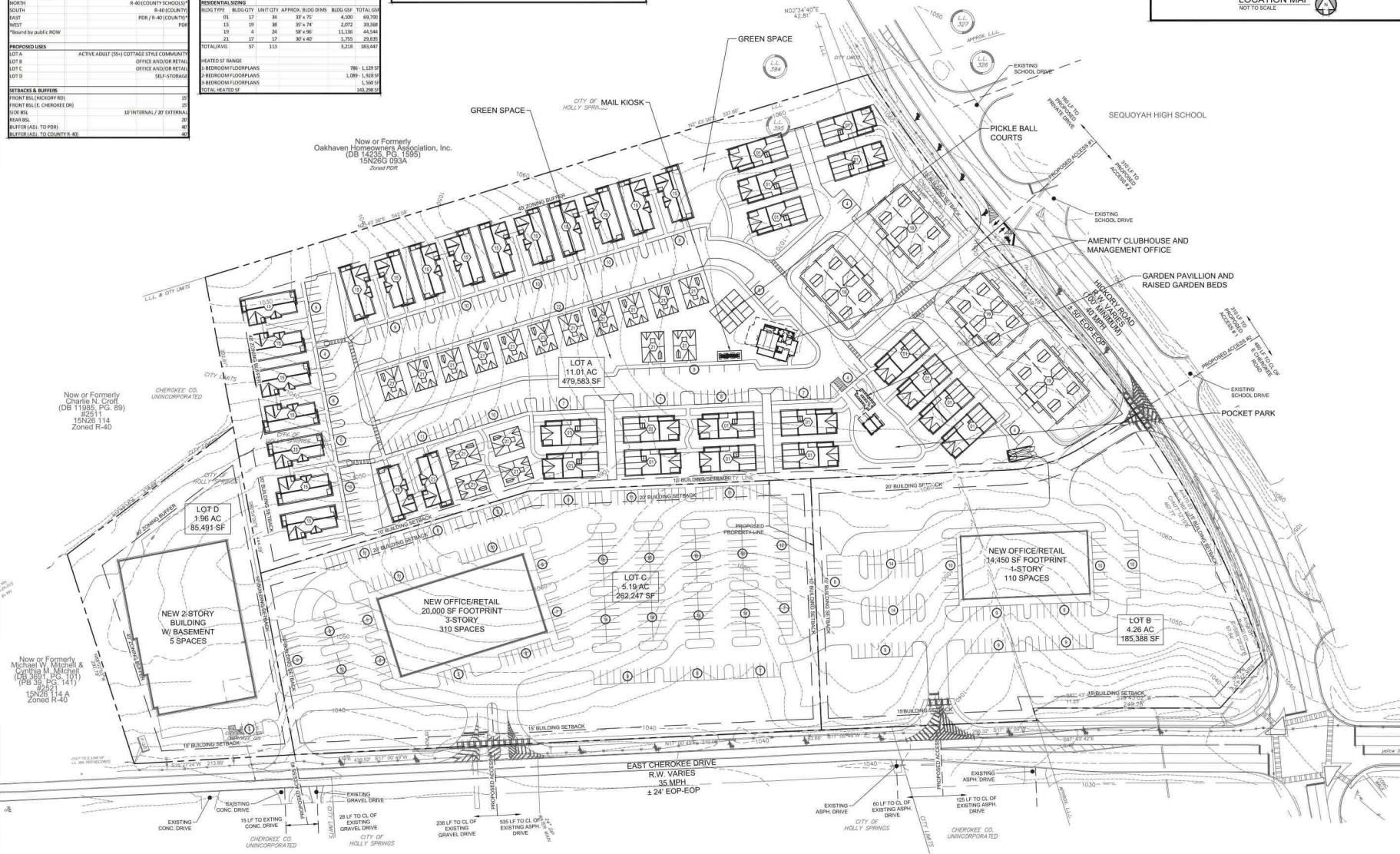
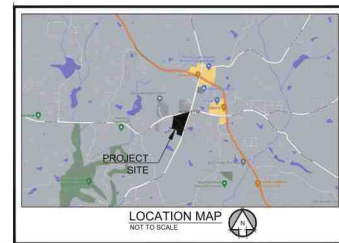


CITY AREA		32.84
ACREAGE		575,744
CITY DENSITY		113
RESIDENTIAL		5.04
UNITS		
OFFICE/COMMERCIAL/RETAIL		
TOTAL BUILDINGS		3.00
TOTAL FLOOR AREA (S.F.)		381,125
FLOOR AREA RATIO		0.1713
ZONING CLASSIFICATION		
PROPOSED	CITY OF HOLLY SPRINGS	
EXISTING	PROPOSED	
10A26.118	GC (MMD-1 OVERLAY)	
10A26.120	GC (MMD-1 OVERLAY)	
10A26.121	GC (MMD-1 OVERLAY)	
10A26.124	GC (MMD-1 OVERLAY)	
ADJACENT ZONING		
NORTH	R-40 (COUNTY SCHOOL)	
EAST	R-40 (COUNTY)	
WEST	FOR R-40 (COUNTY)	
PROPOSED USES		
LOT A	ACTIVE ADULT (55+) COTTAGE STYLE COMMUNITY	
LOT B	OFFICE AND/OR RETAIL	
LOT C	OFFICE AND/OR RETAIL	
LOT D	SELF-STORAGE	
TRACKS & BUFFERS		
FRONT (CHEROKEE RD)	30'	
FRONT (BULL CHEROKEE DR)	30'	
SIDE (BULL)	30' INTERNAL / 30' EXTERNAL	
REAR (BULL)	30'	
BUFFER (ADJ. TO PDR)	40'	
LOT 125 (ADJ. TO COUNTY R-8)	30'	

PARKING SUMMARY		
RESIDENTIAL PARKING REQ.		2 SPACES PER UNIT = 280 SPACES
RESIDENTIAL PARKING PROVIDED		185 SURFACE SPACES 75 GARAGE SPACES 13 OVERHEAD SPACES 300 SPACES
COMMERCIAL PARKING REQ.		
LOT B	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT C	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT D	SELF-STORAGE	4 SPACES
COMMERCIAL PARKING PROVIDED		
LOT B	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT C	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT D	SELF-STORAGE	5 SPACES
STANDARD STALL DIMENSIONS		9' x 30'
MIN. DRIVE WIDTH		34'
RESIDENTIAL SIZES		
BUDG. TYPE	BUDG. CITY	UNIT CITY APPROX. BUDG. DENS. BUDG. DENS. TOTAL DENS.
01	17	34 37 x 77 4,300 65,700
15	29	38 37 x 74 2,072 39,338
19	4	28 38 x 96 11,136 44,384
21	17	37 38 x 49 1,755 29,835
TOTAL AVG	57	113 3,218 583,447
HEATED SF RANGE		
LOT B	8 BEDROOM FLOORPLANS 1,089 - 1,928 SF	
LOT C	8 BEDROOM FLOORPLANS 1,369 SF	
LOT D	8 BEDROOM FLOORPLANS 153,298 SF	
TOTAL HEATED SF 155,298 SF		

GENERAL SITE NOTES:

- 1) ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS SPECIFIED OTHERWISE.
- 2) ALL TREES SHALL HAVE PROPER PROTECTION DURING CONSTRUCTION UNLESS APPROVED PLANS INDICATE OTHERWISE.
- 3) FLOOD PLAN IS NOT PRESENT ON THIS SITE AS SHOWN ON THE FEMA FIRM MAP NUMBER 13020202E, DATED JUNE 7, 2019. NO KNOWN STREAMS OR CREEKS ARE PRESENT ON SITE.
- 4) 1 HANDICAP SPACE IS REQUIRED TO BE VAN ACCESSIBLE WITH A MINIMUM 90' WIDE ACCESS AREA.
- 5) ACCESSIBLE PARKING AREAS, INCLUDING AISLES, SHALL SLOPE NO MORE THAN 2% IN ANY DIRECTION.
- 6) THE OWNER IS RESPONSIBLE FOR OBTAINING ANY NECESSARY AGREEMENTS FROM ADJACENT PROPERTY OWNERS IN ORDER TO PERFORM THE REQUIRED OFFSITE WORK, INCLUDING STORM DRAINAGE, CURB AND GUTTER AND PAVEMENT TIE-INS AND GRADING.
- 7) REFERENCE ARCH PLANS FOR DIRECTIONAL SIGNAGE, SITE SIGNAGE, BUILDING DIMENSIONS, ETC.
- 8) ALL STORMWATER MANAGEMENT FOR LOT A WILL BE UNDERGROUND. ALL OTHER STORMWATER FACILITIES WILL BE DETERMINED DURING DESIGN.



8302 LECRAW ENGINEERING, INC.
3475 CORPORATE WAY
DUBLIN, GA 30098
TEL: 770.474.0200
WWW.LECRAWENGINEERING.COM

DATE	05/07/21
DATE	MAY 5, 2022

CONCEPT SITE PLAN - MASTER PLAN

CS-1

CLIENT

ONESTREET RESIDENTIAL

104 INTERSTATE N. PARKWAY EAST SE, ATLANTA, GA 30339

PROJECT

22-ACRE MIXED USE DEVELOPMENT

SW CORNER OF HOLLY SPRINGS ROAD AND CHEROKEE DRIVE
BN 15-0986-0001 & 15-0928-0002
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

SEAL:

5/5/2022

DESIGN TEAM:

DRAWN BY: CMK
DESIGNED BY: CMK
REVIEWED BY: TKS

Know what's below. Call before you dig.

SCALE & NORTH ARROW:

SCALE: 1"=40'

JOB # 097021

DATE MAY 5, 2022

CITY AREA		2022
ACRES		32.80
SQUARE FOOTAGE		975,744
CITY DENSITY		2022
RESIDENTIAL		113
UNITS		504
UNITS/AC		5.04
OFFICE/COMMERCIAL/RETAIL		2022
TOTAL BUILDINGS		3.00
TOTAL FLOOR AREA (SF.)		381,125
FLOOR AREA RATIO		0.173
ZONING CLASSIFICATION		2022
PARCEL	EXISTING	CITY OF HOLLY SPRINGS
10A26.118	GC	GC (MMD-1 OVERLAY)
10A26.120	GC	GC (MMD-1 OVERLAY)
10A26.121	GC	GC (MMD-1 OVERLAY)
10A26.124	GC	GC (MMD-1 OVERLAY)
ADJACENT ZONING		2022
NORTH		8-40(COUNTY SCHOOLS)
EAST		8-40(COUNTY)
WEST		FOR 8-40(COUNTY)
BOUND BY PUBLIC ROW		
ADJACENT USES		2022
LOT A		ACTIVE ADULT (55+) COTTAGE STYLE COMMUNITY
LOT B		OFFICE AND/OR RETAIL
LOT C		OFFICE AND/OR RETAIL
LOT D		SELF-STORAGE
STREETS & BUFFERS		2022
FRONT BOLL (CHEROKEE RD)		30'
FRONT BOLL (CHEROKEE RD)		30'
SIDE BOLL		30' INTERNAL / 30' EXTERNAL
REAR BOLL		30'
BUFFER (ADJ. TO PDR)		40'
LOT 4718 (ADJ. TO COUNTY 8-B)		80'

PARKING SUMMARY		2 SPACES PER UNIT = 200
RESIDENTIAL PARKING REQ.		249 SPACES
RESIDENTIAL PARKING PROVIDED		165 SURFACE SPACES
LOT A	PROPOSED OFFICE/RETAIL	75 GARAGE SPACES
LOT C	PROPOSED OFFICE/RETAIL	51 DRIVEWAY SPACES
LOT D	SELF-STORAGE	80 SPACES
COMMERCIAL PARKING REQ.		165 SURFACE SPACES
LOT B	PROPOSED OFFICE/RETAIL	75 GARAGE SPACES
LOT C	PROPOSED OFFICE/RETAIL	51 DRIVEWAY SPACES
LOT D	SELF-STORAGE	80 SPACES
COMMERCIAL PARKING PROVIDED		165 SURFACE SPACES
LOT B	PROPOSED OFFICE/RETAIL	75 GARAGE SPACES
LOT C	PROPOSED OFFICE/RETAIL	51 DRIVEWAY SPACES
LOT D	SELF-STORAGE	80 SPACES
STANDARD STALL DIMENSIONS		9' x 30'
WH. DRIVE WIDTH		34'
RESIDENTIAL SIZES		
BUDGET	BUDGET	UNIT
01	17	34
15	39	38
19	4	34
21	17	37
TOTAL	57	133
BUDGET	BUDGET	UNIT
01	17	34
15	39	38
19	4	34
21	17	37
TOTAL	57	133
BUDGET	BUDGET	UNIT
01	17	34
15	39	38
19	4	34
21	17	37
TOTAL	57	133

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- 5) ACCESSIBLE PARKING AREAS, INCLUDING AISLES, SHALL SLOPE NO MORE THAN 2% IN ANY DIRECTION.
- 6) THE OWNER IS RESPONSIBLE FOR OBTAINING ANY NECESSARY AGREEMENTS FROM ADJACENT PROPERTY OWNERS IN ORDER TO PERFORM THE REQUIRED OFFSITE WORK, INCLUDING STORM DRAINAGE, CURB AND GUTTER AND PAVEMENT TIE-INS AND GRADING.
- 7) REFERENCE ARCH PLANS FOR DIRECTIONAL SIGNAGE, SITE SIGNAGE, BUILDING DIMENSIONS, ETC.
- 8) ALL STORMWATER MANAGEMENT FOR LOT A WILL BE UNDERGROUND. ALL OTHER STORMWATER FACILITIES WILL BE DETERMINED DURING DESIGN.



© 2022 LECRAW ENGINEERING, INC.
3475 CORPORATE WAY
DOLLYVILLE, GA 30096
TEL: 770.441.0200
FAX: 770.441.0209
WWW.LECRAWENGINEERING.COM

REVISIONS TO THE LAYOUT OF

NO.	DATE	BY	DESCRIPTION
1	08/02/21	CMK	CONCEPT SITE PLAN - MASTER PLAN

CLIENT: ONESTREET RESIDENTIAL

PROJECT: 104 INTERSTATE N. PARKWAY EAST SE, ATLANTA, GA 30339

22-ACRE MIXED USE DEVELOPMENT

SW CORNER OF CHEROKEE RD & HOLLY SPRINGS RD

CHEROKEE CO. UNINCORPORATED

HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

SEAL:

5/5/2022

DESIGN TEAM:

DRAWN BY: CMK

DESIGNED BY: CMK

REVIEWED BY: TKS

Know what's below. Call before you dig.

SCALE & NORTH ARROW:

SCALE: 1"=40'

JOB # 087021

DATE MAY 5, 2022

CONCEPT SITE PLAN - MASTER PLAN

CS-1



FRONT ELEVATION

SCALE: 1/4" = 1'-0"



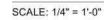
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



NOT FOR
CONSTRUCTION

SHEET NUMBER:



THIS INFORMATION AND/OR ILLUSTRATION ALTHOUGH DEEMED TO BE RELIABLE, IS CONCEPTUAL IN NATURE AND ONESTREET RESIDENTIAL AND/OR ITS AFFILIATES MAKE NO WARRANTIES AS TO ITS ACCURACY. THE INFORMATION SHOWN HERE IS SUBJECT TO CHANGE AT ANY TIME.



FRONT ELEVATION - ALT ELEV

SCALE: 1/4" = 1'-0"



FRONT ELEVATION - STANDARD

SCALE: 1/4" = 1'-0"



RIGHT ELEVATION - ALT ELEV

SCALE: 1/4" = 1'-0"



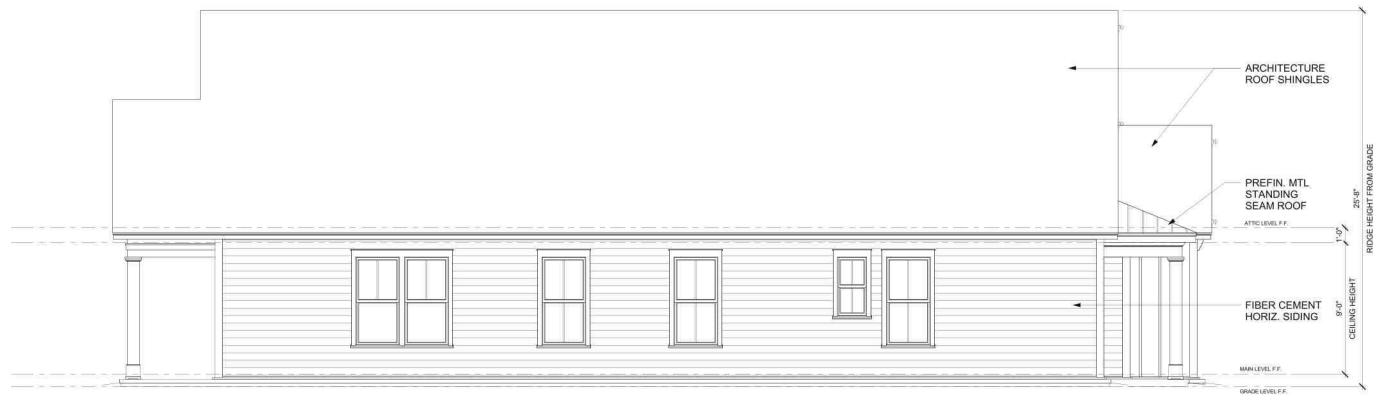
REAR ELEVATION - ALT ELEV

SCALE: 1/4" = 1'-0"



REAR ELEVATION - STANDARD

SCALE: 1/4" = 1'-0"



LEFT ELEVATION - ALT ELEV

SCALE: 1/4" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

THIS INFORMATION AND/OR ILLUSTRATION ALTHOUGH DEEMED TO BE RELIABLE, IS CONCEPTUAL IN NATURE AND ONESTREET RESIDENTIAL AND/OR ITS AFFILIATES MAKE NO WARRANTIES AS TO ITS ACCURACY. THE INFORMATION SHOWN HERE IS SUBJECT TO CHANGE AT ANY TIME.



REAR ELEVATION

SCALE: 1/4" = 1'-0"



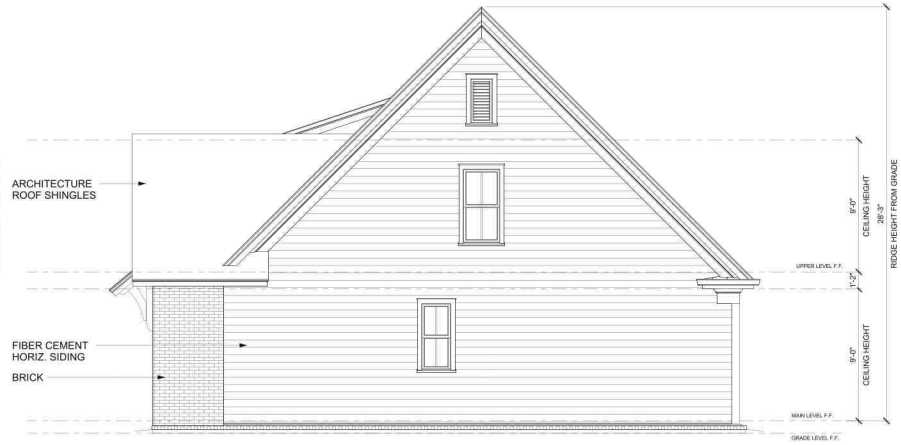
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



MAP AMENDMENT (REZONING) AND CONDITIONAL USE PERMIT APPLICATION

Adopted by Mayor and Council on February 23, 2006

For Application Procedures, See p. 8



APPLICATION MA- 05-2022

APPLICATION CUP- 02-2022

HEARING DATE July 18, 2022

DATE OF APPLICATION May 6, 2022

APPLICANT Place Property Management

OWNER Same as Applicant
(If other than applicant)

ADDRESS 201 Gateway Drive
Canton, Georgia

ADDRESS _____

ZIP CODE 30115 PHONE (770) 422-7016

ZIP CODE _____ PHONE _____

EMAIL phuff@samlarkinhuff.com

SIGNATURE _____
ATTORNEY FOR APPLICANT

SIGNATURE See Attached Form

APPLICANT OR REPRESENTATIVE MUST ATTEND MEETING OR APPLICATION WILL NOT BE CONSIDERED

PRESENT ZONING DISTRICT(S) GC

REQUESTED ZONING DISTRICT GC with MXD

REQUESTED CONDITIONAL USE(S) None identified

PROPERTY LOCATION/ADDRESS west side of East Cherokee Drive; south of Hickory Road

MAP NUMBER 15N26

PARCEL NUMBER(S) 124, 120, 121 & 118

LAND LOT(S) 326 & 395

DISTRICT(S) 15th SECTION(S) _____

ACREAGE 22 20 SEWAGE DISPOSAL TYPE Public UTILITIES AVAILABLE W&S

DESCRIPTION OF PROPOSED DEVELOPMENT AND/OR CONDITIONAL USE REQUEST:
The 22 acre site will have a mixture of uses, including a 60K sq. ft. 3-story office/retail building, additional 15K sq. ft. office/retail single-story building, a self-storage facility and an 11 acre age-restricted cottage community to be built by OneStreet. A conditional use permit is being requested for a multi-tenant building.

(COMPLETE ON ATTACHED PAPER IF NECESSARY)

The following information must be provided with completed application:

- ___ WARRANTY DEED
- ___ TAX DOCUMENTATION
- ___ SURVEY PLAT BY REGISTERED SURVEYOR
- ___ 10 COPIES OF SITE DEVELOPMENT PLAN BY REGISTERED SURVEYOR
- ___ INDIVIDUAL FOLDED TO 8.5"x11" (SEE p.7 FOR REQUIREMENTS)
- ___ CAMPAIGN CONTRIBUTION DISCLOSURE STATEMENT (ATTACHMENT A)
- ___ FOR CONDITIONAL USE REQUESTS, COMPLIANCE WITH SECTION 5.4
- ___ FOR CONDITIONAL USE REQUESTS, COMPLETE ATTACHMENT B
- ___ FILING FEES\$ _____ RECEIPT# _____ CHECK# _____

(APPLICANT DO NOT WRITE BELOW THIS LINE)

PLANNING COMMISSION RECOMMENDATION:		CITY COUNCIL DECISION:	
APPROVED _____	STIPULATIONS _____	APPROVED _____	STIPULATIONS _____
DISAPPROVED _____	TABLED _____	DISAPPROVED _____	TABLED _____

Complete the following section, if applicable.

Residential

Minimum house size: 750 to 1928 sq. ft.

Exterior façade: Cottage Style

Maximum number of units: 113

Anticipated start date: 2nd Quarter 2023

Anticipated completion date: 1 year

Commercial

Number of buildings: 3

Maximum square footage: 200,000 sq. ft.

Number of stories: 3

Total number of employees: 20

Exterior façade: brick, stone & similar materials

Anticipated start date: 2nd Quarter 2023

Anticipated completion date: 3 years

Application Information

- (1) Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property? *The property is zoned GC and it is anticipated for a senior living component. The OneSteet proposal is for a cottage style senior housing adjacent to the Oakhaven neighborhood. The proposed age-restricted community will create a good transition between the existing neighborhood and GC uses along East Cherokee Dr.*
- (2) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property? *The age -restricted community will have a 40-foot buffer adjacent to the Oakhaven neighborhood which will create a good transition from the GC uses. The community will be a relative quiet neighborhood with landscaping maintained by a professional company during the week. The use will produce l noise than either commercial or traditional suburban residential uses.*
- (3) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned? *The 22-acre site all zoned GC without a MXD to allow for some residential component would make the property difficult to develop.is much more compatible for the area.*
- (4) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, public safety, or schools? *The age-restricted use will not add any students but have a significant tax base. The traffic created by the age-restricted component is less than most commercial uses and less than a suburban, non-age restricted community.*
- (5) Whether the zoning proposal is in conformity with the policy and intent of the adopted Future Development Map (FDM) and Future Land Use Map (FLUM)? *The Future Development Map designates the property as Parkway Corridor. This designation includes high-intensity commercial and high-density residential. The mixed use proposal with 11 acres of age-restricted housing is consistent with this designation.*
- (6) Whether the zoning proposal is in conformity with the policies, objectives, and vision set forth by the Community Agenda (Comprehensive Plan) and other adopted policy documents? *The city has a goal of creating a community with a mixture of housing options. The age-restricted rental housing option is desperately needed in the area. There are assisted-living options in institutional buildings and there are for sale cottages that sell immediately because of excess demand. Having a rental option for seniors is needed and will allow some seniors to leave single family homes that they can no longer maintain and allow it to be purchased by younger buyers. The market shows there are a lot of seniors, often widows or widowers, that live in the area and need single-level living but have no options in their community.*

Application Information

- (7) Whether an impact is expected on the environment, including, but not limited to, drainage, soil erosion, and sediment. The development will comply with all environmental requirements. transportation, flooding, air quality, and water quality and quantity? *The development will comply with all environmental and engineering requirements.*
- (8) Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal? *There is a great need for senior housing in Hickory Flat. It only takes a mobility issue such as Parkinson to require a move to a single-level living. By providing housing that is suited for seniors allows them to live independently longer.*

THE PURPOSE OF THIS PLAT IS ALTER THE PROPERTY LINES BETWEEN PARCELS 15062 120, 121 & 124. EXISTING BUILDINGS SHOWN ARE TO BE REMOVED.

CITY ENGINEER CERTIFICATE

WE HAVE REVIEWED THE FINAL PLAT AND FIND THAT SAID PLAT CONFORMS TO THE APPROVED PLANS AS SUBMITTED BY THE DEVELOPER WITH THE CITY OF HOLLY SPRINGS ZONING ORDINANCE AND IS APPROVED FOR RECORDING.

CITY OF HOLLY SPRINGS ENGINEER

DATE

ZONING CERTIFICATE

THIS PLAT HAS BEEN ADMINISTRATIVELY REVIEWED FOR COMPLIANCE WITH THE CITY OF HOLLY SPRINGS ZONING ORDINANCE AND IS APPROVED FOR RECORDING.

ZONING ADMINISTRATOR

DATE

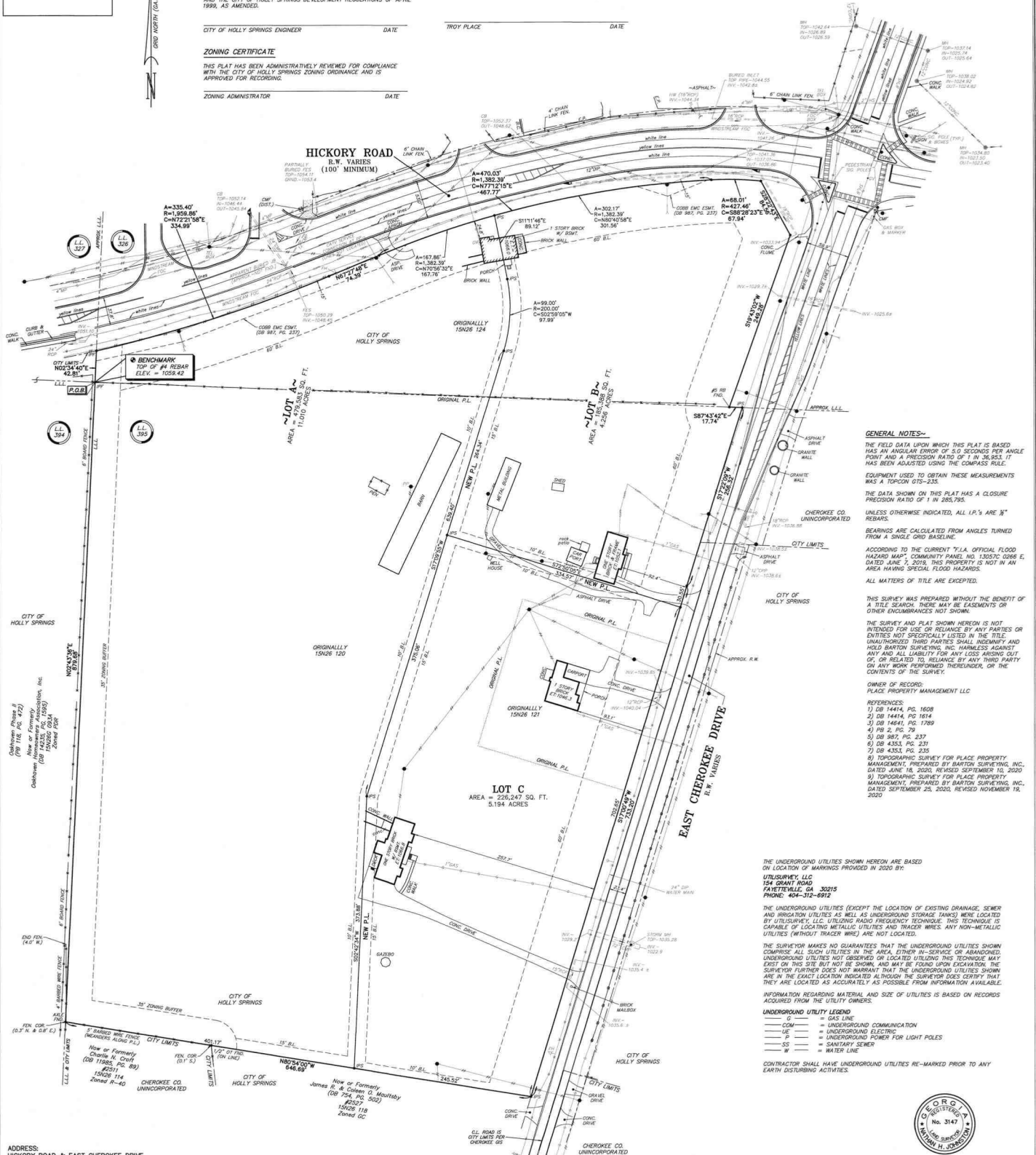
OWNER CERTIFICATE

I HEREBY CERTIFY THAT I AM THE OWNER(S) OF THE PROPERTY DESCRIBED HEREON, WHICH PROPERTY IS LOCATED IN THE JURISDICTION OF THE CITY OF HOLLY SPRINGS IN CHEROKEE COUNTY, GEORGIA.

TROY PLACE

DATE

SITE DATA:
ZONING: GC (GENERAL COMMERCIAL)
MINIMUM SETBACKS:
FRONT (ARTERIAL) = 60 FEET
FRONT (COLLECTOR) = 50 FEET
SIDE = 10 FEET
REAR YARD = 15 FEET



GENERAL NOTES

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS AN ANGULAR ERROR OF 5.0 SECONDS PER ANGLE POINT AND A PRECISION RATIO OF 1 IN 36,551. IT HAS BEEN ADJUSTED USING THE COMPASS RULE.

EQUIPMENT USED TO OBTAIN THESE MEASUREMENTS WAS A TOPCON GTS-235.

THE DATA SHOWN ON THIS PLAT HAS A CLOSURE PRECISION RATIO OF 1 IN 285,795.

UNLESS OTHERWISE INDICATED, ALL I.P.'S ARE 3\"/>

BEARINGS ARE CALCULATED FROM ANGLES TURNED FROM A SINGLE GRID BASELINE.

ACCORDING TO THE CURRENT T.A. OFFICIAL FLOOD HAZARD MAP, COMMUNITY PANEL NO. 13057C 0386 E, DATED JUNE 3, 2016, THIS PROPERTY IS NOT IN AN AREA HAVING SPECIAL FLOOD HAZARDS.

ALL MATTERS OF TITLE ARE EXCEPTED.

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE SEARCH. THERE MAY BE EASEMENTS OR OTHER ENCUMBRANCES NOT SHOWN.

THE SURVEY AND PLAT SHOWN HEREON IS NOT INTENDED FOR USE OR RELIANCE BY ANY PARTIES OR ENTITIES NOT SPECIFICALLY LISTED IN THE TITLE.

UNAUTHORIZED THIRD PARTIES SHALL INDEMNIFY AND HOLD BARTON SURVEYING, INC. HARMLESS AGAINST ANY AND ALL LIABILITY FOR ANY LOSS ARISING OUT OF, OR RELATED TO, RELIANCE BY ANY THIRD PARTY ON ANY WORK PERFORMED THEREUNDER, OR THE CONTENTS OF THE SURVEY.

OWNER OF RECORD: PLACE PROPERTY MANAGEMENT LLC

REFERENCES:
1) DB 14414, PG. 1608
2) DB 14414, PG. 1614
3) DB 14414, PG. 1789
4) FB 2, PG. 79
5) DB 367, PG. 237
6) DB 4353, PG. 231
7) DB 4353, PG. 235

8) TOPOGRAPHIC SURVEY FOR PLACE PROPERTY MANAGEMENT, PREPARED BY BARTON SURVEYING, INC., DATED JUNE 18, 2020, REVISED SEPTEMBER 19, 2020
9) TOPOGRAPHIC SURVEY FOR PLACE PROPERTY MANAGEMENT, PREPARED BY BARTON SURVEYING, INC., DATED SEPTEMBER 25, 2020, REVISED NOVEMBER 19, 2020

THE UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON LOCATION OF MARKINGS PROVIDED IN 2020 BY: UTILITY SURVEY, LLC 154 GRANT ROAD CHATTAHOOCHEE, GA 30215 PHONE: 404-312-6912

THE UNDERGROUND UTILITIES (EXCEPT THE LOCATION OF EXISTING DRAINAGE, SEWER AND IRRIGATION UTILITIES AS WELL AS UNDERGROUND STORAGE TANKS) WERE LOCATED BY UTILITY SURVEY, LLC UTILIZING RADIO FREQUENCY TECHNIQUE. THIS TECHNIQUE IS CAPABLE OF LOCATING METALLIC UTILITIES AND TRACER WIRES. ANY NON-METALLIC UTILITIES (WITHOUT TRACER WIRES) ARE NOT LOCATED.

THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. UNDERGROUND UTILITIES NOT OBSERVED OR LOCATED UTILIZING THIS TECHNIQUE MAY EXIST ON THIS SITE BUT NOT BE SHOWN, AND MAY BE FOUND UPON EXCAVATION. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THE SURVEYOR DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

INFORMATION REGARDING MATERIAL AND SIZE OF UTILITIES IS BASED ON RECORDS ACQUIRED FROM THE UTILITY OWNERS.

UNDERGROUND UTILITY LEGEND:
COM = GAS LINE
UE = UNDERGROUND COMMUNICATION
UE = UNDERGROUND ELECTRIC
P = UNDERGROUND POWER FOR LIGHT POLES
SS = SANITARY SEWER
W = WATER LINE

CONTRACTOR SHALL HAVE UNDERGROUND UTILITIES RE-MARKED PRIOR TO ANY EARTH DISTURBING ACTIVITIES.

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LOT ADJUSTMENT SURVEY FOR ONESTREET RESIDENTIAL PLACE PROPERTY MANAGEMENT

LOCATED IN LAND LOTS 326 & 395
15th DISTRICT, 2nd SECTION, CITY OF HOLLY SPRINGS
CHEROKEE COUNTY, GEORGIA
APRIL 28, 2022 1"=50'

SCALE IN FEET
VERTICAL DATUM IS NAVD 88

CONTRACTOR SHALL HAVE UNDERGROUND UTILITIES RE-MARKED PRIOR TO ANY EARTH DISTURBING ACTIVITIES.

CONTRACTOR SHALL HAVE UNDERGROUND UTILITIES RE-MARKED PRIOR TO ANY EARTH DISTURBING ACTIVITIES.

CONTRACTOR SHALL HAVE UNDERGROUND UTILITIES RE-MARKED PRIOR TO ANY EARTH DISTURBING ACTIVITIES.

SITE DATA:

ZONING: GC

MINIMUM SETBACKS:

FRONT (ARTERIAL) = 60 FEET
FRONT (COLLECTOR) = 50 FEET
FRONT (LOCAL) = 50 FEET
SIDE = 10 FEET
REAR = 15 FEET

ABBREVIATIONS ~

BCY = BLACK CHERRY	P = PINE
CO = CLEVER CUT	POP = POPLAR
CYP = CYPRESS	RO = RED OAK
EM = ELECTRIC METER	SG = SWEET GUM
ET = EXTERIOR THRESHOLD	SPIC = SPICE
FF = FINISH FLOOR	WAO = WATER OAK
GM = GAS METER	WMO = WHITE OAK
HIC = HICKORY	UNK = UNKNOWN
HL = HOLLY	WM = WATER METER
MAG = MAGNOLIA	WT = WATER TUPERO
MAP = MAPLE	

THE UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON LOCATION OF MARKINGS PROVIDED IN 2020 BY:

UTILISURVEY, LLC
154 GRANT ROAD
FAYETTEVILLE, GA 30215
PHONE: 404-312-6912

THE UNDERGROUND UTILITIES (EXCEPT THE LOCATION OF EXISTING DRAINAGE, SEWER AND IRRIGATION UTILITIES AS WELL AS UNDERGROUND STORAGE TANKS) WERE LOCATED BY UTILISURVEY, LLC. UTILIZING RADIO FREQUENCY TECHNIQUE. THIS TECHNIQUE IS CAPABLE OF LOCATING METALLIC UTILITIES AND TRACER WIRES. ANY NON-METALLIC UTILITIES (WITHOUT TRACER WIRE) ARE NOT LOCATED.

THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. UNDERGROUND UTILITIES NOT OBSERVED OR LOCATED UTILIZING THIS TECHNIQUE MAY EXIST ON THIS SITE BUT NOT BE SHOWN, AND MAY BE FOUND UPON EXCAVATION. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THE SURVEYOR DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

INFORMATION REGARDING MATERIAL AND SIZE OF UTILITIES IS BASED ON RECORDS ACQUIRED FROM THE UTILITY OWNERS.

UNDERGROUND UTILITY LEGEND
G = GAS LINE
W = WATER LINE

GENERAL NOTES~

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS AN ANGULAR ERROR OF 1 SECOND PER ANGLE POINT AND A PRECISION RATIO OF 1 IN 18,627. IT HAS BEEN ADJUSTED USING THE COMPASS RULE.

EQUIPMENT USED TO OBTAIN THESE MEASUREMENTS WAS A TOPCON GTS-235.

THE DATA SHOWN ON THIS PLAT HAS A CLOSURE PRECISION RATIO OF 1 IN 480,258.

ALL I.P.'s ARE 1/2" REBAR, UNLESS OTHERWISE INDICATED.

BEARINGS ARE CALCULATED FROM ANGLES TURNED FROM A SINGLE GRID BASELINE.

ACCORDING TO THE CURRENT "F.I.A. OFFICIAL FLOOD HAZARD MAP", COMMUNITY PANEL NO. 13057C 0266 E, DATED JUNE 7, 2019, THIS PROPERTY IS NOT IN AN AREA HAVING SPECIAL FLOOD HAZARDS.

ALL MATTERS OF TITLE ARE EXCEPTED.

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE SEARCH. THERE MAY BE EASEMENTS OR OTHER ENCUMBRANCES NOT SHOWN.

REFERENCES:
1) DB 754, PG. 502
2) PB 7, PG. 200

THE SURVEY AND PLAT SHOWN HEREON IS NOT INTENDED FOR USE OR RELIANCE BY ANY PARTIES OR ENTITIES NOT SPECIFICALLY LISTED IN THE TITLE. UNAUTHORIZED THIRD PARTIES SHALL INDEMNIFY AND HOLD BARTON SURVEYING, INC. HARMLESS AGAINST ANY AND ALL LIABILITY FOR ANY LOSS ARISING OUT OF, OR RELATED TO, RELIANCE BY ANY THIRD PARTY ON ANY WORK PERFORMED THEREUNDER, OR THE CONTENTS OF THE SURVEY.

AREA = 85,491 SQ. FT.
1.963 ACRES

EAST CHEROKEE
DRIVE APPARENT 60' R.W.



THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A., SECTION 15-6-67.

NATHAN H. JOHNSTON, GA. RLS No. 3147
9-23-2021

JOB # 21-102 DRAWN BY: NJ FIELD CREW: CL/JM
FIELD DATE: 9-23-21 PLAT PREPARED: 9-23-21



**BARTON SURVEYING
INC.**

3005 HOLLY SPRINGS PARKWAY, SUITE 101
CANTON, GEORGIA 30115
(770) 345-2810
(LICENSE No. LSF 000151)

ADDRESS:
2527 EAST CHEROKEE DRIVE
WOODSTOCK, GA 30188

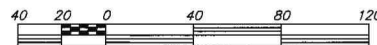
LEGEND

•	IPF = 1/2" REBAR FND.
•	IPS = 1/2" REBAR SET
—	R.W. = RIGHT OF WAY
—	SSE = SANITARY SEWER EASEMENT
—	DE = DRAINAGE EASEMENT
—	L.L.L. = LAND LOT LINE
—	C.L. = CENTERLINE
•	CT = CRIMP TOP PIPE
•	OT = OPEN TOP PIPE
—	CMP = CORRUGATED METAL PIPE
—	RCP = REINFORCED CONCRETE PIPE
—	DI = DROP INLET
—	JB = JUNCTION BOX
—	MH = MANHOLE
—	CB = CATCH BASIN
—	BM = BENCHMARK
—	PP = POWER POLE
—	FH = FIRE HYDRANT
—	CMF = CONCRETE MONUMENT FND.
—	B.C. = BACK OF CURB
—	E.P. = EDGE OF PAVEMENT
—	FEN = FENCE
—	G.H. = OVERHEAD ELEC. SERVICE LINE
—	B.L. = BUILDING LINE
—	U.G. = UNDERGROUND POWER LINE
—	TX = TRANSFORMER

IPF AT THE S.W. CORNER OF THE PROPERTY DESCRIBED IN DEED BOOK 3691, PAGE 101, SAID IPF ALSO BEING SHOWN ON PLAT BOOK 39, PAGE 41

TOPOGRAPHIC SURVEY FOR PLACE PROPERTY MANAGEMENT

LOCATED IN LAND LOT 395
15th DISTRICT, 2nd SECTION, CITY OF HOLLY
SPRINGS, CHEROKEE COUNTY, GEORGIA
SEPTEMBER 23, 2021 1"=40'



SCALE IN FEET
VERTICAL DATUM IS NAVD 88.
CONTOUR INTERVAL = 2 FT.

RETURN RECORDED DOCUMENT TO:

HARTLEY, ROWE & FOWLER, P.C.
P. O. BOX 489
DOUGLASVILLE, GA 30133
FILE NO. 20-0580B

RECORDED ELECTRONICALLY

BOOK 14641 **PAGE** 1789

COUNTY Cherokee

DATE 5/5/21 **TIME** 12:52pm

GSCCCA

STATE OF GEORGIA
COUNTY OF DOUGLAS

LIMITED WARRANTY DEED

THIS INDENTURE, made the 30th day of April in the year two thousand and twenty-one, between

SANDRA MITCHELL BEDELLE
SHERRIE BEDELLE TURNER
and
LENITA BEDELLE COKER

as party or parties of the first part ("Grantor"), and

PLACE PROPERTY MANAGEMENT, LLC
a Delaware limited liability company

as party or parties of the second part, ("Grantee"), the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits.

WITNESSETH that: Grantor, for and in consideration of other good and valuable considerations and the sum of Ten and No/100 (\$10.00) Dollars in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee:

ALL THAT TRACT or parcel of land lying and being in Land Lot 326 of the 15th District and 2nd Section of Cherokee County, Georgia and being more particularly described as follows:

BEGINNING at a 1/2" rebar found at the common corners of Land Lots 394, 395, 327 and 326 and continuing along the West land lot line of Land Lot 326 North 02 degrees 34 minutes 40 seconds East a distance of 42.81 feet to a 1/2" rebar found located on the southern right of way of Hickory Road (right of way varies); thence continuing in a northeasterly direction and along a curve having a radius of 1,959.86 feet and an arc length of 335.40 feet, being subtended by a chord of North 72 degrees 21 minutes 58 seconds East for a distance of 334.99 feet to a point; thence run North 67 degrees 27 minutes 48 seconds East a distance of 74.39 feet to a point; thence running in a northeasterly direction and along a curve having a radius of 1,382.39 feet and an arc length of 470.03 feet, being subtended by a chord of North 77 degrees 12 minutes 15 seconds East for a distance of 467.77 feet to a point; thence running in a southeasterly direction and along a curve having a radius of 470.03 feet and an arc length of 68.01 feet, being subtended by a chord of South 88 degrees 28 minutes 23 seconds East for a distance of 67.94 feet to a point at the intersection of the Northwest mitered corner of the intersection of the right of way of Hickory Road with the West right of way of East Cherokee Drive; thence run South 28 degrees 22 minutes 43 seconds East a distance of 84.56 feet to a #5 rebar found at the Southeasterly mitered corner of said intersection; thence South 19 degrees 43 minutes 02 seconds West along the Westerly edge of the right of way of East Cherokee Drive to a point; thence running North 87 degrees 43 minutes 42 seconds West a distance of 870.72 feet to a 1/2" rebar found and the Point of Beginning.

Said tract or parcel of land being more particularly shown as 4.228 acres on a Topographic Survey for Place Property Management by Barton Surveying, Inc., certified by Nathan H. Johnston, Georgia Registered Land Surveyor No. 3147, dated September 25, 2020, which plat is hereby incorporated herein for a more full and complete description of subject property.

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the Grantee forever in **FEE SIMPLE**.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the Grantee against the claims of all persons claiming by, through or under Grantor, except for claims arising under or by virtue of the Permitted Exceptions attached hereto as Exhibit "A" and incorporated by reference.

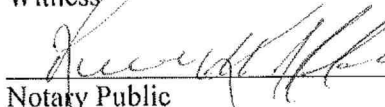
IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above written.

Signed, sealed and delivered
in the presence of:


Sandra Mitchell Bedelle

(SEAL)


Witness


Notary Public
My Commission Expires: _____
(S E A L)



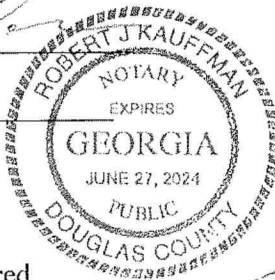
[SIGNATURES CONTINUED ON FOLLOWING PAGE]

Signed, sealed and delivered
in the presence of:

Sherrie Bedelle Turner (SEAL)
Sherrie Bedelle Turner

[Signature]
Witness

[Signature]
Notary Public
My Commission Expires:
(S E A L)



Signed, sealed and delivered
in the presence of:

Lenita Bedelle Coker (SEAL)
Lenita Bedelle Coker

[Signature]
Witness

[Signature]
Notary Public
My Commission Expires:
(S E A L)

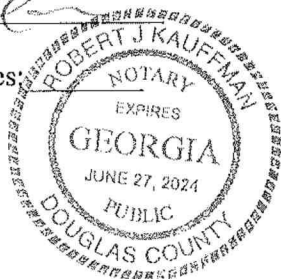


EXHIBIT "A"

PERMITTED EXCEPTIONS

1. Taxes and assessments for the year 2021 and subsequent years, not due and payable.
2. Right of Way Easement from Kenneth Edward Bedelle, et al to Sawnee Electric Membership Corporation, dated April 22, 1991, filed for record May 6, 1991 and recorded in Deed Book 987, page 237, Cherokee County, Georgia records.
3. Right Way Deed from Kenneth Edward Bedelle, et al. to Cherokee County dated November 4, 2000, filed for record November 6, 2000 and recorded in Deed Book 4353, page 231, aforesaid records.
4. Right Way Deed from Kenneth Edward Bedelle, et al. to Cherokee County dated November 4, 2000, filed for record November 6, 2000 and recorded in Deed Book 4353, page 235, aforesaid records.
5. Permit for Anchor and Guy Wires from Lenita Bedelle Coker, et al to Georgia Power Company, a Georgia corporation, dated June 16, 2001, filed for record September 27, 2001 and recorded in Deed Book 4778, Page 60, aforesaid records.

SECTION A – SELLER'S INFORMATION (Do not use agent's information)				SECTION C – TAX COMPUTATION	
SELLER'S LAST NAME BEDELLE	FIRST NAME SANDRA	MIDDLE MITCHELL	Exempt Code If no exempt code enter NONE		NONE
MAILING ADDRESS (STREET & NUMBER) 765 EPPS BRIDGE PARKWAY			1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown		\$1,247,260.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY ATHENS, GA 30606 USA		DATE OF SALE 4/30/2021	1A. Estimated fair market value of Real and Personal property		\$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)			2. Fair market value of Personal Property only		\$0.00
BUYER'S BUSINESS / ORGANIZATION / OTHER NAME PLACE PROPERTY MANAGEMENT, LLC, a Delaware limited liabil ...*			3. Amount of liens and encumbrances not removed by transfer		\$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 201 GATEWAY DR			4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)		\$1,247,260.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY CANTON, GA 30005 USA		Check Buyers Intended Use () Residential () Commercial () Agricultural () Industrial	5. TAX DUE at .10 per \$100 or fraction thereof (Minimum \$1.00)		\$1,247.30
SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A)		PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION			SUITE NUMBER
COUNTY CHEROKEE	CITY (IF APPLICABLE)		MAP & PARCEL NUMBER 15N26 124		ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT 15	ACRES 4.2	LAND LOT 326	SUB LOT & BLOCK
SECTION E – RECORDING INFORMATION (Official Use Only)					
DATE	DEED BOOK		DEED PAGE	PLAT BOOK	PLAT PAGE

ADDITIONAL BUYERS

None

...* This symbol signifies that the data was too big for the field. The original values are shown below.

BUYER'S BUSINESS NAME: PLACE PROPERTY MANAGEMENT, LLC, a Delaware limited liability company

Rec: \$14.00 TRANSFER TAX \$2,891.70

Patty Baker, Clerk of Superior Court - Cherokee County, GA

RETURN RECORDED DOCUMENT TO

HARTLEY, ROWE & FOWLER, P.C.
P O BOX 489
DOUGLASVILLE, GA 30133
FILE NO 19-0655b

STATE OF GEORGIA
COUNTY OF COBB

EXECUTOR'S DEED

THIS INDENTURE, made this 30th day of October, in the year two thousand and nineteen, between James M. Johnson as Executor of the last will and testament of James R. Johnson, late of the State of Georgia, and County of Cherokee, deceased, of the First Part ("Grantor") and Place Property Management LLC a Delaware limited liability company, of the Second Part ("Grantee"); the word "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits:

WITNESSETH that the said Grantor (acting under and by virtue of the power and authority contained in the said will, the same having been duly probated and recorded in the Court of Probate of Cherokee County, Georgia), for and in consideration of the sum of TEN DOLLARS in hand paid, at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee:

ALL THAT TRACT or parcel of land lying and being in Land Lot 395 of the 15th District and 2nd Section of Cherokee County, Georgia, and being more particularly described on Exhibit "A"

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE: in as full and ample a manner as the same was held, possessed and enjoyed, or might have been held, possessed and enjoyed, by the said deceased.

Rec: \$14.00 TRANSFER TAX \$2,891.70

Patty Baker, Clerk of Superior Court - Cherokee County, GA

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above written.

Signed, sealed and delivered
in the presence of:

 (SEAL.)
JAMES M. JOHNSON, EXECUTOR
OF THE LAST WILL AND TESTAMENT OF
JAMES R. JOHNSON

Witness


Notary Public
My Commission Expires:
(SEAL)



COPY

Rec: \$14.00 TRANSFER TAX \$2,891.70

Patty Baker, Clerk of Superior Court - Cherokee County, GA

All that tract or parcel of land lying and being in the 15th District and 2nd Section of Cherokee County, Georgia and being a portion of Land Lot No. 395 and being more particularly described as follows:

BEGINNING at a point located in the Northwest corner of Land Lot No. 395; thence along the original line South 1 degree West a distance of 890 feet to a point; thence South 82 1/2 degrees East a distance of 641 feet to a point located on the westerly right of way of Andersonville Hickory Flat Road; thence along said right of way North 16 1/4 degrees East a distance of 1001 feet to a point formed by the intersection of the westerly right of way of Andersonville Hickory Flat Road with the East and West land lot line North of Land Lot No. 395; thence along the aforesaid land lot line North 89 degrees West a distance of 903 feet to the point of beginning. Said tract containing 16.4 acres.

For a more detailed description of the notes and bounds of the property herein conveyed specific reference is hereby made to plat of survey by Lat Ridgway, Registered Surveyor, dated June 10, 1958 and recorded in Plat Book 2, Page 22, Deed Records, Cherokee County, Georgia.

Less and Except the following parcel:

BEING that tract or parcel of land lying and being in the 15th District and 2nd Section of Cherokee County, Georgia and being a portion of original Land Lot No. 395 and being more particularly described as follows:

BEGINNING at an iron stake located on the West edge of Andersonville-Hickory Flat Road; said iron stake is located a distance of 340 feet South 16 degrees 15 minutes West as measured along the West edge of aforesaid road from a point formed by the intersection of the west edge of said road with the north, east and west line of Land Lot No. 395; thence North 73 degrees 45 minutes East a distance of 210 feet to an iron pin; thence North 16 degrees 15 minutes West a distance of 210 feet to an iron pin; thence South 73 degrees 45 minutes East a distance of 210 feet to an iron pin located on the West edge of Andersonville-Hickory Flat Road; thence North 16 degrees 15 minutes east along the west edge of said road a distance of 210 feet to point of beginning, containing one acre, more or less.

COPY

PT-61 (Rev. 2/18)

To be filed in **CHEROKEE COUNTY****PT-61 028-2019-012311**

SECTION A – SELLER'S INFORMATION (Do not use agent's information)				SECTION C – TAX COMPUTATION	
SELLER'S BUSINESS / ORGANIZATION / OTHER NAME Estate of James R. Johnson				Exempt Code If no exempt code enter NONE NONE	
MAILING ADDRESS (STREET & NUMBER) 1274 White Road				1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown \$2,891,610.00	
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY White, GA 30184 USA		DATE OF SALE 10/30/2019		1A. Estimated fair market value of Real and Personal property \$0.00	
SECTION B – BUYER'S INFORMATION (Do not use agent's information)				2. Fair market value of Personal Property only \$0.00	
BUYER'S BUSINESS / ORGANIZATION / OTHER NAME Place Property Management LLC				3. Amount of liens and encumbrances not removed by transfer \$0.00	
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 201 Gateway Drive				4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3) \$2,891,610.00	
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Canton, GA 30115 USA		Check Buyers Intended Use () Residential (X) Commercial () Agricultural () Industrial		5. TAX DUE at .10 per \$100 or fraction thereof (Minimum \$1.00) \$2,891.70	
SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A)		PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION			SUITE NUMBER
COUNTY CHEROKEE		CITY (IF APPLICABLE)		MAP & PARCEL NUMBER 15N26 120	ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT	ACRES	LAND LOT 395	SUB LOT & BLOCK
SECTION E – RECORDING INFORMATION (Official Use Only)					
DATE	DEED BOOK	DEED PAGE	PLAT BOOK	PLAT PAGE	

ADDITIONAL BUYERS

None

COPY

Rec: \$14.00 TRANSFER TAX \$0.00

Patty Baker, Clerk of Superior Court - Cherokee County, GA

RETURN RECORDED DOCUMENT TO:

HARTLEY, ROWE & FOWLER, P C
P O BOX 489
DOUGLASVILLE, GA 30133
FILE NO 19-0655B

STATE OF GEORGIA
COUNTY OF COBB

QUITCLAIM DEED

THIS INDENTURE, made the 30th day of October in the year two thousand and nineteen, between

**JAMES M. JOHNSON, EXECUTOR OF THE LAST WILL AND
TESTAMENT OF JAMES R. JOHNSON**

as party or parties of the first part ("Grantor"), and

PLACE PROPERTY MANAGEMENT, L.L.C
a Delaware limited liability company

as party or parties of the second part ("Grantee") (the words Grantor and Grantee to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH: That Grantor, for and in consideration of the sum of one dollar (\$1.00) and other valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, by these presents does hereby remise, convey and forever **QUITCLAIM** unto the said Grantee, all right, title, interest, claim or demand which the Grantor has or may have had in and to the following property:

ALL THAT TRACT or parcel of land lying and being in Land Lot 395 of the 15th District and 2nd Section of Cherokee County, Georgia, being described as Tract 1 and Tract 2 and being more particularly described on Exhibit A.

TO HAVE AND TO HOLD the said described premises to Grantee, so that neither Grantor nor any person or persons claiming under Grantor shall at any time claim or demand any right or title to said premises or its appurtenances.

Rec: \$14.00 TRANSFER TAX \$0.00

Patty Baker, Clerk of Superior Court - Cherokee County, GA

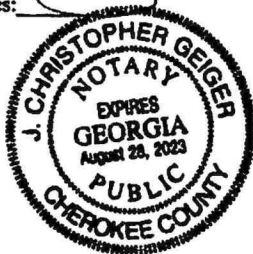
IN WITNESS WHEREOF, Grantor has signed and sealed this deed, the day and year first above written.

Signed, sealed and delivered
in the presence of:

Chancery
Witness

By: *James M. Johnson* (SEAL)
James M. Johnson, Executor of the Last Will and
Testament of James R. Johnson

[Signature]
Notary Public
My Commission Expires:
(SEAL)



COPY

Rec: \$14.00 TRANSFER TAX \$0.00

Patty Baker, Clerk of Superior Court - Cherokee County, GA

15N26 120

EXHIBIT "A"

TRACT ONE:

ALL THAT TRACT or parcel of land lying and being in Land Lot 395 of the 15th District and 2nd Section of Cherokee County, Georgia, and being more particularly described as follows:

BEGIN at the northwest corner of Land Lot 395, said corner being the common corner of Land Lots 326, 327, 394 and 395; thence South 87 degrees 43 minutes 42 seconds East a distance of 888.48 feet along the north line of Land Lot 395 to an iron pin located on the westerly edge of the right of way of East Cherokee Drive; thence South 17 degrees 22 minutes 09 seconds West a distance of 256.32 feet along the westerly edge of said right of way to a point; thence South 17 degrees 00 minutes 49 seconds West a distance of 83.68 feet along the westerly edge of said right of way to an iron pin; thence departing said right of way, North 72 degrees 59 minutes 11 seconds West a distance of 210.00 feet to an iron pin; thence South 17 degrees 00 minutes 49 seconds West a distance of 210.00 feet to an iron pin; thence South 72 degrees 59 minutes 11 seconds East a distance of 210.00 feet to an iron pin located on the westerly edge of the right of way of East Cherokee Drive; thence South 17 degrees 00 minutes 49 seconds West a distance of 439.62 feet along the westerly edge of said right of way to an iron pin; thence departing said right of way North 80 degrees 54 minutes 00 seconds West a distance of 648.69 feet to an axle found, said axle being located on the west line of Land Lot 395; thence North 02 degrees 43 minutes 36 seconds East a distance of 879.68 feet along the west line of Land Lot 395 to an iron pin, said iron pin being located at the true point of beginning.

The above described parcel of land contains 15.219 acres, and is more fully described upon the plat of survey prepared for Place Property Management, dated June 7, 2019, prepared by Nathan H. Johnston, GA RLS No. 3147, which plat by this reference thereto is incorporated herein for a more complete description of the property.

15N26 121

TRACT TWO:

ALL THAT TRACT or parcel of land lying and being in Land Lot 395 of the 15th District and 2nd Section of Cherokee County, Georgia, and being more particularly described as follows:

TO LOCATE THE POINT OF BEGINNING, being at the intersection of the north line of Land Lot 395 with the westerly edge of the right of way of East Cherokee Drive; thence South 17 degrees 22 minutes 09 seconds West a distance of 256.32 feet along the westerly edge of said right of way to an iron pin; thence South 17 degrees 00 minutes 49 seconds West a distance of 83.68 feet along the westerly edge of said right of way to an iron pin located at the TRUE POINT OF BEGINNING; thence departing said right of way North 72 degrees 59 minutes 11 seconds West a distance of 210.00 feet to an iron pin; thence South 17 degrees 00 minutes 49 seconds West a distance of 210.00 feet to an iron pin; thence South 72 degrees 59 minutes 11 seconds East a distance of 210.00 feet to an iron pin, said iron pin being located on the westerly edge of the right of way of East Cherokee Drive; thence North 17 degrees 00 minutes 49 seconds East a distance of 210.00 feet along the westerly edge of said right of way to an iron pin located at the true point of beginning.

The above described parcel of land contains 1.012 acres and is more fully described upon the plat of survey prepared for Place Property Management, dated June 7, 2019, prepared by Nathan H. Johnston, GA RLS No. 3147, which plat by this reference thereto is incorporated herein for a more complete description of the property.

East Cherokee Drive & Hickory Road

Lot A - Written Description

All that tract or parcel of land lying and being in Land Lots 326 & 395, 15th District, 2nd Section, City of Holly Springs, Cherokee County, Georgia, and being particularly described as follows:

BEGINNING at an iron pin found at the southwest corner of Land Lot 326; thence continuing along the east line of Land Lot 326 N02°34'40"E a distance of 42.81 feet to an iron pin found at the intersection of said Land Lot line and the southerly right of way of Hickory Road (right of way varies); thence leaving said Land Lot line and continuing along said right of way for the following courses and distances: along a curve to the left, following the curvature thereof for an arc distance of 335.40 feet, said curve having a radius of 1,959.86 feet and being subtended by a chord of N72°21'58"E 334.99 feet, to a point; thence N67°27'48"E a distance of 74.39 feet to a point; thence along a curve to the right, following the curvature thereof for an arc distance of 167.86 feet, said curve having a radius of 1,382.39 feet and being subtended by a chord of N70°56'32"E 167.76 feet, to an iron pin set; thence leaving said right of way of Hickory Road S11°11'46"E a distance of 89.12 feet to an iron pin set; thence along a curve to the right, following the curvature thereof for an arc distance of 99.00 feet, said curve having a radius of 200.00 feet and being subtended by a chord of S02°59'05"W 97.99 feet, to an iron pin set; thence S17°09'55"W a distance of 639.40 feet to an iron pin set; thence S02°42'34"W a distance of 373.88 feet to an iron pin set; thence N80°54'00"W a distance of 401.17 feet to an axle found on the west line of Land Lot 395; thence continuing along said Land Lot line N02°43'36"E a distance of 879.68 feet to the POINT OF BEGINNING. Said tract contains 479,583 square feet or 11.010 acres and is shown as "Lot A" on a Lot Adjustment Survey for OneStreet Residential & Place Property Management, prepared by Barton Surveying, Inc., dated April 28, 2022.

East Cherokee Drive & Hickory Road

Lots A, B & C - Written Description

All that tract or parcel of land lying and being in Land Lots 326 & 395, 15th District, 2nd Section, City of Holly Springs, Cherokee County, Georgia, and being particularly described as follows:

BEGINNING at an iron pin found at the southwest corner of Land Lot 326; thence continuing along the east line of Land Lot 326 N02°34'40"E a distance of 42.81 feet to an iron pin found at the intersection of said Land Lot line and the southerly right of way of Hickory Road (right of way varies); thence leaving said Land Lot line and continuing along said right of way for the following courses and distances: along a curve to the left, following the curvature thereof for an arc distance of 335.40 feet, said curve having a radius of 1,959.86 feet and being subtended by a chord of N72°21'58"E 334.99 feet, to a point; thence N67°27'48"E a distance of 74.39 feet to a point; thence along a curve to the right, following the curvature thereof for an arc distance of 470.03 feet, said curve having a radius of 1,382.39 feet and being subtended by a chord of N77°12'15"E 467.77 feet, to a point; thence along a curve to the right, following the curvature thereof for an arc distance of 68.01 feet, said curve having a radius of 427.46 feet and being subtended by a chord of S88°28'23"E 67.94 feet to a point at the northwest end of the mitered intersection of said southerly right of way of Hickory Road and the northwesterly right of way of East Cherokee Drive (right of way varies); thence leaving said right of way of Hickory Road and continuing along said mitered line S28°22'43"E a distance of 84.56 feet to the southeast end of said mitered line; thence continuing along said northwesterly right of way of East Cherokee Drive S19°43'02"W a distance of 249.28 feet to a #5 rebar found on the south line of Land Lot 326; thence continuing along said Land Lot line and along said right of way S87°43'42"E a distance of 17.74 feet to an iron pin set; thence leaving said Land Lot line and continuing along said right of way for the following courses and distances: S17°22'09"W a distance of 256.32 feet to a point; thence S17°00'49"W a distance of 733.20 feet to an iron pin set; thence leaving said right of way of East Cherokee Drive N80°54'00"W a distance of 646.69 feet to an axle found on the west line of Land Lot 395; thence continuing along said Land Lot line N02°43'36"E a distance of 879.68 feet to the POINT OF BEGINNING. Said tract contains 891,218 square feet or 20.460 acres and is shown as "Lot A", "Lot B" & "Lot C" on a Lot Adjustment Survey for OneStreet Residential & Place Property Management, prepared by Barton Surveying, Inc., dated April 28, 2022.

ATTACHMENT A

DISCLOSURE

Please answer the following questions. If the answer to any of the following questions is "yes", you may be required under O.C.G.A. 36-67A, to provide further information.

A.) Are you, or anyone else with a property interest in the property, a member of the City of Holly Springs Planning and Zoning Commission or City of Holly Springs Council?

_____ YES X _____ NO

B.) Does an official of such public bodies have any financial interest in any business entity, which has a property interest in the subject property?

_____ YES X _____ NO

C.) Does a member of the family of such official have an interest in the subject property as described in (A) and (B)?

_____ YES X _____ NO

D.) Within two (2) years immediately preceding this application, have you made campaign contribution (s) or given gifts to public officials aggregating \$250.00 or more?

_____ YES X _____ NO

5-6-22

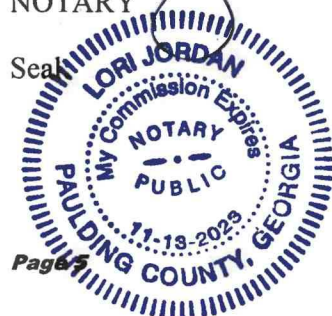
DATE

Parks F. Huff, Attorney for Applicant

[Signature]
SIGNATURE

[Signature]
NOTARY

Seal



Page 5

ATTACHMENT TO APPLICATION FOR PUBLIC HEARING

Titleholder PLACE PROPERTY MANAGEMENT, LLC:

TIN#: 15N26 124, 15N26 120, 15N26 121 & 15N26 118

The undersigned(s) below, or as attached, is the owner of the property considered in this application.

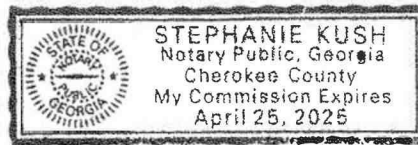
Steph Blue 5/6/22
Place Property Management, LLC Date

Address: 201 Gateway Dr Canton GA 30145

Telephone No.: (770) 841 0913

Stephanie Kush
Signature of Notary Public

Date: 5/6/22



ATTACHMENT A

DISCLOSURE

Please answer the following questions. If the answer to any of the following questions is "yes", you may be required under O.C.G.A. 36-67A, to provide further information.

A.) Are you, or anyone else with a property interest in the property, a member of the City of Holly Springs Planning and Zoning Commission or City of Holly Springs Council?

_____ YES ☒ _____ NO

B.) Does an official of such public bodies have any financial interest in any business entity, which has a property interest in the subject property?

_____ YES ☒ _____ NO

C.) Does a member of the family of such official have an interest in the subject property as described in (A) and (B)?

_____ YES ☒ _____ NO

D.) Within two (2) years immediately preceding this application, have you made campaign contribution (s) or given gifts to public officials aggregating \$250.00 or more?

_____ YES ☒ _____ NO

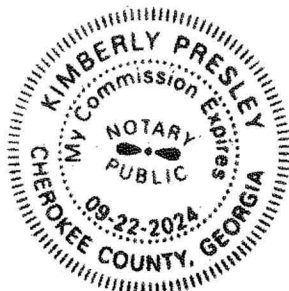
5/5/22
DATE

Troy Place
APPLICANT NAME PRINTED

Troy Place
APPLICANT SIGNATURE

Kimberly Presley
NOTARY

Seal:



CERTIFICATE REGARDING CORPORATE AUTHORITY TO PURSUE PUBLIC HEARING

1.

My name is Troy Place. I am the officer who is delegated the responsibility for authenticating records of **PLACE PROPERTY MANAGEMENT, LLC**, Domestic Limited Liability Company ("Property Owner Company"). I am of legal age and suffer from no disabilities which would affect my competence to give this Certificate which is being given on my own personal knowledge for use with respect to the Public Hearing Application regarding certain real property owned by the Titleholder located in the City of Holly Springs, Cherokee County, Georgia.

2.

In accordance with the Requirements for completing a City of Holly Springs Public Hearing Application, I hereby attest on behalf of the Property Owner Company that an authorized representative of Property Owner Company has reviewed the Public Hearing Application and related documents which are being filed simultaneously therewith on behalf of the Public Hearing Company (collectively, the "Public Hearing Application") to which this Certificate is attached and hereby certify:

- (a) That corporate seal or facsimile affixed to the Public Hearing Application is in fact the seal of the Property Owner Company or a true facsimile thereof; and
- (b) That the officer or other representative of the Property Owner Company who executed the Public Hearing Application does in fact occupy the official position indicated, that the position that the signer occupies has the authority to execute the Public Hearing Application on behalf of the Property Owner Company, and that the signature of said officer or other representative is genuine; and
- (c) That the execution of the Public Hearing Application and the filing of the Public Hearing Application on behalf of the Property Owner Company by the officer or other representative of the Property Owner Company has been duly authorized by the Property Owner Company.

PLACE PROPERTY MANAGEMENT, LLC

By: Troy Place

Print Name: Troy Place

Its: managing member

**TRAFFIC IMPACT STUDY
FOR
PROPOSED RESIDENTIAL DEVELOPMENT ON HICKORY
ROAD AT EAST CHEROKEE DRIVE
CHEROKEE COUNTY, GEORGIA**



Prepared for:

***OneStreet Residential
2000 RiverEdge Parkway, Suite 450
Atlanta, GA 30328***

Prepared By:



A&R Engineering Inc.

2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

June 21, 2022
A & R Project # 22-080

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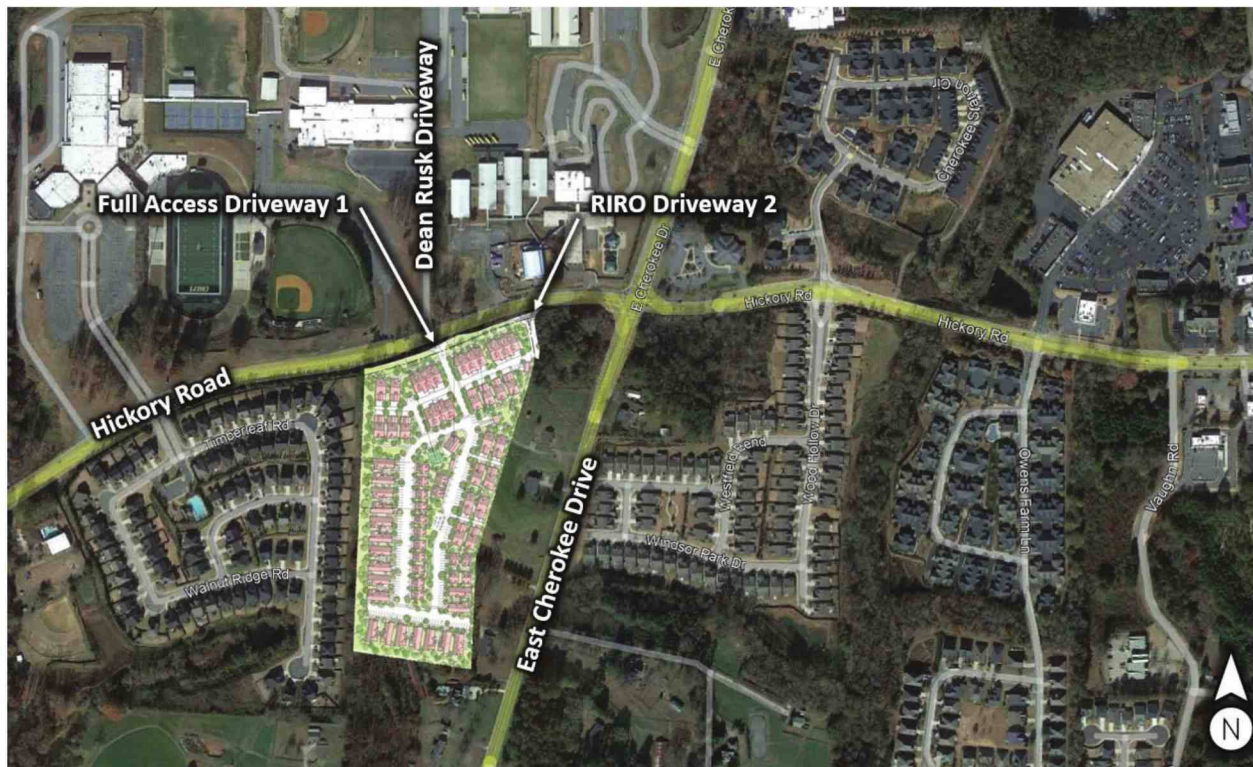
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1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact that will result from the proposed residential development that will be located in the southwest corner of the intersection East Cherokee Drive and Hickory Road in Cherokee County, Georgia. The traffic analysis evaluates current operations compared to the future conditions with traffic generated by the development. The proposed senior multifamily housing development will consist of 113 units.



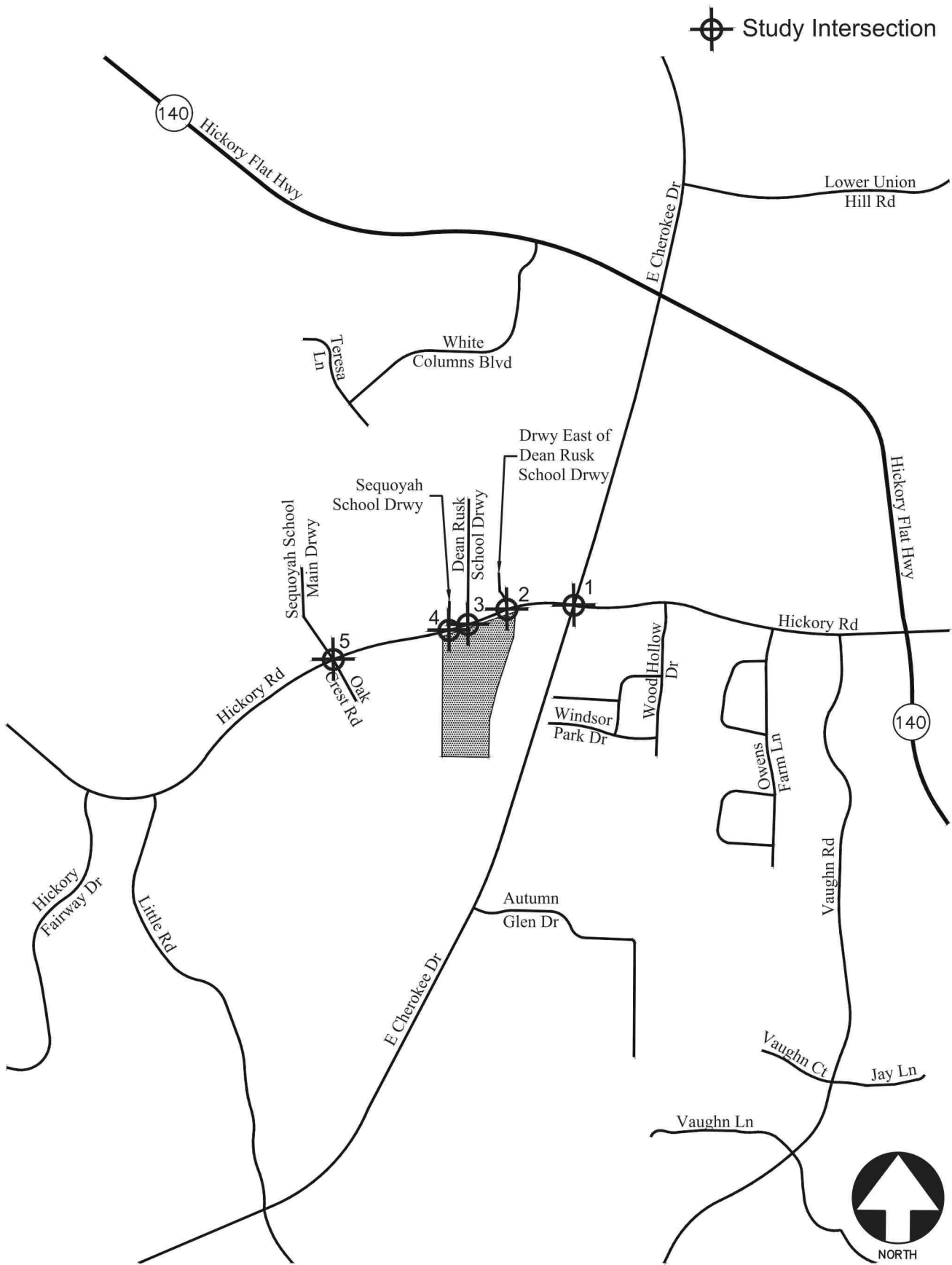
The development proposes access at the following locations:

- Site Driveway 1: Full Access Driveway on Hickory Road.
- Site Driveway 2: Right-in / Right-out Driveway on Hickory Road.

The AM (7:00 AM – 9:00 AM), PM (4:00 PM – 6:00 PM), and school dismissal hours (2:00 PM – 4:00 PM) have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the following intersections of:

1. Hickory Road at East Cherokee Drive
2. Hickory Road at Driveway East of Dean Rusk Driveway
3. Hickory Road at Dean Rusk School Driveway
4. Hickory Road at Sequoyah High School Driveway
5. Hickory Road at Oak Crest Road/Sequoyah High School Main Driveway

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network is shown in Figure 1.



LOCATION MAP

FIGURE 1
A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

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

2.1.1 Hickory Road

Hickory Road is an east-west, two-lane undivided roadway with a posted speed limit of 40 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID –057-0305) indicate that the daily traffic volume on Hickory Road in 2019 was 11,800 vehicles per day east of Little Road. GDOT classifies Hickory Road as a Minor Collector (Urban) roadway.

2.1.2 East Cherokee Drive

East Cherokee Drive north-south, two-lane undivided roadway with a posted speed limit of 35 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID's –057-0167) indicate that the daily traffic volume on East Cherokee Drive in 2019 was 13,100 vehicles per day south of SR 140 (Hickory Flat Highway). GDOT classifies East Cherokee Drive as a Minor Arterial (Urban) roadway.

2.1.3 Oak Crest Road

Oak Crest Road is a north-south, two-lane undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.4 Sequoyah High School Main Driveway

Sequoyah High School Main Driveway is a north-south, two-lane divided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.5 Sequoyah High School Driveway

Sequoyah High School Driveway is a north-south, two-lane undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.6 Dean Dusk Driveway

Dean Dusk Driveway is a north-south, two-lane undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board's Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level-of-service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designated as "F" regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level-of-service is assigned a letter designation from "A" through "F". Level-of-service "A" indicates excellent operations with little delay to motorists, while level-of-service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long total delays.

TABLE 1 — LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	$v/c \leq 1.0$	$v/c \geq 1.0$
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

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

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

3.2 Signalized Intersections

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

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

TABLE 2 — LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle) *	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c ≥ 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

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

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

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

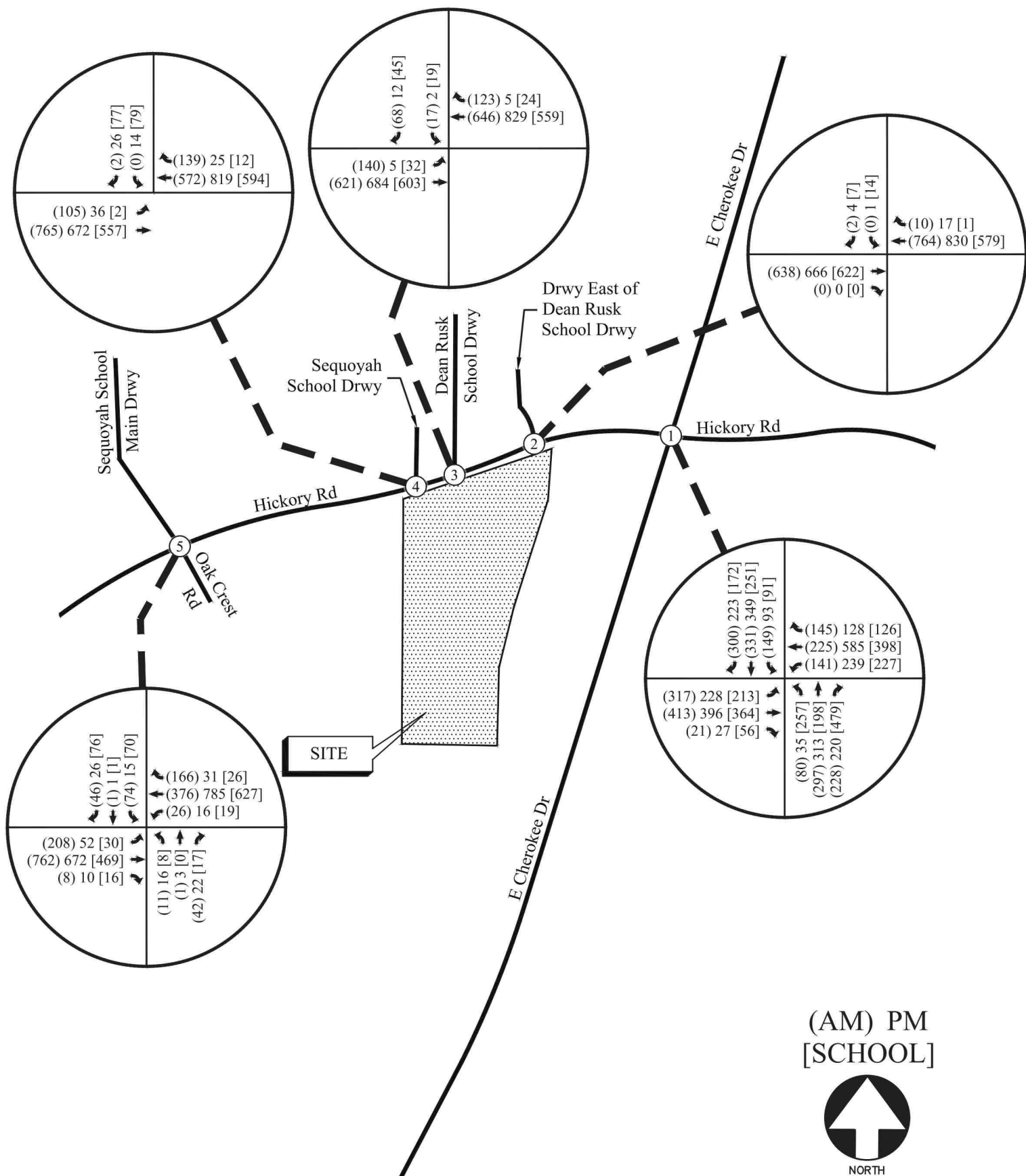
4.0 EXISTING 2022 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

1. Hickory Road at East Cherokee Drive
2. Hickory Road at Driveway East of Dean Rusk Driveway
3. Hickory Road at Dean Rusk School Driveway
4. Hickory Road at Sequoyah High School Driveway
5. Hickory Road at Oak Crest Road/Sequoyah High School Main Driveway

Turning movement counts were collected on Thursday, April 28, 2022. All turning movement counts were recorded during the AM, PM, and school dismissal hours between 7:00 AM to 9:00 AM, 4:00 PM to 6:00 PM and 2:00 PM to 4:00 PM, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes and are shown in Figure 2.

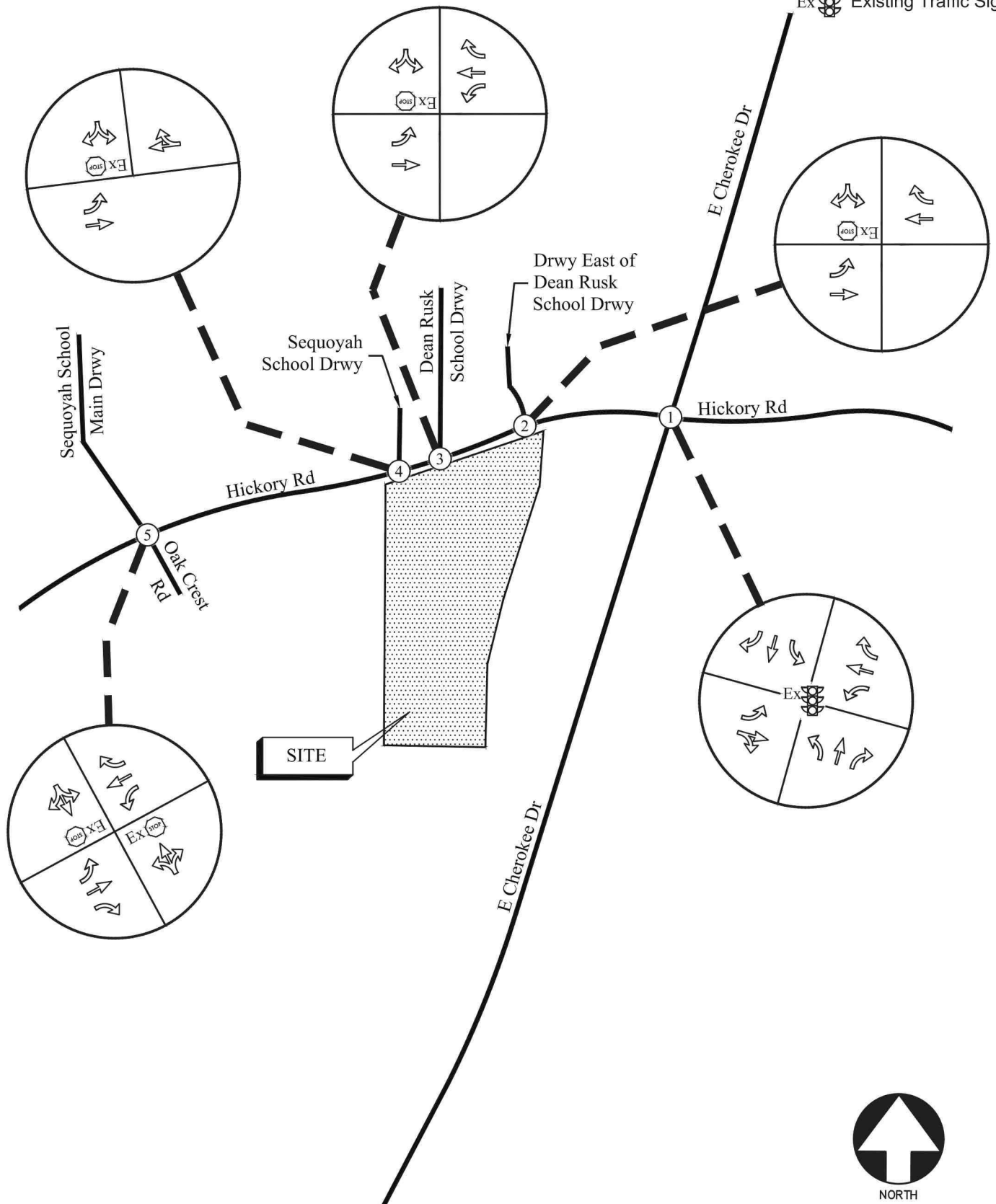


EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2
A&R Engineering Inc.

LEGEND

- Ex  Existing Signed Approach
-  Existing Lane Geometry
- Ex  Existing Traffic Signal



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2022 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analysis are shown in Table 3. The existing traffic control and lane geometry for the intersections are shown in Figure 3.

TABLE 3 — EXISTING INTERSECTION OPERATIONS					
Intersection		Traffic Control	LOS (Delay)		
			AM Peak	PM Peak	School Dismissal
1	<u>Hickory Road @ East Cherokee Drive</u>	Signalized	<u>D (36.1)</u>	<u>D (42.1)</u>	<u>D (41.7)</u>
	-Eastbound Approach		D (49.3)	D (43.7)	D (47.5)
	-Westbound Approach		D (47.5)	D (48.9)	D (51.1)
	-Northbound Approach		C (27.1)	D (38.1)	D (37.1)
	-Southbound Approach		C (25.5)	C (35.7)	C (32.2)
2	<u>Hickory Road @ East Driveway Dean Rusk</u>	Stop Controlled on Southbound Approach	A (9.4)	A (9.9)	A (8.7)
	-Southbound Approach		B (14.5)	C (20.1)	C (21.8)
3	<u>Hickory Road @ Dean Rusk Driveway</u>	Stop Controlled on Southbound Approach	A (9.8)	A (9.8)	A (8.8)
	-Southbound Approach		C (18.5)	C (16.7)	C (15.3)
4	<u>Hickory Road @ Sequoyah Driveway</u>	Stop Controlled on Southbound Approach	A (9.8)	B (10.2)	A (8.8)
	-Southbound Approach		B (13.1)	C (19.3)	C (20.8)
5	<u>Hickory Road @ Oak Crest Road</u>	Stop Controlled on Northbound and Southbound Approaches	A (9.6)	B (10.0)	A (9.1)
	-Eastbound Left		A (9.7)	A (9.2)	A (8.6)
	-Westbound Left		E (45.9)	F (51.5)	C (22.4)
	-Northbound Approach		F (*)	E (45.9)	F (57.5)
	-Southbound Approach				

*Delay exceeds 300 seconds

The results of existing traffic operations analysis indicate that the signalized intersection is operating at overall level-of-service “D” or better in the AM, PM and Dismissal peak hours.

The unsignalized intersections are operating at a level-of-service “E” or better in the AM, PM and Dismissal peak hours except the intersection at Hickory Road and Oak Crest Road whose stop controlled northbound approaches will operate at level-of-service “F” in the PM peak hours and southbound approach will operate at level-of-service “F” in the AM, PM and Dismissal peak hours. It is not unusual for stop controlled side-streets along arterial roadways to have elevated delays during peak periods as delays caused by side-streets wait times to turn left onto the mainline.

5.0 PROPOSED DEVELOPMENT

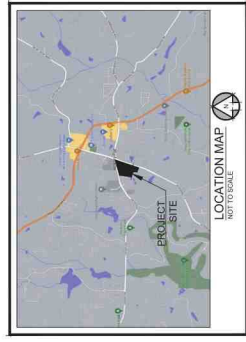
The proposed residential development will be located in the southwest corner of the intersection East Cherokee Drive and Hickory Road in Cherokee County, Georgia. The proposed senior multifamily housing development will consist of 113 units.

The development proposes access at the following locations:

- Site Driveway 1: Full Access Driveway on Hickory Road.
- Site Driveway 2: Right-in / Right-out Driveway on Hickory Road.



A site plan is shown in Figure 4.



GENERAL SITE NOTES:

1. ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS SPECIFIED OTHERWISE.

2. ALL TREES SHALL HAVE PROTECTIVE PROTECTION DURING CONSTRUCTION UNLESS APPROVED PLANS INDICATE OTHERWISE.

3. FLOOD PLAIN IS NOT PRESENT ON THIS SITE AS SHOWN ON THE FIRM MAP NUMBER 150265 (03A) DATED 08/11/2011. ANY FLOOD PLAIN SHALL BE INDICATED BY THE FIRM MAP NUMBER 150265 (03A) DATED 08/11/2011.

4. 15' WIDE BUFFER SPACE IS REQUIRED TO BE MAINTAINED WITH A MINIMUM 10' WIDE ACCESS AREA.

5. ACCESSIBLE PARKING SPACES SHALL BE MAINTAINED WITH A MINIMUM 10' WIDE ACCESS AREA.

6. ACCESSIBLE PARKING SPACES SHALL BE MAINTAINED WITH A MINIMUM 10' WIDE ACCESS AREA.

7. THE OWNER IS RESPONSIBLE FOR OBTAINING ANY NECESSARY AGREEMENTS FROM ADJACENT PROPERTY OWNERS FOR THE INSTALLATION OF ANY NECESSARY UTILITY LINES AND DRAINAGE SYSTEMS, INCLUDING, BUT NOT LIMITED TO, WATER, SEWER, GAS, AND TELEPHONE LINES.

8. THE OWNER IS RESPONSIBLE FOR OBTAINING ANY NECESSARY AGREEMENTS FROM ADJACENT PROPERTY OWNERS FOR THE INSTALLATION OF ANY NECESSARY UTILITY LINES AND DRAINAGE SYSTEMS, INCLUDING, BUT NOT LIMITED TO, WATER, SEWER, GAS, AND TELEPHONE LINES.

9. THE OWNER IS RESPONSIBLE FOR OBTAINING ANY NECESSARY AGREEMENTS FROM ADJACENT PROPERTY OWNERS FOR THE INSTALLATION OF ANY NECESSARY UTILITY LINES AND DRAINAGE SYSTEMS, INCLUDING, BUT NOT LIMITED TO, WATER, SEWER, GAS, AND TELEPHONE LINES.

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	CONCRETE PAVEMENT	10,000	SQ. YD.	1.50	15,000.00
2	ASPHALT PAVEMENT	5,000	SQ. YD.	1.20	6,000.00
3	GRAVEL	2,000	CY	1.00	2,000.00
4	CEMENT	1,000	TON	100.00	100,000.00
5	IRON REINFORCEMENT	500	TON	150.00	75,000.00
6	STEEL REINFORCEMENT	200	TON	150.00	30,000.00
7	BRICK PAVING	1,000	SQ. YD.	2.00	2,000.00
8	CONCRETE CURB	1,000	LINEAL FT.	1.00	1,000.00
9	ASPHALT CURB	1,000	LINEAL FT.	0.50	500.00
10	GRAVEL CURB	1,000	LINEAL FT.	0.25	250.00
11	CEMENT CURB	1,000	LINEAL FT.	0.75	750.00
12	IRON CURB	1,000	LINEAL FT.	1.00	1,000.00
13	STEEL CURB	1,000	LINEAL FT.	1.50	1,500.00
14	BRICK CURB	1,000	LINEAL FT.	2.00	2,000.00
15	CONCRETE CURB	1,000	LINEAL FT.	1.00	1,000.00
16	ASPHALT CURB	1,000	LINEAL FT.	0.50	500.00
17	GRAVEL CURB	1,000	LINEAL FT.	0.25	250.00
18	CEMENT CURB	1,000	LINEAL FT.	0.75	750.00
19	IRON CURB	1,000	LINEAL FT.	1.00	1,000.00
20	STEEL CURB	1,000	LINEAL FT.	1.50	1,500.00
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31	GRAVEL CURB	1,000	LINEAL FT.	0.25	250.00
32	CEMENT CURB	1,000	LINEAL FT.	0.75	750.00
33	IRON CURB	1,000	LINEAL FT.	1.00	1,000.00
34	STEEL CURB	1,000	LINEAL FT.	1.50	1,500.00
35	BRICK CURB	1,000	LINEAL FT.	2.00	2,000.00
36	CONCRETE CURB	1,000	LINEAL FT.	1.00	1,000.00
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41	STEEL CURB	1,000	LINEAL FT.	1.50	1,500.00
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63	BRICK CURB	1,000	LINEAL FT.	2.00	2,000.00
64	CONCRETE CURB	1,000	LINEAL FT.	1.00	1,000.00
65	ASPHALT CURB	1,000	LINEAL FT.	0.50	500.00
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69	STEEL CURB	1,000	LINEAL FT.	1.50	1,500.00
70	BRICK CURB	1,000	LINEAL FT.	2.00	2,000.00
71	CONCRETE CURB	1,000	LINEAL FT.	1.00	1,000.00
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77	BRICK CURB	1,000	LINEAL FT.	2.00	2,000.00
78	CONCRETE CURB	1,000	LINEAL FT.	1.00	1,000.00
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91	BRICK CURB	1,000	LINEAL FT.	2.00	2,000.00
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97	STEEL CURB	1,000	LINEAL FT.	1.50	1,500.00
98	BRICK CURB	1,000	LINEAL FT.	2.00	2,000.00
99	CONCRETE CURB	1,000	LINEAL FT.	1.00	1,000.00
100	ASPHALT CURB	1,000	LINEAL FT.	0.50	500.00



Drawn by: [Name], Checked by: [Name], Designated by: [Name], Date: [Date], Scale: [Scale], Project: [Project Name], Client: [Client Name], Address: [Address], City: [City], State: [State], Zip: [Zip], Phone: [Phone], Fax: [Fax], Email: [Email], Website: [Website], License: [License Number], State: [State], Exp. Date: [Exp. Date], Notes: [Notes]

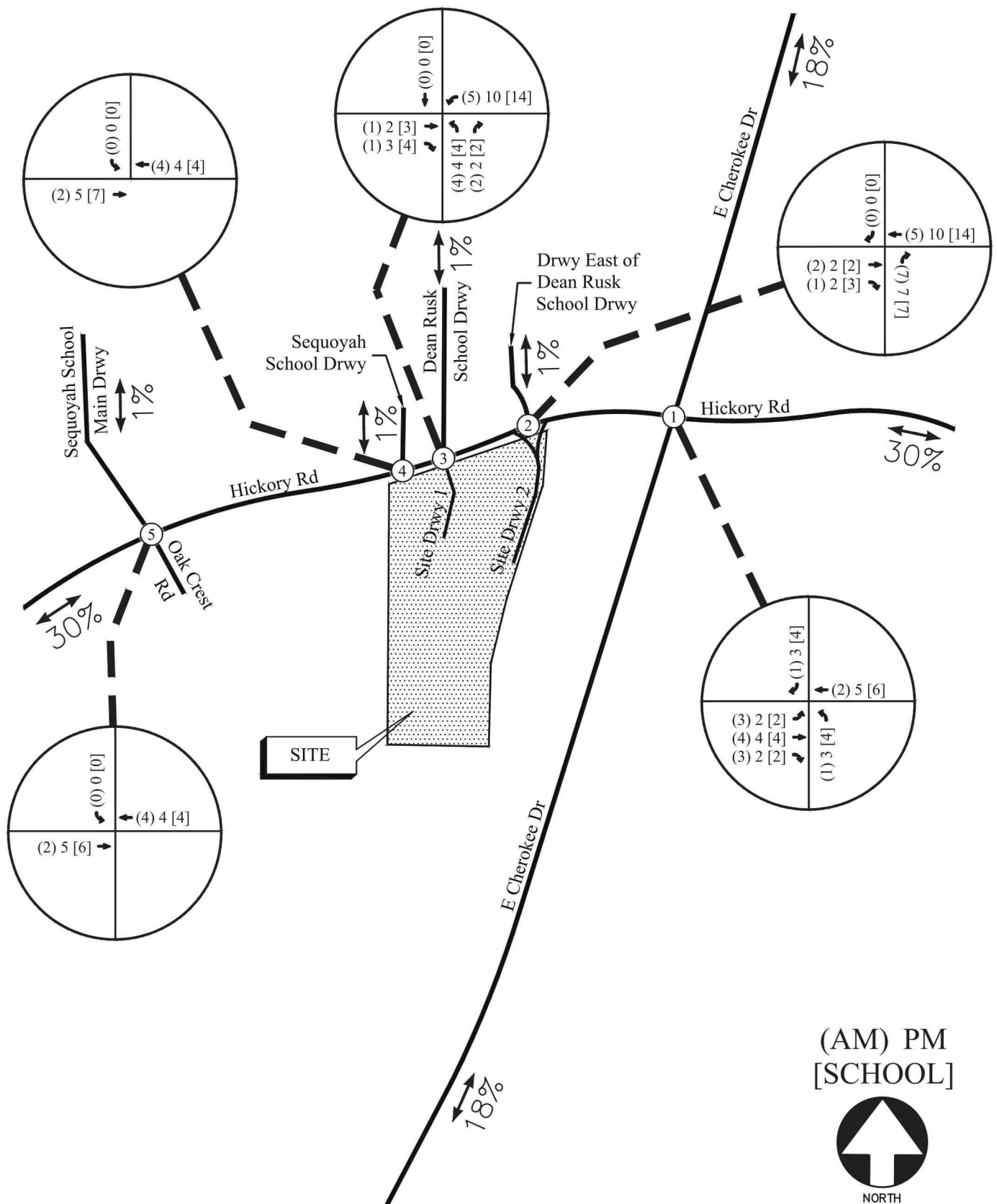
5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE *Land Use: 252 – Senior Adult Housing Multifamily*. The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION											
Land Use	Size	AM Peak Hour			PM Peak Hour			School Dismissal Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	2-way
ITE 252 - Senior Adult Multifamily	113 units	8	14	22	15	13	28	21	13	34	351

5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM, PM and school dismissal peak hour new traffic generated by the site are shown in Figure 5.



TRIP DISTRIBUTION AND SITE-GENERATED
WEEKDAY PEAK HOUR VOLUMES

FIGURE 5
A&R Engineering Inc.

6.0 FUTURE 2024 TRAFFIC ANALYSIS

The future 2024 traffic operations are analyzed for the “Build” and “No-Build” conditions.

6.1 Future “No-Build” Conditions

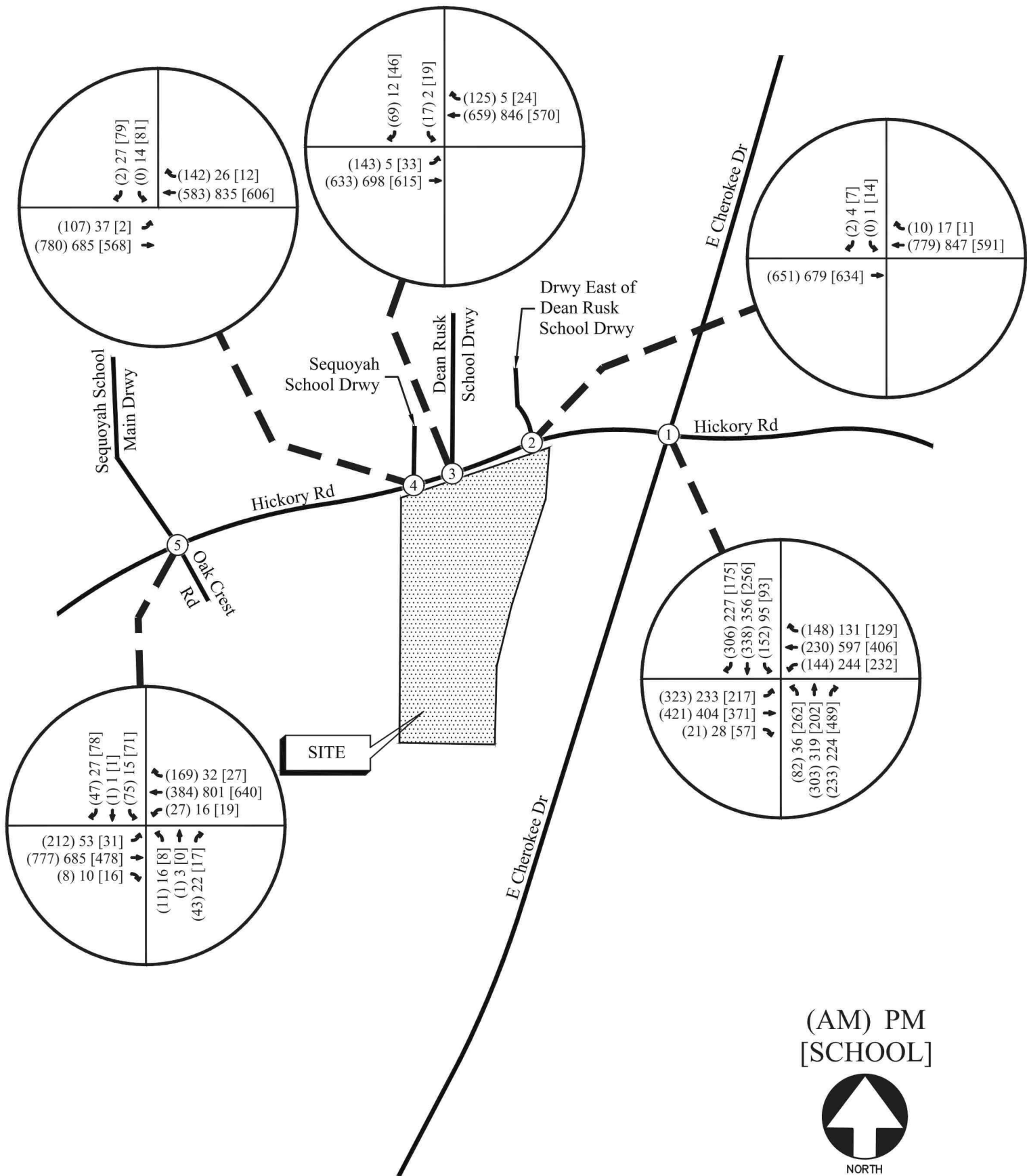
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing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

6.1.1 Annual Traffic Growth

In order to evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last three years revealed growth of approximately 1% in the area. This growth factor was applied to the existing traffic volumes between collector and arterial roadways to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting Future “No-Build” volumes on the roadway are shown in Figure 6

6.2 Future “Build” Conditions

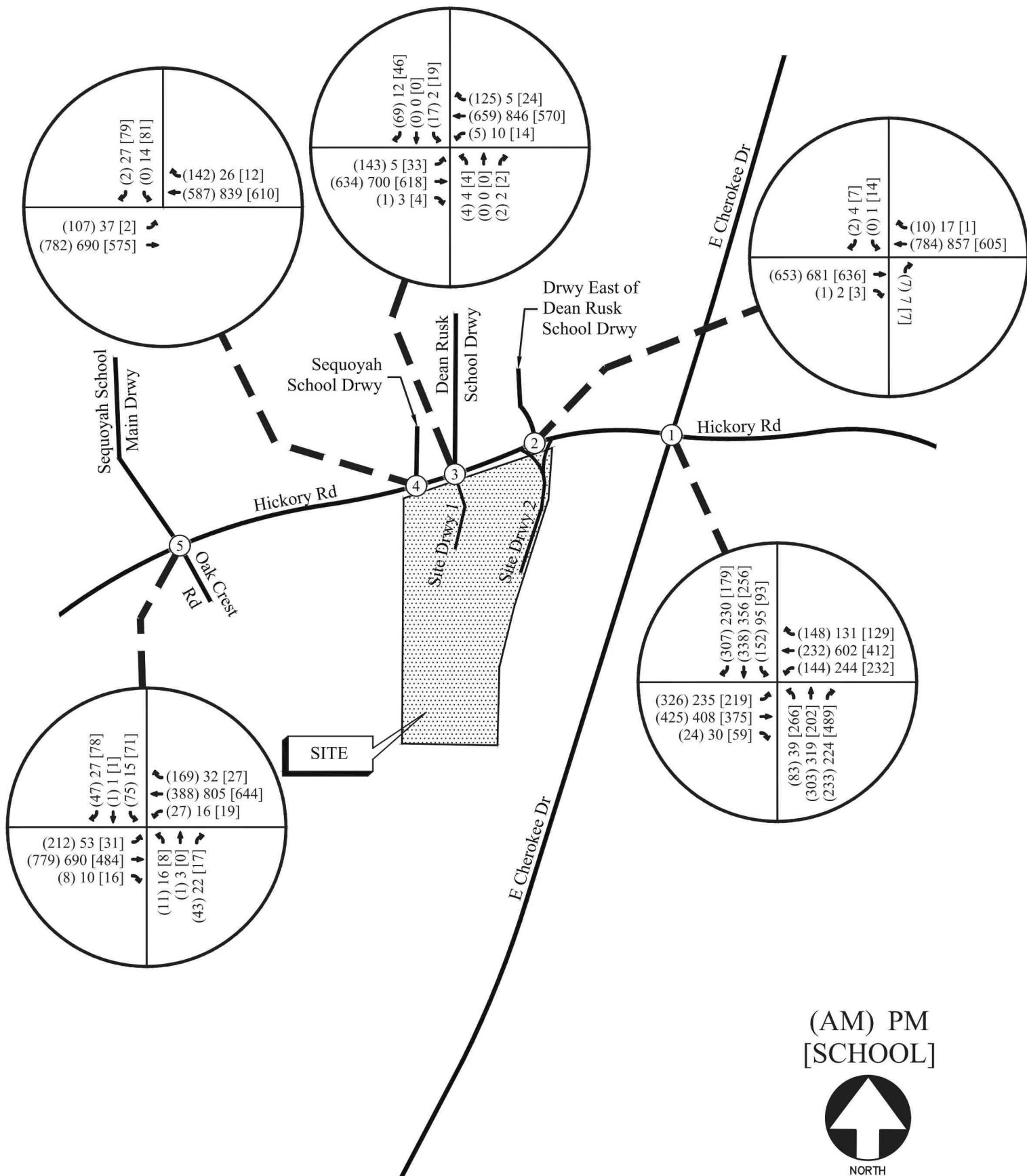
The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) were added to base traffic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



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 6

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7

A&R Engineering Inc.

6.3 Auxiliary Lane Analysis

Included below are analyses for deceleration lanes for all site driveways per GDOT standards. The analyses below are based off the trip distribution included in Section 5.2. According to the trip distribution, the 24-hour two-way volume entering and exiting the site is 351 vehicles.

6.3.1 Deceleration Turn Lane Analysis

According to GDOT standards, for a two lane roadway with AADT's greater than 10,000 vehicles and a posted speed limit of 40 mph, the daily site generated traffic right-turn movement's threshold to warrant a deceleration lane is 75 right-turning vehicles a day. The projected right-turn volumes per day for the proposed driveway are included below in Table 5.

TABLE 5 — GDOT REQUIREMENTS FOR DECELERATION LANES					
Intersection	Right-turn traffic (% total entering)	Right-turn Volume (vehicles/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicles/ day)	Warrants met?
Hickory Road @ Site Driveway 1	17%	30 $(\text{Total trips}) \div 2 \times 0.17 =$ $(351) \div 2 \times 0.17 = 30$	40 mph / 2-Lane / > 10,000	75	No
Hickory Road @ Site Driveway 2	15%	26 $(\text{Total trips}) \div 2 \times 0.15 =$ $(351) \div 2 \times 0.15 = 26$	40 mph / 2-Lane / > 10,000	75	No

Deceleration lanes are not warranted at Site Driveway 1 and Driveway 2 per GDOT standards.

6.4 Future Traffic Operations

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

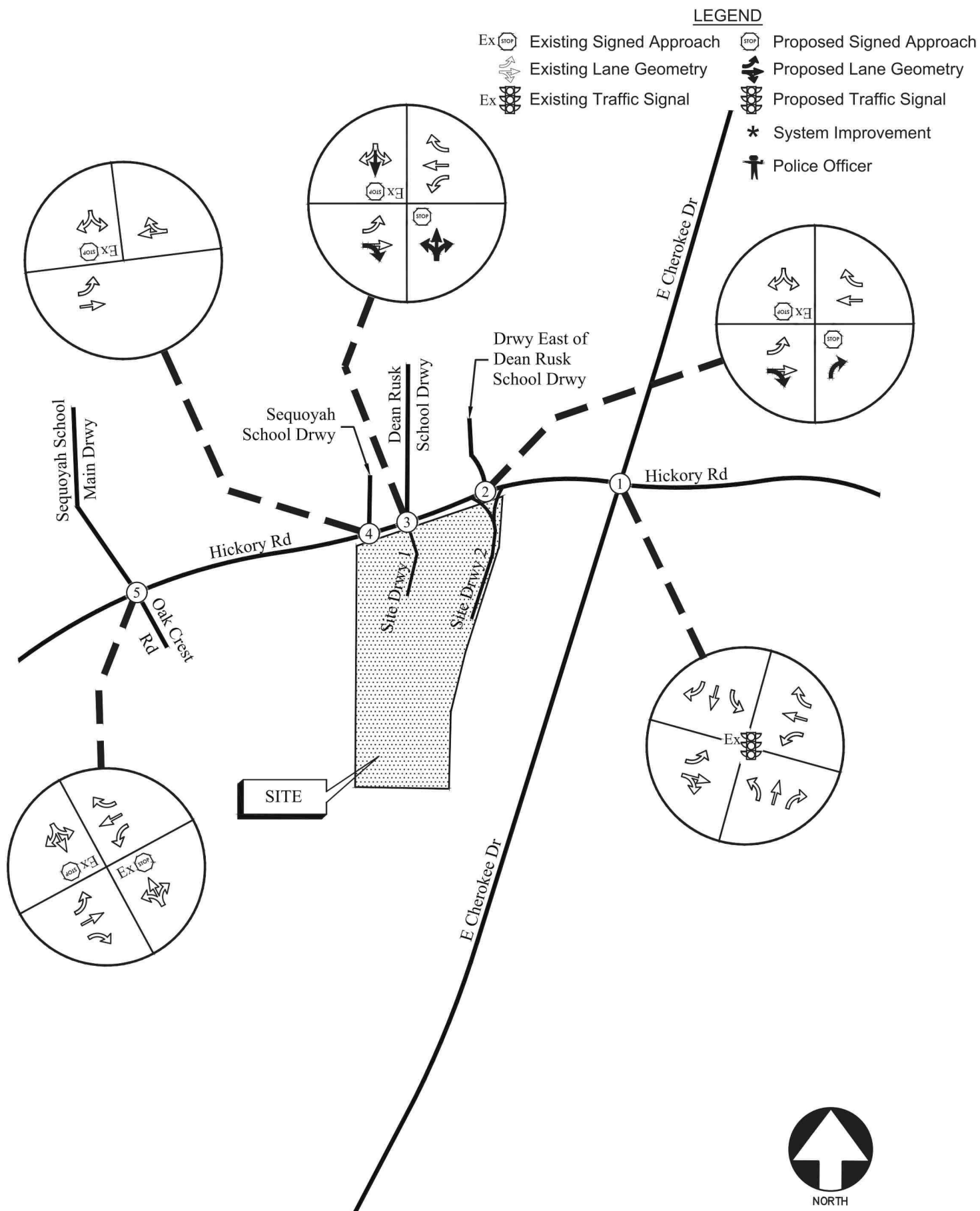
TABLE 6 — FUTURE INTERSECTION OPERATIONS							
Intersection		Future Condition: LOS (Delay)					
		NO-BUILD			BUILD		
		AM	PM	Dismissal	AM	PM	Dismissal
1	Hickory Road @ East Cherokee Drive	D (37.1)	D (46.3)	D (44.9)	D (37.4)	D (46.8)	D (45.7)
	-Eastbound Approach	D (50.5)	E (57.3)	E (68.0)	D (50.7)	E (58.4)	E (69.8)
	-Westbound Approach	D (51.5)	D (48.6)	D (50.6)	D (51.6)	D (48.8)	D (51.2)
	-Northbound Approach	C (27.2)	D (41.0)	C (34.7)	C (27.4)	D (41.4)	D (35.1)
	-Southbound Approach	C (25.6)	D (37.4)	C (30.5)	C (25.9)	D (38.0)	C (30.9)
2	Hickory Road @ East Driveway Dean Rusk						
	-Eastbound Left	A (9.5)	A (9.9)	A (8.8)	A (9.5)	B (10.0)	A (8.8)
	-Northbound Approach	-	-	-	B (13.2)	B (13.5)	B (13)
	-Southbound Approach	B (14.7)	C (20.7)	C (22.5)	B (14.7)	C (17.6)	C (17.4)
3	Hickory Road @ Dean Rusk Driveway						
	-Eastbound Left	A (9.9)	A (9.8)	A (8.9)	A (9.9)	A (9.8)	A (8.9)
	-Westbound Left	-	-	-	A (9.0)	A (9.3)	A (8.9)
	-Northbound Approach	-	-	-	F (69.7)	E (46.6)	D (33.2)
	-Southbound Approach	C (18.9)	C (17.0)	C (15.5)	E (42.8)	C (22.7)	D (25.1)
4	Hickory Road @ Sequoyah Driveway						
	-Eastbound Left	A (9.9)	B (10.1)	A (8.9)	A (9.9)	B (10.1)	A (9.0)
	-Southbound Approach	B (13.2)	C (19.7)	C (21.6)	B (13.2)	C (19.8)	C (21.8)
5	Hickory Road @ Oak Crest Road						
	-Eastbound Left	A (9.7)	B (10.0)	A (9.2)	A (9.7)	B (10.1)	A (9.2)
	-Westbound Left	A (9.8)	A (9.3)	A (8.6)	A (9.8)	A (9.2)	A (8.6)
	-Northbound Approach	F (50.3)	F (58.9)	C (23.2)	F (50.9)	F (57.4)	C (22.9)
	-Southbound Approach	F (*)	E (48.8)	F (64.5)	F (*)	E (49.8)	F (66.9)

*Delay exceeds 300 seconds

The results of future traffic operations analysis indicate that the signalized intersection is operating at overall level-of-service “D” in the AM, PM and Dismissal peak hours. The unsignalized intersections are operating at a level-of-service “E” or better in the AM, PM and dismissal peak hours except two intersections.

1. Intersection at Hickory Road and Oak Crest Road whose stop controlled northbound and southbound approaches will operate at level-of-service “F” in AM, PM and dismissal peak hours.
2. Intersection at Hickory Road and Dean Rusk driveway whose stop controlled northbound approach will operate at level-of-service “F” in the AM peak hour.

It is not unusual for stop controlled side-streets along arterial roadways to have elevated delays during peak periods as delays caused by side-streets wait times to turn left onto the mainline.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 8

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed residential development that will be located in the southwest corner of the intersection East Cherokee Drive and Hickory Road in Cherokee County, Georgia. The proposed senior multifamily housing development will consist of 113 units.

The development proposes access at the following locations:

- Site Driveway 1: Full Access Driveway on Hickory Road.
- Site Driveway 2: Right-in / Right-out Driveway on Hickory Road.

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

1. Hickory Road at East Cherokee Drive
2. Hickory Road at Driveway East of Dean Rusk Driveway / Site Driveway 2
3. Hickory Road at Dean Rusk School Driveway / Site Driveway 1
4. Hickory Road at Sequoyah High School Driveway
5. Hickory Road at Oak Crest Road/Sequoyah High School Main Driveway

The analysis included the evaluation of future traffic operations for “No-Build” and “Build” conditions, the differences between “No-Build” and “Build” accounts for increases in traffic due to proposed site. The results of existing traffic operations analysis indicate that the signalized intersection is operating at overall level-of-service “D” in the AM, PM and dismissal peak hours. The unsignalized intersections are operating at a level-of-service “E” or better in the AM, PM and dismissal peak hours except two intersections.

1. Intersection at Hickory Road and Oak Crest Road whose stop controlled northbound and southbound approaches will operate at level-of-service “F” in AM, PM and dismissal peak hours.
2. Intersection at Hickory Road and Dean Rusk driveway whose stop controlled northbound approach will operate at level-of-service “F” in the AM peak hour.

It is not unusual for stop controlled side-streets along arterial roadways to have elevated delays during peak periods as delays caused by side-streets wait times to turn left onto the mainline.

7.1 Recommendation for Site Access Configuration

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

- Site Driveway 1: Full Access Driveway on Hickory Road
 - One entering and one exiting lane.
 - Stop-sign controlled on driveway approaches with Hickory Road remaining free flow.
 - Left turn lane for entering traffic, which is already existing.
 - Confirm adequate sight distance per AASHTO standards.
- Site Driveway 2: Right-In / Right-Out Driveway on Hickory Road
 - One entering and one exiting lane.
 - Stop-sign controlled on driveway approach with Hickory Road remaining free flow.
 - Confirm adequate sight distance per AASHTO standards.

Appendix

Existing Intersection Traffic Counts	
Linear Regression of Daily Traffic.....	
Existing Intersection Analysis.....	
Future “No-Build” Intersection Analysis	
Future “Build” Intersection Analysis	
Traffic Volume Worksheets	

EXISTING INTERSECTION TRAFFIC COUNTS

Greater Traffic Company

File Name : 01
 Site Code :
 Start Date : 4/28/2022
 Page No : 1

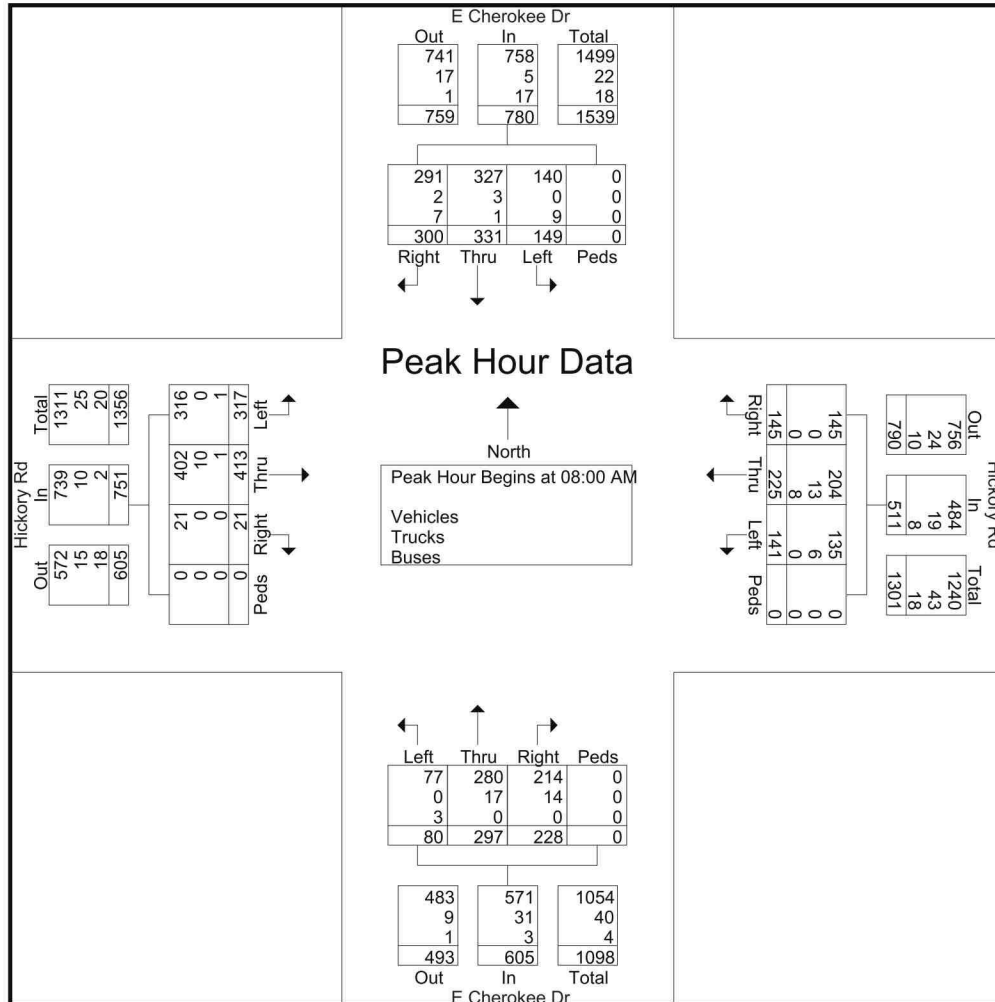
Groups Printed- Vehicles - Trucks - Buses

	E Cherokee Dr Northbound					E Cherokee Dr Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	12	80	69	0	161	33	73	54	0	160	76	119	3	0	198	19	30	38	0	87	606
07:15 AM	20	52	43	0	115	41	69	100	0	210	109	136	2	0	247	38	50	66	0	154	726
07:30 AM	24	59	48	0	131	37	102	91	0	230	46	102	7	0	155	33	59	15	0	107	623
07:45 AM	49	45	74	0	168	14	76	58	0	148	43	84	7	0	134	50	103	18	0	171	621
Total	105	236	234	0	575	125	320	303	0	748	274	441	19	0	734	140	242	137	0	519	2576
08:00 AM	64	75	70	0	209	24	78	70	0	172	49	73	9	0	131	39	91	19	0	149	661
08:15 AM	6	70	66	0	142	28	83	68	0	179	82	131	5	0	218	37	43	39	0	119	658
08:30 AM	9	67	48	0	124	36	80	80	0	196	87	105	5	0	197	24	38	41	0	103	620
08:45 AM	1	85	44	0	130	61	90	82	0	233	99	104	2	0	205	41	53	46	0	140	708
Total	80	297	228	0	605	149	331	300	0	780	317	413	21	0	751	141	225	145	0	511	2647
*** BREAK ***																					
02:00 PM	2	47	43	0	92	19	68	53	0	140	41	62	3	0	106	34	86	35	0	155	493
02:15 PM	5	73	50	0	128	25	55	54	0	134	52	70	2	0	124	46	95	23	0	164	550
02:30 PM	3	58	39	0	100	28	67	67	0	162	48	62	3	0	113	51	95	25	0	171	546
02:45 PM	10	60	49	0	119	10	66	38	0	114	31	81	5	0	117	42	93	22	0	157	507
Total	20	238	181	0	439	82	256	212	0	550	172	275	13	0	460	173	369	105	0	647	2096
03:00 PM	8	67	45	0	120	16	50	56	0	122	43	66	7	0	116	36	106	33	0	175	533
03:15 PM	4	60	51	0	115	40	78	35	0	153	58	106	24	0	188	65	71	41	0	177	633
03:30 PM	6	60	48	0	114	21	59	43	0	123	62	88	9	0	159	65	113	23	0	201	597
03:45 PM	6	70	54	0	130	14	64	38	0	116	50	104	16	0	170	61	108	29	0	198	614
Total	24	257	198	0	479	91	251	172	0	514	213	364	56	0	633	227	398	126	0	751	2377
04:00 PM	8	44	51	0	103	22	79	49	0	150	48	78	6	0	132	51	115	24	0	190	575
04:15 PM	11	84	55	0	150	50	85	82	0	217	39	88	10	0	137	59	126	18	0	203	707
04:30 PM	7	57	70	0	134	21	82	60	0	163	50	95	5	0	150	53	155	29	0	237	684
04:45 PM	14	77	60	0	151	18	70	62	0	150	55	93	8	0	156	61	149	35	0	245	702
Total	40	262	236	0	538	111	316	253	0	680	192	354	29	0	575	224	545	106	0	875	2668
05:00 PM	3	83	50	0	136	30	89	54	0	173	42	94	8	0	144	54	148	39	0	241	694
05:15 PM	4	76	48	0	128	16	83	59	0	158	66	108	10	0	184	67	147	31	0	245	715
05:30 PM	15	76	65	0	156	35	100	55	0	190	69	94	2	0	165	57	131	25	0	213	724
05:45 PM	13	78	57	0	148	12	77	55	0	144	51	100	7	0	158	61	159	33	0	253	703
Total	35	313	220	0	568	93	349	223	0	665	228	396	27	0	651	239	585	128	0	952	2836
Grand Total	304	1603	1297	0	3204	651	1823	1463	0	3937	1396	2243	165	0	3804	1144	2364	747	0	4255	15200
Apprch %	9.5	50	40.5	0		16.5	46.3	37.2	0		36.7	59	4.3	0		26.9	55.6	17.6	0		
Total %	2	10.5	8.5	0	21.1	4.3	12	9.6	0	25.9	9.2	14.8	1.1	0	25	7.5	15.6	4.9	0	28	
Vehicles	290	1554	1255	0	3099	620	1762	1424	0	3806	1371	2184	160	0	3715	1102	2251	737	0	4090	14710
% Vehicles	95.4	96.9	96.8	0	96.7	95.2	96.7	97.3	0	96.7	98.2	97.4	97	0	97.7	96.3	95.2	98.7	0	96.1	96.8
Trucks	4	48	40	0	92	0	53	24	0	77	21	52	5	0	78	42	72	5	0	119	366
% Trucks	1.3	3	3.1	0	2.9	0	2.9	1.6	0	2	1.5	2.3	3	0	2.1	3.7	3	0.7	0	2.8	2.4
Buses	10	1	2	0	13	31	8	15	0	54	4	7	0	0	11	0	41	5	0	46	124
% Buses	3.3	0.1	0.2	0	0.4	4.8	0.4	1	0	1.4	0.3	0.3	0	0	0.3	0	1.7	0.7	0	1.1	0.8

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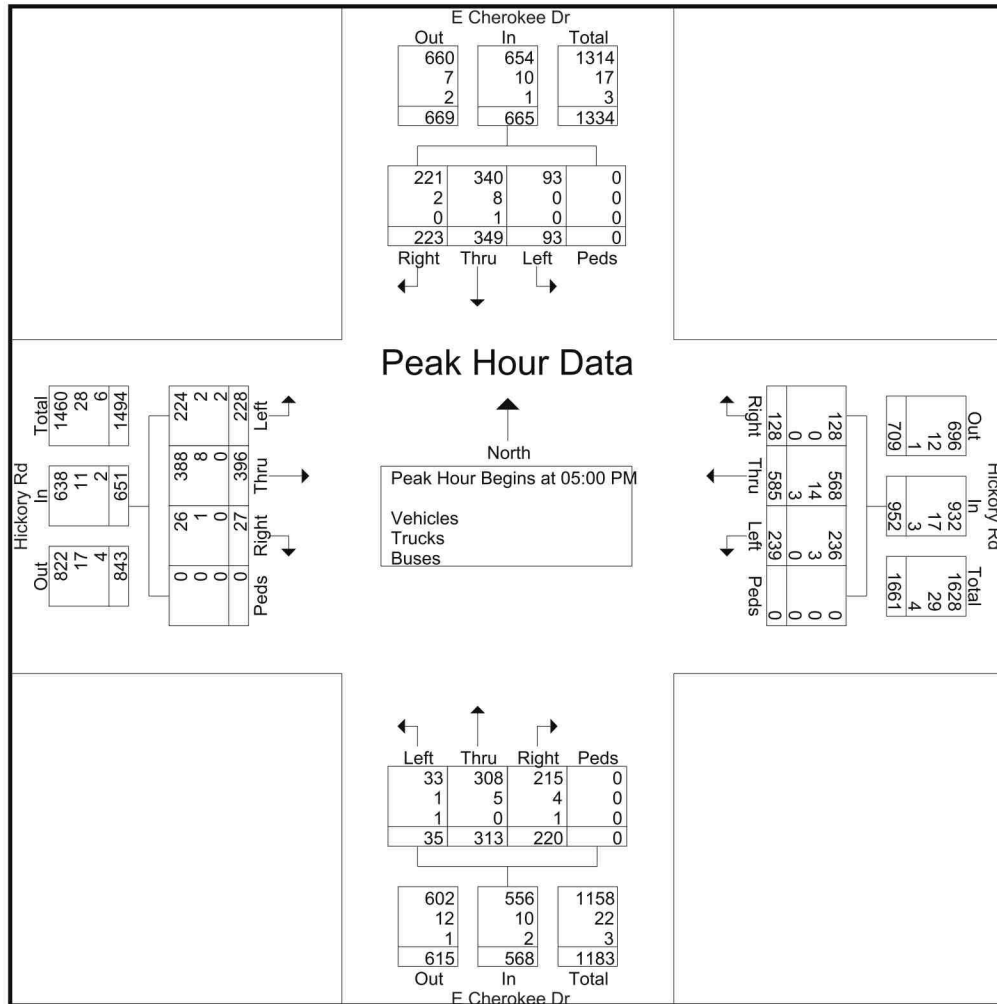
	E Cherokee Dr Northbound					E Cherokee Dr Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	64	75	70	0	209	24	78	70	0	172	49	73	9	0	131	39	91	19	0	149	661
08:15 AM	6	70	66	0	142	28	83	68	0	179	82	131	5	0	218	37	43	39	0	119	658
08:30 AM	9	67	48	0	124	36	80	80	0	196	87	105	5	0	197	24	38	41	0	103	620
08:45 AM	1	85	44	0	130	61	90	82	0	233	99	104	2	0	205	41	53	46	0	140	708
Total Volume	80	297	228	0	605	149	331	300	0	780	317	413	21	0	751	141	225	145	0	511	2647
% App. Total	13.2	49.1	37.7	0		19.1	42.4	38.5	0		42.2	55	2.8	0		27.6	44	28.4	0		
PHF	.313	.874	.814	.000	.724	.611	.919	.915	.000	.837	.801	.788	.583	.000	.861	.860	.618	.788	.000	.857	.935
Vehicles	77	280	214	0	571	140	327	291	0	758	316	402	21	0	739	135	204	145	0	484	2552
% Vehicles																					
Trucks	0	17	14	0	31	0	3	2	0	5	0	10	0	0	10	6	13	0	0	19	65
% Trucks	0	5.7	6.1	0	5.1	0	0.9	0.7	0	0.6	0	2.4	0	0	1.3	4.3	5.8	0	0	3.7	2.5
Buses	3	0	0	0	3	9	1	7	0	17	1	1	0	0	2	0	8	0	0	8	30
% Buses	3.8	0	0	0	0.5	6.0	0.3	2.3	0	2.2	0.3	0.2	0	0	0.3	0	3.6	0	0	1.6	1.1



Greater Traffic Company

File Name : 01
 Site Code :
 Start Date : 4/28/2022
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	E Cherokee Dr Northbound					E Cherokee Dr Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	83	50	0	136	30	89	54	0	173	42	94	8	0	144	54	148	39	0	241	694
05:15 PM	4	76	48	0	128	16	83	59	0	158	66	108	10	0	184	67	147	31	0	245	715
05:30 PM	15	76	65	0	156	35	100	55	0	190	69	94	2	0	165	57	131	25	0	213	724
05:45 PM	13	78	57	0	148	12	77	55	0	144	51	100	7	0	158	61	159	33	0	253	703
Total Volume	35	313	220	0	568	93	349	223	0	665	228	396	27	0	651	239	585	128	0	952	2836
% App. Total	6.2	55.1	38.7	0		14	52.5	33.5	0		35	60.8	4.1	0		25.1	61.4	13.4	0		
PHF	.583	.943	.846	.000	.910	.664	.873	.945	.000	.875	.826	.917	.675	.000	.885	.892	.920	.821	.000	.941	.979
Vehicles	33	308	215	0	556	93	340	221	0	654	224	388	26	0	638	236	568	128	0	932	2780
% Vehicles																					
Trucks	1	5	4	0	10	0	8	2	0	10	2	8	1	0	11	3	14	0	0	17	48
% Trucks	2.9	1.6	1.8	0	1.8	0	2.3	0.9	0	1.5	0.9	2.0	3.7	0	1.7	1.3	2.4	0	0	1.8	1.7
Buses	1	0	1	0	2	0	1	0	0	1	2	0	0	0	2	0	3	0	0	3	8
% Buses	2.9	0	0.5	0	0.4	0	0.3	0	0	0.2	0.9	0	0	0	0.3	0	0.5	0	0	0.3	0.3



Greater Traffic Company

File Name : 03
Site Code :
Start Date : 4/28/2022
Page No : 1

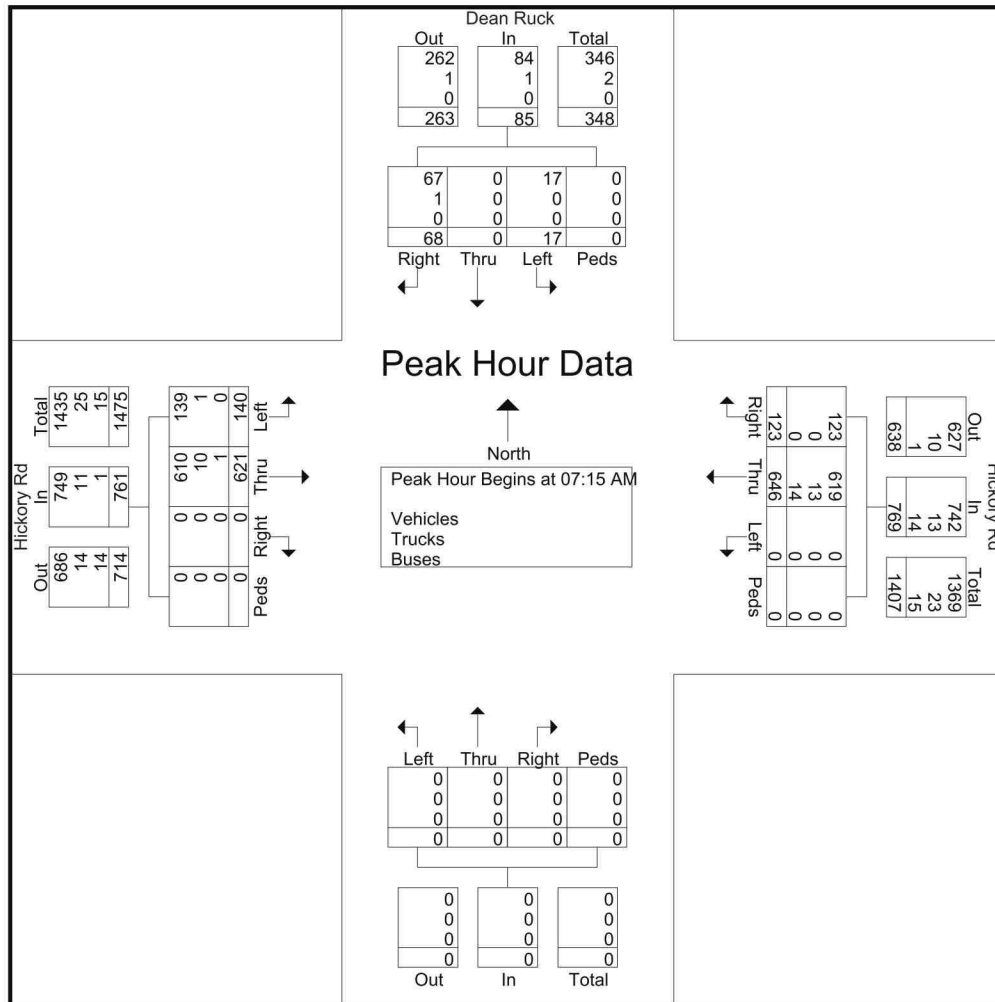
Groups Printed- Vehicles - Trucks - Buses

	Northbound					Dean Ruck Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	6	0	7	12	238	0	0	250	0	93	6	0	99	356
07:15 AM	0	0	0	0	0	3	0	8	0	11	36	210	0	0	246	0	138	26	0	164	421
07:30 AM	0	0	0	0	0	4	0	11	0	15	24	144	0	0	168	0	154	23	0	177	360
07:45 AM	0	0	0	0	0	2	0	14	0	16	36	117	0	0	153	0	189	40	0	229	398
Total	0	0	0	0	0	10	0	39	0	49	108	709	0	0	817	0	574	95	0	669	1535
08:00 AM	0	0	0	0	0	8	0	35	0	43	44	150	0	0	194	0	165	34	0	199	436
08:15 AM	0	0	0	0	0	1	0	7	0	8	16	196	0	0	212	0	94	7	0	101	321
08:30 AM	0	0	0	0	0	0	0	17	0	17	13	231	0	0	244	0	115	11	0	126	387
08:45 AM	0	0	0	0	0	2	0	5	0	7	0	167	0	0	167	0	141	4	0	145	319
Total	0	0	0	0	0	11	0	64	0	75	73	744	0	0	817	0	515	56	0	571	1463
*** BREAK ***																					
02:00 PM	0	0	0	0	0	3	0	7	0	10	7	111	0	0	118	0	130	5	0	135	263
02:15 PM	0	0	0	0	0	4	0	4	0	8	2	111	0	0	113	0	170	5	0	175	296
02:30 PM	0	0	0	0	0	2	0	1	0	3	1	113	0	0	114	0	155	1	0	156	273
02:45 PM	0	0	0	0	0	0	0	1	0	1	9	119	0	0	128	0	137	5	0	142	271
Total	0	0	0	0	0	9	0	13	0	22	19	454	0	0	473	0	592	16	0	608	1103
03:00 PM	0	0	0	0	0	3	0	10	0	13	5	125	0	0	130	0	150	10	0	160	303
03:15 PM	0	0	0	0	0	4	0	20	0	24	5	185	0	0	190	0	104	1	0	105	319
03:30 PM	0	0	0	0	0	5	0	10	0	15	8	137	0	0	145	0	166	5	0	171	331
03:45 PM	0	0	0	0	0	7	0	5	0	12	14	156	0	0	170	0	139	8	0	147	329
Total	0	0	0	0	0	19	0	45	0	64	32	603	0	0	635	0	559	24	0	583	1282
04:00 PM	0	0	0	0	0	11	0	25	0	36	3	112	0	0	115	0	185	6	0	191	342
04:15 PM	0	0	0	0	0	5	0	17	0	22	1	137	0	0	138	0	226	4	0	230	390
04:30 PM	0	0	0	0	0	2	0	15	0	17	3	147	0	0	150	0	217	1	0	218	385
04:45 PM	0	0	0	0	0	1	0	4	0	5	3	142	0	0	145	0	222	3	0	225	375
Total	0	0	0	0	0	19	0	61	0	80	10	538	0	0	548	0	850	14	0	864	1492
05:00 PM	0	0	0	0	0	2	0	10	0	12	2	164	0	0	166	0	202	2	0	204	382
05:15 PM	0	0	0	0	0	0	0	1	0	1	2	167	0	0	169	0	193	1	0	194	364
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	195	0	0	196	0	219	0	0	219	415
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	158	0	0	158	0	215	2	0	217	376
Total	0	0	0	0	0	2	0	12	0	14	5	684	0	0	689	0	829	5	0	834	1537
Grand Total	0	0	0	0	0	70	0	234	0	304	247	3732	0	0	3979	0	3919	210	0	4129	8412
Apprch %	0	0	0	0		23	0	77	0		6.2	93.8	0	0		0	94.9	5.1	0		
Total %	0	0	0	0	0	0.8	0	2.8	0	3.6	2.9	44.4	0	0	47.3	0	46.6	2.5	0	49.1	
Vehicles	0	0	0	0	0	69	0	183	0	252	196	3637	0	0	3833	0	3804	181	0	3985	8070
% Vehicles	0	0	0	0	0	98.6	0	78.2	0	82.9	79.4	97.5	0	0	96.3	0	97.1	86.2	0	96.5	95.9
Trucks	0	0	0	0	0	0	0	1	0	1	1	85	0	0	86	0	79	0	0	79	166
% Trucks	0	0	0	0	0	0	0	0.4	0	0.3	0.4	2.3	0	0	2.2	0	2	0	0	1.9	2
Buses	0	0	0	0	0	1	0	50	0	51	50	10	0	0	60	0	36	29	0	65	176
% Buses	0	0	0	0	0	1.4	0	21.4	0	16.8	20.2	0.3	0	0	1.5	0	0.9	13.8	0	1.6	2.1

Greater Traffic Company

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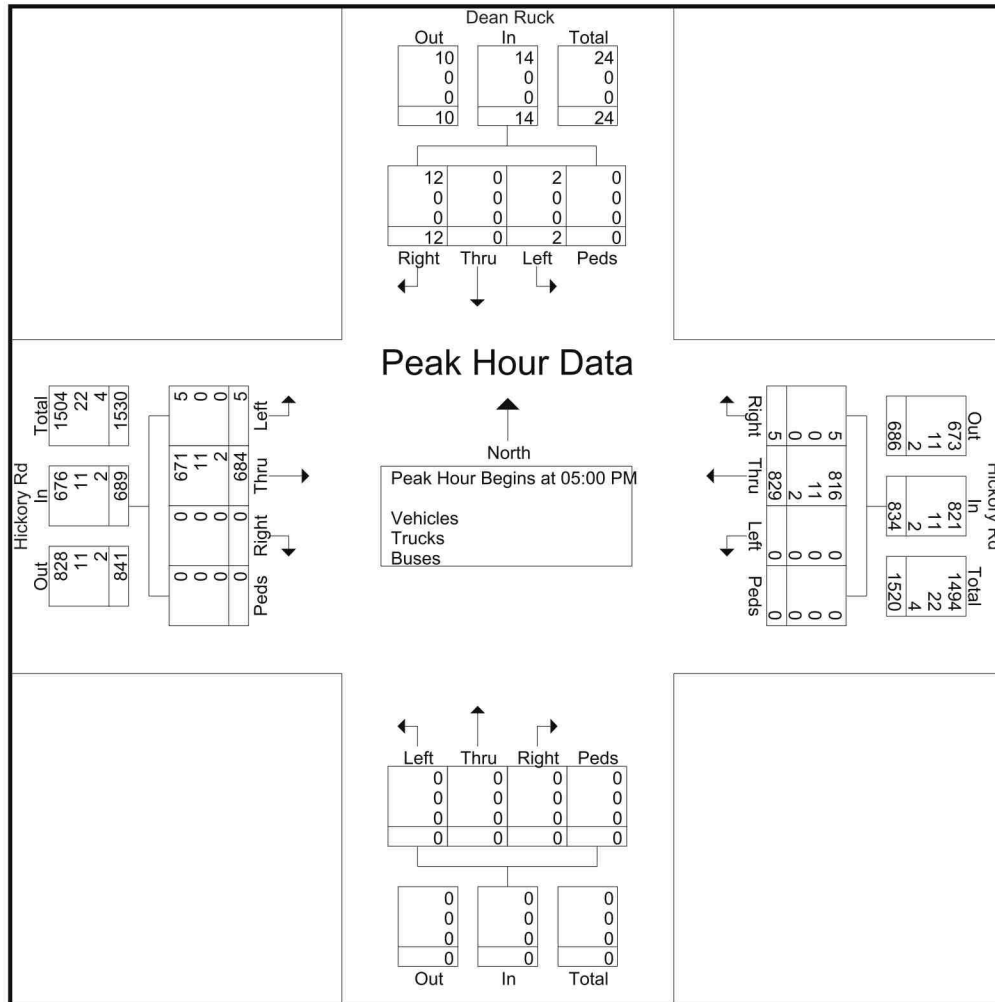
	Northbound					Dean Ruck Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	3	0	8	0	11	36	210	0	0	246	0	138	26	0	164	421
07:30 AM	0	0	0	0	0	4	0	11	0	15	24	144	0	0	168	0	154	23	0	177	360
07:45 AM	0	0	0	0	0	2	0	14	0	16	36	117	0	0	153	0	189	40	0	229	398
08:00 AM	0	0	0	0	0	8	0	35	0	43	44	150	0	0	194	0	165	34	0	199	436
Total Volume	0	0	0	0	0	17	0	68	0	85	140	621	0	0	761	0	646	123	0	769	1615
% App. Total	0	0	0	0	0	20	0	80	0	84	18.4	81.6	0	0	773	0	84	16	0	840	926
PHF	.000	.000	.000	.000	.000	.531	.000	.486	.000	.494	.795	.739	.000	.000	.773	.000	.854	.769	.000	.840	.926
Vehicles	0	0	0	0	0	17	0	67	0	84	139	610	0	0	749	0	619	123	0	742	1575
% Vehicles	0	0	0	0	0	0	0	1	0	1	1	10	0	0	11	0	13	0	0	13	25
Trucks	0	0	0	0	0	0	0	1.5	0	1.2	0.7	1.6	0	0	1.4	0	2.0	0	0	1.7	1.5
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	14	0	0	14	15
Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0	2.2	0	0	1.8	0.9



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	Northbound					Dean Ruck Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	2	0	10	0	12	2	164	0	0	166	0	202	2	0	204	382
05:15 PM	0	0	0	0	0	0	0	1	0	1	2	167	0	0	169	0	193	1	0	194	364
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	195	0	0	196	0	219	0	0	219	415
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	158	0	0	158	0	215	2	0	217	376
Total Volume	0	0	0	0	0	2	0	12	0	14	5	684	0	0	689	0	829	5	0	834	1537
% App. Total	0	0	0	0	0	14.3	0	85.7	0	0	0.7	99.3	0	0	0	0	99.4	0.6	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.300	.000	.292	.625	.877	.000	.000	.879	.000	.946	.625	.000	.952	.926
Vehicles	0	0	0	0	0	2	0	12	0	14	5	671	0	0	676	0	816	5	0	821	1511
% Vehicles	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	11	0	0	11	22
Trucks	0	0	0	0	0	0	0	0	0	0	0	1.6	0	0	1.6	0	1.3	0	0	1.3	1.4
% Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0.2	0	0	0.2	0.3



Greater Traffic Company

File Name : 02
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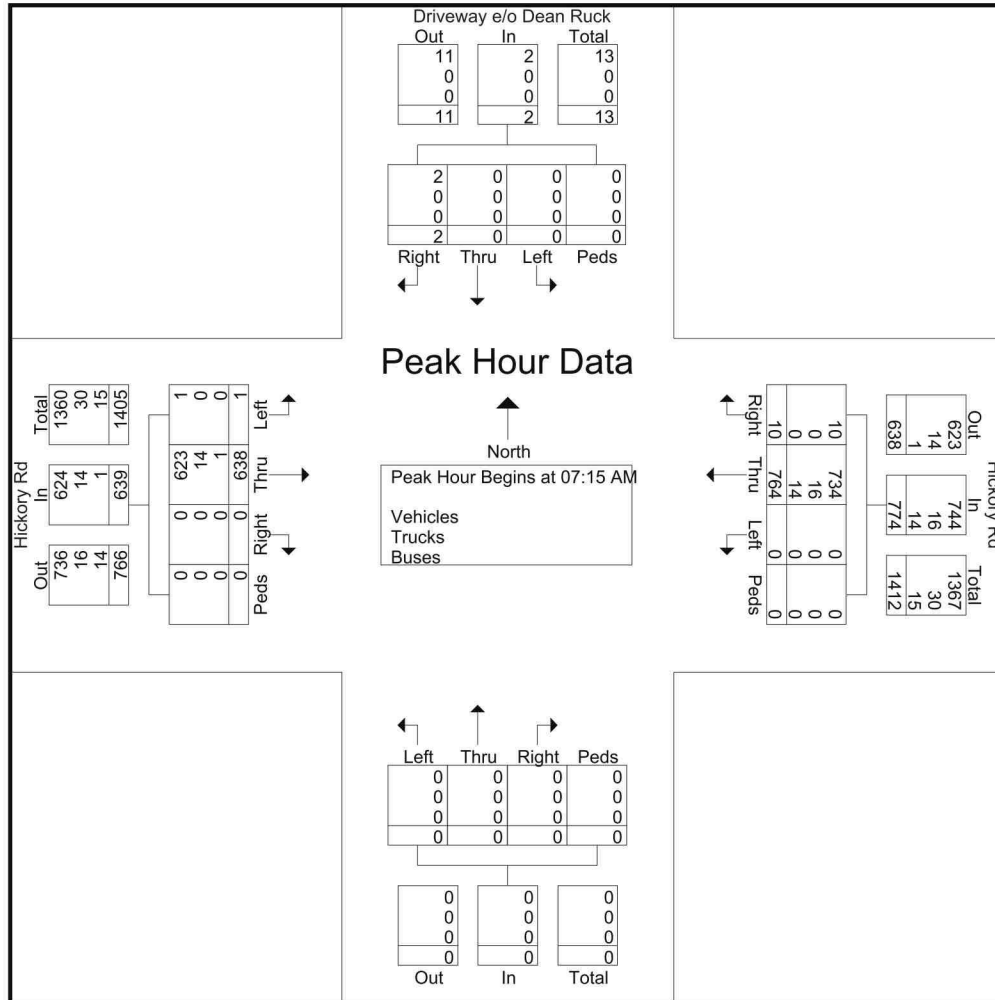
Groups Printed- Vehicles - Trucks - Buses

Start Time	Northbound					Driveway e/o Dean Ruck Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	1	0	1	3	238	0	0	241	0	98	11	0	109	351
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	204	0	0	205	0	163	4	0	167	372
07:30 AM	0	0	0	0	0	0	0	2	0	2	0	159	0	0	159	0	172	2	0	174	335
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	119	0	0	119	0	235	2	0	237	356
Total	0	0	0	0	0	0	0	3	0	3	4	720	0	0	724	0	668	19	0	687	1414
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	156	0	0	156	0	194	2	0	196	352
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	200	0	0	200	0	102	0	0	102	303
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	225	0	0	225	0	127	2	0	129	354
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	173	0	0	173	0	144	0	0	144	318
Total	0	0	0	0	0	1	0	1	0	2	0	754	0	0	754	0	567	4	0	571	1327
*** BREAK ***																					
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	114	0	0	115	0	135	1	0	136	251
02:15 PM	0	0	0	0	0	0	0	2	0	2	0	115	0	0	115	0	177	1	0	178	295
02:30 PM	0	0	0	0	0	3	0	2	0	5	0	116	0	0	116	0	151	0	0	151	272
02:45 PM	0	0	0	0	0	4	0	1	0	5	0	118	0	0	118	0	140	0	0	140	263
Total	0	0	0	0	0	7	0	5	0	12	1	463	0	0	464	0	603	2	0	605	1081
03:00 PM	0	0	0	0	0	2	0	0	0	2	0	126	0	0	126	0	162	0	0	162	290
03:15 PM	0	0	0	0	0	5	0	1	0	6	0	192	0	0	192	0	109	0	0	109	307
03:30 PM	0	0	0	0	0	3	0	4	0	7	0	140	0	0	140	0	164	0	0	164	311
03:45 PM	0	0	0	0	0	4	0	2	0	6	1	164	0	0	165	0	144	1	0	145	316
Total	0	0	0	0	0	14	0	7	0	21	1	622	0	0	623	0	579	1	0	580	1224
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	123	0	0	123	0	192	0	0	192	316
04:15 PM	0	0	0	0	0	2	0	5	0	7	0	142	0	0	142	0	226	0	0	226	375
04:30 PM	0	0	0	0	0	1	0	2	0	3	0	147	0	0	147	0	218	1	0	219	369
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	145	0	0	145	0	218	0	0	218	364
Total	0	0	0	0	0	4	0	8	0	12	0	557	0	0	557	0	854	1	0	855	1424
05:00 PM	0	0	0	0	0	1	0	2	0	3	0	167	0	0	167	0	206	0	0	206	376
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	166	0	0	167	0	194	4	0	198	365
05:30 PM	0	0	0	0	0	0	0	2	0	2	8	182	0	0	190	0	215	7	0	222	414
05:45 PM	0	0	0	0	0	0	0	0	0	0	9	151	0	0	160	0	215	6	0	221	381
Total	0	0	0	0	0	1	0	4	0	5	18	666	0	0	684	0	830	17	0	847	1536
Grand Total	0	0	0	0	0	27	0	28	0	55	24	3782	0	0	3806	0	4101	44	0	4145	8006
Apprch %	0	0	0	0	0	49.1	0	50.9	0	0	0.6	99.4	0	0	0	0	98.9	1.1	0	0	
Total %	0	0	0	0	0	0.3	0	0.3	0	0.7	0.3	47.2	0	0	47.5	0	51.2	0.5	0	51.8	
Vehicles	0	0	0	0	0	26	0	28	0	54	24	3693	0	0	3717	0	3939	43	0	3982	7753
% Vehicles	0	0	0	0	0	96.3	0	100	0	98.2	100	97.6	0	0	97.7	0	96	97.7	0	96.1	96.8
Trucks	0	0	0	0	0	1	0	0	0	1	0	78	0	0	78	0	97	1	0	98	177
% Trucks	0	0	0	0	0	3.7	0	0	0	1.8	0	2.1	0	0	2	0	2.4	2.3	0	2.4	2.2
Buses	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	65	0	0	65	76
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	1.6	0	0	1.6	0.9

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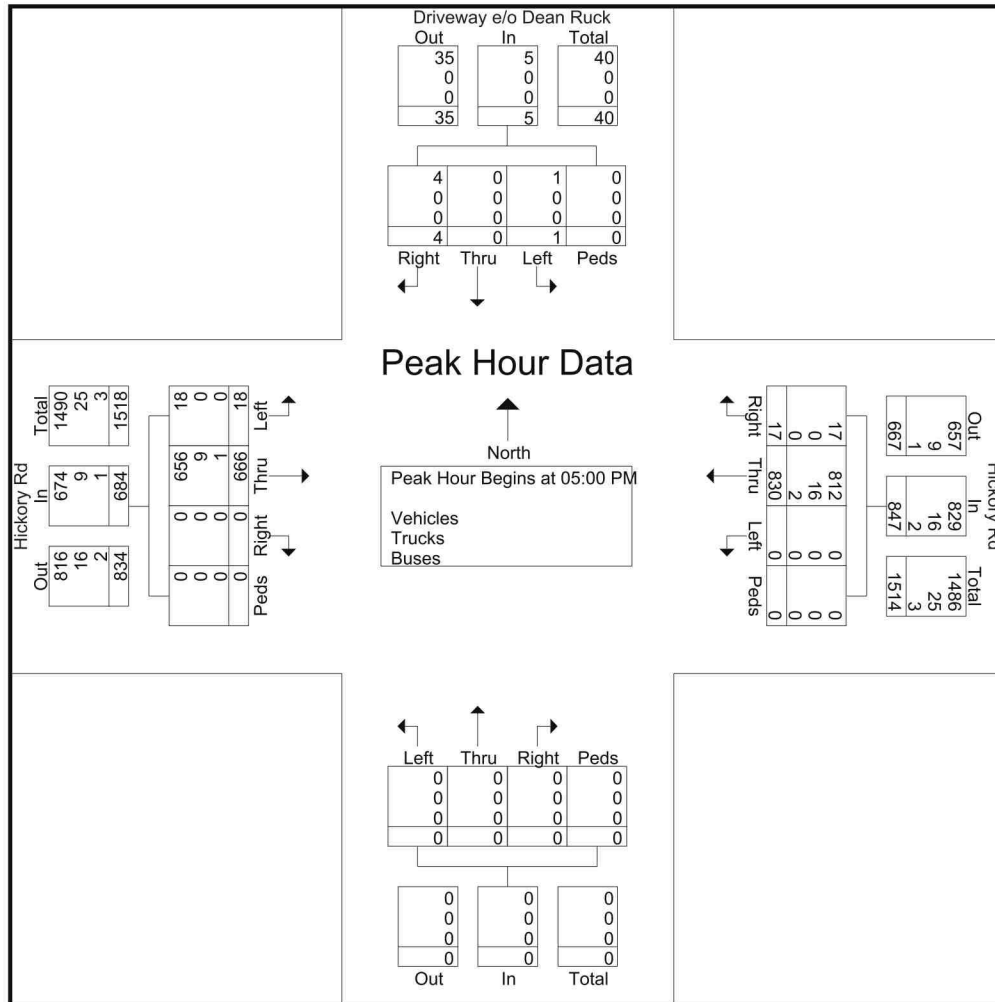
	Northbound					Driveway e/o Dean Ruck Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	204	0	0	205	0	163	4	0	167	372
07:30 AM	0	0	0	0	0	0	0	2	0	2	0	159	0	0	159	0	172	2	0	174	335
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	119	0	0	119	0	235	2	0	237	356
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	156	0	0	156	0	194	2	0	196	352
Total Volume	0	0	0	0	0	0	0	2	0	2	1	638	0	0	639	0	764	10	0	774	1415
% App. Total	0	0	0	0	0	0	0	100	0	0	0.2	99.8	0	0	0	0	98.7	1.3	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.782	.000	.000	.779	.000	.813	.625	.000	.816	.951
Vehicles	0	0	0	0	0	0	0	2	0	2	1	623	0	0	624	0	734	10	0	744	1370
% Vehicles	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	16	0	0	16	30
Trucks	0	0	0	0	0	0	0	0	0	0	0	2.2	0	0	2.2	0	2.1	0	0	2.1	2.1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	14	0	0	14	15
Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	1.8	0	0	1.8	1.1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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	Northbound					Driveway e/o Dean Ruck Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	1	0	2	0	3	0	167	0	0	167	0	206	0	0	206	376
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	166	0	0	167	0	194	4	0	198	365
05:30 PM	0	0	0	0	0	0	0	2	0	2	8	182	0	0	190	0	215	7	0	222	414
05:45 PM	0	0	0	0	0	0	0	0	0	0	9	151	0	0	160	0	215	6	0	221	381
Total Volume	0	0	0	0	0	1	0	4	0	5	18	666	0	0	684	0	830	17	0	847	1536
% App. Total	0	0	0	0	0	20	0	80	0	0	2.6	97.4	0	0	0	0	98	2	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.500	.000	.417	.500	.915	.000	.000	.900	.000	.965	.607	.000	.954	.928
Vehicles	0	0	0	0	0	1	0	4	0	5	18	656	0	0	674	0	812	17	0	829	1508
% Vehicles																					
Trucks	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	16	0	0	16	25
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1.4	0	0	1.3	0	1.9	0	0	1.9	1.6
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0	0.2	0	0	0.2	0.2



Greater Traffic Company

File Name : 05
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 Start Date : 4/28/2022
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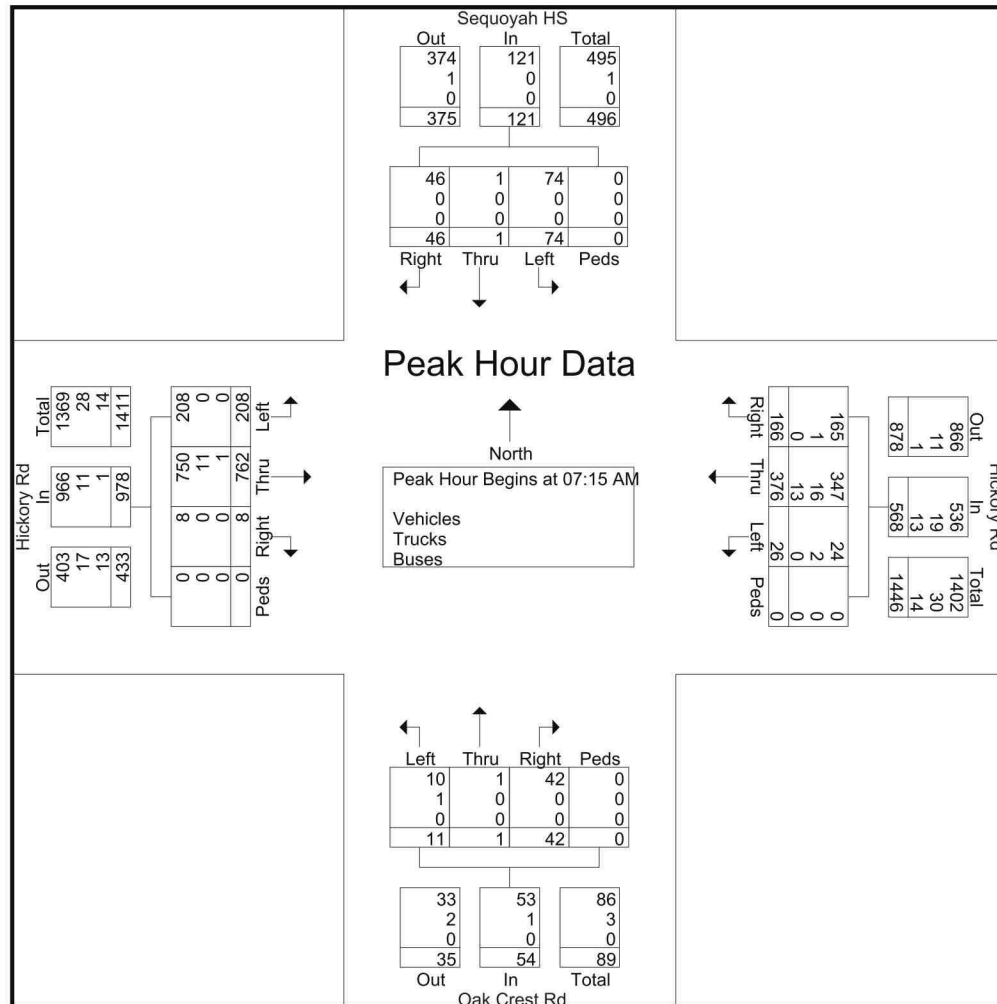
Groups Printed- Vehicles - Trucks - Buses

	Oak Crest Rd Northbound					Sequoyah HS Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	15	0	15	1	0	0	0	1	11	227	0	0	238	4	70	7	0	81	335
07:15 AM	1	0	14	0	15	2	0	5	0	7	19	246	1	0	266	10	100	18	0	128	416
07:30 AM	4	0	9	0	13	9	0	11	0	20	52	190	2	0	244	7	115	38	0	160	437
07:45 AM	3	0	4	0	7	19	0	14	0	33	77	157	3	0	237	2	79	55	0	136	413
Total	8	0	42	0	50	31	0	30	0	61	159	820	6	0	985	23	364	118	0	505	1601
08:00 AM	3	1	15	0	19	44	1	16	0	61	60	169	2	0	231	7	82	55	0	144	455
08:15 AM	5	0	6	0	11	8	0	9	0	17	7	206	3	0	216	5	94	11	0	110	354
08:30 AM	1	0	5	0	6	3	0	2	0	5	2	213	1	0	216	2	118	8	0	128	355
08:45 AM	4	0	8	0	12	1	0	3	0	4	1	194	1	0	196	3	145	3	0	151	363
Total	13	1	34	0	48	56	1	30	0	87	70	782	7	0	859	17	439	77	0	533	1527
*** BREAK ***																					
02:00 PM	0	1	5	0	6	2	0	5	0	7	5	113	2	0	120	9	127	4	0	140	273
02:15 PM	4	0	5	0	9	9	0	8	0	17	6	93	2	0	101	8	139	6	0	153	280
02:30 PM	1	1	6	0	8	3	0	2	0	5	9	100	2	0	111	6	151	14	0	171	295
02:45 PM	3	0	4	0	7	2	0	1	0	3	3	114	4	0	121	3	131	2	0	136	267
Total	8	2	20	0	30	16	0	16	0	32	23	420	10	0	453	26	548	26	0	600	1115
03:00 PM	2	0	2	0	4	0	0	2	0	2	0	121	2	0	123	5	141	0	0	146	275
03:15 PM	4	0	5	0	9	40	0	36	0	76	16	92	5	0	113	5	139	15	0	159	357
03:30 PM	1	0	2	0	3	11	0	17	0	28	6	110	3	0	119	9	216	6	0	231	381
03:45 PM	1	0	8	0	9	19	1	21	0	41	8	146	6	0	160	0	131	5	0	136	346
Total	8	0	17	0	25	70	1	76	0	147	30	469	16	0	515	19	627	26	0	672	1359
04:00 PM	1	0	8	0	9	8	0	12	0	20	4	109	2	0	115	8	176	2	0	186	330
04:15 PM	1	0	5	0	6	8	0	9	0	17	5	112	2	0	119	7	243	5	0	255	397
04:30 PM	2	0	5	0	7	8	0	9	0	17	7	142	2	0	151	4	223	4	0	231	406
04:45 PM	1	0	2	0	3	11	0	9	0	20	9	130	3	0	142	5	225	8	0	238	403
Total	5	0	20	0	25	35	0	39	0	74	25	493	9	0	527	24	867	19	0	910	1536
05:00 PM	4	0	7	0	11	3	1	7	0	11	4	149	3	0	156	3	209	1	0	213	391
05:15 PM	5	0	3	0	8	2	0	3	0	5	4	171	2	0	177	6	185	4	0	195	385
05:30 PM	2	1	6	0	9	2	0	6	0	8	10	180	1	0	191	2	198	5	0	205	413
05:45 PM	5	2	6	0	13	8	0	10	0	18	34	172	4	0	210	5	193	21	0	219	460
Total	16	3	22	0	41	15	1	26	0	42	52	672	10	0	734	16	785	31	0	832	1649
Grand Total	58	6	155	0	219	223	3	217	0	443	359	3656	58	0	4073	125	3630	297	0	4052	8787
Apprch %	26.5	2.7	70.8	0		50.3	0.7	49	0		8.8	89.8	1.4	0		3.1	89.6	7.3	0		
Total %	0.7	0.1	1.8	0	2.5	2.5	0	2.5	0	5	4.1	41.6	0.7	0	46.4	1.4	41.3	3.4	0	46.1	
Vehicles	56	6	153	0	215	223	3	216	0	442	359	3525	58	0	3942	122	3446	296	0	3864	8463
% Vehicles	96.6	100	98.7	0	98.2	100	100	99.5	0	99.8	100	96.4	100	0	96.8	97.6	94.9	99.7	0	95.4	96.3
Trucks	2	0	2	0	4	0	0	1	0	1	0	69	0	0	69	3	97	1	0	101	175
% Trucks	3.4	0	1.3	0	1.8	0	0	0.5	0	0.2	0	1.9	0	0	1.7	2.4	2.7	0.3	0	2.5	2
Buses	0	0	0	0	0	0	0	0	0	0	0	62	0	0	62	0	87	0	0	87	149
% Buses	0	0	0	0	0	0	0	0	0	0	0	1.7	0	0	1.5	0	2.4	0	0	2.1	1.7

Greater Traffic Company

File Name : 05
 Site Code :
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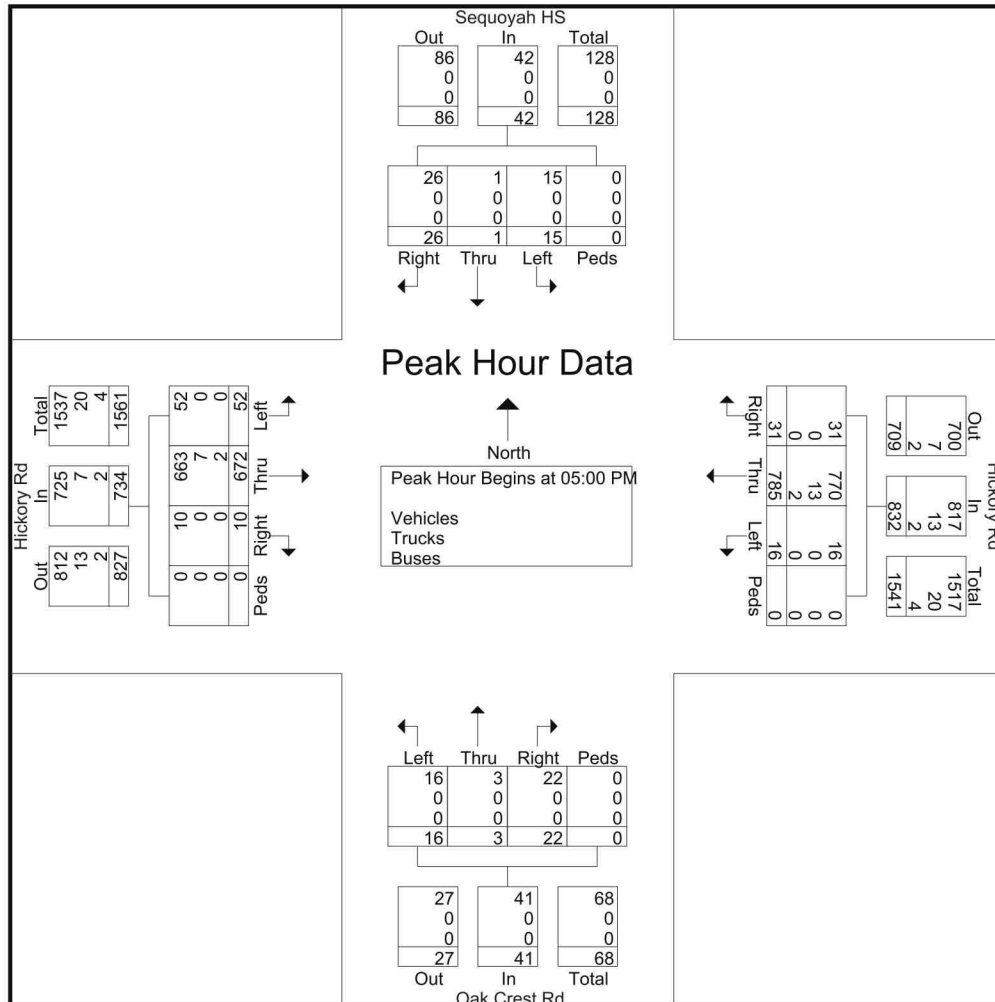
	Oak Crest Rd Northbound					Sequoyah HS Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	0	14	0	15	2	0	5	0	7	19	246	1	0	266	10	100	18	0	128	416
07:30 AM	4	0	9	0	13	9	0	11	0	20	52	190	2	0	244	7	115	38	0	160	437
07:45 AM	3	0	4	0	7	19	0	14	0	33	77	157	3	0	237	2	79	55	0	136	413
08:00 AM	3	1	15	0	19	44	1	16	0	61	60	169	2	0	231	7	82	55	0	144	455
Total Volume	11	1	42	0	54	74	1	46	0	121	208	762	8	0	978	26	376	166	0	568	1721
% App. Total	20.4	1.9	77.8	0		61.2	0.8	38	0		21.3	77.9	0.8	0		4.6	66.2	29.2	0		
PHF	.688	.250	.700	.000	.711	.420	.250	.719	.000	.496	.675	.774	.667	.000	.919	.650	.817	.755	.000	.888	.946
Vehicles	10	1	42	0	53	74	1	46	0	121	208	750	8	0	966	24	347	165	0	536	1676
% Vehicles																					
Trucks	1	0	0	0	1	0	0	0	0	0	0	11	0	0	11	2	16	1	0	19	31
% Trucks	9.1	0	0	0	1.9	0	0	0	0	0	0	1.4	0	0	1.1	7.7	4.3	0.6	0	3.3	1.8
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	13	0	0	13	14
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	3.5	0	0	2.3	0.8



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	Oak Crest Rd Northbound					Sequoiah HS Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	0	7	0	11	3	1	7	0	11	4	149	3	0	156	3	209	1	0	213	391
05:15 PM	5	0	3	0	8	2	0	3	0	5	4	171	2	0	177	6	185	4	0	195	385
05:30 PM	2	1	6	0	9	2	0	6	0	8	10	180	1	0	191	2	198	5	0	205	413
05:45 PM	5	2	6	0	13	8	0	10	0	18	34	172	4	0	210	5	193	21	0	219	460
Total Volume	16	3	22	0	41	15	1	26	0	42	52	672	10	0	734	16	785	31	0	832	1649
% App. Total	39	7.3	53.7	0		35.7	2.4	61.9	0		7.1	91.6	1.4	0		1.9	94.4	3.7	0		
PHF	.800	.375	.786	.000	.788	.469	.250	.650	.000	.583	.382	.933	.625	.000	.874	.667	.939	.369	.000	.950	.896
Vehicles	16	3	22	0	41	15	1	26	0	42	52	663	10	0	725	16	770	31	0	817	1625
% Vehicles																					
Trucks	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	13	0	0	13	20
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1.0	0	0	1.0	0	1.7	0	0	1.6	1.2
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0.3	0	0	0.2	0.2



Greater Traffic Company

File Name : 04
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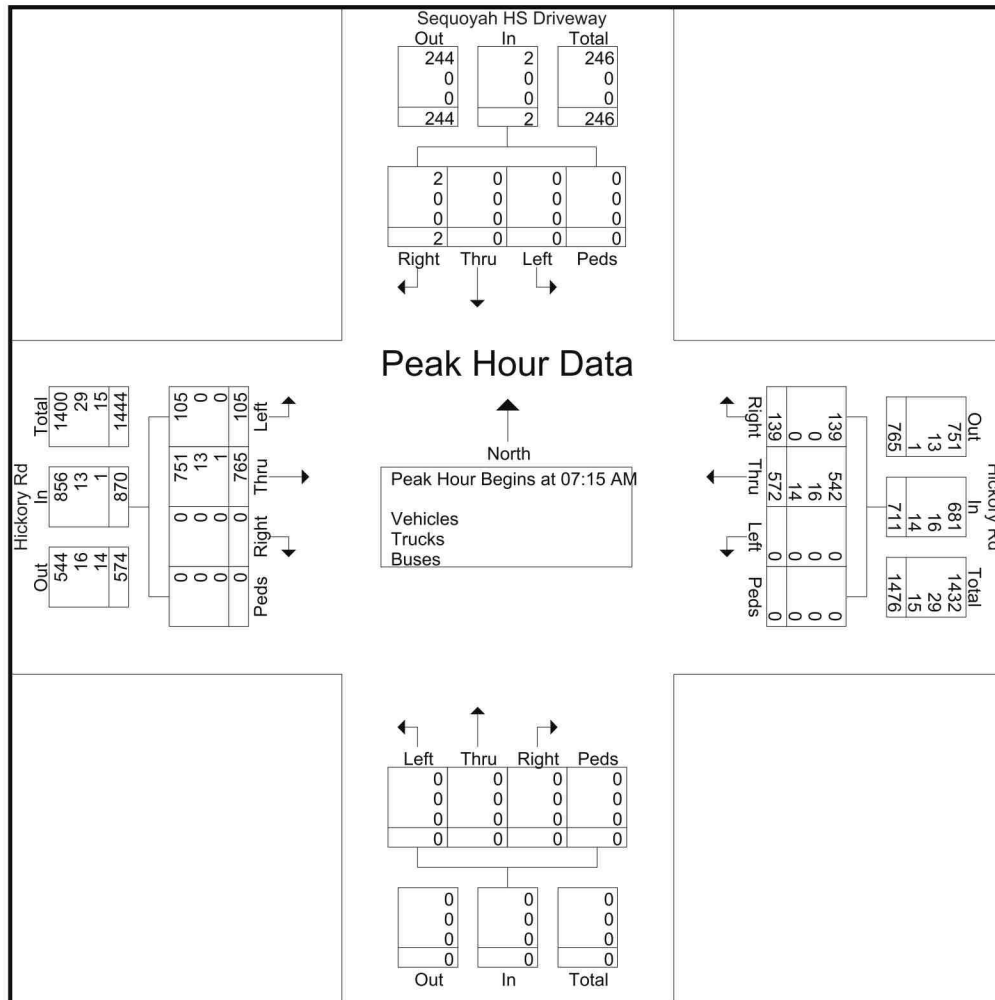
Groups Printed- Vehicles - Trucks - Buses

	Northbound					Sequoyah HS Driveway Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	5	251	0	0	256	0	95	4	0	99	355
07:15 AM	0	0	0	0	0	0	0	1	0	1	11	251	0	0	262	0	141	5	0	146	409
07:30 AM	0	0	0	0	0	0	0	1	0	1	28	170	0	0	198	0	149	15	0	164	363
07:45 AM	0	0	0	0	0	0	0	0	0	0	38	153	0	0	191	0	137	63	0	200	391
Total	0	0	0	0	0	0	0	2	0	2	82	825	0	0	907	0	522	87	0	609	1518
08:00 AM	0	0	0	0	0	0	0	0	0	0	28	191	0	0	219	0	145	56	0	201	420
08:15 AM	0	0	0	0	0	0	0	2	0	2	2	208	0	0	210	0	99	2	0	101	313
08:30 AM	0	0	0	0	0	1	0	1	0	2	0	241	0	0	241	0	131	2	0	133	376
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	168	0	0	168	0	145	1	0	146	314
Total	0	0	0	0	0	1	0	3	0	4	30	808	0	0	838	0	520	61	0	581	1423
*** BREAK ***																					
02:00 PM	0	0	0	0	0	3	0	5	0	8	3	116	0	0	119	0	133	4	0	137	264
02:15 PM	0	0	0	0	0	11	0	5	0	16	0	101	0	0	101	0	172	2	0	174	291
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	112	0	0	112	0	154	0	0	154	266
02:45 PM	0	0	0	0	0	1	0	2	0	3	1	127	0	0	128	0	135	3	0	138	269
Total	0	0	0	0	0	15	0	12	0	27	4	456	0	0	460	0	594	9	0	603	1090
03:00 PM	0	0	0	0	0	22	0	22	0	44	2	109	0	0	111	0	154	7	0	161	316
03:15 PM	0	0	0	0	0	46	0	49	0	95	0	142	0	0	142	0	124	2	0	126	363
03:30 PM	0	0	0	0	0	5	0	4	0	9	0	140	0	0	140	0	173	2	0	175	324
03:45 PM	0	0	0	0	0	6	0	2	0	8	0	166	0	0	166	0	143	1	0	144	318
Total	0	0	0	0	0	79	0	77	0	156	2	557	0	0	559	0	594	12	0	606	1321
04:00 PM	0	0	0	0	0	3	0	5	0	8	1	109	0	0	110	0	207	2	0	209	327
04:15 PM	0	0	0	0	0	3	0	4	0	7	0	135	0	0	135	0	243	1	0	244	386
04:30 PM	0	0	0	0	0	3	0	5	0	8	1	147	0	0	148	0	230	1	0	231	387
04:45 PM	0	0	0	0	0	1	0	1	0	2	0	144	0	0	144	0	226	0	0	226	372
Total	0	0	0	0	0	10	0	15	0	25	2	535	0	0	537	0	906	4	0	910	1472
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	163	0	0	163	0	211	1	0	212	376
05:15 PM	0	0	0	0	0	3	0	1	0	4	2	165	0	0	167	0	191	2	0	193	364
05:30 PM	0	0	0	0	0	3	0	5	0	8	14	193	0	0	207	0	211	9	0	220	435
05:45 PM	0	0	0	0	0	8	0	19	0	27	20	151	0	0	171	0	206	13	0	219	417
Total	0	0	0	0	0	14	0	26	0	40	36	672	0	0	708	0	819	25	0	844	1592
Grand Total	0	0	0	0	0	119	0	135	0	254	156	3853	0	0	4009	0	3955	198	0	4153	8416
Apprch %	0	0	0	0	0	46.9	0	53.1	0		3.9	96.1	0	0		0	95.2	4.8	0		
Total %	0	0	0	0	0	1.4	0	1.6	0	3	1.9	45.8	0	0	47.6	0	47	2.4	0	49.3	
Vehicles	0	0	0	0	0	119	0	134	0	253	155	3710	0	0	3865	0	3779	198	0	3977	8095
% Vehicles	0	0	0	0	0	100	0	99.3	0	99.6	99.4	96.3	0	0	96.4	0	95.5	100	0	95.8	96.2
Trucks	0	0	0	0	0	0	0	0	0	0	0	83	0	0	83	0	90	0	0	90	173
% Trucks	0	0	0	0	0	0	0	0	0	0	0	2.2	0	0	2.1	0	2.3	0	0	2.2	2.1
Buses	0	0	0	0	0	0	0	1	0	1	1	60	0	0	61	0	86	0	0	86	148
% Buses	0	0	0	0	0	0	0	0.7	0	0.4	0.6	1.6	0	0	1.5	0	2.2	0	0	2.1	1.8

Greater Traffic Company

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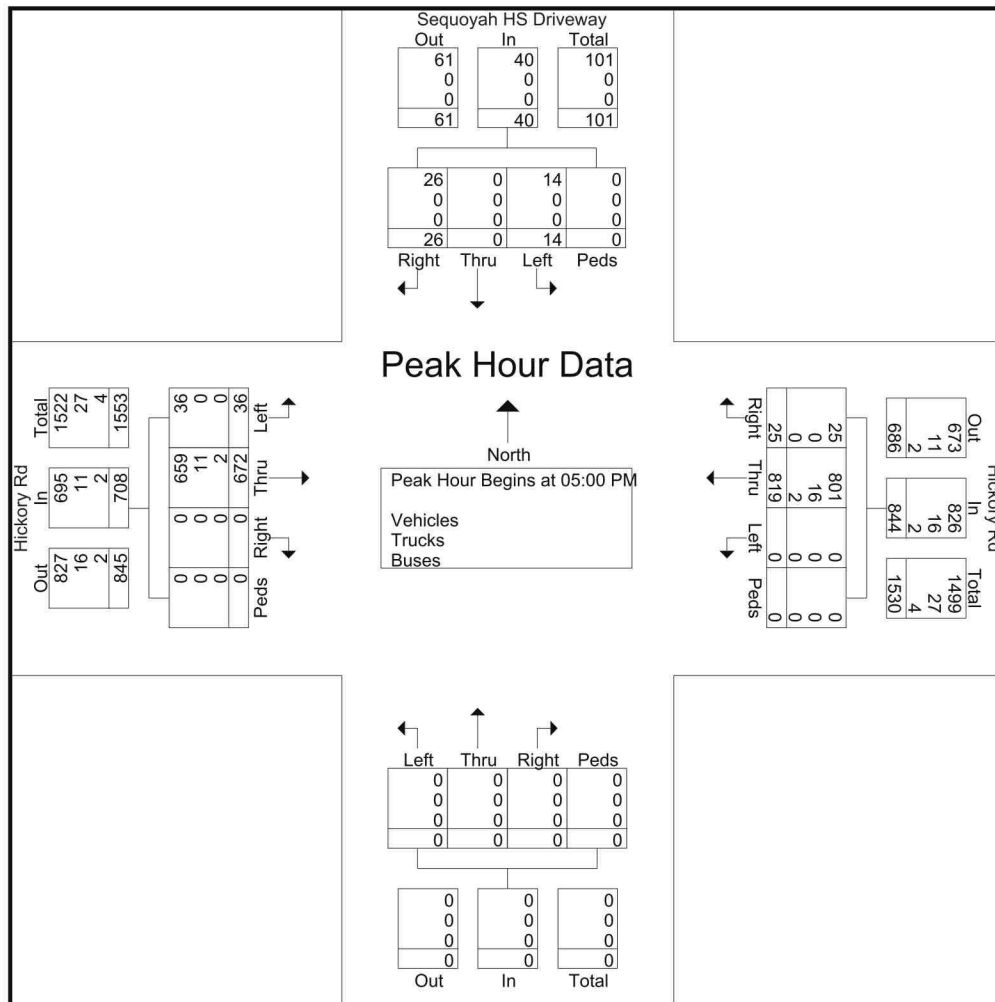
	Northbound					Sequoayah HS Driveway Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	1	0	1	11	251	0	0	262	0	141	5	0	146	409
07:30 AM	0	0	0	0	0	0	0	1	0	1	28	170	0	0	198	0	149	15	0	164	363
07:45 AM	0	0	0	0	0	0	0	0	0	0	38	153	0	0	191	0	137	63	0	200	391
08:00 AM	0	0	0	0	0	0	0	0	0	0	28	191	0	0	219	0	145	56	0	201	420
Total Volume	0	0	0	0	0	0	0	2	0	2	105	765	0	0	870	0	572	139	0	711	1583
% App. Total	0	0	0	0	0	0	0	100	0	0	12.1	87.9	0	0	0	0	80.5	19.5	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.691	.762	.000	.000	.830	.000	.960	.552	.000	.884	.942
Vehicles	0	0	0	0	0	0	0	2	0	2	105	751	0	0	856	0	542	139	0	681	1539
% Vehicles	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	16	0	0	16	29
Trucks	0	0	0	0	0	0	0	0	0	0	0	1.7	0	0	1.5	0	2.8	0	0	2.3	1.8
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	14	0	0	14	15
Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	2.4	0	0	2.0	0.9
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	2.4	0	0	2.0	0.9



Greater Traffic Company

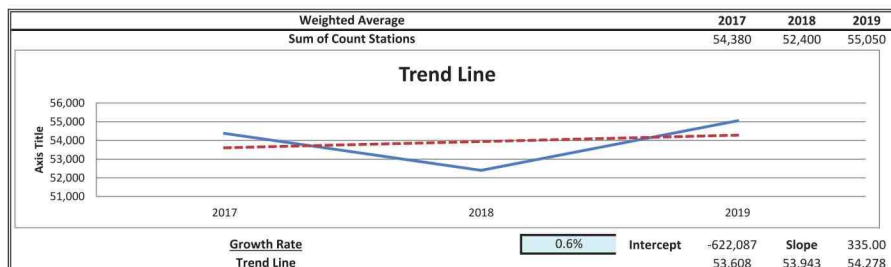
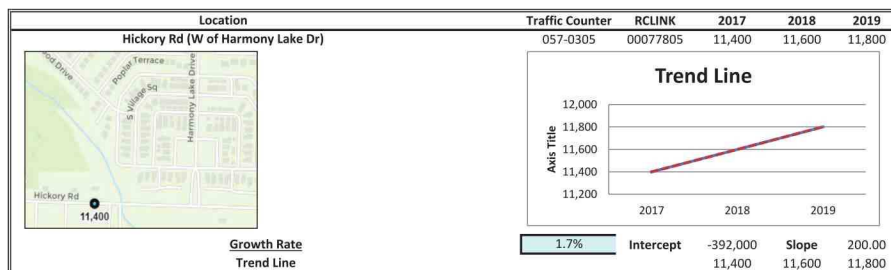
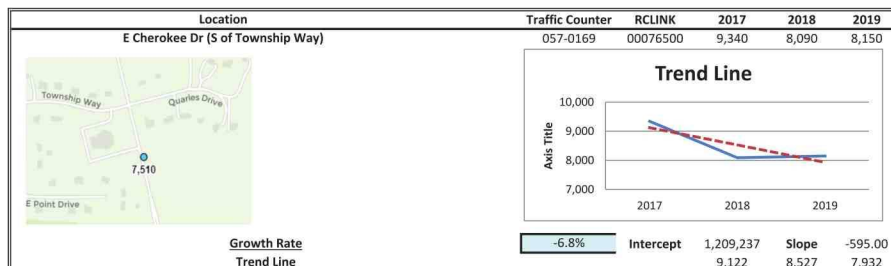
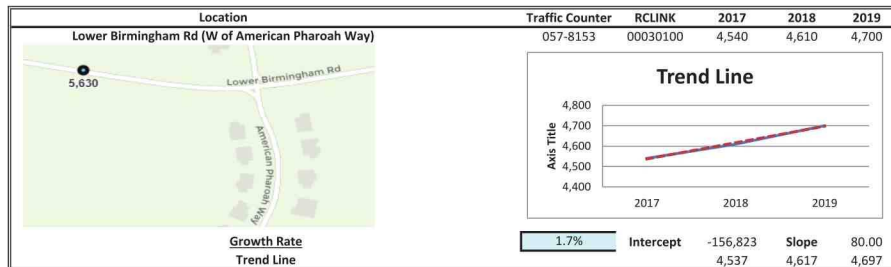
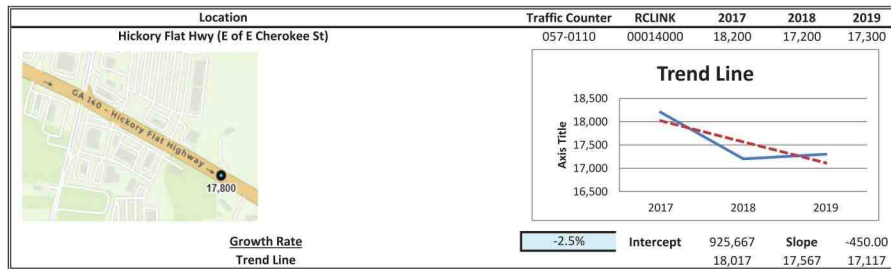
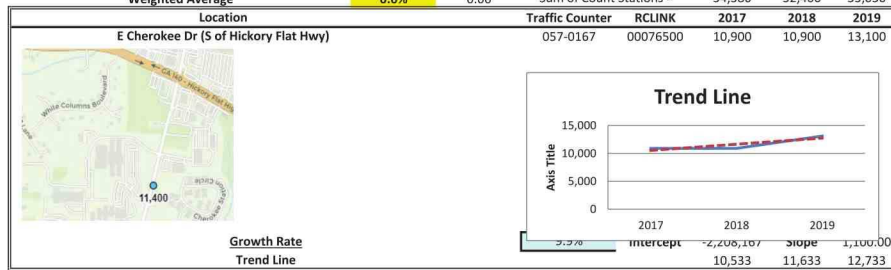
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	Northbound					Sequoyah HS Driveway Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	163	0	0	163	0	211	1	0	212	376
05:15 PM	0	0	0	0	0	3	0	1	0	4	2	165	0	0	167	0	191	2	0	193	364
05:30 PM	0	0	0	0	0	3	0	5	0	8	14	193	0	0	207	0	211	9	0	220	435
05:45 PM	0	0	0	0	0	8	0	19	0	27	20	151	0	0	171	0	206	13	0	219	417
Total Volume	0	0	0	0	0	14	0	26	0	40	36	672	0	0	708	0	819	25	0	844	1592
% App. Total	0	0	0	0	0	35	0	65	0	0	5.1	94.9	0	0	0	0	97	3	0	0	0
PHF	.000	.000	.000	.000	.000	.438	.000	.342	.000	.370	.450	.870	.000	.000	.855	.000	.970	.481	.000	.959	.915
Vehicles	0	0	0	0	0	14	0	26	0	40	36	659	0	0	695	0	801	25	0	826	1561
% Vehicles	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	16	0	0	16	27
Trucks	0	0	0	0	0	0	0	0	0	0	0	1.6	0	0	1.6	0	2.0	0	0	1.9	1.7
% Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0.2	0	0	0.2	0.3



LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2017	2018	2019
E Cherokee Dr (S of Hickory Flat Hwy)	9.9%	0.75	057-0167	00076500	10,900	10,900	13,100
Hickory Flat Hwy (E of E Cherokee St)	-2.5%	0.67	057-0110	00014000	18,200	17,200	17,300
Lower Birmingham Rd (W of American Pharoah Way)	1.7%	0.99	057-8153	00030100	4,540	4,610	4,700
E Cherokee Dr (S of Township Way)	-6.8%	0.71	057-0169	00076500	9,340	8,090	8,150
Hickory Rd (W of Harmony Lake Dr)	1.7%	1.00	057-0305	00077805	11,400	11,600	11,800
Weighted Average	0.6%	0.06	Sum of Count Stations =		54,380	52,400	55,050



EXISTING INTERSECTION ANALYSIS

HCM 6th Signalized Intersection Summary
1: E Cherokee Dr & Hickory Rd

1a. Existing 2022 AM
06/21/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	317	413	21	141	225	145	80	297	228	149	331	300
Future Volume (veh/h)	317	413	21	141	225	145	80	297	228	149	331	300
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	337	439	0	150	239	0	85	316	243	159	352	319
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	3	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	416	487		240	316		356	721	606	405	796	670
Arrive On Green	0.17	0.26	0.00	0.09	0.18	0.00	0.04	0.40	0.40	0.07	0.43	0.43
Sat Flow, veh/h	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	337	439	0	150	239	0	85	316	243	159	352	319
Grp Sat Flow(s),veh/h/ln	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	17.8	27.4	0.0	8.3	15.5	0.0	3.4	15.3	13.7	6.5	16.0	17.5
Cycle Q Clear(g_c), s	17.8	27.4	0.0	8.3	15.5	0.0	3.4	15.3	13.7	6.5	16.0	17.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	487		240	316		356	721	606	405	796	670
V/C Ratio(X)	0.81	0.90		0.62	0.76		0.24	0.44	0.40	0.39	0.44	0.48
Avail Cap(c_a), veh/h	452	660		244	448		420	721	606	420	796	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	42.7	0.0	36.9	46.6	0.0	20.5	26.3	25.9	19.9	24.4	24.8
Incr Delay (d2), s/veh	9.9	12.5	0.0	4.8	4.5	0.0	0.3	1.9	2.0	0.6	1.8	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	13.9	0.0	3.8	7.0	0.0	1.4	6.9	5.2	2.6	7.3	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	55.2	0.0	41.7	51.2	0.0	20.8	28.3	27.8	20.5	26.1	27.2
LnGrp LOS	D	E		D	D		C	C	C	C	C	C
Approach Vol, veh/h		776			389			644			830	
Approach Delay, s/veh		49.3			47.5			27.1			25.5	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	53.3	15.8	37.0	10.7	56.6	25.6	27.2				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	35.3	10.5	42.7	9.5	35.3	22.5	30.7				
Max Q Clear Time (g_c+l1), s	8.5	17.3	10.3	29.4	5.4	19.5	19.8	17.5				
Green Ext Time (p_c), s	0.0	4.9	0.0	2.1	0.1	5.6	0.3	1.0				

Intersection Summary

HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗	↘	
Traffic Vol, veh/h	1	638	764	10	0	2
Future Vol, veh/h	1	638	764	10	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	280	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	4	2	2	2
Mvmt Flow	1	672	804	11	0	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	815	0	-	0	1478	804
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	674	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	812	-	-	-	139	383
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	506	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	812	-	-	-	139	383
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	506	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		14.5		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	812	-	-	-	383	
HCM Lane V/C Ratio	0.001	-	-	-	0.005	
HCM Control Delay (s)	9.4	-	-	-	14.5	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗	↘	
Traffic Vol, veh/h	140	621	646	123	17	68
Future Vol, veh/h	140	621	646	123	17	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	205	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	151	668	695	132	18	73
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	695	0	-	0	1665	695
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	970	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	901	-	-	-	106	442
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	368	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	901	-	-	-	78	442
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	368	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		18.5		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	901	-	-	-	357	
HCM Lane V/C Ratio	0.167	-	-	-	0.256	
HCM Control Delay (s)	9.8	-	-	-	18.5	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0.6	-	-	-	1	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	765	572	139	0	2
Future Vol, veh/h	105	765	572	139	0	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	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	112	814	609	148	0	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	757	0	-	0	1721	683
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	1038	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	854	-	-	-	98	449
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	341	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	854	-	-	-	85	449
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	341	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		13.1		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	854	-	-	-	-	449
HCM Lane V/C Ratio	0.131	-	-	-	-	0.005
HCM Control Delay (s)	9.8	-	-	-	-	13.1
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	-	0

Intersection												
Int Delay, s/veh	33.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	208	762	8	26	376	166	11	1	42	74	1	46
Future Vol, veh/h	208	762	8	26	376	166	11	1	42	74	1	46
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	8	8	2	10	2	2	2	2	2
Mvmt Flow	219	802	8	27	396	175	12	1	44	78	1	48
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	571	0	0	810	0	0	1802	1865	802	1717	1698	396
Stage 1	-	-	-	-	-	-	1240	1240	-	450	450	-
Stage 2	-	-	-	-	-	-	562	625	-	1267	1248	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1002	-	-	790	-	-	59	73	384	~ 71	92	653
Stage 1	-	-	-	-	-	-	207	247	-	589	572	-
Stage 2	-	-	-	-	-	-	498	477	-	207	245	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1002	-	-	790	-	-	44	55	384	~ 50	69	653
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	55	-	~ 50	69	-
Stage 1	-	-	-	-	-	-	162	193	-	460	553	-
Stage 2	-	-	-	-	-	-	444	461	-	142	191	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0.4			45.9			\$ 436.6		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	143	1002	-	-	790	-	-	77				
HCM Lane V/C Ratio	0.397	0.219	-	-	0.035	-	-	1.654				
HCM Control Delay (s)	45.9	9.6	-	-	9.7	-	-	\$ 436.6				
HCM Lane LOS	E	A	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	1.7	0.8	-	-	0.1	-	-	10.7				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗	↘	
Traffic Vol, veh/h	18	666	830	17	1	4
Future Vol, veh/h	18	666	830	17	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	280	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	19	716	892	18	1	4
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	910	0	-	0	1646	892
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	754	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	748	-	-	-	109	341
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	465	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	748	-	-	-	104	341
Mov Cap-2 Maneuver	-	-	-	-	104	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	465	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		20.7		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	748	-	-	-	-	234
HCM Lane V/C Ratio	0.026	-	-	-	-	0.023
HCM Control Delay (s)	9.9	-	-	-	-	20.7
HCM Lane LOS	A	-	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗	↘	
Traffic Vol, veh/h	5	684	829	5	2	12
Future Vol, veh/h	5	684	829	5	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	205	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	735	891	5	2	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	891	0	-	0	1636	891
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	745	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	761	-	-	-	111	341
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	469	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	761	-	-	-	110	341
Mov Cap-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	469	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		16.7		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	761	-	-	-	323	
HCM Lane V/C Ratio	0.007	-	-	-	0.047	
HCM Control Delay (s)	9.8	-	-	-	16.7	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	672	819	25	14	26
Future Vol, veh/h	36	672	819	25	14	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	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	3	2	2	2
Mvmt Flow	39	730	890	27	15	28
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	917	0	-	0	1712	904
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	808	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	744	-	-	-	100	335
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	438	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	744	-	-	-	95	335
Mov Cap-2 Maneuver	-	-	-	-	227	-
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	438	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		19.8		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	744	-	-	-	287	
HCM Lane V/C Ratio	0.053	-	-	-	0.151	
HCM Control Delay (s)	10.1	-	-	-	19.8	
HCM Lane LOS	B	-	-	-	C	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	672	10	16	785	31	16	3	22	15	1	26
Future Vol, veh/h	52	672	10	16	785	31	16	3	22	15	1	26
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	747	11	18	872	34	18	3	24	17	1	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	906	0	0	758	0	0	1803	1805	747	1790	1782	872
Stage 1	-	-	-	-	-	-	863	863	-	908	908	-
Stage 2	-	-	-	-	-	-	940	942	-	882	874	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	751	-	-	853	-	-	62	79	413	63	82	350
Stage 1	-	-	-	-	-	-	349	372	-	330	354	-
Stage 2	-	-	-	-	-	-	316	342	-	341	367	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	751	-	-	853	-	-	52	71	413	53	74	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	71	-	53	74	-
Stage 1	-	-	-	-	-	-	322	343	-	305	347	-
Stage 2	-	-	-	-	-	-	283	335	-	293	339	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			66.1			57.6		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	102	751	-	-	853	-	-	113
HCM Lane V/C Ratio	0.447	0.077	-	-	0.021	-	-	0.413
HCM Control Delay (s)	66.1	10.2	-	-	9.3	-	-	57.6
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1.9	0.2	-	-	0.1	-	-	1.7

HCM 6th Signalized Intersection Summary
1: E Cherokee Dr & Hickory Rd

1c. Existing 2022 Dismissal

06/21/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	364	56	227	398	126	257	198	479	91	251	172
Future Volume (veh/h)	213	364	56	227	398	126	257	198	479	91	251	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	227	387	0	241	423	0	273	211	510	97	267	183
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	3	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	285	476		324	465		462	706	593	369	607	510
Arrive On Green	0.11	0.26	0.00	0.12	0.27	0.00	0.12	0.39	0.39	0.05	0.32	0.32
Sat Flow, veh/h	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	227	387	0	241	423	0	273	211	510	97	267	183
Grp Sat Flow(s),veh/h/ln	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	11.1	23.5	0.0	12.1	28.1	0.0	12.0	9.7	36.9	4.5	13.5	10.7
Cycle Q Clear(g_c), s	11.1	23.5	0.0	12.1	28.1	0.0	12.0	9.7	36.9	4.5	13.5	10.7
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	476		324	465		462	706	593	369	607	510
V/C Ratio(X)	0.80	0.81		0.74	0.91		0.59	0.30	0.86	0.26	0.44	0.36
Avail Cap(c_a), veh/h	291	595		344	591		483	706	593	416	607	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	41.9	0.0	30.3	42.7	0.0	22.2	25.3	33.6	24.7	31.9	31.0
Incr Delay (d2), s/veh	14.0	6.9	0.0	8.0	15.7	0.0	1.8	1.1	15.0	0.4	2.3	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	11.4	0.0	5.6	13.8	0.0	5.0	4.3	15.5	1.8	6.4	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	48.8	0.0	38.3	58.4	0.0	24.0	26.4	48.6	25.1	34.3	33.0
LnGrp LOS	D	D		D	E		C	C	D	C	C	C
Approach Vol, veh/h	614			664			994			547		
Approach Delay, s/veh	47.5			51.1			37.1			32.2		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	52.3	19.7	36.3	19.6	44.4	18.6	37.3				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	34.5	15.5	38.5	15.5	28.5	13.5	40.5				
Max Q Clear Time (g_c+I1), s	6.5	38.9	14.1	25.5	14.0	15.5	13.1	30.1				
Green Ext Time (p_c), s	0.1	0.0	0.1	1.8	0.1	3.3	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗	↘	
Traffic Vol, veh/h	1	622	579	1	14	7
Future Vol, veh/h	1	622	579	1	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	280	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	4	2	2	2
Mvmt Flow	1	655	609	1	15	7
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	610	0	-	0	1266	609
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	657	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	969	-	-	-	187	495
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	516	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	969	-	-	-	187	495
Mov Cap-2 Maneuver	-	-	-	-	187	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	516	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		21.8		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	969	-	-	-	236	
HCM Lane V/C Ratio	0.001	-	-	-	0.094	
HCM Control Delay (s)	8.7	-	-	-	21.8	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗	↘	
Traffic Vol, veh/h	32	603	559	24	19	45
Future Vol, veh/h	32	603	559	24	19	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	205	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	34	648	601	26	20	48
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	601	0	-	0	1317	601
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	716	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	976	-	-	-	174	500
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	976	-	-	-	165	500
Mov Cap-2 Maneuver	-	-	-	-	303	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	484	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		15.3		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	976	-	-	-	-	419
HCM Lane V/C Ratio	0.035	-	-	-	-	0.164
HCM Control Delay (s)	8.8	-	-	-	-	15.3
HCM Lane LOS	A	-	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.6

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	557	594	12	79	77
Future Vol, veh/h	2	557	594	12	79	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	2	593	632	13	84	82
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	645	0	-	0	1236	639
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	597	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	940	-	-	-	195	476
Stage 1	-	-	-	-	526	-
Stage 2	-	-	-	-	550	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	940	-	-	-	195	476
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	525	-
Stage 2	-	-	-	-	550	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		20.8		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	940	-	-	-	392	
HCM Lane V/C Ratio	0.002	-	-	-	0.423	
HCM Control Delay (s)	8.8	-	-	-	20.8	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	2.1	

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	469	16	19	627	26	8	0	17	70	1	76
Future Vol, veh/h	30	469	16	19	627	26	8	0	17	70	1	76
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	8	8	2	10	2	2	2	2	2
Mvmt Flow	32	494	17	20	660	27	8	0	18	74	1	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	687	0	0	511	0	0	1312	1285	494	1276	1275	660
Stage 1	-	-	-	-	-	-	558	558	-	700	700	-
Stage 2	-	-	-	-	-	-	754	727	-	576	575	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	907	-	-	1024	-	-	130	165	575	144	167	463
Stage 1	-	-	-	-	-	-	500	512	-	430	441	-
Stage 2	-	-	-	-	-	-	389	429	-	503	503	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	907	-	-	1024	-	-	103	156	575	134	158	463
Mov Cap-2 Maneuver	-	-	-	-	-	-	103	156	-	134	158	-
Stage 1	-	-	-	-	-	-	483	494	-	415	432	-
Stage 2	-	-	-	-	-	-	315	420	-	470	485	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.2			22.4			57.5		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	233	907	-	-	1024	-	-	212
HCM Lane V/C Ratio	0.113	0.035	-	-	0.02	-	-	0.73
HCM Control Delay (s)	22.4	9.1	-	-	8.6	-	-	57.5
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	4.8

**FUTURE “NO-BUILD” INTERSECTION
ANALYSIS**

HCM 6th Signalized Intersection Summary
1: E Cherokee Dr & Hickory Rd

2a. No Build 2024 AM
06/21/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	421	21	144	230	148	82	303	233	152	338	306
Future Volume (veh/h)	323	421	21	144	230	148	82	303	233	152	338	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	344	448	0	153	245	0	87	322	248	162	360	326
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	3	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	412	496		229	305		352	722	607	403	798	671
Arrive On Green	0.17	0.27	0.00	0.08	0.17	0.00	0.04	0.40	0.40	0.07	0.43	0.43
Sat Flow, veh/h	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	344	448	0	153	245	0	87	322	248	162	360	326
Grp Sat Flow(s),veh/h/ln	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	18.3	28.0	0.0	8.6	16.1	0.0	3.5	15.6	14.0	6.6	16.4	18.0
Cycle Q Clear(g_c), s	18.3	28.0	0.0	8.6	16.1	0.0	3.5	15.6	14.0	6.6	16.4	18.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	496		229	305		352	722	607	403	798	671
V/C Ratio(X)	0.84	0.90		0.67	0.80		0.25	0.45	0.41	0.40	0.45	0.49
Avail Cap(c_a), veh/h	454	657		229	416		415	722	607	416	798	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	42.5	0.0	38.1	47.6	0.0	20.4	26.4	25.9	19.8	24.4	24.9
Incr Delay (d2), s/veh	11.8	13.1	0.0	7.3	7.8	0.0	0.4	2.0	2.0	0.6	1.8	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	14.3	0.0	4.1	7.5	0.0	1.4	7.0	5.3	2.7	7.5	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	55.6	0.0	45.3	55.4	0.0	20.8	28.4	27.9	20.5	26.3	27.4
LnGrp LOS	D	E		D	E		C	C	C	C	C	C
Approach Vol, veh/h	792			398			657			848		
Approach Delay, s/veh	50.5			51.5			27.2			25.6		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	53.4	15.0	37.6	10.7	56.7	26.1	26.4				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	36.5	9.5	42.5	9.5	36.5	23.5	28.5				
Max Q Clear Time (g_c+I1), s	8.6	17.6	10.6	30.0	5.5	20.0	20.3	18.1				
Green Ext Time (p_c), s	0.0	5.2	0.0	2.1	0.1	5.8	0.3	0.9				

Intersection Summary

HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗	↘	
Traffic Vol, veh/h	1	651	779	10	0	2
Future Vol, veh/h	1	651	779	10	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	280	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	4	2	2	2
Mvmt Flow	1	685	820	11	0	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	831	0	-	0	1507	820
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	687	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	801	-	-	-	133	375
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	499	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	801	-	-	-	133	375
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	499	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		14.7		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	801	-	-	-	375	
HCM Lane V/C Ratio	0.001	-	-	-	0.006	
HCM Control Delay (s)	9.5	-	-	-	14.7	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗	↘	
Traffic Vol, veh/h	143	633	659	125	17	69
Future Vol, veh/h	143	633	659	125	17	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	205	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	154	681	709	134	18	74
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	709	0	-	0	1698	709
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	989	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	890	-	-	-	102	434
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	360	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	890	-	-	-	74	434
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	360	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		18.9		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	890	-	-	-	350	
HCM Lane V/C Ratio	0.173	-	-	-	0.264	
HCM Control Delay (s)	9.9	-	-	-	18.9	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0.6	-	-	-	1	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	107	780	583	142	0	2
Future Vol, veh/h	107	780	583	142	0	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	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	114	830	620	151	0	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	771	0	-	0	1754	696
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	1058	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	844	-	-	-	94	442
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	334	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	844	-	-	-	81	442
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	334	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		13.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	844	-	-	-	442	
HCM Lane V/C Ratio	0.135	-	-	-	0.005	
HCM Control Delay (s)	9.9	-	-	-	13.2	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.5	-	-	-	0	

Intersection												
Int Delay, s/veh	37.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	212	777	8	27	384	169	11	1	43	75	1	47
Future Vol, veh/h	212	777	8	27	384	169	11	1	43	75	1	47
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	8	8	2	10	2	2	2	2	2
Mvmt Flow	223	818	8	28	404	178	12	1	45	79	1	49
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	582	0	0	826	0	0	1838	1902	818	1751	1732	404
Stage 1	-	-	-	-	-	-	1264	1264	-	460	460	-
Stage 2	-	-	-	-	-	-	574	638	-	1291	1272	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	992	-	-	779	-	-	55	69	376	~ 67	88	647
Stage 1	-	-	-	-	-	-	200	241	-	581	566	-
Stage 2	-	-	-	-	-	-	490	471	-	201	239	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	992	-	-	779	-	-	40	52	376	~ 47	66	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	40	52	-	~ 47	66	-
Stage 1	-	-	-	-	-	-	155	187	-	450	546	-
Stage 2	-	-	-	-	-	-	435	454	-	136	185	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.1			0.5			50.3			\$ 492.3		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	135	992	-	-	779	-	-	73				
HCM Lane V/C Ratio	0.429	0.225	-	-	0.036	-	-	1.774				
HCM Control Delay (s)	50.3	9.7	-	-	9.8	-	-	\$ 492.3				
HCM Lane LOS	F	A	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	1.9	0.9	-	-	0.1	-	-	11.3				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 6th Signalized Intersection Summary

1: E Cherokee Dr & Hickory Rd

2b. No Build 2024 PM

06/21/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	404	28	244	597	131	36	319	224	95	356	227
Future Volume (veh/h)	233	404	28	244	597	131	36	319	224	95	356	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	248	430	0	260	635	0	38	339	238	101	379	241
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	3	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	239	664		407	668		227	529	445	261	594	500
Arrive On Green	0.09	0.36	0.00	0.11	0.38	0.00	0.03	0.29	0.29	0.06	0.32	0.32
Sat Flow, veh/h	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	248	430	0	260	635	0	38	339	238	101	379	241
Grp Sat Flow(s),veh/h/ln	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	10.5	23.2	0.0	11.2	42.2	0.0	1.8	19.6	15.7	4.9	20.8	14.8
Cycle Q Clear(g_c), s	10.5	23.2	0.0	11.2	42.2	0.0	1.8	19.6	15.7	4.9	20.8	14.8
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	664		407	668		227	529	445	261	594	500
V/C Ratio(X)	1.04	0.65		0.64	0.95		0.17	0.64	0.54	0.39	0.64	0.48
Avail Cap(c_a), veh/h	239	688		424	708		313	529	445	301	594	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	32.2	0.0	23.0	36.0	0.0	29.6	37.0	35.6	28.9	35.0	33.0
Incr Delay (d2), s/veh	67.8	2.0	0.0	3.0	21.9	0.0	0.3	5.9	4.6	0.9	5.2	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	10.5	0.0	4.7	21.3	0.0	0.8	9.4	6.3	2.1	10.2	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.4	34.2	0.0	26.1	57.9	0.0	29.9	42.8	40.2	29.9	40.2	36.3
LnGrp LOS	F	C		C	E		C	D	D	C	D	D
Approach Vol, veh/h	678			895			615			721		
Approach Delay, s/veh	57.3			48.6			41.0			37.4		
Approach LOS	E			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	40.6	18.8	48.5	9.1	43.6	16.0	51.3				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	29.5	14.5	44.5	9.5	29.5	10.5	48.5				
Max Q Clear Time (g_c+l1), s	6.9	21.6	13.2	25.2	3.8	22.8	12.5	44.2				
Green Ext Time (p_c), s	0.0	3.1	0.1	2.4	0.0	2.9	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay	46.3											
HCM 6th LOS	D											

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗	↘	
Traffic Vol, veh/h	18	679	847	17	1	4
Future Vol, veh/h	18	679	847	17	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	280	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	4	2	2	2
Mvmt Flow	19	715	892	18	1	4
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	910	0	-	0	1645	892
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	753	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	748	-	-	-	109	341
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	465	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	748	-	-	-	104	341
Mov Cap-2 Maneuver	-	-	-	-	104	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	465	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		20.7		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	748	-	-	-	-	234
HCM Lane V/C Ratio	0.025	-	-	-	-	0.022
HCM Control Delay (s)	9.9	-	-	-	-	20.7
HCM Lane LOS	A	-	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗	↘	
Traffic Vol, veh/h	5	698	846	5	2	12
Future Vol, veh/h	5	698	846	5	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	205	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	5	751	910	5	2	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	910	0	-	0	1671	910
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	761	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	748	-	-	-	105	333
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	461	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	748	-	-	-	104	333
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	461	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		17		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	748	-	-	-	316	
HCM Lane V/C Ratio	0.007	-	-	-	0.048	
HCM Control Delay (s)	9.8	-	-	-	17	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	685	835	26	14	27
Future Vol, veh/h	37	685	835	26	14	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	39	729	888	28	15	29
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	916	0	-	0	1709	902
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	807	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	745	-	-	-	100	336
Stage 1	-	-	-	-	396	-
Stage 2	-	-	-	-	439	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	745	-	-	-	95	336
Mov Cap-2 Maneuver	-	-	-	-	228	-
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	439	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		19.7		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	745	-	-	-	289	
HCM Lane V/C Ratio	0.053	-	-	-	0.151	
HCM Control Delay (s)	10.1	-	-	-	19.7	
HCM Lane LOS	B	-	-	-	C	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	685	10	16	801	32	16	3	22	15	1	27
Future Vol, veh/h	53	685	10	16	801	32	16	3	22	15	1	27
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	8	8	2	10	2	2	2	2	2
Mvmt Flow	56	721	11	17	843	34	17	3	23	16	1	28
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	877	0	0	732	0	0	1742	1744	721	1729	1721	843
Stage 1	-	-	-	-	-	-	833	833	-	877	877	-
Stage 2	-	-	-	-	-	-	909	911	-	852	844	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	770	-	-	846	-	-	65	86	427	69	89	364
Stage 1	-	-	-	-	-	-	352	384	-	343	366	-
Stage 2	-	-	-	-	-	-	319	353	-	354	379	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	770	-	-	846	-	-	55	78	427	59	81	364
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	78	-	59	81	-
Stage 1	-	-	-	-	-	-	326	356	-	318	359	-
Stage 2	-	-	-	-	-	-	287	346	-	308	351	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			58.9			48.8		
HCM LOS							F			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	108	770	-	-	846	-	-	126				
HCM Lane V/C Ratio	0.4	0.072	-	-	0.02	-	-	0.359				
HCM Control Delay (s)	58.9	10	-	-	9.3	-	-	48.8				
HCM Lane LOS	F	B	-	-	A	-	-	E				
HCM 95th %tile Q(veh)	1.7	0.2	-	-	0.1	-	-	1.5				

HCM 6th Signalized Intersection Summary

1: E Cherokee Dr & Hickory Rd

2c. No Build 2024 Dismissal

06/21/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	371	57	232	406	129	262	202	489	93	256	175
Future Volume (veh/h)	217	371	57	232	406	129	262	202	489	93	256	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	231	395	0	247	432	0	279	215	520	99	272	186
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	3	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	242	439		300	489		476	736	619	378	640	538
Arrive On Green	0.08	0.24	0.00	0.12	0.28	0.00	0.12	0.41	0.41	0.05	0.34	0.34
Sat Flow, veh/h	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	231	395	0	247	432	0	279	215	520	99	272	186
Grp Sat Flow(s),veh/h/ln	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	9.5	24.8	0.0	12.5	28.3	0.0	11.9	9.6	36.9	4.4	13.4	10.6
Cycle Q Clear(g_c), s	9.5	24.8	0.0	12.5	28.3	0.0	11.9	9.6	36.9	4.4	13.4	10.6
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	439		300	489		476	736	619	378	640	538
V/C Ratio(X)	0.95	0.90		0.82	0.88		0.59	0.29	0.84	0.26	0.43	0.35
Avail Cap(c_a), veh/h	242	580		314	635		483	736	619	425	640	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	44.4	0.0	31.2	41.4	0.0	21.1	24.0	32.1	23.4	30.4	29.4
Incr Delay (d2), s/veh	45.2	14.0	0.0	15.5	11.5	0.0	1.8	1.0	13.0	0.4	2.1	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	12.8	0.0	6.4	13.4	0.0	5.0	4.3	15.2	1.8	6.4	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.5	58.4	0.0	46.7	52.9	0.0	22.9	25.0	45.0	23.7	32.4	31.2
LnGrp LOS	F	E		D	D		C	C	D	C	C	C
Approach Vol, veh/h	626		679				1014		557			
Approach Delay, s/veh	68.0		50.6				34.7		30.5			
Approach LOS	E		D				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	54.3	20.1	33.9	19.5	46.6	15.0	39.0				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	35.5	15.5	37.5	14.5	30.5	9.5	43.5				
Max Q Clear Time (g_c+I1), s	6.4	38.9	14.5	26.8	13.9	15.4	11.5	30.3				
Green Ext Time (p_c), s	0.1	0.0	0.1	1.6	0.1	3.6	0.0	2.0				

Intersection Summary

HCM 6th Ctrl Delay 44.9

HCM 6th LOS D

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗	↘	
Traffic Vol, veh/h	1	634	591	1	14	7
Future Vol, veh/h	1	634	591	1	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	280	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	4	2	2	2
Mvmt Flow	1	667	622	1	15	7
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	623	0	-	0	1291	622
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	669	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	958	-	-	-	180	487
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	509	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	958	-	-	-	180	487
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	509	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		22.5		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	958	-	-	-	-	228
HCM Lane V/C Ratio	0.001	-	-	-	-	0.097
HCM Control Delay (s)	8.8	-	-	-	-	22.5
HCM Lane LOS	A	-	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	-	0.3

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↗	↘	
Traffic Vol, veh/h	33	615	570	24	19	46
Future Vol, veh/h	33	615	570	24	19	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	205	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	35	661	613	26	20	49
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	613	0	-	0	1344	613
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	731	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	966	-	-	-	167	492
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	476	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	966	-	-	-	157	492
Mov Cap-2 Maneuver	-	-	-	-	296	-
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	476	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		15.5		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	966	-	-	-	-	412
HCM Lane V/C Ratio	0.037	-	-	-	-	0.17
HCM Control Delay (s)	8.9	-	-	-	-	15.5
HCM Lane LOS	A	-	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.6

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	568	606	12	81	79
Future Vol, veh/h	2	568	606	12	81	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	2	604	645	13	86	84
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	658	0	-	0	1260	652
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	930	-	-	-	188	468
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	930	-	-	-	188	468
Mov Cap-2 Maneuver	-	-	-	-	327	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	543	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		21.6		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	930	-	-	-	384	
HCM Lane V/C Ratio	0.002	-	-	-	0.443	
HCM Control Delay (s)	8.9	-	-	-	21.6	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	2.2	

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	478	16	19	640	27	8	0	17	71	1	78
Future Vol, veh/h	31	478	16	19	640	27	8	0	17	71	1	78
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	8	8	2	10	2	2	2	2	2
Mvmt Flow	33	503	17	20	674	28	8	0	18	75	1	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	702	0	0	520	0	0	1339	1311	503	1301	1300	674
Stage 1	-	-	-	-	-	-	569	569	-	714	714	-
Stage 2	-	-	-	-	-	-	770	742	-	587	586	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	895	-	-	1016	-	-	125	159	569	138	161	455
Stage 1	-	-	-	-	-	-	493	506	-	422	435	-
Stage 2	-	-	-	-	-	-	381	422	-	496	497	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	895	-	-	1016	-	-	98	150	569	128	152	455
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	150	-	128	152	-
Stage 1	-	-	-	-	-	-	475	487	-	406	426	-
Stage 2	-	-	-	-	-	-	305	414	-	463	479	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.2			23.2			64.5		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	224	895	-	-	1016	-	-	205
HCM Lane V/C Ratio	0.117	0.036	-	-	0.02	-	-	0.77
HCM Control Delay (s)	23.2	9.2	-	-	8.6	-	-	64.5
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	5.3

FUTURE “BUILD” INTERSECTION ANALYSIS

HCM 6th Signalized Intersection Summary

1: E Cherokee Dr & Hickory Rd

3a.Future 2024 AM

06/21/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	425	24	144	232	148	83	303	233	152	338	307
Future Volume (veh/h)	326	425	24	144	232	148	83	303	233	152	338	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	347	452	0	153	247	0	88	322	248	162	360	327
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	3	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	414	500		229	307		351	718	604	401	793	667
Arrive On Green	0.17	0.27	0.00	0.08	0.18	0.00	0.04	0.40	0.40	0.07	0.42	0.42
Sat Flow, veh/h	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	347	452	0	153	247	0	88	322	248	162	360	327
Grp Sat Flow(s),veh/h/ln	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	18.4	28.2	0.0	8.6	16.2	0.0	3.5	15.7	14.1	6.6	16.5	18.1
Cycle Q Clear(g_c), s	18.4	28.2	0.0	8.6	16.2	0.0	3.5	15.7	14.1	6.6	16.5	18.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	500		229	307		351	718	604	401	793	667
V/C Ratio(X)	0.84	0.90		0.67	0.80		0.25	0.45	0.41	0.40	0.45	0.49
Avail Cap(c_a), veh/h	454	657		229	416		412	718	604	413	793	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	42.4	0.0	38.0	47.5	0.0	20.6	26.6	26.1	20.0	24.6	25.1
Incr Delay (d2), s/veh	12.2	13.3	0.0	7.3	8.0	0.0	0.4	2.0	2.1	0.7	1.9	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	14.4	0.0	4.1	7.6	0.0	1.5	7.1	5.3	2.7	7.6	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	55.7	0.0	45.3	55.5	0.0	21.0	28.6	28.2	20.7	26.5	27.7
LnGrp LOS	D	E		D	E		C	C	C	C	C	C
Approach Vol, veh/h	799				400				658			
Approach Delay, s/veh	50.7				51.6				27.4			
Approach LOS	D				D				C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	53.1	15.0	37.8	10.8	56.4	26.3	26.5				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	36.5	9.5	42.5	9.5	36.5	23.5	28.5				
Max Q Clear Time (g_c+I1), s	8.6	17.7	10.6	30.2	5.5	20.1	20.4	18.2				
Green Ext Time (p_c), s	0.0	5.2	0.0	2.1	0.1	5.8	0.3	0.9				

Intersection Summary

HCM 6th Ctrl Delay 37.4

HCM 6th LOS D

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	653	1	0	784	10	0	0	7	0	0	2
Future Vol, veh/h	1	653	1	0	784	10	0	0	7	0	0	2
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	-	-	Free	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	280	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	3	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	1	687	1	0	825	11	0	0	7	0	0	2
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	836	0	-	-	-	0	-	-	687	1514	1514	825
Stage 1	-	-	-	-	-	-	-	-	-	825	825	-
Stage 2	-	-	-	-	-	-	-	-	-	689	689	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	798	-	0	0	-	-	0	0	447	98	120	372
Stage 1	-	-	0	0	-	-	0	0	-	367	387	-
Stage 2	-	-	0	0	-	-	0	0	-	436	446	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	798	-	-	-	-	-	-	-	447	96	120	372
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	224	243	-
Stage 1	-	-	-	-	-	-	-	-	-	366	387	-
Stage 2	-	-	-	-	-	-	-	-	-	428	445	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		0		13.2		14.7					
HCM LOS					B		B					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1						
Capacity (veh/h)	447	798	-	-	-	372						
HCM Lane V/C Ratio	0.016	0.001	-	-	-	0.006						
HCM Control Delay (s)	13.2	9.5	-	-	-	14.7						
HCM Lane LOS	B	A	-	-	-	B						
HCM 95th %tile Q(veh)	0.1	0	-	-	-	0						

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	143	634	1	5	659	125	4	0	2	17	0	69
Future Vol, veh/h	143	634	1	5	659	125	4	0	2	17	0	69
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	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	205	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	154	682	1	5	709	134	4	0	2	18	0	74
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	709	0	0	683	0	0	1747	1710	683	1711	1710	709
Stage 1	-	-	-	-	-	-	991	991	-	719	719	-
Stage 2	-	-	-	-	-	-	756	719	-	992	991	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	890	-	-	910	-	-	67	91	449	71	91	434
Stage 1	-	-	-	-	-	-	296	324	-	420	433	-
Stage 2	-	-	-	-	-	-	400	433	-	296	324	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	890	-	-	910	-	-	43	65	449	55	65	434
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	65	-	55	65	-
Stage 1	-	-	-	-	-	-	213	234	-	303	428	-
Stage 2	-	-	-	-	-	-	328	428	-	212	234	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0.1			69.7			42.8		
HCM LOS							F			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	62	890	-	-	910	-	-	184				
HCM Lane V/C Ratio	0.104	0.173	-	-	0.006	-	-	0.503				
HCM Control Delay (s)	69.7	9.9	-	-	9	-	-	42.8				
HCM Lane LOS	F	A	-	-	A	-	-	E				
HCM 95th %tile Q(veh)	0.3	0.6	-	-	0	-	-	2.5				

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	107	782	587	142	0	2
Future Vol, veh/h	107	782	587	142	0	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	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	114	832	624	151	0	2
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	775	0	-	0	1760	700
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	1060	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	841	-	-	-	93	439
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	333	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	841	-	-	-	80	439
Mov Cap-2 Maneuver	-	-	-	-	206	-
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	333	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		13.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	841	-	-	-	439	
HCM Lane V/C Ratio	0.135	-	-	-	0.005	
HCM Control Delay (s)	9.9	-	-	-	13.2	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.5	-	-	-	0	

Intersection												
Int Delay, s/veh	38.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	212	779	8	27	388	169	11	1	43	75	1	47
Future Vol, veh/h	212	779	8	27	388	169	11	1	43	75	1	47
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	8	8	2	10	2	2	2	2	2
Mvmt Flow	223	820	8	28	408	178	12	1	45	79	1	49
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	586	0	0	828	0	0	1844	1908	820	1757	1738	408
Stage 1	-	-	-	-	-	-	1266	1266	-	464	464	-
Stage 2	-	-	-	-	-	-	578	642	-	1293	1274	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	989	-	-	778	-	-	55	68	375	~ 66	87	643
Stage 1	-	-	-	-	-	-	200	240	-	578	564	-
Stage 2	-	-	-	-	-	-	488	469	-	200	238	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	989	-	-	778	-	-	40	51	375	~ 46	65	643
Mov Cap-2 Maneuver	-	-	-	-	-	-	40	51	-	~ 46	65	-
Stage 1	-	-	-	-	-	-	155	186	-	448	544	-
Stage 2	-	-	-	-	-	-	433	452	-	135	184	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.1			0.5			50.9			\$ 504.3		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	134	989	-	-	778	-	-	72				
HCM Lane V/C Ratio	0.432	0.226	-	-	0.037	-	-	1.798				
HCM Control Delay (s)	50.9	9.7	-	-	9.8	-	-	\$ 504.3				
HCM Lane LOS	F	A	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	1.9	0.9	-	-	0.1	-	-	11.4				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

HCM 6th Signalized Intersection Summary
1: E Cherokee Dr & Hickory Rd

3b.Future 2024 PM

06/21/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	408	30	244	602	131	39	319	224	95	356	230
Future Volume (veh/h)	235	408	30	244	602	131	39	319	224	95	356	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	250	434	0	260	640	0	41	339	238	101	379	245
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	239	675		408	672		225	525	441	258	588	494
Arrive On Green	0.09	0.36	0.00	0.11	0.38	0.00	0.03	0.29	0.29	0.06	0.31	0.31
Sat Flow, veh/h	1781	1870	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	250	434	0	260	640	0	41	339	238	101	379	245
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	10.5	23.2	0.0	11.2	42.6	0.0	2.0	19.6	15.8	4.9	20.9	15.2
Cycle Q Clear(g_c), s	10.5	23.2	0.0	11.2	42.6	0.0	2.0	19.6	15.8	4.9	20.9	15.2
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	675		408	672		225	525	441	258	588	494
V/C Ratio(X)	1.05	0.64		0.64	0.95		0.18	0.65	0.54	0.39	0.64	0.50
Avail Cap(c_a), veh/h	239	694		426	708		309	525	441	299	588	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	31.9	0.0	22.8	35.9	0.0	29.8	37.2	35.9	29.1	35.4	33.4
Incr Delay (d2), s/veh	71.3	2.0	0.0	3.0	22.3	0.0	0.4	6.0	4.7	1.0	5.4	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	10.5	0.0	4.7	21.5	0.0	0.8	9.5	6.3	2.1	10.3	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.1	33.9	0.0	25.8	58.2	0.0	30.1	43.3	40.6	30.1	40.7	36.9
LnGrp LOS	F	C		C	E		C	D	D	C	D	D
Approach Vol, veh/h	684			900			618			725		
Approach Delay, s/veh	58.4			48.8			41.4			38.0		
Approach LOS	E			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	40.3	18.8	48.8	9.2	43.2	16.0	51.5				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	29.5	14.5	44.5	9.5	29.5	10.5	48.5				
Max Q Clear Time (g_c+I1), s	6.9	21.6	13.2	25.2	4.0	22.9	12.5	44.6				
Green Ext Time (p_c), s	0.0	3.1	0.1	2.4	0.0	2.9	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay 46.8

HCM 6th LOS D

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↱	↗			↗		↱↲	
Traffic Vol, veh/h	18	681	2	0	857	17	0	0	7	1	0	4
Future Vol, veh/h	18	681	2	0	857	17	0	0	7	1	0	4
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	-	-	Free	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	280	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	19	717	2	0	902	18	0	0	7	1	0	4
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	920	0	-	-	-	0	-	-	717	1657	1657	902
Stage 1	-	-	-	-	-	-	-	-	-	902	902	-
Stage 2	-	-	-	-	-	-	-	-	-	755	755	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	742	-	0	0	-	-	0	0	430	78	98	336
Stage 1	-	-	0	0	-	-	0	0	-	332	356	-
Stage 2	-	-	0	0	-	-	0	0	-	401	417	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	742	-	-	-	-	-	-	-	430	74	94	336
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	191	214	-
Stage 1	-	-	-	-	-	-	-	-	-	318	356	-
Stage 2	-	-	-	-	-	-	-	-	-	377	399	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0.3		0		13.5		17.6					
HCM LOS					B		C					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1						
Capacity (veh/h)	430	742	-	-	-	292						
HCM Lane V/C Ratio	0.017	0.026	-	-	-	0.018						
HCM Control Delay (s)	13.5	10	-	-	-	17.6						
HCM Lane LOS	B	A	-	-	-	C						
HCM 95th %tile Q(veh)	0.1	0.1	-	-	-	0.1						

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	700	3	10	846	5	4	0	2	2	0	12
Future Vol, veh/h	5	700	3	10	846	5	4	0	2	2	0	12
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	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	205	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	753	3	11	910	5	4	0	2	2	0	13
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	910	0	0	756	0	0	1704	1697	755	1698	1698	910
Stage 1	-	-	-	-	-	-	765	765	-	932	932	-
Stage 2	-	-	-	-	-	-	939	932	-	766	766	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	748	-	-	855	-	-	72	92	409	73	92	333
Stage 1	-	-	-	-	-	-	396	412	-	320	345	-
Stage 2	-	-	-	-	-	-	317	345	-	395	412	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	748	-	-	855	-	-	67	89	409	71	89	333
Mov Cap-2 Maneuver	-	-	-	-	-	-	67	89	-	71	89	-
Stage 1	-	-	-	-	-	-	391	407	-	316	336	-
Stage 2	-	-	-	-	-	-	297	336	-	388	407	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			46.6			22.7		
HCM LOS							E			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	93	748	-	-	855	-	-	218				
HCM Lane V/C Ratio	0.069	0.007	-	-	0.013	-	-	0.069				
HCM Control Delay (s)	46.6	9.8	-	-	9.3	-	-	22.7				
HCM Lane LOS	E	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2				

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	690	839	26	14	27
Future Vol, veh/h	37	690	839	26	14	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	39	734	893	28	15	29
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	921	0	-	0	1719	907
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	812	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	741	-	-	-	99	334
Stage 1	-	-	-	-	394	-
Stage 2	-	-	-	-	437	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	741	-	-	-	94	334
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	437	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		19.8		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	741	-	-	-	287	
HCM Lane V/C Ratio	0.053	-	-	-	0.152	
HCM Control Delay (s)	10.1	-	-	-	19.8	
HCM Lane LOS	B	-	-	-	C	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	690	10	16	805	32	16	3	22	15	1	27
Future Vol, veh/h	53	690	10	16	805	32	16	3	22	15	1	27
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	726	11	17	847	34	17	3	23	16	1	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	881	0	0	737	0	0	1751	1753	726	1738	1730	847
Stage 1	-	-	-	-	-	-	838	838	-	881	881	-
Stage 2	-	-	-	-	-	-	913	915	-	857	849	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	767	-	-	869	-	-	67	85	425	68	88	362
Stage 1	-	-	-	-	-	-	361	382	-	341	365	-
Stage 2	-	-	-	-	-	-	328	352	-	352	377	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	767	-	-	869	-	-	57	77	425	58	80	362
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	77	-	58	80	-
Stage 1	-	-	-	-	-	-	335	354	-	316	358	-
Stage 2	-	-	-	-	-	-	295	345	-	306	349	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	57.4	49.8
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	110	767	-	-	869	-	-	124
HCM Lane V/C Ratio	0.392	0.073	-	-	0.019	-	-	0.365
HCM Control Delay (s)	57.4	10.1	-	-	9.2	-	-	49.8
HCM Lane LOS	F	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	1.6	0.2	-	-	0.1	-	-	1.5

HCM 6th Signalized Intersection Summary

1: E Cherokee Dr & Hickory Rd

3c.Future 2024 Dismissal

06/21/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	375	59	232	412	129	266	202	489	93	256	179
Future Volume (veh/h)	219	375	59	232	412	129	266	202	489	93	256	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	233	399	0	247	438	0	283	215	520	99	272	190
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	3	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	240	443		300	492		474	733	616	377	633	532
Arrive On Green	0.08	0.24	0.00	0.12	0.28	0.00	0.12	0.40	0.40	0.05	0.34	0.34
Sat Flow, veh/h	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	233	399	0	247	438	0	283	215	520	99	272	190
Grp Sat Flow(s),veh/h/ln	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	9.5	25.0	0.0	12.5	28.8	0.0	12.2	9.6	37.1	4.5	13.5	10.9
Cycle Q Clear(g_c), s	9.5	25.0	0.0	12.5	28.8	0.0	12.2	9.6	37.1	4.5	13.5	10.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	240	443		300	492		474	733	616	377	633	532
V/C Ratio(X)	0.97	0.90		0.82	0.89		0.60	0.29	0.84	0.26	0.43	0.36
Avail Cap(c_a), veh/h	240	580		314	635		479	733	616	423	633	532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	44.3	0.0	31.1	41.4	0.0	21.3	24.1	32.3	23.6	30.7	29.9
Incr Delay (d2), s/veh	49.8	14.3	0.0	15.6	12.3	0.0	2.0	1.0	13.3	0.4	2.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	13.0	0.0	6.4	13.7	0.0	5.1	4.3	15.3	1.8	6.4	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.2	58.6	0.0	46.8	53.6	0.0	23.3	25.2	45.6	24.0	32.9	31.7
LnGrp LOS	F	E		D	D		C	C	D	C	C	C
Approach Vol, veh/h		632			685			1018			561	
Approach Delay, s/veh		69.8			51.2			35.1			30.9	
Approach LOS		E			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	54.0	20.0	34.2	19.7	46.1	15.0	39.2				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	35.5	15.5	37.5	14.5	30.5	9.5	43.5				
Max Q Clear Time (g_c+I1), s	6.5	39.1	14.5	27.0	14.2	15.5	11.5	30.8				
Green Ext Time (p_c), s	0.1	0.0	0.1	1.6	0.0	3.7	0.0	2.0				

Intersection Summary

HCM 6th Ctrl Delay 45.7

HCM 6th LOS D

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	636	3	0	605	1	0	0	7	14	0	7
Future Vol, veh/h	1	636	3	0	605	1	0	0	7	14	0	7
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	-	-	Free	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	280	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	669	3	0	637	1	0	0	7	15	0	7
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	638	0	-	-	-	0	-	-	669	1308	1308	637
Stage 1	-	-	-	-	-	-	-	-	-	637	637	-
Stage 2	-	-	-	-	-	-	-	-	-	671	671	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	946	-	0	0	-	-	0	0	458	136	159	477
Stage 1	-	-	0	0	-	-	0	0	-	465	471	-
Stage 2	-	-	0	0	-	-	0	0	-	446	455	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	946	-	-	-	-	-	-	-	458	134	159	477
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	267	284	-
Stage 1	-	-	-	-	-	-	-	-	-	464	471	-
Stage 2	-	-	-	-	-	-	-	-	-	438	454	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		0		13		17.4					
HCM LOS					B		C					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1						
Capacity (veh/h)	458	946	-	-	-	313						
HCM Lane V/C Ratio	0.016	0.001	-	-	-	0.071						
HCM Control Delay (s)	13	8.8	-	-	-	17.4						
HCM Lane LOS	B	A	-	-	-	C						
HCM 95th %tile Q(veh)	0	0	-	-	-	0.2						

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	618	4	14	570	24	4	0	2	19	0	46
Future Vol, veh/h	33	618	4	14	570	24	4	0	2	19	0	46
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	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	205	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	665	4	15	613	26	4	0	2	20	0	49
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	613	0	0	669	0	0	1405	1380	667	1381	1382	613
Stage 1	-	-	-	-	-	-	737	737	-	643	643	-
Stage 2	-	-	-	-	-	-	668	643	-	738	739	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	966	-	-	921	-	-	117	144	459	121	144	492
Stage 1	-	-	-	-	-	-	410	425	-	462	468	-
Stage 2	-	-	-	-	-	-	448	468	-	410	424	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	966	-	-	921	-	-	99	132	459	113	132	492
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	132	-	113	132	-
Stage 1	-	-	-	-	-	-	386	400	-	435	456	-
Stage 2	-	-	-	-	-	-	393	456	-	384	399	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.2			33.2			25.1		
HCM LOS							D			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	134	966	-	-	921	-	-	248				
HCM Lane V/C Ratio	0.048	0.037	-	-	0.016	-	-	0.282				
HCM Control Delay (s)	33.2	8.9	-	-	9	-	-	25.1				
HCM Lane LOS	D	A	-	-	A	-	-	D				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	-	1.1				

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	575	610	12	81	79
Future Vol, veh/h	2	575	610	12	81	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	612	649	13	86	84
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	662	0	-	0	1272	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	616	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	927	-	-	-	185	465
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	927	-	-	-	185	465
Mov Cap-2 Maneuver	-	-	-	-	325	-
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	539	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		21.8		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	927	-	-	-	382	
HCM Lane V/C Ratio	0.002	-	-	-	0.446	
HCM Control Delay (s)	8.9	-	-	-	21.8	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	2.2	

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	484	16	19	644	27	8	0	17	71	1	78
Future Vol, veh/h	31	484	16	19	644	27	8	0	17	71	1	78
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	509	17	20	678	28	8	0	18	75	1	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	706	0	0	526	0	0	1349	1321	509	1311	1310	678
Stage 1	-	-	-	-	-	-	575	575	-	718	718	-
Stage 2	-	-	-	-	-	-	774	746	-	593	592	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	892	-	-	1041	-	-	128	157	564	136	159	452
Stage 1	-	-	-	-	-	-	503	503	-	420	433	-
Stage 2	-	-	-	-	-	-	391	421	-	492	494	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	892	-	-	1041	-	-	100	148	564	126	150	452
Mov Cap-2 Maneuver	-	-	-	-	-	-	100	148	-	126	150	-
Stage 1	-	-	-	-	-	-	484	484	-	404	425	-
Stage 2	-	-	-	-	-	-	313	413	-	459	476	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.2			22.9			66.9		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	227	892	-	-	1041	-	-	202
HCM Lane V/C Ratio	0.116	0.037	-	-	0.019	-	-	0.782
HCM Control Delay (s)	22.9	9.2	-	-	8.5	-	-	66.9
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	5.4

TRAFFIC VOLUME WORKSHEETS

22-080 Hickory Flat Adult Community - Cherokee County, GA
Traffic Volumes

A&R Engineering
June 2022

1. Hickory Rd @ E Cherokee Dr

A.M. Peak Hour

Condition	E Cherokee Drive Northbound				E Cherokee Drive Southbound				Hickory Road Eastbound				Hickory Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	80	297	228	605	149	331	300	780	317	413	21	751	141	225	145	511
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	82	303	233	618	152	338	306	796	323	421	21	765	144	230	148	522
Total New Trips:	1	0	0	1	0	0	1	1	3	4	3	10	0	2	0	2
Future 2024 Traffic Volumes:	83	303	233	619	152	338	307	797	326	425	24	775	144	232	148	524

P.M. Peak Hour

Condition	E Cherokee Drive Northbound				E Cherokee Drive Southbound				Hickory Road Eastbound				Hickory Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	35	313	220	568	93	349	223	665	228	396	27	651	239	585	128	952
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	36	319	224	579	95	356	227	678	233	404	28	665	244	597	131	972
Total New Trips:	3	0	0	3	0	0	3	3	2	4	2	8	0	5	0	5
Future 2024 Traffic Volumes:	39	319	224	582	95	356	230	681	235	408	30	673	244	602	131	977

Dismissal Peak Hour

Condition	E Cherokee Drive Northbound				E Cherokee Drive Southbound				Hickory Road Eastbound				Hickory Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	257	198	479	934	91	251	172	514	213	364	56	633	227	398	126	751
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	262	202	489	953	93	256	175	524	217	371	57	645	232	406	129	767
Total New Trips:	4	0	0	4	0	0	4	4	2	4	2	8	0	6	0	6
Future 2024 Traffic Volumes:	266	202	489	957	93	256	179	528	219	375	59	653	232	412	129	773

22-080 Hickory Flat Adult Community - Cherokee County, GA
Traffic Volumes

A&R Engineering
June 2022

2. Hickory Rd@E Drwy Dean Rusk

A.M. Peak Hour

Condition	Site Driveway 2 Northbound				Driveway East of Dean Rusk School Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	0	0	2	2	1	638	0	639	0	764	10	774
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	0	0	2	2	1	651	0	652	0	779	10	789
Total New Trips:	0	0	7	7	0	0	0	0	0	2	1	3	0	5	0	5
Future 2024 Traffic Volumes:	0	0	7	7	0	0	2	2	1	653	1	655	0	784	10	794

P.M. Peak Hour

Condition	Site Driveway 2 Northbound				Driveway East of Dean Rusk School Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	1	0	4	5	18	666	0	684	0	830	17	847
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	1	0	4	5	18	679	0	697	0	847	17	864
Total New Trips:	0	0	7	7	0	0	0	0	0	2	2	4	0	10	0	10
Future 2024 Traffic Volumes:	0	0	7	7	1	0	4	5	18	681	2	701	0	857	17	874

Dismissal Peak Hour

Condition	Site Driveway 2 Northbound				Driveway East of Dean Rusk School Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	14	0	7	21	1	622	0	623	0	579	1	580
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	14	0	7	21	1	634	0	635	0	591	1	592
Total New Trips:	0	0	7	7	0	0	0	0	0	2	3	5	0	14	0	14
Future 2024 Traffic Volumes:	0	0	7	7	14	0	7	21	1	636	3	640	0	605	1	606

22-080 Hickory Flat Adult Community - Cherokee County, GA
Traffic Volumes

A&R Engineering
June 2022

3. Hickory Rd@Dean Rusk Drwy

A.M. Peak Hour

Condition	Site Driveway 1 Northbound				Dean Rusk School Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	17	0	68	85	140	621	0	761	0	646	123	769
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	17	0	69	86	143	633	0	776	0	659	125	784
Total New Trips:	4	0	2	6	0	0	0	0	0	1	1	2	5	0	0	5
Future 2024 Traffic Volumes:	4	0	2	6	17	0	69	86	143	634	1	778	5	659	125	789

P.M. Peak Hour

Condition	Site Driveway 1 Northbound				Dean Rusk School Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	2	0	12	14	5	684	0	689	0	829	5	834
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	2	0	12	14	5	698	0	703	0	846	5	851
Total New Trips:	4	0	2	6	0	0	0	0	0	2	3	5	10	0	0	10
Future 2024 Traffic Volumes:	4	0	2	6	2	0	12	14	5	700	3	708	10	846	5	861

Dismissal Peak Hour

Condition	Site Driveway 1 Northbound				Dean Rusk School Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	19	0	45	64	32	603	0	635	0	559	24	583
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	19	0	46	65	33	615	0	648	0	570	24	594
Total New Trips:	4	0	2	6	0	0	0	0	0	3	4	7	14	0	0	14
Future 2024 Traffic Volumes:	4	0	2	6	19	0	46	65	33	618	4	655	14	570	24	608

22-080 Hickory Flat Adult Community - Cherokee County, GA
Traffic Volumes

A&R Engineering
June 2022

4. Hickory Rd @ Sequoyah Drwy

A.M. Peak Hour

Condition	- Northbound				Sequoyah School Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	0	0	2	2	105	765	0	870	0	572	139	711
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	0	0	2	2	107	780	0	887	0	583	142	725
Total New Trips:	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	4
Future 2024 Traffic Volumes:	0	0	0	0	0	0	2	2	107	782	0	889	0	587	142	729

P.M. Peak Hour

Condition	- Northbound				Sequoyah School Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	14	0	26	40	36	672	0	708	0	819	25	844
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	14	0	27	41	37	685	0	722	0	835	26	861
Total New Trips:	0	0	0	0	0	0	0	0	0	5	0	5	0	4	0	4
Future 2024 Traffic Volumes:	0	0	0	0	14	0	27	41	37	690	0	727	0	839	26	865

Dismissal Peak Hour

Condition	- Northbound				Sequoyah School Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	79	0	77	156	2	557	0	559	0	594	12	606
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	81	0	79	160	2	568	0	570	0	606	12	618
Total New Trips:	0	0	0	0	0	0	0	0	0	7	0	7	0	4	0	4
Future 2024 Traffic Volumes:	0	0	0	0	81	0	79	160	2	575	0	577	0	610	12	622

22-080 Hickory Flat Adult Community - Cherokee County, GA
Traffic Volumes

A&R Engineering
June 2022

5. Hickory Rd @ Oak Crest Rd

A.M. Peak Hour

Condition	Oak Crest Road Northbound				Sequoyah School Main Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	11	1	42	54	74	1	46	121	208	762	8	978	26	376	166	568
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	11	1	43	55	75	1	47	123	212	777	8	997	27	384	169	580
Total New Trips:	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	4
Future 2024 Traffic Volumes:	11	1	43	55	75	1	47	123	212	779	8	999	27	388	169	584

P.M. Peak Hour

Condition	Oak Crest Road Northbound				Sequoyah School Main Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	16	3	22	41	15	1	26	42	52	672	10	734	16	785	31	832
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	16	3	22	41	15	1	27	43	53	685	10	748	16	801	32	849
Total New Trips:	0	0	0	0	0	0	0	0	0	5	0	5	0	4	0	4
Future 2024 Traffic Volumes:	16	3	22	41	15	1	27	43	53	690	10	753	16	805	32	853

Dismissal Peak Hour

Condition	Oak Crest Road Northbound				Sequoyah School Main Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	8	0	17	25	70	1	76	147	30	469	16	515	19	627	26	672
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	8	0	17	25	71	1	78	150	31	478	16	525	19	640	27	686
Total New Trips:	0	0	0	0	0	0	0	0	0	6	0	6	0	4	0	4
Future 2024 Traffic Volumes:	8	0	17	25	71	1	78	150	31	484	16	531	19	644	27	690

Table 1 Trip Generation - Scenario 1								
Land Use	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	2-way
Senior Adult Housing Single family - 251	89 units	12	24	36	24	16	40	537
Senior adult housing Multifamily - 252	24 units	1	4	5	3	3	6	94
General Office Building - 710	60,000 SqFt	95	13	108	18	91	109	744
Medical Office Building - 720	14,450 SqFt	33	9	42	17	39	56	513
Total Trips		141	50	191	62	149	211	1,888

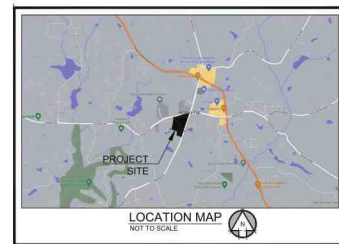
Table 2 Trip Generation - Scenario 2								
Land Use	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	2-way
General Office Building - 710	60,000 SqFt	95	13	108	18	91	109	744
Strip Retail Plaza (<40K) - 822	27,600 SqFt	34	22	56	80	80	160	1,394
Supermarket - 850	29,100 SqFt	49	34	83	142	142	284	2,966
Medical Office Building - 720	14,450 SqFt	33	9	42	17	39	56	513
Fast Food Restaurant with Drive Through Window - 934	4,675 SqFt	106	103	209	80	75	155	2,188
Total Trips		317	181	498	337	427	764	7,805

CITY AREA		32.40
ACREAGE		575,744
CITY DENSITY		
RESIDENTIAL		113
UNITS		5.04
UNITS / AC		
OFFICE/COMMERCIAL/RETAIL		
TOTAL BUILDINGS		3.00
TOTAL FLOOR AREA (SF.)		181,125
FLOOR AREA RATIO		0.1713
ZONING CLASSIFICATION		
PARCEL	EXISTING	CITY OF HOLLY SPRINGS
10A26 118	GC	GC (MMD-1 OVERLAY)
10A26 120	GC	GC (MMD-1 OVERLAY)
10A26 121	GC	GC (MMD-1 OVERLAY)
10A26 124	GC	GC (MMD-1 OVERLAY)
ADJACENT ZONING		
NORTH		R-40 (COUNTY SCHOOLS)
EAST		R-40 (COUNTY)
WEST		FOR R-40 (COUNTY)
ADJACENT ZONING		
NORTH		R-40 (COUNTY SCHOOLS)
EAST		R-40 (COUNTY)
WEST		FOR R-40 (COUNTY)
ADJACENT ZONING		
NORTH		R-40 (COUNTY SCHOOLS)
EAST		R-40 (COUNTY)
WEST		FOR R-40 (COUNTY)
ADJACENT ZONING		
NORTH		R-40 (COUNTY SCHOOLS)
EAST		R-40 (COUNTY)
WEST		FOR R-40 (COUNTY)

PARKING SUMMARY		2 SPACES PER UNIT - 200
RESIDENTIAL PARKING REQ.		240 SPACES
RESIDENTIAL PARKING PROVIDED		185 SURFACE SPACES
LOT B	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT C	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT D	SELF STORAGE	4 SPACES
COMMERCIAL PARKING REQ.		TBD WITH FINAL DESIGN
LOT B	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT C	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT D	SELF STORAGE	5 SPACES
COMMERCIAL PARKING PROVIDED		TBD WITH FINAL DESIGN
LOT B	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT C	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT D	SELF STORAGE	5 SPACES
STANDARD STALL DIMENSIONS		9' x 30'
MIN. DRIVE WIDTH		34'
RESIDENTIAL SIZES		
BUDG TYPE	BUDG CITY	UNIT CITY
01	17	34
15	29	38
19	4	28
21	17	37
TOTAL AVG	57	113
HEATED SF RANGE		780 - 1,129 SF
LOT B	PROPOSED OFFICE/RETAIL	1,089 - 1,928 SF
LOT C	PROPOSED OFFICE/RETAIL	1,089 - 1,928 SF
LOT D	SELF STORAGE	153,288 SF
TOTAL HEATED SF		153,288 SF

- GENERAL SITE NOTES:**
- 1) ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS SPECIFIED OTHERWISE.
 - 2) ALL TREES SHALL HAVE PROPER PROTECTION DURING CONSTRUCTION UNLESS APPROVED PLANS INDICATE OTHERWISE.
 - 3) FLOOD PLAN IS NOT PRESENT ON THIS SITE AS SHOWN ON THE FEMA FIRM MAP NUMBER 13020202E, DATED JUNE 1, 2019. NO KNOWN STREAMS OR CREEKS ARE PRESENT ON SITE.
 - 4) 1 HANDICAP SPACE IS REQUIRED TO BE VAN ACCESSIBLE WITH A MINIMUM 90' WIDE ACCESS AREA.
 - 5) ACCESSIBLE PARKING AREAS, INCLUDING AISLES, SHALL SLOPE NO MORE THAN 2% IN ANY DIRECTION.
 - 6) THE OWNER IS RESPONSIBLE FOR OBTAINING ANY NECESSARY AGREEMENTS FROM ADJACENT PROPERTY OWNERS IN ORDER TO PERFORM THE REQUIRED OFFSITE WORK, INCLUDING STORM DRAINAGE, CURB AND GUTTER AND PAVEMENT TIE-INS AND GRADING.
 - 7) REFERENCE ARCH PLANS FOR DIRECTIONAL SIGNAGE, SITE SIGNAGE, BUILDING DIMENSIONS, ETC.
 - 8) ALL STORMWATER MANAGEMENT FOR LOT A WILL BE UNDERGROUND. ALL OTHER STORMWATER FACILITIES WILL BE DETERMINED DURING DESIGN.

SCENARIO 1 SITE PLAN (NOTE: SELF STORAGE FACILITY REMOVED FROM SCENARIO TRAFFIC CONSIDERATIONS)



CLIENT
ONESTREET RESIDENTIAL
104 INTERSTATE N. PARKWAY EAST SE, ATLANTA, GA 30339

PROJECT
22-ACRE MIXED USE DEVELOPMENT
SW CORNER OF INTERSTATE N. PARKWAY EAST SE, ATLANTA, GA 30339
BN 15-0986-0001 & 15-0986-0002
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

SEAL:

5/5/2022

DESIGN TEAM:
DRAWN BY: CMK
DESIGNED BY: CMK
REVIEWED BY: TKS

811
Know what's below.
Call before you dig.

SCALE & NORTH ARROW:

SCALE: 1"=10'

JOB # 097021
DATE MAY 5, 2022

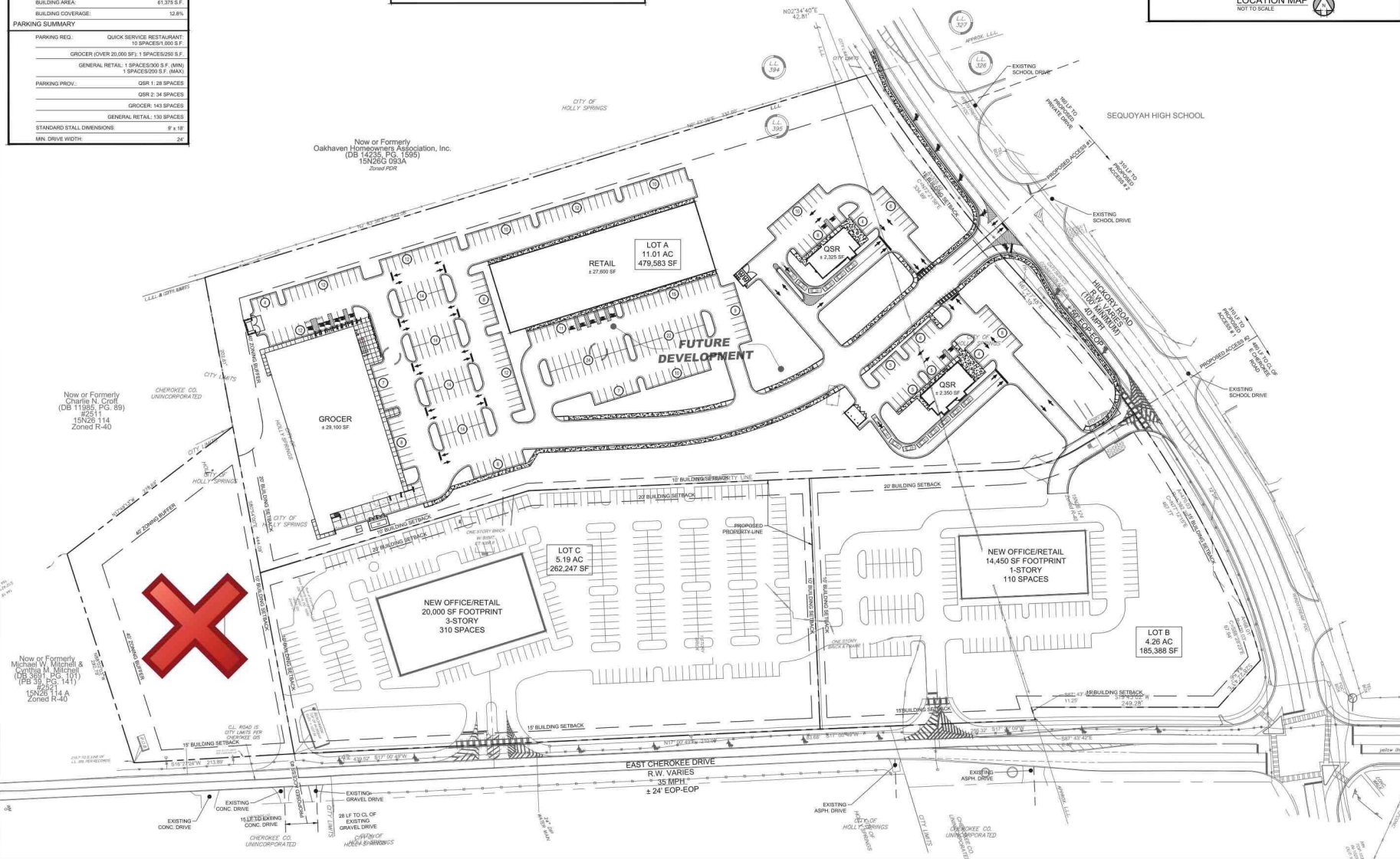
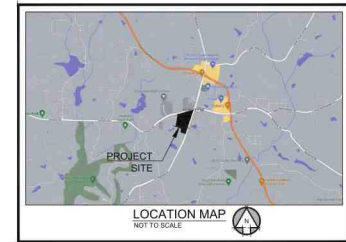
CONCEPT SITE PLAN - MASTER PLAN

CS-1

SITE SUMMARY	
SITE AREA	
SITE AREA:	11.5 ACRES (479,408 S.F.)
IMPERVIOUS AREA:	— S.F. (—%)
PERVIOUS AREA:	— S.F. (—%)
ZONING CLASSIFICATION	
JURISDICTION:	CITY OF HOLLY SPRINGS
ZONING:	GC (MND-1 OVERLAY)
ADJACENT ZONING:	PDH, R-40, & GC
BUILDING SETBACKS	
FRONT:	15'
SIDE:	10' / 20'
REAR:	20'
BUILDING SUMMARY	
BUILDING AREA:	61,375 S.F.
BUILDING COVERAGE:	12.8%
PARKING SUMMARY	
PARKING REQ.:	QUICK SERVICE RESTAURANT: 10 SPACES/1,000 S.F.
	GROCER (OVER 20,000 S.F.): 1 SPACE/250 S.F.
	GENERAL RETAIL, 1 SPACES/300 S.F. (MIN.)
	1 SPACES/200 S.F. (MAX.)
PARKING PROV.:	QSR 1: 28 SPACES
	QSR 2: 24 SPACES
	GROCER: 143 SPACES
	GENERAL RETAIL: 130 SPACES
STANDARD STALL DIMENSIONS:	8' x 18'
MIN. DRIVE WIDTH:	20'

- GENERAL SITE NOTES:**
- 1) ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS SPECIFIED OTHERWISE.
 - 2) ALL TREES SHALL HAVE PROPER PROTECTION DURING CONSTRUCTION UNLESS APPROVED PLANS INDICATE OTHERWISE.
 - 3) FLOOD PLAN IS NOT PRESENT ON THIS SITE AS SHOWN ON THE FEMA FIRM MAP NUMBER 1502000E, DATED JUNE 1, 2019. NO KNOWN STREAMS OR CREEKS ARE PRESENT ON SITE.
 - 4) 1 HANDICAP SPACE IS REQUIRED TO BE VAN ACCESSIBLE WITH A MINIMUM 90' WIDE ACCESS AREA.
 - 5) ACCESSIBLE PARKING AREAS, INCLUDING AISLES, SHALL SLOPE NO MORE THAN 2% IN ANY DIRECTION.
 - 6) THE OWNER IS RESPONSIBLE FOR OBTAINING ANY NECESSARY AGREEMENTS FROM ADJACENT PROPERTY OWNERS IN ORDER TO PERFORM THE REQUIRED OFFSITE WORK, INCLUDING STORM DRAINAGE, CURB AND GUTTER AND PAVEMENT TIE-INS AND GRADING.
 - 7) REFERENCE ARCH PLANS FOR DIRECTIONAL SIGNAGE, SITE SIGNAGE, BUILDING DIMENSIONS, ETC.
 - 8) ALL STORMWATER MANAGEMENT FOR LOT A WILL BE UNDERGROUND. ALL OTHER STORMWATER FACILITIES WILL BE DETERMINED DURING DESIGN.

SCENARIO 2 SITE PLAN (NOTE: SELF STORAGE FACILITY REMOVED FROM SCENARIO TRAFFIC CONSIDERATIONS)



REVISIONS TO THE LATEST OF

NO.	DATE	BY	DESCRIPTION
1	08/01/21	CMK	CONCEPT SITE PLAN - MASTER PLAN

LEECRAW ENGINEERING

8302 LECRAW ENGINEERING, INC.
3475 CORPORATE WAY
DUBLIN, GA 30096
PHONE: 404.486.1000
FAX: 770.414.0289
WWW.LEECRAWENGINEERING.COM

CLIENT

ONESTREET RESIDENTIAL

104 INTERSTATE N. PARKWAY EAST SE, ATLANTA, GA 30339

PROJECT

22-ACRE MIXED USE DEVELOPMENT

SW CORNER OF CHEROKEE DRIVE & HICKORY ROAD
BN 15-0096-0001 & 15-0096-0002
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

SEAL:

DESIGN TEAM

DRAWN BY: CMK
DESIGNED BY: CMK
REVIEWED BY: TKS

811

Know what's below.
Call before you dig.

SCALE & NORTH ARROW:

SCALE: 1"=40'

NORTH ARROW

JOB #

081021

DATE

JUNE 21, 2022

CONCEPT SITE PLAN - MASTER PLAN

CS-1



A&R Engineering, Inc.

Memorandum

To: Deke Rochester
From: Abdul Amer, PE, A&R Engineering, Inc.
Date: July 05th, 2022
Subject: Trip Generation Comparison for proposed Adult Housing Community on Hickory Road in Cherokee County, Georgia | A&R Project No: 22-080



The purpose of this memorandum is to document the Institute of Transportation Engineer trip generation projections from the proposed residential, age restricted community that will be located on Hickory Road to existing, nearby age restricted residential communities. The proposed development will include 113 units multifamily units. The aerial below shows the location of the projected development and the existing developments that were considered: The Orchards of Cherokee Station and The Orchards of East Cherokee.





TRIP GENERATION FOR PROPOSED DEVELOPMENT

Trip generation estimates for the proposed project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE *Land Use: 252 – Senior Adult Housing Multifamily*.

Land Use: 252 – Senior Adult Housing Multifamily: Senior adult housing–multifamily sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household.

The results of the analysis for the proposed development are shown in Table 1, below.

TABLE 1 – TRIP GENERATION FOR PROPOSED DEVELOPMENT								
Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	2-way
ITE 252 – Senior Adult Multifamily	113 units	8	14	22	15	13	28	351

Based on trip generation rates published in ITE's Trip Generation Manual, 11th edition, the proposed development will generate 22 new external two-way trips in the AM peak, 28 external two-way trips in the PM peak and 351 new external two-way trips in 24-hour duration. A site plan is included in the Appendix.

DATA COLLECTION AT EXISTING AGE RESTRICTED RESIDENTIAL COMMUNITIES

Traffic data was collected at The Orchards of Cherokee Station and The Orchards of East Cherokee on June 28, 2022. The results of the traffic data are shown in Table 2 and Table 3 below.

TABLE 2 – THE ORCHARDS OF CHEROKEE STATION								
Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	2-way
Senior Adult Multifamily Housing	82 units	7	15	22	15	13	28	350

TABLE 3 – THE ORCHARDS OF EAST CHEROKEE								
Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	2-way
Senior Adult Multifamily Housing	88 units	12	15	27	25	17	42	533
Senior Adult Single Family Housing	43 units							

The data is included in the Appendix.



A&R Engineering, Inc.

APPENDIX

A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Orchards at Cheerokee Station Dr
24 Hrs

File Name : 20220306
Site Code : 20220306
Start Date : 6/28/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

	Wood Hollow Dr Northbound				Cheerokee Station Dr Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
07:45 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	3	5	1	0	0	1	0	0	1	1	7
08:00 AM	0	0	0	0	0	0	4	4	1	0	0	1	0	0	1	1	6
08:15 AM	0	0	0	0	0	0	4	4	1	0	0	1	0	0	1	1	6
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	4	0	2	6	2	0	0	2	0	0	1	1	9
Total	0	0	0	0	4	0	11	15	4	0	0	4	0	0	3	3	22
09:00 AM	0	0	0	0	4	0	3	7	0	0	0	0	0	0	2	2	9
09:15 AM	0	0	0	0	1	0	3	4	2	0	0	2	0	0	0	0	6
09:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
09:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	3
Total	0	0	0	0	8	0	6	14	2	0	0	2	0	0	4	4	20
10:00 AM	0	0	0	0	5	0	4	9	0	0	0	0	0	0	2	2	11
10:15 AM	0	0	0	0	1	0	4	5	2	0	0	2	0	0	2	2	9
10:30 AM	0	0	0	0	3	0	1	4	2	0	0	2	0	0	1	1	7
10:45 AM	0	0	0	0	1	0	1	2	1	0	0	1	0	0	1	1	4
Total	0	0	0	0	10	0	10	20	5	0	0	5	0	0	6	6	31
11:00 AM	0	0	0	0	1	0	5	6	1	0	0	1	0	0	3	3	10
11:15 AM	0	0	0	0	1	0	3	4	2	0	0	2	0	0	0	0	6
11:30 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	1	1	3
11:45 AM	0	0	0	0	2	0	2	4	2	0	0	2	0	0	2	2	8
Total	0	0	0	0	5	0	11	16	5	0	0	5	0	0	6	6	27
12:00 PM	0	0	0	0	4	0	1	5	2	0	0	2	0	0	1	1	8
12:15 PM	0	0	0	0	4	0	3	7	2	0	0	2	0	0	3	3	12
12:30 PM	0	0	0	0	2	0	1	3	2	0	0	2	0	0	3	3	8
12:45 PM	0	0	0	0	0	0	2	2	3	0	0	3	0	0	1	1	6
Total	0	0	0	0	10	0	7	17	9	0	0	9	0	0	8	8	34
01:00 PM	0	0	0	0	0	0	1	1	3	0	0	3	0	0	2	2	6
01:15 PM	0	0	0	0	2	0	3	5	5	0	0	5	0	0	1	1	11
01:30 PM	0	0	0	0	1	0	1	2	1	0	0	1	0	0	1	1	4
01:45 PM	0	0	0	0	1	0	1	2	2	0	0	2	0	0	1	1	5
Total	0	0	0	0	4	0	6	10	11	0	0	11	0	0	5	5	26
02:00 PM	0	0	0	0	2	0	2	4	6	0	0	6	0	0	4	4	14
02:15 PM	0	0	0	0	2	0	2	4	0	0	0	0	0	0	4	4	8
02:30 PM	0	0	0	0	2	1	0	3	2	0	0	2	0	0	2	2	7
02:45 PM	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	7	1	6	14	8	0	0	8	0	0	10	10	32
03:00 PM	0	0	0	0	0	1	2	3	3	0	0	3	0	0	2	2	8
03:15 PM	0	0	0	0	3	0	0	3	1	0	0	1	0	0	2	2	6
03:30 PM	0	0	0	0	4	0	1	5	2	0	0	2	0	0	3	3	10
03:45 PM	0	0	0	0	3	0	0	3	3	0	0	3	0	0	1	1	7
Total	0	0	0	0	10	1	3	14	9	0	0	9	0	0	8	8	31
04:00 PM	0	0	0	0	5	0	1	6	1	0	0	1	0	0	0	0	7

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

File Name : 20220306
Site Code : 20220306
Start Date : 6/28/2022
Page No : 2

Groups Printed- Cars,Buses & Trucks																	
	Wood Hollow Dr Northbound				Cheerokee Station Dr Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:15 PM	0	0	0	0	1	0	2	3	3	0	0	3	0	0	1	1	7
04:30 PM	0	0	0	0	0	0	1	1	4	0	0	4	0	0	2	2	7
04:45 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	1	1	3
Total	0	0	0	0	7	0	5	12	8	0	0	8	0	0	4	4	24
05:00 PM	0	0	0	0	0	0	1	1	3	0	0	3	0	0	1	1	5
05:15 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	2	2	4
05:30 PM	0	0	0	0	0	0	2	2	1	0	0	1	0	0	3	3	6
05:45 PM	0	0	0	0	0	0	3	3	3	0	0	3	0	0	0	0	6
Total	0	0	0	0	0	0	7	7	8	0	0	8	0	0	6	6	21
06:00 PM	0	0	0	0	1	1	3	5	2	0	0	2	0	0	1	1	8
06:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3	4
06:30 PM	0	0	0	0	1	0	2	3	1	0	0	1	0	0	2	2	6
06:45 PM	0	0	0	0	0	0	2	2	1	0	0	1	0	0	3	3	6
Total	0	0	0	0	2	1	8	11	4	0	0	4	0	0	9	9	24
07:00 PM	0	0	0	0	1	0	2	3	0	0	0	0	0	0	1	1	4
07:15 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	2	2	4
07:30 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	2	2	4
07:45 PM	0	0	0	0	2	0	2	4	1	0	0	1	0	0	1	1	6
Total	0	0	0	0	4	0	6	10	2	0	0	2	0	0	6	6	18
08:00 PM	0	0	0	0	1	0	1	2	1	0	0	1	0	0	2	2	5
08:15 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	3
08:30 PM	0	0	0	0	1	0	1	2	1	0	0	1	0	0	1	1	4
08:45 PM	0	0	0	0	1	0	2	3	1	0	0	1	0	0	0	0	4
Total	0	0	0	0	3	0	6	9	3	0	0	3	0	0	4	4	16
09:00 PM	0	0	0	0	1	0	1	2	2	0	0	2	0	0	1	1	5
09:15 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
09:30 PM	0	0	0	0	0	0	2	2	2	0	0	2	0	0	0	0	4
09:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	4	6	5	0	0	5	0	0	1	1	12
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Orchards at Cheerokee Station Dr
24 Hrs

File Name : 20220306
Site Code : 20220306
Start Date : 6/28/2022
Page No : 3

Groups Printed- Cars,Buses & Trucks

	Wood Hollow Dr Northbound				Cheerokee Station Dr Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	79	4	100	183	85	0	0	85	0	0	82	82	350
Apprch %	0	0	0		43.2	2.2	54.6		100	0	0		0	0	100		
Total %	0	0	0	0	22.6	1.1	28.6	52.3	24.3	0	0	24.3	0	0	23.4	23.4	

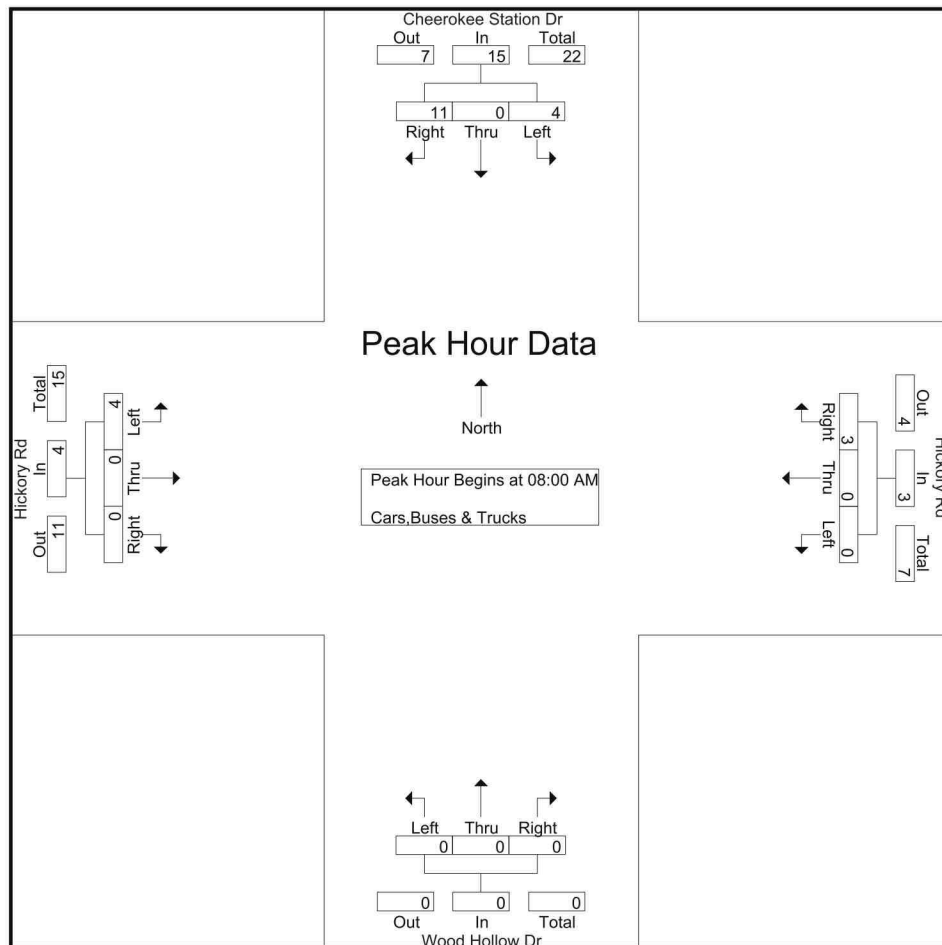
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Orchards at Cheerokee Station Dr
24 Hrs

File Name : 20220306
Site Code : 20220306
Start Date : 6/28/2022
Page No : 4

	Wood Hollow Dr Northbound				Cheerokee Station Dr Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	4	4	1	0	0	1	0	0	1	1	6
08:15 AM	0	0	0	0	0	0	4	4	1	0	0	1	0	0	1	1	6
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	4	0	2	6	2	0	0	2	0	0	1	1	9
Total Volume	0	0	0	0	4	0	11	15	4	0	0	4	0	0	3	3	22
% App. Total	0	0	0	0	26.7	0	73.3		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.250	.000	.688	.625	.500	.000	.000	.500	.000	.000	.750	.750	.611



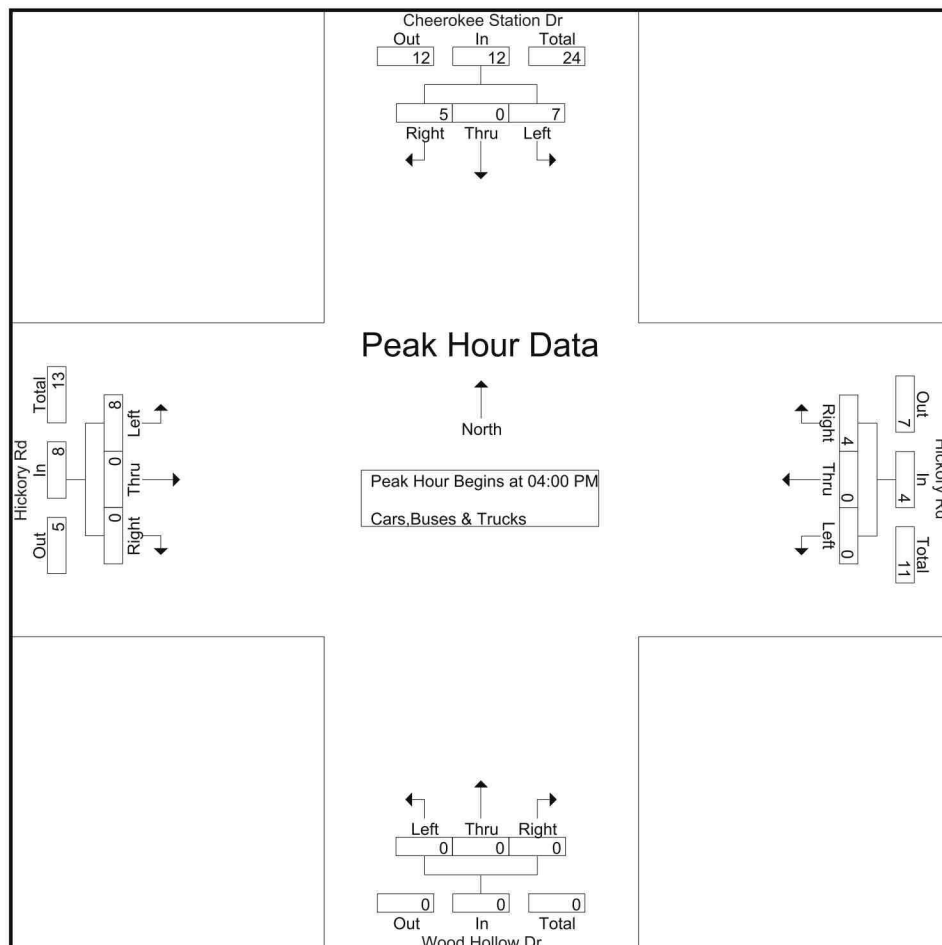
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Orchards at Cheerokee Station Dr
24 Hrs

File Name : 20220306
Site Code : 20220306
Start Date : 6/28/2022
Page No : 5

	Wood Hollow Dr Northbound				Cheerokee Station Dr Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	5	0	1	6	1	0	0	1	0	0	0	0	7
04:15 PM	0	0	0	0	1	0	2	3	3	0	0	3	0	0	1	1	7
04:30 PM	0	0	0	0	0	0	1	1	4	0	0	4	0	0	2	2	7
04:45 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	1	1	3
Total Volume	0	0	0	0	7	0	5	12	8	0	0	8	0	0	4	4	24
% App. Total	0	0	0		58.3	0	41.7		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.350	.000	.625	.500	.500	.000	.000	.500	.000	.000	.500	.500	.857



A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Orchards at East Cherokee Dr
24 Hrs

File Name : 20220307
Site Code : 20220307
Start Date : 6/28/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

	Owens Farm Ln Northbound				Hickory Flat Commons Drwy Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	2	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
Total	6	0	1	7	0	0	0	0	0	0	1	1	3	0	0	3	11
08:00 AM	1	0	2	3	0	0	0	0	0	0	1	1	1	0	0	1	5
08:15 AM	1	0	2	3	0	0	0	0	0	0	1	1	1	0	0	1	5
08:30 AM	1	0	3	4	0	0	0	0	0	0	1	1	3	0	0	3	8
08:45 AM	3	0	2	5	0	0	0	0	0	0	2	2	2	0	0	2	9
Total	6	0	9	15	0	0	0	0	0	0	5	5	7	0	0	7	27
09:00 AM	4	1	6	11	0	0	0	0	0	0	1	1	4	0	0	4	16
09:15 AM	2	0	3	5	0	0	0	0	0	0	0	0	1	0	0	1	6
09:30 AM	1	0	2	3	0	0	0	0	0	0	1	1	3	0	0	3	7
09:45 AM	7	0	4	11	0	0	0	0	0	0	1	1	4	0	0	4	16
Total	14	1	15	30	0	0	0	0	0	0	3	3	12	0	0	12	45
10:00 AM	3	0	2	5	0	0	0	0	0	0	2	2	0	0	0	0	7
10:15 AM	1	1	1	3	0	0	0	0	0	0	1	1	2	0	0	2	6
10:30 AM	1	0	3	4	0	0	0	0	0	0	1	1	2	0	0	2	7
10:45 AM	1	2	3	6	0	0	0	0	0	0	1	1	2	0	0	2	9
Total	6	3	9	18	0	0	0	0	0	0	5	5	6	0	0	6	29
11:00 AM	1	0	2	3	0	1	0	1	0	0	3	3	2	0	0	2	9
11:15 AM	1	0	1	2	0	0	0	0	0	0	2	2	1	0	0	1	5
11:30 AM	5	1	5	11	0	0	0	0	0	0	1	1	3	0	0	3	15
11:45 AM	1	0	4	5	0	0	0	0	0	0	1	1	0	0	0	0	6
Total	8	1	12	21	0	1	0	1	0	0	7	7	6	0	0	6	35
12:00 PM	2	0	4	6	0	0	0	0	0	0	8	8	3	0	0	3	17
12:15 PM	1	0	3	4	0	0	0	0	0	0	5	5	3	0	0	3	12
12:30 PM	4	1	5	10	0	0	0	0	0	0	6	6	4	0	0	4	20
12:45 PM	4	0	4	8	0	0	0	0	0	0	1	1	3	0	0	3	12
Total	11	1	16	28	0	0	0	0	0	0	20	20	13	0	0	13	61
01:00 PM	2	4	2	8	0	0	0	0	0	0	2	2	4	0	0	4	14
01:15 PM	3	0	2	5	0	0	0	0	0	0	3	3	3	0	0	3	11
01:30 PM	3	0	8	11	0	1	0	1	0	0	2	2	3	0	0	3	17
01:45 PM	2	1	1	4	0	0	0	0	0	0	3	3	5	0	0	5	12
Total	10	5	13	28	0	1	0	1	0	0	10	10	15	0	0	15	54
02:00 PM	1	0	2	3	0	2	0	2	0	0	0	0	6	0	0	6	11
02:15 PM	4	2	6	12	0	0	0	0	0	0	0	0	4	0	0	4	16
02:30 PM	1	1	2	4	0	0	0	0	0	0	3	3	2	0	0	2	9
02:45 PM	1	0	1	2	0	0	0	0	0	0	1	1	2	0	0	2	5
Total	7	3	11	21	0	2	0	2	0	0	4	4	14	0	0	14	41
03:00 PM	5	1	1	7	0	1	0	1	0	0	6	6	3	0	0	3	17
03:15 PM	1	0	2	3	0	1	0	1	0	0	5	5	4	0	0	4	13
03:30 PM	1	0	2	3	0	0	0	0	0	0	4	4	5	0	0	5	12
03:45 PM	2	0	2	4	0	0	0	0	0	0	1	1	5	0	0	5	10
Total	9	1	7	17	0	2	0	2	0	0	16	16	17	0	0	17	52

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

File Name : 20220307
Site Code : 20220307
Start Date : 6/28/2022
Page No : 2

	Owens Farm Ln Northbound				Hickory Flat Commons Drwy Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	3	5	0	0	0	0	0	0	2	2	5	0	0	5	12
04:15 PM	0	0	3	3	0	0	0	0	0	0	2	2	4	0	0	4	9
04:30 PM	1	3	2	6	0	0	0	0	0	0	1	1	2	0	0	2	9
04:45 PM	1	0	2	3	0	0	0	0	0	0	8	8	1	0	0	1	12
Total	2	5	10	17	0	0	0	0	0	0	13	13	12	0	0	12	42
05:00 PM	0	0	1	1	0	0	0	0	0	0	6	6	0	0	0	0	7
05:15 PM	0	1	3	4	0	0	0	0	0	0	1	1	0	0	0	0	5
05:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2	4
05:45 PM	0	0	5	5	0	0	0	0	0	0	1	1	3	0	0	3	9
Total	0	1	11	12	0	0	0	0	0	0	8	8	5	0	0	5	25
06:00 PM	0	1	0	1	0	0	0	0	0	0	1	1	1	0	0	1	3
06:15 PM	6	0	2	8	0	0	0	0	0	0	4	4	1	0	0	1	13
06:30 PM	0	0	1	1	0	0	0	0	0	0	2	2	1	0	0	1	4
06:45 PM	0	0	1	1	0	0	0	0	0	0	2	2	2	0	0	2	5
Total	6	1	4	11	0	0	0	0	0	0	9	9	5	0	0	5	25
07:00 PM	1	1	1	3	0	0	0	0	0	0	2	2	1	0	0	1	6
07:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4
07:30 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	3	2	3	8	0	0	0	0	0	0	2	2	5	0	0	5	15
08:00 PM	0	0	2	2	0	1	0	1	0	0	2	2	2	0	0	2	7
08:15 PM	0	0	1	1	0	0	0	0	0	0	1	1	1	0	0	1	3
08:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	1	0	0	1	3
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	3	3	0	2	0	2	0	0	4	4	5	0	0	5	14
09:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 PM	2	0	0	2	0	0	0	0	0	0	1	1	2	0	0	2	5
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	1	3	0	0	0	0	0	0	1	1	3	0	0	3	7
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
11:30 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 PM	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	1	4	6	0	0	0	0	0	0	1	1	0	0	0	0	7
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	1	0	0	1	0	1	0	1	0	0	1	1	0	0	0	0	3
12:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	3	5	0	1	0	1	0	0	1	1	0	0	0	0	7
01:00 AM	0	0	2	2	0	0	0	0	0	0	1	1	1	0	0	1	4
01:15 AM	1	0	1	2	0	0	0	0	0	0	1	1	0	0	0	0	3
01:30 AM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	3

A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Orchards at East Cherokee Dr
24 Hrs

File Name : 20220307
Site Code : 20220307
Start Date : 6/28/2022
Page No : 3

Groups Printed- Cars,Buses & Trucks

	Owens Farm Ln Northbound				Hickory Flat Commons Drwy Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
01:45 AM	1	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	4
Total	2	0	6	8	0	1	0	1	0	0	4	4	1	0	0	1	14
02:00 AM	2	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
02:15 AM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
02:30 AM	1	0	1	2	0	0	0	0	0	0	2	2	1	0	0	1	5
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1	2	6	0	0	0	0	0	0	3	3	2	0	0	2	11
03:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	102	26	143	271	0	10	0	10	0	0	117	117	135	0	0	135	533
Apprch %	37.6	9.6	52.8		0	100	0		0	0	100		100	0	0		
Total %	19.1	4.9	26.8	50.8	0	1.9	0	1.9	0	0	22	22	25.3	0	0	25.3	

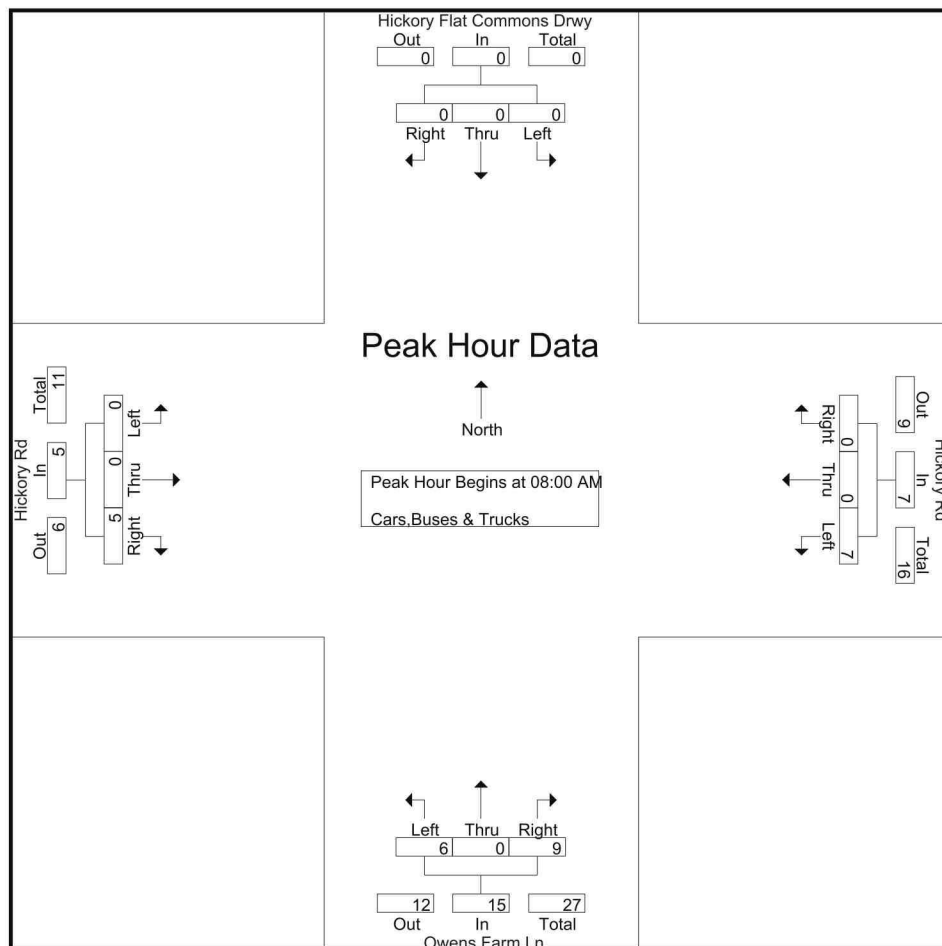
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Orchards at East Cherokee Dr
24 Hrs

File Name : 20220307
Site Code : 20220307
Start Date : 6/28/2022
Page No : 4

	Owens Farm Ln Northbound				Hickory Flat Commons Drwy Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	2	3	0	0	0	0	0	0	1	1	1	0	0	1	5
08:15 AM	1	0	2	3	0	0	0	0	0	0	1	1	1	0	0	1	5
08:30 AM	1	0	3	4	0	0	0	0	0	0	1	1	3	0	0	3	8
08:45 AM	3	0	2	5	0	0	0	0	0	0	2	2	2	0	0	2	9
Total Volume	6	0	9	15	0	0	0	0	0	0	5	5	7	0	0	7	27
% App. Total	40	0	60		0	0	0		0	0	100		100	0	0		
PHF	.500	.000	.750	.750	.000	.000	.000	.000	.000	.000	.625	.625	.583	.000	.000	.583	.750



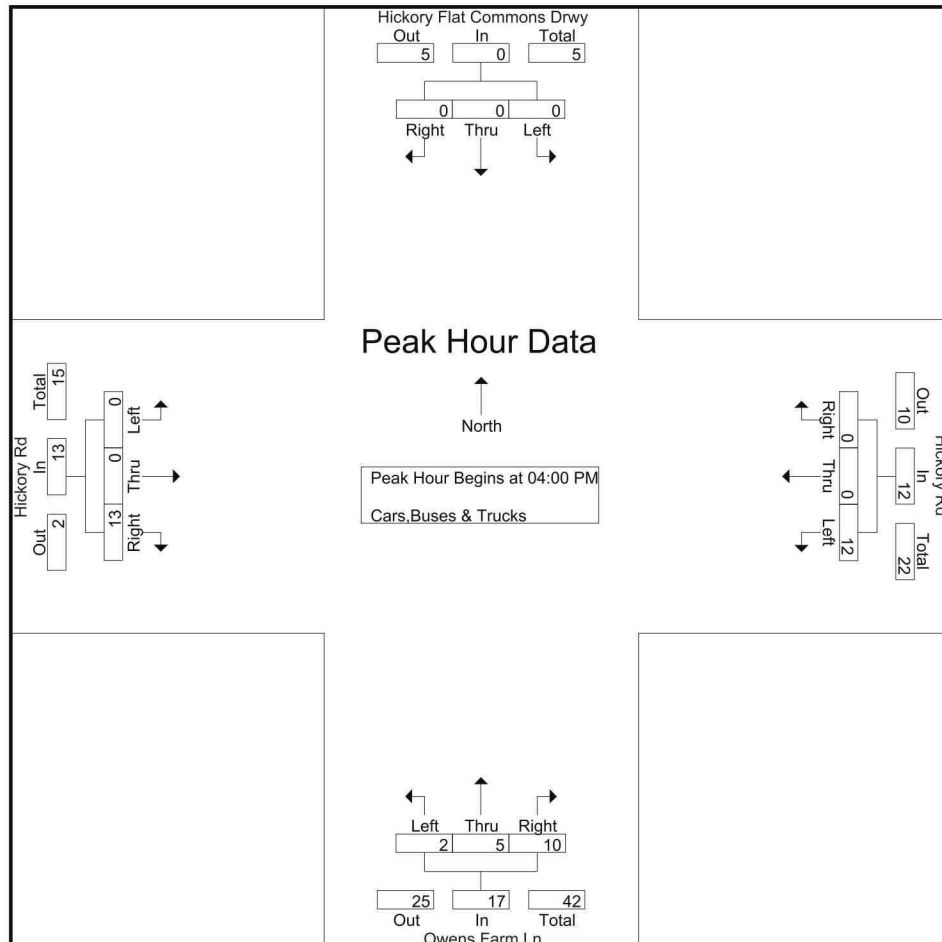
A & R Engineering, Inc.

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Marietta, GA 30067

TMC DATA
Orchards at East Cherokee Dr
24 Hrs

File Name : 20220307
Site Code : 20220307
Start Date : 6/28/2022
Page No : 5

	Owens Farm Ln Northbound				Hickory Flat Commons Drwy Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	2	3	5	0	0	0	0	0	0	2	2	5	0	0	5	12
04:15 PM	0	0	3	3	0	0	0	0	0	0	2	2	4	0	0	4	9
04:30 PM	1	3	2	6	0	0	0	0	0	0	1	1	2	0	0	2	9
04:45 PM	1	0	2	3	0	0	0	0	0	0	8	8	1	0	0	1	12
Total Volume	2	5	10	17	0	0	0	0	0	0	13	13	12	0	0	12	42
% App. Total	11.8	29.4	58.8		0	0	0		0	0	100		100	0	0		
PHF	.500	.417	.833	.708	.000	.000	.000	.000	.000	.000	.406	.406	.600	.000	.000	.600	.875



AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF HOLLY SPRINGS, GEORGIA, TO SET THE 2022 AD VALOREM TAX RATE OF THE CITY OF HOLLY SPRINGS, GEORGIA FOR THE FISCAL YEAR COMMENCING JANUARY 1, 2023, AND ENDING DECEMBER 31, 2023; AND FOR OTHER PURPOSES

Be it Ordained and Established by the Mayor and City Council of the City of Holly Springs, Georgia as follows:

Section 1. The 2022 ad valorem tax rate for the City of Holly Springs, Georgia on property subject to ad valorem taxation by the City is hereby set at 3.841 mills on forty percent (40%) of each \$1,000 of property subject to ad valorem tax by the City.

Section 2. Said rate of 3.841 mills on forty percent (40%) of each \$1,000 of taxable property is hereby levied for General Government purposes.

Section 3. All ordinances and parts of ordinances in conflict herewith are hereby repealed.

SO ORDAINED this 15th day of August 2022.

CITY OF HOLLY SPRINGS

Steven W. Miller, Mayor

Attest:

Karen Norred, City Clerk
(Seal)

AXON TASER + BWC BUNDLE (CORE+) 5 YEAR QUOTE SUMMARY

Holly Springs Police Department

Axon Enterprise, Inc.
17800 North 85th Street
Scottsdale, AZ 85255

Main Contact:

Axon:
Rob Marangelo
(480)-613-7726
rmarangelo@axon.com



Axon's Core+ package bundles hardware, software, accessories, training programs, equipment refreshes, and warranties together, to help equip your officers with the solutions they need to stay safe.

Holly Springs Police Department and Axon Enterprise, Inc. (Axon) will be partnering to deliver a Conducted Electrical Weapon (CEW) and Body Worn Camera (BWC) program at a cost of **\$393,608.04** over 5 years. The unbundled price of the 5 year program would be **\$485,510**. Our goal is to deliver predictable annual spend, and the best technology in order to reduce your agency's liability while increasing your agency's efficiency and most importantly, safety.

Axon represents the entire network of devices, applications, and people that is revolutionizing public safety around the world. Our mission is to protect life. Our technologies give law enforcement the confidence, focus, and time they need to keep their communities safe. Today, our CEWs are in use in more than 18,000 agencies globally and our other Axon family of products are in use by more than 6,000 agencies. Our suite of connected products from body cameras to evidence management, has given police agencies the flexibility and the versatility to operate with increased transparency and efficiency.

Timeline:

Typical implementation for the entire solution once the quote is signed is about 2 months.

Next Steps:

Paperwork we need the agency to sign:

- Quote

A message from our CEO and founder Rick Smith

WHERE DO WE GO FROM HERE?

<https://www.axon.com/news/where-do-we-go-from-here>

The solution created for the Holly Springs Police Department includes:

Hardware:

- (37) Axon Body 3 Cameras
- (41) Magnet Mounts
- (4) 8-Bay Docks for Charging and Evidence Offload with associated wall mounts
- (41) USB-C Cables for Alternative Charging Method
- (37) Signal Sidearm Units
 - (74) Signal Sidearm Batteries
- (40) TASER 7
- (1) TASER 7 Charging Docks with associated wall mounts
- (39) TASER 7 Right-Handed BlackHawk Holsters with Cartridge Carrier
- (1) TASER 7 Left-Handed BlackHawk Holsters with Cartridge Carrier
- (1) Halt Suit
- (1) TASER 7 Conductive Ruggedized Target with Frame
- TASER 7 Cartridges
- Spare Hardware:
 - (1) Axon Body 3 Camera
 - (1) TASER 7

Software

Complete your case with a powerful case management experience, including bulk actions, access controls, and automated suggestions. And save time with efficiency tools like redaction studio, streamlined categorizing, tagging, and case building.

- (37) Professional Evidence.com Licenses
 - Multi-Cam Playback, Redaction Studio, and Device Analytics for Every User
 - Unlimited Storage for Every User in Evidence.com
- (5) Basic Evidence.com Licenses
 - Axon Capture Mobile Application, Axon View App, Evidence.com Retention Policies, Axon Device Manager, etc.
- (42) Respond+ Licenses for GPS Location and Livestreaming of Cameras while Actively Recording as well as Priority Evidence Offloading with 4G LTE in the Field
- (37) Auto Tagging License

Warranties and Equipment Refresh:

Automatic refresh every 2.5 years for Body Cameras. Minimizing the chance that an officer goes on duty without a camera, includes on-site spare units, as well as an extended warranty at no additional cost through the life of the agreement. Not only protecting your agency today but ensuring it will stay protected in the future.

- Technology Assurance Plan (TAP)
 - 5 Year “No Questions Asked” Warranty on All Body Worn Cameras and Docks
 - (37) of the Latest Cameras at Year 2.5 and Year 5
 - All New BWC Docking Stations with Each Camera Refresh
- (2) Close Quarters Hook and Loop Cartridges (HALT) in Year 1 and 3 for Each User
- (2) Stand-Off Hook and Loop Cartridges (HALT) in Year 1 and 3 for Each User
- Unlimited Duty Cartridge Replenishments
- All necessary Re-Certification Cartridges are sent to Agency on an Annual Basis

Axon Professional Services:

Axon's Professional Services help introduce our technologies to agencies with the right training and implementation support.

- Axon Starter
 - In Person Configuration of Evidence.com and all Devices and Docks
 - System Administrator and End User Training
- Installation of Auto Tagging Licenses
- TASER 7 Instructor Course Vouchers

Program Products & Features:**Axon Body 3**

Axon Body 3 isn't just a camera: it's a rugged communications beacon front-and-center on every call. Featuring our new Axon Aware technology and an LTE connection that enables real-time features like GPS; Body 3 empowers officers with more support in the moment. Coupled with enhanced low-light performance and reduced motion blur, that means clearer evidence in the now, more efficient AI-powered processes after the fact, and most importantly, safer communities in the long run.

What is TAP?

The Technology Assurance Plan (TAP) is a service plan that combines warranty coverage on your Axon body cameras with automatic refresh units every 2.5 years. Minimizing the chance that an officer goes on duty without a camera, TAP includes on-site spare units, as well as an extended warranty at no additional cost through the life of the agreement. TAP not only protects your agency today—it ensures it will stay protected in the future.

Evidence.com

Axon Evidence is a scalable, cloud-based system that consolidates all of your digital files, making them easy to manage, access, and share. Now you can also know your evidence is securely stored in Microsoft Azure's Government cloud, and that any activity is captured in audit trails to ensure chain of custody and evidence authenticity.

Axon Respond+

Axon Respond+ is a real-time operations platform which integrates real-time situational awareness and unified communications within a modern incident management solution. Harnessing data from sensors in the field, public safety agencies are empowered to know before it's voiced and rapidly coordinate responses with a unified communications platform. This drives faster response times, safer officers and communities as well as the optimal deployment of limited resources.

Axon Signal Sidearm

The Core+ package includes Axon Signal Sidearm – a smart sensor that attaches to an officer's holster. The Signal Sidearm sensor uses Axon Signal technology to trigger Axon body-worn cameras within range to start recording automatically when an officer's weapon is drawn.

Auto Tagging

Auto-tagging takes information from your computer-aided dispatch and records management system and ties it to your videos on Axon Evidence. Auto-tagging automatically tags incident ID, category, location and other tags to videos automatically. It avoids the misspellings and incomplete information of manual entry. Auto-tagging requires minimal involvement from agency IT staff and no need to involve CAD or RMS providers. Having this feature saves about \$200 per officer per month in productivity costs.

TASER 7

Our continued dedication to the TASER CEW, successful endeavors into other areas of connected law enforcement technologies, and close partnerships with thousands of agencies have all informed the development of TASER 7 – the most effective and intelligent TASER CEW yet. TASER 7 is designed to give officers the confidence to de-escalate dangerous situations with new components, technology, and features that include:

- Redesigned darts with Smart Probes improve accuracy, increase target retention, and improve attainment.
- Two cartridge types – Close Quarter Cartridges and Standoff Cartridges – provide different angles of separation to achieve optimal probe spreads at varying distances.
- Revamped Adaptive Cross Connect technology uses an advanced algorithm to deliver the pulse from the TASER 7 most effectively.
- New Rapid Arc technology achieves more effective full-body lockup.
- The high-visibility green top laser enables better daytime targeting.
- A louder warning arc serves as an additional deterrent for noncompliant behavior.

Axon estimates the improvements in probe spread and clothing compression may decrease ineffective deployments by 50,000 each year. More effective deployments equate to reduced risk for an agency and confidence for end-users.

TASER 7 features wireless connectivity to Axon applications. This connectivity improves and automates workflows, so officers can focus on policing. The platform uses removable, rechargeable batteries and utilizes a “Dock and Walk” workflow, similar to that used by Axon body-worn cameras. The platform has improved armory and administrative functions with Evidence.com and Axon Device Manager through a connected mobile application, allowing agencies to more easily manage device assignments, plus better search functionality and device status reporting to assist with inventory management and tracking.

Increased connectivity makes the TASER system faster and more efficient. These elegant automations can help reduce the administrative time devoted to an agency’s TASER program by as much as 75%.

Professional Services

Axon’s Starter Package will help introduce our technologies to your agency with the right training and implementation support. The Professional Services team will assist in the hardware and software setup your new Axon Body Worn Camera program.

The Axon Customer Success Manager

Whenever you purchase an Axon product, we want to ensure that it’s easy to use and providing value to your agency. That’s why we assign our customers a single point of contact to ensure you always have the tools and information you need.



Axon Enterprise, Inc.
17800 N 85th St.
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic: (800) 978-2737
International: +1.800.978.2737

Q-398493-44770.852RM

Issued: 07/28/2022

Quote Expiration: 08/31/2022

Estimated Contract Start Date: 10/01/2022

Account Number: 467122

Payment Terms: N30

Delivery Method: Fedex - Ground

SHIP TO	BILL TO
Holly Springs Police Dept. - GA 3235 Holly Springs Pkwy Canton, GA 30115-7418 USA	Holly Springs Police Dept. - GA 3235 Holly Springs Pkwy Canton, GA 30115-7418 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Rob Marangelo Phone: Email: rmarangelo@axon.com Fax:	Greg Clyburn Phone: (770) 345-5537 Email: gclyburn@hollyspringsga.us Fax:

Quote Summary

Program Length	60 Months
TOTAL COST	\$393,608.04
ESTIMATED TOTAL W/ TAX	\$393,608.04

Discount Summary

Average Savings Per Year	\$25,987.06
TOTAL SAVINGS	\$129,935.31

Payment Summary

Date	Subtotal	Tax	Total
Sep 2022	\$78,721.68	\$0.00	\$78,721.68
Sep 2023	\$78,721.59	\$0.00	\$78,721.59
Sep 2024	\$78,721.59	\$0.00	\$78,721.59
Sep 2025	\$78,721.59	\$0.00	\$78,721.59
Sep 2026	\$78,721.59	\$0.00	\$78,721.59
Total	\$393,608.04	\$0.00	\$393,608.04

Quote Unbundled Price:	\$523,543.35
Quote List Price:	\$409,350.75
Quote Subtotal:	\$393,608.04

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
100552	TRANSFER CREDIT - GOODS	1			\$1.00	(\$8,000.00)	(\$8,000.00)	\$0.00	(\$8,000.00)
T7Cert	2021 Taser 7 Certification Bundle	3	60	\$73.05	\$60.00	\$60.00	\$10,800.00	\$0.00	\$10,800.00
Core+	2021 Core+	37	60	\$209.38	\$159.00	\$159.00	\$352,980.00	\$0.00	\$352,980.00
A la Carte Hardware									
20050	HOOK-AND-LOOP TRAINING (HALT) SUIT	1			\$789.75	\$0.00	\$0.00	\$0.00	\$0.00
A la Carte Software									
73447	RESPOND DEVICE TO RESPOND DEVICE PLUS UPGRADE LICENSE	37	60		\$14.00	\$14.00	\$31,080.00	\$0.00	\$31,080.00
73680	RESPOND DEVICE PLUS LICENSE	5	60		\$19.00	\$1.67	\$500.00	\$0.00	\$500.00
BasicLicense	Basic License Bundle	5	60		\$15.00	\$11.67	\$3,500.00	\$0.00	\$3,500.00
A la Carte Services									
20120	TASER 7 INSTRUCTOR COURSE VOUCHER	2			\$375.00	\$0.00	\$0.00	\$0.00	\$0.00
85144	AXON STARTER	1			\$2,750.00	\$2,748.04	\$2,748.04	\$0.00	\$2,748.04
Total							\$393,608.04	\$0.00	\$393,608.04

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Estimated Delivery Date
2021 Core+	11534	USB-C to USB-A CABLE FOR AB3 OR FLEX 2	41	09/01/2022
2021 Core+	20008	TASER 7 HANDLE, YLW, HIGH VISIBILITY (GREEN LASER), CLASS 3R	37	09/01/2022
2021 Core+	20008	TASER 7 HANDLE, YLW, HIGH VISIBILITY (GREEN LASER), CLASS 3R	1	09/01/2022
2021 Core+	20018	TASER 7 BATTERY PACK, TACTICAL	44	09/01/2022
2021 Core+	20062	TASER 7 HOLSTER - BLACKHAWK, RIGHT HAND	37	09/01/2022
2021 Core+	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	111	09/01/2022
2021 Core+	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	74	09/01/2022
2021 Core+	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	111	09/01/2022
2021 Core+	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	74	09/01/2022
2021 Core+	22177	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, STANDOFF NS	74	09/01/2022
2021 Core+	22178	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, CLOSE QUART NS	74	09/01/2022
2021 Core+	22179	TASER 7 INERT CARTRIDGE, STANDOFF (3.5-DEGREE) NS	37	09/01/2022
2021 Core+	22181	TASER 7 INERT CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	37	09/01/2022
2021 Core+	70033	WALL MOUNT BRACKET, ASSY, EVIDENCE.COM DOCK	1	09/01/2022
2021 Core+	71019	NORTH AMER POWER CORD FOR AB3 8-BAY, AB2 1-BAY / 6-BAY DOCK	1	09/01/2022
2021 Core+	71019	NORTH AMER POWER CORD FOR AB3 8-BAY, AB2 1-BAY / 6-BAY DOCK	4	09/01/2022
2021 Core+	71044	BATTERY, SIGNAL SIDEARM, CR2430 SINGLE PACK	74	09/01/2022
2021 Core+	73202	AXON BODY 3 - NA10 - US - BLK - RAPIDLOCK	37	09/01/2022
2021 Core+	73202	AXON BODY 3 - NA10 - US - BLK - RAPIDLOCK	1	09/01/2022
2021 Core+	74020	MAGNET MOUNT, FLEXIBLE, AXON RAPIDLOCK	41	09/01/2022
2021 Core+	74200	TASER 7 6-BAY DOCK AND CORE	1	09/01/2022
2021 Core+	74210	AXON BODY 3 - 8 BAY DOCK	4	09/01/2022
2021 Core+	75015	SIGNAL SIDEARM KIT	37	09/01/2022
2021 Core+	80087	TASER 7 TARGET, CONDUCTIVE, PROFESSIONAL (RUGGEDIZED)	1	09/01/2022
2021 Core+	80090	TARGET FRAME, PROFESSIONAL, 27.5 IN. X 75 IN., TASER 7	1	09/01/2022
2021 Taser 7 Certification Bundle	20008	TASER 7 HANDLE, YLW, HIGH VISIBILITY (GREEN LASER), CLASS 3R	3	09/01/2022
2021 Taser 7 Certification Bundle	20018	TASER 7 BATTERY PACK, TACTICAL	3	09/01/2022
2021 Taser 7 Certification Bundle	20062	TASER 7 HOLSTER - BLACKHAWK, RIGHT HAND	2	09/01/2022
2021 Taser 7 Certification Bundle	20067	TASER 7 HOLSTER - BLACKHAWK, LEFT HAND	1	09/01/2022
2021 Taser 7 Certification Bundle	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	9	09/01/2022
2021 Taser 7 Certification Bundle	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	6	09/01/2022
2021 Taser 7 Certification Bundle	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	9	09/01/2022
2021 Taser 7 Certification Bundle	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	6	09/01/2022
2021 Taser 7 Certification Bundle	22177	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, STANDOFF NS	6	09/01/2022
2021 Taser 7 Certification Bundle	22178	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, CLOSE QUART NS	6	09/01/2022
2021 Taser 7 Certification Bundle	22179	TASER 7 INERT CARTRIDGE, STANDOFF (3.5-DEGREE) NS	3	09/01/2022
2021 Taser 7 Certification Bundle	22181	TASER 7 INERT CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	3	09/01/2022
2021 Taser 7 Certification Bundle	80087	TASER 7 TARGET, CONDUCTIVE, PROFESSIONAL (RUGGEDIZED)	1	09/01/2022
2021 Taser 7 Certification Bundle	80090	TARGET FRAME, PROFESSIONAL, 27.5 IN. X 75 IN., TASER 7	1	09/01/2022
A la Carte	20050	HOOK-AND-LOOP TRAINING (HALT) SUIT	1	09/01/2022
2021 Core+	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	74	09/01/2023
2021 Core+	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	74	09/01/2023
2021 Taser 7 Certification Bundle	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	6	09/01/2023

Hardware

Bundle	Item	Description	QTY	Estimated Delivery Date
2021 Taser 7 Certification Bundle	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	6	09/01/2023
2021 Core+	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	74	09/01/2024
2021 Core+	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	74	09/01/2024
2021 Core+	22177	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, STANDOFF NS	74	09/01/2024
2021 Core+	22178	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, CLOSE QUART NS	74	09/01/2024
2021 Taser 7 Certification Bundle	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	6	09/01/2024
2021 Taser 7 Certification Bundle	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	6	09/01/2024
2021 Taser 7 Certification Bundle	22177	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, STANDOFF NS	6	09/01/2024
2021 Taser 7 Certification Bundle	22178	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, CLOSE QUART NS	6	09/01/2024
2021 Core+	73309	AXON CAMERA REFRESH ONE	38	03/01/2025
2021 Core+	73689	MULTI-BAY BWC DOCK 1ST REFRESH	4	03/01/2025
2021 Core+	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	74	09/01/2025
2021 Core+	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	74	09/01/2025
2021 Taser 7 Certification Bundle	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	6	09/01/2025
2021 Taser 7 Certification Bundle	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	6	09/01/2025
2021 Core+	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	74	09/01/2026
2021 Core+	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	74	09/01/2026
2021 Taser 7 Certification Bundle	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	6	09/01/2026
2021 Taser 7 Certification Bundle	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	6	09/01/2026
2021 Core+	73310	AXON CAMERA REFRESH TWO	38	09/01/2027
2021 Core+	73688	MULTI-BAY BWC DOCK 2ND REFRESH	4	09/01/2027

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
2021 Core+	20248	TASER 7 EVIDENCE.COM LICENSE	37	10/01/2022	09/30/2027
2021 Core+	20248	TASER 7 EVIDENCE.COM LICENSE	1	10/01/2022	09/30/2027
2021 Core+	73449	RESPOND DEVICE LICENSE	37	10/01/2022	09/30/2027
2021 Core+	73682	AUTO TAGGING LICENSE	37	10/01/2022	09/30/2027
2021 Core+	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE-	111	10/01/2022	09/30/2027
2021 Core+	73686	EVIDENCE.COM UNLIMITED AXON DEVICE STORAGE	37	10/01/2022	09/30/2027
2021 Core+	73746	PROFESSIONAL EVIDENCE.COM LICENSE	37	10/01/2022	09/30/2027
2021 Taser 7 Certification Bundle	20248	TASER 7 EVIDENCE.COM LICENSE	3	10/01/2022	09/30/2027
2021 Taser 7 Certification Bundle	20248	TASER 7 EVIDENCE.COM LICENSE	1	10/01/2022	09/30/2027
Basic License Bundle	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE-	5	10/01/2022	09/30/2027
Basic License Bundle	73840	EVIDENCE.COM BASIC LICENSE	5	10/01/2022	09/30/2027
A la Carte	73447	RESPOND DEVICE TO RESPOND DEVICE PLUS UPGRADE LICENSE	37	10/01/2022	09/30/2027
A la Carte	73680	RESPOND DEVICE PLUS LICENSE	5	10/01/2022	09/30/2027

Services

Bundle	Item	Description	QTY
2021 Core+	79999	AUTO TAGGING / PERFORMANCE IMPLEMENTATION SERVICE	1
A la Carte	20120	TASER 7 INSTRUCTOR COURSE VOUCHER	2
A la Carte	85144	AXON STARTER	1

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
2021 Core+	80464	EXT WARRANTY, CAMERA (TAP)	37	10/01/2022	09/30/2027
2021 Core+	80464	EXT WARRANTY, CAMERA (TAP)	1	10/01/2022	09/30/2027
2021 Core+	80465	EXT WARRANTY, MULTI-BAY DOCK (TAP)	4	10/01/2022	09/30/2027
2021 Core+	80374	EXT WARRANTY, TASER 7 BATTERY PACK	44	09/01/2023	09/30/2027
2021 Core+	80395	EXT WARRANTY, TASER 7 HANDLE	37	09/01/2023	09/30/2027
2021 Core+	80395	EXT WARRANTY, TASER 7 HANDLE	1	09/01/2023	09/30/2027
2021 Core+	80396	EXT WARRANTY, TASER 7 SIX BAY DOCK	1	09/01/2023	09/30/2027
2021 Taser 7 Certification Bundle	80374	EXT WARRANTY, TASER 7 BATTERY PACK	3	09/01/2023	09/30/2027
2021 Taser 7 Certification Bundle	80395	EXT WARRANTY, TASER 7 HANDLE	3	09/01/2023	09/30/2027

Payment Details

Sep 2022

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 1	100552	TRANSFER CREDIT - GOODS	1	(\$1,600.00)	\$0.00	(\$1,600.00)
Year 1	20050	HOOK-AND-LOOP TRAINING (HALT) SUIT	1	\$0.00	\$0.00	\$0.00
Year 1	20120	TASER 7 INSTRUCTOR COURSE VOUCHER	2	\$0.00	\$0.00	\$0.00
Year 1	73447	RESPOND DEVICE TO RESPOND DEVICE PLUS UPGRADE LICENSE	37	\$6,216.00	\$0.00	\$6,216.00
Year 1	73680	RESPOND DEVICE PLUS LICENSE	5	\$100.00	\$0.00	\$100.00
Year 1	85144	AXON STARTER	1	\$549.60	\$0.00	\$549.60
Year 1	BasicLicense	Basic License Bundle	5	\$700.00	\$0.00	\$700.00
Year 1	Core+	2021 Core+	37	\$70,596.12	\$0.00	\$70,596.12
Year 1	T7Cert	2021 Taser 7 Certification Bundle	3	\$2,159.96	\$0.00	\$2,159.96
Total				\$78,721.68	\$0.00	\$78,721.68

Sep 2023

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	100552	TRANSFER CREDIT - GOODS	1	(\$1,600.00)	\$0.00	(\$1,600.00)
Year 2	20050	HOOK-AND-LOOP TRAINING (HALT) SUIT	1	\$0.00	\$0.00	\$0.00
Year 2	20120	TASER 7 INSTRUCTOR COURSE VOUCHER	2	\$0.00	\$0.00	\$0.00
Year 2	73447	RESPOND DEVICE TO RESPOND DEVICE PLUS UPGRADE LICENSE	37	\$6,216.00	\$0.00	\$6,216.00
Year 2	73680	RESPOND DEVICE PLUS LICENSE	5	\$100.00	\$0.00	\$100.00
Year 2	85144	AXON STARTER	1	\$549.61	\$0.00	\$549.61
Year 2	BasicLicense	Basic License Bundle	5	\$700.00	\$0.00	\$700.00
Year 2	Core+	2021 Core+	37	\$70,595.97	\$0.00	\$70,595.97
Year 2	T7Cert	2021 Taser 7 Certification Bundle	3	\$2,160.01	\$0.00	\$2,160.01
Total				\$78,721.59	\$0.00	\$78,721.59

Sep 2024

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 3	100552	TRANSFER CREDIT - GOODS	1	(\$1,600.00)	\$0.00	(\$1,600.00)
Year 3	20050	HOOK-AND-LOOP TRAINING (HALT) SUIT	1	\$0.00	\$0.00	\$0.00
Year 3	20120	TASER 7 INSTRUCTOR COURSE VOUCHER	2	\$0.00	\$0.00	\$0.00
Year 3	73447	RESPOND DEVICE TO RESPOND DEVICE PLUS UPGRADE LICENSE	37	\$6,216.00	\$0.00	\$6,216.00
Year 3	73680	RESPOND DEVICE PLUS LICENSE	5	\$100.00	\$0.00	\$100.00
Year 3	85144	AXON STARTER	1	\$549.61	\$0.00	\$549.61
Year 3	BasicLicense	Basic License Bundle	5	\$700.00	\$0.00	\$700.00
Year 3	Core+	2021 Core+	37	\$70,595.97	\$0.00	\$70,595.97
Year 3	T7Cert	2021 Taser 7 Certification Bundle	3	\$2,160.01	\$0.00	\$2,160.01
Total				\$78,721.59	\$0.00	\$78,721.59

Sep 2025

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 4	100552	TRANSFER CREDIT - GOODS	1	(\$1,600.00)	\$0.00	(\$1,600.00)
Year 4	20050	HOOK-AND-LOOP TRAINING (HALT) SUIT	1	\$0.00	\$0.00	\$0.00

Sep 2025						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 4	20120	TASER 7 INSTRUCTOR COURSE VOUCHER	2	\$0.00	\$0.00	\$0.00
Year 4	73447	RESPOND DEVICE TO RESPOND DEVICE PLUS UPGRADE LICENSE	37	\$6,216.00	\$0.00	\$6,216.00
Year 4	73680	RESPOND DEVICE PLUS LICENSE	5	\$100.00	\$0.00	\$100.00
Year 4	85144	AXON STARTER	1	\$549.61	\$0.00	\$549.61
Year 4	BasicLicense	Basic License Bundle	5	\$700.00	\$0.00	\$700.00
Year 4	Core+	2021 Core+	37	\$70,595.97	\$0.00	\$70,595.97
Year 4	T7Cert	2021 Taser 7 Certification Bundle	3	\$2,160.01	\$0.00	\$2,160.01
Total				\$78,721.59	\$0.00	\$78,721.59

Sep 2026						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 5	100552	TRANSFER CREDIT - GOODS	1	(\$1,600.00)	\$0.00	(\$1,600.00)
Year 5	20050	HOOK-AND-LOOP TRAINING (HALT) SUIT	1	\$0.00	\$0.00	\$0.00
Year 5	20120	TASER 7 INSTRUCTOR COURSE VOUCHER	2	\$0.00	\$0.00	\$0.00
Year 5	73447	RESPOND DEVICE TO RESPOND DEVICE PLUS UPGRADE LICENSE	37	\$6,216.00	\$0.00	\$6,216.00
Year 5	73680	RESPOND DEVICE PLUS LICENSE	5	\$100.00	\$0.00	\$100.00
Year 5	85144	AXON STARTER	1	\$549.61	\$0.00	\$549.61
Year 5	BasicLicense	Basic License Bundle	5	\$700.00	\$0.00	\$700.00
Year 5	Core+	2021 Core+	37	\$70,595.97	\$0.00	\$70,595.97
Year 5	T7Cert	2021 Taser 7 Certification Bundle	3	\$2,160.01	\$0.00	\$2,160.01
Total				\$78,721.59	\$0.00	\$78,721.59

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

This Quote is limited to and conditional upon your acceptance of the provisions set forth herein and Axon's Master Services and Purchasing Agreement (posted at www.axon.com/legal/sales-terms-and-conditions), as well as the attached Statement of Work (SOW) for Axon Fleet and/or Axon Interview Room purchase, if applicable. In the event you and Axon have entered into a prior agreement to govern all future purchases, that agreement shall govern to the extent it includes the products and services being purchased and does not conflict with the Axon Customer Experience Improvement Program Appendix as described below.

ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at www.axon.com/legal/sales-terms-and-conditions), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Acceptance of Terms:

Any purchase order issued in response to this Quote is subject solely to the above referenced terms and conditions. By signing below, you represent that you are lawfully able to enter into contracts. If you are signing on behalf of an entity (including but not limited to the company, municipality, or government agency for whom you work), you represent to Axon that you have legal authority to bind that entity. If you do not have this authority, please do not sign this Quote.

Signature

Date Signed

7/28/2022



5 YEAR QUOTE SUMMARY – FLEET 3

Holly Springs Police Department

Axon Enterprise, Inc.
17800 North 85th Street
Scottsdale, AZ 85255

Main Contacts:

Rob Marangelo
(480)-613-7726
rmarangelo@axon.com



Axon's Fleet 3 package bundles hardware, software, accessories, equipment refreshes, and warranties together to help equip your officers with the solutions they need to stay safe.

Holly Springs Police Department and Axon Enterprise, Inc. (Axon) will be partnering to deliver an in-car (Fleet) solution for the Holly Springs Police Department. Our goal is to deliver predictable annual spend, and the best technology in order to reduce your agency's liability while increasing your agency's efficiency and most importantly, safety.

Axon represents the entire network of devices, applications, and people that is revolutionizing public safety around the world. Our mission is to protect life. Our technologies give law enforcement the confidence, focus, and time they need to keep their communities safe. Today, our CEWs are in use in more than 18,000 agencies globally and our other Axon family of products are in use by more than 6,000 agencies. Our suite of connected products from body cameras to evidence management, has given police agencies the flexibility and the versatility to operate with increased transparency and efficiency

A message from our CEO and founder Rick Smith

WHERE DO WE GO FROM HERE?

<https://www.axon.com/news/where-do-we-go-from-here>

The solution created for the Holly Springs Police Department includes:

Hardware:

- (29) Fleet 3 Cameras (Front and Back)
- (29) Cradlepoint Routers
- (29) Fleet Router Antennas
- (29) Axon In-Car Signal Units for Automatic Activation of Cameras

Software:

- (29) Fleet View Access Licenses
- (29) ALPR Licenses
- (29) Respond+ Licenses for Livestreaming and GPS Location of Cameras While Actively Recording
- Unlimited Evidence.com Fleet 3 Vehicle Storage for Each Vehicle

Warranties and Equipment Refresh:

- Technology Assurance Plan (TAP)
 - (29) of the Latest Fleet Cameras at Year 5 of the Contract
 - 5 Year "No Questions Asked" Warranty on All Hardware

Axon Professional Services:

- (29) Fleet 3 Installations

Logistical Details: Professional Services schedules up to 8 weeks in advance based on your need.

Next Steps:

Paperwork we need the agency to sign:

- Quote

Program Products & Features:

Fleet 3

Instead of two independent vehicle camera systems for siloed ALPR and evidence capture, why not centralize powerful capabilities into one in-car video system? Meet Fleet 3. Yes, it records the best-quality evidence from its Dual-View Camera. It also gives every vehicle ALPR capabilities, which means 8X more coverage for the same spend as traditional systems. It's a 2-in-1 that will change how you think about in-car solutions, all part of the Axon network.

What is TAP?

The Technology Assurance Plan (TAP) is a service plan that combines warranty coverage on your Axon In-Car cameras with automatically refreshed units at the end of your 5 year contract. Minimizing the chance that an officer goes on duty without a camera. TAP not only protects your agency today—it ensures it will stay protected in the future.

Axon Signal In-Car

Axon Signal In-Car – a smart sensor that can be connected to multiple electronically connected devices in your vehicles (Blue Lights, Gunrack, Front/backdoor, K-9 Cage, Speedometer, etc.). When an inciting incident occurs the Signal technology triggers all Axon body-worn cameras within range to start recording automatically.

Axon ALPR

Axon ALPR – provides coverage of up to three traffic lanes with one camera using 4k resolution. Features configurable MDC alerts to help officers get notified about important plates without losing focus. (Hot Lists Included: GCIC and NCIC).

Axon Respond+

Axon Respond builds on the active intelligence provided by the Fleet 3 LTE-connected camera. Axon Respond is our latest game-changing technology that brings real-time situational awareness features to our connected devices. Axon Respond also provides critical notifications, including gunshot detection, and map-based location tracking via Evidence.com. These features enable proactive assistance for officers in the field.



Axon Enterprise, Inc.
17800 N 85th St.
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic: (800) 978-2737
International: +1.800.978.2737

Q-405117-44749.862RM

Issued: 07/07/2022

Quote Expiration: 08/31/2022

Estimated Contract Start Date: 10/01/2023

Account Number: 467122

Payment Terms: N30

Delivery Method:

SHIP TO	BILL TO
Holly Springs Police Dept. - GA 3235 Holly Springs Pkwy Canton, GA 30115-7418 USA	Holly Springs Police Dept. - GA 3235 Holly Springs Pkwy Canton, GA 30115-7418 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Rob Marangelo Phone: Email: rmarangelo@axon.com Fax:	April Vanalstine Phone: (770) 345-5537 Email: avanalstine@hollyspringsga.us Fax:

Quote Summary

Program Length	60 Months
TOTAL COST	\$361,920.00
ESTIMATED TOTAL W/ TAX	\$361,920.00

Discount Summary

Average Savings Per Year	\$19,766.40
TOTAL SAVINGS	\$98,832.00

Payment Summary

Date	Subtotal	Tax	Total
Sep 2023	\$72,383.96	\$0.00	\$72,383.96
Sep 2024	\$72,384.01	\$0.00	\$72,384.01
Sep 2025	\$72,384.01	\$0.00	\$72,384.01
Sep 2026	\$72,384.01	\$0.00	\$72,384.01
Sep 2027	\$72,384.01	\$0.00	\$72,384.01
Total	\$361,920.00	\$0.00	\$361,920.00

Quote Unbundled Price:	\$460,752.00
Quote List Price:	\$361,920.00
Quote Subtotal:	\$361,920.00

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
Fleet3A	Fleet 3 Advanced	29	60	\$264.80	\$208.00	\$208.00	\$361,920.00	\$0.00	\$361,920.00
Total							\$361,920.00	\$0.00	\$361,920.00

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Estimated Delivery Date
Fleet 3 Advanced	11634	CRADLEPOINT IBR900-1200M-B-NPS+5YR NETCLOUD	29	09/01/2023
Fleet 3 Advanced	70112	AXON SIGNAL UNIT	29	09/01/2023
Fleet 3 Advanced	71200	FLEET ANT, AIRGAIN, 5-IN-1, 2LTE, 2WIFI, 1GNSS, BL	29	09/01/2023
Fleet 3 Advanced	72034	FLEET SIM INSERTION, VZW	29	09/01/2023
Fleet 3 Advanced	72036	FLEET 3 STANDARD 2 CAMERA KIT	29	09/01/2023
Fleet 3 Advanced	72040	FLEET REFRESH, 2 CAMERA KIT	29	09/01/2028

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Fleet 3 Advanced	80400	FLEET, VEHICLE LICENSE	29	10/01/2023	09/30/2028
Fleet 3 Advanced	80401	FLEET 3, ALPR LICENSE, 1 CAMERA	29	10/01/2023	09/30/2028
Fleet 3 Advanced	80402	RESPOND DEVICE LICENSE - FLEET 3	29	10/01/2023	09/30/2028
Fleet 3 Advanced	80410	FLEET, UNLIMITED STORAGE, 1 CAMERA	58	10/01/2023	09/30/2028

Services

Bundle	Item	Description	QTY
Fleet 3 Advanced	73391	FLEET 3 NEW INSTALLATION (PER VEHICLE)	29

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Fleet 3 Advanced	80379	EXT WARRANTY, AXON SIGNAL UNIT	29	10/01/2023	09/30/2028
Fleet 3 Advanced	80495	EXT WARRANTY, FLEET 3, 2 CAMERA KIT	29	09/01/2024	09/30/2028

Payment Details

Sep 2023

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 1	Fleet3A	Fleet 3 Advanced	29	\$72,383.96	\$0.00	\$72,383.96
Total				\$72,383.96	\$0.00	\$72,383.96

Sep 2024

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	Fleet3A	Fleet 3 Advanced	29	\$72,384.01	\$0.00	\$72,384.01
Total				\$72,384.01	\$0.00	\$72,384.01

Sep 2025

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 3	Fleet3A	Fleet 3 Advanced	29	\$72,384.01	\$0.00	\$72,384.01
Total				\$72,384.01	\$0.00	\$72,384.01

Sep 2026

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 4	Fleet3A	Fleet 3 Advanced	29	\$72,384.01	\$0.00	\$72,384.01
Total				\$72,384.01	\$0.00	\$72,384.01

Sep 2027

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 5	Fleet3A	Fleet 3 Advanced	29	\$72,384.01	\$0.00	\$72,384.01
Total				\$72,384.01	\$0.00	\$72,384.01

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ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at www.axon.com/legal/sales-terms-and-conditions), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

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Signature

Date Signed

7/7/2022



FLEET STATEMENT OF WORK BETWEEN AXON ENTERPRISE AND AGENCY

Introduction

This Statement of Work ("SOW") has been made and entered into by and between Axon Enterprise, Inc. ("AXON"), and Holly Springs Police Dept. - GA the ("AGENCY") for the purchase of the Axon Fleet in-car video solution ("FLEET") and its supporting information, services and training. (AXON Technical Project Manager/The AXON installer)

Purpose and Intent

AGENCY states, and AXON understands and agrees, that Agency's purpose and intent for entering into this SOW is for the AGENCY to obtain from AXON deliverables, which used solely in conjunction with AGENCY's existing systems and equipment, which AGENCY specifically agrees to purchase or provide pursuant to the terms of this SOW.

This SOW contains the entire agreement between the parties. There are no promises, agreements, conditions, inducements, warranties or understandings, written or oral, expressed or implied, between the parties, other than as set forth or referenced in the SOW.

Acceptance

Upon completion of the services outlined in this SOW, AGENCY will be provided a professional services acceptance form ("Acceptance Form"). AGENCY will sign the Acceptance Form acknowledging that services have been completed in substantial conformance with this SOW and the Agreement. If AGENCY reasonably believes AXON did not complete the professional services in conformance with this SOW, AGENCY must notify AXON in writing of the specific reasons within seven (7) calendar days from delivery of the Acceptance Form. AXON will remedy the issues to conform with this SOW and re-present the Acceptance Form for signature. If AXON does not receive the signed Acceptance Form or written notification of the reasons for rejection within 7 calendar days of the delivery of the Acceptance Form, AGENCY will be deemed to have accepted the services in accordance to this SOW.

Force Majeure

Neither party hereto shall be liable for delays or failure to perform with respect to this SOW due to causes beyond the party's reasonable control and not avoidable by diligence.

Schedule Change

Each party shall notify the other as soon as possible regarding any changes to agreed upon dates and times of Axon Fleet in-car Solution installation-to be performed pursuant of this Statement of Work.

Axon Fleet Deliverables

Typically, within (30) days of receiving this fully executed SOW, an AXON Technical Project Manager will deliver to AGENCY's primary point of contact via electronic media, controlled documentation, guides, instructions and videos followed by available dates for the initial project review and customer readiness validation. Unless otherwise agreed upon by AXON, AGENCY may print and reproduce said documents for use by its employees only.

Security Clearance and Access

Upon AGENCY's request, AXON will provide the AGENCY a list of AXON employees, agents, installers or representatives which require access to the AGENCY's facilities in order to perform Work pursuant of this Statement of Work. AXON will ensure that each employee, agent or representative has been informed or and consented to a criminal background investigation by AGENCY for the purposes of being allowed access to AGENCY's facilities. AGENCY is responsible for providing AXON with all required instructions and documentation accompanying the security background check's requirements.

Training

AXON will provide training applicable to Axon Evidence, Cradlepoint NetCloud Manager and Axon Fleet application in a train-the-trainer style method unless otherwise agreed upon between the AGENCY and AXON.

Local Computer

AGENCY is responsible for providing a mobile data computer (MDC) with the same software, hardware, and configuration that AGENCY personnel will use with the AXON system being installed. AGENCY is responsible for making certain that any and all security settings (port openings, firewall settings, antivirus software, virtual private network, routing, etc.) are made prior to the installation, configuration and testing of the aforementioned deliverables.

Network

AGENCY is responsible for making certain that any and all network(s) route traffic to appropriate endpoints and AXON is not liable for network breach, data interception, or loss of data due to misconfigured firewall settings or virus infection, except to the extent that such virus or infection is caused, in whole or in part, by defects in the deliverables.

Cradlepoint Router

When applicable, AGENCY must provide AXON Installers with temporary administrative access to Cradlepoint's [NetCloud Manager](#) to the extent necessary to perform Work pursuant of this Statement of Work.

Evidence.com

AGENCY must provide AXON Installers with temporary administrative access to Axon Evidence.com to the extent necessary to perform Work pursuant of this SOW.

Wireless Upload System

If purchased by the AGENCY, on such dates and times mutually agreed upon by the parties, AXON will install and configure into AGENCY's existing network a wireless network infrastructure as identified in the AGENCY's binding quote based on conditions of the sale.

VEHICLE INSTALLATION

Preparedness

On such dates and times mutually agreed upon by the parties, the AGENCY will deliver all vehicles to an AXON Installer less weapons and items of evidence. Vehicle(s) will be deemed 'out of service' to the extent necessary to perform Work pursuant of this SOW.

Existing Mobile Video Camera System Removal

On such dates and times mutually agreed upon by the parties, the AGENCY will deliver all vehicles to an AXON Installer which will remove from said vehicles all components of the existing mobile video camera system unless otherwise agreed upon by the AGENCY.

Major components will be salvaged by the AXON Installer for auction by the AGENCY. Wires and cables are not considered expendable and will not be salvaged. Salvaged components will be placed in a designated area by the AGENCY within close proximity of the vehicle in an accessible work space.

Prior to removing the existing mobile video camera systems, it is both the responsibility of the AGENCY and the AXON Installer to test the vehicle's systems' operation to identify and operate, documenting any existing component or system failures and in detail, identify which components of the existing mobile video camera system will be removed by the AXON Installer.

In-Car Hardware/Software Delivery and Installation

On such dates and times mutually agreed upon by the parties, the AGENCY will deliver all vehicles to an AXON Installer, who will install and configure in each vehicle in accordance with the specifications detailed in the system's installation manual and its relevant addendum(s). Applicable in-car hardware will be installed and configured as defined and validated by the AGENCY during the pre-deployment discovery process.

If a specified vehicle is unavailable on the date and time agreed upon by the parties, AGENCY will provide a similar vehicle for the installation process. Delays due to a vehicle, or substitute vehicle, not being available at agreed upon dates and times may result in additional fees to the AGENCY. If the AXON Installer determines that a vehicle is not properly prepared for installation ("Not Fleet Ready"), such as a battery not being properly charged or properly up-fit for in-service, field operations, the issue shall be reported immediately to the AGENCY for resolution and a date and time for the future installation shall be agreed upon by the parties.

Upon completion of installation and configuration, AXON will systematically test all installed and configured in-car hardware and software to ensure that ALL functions of the hardware and software are fully operational and that any deficiencies are corrected unless otherwise agreed upon by the AGENCY, installation, configuration, test and the correct of any deficiencies will be completed in each vehicle accepted for installation.

Prior to installing the Axon Fleet camera systems, it is both the responsibility of the AGENCY and the AXON Installer to test the vehicle's existing systems' operation to identify, document any existing component or vehicle systems' failures. Prior to any vehicle up-fitting the AXON Installer will introduce the system's components, basic functions, integrations and systems overview along with reference to AXON approved, AGENCY manuals, guides, portals and videos. It is both the responsibility of the AGENCY and the AXON Installer to agree on placement of each components, the antenna(s), integration recording trigger sources and customer preferred power, ground and ignition sources prior to permanent or temporary installation of an Axon Fleet camera solution in each vehicle type. Agreed placement will be documented by the AXON Installer.

AXON welcomes up to 5 persons per system operation training session per day, and unless otherwise agreed upon by the AGENCY, the first vehicle will be used for an installation training demonstration. The second vehicle will be used for an assisted installation training demonstration. The installation training session is customary to any AXON Fleet installation service regardless of who performs the continued Axon Fleet system installations.

The customary training session does not 'certify' a non-AXON Installer, customer-employed Installer or customer 3rd party Installer, since the AXON Fleet products does not offer an Installer certification program. Any work performed by non-AXON Installer, customer-employed Installer or customer 3rd party Installer is not warrantied by AXON, and AXON is not liable for any damage to the vehicle and its existing systems and AXON Fleet hardware.

INTERGOVERNMENTAL AGREEMENT FOR THE LEASE OF REAL PROPERTY

STATE OF GEORGIA

COUNTY OF CHEROKEE

“City of Holly Springs Public Works - 956 Univeter Road Parcel”

This INTERGOVERNMENTAL LEASE AGREEMENT (hereinafter “Agreement”) is entered into this ____ day of _____, 2022 by and between CHEROKEE COUNTY, GEORGIA, a political subdivision of the State of Georgia, acting by and through its governing authority, the Cherokee County Board of Commissioners (hereinafter “County”), and the CITY OF HOLLY SPRINGS, GEORGIA, a municipal corporation, acting by and through its governing authority, the Mayor and City of Holly Springs City Council (hereinafter “City”), with both said entities existing under the laws of the State of Georgia (with each entity collectively being referred as “the Parties”).

WHEREAS, County is the owner of certain real property located at 956 Univeter Road Canton, Georgia 30115 consisting of approximately 1.86 acres, with said property being further identified in the records of the Cherokee County, Georgia Tax Assessor’s Office as Tax Parcels 15N13 085 & 15N13 085A (hereinafter “Premises”);

WHEREAS, the Premises is currently vacant land and City desires to lease said Premises from the County in order to utilize Premises for governmental purposes; specifically to locate its Public Works building and operations; and

WHEREAS, Article IX, Section III, Paragraph I of the Constitution of the State of Georgia provides, in pertinent part, that any county, municipality, or other political subdivision of the State of Georgia may contract for any period not exceeding fifty (50) years with each other or with any public agency, public corporation, or public County for joint services, for the provision of services, or for the joint or separate use of facilities or equipment, for such activities, services, or facilities which the county, municipality, or public County is authorized by law to undertake or provide; and

WHEREAS, this Agreement shall be considered an intergovernmental agreement in accordance with the terms Article IX, Section III, Paragraph I of the Constitution of the State of Georgia and shall identify the responsibilities of the Parties hereto; and

NOW, THEREFORE, in consideration of the foregoing recitals, the mutual covenants, promises, agreements, representations and warranties contained in this Agreement, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto do hereby covenant, promise, agree, represent and warrant as follows:

1. Lease of Premises / Lease Rate. For and in consideration of the sum of one dollar (\$1.00) per year, City shall lease from the County the Premises located at 956 Univeter Road Canton, Georgia 30115 consisting of approximately 1.86 acres, with said property being further identified in the records of the Cherokee County, Georgia Tax Assessor's Office as Tax Parcels 15N13 085 & 15N13 085 A (hereinafter "Premises"). Such rent shall be due and payable to the County within five (5) business days of each anniversary of the effective date of this Agreement. In addition, City shall be granted access to the Premises via access easement across a parcel owned by LGCPA Investments and being Tax Parcel 15N13 086. All as depicted on survey dated January 12, 2022 by Martin Surveying and attached hereto as Exhibit "A"
2. Term and Supporting Documentation. This Agreement shall have an effective date of as the date of execution and the initial term of said Agreement shall run for a period of fifty (50) years, unless otherwise terminated as provided herein.
3. Use of Premises / Improvements. During the term of this Agreement, City shall use the Premises for providing governmental services or for functions related to governmental services – Public Works. Should City elect to make any permanent improvements to the Premises, City will permit all plans for improvements and submit all approved improvement plans to the County and receive a written approval from the County prior to any permanent improvements being constructed. Furthermore, City will be responsible for maintaining Premises in a neat and workmanlike manner. City will also be responsible for maintenance of drainage easement between Premises and LGCPA Investments parcel as depicted on drawing and attached hereto as Exhibit "B"

4. Termination. The City is making a substantial investment on the Premises with the construction of a building and associated improvements. During the initial ten (10) years of this Agreement, it may be terminated only by mutual agreement. After the initial ten (10) year period, this Agreement may be terminated by County or City for convenience at any time upon twelve (12) months written notice to the other Party.
5. Maintenance, Repair, and Security. City shall, at its own expense and at all times, maintain the existing Premises in good and safe condition. All maintenance and cleaning of the Premises shall be conducted by the City at the sole cost of the City.
6. Expenses and Utilities. The City will maintain and be responsible for all (if any) existing utilities currently installed/connected to the Premises. In addition, should City desire to have utilities installed on the Premises, such utilities shall be in the name of the City and City shall be responsible for any costs associated with such.
7. Entry and Inspection. City shall permit County or County's agents to enter upon the Premises at reasonable times and upon reasonable notice, for the purpose of inspecting the same.
8. Destruction of or Damage to Premises. If there should be a destruction of or damage to the Premises by fire or otherwise to the extent that the Premises is no longer usable as determined by the Parties, then this Agreement shall cease and come to an end without further obligation or duty of either Party to the other, provided that this Section shall not operate to terminate or waive the indemnification provisions provided for in this Agreement.
9. Indemnification/Current Condition of Premises. City and County shall, to the full extent provided by law, waive, release, relinquish, discharge and agree to indemnify, protect and save harmless the other Party, its officials, officers, and employees from any and all claims, demands, liabilities, losses, costs or expenses, including attorneys' fees, for any loss, damage, liability for any injury, damages, fine, fee, levy, or assessment of any kind

related thereto caused by, growing out of, or otherwise happening in connection with the physical condition of the Premises.

10. Insurance. City shall provide for fire, hazard, and general liability insurance for the Premises. The general liability coverage shall be at commercially reasonable rates to cover the Premises and a copy of said policy(s) shall be provided to the County on an annual basis or as requested.
11. Amendments. This Agreement may be amended at any time by the written, signed consent of all the Parties.
12. Assignment. The Parties shall not assign any obligation it incurs in the Agreement without the written consent of the other Party.
13. Severability. Should any part of this Agreement be invalidated or otherwise rendered null and void, the remainder of this Agreement shall remain in full force and effect.
14. Execution Powers. The undersigned officials are authorized to execute this Agreement on behalf of the Parties, and hereby confirm that such execution has been authorized by resolution or motion of the governing body of the respective Party.
15. Entire Agreement. The parties acknowledge that this Agreement sets forth the entire agreement and understanding between the County and City. The Parties affirm that the only consideration for their agreement to execute, and their execution of the Agreement, are the terms as stated herein, and that there are no other promises or agreement of any kind which have caused them to execute this Agreement. This Agreement and the covenants and conditions contained herein shall be binding upon and in use to the benefit of each of the Parties hereto and their respective successors, assigns and successors in title. The Parties further acknowledge that they fully understand the meaning and intent of this Agreement, including but not limited to its binding effect. The Parties

acknowledge that they have had the benefit of consulting an attorney before executing this Agreement.

16. Descriptive Headings. The titles, captions and paragraph headings are inserted for convenience only and are in no way intended to interpret, define, or limit the scope or content of this Agreement or any provision hereof.
17. Time is of the Essence. Time is of the essence with regard to performance of any services under this Agreement, unless the Parties agree otherwise in writing.
18. Waiver. One party's waiver of the other party's breach of any provision, term, or condition contained in this Agreement, shall not be deemed to be a waiver of such provision, term, or condition or any subsequent breach of the same or any other provision contained in this Agreement unless it is in writing. No waiver or waivers shall serve to establish a course of performance between the Parties contradictory to the terms of this agreement.
19. Force Majeure. Neither Party shall be liable for any loss or damage suffered by the other Party, directly or indirectly, as a result of the first Party's failure to perform, or delay in performing, any of its obligations contained in this Agreement (except any obligations to make payments hereunder), where such failure or delay is caused by circumstances beyond the first Party's control or which makes performance commercially impracticable, including but not limited to fire, flood, storm or other natural disaster, explosion, accident, war, riot, civil disorder, government regulations or restrictions of any kind or any acts of any government, judicial action, power failure, acts of God or other natural circumstances.
20. Choice of Law/Venue. This Agreement shall be governed by the laws of the State of Georgia. The Parties agree that jurisdiction and venue for any dispute arising under this Agreement shall be in any state or federal court of competent jurisdiction located in Cherokee County, Georgia.

21. Exhibits. All exhibits attached to this Agreement are incorporated by reference into and made a part of this Agreement.
22. Rights Cumulative. All rights, powers, and privileges conferred hereunder upon Parties hereto shall be cumulative and not restrictive of those given by law. Nothing contained herein shall impair the right of City or County to exercises it governmental and legislative functions.
23. Notice. All notices, request, demands, and other communications provided for in this Agreement shall be in writing and shall be sent either by first class United States certified mail, return receipt requested, delivered by overnight carrier, or personally delivered to the applicable party at the following addresses:

For County:

Cherokee County, Georgia
ATTN: County Manager
1130 Bluffs Parkway
Canton, Georgia 30114

For City:

City of Holly Springs, Georgia
ATTN: City Manager
P.O. Box 990
Holly Springs, Georgia 30142

[this portion intentionally left blank; signature page to follow]

IN WITNESS WHEREOF, the Parties have caused their duly authorized officers to hereunto set their hands and affix their respective seals as of the day and year first above written.

APPROVED by the Cherokee County Board of Commissioners
this ____ day of _____, 20____.

Signed On Behalf of Cherokee County, Georgia:

By: _____
HARRY B. JOHNSTON, Chairman Date _____

Attest: _____
CHRISTY BLACK, County Clerk Date _____

APPROVED by the City Council of Holly Springs
this ____ day of _____, 20____.

Signed On Behalf of City of Holly Springs, Georgia:

By: _____
STEVEN W. MILLER, Mayor Date _____

Attest: _____
KAREN NORRED, City Clerk Date _____

EXHIBIT “A”

**[INSERT
Ingress-Egress Easement dated 7/22/2022 and recorded in
DB 14810, PG 2789]**

EXHIBIT “B”

**[INSERT
Permanent Drainage Easement dated July 22, 2022 and recorded in
DB 14810, PG 2792]**

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF HOLLY SPRINGS, GEORGIA, TO AMEND THE ADOPTED MUNICIPAL SERVICES MASTER FEE SCHEDULE; TO PROVIDE FOR THE HEALTH, SAFETY, AND WELFARE OF THE GENERAL PUBLIC; TO ESTABLISH THE EFFECTIVE DATE; AND FOR OTHER PURPOSES

WHEREAS, the Mayor and City Council of the City of Holly Springs, Georgia, seek to provide for the health, safety, and welfare of the general public; and

WHEREAS, the Mayor and City Council of the City of Holly Springs, Georgia amend the fee schedule from time to time; and

NOW, THEREFORE, IT IS HEREBY RESOLVED, that the Mayor and City Council of the City of Holly Springs, Georgia, do hereby adopt the amended Municipal Services Master Fee Schedule as attached hereto as Exhibit "A."

IT IS HEREBY FURTHER RESOLVED, by the Mayor and City Council of the City of Holly Springs, Georgia, that the amended Municipal Services Master Fee Schedule attached hereto as Exhibit "A," shall be effective immediately.

This Resolution is adopted this 15th day of August 2022.

CITY OF HOLLY SPRINGS

Steven W. Miller, Mayor

Attest:

Karen Norred, City Clerk
(Seal)

Exhibit "A"

Remove the following:

Municipal Court

Local Legal Code	Category	Local Violation Description	Fee Name	Fine Amount
40-6-15	Rules of the Road	Vehicle registration is suspended, cancelled or revoked	3 rd Offense	\$2,663
40-6-15	Rules of the Road	Vehicle registration is suspended, cancelled or revoked	4 th Offense	\$3,183

City of Holly Springs Work Session Meeting

Speaker Sign In Sheet

August 1, 2022

Meeting Date: _____

	Name	Address	City Resident Y/N	Topic of Comment
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				

Note: City Council meetings are public meetings but are not public hearings. It is at the Chief Elected Official's discretion if public comment is taken.

